

APPENDICES

APPENDIX A

**Letter from Project Applicant to the
City of Sacramento (April 24, 2007)**

CAPITOL STATION 65

April 24, 2007

Jennifer Hageman, Senior Planner
City of Sacramento
Development Services Department
2101 Arena Boulevard, Suit 200
Sacramento, CA 95834

Re: Township 9 Project Description

Dear Ms. Hageman:

As you are aware, the City received comments from the County of Sacramento Planning Department and Regional Parks (County) regarding the adequacy of the Draft Environmental Impact Report (DEIR) for the proposed Township 9 project (Project). Many of the comments focused on the "elements of the project [that] are within the Parkway Plan boundary" --- namely, the overlook feature that arguably extends into the Parkway area. The County alleged that the proposed overlook was not specifically permitted within the Parkway, and requested that the applicant eliminate the overlook from the Project. Similar comments were submitted by Save the American River Association (SARA).

The County also requested that the applicant move the proposed tower feature away from the northern edge of the Project, toward the entry of the development at Richards Boulevard.

The comment letter submitted by SARA addressed an additional concern regarding the proposed amphitheater/performance area. More specifically, SARA and other commenters asserted that the DEIR failed to adequately analyze potential impacts from the amphitheater, and suggested that the proposed use was inappropriate.

The Project applicant would like to eliminate both the proposed overlook and the proposed amphitheater from the Project description. In addition, the applicant would like to move the tower to the roundabout located at the intersection of North 7th Street and Street G within the Project Area. By this letter, the applicant hereby requests that the City amend the Project application and the DEIR to: (i) remove the overlook from the Project Description; (ii) remove the amphitheater from the Project Description; and (iii) move the tower to the roundabout at North 7th Street and Street G.

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Suite 200
Sacramento, CA 95814

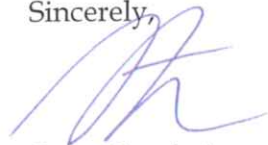
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Ms. Jennifer Hageman
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With the above-requested modifications to the Project, many of the concerns voiced by the County and SARA should be addressed. Moreover, absent the overlook feature, the County does not have jurisdiction or permitting authority over the Project; rather, the County has commenting authority, which it has exercised by its comment letter dated April 23, 2007.

Thank you for your assistance, and for your continued dedication to this Project.

Sincerely,



Steve Goodwin

Cc: Bill Thomas
David Kwong
Michael York
Gary Kukkola
Rob Sherry

APPENDIX B

Township 9 Consistency with Applicable Plans

TOWNSHIP 9 CONSISTENCY WITH APPLICABLE PLANS

RICHARDS BOULEVARD AREA PLAN POLICIES	PROJECT CONSISTENCY
<p>General principles regarding consistency with RBAP</p>	<p>Section 17.180.040 of the City Zoning Code provides that a PUD designation acts as an overlay zone, similar to a special planning district. An overlay zone is a zoning district that encompasses one or more underlying zones and imposes additional or alternate requirements to those of the underlying zone. (Section 17.136.010.) Because the requirements of existing zoning may be modified by Overlay Zones, the PUD Design Guidelines and Schematic Map, once adopted by resolution of the City Council, would supplant the zoning density and height restrictions in the Richards Boulevard Area Plan, the Richards Boulevard SPD and the underlying zoning classification provisions of the City Zoning Code. (Section 17.180.050, subdivision (A)(2).) The Schematic Plan and Development Guidelines will provide the overall standards of open space, circulation, off-street parking and other conditions in such a way as to form a harmonious, integrated project of such quality to justify exceptions to the normal regulations of the Zoning Code. Therefore, even if the project were inconsistent with one or more policies and/or objectives of the Richards Boulevard Area Plan, the City may choose to approve the project without amending the Plan because the PUD guidelines essentially supplant the goals and policies of the Plan. The EIR indicates, however, that Township 9 is consistent with the policies and objectives of the RBAP.</p> <p>In regards to the circulation system, because the Project does not prevent the future implementation of the planned network system (generally right of way and new intersection locations) it is considered consistent with the RBAP.</p>

RICHARDS BOULEVARD AREA PLAN POLICIES	PROJECT CONSISTENCY
Land Area Policies	
<p>OBJECTIVE 1: Provide for the development of a diverse mixture of uses within the Richards area which will complement Sacramento’s downtown district, provide a variety of housing opportunities, and facilitate the enhancement and revitalization of the Richards Boulevard area.</p>	<p><i>Consistent.</i></p> <p>The Project is located within the Richards Boulevard Area Plan, in an area designated RB-3:Riverfront Central planning sub-area. The existing uses on the site include industrial, warehouse, commercial and office. Surrounding uses are similar.</p> <p>The Project is a mixed-use development that includes residential dwelling units, neighborhood-serving retail and restaurant uses, office buildings, a network of public streets, aboveground and subgrade parking facilities, public and private open space areas, a river trail, and space for a transit station and tracks for future construction by Sacramento RT. The Project will bring many new and exciting uses to the downtown district, and will help fund the proposed DNA light rail line that will facilitate alternative transportation between downtown, Richards Boulevard, and ultimately Natomas and the International Airport. The Project amenities and its location along the DNA line will facilitate the enhancement and revitalization of the Richards Boulevard area. Project development will transform 65 acres of existing warehouse space and dilapidated buildings into a vibrant mixed-use community that will be an asset to the downtown community and to the City as a whole.</p> <p>Proposed residential uses provide a variety of housing opportunities including apartments, condominiums, townhomes, and live/work units.</p>
<p>POLICY 1.1: The mixture of land uses and activities that is permitted within the Richards area should be guided by the physical features and environmental conditions of the area.</p>	<p><i>Consistent.</i></p> <p>Policy 1.1 calls for new land uses along the riverfront which will enhance the American and Sacramento Rivers as public recreation and open space amenities. New uses along the riverfront should be “active and publicly oriented, such as restaurants, lodging and</p>

RICHARDS BOULEVARD AREA PLAN POLICIES	PROJECT CONSISTENCY
	<p>multi-family residential uses, so as to attract people throughout the day and night hours and improve accessibility to the river corridor.” (RBAP, p. 25.) Moreover, the policy calls for new housing in the area north of Richards Boulevard, particularly mixed use development and residential development that incorporates parks, small scale retail development, and convenient access to transit.</p> <p>The land uses surrounding the Project include the American River to the north, industrial uses to the south, industrial and office uses to the east and west. The proposed Project would replace existing industrial buildings with new residential and commercial buildings, and would cover approximately 56.8 acres of the 65 acres project site with developed uses, compared to 51.5 acres of developed uses under existing conditions. The Project will create an attractive pattern of streets and blocks which is more in scale with the downtown, that accommodate a mixture of uses and activities, and that can add to the diversity and interest of the Richards Boulevard area.</p> <p>Buildings up to 8 stories located nearest to the Parkway would have a minimum setback of approximately 220 feet from the American River and a minimum setback of 100 feet from the curb and from other adjacent buildings. Additionally, portions of buildings above 8 stories would be set back an additional 30 feet from the curb. The Project would utilize building materials that include warm colors and natural materials, glass with low reflectivity, and landscaping to minimize intrusion into the parkway. The buildings in the Riverfront area adjacent to the Parkway would incorporate stepped facades and utilize neutral color schemes that are compatible with the adjacent natural setting.</p>

RICHARDS BOULEVARD AREA PLAN POLICIES	PROJECT CONSISTENCY
<p>POLICY 1.2: Ensure that adequate infrastructure and community facilities are developed to support the proposed mixture of uses.</p>	<p><i>Consistent</i></p> <p>The Project would construct a network of public streets to provide vehicle and bicycle access throughout the project site, and would provide sidewalks along all public streets to encourage pedestrian activity. The water system for the Project would consist of 12-inch water distribution lines within the street rights of way with connections to existing City transmission mains. Wastewater from the Project will be conveyed to the existing pipelines in North 5th Street and North 7th Street, eventually flowing to the 33-inch main in Richards Boulevard. The existing pipelines on the north half of North 7th Street will be replaced. The storm drainage system will be a gravity-fed system of pipelines connecting to the existing system at multiple locations. The pipe system internal to the Project would consist of 12-inch to 24-inch pipes with drop inlets to collect drainage from roadways. Installation of the drainage system would occur in phases. Infrastructure also exists on and in the vicinity of the Project site for electric, gas, phone and cable. Development of the Project would necessitate the construction of an on-site distribution system to convey these services to the uses on the Project site.</p>
<p>POLICY 1.3: Establish land use standards and design guidelines which promote a comfortable coexistence between the diverse land uses permitted in the Richards Boulevard area.</p>	<p><i>Consistent.</i></p> <p>The Project is a Planned Unit Development, or PUD. A PUD is a development of land that is under unified control and is planned and developed in phases or as a whole in a single development operation. The purpose of a PUD is to encourage the design of well-planned facilities that offer a variety of land uses types and integrated open space areas through creative and imaginative planning. To that end, the Project includes Township 9 PUD Design Guidelines and Schematic Plan, which establish land use standards and design guidelines that ensure development that is consistent with the City's planned vision for the Richards</p>

RICHARDS BOULEVARD AREA PLAN POLICIES	PROJECT CONSISTENCY
<p>OBJECTIVE 2: Provide for the continuation of existing industrial and service commercial uses.</p> <p>POLICY 2.1: Preserve and enhance opportunities within the Richards Boulevard area for service business and start-up or incubator businesses.</p> <p>POLICY 2.2: Allow existing manufacturing and processing uses to remain and expand within the area.</p>	<p>Boulevard Area.</p> <p><i>Consistent.</i></p> <p>Existing uses on the site include industrial, warehouse commercial and office uses. Current active business on the Project site include a livestock feed supplier, offices of the project applicant, cold storage, concrete storage and delivery, hay bail compression and delivery, and a warehouse occupied by the Sacramento Habitat for Humanity. These uses will not continue as part of the project; however, the RBAP plans for the phase out of these uses and the development of new mixed use projects. The Project will provide for mixed uses, including neighborhood serving retail, residential, and office uses.</p> <p>Policy 2.2 identifies the Cold Storage facilities located in the Project area as an exiting use that will eventually redevelop in a mix of urban uses. The RBAP “allows for the continued use of the site for food processing as well as development of new residential and office uses, should the owners wish to redevelop the site in a mix of urban uses at some future time. (RBAP, p. 28.)</p> <p>Similarly, Objective 2 acknowledges that development in the area has replaced existing industrial uses, and anticipates that future development will also move away from industrial and toward office and other uses that can afford to pay higher market rents. Although the plan recognizes the need to set aside land for the continuation of industrial and service commercial uses, such uses are not planned for areas designated R-3, such as the Project area. In the R-3 areas, the RBAP calls for new housing in the area north of Richards Boulevard, particularly mixed use development and residential development that incorporates parks, small scale retail development, and convenient access to transit. In addition, in R-3 areas along the Riverfront, the RBAP calls for new land uses</p>

RICHARDS BOULEVARD AREA PLAN POLICIES	PROJECT CONSISTENCY
	<p>along the riverfront which will enhance the American and Sacramento Rivers as public recreation and open space amenities. New uses along the riverfront should be “active and publicly oriented, such as restaurants, lodging and multi-family residential uses, so as to attract people throughout the day and night hours and improve accessibility to the river corridor.”</p> <p>The Project is consistent with each of these policies.</p>
<p>OBJECTIVE 3: Maintain and improve retail services in the area.</p> <p>POLICY 3.1: Provide for the continuation and directed expansion of highway-oriented commercial and regional retail services.</p> <p>POLICY 3.2: Encourage retail businesses which serve the shopping and entertainment needs of residents and office workers.</p>	<p><i>Consistent.</i></p> <p>These policies state that the introduction of office workers and residents to the Richards area will create a “demand for a greater number of retail uses that serve the convenience and entertainment needs of workers and residences.” These uses are anticipated to transform the area from a predominately daytime, light industrial character to a more lively “around the clock” environment. The Project includes residential and office uses, as well as neighborhood serving retail and restaurant uses on the ground floor of residential buildings. The Project includes a mix of restaurant uses such as coffee and sandwich shops, fast food establishments, and bars. Other uses such as hair salons, dry cleaning, small grocery stores, flower shops, and similar services would also be provided.</p>

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<p>OBJECTIVE 4: Strengthen Sacramento’s Central City as the region’s principal employment center, through the creation of a significant transit-oriented support office district in close proximity to the downtown and State Capitol.</p> <p>POLICY 4.1: Direct the development of new office uses to the southern portion of the Richards Boulevard planning area, where such development would be served by planned regional transit facilities.</p>	<p><i>Consistent.</i></p> <p>Objective 4 identifies an important role for the Richards Boulevard area in establishing the downtown as a regional employment center. With the planned development of the DNA line through the area, the RBAP anticipates “considerable opportunities for the development of new employment and housing that can be conveniently served by transit.” (RBAP, p. 30.) Policy 4.1 recognizes many benefits from locating new office development in the Richards area. The policy encourages compact and walkable districts that can be efficiently served by transit.</p> <p>Under Scenario A, 146,194 GSF of neighborhood serving retail and restaurant uses will be developed. Under Scenario B, an additional 839,628 GSF of office use would also be developed. These uses would strengthen the area as an employment center. The office and retail will be close to downtown via access on 7th Street, and will be served by the planned DNA line that would run along the southern boundary of the Project, along Richards Boulevard. The project includes the dedication of land for a transit station and tracks to be constructed by RT, and will help secure funding and density necessary for RT to construct the first phase of the DNA line (the first phase includes Richards Boulevard along the project boundary).</p>
<p>OBJECTIVE 5: Provide opportunities for new housing within the Richards Boulevard planning area, in order to reinforce the Central City as a place to live as well as work.</p> <p>POLICY 5.1: Preserve housing the Doss Rios and Dreher-Basler areas.</p> <p>POLICY 5.2: Identify areas for future housing development.</p>	<p><i>Consistent.</i></p> <p>Policy 5.2 identifies the area north of Richards Boulevard as holding the “greatest opportunity for new residential development. This is primarily due to the location of the American River corridor, which can provide an attractive amenity for new housing development.” This area also includes parcels which are large enough to create neighborhoods with amenities such as parks and private recreational facilities and small scale</p>

RICHARDS BOULEVARD AREA PLAN POLICIES	PROJECT CONSISTENCY
<p>POLICY 5.3: Maintain the current M-2 zoning within the area designated Industrial/Residential. Allow residential rezonings if requested by an applicant.</p>	<p>retail facilities that would attract new residents to the area. (RBAP, p. 31.)</p> <p>Policy 5.3 acknowledges that residential development in M-2 zones and “associated rezoning” may occur.</p> <p>The Project provides for new housing within the Richards area. Under Scenario A, the Project includes development of approximately 2,921 dwelling units. Under Scenario B, 2,350 residential units will be developed. Under both scenarios, the proposed residential uses include apartments, condominiums, townhomes, and live/work units. The residential development will be served by parks and open space features, as well as small scale retail, consistent with the RBAP.</p>
<p>OBJECTIVE 6: Enrich the quality and livability of the area by improving community and human services.</p> <p>POLICY 6.1: Consolidate existing social services and related service providers into a single campus.</p> <p>POLICY 6.2: Provide for the establishment of child care services in appropriate locations.</p>	<p><i>Consistent.</i></p> <p>Policy 6.1 addresses relocation of an existing publicly funded social service provider, Loaves and Fishes, to a consolidated location at North A Street between 12th and 16th; this policy is not applicable to the Project.</p> <p>Policy 6.2 recommends that child care facilities be provided within employment and residential complexes. Child care services are an allowable use within the Project and will be provided to the extent there is sufficient market demand for them.</p>
<p>OBJECTIVE 7: Configure land uses and development intensity in a way that reinforces transit ridership and supports public investment in transit facilities, particularly the planned Intermodal Terminal and the extension of light rail service through the area.</p> <p>POLICY 7.1: Create a higher intensity office and residential core near the Intermodal Terminal.</p> <p>POLICY 7.2: Create an attractive pattern of streets and</p>	<p><i>Consistent.</i></p> <p>The plan policies provide for the development of a higher intensity mixed-use district around 7th Street in the area most influenced by the DNA extension. Within this area, the RBAP calls for a “more intensive concentration of uses, limits on parking and the creation of a pedestrian environment in order to encourage transit ridership. Policy 7.2 discourages the large blocks separated by wide arterial streets, and encourages</p>

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<p>blocks which is more in scale with the downtown, that can accommodate a mixture of uses and activities, and that can add to the diversity and interest of the Richards Boulevard area.</p>	<p>development of streets similar to the downtown grid.</p> <p>The Project provides for mixed use development adjacent to 7th Street and along the proposed DNA line. The Project would also construct a network of public streets in a grid pattern to provide vehicle and bicycle access throughout the project site, and would provide sidewalks along all public streets to encourage pedestrian activity.</p>
<p>OBJECTIVE 8: Strengthen the character and livability of the Richards Boulevard area by developing a strong system of public open space, and by preserving historic architectural resources.</p>	<p><i>Consistent.</i></p> <p>This objective provides that, as new development proceeds in the area, new parks and open space areas should be planned at the focus of activity areas and within new neighborhoods.</p> <p>The Project will provide approximately 27 acres of public open space and 0.09 acres of private open space. Public open spaces would include urban parks and plazas, parkways, and natural open space along the American River. Private open spaces would consist of central courtyards that would serve as common open space for residential buildings. In addition, the Project applicant will be required to pay fees in accordance with the City's Park Development Impact Fund to ensure that adequate park facilities are provided in the City.</p> <p>This objective also seeks to preserve historic architectural resources. The mitigation measures provided in the project's environmental impact report require an extensive list of measures designed to preserve the historical resources. These measures include documentation and recordation, an oral history project, deconstruction, salvage and reuse, and implementation of design guidelines. The design guidelines for the Project take into account that the Project is removing a historically significant cannery and industrial site. The Guidelines encourage the use of design features of the historic buildings of the cannery in the new</p>

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	<p>buildings to be constructed on the property. In addition, the Project has been reviewed by the City’s Historic Preservation Commission.</p>
<p>POLICY 8.1: Configure new development and land uses to enhance public access and recreational use of the American and Sacramento River Parkways.</p> <p>POLICY 8.2: Locate and configure new open spaces to provide focus and amenity to future neighborhoods, and the Richards Boulevard area as a whole, and ensure that new open spaces reinforce the pedestrian network.</p> <p>POLICY 8.3: Establish requirements for on-site space for new office and residential development.</p>	<p><i>Consistent.</i></p> <p>Policy 8.1 acknowledges that the American River Parkway provides a tremendous asset to the Richards area, but that the amenity of the riverfront is not realized by the current pattern of development. The policy encourages public use of the parkway and active uses along the riverfront. It also references a roadway planned along the riverfront through the majority of the planning area to provide a clear distinction between the public realm of the river and private development. The policy advocates for numerous points of public access along riverfront drive.</p> <p>The Project will realize the riverfront amenities by developing residential units that front the river and capitalize on its views, creating open spaces adjacent to the Parkway, and constructing Riverfront Drive along the land side of the levee. The existing American River levee would be adapted to accommodate the Two Rivers Trail, a bike trail that runs between I-5 and SR 160. The existing trail and proposed park facilities would provide public access to the river.</p> <p>The Project will provide approximately 27 acres of public open space and 0.09 acres of private open space. Public open spaces would include urban parks and plazas, parkways, and natural open space along the American River. In addition, the Project would provide sidewalks along all public streets to encourage pedestrian activity.</p>

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<p>POLICY 8.4: Place eligible historic buildings on the National Register of Historic Places and the Sacramento Official Register. Require the adaptive reuse of historic warehouse buildings in the Gateway area in a manner which preserves their architectural character.</p> <p>POLICY 8.5: Identify historic archaeological sites within the area.</p> <p>POLICY 8.6: Allow office space to comprise up to 50 percent of the gross floor area of historic buildings listed on the Official Register of the City of Sacramento within the Gateway area.</p>	<p><i>Consistent.</i></p> <p>The former Bercut-Richards cannery occupies a large portion of the Project site and has been determined to be a significant historical resource under CEQA. The mitigation measures provided in the project’s environmental impact report require an extensive list of measures designed to preserve the historical resources. These measures include documentation and recordation, an oral history project, deconstruction, salvage and reuse, and implementation of design guidelines. The design guidelines for the Project take into account that the Project is removing a historically significant cannery and industrial site. The Guidelines encourage the use of design features of the historic buildings of the cannery in the new buildings to be constructed on the property. In addition, the Project has been reviewed by the City’s Historic Preservation Commission.</p> <p>There are no historic archaeological sites in the Project area. In the event archaeological remains are found during project construction, the EIR for the Project requires that the construction cease until the remains are identified and removed. In addition, the Project applicant will provide for an on-site monitor during construction to assist in the identification of potential archaeological resources.</p>
<p>OBJECTIVE 9: Ensure that all new uses within the Richards Boulevard planning area comply with applicable laws regarding hazardous materials remediation, storage, use and handling, and incorporate precautions that protect adjoining uses from unacceptable health and safety risks.</p> <p>POLICY 9.1: Ensure that all sites proposed for residential, office, retail, community facilities, or other similar development complete hazardous substances investigation, characterization and remediation, if necessary, prior to the</p>	<p><i>Consistent.</i></p> <p>A Phase 1 environmental site assessment (ESA) was prepared for the Project in 1999 and again in May 2006. A Phase II ESA was prepared in June 2006. Mitigation required by the Project’s EIR ensures that all uses within the Project comply with applicable laws, and ensure that all sites proposed for residential, office, retail, community facilities, or other development are hazard free prior to development. Mitigation measures are also required to reduce risk of human exposure to hazardous materials.</p>

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<p>issuance of development approvals.</p> <p>POLICY 9.2: Adopt development standards which ensure that new commercial and industrial development near proposed residential, office or mixed-use districts does not create an unacceptable risk of human exposure to hazardous materials.</p> <p>POLICY 9.3: Require evaluation and appropriate testing for hazardous materials prior to development on existing commercial or industrial sites which are located in proximity to sensitive populations.</p>	
Housing Objectives and Policies:	
<p>OBJECTIVE 1: Fully realize the potential for new residential development within the redevelopment area.</p> <p>POLICY 1.1: Locate housing in areas where an attractive residential environment can most readily be created.</p> <p>POLICY 1.2: Locate future housing adjacent to existing residential areas, so that a stronger sense of neighborhood can be created.</p> <p>POLICY 1.3: Avoid placement of housing in areas where excessive noise (e.g., adjacent to the freeway or rail line) or through traffic occurs.</p> <p>POLICY 1.4: Locate housing where there are opportunities to establish a “critical mass” of residential use and a strong sense of neighborhood.</p> <p>POLICY 1.5: Locate housing where it can benefit from natural or planned amenities, cultural and recreational</p>	<p><i>Consistent.</i></p> <p>These policies recognize that the land most suitable for residential use in the RBAP is located north of Richards Boulevard and along the American River, in large part because of the river which offers an attractive and unique amenity. The Project will realize the riverfront amenities by developing residential units that front the river and capitalize on its views, creating open spaces adjacent to the Parkway, and constructing Riverfront Drive along the land side of the levee.</p> <p>The Project provides for new housing within the Richards area, along the American River and north of Richards Boulevard. Under Scenario A, the Project includes development of approximately 2,921 dwelling units. Under Scenario B, 2,350 residential units will be developed. Under both scenarios, the proposed residential uses include apartments, condominiums, townhomes, and live/work units. The residential development will be served by parks and open space features, as well as small scale retail, consistent with the RBAP.</p>

RICHARDS BOULEVARD AREA PLAN POLICIES	PROJECT CONSISTENCY
resources.	
<p>OBJECTIVE 2: Provide housing affordable to a range of income groups.</p> <p>POLICY 2.1: Housing affordability in the planning area should be based upon the housing and affordability needs of the Sacramento workforce.</p> <p>POLICY 2.2: Focus public housing subsidy efforts upon “very low” and “low” income families and individuals. Production of very low income housing should focus upon expansion of existing City efforts and programs. Production of low income housing should focus upon creating affordable projects and inclusionary units within market-rate housing projects.</p> <p>POLICY 2.3: Assure long-term affordability of very low and low income housing. The Housing Program should include provisions which maintain affordability of subsidized housing units. This can be accomplished through deed restrictions, shared equity arrangements and/or mortgage structuring.</p> <p>POLICY 2.4: Affordability of market-rate housing units by moderate income families should be monitored.</p> <p>POLICY 2.5: Review existing development standards, design guidelines and fees in order to identify possible changes that would lower the cost of development for affordable housing units.</p>	<p><i>Consistent.</i></p> <p>Proposed residential uses provide a variety of housing opportunities including apartments, condominiums, townhomes, and live/work units. These various types of housing will provide opportunities for people of varying income.</p> <p>Chapter 17.90 in the City-Wide Programs Division of the City of Sacramento Zoning Code (the Code) provides direction that “residential projects in <i>new growth areas</i> contain a defined percentage of housing affordable to low income and very low income households, to provide for a program of incentives and local public subsidy to assist in this effort, and to implement the mixed income policies of the housing element of the city’s general plan.” (Emphasis added.) Residential development that is exempted from the provision of affordable housing, as well as alternatives to the Standard Inclusionary Housing Component regulations are defined in the Code.</p> <p>Section 17.190.070 provides exemptions from the requirements of the mixed income housing requirements. Development projects outside of a new growth area generate no obligation to provide a mixed income housing component. (17.190.070 B.) New growth areas are defined as (1) the newly developed communities identified on the map in Attachment A to Chapter 17.190; (2) major redevelopment opportunity areas, including the railyards special planning district and the Curtis Park West railyards site as identified on Attachment A; and (3) any future annexation areas of the City. (17.190.020.) The map referenced in this definition does not indicate that the proposed project site is either in a new growth area or a major redevelopment opportunity area. The proposed project is therefore not subject to the affordable housing</p>

RICHARDS BOULEVARD AREA PLAN POLICIES	PROJECT CONSISTENCY
	<p>requirements of Chapter 17.190 of the Zoning Code.</p> <p>The City Council held a workshop on May 1, 2007 to present an assessment of the City’s Mixed Income Ordinance and consider possible improvements. The Staff Report from Sacramento Housing and Redevelopment Agency (SHRA) presented to Council during the workshop states that through implementation of the Ordinance, as well as other affordable housing strategies in existing neighborhoods, the City has made significant strides toward meeting its Regional Housing Needs Allocation (RHNA). As of 2007, the City had met 98 percent of the goal through the year 2007. Staff suggested that the Ordinance has been successful because it is an effective tool for new growth areas, but also recognized that several other methods for ensuring an adequate supply of affordable housing are available and have been successful in other areas of the City. During the workshop, the question of implementing the Ordinance on a City-wide basis, and specifically in the Richards Boulevard Area was addressed. Staff confirmed that the area is not currently subject to the requirements of the Ordinance, and no recommendations were made to change that, particularly since the Richards Boulevard Area is already subject to the inclusionary housing requirements of State redevelopment law.</p>
<p>OBJECTIVE 3: Provide a diversity of housing types and tenure.</p> <p>POLICY 3.1: Encourage a wide diversity of multi-family housing types within the project area, including townhouses, stacked flats and mid-rise apartment buildings. Senior housing projects, SRO projects, live/work spaces and transitional housing all should be accommodated, although the focus of the Housing Program should remain on the provision of housing for Central City-based workers and their families.</p>	<p><i>Consistent.</i></p> <p>These policies call for a wide range of unit types and densities, from townhouses, “stacked flats” (units located above another unit) (25 dwelling units per acre) and multi-family podium prototypes (45 dwelling units per acre), to high rise apartment and condominium projects in excess of 100 dwelling units per acre.</p> <p>Proposed residential uses provide a variety of housing opportunities including apartments, condominiums, townhomes, and live/work units. Consistent with the RBAP, the residential</p>

RICHARDS BOULEVARD AREA PLAN POLICIES	PROJECT CONSISTENCY
<p>POLICY 3.2: Provide accessible and adaptable housing for the physically disabled, the elderly, and other groups with special needs.</p> <p>POLICY 3.3: Provide a mix of rental housing and ownership housing.</p> <p>POLICY 3.4: Encourage owner-occupied housing.</p> <p>POLICY 3.5: Allow innovative housing types which can minimize per unit construction and infrastructure costs without sacrificing durability and quality of construction.</p> <p>POLICY 3.6: Provide housing suitable for families with children.</p> <p>POLICY 3.7: Integrate low and moderate income housing with market-rate units throughout the Redevelopment Area.</p>	<p>high-rise development along Riverfront Drive ranges from 100 dwelling units per acre to 283 dwelling units per acre. The townhomes located central to the project range from 73 DUA to 136 DUA. The high-rises along Richards Boulevard average 210 DUA. These housing opportunities will serve the Central-City based workers and their families, which is the focus of the RBAP policies.</p> <p>The Project was reviewed by the City’s Disability Advisory Committee. The Project was well received by the Committee.</p>
<p>OBJECTIVE 4: Create attractive neighborhood environments which will reinforce the sense of community and enhance the well being of residents.</p> <p>POLICY 4.1: Provide parks and community facilities in locations that are accessible to pedestrians and that will give structure and identify to residential neighborhoods.</p> <p>POLICY 4.2: Create pedestrian-oriented streets which promote an attractive and safe environment.</p> <p>POLICY 4.3: Require housing prototypes that activate streets and adjacent open spaces, and reinforce the sense of neighborhood.</p>	<p><i>Consistent.</i></p> <p>The Project is a mixed-use development that includes residential dwelling units, neighborhood-serving retail and restaurant uses, office buildings, a network of public streets, aboveground and subgrade parking facilities, public and private open space areas, a river trail, and space for a transit station and tracks for future construction by Sacramento RT. The Project will bring many new and exciting uses to the downtown district, and will help fund the proposed DNA light rail line that will facilitate alternative transportation between downtown, Richards Boulevard, and ultimately Natomas and the International Airport. The Project amenities and its location along the DNA line will facilitate the enhancement and revitalization of the Richards Boulevard area.</p>

RICHARDS BOULEVARD AREA PLAN POLICIES	PROJECT CONSISTENCY
<p>POLICY 4.4: Encourage neighborhood-serving retail uses within residential neighborhoods.</p>	<p>The Project will provide approximately 27 acres of public open space and 0.09 acres of private open space. Public open spaces would include urban parks and plazas, parkways, and natural open space along the American River. Private open spaces would consist of central courtyards that would serve as common open space for residential buildings.</p> <p>The Project provides for new housing within the Richards area, along the American River and north of Richards Boulevard. Under Scenario A, the Project includes development of approximately 2,921 dwelling units. Under Scenario B, 2,350 residential units will be developed. Under both scenarios, the proposed residential uses include apartments, condominiums, townhomes, and live/work units. The residential development will be served by parks and open space features, as well as small scale retail, consistent with the RBAP.</p> <p>In addition, the Project would provide sidewalks along all public streets to encourage pedestrian activity.</p>
Community Facilities	
<p>OBJECTIVE 1: Provide the community facilities necessary to fulfill the needs of the future population of the planning area.</p> <p>POLICY 1.1: Provide adequate school facilities to meet the needs of future residents.</p> <p>POLICY 1.2: Improve and expand existing school facilities as the first priority for meeting school needs.</p> <p>POLICY 1.3: Provide parks to serve new residential neighborhoods at a ratio of 5 acres per 1,000 residents.</p>	<p><i>Consistent.</i></p> <p>The Project will be required to pay school impact fees under SB 50, in order to partially fund new school facilities needed in the City.</p> <p><i>Consistent.</i></p> <p>The Project will provide approximately 27 acres of public open space and 0.09 acres of private open space. Public open spaces</p>

RICHARDS BOULEVARD AREA PLAN POLICIES	PROJECT CONSISTENCY
<p>POLICY 1.4: Design and configure new neighborhood parks to meet the following criteria:</p> <ul style="list-style-type: none"> • All parks must be a minimum of four acres in area; • Parks should be centrally located within residential areas; and • Parks should be configured in a manner which reinforces the pedestrian network. <p>POLICY 1.5: Establish a minimum 10-acre park at the terminus of North 7th Street, adjacent to the American River Parkway.</p> <p>POLICY 1.6: Provide open space within the Office District at a ratio of 1 square foot per 10 square feet of new office development. New open space within this district should be aggregated into two parks which are no less than four acres in area.</p> <p>POLICY 1.7: Parks and open space associated with new commercial development should be configured to:</p> <ul style="list-style-type: none"> • Promote critical pedestrian linkages; • Effectively serve surrounding employment uses; and • Give structure, identity, and a higher level of organization to the project area 	<p>would include urban parks and plazas, parkways, and natural open space along the American River. Private open spaces would consist of central courtyards that would serve as common open space for residential buildings. In addition, the Project applicant will be required to pay fees in accordance with the City’s Park Development Impact Fund to ensure that adequate park facilities are provided in the City.</p> <p>Policy 1.5 requires a minimum 10 acre park at the terminus of North 7th Street; the Project proposes a 5-acre park at the terminus of North 7th Street. However, any possible inconsistencies with the RBAP are accommodated for through the PUD zoning. Even if it was determined that the Project was inconsistent with one or more policies, the City Council can approve a project that conflicts with RBAP policies without the need to amend that plan to revise or delete those conflicting policies. The council interprets and sets policies and can allow a project to vary from a policy if it so chooses without having to eliminate or revise that policy because the existing policy may be desired to apply to other future projects.</p> <p>In addition, the Project does adhere to the intent of RBAP Policy 1.5 by providing 27 acres of a variety of park land throughout the entire project site.</p>
<p>POLICY 1.8: Provide the relocation of the existing fire station on North C Street to a new location which is centrally located within the Richards planning area and meets department criteria for construction and siting.</p> <p>POLICY 1.9: Contribute to the construction of a new police substation for the Richards Boulevard/Central City sector.</p>	<p><i>Consistent.</i></p> <p>Buildout under either Scenario A or B would not trigger the need for a new fire station. A new station would not be required. Relocation of the existing station is not related to the Project.</p> <p>Buildout under Scenario A or B would require the addition of new staff to the SPD. However, the increased police staff required to serve the Project would not require the need for a new substation.</p>

RICHARDS BOULEVARD AREA PLAN POLICIES	PROJECT CONSISTENCY
<p>POLICY 1.10: Consolidate social service providers within the Richards Boulevard planning area. Provide a multi-service social services campus in the area generally bounded by 12th and 16th Streets, North A Street, and the Southern Pacific main line right-of-way.</p>	<p><i>Consistent.</i></p> <p>This policy addresses relocation of an existing publicly funded social service provider, Loaves and Fishes, to a consolidated location at North A Street between 12th and 16th Streets. This policy is not applicable to the Project, nor will the Project interfere with its implementation.</p>
<p>POLICY 1.11: Provide adequate child care service to support demand generated by employees and residents.</p>	<p>Child care facilities are an allowable use in the Project will provide for such</p>
1985 American River Parkway Plan Policies	Project Consistency
<p>1.0 Parkway Concept</p> <p>1.1 The American River Parkway is a unique regional feature which shall be managed to balance the goal of preserving naturalistic open space and environmental quality within the urban environment, with plans to provide recreational opportunity in the Sacramento Area.</p> <p>1.2 The Parkway shall be oriented to passive, unstructured water-enhanced recreation activities which are appropriate in a natural environment, and which are not normally provided by other County recreational facilities. To this end, development in the Parkway shall be minimal, and facilities which are primarily visitor attractions should be placed in less sensitive areas within the County Park system. Insofar as possible, development shall not occur in areas of natural ecosystems that are still relatively undisturbed.</p> <p>1.3 No existing publicly owned Parkway lands shall be disposed of through sale, lease, or de facto uses adverse to the goals and policies of this Plan, in order to assure the</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway. Moreover, these policies are general in nature and do not apply at a project specific level. To the extent the policies may apply, the project is consistent in that it provides a balance of open space and urban development and does not include development within the Parkway.</p>

RICHARDS BOULEVARD AREA PLAN POLICIES	PROJECT CONSISTENCY
<p>long-term protection and integrity of the present boundaries of the Parkway.</p>	
<p>2.0 Resources of the Parkway</p> <p>2.1 Any development within the Parkway, including buildings, roads, parking lots and turfed areas, shall be designed and located such that any impact upon native vegetation is minimized, and appropriate mitigation measures are incorporated into the project.</p> <p>2.2 Phased plans with short and long-term measures for the enhancement of native vegetation and the elimination of undesirable nonnative vegetation shall be developed and implemented.</p> <p>2.2.1 A list of trees and shrubs, and herbaceous plants native to the Parkway that are suitable for planting in the Parkway shall be approved by the Recreation and Parks Commission, upon recommendation by the Director of the Department of Parks and Recreation, working in cooperation with the California Native Plant Society. This list shall include a designation of the appropriate plant community, habitat and exposure for each species along with a description of known pest problems and wildlife impacts. Only plants on this approved list shall be planted within the Parkway, the exception being grass in permitted locations.</p> <p>2.2.2 Native plants shall be reintroduced in areas of their natural occurrence that have been disturbed by construction, past gravel mining and agricultural activity, except in sites of human historical value.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway. Moreover, these policies are general in nature, and do not apply at a project specific level. To the extent these policies require maintenance within the Parkway, maintaining the Parkway is the responsibility of County Parks Department.</p>

RICHARDS BOULEVARD AREA PLAN POLICIES	PROJECT CONSISTENCY
<p>2.2.3 Nonnative trees and shrubs shall be removed in accordance with a long-range phasing plan to be approved by the Recreation and Parks Commission except as noted in the area plans, and with the exception of existing golf courses. Priority shall be given to removal of those exotics that compete with natives, such as, but not limited to, pampas grass, eucalyptus, and pyracantha.</p> <p>2.2.4 New irrigation and planting within the dripline of existing native oaks shall be prohibited. Irrigated turfed areas shall be placed only in areas where there are no mature native trees that could be damaged by changes in the environment, such as summer watering.</p> <p>2.3 A long range interpretive program shall be developed for the Parkway for interpreting the five existing ecosystems and the three periods of human history. This program shall include at least the following components: signs, exhibits, nature trails, guided walks and tours, publications and media, and research.</p> <p>2.3.1 All interpretive signs in the Parkway shall blend with the natural environment.</p> <p>2.4 Protection of the environmental quality of the Parkway shall be the first priority management responsibility.</p> <p>2.5 Archaeological resources and historical sites shall be preserved until determination of their value can be made and decisions about their disposition are reached.</p> <p>2.6 Where appropriate, areas which have been damaged by mining, flooding, or other adverse conditions should be</p>	

RICHARDS BOULEVARD AREA PLAN POLICIES	PROJECT CONSISTENCY
<p>reclaimed for recreational use consistent with this Plan or restored to a naturalistic condition, as determined by the designated land use category.</p> <p>2.7 No development shall occur within the boundaries of State-registered archaeological sites.</p>	
<p>3.0 Water Flows, Water Quality and Flood Control</p> <p>3.1 Water flow in the Lower American River should be maintained at adequate levels to permanently sustain the integrity of the water quality, fisheries, waterway recreation, aesthetics, riparian vegetation, wildlife, and other river-dependent features and activities of the Parkway.</p> <p>3.2 Water temperature in the Lower American River should be maintained within ranges appropriate to support fish and discourage undesirable aquatic plants.</p> <p>3.3 Discharge or drainage of pollutants into the Lower American River shall be eliminated.</p> <p>3.4 Levee protection and slope stabilization methods within the Parkway shall only be used when the Board of Supervisors determine that there is a demonstrated need to protect the health, safety and welfare of the community. The use of these methods shall result in minimal damage to riparian vegetation and wildlife.</p> <p>3.4.1 Levee protection and slope stabilization projects shall include a revegetation program which screens the project from public view and assures a naturalistic appearance to the site.</p>	<p><i>Consistent.</i></p> <p>These policies are general in nature, and do not apply at a project specific level. To the extent the policies may apply, the project is consistent in that it does not include development within the Parkway and will not discharge pollutants into the American River.</p> <p>The project includes levee improvements that will be accomplished through grading operations that would place earthen fill against the existing levee that gently slopes away from the levee toward Richards Boulevard. However, these improvements will be implemented only on the land side of the levee, which is outside of the Parkway Plan, outside of the County's jurisdiction, and within the jurisdiction and land use authority of the City.</p>

RICHARDS BOULEVARD AREA PLAN POLICIES	PROJECT CONSISTENCY
<p>3.4.2 Gabions, rock and wire mattresses, or wire mesh over stone, may be used where vegetative measures alone are insufficient, but the erosion control program shall include measures to minimize damage to riparian vegetation and wildlife. Riprap shall not be used unless slope, current and existing native vegetation are favorable to provide substantial vegetative screening of the riprap. Rubble, gunite, cement or sandbags, bulkheads, fences, used tires, and similar materials or structures are prohibited.</p>	
<p>4.0 Recreational Use of the Parkway</p> <p>Note: Groups One through Five are defined in Chapter 5 of the Plan text.</p> <p>4.1 Group activities, which are specifically approved by the Director of the Department of Parks and Recreation, shall occur in such a manner that the impact on other recreationists in the Parkway is minimal.</p> <p>4.2 Any medium or large group activity conducted on any designated pedestrian trail, equestrian trail, or bicycle trail shall be coordinated to minimize the impact on other Parkway users.</p> <p>4.2.1 Competitive group activities that may occur on the bike trail shall be limited to:</p> <ul style="list-style-type: none"> a. Fund raising by non-profit or charitable organizations with public and civic interests; or b. Competitive recreation for which no event entry fee is charged. 	<p><i>Consistent.</i></p> <p>The Project is located outside of the Parkway Plan. No recreational uses within the Parkway are proposed as part of the Project. Moreover, the policy applies to agencies managing the Parkway. The Project will not interfere with the activities of the agencies managing the Parkway.</p>

RICHARDS BOULEVARD AREA PLAN POLICIES	PROJECT CONSISTENCY
<p>4.2.2 Competitive events shall not exceed one event per month.</p>	
<p>4.3 Picnic facilities shall be installed in appropriate locations to accommodate user demand, but shall be limited in size to minimize the impact on Parkway users.(Group Two)</p>	
<p>4.4 Day camping shall be permitted for organized groups, by reservation, in designated day camping areas. (Group Two)</p>	
<p>4.5 Group overnight camping shall be permitted in the County-operated portion of the Parkway, by reservation, but only in designated primitive camps. Preference shall be given to educational and youth groups. (Group Two)</p>	
<p>4.6 Overnight camping by individuals (one to two persons) or family groups (three to ten persons) shall be permitted only in the family and individual campsites which are available upstream from Hazel Avenue, in the Folsom Lake State Recreation Area. These facilities are not permitted in the County-operated portion of the Parkway. (Group Two)</p>	
<p>4.7 A separate designated pedestrian trail shall be provided along the entire length of the Parkway. This trail shall follow existing fire breaks and informal trail alignments to the extent possible in order to minimize damage to vegetation. New trial sections shall avoid heavily vegetated areas and low spots. This trail shall not be paved; instead, it shall have a naturalistic surface. (Group Three)</p>	
<p>4.8 Horseback riding shall occur only on designated</p>	

RICHARDS BOULEVARD AREA PLAN POLICIES	PROJECT CONSISTENCY
<p>equestrian trails. These trails should be kept separate from bicycle and pedestrian trails in order to avoid conflicts between horses and other modes of locomotion. Where practical, new trails should be combined with fire breaks. (Group Three)</p> <p>4.9 Bicycle use shall be restricted exclusively to designated bikeways, roadways and parking lots. (Group Three)</p> <p>4.10 The speed of motorboats, jet boats, and other powered vehicles shall be limited to 5 mph, in accordance with Sacramento County Code, Section 13.16.030. (Group Three)</p> <p>4.11 Boat staging facilities shall be designed to minimize automobile contact with the river, or its immediate shore, in order to reduce visual and noise impacts and pollution of the water. Vehicle parking should be provided near these staging areas. (Group Three)</p> <p>4.12 Gamefields should accommodate multiple-use, rather than exclusive use for any one activity. (Group Four)</p> <p>4.13 A variety of primitive and developed fishing accesses shall continue to be maintained. (Group Five)</p> <p>4.14 The following activities and facilities, which are incompatible with the Parkway, shall be prohibited:</p> <p>4.14.1 Activities</p> <ul style="list-style-type: none"> - motor vehicles on trails - hunting and target shooting - tournament and league sports - motorized model airplane flying 	

RICHARDS BOULEVARD AREA PLAN POLICIES	PROJECT CONSISTENCY
<ul style="list-style-type: none"> - rocket flying - dog training and field trials - gathering or collecting plants, except for approved research, and animals, except for health safety purposes. - hot air balloons - helicopters, except for public safety purposes - hang gliders - tree swings - skim boards - jumping or diving from bridges - fireworks 	
<p>Policy 4.14: The following activities and facilities, which are incompatible with the Parkway, shall be prohibited:</p> <p>4.14.2 Facilities:</p> <ul style="list-style-type: none"> • Off-road vehicle courses, including off-road bicycle courses • Permanent backstops • Tennis courts • Permanent net poles • Permanent bleachers • Surfaced courts • Marina • Velodromes • New golf courses • Horseshoe pits unless integrated into designated picnic facilities • Frisbee golf courses • New archery facilities • Swimming pools 	<p><i>Consistent.</i></p> <p>The project applicant has removed the river overlook from the project. As a result, no structure(s) will extend into the Parkway.</p>

RICHARDS BOULEVARD AREA PLAN POLICIES	PROJECT CONSISTENCY
<ul style="list-style-type: none"> • Perimeter fences • New, surfaced launching ramps for general public use • Playground facilities, except when integrated into picnic facilities in a visually unobtrusive manner • Permanent stages • Permanent lighting facilities, except security lights • Permanent sound amplification facilities 	
<p>4.15 Existing incompatible activities and facilities shall be phased out as soon as possible, except for the Ancil Hoffman Golf Course and ancillary facilities, the archery range at Discovery Park and Camp Pollock. The following existing facilities and improvements are inconsistent with the Parkway Plan and should be phased out on a prioritized schedule, developed as part of the action plan.</p> <ul style="list-style-type: none"> • Bicycle motocross (BMX) use at Malleney Grove and Rossmoor Bar • Mobilehome Park in the Discovery Park Area • Bleachers on the Cal-Expo levee • Lazy J Bar in the Discovery Park Area • Polo field and competitive events on the Cal-Expo floodplain • Robertson Sand and Gravel Company operation • Softball backstop on the Cal-Expo floodplain • Cement “lake” structure at Sailor Bar • Abandoned sewage treatment plant structures at Goethe Park near Cordova Park. <p>4.16 Provisions shall be made for the continued maintenance of Ancil Hoffman Golf Course and ancillary facilities, the Campus Commons Golf Course, the archery range at</p>	<p><i>Consistent.</i></p> <p>The Project does not include or otherwise impact any of the referenced existing and incompatible activities. Moreover, the policy applies to agencies managing the Parkway. The Project will not interfere with the activities of the agencies managing the Parkway.</p>

RICHARDS BOULEVARD AREA PLAN POLICIES	PROJECT CONSISTENCY
Discovery Park, and Camp Pollock.	
<p>4.17 Facilities shall be designed to blend into the surrounding natural environment.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway. No facilities extend into the Parkway. Notwithstanding the above, the Project will be designed to blend into the surrounding environment to the extent provided in the Project Design Guidelines.</p> <p>More specifically, the guidelines require the following:</p> <ul style="list-style-type: none"> • Street Trees shall be installed along the South edge of Riverfront Drive as defined in the Landscape Guidelines (section 3.9). • Landscaping is encouraged at ground level and elsewhere on the building where practical (balconies, terraces, outdoor areas) to provide a vegetation buffer and to screen the building from the river view. • Lighting of the building shall be minimal along the waterfront. Shields and directional louvers are encouraged to ensure minimal spillage across Riverfront Drive and into the river. • Where commercial and/or retail uses occur along Riverfront Drive the signage and lighting should minimize bright lights, flashing lights, neon and other highly intrusive light sources that could be visible from the river.
<p>5.0 Non-recreational Use of the Parkway</p> <p>5.1 Commercial activities shall be permitted only if compatible with, the goals of the Parkway, as determined by this Plan.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway, and no commercial or other non-recreational uses will extend into the Parkway. Moreover, the policy applies to agencies managing the Parkway.</p>

RICHARDS BOULEVARD AREA PLAN POLICIES	PROJECT CONSISTENCY
<p>5.1.1 Commercial activities shall not be permitted solely for the purpose of raising revenue to fund the management of the Parkway.</p> <p>5.1.2 All proposed commercial activities, whether on land or water, shall be subject to review by the Parks and Recreation Department and the Recreation and Parks Commission. Final approval shall be by the Board of Supervisors.</p> <p>5.1.3 The following criteria shall be considered during the review of commercial proposals:</p> <ul style="list-style-type: none"> a. Services or sales shall be necessary to the enhancement of permitted recreational activities b. Services or sales shall not attract customers who would not otherwise be Parkway users c. Services or sales shall be dependent upon the Parkway environment and be consistent with its stated purpose <p>5.1.4 Commercial activities determined to be compatible with the goals of the Parkway shall only be considered for location in Developed Recreation Areas.</p> <p>5.1.5 Proposed commercial activities shall be designated on appropriate area plans.</p> <p>5.1.6 With the exception of existing structures in Ancil Hoffman Park, no permanent structure for the sale of food and beverage will be permitted in the Parkway. Sale of food and beverage in the Parkway will only be considered for mobile day-use units in fixed locations, and only in designated intensive use areas. The Recreation and Parks Commission shall approve specific sites during an annual review, to assess potential adverse impacts</p>	<p>The Project will not interfere with the activities of the agencies managing the Parkway.</p>

RICHARDS BOULEVARD AREA PLAN POLICIES	PROJECT CONSISTENCY
<p style="text-align: center;">on the Parkway such as litter and other nuisances.</p>	
<p>5.2 Caretaker facilities should be installed in Developed Recreation, Limited Recreation, and Recreation Reserve Areas wherever lack of surveillance is a problem.</p>	
<p>5.3 Caretaker facilities shall be accessible by vehicle, but should not be highly visible to Parkway users. Location, architectural design and screening shall be considered in the placement of the facilities, and such facilities shall conform to the policies for architectural standards.</p>	
<p>5.4 The impact of any new public utility or similar public service facilities on the Parkway shall be minimized by clustering the facilities with existing facilities and Parkway crossings, revegetating areas where utilities have been placed underground, and soundproofing pump stations.</p>	
<p>5.5 New drainage outfalls, or improvement and expansions to existing outfalls shall be designed and built to minimize erosion, and to be visually unobtrusive and naturalistic in appearance. Culverts and gate valves, if necessary, shall be set back from the river if possible; if this is not possible, the outfall shall be integrated into a comprehensive grading and landscaping plan that screens the outfall, with native vegetation.</p>	
<p>5.6 Existing agricultural leases should be allowed until such time that the land is needed for expansion of facilities or restoration to a more naturalistic state.</p>	

RICHARDS BOULEVARD AREA PLAN POLICIES	PROJECT CONSISTENCY
<p>5.7 Structures that are in the Parkway or visible from the Parkway shall be of a design, color, texture and scale that minimizes adverse visual intrusion into the Parkway.</p> <p>5.7.1 Structures shall be constructed of naturalistic materials which blend with the natural environment.</p> <p>5.7.2 Colors shall be earth tones, or shall blend with the colors of surrounding vegetation.</p> <p>5.7.3 Structures may emulate authentic historic design, but shall be unobtrusive.</p> <p>5.7.4 To the extent possible, structures shall be screened from view by native landscaping or other naturally occurring features.</p> <p>5.7.5 Structures shall not include any commercial advertising.</p> <p>5.7.6 Structures shall be located so that neither they, nor activities associated with them, cause damage to native plants or wildlife.</p> <p>5.7.7 Structures shall be located so that neither they, nor activities associated with them, disrupt the recreational use of the Parkway, and such structures shall be consistent with the goals and policies of this Plan.</p> <p>5.7.8 Structures shall be fire resistant construction and designed and located in a manner such that adequate emergency services and facilities can be provided.</p>	<p><i>Consistent.</i></p> <p>No structures are proposed North of the levee, where they would cause damage to native plants or wildlife or disrupt recreational activities within the Parkway.</p> <p>No structures are proposed within the Parkway. However, the Project is adjacent to the Parkway and may be visible from certain viewpoints. The project incorporates proposed Design Guidelines that require the proposed buildings in the Riverfront area adjacent to the Parkway to incorporate stepped facades and utilize neutral color schemes that are sympathetic to the adjacent natural setting. Structures shall be partially screened from view by the existing tree canopy, as well as by the trees and other vegetation planned as part of the Project and included in the design guidelines.</p> <p>More specifically, the design guidelines require the following:</p> <ul style="list-style-type: none"> • Street Trees shall be installed along the South edge of Riverfront Drive as defined in the Landscape Guidelines. • Landscaping is encouraged at ground level and elsewhere on the building where practical (balconies, terraces, outdoor areas) to provide a vegetation buffer and to screen the building from the river view. • Lighting of the building shall be minimal along the waterfront. Shields and directional louvers are encouraged to ensure minimal spillage across Riverfront Drive and into the river. • Where commercial and/or retail uses occur along Riverfront Drive the signage and lighting should minimize bright lights, flashing lights, neon and other highly intrusive light sources that could be visible from the river.

RICHARDS BOULEVARD AREA PLAN POLICIES	PROJECT CONSISTENCY
6.0 Land Use	<i>Consistent.</i>
6.1 Facilities and improvements shall not be installed within the Parkway unless consistent with an adopted area plan.	The Project is not within the Parkway. No facilities planned as part of the Project are located within or extend into the Parkway, and no clearing of brush or other maintenance activities will occur as part of Project activities. Maintenance of the Parkway is the responsibility of the County Parks Department and the Project will not interfere with County management of the Parkway.
6.2 Adverse impacts upon the Parkway caused by adjacent land uses and activities shall be eliminated or mitigated.	
6.3 Adverse impacts on adjacent land, such as dust, traffic congestion or noise, caused by Parkway uses shall be eliminated or mitigated.	No structures are proposed North of the levee, where they would cause damage to native plants or wildlife or disrupt recreational activities within the Parkway.
6.4 Levees, landscaping, and other man-made or natural buffers should be used to separate the Parkway visually and functionally from adjoining land uses.	With regard to the separators recommended in policy 6.4, the Project includes a planned roadway, Riverfront Drive, which will run along the land side of the levee, atop the levee improvements planned as part of the Project. In addition, the Project includes on-site landscaping such as trees, shrubs, and groundcover along both sides of Riverfront Drive. The roadway, landscaping, and other park/greenery area on the land side of the levee will serve as a buffer to separate the Parkway visually and functionally from the Project.
6.5 Portions of the Parkway may be temporarily closed to prevent overuse or to correct the effects of overuse.	
6.6 Brush clearing, mowing of natural vegetation, fire breaks, or similar activities shall be prohibited in the Open Space Preserve Areas, Nature Study Areas, Protected Areas and Recreation Reserve Areas, unless a demonstrated need exists to protect the public health, safety, or welfare, as determined by the appropriate fire agency.	
6.7 Human developments and facilities, including but not limited to, buildings, fences, trails, sprinkler systems, and gates shall be prohibited in the Open Space Preserve Areas, except as necessary to protect the public health, safety, and welfare.	
6.8 Development in Nature Study Areas shall be strictly limited.	

RICHARDS BOULEVARD AREA PLAN POLICIES	PROJECT CONSISTENCY
<p>6.9 Activities in the Nature Study Areas shall be limited to Group One activities (Nature Study) and Group Three activities (Recreational Locomotion) limited to pedestrian use on designated trails. Trails in the Nature Study Areas shall not be surfaced with concrete, asphalt, or other impervious materials.</p>	
<p>6.10 Facilities and other improvements in the Protected Areas shall be limited to those which are needed for the public enjoyment of the natural environment. Extensive development is not appropriate.</p>	
<p>6.11 Limited educational or youth group overnight use in primitive camps shall be allowed in the Protected and Limited Recreation Areas.</p>	
<p>6.12 Activities in the Protected Areas shall include all Group One activities (Nature Study), all Group Three activities (Recreational Locomotion), other than motorized boating, and Group Five activities (Fishing). Group Two activities (Recreational Living) are restricted to limited family unit picnicking along trails.</p>	
<p>6.13 Clearing of dense brush, some removal of undesirable vegetation, mowing of natural vegetation, and other similar measures for active recreation or public safety purposes may take place in the Limited Recreation Areas.</p>	
<p>6.14 Activities in the Limited Recreation Areas shall include Group One activities (Nature Study), Group Three activities (Recreational Locomotion), and Group Five activities (Fishing). Group Two activities (Recreational Living) are restricted to picnicking.</p>	
<p>6.15 Activities and facilities in the Parkway which attract large</p>	

RICHARDS BOULEVARD AREA PLAN POLICIES	PROJECT CONSISTENCY
<p>numbers of users are to be directed to the less sensitive areas such as Limited Recreation Areas and Developed Recreation Areas so that the areas which are more environmentally sensitive can be protected.</p> <p>6.16 Any permitted activity in groups One, Two, Three, Four, or Five (see Chapter V) shall be included in the Developed Recreation Areas, as well as brush clearing, mowing, and similar measures for public safety or active recreation purposes.</p> <p>6.17 Areas identified as Recreation Reserve are to be held in an undeveloped state until a need for recreation, restoration or preservation is determined. However, no such amendments to this Plan shall take place unless the Board of Supervisors, following adequate study and public hearings, determine that the conversion of a Recreation Reserve Area to another land use designation will relieve overuse of a facility elsewhere in the Parkway.</p> <p>6.18 Facilities in the Recreation Reserve Areas shall be limited to caretakers' quarters, local drainage and public utility facilities, emergency access roads and trails, fire hydrants, temporary facilities for agriculture and temporary aggregate mining at Mississippi Bar, provided that the facilities do not conflict with the intent of this Plan.</p> <p>6.19 No new aggregate mining operations shall be established in the Parkway.</p>	
<p>7.0 Public Access</p> <p>7.1 Public accesses for equestrians, pedestrians, bicyclists, and vehicles are appropriate in all land use categories except in Nature Study Areas, Open Space Preserve</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway, and no roads or other means of automobile access will be located within the Parkway. Public pedestrian and bicycle access to the bike trail</p>

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<p>Areas, and Recreation Reserve Areas.</p> <p>7.2 Access points and parking lots shall be located where there is the least potential environmental damage and adverse impact on the Parkway environment and surrounding neighborhoods.</p> <p>7.3 Equestrian accesses should have staging areas (trailer loading and unloading) and parking to accommodate horse trailers.</p> <p>7.4 Consideration shall be given to alternatives other than the automobile for transportation to the Parkway, particularly during peak use holidays and weekends.</p> <p>7.5 New public roads should not permit through passage between access points; public roads should be perpendicular to the river rather than parallel to it.</p> <p>7.6 Vehicular roadways within the Parkway shall be strictly limited, and non-emergency vehicular travel must remain on designated roads.</p> <p>7.7 Existing unpaved roads within the Parkway may be used for maintenance and emergency access, and unnecessary dirt roads shall be restored to a naturalistic condition appropriate to the area.</p> <p>7.8 Three separate, continuous trails shall be maintained along the full length of the Parkway for pedestrians, equestrians, and bicyclists.</p> <p>7.9 Parkway trail connections to other County, regional and State trails shall be restricted to logical connecting points determined to be logical after field surveys.</p> <p>7.10 Designated handicapped accessible trails shall be installed, at an acceptable width and grade, at several locations throughout the Parkway. All handicapped-</p>	<p>along the Parkway may be gained at the terminus of 7th Street and Riverside Drive, however it is not a designated public access point and no parking lots shall be provided. Moreover, the Parkway adjacent to the Project is identified in the Parkway Plan as a “protected area”, not a Nature Study Area, Open Space Preserve Area, or Recreation Reserve Area, meaning public access is appropriate. Pedestrian and bicycle access points are found in the Protected, Limited Recreation, and Developed Recreation Areas, and parking is not normally provided. (Parkway Plan, p. 8-1.)</p> <p>Policy 7.4 suggests that access to the river should be provided by alternative means of transportation. The Project is located along the planned DNA line, and will include a light rail station along Richards Boulevard. Anyone seeking to access the bike trail via 7th Street or Riverfront Drive could take light rail to the planned light rail station on Richards Boulevard, and walk or bike the short distance to the trail.</p>

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<p>accessible trails shall be appropriately signed to discourage conflicting uses.</p> <p>7.11 To accommodate additional vehicle trips across the river, expanding the capacity of existing bridges should first be considered. If after careful study of all other alternatives, another bridge is required, it shall be designed and located in such a manner as to result in the least impact to the Parkway environment.</p>	
<p>8.0 Public Safety</p> <p>8.1 Emergency Vehicle Access</p> <p>8.1.1 Emergency vehicle access shall be accommodated at all public vehicle accesses. Emergency vehicle access to the Parkway may be provided at other locations approved by the Recreation and Parks Commission and the Fire District having jurisdiction over the site.</p> <p>8.1.2 Emergency vehicle access within the Parkway may be provided via parking areas, service roads, levee crowns, equestrian trails, pedestrian trails, bicycle trails, and fire breaks. Service roads shall be interconnected where possible to permit through travel by emergency vehicles only. Levee roads shall have access to lower levels at regular intervals.</p> <p>8.1.3 Emergency vehicle access routes and future bridges shall be capable of supporting the imposed load of emergency vehicles. The routes shall have an unencumbered clear width of 20 feet, have turnarounds at intervals to the satisfaction of the local fire agency, and shall have a vertical clearance of 13 feet, 6 inches.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway and will not interfere with emergency vehicle access. Moreover, the policy applies to agencies managing the Parkway. The Project will not interfere with the activities of the agencies managing the Parkway.</p>

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<p>8.1.4 Public parking shall be restricted by signs, painted curbs, or physical means so as not to obstruct emergency access or barricades. Illegally parked cars which obstruct emergency access shall be subject to citation or towing.</p> <p>8.1.5 Barricades shall be placed to prevent non-emergency vehicles from using trails, service roads, and emergency vehicle access routes. These barricades shall be of post-and-cable type, gate type, or drop-post types, shall have adequate width for emergency apparatus and shall take into account the need to make sharp turns near the gates. Barricades shall be vandal resistant, with locking devices to be used in locations requiring emergency access. Standard locks shall be consistent with County ordinances for security access (Knox System).</p> <p>8.1.6 Certain nonvehicular water access trails shall be maintained with a minimum of four feet clear width to accommodate hoseline extensions in a rapid manner. These designated trails shall be mapped and distributed to fire service agencies as part of an emergency access plan of those agencies.</p> <p>8.1.7 Should new vehicle bridges be needed for interior Parkway use, these bridges should be constructed to meet the imposed load of emergency fire apparatus.</p> <p>8.1.8 Barbecue facilities shall only be located where an adequate water supply is available as determined by the responsible fire agency.</p> <p>8.2 Emergency Boat Access</p>	

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<p>8.2.1 The design should allow rapid launching from a boat trailer by a two wheel-drive vehicle at any normal water level.</p> <p>8.2.2 Launching ramps which are to be used for emergencies shall be a minimum of 12 feet in width, and have sufficient staging area for maneuvering equipment so that a boat can be launched quickly.</p> <p>8.2.3 Launching facilities which are exclusively for emergencies shall be signed and physically restricted to prohibit public use. They shall not be constructed of concrete, or another permanent surface that may generate demand for use by the general public. Landing mats or other temporary surfaces may be used where appropriate.</p> <p>8.2.4 Public launching and staging areas which may be used for emergency response shall be signed so that access is not blocked by parked vehicles.</p> <p>8.2.5 Launching facilities shall be located in proximity to open areas which can be used to land a helicopter for medical purposes.</p> <p>8.2.6 Facilities shall be identifiable by water and by air with distinctive, but unobtrusive, markers. Where practical, existing structures or other features shall be used as reference.</p> <p>8.2.7 Installation of launching facilities shall be accomplished with a minimum of grading and minimal removal of riparian vegetation. Steep slopes, or areas with inadequate vehicle access should be avoided.</p> <p>8.2.8 Locations for emergency launching facilities shall be identified by the Fire Districts as part of a comprehensive access plan to be approved by the Recreation and Parks Commission. The access</p>	

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<p>plan should include site plans for each location.</p> <p>8.3 Fire Breaks</p> <p>8.3.1 Firebreaks shall be combined with emergency vehicle roads and trails where practical to eliminate unnecessary removal of vegetation.</p> <p>8.3.2 Hanging branches or accumulation of dry materials that pose fire hazards, may be trimmed or removed only as necessary as determined by the appropriate fire agency to maintain effective fire breaks or remove an immediate hazard.</p> <p>8.3.3 The responsible fire agency shall determine the width of all fire breaks.</p> <p>8.4 Activities such as digging and climbing on the bluffs, which would cause collapse or sloughing shall be prohibited. These activities shall be citable offenses.</p> <p>8.5 Access points and parking lots which are accessible to vehicles after dusk must be lit to a minimum lighting level of one foot candle per square foot of surface. All lighting shall be directed away from residential areas and public streets so as not to produce a glare as seen from such areas in order to ensure the general safety of other vehicular traffic and the privacy and well being of the residential areas.</p> <p>8.6 Improved park sites in the Limited Recreation and Developed Recreation Areas should provide security landscaping as required by the responsible police or sheriff's department, including, but not limited to, low shrubs with a maximum height of 24 inches and trees pruned up to 6 feet.</p>	

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<p>8.7 Numbered mile markers shall be painted along the bike trail every quarter-mile to aid public safety agencies in responding to emergencies. The markings should be large enough to be seen from a helicopter.</p>	
<p>9.0 Area Plans</p> <p>9.1 Area plans shall be reviewed by the County Recreation and Parks Commission when a physical change is proposed in the Parkway, to determine the appropriateness of the change.</p> <p>9.2 Facilities or improvements shall not be constructed or installed unless specifically designated on the Area Plan Map.</p> <p>9.3 Adoption or modification of an Area Plan or any of its components shall be determined to be consistent with the County General Plan, provided that it is consistent with the goals, policies, and general land use categories of this Plan.</p> <p>9.4 Discovery Park Area</p> <p>9.4.1 Any improvements in the park must be able to withstand inundation for one to several months each year.</p> <p>9.4.2 Play apparatus, barbecue pits, public boat launches and similar facilities are not permitted at Jibboom Street East.</p> <p>9.5 Cal Expo Area</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway and will not cause a physical change in the Parkway or otherwise modify the Parkway Plan. The Parkway adjacent to the Project is located in the Discovery Park Area Plan – the project will not place any structures within the Plan Area. Moreover, the policy applies to agencies managing the Parkway. The Project will not interfere with the activities of the agencies managing the Parkway.</p>

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<p>9.5.1 The remedy of previous violations of the Cal-Expo enabling legislation and the Bushy Lake Preservation Act and inconsistencies with the American River Parkway Plan should be considered a high priority.</p> <p>a. Recreational activities in the Cal Expo floodplain shall be limited to the following:</p> <ul style="list-style-type: none"> - Bicycling on the designated trail - Hiking, walking, running - Horseback riding on trails - Picnicking at Picnic Island or along the Jedediah Smith Memorial Bicycle Trail - Nature study - Habitat restoration <p>b. Appropriate facilities for these activities include the following:</p> <ul style="list-style-type: none"> - Drinking fountains and tables along the Jedediah Smith bicycle trail - A designated pedestrian trail, parallel to the existing bicycle and equestrian trail - A self-guided nature trail with interpretive signs around Bushy Lake. <p>9.6 Paradise Beach Area</p> <p>9.6.1 Permanent structures and any other physical changes that would attract groups of users should not be introduced to the area.</p> <p>9.7 Campus Commons Area</p> <p>9.7.1 A suitable ramp should be constructed uniting the H Street bridge and the Parkway bicycle trail. These improvements should be coordinated with</p>	

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<p style="text-align: center;">improvements to the Sacramento City bicycle route along Fair Oaks Boulevard and “H” Street.</p> <p>9.8 SARA Park Area</p> <p>9.8.1 The SARA Park site shall not be further developed.</p> <p>9.8.2 The Rio Americano wetland/lagoon area should remain undeveloped and protected.</p> <p>9.8.3 Any development or use of the Rio Americano area shall be consistent with the intent to reestablish the Oak-grassland biotic community.</p> <p>9.9 Arden Bar Area</p> <p>9.9.1 The following specific measures should be taken to improve the overall use and enjoyment of William B. Pond Recreation Area and its environs:</p> <ul style="list-style-type: none"> a) The “buffer area” between the park road and the levee to the west excluding the area around the existing wooden building, shall be retained in the Protected Area land use category to provide a buffer between nearby residences and potential noisy Parkway activities. b) The area north of the vehicle entrance and the Jedediah Smith Memorial Bicycle Trail Bridge shall be designated Protected Area and managed as a “buffer area” to protect nearby residences, which are not separated from the park by a levee, from noise and disruption caused by active recreational activities. c) The eucalyptus trees along the levee shall be retained to provide visual screening for nearby residences. However, a row of screening 	

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<p>native trees shall be planted parallel to the eucalyptus. The eucalyptus trees shall be removed once the row of native trees have matured to create their own screen. All other nonnative trees and shrubs should be phased out and an extensive native planting program initiated to speed restoration of the riparian woodland environment.</p> <p>d) Public safety shall be improved by stabilizing those banks surrounding portions of the fishing pond, that are determined to be unstable.</p> <p>e) Abandoned haul roads, now used for emergency access and service vehicles, shall be reduced in number and width with an approved Parkway emergency access plan to lessen visual impact in the Protected Area.</p> <p>f) Plantings of native trees and shrubs in the Developed Recreation and Limited Recreation Areas shall be designed to provide protective linear greenbelt corridors for wildlife to use when crossing the areas.</p> <p>g) An interpretive program should be instituted within the William B. Pond Recreation Area. The program should include a discussion of the history of Arden Bar and its transition from a gravel quarry to a County recreation area. The two-story wooden building near the park entrance should be considered as an interpretive center.</p> <p>h) Where native fauna will not be disturbed, central areas of the intermittent ponds and depressions between the large “Arden Pond” and the Jedediah Smith Memorial Bicycle Trail Bridge should be deepened in order to provide</p>	

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<p>water conditions to sustain warm water fish and provide for the expansion of the underdeveloped fishing area throughout the heavily used William B. Pond Recreation Area and to provide an alternative to the extensively developed “Arden Pond”.</p> <p>9.10 Goethe Park</p> <p>9.10.1 In order to protect the Nature Study Area from incompatible uses, any expansion of the Developed Recreation Area should be directly away from this area.</p> <p>9.10.2 New picnic sties in Developed Recreation Areas shall not be created by turfing land under the oak trees.</p> <p>9.11 Ancil Hoffman County Park</p> <p>9.11.1 The maintenance building and caretaker’s residence shall be brought into conformance with architectural standards for Parkway structures.</p> <p>9.11.2 Any replanting in the golf course maintenance yard and along the entry road should be done with native trees and shrubs. Plants used in landscaping along the entry road and around the corporation yard shall eventually be removed and replaced with native vegetation. The area around the caretaker’s mobilehome shall be considered a priority for revegetation, using plants native to the American River Parkway.</p> <p>9.12 Rossmoor Bar</p>	

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<p>9.12.1 Pavement, whether for roads or parking, and other constructed facilities shall be prohibited in the northern end of the bar.</p> <p>9.12.2 The 6.7 acres of land adjacent to Cordova Park shall be transferred by fee title to the Cordova Recreation and Parks District for the purpose of expanding the steam train.</p> <p>9.13 The San Juan and Sunrise Bluffs</p> <p>9.13.1 The erosion potential of these areas shall be given primary consideration whenever land use decisions concerning these areas are made. If studies performed by the County indicate that erosion potential exists, development shall be prohibited.</p> <p>9.13.2 Irrigation, surface drainage and vegetation removal on the bluffs should be controlled.</p> <p>9.13.3 Slopes greater than 30 percent (17 degrees) are generally considered unsuitable for structures or human activity and therefore, should be retained in their natural state.</p> <p>9.14 Sacramento Bar</p> <p>9.14.1 The Sacramento Bar area contains natural vegetation and wildlife which should be protected from intensive intrusion.</p> <p>9.14.2 The Nature Study Area along the western border of Sacramento Bar should be left in its natural state.</p> <p>9.15 Sailor Bar</p> <p>9.15.1 Any development of the Sailor Bar Area should consider activities which have minimal impact on</p>	

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<p>natural vegetation, wildlife, and adjacent residential properties.</p> <p>9.16 Upper Sunrise</p> <p>9.16.1 More intensive development in the Upper Sunrise Area should not be considered because of the unique quality of the vegetation and the cultural resources which should remain fully protected.</p>	
<p>10.0 Implementation</p> <p>10.1 All planning activities in the Parkway shall be consistent with the goals and policies of this Plan.</p> <p>10.2 All uses and facilities in the Parkway shall be compatible with the goals and policies of this Plan.</p> <p>10.3 Any implementation of a physical development proposal shall not proceed to the contract drawing stage until a detailed site plan for the development has been adopted.</p> <p>10.4 Adoption or modification of an Area Plan or any of its components shall be approved by the Board of Supervisors in accordance with the public hearing process described in this Plan.</p> <p>10.5 The City and County of Sacramento Zoning Ordinances shall be used when considering uses and activities not otherwise addressed in the Parkway Plan. All ordinances applicable to the Parkway shall be consistent with the Parkway Plan.</p> <p>10.6 The various agencies with jurisdictions in the Parkway</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway and no facilities will extend into the Parkway.</p>

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<p>shall coordinate planning and its implementation for the Parkway.</p>	
<p>11.0 Financing Mechanisms</p> <p>11.1 The County, from the General Fund, shall support the basic organization, facilities, personnel and equipment for interpretive programs in the Parkway, recognizing that interpretive programs are essential to good resource management.</p> <p>11.2 Contributions from various interest groups should supplement and enrich County-funded interpretive programs.</p>	<p><i>Consistent.</i></p> <p>This policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.</p>

American River Parkway Plan Policies (Proposed 2006 Update – Not Yet Adopted)	Project Consistency
<p>1.1 The American River Parkway is a unique regional asset that shall be managed to balance the goals of controlling flooding; preserving and enhancing native vegetation, native fish species, the naturalistic open space and environmental quality within the urban environment; maintaining and improving water flow and quality; providing adequate habitat connectivity and travel corridors to support migratory and resident wildlife; providing recreational opportunities, and ensuring public safety.</p> <p>1.2 The Parkway shall be oriented to passive, unstructured water-enhanced recreation activities which are appropriate in a natural environment, and which are not normally provided by other County recreational facilities. To this end, development in the Parkway shall be minimal, and</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway. These policies are general in nature and do not apply at a project specific level. To the extent the policies may apply, the project is consistent in that it provides a balance of open space and urban development and does not include development within the Parkway.</p> <p>Moreover, several of these policies apply to agencies managing the Parkway. The Project will not interfere with the activities of the agencies managing the Parkway.</p>

American River Parkway Plan Policies (Proposed 2006 Update – Not Yet Adopted)	Project Consistency
<p>facilities which are primarily visitor attractions should be placed in less sensitive areas within the County Park system. Insofar as possible, development shall not occur in areas of natural ecosystems that are still relatively undisturbed.</p> <p>1.3 Limitation on the use of the Parkway through design and management tools to prevent overuse of the Parkway and preserve the environmental quality, thereby ensuring the integrity of the Parkway for future users.</p> <p>1.4 No existing publicly owned Parkway lands shall be disposed of through sale, lease, or de facto uses adverse to the goals and policies of this Plan, in order to assure the long-term protection and integrity of the present boundaries of the Parkway.</p> <p>1.5 Coordination and cooperation in Parkway planning and management is essential, especially in recognizing the many important roles of jurisdictions and agencies with regulatory responsibilities within the Parkway.</p>	
<p>3.1 Any development of facilities within the Parkway, including but not limited to buildings, roads, turfed areas, trails, bridges, tunnels, pipelines, overhead electrical lines, levees and parking areas, shall be designed and located such that any impact upon native vegetation is minimized and appropriate mitigation measures are incorporated into the project.</p> <p>3.1.1 Parkway facilities are those necessary for the operations, management, and permitted uses within the Parkway.</p> <p>3.1.2 Development of non-Parkway facilities must have a compelling regional need, meet all applicable</p>	<p><i>Consistent.</i></p> <p>The Project does not include any development within the Parkway.</p>

American River Parkway Plan Policies (Proposed 2006 Update – Not Yet Adopted)	Project Consistency
<p>statutory requirements and provide mitigation and enhancements to the Parkway’s natural, recreational, or interpretive resources.</p>	
<p>3.2 Agencies managing the Parkway shall protect, enhance and expand the Parkway’s native willow, cottonwood, and valley oak-dominated riparian and upland woodlands that provide important shaded riverine aquatic habitat (SRA), seasonal floodplain, and riparian habitats; and the native live oak and blue oak woodlands and grasslands that provide important terrestrial and upland habitats.</p> <p>3.2.1 Vegetation plantings shall be consistent with the approved list of trees, shrubs, and herbaceous plants native to the Parkway. This list shall be approved by the Recreation and Parks Commission, upon recommendation by the Director of the Department of Regional Parks, working in cooperation with resource and flood control managers, and organizations with native vegetation expertise. This list shall include species appropriate to the plant communities and habitats within the Parkway. Only plants on this approved list shall be planted within the Parkway, the exception being grass in permitted locations.</p> <p>3.2.2 Native vegetation shall be reintroduced in areas of the Parkway where the substrate will support it, especially in areas that have been disturbed by construction, past gravel mining and agricultural activity, except in sites of human historical value.</p> <p>3.2.3 Non-native trees and shrubs can be beneficial for native wildlife or be benign to the ecosystem. Non-native trees and shrubs may be removed over time if they:</p>	<p><i>Consistent.</i></p> <p>These policies apply to the agencies managing the Parkway – principally, the County Parks Department. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.</p>

American River Parkway Plan Policies (Proposed 2006 Update – Not Yet Adopted)	Project Consistency
<ul style="list-style-type: none"> a. constitute an hazard to the users of the Parkway; b. the removal is a part of the on-going normal maintenance practices of the Parkway by its managers, or c. the vegetation was approved to be removed as a part of a discretionary project in accordance with the policies of this Plan. <p>3.2.4. Agencies managing the Parkway shall remove invasive non-native vegetation species that conflict with habitat management goals, creation uses, flood control or water supply conveyance.</p> <p>3.2.5. New turf planting and associated irrigation within the dripline of existing mature native oaks shall be prohibited. Turf areas can be placed where there are immature native trees, provided the trees are not damaged by turf maintenance activities, such as summer watering, mowing, and string trimming.</p>	
<p>3.3 The Parkway shall be managed to create habitat connectivity and wildlife travel corridors that provide for the habitat needs of the endangered Valley Elderberry Longhorn Beetle (VELB) and other important native wildlife species, without compromising the integrity of flood control facilities, the flood conveyance capacity of the Parkway, or other Parkway management goals.</p>	<p><i>Consistent.</i></p> <p>These policies apply to the agencies managing the Parkway – principally, the County Parks Department. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.</p> <p>To the extent the Project may impact VELB, the EIR prepared for the Project includes mitigation measures that ensure the impact will be less than significant. The Project will not compromise the integrity of flood control facilities. In fact, the project includes levee improvements that will be accomplished through grading operations that would place earthen fill against the existing levee that gently slopes away from the levee toward</p>

American River Parkway Plan Policies (Proposed 2006 Update – Not Yet Adopted)	Project Consistency
	Richards Boulevard. However, these improvements will be implemented only on the land side of the levee, which is outside of the Parkway Plan, outside of the County’s jurisdiction, and within the jurisdiction and land use authority of the City.
3.4 Management of the Parkway shall ensure the protection of the Parkway’s resources, its environmental quality and natural values. A resource impact monitoring plan shall be developed that clearly defines criteria and standards to monitor, evaluate and protect the Parkway’s resources from overuse, and provides steps to be taken to restore areas that have been overused.	<i>Consistent.</i> This policy applies to the agencies managing the Parkway – principally, the County Parks Department. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.
3.5 Agencies managing the Parkway should develop and implement an Integrated Vegetation and Wildlife Management Plan to accommodate native wildlife species and minimize adverse effects of non-native species.	<i>Consistent.</i> This policy applies to the agencies managing the Parkway – principally, the County Parks Department. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.
3.6 Excavation of aggregate/soil material should not be permitted except as a part of a flood control, environmental restoration or recreation improvement project approved in accordance with the provisions of this Plan. Objectives of the project will: a. result in a net improvement to the health of the Parkway ecosystems, b. not cause “harm” to the Parkway c. utilize material within the Parkway, where feasible, prior to being transferred out of the Parkway, and d. prohibit commercial mining.	<i>Consistent.</i> The Project is not located in the Parkway, and no excavation of aggregate/soil will occur within the Parkway as a result of the Project.

American River Parkway Plan Policies (Proposed 2006 Update – Not Yet Adopted)	Project Consistency
<p>3.7 The Parkway shall be managed to preserve, protect and/or restore riparian and in-channel habitat necessary for spawning and rearing of fish species, including native Chinook salmon (fall-run), steelhead, and Sacramento splittail, and recreational non-native striped bass and American shad. Priority shall be on providing diversity and complexity of habitat, consistent with recreational safety needs.</p>	<p><i>Consistent.</i></p> <p>This policy applies to the agencies managing the Parkway – principally, the County Parks Department. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.</p>
<p>3.8 It is the intent of this Plan that available water flows provide adequate seasonal river flows and water temperatures to achieve and maintain viable populations and life stages of federal or state listed species, such as the Central Valley steelhead trout and species of primary concern including – naturally spawning: Chinook salmon (fall-run), Sacramento splittail; non-native American shad, striped bass; and their macroinvertebrate food sources in the lower American River.</p>	<p><i>Consistent.</i></p> <p>This policy applies to the agencies managing the Parkway – principally, the County Parks Department. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.</p>
<p>3.9 Responsible local and state agencies shall and federal agencies should discourage introductions of invasive non-native aquatic plants and animals.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway, and will not introduce invasive non-native aquatic plants and animals into the Parkway.</p>
<p>3.10 In-stream woody material shall be managed to provide fish habitat in the lower American River consistent with recreational safety needs.</p>	<p><i>Consistent.</i></p> <p>This policy applies to the agencies managing the Parkway – principally, the County Parks Department. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.</p>

American River Parkway Plan Policies (Proposed 2006 Update – Not Yet Adopted)	Project Consistency
<p>3.11 Agencies managing the Parkway shall identify, enhance and protect:</p> <ul style="list-style-type: none"> a. areas where maintaining riparian vegetation will benefit the aquatic and terrestrial resources; b. current shaded riverine aquatic habitat; and c. other areas that can support a shaded riverine aquatic habitat, as time and resources permit, especially as associated with flood control or federally/state mandated species protection projects. 	<p><i>Consistent.</i></p> <p>This policy applies to the agencies managing the Parkway – principally, the County Parks Department. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.</p>
<p>3.12 In order to reduce stranding and predation of anadromous fish, minor grading and dredging should be conducted to provide positive drainage from floodplain ponds to the low flow channel of the American River.</p>	<p><i>Consistent.</i></p> <p>This policy applies to the agencies managing the Parkway – principally, the County Parks Department. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.</p>
<p>3.13 A long range interpretive program shall be managed for the Parkway to interpret all currently recognized ecosystems and the three periods of human history. This program shall include at least the following components: signs, exhibits, nature trails, guided walks and tours, guided recreational activities, cultural and living history programs, community outreach, publications and media, and research. This program should serve all segments of the community and extend throughout the Parkway.</p> <ul style="list-style-type: none"> • A basic interpretive program should be provided at no charge to the public. • Expanded programs, classes and workshops can be provided, which may be fee based. • Expand interpretive and educational programs through collaboration with other educational service providers, such as schools, non-profit organizations and environmental and educational groups. 	<p><i>Consistent.</i></p> <p>This policy applies to the agencies managing the Parkway – principally, the County Parks Department. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.</p>

American River Parkway Plan Policies (Proposed 2006 Update – Not Yet Adopted)	Project Consistency
3.13.1 All interpretive signs in the Parkway should be aesthetically compatible with the natural environment.	
3.14 Portions of the Parkway may be temporarily closed to certain uses in order to restore habitat values, visual quality, and recreation opportunities, upon assessment that the environmental resources, aesthetics, or recreational setting of the Parkway have been degraded.	<p><i>Consistent.</i></p> <p>This policy applies to the agencies managing the Parkway – principally, the County Parks Department. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.</p>
3.15 Archaeological resources and historical sites shall be preserved until determination of their historical importance can be made and decisions about their disposition are reached.	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway. To the extent the Project will impact on-site archaeological resources and historical sites, the EIR prepared for the Project requires the applicant to implement mitigation measures that reduce or eliminate the potential impact.</p> <p>The former Bercut-Richards cannery occupies a large portion of the Project site and has been determined to be a significant historical resource under CEQA. The mitigation measures provided in the project’s environmental impact report require an extensive list of measures designed to preserve the historical resources. These measures include documentation and recordation, an oral history project, deconstruction, salvage and reuse, and implementation of design guidelines. The design guidelines for the Project take into account that the Project is removing a historically significant cannery and industrial site. The Guidelines encourage the use of design features of the historic buildings of the cannery in the new buildings to be constructed on the property. In addition, the Project has been reviewed by the City’s Historic Preservation Commission.</p> <p>There are no historic archaeological sites in the Project area. In</p>

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	<p>the event archaeological remains are found during project construction, the EIR for the Project requires that the construction cease until the remains are identified and removed. In addition, the Project applicant will provide for an on-site monitor during construction to assist in the identification of potential archaeological resources.</p>
<p>3.16 Where appropriate, areas which have been damaged by mining, flooding, or other adverse conditions should be reclaimed for recreational use consistent with this Plan and overall Parkway goals, or restored to a naturalistic condition as determined by the designated land use category.</p>	<p><i>Consistent.</i></p> <p>This policy applies to the agencies managing the Parkway – principally, the County Parks Department. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.</p>
<p>3.17 No development shall occur within the boundaries of State-registered archaeological sites.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway. Moreover, there are no historic archaeological sites in the Project area. In the event archaeological remains are found during project construction, the EIR for the Project requires that the construction cease until the remains are identified and removed. In addition, the Project applicant will provide for an on-site monitor during construction to assist in the identification of potential archaeological resources.</p>
<p>3.18 The development of interpretive centers and structures in the Parkway shall be compatible with the naturalistic and aesthetic qualities of the area.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway, and the interpretive centers that may be constructed as part of the Project will occur within the Project area, and will not extend into the Parkway.</p> <p>The former Bercut-Richards cannery occupies a large portion of the Project site and has been determined to be a significant historical resource under CEQA. The mitigation measures</p>

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	<p>provided in the project’s environmental impact report require an extensive list of measures designed to preserve the historical resources. These measures include documentation and recordation, an oral history project, deconstruction, salvage and reuse, and implementation of design guidelines. The design guidelines for the Project take into account that the Project is removing a historically significant cannery and industrial site. The Guidelines encourage the use of design features of the historic buildings of the cannery in the new buildings to be constructed on the property. In addition, the Project has been reviewed by the City’s Historic Preservation Commission.</p>
<p>3.19 Interpretive centers within the floodway should be constructed in a manner so as not to impede flood conveyance.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway, and the interpretive centers that may be constructed as part of the Project will occur within the Project area. No facilities or interpretive centers associated with the Project will extend into the Parkway or impede flood conveyance.</p>
<p>3.20 Interpretive service providers should develop a collaborative relationship with colleges and research related institutions for assistance with research and survey projects.</p>	<p><i>Consistent.</i></p> <p>This policy applies to interpretive service providers that provide services within the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.</p>
<p>3.21 Sensitive cultural and natural features utilized for interpretation should be monitored for overuse and corrective action taken to ensure long-term protection.</p>	<p><i>Consistent.</i></p> <p>This policy applies to the agencies managing the Parkway – principally, the County Parks Department. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.</p>
<p>3.22 All programs featuring a native culture should be handled sensitively, accurately and with the support of that culture group</p>	<p><i>Consistent.</i></p> <p>This policy applies to the agencies managing the Parkway –</p>

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	principally, the County Parks Department. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.
<p>4.1 It is the intent of this Plan that available water flows protect the lower American River ecosystems and recreational resources. These resources include water quality, appropriate water temperatures, waterway recreation, aesthetics, riparian vegetation, fisheries and other aquatic species, wildlife and other river-dependent features and activities. Flow policies shall include the minimum flows in the flow regime agreed to by the Department of the Interior and the Water Forum in 2005.</p>	<p><i>Consistent.</i></p> <p>Potential project impacts to surface water quality, including increased sediment and contaminants in construction site runoff (including dewatering) and stormwater runoff associated with project operation that could be discharged to the American and Sacramento Rivers, would be reduced to less-than-significant levels through mitigation measures included in the Township 9 Draft EIR, including standard water quality Best Management Practices (BMPs) used within the City. In addition, the City of Sacramento is the lead agency for the proposed project and is a signatory of the Water Forum Agreement. The City of Sacramento Utilities Department is actively participating in all seven elements of the WFA, which are designed to (1) provide a reliable and safe water supply for the region’s economic health and planned development through to the year 2030, and (2) preserve the fishery, wildlife, recreational and aesthetic values of the Lower American River.</p>
<p>4.2 Flow releases from Folsom Reservoir and Lake Natoma should be managed to minimize fish isolation and redd stranding.</p>	<p><i>Consistent.</i></p> <p>This policy applies to the agencies managing the flow releases from the Folsom Reservoir and Lake Natoma. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.</p>
<p>4.3 New surface water diversions that deplete flows in the lower American River, whether by execution of a new contract or new water right, to serve entities in counties outside the American River Watershed are inconsistent with this American River Parkway Plan.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway and will not deplete flows in the lower American River to serve entities in counties outside the American River Watershed.</p>

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<p>4.4 Water quality in the lower American River shall be maintained to provide for beneficial uses of the river, including municipal and domestic water supply; industrial service water supply; irrigation; water contact and non-contact recreation; freshwater habitat; migration of aquatic organisms; spawning, reproduction, and/or early development of fish; and wildlife habitat.</p>	<p><i>Consistent.</i></p> <p>Potential project impacts to surface water quality, including increased sediment and contaminants in construction site runoff (including dewatering) and stormwater runoff associated with project operation that could be discharged to the American and Sacramento Rivers, would be reduced to less-than-significant levels through mitigation measures included in the Township 9 Draft EIR, including standard water quality Best Management Practices (BMPs) used within the City. In addition, the City of Sacramento is the lead agency for the proposed project and is a signatory of the Water Forum Agreement. The City of Sacramento Utilities Department is actively participating in all seven elements of the WFA, which are designed to (1) provide a reliable and safe water supply for the region’s economic health and planned development through to the year 2030, and (2) preserve the fishery, wildlife, recreational and aesthetic values of the Lower American River.</p>
<p>4.5 Local, regional, state and federal agencies with jurisdiction over water quality of the American River should work together to maintain and protect a high level of water quality, manage and monitor discharges, and enforce existing water quality regulations.</p>	<p><i>Consistent.</i></p> <p>Potential project impacts to surface water quality, including increased sediment and contaminants in construction site runoff (including dewatering) and stormwater runoff associated with project operation that could be discharged to the American and Sacramento Rivers, would be reduced to less-than-significant levels through mitigation measures included in the Township 9 Draft EIR, including standard water quality Best Management Practices (BMPs) used within the City. In addition, the City of Sacramento is the lead agency for the proposed project and is a signatory of the Water Forum Agreement. The City of Sacramento Utilities Department is actively participating in all seven elements of the WFA, which are designed to (1) provide a</p>

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	reliable and safe water supply for the region’s economic health and planned development through to the year 2030, and (2) preserve the fishery, wildlife, recreational and aesthetic values of the Lower American River.
<p>4.6 Due to the unique urban setting of the lower American River, urban run-off containing a variety of contaminants has the potential to further degrade the river and Parkway resources. Therefore, agencies responsible for protecting water quality should take steps to minimize such contaminants.</p>	<p><i>Consistent.</i></p> <p>Potential project impacts to surface water quality, including increased sediment and contaminants in construction site runoff (including dewatering) and stormwater runoff associated with project operation that could be discharged to the American and Sacramento Rivers, would be reduced to less-than-significant levels through mitigation measures included in the Township 9 Draft EIR, including standard water quality Best Management Practices (BMPs) used within the City. In addition, the City of Sacramento is the lead agency for the proposed project and is a signatory of the Water Forum Agreement. The City of Sacramento Utilities Department is actively participating in all seven elements of the WFA, which are designed to (1) provide a reliable and safe water supply for the region’s economic health and planned development through to the year 2030, and (2) preserve the fishery, wildlife, recreational and aesthetic values of the Lower American River.</p>
<p>4.7 Parkway Managers should educate users on the proper disposal of litter within the Parkway</p>	<p><i>Consistent.</i></p> <p>This policy applies to the agencies managing the Parkway – principally, the County Parks Department. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.</p>

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<p>4.8 Parkway concessionaires shall undertake programs and actions to educate their customers regarding the proper disposal of litter in the Parkway, with emphasis on the need to utilize refuse containers at sites where customers enter and exit the water.</p>	<p><i>Consistent.</i></p> <p>This policy applies to Parkway concessionaires. The Project is not located within the Parkway and will not include Parkway concessionaires or interfere with their activities.</p>
<p>Flood Control Policies</p>	
<p>4.9 Flood management agencies should continue to maintain, and improve when required, the reliability of the existing public flood-control system along the lower American River to meet the need to provide a high level of flood protection to the heavily organized floodplain along the lower American River consistent with other major urban areas. This effort is expected to include raising and strengthening the levees as necessary to safely contain very high flows in the river (up to 160,000 cubic feet per second) for a sustained period.</p>	<p><i>Consistent.</i></p> <p>This policy applies to flood management agencies. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.</p> <p>The project includes levee improvements that will be accomplished through grading operations that would place earthen fill against the existing levee that gently slopes away from the levee toward Richards Boulevard. However, these improvements will be implemented only on the land side of the levee, which is outside of the Parkway Plan, outside of the County’s jurisdiction, and within the jurisdiction and land use authority of the City.</p>
<p>4.10 Flood control projects, including levee protection projects and vegetation removal for flood control purposes, shall be designed to avoid or minimize adverse impacts on the Parkway, including impacts to wildlife and wildlife corridors. To the extent that adverse impacts are unavoidable, appropriate feasible compensatory mitigation shall be part of the project. Such mitigation should be close to the site of the adverse impact, unless such mitigation creates other undesirable impacts.</p>	<p><i>Consistent.</i></p> <p>This policy applies to flood control projects. The Project is not located within the Parkway and is not considered a flood control project.</p> <p>The project includes levee improvements that will be accomplished through grading operations that would place earthen fill against the existing levee that gently slopes away from the levee toward Richards Boulevard. However, these improvements will be implemented only on the land side of the</p>

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	levee, which is outside of the Parkway Plan, outside of the County’s jurisdiction, and within the jurisdiction and land use authority of the City.
<p>4.11 Where feasible, multi-use buffers should be created on the land side of the levees, including additional access points from public streets that enhance levee operation and maintenance activities, improve flood light capabilities, provide opportunities to relocate or expand levees or supporting stability berms if required, and support recreational opportunities.</p>	<p><i>Consistent.</i></p> <p>The Project includes a planned roadway, Riverfront Drive, which will run along the land side of the levee, atop the levee improvements planned as part of the Project. In addition, the Project includes on-site landscaping such as trees, shrubs, and groundcover along both sides of Riverfront Drive. The roadway, landscaping, and other park/greenery area on the land side of the levee will serve as a buffer on the land side of the levee.</p>
<p>4.12 Vegetation in the Parkway should be appropriately managed to maintain the structural integrity and conveyance capacity of the flood control system, consistent with the need to provide a high level of flood protection to the heavily urbanized floodplain along the lower American River and in a manner that preserves the environmental, aesthetic, and recreational quality of the Parkway.</p>	<p><i>Consistent.</i></p> <p>This policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.</p>
<p>4.13 Flood control berms, levees and other facilities should be, to the extent consistent with proper operation and maintenance of these facilities, open to the public for approved uses, such as hiking, biking and other recreational activities.</p>	<p><i>Consistent.</i></p> <p>This policy applies to the agencies managing the Parkway. The top of the levee includes a bike trail managed and maintained by the County Parks Department. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.</p>

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<p>4.14 Public facilities and private encroachments that inappropriately constrain the operation and maintenance of the flood-control system should be redesigned or relocated.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway, and no facilities will encroach into the Parkway or otherwise constrain the flood control system.</p>
<p>4.15 The flood control system should be maintained in a condition that ensures adequate flood fighting capability, consistent with the demands of protecting a heavily developed floodplain.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway, and no facilities will encroach into the Parkway or otherwise constrain the flood control system.</p>
<p>4.16 Bank scour and erosion shall be protectively managed to protect public levees and infrastructure, such as bridges, piers, power lines, habitat and recreation resources. These erosion control projects, which may include efforts to anchor berms and banks with rock revetment, shall be designed to minimize damage to riparian vegetation and wildlife habitat, and should include a revegetation program that screens the project from public view, provides for a naturalistic appearance to the site, and restores affected habitat values.</p>	<p><i>Consistent.</i></p> <p>This policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.</p>
<p>4.17 Projects to address bank stabilization and erosion that is threatening privately-owned structures shall secure appropriate permits. The engineering of these projects should give preference to biotechnical or non-structural alternatives, where feasible, over alternatives involving revetments, bank re-grading, or installation of river training structures. Use of rubble, gunnite, bulkheads and similar material in these projects is prohibited.</p>	<p><i>Consistent.</i></p> <p>This policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.</p>

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<p>4.18 It is recognized that flood control agencies have the authority to take action(s) to prevent or respond to flood emergencies occurring in or adjacent to the Parkway. In the event that these action(s) have an adverse impact on biological resources in excess of the estimated impacts of the projected flood damage to such resources, the agency(ies) undertaking the emergency work will implement feasible compensatory mitigation measures pursuant to Policy 3.10. Nothing in this Policy shall be construed to interfere with the existing authority of flood control agencies to prevent or respond to an emergency situation occurring in or adjacent to the Parkway.</p>	<p><i>Consistent.</i></p> <p>The Project will not interfere with the authority of flood control agencies to prevent or respond to flood emergencies occurring in or adjacent to the Parkway.</p>
Nature Appreciation	
<p>5.1 Nature Appreciation permitted activities are:</p> <ul style="list-style-type: none"> a. Walking, hiking, sightseeing and the study and appreciation of natural features, b. Painting, sketching and photography, and c. Reading and writing. 	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway and will not interfere with the public’s use of the Parkway for nature appreciation.</p>
Recreational Enjoyment	
<p>5.2 Recreational Enjoyment permitted activities are: picnicking, day camping and overnight camping.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway and will not interfere with recreational enjoyment of the Parkway.</p>
<p>5.3 Picnic facilities shall be installed in appropriate locations to accommodate user demand, but shall be limited in size to minimize the impact on other Parkway users, natural resources, and aesthetics.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway and will not install picnic facilities in the Parkway.</p>

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<p>5.4 Day Camps are camps that provide activities for children during the daytime. Day camping shall be permitted for organized groups, by reservation, for the education and enjoyment of the Parkway’s natural resources.</p>	<p><i>Consistent.</i></p> <p>This policy applies to Day Camps. The Project is not located in the Parkway, nor is the Project a Day Camp. Further, the Project will not interfere with the activities of any Day Camp in the Parkway.</p>
<p>5.5 Group overnight camping shall be limited to organized educational groups and youth groups, who have an educational or interpretive interest in the Parkway and its resources.</p>	<p><i>Consistent.</i></p> <p>This policy applies to educational groups and youth groups. The Project is not located within the Parkway and does not involve group overnight camping, nor will it interfere with such activities.</p>
<p>5.6 Group overnight camping shall be permitted in the County-operated portion of the Parkway, by reservation at the discretion of the Parkway Manager, but only in designated primitive camps. Individual (one to two persons) and family (three to ten persons) camping facilities are not permitted in the County-operated portion of the Parkway.</p>	<p><i>Consistent.</i></p> <p>This policy applies to the agencies managing the Parkway – principally, the County Parks Department. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.</p>
<p>5.7 Permitted primitive camp sites currently exist at the Upper Sunrise Area, Sailor Bar and Goethe Park.</p>	<p><i>Consistent.</i></p> <p>This policy applies to the agencies managing the Parkway – principally, the County Parks Department. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.</p>
<p>5.8 Overnight camping may be permitted in association with the programs at an interpretive center with permission from the Parkway Manager.</p>	<p><i>Consistent.</i></p> <p>This policy applies to the agencies managing the Parkway – principally, the County Parks Department. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.</p>

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<p>5.9 Overnight camping permit conditions shall address limitations to: levels of noise and light, campfires, hours of activity, avoiding possible conflicts with other Parkway permitted activities and events, and preventing negative impacts upon vegetation and wildlife.</p>	<p><i>Consistent.</i></p> <p>This policy applies to the agencies managing the Parkway – principally, the County Parks Department. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.</p>
<p>5.10 Overnight camping in self-contained recreational vehicles may be permitted at Discovery Park and the CalExpo floodplain, consistent with the Bushy Lake Preservation Act, in association with special events and confined to existing parking areas.</p>	<p><i>Consistent.</i></p> <p>This policy applies to the agencies managing the Parkway – principally, the County Parks Department. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.</p>
<p>5.11 Overnight camping by individuals (one to two person) or family groups (three to ten persons) shall be permitted in the family and individual campsites which are available upstream from Hazel Avenue, in the Folsom Lake State Recreation Area, operated by the California Department of Parks and Recreation.</p>	<p><i>Consistent.</i></p> <p>This policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.</p>
Walking, Hiking and Running	
<p>5.12 Walking, hiking and running are permitted activities on the pedestrian trail, equestrian/hiking trail, firebreaks and maintenance roadways, and other trails as designated and signed throughout the Parkway.</p>	<p><i>Consistent.</i></p> <p>This policy applies to the agencies managing the Parkway. The top of the levee includes a bike trail managed and maintained by the County Parks Department. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.</p>
<p>5.13 A separate designated pedestrian trail shall be provided along the entire length of the Parkway. The pedestrian trail will be adjacent to the existing paved Jedediah Smith Memorial (bicycle) trail where practical given the width of the area and location of trees and other natural resources. New trail sections shall avoid heavily vegetated areas and</p>	<p><i>Consistent.</i></p> <p>This policy applies to the agencies managing the Parkway. The top of the levee includes a bike trail managed and maintained by the County Parks Department. The Project is not located within the Parkway and will not interfere with the activities of agencies</p>

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<p>low floodplain locations subject to frequent inundation. This trail shall not be paved; instead, it shall have a naturalistic design and surface that is stable, firm, and slip-resistant in order to support assistive devices for persons with disabilities.</p>	<p>managing the Parkway.</p>
<p>Horseback Riding</p>	
<p>5.14 Horseback riding shall occur only on designated equestrian/hiking rails and signage should specify that horses have the right of way. These trails should be kept separate from bicycle trails in order to avoid conflicts. Where practical, new trails should be combined with fire breaks.</p>	<p><i>Consistent.</i></p> <p>This policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.</p>
<p>In-line Skating</p>	
<p>5.15 In-line skating is permitted on the Jedediah Smith Memorial (bicycle) trail.</p>	<p><i>Consistent.</i></p> <p>This policy applies to the agencies managing the Parkway. The top of the levee includes a bike trail managed and maintained by the County Parks Department. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.</p>
<p>Bicycling</p>	
<p>5.16 Bicycle use is permitted on designated paved bicycle trails, paved and authorized unpaved public access roads, in parking lots and on designated maintenance and emergency access roadways, subject to policies 5.17 – 5.17.1 and the conditions therein.</p>	<p><i>Consistent.</i></p> <p>This policy applies to the agencies managing the Parkway. The top of the levee includes a bike trail managed and maintained by the County Parks Department. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.</p>

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<p>5.17 Off-pavement bicycle use may be permitted on existing or reconfigured maintenance and emergency roadways in the Woodlake and Cal Expo areas, at the discretion of the Parkway Manager, and as approved on locally adopted area plans, which requires a public approval process. Off-pavement bicycle use may be permitted under the following conditions:</p> <ul style="list-style-type: none"> a. Acquire additional stable and continued funding to support and monitor the use, b. Add natural buffers and design elements to minimize off-trail behavior and protect sensitive habitat areas, c. Use only authorized maintenance and emergency roadways where appropriately signed and designated, and d. Provide access points near clustered parking areas. <p>5.17.1 Off-pavement bicycle use may be further expanded to other areas of the Parkway after a three-year trial period and evaluation, subject to Parkway manager discretion. Locally adopted area plans shall be updated to reflect permitted areas of use, consistent with conditions 5.17a-d.</p>	<p><i>Consistent.</i></p> <p>This policy applies to the agencies managing the Parkway. The top of the levee includes a bike trail managed and maintained by the County Parks Department. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.</p>
Recreational Participation in Group Sports and Athletics	
<p>5.18 Team game field sports includes soccer, baseball, football, lacrosse, rugby and similar games. Game fields should be associated with large picnic facilities on irrigated turf in Developed Recreation areas. Game fields shall be multi-purpose in design, rather than exclusive to any one activity, and shall not include goal posts, backstops, bleachers, lighting, sound amplification or other permanent structures.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway and does not include game fields or picnic facilities within the Parkway.</p>

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<p>5.19 Outside Court Sports includes volleyball, badminton and other games which can be played on an outside grass or sand courts. These activities will normally occur near picnic facilities or on multi-purpose game fields.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway and does not include game fields or picnic facilities within the Parkway.</p>
<p>5.20 New golf courses are not permitted in the Parkway because they require a dedication of large areas of land to an exclusive single-purpose activity and involve substantial disruption to the land, vegetation and wildlife. The two golf courses are located in the Ancil Hoffman Park and in the Campus Commons area, which is downstream from the “H: Street Bridge on the north side of the river. The Ancil Hoffman Golf Course, the separate driving range at Ancil Hoffman County Park and the Campus Commons Golf Course are recognized non-conforming uses in the Parkway.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway and does not include a golf course.</p>
<p>5.21 Archery facilities are recognized non-conforming uses. Discovery Park includes an archery range and a field archery course.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway and does not include archery facilities.</p>
<p>Aquatic Recreation</p>	
<p>5.22 Swimming, wading, snorkeling and scuba diving are activities that occur, although they are not encouraged due to swift currents, water temperatures, slippery and uneven ground, submerged debris and vegetation, and absence of lifeguard services.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway and does not encourage or otherwise impact aquatic recreation in the Parkway.</p>
<p>5.23 Boating, canoeing, kayaking, rafting, sailing, motor boating, and similar activities are permitted Aquatic Recreation activities.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway and does not encourage or otherwise impact aquatic recreation in the Parkway.</p>

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<p>5.24 Fishing in the river is permitted year round in the Parkway, except during fall and early winter when the river is closed to protect spawning Chinook salmon as regulated by the Department of Fish and Game Code. This closure has generally occurred from just downstream of the Hazel Bridge to Ancil Hoffman Park.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway and does not encourage or otherwise impact aquatic recreation in the Parkway.</p>
<p>5.25 The speed of motorboats, jet boats, and other powered vehicles shall be limited to 5mph, in accordance with Sacramento County Code, Section 13.16.030.</p>	<p><i>Consistent.</i></p> <p>This policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.</p>
<p>5.26 The Park Ranger unit will monitor the boating speed of peace officers and other official boat users to ensure safe speeds near other Parkway users. Any visitor complaints will be forwarded to the appropriate agency.</p>	<p><i>Consistent.</i></p> <p>This policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.</p>
<p>Prohibited Activities and Facilities</p>	
<p>5.27 The following activities and facilities, which are incompatible with the Parkway, shall be prohibited:</p> <p>5.27.1 Activities</p> <ol style="list-style-type: none"> a. motor vehicles and scooters on trails, except for emergency and maintenance purposes, b. hunting and target shooting of any kind, c. use of any of any fire arm, including air rifle, pellet guns, BB guns, paint ball, sling shots or any other ballistic device, d. use of archery equipment for purposes other than target shooting in the designated archery range of Discovery Park, e. tournament and league sports, f. motorized model airplane flying, g. rocket flying, 	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway and does not propose any of the prohibited activities or facilities within the Parkway. Moreover, the policy applies to agencies managing the Parkway. The Project will not interfere with the activities of the agencies managing the Parkway.</p>

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<ul style="list-style-type: none"> h. Dogs without leashes, dog training and field trials. All dogs shall be on a leash not longer than six feet in length. All dogs shall be prohibited at all times in any designated Nature Study Areas, i. gathering or collecting plants, except for approved research and interpretive/educational purposes by designated personnel, or as authorized by designated personnel, j. capturing animals, except for health safety purposes, k. hot air balloon launching or landing, l. helicopters, except for public safety purposes, m. hang gliders, n. tree swings, o. construction of platforms, ladders or other apparatuses in trees, p. skim boards, body boards or other apparatuses tethered to a fixed object, often obstructing the waterway, q. jumping or diving from bridges, r. fireworks, s. residential and community gardens, t. bee keeping, except those necessary to support approved farming operations in the Parkway, u. abandonment of any animal, including domesticated, feral or wild animals, v. feeding of any feral or wild animals, and w. abandonment or discard of refuse, including plant materials. <p>5.27.2 Facilities</p> <ul style="list-style-type: none"> a. off-road vehicle courses, including off-road bicycle courses, except off-paved trail cycling 	

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<ul style="list-style-type: none"> use as permitted in policy 5.17 and 5.17.1, b. permanent backstops, net poles, soccer goals, or goal posts, c. tennis courts and other surface courts, d. permanent bleachers, e. marinas and boat docks, except courtesy docks at the Discovery Park boat ramp, f. velodromes, g. new golf courses, h. horseshoe pits unless integrated into designated picnic facilities, i. frisbee golf courses, including disc golf courses, j. new archery facilities, k. swimming pools and fountains, l. permanent perimeter fences within the Parkway around recreational facilities, m. playground facilities and equipment, except when integrated into picnic facilities in a visually unobtrusive manner, n. permanent stages, o. permanent lighting facilities, except security lights, and p. permanent sound amplification facilities. 	
<p>5.28 Existing incompatible activities and facilities shall be phased out as soon as possible, except for the Ancil Hoffman Golf Course and ancillary facilities, Campus Commons Golf Course, the archery range at Discovery Park and Camp Pollock. Sacramento County Regional Sanitation owns a parcel in the Arden Bar Area that is a recognized non-conforming use within the Parkway. The following existing facilities and improvements are</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway and does not propose any of the prohibited activities or facilities within the Parkway.</p>

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<p>inconsistent with the Parkway Plan and should be phased out on a prioritized schedule, developed as part of an action plan. Once facilities are phased out, the site should be evaluated to determine the appropriate use of the land and compatible activities, consistent with the areas land use designation.</p> <ul style="list-style-type: none"> a. Bicycle motorcross (BMX) use of Gristmill, Goethe Park, Mullaney Grove and Rosmoor Bar, b. Riverdale Mobilehome Park in the Discovery Park Area, c. Bell Marine and Gradeland Mine materials processing and recycling facilities and operations, d. Cement “lake” structure at Sailor Bar, e. Pump station at Goethe Park near Paul Hagan Park, and f. Abandoned agricultural concrete dikes and reservoirs at Jacob Lane. 	
<p>5.29 Alcohol consumption is prohibited in designated areas within the Parkway. Areas of prohibition are regulated by County ordinance and should be signed accordingly.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway and does not propose any of the prohibited activities within the Parkway.</p>
<p>Group Activities</p>	
<p>5.30 Any medium or large group activity conducted on any designated pedestrian trail, equestrian/hiking trail, or bicycle trail shall be coordinated with the Parkway Manager, to minimize the impacts on other Parkway users.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway and does not propose any group activities within the Parkway. Moreover, this policy applies to the agencies managing the Parkway. The Project will not interfere with the activities of agencies managing the Parkway.</p>
<p>5.31 Competitive group activities may be permitted on the bicycle trail and shall be limited to:</p> <ul style="list-style-type: none"> a. Fund raising by non-profit or charitable organizations 	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway and does not</p>

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<p>with public and civic interests; or</p> <p>b. Competitive recreation for which no event entry fee is charged.</p>	<p>propose any group activities within the Parkway. Moreover, this policy applies to the agencies managing the Parkway. The Project will not interfere with the activities of agencies managing the Parkway.</p>
<p>5.32 Competitive events on the bike trail shall not exceed one event per month.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway and does not propose any group activities within the Parkway. Moreover, this policy applies to the agencies managing the Parkway. The Project will not interfere with the activities of agencies managing the Parkway.</p>
<p>5.33 Large special events may be permitted at Discovery Park on a periodic basis so long as natural resources are not degraded.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway and does not propose any group activities within the Parkway. Moreover, this policy applies to the agencies managing the Parkway. The Project will not interfere with the activities of agencies managing the Parkway.</p>
<p>5.34 Small special events may be permitted in the Ancil Hoffman, Goethe Park, William B. Pond and Effie Yeaw Nature Center areas where events can be accommodated by existing facilities, so long as natural resources are not degraded.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway and does not propose any group activities within the Parkway. Moreover, this policy applies to the agencies managing the Parkway. The Project will not interfere with the activities of agencies managing the Parkway.</p>
<p>5.35 Proper user education, facilities design and directional signage should be used to prevent user conflict, including conflicts between individual and group users.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway and does not propose any group activities within the Parkway. Moreover, this policy applies to the agencies managing the Parkway. The Project will not interfere with the activities of agencies managing the Parkway.</p>

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<p>5.36 Recreational facilities shall be designed to blend into the surrounding natural environment.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway and does not propose any group activities or recreational facilities within the Parkway. Moreover, this policy applies to the agencies managing the Parkway. The Project will not interfere with the activities of agencies managing the Parkway.</p>
Non-Recreational Use of the Parkway	
<p>6.1 Commercial activities shall be permitted only if compatible with the goals of the Parkway, as determined by this Plan:</p> <p>6.1.1 Commercial activities shall not be permitted solely for the purpose of raising revenue to fund the management of the Parkway.</p> <p>6.1.2 All proposed commercial activities, whether on land or water, shall be subject to review by the Sacramento County Department of Regional Parks and the Recreation and Parks Commission. Final approval shall be by the Board of Supervisors.</p> <p>6.1.3 The following criteria shall be considered during the review of commercial proposals:</p> <ul style="list-style-type: none"> a. Services or sales shall be necessary to the enhancement of permitted recreational activities. b. Services or sales shall not attract customers who would not otherwise be Parkway users. c. Services or sales shall be dependent upon the Parkway environment and be consistent with its stated purpose. <p>6.1.4 Commercial activities determined to be compatible with the goals of the Parkway shall only be considered for location in Developed Recreation</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway and does not propose any non-recreational use of the Parkway. Moreover, this policy applies to the agencies managing the Parkway. The Project will not interfere with the activities of agencies managing the Parkway.</p>

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<p>areas and only as an auxiliary component to be permitted recreational or interpretive/educational facilities.</p> <p>6.1.5 Commercial activities in association with special events, including the sale of food and beverage from mobile day-use units, will only be considered in fixed locations in association with a special event permit. Staff shall review each special event permit request on an individual basis to assess potential adverse impacts on the Parkway such as litter and other nuisances.</p> <p>6.1.6 Proposed commercial activities shall be designated on appropriate area plans.</p>	
<p>6.2 Caretaker facilities may be installed in Developed Recreation, Limited Recreation and Recreation Reserve Area whenever lack of surveillance is a problem.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway and does not propose any non-recreational use of the Parkway.</p>
<p>6.3 Caretaker facilities shall be accessible by vehicle, but should not be highly visible to Parkway users. Location, architectural design and screening shall be considered in the placement of the facilities, and such facilities shall conform to the Combining Zone Ordinance policies for architectural standards and consistent with the visual impact policies herein.</p> <p>6.4 and 6.5 omitted in original</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway and does not propose any caretaker facilities within the Parkway.</p>
<p>6.6 Agricultural activities that promote land stewardship, provide educational/interpretive services to Parkway users, or help to transition land to a restored state are consistent with the goals and policies of this Plan.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway and does not propose any agricultural activities within the Parkway.</p>

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<p>6.6.1 Agricultural activities in the Parkway should incorporate educational and interpretive programs. Sustainable, organic and wildlife-friendly farming practices are preferred.</p> <p>6.6.2 Agricultural activities, as permitted per land use designation, may be used as a management tool on an interim basis to inhibit the spread of invasive species.</p> <p>6.6.3 It is the preference of this Plan that lands previously leased for agricultural purposes be converted to uses that improve wildlife habitat and ensure a wildlife corridor.</p>	
Land Use	
<p>7.1 Facilities and improvements shall not be installed within the Parkway unless consistent with an adopted Parkway area plan.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway and does not propose any facilities or improvements in the Parkway.</p>
<p>7.2 Portions of the Parkway may be temporarily closed to prevent overuse or to correct the effects of overuse.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway and does not propose any use of the Parkway. Moreover, this policy applies to the agencies managing the Parkway. The Project will not interfere with the activities of agencies managing the Parkway.</p>
<p>7.3 Brush clearing, mowing of natural vegetation, fire breaks, or similar activities shall be permitted when necessary to protect the public’s health, safety, or for the purposes of habitat restoration.</p> <p>7.3.1 Clearing of dense brush, some removal of undesirable vegetation, mowing of natural vegetation and other similar measures for active recreation may take place in the Limited Recreation areas.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway and will not interfere with management of the Parkway.</p>

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7.4 Human developments and facilities, including but not limited to, buildings, fences, trails, sprinkler systems, and gates shall be prohibited in the Open Space Preserve Areas, except as necessary to protect the public health, safety, welfare, or for the purposes of habitat restoration.	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway and does not propose any development or facilities in the Parkway.</p>
7.5 Privately owned parcels may be developed consistent with local zoning. Parcels should not be rezoned to encourage further development.	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway. Moreover, this policy applies to the agencies managing the Parkway. The Project will not interfere with the activities of agencies managing the Parkway.</p>
7.6 Development in Nature Study Areas shall be strictly limited.	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway. Moreover, this policy applies to the agencies managing the Parkway. The Project will not interfere with the activities of agencies managing the Parkway.</p>
7.7 Activities in the Nature Study Areas shall be limited to Nature Appreciation and Trails Recreation as limited to pedestrian use on designated trails. Trails in the Nature Study Areas shall not be surfaced with concrete, asphalt, or other impervious materials.	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway. Moreover, this policy applies to the agencies managing the Parkway. The Project will not interfere with the activities of agencies managing the Parkway.</p>
7.8 Facilities and other improvements in Protected Areas shall be limited to those which are needed for public enjoyment of the natural environment. Extensive development is not appropriate.	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway and does not propose any facilities or other improvements in the Parkway. Moreover, this policy applies to the agencies managing the Parkway. The Project will not interfere with the activities of agencies managing the Parkway.</p>

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<p>7.9 Activities in the Protected Areas shall include all Nature Appreciation, all Trails Recreation and Aquatic Recreation. Recreational Enjoyment activities are restricted to limited family unit picnicking along trails.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway and does not propose any facilities or other improvements in the Parkway.</p>
<p>7.10 Activities in the Limited Recreation areas shall include Nature Appreciation, Trails Recreation, Aquatic Recreation, agricultural activities and native plant nurseries. Recreational Enjoyment activities are restricted to picnicking.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway and does not propose any facilities or other improvements in the Parkway.</p>
<p>7.11 Public accesses for equestrians, pedestrians, bicyclists, and vehicles are appropriate in all land use categories except in Nature Study Areas (excluding existing accesses) and Open Space Preserve Areas.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway, and no roads or other means of automobile access will be located within the Parkway. Public pedestrian and bicycle access to the bike trail along the Parkway may be gained at the terminus of 7th Street and Riverside Drive, however it is not a designated public access point and no parking lots shall be provided. Moreover, the Parkway adjacent to the Project is identified in the Parkway Plan as a “protected area”, not a Nature Study Area or Open Space Preserve Area, meaning public access is appropriate. Pedestrian and bicycle access points are found in the Protected, Limited Recreation, and Developed Recreation Areas, and parking is not normally provided.</p>
<p>7.12 Activities and facilities in the Parkway which attract large numbers of users are to be directed to the less sensitive areas such as Limited Recreation and Developed Recreation areas so that the areas which are more environmentally sensitive can be protected.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway and does not propose any facilities or activities in the Parkway.</p>

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<p>7.13 Any permitted activity in groups: Recreational Enjoyment, Trails Recreation, Recreational Participation in Group Sports, and Aquatic Recreation may be permitted in the Developed Recreation areas.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway and does not propose any facilities or other improvements in the Parkway.</p>
<p>7.14 Areas identified as Recreation Reserve may be reserved for recreation, restoration, habitat preservation, agriculture or native plant nurseries. However, no such amendments to this Plan shall take place unless the Board of Supervisors, following adequate study and public hearings, determine that the conversion of a Recreation Preserve Area to another land use designation is appropriate and submits the proposed land use designation change to the State legislature for approval.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway and does not propose any facilities or other improvements in the Parkway. Moreover, this policy applies to the agencies managing the Parkway. The Project will not interfere with the activities of agencies managing the Parkway.</p>
<p>7.15 Facilities in the Recreation Reserve Areas shall be limited to caretakers' quarters, local drainage and public utility facilities, emergency access roads and trails, fire hydrants, and facilities for agriculture or native plant nurseries, provided that the facilities do not conflict with the intent of this Plan.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway and does not propose any facilities or other improvements in the Parkway.</p>
<p>7.16 Agricultural activities and plant nurseries are permitted in Recreation Reserve, Limited Recreation and Developed Recreation areas.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway and does not propose any agricultural activities or plant nurseries in the Parkway.</p>
<p>7.17 Habitat restoration, local drainage, public utilities, and public flood control facilities, as determined to be appropriate to and permitted within a Wild and Scenic Rivers corridor, are permitted in all land use categories.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway and does not propose any habitat restoration or other improvements in the Parkway.</p>

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<p>7.18 Adverse impacts on adjacent land, such as dust, traffic congestion or noise, caused by Parkway uses shall be eliminated or mitigated.</p>	<p><i>Consistent.</i></p> <p>This policy applies to the agencies managing the Parkway, and directs such agencies to reduce impacts of the Parkway on adjoining land uses. The Project will not interfere with the activities of agencies managing the Parkway.</p>
<p>7.19 Jurisdictions shall use their authority to reduce, eliminate, and/or mitigate potential adverse impacts upon the Parkway caused by adjacent land uses and activities.</p> <p>7.19.1 Structures shall be located so that neither they, nor activities associated with them, cause damage to Parkway plants or wildlife.</p> <p>7.19.2 Structures shall be located so that neither they, nor activities associated with them, impede the recreational use of the Parkway and such structures shall be consistent with the goals and policies of this Plan.</p>	<p><i>Consistent.</i></p> <p>The City of Sacramento has prepared an environmental impact report that analyzes the potential adverse impacts that would result from the Project. The EIR determined that the Project would not result in any adverse impacts to the Parkway that cannot be reduced to a less-than-significant level through mitigation measures included in the EIR . The structures proposed as part of the Project would not cause damage to Parkway plants or wildlife and shall not impede recreational use of the Parkway. No structures are proposed North of the levee, where they would cause damage to native plants or wildlife or disrupt recreational activities within the Parkway.</p>
<p>Visual Impacts from Uses and Facilities Within the Parkway</p>	
<p>7.20 New public utilities or similar public service facilities should be placed underground and the area revegetated with native plantings. If new public utilities or similar public services facilities must be placed above ground, impacts shall be minimized by clustering the facilities with existing facilities and Parkway crossings. Facilities shall be camouflaged with native trees and shrubbery plantings, and if appropriate, soundproof pump stations, without compromising public safety.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway and does not propose any public utilities or other facilities within the Parkway.</p>

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<p>7.21 New drainage outfalls, or improvements and expansions to existing outfalls shall be designed and built to minimize erosion, and to be visually unobtrusive and naturalistic in appearance. Culverts and gate valves, if necessary, shall be set back from the river if possible; if this is not possible, the outfall shall be integrated into a comprehensive grading and landscaping plan that screens the outfall, with native vegetation.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway and does not propose any drainage outfalls or other improvements within the Parkway.</p>
<p>7.22 Structures that are in the Parkway shall be of a design, color, texture and scale that minimizes adverse visual impacts within the Parkway.</p> <p>7.22.1 Structures shall be located so that neither they, nor activities associated with them, cause damage to native plants or wildlife, without appropriate mitigation.</p> <p>7.22.2 Structures shall be constructed of naturalistic materials which blend with the natural environment.</p> <p>7.22.3 Colors shall be earth tones, or shall blend with the colors of surrounding vegetation.</p> <p>7.22.4 Structures may emulate authentic historic design, but shall be unobtrusive.</p> <p>7.22.5 To the extent possible, structures shall be screened from view by native landscaping or other naturally occurring features.</p> <p>7.22.6 Commercial advertising generally shall not be permitted within the Parkway. Signage associated with approved commercial activities shall be limited by the provisions governing visual intrusion but should be sufficient to provide visitors essential information regarding location and services.</p> <p>7.22.7 Structures shall be of fire resistant construction and</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway and does not propose any structures within the Parkway.</p>

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<p>designed and located in a manner such that adequate emergency services and facilities can be provided.</p>	
Visual Impacts from Uses and Facilities Adjacent to the Parkway	
<p>7.23 Levees, landscaping, or other man-made or natural buffers should be used to separate, buffer or screen the Parkway visually from adjoining land uses, unless the adjacent land uses are indistinguishable from the Parkway.</p>	<p><i>Consistent.</i></p> <p>The Project includes a planned roadway, Riverfront Drive, which will run along the land side of the levee, atop the levee improvements planned as part of the Project. In addition, the Project includes on-site landscaping such as trees, shrubs, and groundcover along both sides of Riverfront Drive. The roadway, landscaping, and other park/greenery area on the land side of the levee will serve as a buffer to separate the Parkway visually and functionally from the Project.</p>
<p>7.24 In order to minimize adverse visual impacts on the aesthetic resources of the Parkway, local jurisdictions shall regulate adjacent development visible from the Parkway. These local regulations shall take into account the extent to which the development is visible from the Parkway. Regulations may include tools to address design, color, texture and scale, such as:</p> <ul style="list-style-type: none"> • Setbacks or buffers between the Parkway and the development. • Structures to be stepped away from the Parkway or limits on building scale. • Screening of structures visible from the Parkway with landscaping, preferably native vegetation or other naturally occurring features. • Use of colors and materials including non-reflective surfaces, amount of glass, and requiring medium to dark earth tone colors that blend with the colors of surrounding vegetation, particularly in sensitive bluff 	<p><i>Consistent.</i></p> <p>No structures are proposed within the Parkway. However, the Project is adjacent to the Parkway and may be visible from certain viewpoints. The City of Sacramento prepared and EIR for the Project. The EIR evaluated the Project’s potential aesthetic impacts, including potential impacts to the Parkway. The EIR determined that the potential aesthetic impacts were less than significant.</p> <p>The project incorporates proposed Design Guidelines that require the proposed buildings in the Riverfront area adjacent to the Parkway to incorporate stepped facades and utilize neutral color schemes that are sympathetic to the adjacent natural setting. Structures shall be partially screened from view by the existing tree canopy, as well as by the trees and other vegetation planned as part of the Project and included in the design guidelines.</p>

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<p>or river’s edge locations.</p> <ul style="list-style-type: none"> Guidelines to discourage intrusive lighting and commercial advertising. 	<p>More specifically, the design guidelines require the following:</p> <ul style="list-style-type: none"> Street Trees shall be installed along the South edge of Riverfront Drive as defined in the Landscape Guidelines (section 3.9). Landscaping is encouraged at ground level and elsewhere on the building where practical (balconies, terraces, outdoor areas) to provide a vegetation buffer and to screen the building form the river view. Lighting of the building shall be minimal along the waterfront. Shields and directional louvers are encouraged to ensure minimal spillage across Riverfront Drive and into the river. Where commercial and/or retail uses occur along Riverfront Drive the signage and lighting should minimize bright lights, flashing lights, neon and other highly intrusive light sources that could be visible from the river."
<p>7.25 Between the confluence of the Sacramento and American rivers and the Capitol City Freeway (Business-80) the Parkway context is the Sacramento downtown urban core for the Sacramento metropolitan region. Protection of the Parkway’s aesthetic values in this reach should be accomplished within the context of creating a vital urban area. Development immediately adjacent to the Parkway shall respect the intent of the Parkway goals by reducing visual impacts through context sensitive site planning and building design.</p>	<p><i>Consistent.</i></p> <p>The Project is located within the area identified as the downtown urban core for the Sacramento metropolitan region. The Project aids in the City’s goal of developing the Richards Boulevard Area as a vital urban area.</p> <p>No structures are proposed within the Parkway. However, the Project is adjacent to the Parkway and may be visible from certain viewpoints. The project incorporates proposed Design Guidelines that require the proposed buildings in the Riverfront area adjacent to the Parkway to incorporate stepped facades and</p>

American River Parkway Plan Policies (Proposed 2006 Update – Not Yet Adopted)	Project Consistency
	<p>utilize neutral color schemes that are sympathetic to the adjacent natural setting. Structures shall be partially screened from view by the existing tree canopy, as well as by the tress and other vegetation planned as part of the Project and included in the design guidelines.</p> <p>More specifically, the design guidelines require the following:</p> <ul style="list-style-type: none"> • Street Trees shall be installed along the South edge of Riverfront Drive as defined in the Landscape Guidelines (section 3.9). • Landscaping is encouraged at ground level and elsewhere on the building where practical (balconies, terraces, outdoor areas) to provide a vegetation buffer and to screen the building form the river view. • Lighting of the building shall be minimal along the waterfront. Shields and directional louvers are encouraged to ensure minimal spillage across Riverfront Drive and into the river. • Where commercial and/or retail uses occur along Riverfront Drive the signage and lighting should minimize bright lights, flashing lights, neon and other highly intrusive light sources that could be visible from the river."
<p>7.26 Development of the bluffs within and adjacent to the Parkway shall be designed so as not to degrade the stability of the bluffs, while minimizing the visual impacts into the Parkway.</p>	<p><i>Consistent.</i></p> <p>The Project does not propose development of the bluffs within or adjacent to the Parkway and will not degrade the stability of the bluffs.</p>

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Public Access	
<p>8.1 Public accesses for equestrians, pedestrians, bicyclists, and vehicles are appropriate in all land use categories except in Nature Study Areas, Open Space Preserve Areas, and Recreation Reserve Areas.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway, and no roads or other means of automobile access will be located within the Parkway. Public pedestrian and bicycle access to the bike trail along the Parkway may be gained at the terminus of 7th Street and Riverside Drive, however it is not a designated public access point and no parking lots shall be provided. Moreover, the Parkway adjacent to the Project is identified in the Parkway Plan as a “protected area”, not a Nature Study Area or Open Space Preserve Area, meaning public access is appropriate. Pedestrian and bicycle access points are found in the Protected, Limited Recreation, and Developed Recreation Areas, and parking is not normally provided.</p>
<p>8.2 Access points and parking lots shall be located where there is the least potential environmental damage and adverse impact on the Parkway’s environment and surrounding neighborhoods.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway, and no roads or other means of automobile access will be located within the Parkway. Public pedestrian and bicycle access to the bike trail along the Parkway may be gained at the terminus of 7th Street and Riverside Drive, however it is not a designated public access point and no parking lots shall be provided. Moreover, the Parkway adjacent to the Project is identified in the Parkway Plan as a “protected area”, not a Nature Study Area or Open Space Preserve Area, meaning public access is appropriate. Pedestrian and bicycle access points are found in the Protected, Limited Recreation, and Developed Recreation Areas, and parking is not normally provided.</p>
<p>8.3 It is the preference of this Plan that jurisdictions adjacent to the Parkway plan for safe and convenient routes on local streets for bicyclists and pedestrians traveling to designated Parkway access points.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway, and no roads or other means of automobile access will be located within the</p>

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	<p>Parkway. The Project would construct a network of public streets in a grid pattern to provide vehicle and bicycle access throughout the project site, and would provide sidewalks along all public streets to encourage pedestrian activity.</p> <p>Public pedestrian and bicycle access to the bike trail along the Parkway may be gained at the terminus of 7th Street and Riverside Drive, however it is not a designated public access point and no parking lots shall be provided. Moreover, the Parkway adjacent to the Project is identified in the Parkway Plan as a “protected area”, not a Nature Study Area or Open Space Preserve Area, meaning public access is appropriate. Pedestrian and bicycle access points are found in the Protected, Limited Recreation, and Developed Recreation Areas, and parking is not normally provided.</p>
<p>8.4 Parkway Managers shall encourage walking, bicycling, horseback riding, public transit and boating as forms of transportation to the Parkway. This is particularly important during peak use holidays and weekends to reduce traffic congestion and air pollution. In addition to its importance for recreational activities, the Jedediah Smith Memorial Trail is recognized and shall be maintained as an important bicycle transportation route in the Sacramento region.</p>	<p><i>Consistent.</i></p> <p>This policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.</p>
<p>8.5 Parking lots and public access roads should be designed and constructed using best management practices to ensure permeability and reduce run-off damage, and be buffered by native vegetation plantings. Pavement should be discouraged as part of new projects.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway, and no roads or other means of automobile access will be located within the Parkway. The Project would construct a network of public streets in a grid pattern to provide vehicle and bicycle access throughout the project site, and would provide sidewalks along all public streets to encourage pedestrian activity.</p>

American River Parkway Plan Policies (Proposed 2006 Update – Not Yet Adopted)	Project Consistency
	<p>Public pedestrian and bicycle access to the bike trail along the Parkway may be gained at the terminus of 7th Street and Riverside Drive, however it is not a designated public access point and no parking lots shall be provided. Moreover, the Parkway adjacent to the Project is identified in the Parkway Plan as a “protected area”, not a Nature Study Area or Open Space Preserve Area, meaning public access is appropriate. Pedestrian and bicycle access points are found in the Protected, Limited Recreation, and Developed Recreation Areas, and parking is not normally provided.</p> <p>The City of Sacramento prepared an EIR for the Project to analyze potential impacts, including run-off. The EIR required mitigation measures to reduce Project impacts. Potential impacts caused by run-off are less than significant.</p>
<p>8.6 New public vehicular roads shall not permit through passage between access points.</p>	<p><i>Consistent.</i></p> <p>The Project does not include any public vehicular roads within the Parkway.</p>
<p>8.7 Paved public vehicular roadways for visitor access within the Parkway shall be strictly limited and should be perpendicular to the river rather than parallel to it.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway, and no roads or other means of automobile access will be located within the Parkway. Public pedestrian and bicycle access to the bike trail along the Parkway may be gained at the terminus of 7th Street and Riverside Drive, however it is not a designated public access point and no parking lots shall be provided. Moreover, the Parkway adjacent to the Project is identified in the Parkway Plan as a “protected area”, not a Nature Study Area, Open Space Preserve Area, or Recreation Reserve Area, meaning public access is appropriate. Pedestrian and bicycle access points are found in the Protected, Limited Recreation, and Developed</p>

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	Recreation Areas, and parking is not normally provided.
8.8 General public vehicular travel must remain on designated roads.	<p><i>Consistent.</i></p> <p>The Project does not include any roadways within the Parkway. Moreover, this policy applies to the agencies managing the Parkway. The Project will not interfere with the activities of agencies managing the Parkway.</p>
8.9 Existing unpaved and dirt roadways within the Parkway may be used for maintenance, emergency and management access. Unnecessary roadways shall be restored to a naturalistic condition appropriate to the area.	<p><i>Consistent.</i></p> <p>The Project does not include any roadways within the Parkway. Moreover, this policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.</p>
8.10 Three designated, continuous trails for pedestrians, equestrians/hikers, and bicyclists, shall be maintained along the full length of the Parkway.	<p><i>Consistent.</i></p> <p>The Project does not include any trails within the Parkway. Moreover, this policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.</p>
8.11 Parkway trail connections to other local, regional and State trails shall be designed and located to support bicycle commuting and recreation with minimal damage to the Parkway’s ecosystem.	<p><i>Consistent.</i></p> <p>The Project does not include any trails within the Parkway. Moreover, this policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.</p>
Equestrian Staging, Boating, and Fishing Access	
8.12 Equestrian accesses should have unpaved staging areas (trailer loading and unloading) and parking to accommodate horse trailers.	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway and does not include equestrian access into the Parkway.</p>

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8.13 Boat staging facilities shall be designed to minimize automobile contact with the river, or its immediate shore, in order to reduce visual and noise impacts and pollution of the water. Vehicle parking should be provided near these staging areas.	<i>Consistent.</i> The Project is not located within the Parkway and does not include boat staging facilities in the Parkway.
8.14 The design of the boat ramp facilities should be sensitive to the riparian habitat and features, and take into consideration the hydrology of the area, degree of possible erosion, amount and type of use, and protection of water quality in determining the most effective construction design. Boating access should be designed to minimize impacts on other Parkway users.	<i>Consistent.</i> The Project is not located within the Parkway and does not include boat staging facilities in the Parkway.
8.15 Boat ramp facilities should be designed to minimize dependence on regular, on-going maintenance operations, and avoid activities that would damage the environment in order to remain operational.	<i>Consistent.</i> The Project is not located within the Parkway and does not include boat staging facilities in the Parkway. Moreover, this policy applies to the agencies managing the Parkway. The Project will not interfere with the activities of agencies managing the Parkway.
8.16 A variety of primitive and developed fishing accesses shall continue to be maintained.	<i>Consistent.</i> The Project is not located within the Parkway and does not include developed fishing access in the Parkway.
Access for Persons With Disabilities	
8.17 All new facilities and renovations or alterations of existing facilities, where applicable for the intended use and access of the facility, shall be accessible to persons with disabilities. Designated entryways for accessible trails shall be installed and several locations throughout the parkway. All trails designated for persons with disabilities shall be appropriately signed to serve persons	<i>Consistent.</i> The Project is not located within the Parkway and does not include any facilities in the Parkway.

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with disabilities.	
Bridges	
<p>8.18 If new bridge crossings are constructed, they shall be designed and located in such a manner as to minimize negative impact to the Parkway environment, aesthetic values, and natural resources. Any additional bridge crossings should be located within Developed Recreation or Limited Recreation areas.</p> <p>8.18.1 The Downtown-Natomas-Airport (DNA-RT) light rail project alignment, as approved by the Regional Transit Board of Directors in December 2003, is recognized by this Plan.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway and does not include any bridges in the Parkway.</p>
<p>8.19 Bridge crossings should incorporate river themes and the Parkway context into its design and use muted, earth toned colors.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway and does not include any bridge crossings in the Parkway.</p>
<p>8.20 If new automobile bridges are considered, expanding existing bridge capacity is preferred to constructing new bridges. If after careful study of all other alternatives, another crossing is required, a map amendment to the locally-adopted area plan(s) shall be required.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway and does not include any bridge crossings in the Parkway.</p>
<p>8.21 If new automobile bridges are to be constructed over the American River or existing automobile bridges enlarged these facilities should provide a path for bicycles and pedestrians that is separated from vehicle lanes and include viewing platforms where appropriate.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway and does not include any bridge crossings in the Parkway.</p>

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<p>8.22 New bridges for bikes, pedestrians, and equestrians may be considered when there is a need to improve Parkway connectivity, circulation and access, and shall require a map amendment to the locally-adopted area plan(s).</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway and does not include any bridge crossings in the Parkway.</p>
Informational and Directional Signage	
<p>8.23 Informational and directional signage shall be used to educate visitors about the Parkway’s history, ecology, hydrology and cultural resources, to protect sensitive resources, to recognize Parkway stewardship, and to promote public safety.</p> <p>8.23.1. Informational signage should alert visitors to avoid sensitive natural resources and habitat areas, such as redds (gravel areas where salmon bury their eggs).</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway and will not install any signage in the Parkway. Moreover, this policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.</p>
<p>8.24 Informational and directional signage shall be designed to protect the visual qualities and aesthetic values of the Parkway. Signage shall use natural colors and materials to blend in with the surrounding environment, while being strategically located to be easily seen. Ground pavement stenciling is an effective means of signing with minimal Parkway impact.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway and will not install any signage in the Parkway. Moreover, this policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.</p>
<p>8.25 Informational and directional signage shall be placed at strategic trail access points that expressly state the permitted user groups, activities and right-of-way hierarchy. Periodic directional signage shall be placed on the trail between access points.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway and will not install any signage in the Parkway. Moreover, this policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.</p>

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8.26 Information and directional signage shall incorporate designs to serve persons with disabilities.	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway and will not install any signage in the Parkway. Moreover, this policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.</p>
8.27 The Parkway Manager should partner with surrounding jurisdictions to create a consistent and uniform signage program that improves routing to the Parkway from throughout the Sacramento area.	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway and will not install any signage in the Parkway. Moreover, this policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.</p>
PUBLIC SAFETY	
Emergency Vehicle Access	
9.1 Emergency vehicle access shall be accommodated at all public vehicle accesses. Emergency vehicle access to the Parkway may be provided at other locations approved by the County Recreation and Parks Commission and the Fire District having jurisdiction over the site.	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway and will not interfere with emergency vehicle access. Moreover, this policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.</p>
9.2 Emergency vehicle access within the Parkway may be provided via parking areas, service roads, levee crowns, equestrian/hiking trails, pedestrian trails, bicycle trails, and fire breaks. Service roads shall be interconnected where possible to permit through travel by emergency vehicles only. Levee roads shall have access to lower levels at regular intervals.	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway and will not interfere with emergency vehicle access. Moreover, this policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.</p>

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<p>9.3 Emergency vehicle access routes shall be capable of supporting the imposed load of emergency vehicles. The routes shall have an unencumbered clear width of 20 feet, have turnarounds at intervals to the satisfaction of the local fire agency, and shall have a vertical clearance of 13 feet, 6 inches.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway and will not interfere with emergency vehicle access.</p>
<p>9.4 Public parking shall be restricted by signs, painted rubs, or physical means so as not to obstruct emergency access or barricades. Illegally parked cars which obstruct emergency access shall be subject to citation or towing.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway and will not interfere with emergency vehicle access.</p>
<p>9.5 Certain non-vehicular water access trails shall be maintained with a minimum of four feet clear width to accommodate hose line extensions in a rapid manner. These designated trails shall be mapped and distributed to fire service agencies as part of an emergency access plan of those agencies.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway and will not interfere with emergency vehicle access. Moreover, this policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.</p>
<p>9.6 Barricades shall be placed to prevent non-emergency vehicles from using trails, service roads, and emergency vehicle access routes. These barricades shall be of post-and-cable type, gate type, or drop-post types, shall have adequate width for emergency apparatus and shall take into account the need to make sharp turns near the gates. Barricades shall be vandal resistant, with locking devices to be used in locations requiring emergency access. Standard locks shall be consistent with County ordinances for security access.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway and will not interfere with emergency vehicle access. Moreover, this policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.</p>
<p>9.7 Should new motor vehicle bridges be needed within the Parkway for interior use, these bridges should be constructed to meet the imposed load of emergency fire</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway and will not</p>

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apparatus.	interfere with emergency vehicle access. Moreover, this policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.
9.8 Barbecue facilities, fire rings and permanent camp sites shall only be located where an adequate water supply is available or can be transported to, as determined by the responsible agency.	<i>Consistent.</i> The Project is not located within the Parkway and will not include camp facilities in the Parkway.
Emergency Boat Access	
9.9 The design should allow rapid launching from a boat trailer by a two wheel-drive vehicle at any normal water level.	<i>Consistent.</i> The Project is not located within the Parkway and will not interfere with emergency boat access. Moreover, this policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.
9.10 Launching ramps which are to be used for emergencies shall be a minimum of 12 feet in width, and have sufficient staging area for maneuvering equipment so that a boat can be launched quickly.	<i>Consistent.</i> The Project is not located within the Parkway, does not include any launching facilities, and will not interfere with emergency boat access. Moreover, this policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.
9.11 Launching facilities which are exclusively for emergencies shall be signed and physically restricted to prohibit public use. They shall not be constructed of concrete or another permanent surface that may generate demand for use by the general public. Landing mats or other temporary surfaces may be used where appropriate.	<i>Consistent.</i> The Project is not located within the Parkway, does not include any launching facilities, and will not interfere with emergency boat access. Moreover, this policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.

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<p>9.12 Public launching and staging areas which may be used for emergency response shall be signed so that access is not blocked by parked vehicles.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway, does not include any launching facilities, and will not interfere with emergency boat access. Moreover, this policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.</p>
<p>9.13 Launching facilities shall be located in proximity to open areas which can be used to land a helicopter for medical purposes.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway, does not include any launching facilities, and will not interfere with emergency boat access. Moreover, this policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.</p>
<p>9.14 Facilities shall be identifiable by water and by air with distinctive, but unobtrusive markers. Where practical, existing structures or other features shall be used as a reference.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway, does not include any launching facilities, and will not interfere with emergency boat access. Moreover, this policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.</p>
<p>9.15 Installation of launching facilities shall be accomplished with a minimum of grading and minimal removal of riparian vegetation. Steep slopes or areas with inadequate vehicle access should be avoided.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway, does not include any launching facilities, and will not interfere with emergency boat access. Moreover, this policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.</p>

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<p>9.16 Locations for emergency launching facilities shall be identified by the fire departments as part of a comprehensive access plan to be approved by the County recreation and Parks Commission. The access plan should include site plans for each location.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway, does not include any launching facilities, and will not interfere with emergency boat access. Moreover, this policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.</p>
<p>Fire Breaks</p>	
<p>9.17 Firebreaks shall be combined with emergency vehicle roads and trails, where practical, to eliminate unnecessary removal of vegetation.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway, does not interfere with or otherwise impact fire breaks. Moreover, this policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.</p>
<p>9.18 Hanging branches or accumulation of dry materials that pose fire hazards may be trimmed or removed only as necessary as determined by the appropriate fire agency and/or by qualified staff designated by the County Department of Regional Parks, to maintain effective fire breaks or remove an immediate hazard. Careful consideration should be given to any pruning of vegetation to prevent fires from spreading from ground level into a crown type fire.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway, does not interfere with or otherwise impact fire breaks. Moreover, this policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.</p>
<p>9.19 The responsible fire agency shall determine the width of all fire breaks.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway, does not interfere with or otherwise impact fire breaks. Moreover, this policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.</p>

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<p>9.20 The need for additional north/south oriented firebreaks shall be considered when designing new trails or maintenance roads. The appropriate fire agency should be consulted for both the need and the location.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway, does not interfere with or otherwise impact fire breaks. Moreover, this policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.</p>
<p>9.21 The visual impact of firebreaks shall be minimized by combining them with other facilities such as roads, trails, parking lots, and turfed areas where feasible.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway, does not interfere with or otherwise impact fire breaks. Moreover, this policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.</p>
<p>9.22 Parkway resource managers, designated by the County Department of Regional Parks, shall yearly provide fire department personnel with updated maps that designate high prior natural resources.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway, does not interfere with or otherwise impact fire breaks. Moreover, this policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.</p>
Public Use and Access	
<p>9.23 Activities such as digging and climbing on the bluffs, which would damage and cause collapse or sloughing shall be prohibited. These activities shall be citable offenses.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway and will not encourage digging and climbing on bluffs. Moreover, this policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.</p>
<p>9.24 Paved parking lots in Discovery and Ancil Hoffman Parks and paved parking lots serving Parkway interpretive/educational centers shall meet Sacramento County zoning code lighting standards. All lighting shall</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway.</p>

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<p>be directed away from residential areas, while still maintaining the general safety of other vehicular traffic and the privacy and well being of the residential areas. Due to the desire to minimize impacts to wildlife from introduced lighting, other parking lots are not subject to the zoning code lighting standards.</p>	
<p>9.25 Developed Recreation areas should provide security landscaping where sightlines are needed for enhanced patrol surveillance, including, but not limited to, low shrubs with a maximum height of 24 inches and trees pruned up to 6 feet.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway. Moreover, this policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.</p>
<p>9.26 Numbered mile markers shall be painted along the bike trail every half-mile to aid public safety agencies in responding to emergencies. The markings should be large enough to be seen from a helicopter.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway. Moreover, this policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.</p>
<p>9.27 Signage shall be properly placed, accurate, and easy to read. Such signage can help ensure that Parkway users are at minimal risk of getting lost or not finding trail heads and parking areas, and inform Parkway users about the importance of courtesy rules.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway. Moreover, this policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.</p>
<p>9.28 Stewardship programs should be encouraged to promote safety, responsible use of Parkway resources, and supplement existing Parkway resources.</p>	<p><i>Consistent.</i></p> <p>The Project is not located within the Parkway. Moreover, this policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.</p>

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9.29 Park resource managers, working in partnership with stewardship groups, shall encourage the development and implementation of measures to help transition portfolios of the Parkway that have been impacted by illegal camping into a more appropriate use of the Parkway.	<i>Consistent.</i> This policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.
9.30 Call boxes should continue to be assessed for need, appropriateness and maintained for the public safety benefit of Parkway users.	<i>Consistent.</i> This policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.
Area Plan	
10.1 Area plans shall be reviewed by the County Recreation and Parks Commission when a physical change is proposed in the Parkway, to determine the appropriateness of the change.	<i>Consistent.</i> This policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.
10.2 Facilities shall not be constructed or installed unless specifically designated on the Area Plan Map.	<i>Consistent.</i> This policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.
10.3 Adoption or modification of an Area Plan or any of its components shall be determined to be consistent with the County General Plan, provided that it is consistent with the goals, Parkway-wide policies, and General Land use Map of this Plan, and approved by the County Board of Supervisors.	<i>Consistent.</i> This policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.
Discovery Park	
10.4 Strengthen the Discovery Park Area’s connections with the Sacramento Riverfront and with the surrounding urban neighborhoods in the Richards Boulevard and Natomas	<i>Consistent.</i> The Project is not located within the Parkway and will not cause

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<p>areas in ways that promote increased access and connectivity into the Parkway.</p> <p>10.4.1. Construct the Two Rivers Trail to a Class 1 construction standard bike/pedestrian trail along the left bank (south levee) of the American River from Tiscornia Park to Sutter’s Landing Park.</p> <p>10.4.2. Support construction of a Two Rivers Trail extension o H Street that will provide direct connectivity from California State University Sacramento to downtown Sacramento. The trail should be constructed on top of the levee where feasible.</p> <p>10.4.3. Support construction of a Two Rivers Trail from Tiscornia Park to West Sacramento including a bike/pedestrian bridge across the Sacramento River.</p> <p>10.4.4. Bike/pedestrian access shall be incorporated into future bridge construction or renovation projects offering Interstate 5, Highway 160, and Regional Transit’s Downtown Natomas Airport (DNA-RT) line.</p> <p>10.4.5. If the DNA-RT light rail is constructed, the associated bike/pedestrian bridge shall span the American River and Parkway, providing good access into the Parkway by connecting to its trail system at either levee side while minimizing impacts to Parkway resources.</p> <p>10.4.6. The DNA-RT station shall not be located within the Parkway.</p>	<p>a physical change in the Parkway or otherwise modify the Parkway Plan. The Parkway adjacent to the Project is located in the Discovery Park Area Plan – the project will not place any structures within the Plan Area.</p> <p>Moreover, this policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.</p> <p>The Project does, however, strengthen the Discovery Park Area’s connections with the Sacramento Riverfront and with the surrounding urban neighborhoods in the Richards Boulevard and Natomas areas by promoting increased access and connectivity into the Parkway. The proposed Project includes five foot wide bike paths along 7th Street and 5th Streets, which would connect Richards Boulevard with the riverfront. The bike paths would connect with the existing Two Rivers Trail, which runs parallel to the proposed Riverfront Drive, allowing easy river access for pedestrians and bicycles, as well as access to the regional multi-use trail system within the American River Parkway. Riverfront Park is planned as a linear park located between the open space and riparian preserve and Riverfront Drive. The Two Rivers Trail will generally be located at the northern edge of the park and connect to a network of walkways within the park with access to parking along Riverfront Drive. The south edge of the park is defined by Riverfront Drive and urban development that faces on the drive and activates the park.</p> <p>In addition, 7th Street is planned as a promenade through the proposed project, with pedestrian and bicycle access ending at the proposed Riverfront Drive.</p>

American River Parkway Plan Policies (Proposed 2006 Update – Not Yet Adopted)	Project Consistency
<p>10.5 Acquire the Gardenland Sand and Gravel Mine (Urrutia) site.</p>	<p><i>Consistent.</i></p> <p>This policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.</p>
<p>10.6 Following acquisition, reclaim and restore the Gardenland Sand and Gravel Mine (Urrutia) site to enhance its fish and wildlife habitat value, accommodate historical and cultural interpretive activities, with related minor interpretive facilities Limited and Developed Recreation areas, including demonstrations of California Indian lifeways, and support picnicking, hiking and wildlife viewing.</p> <p>10.6.1 Create a trailhead with an unsurfaced parking area, restrooms, and directional signage at the western end of the site. Trails may be realigned to reduce user conflict at the access road.</p> <p>10.6.2 Create an unsurfaced parking area at the eastern end of the site, accessible from Northgate Boulevard.</p> <p>10.6.3 Permit non-motorized boating in the pond for interpretive purposes only and in a manner that is consistent with the protection of restored habitats and wildlife use. Non-motorized boats shall only be allowed by permit at the discretion of the Parkway Manager.</p> <p>10.6.4 Fishing in the pod shall only be allowed by permit for interpretive purposes at the discretion of the Parkway Manager.</p>	<p><i>Consistent.</i></p> <p>This policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.</p>
<p>10.7 Acquire the Riverdale Mobile Home Park site.</p>	<p><i>Consistent.</i></p> <p>This policy applies to the agencies managing the Parkway. The</p>

American River Parkway Plan Policies (Proposed 2006 Update – Not Yet Adopted)	Project Consistency
	Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.
<p>10.8 Following acquisition of the Riverdale Mobile Home Park site, establish an interpretive/educational center for visitor enjoyment and interpretation of the Parkway. If the Riverdale Mobile Home Park site is determined to be infeasible, establish an interpretive/educational center at an alternative site within the Woodlake or Discovery Park areas.</p> <p>10.8.1 The interpretive center should be accessible to all visitors, whether they are traveling on foot, bicycle, private vehicle, or public transit service.</p> <p>10.8.2 To protect Parkway resources, as much parking as possible should be located outside of the Parkway</p> <p>10.8.3 Parking within the Parkway shall be available for all Parkway users.</p> <p>10.8.4 Connect the interpretive/educational center to the Gardenland Sand and Gravel Mine site and to the left bank side (south side) of the American River through construction of a bike/pedestrian trail and bridge crossing attached to or in the vicinity of Highway 160.</p>	<p><i>Consistent.</i></p> <p>This policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.</p>
<p>10.9 Maintain the existing boat accesses in their current locations and in a manner that protects and improves water quality and bank stability.</p>	<p><i>Consistent.</i></p> <p>This policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.</p>
<p>10.10 Create short-term equestrian trailer parking and an equestrian staging area that includes appropriate facilities such as water, hitching posts, and a manure bunker.</p>	<p><i>Consistent.</i></p> <p>This policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere</p>

American River Parkway Plan Policies (Proposed 2006 Update – Not Yet Adopted)	Project Consistency
10.11 Any improvements in the park must be able to withstand inundation for one to several months each year.	with the activities of agencies managing the Parkway. <i>Consistent.</i> The Project does not include any improvements in the Parkway.
10.12 Play apparatus, barbeque pits, and similar facilities are not permitted at Jibboom Street East.	<i>Consistent.</i> The Project is not located within the Parkway.
Woodlake Area	
10.13 Strengthen the Woodlake Area’s connections with the surrounding urban neighborhoods in the Woodlake and North Sacramento areas in ways that promote increased access and connectivity in the Parkway. 10.13.1 Construct a bike/pedestrian trail to a Class 1 construction standard along the top of right bank (north levee) of the American River from Del Paso Boulevard to the Capitol City Freeway.	<i>Consistent.</i> This policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.
10.14 Create a Woodlake Gateway near the intersection of Highway 160 and Northgate Boulevard to serve as a major entry point to the Parkway providing a surfaced parking area and trailhead east of Highway 160, a boat access and ramp into the American River, restrooms, signage, and access to and parking for an interpretive/educational center at the Riverdale Mobile Home site west of the Highway 160. 10.14.1 Maintain a suitable level of habitat connectivity between the Woodlake and Discovery Park East areas to provide a wildlife corridor. Key areas include the riparian corridor along the lose flow channel and the area generally north of Northgate Boulevard.	

American River Parkway Plan Policies (Proposed 2006 Update – Not Yet Adopted)	Project Consistency
<p>10.15 Redesign and renovate the unsurfaced maintenance and emergency roadways in the Woodlake Area to reduce habitat fragmentation and degradation, and create an interconnected system of roads providing improved access and adequate width for fire suppression and utility, recreation, and flood control facility maintenance. This system should also include several narrow maintenance trails that could provide more limited access for fire suppression and maintenance activities in more sensitive habitat areas and serve as firebreaks.</p> <p>10.15.1 The unsurfaced maintenance and emergency roadways should be accessible to pedestrians and cross-country runners and, at the discretion of Parkway Mangers, to bicyclists, provided that any segments of the system that are opened to bicycling have adequate buffers to protect habitat, have adequate sight lines and are appropriately signed to avoid conflicts with other users, and are subject to immediate closure to bicyclists in the event the Parkway Managers determine that bicycling on these trails poses an unacceptable maintenance and/or management burden, or begins to degrade natural resources.</p>	<p><i>Consistent.</i></p> <p>This policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.</p>
<p>10.16 Protect, enhance, and expand native habitats that benefit fish and wildlife species including creation of seasonal wetland habitat, grassland restoration for raptor foraging habitat, and restoration of riparian and woodland habitat.</p>	<p><i>Consistent.</i></p> <p>This policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.</p>
<p>10.17 Protect and enhance existing resources in the area including habitat for threatened and endangered species, such as Valley Elderberry Longhorn Beetle, and the state</p>	<p><i>Consistent.</i></p> <p>This policy applies to the agencies managing the Parkway. The</p>

American River Parkway Plan Policies (Proposed 2006 Update – Not Yet Adopted)	Project Consistency
registered archaeological site.	Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.
Cal Expo Area	
<p>10.18 Strengthen the Cal Expo Area’s connections with the Cal Expo Fairgrounds and its surrounding urban neighborhoods in ways that promote increased access and connectivity in the Parkway.</p> <p>10.18.1 Create a West Cal Expo Trailhead, including a trail overlook and access into the Parkway in the vicinity of the Cal Expo Parking Lot A.</p> <p>10.18.2 Extend the bike/pedestrian trail constructed to a Class 1 construction standard on the north levee of the American River through the existing tunnel beneath the Capital City Freeway to connect with the trailhead, the Main Gate at Cal Expo and the existing Class 2 Bikeway that runs through the Cal Expo parking lot at Arden Fair Mall.</p> <p>10.18.3 Connect the north levee trail to the Two Rivers Trail on the south side of the American River through construction of bike/pedestrian bridge attached to or in the vicinity of the Capital City Freeway crossing.</p> <p>10.18.4 Create a Bush Lake Trailhead at the Cal Expo overflow parking area near Ethan Way. This trailhead should connect the north levee trail to a Parkway access point at Ethan Way via an improved roadway over the levee and provide walk-in boat access.</p> <p>10.18.5 The existing overflow parking area should remain the same size, approximately 11 acres, unsurfaced, available for Cal Expo overflow events, and be moved slightly eastward to provide space for</p>	<p><i>Consistent.</i></p> <p>This policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway. Moreover, the Project is not located in the Cal Expo Area.</p>

American River Parkway Plan Policies (Proposed 2006 Update – Not Yet Adopted)	Project Consistency
restrooms, horse trailer parking, and equestrian facilities and additional buffer area between the parking area and the proposed treatment wetland.	
10.19 Operate and maintain Bushy Lake in a manner that maximizes its value to fish and wildlife. This may include periodic maintenance activities to provide suitable habitat, including adequate water depths and appropriate vegetation.	<p><i>Consistent.</i></p> <p>This policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway. Moreover, the Project is not located in the Cal Expo Area.</p>
10.20 Consistent with Parkway-wide policies, restore and enhance seasonal wetland and riparian habitat around Bush Lake that may include redirecting stormwater and dry season run-off from Chicken and Strong Ranch Sloughs into a treatment wetland and subsequently into Bushy Lake to reduce the need to pump groundwater that currently maintains lake levels.	<p><i>Consistent.</i></p> <p>This policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway. Moreover, the Project is not located in the Cal Expo Area.</p>
10.21 Remove non-native weeds and create native grassland to provide important foraging habitat for raptor species.	<p><i>Consistent.</i></p> <p>This policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway. Moreover, the Project is not located in the Cal Expo Area.</p>
10.22 Establish interpretive facilities for interpretation of the Parkway’s natural resources. Interpretive facilities should highlight restoration and stewardship efforts along the lower American River, and Bushy Lake in particular, while showcasing for California State Fair visitors and Parkway users the connectivity between the Bay-Delta and its tributaries.	<p><i>Consistent.</i></p> <p>This policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway. Moreover, the Project is not located in the Cal Expo Area.</p>

American River Parkway Plan Policies (Proposed 2006 Update – Not Yet Adopted)	Project Consistency
<p>10.23 Establish a network of interpretive features including trails and signage to educate users about the Parkway’s historic, existing, and future natural environment.</p>	<p><i>Consistent.</i></p> <p>This policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway. Moreover, the Project is not located in the Cal Expo Area.</p>
<p>10.24 Redesign and renovate the unsurfaced maintenance and emergency roadways in the Cal Expo Area to reduce habitat fragmentation and create an interconnected system of roadways providing improved access to the area and adequate trail width for fire suppression and utility, recreation, and flood control facility maintenance. This system should also include several narrow maintenance trails that could provide more limited access for fire suppression and maintenance activities in more sensitive habitat areas and serve as firebreaks.</p> <p>10.24.1 The unsurfaced maintenance and emergency roadways should be accessible to pedestrians and, at the discretion of the Parkway Managers, to bicyclists, provided that any segments of the system that are opened to bicycling have adequate buffers to protect habitat, have adequate sight lines and are appropriately signed to avoid conflicts with other users, and are subject to immediate closure to bicyclists in the event the Parkway Managers determine that bicycling on these trails poses an unacceptable maintenance and/or management burden, or begins to degrade natural resources.</p>	<p><i>Consistent.</i></p> <p>This policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway. Moreover, the Project is not located in the Cal Expo Area.</p>

American River Parkway Plan Policies (Proposed 2006 Update – Not Yet Adopted)	Project Consistency
Paradise Beach	
10.25 Permanent structures and any other physical changes that would attract groups of users should not be introduced to the area.	<p><i>Consistent.</i></p> <p>This policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway. Moreover, the Project is not located in the Paradise Beach Area.</p>
Sara Park	
10.26 The SARA Park site shall not be further developed	<p><i>Consistent.</i></p> <p>This policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway. Moreover, the Project is not located in the SARA Park Area.</p>
10.27 The Rio Americano wetland/lagoon area should remain undeveloped and protected.	<p><i>Consistent.</i></p> <p>This policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway. Moreover, the Project is not located in the SARA Park Area.</p>
10.28 Any development or use of the Rio Americano area shall be consistent with the intent to reestablish the Oak-grassland biotic community	<p><i>Consistent.</i></p> <p>This policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway. Moreover, the Project is not located in the SARA Park Area.</p>
Arden Bar	
<p>10.29 The following specific measures should be taken to improve the overall use and enjoyment of the William B. Pond Recreation Area and its environs:</p> <p>10.29.1 The “buffer area” between the park road and the levee to the west excluding the area around the</p>	<p><i>Consistent.</i></p> <p>This policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway. Moreover, the Project is not located in the Arden Bar Area.</p>

American River Parkway Plan Policies (Proposed 2006 Update – Not Yet Adopted)	Project Consistency
<p>American River Parkway Foundation Volunteer Center and the equestrian staging area, shall be retained in the Protected Area land use category to provide a buffer nearby residences and potential noisy Parkway activities.</p> <p>10.29.2 The area north of the vehicle entrance and the Harold Richey Memorial Trail Bridge shall be designated Protected Area and managed as a “buffer area” to protect nearby residences, which are not separated from the park by a levee, from noise and disruption caused by active recreational activities.</p> <p>10.29.3 The eucalyptus trees along the levee shall be retained to provide visual screening for nearby residences. However, a row of screening native trees shall be planted parallel to the eucalyptus. The eucalyptus trees shall be removed once the row of native trees have matured to create their own screen. All other non-native trees and shrubs should be phased out and an extensive native planting program initiated to speed restoration of the riparian woodland environment.</p> <p>10.29.4 Public safety shall be improved by stabilizing those banks surrounding portions of the fishing pond that are determined to be unstable.</p> <p>10.29.5 Abandoned haul roads, now used for emergency access and service vehicles, shall be reduced in number and width with an approved Parkway emergency access plan to lessen visual impact in the Protected Area.</p> <p>10.29.6 Plantings of native trees and shrubs in the Developed Recreation and Limited Recreation areas shall be designed to provide protective linear</p>	

American River Parkway Plan Policies (Proposed 2006 Update – Not Yet Adopted)	Project Consistency
greenbelt corridors for wildlife to use when crossing the areas.	
Goethe Park	
10.30 In order to protect the Nature Study Area, those uses established in the Protected Area should be compatible with, or directed away from, the Nature Study Area.	<p><i>Consistent.</i></p> <p>This policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway. Moreover, the Project is not located in the Goethe Park Area.</p>
10.31 New picnic sites in Developed Recreation areas shall not be created by turfing land under oak trees.	<p><i>Consistent.</i></p> <p>This policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway. Moreover, the Project is not located in the Goethe Park Area.</p>
10.32 A demonstration farm and native plant nursery may be developed in the Limited and Developed Recreation areas located at the eastern edge of Goethe Park.	<p><i>Consistent.</i></p> <p>This policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway. Moreover, the Project is not located in the Goethe Park Area.</p>
10.33 The use of organic farming procedures is strongly encouraged in connection with the demonstration farm.	<p><i>Consistent.</i></p> <p>This policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway. Moreover, the Project is not located in the Goethe Park Area.</p>
10.34 A bicycle/pedestrian trail should be constructed from the end of Chase Drive to connect with the existing Jedediah Smith Memorial Bicycle Trail.	<p><i>Consistent.</i></p> <p>This policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway.</p>

American River Parkway Plan Policies (Proposed 2006 Update – Not Yet Adopted)	Project Consistency
	Moreover, the Project is not located in the Goethe Park Area.
Ancil Hoffman County Park	
10.35 The maintenance building and caretaker’s residence shall be brought into conformance with architectural standards for Parkway structures.	<i>Consistent.</i> This policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway. Moreover, the Project is not located in the Goethe Park Area.
10.36 Any replanting in the golf course maintenance yard and along the entry road should be done with native trees and shrubs. Plants used in landscaping along the entry road and around the corporation yard shall eventually be removed and replaced with native vegetation. The area around the caretaker’s mobilehome shall be considered a priority for revegetation, using plants native to the American River Parkway.	<i>Consistent.</i> This policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway. Moreover, the Project is not located in the Goethe Park Area.
Rossmoor Bar	
10.37 Pavement, whether for roads or parking, and other constructed facilities should be prohibited in the northern end of the Rossmoor Bar area.	<i>Consistent.</i> This policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway. Moreover, the Project is not located in the Rossmoor Bar Area.
10.38 An arboretum may be developed east of Hagan Park in the western reaches of the Rossmoor Bar area plan in the Limited Recreation area. 10.38.1 Plantings in the arboretum shall be consistent with Parkway Plan policies and approved by the Parkway Manager in connection with subject matter experts. 10.38.2 Simple shade structures constructed from natural	<i>Consistent.</i> This policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway. Moreover, the Project is not located in the Rossmoor Bar Area.

American River Parkway Plan Policies (Proposed 2006 Update – Not Yet Adopted)	Project Consistency
<p>looking materials may be developed in the arboretum. No additional structures are allowed.</p>	
<p>10.39 A kiosk used for educational/interpretive purposes may be placed at the Rossmoor Drive or El Manto entrances to the Parkway</p>	<p><i>Consistent.</i></p> <p>This policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway. Moreover, the Project is not located in the Rossmoor Bar Area.</p>
San Juan Bluffs	
<p>10.40 The erosion potential of these areas shall be given primary consideration whenever land use decisions concerning these areas are made. If studies performed by the County indicate that erosion potential exists, development shall be prohibited.</p>	<p><i>Consistent.</i></p> <p>This policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway. Moreover, the Project is not located in the San Juan Bluffs Area.</p>
<p>10.41 Irrigation, surface drainage and vegetation removal on the bluffs should be controlled.</p>	<p><i>Consistent.</i></p> <p>This policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway. Moreover, the Project is not located in the San Juan Bluffs Area.</p>
<p>10.42 Slopes greater than 30 percent (17 degrees) are generally considered unsuitable for structures or human activity and therefore, should be retained in their natural state.</p>	<p><i>Consistent.</i></p> <p>This policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway. Moreover, the Project is not located in the San Juan Bluffs Area.</p>
Sacramento Bar	
<p>10.43 The Sacramento Bar area contains natural vegetation and wildlife which should be protected from intensive intrusion.</p>	<p><i>Consistent.</i></p> <p>This policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere</p>

American River Parkway Plan Policies (Proposed 2006 Update – Not Yet Adopted)	Project Consistency
	with the activities of agencies managing the Parkway. Moreover, the Project is not located in the San Sacramento Bar Area.
10.44 The Nature Study Area along the western border of Sacramento Bar should be left in its natural state.	<p><i>Consistent.</i></p> <p>This policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway. Moreover, the Project is not located in the San Sacramento Bar Area.</p>
Upper Sunrise	
10.45 More intensive development in the Upper Sunrise Area should not be considered due to the unique quality of the vegetation and the cultural resources which should remain fully protected.	<p><i>Consistent.</i></p> <p>This policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway. Moreover, the Project is not located in the San Upper Sunrise Area.</p>
Sailor Bar	
10.46 Any development of the Sailor Bar Area should consider activities which have minimal impact on natural vegetation, wildlife, and adjacent residential properties.	<p><i>Consistent.</i></p> <p>This policy applies to the agencies managing the Parkway. The Project is not located within the Parkway and will not interfere with the activities of agencies managing the Parkway. Moreover, the Project is not located in the San Sailor Bar Area.</p>

APPENDIX C

**SMAQMD-Endorsed Air Quality Mitigation Plan
for the Township 9 Project**

April 17, 2007

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

**SUBJECT: SMAQMD endorsement of Township 9 Project, Air Quality Mitigation Plan
SMAQMD # SAC200600961F**

Dear Mr. Daly:

Thank you for providing the revised Air Quality Mitigation Plan (AQMP), dated April 2007 for the Township 9 project to the Sacramento Metropolitan Air Quality Management District (District). Staff comments follow.

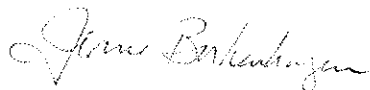
The revised AQMP clearly and competently shows the mitigation measures which are inherent in the design of the project. The exhibits and design guidelines show adequate justification for the air quality mitigation percentages claimed. The AQMP correctly assigns slightly different air quality mitigation points to the two scenarios (A & B) presented in the Township 9 DEIR.

We enthusiastically endorse the AQMP and thank you for your cooperation on it. We especially appreciate the proponent's pro-active willingness in crafting this document so that a draft of it was circulated in the DEIR. We expect the April, 2007 version will be included in the Township 9 FEIR.

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.

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



**sierra
research**

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April 6, 2007

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 revision to the Air Quality Mitigation Plan for the proposed Township 9 project. Feel free to contact us at (916) 444-6666 if you require additional information to process this application.

Sincerely,

Allan Daly

Enclosure: Revised 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

Submitted: October 2006

Revised: April 2007

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

Submitted: October 2006
Revised: March 2007

Prepared by:

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

CAPITOL 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 SMAQMD 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 recommends 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 recommends 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 2-4 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. Tables A-1 and A-2 of the Appendix summarize 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

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

stations. The minimum area allocated to each facility is also set at two feet wide by six 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.

The minimum City sidewalk width is five feet, except in the case of four- and six-lane arterial streets with average daily traffic volumes of 14,000 vehicles or greater.¹² This project is subject to the five-foot minimum width requirement. According to the Draft Township 9 Design Guidelines (design guidelines), all sidewalks will be a minimum of eight feet in width and ten feet in width along Riverfront Drive. The sidewalks will be free of permanent obstructions and will have coverings on certain streets. The sidewalk width along Richards Boulevard may vary depending on the design of the light rail station.¹³ A copy of the design guidelines is included in the Appendix. Figure 14 of the Appendix shows a street cross section showing the minimum 8-foot sidewalk width.

Traffic on N. 7th Street will be separated into northbound and southbound lanes, separated by a pedestrian parkway in the median, as shown in Figure 14 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

¹² City of Sacramento Municipal Code, Section 18.04.190.A.

¹³ Township 9 Design Guidelines, February 9, 2007 Draft, p. 24.

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.¹⁴ The closest eastbound stop is located at the intersection of N. 7th Street and Richards Boulevard along southern project boundary (0.0 miles). The closest westbound stop is located at the intersection of N. 5th Street and Richards Boulevard along the southern project boundary (0.0 miles).¹⁵ Copies of the RT bus route maps are included in the Appendix as Figures 15-17.

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).¹⁶

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). The project is not subject to standard City parking requirements as it is a Planned Unit Development (PUD) project in the City's urban core. Therefore, there is no minimum parking requirement. Alternatively, the project will conform to the recommended parking standards shown in pp. 35-36 of the design guidelines. Credit was claimed for Option B only based on preliminary parking estimates being below these recommended parking standards.

¹⁴ Sacramento Regional Transit District, System Map, September 3, 2006 Effective Date, available at <http://www.sacrt.com/systemmap/mainmap.pdf>.

¹⁵ Personal observation made by Allan Daly, February 19, 2007.

¹⁶ Ibid. Downtown-Natomas-Airport Fact Sheet, available at <http://www.sacrt.com/documents/dnafactsheet.pdf>.

Preliminary calculations of minimum parking requirements for Option 2 result in a requirement of 5,389 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.¹⁷ 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 percentage to 20% over that which would be required if all parking areas were non-exempt.

The parking structure will not be restricted to particular land uses and will be available for all project occupants, employees, and visitors. Therefore, scaling of credit is not applicable. The final location of the parking structure has not yet been determined; however, several conceptual locations have been proposed. Figure 18 in the Appendix shows these conceptual locations.

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. Although this measure was listed on the list of measures as applicable to mixed-use properties, the SMAQMD has stated that this measure should be scaled to only the commercial office portion of the project. As the commercial office portion of the project comprises 19.8% of the project on a gross square foot basis, the credit claimed for this

¹⁷ Ibid. Chapter 17.68.040

measure is 0.3 points. The City’s SPD Zoning Regulations require that office space be developed with a minimum net FAR of 1.0.¹⁸ 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 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.

The design guidelines show that the setback along Richards Boulevard is zero and the setback along Riverfront Drive is ten feet.¹⁹ These are at or less than the minimum setback distances for Richards Boulevard²⁰ and Riverfront Drive²¹ respectively, as required by the City Code.

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 6 and 7 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

¹⁸ Ibid. Chapter 12.120.020

¹⁹ Ibid. p. 14.

²⁰ City of Sacramento Municipal Code, Section 17.120.020.A.2.c.i.

²¹ Ibid. Section 17.2010.020.C.2.b.

density in these two areas would range from 30 to 60 DU/ac. These areas are shown on Figures 6 and 9 of the Appendix.

The “parkway area,” shown on Figures 6 and 10 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 2-4 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 indirectly enforced through the PUD development guidelines. The draft design guidelines are attached. Please note that the grid street layout is more a function of the proposed land plan and not the design guidelines.

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 ¼- 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. Street cross-section diagrams are included in the Appendix as Figure 14. Class II bike lanes will be located along N. 5th Street and N. 7th Street. Additional information concerning the design of internal pedestrian and bicycle amenities is contained in the attached design guidelines.

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 mixed-use 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 20.24%. 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 = 0.198	0.30
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				20.24

¹As indicated on the SMAQMD list of recommended measures.

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

Appendix

Table of Contents

Vicinity Map

Land Use Plan

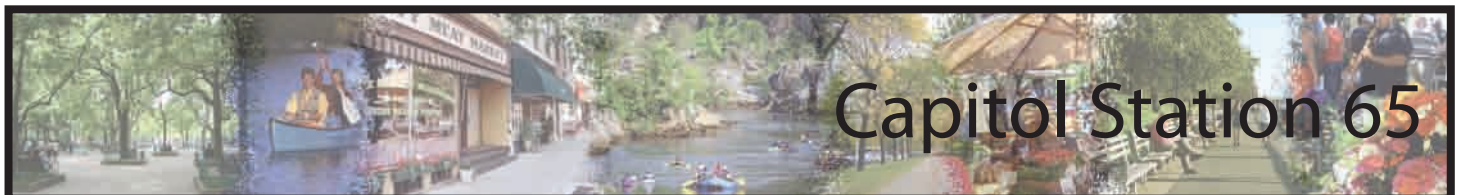
Illustrative Plan

Site Sections

Building Prototypes

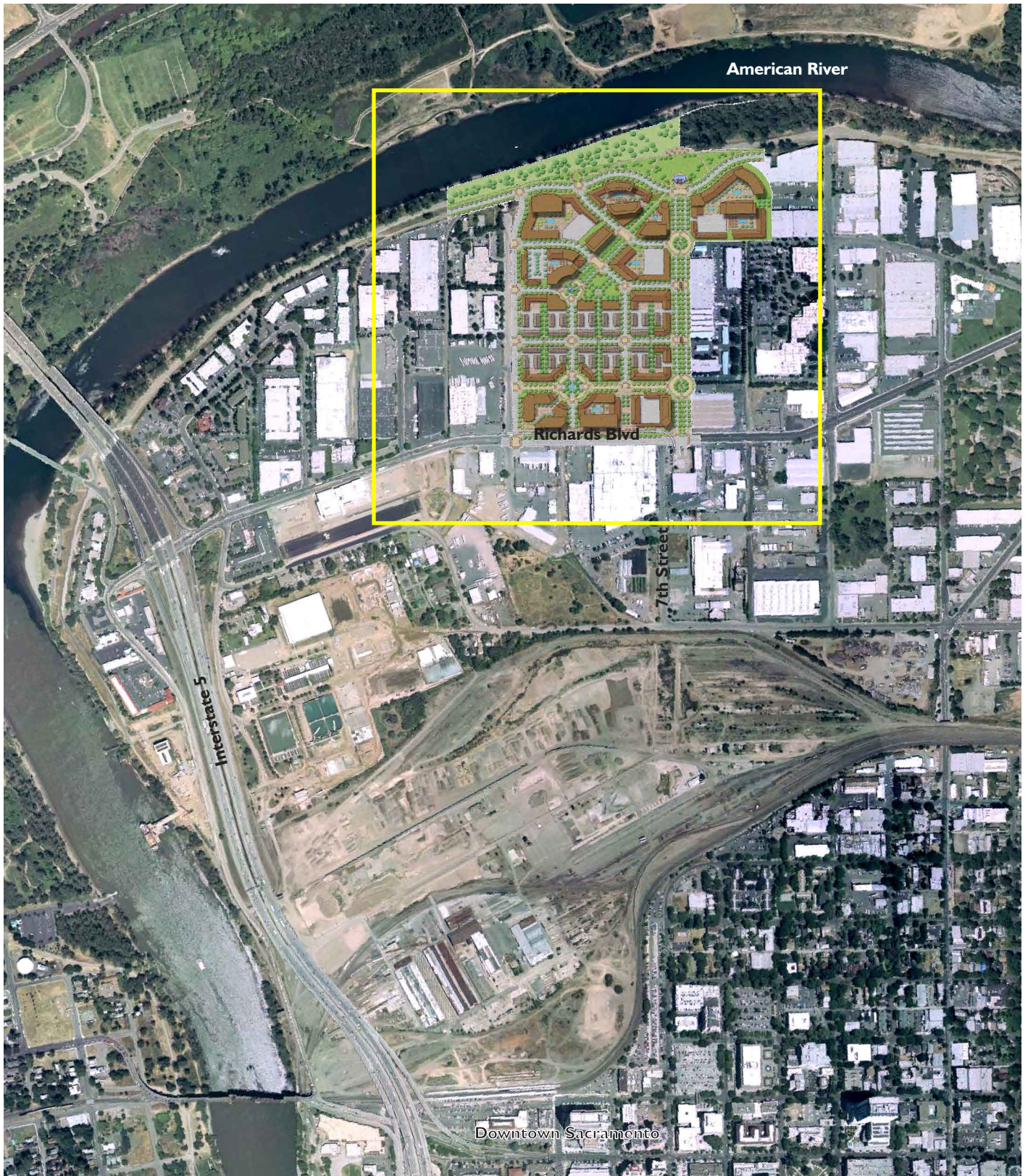
Open Space Prototypes

Open Space Summary



Capitol Station 65

Figure 1.



Vicinity Map

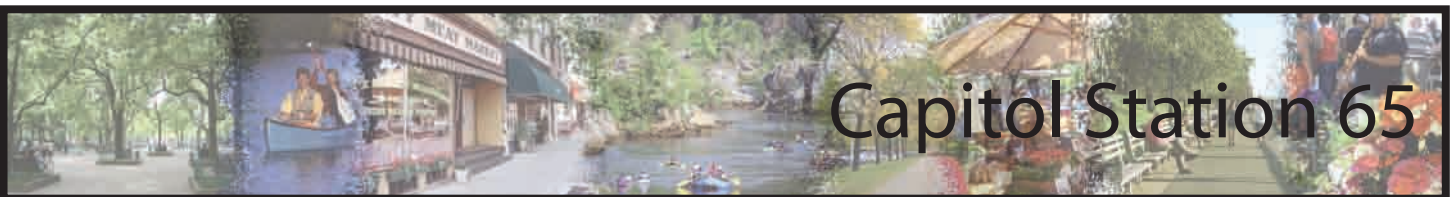


Figure 2.



Source: Carter::Burgess, 2007.



Land Use Plan (Scenario A)

A Division of PBS&J

D51214.01

Township 9

01089 | JCS | 07

Figure 3.



Source: Carter::Burgess, 2007.



A Division of PBS&J

Land Use Plan (Scenario B)

D51214.01

Township 9

Figure 4.



Illustrative Plan

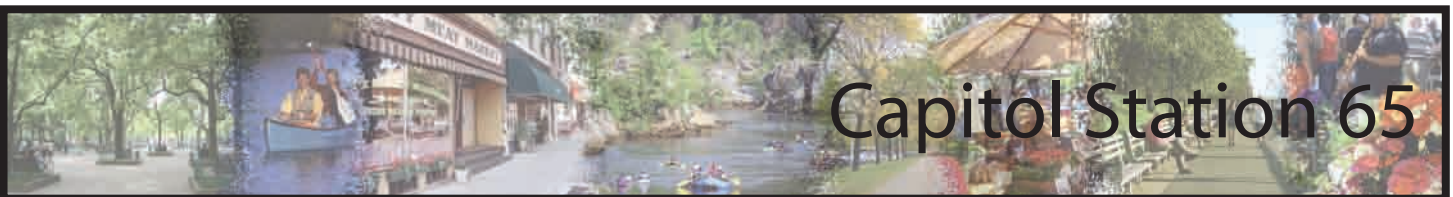
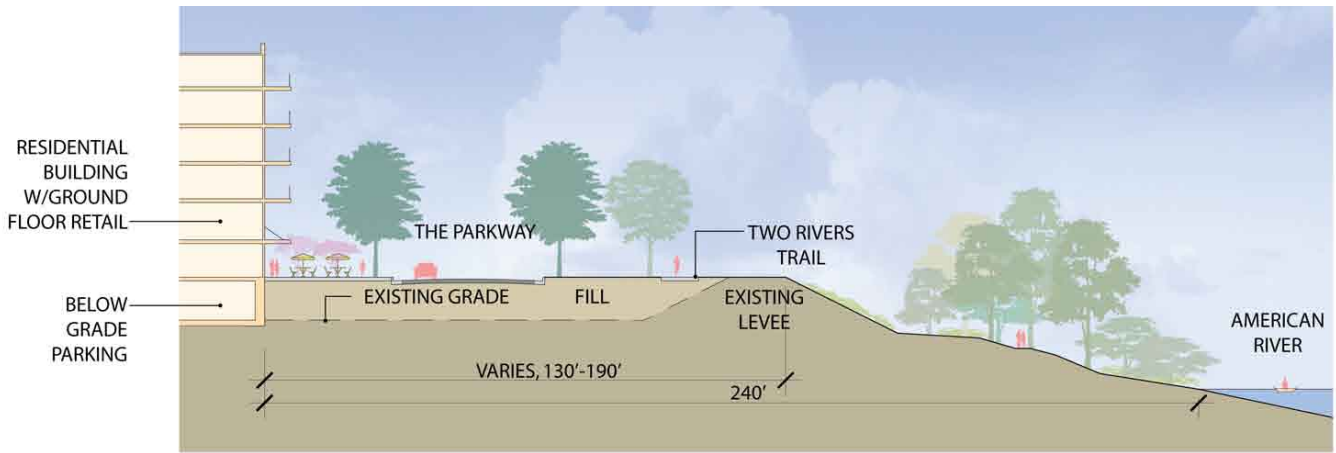
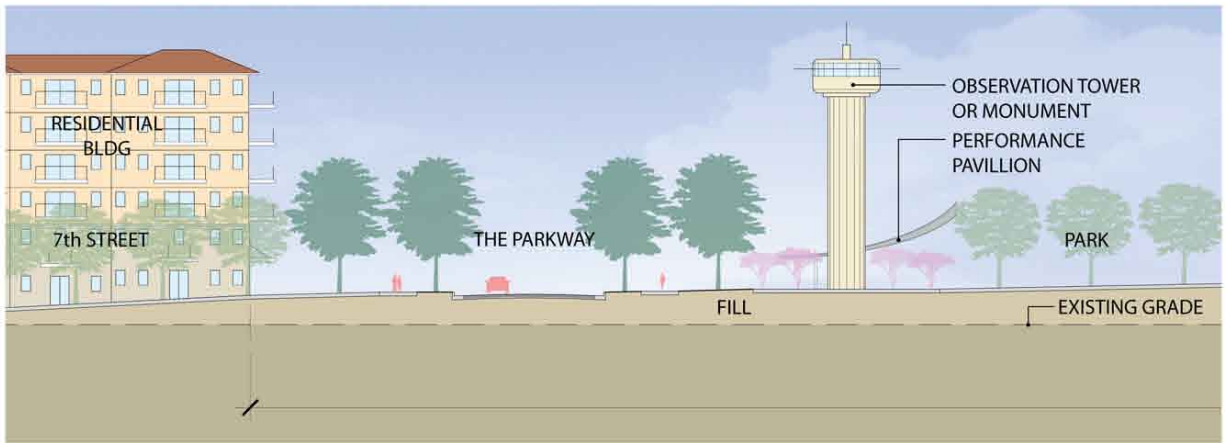


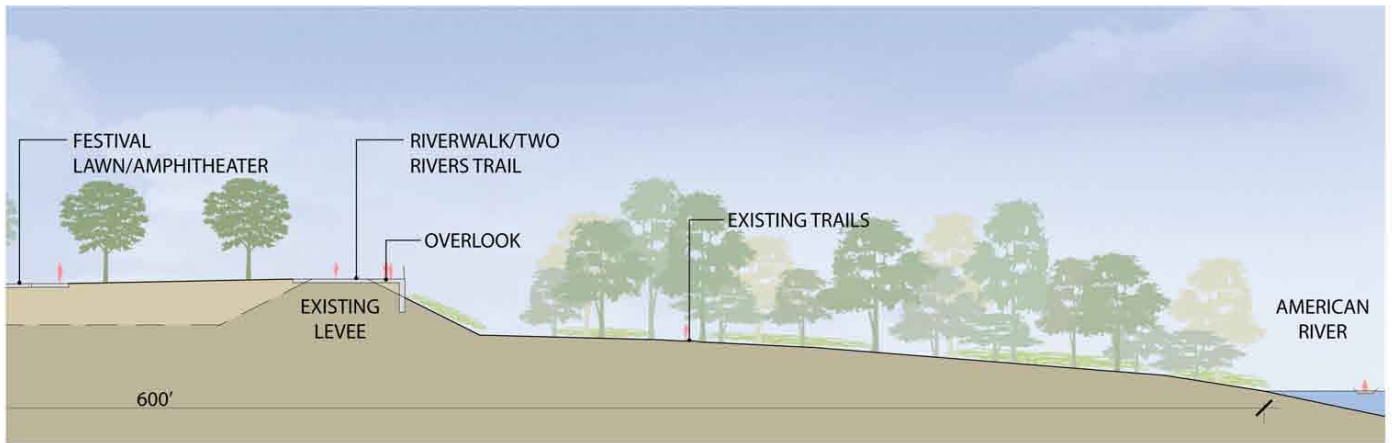
Figure 5.



Section A

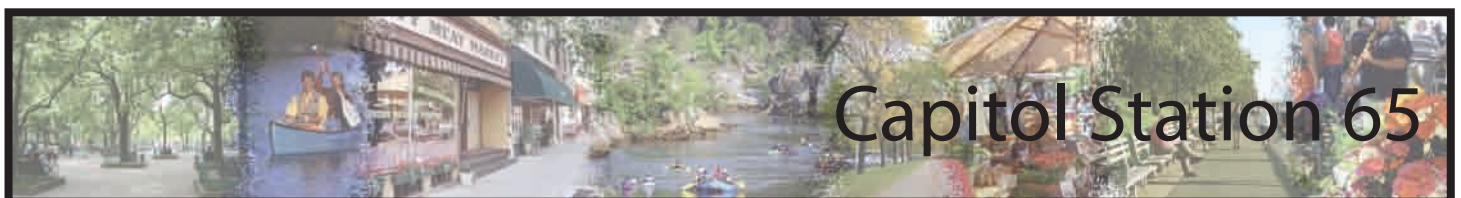


Section B - South



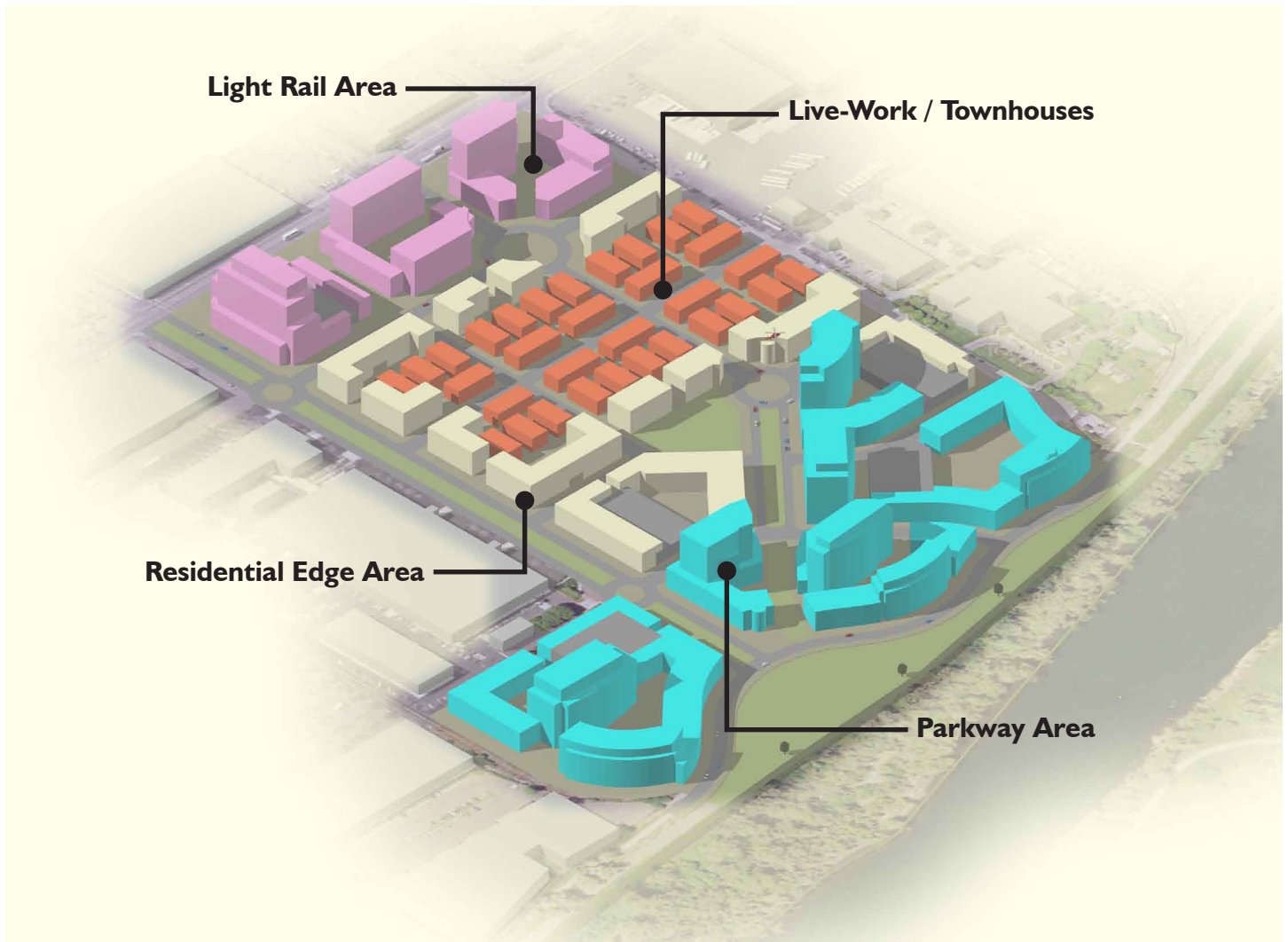
Section B - North

Site Sections



Capitol Station 65

Figure 6.



Building Prototypes

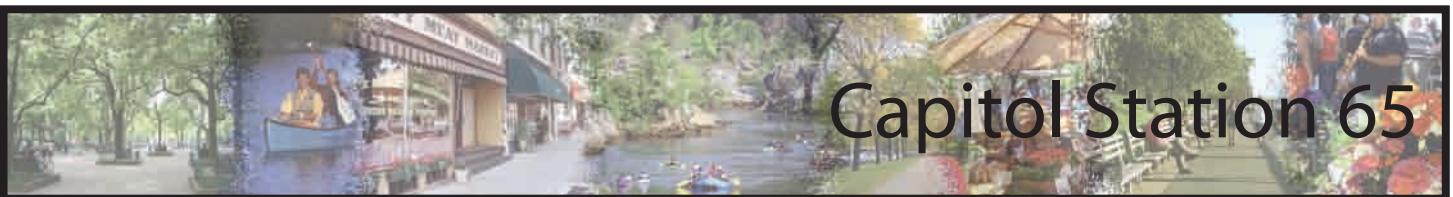


Figure 7.

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

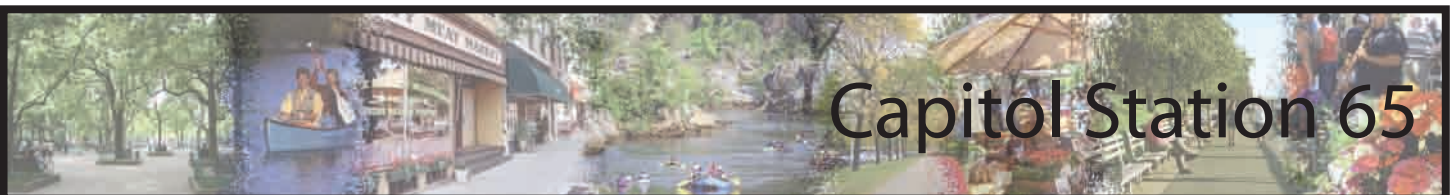


The Edge
15-story residential
West Palm Beach, FL



Pinnacle Condos
14-story residential
Portland, OR

Building Prototypes



Capitol Station 65

Figure 8.

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

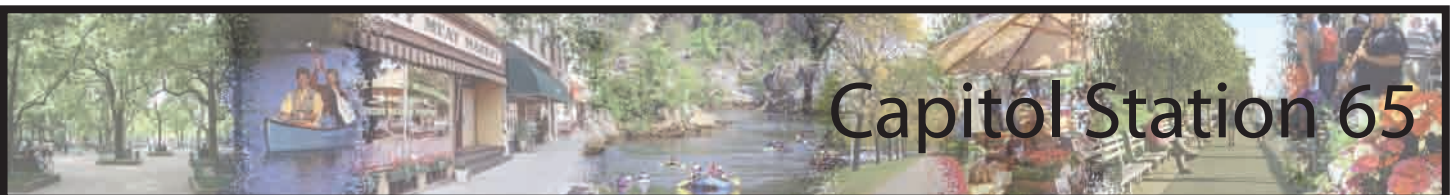


'O' Lofts East End Lofts II
4-story mixed use
Sacramento, CA
Loftworks LLC



4-story mixed use
RTKL, architects

Building Prototypes



Capitol Station 65

Figure 9.

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

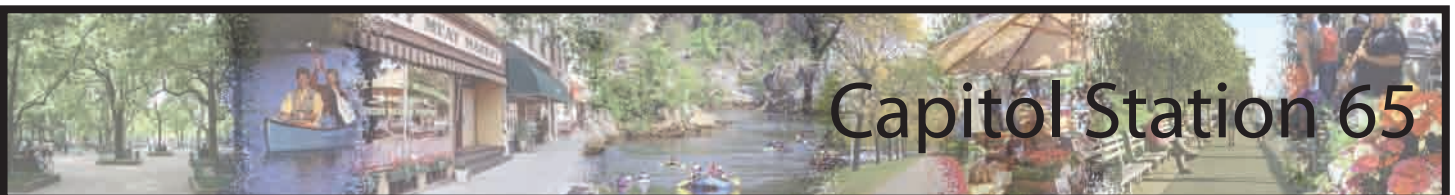


Fremont Mews
Sacramento, CA
CADA



1801 L Street
Sacramento, CA
Urban Capitol Partners
Vrilakas Architects

Building Prototypes



Capitol Station 65

Figure 10.

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

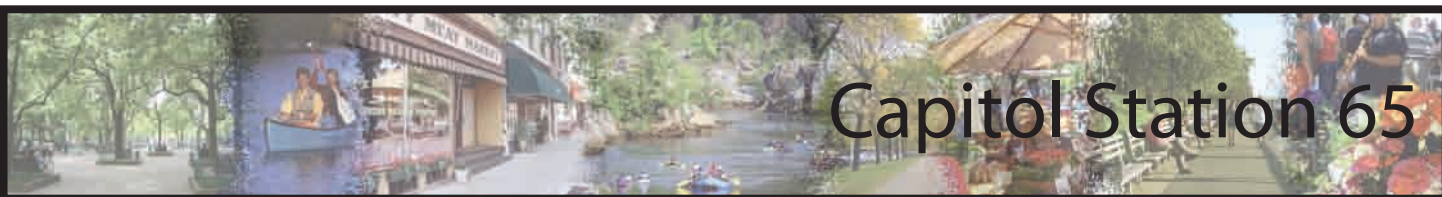


Table A-1.

**LAND USE SUMMARY
DEVELOPMENT SCENARIO A**

Lot	Net Ac	Restaur. GSF	Retail GSF	Office GSF	Res. GSF	Apt	Condo	Townh	Live/ Work	Total DU's	DU/ac	Stories	Total GSF	Prkg Provided
1A	2.03	3,000	1,956	0	191,584	58	86	0	0	144	71	4-12	196,540	200
1B	2.21	0	0	0	347,080	104	157	0	0	261	118	4-12	347,080	200
1C	1.91	0	6,083	0	132,597	40	60	0	0	100	52	4-12	138,680	500
3	2.79	3,000	10,380	0	377,270	113	170	0	0	283	102	4-12	390,650	520
4	1.55	3,000	7,200	0	218,640	66	99	0	0	165	106	4-12	228,840	0
5A	2.40	0	0	0	259,560	78	117	0	0	195	81	4-12	259,560	450
5B	2.37	3,000	4,352	0	248,258	75	112	0	0	187	79	4-12	255,610	125
6	2.94	0	5,570	0	323,871	103	155	0	0	258	88	8-12	329,440	380
7	2.51	0	5,840	0	168,760	0	89	31	3	123	49	2-5	174,600	68
8	2.07	0	3,232	0	119,208	0	49	31	3	83	40	2-5	122,440	68
10	2.84	0	8,005	0	173,695	56	83	0	0	139	49	3-4	181,700	372
11	2.63	0	7,200	0	164,700	46	68	20	2	136	52	2-5	171,900	44
12	2.17	3,000	9,554	0	137,096	0	92	20	2	114	53	2-5	149,650	44
13	2.46	3,000	14,405	0	278,635	84	126	0	0	210	85	8-15	296,040	520
14	2.44	3,000	14,670	0	263,870	79	119	0	0	198	81	8-12	281,540	265
15	2.14	3,000	9,170	0	106,480	39	0	31	3	73	34	2-5	118,650	64
16	2.17	3,000	4,640	0	126,560	55	0	31	3	89	41	2-5	134,200	64
17	2.49	3,000	3,937	0	297,123	89	134	0	0	223	90	8-12	304,060	250
Grand Total	42.1	30,000	116,194	0	3,934,986	1,085	1,716	164	16	2,981	71		4,081,180	4,134

Notes:

Lots 2 and 9 are open space.

GSF = Gross Square Footage DU = Dwelling Units DU/ac = Dwelling Units per Acre 304060.

Source: Carter & Burgess, 2007.

Table A-2.

**LAND USE SUMMARY
DEVELOPMENT SCENARIO B**

Lot	Net Ac	Restaur. GSF	Retail GSF	Office GSF	Res. GSF	Apt	Condo	Townh	Live/ Work	Total DU's	DU/ac	Stories	Total GSF	Prkg Provided
1A	2.03	3,000	1,956		191,584	58	86	0	0	144	71	4-12	196,540	200
1B	2.21	0	0		347,080	104	157	0	0	261	118	4-12	347,080	200
1C	1.91	0	6,083		132,597	40	60	0	0	100	52	4-12	138,680	550
3	2.79	3,000	10,380		377,270	113	170	0	0	283	102	4-12	390,650	520
4	1.55	3,000	7,200		218,640	66	99	0	0	165	106	4-12	228,840	0
5A	2.40	0	0		259,560	78	117	0	0	195	81	4-12	259,560	450
5B	2.37	3,000	4,352		248,258	75	112	0	0	187	79	4-12	255,610	125
6	2.94	0	5,570		323,871	103	155	0	0	258	88	8-12	329,440	380
7	2.51	0	5,840		168,760	0	89	31	3	123	49	2-5	174,600	68
8	2.07	0	3,232		119,208	0	49	31	3	83	40	2-5	122,440	68
10	2.84	0	8,005		173,695	56	83	0	0	139	49	3-4	181,700	372
11	2.63	0	7,200		164,700	46	68	20	2	136	52	2-5	171,900	44
12	2.17	3,000	9,554		137,096	0	92	20	2	114	53	2-5	149,650	44
13	2.46	3,000	14,405	278,635	0	0	0	0	0	0	0	8-15	296,040	870
14	2.44	3,000	14,670	263,870	0	0	0	0	0	0	0	8-12	281,540	870
15	2.14	3,000	9,170		106,480	39	0	31	3	73	34	2-5	118,650	64
16	2.17	3,000	4,640		126,560	55	0	31	3	89	41	2-5	134,200	64
17	2.49	3,000	3,937	297,123	0	0	0	0	0	0	0	8-12	304,060	500
Grand Total	42.1	30,000	116,194	839,628	3,095,358	833	1,337	164	16	2,350	56		4,081,180	5,389

Notes:

Lots 2 and 9 are open space.

GSF = Gross Square Footage DU = Dwelling Units DU/ac = Dwelling Units per Acre.

Source: Carter & Burgess, 2007.

Figure 11.

Urban Plazas & Parks



Open Space Prototypes

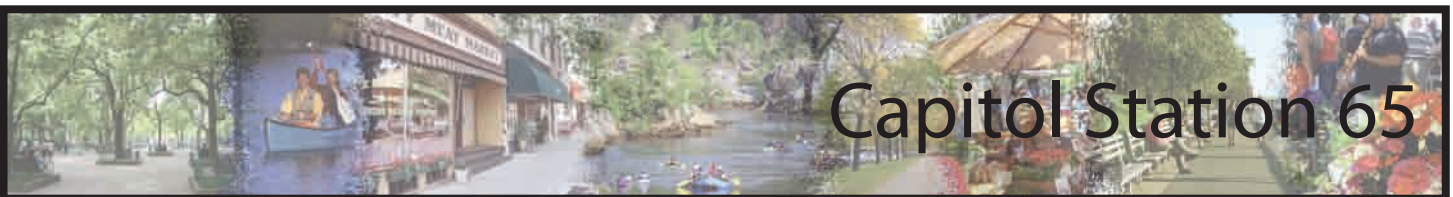
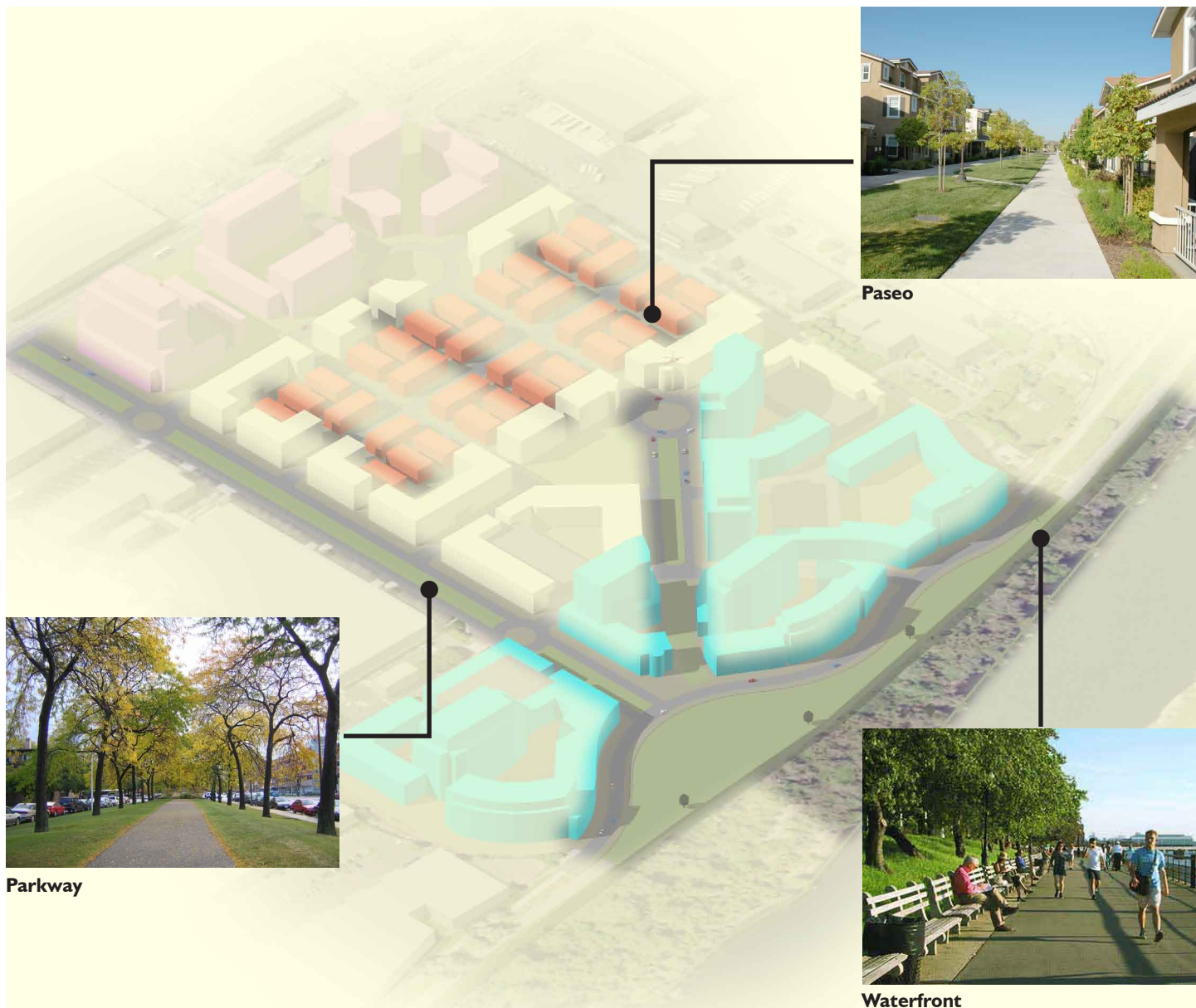


Figure 12.

Parkways, Paseos & Waterfronts



Open Space Prototypes

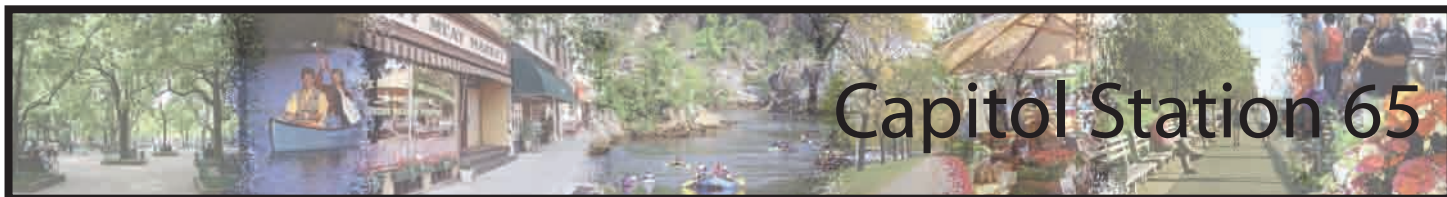
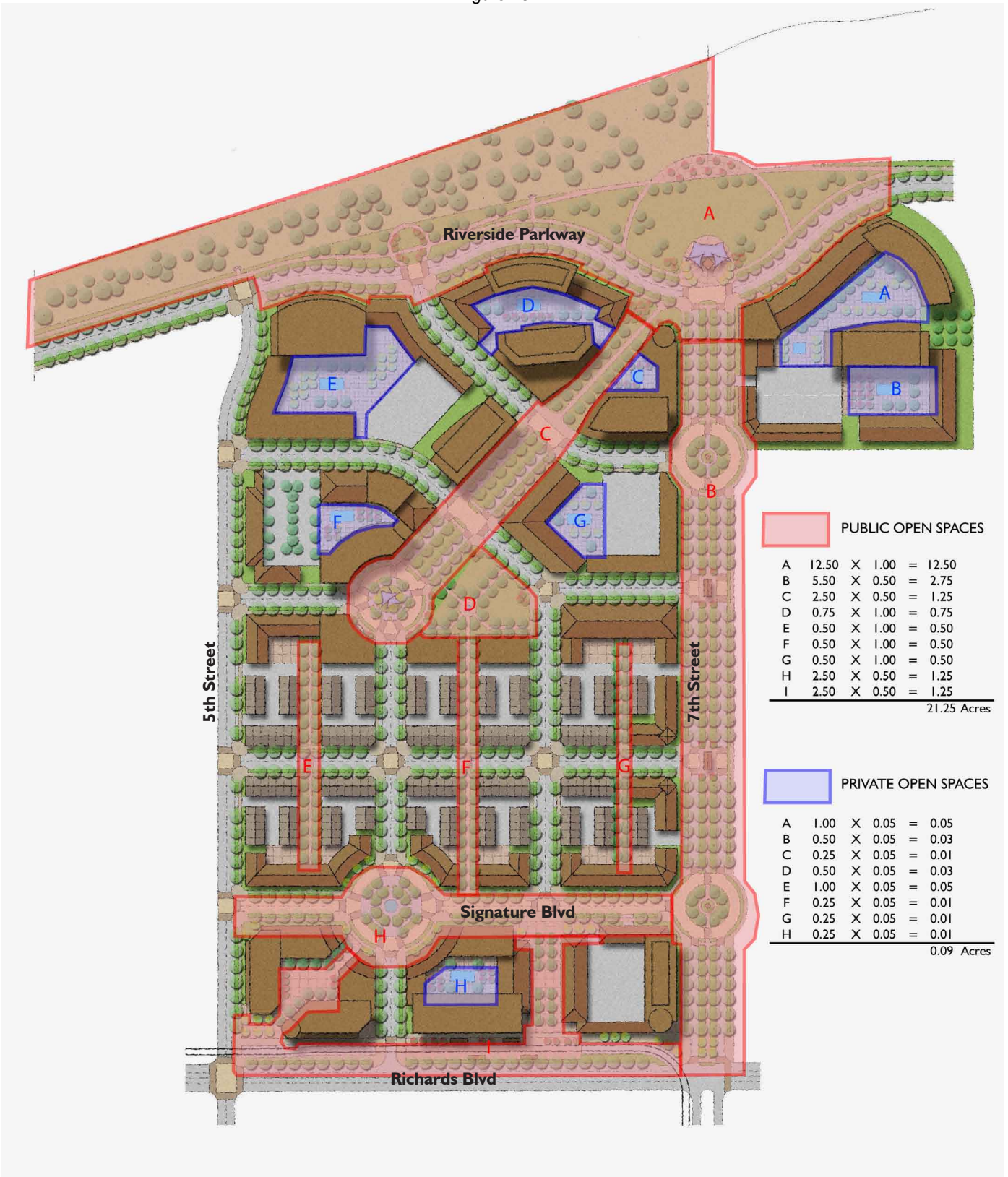
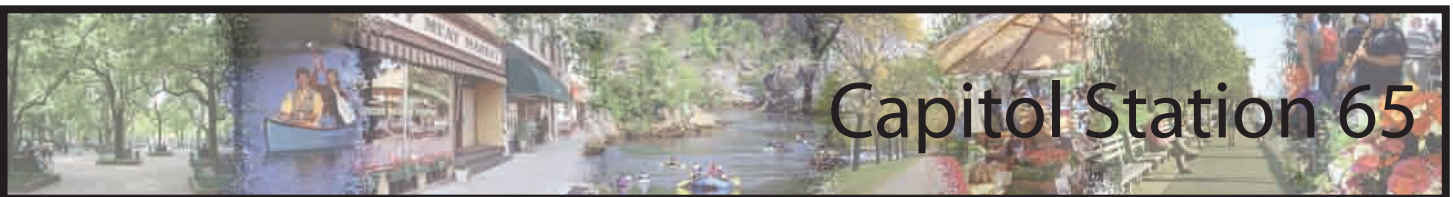


Figure 13.



Open Space Summary



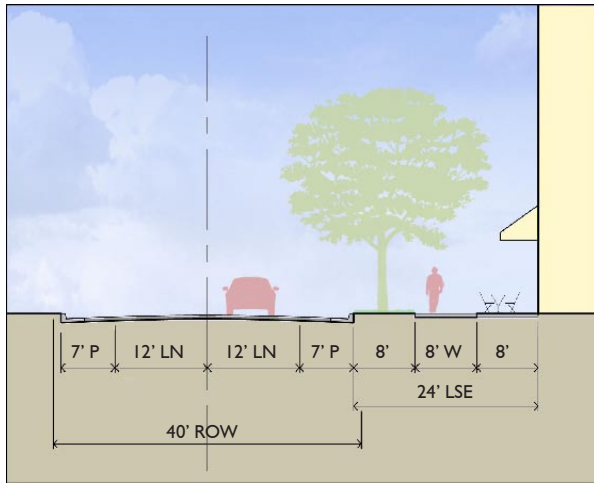


Figure 30 - North 5th Street Cross Section

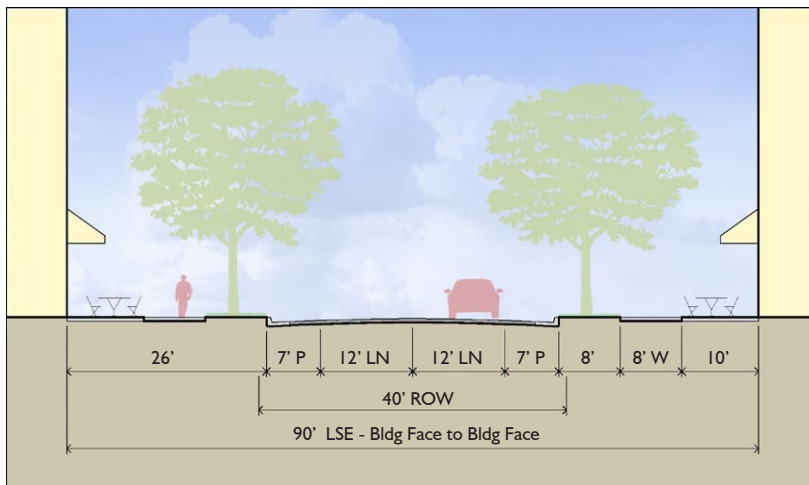


Figure 32 - Signature Street Cross Section

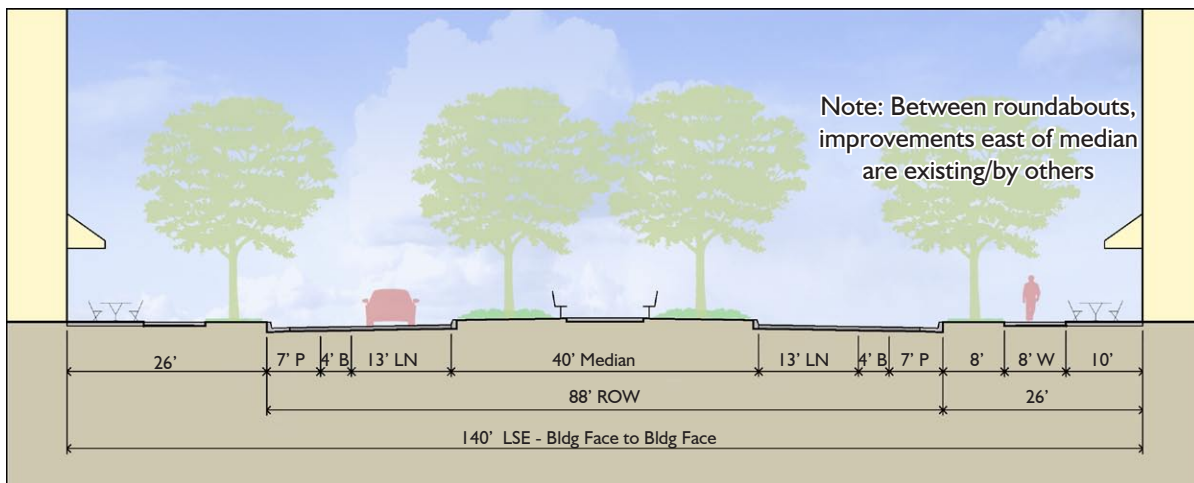
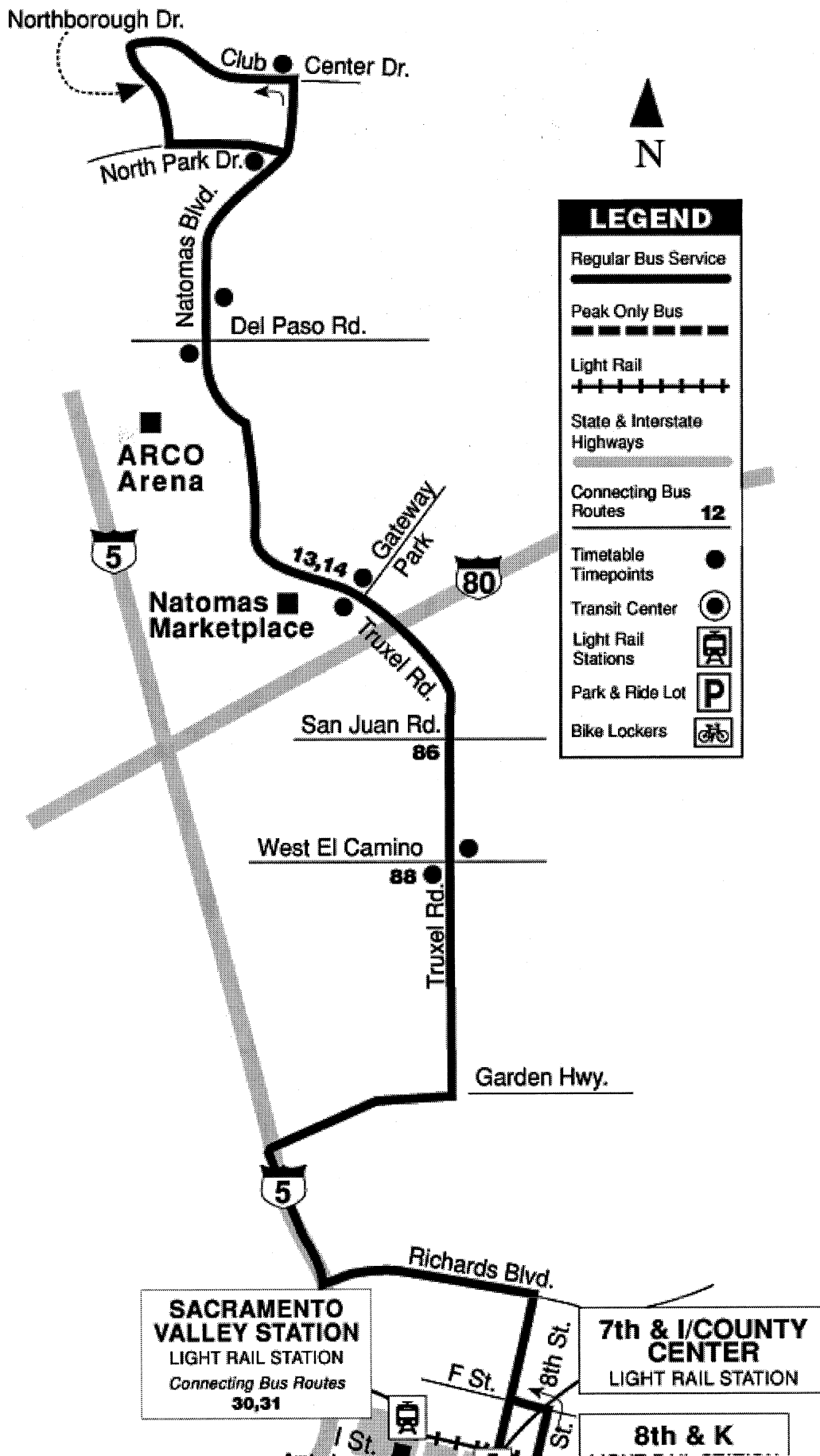


Figure 15. RT Bus Route 11



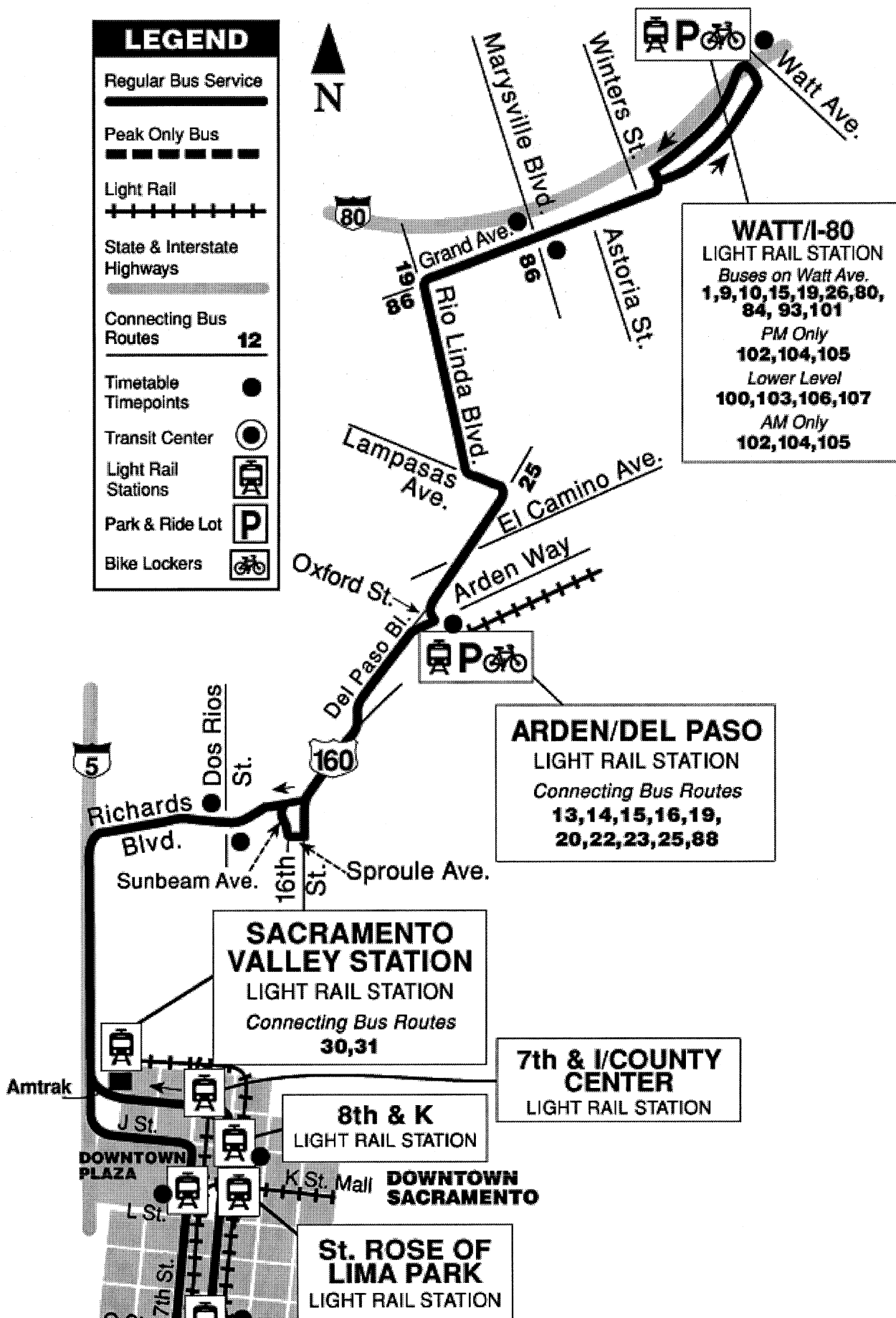


Figure 17. RT Bus Route 33

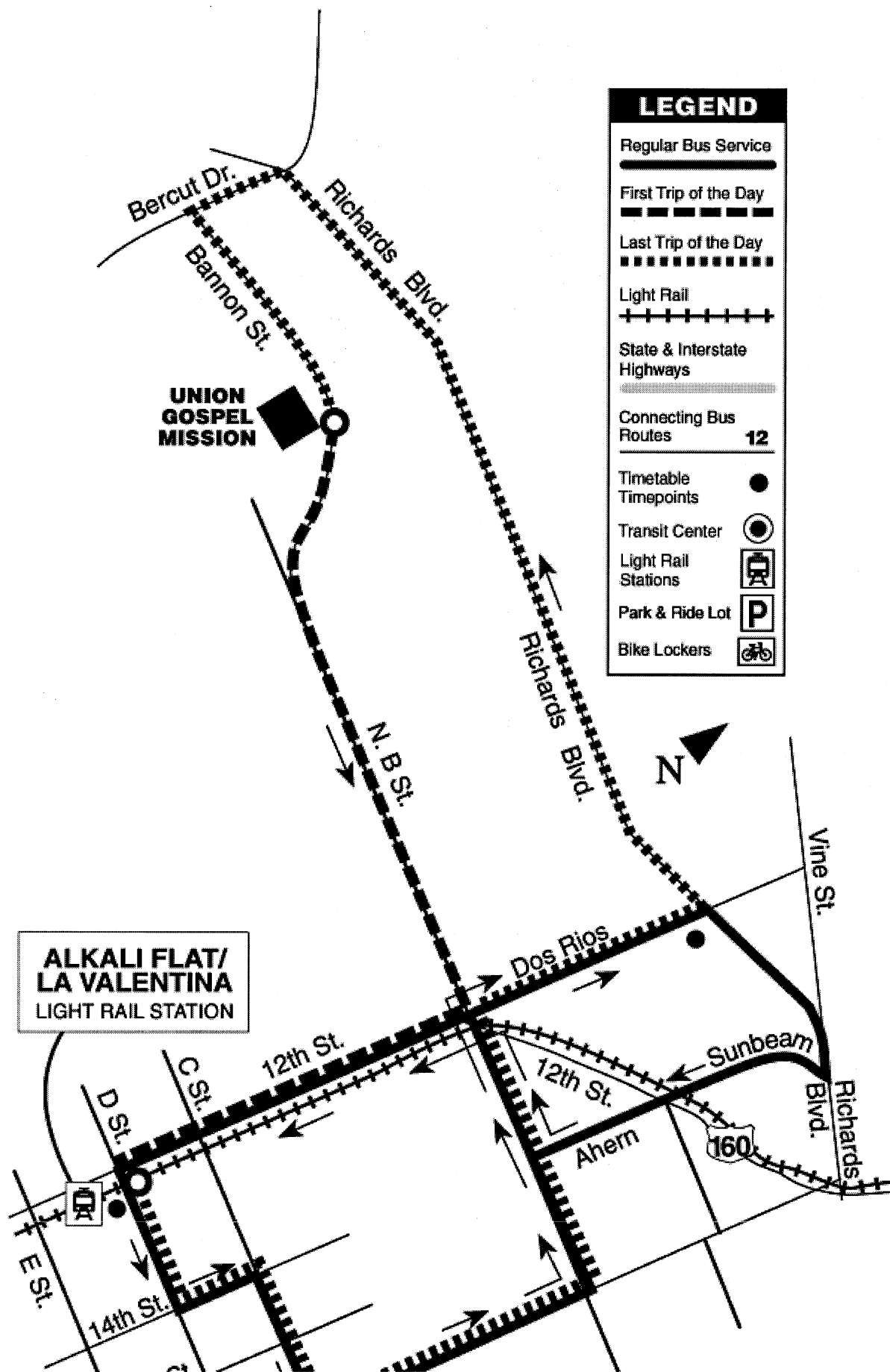


Figure 18. Conceptual Parking Structure Locations



Table of Contents

Add subsections...

Section 1 – Purpose and Intent

Section 2 – Development Areas

Section 3 – Development Standards

Section 4 – Appendices

Section 1: Purpose and Intent

1.1 Vision for Community

Township 9 is a mixed-use urban infill development located on the south bank of the American River in the River District of Sacramento, California. This 65-acre master planned, transit-oriented community is ideally located on a planned light rail line between downtown Sacramento and the Sacramento International Airport. The site is generally bounded by the American River to the north, North 5th Street to the west, Richards Boulevard to the south, and North 7th Street to the east. Access to the region is provided via Interstate 5, a half-mile to the west, and State Route 160, a half-mile to the east. Direct access to the Central Business District (CBD)—Downtown and Midtown—is provided via 7th Street. The CBD can also be accessed via Jibboom Street and 12th Street. Not only is the CBD within walking distance, alternatives to automobile also include future light rail and bus service and regional bicycle network access via Two Rivers Trail along the American River.

The vision for Township 9 is a vibrant mixed-use neighborhood developed to a human scale in accordance with the New Urbanism and smart growth principles. Neighborhood parks, paseos, and tree-lined streets encourage walking and neighborhood interaction. Tree-lined streets, on-street parking, a unified lighting concept, and pedestrian-friendly architecture will enhance the pedestrian environment and will activate the street.

[Figure __- Vicinity Map \(aerial and plan\)](#)

[Figure __- PUD Boundary Exhibit](#)

1.2 Purpose and Effect of Guidelines

The purpose of these guidelines is to implement the Township 9 Planned Unit Development PUD, the Richards Boulevard Area Plan and the Zoning Ordinance.

Township 9 Design Guidelines

The City of Sacramento Design Review Committee or designated staff will review project applications for conformance to these guidelines. These guidelines are intended to act as a supplement to existing City codes and ordinances and shall control when more restrictive than such codes and ordinances or when inconsistencies arise between the provisions contained herein and the provisions of such codes and ordinances. Any amendments hereto shall be subject to the procedures established in Section 8 of the Zoning Ordinance.

Project applications will also be subject to review by the Township 9 Design Review Committee which could exceed these guidelines.

This guideline document incorporates recommendations and mandates. Where the word “shall” is used it is intended to be a mandate and where the work “should” or “encouraged” are used it is intended to be a recommended guideline. The mandates are treated as standards with little room for variation whereas the recommendations are subject to some interpretation and have room for minor variations.

This guideline document incorporates the Tentative Parcel Map and Final Parcel Map for the Township 9 PUD approved by the Sacramento City Council. Amendments to the maps and guidelines are subject to the review and approval of the Planning Commission and City Council. Minor modifications, however, may be made to the PUD if the zoning administrator determines that the requested modification is consistent with the objectives and intent of these PUD guidelines.

1.3 Procedures for Approval

Development within the Township 9 PUD is subject to a special permit approval by the City Planning Commission. Special permit development plans shall be prepared in conformance with these PUD Guidelines. A preliminary review of special permit may be required when the City determines that such review is essential to a thorough review. The Special Permit application shall include information noted on the standard City checklist.

1.4 Organization of Guidelines

The guidelines have been organized for ease of use by planners, design review committee members, City staff and builders. The remaining sections include: Section 2: Development Areas, which describes the overall land use plan and types of uses and buildings envisioned for the project. Section 3: Development Standards and Guidelines, which establishes design standards for buildings, roadways, open space & parks, and other elements of the community.

Section 2: Development Areas

Township 9 is comprised of four distinct development areas linked by a public framework system of pedestrian-friendly streets and open spaces. The **Transit Area** is a high density mix of office, retail, commercial, and residential uses adjacent to a future light rail station on Richards Boulevard. The **Central Mixed-Use Area** provides a medium density transition from the intensity of the transit area to a central residential neighborhood. The **Live-Work / Townhouse Area** provides an enclave of primarily residential uses. The **Riverfront Area** is a collection of mid-rise buildings with a variety of uses, primarily residential, that embrace the new Riverfront Drive along the American River Parkway.

Figure __- Development Area Axonimetric 3-D model

2.1 Transit Area

The transit area is adjacent to a future light rail station and Richards Boulevard which is the arterial connecting the project to highways east and west of the site. The Transit Area will also have frontage on Signature Street, located parallel to Richards Boulevard and one block north. The Transit Area will be the project's front door and has the highest activity, highest densities and tallest buildings. It is planned either for mixed use combinations of multi-family residential and office with ground floor commercial and retail. It is anticipated that the three building parcels in this area will have underground parking with the ability to have shared parking. Dramatic downtown views will be provided to users of buildings on these sites.

Figure __ - Transit Area Building Prototypes

The transit station at Township 9 presents a unique opportunity to preserve the history of this site as one of the premier canneries in California. The station is envisioned as an enclosed warehouse structure built from the trusses and brick recovered from the largest of the cannery buildings on the site.

Figure __ - Transit Station Conceptual Sketch

2.2 Central Mixed Use Area

The Central Mixed-Use Area provides a transition from the higher density transit area to a lower density residential area in the middle blocks of the project. It is intended to provide a more active neighborhood edge and street life while keeping a pedestrian scale. Buildings are 3-5 stories in this area. Retail and non-residential commercial uses are expected to serve surrounding residential neighborhoods primarily, except along Signature Street where community or regional uses may occur. Most lots in this area are within two development areas the Central Mixed Use and the Live-Work/ Townhouse Area that is discussed below. There is no fixed or defined boundary between the two development areas on any lot, but the Central Mixed-Use Area is intended to be the 50'-100' lot depth fronting major streets such as Signature Street and North 7th Street or the lot area fronting a public open space.

Figure __ – Central Mixed-Use Area Building Prototypes

Figure __ - Signature Street Conceptual Sketch

2.3 Live-work / Townhouse Area

This area is planned for multi-family residential use only. It will be developed at a pedestrian scale with building story heights limited to low-rise construction. Two to four-story attached residences are expected. The area will have a network of local driveways and pedestrian passages connecting the Transit Area to the Riverfront Area.

Buildings and sites in the Live-Work / Townhouse Area are limited to Multi-family Residential or any non-residential accessory use directly related to Live-Work occupancies that would otherwise be allowed in comparable zones elsewhere in the city and as stipulated by existing Richards Boulevard Area Plan.

Figure __ – Live Work/ Townhouse Area Building Prototypes

2.4 Riverfront Area

The Riverfront Area encompasses the parcels adjacent to the American River. This is the most unique district because of the visual and physical access it has to the River. The ground is elevated within this district to meet the top of the existing levee and eliminate the barrier normally created by a levee. This benefits users of the two rivers trail by providing access and improved safety while also creating much needed open space and recreational opportunities for residents of Township 9 and the citizens of Sacramento. Riverfront Drive (mandated by the Richards Boulevard Specific Plan) is incorporated into this district as a meandering roadway with open space along the north edge and a tree-lined pedestrian walkway and active ground floor edge to the south.

Figure __ - Riverfront Drive Conceptual Sketch

Township 9 Design Guidelines

Buildings in the Riverfront District are primarily high density multi-family residential with ground floor retail. Buildings along Riverfront Drive are primarily 4 and 5 story buildings with heights up to 12 stories with front facades and major entrances oriented towards the river to accentuate the prominence of this unique adjacency. Buildings shall be oriented to minimize the visual impact from the river view while also allowing views of the river and parkway from individual buildings.

To minimize the visual impact of buildings from the river the following guidelines shall be incorporated into each parcel along Riverfront Drive.

- a. Buildings in this district must adhere to setback standards as defined in the cross-section below.
- b. Street trees shall be planted along Riverfront Drive per the streetscape guidelines in section 3.9 of this document.
- c. Building facades visible from the river shall conform to the architectural guidelines in section 3.7 of this document.
- d. Building bulk, massing and towers shall conform to the architectural guidelines in section 3.7 of this document.

Figure __ – Riverfront Drive Setback Cross-section

Figure __ – Riverfront Area Building Prototypes

Section 3: Development Standards & Guidelines

3.1 Land Use and Zoning

Township 9 consists of __ parcels on 65 acres of land. The land uses for the development parcels are a combination of residential, retail, office and commercial. There are also several open space parcels to accommodate parks and public spaces. The PUD incorporates flexibility in uses on individual parcels to facilitate shifts in the market and to encourage creativity in developing the community. Many parcels have a range of potential uses and several are allowed to have ground floor retail. The specific land uses and zoning by parcel is shown in the following plan and table.

Figure __ - Land Use Plan

Table __ - Land Use and Zoning by Parcel

Parcel	Land Use	Zoning		Parcel	Land Use	Zoning
1				11		
2	See Adam for table data			12		
3				13		
4				14		
5				15		
6				16		
7				17		
8				18		
9				19		
10				20		

3.2 Allowable Development

The overall building square footage (net of structured parking) in Township 9 shall not exceed ____ square feet. The specific allowable development area by parcel is shown in the following table.

Table __ - Development Area by Parcel

Insert table from Mike Y.

3.3 Permitted Uses

Transit Area Permitted Uses

Buildings and sites in the Transit Area (parcels _,-,_) may be used for the following:

- a. Office
- b. Multi-Family Residential
- c. Child Care Facilities
- d. Ground floor commercial, retail or service uses as follows:
 - i. Art gallery
 - ii. Bank, savings and loan
 - iii. Barber, beauty shop
 - iv. Book, stationery store
 - v. Cleaners, laundry agency
 - vi. Clothing store
 - vii. Florist
 - viii. Food store, bakery, delicatessen
 - ix. Laundromat
 - x. Restaurant, café
 - xi. Retail
 - xii. Photography studio
 - xiii. Martial arts training
 - xiv. Video rental store
- e. Education
- f. Hotels
- g. Parking, general and parking structure
- h. Open space
- i. Other uses clearly related to the uses listed in the items above

Central Mixed Use Area Permitted Uses

Buildings and sites in the Central Mixed Use Area (parcels , ,) may be used for the following:

- a. Office
- b. Multi-Family Residential
- c. Child Care Facilities
- d. Ground floor commercial, retail or service uses as follows:
 - i. Art gallery
 - ii. Bank, savings and loan
 - iii. Barber, beauty shop
 - iv. Book, stationery store
 - v. Cleaners, laundry agency
 - vi. Clothing store
 - vii. Florist
 - viii. Food store, bakery, delicatessen
 - ix. Laundromat
 - x. Restaurant, café
 - xi. Retail
 - xii. Photography studio
 - xiii. Martial arts training
 - xiv. Video rental store
- e. Parking, general and parking structure
- f. Open space
- g. Other uses clearly related to the uses listed in the items above

Live Work and Townhouse Area Permitted Uses

Buildings and sites in the Live Work & Townhouse Area (parcels , ,) may be used for the following:

- a. Multi-Family Residential

Township 9 Design Guidelines

- b. Parking, general and parking structure
- c. Open space
- d. Other uses clearly related to the uses listed in the items above

Riverfront Area Permitted Uses

Buildings and sites in the Riverfront Area (parcels __, __, __) may be used for the following:

- a. Multi-Family Residential
- b. Child Care Facilities
- c. Ground floor commercial, retail or service uses as follows:
 - i. Art gallery
 - ii. Bank, savings and loan
 - iii. Barber, beauty shop
 - iv. Book, stationery store
 - v. Cleaners, laundry agency
 - vi. Clothing store
 - vii. Florist
 - viii. Food store, bakery, delicatessen
 - ix. Laundromat
 - x. Restaurant, café
 - xi. Retail
 - xii. Photography studio
- d. Hotels
- e. Parking, general and parking structure
- f. Open space
- g. Other uses clearly related to the uses listed in the items above

3.4 Density and Height Standards

Insert introduction by Mike Y.

Table __ – Allowable Density & Height by Development Area

Category	Transit	Central Mixed- Use	Townhouse / Live-Work	Riverfront
Density Range	90-110 du/ac	30-60 du/ac	30-60 du/ac	80-110 du/ac
Max Height	12 stories 165'	5 stories 65'	5 stories 65'	12 stories 190'
Max FAR	3.5	2.0	2.0	2.75

Exceptions to Density & Height Table __

- Building height may be increased to 15 stories or 235' at the corner of North 7th Street and Richards Boulevard.
- Buildings with sloping roofs or limited architectural features of buildings may exceed height limits as approved during Design Review.
- Lot numbers 3 and 4 in conceptual plan may exceed the F.A.R.
- Buildings higher than eight stories shall be set back at least 100' from Riverfront Drive.

3.5 Building Setbacks

Insert Introduction by Jeff

Table __ – Building Setbacks by Development Area

Development Standard	Transit	Central Mixed- Use	Townhouse / Live-Work	Riverfront
Richards Blvd/Light	0' ⁽¹⁾	N/A	N/A	NA

Township 9 Design Guidelines

Rail				
N 7 th Street	10' ⁽²⁾	10'	N/A	10' ⁽³⁾
N 5 th Street	8'	8'	8'	8' ⁽³⁾
Signature Street	10' ⁽²⁾	10'	N/A	N/A
Park Boulevard	N/A	8'	N/A	8' ⁽¹⁾
Riverfront Drive	N/A	N/A	N/A	10' ⁽⁴⁾
Local Street	0' ⁽²⁾	0' ⁽³⁾	0'	0' ⁽³⁾
Paseo/New	0'	0'	0'	0'
Park	0'	0'	0'	0'

General Notes:

Setback is measured from the back of the adjacent sidewalk.

The setbacks may vary from this table at the light rail platform.

Footnotes:

- (1) 10' setback above 8 stories, 20' setback above 10 stories.
- (2) 10' setback above 4 stories, 20' setback above 8 stories, 30' setback above 10 stories.
- (3) 10' setback above 4 stories, 20' setback above 8 stories.
- (4) 20' above 6 stories, 40' above 8 stories, 60' above 10 stories.

3.6 Architecture

Building Standards

Add statement about approach and flexibility in MU and Townhouse areas.

To support the creation of a community of buildings that are pedestrian-oriented and that promote convenient access to the street and/or public spaces, the following guidelines will apply to architectural development in all zones of Township 9:

Township 9 Design Guidelines

- Building Orientation – all building main entrances shall be oriented to streets and public spaces.
- Sidewalk entries – shall be located to accommodate ease of pedestrian movement along primary streets. In general, applicants will be required to distribute sidewalk entries as frequently as necessary to demonstrate acceptable pedestrian-focused design.
- Awnings and canopies – Building entrances and pedestrian paths in front of retail uses shall be provided with shelter from sun or inclement weather by means of awnings or canopies. These elements may encroach into landscaping easements to cover sidewalks. Structural supports for these may occur in sidewalks as long as public access is not impeded and travel clearances required elsewhere are maintained such as for barrier-free access. Continuous coverage of pedestrian paths for up to 75% of street frontages shall be provided at key locations in the plan to unify and reinforce important pedestrian oriented places.
- Street Terminuses – all buildings shall be sited / oriented to serve as terminuses to primary streets. No parking or unarticulated building wall shall terminate any street corridor.
- Community Service Uses – all community-serving building uses within residential projects are strongly encouraged to be oriented to face the street or other adjacent public space (these uses may include leasing offices, fitness centers, community centers, etc.)

Figure __ – Retail and Sidewalk Covering Locations

Building Bulk and Character

Structures in Township 9 shall be located and designed to create an animated, urban streetscape environment, which includes comfortable and accessible public greens and plazas. Applicants shall, (1) creatively arrange building masses to support visual axes/termini, (2) make appropriate use of varying

building shapes to encourage building-to-street synergy, and (3) incorporate thoughtfully fashioned architectural details and accents to generate interest and energy along the street front.

Figure __ - Architectural Photos

The purpose of this section is to define spatial standards that will create a visually cohesive yet lively community image for the diverse building types of Township 9. Elements not described below will be evaluated individually, provided they are consistent with the project vision, character, and quality. The following guidelines shall apply:

- **Building Bulk and Heights** – In all areas, relatively tall building heights and shallow building setbacks have been defined to promote an engaging pedestrian network and to strengthen visual corridors to urban features and public spaces. Building heights and bulk shall be regulated per Table __ below. Building height shall be measured as it is defined, in general, by city ordinance. Height exceptions allowed elsewhere by city ordinance shall be allowed here. Building heights in Table __ take into account that in mixed-use developments with retail uses on the ground floor, for at least the first story above grade, story height may be up to 20'. Buildings having office uses often have greater story heights than buildings used exclusively for residences. Building heights shall be limited by the lesser of total height by stories or total height in feet.
- **Building Bulk** – In addition to regulating building height, building bulk shall be regulated so that pedestrian environments and public open spaces have access to sunlight, that tall buildings on any lot leave access to scenic views for similar buildings on neighboring lots and that perceived building scale is consistent with the character of the development area in which it is located. As building heights increase, walls above story heights given in Table __ shall have additional setbacks

that shall be measured from the basic building setback as opposed to being cumulative. Setbacks will vary according to the width of the street right-of-way on which the building may have frontage. Buildings are expected to have frontages on multiple streets having differing right-of-way widths.

- **Building Towers** – To avoid tall monolithic building walls in buildings greater than five stories high, the greater floor plate dimension of a tower, thus defined as being a portion of a building that is over five stories high, shall be limited to 160 feet in length. Building towers shall be located so that if any portion of a tower is within 80 feet of an adjacent tower, the two towers are not directly opposed to each other, i.e. with longest walls facing each other. Projecting balconies, changes in wall planes, changes in wall detail or color are encouraged on larger towers to provide textural depth and relief from large monolithic building masses.
- **Building Articulation** – Building design throughout Township 9 should promote visual interest and diversity through use of architectural detail and massing changes where appropriate. Unbroken facades shall be limited to 120 feet in length with articulation based upon multiples of 40 feet maximum. Fenestration will be required on approximately 50% of each building façade. No more than 40 linear feet of blank, unarticulated wall facing streets or public spaces will be allowable on any building façade in Township 9. The following criteria is recommended for all buildings:
 - a. **Building Facades**; buildings should be clearly organized to have a Base Course (bottom), Street Wall (middle), and Cornice (top).
 - b. **Building Base Course**; should have visual interest and variety since it defines the street experience within the project. The base course should be scaled for the pedestrian with rich materials, texture and detailing. Durable materials such as stone and masonry are

- encouraged. Additional details such as arcades, colonnades, awnings and other changes in the vertical plane are encouraged.
- c. **Building Street Wall**; this element creates the urban massing of the community. Windows and balconies provide visual interest to this element. Patterns should reflect the urban character of the community and avoid relentless grids and repetitive patterns. Reveals, step-backs, moldings are encouraged to create shadow lines and visual interest. This fenestration should differ from the base course and the cornice.
 - d. **Building Cornice**; parapets and roof elements should be designed with decorative treatments that provide a clearly defined top to the building. Variations for entries, setbacks, and corners are encouraged. Roof top aesthetics, as viewed from adjacent buildings, should also be incorporated.
 - e. **Building Entries**; entries should be clearly defined and oriented to the public street frontage. Multiple entries at corner locations is encouraged to activate both street frontages. Canopies, awnings and other features are encouraged with distinctive lighting for safety and effect. Service entries should be located away from the main entrance where possible.
 - f. **Building Corners**; Building corners shall be designed to support increased pedestrian activity and way finding needs and are encouraged to emphasize street termini and intersections. Buildings shall be designed to accommodate City of Sacramento required visibility triangles without compromising the corner design.
 - g. **Tower Elements**; encouraged at key corners or terminus locations. The tower should be integrated with lower elements of the building incorporating the same family of materials and interconnecting the base course, street wall and cornice features.

- **Roof Mechanical Equipment** – Roof mounted mechanical equipment shall be screened from public view through use of parapet walls or continuous partial roofs.

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Riverfront Building Guidelines

Township 9 integrates multiple objectives for the American River waterfront including urban development, recreational uses, open space preservation and flood control. This balance is ensured through the context sensitive placement of Riverfront Drive (meandering) and the adjacent buildings to ensure minimal visual impact to recreational and preservation uses along the American River Parkway (north of the river).

To balance the urban development and visual impact issues the following guidelines must be followed for parcels located along Riverfront Drive.

Building Materials:

- a. Natural colors (medium and dark earth tones) found along the American River corridor should be incorporated into the building facades where visible from the river.
- b. Transparent and/or low reflectivity glass should be incorporated in to the building facades where visible from the river.
- c. Non-reflective surfaces are encouraged to minimize glare towards the river.
- d. Natural materials such as stone and wood are encouraged within the building facades as accents or ground floor features.

Building Massing:

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- a. Buildings shall terrace away from Riverfront Drive as defined in the setback table in section 3.4.
- b. Building accents should emphasize the horizontal features of the parkway (rather than vertical).
- c. Tower elements shall be located to allow visual penetration when viewed from the river.
- d. Building facades along Riverfront Drive should have numerous breaks and variations to avoid a monotonous urban edge.

Building Landscaping & Lighting:

- a. Street Trees shall be installed along the South edge of Riverfront Drive as defined in the Landscape Guidelines (section 3.9).
- b. Landscaping is encouraged at ground level and elsewhere on the building where practical (balconies, terraces, outdoor areas) to provide a vegetation buffer and to screen the building from the river view.
- c. Lighting of the building shall be minimal along the waterfront. Shields and directional louvers are encouraged to ensure minimal spillage across Riverfront Drive and into the river.
- d. Where commercial and/or retail uses occur along Riverfront Drive the signage and lighting should minimize bright lights, flashing lights, neon and other highly intrusive light sources that could be visible from the river.

3.7 Streetscape and Circulation

The development of Township 9 as a vibrant, sustainable urban center will require the implementation of a hierarchical framework of sidewalks, streets, lighting, parks, greenways, plazas, and other public facilities -- the design of which will be critical in establishing a dynamic, pedestrian-oriented environment.

Figure __ - Site Illustrative

The streetscape and circulation network of Township 9 is seen as a hierarchy of public spaces that create a strong sense of place and contribute to the social vibrancy of the community. Streets, intersections, and their related streetscapes are designed not only to move vehicular and pedestrian traffic, but also to enrich the public realm by encouraging street life, a sense of community, and promoting pedestrian activity and social interaction throughout day and evening hours alike. The key design features that will be used to achieve the objectives are:

- Continuity of street parking, planters, sidewalks, and building setbacks along each street
- Consistent and generous width of sidewalks
- Consistent tree canopy and spacing
- Consistent light spacing
- Bulb-outs/Neck-downs and wide, well marked crosswalks at intersections

Figure __ – Typical Street Edge Photos

Landscape Easements

The right-of-ways will vary for the streets, but the landscape easement (LSE) shall be defined from the back of curb to the adjacent building. The landscape easement will be used to ensure consistent design, use, and maintenance of the public realm at the edge of the street. The maintenance of the LSE is the responsibility of a community facilities district (CSD), homeowner's owners association (HOA) or landscape and lighting district (LLD) that will be established by the Township 9 developer subsequent to this document. The LSE is defined by two or three parallel streetscape zones which all have unique characteristics and uses as defined below.

Zone A – Street Tree Planter Zone

This zone occurs on all streets throughout the site and is usually 8' wide (back of curb to sidewalk). The width increases to 10' on Riverfront Drive. The primary use is to provide planting area for street trees, which are to be spaced uniformly at 30' in order to ensure a consistent and extensive shade canopy. Tree species shall be the same along the length of streets within the project site as specified by the Street Tree Map. To avoid monoculture, no one species should be used on more than two streets. On the ground, turf should be the predominant planting to allow pedestrian access and the possibility for use as storm water planters. Other low ornamental planting may be allowed occasionally.

The only paving that occurs in Zone A shall be at corners (bulb-outs) and at certain, relatively small stretches to allow for building entrances, outdoor dining areas, etc. to connect to the curb. These paved areas shall be carefully located so as to not interrupt the regular spacing of street trees, which have priority within Zone A. Site furniture (benches, trash receptacles, bike racks, etc.) are allowed within Zone A on paved surfaces only. Lighting shall be located midway between tree locations usually at every 60' on center.

It is a goal of this document to ensure that the streets of Township 9 have a full and continuous tree canopy and a consistent rhythm of vertical elements (trees and lights) along their edges. Site plans for individual parcels should maintain the prescribed spacing (30' for trees, 60' or 120' for lights) by locating driveways in between tree and light locations. Applicants are encouraged to split wider driveways into two or more driveways and use tree grates or tree wells when necessary. They should design patios, plazas and other hardscape features and overhead structures around light locations (which may occur in hardscape).

Utilities should be placed around trees and lights, not vice versa. These measures help to give priority to the visual public framework (shade, trees, lights), making it an unbroken urban platform from which private developments can build variety and architectural character.

Zone B – Pedestrian Zone

Sidewalks are a minimum of 8' wide on all streets and increase to 10' at Riverfront Drive. They vary in size on Richards Boulevard (depending on the light rail right-of-way). On certain streets, sidewalks shall have coverings for protection from rain and sunshine for a minimum percentage of their length. These coverings combined with a consistently full tree canopy over streets and sidewalks and the ample width of sidewalk pavement, will help to provide a pleasant pedestrian experience. To ensure consistent design throughout the project, all sidewalks shall have the same color and scoring pattern (see ____ Paving Design). Sidewalks should generally remain free of permanent obstructions; however columns (for sidewalk coverings or similar structures) may be located at edges.

Zone C – Buffer Zone

The third zone from the street is the buffer zone and is a more flexible space that may be used in different ways depending upon uses in the adjacent buildings. The width varies from 8' to 10' where it occurs (it does not occur on local streets or Richards Boulevard). Zone C should be considered the “front yard” of the adjacent ground floor building uses and should be designed in such a way to compliment them. Outdoor dining patios, small plazas, seating areas, or other enhanced paving areas are encouraged. A minimum of 15% (square footage) of Zone C shall be landscaped with planting areas or potted plants. Full width continuous planters in zone C are discouraged.

This zone may be covered by overhead structures which extend from the building. Architectural elements such as awnings, bays, or columns may encroach and raised planters can be used to provide seating. The design of this area is to be unique to the adjacent building and need not match any particular standards, other than minimum width and percent of landscaping. In special cases such as building entrances or large outdoor dining areas, the paving layout and planting design may extend beyond Zone C, into the pedestrian and tree planter zones. In such cases, street tree spacing and a minimum sidewalk width of 5' shall be maintained (tree grates are allowed).

Figure __ – Streetscape Zones

Figure __ – Typical Street Plan Detail

Street Furniture – All property owners in Township 9 will be required to install approved street furniture within pedestrian rights-of-way adjacent to their property. Street furniture shall be placed in logical relationship to primary pedestrian movement with higher concentrations at retail buildings and open spaces/plazas. Recommended locations and/or placement intervals for street furniture in all zones of development shall be as follows:

- **Benches** – Benches shall be installed on a one (1) per 150' average. Owners may place benches individually or in groupings, but near street lamps, street intersections, and building entries as necessary. Seat walls around raised planters are acceptable substitutions for benches.

Figure __ – Bench Photos

- **Bollards** – Post bollards and/or light bollards shall be installed as needed in drop-off and plaza areas.

Figure __ – Bollard Photos

- **Trash Receptacles** – Trash receptacles shall be installed one (1) per two (2) benches or group of benches.

Figure __ – Trash Receptacles Photo

- **Bicycle Racks** – Bicycle racks shall be placed near building entrances.
- **Pet Waste Stations** – Pet waste stations are to be located so to conveniently serve pedestrian use. Logically, residential streets and open space will require the greatest concentration, and applicants shall place at least one (1) station approximately every 600 linear feet.

Figure __ – Typical Street Edge Photos

Figure __ – Street Trees Map

The following text and illustrations will provide applicants with dimensional guidelines regarding design of each street type in Township 9.

Paving Design

While building designs will be allowed to have their own style, building materials, forms, etc., the wider framework of streets and sidewalks should be unified in its design in order to create some cohesiveness for Township 9. The paving design of Township 9 will be an important factor in unifying the public realm by providing visual continuity. There are four categories of paving found throughout the site that these design guidelines will influence: sidewalks, crosswalks, special vehicular paving (at intersections and Signature Street), and Riverfront Promenade/Two Rivers Trail.

- **Sidewalks** shall be built with score lines at 3.5' feet apart along their length and width (as illustrated in Figure 52 – Typical Sidewalk Paving

Design). Since most sidewalks are 8' wide, the scoring pattern will have a score line down the center, leaving a 6" strip at each edge of the sidewalk. This pattern is found on many historical sidewalks in Sacramento. At 10' sidewalks, the same pattern should be applied, with a line down the middle and 18" strips on the sides. The color shall be a standard medium gray to be applied as a dust on powder (for consistency over several pours and patches). Paseo walkways, bulbed-out street corners, and small extensions of the sidewalks into the planter strip should all have the same color and pattern as the regular street sidewalks. As previously noted, specialty paving that is associated with a building may interrupt the standard sidewalk color and pattern at certain special locations such as building entries.

Figure __ - Typical Sidewalk Paving Design

- **Crosswalks** – Specialty paved crosswalks in Township 9 shall be 15' in width and shall consist of concrete unit pavers in a running bond (or similar decorative) pattern with a 2' wide colored concrete band or soldier courses of pavers (2' width) at the crosswalk edge. To promote universal accessibility for all residents, employees, and patrons, barrier free ramps complying with ADA standards shall be installed at each intersection crossing.
- **Special Vehicular Paving** is defined as street pavement (not including crosswalks) within enhanced intersections, roundabouts, Signature Street, and Park Boulevard north. Materials may consist of stamped and colored concrete or asphalt, concrete unit pavers, or a befitting combination of each. For consistency and continuity, complementary design treatments shall be used at all special vehicular paving within Township 9.

Figure __ - Typical Enhanced Intersection

Figure __ - Special Sidewalk Paving at Key Locations

Figure __ - Enhanced Walkway Photo

Street Sections

Subject to phasing as market and traffic conditions allow, the Master Developer will be responsible for installing improvements to the major streets within the project—Richards Boulevard, North 7th Street, Riverfront Drive, North 5th Street, Park Boulevard and Signature Street. Builders of buildings on individual parcels shall be responsible for installing improvements for local streets adjacent to their parcels. The streets within Township 9 are defined as follows:

Richards Boulevard – The main roadway for this part of Sacramento will maintain a similar cross section to that which exists currently from curb to curb except that median landscaping will be installed in place of the existing dual left turn lane. North of Richards, light rail tracks and a station will parallel the roadway, separated by a planting strip. To the north of the light rail, a 10' sidewalk will provide circulation and access to buildings.

Figure __ - Richards Boulevard Cross Section

Figure __ - Richards Boulevard Schematic Design Plan

North 7th Street – North 7th Street serves as the gateway to Township 9 from Downtown and terminates at the American River Parkway. The central feature of the North 7th Street cross section is a usable linear park within the median. Approximately 250' south of the Parkway, the grand boulevard will begin gradually increasing in elevation to the grade of Riverfront Drive on top of the American River levee. The terminus of North 7th Street will be punctuated by the Parkway Tower, a 150' tall sculptural icon on axis with the street. North 7th Street features the Gateway Roundabout at Signature Street, a Secondary Roundabout at a local street and a Gateway Intersection at Riverfront Drive.

Figure __ - North 7th Street Cross Section

Figure __ - North 7th Street Schematic Design Plan

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Figure __ - North 7th Street Conceptual Sketch

Riverfront Drive – Riverfront Drive at the north edge of project Township 9 is intended to connect to future developments east and west along the river. The elevation of the road will be the top of the American River levee providing a strong visual connection to the river. The meandering alignment will provide park space at the river’s edge on top of the levee. Riverfront Drive features Gateway Intersections North 7th and North 5th streets and a Secondary Intersection at a local street.

Figure __ – Riverfront Drive Cross Section

Figure __ – Riverfront Drive Schematic Design Plan

Figure __ - Riverfront Drive Conceptual Sketch

North 5th Street – The existing North 5th Street at the western boundary of the Project connects Richards Boulevard to the south. The terminus of North 5th Street will be reconstructed to slope up to and connect to Riverfront Drive. Frontage improvements will also be installed along the Project boundary. North 5th Street features a Gateway Intersection at Signature Street.

Figure __– North 5th Street Cross Section

Figure __ – North 5th Street Schematic Design Plan

Signature Street – This will be the main retail street of Township 9. It will be close to the light rail station and Richards Boulevard edge, making it highly accessible. Being entirely internal to the Project site, Signature Street is envisioned as a slower speed, pedestrian-friendly, narrow street more suitable for shopping and other urban activities. Signature Street will feature major amenities such as specialty paving throughout and a large roundabout with the

Township 9 Design Guidelines

center island serving as a public square. It is envisioned to connect to Richards Boulevard and the light rail station via two linear plazas.

Figure __ – Signature Street Cross Section

Figure __ – Signature Street Schematic Design

Figure __ - Signature Street Conceptual Sketch

Park Boulevard – Park Boulevard is the main diagonal street on the project, stretching from the Parkway Tower on the north to a roundabout adjacent to the urban park on the south. This street is set apart by the fact that it has two distinct sections. For two blocks it contains a wide median and a roundabout whose center island can be accessed by pedestrians. For one block it becomes more of an urban plaza with specialty pavement that can be driven on or closed off for special occasions. This portion of Park Boulevard will slope up at no more than 5% to the north where it will meet the elevated grade of Riverfront Drive. Park Boulevard features three Secondary Intersections.

Figure __– Park Boulevard North Cross Section

Figure __– Park Boulevard South Cross Section

Figure __ – Park Boulevard Schematic Plan

Local Streets – Local streets are largely residential in their land use and have no building setbacks from the back of sidewalk. Their design will follow the pattern established by the major streets. Local streets shall be built with enhanced intersections as required by these guidelines.

Figure __– Local Streets Cross Section

Figure __ – Typical Local Street Schematic Plan

3.8 Intersections

In order to reinforce an experiential transportation framework for both pedestrian and vehicular traffic in Township 9, special consideration should be afforded to design treatments at all intersections. Adding punctuation and accentuation to such crossroads will offer the Township 9 traffic environment an opportunity to celebrate and engage significant crossing nodes/points of entry, rather than simply pass through them. In addition, the design treatments of infrastructure elements in any development are ultimately decisive communicators of the overall development image and should be designed in order to communicate success and thoughtful design vision to residents and patrons alike.

Figure __ - Enhanced Intersection Exhibit

Gateway Roundabout & Intersections

Gateways in Township 9 are located at significant points of entry into the development. The sole gateway roundabout will be at 7th Street and Signature Street. Three gateway intersections will be at 7th and Riverfront Drive, and 5th Street at Signature Street and Riverfront Drive. These intersections and the roundabout should be viewed as first impressions and front doors of Township 9, and should be designed to reflect a strong, inviting project image. The gateway enhancements are:

- **Monumentation** – An appropriate number of visually significant landmark monuments should be incorporated into the gateway roundabout and intersections. At the roundabout at 7th Street, monument signs should be placed, either within the center island or outside of it, at highly visible locations. Placed outside of standard visibility triangles, these monuments should be 8'–12' in height, and shall be designed in form and materials as members of a family of monument components, related in style and form to monuments located elsewhere in the project.

- **Special Vehicular Paving** – Paving enhancement of the roadway surface should occur at all gateway intersections within the area bounded by the crosswalks. At roundabouts, the special paving occurs within the entire circular portion of roadway. Paving materials may consist of stamped and colored concrete or asphalt, concrete unit pavers, or a befitting combination of each. Complementary design treatments shall be used in special vehicular paving at secondary intersections and roundabouts, and at Signature Street.
- **Crosswalks** – Specialty paved crosswalks in Township 9 should be 10'–15' in width, and shall consist of concrete unit pavers in a running bond (or similar decorative) pattern with a 1'–2' wide colored concrete band or soldier courses of pavers at the crosswalk edge. To promote universal accessibility for all residents, employees and patrons, barrier free ramps complying with ADA standards shall be installed at each intersection crossing.

Figure __ – Gateway Monument Photo

Secondary Roundabouts & Intersections

Secondary intersections and roundabouts in Township 9 are located at prominent crossroads that are internal to Township 9. They occur at the three remaining roundabouts (other than the gateway roundabout) and at the five remaining intersections at Riverfront Drive, Signature Street, and Park Boulevard. These locations should be seen as community landmarks, and should be designed to create a distinct, visually engaging space. The following enhancements are encouraged:

- **Special Vehicular Paving** – Paving enhancement of the roadway surface should occur at all secondary intersections within the area bounded by the crosswalks. At roundabouts, the special paving occurs within the entire circular portion of roadway. Paving materials may consist of stamped and colored concrete or asphalt, concrete unit pavers, or a

befitting combination of each. Complementary design treatments shall be used in special vehicular paving at gateway roundabouts and intersections, and at Signature Street.

- **Crosswalks** - Specialty paved crosswalks in Township 9 should be 10'-15' in width, and shall consist of concrete unit pavers in a running bond (or similar decorative) pattern with a 1'-2' wide colored concrete band or soldier courses of pavers at the crosswalk edge. To promote universal accessibility for all residents, employees and patrons, barrier free ramps complying with ADA standards shall be installed at each intersection crossing.

Figure __ - Enhanced Intersection Paving Photos

Remaining Intersections

All other intersections that do not receive gateway or secondary treatments should receive enhanced crosswalks, but otherwise have normal paving. Specialty paved crosswalks in Township 9 should be 10'-15' in width, and shall consist of concrete unit pavers in a running bond (or similar decorative) pattern with a 1'-2' wide colored concrete band or soldier courses of pavers at the crosswalk edge. To promote universal accessibility for all residents, employees and patrons, barrier free ramps complying with ADA standards shall be installed at each intersection crossing.

Mid-Block Crossings

At three locations, there shall be mid-block crosswalks with the same special paving as intersection crosswalks. These will occur along the paseos where they intersect with local street D (see tentative map for location). Their purpose is to make pedestrian circulation along the paseos easy and efficient. The crosswalks shall be 10'-15' in width, and shall consist of concrete unit pavers in a running bond (or similar decorative) pattern with a 1'-2' wide colored concrete band or soldier courses of pavers at the crosswalk edge. To promote universal

accessibility for all residents, employees and patrons, barrier free ramps complying with ADA standards shall be installed at each intersection crossing.

Bulb-Outs

All street corners within Township 9 (with some minor exceptions) should have bulb-outs. The purpose of these is to reduce the length a pedestrian has to travel to cross a street and to calm traffic while not hindering emergency or utility vehicle movement. The bulb-outs effectively move the curb location 7' (the width of a parking lane) closer to the center of the street. They do not encroach within the travel lanes (or bike lanes), leaving a 20'- 24' curb-to-curb width in most situations. There should be no bulb-outs into Park Boulevard in order to maintain a larger street width for emergency vehicle access. There should also be no bulb-outs at Richards Boulevard because it has no parking lanes.

Figure __ - Bulb-out Plan

Shared Use Drives

Where possible, adjoining properties shall share access drives into developments. All site plans shall be submitted for approval to the Design Review Committee prior to construction.

3.9 Parking Guidelines

Parking Requirements

Township 9 is a Transit Oriented Development and within the urban core of Downtown Sacramento. It is also a mixed-use employment center. Therefore, standard City parking requirements are not applicable within this PUD. The recommended parking standards (by use) are defined in the table below.

Variations to this standard will be considered where it can be demonstrated that shared parking, unique uses or transit incentives warrant reductions.

Table ?? Recommended Parking Standards?

Facility	Off-street Vehicle Parking		Comments
	Max. spaces/ gross sq. ft floor area	Min. spaces/ gross sq. ft floor area	
Office	1 space/270	1 space/600	Required unless additional TSM* measures are implemented as shown on office alternative below
Office Alternative		1 space/1000	Provided that additional TSM measures, beyond those mandated by the Developer TSM Ordinance (35%) shall be implemented to support the reduction in parking. A developer TMP** shall be submitted concurrently with the special permit for development to justify the requested parking reduction.
Restaurant			Not required for a restaurant use that is a component of an office or residential project provided the cafeteria use does not exceed 6,000 sq. ft. per building Exception: Vehicle parking shall not be required for a cafeteria, not exceeding 14,500 net sq. ft., that serves the office building and operates during the hours the office building is open.
Restaurant		1 space/450	For a restaurant use exceeding 6,000 sq. ft., provided such use is a component of a residential or office project.

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Commercial/ Retail or Service			Shall not be required provided that such use is a component of a residential or office project and provided that such use does no exceed 5,000 sq. ft. of building occupancy per tenant.
Commercial/ Retail or Service		1 space/450	Shall be required provided such use is a component of a residential or office project and provided that such use does not exceed 9,600 gross sq. ft. of building occupancy per tenant.
Commercial/ Retail or Service	1 space/300	1 space/400	Shall be required provided such use is a component of a residential or office project and provided that such use exceeds 9,600 gross sq. ft. of building occupancy per tenant.
Residential		1 space/unit	
Residential		1 guest space	Per 15 parking spaces All other uses shall comply with parking standards provided by the Zoning Ordinance. 2 % of all structured vehicle parking spaces shall be equipped with electrical outlets for electric vehicles. This will include adequate power supply (120/240v. 40 amp) service to each parking stall.
Bicycle Parking			
Office			One bicycle parking facility shall be provided for every 6,000 gross sq. ft. of building area (net of structured parking). 50% of the required bicycle parking facilities shall be Class I facilities.
Residential			One bicycle parking facility shall be

			required for every 10 units. 50% of the required bicycle parking facilities shall be Class I facilities.
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*TSM–Don't know acronym

**TMP – Transportation Management Plan

Note: Adjacent public on–street parking shall be counted towards the guest parking and retail parking requirements for each parcel. This parking will not be counted towards the office, hotel and general commercial uses.

Parking Design Criteria

Transit Area Parking

With the exception of on–street parking, parking areas in the Transit Area will be limited to structured or below–grade parking. Applicants are required to design these structures to be within or below buildings, in a manner that conceals them from public view and that does not interrupt the continuity of the pedestrian environment. Parking garages shall be exempt from height restrictions, provided they are not taller than the development they serve and are not visible from streets or any public open spaces.

Occupied space shall be developed between above ground parking garages and street level for a minimum of 80% of the garage wall facing a street. Should the necessity arise to expose one façade of the garage to a street front, the façade shall comply with all architectural guidelines and restrictions as defined in this document, including building articulation and accent features. In such cases, the incorporation of planters, decorative screens and/or trellis elements is strongly encouraged to bring variation and interest to the façade design.

To promote a secure, visually continuous streetscape environment, street level entryways and stairways should be located along the street edge,

and should be easily distinguishable and well lit (with elements from the streetscape family of lighting elements). Upper level openings of garages should be designed as defined window openings rather than a continuous horizontal slit between structural columns.

Central Mixed Use Area Parking

Freestanding parking structures as well as surface parking lots will be permitted in the Central Mixed-Use Area. Parking structures should be positioned along key vehicular corridors to intercept traffic and reduce the potential for traffic congestion at peak traffic times. Parking structures should also be positioned to encourage shared use by retail shops / restaurants and public activities during non-peak hours. Sloping floor elevations designed to be viewable from, or adjacent to, public streets will not be allowed. As in the Transit Area, all parking structure openings should be designed as windows rather than continuous strips.

Surface parking lots are permitted in this area. When surface lots are adjacent to any primary street, parking shall be screened from public view. All surface lots shall be developed with landscaping, lighting, and shade trees per city ordinance.

Live Work / Townhouse Area Parking

Same as Transit Area, only that above ground parking garages may have one wall facing a local street with the same stipulation that the garage wall receives architectural treatment as described above. Surface parking lots are permitted in this area subject to the same development requirements as the Central Mixed-Use Area above.

Riverfront Area Parking

Same as Transit Area above.

Add interim parking guidelines.

Parking and Delivery Screening – Functional service areas in Township 9, while necessary, are not intended to be viewable from primary streets, neighboring properties, or any public space. Materials and elements used in screening shall be complementary to the architecture and streetscape design of the development zones in which they fall. The following guidelines will function to conceal objectionable areas / activities from public view and are intended for application in all development zones of Township 9.

Delivery, Loading and Other Service Areas – Loading and service areas must be screened by masonry walls at least 6' in height, or screened by a solid evergreen planting reaching at least 6' in height at maturity. Plantings shall be a minimum of 36" in height at time of planting and must reach mature height within three years of installation.

Garbage Collection – Applicants should make efforts to design garbage collection areas to be enclosed in a building envelope. These collection areas should be screened by a solid metal gate and should not face any primary street or civic space. In the Transit Area, this configuration will be required for design approval by the Design Review Committee.

In alternative cases, garbage collection areas shall be enclosed by a masonry wall 6' high, or 1' higher than the container it screens – whichever is greater, and will have a solid, metal gate to screen the opening. A double row of evergreen shrubs (5-gallon, 18" height minimum size at installation) shall be planted in a triangular spacing pattern, 36" o.c., at the base of the screen wall.

3.10 Landscaping

In all zones of Township 9, applicants shall incorporate suitable landscape design that will enhance the architectural character of the building it serves, and create a cozy, urban atmosphere that promotes a comfortable pedestrian experience. Spaces and plantings shall be designed at a human-scale and be harmonious to the rest of the development in form and expression.

- **Street Trees** – Installation of a consistent network of street trees along Township 9 travel corridors will establish shade, beauty, and a human-scale element to the development as a whole. Trees are to be planted at 30' o.c. which allows for mature tree growth and room for lights and other street elements to be located on street edges. As previously noted, this tree spacing (which works in tandem with street light spacing) should be constant and not violated by sidewalks, utilities, or other ground plane objects. Even driveways are encouraged to be located or reconfigured so as to not change the street tree and light pattern.

Street trees planted along the length of any street, in medians as well as on the sides, must be of the same genus and species to promote an ordered visual structure to the street (as specified by the Street Trees Map, Figure 51). To avoid monoculture, no one species should be used on more than two streets. Street trees shall be installed at a minimum container size of 24" boxes. Regardless, all trees shall be nursery container-grown and planted in the center of the 8' (minimum) planter strip. Planter strip should generally be planted with lawn, although minor variations may be allowable.

To denote a special condition, street trees adjacent to plazas, dining patios or other similar conditions may be planted in tree wells or tree grates, especially to maintain the continuous 30' tree spacing pattern. Each tree grate or well should measure 5' x 5' minimum.

Figure __ – Street Tree Photos

- **Site Landscaping** – Property owners shall provide appropriate landscaping for all structures erected in Township 9. Landscape designs shall reinforce the urban street front character and should introduce an interesting human-scale element to the base of buildings. The use of window boxes, planting pockets, and the like, are encouraged.

All landscapes shall include an automatic, underground irrigation system. Developers shall attempt to locate controllers, valve boxes, and other irrigation/electrical equipment requiring access out of public view from walks, drives, and buildings, as best as physically and practically possible.

Figure __ – Site Landscaping Photos

- **Plant Material Guide** – Planting design should always be incorporated into thoughtful landscape planning by a qualified landscape designer. The massing and composition of proposed planting areas should enhance the overall style of the architecture and should not detract or become obtrusive.

Plant material should be chosen to create visual interest by incorporating a well-balanced variety of forms, textures, and colors. The use of seasonal color plantings is encouraged, especially at building entries, civic/public spaces, and other special points of interest.

3.11 Open Space / Parks

Individual project applicants and designers shall give special attention to appropriate design regarding scale, safety, maintainability, and visual/physical connectivity when designing parks and open space in Township 9. Each applicant should design with the principle that successful open space locations and linkages are critical in creating a vibrant, enjoyable community. To ensure Township 9 residents and patrons are afforded convenient access to a variety of high-quality open spaces, a full spectrum of parks is provided in Township 9.

American Riverfront Parkway – Riverfront Parkway is envisioned as a catalyst for a contiguous parkway along the South side of the American River and the most prominent open space feature in Township 9. Located on the north boundary of Township 9, along the levee that defines the American River, it will provide an important regional amenity for the entire Sacramento community by bringing the city to the river and celebrating it. The parkway could ultimately be part of a larger linear open space/parkway system that extends along the south side of the American River levee throughout the entire Richards Boulevard area.

A critical design element of the parkway and the urban interface along the south side of Riverfront Drive is raising the grade up to the same elevation as the top of the levee. This provides a direct visual and physical connection with the river rarely found Sacramento. Other important objectives of the parkway are to enhance and compliment the native vegetation of the American River Parkway, screen views of buildings from the river and maintain flood protection.

The American Riverfront Parkway is defined by three distinct landscape areas within Township 9 that ensure a balance between the urban uses, recreation uses and open space and preservation uses.

Open Space & Riparian Preserve

The natural landscape area located within the American River corridor (North of the levee) will be preserved and enhanced as an open space and riparian preserve. This area is subject to flooding and is monitored by numerous agencies to ensure that the vegetation supports the flood protection, water quality and habitat objectives for the corridor.

Township 9 respects this landscape by restricting access to it, planting non-invasive species adjacent to it, controlling irrigation, fertilizer and surface run-off into it and collaborating with the operating agencies to clear invasive species, protect suitable species and re-vegetate where appropriate to ensure that this landscape area remains healthy.

Figure __ - Photo of American River Riparian Landscape

Riverfront Park

Riverfront Park is the linear park located between the open space & riparian preserve and Riverfront Drive. The park varies in width due to the meandering alignment of the roadway creating a variety of passive recreational opportunities. The primary facility is the Two Rivers Trail which passes through the Township 9 site and connects into a regional multi-use trail system within the American River Parkway. Other features include a promenade walkway, observation overlooks to the river, picnic areas, and open lawn areas.

Riverfront Park will be landscaped mostly with large native trees and lawn, capable of supporting community events and festivals, as well as more passive day-to-day activities. (the recommended plant list is included in the appendix). The riverfront promenade and the Two Rivers Trail will generally be located at the north edge of the park and connect to a network of walkways within the park with access to parking along Riverfront Drive. The south edge of the park is defined

by Riverfront Drive and urban development that faces onto the drive and activates the park.

Figure __ – Riverfront Park Conceptual Sketch

Riverfront Plaza

Riverfront Plaza is located at the terminus of North 7th Street and within the Riverfront Park and is the jewel of the entire Township 9 parkway. The plaza provides Sacramento with a gathering place along the American River where public events such as art fairs, live performances and ceremonies can celebrate the beauty of the waterfront and the excitement of the mixed use community in Township 9.

The plaza is designed with a small performance stage and lawn seating, a shade structure, participatory fountain and related park amenities. Within the plaza there will be an interpretive feature that highlights the significance of the American River within the hydrological, ecological and geographical systems of California.

The plaza is designed to reduce light and noise pollution into the adjacent river corridor and residences. Programming will have limited night time hours to avoid conflicts with adjacent human and wildlife populations.

Figure __ – Riverfront Plaza Conceptual Site Plan

7th Street Linear Parkway – 7th street is envisioned as a **linear park** with 2 lanes of traffic moving through it. These lanes are divided by a 40' wide median which contains an interpretive walkway. The sides of the street contain wide planting areas and sidewalks and a 10' building setback which makes room for

outdoor dining, plazas and more planting space. The width and length of the street are unified by a strong boulevard tree planting pattern which is interrupted at intersections by focal nodes with accent trees.

Figure __ - Linear Parkway Conceptual Sketch

The **interpretive walkway** provides an opportunity to describe Sacramento's ecology, history and/or culture. The paving design of the walkway could be derived from the American River, abstracting the form of the river as it begins in the high mountains and descends through different ecological and urban environs on the way to the Pacific Ocean. The pavement should consist of specialty materials, for example colored concrete with decorative stone exposed aggregate or special art pieces embedded into the surface of the walk. The design of the walkway could portray uses of the river: gold mining, irrigation, transportation, recreation, etc. These literal ideas and facts should thoughtfully be expressed into the designed landscape in the form of sculptural pieces, special plantings, or the shape, color & texture of the pavement of the walkway. Interpretive signs that explain the ideas being portrayed in the design should occur at regular intervals.

In addition to the linear parkway interpretive walk there are two nodes along the walk that create opportunity for historical interpretation. The first of these is the **shelters** located within the median (at the intersections of 7th with local streets) that provide an opportunity for a mini-museum for interpreting the cannery operation (or other cultural or historical items) and a rest area for pedestrians. **Insert scale-house building text** These structures could interpret or reuse the building materials from the site, including brick for the columns, wood trusses and galvanized metal roofing. Historically accurate lights and other accessories could also be used. Shelters could house remnants of the historic cannery machinery, historical artifacts, ecological exhibits and other appropriate displays along with interpretive signage and benches.

The second type of node along the interpretive walkway occurs at the **roundabouts** on 7th Street. The center of the roundabout median should have a monument that serves as both a focal element for the roundabout and a community identification marker. The form of the monument should be vertical, such as an obelisk, and a project logo could be placed on one or two of its prominent faces. To ensure that the monument is visible, fairly large trees species should be used to encircle the monument, maximize shade, and allow pedestrians and motorists to view under the branches. The interpretive walkway should cross through the roundabout via enhanced pavement crosswalks and run right up to and around the monument. This will allow users to gather there and rest on seat walls which surround raised planting beds that could be integrated into the design of the monument.

Other signage and entry features should be located along the sides of 7th Street, especially near the south end to mark the arrival from Richards Blvd into Township 9. Arched passageways ... For the construction of all of these features, here again, the materials used should be taken from the demolished cannery and warehouses that are on site, especially bricks and hollow clay units.

Paseos – Three linear, landscaped greenways shall be developed to transverse the live-work/townhouse area in Township 9. These greenbelts shall be a minimum of 40' wide with an 8' wide concrete walkway and should be designed to complement development occurring on its edges. The paseos should link the central mixed-use area on their north end to Signature Street on the south. The eastern and western paseos may pass through breezeways under larger buildings to retain their linear continuity. However, the central paseo should be designed to be more important since it connects to the urban park and the middle of Signature Street.

Mew – insert text.

Figure __ - Mew Conceptual Sketch

Urban Park – To serve the needs of residents / employees of Township 9 and to reduce the effects of compact development in the higher-density areas of development, incorporation of additional open space will be critical in the creation of an enjoyable living and working environment. With that in mind, an urban park located in the center of the project provides relief from urban conditions and serves as a space for recreational, civic, or commercial activities. This space is intended to provide a sense of definition to sub-areas within Township 9, and to provide linkages between activity centers.

Figure __ - Urban Park Photos

Urban Plazas– There are three public plazas conceived for Township 9. Two of them are located on the southernmost edge of the site, connecting the Richards Boulevard frontage to Signature Street. The third is situated around the northern block of Park Boulevard. The last site will be sloping gently up to the level of Riverfront Drive and contains a narrow, specially paved street that is intended to blend in with the plaza design. It has a unique opportunity for a linear water feature that flows down the length of the plaza, interplaying with the street, planters and walkways of the plaza.

Each plaza is somewhat linear in shape and is partially intended to convey pedestrians – transitional spaces, rather than gathering spaces. They should be wide enough to give ample room for pedestrians and seating and planting areas. Specialty pavement colors and patterns are encouraged.

Traffic Circles – All of the three traffic circles planned for Township 9 are intended to be fully accessible to pedestrians as public open space. The roundabout at Signature Street is very large and should contain a central focal element, such as a fountain. There is ample room for a smaller plaza space with benches and generous planting areas. The roundabout at Park Boulevard is

smaller, but still should be accessed with sidewalks and contain focal elements such as a tensile structure, amenities and gathering areas. The two roundabouts along 7th Street provide the same opportunities for focal elements. In addition, these are intended to be a part of the interpretive walkway that goes down the median, so they should have at minimum a walkway connecting north to south.

Figure __ - Signature Roundabout Conceptual Rendering

Private Open Space Areas

1. Office Use

- a. The _____ office building shall provide open space at a ratio of one square foot of open space per ten square feet of development (1:10).
- b. A minimum of 20% of the open space shall be provided on site.
 - i. Provisions shall be made for the balance of the open space obligation attributable to the Continental Plaza project either through conveyance to the City or an off-site open space location acceptable to the City and within the _____ planning area or payment of an in lieu fee.
 - ii. Conveyance of off-site open space or an in lieu fee shall be subject to a Development Agreement or other similar agreement or arrangement by the City.
- c. Landscaped setback areas designed to contribute to the active or passive enjoyment of employees of the _____ campus may be counted towards the open space requirements. The landscape setback along _____ shall be integrated into the open space design and shall be counted in the open space requirements. The interim landscape/plaza improvements in the 60 foot “new street” right-of-way shall also be counted as complying with the on-site open space requirements.

- d. To the extent consistent with considerations of security, the open space area shall be oriented towards pedestrian linkages or located adjacent to people-oriented uses (such as retail or restaurants).
- e. The open space area shall incorporate, but not be limited to, one or more of the following features:
 - i. Landscaping (i.e., turf, trees, flower gardens, etc.)
 - ii. Decorative paving (i.e., tile, cobblestone, colored concrete, etc.)
 - iii. Public art pieces
 - iv. Water features (i.e., ponds, reflecting pools, etc.)
 - v. Seating areas
 - vi. Canopies
 - vii. Lighting
- f. Open space features shall be complimentary to the building architecture. Design elements, material, colors and lighting should be contextual with the proposed building or existing adjacent buildings.

Figure __ - Open Space Prototypes - Urban Plazas and Parks

3.12 Lighting

Lighting in Township 9 shall be used as a tool to: 1) illuminate roadways, pedestrian spaces, and architecture while enhancing their safety component as well as aesthetic qualities and 2) serve as repetitive elements that reinforce the image of Township 9. Lighting elements shall blend attractively into the environment by day and perform effectively at night to promote a comfortable, visually continuous condition. Lighting shall be directed and controlled so not to disturb residences, and to respect “dark sky” principles of lighting design. All light fixtures shall have incandescent, halogen, or metal halide light sources.

Along major roadways in Township 9, roadway scale illumination located within medians will be required at intervals designed to promote safety, visual

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continuity, and community identity. However on most streets, it is strongly encouraged that applicants include pedestrian-scale lighting in the design of all streetscapes and public spaces in Township 9. Pedestrian scale illumination promotes visual continuity, safety, and night activity in any community.

Street Lighting

Insert text

Table __ Street Light Standards

Street	Style	Spacing Interval & Location	Height
Richards Boulevard	Standard City Type A	Per City Standard	Per City Standard
Richards Boulevard	Township 9 Street Light	60' o.c., north side only	16'
7 th Street	Township 9 Street Light	60' o.c., both street sides	16'
Riverfront Drive	Township 9 Street Light	60' o.c., both street sides	16'
5 th Street	Township 9 Street	60' o.c., east side only	16'
Signature	Township 9 Street	60' o.c., both street	16'
Park	Township 9 Street	60' o.c., both street	16'
Local Streets	Standard City Type B	120' o.c., both street sides	Per City Standard

Pedestrian Lighting

Insert Text

Figure __ - Pedestrian Scale Lighting

Architectural Accent Lighting

Exterior illumination, designed to highlight and accent architectural features of buildings, will be required on all building facades facing streets, sidewalks, parking areas, and other public spaces in Township 9. This may include pedestrian-scale lamps, bollards, landscape lighting, and/or step lighting that is complementary in design to the family of light elements described by these guidelines.

Figure __ - Architectural Lighting Photo

In general, lighting plans shall be designed to appropriately accent architecture / landscape elements, and shall not include ostentatious shows of light such as wall washes or multi-colored displays. By exception, festive light displays in retail or entertainment areas will be reviewed on an individual basis for approval by the Development Review Committee.

Sign Lighting – In all zones of development, lighting of signs shall be from a relatively concealed light source that is not intrusive to vehicular traffic, pedestrians, or neighboring properties. Encouraged sign lighting treatments are as follows:

- Snorkel lighting
- Hooded spotlights
- Lighting recessed at the base or side of the sign
- Lights concealed within relief lettering, illuminating the background
- Appropriately sized and directed floodlights

Internally lit, plastic box type signs, in which the light source is not visible, are not allowable in any development zone in Township 9. Sign lights that flash on and off intermittently are also not allowable. All sign lighting design will be

subject to review and approval by the Development Review Committee prior to installation.

Because of the narrow width of the streets, these smaller scale lights will also provide lighting for the roadway surface. The light should be located within the center of the street planter strip, able to throw light on both the sidewalk area and street surface. They are usually spaced 60' apart and placed exactly midway between tree locations. Certain streets will receive a special non-city standard light fixture. See Table B (below) for pedestrian lighting intervals, height, and style.

3.13 Signage

Signage serves a dual purpose within any urban space – it not only orients and directs users, but with thoughtful design, it can enhance the aesthetic environment of a streetscape while adding to its identity and sense of place. Following are general guidelines regarding different types of signage design that may be appropriate in all development areas of Township 9. All signage design shall be subject to review and approval by the Design Review Committee prior to installation.

Figure __ – Architectural Signage Photos

Regulatory Signage – All regulatory signage design shall include painted back surfaces, and sign trim of color that is coordinated to other streetscape elements. Where possible, regulatory signs shall be consolidated on light standard poles.

Projecting Signage – In pedestrian-oriented communities such as Township 9, projecting signs have an advantage over traditional fascia signs in that they can be viewed by pedestrians at right angles to the building façade, as well as from a distance. In general, projecting signage features will be encouraged, provided

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they comply with the following guidelines. Projecting signage, in all zones of development in Township 9, should:

- Identify the name and business of the occupant
- Not be of unusual size or shape when compared to human scale or adjacent buildings (maximum dimensions equal 24"–36" in width by 18"–24" in height)
- Be oriented at right angles to primary pedestrian movement
- Not project above the roof line of a building
- Not block or detract from adjacent property
- Preserve the architectural quality and atmosphere of Township 9

Awning Signage – Awnings over building entrances add color, visual interest, and environmental protection to the streetscape environment, and are encouraged as design accents in Township 9. Awning signs are typically non-illuminated displays that are painted on or permanently attached to an awning. These treatments are encouraged for signage design in Township 9, provided they are:

- Permanently attached designs
- Not of unusual size so as to detract from the visual continuity of the streetscape
- Appropriate in scale when compared to the building/business which they serve
- Simple in text / logo design so easily read and not detracting from the overall streetscape

Ground Signage – Ground signage is an acceptable alternative to pole-mounted or billboard-type signage that often defaces the community image of neighborhoods. Use of ground signage is allowable only in the *Transit Area* of Township 9, and should be:

- Of complimentary architectural design and material when compared to the building it serves

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- Integrated into the landscaping
- Simple in text design so to be easily read at typical driving speeds
- Creatively lit from a concealed light source that is not intrusive to vehicular traffic, pedestrians, or neighboring properties

Window Signage – Window signs may be etched or painted onto the glass surface (as permitted by owners), and must maintain clear visibility through the window or display case. Symbols, logos, or decorative elements comprising a window sign should be subtle in size / design, and should cover no more than approximately 15% – 30% of display window surface.

Fascia Signage – Fascia signs, signboards, or wall-mounted signs are allowable in Township 9 provided they are designed to accentuate the vertical architectural elements of the building they serve, and that the sign size, shape, or scale does not detract from the overall character of the business.

3.14 Historic Preservation

The construction of Township 9 will remove a historically significant cannery and industrial site. The historical report states, “It is important that the property’s historic significance be conveyed to future residents and visitors to the Township 9 property.” To achieve this and to satisfy mitigation measures required by the EIR, portions of the existing buildings could be used to replicate the cannery building architectural vernacular in shelters for transit users and visitors to the site. Additionally, project entry signage that is to occur along seventh and in other site entry points could be constructed of historic materials from the site. The warehouse identified as building #3 in the Historical Report is the best inspiration for historical reuse and interpretation. The brick columns, wood trusses and galvanized metal roofing from this building could all be closely (if not in fact literally) recreated at the interpretive shelters. One of the walls of the shelter could even contain a metal framed window from the original

warehouse. Lights and other accessories should also be reused if possible, but historically accurate fixtures may be substituted if necessary.

Figure __ – Historic Preservation Exhibit

Transit Station Shelter – The Sacramento Rapid Transit (RT) station located along Richards Boulevard is the most promising location to preserve the history of the cannery facility. This location would establish this historical identity for thousands of RT users as they pass through the station. This location creates a distinct sense of place for the entire Township 9 community while interpreting history for residents and visitors to Sacramento.

The shelter uses traditional warehouse construction of clay brick, scissor trusses and factory glass (windows) to create a functional enclosure for the transit platform that recalls the cannery vernacular of this historic site.

Figure __ – Cannery Transit Shelter Sketch

Interpretation Shelters – Two shelters are planned within the 7th Street linear park that provide an opportunity for a “mini-museum” for interpreting the cannery operation (or other cultural or historical items) and a rest area for pedestrians. Beneath the shelter, a remnant of the historic cannery machinery could be displayed with other valuable historical artifacts or resources, along with cultural or ecological exhibits. Interpretive signage can be used to explain the interpretive display of the site’s history and the exhibits displayed underneath the shelter. Other amenities that should be located under the shelter are benches, drinking fountains and trash receptacles.

Entry Monuments – The entry monuments planned for Township 9 is an excellent opportunity to reuse materials from the site. Obelisks, pedestrian arches, seat walls, and other structures that were *not* part of the historical shelters could be used to mark the arrival into the project and provide a sense

of place. Materials used for these structures would be primarily salvaged brick. Other materials could be hollow clay tiles (units) and possibly galvanized metal roofing. Interpretation of these materials could be done through small signs affixed directly to the monuments or signs. There could be direct access to the entry monuments via the interpretive walkway in the median roundabout and via sidewalks.

Figure __ – Entry Monuments

3.15 Public Utilities

All above grade utilities, including telephone boxes, air conditioning units, meters, irrigation controllers, and the like, are to be placed away from public view or views from neighboring properties. If possible, architectural niches or offsets should be designed to accommodate mechanical equipment. Green screens are allowable provided they accomplish solid screening at initial installation, not at assumed plant maturity.

Insert text for microwave easements??

Section 4: Appendices

4.1 Approved Plant Material List

Approved Plant Materials

Common Name	Botanical Name
Large Street Trees	
Celtis australis	European Hackberry
Celtis occidentalis	Common Hackberry
Ginkgo biloba	Maiden Hair Tree
Liriodendron tulipifera	Tulip Tree
Pistacia chinensis	Chinese Pistache
Platanus acerifolia 'Bloodgood'	London Plane tree
Quercus lobata	Valley Oak
Quercus rubra	Red Oak
Quercus suber	Cork oak
Quercus wislizenii	Interior Live Oak
Ulmus parvifolia	Chinese Elm
Zelkova serrata	Sawleaf Zelkova
Large Park Trees	
Calocedrus decurrens	Incense Cedar
Cedrus deodara	Deodar Cedar
Cinnamomum camphora	Camphor Tree
Ginkgo biloba	Maiden Hair Tree
Liriodendron tulipifera	Tulip Tree
Platanus acerifolia 'Bloodgood'	London Plane tree
Platanus racemosa	California Sycamore
Quercus lobata	Valley Oak
Quercus rubra	Red Oak
Quercus suber	Cork oak
Quercus wislizenii	Interior Live Oak
Sequoia sempervirens	Coast Redwood
Ulmus parvifolia	Chinese Elm
Zelkova serrata	Sawleaf Zelkova
Medium Street Trees	

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Acer buergeranum	Trident Maple
Acer rubrum	Red Maple
Carpinus betulus	European Hornbeam
Koelreuteria bipinnata	Chinese Flame Tree
Koelreuteria paniculata	Goldenrain Tree
Nyssa sylvatica	Tupelo
Pyrus calleryana	Ornamental Pear
Robinia idahoensis 'Purple Robe'	Idaho Locust
Tilia cordata	Little Leaf Linden
Ornamental Trees	
Acer Palmatum	Japanese maple
Arbutus unedo	Strawberry Tree
Cornus florida	Flowering Dogwood
Cornus kousa	Kousa Dogwood
Cupressus sempervirens 'Stricta'	Columnar Italian Cypress
Lagerstroemia spp.	Crape Myrtle
Leptospermum scoparium	Tea Tree
Malus spp.	Crabapple
Olea 'Swan Hill'	Olive (fruitless)
Pinus Mugo	Mugo Pine
Prunus cerasifera	Flowering Plum
x Chitalpa tashkentnensis	Chitalpa
SHRUBS and PERENNIALS	
Abelia g. 'Edward Goucher'	Dwarf Abelia
Arbutus u. 'Compacta'	Compact Strawberry Tree
Arctostaphylos 'Howard McMinn'	Manzanita
Artemisia spp.	Artemisia
Aspidistra elatior	Cast Iron Plant
Azalea (southern indica varieties)	Hybrid Azalea
Berberis thunbergii	Japanese Barberry
Buxus microphylla	Japanese Boxwood
Camellia japonica	Camellia
Camellia sasanqua	Camellia
Ceanothus spp.	California Lilac
Choisya ternata	Mexican Mock Orange
Cistus spp.	Rock Rose

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Coreopsis verticillata	Coreopsis
Cotoneaster spp.	Cotoneaster
Cycus revoluta	Sago Palm
Dicksonia antarctica	Tasmanian Tree Fern
Dietes spp.	Fortnight Lily
Dodonea v. 'Purpurea'	Purple Hopseed Bush
Escallonia spp.	Escallonia
Euryops pectinatus	Euryops Daisy
Fatsia japonica	Japanese Aralia
Gardenia spp.	Gardenia
Grevillea noellii	Grevillea
Hemerocallis hybrid	Daylilly
Ilex spp.	Holly
Iris germanica	Bearded Iris
Juniperus spp.	Juniper
Lagerstroemia indica (dwarf varieties)	Dwarf Crape Myrtle
Lavandula spp.	Lavender
Ligustrum j. 'Texanum'	Texas Privet
Liriope muscari	Big Blue Lily Turf
Loropetalum chinense	Loropetalum
Mahonia spp.	Oregon Grape
Nandina spp.	Heavenly Bamboo
Nerium oleander (dwarf/compact varieties)	Oleander
Osmanthus fragrans	Sweet Olive
Phormium tenax	New Zealand Flax
Photinia fraseri	Frasers Photinia
Pieris japonica	Lily of the Valley Shrub
Pittosporum spp.	Pittosporum
Podocarpus macrophyllus maki	Shrubby Yew Pine
Polystichum munitum	Sword Fern
Polystichum setosum	Japanese Lace Fern
Prunus caroliniana	Carolina Cherry Laurel
Rhaphiolepis spp.	India Hawthorne
Rosa spp.	Rose
Rosmarinus spp.	Rosemary

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Salvia spp.	Sage
Santolina virens	Santolina
Sarcococca ruscifolia	Sarcococca
Spiraea bumalda 'Anthony Waterer'	Spiraea
Tulbaghia violacea	Society Garlic
Viburnum suspensum	Sandankwa Viburnum
Viburnum tinus 'Spring Bouquet'	Viburnum
Woodwardia fimbriata	Giant Chain Fern
Xylosma congestum	Xylosma
GRASSES	
Festuca ovina glauca	Blue Fescue
Festuca spp. (Native Fine Fescue Blend)	Fescue
Festuca spp. (Non-Native Fine Fescue Blend)	Fescue
Helictotrichon sempervirens	Blue Oat Grass
Muhlenbergia rigens	Deer Grass
Pennisetum setaceum	Fountain grass
Stipa tenuissima	Mexican Feather Grass
GROUNDCOVERS	
Arctostaphylos 'Emerald Carpet'	Bearberry
Armeria maritima	Common Thrift
Baccharis pilularis 'Twin Peaks'	Dwarf Coyote Brush
Berginia crassifolia	Berginia
Cistus spp.	Rock Rose
Cotoneaster 'Lowfast'	Cotoneaster
Erigeron karvinskianus	Santa Barbara Daisy
Fragaria chiloensis	Ornamental Strawberry
Gazania spp.	Gazania
Hedera Helix 'Hahns'	Hahn's Self-Branching Ivy
Hypericum calycinum	Aaron's Beard St. Johnswort
Juniperus spp.	Juniper
Myoporum parvifolium 'Prostratum'	Myoporum
Phlox paniculata	Summer Phlox
Rosmarinus spp.	Rosemary
Thymus praecox arcticus	Mother of Thyme
Trachelospermum asiaticum	Asian Star Jasmine

Trachelospermum jasminoides	Star Jasmine
Verbena 'Homestead'	Homestead Verbena
Vinca minor	Periwinkle
VINES	
Bougainvillea spectabilis	Bougainvillea
Clematis spp.	Clematis
Clytostoma callistigioides	Lavender Trumpet Vine
Ficus pumila	Creeping Fig
Hedera Helix 'Hahns'	Hahn's Self-Branching Ivy
Jasminum polyanthum	Jasmine
Macfadyena unguis cati	Cat Claw Vine
Parthenocissus quinquefolia	Virginia Creeper
Parthenocissus tricuspidata	Boston Ivy
Rosa 'Cecile Brunner'	Cecile Brunner Rose
Trachelospermum asiaticum	Asian Star Jasmine
Trachelospermum jasminoides	Star Jasmine
Wisteria sinensis	Chinese Wisteria

4.2 Riverfront Parkway Plant List

Botanical Name	Common Name
Large Trees	
Platanus racemosa	California Sycamore
Quercus lobata	Valley Oak
Quercus wislizenii	Interior Live Oak
Accent Trees	
Cercis occidentalis	Western Redbud
Arbutus 'Marina'	Strawberry Tree
Lagerstroemia spp.	Crape Myrtle
Malus spp.	Crabapple
x Chitalpa tashkentnensis	Chitalpa
Shrubs And Perennials	
Arbutus u. 'Compacta'	Compact Strawberry Tree
Arctostaphylos 'Howard McMinn'	Manzanita
Artemisia spp.	Artemisia
Ceanothus spp.	California Lilac
Cotoneaster spp.	Cotoneaster

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Dietes spp.	Fortnight Lily
Hemerocallis hybrid	Daylilly
Lagerstroemia indica (dwarf varieties)	Dwarf Crape Myrtle
Lavandula spp.	Lavender
Leptospermum scoparium	Tea Tree
Loropetalum chinense	Loropetalum
Mahonia spp.	Oregon Grape
Pittosporum spp.	Pittosporum
Rosmarinus spp.	Rosemary
Salvia spp.	Sage
Grasses	
Helictotrichon sempervirens	Blue Oat Grass
Muhlenbergia rigens	Deer Grass
Stipa tenuissima	Mexican Feather Grass
Groundcovers	
Arctostaphylos 'Emerald Carpet'	Bearberry
Baccharis pilularis 'Twin Peaks'	Dwarf Coyote Brush
Cotoneaster 'Lowfast'	Cotoneaster
Rosmarinus spp.	Rosemary

Additional Specifics:

- The park will sit partially on the top of the existing levee, but mostly on fill behind the levee. The elevation is generally the same as the top of levee, sloping away at 2% (with the possible exception that the amphitheater may slope steeper).
- The only part of the park that may encroach onto the river side of the levee will be the overlook north of the amphitheater. The size and construction of the overlook is yet to be determined. Guardrails will be provided here and possibly at other locations where the two rivers trail is adjacent to the slope of the levee.
- Typical vegetation is lawn and trees
- The purpose of the trees is to:

Township 9 Design Guidelines

- Screen views from the river to the adjacent development in the riverfront district
- Provide a natural buffer that compliments the American River's natural vegetation
- Provide aesthetic and other benefits associated with park trees
- In order to compliment the natural river landscape, trees native to the region will be used, with the addition of some non-native accent trees at appropriate locations. See plant list below.
- Ground plane plantings will consist mostly of lawn with the addition of occasional ornamental shrub and groundcover areas. Max height 4', see plant list below.
- Hardscape in the park will consist of two rivers trail (10' wide), a sidewalk adjacent to Riverfront Drive (10' wide – occurs only where two rivers trail meanders away from Riverfront Drive), a plaza/stage at the terminus of 7th Street/performance pavilion, and other minor plazas and walks where appropriate.

Maintenance of the park will be thorough and consistent, in keeping with the urban nature of Township 9 and the need for clear visibility for levee maintenance. Levee access will be unhampered, vehicular access provided via two rivers trail.

4.3 Water Quality Guidelines

Insert Adams documents

4.4 Street Furniture Standards

Insert Adams documents

APPENDIX D

**List of Recipients of the Township 9 EIR
Notice of Preparation and Draft EIR**

NAME	ADDRESS	CITY	STATE	ZIP
Business Owner	300 N 7th St	Sacramento	CA	95814
Business Owner	325 N 5th St	Sacramento	CA	95814
Business Owner	325 N 7th St	Sacramento	CA	95814
Business Owner	325 N 7th St	Sacramento	CA	95814
Business Owner	333 N 7th St	Sacramento	CA	95814
Business Owner	360 N 10th St	Sacramento	CA	95814
Business Owner	410 N 10th St	Sacramento	CA	95814
Business Owner	415 Richards Blvd	Sacramento	CA	95814
Business Owner	421 Richards Blvd	Sacramento	CA	95814
Business Owner	424 N 5th St	Sacramento	CA	95814
Business Owner	424 N 7th St	Sacramento	CA	95814
Business Owner	425 N 7th St	Sacramento	CA	95814
Business Owner	425 N 7th St	Sacramento	CA	95814
Business Owner	426 N 7th St	Sacramento	CA	95814
Business Owner	430 N 7th St	Sacramento	CA	95814
Business Owner	431 Richards Blvd	Sacramento	CA	95814
Business Owner	444 Richards Blvd	Sacramento	CA	95814
Business Owner	450 Richards Blvd	Sacramento	CA	95814
Business Owner	455 Bannon St	Sacramento	CA	95814
Business Owner	500 Richards Blvd	Sacramento	CA	95814
Business Owner	500 Sequoia Pacific Blvd	Sacramento	CA	95814
Business Owner	500 Sequoia Pacific Blvd	Sacramento	CA	95814
Business Owner	551 Sequoia Pacific Blvd	Sacramento	CA	95814
Business Owner	599 Garden Hwy	Sacramento	CA	95833
Business Owner	600 N 10th St	Sacramento	CA	95814
Business Owner	600 N 5th St	Sacramento	CA	95814
Business Owner	600 Sequoia Pacific Blvd	Sacramento	CA	95814
Business Owner	601 N 7th St	Sacramento	CA	95814
Business Owner	601 Sequoia Pacific Blvd	Sacramento	CA	95814
Business Owner	611 N 7th St	Sacramento	CA	95814
Business Owner	620 Bercut Dr	Sacramento	CA	95814
Business Owner	630 Bercut Dr # A	Sacramento	CA	95814
Business Owner	630 Sequoia Pacific Blvd	Sacramento	CA	95814
Business Owner	631 N B St	Sacramento	CA	95814
Business Owner	640 Bercut Dr # A	Sacramento	CA	95814
Business Owner	640 Bercut Dr # B	Sacramento	CA	95814
Business Owner	640 Bercut Dr # C	Sacramento	CA	95814
Business Owner	650 N 5th St	Sacramento	CA	95814
Business Owner	700 N 10th St	Sacramento	CA	95814
Business Owner	800 N 10th St	Sacramento	CA	95814
Business Owner	800 Richards Blvd	Sacramento	CA	95814
Business Owner	819 N 7th St	Sacramento	CA	95814
Business Owner	821 N B St	Sacramento	CA	95814
Business Owner	840 N 10th St	Sacramento	CA	95814
Business Owner	840 Richards Blvd	Sacramento	CA	95814
Business Owner	851 Richards Blvd	Sacramento	CA	95814
Business Owner	900 Richards Blvd	Sacramento	CA	95814
Business Owner	909 Richards Blvd	Sacramento	CA	95814
Business Owner	950 Richards Blvd	Sacramento	CA	95814
Business Owner	951 Richards Blvd	Sacramento	CA	95814

NAME	ADDRESS	CITY	STATE	ZIP
A F Hendrickson/J P Coughlan Tr Fbo Barnaby Conrad	153 E 53rd St 23	New York	NY	10022
American River Commons Owners Ass	20151 Sw Birch St 200	Newport Beach	CA	92660
Baam Props Llc	500 Ygnacio Vally Rd 325	Walnut Creek	CA	94596
Barbosa Luis/Blake Edward Bennett	851 Richards Bl	Sacramento	CA	95814
California State Lottery	600 N 10th St	Sacramento	CA	95814
Calvada Sales Company	444 Richards Bl	Sacramento	CA	95814
Capitol Station 65 Llc	N 7th St	Sacramento	CA	95814
Capitol Station 65 Llc	N 7th St	Sacramento	CA	95814
City Of Sacramento	551 Sequoia Pacific	Sacramento	CA	95814
City Of Sacramento	5730 24th St 4	Sacramento	CA	95822
Continental Plaza Phase Iv	3184 Airway Av	Costa Mesa	CA	92626
County Of Sacramento	1000 Garden Hwy	Sacramento	CA	95833
Cox John W/Cheryl L	950 Richards Bl	Sacramento	CA	95814
Ctf4- American River Llc	20151 Sw Birch St	Newport Beach	CA	92660
Fred R Ewald Family Trust	3810 E Coast Hwy 4	Corona Del Mar	CA	92625
Grove Inv Company	3184 Airway Av J	Costa Mesa	CA	92626
Grove Investment Company	3184 J Airway Av	Costa Mesa	CA	92626
Henderson Enterprises L P	732 Cortlandt Dr	Sacramento	CA	95864
Lorta Librado/Rose R	354 Bannon St	Sacramento	CA	95814
Massie/Co	1801 Tribute Rd	Sacramento	CA	95815
Matheson Robert B/Carole L	Po Box 970	Elk Grove	CA	95759
Mendell Living Trust/Signal Ct/Mew Llc/Etal	35 Inverrary Ln	Alamo	CA	94507
N 10th Street Business Park	1722 3rd St 202	Sacramento	CA	95814
Naake Vernon L/Gladys I/Tr	31 Starglow Cir	Sacramento	CA	95831
Naygrow Tom	1416 45th St	Sacramento	CA	95819
Oelsner Properties	951 Richards Bl	Sacramento	CA	95814
Ose Properties Inc	3630 Hacks Cross C FI3	Memphis	TN	38125
Pleines Frederick Jr/Etal	900 Richards Bl	Sacramento	CA	95814
Realty Advisors Inc	501 S St 1	Sacramento	CA	95814
Richards Boulevard Partners	3184 J Airway Av	Costa Mesa	CA	92626
Robert B Matheson 2006 Trust/Carole L Matheson	Po Box 970	Elk Grove	CA	95759
Sacramento Theatrical Lighting	950 Richards Bl	Sacramento	CA	95814
Salvatore/Vida Anello 2006 Revocable Trust	9 Spanish Bay Cir	Pebble Beach	CA	93953
Signal Court/Mew Llc	35 Inverrary Ln	Alamo	CA	94507
Southern Pacific Transportation Co	1400 Douglas St 1640	Omaha	NE	68179
Spid Co(Santa Fe Southern Pacific Co)	201 Mission St 3rd Fl	San Francisco	CA	94105

State Of California	344 N 7th St	Sacramento	CA	95814
Taylor-Lacy Properties	2580 Sierra Bl D	Sacramento	CA	95825
Union Gospel Mission	400 Bannon St	Sacramento	CA	95814
Urrutia Henry V/Carmen/Co-Tr/Etal	599 Garden Hwy	Sacramento	CA	95833
William W Applegate Living Trust	18 Vista Del Sol	Mill Valley	CA	94941

NAME	DEPARTMENT	ADDRESS	CITY	STA	ZIP
Robert L. Chase - LPA Sacramento	City Design Review and Preservation Board	2484 Natomas Park Dr. Ste. 100	Sacramento	CA	95833
Alkali Flats	Evan Edgar	1301 D Street	Sacramento	CA	95814
Caltrans	Bruce De Terra	2389 Gateway Oaks Drive	Sacramento	CA	95833
CS65	Steve Goodwin	1515 N C St	Sacramento	CA	95814
Alkali Flat NIA	Dan Hood	1029 F Street	Sacramento	CA	95814
Mayor Heather Fargo	Mayor's Office	MC: 0100			
Ray Thretheway	Council Member District 1	MC: 0100			
Sandra Sheedy	Council Member District 2	MC: 0100			
Steve Cohn	Council Member District 3	MC: 0100			
Robert King Fong	Council Member District 4	MC: 0100			
Lauren Hammond	Council Member District 5	MC: 0100			
Kevin McCarty	Council Member District 6	MC: 0100			
Robert Waters	Council Member District 7	MC: 0100			
Bonnie J. Pannell	Council Member District 8	MC: 0100			
Ray Kerridge	City Manager	MC: 0310			
Ed Williams	Development Engineering	MC: 4815			
Fran Halbakken	DOT	MC: 3416			
Carol Shearly	Director, Planning Department	MC: 4823			
Reina Schwartz	DGS Supervisor	MC: 3111			
Sabina Gilbert	City Attorney's Office	MC: 0500			
Dave Brent	Utilities	MC: 3330			
Gary Reents	DOU Director	MC: 3330			
Eric Poerio	Police Department	MC: 2123			
Department of Substance Control	Attn: Fernando Amador	8800 Cal Center Drive	Sacramento	CA	95826
Regional Water Quality Control Board	Central Valley Region	11020 Sun Center Dr. Ste. 200	Rancho Cordova	CA	95670
Alkali Flat P.A.C.	Catherine Camacho	517 8th Street	Sacramento	CA	95814
Alkali Flat Redevelopment Advisory Committee	Marti Brown	630 I Street, Suite 250	Sacramento	CA	95814
Alkali Mansion Flats Historic Neighborhood Association	Sean Wright	1326 E Street	Sacramento	CA	95814
Alkali Flat P.A.C.	Marilyn Prosser	414 12th Street	Sacramento	CA	95814
Caltrans, Director of Rail	Bill Bronte	1120 N Street	Sacramento	CA	95814
Caltrans, District 3 Project Manager	Carlos Portillo	P.O. Box 911	Marysville	CA	95901-0911
Caltrans, District 3	Alyssa Begley	P.O. Box 942874	Sacramento	CA	94273-0001
Central City Alliance of Neighbors	Karen Jacques / Dale Kooyman	801 21st Street	Sacramento	CA	95814
Friends of Light Rail	Seann Rooney	P.O. Box 2110	Sacramento	CA	95812-2110
EIP Associates	Catherine McEfee	1200 Second Street, Suite 200	Sacramento	CA	95814
Central Valley Region		11020 Sun Center Dr. Ste. 200	Rancho Cordova	CA	95670
Catherine Camacho		517 8th Street	Sacramento	CA	95814
Marti Brown		630 I Street, Ste. 250	Sacramento	CA	95814
Sean Wright		1326 E Street	Sacramento	CA	95814
Marilyn Prosser		414 12th Street	Sacramento	CA	95814
William D. Kopper	Attorney At Law	417 E Street	Davis	CA	95616
Sacramento Central Library	Document Receiving Counter	828 I Street	Sacramento	CA	95814

EK McKlatchy Library	Document Receiving Counter	2112 22nd Street	Sacramento	CA	95814
McKineley Library		601 Alhambra Blvd.			
North Sacramento / Hagginwood Library		2109 Del Paso Blvd.	Sacramento	CA	95815
South Natomas Library		2901 Truxel Road	Sacramento	CA	95833
Patty Klienkecht	River District	200 N 7th Street	Sacramento	CA	95816
CA State Lands Commission		1100 Howe Avenue, Ste. 200	Sacramento	CA	95825
Jennifer Hageman		MC: 4881			
Rachel Hazlewood	Economic Development	MC: 4451			
Neighborhood Services Area 1					
Matrix Team Leader	Michael York	Development Services City Hall			
Traffic Engineering	Samar Hajeer	Development Services City Hall			
Natomas Basin Conservancy	John Roberts	1750 Creekside Oaks Drive, Ste. 290	Sacramento	CA	95833
DE "Red" Baner		1712 P Street	Sacramento	CA	95814
Joseph Yee	Ochima & Yee Architects	1731 J Street, Ste. 200	Sacramento	CA	95814
John Boyd		1841 45th Street	Sacramento	CA	95819
Joseph Contreras	City Planning Commissioner	455 Bowman Avenue	Sacramento	CA	95833
Jodi Sammuels	c/o PPMM	201 29th Street, Ste. A	Sacramento	CA	95816
Barry Wasserman, FAIA		6456 Fordham Way	Sacramento	CA	95831
Darrel Woo		300 Capitol Mall, Ste. 1700	Sacramento	CA	95814
Michael Notestine		2012 K Street	Sacramento	CA	95814
Chris Givens	City Planning Commissioner	250 Hebron Circle	Sacramento	CA	95835
David Nybo		900 42nd Street	Sacramento	CA	95819
Wendy LaBarge		1091 G Street, #11	Sacramento	CA	95814
Edmonds Chandler		3756 6th Avenue	Sacramento	CA	95817
Brian Sehnert		2611 V Street	Sacramento	CA	95818
James Fong		6796 Frates Way	Sacramento	CA	95831
Bruce Booher		1451 N C Street	Sacramento	CA	95814
Joe Stinson		1518 Zelda Way	Sacramento	CA	95822
Timothy Brandt		609 Snata Ynez Way	Sacramento	CA	95816
Karen Jacques		1414 26th Street	Sacramento	CA	95816
Andrew Hope		1621 I Street, #6	Sacramento	CA	95814

NAME	ADDRESS	CITY	STATE	ZIP
Neighbor	400 Bannon St	Sacramento	CA	95814
Neighbor	599 Garden Hwy	Sacramento	CA	95833
Neighbor	700 N 5th St	Sacramento	CA	95814

Kaleb Haile
Electrical Division
MC: 3434

Engineering Section
Entitlements

Tyler Stratton
Solid Waste Division
MC: 3361

Special Districts
Ron Wicky
MC: 4915

Glenn Marshall
Utilities
MC: 3331

Ed Cox
Alternative Modes Coordinator
MC: 3131

City Attorney's Office
MC: 0500

Duane Goosen
Urban Forest Services
MC: 4713

Angie Shook
Fire Department
MC: 2528

Steve Giguere
Landscape Architect
MC: 4727

Mary deBeauvieres
Parks and Recreation
MC: 4747

Eric Poeiro
Police Department
MC: 2123

Bill Sinclair
Real Estate
MC: 3285

Code Enforcement
Caroline McNorton
MC: 4651

IT – Ken Stuber
1334

Leslie Fritzsche
Economic Development
MC: 4451

County Health – Colleen Maitoza
(Restaurants/Bars)
827 7th Street
Sacramento, CA 95814

CSD #1
10545 Armstrong Avenue, Ste. 101
Mather, CA 95655

SMAQMD – Jeanne Borkenhagen
777 12th Street
Sacramento, CA 95814

Public Works – Transportation –
Matthew Darrow
906 G Street, Ste. 510
Sacramento, CA 95814

Environmental Coordinator – Joyce
Horizumi
827 7th Street
Sacramento, CA 95814

Sacramento Yolo Mosquito Vector
Control

Department of Environmental
Management, Tammy Derby
8475 Jackson Road, Ste. 240
Sacramento, CA 95814

Geographical Senior
Jeanne Corcoran
MC: 4881

Building Inspections – Byron
Nakashima
MC: 4881

Long Range Planning – Tom Pace
MC: 4912

Current Planning – David Kwong
MC: 4875

Design Review – Luis Sanchez
MC: 4871

Preservation – Roberta Deering
MC: 4829

DE&F Entitlements – Scott Toby
MC: 4815

Director of Development Services –
Bill Thomas
MC: 4881

New Growth Manager – Scott
Mende
MC: 4913

Media and Communications
Specialist – Jill Scofield
Development Services Department

SMUD – Land Department
MSB304 – Ernie Teays
PO Box 15830
Sacramento, CA 95852

PG & E – Land Development
Division (Steven B. Jones)
343 Sacramento Street
Auburn, CA 95603

COMCAST –
4350 Pell Drive
Sacramento, CA 95838

Citizen's Utilities – Louise Labrie
(Communications)
PO Box 340
Elk Grove, CA 95759

Regional Transit, Planning
Manager (Don Smith)
PO Box 2110
Sacramento, CA 95810

CableAmerica Corp. – Bob
Mulligan
10398 Rockingham Drive, Suite 6
Sacramento, CA 95827

SBC – Pacific Bell – Astrid
Williard
3675 T Street Room 137
Sacramento, CA 95816

US Army Corps of Engineers
1325 J Street
Sacramento, CA 95814

Department of Fish and Game,
Kent Smith
1701 Nimbus Road, Ste. A
Rancho Cordova, CA 95670

US Fish and Wildlife Service, Ken
Sanchez
2800 Cottage Way, W2605
Sacramento, CA 95825

Department of Water Resources,
Larry Lee or Mike Mirmazaheri
3300 W. El Camino Avenue, Ste.
460 Sacramento, CA 95834

CA Air Resources Board, Mike
Tollstrup
PO Box 2815
Sacramento, CA 95812

US Bureau of Reclamation
7794 Folsom Dam Road
Folsom, CA 95630

CA Regional Water Quality Control
Board, William Crooks
3443 Routier Road
Sacramento, CA 95827

Cal Trans District 3, Office of
Transportation Planning, Bruce
DeTerra
MS-15, PO Box 942874
Sacramento, CA 94274

CA DWR Reclamation Board,
Steve Bradley
3310 El Camino Avenue, #LL60
Sacramento, CA 95821

Division of Env. Planning &
Mgmt., State Lands Commission
1100 Howe Avenue, Ste. 100 South
Sacramento, CA 95825

California Department of Parks and
Recreation, Robert Baxter
PO Box 942896
Sacramento, CA 94296

Office of Planning and Research,
State Clearinghouse
1400 10th Street, Room 121
Sacramento, CA 95814

Walk Sacramento – Ann Geraghty
909 12th Street, Ste. 122
Sacramento, CA 95814

SCAN – Mary Brill
PO Box 22598
Sacramento, CA 95822

Sacramento Area Bicycle
Advocates, Lea Brooks – President
909 12th Street, Ste. 114,
Sacramento, CA 95814

Sacramento Area Council of
Governments (SACOG) – Greg
Chew
1415 L Street, Ste. 300,
Sacramento, CA 95814

Environmental Council of
Sacramento, Andy Sawyer –
President
909 12th Street, Suite 100,
Sacramento, CA 95814

SAFCA – John Bassett
1007 7th Street, 5th Floor
Sacramento, CA 95814

SHRA, Environmental Coordinator
630 I Street
Sacramento, CA 95814

The Business Journal
1400 X Street
Sacramento, CA 95818

Grant Joint Union High School
District
1333 Grand Avenue, Bldg. F1
Sacramento, CA 95838

North Sacramento School District
670 Dixieanne Avenue
Sacramento, CA 95815

Remy, Thomas & Moose
Tina Thomas & Ashle Crocker
455 Capitol Mall, Ste. 210
Sacramento, CA 95814

APPENDIX E

**Transcript of May 2, 2007 City of Sacramento
City Preservation Commission Hearing**

CONFIDENTIAL

-o0o-

Transcript of Audio Recording

SACRAMENTO PRESERVATION COMMISSION

May 2, 2007

for

Remy, Thomas & Moose and Manley, LLP

Transcribed by

Foothill Transcription Company

916/443-7400 Telephone

916/363-7415 Facsimile

- P R O C E E D I N G S -

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Chair Booher: Good evening and welcome to this May 2nd meeting of the - uh - Sacramento City Preservation Commission. Going to begin here tonight. If everybody will please check any electronic devices, go ahead - you know - pick them up, look at them, make sure they're - they're inoperative at the moment. While you're doing that and making sure nothing will ring or buzz, I'll go ahead with the assigned reading here. You are welcomed and encouraged to participated in this meeting. Public comment is taken, about three minutes, on items listed on the agenda when they are called. Public comment on items not listed on the agenda will be heard at the end of the meeting, as noted on the agenda. Comments on controversial items may be limited and large groups are encouraged three to five speakers to represent the opinion of the group. Any lobbyists, when addressing the commission, you must identify yourself as a lobbyist and announce the client/business/organization that you are representing. Speaker slips are located in the lobby of the hearing room and should be completed and submitted to the Commission Secretary. The Brown Act requires that a brief description of each item to be transacted or discussed be posted at least 72 hours prior to a regular meeting. The City posts agendas at City Hall as well as off-site meeting locations. The order of agenda items is for reference only. Agenda items may be taken in any order deemed appropriate by the commission. The agenda provides a general description and staff recommendation. However, the commission may take action other than what is recommended. The agenda is available for public

1 review on the Friday prior to the meeting. Hard copies are
2 available of the agenda and staff reports are available from the
3 Development Services Department. There is a 25 cents a page
4 fee. Meeting facilities are accessible to persons with disabilities. If
5 you require special assistance to participate in the meeting, notify
6 the Department of - uh - De - De - Development Services
7 Department. With that, I'd like to move to the regular agenda.
8 We're going to try something a little awkward tonight. If the Board
9 members, we're going to try combining a roll call and an
10 introduction. So if when your name is called you will say I am here
11 and I am - please announce the seat.

12 Female: The - the seat that you -

13 Chair Booher: That you -

14 Female: - serve on - on the commission. So we will start with Rhett Beavers
15 (phonetic).

16 Mr. Beavers: Here. I'm the Landscape Architect.

17 Female: And Andrew Hope (phonetic).

18 Mr. Hope: Here. Architectural Historian.

19 Female: And Bruce Booher.

20 Mr. Booher: Here. And I serve the - uh - Construction Contractor seat.

21 Female: And Tim Brandt is not here. He is an excused absence.

22 Karen Jacques (phonetic).

23 Ms. Jacques: Uh - Karen Jacques and I'm in At Large Position F.

24 Female: And Joe Stinson (phonetic)?

25 Mr. Stinson: Joe Stinson. I'm with the Observer Newspapers.

26 Female: He's an At Large position.

27 Mr. Stinson: At Large. Okay. At Large.

28

1 Female: And Fred Turner (phonetic).
2 Chair Booher: The runt of the litter.
3 Mr. Turner: Uh - I'm the Structural Engineer.
4 Female: And we have a quorum.
5 Chair Booher: Thank you. That - uh - I think that went pretty well and that'll
6 probably be the format for the future. With that, we go to the
7 Consent Calendar Item Number One and it is approval of the
8 minutes for the April 4th meeting. We had a question on those so
9 we held them over. Do we want to take the two approvals together
10 or - uh - individually?
11 Female: Uh - you can approve the Consent Calendar and then you've done
12 it all.
13 Chair Booher: Do I have a motion to approve the Consent Calendar?
14 Mr. Stinson: I move that we - I so move.
15 Chair Booher: Thank you. Do I hear a second?
16 Ms. Jacques: Second.
17 Chair Booher: All those in favor, say aye.
18 Quorum: Aye.
19 Chair Booher: Opposed or abstention? Good. Brings us down to the Public
20 Hearing section. As you heard in the introduction - uh - we have
21 the ability to move agenda items around and we have moved
22 everything around tonight. We try to respect the people who come
23 in to give a presentation versus things that could be heard later. So
24 Roberta, if you'd like to -
25 Female: Uh - we have a new system in terms of agendi - agendizing - um -
26 projects, public hearing items, and also items that are report-backs
27 to the commission, not necessarily dealing with any specific project.
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Um - in that regard, we have a computer system that sets the numbers of the files and they show up in numerical order on the agenda, but we don't necessarily need to take them that way. And with that, we were - we would like to recommend that - um - we take the Item Number Three, the public hearing item on Capital Unity Center - uh - next as Item Number Three. And I understand that the - um - property owner and there aren't others - uh - uh - here tonight to speak in support of the landmark nomination. So we'll move that to Item Seven. Item Four will be the Cathedral Square item, which is Item Ten on the agenda. So change that to Item Four.

Chair Booher:

Let me see.

Female:

We'd like to request that of the Commission. And the item that's Item Seven, Township Nine, that would be Item Five. And they - these are at - uh - the specific request of the - uh - project applicant - uh - on Cathedral Square - uh - due to - uh - a timing issue. Then we would - we reorder the other items. The Item Six would be the - uh - LR-07 double 04, which is Item 13 on the agenda for the presentation by the planning staff. Number Seven would be the landmark nomination hearing, which is listed as Item Four. Item Eight would then be number - the current Number 11, the Preserve America Communities application support letter. The current Number Eight would be Number Nine, the preservation element of the general plan update. The current Number 12, report backs from the committees would be Number Ten. The current Number Six, the monthly report of projects, would be Number 11. The current Number Five, the proposed amendment to the preservation

1 ordinance status report would be Number 12. And last but not
2 least, the current Number Nine, a workshop schedules would be
3 Number 13. And if the Commission would please to -
4 Mr. Stinson: It's appear that I'm missing Page 1.
5 Chair Booher: Uh -
6 Mr. Stinson: Mine starts -
7 Chair Booher: That same -
8 Ms. Jacques: We - several of us don't have Page - the - the - it's back in the
9 agenda, Page 2.
10 Mr. Stinson: The Page - yeah.
11 Ms. Jacques: Could we get that?
12 Chair Booher: The back side.
13 Female: I apologize. I'll bring you - um - copies also.
14 Female: Does everybody have Page 2 of the agenda?
15 Female: No.
16 Female: We - Fred needs one.
17 Male: I need one.
18 Female: Uh - four.
19 Female: More specifically, who doesn't have a complete agenda?
20 Female: Yeah, there are four.
21 Female: Okay. Thank you.
22 Female: Thank you, Andrea.
23 Chair Booher: Should we wait until they get the agenda to vote then?
24 Male: Yes.
25 Female: Yes.
26 Male: Yes.
27 Chair Booher: Yes. Uh - while that information is being delivered - uh - as you
28

1 can see, we have an extremely challenging agenda tonight. Just
2 renumbering them was a chore. So with that, I hope that - uh - we -
3 uh - uh - every speaker will be given all the time they need, but if
4 you'll just keep the agenda in mind we'd all love that. Uh - the
5 council and commission members have the correct agendas before
6 them now. Looked at that. With that in mind, are we ready to hear
7 a motion on reorganize - is that -
8 Female: Uh - huh.
9 Chair Booher: Reorganizing the agenda.
10 Female: Reorder. Reordering.
11 Chair Booher: Reording -
12 Female: Reordering.
13 Chair Booher: Reordering the agenda.
14 Ms. Jacques: I move we reorder the agenda.
15 Chair Booher: Thank you, Karen.
16 Mr. Stinson: I second.
17 Chair Booher: Thank you, Joe. All those in favor -
18 Quorum: Aye.
19 Chair Booher: Opposed? Abstentions? With the housekeeping out of the way,
20 we'll go to the originally numbered Item Number Three, the Capital
21 Unity Center.
22 Female: That is - that is PBO-5, dash 0-1-0 Capital Unity Center at 1619 N
23 Street.
24 Chair Booher: Uh -
25 Male: Mr. Chairman?
26 Chair Booher: Yes, go ahead.
27 Male: If I may be heard on something, just a little reminder on ex parte
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1 communications for the benefit of the commission and -
2 Chair Booher: Please.
3 Male: - the public. Uh - now that the commission is getting under full
4 steam with large agendas like we see tonight, I wanted to make a
5 reminder that in what we call quasi adjudicate matters, which is a
6 fancy word for when someone's in front of you, usually an individual
7 application or a project for your review or your recommendations or
8 perhaps an appeal, we like to control fundamental fairness and the
9 Due Process integrity of it. And so our recommendation is that if
10 you've had any what we call ex parte communications with
11 someone, that is if someone has talked to you outside of tonight's
12 hearing about a particular matter that's on the agenda, that you
13 disclose that tonight that you had that and - uh - give a brief
14 description of what occurred, just sort of a thumbnail sketch so that
15 the public and maybe even any project opponents would have the
16 ability to hear that information and respond to it.
17 Chair Booher: Thank you very much. With that, I believe we're ready for
18 presentation.
19 Female: And we have Ellen Schmidt (phonetic) - uh - from the preservation
20 staff.
21 Chair Booher: Let me also - uh - remind the audience that the commission
22 members up here have a TV screen built into our counter top. If you
23 see us looking down, please understand we're seeing the same
24 material that you're seeing behind us.
25 Ms. Schmidt: Okay. Maybe - maybe not. Can you hear me?
26 Chair Booher: Nope.
27 Mr. Stinson: Nope.

1 Female: Okay.

2 Ms. Schmidt: Can you hear me now?

3 Chair Booher: Yeah.

4 Female: Yeah.

5 Ms. Schmidt: Okay. Good evening, members of the di - uh - Preservation
6 Commission. I'm here tonight to present to you the proposal for the
7 Capital Unity Center project, as it's known. Um - the project is
8 located on the southeast corner of 19th Street and N Street in
9 Sacramento - um - which comprises - the parcel comprises a full half
10 block located - um - outlined in black on the aerial photograph here.
11 Um - there are two primary structures on the parcel The main
12 structure consisting of this 8-shaped building here is a landmark
13 structure. Um - the proposal for the Capital Unity Center is
14 immediately on the corner of 19th and N with street frontage on both
15 sides.

16 Chair Booher: 16th.

17 Ms. Schmidt: Sorry. 16th and N. It's 1619 N Street. So that's why I get 19 in my
18 head. Um - the landmark building, I believe owned by the school
19 district, is this building here, three stories tall. The proposal this
20 evening doesn't involve any work whatsoever to the landmark
21 structure, but does require review from the Preservation
22 Commission because the proposal is on the same site. The other
23 structure, which I showed you on the site plan, is a two-story - um -
24 board form concrete warehouse building, which is I believe currently
25 vacant. And the applicant is proposing to construct a three-story
26 building - um - in its place. Um - the proposal was originally - um -
27 brought before the old Design Review and Preservation Board - um
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- several months ago for review and comment. Uh - some of the issues surrounding that were - um - the building - the proposing to retain the existing building on this site - uh - the warehouse building and - and build this new building sort of around it. Um - but that proposed certain problems involved in - uh - conflicting with street trees and cantilevering it over the public right of way, and various things like that. The previous board commented on the overall design and felt the building was very - uh - handsomely designed, but was concerned about the loss of street trees that the structure would cause, and there were some concerns about inactivity along N Street and such. So the applicant has taken those comments to heart and is now proposing to - to demolish the warehouse structure and the Preservation Director has determined it not eligible under CEQA as a historic resource. So moving forward with demolition of the building is not problematic in any way and is not part of the review this evening. Um - the surrounding area, I want - uh - to just get everybody oriented a little bit with some of the things around the building. Um - primarily, there are parking lots on the adjacent corners and small scale development of this sort in the area immediately adjacent. This is caddy corner to it. And then across the alley from it is the east end project, which is very large and massive, as you can see in the aerial photograph here if you can get through to some of that glare. This is the east end project here. This is the landmark building here. This is the building for demolition and the location of the new structure that's proposed. So the applicant is proposing to construct a three-story museum - museum-type building - um - uh - with café along this - uh - street here on 16th

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Street. One of the comments - uh - well, let me back up a little bit. The - the change generated by demolishing the existing warehouse building has not really changed the overall design of the building significantly. But what did happen was it allowed the applicant to move the building back away from the street here so that they would no longer be conflicting with the location of the street trees and the street trees would be allowed to remain. The property along N Street still does cantilever over the public right of way and two trees would need to be removed - um - and replaced by one columnar tree in its location. Moving on to the elevations, the applicant has made some significant changes - um - but I wanted to get you oriented just a little bit first since this is the first time this commission has seen the project. The N Street elevation - uh - is very angular - uh - comprised mainly of fitted glass - um - some curved entry elements here on the - along the main entry on 16th Street, tall vertical, metal struts, columnar - um - supports here that support the cantilevering element off to the sides - um - with the main entrance on 16th Street. The café is proposed to be located along 16th Street as well immediately adjacent to the alley on this side over here. Down towards the corner of 16th and N, they're proposing to include - um - video monitors that could be for real time viewing of different displays going on inside the museum or could be used in the evening to play things that had happened previously during the day. And then the south elevation, which faces N Street - let's get this to - ch - ch - ch - ch. Ah, there we go. Um - again, more of the fitted glass up in this area, video monitors along this side. The solid masses are a veneer stone, probably sandstone or slate and the

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applicant has the material in color board here tonight I think. Um - and then along this side over here, they've included a courtyard, which fills in the gap between the historic building here and the new construction here with a water feature, gate, low wall, and it's a somewhat transparent element so that although the courtyard is for the private use of the museum, people going along N Street will have a glimpse into that and it brings a nice pedestrian - um - scale to the - to the N Street building and lends some activity to the - um - N Street side. One of the comments from the previous board was it would be nice to have the café located at the actual corner of the site - um - but the applicant had - uh - explored that possibility and found that it wasn't - um - possible with the adjacent lighting needs that their displays needed were in conflict with - um - the lighting that a café would bring in and also, all the support functions are located off the alley on the north side of the building, and obviously, a café would need a lot of support functions as far as food deliveries and - and things like that go. So they've - um - they had kept the café along the 16th street elevation and then offered this as a way of enlivening the 16 - or the N Street side and also - um - gaining some very useable outdoor space for their own use. Um - we have a site plan here that shows a little bit more about the courtyard and you can begin to see the café located here on the northwest corner, the main entrance here. The street trees would remain their existing street trees along that side. Two trees along here would need to be removed and replaced by one columnar tree. Um - but there's a lot of inconsistency along that street scape as far as trees go - um - anyway. And then the courtyard here would then join or be at least

1 immediately adjacent to the existing landmark structure. It doesn't
2 actually touch the structure in any way, shape, or form. Um - did the
3 board members have any questions of staff tonight?

4 Chair Booher: It doesn't look like we have any at this time, so we -

5 Female: We do have the applicant here tonight to make a proposal - uh - to
6 make a presentation.

7 Mr. Menard: Good evening, board members. My name is Paul Menard
8 (phonetic). I'm the local - um - half of the architectural team for the
9 project and - uh - I'd like to introduce some other members of our
10 team who are here tonight. Mark Chef (phonetic) is an associate
11 from Albuquerque, New Mexico. Uh - we'll be running you through
12 some slides. We've got Executive Director Dr. Robert Harris
13 (phonetic) over here on the corner and our civil engineer,
14 Charles Krofka (phonetic) from Cunningham Engineering. So - um -
15 with that, I'm going to turn the - um - presentation over to Mark and
16 he's going to run you through some images and then I'll be - um -
17 Mark and I will be available to answer questions as soon as he's
18 done with that. Thank you.

19 Chair Booher: Thank you, and welcome back.

20 Mr. Chef: And - and thank you for having us. Um - I - I want to - I will open
21 and close by making the comment that this has been a very - um -
22 positive - uh - process of - uh - working with the Planning
23 Department and the Historic staff and I think what I can hopefully
24 explain is the evolution and improvements that have been made to
25 the initial design proposal as a result of - uh - the time that the staff
26 has put in - uh - to work with the design team. And as - as a
27 planning project, I think it has some real successes beginning to
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happen. I think if we back up to the beginning, what this project is about is - uh - creating a cultural - uh - learning center in downtown Sacramento, which will have as its mission a very strong focus on bringing - uh - young students - uh - into the downtown and into their - uh - learning programs. And as such - uh - it has a not only a museum aspect to it, but an education aspect, which hopefully will - uh - begin to energize the rest of the site, which has education related functions on it. The project is about enlightenment. And so if you're wondering where all the glass came from, there is some architectural symbolism in the - uh - use of materials. Uh - the - the content of the project, to be very, very brief, is - uh - about developing learning tools for improving, understanding - uh - human interactions - uh - from not only historical perspective, but a contemporary perspective, the celebration of diversity, and - uh - and a parallel - uh - theme of - uh - understanding and celebrating sustainable environments. So the building itself in terms of what the vessel for this program has - uh - becomes a statement about environment and a statement about sustain ability. Um - one of the things that - uh - is - is evident in the design, and - uh - I'll go past the sight plan because Ellen already did a great job of presenting it, is - um - starting from - from the curb of creating habitable, safe urban gardens and urban - uh - pedestrian zones. And so the decision to push the building back from the street - uh - allowed this - um - fairly large - uh - horizontal plaza to be created - uh - where we have a sidewalk that achieves - uh - depths of 23 to 25 feet and - uh - allows us to landscape it and make - uh - a useable - uh - seating area. Why do we have a café? Well, we have a café not

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only as a convenience and as a - uh - enhancement to all the various functions of the building, but there's a café there to create a public interface - um - with - uh - let's say an incidental or a casual public - uh - interface with the - the content of he programs of the building, which we think is very important. The building sits next to the west end project, and so there's literally thousands of people who are out on the streets walking around for most of the year that we hope are going to come to the café and thereby - um - become intrigued with and - uh - have a desire to - uh - visit - uh - the building and - and the mission and programs of the building. Um - we - we located the café where we did because - um - it - it was our feeling that the services that support the café, like the garbage delivery and the food delivery and the trucks - uh - and the mechanical equipment - uh - that has to be on the roof for smoke removal and - uh - kitchen exhaust hoods - uh - were ill-suited to be on the N Street side. Um - as well, the location of the café here - um - is in - in our viewpoint, it's safer because it's not at the intersection of two one-way traffic streams. Uh - N Street goes - uh - to the east and 16th Street goes - uh - to the north and - and this way - uh - the café is off to the side of those traffic streams. So I mean that - that's a minor point. I think the big move here was getting rid of an asphalt parking lot and replacing it with a 36 foot wide garden that has water features and has shade and has program space for - uh - not only private activities, but for community activities. This project will be a lead project and we're shooting for a lead gold certification at a minimum. Um - the reclamation of - uh - paved space to soft paving, along with the capture of rain water from all the roof surfaces to do

1 irrigation watering, and the creation of shade are all - um -
2 components of - uh - the lead philosophy and the lead approach.
3 Um - I'll - I'll just quickly show you the floor plans. The - the layout of
4 the building is fairly consistent floor by floor. There's program and
5 exhibit space on the east and south and then there's more public
6 spaces on the - uh - west put in the entry and to the north. Um -
7 those - uh - the first two floors of the exhibit spaces have a - uh - as
8 many museums do - uh - a black box type of environment. And so
9 the use of the video monitors outside that you saw before is a way to
10 bring the outside in without violating that black box environment.
11 Um - when we get to the third floor, what we have is something that
12 we think will be a real asset to downtown, which is on the corner
13 that's most visible facing traffic is a third floor outdoor - uh - deck or
14 out - outdoor balcony that opens to a banquet room, multipurpose
15 room - uh - conference center on the inside of the building - uh - that
16 - uh - will - uh - energize the - the building all the way through and -
17 and you can imagine going by and seeing people out on the balcony
18 and - um - you know - create a real urban - uh - experience there.
19 Uh - as well, we have a third floor kitchen, which again is over in this
20 service core area - um - that will allow that to be a catered - uh -
21 banquet space. And of course, most of the institutions - uh - like this
22 use those spaces for - um - weddings and parties and conferences
23 and that sort of thing, so there's a high degree of - um - bringing the
24 public to the downtown and - and having uses other than office uses
25 or other than - uh - bistro uses happening in the downtown. So we
26 just think that's a positive. Um - Ellen already presented the - the
27 elevations and I just want to say that the signage is integrated into
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the - um - exterior of the building as - as a - um - a graphic on the glass. Now, you're probably wondering why do we have glass - all that glass on the west side of the building and how can you say that it's an energy conserving building with all that glass. Well - uh - let - let me give you the theory. Um - what you're seeing here on the outside of the building, and I'll - I'll take you through a few views and you can kind of see it here, is that this glass, which has a slight angle out from the building, is a shading screen. Um - and Ellen correctly identified it as fitted glass and what it is is glass with ceramic - uh - uh - dots or stripes imbedded in it so it has a - a much lower - uh - transmicivity than - than window glass and it acts as a - as a barrier between the actual enclosed space of the building and the outside and creates an airspace, which is vented. So - um - it does that. It also, and Ellen showed you a picture before - uh - allows us to light that surface up - uh - with - uh - LED lighting at night, which is - is - you know - kind of infinitely programable. And in front of the - you can kind of see it in this area here. In front of these spaces on the second floor will allow us to project a, in a very abstract - uh - set of graphics on the outside of the building. So it - it - it becomes a pallet for expression of the - the building programs. And - uh - and again, in - in accordance with lead principles, those - those lights will be turned off after 10:00 or 11:00 at night. We're - you know - we're wanting to develop an agreement with the city in terms of those - uh - structures. And we'll - we'll wrap it up quickly. This - this just gives you some feel for what the building looks like - uh - a little bit more colorful illustration of the - uh - N Street side of the building and - uh - our consultant at Cunningham Engineering

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who's doing the civil engineering landscaping has worked very hard to - uh - develop - uh - uh - what we think's a great landscape plan. And as - as far as the tree landscape, we're committed to working with the city to find the optimum solution. We have an arborist working with us who's working with the city arborist. So - um - we have utter flexibility there. We're doing something that we - I wanted to mention that I think is - is real important and I know it's going to be the first one in Sacramento. Um - we're - this is the - the water scape that surrounds the courtyard. Here's a picture from inside the courtyard. What you see on the right up in here is a living wall and what a living wall is is - it's a - uh - a mesh membrane that's suspended a few inches away from the building and the plants actually grow into it. We're using captured rain water and hopefully - can't promise, but hopefully, gray water to water that wall, which will reduce the temperature in the courtyard in the summertime, but also it gives us the opportunity that we're working on to do an air intake through there for - uh - fresh air in the building. So it's a - it's a - it's a real now concept that's being carried off in Europe and Canada and hopefully this will be one of the first ones - uh - in the states. So along with all of the other - uh - lead initiatives, this is one we're - we're very excited about. And there's kind of a view into the courtyard. So it's an urban greening - uh - approach - uh - that actually, even though the building took up a lot of the site, it's adding a lot of green space because it's vertical as opposed to on the ground. And that's - that's really - uh - the presentation. I just will wrap up by - um - we - we brought some of the material boards that are (inaudible).

1 Female: You have to speak into the mic.

2 Mr. Chef: Pardon me?

3 Female: There's a recording. You have to speak into the mic in order for it to
4 hear you.

5 Mr. Chef: Okay. Can we have a -

6 Female: Ellen, can you help him or - okay. Sorry.

7 Mr. Chef: Um - Paul is going to hold this up. Actually, the light's better here.
8 But the - and - and we're still working on the precise color, but the -
9 the theory on the elevations when you look at the drawings is that
10 there's a layering of different - uh - a lighter sandstone in a thinner
11 stripe and a darker sandstone in a broader stripe. Um - the - uh - uh
12 - a greenish-blue glass, a natural finish aluminum - uh - palate. And
13 - uh - actually, we wanted to point out this texture. This is probably
14 the best representation of a finished building using the fitted glass.
15 It's the Clinton Library. And - and this is kind of what the - what the
16 effect of that glass is at night. So it - it - it gives you a screen effect.
17 Um - that's - that's really about it and we're certainly - uh - eager to
18 answer any questions that you might have . And again, I'll close by
19 complimenting the staff and - and the - uh - the work that they've
20 done with - uh - uh - working with us to - uh - better the project.
21 Thank you.

22 Chair Booher: Thank you. Um - you presented a superb project, but somehow you
23 managed to exceed that tonight. Uh - your - your document, the
24 pictures, your information, the board, just extraordinary. Um - with
25 that, are there any questions from the members? Yes.

26 Male: Thank you, Mr. Chairman. Uh - uh - regarding the courtyard, I'm
27 interested in learning a little bit more about how the courtyard fence
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1 works and how it interfaces with the existing building. We are - uh -
2 the Preservation Commission, so I would hope that we - we really
3 know precisely where the - uh - the new construction stops and how
4 it interfaces. We don't have an elevation of the east - uh - fenced
5 wall. Uh - and - uh - and - uh - it's a little unclear on the plans just
6 what is going on there.

7 Mr. Chef: Yes.

8 Male: Go over to the microphone there.

9 Mr. Chef: I - I think this drawing's probably the best thing we have tonight to
10 talk about what's going on with the fence. The existing building
11 ends at this corner, the historic building. So the - the fence or the
12 screen - uh - occurs here and between this water element and the
13 building. And you see here that - uh - our landscape architect has
14 proposed - um - uh - a couple of options for decorative metal - uh -
15 in there. So it's a - it's a contemporary expression that's kind of part
16 of the building language as opposed to a picket fence or something,
17 but with a degree of transparency. Again, we're - we're willing to
18 work with the city on the - the specific details of that. They - the -
19 the idea is to have the courtyard physically enclosed, but allow some
20 - uh - transparency there. Uh - this area at the fence will have a
21 gate for exiting purposes. It's required for fire - uh - exiting and - um
22 - now, that's - that's what the proposal is, that -

23 Mr. Turner: I'm - I'm - uh - maybe if I could follow-up. If that's all right with you.
24 Uh - on your landscape plan - uh - there's some - some - uh -
25 references and I don't know what your symbols are. It says
26 parentheses P, close parentheses. Is that proposed?

27 Mr. Chef: Yeah, yes.

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1 Mr. Turner: Okay. And then along the existing - um - landmark building wall you
2 have some proposed lily turf and some proposed decor - decorative
3 screen. How far away from the existing wall is that?
4 Mr. Chef: Um - you're talking about from the existing building right now? Is
5 that the - uh - I don't have the -
6 Mr. Turner: That's correct.
7 Mr. Chef: I don't know exactly which plane you're taking about. Is - is that the
8 area you're talking about?
9 Mr. Turner: The screen (inaudible) -
10 Mr. Chef: Um - right now the civil plans - um - if you will go - if you were to go
11 out there and look at the actual building - um - you would see that
12 there's - is it - um - there - there is existing asphalt that goes all the
13 way up to the building. And we're proposing - um - at this point to
14 actually remove the asphalt all the way up to the building and then -
15 um - put turf in all the way up to that wall. And then I'm not exactly
16 sure how far off the planing material would be off the wall, but we
17 will - we are - um - proposing doing the permits all the way up to it.
18 Mr. Menard: The screen - the decorative screen that's being referenced is
19 located right here. That - that's the decorative screen.
20 Mr. Turner: Uh - huh. And -
21 Mr. Chef: Staff set the goal.
22 Mr. Turner: - you have metal verticals? Is that the idea on the screen or -
23 Mr. Chef: Let the record show that I'm going to bring - uh - the board up a little
24 closer. This is a -
25 Mr. Turner: It's okay.
26 Mr. Chef: Something - something -
27 Chair Booher: You can speak into that microphone that Fred has there.
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1 Mr. Turner: It's a - it's a colored picture of a metal screen and fencing, but I
2 guess the - the concern would be how does this interface with the
3 existing building - uh - and how does your new - um - landscaping
4 and - uh - are you having greenery vines and things growing up
5 existing building and have you evaluated the existing building to
6 determine whether or not it's capable in the long term of - uh -
7 withstanding these changes without adversely impacting the integrity
8 of the existing building?

9 Mr. Chef: There - there's several questions in there. I'll try to take them one
10 by one. I think it's a - it's a valid question as to how does the - the
11 choice of fencing material - um - relate to the existing building in
12 terms of historical appropriateness and all that. Uh - at this point I
13 you - I would like do - um - take that question into a dialogue with
14 the staff.

15 Mr. Turner: And perhaps there's a way to make a transition to ultra-modern to -
16 uh - the - the landmark - uh - so we - so that it's not as abrupt.

17 Mr. Chef: Okay.

18 Mr. Turner: Uh - I'm not an architect, but -

19 Mr. Chef: No.

20 Mr. Turner: - it seems like there's an alt - uh - an opportunity. I guess the other
21 concern would be out here, what's going on in terms of your new
22 versus the interface with the existing building?

23 Mr. Chef: This is a loading dock that -

24 Mr. Turner: Okay.

25 Mr. Chef: - is at the existing one. So it's kind of a windowless appendage
26 there and this is our service yard. So we're - we're proposing to
27 have a gate - uh - here along the alley. And then a more opaque
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1 gate here. I mean that's where this idea comes from so that it's as
2 you're inside the courtyard you don't look into a service yard.

3 Mr. Turner: Uh - huh.

4 Mr. Chef: But - but I think you asked a couple of other really good questions.
5 One is are we planning to grove vines against the building. We - we
6 are not because we don't want to - uh - challenge the structural
7 integrity of the - of the building that's there. I think the other
8 question is how does all this planting potentially effect the existing
9 building in terms of saturating soil and - and that sort of thing.

10 Mr. Turner: Uh - huh.

11 Mr. Chef: I - I think the - the answer that lies in the - the strategies we talked to
12 the civil engineer about - uh - would basically be creating a - a
13 waterproof membrane under the planting and draining it so that
14 we're not just - uh - we're - we're not - uh - proposing to - um -
15 introduce water along - uh - the foundation of the existing building.
16 So but that's a - uh - I think that's a question that - that - uh -
17 certainly needs to be asked that we - we have thought about that
18 and - and we're - we're not planing to - uh - just take asphalt out and
19 (inaudible).

20 Mr. Turner: Got to realize, you're in schematics right now. So -

21 Mr. Chef: Sure.

22 Mr. Turner: - those - those are issues you intend to address in design and
23 develop in -

24 Mr. Chef: Well taken.

25 Mr. Turner: - construction documents. Thank you. Thank you. No, Chairman,
26 that's it.

27 Chair Booher: Thank you. Um - uh - additional questions of the - uh - team right
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now.
Ms. Jacques: Uh - I just wanted to clarify the trees along the N Street side. It sounded from the staff description and from the report we got there would be the removal of two - um - existing trees and the replacement with - with one. But then, the drawings looked like there were more trees than that on the N Street side and I - I'm just trying to clarify what - um - what will actually - uh - be there or maybe I'm - maybe I'm missing something and they're not in conflict. I just want to be clear.

Ms. Schmidt: I'm sorry. I - I may have misspoken when I said replaced with one tree. Um - but it - there are two trees that are to be removed. One is a hackberry and one is an ex - uh - existing Chinese elm. Um - and there are additional trees, which we have reviewed this planning with the city arborist and he has confirmed that what they have shown - uh - actually on the plan here is viable. Um - so the trees shown here are very doable and it is what they proposed, not just the one that I had mentioned. Sorry.

Ms. Jacques: Okay. I'm - I am pleased to hear that. I'm - I'm sorry to see any of the trees removed. I understand the issue from a design point of view, but I'm - I'm pleased to see that there are more trees coming back because even though that - that N Street there has been somewhat disrupted, the old - uh - historic pattern was for trees to run all along the street scapes in the - in the parkway strips.

Ms. Schmidt: And -

Ms. Jacques: Thank you.

Ms. Schmidt: And one of the trees is just quite small that's to be removed and we're looking at them right now to see what the best proposal for

1 coming back with the - a tree that can really thrive there would be
2 and that would also add continuity along that street scape.

3 Ms. Jacques: Okay. Thank you.

4 Chair Booher: Thank you, Karen. And we'll be looking to our landscape architect -
5 um - for - for the more information and a question, Ret?

6 Mr. Beavers: Thank you. Fred, thank you. Karen, thank you. Those are great
7 landscape questions. The question I have is not landscape,
8 however. Uh - um - it's a great project. Your - your green wall is
9 really cool and it's a beautiful building and - and I love the
10 dynamicism of it and so this is a great project. The question I have,
11 and it's for you, sir, the Director, and it's for you as well. Part of
12 what we're being asked to do is approve a demolition. At what point
13 will this building be demolished? And the reason I ask that - what -
14 at what point in the process will the building be demolished? And
15 the reason I ask this is because I'd like to understand if you have the
16 money in the bank before you demolish the building.

17 Mr. Menard: Yes.

18 Mr. Beavers: Fair enough. Thank you.

19 Mr. Menard: That was a difficult question. Harder answer. You know.

20 Chair Booher: Can't beat that. Um - additional questions? All right. I have no
21 speaker slips. Is there anybody from the audience who - anybody
22 from the audience who has a comment on this project? Uh - please
23 come up and would you please fill out a speaker slip - uh - after you
24 leave the podium - uh - uh - as you leave the podium just so we
25 have it on our record?

26 Mr. Adamorro: All right.

27 Chair Booher: Thank you.

28

1 Mr. Adamorro: Okay.

2 Chair Booher: Your name and address, please.

3 Mr. Adamorro: Randy Adamorro (phonetic), 4305 39th Avenue. Um - I'm trying to
4 bid for this - this project - uh - and - uh - it goes for the cultural
5 resources. And again, we have - uh - areas, stretches of where
6 there are cultural resources. So in my mind, I'm looking like maybe
7 a half block away it is a cultural resource and it was a village site.
8 So is - what's going to be done about that? And so - so part of my
9 questions go to the developer, the architect. What is going to be the
10 depth of any types of - uh - impacts to the ground there?

11 Chair Booher: Maybe - maybe you could go ahead, ask the question, and then they
12 might be able to follow up with - with - uh - uh - a series of - uh -

13 Mr. Adamorro: Okay. And so - uh -

14 Chair Booher: Go.

15 Mr. Adamorro: - for that - for that same question would be for any of the
16 underground - uh - for the utilities - um - to infill how far out? So
17 those would be my concerns. Uh - we don't know the size of the
18 site, of the existing site and its boundaries coming out. So it would
19 be for all the underground and is the city preservation going to do a
20 cultural resource study there? Thank you.

21 Chair Booher: Thank you. Um - who would be best to address that?

22 Ms. Jacques: I - I don't know how, in terms of your excavation, what you're
23 proposing to do for that, but relative to the cultural resource study,
24 this is a - this project is exempt. Uh - it's determined to be exempt
25 pursuant to CEQA by the Preservation Director and it is - uh -
26 exempt under the infill - uh - category. But maybe you could explain
27 your excavation proposal.

28

1 Mr. Menard: Uh - that's a - a good question. The - uh - the excavation for this
2 building - um - I'll show it back up. The foundation system for the
3 building - um - is a series of - uh - fairly small two-foot diameter
4 drilled piers under each column. So there's - uh - there's about 18
5 of those. Um - the only other excavation is a fairly shallow trench for
6 - uh - the - the plumbing drain, which if you remember on the floor
7 plan, it's right - the bathrooms are right next to the alley. So it
8 doesn't cut through the site and that's really about it. Now, we - we
9 are wanting to put an underground storage tank for the rainwater
10 collection that supports the living wall somewhere in the courtyard.
11 But that - that's really the extent of the excavation. There's not -
12 there's not an over excavation and re-compaction of the soil and
13 there is not a basement.

14 Chair Booher: Okay. Thank you. And would the city staff be a good contact for
15 anybody who was -

16 Ms. Jacques: Yes.

17 Chair Booher: - concerned?

18 Ms. Jacques: Yes.

19 Chair Booher: Great. So I would encourage you to follow up with staff - um - on
20 those questions, make sure that you - you - you get the answers that
21 you need. I don't see any other - uh - speakers, so with that, I'm
22 going to close public testimony. This will open up then for board
23 member discuss - uh - commission member discussion.

24 Ms. Jacques: And be - and if I could, before you start your discussions, I just
25 wanted to amend - uh - Ellen's report that the staff recommends the
26 commission approve the design of the project with the
27 recommended findings and conditions in the staff report, noting that
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1 the signage that was shown tonight is not - was not included in the
2 scope of work of the project as presented to us. So that would come
3 back to a later point, probably at the staff level is typically how we
4 handle signage.

5 Chair Booher: Okay.

6 Ms. Jacques: So just for clarification.

7 Chair Booher: Thank you. So - uh - commission member discussion as your
8 reports - uh - we - we - the previous board heard this was extremely
9 impressed and the team was trying to adapt an existing building that
10 really was hard to adapt. And I think that's how it got to this point
11 today. So comments? I can see that the commission is
12 overwhelmed with how good it is. So perhaps - um - there are no
13 comments. We can also always work toward a motion.

14 Mr. Turner: Well, I -

15 Chair Booher: Fred?

16 Mr. Turner: I'd like to propose a motion that we approve staff recommendations
17 and - uh - the findings of that and the conditions of approval.

18 Chair Booher: We have a motion. Do I hear a second?

19 Male: Second.

20 Chair Booher: Motion and second. Uh -

21 Male: I have a discussion. I just want to make sh -

22 Chair Booher: Comments on the motion.

23 Male: If - if - if you don't mind, Mr. Chairman - uh - item three on the
24 conditions of approval, I hope the staff takes - uh - the issues to
25 heart about how the - the - the - uh - proposed fencing interfaces
26 with existing building. I think there's some opportunities to perhaps
27 reduce the abruptness and - uh - uh - treat that interface very
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1 sensitively.

2 Ms. Schmidt: Thank you.

3 Male: But that can be handled at the staff level, I presume. Is that all
4 right? Are you comfortable with that, Ret?

5 Mr. Beavers: Absolutely.

6 Male: Okay.

7 Chair Booher: And Ret, as a comment on the motion, are you satisfied with what
8 you've seen at the arch - uh - the landscape is - uh - doable -

9 Mr. Beavers: It's doable.

10 Chair Booher: - from what you've seen? Thank you.

11 Mr. Beavers: And it's good.

12 Chair Booher: That's even better. Any other comments on the motion? Well, then
13 I'll call for the role.

14 Female: Mr. Beavers?

15 Mr. Beavers: Aye.

16 Female: Mr. Beavers.

17 Mr. Beavers: Aye.

18 Female: Mr. Hope.

19 Mr. Hope: Yes.

20 Female: Um - Mr. Turner.

21 Mr. Turner: Yes.

22 Female: Mr. Stinson.

23 Mr. Stinson: Yes.

24 Female: Ms. Jacques?

25 Ms. Jacques: Yes.

26 Female: Mr. Booher.

27 Mr. Booher: Yes.

28

1 Female: Approved unanimously.

2 Chair Booher: Thank you again for pursuing this. We - we told you last time how
3 important - uh - we felt that this was to the - the city and the area.
4 You've stuck with it and I can't compliment you enough on your
5 package and your proposal. Thank you. We'll give you a second to
6 - to gather up these great - uh - great boards. Just for those
7 keeping track of the agenda, after - um - after we're able to settle out
8 here, the next item we're going to hear, what we're calling Item
9 Number Four for tonight will be the Cathedral Square Cultural
10 Resources item previously called number ten -

11 Female: And -

12 Chair Booher: - will be heard ast number four.

13 Female: - this is - uh - uh - file number M-O-7, dash, 0-3-3 Cath - Cathedral
14 Square Cultural Resources. Kathleen Forrest (phonetic) will provide
15 a brief - uh - introduction to the - uh - discussion and we have staff
16 from our environmental review. We have the project - um -
17 representatives from the project and the cultural resources
18 consultant on the project here as well to make - and they will all
19 make presentations to you.

20 Ms. Forrest: Good evening, Commission. I am Kathleen Forrest - um - and we're
21 here to present the Cathedral Square Cultural Resources review
22 and comment. Uh - staff is requesting that the commission review
23 appendices F and G, the Cultural Resources Overview and
24 Supplement of the Cathedral Square Draft Environmental Impact
25 Report - uh - which is included in your packet and provide comments
26 on the mitigation plan for the planning commission's consideration.
27 Um - we're requesting this view - review and comment under the
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Preservation Commission Powers and Duties Section 17.134.090C of the City Code - uh - and I quote, unless otherwise specified herein, the powers and duties of the Preservation Commission shall be as follows. Evaluate and submit comments and recommendations on proposed plans, public and private development projects, and environmental reviews that are not subject to review under this chapter, but that may potentially effect the physical development and historic preservation of the city involving landmarks, contributing resources, historic districts, nominated resource or - nominated resources or the historical value of any other building, structure, or neighborhood in coordination with review and action by the city council, planning commission, or other public agencies on the plan, project, or environmental review, end quote. Uh - I'd like to di - introduce Ellie Buford (phonetic) to discuss - uh - from our Environmental Planning - uh - Services to discuss this further.

Ms. Buford:

Thank you. Yes, Ellie Buford, Manager of Environmental Planning Services. I just briefly wanted to kind of summarize - um - why we felt it was - uh - staff felt it was important to bring on both this - um - project or the - the cultural resource issues - um - as well as the Township Nine - um - issues to the - um - commission for your review and comment. Um - both of the - these projects - um - include proposed demolition as part of their project description and - um - both projects have as - uh - a significant issue - um - the potential historical resource on the site. Um - and - um - with - uh - the demolition being proposed though, the - although the demolition is not before you for your approval - um - the - uh - historical

1 resource we felt was - uh - important for you to have - uh - the
2 opportunity to comment and provide any comments and feedback to
3 - um - in the case of Cath - Cathedral Square at the planning
4 commission in the case of Township Nine it will actually be the city
5 council. So when they are considering - um - the project, which it -
6 uh - includes potential demolition or demolition of - uh - potential
7 historical structures on this site, they would also have - um - your
8 comments and your feedback with regard to - um - both the - the
9 historical resources on the site as well as the mitigation measures
10 that are proposed - um - as part of the - the Historical Resource
11 Report that was done for the EI - the - the Subject EIR's. So that's
12 kind of in a nutshell why staff felt it was important to have this - bring
13 this to you - um - at this point. Um - it - it's a little problematic in our
14 existing ordinance in that - um - the demolition permit would come
15 after the actual approval of the project or the - uh - the - uh -
16 application for the demo permits so would conceivably come back to
17 the Preservation Director - uh - and then could - um - then be - uh -
18 before you - um - with regard to the potential eligibility of the
19 resource. So it seems it's very important at up front and at this early
20 stage to get any comments that you might have. Be happy to
21 answer any questions if you have any.

22 Chair Booher: Thank you. Questions of the commission at this point? Looks like
23 we may save some for later.

24 Ms. Forrest: I'd now like to introduce - um - the applicant - um - Saint Anton
25 Partners and I believe Rachael Green (phonetic) will be presenting
26 for them.

27 Mr. Wiley: Good evening. I'm Jim Wiley (phonetic) with Taylor and Wiley. I -
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uh - don't look as nice as Rachael Green, who will be over here helping us with the - um - presentation - um - with the - uh - exhibits. Um - I am here on behalf of Saint Anton Partners, the developer, and I am a registered lobbyist and here tonight with me, as I mentioned, is Rachael Green - um - and then Steve Murphy (phonetic) with HMM Builders, and Steve Hanamoto (phonetic) with Construction Coordinators L - uh - LTD. Um - I'm briefly going to walk through the project and just a quick overview of what - where the project is and what's being proposed. And then we have one concern regarding - uh - preservation recommendation and environmental document that Steve Hanamoto will come up and address. Um - so as you may be aware, the property consists of several parcels and buildings at the southwest corner of 11th and J Streets. Um - the Cathedral Square project consists of a 25 story high - um - building with 233 residential condominiums proposed. There's 12,000 square feet of commercial retail space and - uh - 227 parking spaces and 32 bicycle parking spaces. Um - the building height is 250 feet with two levels of subterranean parking - uh - and five levels up above grade parking concealed behind the ground floor retail and residential units. That parking will be accessed from the alleyway - uh - and we'll show that in a moment. The ground floor will contain 3,350 square feet of commercial space fronting on 11th Street. And if you want to just point out where that is on the - and 5,650 square feet of commercial space - um - and 3,000 square feet of a mezzanine on 11th Street. 11th Street will also be the private lobby for the residents to the - the project that will not be open to the public. Um - the J Street elevations will feature a 22 foot

1 commercial base with a brick facade and stone base - uh -
2 landscape street trees that meet - uh - city code, and street lighting.
3 Uh - we are currently working with staff and with Design Review
4 Committee. We went to them previously and will be returning to
5 them to make some modifications to the facade - um - including
6 brick - uh - changing the brick design on that. The 11th Street
7 elevation will feature a 48 foot - uh - podium base with a 30 foot
8 setback allowing for ample views of the State Capital Building,
9 outdoor seating for a restaurant, and the residential entrance again
10 will be here. It will be a water feature at this entrance. Um - the
11 alley elevation will feature a brick facade. You can see it in the - the
12 lower corner there - um - and will include the garage entrance - uh -
13 and a fifth floor pool terrace. The brick facade will incorporate
14 the design - um - features of existing - um - alley facade that is
15 currently, you can't see it in that existing picture, but it's back in
16 behind. Um - we have a copy of the demolition permit if you're
17 interested, but basically that involves removal of the buildings,
18 foundation, sidewalks, curb, and gutter, and abandonment of
19 existing sewer and water services per the demolition sh - plan sheet.
20 With that - um - I'm going to ask Steve to come up and address our
21 one concern, and that's regarding the feasibility and safety concerns
22 of preserving the underground sidewalk areas. Um - and after he
23 addresses that I'll come back up and we'd be happy to answer any
24 questions. And - uh - I don't know if you want to address this at this
25 point, but there are some commissioners that did go out to the site
26 and so I'd like to get that on the record as well.

27 Mr. Hamamoto: Hi. My name is Steve Hamamoto as the Engineering Consultant.
28

1 Uh - Saint Anton hired me two years ago to - uh - help them
2 reinforce the existing - uh - hollow sidewalks in front of their
3 property. Uh - I had met with - uh - a private consultant hired by the
4 city. Uh - he did much of work - uh - in downtown and other
5 locations. Um - on one of the parcels that they have there's a barrel
6 - uh - type of concrete - uh - support for the sidewalk under the - uh -
7 originally it was a Copenhagen Furniture store. Farther down at the
8 - uh - Mother of India restaurant there is flat slabs and drop panels
9 of concrete that had to be reinforced. So there's a variety of
10 systems that are all there. Um - in talking to Dave, the fix that
11 they've done in other locations are pretty much on a temporary
12 basis. There's no way to really totally retrofit all of that - uh -
13 reasonably. And so I proposed again at the - uh - uh - Cathedral
14 site really just to reinforce with that and some beam just to cut down
15 the spans. There was some ADA issues also that were address or
16 at least brought up that - uh - there was too much of a slope from
17 the face of the building out toward the sidewalk. So - um - also with
18 the - uh - subterranean parking structure that they're going to have
19 at this - uh - building, going down 24 feet, the original basement
20 level probably only goes down about 12 feet. So you'd have to
21 undermine all of that, the - the brick buttresses or whatever that's
22 there currently, to ever build a new construction. And to do actually
23 all that - uh - new construction, they'll probably have to have sheet
24 piling right along the street side. There would be no way to salvage
25 all of that. If there are any other questions I'll try to answer them.

26 Chair Booher: Uh - should we do questions now or wait for questions at the end?

27 Female: If you - if you want to do questions of each of the presenters.

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1 Chair Booher: Okay. Um - on the particular issue that this - uh - that's being
2 addressed; Fred, Tim, and I were the commission members that
3 went out to the site. There was other staff members. So do any
4 commissioners have any questions right now on this sidewalk
5 issue? Yes, sir.

6 Mr. Turner: Yes, Mr. Chairman. Uh - I'd like to ask Steve - uh - how many
7 subterranean levels and how deep is your excavation going to be?

8 Mr. Hamamoto: It's going to be down 24 feet and there's two levels of parking below
9 grade.

10 Mr. Turner: And then perhaps for Jim Wiley - uh - if I could, is that all right or is
11 this out of order or -

12 Mr. Hamamoto: No, that's fine.

13 Mr. Turner: Okay.

14 Mr. Hamamoto: Quite all right.

15 Mr. Wiley: What's your -

16 Chair Booher: You want to ask -

17 Mr. Turner: I was trying to figure out, there's one - uh - I'll call it a bay. I'm not
18 sure exactly what the terminology would be, of - um - historic hollow
19 sidewalk that - uh - uh - is still largely intact that was identified by
20 your preservation survey. Um - how does that line up with the
21 entrance for the proposed new commercial building? Is it offset or is
22 it right at the entrance and is there an opportunity to move or
23 redesign the location of your entrance to avoid that?

24 Mr. Wiley: I'm going to let Rachael Green answer that because -

25 Mr. Turner: Okay.

26 Mr. Wiley: - she's the Project Manager and -

27 Mr. Turner: Thank you.

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1 Mr. Wiley: - knows the details much better than I.

2 Ms. Green: The entrance of the commercial portion of that does not line up with
3 that portion. However, the support for that portion of the hollow
4 sidewalks is actually part of the basement, what is now the
5 basement level of the current structure. So it actually - uh -
6 encroaches in about - uh - three to - three to four feet onto -

7 Mr. Turner: Right.

8 Ms. Green: - what is - uh - across the property line.

9 Mr. Turner: Okay. Thank you.

10 Chair Booher: Thank you, Fred. Okay. And I'm sure questions will arise as we - as
11 - uh - we proceed, but at the moment we don't have any other
12 questions.

13 Mr. Hamamoto: Okay. Thank you.

14 Ms. Forrest: I'd like to introduce - uh - Paula Begotian (phonetic) of Historic
15 Environment Consultants to speak on the Cultural Resources
16 Evaluation. I'll get up here and I'll just -

17 Ms. Begotian: Okay. Um - there are a number of historic resources that remain on
18 this block. Uh - the block is about a quarter of the block and - uh -
19 goes from - uh - J to K - uh - the alley between J to K and about half
20 the block between - uh - 10th and 11th. This is a good portion of the -
21 uh - recommended - uh - Copenhagen alley district that - that - that
22 has been discussed with the Preservation Department. I've listed
23 downtown character defining features so that we know kind of what
24 we're dealing with, what the original character defining features of -
25 are - are of the downtown area and observe how they're changing so
26 that sometimes we can - can - can retain some of them - uh - the -
27 the really important character defining elements of the downtown
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1 area while we're growing and changing. The original grid, there's a
2 mixture of ages and styles. The alleys dictate or demonstrate the
3 original level of the city before it was raised in 1869. There are a
4 number of alley elevations in those - uh - throughout the downtown
5 area that reflect the rear ends, the rear elevations of buildings from
6 the 1800's. They - the fronts and the facades have been changed a
7 number of times, but the alley elevations often reveal the - uh - the
8 18th Century qualities of their construction. There's a lot of bay
9 windows originally and when the Modern Movement came to
10 Sacramento a lot of them were stripped off to make them look more
11 new, more modern, more international style. And along with that
12 event - uh - the residential areas above all the retail - uh - stores
13 along the downtown streets began to - uh - be abandoned. People
14 didn't find them as interesting, wanted to fly to the suburbs, and so
15 the upstairs portion of a lot of downtown buildings became vacant or
16 changed to offices. The certain scale throughout the town, two and
17 three story building heights at one point, because that was the height
18 of the - the city when the gold rush hit. The gold rush created a - uh -
19 uh - a lot of growth along J Street and K Street and - uh - there are
20 just a few buildings left that reflect that original scale. He hollow
21 sidewalks again occurred when the streets were raised in 1869 from
22 the lowest level to about a story - uh - full story - uh - to this - and the
23 sidewalks - the streets were filled in and the sidewalks remained
24 hollow. There are other things that happened in the sidewalks.
25 Elevators, glass block insets, iron rings and hitching posts. We still
26 have iron rings downtown. Granite curbstones, and then there's cast
27 middle access covers. So we have a variety of things that kind of
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create the character of the downtown. Uh - just to put some things in perspective historically, some early 1900's trends that were relevant to this project area and was the increasing use of the auto replacing horsepower. There were two major stables in the immediate vicinity of this group of buildings and as the auto replaced the stables - uh - they - uh - number of auto sales stores - uh - showrooms and - uh - maintenance facilities moved in. Sacramento always had a tendency to grow from the river to the east and that - uh - was demonstrated on this block as well, even though J Street was the path to the gold fields in the early 1850's. Uh - much of J Street and part of K was already developed. There were two saloons in the project area originally and the impacts of prohibition were shown when they were - they - they changed their businesses or went out of business. And so that had an impact on our buildings. There was quite a dramatic change - uh - between 1905 and 1920. The - um - the city paved its streets. On the top on the left you see the - uh - former courthouse and the streets are unpaved and the horse and bag - wagons are running around. And on the next slide just about 20 - 15 years later, probably less than 15, we had a brand new courthouse and there were automobiles. You can't see them on - on the bottom, but - um - they are on a paved street. So there were dramatic things happening in the early 20th Century in Sacramento. This is our block in the early 20's. The - uh - you can see 1014. That's the first - uh - most western building of - of the group that we're considering. 1014 was built in 1890. 1016, 18, about 1905. 1020 to 22, about 19 - about 1882, perhaps a little earlier. Um - 1024 to 28, 1912, and 1028 to 30, 1912. Then we lost quite a block face when the - uh - buildings were

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remodeled over time. Jacob Grueler's (phonetic) saloon was in 1014 J Street, which is the small building in the middle on the lefthand side. Uh - he - he was operating his saloon about 1890 and - uh - modified it in eight - in 1900. The - uh - Copenhagen building, what is known as the Copenhagen building now, was really - um - another - was really only part of what it is now. It combined the building next door, which you see with the bay windows, combined that store with the Grueler's Saloon and became Copenhagen in about 1974. This is the back view of the Copenhagen building, 1016 to 1019 J Street. The large one in the center. And you can see the arched brick openings and - uh - that was from its earlier - uh - you know - original construction date. However, the front doesn't look the same. Now, the - the building on the left you see with the - the bays is this building and Grueler's Saloon, which is on the left of the large building at that - in the rear, is Grueler's Saloon and on the right there was another saloon and - um - a harness shop. This is the harness shop, 1020 to 1022 J Street, Greissel's (phonetic) Harness Shop. His son and - uh - he are standing in front of the shop about 1887 and there is a picture of the front of the building right there. Uh - the 1882 design of the Greissel building was changed and remodeled - um - in about 1925. It's the building that you see on the left. There's two little buildings. At least it looks like two little buildings. The one on the left ha - has retained most of its character. The one on the right just has a covering over the surface. Now, this is a drawing and an explanation of what we mean by the underground, the hollow sidewalks. The drawing on the left shows the basic construction of the sidewalk. The side wall nearest you with the doors - uh - re -

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represents the face of the existing building. The barrel vaults were ex - were extended between the existing building and a wall that was built up the edge of the sidewalk. That edge of the sidewalk to the other edge of the sidewalk on a - on the other side of the street was filled in with dirt but the brick walls were curved slightly in between the buttresses that held - uh - back the wall from this and separated the street from the sidewalk. And this barreled vault's construction was very interesting. There's I beams that were connecting the - in the center of the street and the buildings and the barrel vault's brick. Barrel vaults were constructed to - uh - to - to provide a surface to put the sidewalk on, the new sidewalk. On the right hand side, you - you see where there was an original door, and original opening. Doors and windows are still down there in some instances. They're just like an archeological dig. You kind of go down and see what used to be there. The other way that the - in this instance, the new building was built on top of the existing building. There are other instances, like the one on the right, where the building was jacked up a little at a time and a new other basement was constructed beneath it. Now, the - this - the image on the left is 1014 J Street and the original barrel vaults of brick have been replaced with a sort of corrugated metal, but still in an arched shape. Uh - the 1020 J Street is the only piece essentially of original character of the vaulted - uh - under sidewalk ceilings that remains throughout the whole project area. The rest have been all modified and changed. This shows you a little piece of that. You see the - uh - the barrel vault above the gentleman holding the flashlight and you see the I beam that's holding it up. Uh - on the left you see sl - sli - you can see the arched

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- uh - character of the barrel vault and there's an opening that goes to the sidewalk above. On the right hand side on the top is also the barrel vault. It's been painted so it's a little different than some of the other barrel vaults I've shown you, but both of those are shots of the building - uh - 1020 J Street and that's beneath that particular building. These are also the buttresses that are remaining between that building. One is deteriorated. Some of the wall has been damaged. And then on the right hand side one of the buttresses has been - uh - has been repaired, so it's not totally original. Okay. This is - uh - Moore and York (phonetic) as it began. Moore and York was a very well-known packing - meat packing co - company in - uh - in Sacramento from 1870 on. The - uh - they were cont - quoted or they were mentioned in Thompson and West History of Sa - uh - Sacramento County, 1880, as the premier pork curing operation in Sacramento. They had smokehouses in the rear. They had a retail store in the front, and they had a packing house at the rear. The Sacramento Union in 1901 said it was one of the most important enterprises that we have located in Sacramento. So it was very prominent during its time. Oh, okay. This - these are the houses that these merchants built. Jacob Greissel's house is on the left and you notice it's pretty close to town, 17th and J, and Louie Moore's home is on 12th and L. That's for - for Moore and York. This is the - the meat packing plant that Moore and York constructed in 1888. That's where - uh - the back end of Ransselhoff's (phonetic) is at this particular point. It was connected by a bridge to the Moore and York retail store and smokehouses that - uh - were entered off of J Street. It's quite an edifice. This is the next thing that - that the Moore and

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York family did. Uh - they constructed this apartment building with -
uh - very large grocery and meat market on the ground floor. Had a
mezzanine that was very, very posh in its day and - uh - was an
important contribution to the downtown, which housed a lot of people
at that point. One of the things that I - you know - mentioned earlier
was that a lot of people lived downtown at that point - uh - above all
of the commercial activities and retail entries - uh - retail entities.
This is 1024, 1026 J Street. The original building was - uh - designed
by Seedler and Hone (phonetic) in 1912. It was remodeled by John
Otto (phonetic) in 1956 and you see the building on the right hand
side. It's the tall one in the center. The facade's been remodeled,
but the rear really contributes to the character of the Copenhagen
alley and - uh - is - is important to the - I think it was Ma - Marter and
Curry (phonetic) that went into that building and - uh - ma - had it
used - used it as a - uh - stationary store. This is the alley on that
end of the block. You can see the bay windows that are projecting
from the rear of - uh - 1026 - I mean sorry. Pardon me, 1028 to 1030
J Street. This is the - uh - ground floor of the - uh - Moore and York
Packing House and you can see that these were the walls of the
original smokehouses that they had constructed there. This - on the
corner you can see the building - uh - it's 1028, 1030 J Street. It's in
a parade honoring Charles Lindbergh, who is sitting up on top of the
back of that car. And a lot of times, the way that we find out what
buildings looked like at a certain era is as background to some kind
of a parade or event that occurred. This is the building that's on the
corner. It's had quite a history. Uh - it was Country Maid for many
years - uh - with dwellings up above and you can see the bay

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windows that serviced those dwelling units. Bay windows again were really a prominent characteristic of Sacramento up until most of them were removed after the war. This represents - um - the building sites that were covered at particular eras. The dark spots, the black areas, they represent - uh - areas that were not covered by any kind of construction except perhaps small stables or storage buildings along the alley. And as a result of that, I think that - uh - it's possible that there might be archeological remains underneath those parts of the lot. The one on the far right was covered after a while. That was a configuration at one point and then at a later point the building was - was - uh - covered to the alley, covered the - the lot to - up to the alley. Next. This represents the Copenhagen alley district as it was recommended and you can see that the facing block faces do contribute and do en - enhance the character of that particular portion of the alley. The little portion up at the top represents - uh - no - in 1020 J Street the little portion of the - uh - sidewalk - under the sidewalk it really has retained it - uh - barreled vault and its character. Impacts of the project. The loss of all the buildings in the project area due to demolition, removal of some original - most original historic underground unless a portion of it is kept, removal of significant alley elevations, the potential modification of the original alley surface, and the removal of a number of visible references to Sacramento history. Mitigation alternatives. Mitigation of impacts to buildings within the project area. There doesn't appear to be an alternative to the demolition of the historic project area buildings that would really mitigate the impact of the project to less than significant. But there is one suggestion. Uh - integrate the design aspects of the

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existing alley elevations into a new design that reflects the original scale of the alley features, details, use of compatible materials could in - even include the installation of cont - of contemporary bay windows in propor - aport - pardon me, appropriate proportions to reduce the impact of the project upon the alley. The building should be recorded - uh - as they are now and perhaps the images could be used in an interpretive display of some sort. It has been suggested - uh - as a mitigation to remove the alley brick facade wall from 1018 J and relocated it at the base of the new construction along the alley edge. A contractor reviewed these alterda - altera - uh - alternatives and said that - uh - removing the brick wall and trying to keep it in one piece and attaching it to the wall would really be very difficult and pr - problematic. He suggested instead that the wall be documented, that all the bricks be removed and cleaned and applied to the wall of the new building individually with mechanical devices. However, the lot - the - the project, with the construction of the buildings to the alley, will result in the loss of the spatial quality of the alley, its original character. It would be a considerable expense to document the wall and removed and clean the bricks and apply it to the new building individually and that would not really be in compliance with the Secretary of the Interior's standards and guidelines for the treatment of historic buildings. The mitigation of impacts to the underground hollow sidewalks. One alternative, retain the most intact portion of the existing hollow sidewalks, which would be that under 1020 J Street. Uh - I spoke with one of the representatives of the - uh - project team at one point and he seemed to feel that it might be possible to do just that one little portion. Uh - alternative

1 four, create an interpretive display featuring historically important
2 individuals and businesses in the project area and also one, number
3 five, that would include the spatial aspects and relationships of the
4 buildings and the alleys so that people could understand its original
5 configuration. Uh - that concludes this presentation. If you have any
6 questions, I'll be happy to answer.

7 Chair Booher: Thank you very much, Paula. Any questions of Paula at this time?

8 Ms. Begotian: Yeah, thank you.

9 Chair Booher: Yes, Fred?

10 Mr. Turner: Thank you, Mr. Chairman. I - I think we should point out that Paula
11 was one of the founders of our - of the city's preservation program
12 back in the 1970's. Is that correct, Paula?

13 Ms. Begotian: Right.

14 Mr. Turner: And were you the first chairman of this -

15 Ms. Begotian: Yes.

16 Mr. Turner: - Preservation Commission or Board at the time?

17 Ms. Begotian: Uh - huh, I was.

18 Mr. Turner: Yeah. That's great that you're still involved. You've made - uh - a
19 long career - uh -

20 Ms. Begotian: Well, it's -

21 Mr. Turner: - out of all this.

22 Ms. Begotian: - close to my heart.

23 Mr. Turner: Yeah. I do have some questions, if - if you don't mind. Uh - on Page
24 12 of your report - uh - I was wondering of we're missing something
25 and is it important? At least mine looks like this.

26 Ms. Begotian: Yes. No, that's not -

27 Mr. Turner: That's not it?

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1 Ms. Begotian: That's not correct.

2 Mr. Turner: Okay.

3 Ms. Begotian: Page 12 - um - has a history of 1014 K Street on it, a picture of
4 Grueler's Saloon and a picture of the Copenhagen.

5 Mr. Turner: Okay. So it was probably some - um -

6 Ms. Begotian: That's right.

7 Mr. Turner: - copying problems. Is it important for us today?

8 Ms. Begotian: I think I pretty much discussed it.

9 Mr. Turner: Okay.

10 Ms. Begotian: Yeah, covered the important parts of it and made.

11 Mr. Turner: Okay. The second question I have, and maybe it's more for you or
12 Roberta, I'm not sure - uh - regarding integrity and the - just the
13 sequence of declaring something historic and then getting it on the
14 register and so forth.

15 Ms. Begotian: Uh - huh.

16 Mr. Turner: These - the - the - the Copenhagen alley was - um - recommended
17 for inclusion in the city's register back in the '70's or -

18 Ms. Begotian: Oh, no.

19 Mr. Turner: - later than that?

20 Ms. Begotian: It was recently and it was something that - that I suggested. Uh -
21 actually, I was asked to research the alleys when they kind of came
22 to everyone's attention and - uh -

23 Mr. Turner: Uh - huh.

24 Ms. Begotian: - I suggested that - you know - an alley district seemed to be pre - uh
25 - present and - uh - recommended it. Yeah.

26 Mr. Turner: I guess what I'd like - like to understand is at that time was there an
27 action taken by this Board or the City Council and what findings did
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1 they make in terms of the lack of integrity or other reasons for not
2 declaring it historic?

3 Ms. Begotian: I don't think it went that far. I don't think it was - uh -

4 Mr. Turner: There was no formal proposal.

5 Ms. Begotian: No, it wasn't a formal proposal. It was simply a part of a finding of a
6 survey.

7 Mr. Turner: Okay.

8 Female: If I might - um - Historic Environment Consultants, which Paula and
9 Don Cox are - uh - partners in - uh - had been asked by the city to
10 survey and expand a downtown area and this was part of the survey
11 work that they were asked to do. That survey work is being reviewed
12 by the - uh - Historic Resources Survey Committee of the
13 commission now and there will be some proposals coming before
14 you from that work.

15 Mr. Turner: Okay. If you - if you don't mind, I'd like to pursue this - uh - line of
16 questioning a little bit more. Uh - the front facades of many of the
17 buildings are severely altered, but there's a couple - I think the - uh -
18 Path Sewing Machines building -

19 Female: Right.

20 Mr. Turner: - for example that's -

21 Ms. Begotian: That's from the 1920's.

22 Mr. Turner: - still largely intact.

23 Ms. Begotian: And it is 50 years old now.

24 Mr. Turner: Um - in terms of integrity again, since the back side of the building's -
25 uh - you're - you are - you would argue that the Copenhagen alley is
26 it has in fact some integrity, but the front sides of the buildings do not.

27 Ms. Begotian: Right.

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1 Mr. Turner: Uh - would the front sides be retrievable or do - or did you explore
2 any of that, namely if you were to review the Copenhagen facade,
3 what's behind that and is it - uh - retrievable?
4 Ms. Begotian: I'm - I don't think that - uh - I think it's been changed pretty much. I
5 don't think it's retrievable. I don't know about the Marter and Curry
6 building, which has a -
7 Mr. Turner: Its bay windows have been removed that's - uh -
8 Ms. Begotian: Yes.
9 Mr. Turner: Okay.
10 Ms. Begotian: Yeah, bay windows -
11 Mr. Turner: Marin - but which one is the Martin and Curry building?
12 Ms. Begotian: Marter and Curry is - uh -
13 Mr. Turner: Marter.
14 Ms. Begotian: - 1024, 26. It's next to the corner next to the -
15 Mr. Turner: Okay.
16 Ms. Begotian: -Country Maid - Old Country Maid.
17 Mr. Turner: Is that the Path Sewing Machines building now or not?
18 Ms. Begotian: No.
19 Mr. Turner: Okay. That's another one.
20 Ms. Begotian: That's next to it.
21 Mr. Turner: Okay. So in your view, that's really - I guess procedurally that's not
22 even a cons - that cannot be a consideration tonight. Is that correct?
23 Female: I'm not sure what you're asking can be a consideration in terms of the
24 potential eligibility of the - the building let's say, if you're looking at
25 the Singer - Path's - the sewing machine building. Um - the eligibility
26 questions ride not only on integrity. Something can be 50 years old
27 and have perfect integrity, but not necessarily have anything
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1 significant about it architecturally or historically in and of itself. The
2 remainder of the fac - street facades on - on this project side - um -
3 have been altered, as Paula mentioned, and the - the photographs
4 indicated. I think at the - being the most generous, the sewing
5 machine building - uh - might be considered a contributor to a
6 potential historic district if you had a historic district on the street
7 facades, which you don't be cause of the - uh - alterations that have
8 happened. And so the only - in terms of the buildings on the site -
9 um - not co - not considering the hollow sidewalk issue at all - um -
10 the only area there - where there is that integrity in terms of a historic
11 district eligibility requirement are - is that alley facade district and the
12 contributing resources of those facades.

13 Mr. Turner: Is there -

14 Female: Not the buildings -

15 Mr. Turner: I guess then, is there any precedence in declaring the backside of the
16 buildings historic and not the front side?

17 Female: Uh - Andy may have some - uh - words on that. Um - you - have you
18 any experience with that?

19 Mr. Hope: In my experience, if we were going to landmark the alley facade we
20 would landmark the properties and what's significant about the
21 properties is the alley facades.

22 Mr. Turner: Okay. So that is a possibility.

23 Mr. Hope: Yeah.

24 Mr. Turner: Okay. Um - I have a couple of other lines of questioning. Um - I - I
25 guess I'm not clear. Did you have - uh - control over the mitigation
26 recommendations in the EIR or was that written by Ellie - uh -
27 Buford?
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1 Ms. Begotian: Oh - uh - the ones that you saw tonight were things that I wrote.
2 Mr. Turner: Okay.
3 Ms. Begotian: They're from the report. They're just kind of con - condensed though.
4 Mr. Turner: Okay. And those ended up in the EIR, I take it, intact right?
5 Ms. Begotian: I don't know. I didn't see the EIR finally, but -
6 Mr. Turner: Oh.
7 Ms. Begotian: Not the -
8 Mr. Turner: Okay.
9 Ms. Begotian: Not the remi - amended one at least.
10 Mr. Turner: Okay. Well - uh - there was one that I had a question about and
11 that's - uh - uh - why you didn't call for a HABS as - as one of the
12 mitigation alternatives.
13 Ms. Begotian: I did say recordation and it was on the bottom -
14 Mr. Turner: Okay.
15 Ms. Begotian: - of one of the slides and it didn't show very well.
16 Mr. Turner: That's what you intend, is - is a HABS like recor -
17 Ms. Begotian: Record. It -
18 Mr. Turner: - recommendation?
19 Ms. Begotian: Yeah, I would want HABS for the - um - for the - um - for the piece of
20 the - of the underground.
21 Mr. Turner: Right.
22 Ms. Begotian: And for the rest of the buildings, I'm not sure they would - well, that -
23 it should be according to HABS, but there are several levels of
24 HABS.
25 Mr. Turner: Okay.
26 Ms. Begotian: And it's -
27 Mr. Turner: That's something I didn't underst - didn't -
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1 Ms. Begotian: Right.

2 Mr. Turner: - I wanted to pursue with you. But it - so it would be a low level
3 HABS.

4 Ms. Begotian: Well, it could be - it could be decided whether we feel that it should
5 be the - the lowest level, the next level. I don't think it needs to be
6 measured drawings and - uh - you know - those -

7 Mr. Turner: Okay.

8 Ms. Begotian: - special drawings.

9 Mr. Turner: Thank you very much.

10 Ms. Begotian: Okay.

11 Mr. Beavers: Uh - I have one.

12 Chair Booher: Thank you, Fred. Ret?

13 Mr. Beavers: I have a question - question. Um - Paula, would - would you - would
14 you consider J Street, and I'm not trying to lead you, to be one of the
15 most important streets in the city of Sacramento?

16 Ms. Begotian: I would - uh - but it - it has been modified over time, but I certainly
17 think it's a very important street.

18 Mr. Beavers: And would you think that the character defining part, and I'm not
19 trying to lead you here again, is - um - is it scale in its context?

20 Ms. Begotian: That's a part of it. The scale is changing rapidly, but yes, I would say
21 the scale between 8th and 9th has changed dramatically. That used to
22 be a bunch of short buildings with the Comstock building kind of in
23 the middle of it and the Fabian building that's on the corner. And - uh
24 - that scale has been changed.

25 Mr. Beavers: Right.

26 Ms. Begotian: The scale across the street that used to be all three story buildings -
27 uh - has changed. That's the libr - or the - the ga - garage for the
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1 bank.

2 Mr. Beavers: Sure, and things change over time.

3 Ms. Begotian: Right.

4 Mr. Beavers: But depending on people's taste and the idea like Mr. Otto's change.

5 Ms. Begotian: Yeah.

6 Mr. Beavers: He probably - if he were alive today he probably wouldn't have done
7 that today.

8 Ms. Begotian: Yeah.

9 Mr. Beavers: Right? I don't know. I -

10 Ms. Begotian: Hard to know.

11 Mr. Beavers: We can't speak for the - the death, but - um - I don't know. It - it
12 would seem to me that, and - and maybe this is to - to you, Roberta,
13 would we ever consider districts for our most important streets? And
14 - and sure there's been changes, absolutely. I mean 1920's changed
15 1880's buildings. But at some point, we're going to be reduced to
16 telling stories. You know - and I'm not so sure that his - that a
17 mitigation measure - a really good mitigation measure, in my mind, is
18 a good story.

19 Ms. Begotian: I think the R Street corridor has been recognized and identified to - to
20 a degree, but I don't know what kind of character it is going to
21 ultimately take on.

22 Mr. Beavers: Okay. Thank you.

23 Chair Booher: Any additional questions, staff, at this time? If not, then I believe it
24 will be time to open it up to public discussion and I do have two
25 speakers. Um - no, actually, I'm sorry. So far I have - um - just one
26 speaker on this item and that's - uh - Dr. John Marchak (phonetic).

27 Female: No, that's the original numbered for the agen - agendas.

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1 Chair Booher: Uh -
2 Female: That's for the landmark one.
3 Chair Booher: My apologies. It's got caught up in our own - uh - uh - agenda
4 renumbering item here. Okay. So again, back - uh - opportunity for
5 public input on this item. As I say, when you come down, name and
6 address but make sure you fill out a speaker slip on your way out.
7 Mr. Riddon: Pat Riddon (phonetic), 5118 San Francisco Boulevard. I - uh - am a
8 member of the Sacramento Area Cultural Resources Coalition and -
9 um - while I have not had the opportunity to review the EIR for this
10 project - um - one of the things that - that jumped to my mind, first of
11 all, is that under CEQA I believe that - um - part of the alternative
12 proposals should be no project. Um - I may be mistaken on that.
13 Um - further, here we are again looking at the hollow sidewalks and
14 one of the things I tend to cringe at when I hear hollow sidewalks is
15 that it's really a misnomer. It's a buried street scape and with that it's
16 - uh - it's an encapsulation of the gold rush era and up to 1870's era
17 Sacramento, a very, very dynamic era in our city's developmental
18 history. And particularly for the two streets mentioned, K and J, they
19 served as - um - gateways to the gold field with supplies going out,
20 money coming - or gold coming in, and the - um - commercial
21 environment that it created along those streets was, from what I've
22 read, unbelievable. With that said, there are a number of concerns
23 that I have about the - um - about the project. Um - first of all, the
24 mitigation - proposed mitigation measures, do they include - um -
25 historical or cultural resources monitoring of construction activities
26 that disturb soils? Secondly, how are the boundaries for the project
27 defined? Um - are we ex - are we going to say that the boundaries
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1 that any structure built - um - that isn't considered potentially
2 significant or that may have possessed or may have cause - um -
3 alterations to the soils, do we look away from that? There - my point
4 is - is that there may be buried historic resources that may get
5 overlooked in the mitigation of this project. Um - I - I would urge that
6 we address those issues. Um - for example - um - there - there was
7 some stellar work done in the old Sacramento area when I-5 was put
8 in - uh - that looked at cut bone and the analysis of historic cut bone
9 on the dietary habits of gold rush era Sacramentans. It's a
10 phenomenal paper. Um - other - other things that could be looked at
11 - uh - socioeconomic cultural - uh - uh - uh - mixing in early
12 Sacramento. Um - these are issues I feel that the research potential
13 is there. Additionally - uh - is any - uh - input given to the
14 consideration of the presence of prehistoric cultural resources? Um -
15 as far as the proposed alternatives that were presented - um - and
16 how they addressed the buried - uh - street scape, I - I tend to - um -
17 feel a little warmer to the third alternative, integrating the - um -
18 preservation of the hollow sidewalk - uh - within the proposed - uh -
19 design of the project. Thank you.

20 Chair Booher: Thank you. Thank you. Any other comment - uh - comments? I see
21 none. I'm going to close public testimony. Uh - with that, I open it up
22 to board member discussion. I would like to kind of again, frame and
23 preface board member discussion - uh - if I can. Uh - again, I sa - I -
24 I mentioned we had a - uh - tour at the site. I do believe that I was
25 looking at the original brickwork that was built to withhold the street -
26 uh - city streets when it - they were raised. I want to thank the
27 development team, the architects, everybody who was involved to
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1 get us in there. They opened it up. They were very generous. They
2 gave us a chance to see firsthand rather than referring to documents
3 so that way there's no question that - that what you were looking at,
4 no question what we were looking at and we hope that developers in
5 the future, we can have that kind of interaction. Through absolutely
6 no fault of this team, a previous project who have nothing to do with
7 you, we were offered the world and we got nothing. So because of
8 previous problems and previous bad acts, the next one in line tends
9 to pay the price. Nothing personal. Wasn't done by you, but we lost
10 an enormous resource. Fred had mentioned about Paula. She was
11 on her hands and knees literally picking out pieces of - uh - of
12 important building materials when - um - at this previous site. She
13 knows what we had there. We were told that a number of materials
14 would be integrated and - integrated and saved. Nothing was. Uh - it
15 - it - it's a real loss and - and I think that's the focus of why we don't
16 want to make that mistake again. So other board, other commission
17 member comments? Roberta?

18 Female: Before the other commissioners comment, I just wanted to make a
19 clarification for - uh - for the record that the Bruce Booher,
20 Fred Turner, and Tim Brandt were the commissioners invited for the
21 site visit. They are the commission's Dangerous Building Committee
22 and there was a need to limit the number of people in that area and
23 that was - uh - why the three of - the three commissioners were - uh -
24 offered that site inspection - uh - in the site. Just wanted to make
25 that clear.

26 Chair Booher: Other commission comments? Um - uh - one thing that Tim had
27 mentioned on this tour, that as a policy it would be helpful for the
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commission in the future to try to find, as - uh - Mr. Reardon said, buried sidewalk probably isn't the best word for it. Uh - are we talking, when we look at these in the future, are we talking about the space created? Are we talking about the actual building materials used? Are we talking about its size and shape? Uh - uh - uh - we should try and explore these things so we know in the future. The - the buttress wall that Paula talked about that with - wi - actually withholds the street, not the sidewalk but the street, is incredibly intact and it circles around the building all the way up to 11th and down 11th to the alleyway. I was able to see that. So we have the buttress system as one item and if I remember what little I know about how it went, first they built the buttress wall, filled in the city, then when money was allowed they built the sidewalk. Um - so we have the buttress - uh - uh - structure, then we have the sidewalk structure. Need to look at that and see what can be done and - and personally - uh - the development team has a dilemma. You - you - with - with what you're proposing - uh - one of the questions that came up was well, how do we integrate the two. Well, the Preservation Commission doesn't know how to integrate the two. We just know how to observe what's there. Fred, you were on the tour.

Mr. Turner:

Well, I think from my perspective - uh - I - maybe I want to respectfully disagree with the engineer, Steve Hamamoto, about - uh - the statements - uh - that were made that - uh - that suggest that there's no way to retrofit the hollow sidewalks or keep the buttresses. Uh - I've seen a lot of deeper projects in other parts of this city and - and elsewhere where with shoring and - and appropriate type acts in the control of differential settlements that - uh - um - work like this

1 could be done in retaining the - the historic fabric that - that - uh - we
2 would see fit. Um - the - there was a comment during our visit that -
3 uh - the cross slope of the sidewalk is too steep. It violates ADA. But
4 - um - in my research - um - if - if in fact you provide just one ADA
5 compliant - uh - entrance to the new building using the California
6 Historical Building Code - uh - you can in fact - uh - have - uh - uh -
7 an excessive cross slope elsewhere on the project. You may have to
8 feather it a little bit or something to - to that - to eventually get to that
9 - to eventually get to an ADA compliant entrance, but so I don't see
10 that as a - a - um - a severely limiting factor. The - the applicant
11 suggests that the - uh - the main entrance to the commercial building
12 is in fact offset from the segment of the hollow sidewalk that - uh -
13 appears to be mostly intact. So that suggests that we could in fact
14 keep that cross slope. At least - uh - in concept, that's something we
15 - we ought to be exploring - uh - uh - you know - perhaps with public
16 works and - and others who might be able to render a - a more
17 definitive decision. But - um - it's not just the subterranean sidewalk,
18 but it's the - the lights that are in the sidewalk. It might be the - uh -
19 manhole covers or - um - that's probably not the appropriate term,
20 but you know what I'm talking about. Or other things - uh - perhaps
21 there's an elevator shaft opening. Uh - those kinds of things could
22 also be retained where in fact we could do a work-around and using
23 the California Historical Building Code to achieve that. Uh - I didn't
24 see - uh - any - uh - documentation on - on - along 11th Street. Did
25 you get a chance to go down into the hollow sidewalks along 11th
26 Street?

27 Chair Booher: Yes, I was able to go all the way around the building to the alleyway
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1 and the buttress system is completely intact.

2 Mr. Turner: Okay.

3 Chair Booher: But nothing else is original.

4 Mr. Turner: Okay. So the - the soffit and -

5 Chair Booher: The sidewalk is all new concrete.

6 Mr. Turner: - slab is - is all new. All right.

7 Chair Booher: The floor below is new concrete. The walls have been redone, but

8 the buttresses in - in -

9 Mr. Turner: Sure.

10 Chair Booher: Which - which leads to a question that I had, which was when one of

11 the mitigation, maybe Paula or Roberta, does the void need to be

12 maintained? Does that open space need to be maintained or just the

13 material need to be maintained, or is that just one of the choices of a

14 mitigation? If it's - if it's structurally unsound and you were to pack

15 dirt or some, I don't know, some system where you preserve the

16 construction in there but maybe not have to provide access to, would

17 that count as a potential mitigation or does that change what's down

18 there?

19 Female: Well, if you're looking at - uh - the eligibility criteria, spatial

20 relationships are part of that. I mean that's one of the issues Paula

21 brought up about the alley facades. If you move them all to the alley

22 you lose those spatial relationships horizontally and so it is part of

23 what they are about.

24 Chair Booher: Uh - as far as the sidewalks, the under - the - the void under the

25 sidewalk, same thing? If -

26 Female: It's - it's part of the characteristic of what those elements are - of the

27 various elements that make up the - the feature.

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1 Chair Booher: Our job tonight is to review and comment. We aren't in a position to
2 make a determination, correct?

3 Female: Uh - review and comments, recommendations to the - uh - in this
4 case, the Planning Commission for this project.

5 Chair Booher: Well, we - we have an additional burden, I feel, as commissioners on
6 this. Fred was questioning the origin of the district and if my memory
7 serves while I was on the previous - uh - Design, Review, and
8 Preservation Board, across he street at the Broiler is where the alley
9 question first came up . It - uh - uh - the - it was where - I think that's
10 what led to looking at the alleys because it was determined after a lot
11 of debate, heated debate, that there was nothing salvageable or
12 visible from the street, that we weren't trying to keep the facade, but
13 that it was the alleyway that was important. And then I think that's
14 what led to reviewing the district. And then Andy, were you there for
15 the Broiler discussion?

16 Mr. Hope: Yes.

17 Chair Booher: It - it was real - and these same kind of questions and I - if we're just
18 review and comment, seems to me that we have to consider that
19 possibly in the future over there we'll be facing a similar - as a matter
20 of fact, we - we did get a proposal for the corner of 10th and J. What
21 your proposal is is not going to be unique there. I think we need to
22 try and grapple with a bigger - bigger dilemma.

23 Female: Andy has -

24 Chair Booher: Yes. Sorry, go ahead. Sorry. I'm sorry. (inaudible)

25 Mr. Hope: Uh - could we get an elevation of J Street, please?

26 Female: Existing or proposed?

27 Mr. Hope: Proposed. That would be great. Thank you.

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1 Female: This is the one that has J Street elevation here. So then the
2 commercial entrance, as you mentioned, is located approximately
3 here. Um - the area of - um - of 10 - the current 1020 J Street is
4 about here. We have significant cross slope all along actually both
5 sides of the sidewalk. Uh - it's four to six percent in some areas. For
6 ADA compliance, maximum is two percent with four percent allowed
7 in hardship areas. Although it's not at the entrance, it is in the public
8 right of way where you do have to provide an ADA compliant route of
9 travel around your project site.

10 Mr. Hope: Whew. Doesn't look like J Street to me. How far along are you on
11 this design? Are you on schematics?

12 Female: We are in the schematic phase. We've worked - um - we've had our
13 first - uh - review and comment with the Design Commission,
14 continuing to work for - with staff to evolve the design. Uh - in
15 addition, we'll be meeting with the Design Review Commission - uh -
16 for another review and comment on - uh - July 20th will be our next
17 review and comment.

18 Mr. Hope: Thank you.

19 Female: And it has evolved actually past this as well. This is just what we had
20 available for you tonight.

21 Mr. Hope: So this is not the most current.

22 Female: This is not the most current. We do have a study that we current -
23 that we currently reviewed with staff on the 30th.

24 Mr. Hope: Can we see that, please?

25 Female: Uh - huh. I do believe I have that with me. That's K Street and the
26 next street. These are (inaudible) so it's a little bigger than - uh -
27 than what really - uh - see, we -
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1 Mr. Hope: So that's entirely different elevation on the front.

2 Female: So yeah, we've moved to - um - a brick scale. It's got - uh - this is a
3 22 feet storefront - uh - commercial base, really inspired by the
4 heights of both the outbuilding, which is - uh - across the street and -
5 uh - the hotel down the street as well as reminiscent of the - uh -
6 market building at the Sheraton.

7 Mr. Hope: Okay.

8 Female: Kind of influenced by the classical architecture that we see repeated
9 around the site.

10 Mr. Hope: Terrific. Let me ask you one question. Does the tower - uh - does
11 the base extend outward from the tower? Is there a podium there or
12 is it flush all the way down?

13 Female: There is a slight setback, but it's only - you know - three to four feet.
14 You do feel it. Where - and you do see it. There's shadowing that's
15 cased, but not the same as the Levitt Street where it's set back 30
16 feet.

17 Mr. Hope: Right.

18 Chair Booher: Uh - I've been advised that there's a distinction between our
19 commission and the design commission -

20 Mr. Hope: Well -

21 Chair Booher: - that perhaps -

22 Mr. Hope: Okay. The point I was going to raise was that perhaps as part of the
23 - one of the things that we might suggest to the design commission is
24 that there be a podium or some expression of the height of this
25 historic buildings along J Street. And I think that in my mind that's
26 discontextual and I'm not sure if that is beyond our purview, but - uh -
27 obviously from when I'm - my line of thought tonight is that that's -
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1 that edge is really important. And I understand it's - it's sawtooth, but
2 - you know - I'd really love to see some expression and I'd love to
3 see some - some horizontal setback and - and it could be a different
4 material. It could be -

5 Chair Booher: Uh - Roberta, would you say that's -

6 Female: That - that's - sounds per - within the purview of this commission to
7 make a recommendation to the design commission relative to that.

8 Chair Booher: Okay.

9 Female: And we are trying to -

10 Female: Here.

11 Female: - develop the design with that in mind, creating a 22 foot, which is like
12 a two-story, and a 48, which is like three-story, through both material
13 and setbacks and a lot of banding and crown molding, things that are
14 reminiscent of both - uh - you know - other historical buildings in the
15 area on the original scale of the street.

16 Mr. Hope: Okay. Good.

17 Chair Booher: Uh - Andy, I've been remiss. I apologize.

18 Mr. Hope: Oh, no problem. Uh - I just wanted to talk about these historic
19 properties. Um - as Roberta said, the survey committee of this
20 commission has met and discussed the down - the expanded
21 downtown survey and that hasn't come to this commission yet, but
22 we have - uh - a kind of a consensus and it's come up before. We're
23 - we're all agreed that the buildings on J Street that are in this project
24 area are by themselves not landmark properties, setting aside for a
25 minute the question of the alley facades. The - uh - I'll come back to
26 the alley facades. The other issue is the hollow sidewalks and Paula,
27 I'm glad you showed the pictures because I had - I have not been
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down there and had not seen them. What you have in Sacramento is not really a system like you have in Seattle where you take the underground tour. And they not only have a system you can walk through, but they've got the - the original facades of the buildings, which are now the basement facades between - you know - on the other side of the sidewalk are there. What you have here is a series of fragments that are discontinuous and varying degrees of integrity. Very little of it has integrity. The pictures I saw tonight, frankly I'm not impressed with - with this thing as a historic property that we need to preserve. Um - it - it doesn't have the - uh - what would've been the original facade of the building, facing in - onto what would've been the original sidewalk is now under the vault. What you have is the structure and the bricks - um - and frankly, it's - it's not - uh - a resource that I'm going to put up a fight over. To me, the real issue is the alley facades. We did talk in the survey subcommittee about the alley facades and there was a survey and the survey subcommittee looked - in fact, we walked through the whole downtown area and said this is the best alley facade left in the city. And I think it has the potential to be a landmark and if it's a landmark, then all of those buildings are landmarks and what's significant about them is the alley facades. And that's fundamentally incompatible with what's being proposed here. So do we want to put up a fight about saving the alley facades or not to me is the issue. And that to me is the one resource that's really work preserving as a historic resource here.

Chair Booher: Thank you, Andy. And when you say preserving it, could you expand on that? The literally preserving the walls that we see there now?

1 Mr. Hope: Probably not just - uh - saving the walls and - and holding them up
2 somehow is - is probably not sufficient.

3 Chair Booher: Okay.

4 Mr. Hope: Yeah. Uh - as I said in response to the question, what's - what
5 becomes the landmark is the property and what's significant about it
6 is the alley facades. We do landmark buildings because - when
7 there's street facades and there's a lot of buildings that don't have
8 sidewalls. All we see is the street facade and we say yeah, that's
9 significant. That's a landmark. We could do the same thing with the
10 alleys.

11 Chair Booher: And then Paula had mentioned the non-built space in the alleyway.
12 That would also -

13 Mr. Hope: I think the - the relationship, the in and out pattern, the distance from
14 the alley to the facade is part of the significance of that space and it
15 could be developed as a very interesting kind of outdoor series of
16 cafés and - and some cities that have the more pedestrian alleyways
17 do that, develop their alley facades.

18 Chair Booher: Uh - well, I think you hit it. It's not exactly compatible with the
19 proposed building and there - therein lies the dilemma. So how do
20 we give review and comment when we have to - uh - doesn't seem to
21 be a middle ground, Roberta.

22 Mr. Turner: Mr. Chairman?

23 Chair Booher: Uh - Fred?

24 Mr. Turner: Yeah, if - if I could respond to Andy. Uh - I think there are a lot of
25 pictures of hollowed sidewalks - um - and many of which do not have
26 integrity. But there was only a few pictures of the portion that did
27 have integrity - uh - and I think - you know - uh - before you - uh -
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maybe finalize your decision, perhaps you need to - to focus or ma -
maybe we need another trip down there. Maybe there's - that's - that
opportunity. But I do agree with Paula's - um - conclusion that there
is at least what I'll say one - um - storefront width of hollow sidewalk
that's probably worth retaining. This is a very large project. So I
don't consider that to be a very major mitigation measure, frankly.
Uh - and it might actually be an interesting feature say off of a
parking level where you could look in and - and actually see it, and I
think that's what we were attempting to do with the - uh - coms - uh -
with the - uh - Cooley building - Coolott building - uh - a couple of
blocks down and failed. So - uh - it - it - with that respect - uh - I think
also Bruce's notion of retaining the - um - buttress wall - uh - I had
asked the applicant during our visit, what is the proposed extent of
demolition and they said well, they could - they want to tear
everything out. Well, the - the - uh - retaining wall is - is intact. It's
this - the street is not settling out. So - um - you - I think we need to
keep in mind that the salvage value brick is now running Ret, what is
it - uh - \$2.50 to \$3.00 a brick, which would more than pay for the
demolition. So there's in fact a very strong economic incentive to
demolish as much brick as you possibly can because the salvage
value of that brick will pay for it. So my view is let's not necessarily -
um - uh - take what the contractor would like us to - uh - hear, but -
but to lo - let's look at what's still intact. And I would tend to agree
with Bruce, is - is that there's no reason we should be impinging on
the - uh - the integrity of the retaining wall and the buttress system
modesty in place. Particularly, I didn't get a chance to go down 11th
Street. I think that relying on Bruce's word - uh - you've got a whole

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street front that's a half a city block long of arched brick buttress wall - uh - which in and of itself is - is a rather interesting feature. Not necessarily saying that you need access to it, but - uh - uh - uh - I think that - uh - there is enough there to - to - uh - to at least pursue preserving.

Mr. Booher: Okay.

Ms. Jacques: Yeah, I have - um - a couple of comments. I too would like to see and I rely on - um - Fred and - and Bruce, your expertise in terms of the - the structural issues down there, but I too would like to see what's left of the fabric of the - uh - the hollow sidewalks preserved. I remember I was in the audience at the discussions on the - the - uh - attempts to save some piece of that with the Coolott building before that whole thing fell apart and I was really convinced that that - that was an important thing to do. Um - and if there could be a way, since there will be the subterranean garage to it, least create - uh - some way that - um - that - that people might be able to - to view little segments of - of that. Um - that is a way of - of bringing alive and - and allowing - uh - uh - people, not only our generation but future generations, to have - um - some access to - um - to what was a very early feature of the city. Um - the other thing that I just want to go on - on record about was that I spent a portion of Sunday morning just walking around that - that alley face and kind of hanging out there. And - uh - and I think - um - the loss of that really is a sig - a very significant loss - um - because it - it does take you back in - in time and I know this is going to come up again and I - with other projects and I hope that somewhere maybe with some projects that - that we're able to at

1 least retain a few pieces somewhere in downtown Sacramento of - of
2 what's left because that is - is the original stuff and it really does give
3 you some feeling of what it must have been like in the 1880's, 18 -
4 1890's. And - uh - uh - to me, the - the form of it, the - um - the
5 shape of the windows, the arches over the windows, they were very
6 simple. This is the backside. I mean the most ornate thing is the two
7 remaining bays - um - just off of - of 11th Street. Um - but they really
8 are very beautiful in terms of - of - um - their proportions and - uh -
9 and simply spatial relationships of - uh - of - of windows and
10 dimensions of buildings of that period of time. And I at least want us
11 to be on record of acknowledging the - and talking about the - the
12 value of that and the - the significance of that and the loss that's
13 entailed.

14 Chair Booher: Well, I think that's the kind of thing that we need to produce tonight is
15 some - some specific guide - guidelines or input or concerns. I think
16 Andy hit it, for the behalf of he developers. We have one situation
17 that is - uh - completely incompatible with what you're trying to do.
18 What you - we have to acknowledge that. Saving the alley scape the
19 way it is now eliminates your building, and I think that should be in -
20 incorporated into our discussion. The sidewalks on the other hand,
21 while difficult, do not preclude you from doing a project. I think that
22 the city also needs to recognize they have a conflict. They want
23 more housing, more density, higher buildings downtown, yet they
24 want our historic resources preserved. That - that conflict has to be
25 acknowledged. We can't just pretend it doesn't exist. You're there to
26 build the housing the city says they need. How do we do that? We
27 need to acknowledge that. And the other thing is I believe that if the
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1 city creates a dilemma saying A, we have to comply with ADA
2 requirements, on the other hand we have to preserve sidewalks that
3 don't comply, I think the city has some obligation to help us with that
4 dilemma. I don't think it should be all ours or all yours. I think we
5 need the city's - uh - uh - advisor on - on disability to come in and say
6 what do we need to do. We shouldn't have to second guess what
7 they're going to be requiring. So if - uh - if we can frame it in - in - in
8 those - uh - uh - if we - if - we need to - we need to move something
9 further to the next level to the - um - the planning commission.

10 Mr. Turner: Mr. Chair?

11 Chair Booher: Yes.

12 Mr. Turner: Uh - if I could offer another alternative that maybe it's a variant of
13 what Andy was - um - suggesting. It's - uh - not uncommon. It has
14 been done before where - uh - existing building interiors are removed
15 and the - uh - facades of the buildings are retained and held in place,
16 temporarily braced until such time that a new building is constructed
17 within the - uh - existing footprint. And if you look on Page 14 of the
18 EIR - uh - I think you catch about half of their site - uh - but then if
19 you look at 1020 and 1018 J, those are pretty shallow buildings. But
20 you - you catch nearly all of it on 1024 and 1030, which are actually
21 the ones - isn't 1024 the one with the bay window? Mark me if I'm
22 wrong or maybe it's 1030, but -

23 Female: It's 1030 with the bay.

24 Mr. Turner: 1030. Okay. Uh - so you could in fact, footprint-wise, you get about
25 3/4 of - uh - the footprint and still retain the alley - uh - walls. The -
26 then the question though is a matter of integrity, once again, in that
27 you've removed what amount to non - or on - un - undistinguished

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1 features. You've retained the - uh - uh - distinguishing characteristics
2 of the alley, which is just the walls only, and then you have a new
3 building that could go up right behind it. This has been done on - in -
4 uh - San Francisco, Santa Cruz - uh - it happens a lot after
5 earthquakes. So that's why I know that that's feasible. It's
6 expensive, but it is feasible. Do - do you follow that logic, Bruce?
7 Chair Booher: I - uh - are you talking similar to the Esquire where they kept the
8 facade of the Esquire and then built the new building behind it?
9 Mr. Turner: Yes, uh - huh.
10 Chair Booher: You're right. That's been done. And actually, Roberta and I talked
11 about that in relation to another - um - project some time ago and I
12 think you said it wasn't - wasn't exactly the preferred alternative.
13 Female: Uh - it's got various - uh - phrases that go with it, but - uh - but if - you
14 know - if - if this just is the facades that are the - uh - significant
15 features, it - and - you know - how to build around it that respects
16 those facades, it - it has been done - uh - well in some areas. It's
17 been done poorly in other areas. So - you know - it's a design issue.
18 Chair Booher: Yes, Andy.
19 Mr. Hope: To add to that discussion - uh - the - the project as proposed fills the
20 entire site. So if you were going to save the alley facades, I think that
21 would mean moving them back to the alley frontage. And - and to me
22 and I think to the survey committee when we looked at these alley
23 facades we said what's important about this particular place was that
24 the backs of the buildings back off the alley frontage and so you've
25 got enough room to develop a courtyard and really make this an
26 interesting public or commercial place. And - and moving the facades -
27 you know - you - that space is - is part of what's important about it.
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1 Chair Booher: Which, if I'm looking on Page 30 of the - uh - report that Kathleen was
2 reviewing and - and Paula was reviewing, it - it really eliminates using
3 - uh - uh - over a third of the space and I - I - I don't think the
4 developer is proposing a project that only uses 2/3 of the space.

5 Mr. Hope: That's why I said it was fundamentally incompatible.

6 Chair Booher: Exactly. Well -

7 Female: Well, the -

8 Chair Booher: I think I'm doing a poor job up here. Can - um - anybody come up
9 with anything? Uh - we - we can always fall back. We are the
10 Preservation Commission. Our obligation is preservation. We aren't
11 the design anymore and we aren't planning. We can say what we
12 would like to have done as a Preservation Commission.

13 Ms. Jacques: Well, I was going to make a couple of comments - uh - again - um -
14 and I know for that whole alley facade, the spatial relationships are
15 really very dramatic and they are part of that whole frontage. But the -
16 the - uh - the buildings that are the closest to the alley, the couple of -
17 of frontages are almost out to the street and I wonder about just - um -
18 rather than playing with bringing the rest of it out too and creating a
19 false sort of thing, about just - um - looking at saving those - uh -
20 those facades of those front two buildings essentially where they are,
21 which is just about on the alley. Um - the other thing that I just want to
22 make sure, because its - its happened at other times, is - is the
23 question that you raised, Ret, on the previous project that we make
24 sure that funding is in place and that this - uh - uh - that this will move
25 forward before - um - demolitions occur because what would be really
26 tragic would be to have this whole discussion - uh - lose everything,
27 and have the project fall through. So that's a - it's a comment about
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1 timing and - and funding and I - I don't know if that's - you can make -
2 if you can do that in review and comment, but it wouldn't be the first
3 time in this city that a project has really - you know - gotten to the EIR
4 stage and - and then run into - into problems. And I - I just think that
5 has to be said in terms of timing.

6 Chair Booher: So Karen, your - your suggestion on that Page 14 would be as one of
7 the guiding - uh - one - one of the comments would be keep the alley
8 facade of building number eight and nine intact? On that Page 14
9 you're talking -

10 Ms. Jacques: Yes, because that's before you start getting into the - the - the kinds of
11 - of setbacks and all the - it creates some flavor of what was - was
12 there and it does - that flavor does inter - interface with the building
13 across the alley. Um - but it doesn't create the false representation of
14 trying to move the rest of it forward where it wasn't.

15 Chair Booher: Andy, does keeping half of it do anything?

16 Mr. Hope: I'm kind of an all or nothing guy. I - uh - to me, we either oppose the
17 project because this is a landmark property that's worthy of
18 preservation or it's a property that's not really work putting up a fight
19 over. And that's a difficult thing.

20 Chair Booher: Oh.

21 Ms. Buford: Can -

22 Chair Booher: Yes, please.

23 Ms. Buford: (inaudible)

24 Chair Booher: Please, save me.

25 Ms. Buford: Ellie Buford. I'm Environmental Planning Services. Uh - as - as I
26 mentioned previously, it is review and comment and I think that you
27 have made some very - um - important and - um - significant - um - I

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1 guess - you know - comments and considerations and - and - um -
2 evaluations - um - uh - opinions from your - from your perspective in
3 terms of - um - the authority of the commission. And what I would
4 suggest is that you have - um - Ms. Dearing - um - draft
5 correspondence to the Planning Commission - um - from your - um -
6 your commission. Uh - perhaps it could be reviewed by - uh - I - you
7 know - the Chair - um - to convey - um - the many concerns you have.
8 Um - I think what I - what I hear you saying is that you have - uh -
9 concerns with regard to - um - the demolition of - of these buildings or
10 the - the demolition of - you know - the entire site and that you're
11 looking for - um - and you don't - you have to solve this, but looking
12 for some - preservation of some of the elements too and I think
13 Roberta could probably - um - define those for you and pull together
14 your comments.

15 Chair Booher: Would you - would you agree?

16 Ms. Buford: Um - uh - does the discussion that this commission has had tonight -
17 uh - there's varying aspects of it. So I'm wanting a little more
18 direction, I think - um - in terms of -

19 Mr. Turner: Could - could I -

20 Chair Booher: A little more focus on the proposal? Fred?

21 Mr. Turner: I'd - I'd be happy to give it an attempt. What if we all tried to look at
22 Page 26? It's actually Page 4.3 dash 26. And I think Joe and I are a
23 bit mystified right now, Bruce, that you're looking at something that we
24 may not have.

25 Ms. Buford: It's - it's - I thought that might be a problem. It's in the - the document
26 that's called Chapter. The - the footnotes say Chapter 4.3.

27 Mr. Turner: Uh - huh.

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1 Ms. Buford: There's the - uh - this is what Andy was referring to, I think, with the -
2 Mr. Turner: Well, the - there's also a -
3 Ms. Buford: Uh - Page 14 of Chapter 4.3.
4 Mr. Turner: A similar diagram.
5 Ms. Buford: And a similar diagram there, although that one doesn't have the two
6 buildings.
7 Chair Booher: Oh, okay.
8 Ms. Buford: You see that?
9 Chair Booher: Yeah.
10 Ms. Buford: There are -
11 Chair Booher: Uh - huh.
12 Ms. Buford: - two documents you've got here and -
13 Chair Booher: I got one that was background -
14 Ms. Buford: - I thought there might be confusion.
15 Chair Booher: - one that was resources.
16 Mr. Turner: Got it. Okay. So could I - could I try to craft - uh - a motion and see if
17 we can get a plurality of votes? Uh - if you look on Page 26 - uh - I'd
18 like to raise something else that we haven't even talked about on
19 mitigation measure 4.3 dash 1-B. Uh - in addition to removal and
20 storage of granite curbs and corners, I'd like to add the word and - the
21 words and reconstruction. These are the curbs around the street
22 scape. So it would be at - during construction, reconstruct the granite
23 curbs and corners. I don't see why not, but - you know.
24 Ms. Buford: No, Commission, if I may. There are not any granite curbs on this
25 extend of this -
26 Mr. Turner: Oh, okay. Then we should drop that.
27 Chair Booher: Uh -
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1 Mr. Turner: Okay. Well, let's just drop that recommendation. That's - that would
2 be our recommendation is to drop that mitigation measure.

3 Ms. Buford: They're not there.

4 Chair Booher: Uh - Fred, it's been pointed out that our purview tonight isn't to
5 change any language. We can just simply have a motion that says
6 we would like you to look at -

7 Ms. Buford: Recommendations.

8 Chair Booher: - and - or recommend language. Would -

9 Ms. Buford: And that's why I underst -

10 Mr. Turner: Well, this is a draft EIR. So are we crafting the mitigation measures?

11 Chair Booher: Uh -

12 Ms. Buford: You're - you're making recommendations to the Planning Commission
13 and maybe the Design Commission.

14 Chair Booher: Jeff, you -

15 Mr. Turner: On - on what?

16 Ms. Buford: Relative to the cultural resources and the - and the mitigations.

17 Chair Booher: Yeah.

18 Mr. Turner: We have all of these measures or mitigation measures are on cultural
19 resources on -

20 Ms. Buford: That's what - that's what I - I think I understand you're making a
21 recommendation that - uh - uh - relative to these mitigations.

22 Chair Booher: Uh - uh -

23 Mr. Turner: So we can't change these measures? We can only support them or -

24 Ms. Buford: You can make recommendations about them. Is that correct, Jeff?

25 Mr. Turner: Yeah. What I'm doing is trying to - or what I'll try to do is go through
26 Page 26 through - uh - 34 and propose some alternative language
27 that would alter these mitigation measures. Is that okay with
28

1 everybody or -

2 Male: Well, probably what would be better is to - uh - along the lines of what
3 Ellie recommended. Go through each mitigation measure. But rather
4 than - it's sort of form over substance here, but - uh - rather than
5 proposing changing the language in there, just capture your
6 comments and suggestions - you know - as to each mitigation
7 measure.

8 Mr. Turner: Well, I - uh - I - I don't think that's strong enough so - because we -
9 we're actually in a position of - of not agreeing with these. So we
10 would either have to - I don't - I - I frankly don't see why we're beating
11 around the bush. This is a draft document. Why don't we just - uh -
12 make some recommendations on how it should - how the mitigation
13 measures should be worded? What's preventing us from doing that?
14 Is there a law against us doing that?

15 Male: No, there's no law. It's just - uh - the way it was presented to you for
16 review and comment. I don't know that they were asking for - uh - you
17 to go through tonight and rewrite each mitigation measure. But - uh -
18 you can make as strong a comment as you'd like about each one and
19 propose that as a motion to be forwarded.

20 Mr. Turner: Well, that's in a sense - in essence, what I'd be doing is - you know -
21 because what - what I think we're hearing is 4.3 dash 1-B can be
22 dropped. So I recommend that we drop that. All right? Let's - let's try
23 and see what happens. I don't think the changes are going to be that
24 - that great. On 4.3 dash 2, I think that - um - this is on Page 29 - uh -
25 I - I do think that we ought to more formally mention a HABS
26 documentation as a - as a way of pinning this down. I think it was
27 implied, but it just isn't stated. Is - is that okay?

28

1 Ms. Buford: Uh - sure. Um - it - what level of HABS would you like to specify?
2 Mr. Turner: I think that could be left up to staff.
3 Ms. Buford: Okay.
4 Mr. Turner: I - I'm not - Andy, maybe you know - uh - but is that something you
5 really need direction from us on? Is it discretionary?
6 Ms. Buford: Yes, it's a significantly different between Level One and level Three to
7 my understanding.
8 Mr. Turner: Okay.
9 Mr. Hope: I wouldn't be ready at this meeting tonight to say it should be Level
10 One or Level Two or Level Three. It - it would take some thinking
11 about it.
12 Mr. Turner: Would - would you feel comfortable leaving that decision to staff?
13 Mr. Hope: Yes.
14 Mr. Turner: Okay.
15 Mr. Hope: I have a lot of confidence in the staff.
16 Mr. Turner: I guess for the sake of consistency, the - the other pro - proposal
17 we're going to hear tonight is very detailed on that very subject and it
18 just struck me that we should probably have some sort of consistent
19 reference to it at least. On Page 31, I guess I'm trying to craft a
20 motion here, so bear with me. Um - I think what we want to do is - is -
21 uh - add - uh - language to the effect of exploring the preservation of
22 the alley facades for 1024 and 1030 J. Does that capture what you're
23 -
24 Female: Yes.
25 Mr. Turner: - talking about?
26 Female: That does.
27 Mr. Turner: Okay. And then on - um - Page 33, mitigation measure 4.3 dash 4 -
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1 uh - we would want to - uh - or our comment is to consider preserving
2 - uh - the existing retaining walls that - uh - support the soil under the
3 streets - uh - of - uh - J Street and 11th Street along the entire length
4 of the project in addition to supporting 4.3 dash 4. That's essentially
5 the essence of my recommended motion.

6 Chair Booher: Uh - I don't believe there's any conflict with - with having that included
7 in our comments. Andy?

8 Mr. Hope: Uh - just one thing I wanted to add. Um - 4.3 dash 1 talks about
9 archeological monitoring, which is kind of a common stipulation that
10 we're going to monitor. In cases where there's a high probability of
11 hitting something important, maybe monitoring isn't enough. And so I
12 think we could encourage reconsideration of whether - whether it
13 might make more sense to do an archeological investigation up front
14 rather than waiting to - uh - hit it during construction. Then it delays
15 construction and - uh -

16 Female: If - uh - if I might address that, the - um - evaluation of the
17 archeological issues, both prehistoric and historic, in the - the Cultural
18 Resources Report has been pretty thorough and - um - Paula did
19 speak to the spaces, the areas behind the buildings as potentially
20 having - um - some - uh - some archeological sites. But it's - uh -
21 nothing that is unexpected. There's nothing particularly - um -
22 additionally significant. It's - in terms of prehistory, it's - um - outside
23 the area of the - the known site and it's the monitoring there -
24 monitoring - the recommendation is sufficient for that.

25 Chair Booher: Uh -

26 Mr. Hope: Okay. Uh - the - it's the city council (inaudible) that would be a
27 problem.

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1 Chair Booher: And - uh - in addition to Fred's comments, I - I just - uh - it's incredibly
2 difficult because the - as we said, the two - the - the two aren't
3 compatible. Perhaps to step back a little bit, I'd like the Preservation
4 Commission in addition to including Fred's comments to say the
5 Commission recognizes that there are existing - uh - uh - an existing
6 brick buttressed wall that surrounds the project and is a very important
7 resource. Secondly, there is a portion of a brick barrel vault intact that
8 is a very important resource. There is a facade along the alleyway
9 that is a very important resource. There is some historic heights,
10 rhythm - rhythms, and massing that we consider to be a very
11 important resource. Those are the things we've been talking about
12 today. Now, I think in order to conclude this, in addition to those
13 statements, what do we want to say? It's a very important resource
14 and we want it preserved, we want it reviewed by the next level, we
15 want it acknowledged, we want it to be mitigated? We - we got to give
16 the development team something and we've got to give the Planning
17 Commission something. But those are the - those are the items that
18 we've been - been focusing on. What does this commission want to
19 pass on to the next level that we would like to have done with those
20 resources? Andy?

21 Mr. Hope: I would advocate the preservation of the alley facades, which are the -
22 a landmark - a potential landmark property.

23 Chair Booher: Okay.

24 Mr. Hope: And therefore, opposition to the project.

25 Chair Booher: Okay. We can also say that as Fred mentioned, the buttresses are
26 intact. They don't have to be altered to do the project. So we could
27 put that forward. I know Andy said he wasn't as strong, but it's not a
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1 conflict. We could put that forward.

2 Mr. Turner: Yeah, I - uh - uh - I think that perhaps, Roberta, we need some
3 background on what EIR's are supposed to do. There's an - there's
4 an adverse impact to historic resources and maybe you could go into
5 this, but that rec - that triggers mitigation, right?

6 Female: Um - Ellie, help me if - uh - wrong about this, but in terms of cultural
7 resources, the environmental reviews need to identify historic
8 resources, meaning those resources that are eligible as historic
9 resources generally under the California Register of Historic Places,
10 identify the impacts of the project on those resources, look at whether
11 there are feasible alternatives to the project, including the no project
12 alternative, which was looked at in this - uh - document, and - or
13 mitigation that the project - that would be part of the project that could
14 mitigate for the loss of - um - those res - or the impact to those
15 resources to less than significant - uh - levels.

16 Mr. Turner: That's - that's the buzzword I was looking for. So -

17 Female: That -

18 Mr. Turner: - the question - I guess we have some differences of opinion. One is
19 Andrew - uh - who wants all the facades, and I must say there must
20 be four or five buildings, some of which would impinge on the footprint
21 of the - of the project, which would render the project undone. And I
22 think you want the buildings behind those facades saved as well. Is
23 that right, Andy?

24 Mr. Hope: Yes, I wouldn't consider saving the brick walls to be preservation of
25 the landmark property.

26 Mr. Turner: Okay. So just saving the - the alley walls alone is not - um - a
27 reasonable mitigation measure, in your opinion, as a -
28

1 Mr. Hope: It might be a reasonable mitigation. I mean they - if the project is
2 going to go forward.

3 Mr. Turner: Okay.

4 Mr. Hope: Miti - mitigation is based on the assumption that - that the project is
5 going to go forward.

6 Mr. Turner: Okay. So what you're saying is if you could add your language about
7 opposing the project - uh - in its totality currently and then - and then
8 in addition, would you be amenable to saying then but if the project
9 proceeds - uh - would - you know - as a - as a second - uh -
10 preference, the following mitigation measures to - to - uh - si -
11 significantly reduce the impact - uh - would - would be along the lines
12 of some of the discussions that Bruce and I had articulated?

13 Mr. Hope: In general - um - I think saving fragments is not that important. I think
14 the recordation of the whole in its - in its condition before it's changed
15 is how you capture what the historic property was. Uh - saving the
16 brick facades and tacking them onto a new parking structure I - I don't
17 think is that important.

18 Chair Booher: Well, would we need to vote on - uh - if we were to pursue Andy's
19 path of opposing the project, would we need to vote on that or could
20 we just say one board - one commission member believes that the
21 building should be saved intact?

22 Female: I think this needs to be commission review and comment.
23 Commission comments.

24 Mr. Hope: Okay.

25 Chair Booher: So individual commissioner comments?

26 Female: No.

27 Chair Booher: Okay. The commission.
28

1 Female: As a commission.

2 Chair Booher: All right.

3 Mr. Hope: Since I may be the only one who feels that way, it would be a good
4 idea to get everybody on the table about that or at least see what the
5 majority of the commission is.

6 Ms. Buford: Uh - uh - Ellie Buford, Environmental Planning. Um - I think that the
7 comments that you're making are - um - strengthening some of the
8 mitigation measures or - or - uh - uh - adding additional mitigation
9 measures. Um - I think even with those, and Paula might want to
10 speak to this too, you - the conclusion is going to be that the impact -
11 um - of the project as proposed is - is significant and unavoidable.
12 You can do - you know - more and more to make it less - you know -
13 significant - uh - but it's still going to be significant and unavoidable.
14 Um - the - the real challenge I guess comes to the decision makers
15 when the project goes before them as to the findings that they have to
16 make - um - with regard to the feasibility of the mitigation measures
17 and I know the applicant brought up the question of - you know - that
18 it wasn't feasible - um - for - to - um - save the - the certain element
19 and I believe Mr. Turner - you know - spoke to no, no, he - you know -
20 disagrees with that and that is something that staff - um - with - um -
21 the - the Preservation Director, along with probably a building official
22 is going to have to make a determination. Is that - is that feasible?
23 And that's one of the findings that has to be made. Is that - you know
24 - you need to impool - impose feasible mitigation measures - um - or
25 make a finding as to why - you know - that isn't feasible. And so
26 those are the sort of - um - next steps that would happen as part of -
27 you know - the - the EIR and the project moves forward. Um - the
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1 other consideration is does it meet the project sponsor's objectives.
2 So certainly, they - you know - want to build something in the site, but
3 they can't constrain it so much that - you know - it's not po - you know
4 - you can't possibly impose additional mitigation measures and still
5 meet their objectives. So those are - you know - I think - uh - uh - the
6 - your comments are very meaningful with regard to those issues and
7 providing - um - that - you know - level of insight for the Planning
8 Commission in the - in this case - um - on what you - you know -
9 believe and around the site - um - should be looked at in terms of -
10 you know - mitigation and strengthening of the mitigation measures
11 that have been put forward.

12 Ms. Begotian: I just wanted to say if - if I could have my first choice, which I can't in
13 this - you know - it - I would love to see those buildings saved and a
14 different project go in that could maintain the backs of those and could
15 make that alley - um - you know - a - a living, active place with those
16 buildings. What I end up coming back to is with - um - the
17 tremendous pressure that we're - uh - experiencing in the city for the
18 development of - of J and K and for housing downtown, we end up
19 recognizing the - the reality is that there's - there's no way in the world
20 that - that that would happen short of the developer deciding that they
21 were suddenly just sick and tired of Sacramento and - you know -
22 wanted to do something else. So I come back to trying in this case -
23 uh - to get - uh - uh - um - the best mitigations that - um - or trying to
24 find ways we can recommend and comment on the - on the best and
25 most complete mitigations that - um - we think we could possibly get
26 or that the - um - out of it.

27 Ms. Buford: Uh - huh.

28

1 Chair Booher: Uh - with that in mind, Fred, will you try once again on a motion that
2 would reflect the Board's recommendations? This is only our
3 recommendations to go forward. You had mentioned the altera - or
4 some additional language you'd like to see, but maybe expand that
5 and let's see what we can - um - what we can accomplish. This would
6 be a motion that would reflect the - the - um - comments and input we
7 would like to have go forward - uh -

8 Mr. Turner: Well - uh - I'll try again, if you'd like. Uh - if you go back to Page 26 -
9 um - we recommend that the mitigation measure - uh - B be deleted
10 because there are no - because staff indicates that there are no
11 granite curbs or corners. On Page 29 - uh - add a reference to a - an
12 appropriate - uh - level of HABS documentation. On Page 31 - uh -
13 add language to explore preserving the alley facades of 1024 and
14 1030 J Street. And on Page 33 to explore the - uh - preservation of -
15 uh - the existing - uh - buttress retaining wall supporting the soil below
16 J and 11th Street along the entire - uh - project - uh - lengths of - of
17 those two sides, the north and the east side of the project. That's -
18 that's my draft motion at this point.

19 Chair Booher: Do we have a - a second on that motion?

20 Mr. Stinson: I'll second.

21 Chair Booher: Thank you, Joe.

22 Mr. Stinson: Yup.

23 Chair Booher: Does - we have a motion and a second. Discussion on the motion.
24 Andy? No?

25 Mr. Hope: (inaudible).

26 Chair Booher: Okay. Uh - any other discussion on the motion? Uh - if there's no
27 discussion on the motion, we have on on the table. We need a vote.
28

1 Female: Uh - I'll call for Mr. Beavers.
2 Mr. Beavers: Yes.
3 Female: Mr. Hope.
4 Mr. Hope: Yes.
5 Female: Ms. Jacques?
6 Ms. Jacques: Yes.
7 Female: Mr. Stinson.
8 Mr. Stinson: Yes.
9 Female: Mr. Turner.
10 Mr. Turner: Yes.
11 Female: Mr. Booher.
12 Mr. Booher: Yes.
13 Female: It's unanimous. Thank you. This - this is the first -
14 Chair Booher: Thank you all.
15 Female: - the first one this - that we've done this way. So I appreciate it.
16 Chair Booher: This is new territory. Thank you for the - uh - patience - uh - of the
17 audience. Thank you again for the developers to allow us to have had
18 our meeting. Thanks to all that bear with us and - uh - got to exercise
19 my option and give a five minute, and I really mean five minute. 8:15
20 we will go to Item Number 5, Township Nine Cultural Resources.

21 **(Off the Record)**

22 Chair Booher: All right. Ready to go on here with Item Number 5, Township Nine
23 Cultural Resources. Thank the audience again for your indulgence so
24 far this evening. Who - uh - mo - just move over, huh?
25 Ms. Forrest: Okay.
26 Chair Booher: You keep - that's - that's - keep it interesting. All right.
27 Ms. Forrest: I might throw a costume change in there too or something.
28

1 Male: (inaudible).
2 Ms. Forrest: What's that?
3 Male: (inaudible).
4 Ms. Forrest: Yes, so I could sit closer to you.
5 Male: All right.
6 Ms. Forrest: Uh - again, Kathleen Forrest, Associate Planner here to present the
7 Township Nine Cultural Resources Review and Comment. Um - and
8 just to reiterate, staff is - is requesting the Preservation Commission's
9 review of Appendix G, Cultural Resources Hist - Cultural Resources
10 Historic Resource Inventory and Evaluation of the Township Nine
11 Draft Environmental Impact Report - uh - and provide comments on
12 the mitigation plan for city council consideration. Uh - again, we're
13 requesting your review and comment - uh - under the Preservation
14 Commission and - Commission Powers and Duties, Section
15 17.134.090C of the City Code, and I quote, unless otherwise specified
16 herein; the powers and duties of the Preservation Commission shall
17 be as follows: Evaluate and submit comments and recommendations
18 on proposed plans, public and private development projects, and
19 environmental reviews that are not subject to review under this
20 chapter, but the - that may potentially effect the physical development
21 and historic preservation of the city involving landmark, contributing
22 resources, historic districts, nominated resources, or the historical
23 value of any other building, structure, or neighborhood in coordination
24 with the review and action by the City Council, Planning Commission,
25 or other public agencies on the plan, project, or environmental review,
26 end quote. Uh - I'd now like to re-introduce Ellie Buford from our
27 Environmental Planning Services Department.
28

1 Ms. Buford: Ellie Buford, Environmental Planning. I - I think you've got the hang of
2 this now. So I'm - I think you know - uh -
3 Male: Right.
4 Ms. Buford: I - I - I think that - um - uh - staff has worked - um - very closely with
5 the environmental consultant on - on this project and - um - have
6 worked - um - uh - through - you know - through the mitigation
7 measures in great detail and - uh - appreciate the environmental
8 consultant and - uh - um - historical resource consultant - um - JRP
9 and - and Chris McMorris (phonetic) from - for their efforts in trying to -
10 um - come up with what we believe are sound mitigation measures.
11 Um - once again - you know - um - well - you know - not necessarily -
12 um - reduce the impacts if the project's proposed and there's some
13 demolition to less than significant - um - but we feel that - um - uh -
14 there has been a great effort made to present a mitigation plan - um -
15 that - that - um - will achieve - uh - the most mitigation as possible.
16 Chair Booher: Thank you, Ellie.
17 Male: Mr. Chairman?
18 Chair Booher: Yes.
19 Male: If I may interject at this point, I should've made clear earlier that - uh -
20 when I gave my little admonition about ex parte contacts -
21 Chair Booher: Uh - huh.
22 Male: - uh - the best time to put that on the record is when the matter has
23 been called, but before any testimony from staff or - uh - the public is
24 allowed. But I just wanted to remind commissioners that on these
25 items, if there's been ex parte communications, now would be the time
26 after it's called up to disclose those on the record.
27 Chair Booher: Uh - for - for now and for the future, would we - would we always - uh
28

1 in - invite that - uh - formally like you did or were we just going to look
2 commissioners to make that announcement?
3 Male: It's really up to the commissioners to remember that - that they are to
4 disclose ex parte contacts. I just took the opportunity that now we're
5 sort of getting rolling on our - our agendas, and this was a pretty full
6 one, as a reminder.
7 Chair Booher: Yeah.
8 Male: But - uh - it - it's up to the commission's pleasure, too, if they'd like me
9 to remind them from time to time that I have no problem doing that.
10 Male: Yeah.
11 Chair Booher: Uh - this is a timely one. I had an opportunity - uh - to speak outside
12 the meeting on this and it just seemed easier not to do it. I was
13 informed that it's up to the commissioner's discretion. As Jeff said,
14 there's a way to deal with it and should we - uh - make that decision.
15 So with that - uh - yeah, Rhett?
16 Mr. Beavers: I have - um - had contact with the applicant's representatives on this
17 project.
18 Chair Booher: And we do the discussion?
19 Male: If you could - uh - Commissioner Beavers, just a brief explanation of
20 the -
21 Mr. Beavers: Sure. The applicants - um -
22 Male: - at least the nature of the contact.
23 Mr. Beavers: Absolutely. The - the - the applicant's representative reviewed the
24 project with me and - uh - went over the project and the landscape
25 and the - and the planning issues on it and the mitigation issues.
26 Chair Booher: All right. That's good. We just want to follow the rules. So with that,
27 does that - back to you, Kathleen.
28

1 Ms. Forrest: It is and we decided to change this one up for you. The his - the
2 Preservation Consultant is going to go first in this case. So I'd like to
3 introduce Chris McMorris from JRP Historical Consulting.

4 Chair Booher: Thank you.

5 Mr. McMorris: Good evening. Thank you. Uh - again, Chris McMorris from JRP. So
6 - um - JRP prepared the Historical Resources Evaluation - uh -
7 Inventory and Evaluation Report for Township Nine - uh - for the
8 project and - uh - the inclusion in the Environmental Impact Report.
9 Uh - the evaluation - can you hear me all right?

10 Female: Sure.

11 Mr. McMorris: The evaluation - uh - was of the former Bercut (phonetic) Richards -
12 uh - Packing Company property at 427 - uh - North 7th Street in
13 Sacramento. The conclusions of that report - uh - are that the
14 property - uh - is a historical resource for the purposes of the
15 California Environmental Quality Act. The report also included - uh -
16 an analysis of the impacts the project would have on the historical
17 resource and the identification of mitigation measures to reduce
18 impacts. Uh - this presentation is intended to summarize - uh - the
19 report. Um - I believe you were provided with - uh - either the EIR -
20 uh - and/or the technical report. So the former Bercut Richards Pa -
21 uh - Packing Company property, i.e. the Cannery, is - uh - uh - the
22 conclusion is that it - it's significant at the local level and it appears to
23 meet he criteria for listing in the National Register of Historic Places
24 under criterion A, I'll explain this further, and under the California
25 Register of Historical Resources under criterion one - uh - which are
26 roughly the - the same - um - uh - uh - significance. Uh - the property
27 retains sufficient historic integrity to convey its significance. The
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1 property's period of significance is from 1928 to 1953. The property
2 does not appear to meet the criteria for listing under other national
3 register or California register criteria. The property - uh - is a single
4 historical resource. Uh - it is a complex of buildings and would not be
5 a historic district. Rather, it is a - a complex of resources. And if you
6 have questions about that, I can - I can address that. Um - and none
7 of the buildings individually - uh - would be - um - eligible all by itself.
8 It's rather it's the complex of the buildings that is the historical
9 resource that's eligible for the national register and California register
10 and - and for - and - uh - and the Sacramento. Uh - can I have
11 another slide? These are a few - uh - historical photos. Um -

12 Female: What is this? Which one is it?

13 Female: Uh - that one there.

14 Female: (inaudible).

15 Mr. McMorris: And I appreciate - uh - uh - uh - I give the pho - photo courtes -
16 courtesy to - uh - Samsey for these photographs. Uh - the cannery
17 property is significant - uh - because it is important - uh - for its
18 association, and this is - uh - based on the criteria, with the events
19 that have made significant contribution to the broad patterns of local
20 and regional history. The historic context for the can - uh - for the
21 cannery is - uh - fruit and vegetable canning industry and its
22 importance in Sacramento's history in the early to mid-20th Century.
23 Uh - fruit and vegetable - uh - canning developed in Sacramento
24 valley in the early - uh - 20th Century, basically processing the area's
25 agricultural products for transport to - uh - elsewhere in the state, the
26 country, and - uh - and elsewhere in the world - uh - taking advantage
27 of - of the city's prominence as a river and railroad transportation hub.
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And canning helped make Sacramento valley one of the largest producers of important fruit - uh - and vegetable crops - uh - in California. Uh - and the canneries - uh - provided - uh - employment for thousands of Sacramentans and - uh - benefitting the individuals, as well as the city's economy. The Bercut Richards Packing Company is associated with the canning industry in the early to mid-20th Century and it was one of the largest independent canning operations in the area. And so it's important within this context. Specifically - um - uh - it's - uh - it's a - it's important within that context for its prominence in the canning industry for the 1930's - uh - through the early 1950's. Uh - there was always a sort of a continual expansion of the property through that period - um - and - uh - enlarging on a former cannery that had been there that was built originally in 1928 and 29. This illustrates the success of this individual company, as well as its representative of - uh - Sacramento's distinction in the California canning industry. The prominence is derived in part from the company's independence - uh - contrasted with large corporations such as Libby and - and Cowpack (phonetic) - uh - that also had prominent - uh - uh - uh - they were also in Sacramento, presence in Sacramento. And - um - the company - uh - was - um - uh - uh - uh - participated - uh - in many ways in the community and it also - uh - continued to - uh - to employ innovations in the canning industry - um - uh - even - uh - that helped it remain prosperous throughout that period even as the economics of the canning industry were shifting - uh - particularly in the post-war period. Next slide. This is a site plan that - uh - that - uh - that we - we did - uh - for the evaluation. Uh - most of the buildings on the former

1 Bercut Richards Packing Company - uh - property were built between
2 1928 and 1953. Uh - for the evaluation and - uh - uh - for my report,
3 we used - um - we assigned reference numbers to the - uh - individual
4 - uh - buildings that are all - uh - generally connected - uh - for the
5 most part. Uh - but we - we assigned - uh - buildings - uh - numbers
6 to them. Uh - those are not the historic numbers that we used. It was
7 a matter of convenience and a matter of - uh - uh - trying to illustrate
8 that on a - on - um - uh - uh - on a figure. Uh - so - uh - contains
9 basically, we - we - we - we consider it to have 16 buildings on the
10 property and - um - please take note of that number six that's in the
11 gray. It's in sort of an unfortunate - um - thing. It really - the six - um -
12 there's a sort of an L shaped - uh - uh - a backwards L shaped - um -
13 uh - shape there. The six refers to both the gray area and the white
14 area below it. Um - the - uh - it was difficult - uh - to understand I
15 think in earlier editions of this where the voids were. So there's a void
16 - um - between nine and ten - uh - and seven and eight. There's the
17 void there and then there - the void is also - uh - that's open to the air
18 that's just to the - uh - below where four and five are. Okay? So that
19 six is referring to that reverse - uh - L shaped portion of the - of the
20 property. So - uh - the development of this property. Okay. Buildings
21 four and five there - uh - have the initial part of that construction is
22 from 1928 and 29 and - uh - that was built as a short-lived - uh -
23 tomato cannery on land owned by San Francisco businessmen - um -
24 uh - Peter and Henry Bercut. And Thomas Richards - uh - came in -
25 uh - after that initial cannery - um - um - uh - ceased operations and
26 he came in to manage the - uh - cannery that became the Bercut
27 Richards Cannery. That happened in 1931. So there were lo - uh -
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uh - and then that's of course when the Great Depression hit. Uh - so it was several years before this cannery operation could - uh - uh - uh - really start to take off and it was - uh - in the - in the mid to late '30's that there was a large - initial large expansion. So the property expanded - um - buildings four and five - um - to - uh - what is the east. The north is to the right on that - uh - illustration. Um - constructed - uh - buildings six, nine, ten, seven, twelve, and eight, and I did it in that order because that's the way they were - that's the order in which they were built. Uh - the gray on that is - uh - uh - uh - I'll come back to it, but that's the non-contributing portions of the property. Um - and - and the - this expansion occurred as - as there was improved business and demand for canned goods - uh - grew. It also - um - the - the - this growth - uh - occurred, it was also because the - the shifts in the canning industry where there needed to be more storage on site because distributors and retailers - uh - did not want to have to store - uh - the - the canning goods. Um - during World War II - uh - the army - um - signal depot located - uh - at this property - uh - there were - there were no permanent buildings. The army did not build any permanent buildings. Um - uh - they used the existing plant. Uh - this also was the site of a German POW camp for - um - uh - a few months between four - 1944 and into 1945. Um - that site is where building 13 is and there's no remaining - um - uh - uh - uh - buildings or structures - uh - from that. And - uh - the depot - uh - moved to Fruitridge Road in 1945. So that was a very short time that they were - uh - in this property. And next slide. The - um - the - there were further expansions of the property in the - uh - following the War - uh - World War II. Buildings one, two, three - uh - which are

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at the south end of the property along Richards Boulevard and - and -
and immediately north of that were built in 1945. The - uh - company
built a can conveyer structure - uh - on the top of several buildings
and then across 7th Street to the Continental Can Company, which
Thomas Richards also had a - um - uh - a stake in. Um - and that -
that's - uh - that's not part of the project. Um - and then - uh - also
building 11, which is the small scale house that's in the pr - in the - uh
- um - parking lot. Uh - that was built in 1951. And then there were
other additions - uh - to the buildings that sort of - uh - through 1953 -
um - that - uh - uh - um - basically, that's the main plant that was
constructed and re - and represents this - um - period where the
Bercut Richards - uh - played a significant role in the canning industry
and before the really the canning industry started to decline in the late
'50's and into the '60's. The - um - there wa - I should note there was
a previous recordation of this property. In fact, it was Paula Begotian
who in 1998 did the study - um - and - uh - that was included in the
Richards Boulevard Area Architectural and Historical Survey, which
the Sacramento City Council adopted in 2001, Ordinance 2001 dash
27. Can I have the ne - and the - and the slides here are - uh - a
Sanborne on the left - um - from 1953 and the - uh - the area - the
property is lot - I put that red line on the - on the aerial from - uh - from
1957. It shows the basically the full extent of the property - um - uh -
there were later additions, which I'll - uh - I'll - I'll ex - I'll tell you about
in a minute. And the next slide. So - uh - the next few slides are just
some representative photographs. I have to tell you, this property is
kind of a - uh - a challenge to photograph because it's really spread
out and it's - uh - there's a lot of - uh - components to it. So there's no

1 real good like one photograph or like a - you know - a house you could
2 get one good photograph of it. So - uh - uh - you bear with me. Um -
3 the property is generally characterized by large industrial buildings
4 that are two to four stories tall. Um - and their character defining
5 features of the historical resource - um - are divided into structural
6 design elements and to decorative and functional elements. The
7 structural design elements include the roof forms, the sawtooth, the
8 monitor or clear story roofs, the shed roof dormers. The loading
9 docks are another character defining feature. Some are designed for
10 railroad access. Some were designed for truck access - uh - because
11 there was - uh - a shift in - uh - in - uh - and actually, both were - were
12 used throughout the period of significance - um - trucks and trains.
13 The can conveyor structure - uh - and its enclosure - uh - the
14 warehouse roof - uh - trusses that - uh - are - are - uh - throughout the
15 property create the large undivided interior spaces that were
16 necessary for the canning operations. And - um - the decorative and
17 functional elements - uh - include things like the main - uh - office
18 facade, which - um - um - so there - uh - before I go to the next slide,
19 in the - uh - the top left you see the sawtooth and that's part of the
20 original 1928 - uh - 29 structure. Uh - you see the open floor plan - uh
21 - of the canning floor - uh - as well as a - um - um - uh - that's the - the
22 interior of one of the sawtooth roofs. Um - the bottom left is - uh - it's
23 just illustrating of what the warehouses kind of generally look like on
24 the north end of the property. Um - and so you've got - uh - uh - a
25 loading docks and a truck loading dock at the end there and then - um
26 - I also threw in just the sliding - um - um - uh - steel door, which you -
27 that's actually at a bay where the - the train line would've originally
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1 come up. The train lines no - the railroad line's no - not there. Can I
2 have the next slide? Um - and then the top one here is the - uh - the
3 earlier of the two office buildings that were built on the property. A lot
4 of the 1930's properties - uh - buildings - uh - have a tile - um - uh -
5 feature - uh - decorative feature at the parapet, at the - uh - at the
6 roof. Um - and the bottom is the - uh - office building and cold storage
7 building that - that were built after the - after the War. Um - some of
8 the decorative and functional elements include the - uh - the stuff
9 that's on the main building fac - uh - office building facade. That's
10 building one on the bottom there. Um - the - uh - there's a metal
11 framed - um - uh - entry with - uh - moderne - uh - style light fixtures
12 and a marble surround. There's Tarrasa floor in the interior - um -
13 glass block windows - uh - metal casement windows. There's a
14 corbeling - uh - you know - the stepping back of the brick on the
15 facade as well. Um - the decorative terra cotta - uh - parapet tiles are
16 also - uh - uh - a feature you see throughout the property. Uh - metal
17 sliding doors, various kind of cladding - uh - uh - brick, hollow clay tile,
18 corrugated metal. Uh - there are some - there are some original light
19 fixtures, not many, and then there is one set of railroad tracks that - uh
20 - parallels Richards Boulevard. And - uh - I just say at this point, the
21 reason I kind of - I'm telling you - uh - I'm going into detail on these
22 character defining features at this point is because they are important
23 and they - uh - inform the mitigation measures. Um - I think I have
24 one more slide representative. Yeah. Um - so the top is the fruit
25 canning - um - building - uh - built after the War. On the top, it's got a
26 monitor style roof. Um - the - there on the bottom left, that's the can
27 conveyor - uh - structure that was built after the War and then that -
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1 that's the scale house there on the bottom right. Uh - and - uh - the -
2 uh - the property does include some elements that were - uh - built
3 after the period of significance. These are - uh - some of them - um -
4 which again, the period of significance is 1928 to 1953. Um - this
5 includes in-fill - uh - the buildings that are basically in-fill between the
6 historic period - uh - buildings. Uh - there is some relatively recent
7 equipment. Uh - the canning operations were off and on - um - after
8 Bercut left - left in 19 - in the - in the late 1960's, off and on through the
9 '70's, '80's, and even into the early '90's. So there is some - uh - uh -
10 equipment left. There are some replacement windows and doors
11 throughout the property and some - uh - additional or replacement
12 lighting - um - though that - then there are also - uh - a few elements -
13 um - uh - there is one building - um - it's called building 16. It's a
14 small building in the parking lot that is built - it was built in 1953, but it
15 really doesn't - uh - retain its integrity. So it's a non-contributor as well
16 - uh - uh - of the - a non-contributing element of the property. Um -
17 here you have - um - one of the two concrete tilt-up - uh - uh - storage
18 buildings that were built around 1960. They're non-contributors and
19 then on your right is an example of sort of an in-fill. That's that top
20 portion of building six that I indicated before that was in-filled - um - in
21 - in the - in - well, in - in around 1964. Um - so - uh - the next slide,
22 please. The - uh - these are just sort of a backdrop. The more
23 historical photos - um - uh - the next - so with the conclusion that the
24 property is a historical resource for the purposes of CEQA, the next
25 step was to analyze the - uh - impacts that the project's going to have
26 on the historical resource. And the report concludes that the project,
27 and these are the - this is the language from CEQA, will cause a
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substantial adverse change in the significance of a historical resource, and that is the Bercut Richards Packing Company property. And then again - uh - this is paraphrasing the regulations, the CEQA guidelines - um - this change is considered to be a significant effect on the environment because the significance of the historical resource will be materially impaired as a result of this project. Okay. So based on the evaluation and the impacts analysis - um - uh - well, the first step was that - uh - we suggested some mitigation - uh - measures and then those mitigation measures were then vetted through the process and - um - uh - and - and placed in the - uh - uh - in the EIR. The mitigation measures were chosen to reduce the impact of the proj - that the project would have on the historical resource. They were chosen to reduce the impact. Um - the measures - uh - in the EIR concludes this. The measures do not reduce that impact to a level that's less than significant. Um - what they - they do try to do is reduce the impact by relaying or conveying information - uh - the historical information, the - the - the historic - um - um - uh - uh - um - uh - significance to interested parties of the interested members of the public, to the - um - Township Nine - uh - future residents and - and - and visitors - uh - uh - regarding the historical significance of the Bercut Richards - uh - Packing Company and to the history of the canning industry in general in Sacramento. That's what the mitigation measures are intended - um - to help reduce the impacts. So - um - the - uh - before I go to the next slide, sorry. Um - it just - these are illustrative of the - um - process and - um - so criterion A, I just want to say this before we go on. Criterion A and criterion - or cri - National Register Criterion A and - and California Register Criterion One are

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about - um - the significance of a property that has hist - has historical associations. Um - it's - so the property is not significant for its architectural or engineering signif - significance - um - uh - um - or its significance with association to an individual - um - but rather, it's - it's significant for this association with the canning industry and the - and the importance that this property has within that context. Um - so but just because it's only associated with historical association - um - doesn't mean that the property doesn't have to have integrity. Inte - the historic integrity of the property would still have to convey that significance and even though - uh - there are some changes to the property, some in-fill, some - uh - uh - uh - um - change outs of windows, doors, etcetera, overall, the property has sufficient historic integrity to convey that historical association, that historic - uh - significance. Now - um - so - uh - I've just listed to summarize the mitigation measures, which are done in - in - in a fair bit of detail and specifi - uh - being specific - um - uh - and we did that as much as we possibly could here in the EIR. We were trying to be very, very specific. Um - documentation and recordation, and I'll ex - explain it in a moment - um - dissemination of the - of the - uh - uh - of the resources, documentation - uh - interpretation of the property, which I mean educational exhibits and opportunities - uh - deconstruction, salvage, and reuse, and then design guidelines. So let me just go through - uh - each one of those briefly, and they - they - they are in much more detail in the report and in the EIR. Um - documentation and recordation - um - would be done to - uh - a HABS - uh - Historic American Building Survey - uh - and/or Historic American Engineering Record - um - uh - Standards. Um - and that can be worked out - um

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- either - uh - by your recommendation or with staff. We had a Level Two or a Level Three recommendation in the report. Um - uh - that - that kind of documentation is short of - uh - measure drawing. So that - the - the recommendation was not for - that this property would - um - benefit from - uh - um - um - uh - uh - measured drawings. Rather, you could - uh - convey the - the - uh - convey the significance through - um - uh - historical - um - uh - data set that includes - um - the - the documentation - um - um - as well as historical photographs and a full set of archival quality - uh - photographs taken of the property. Uh - and if any - and if any original plans could be found either. I - I did not find any in our research - uh - uh - for this stage. Um - though, I suppose not every stone was - uh - uh - turned over - uh - uh - you know - you try to do as much as you can within the - um - uh - and get your conclusion - um - which was done - um - uh - adequately. The other aspect of the documentation and recordation - uh - at this point - um - uh - uh - that was recommended, I should say - um - and is - and is - uh - projected to be able to be done was an oral history project. Now, the caveat - the only caveat on this one is that if we could find - uh - the appropriate number of individuals - um - who worked at the Bercut Richards Packing Company but in the period of significance who were - um - available - uh - and/or willing to participate in an oral history project. Um - uh - the recommendation was for five individuals - uh - to be - uh - to be interviewed. Uh - then - uh - that documentation - um - would be done to archival - uh - standards and - uh - disseminated - uh - and - uh - to - um - uh - uh - appropriate repositories - uh - and interested parties - uh - these might in - these would include the - um - uh - the - uh - information center at

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- uh - Sac State, the California State - uh - Library, the - um - uh - SAMCC, the Sacramento Archives and Museum Collection Center, the - uh - Sacramento County Historical Society, the Sacramento Public Library's Sacramento Room, and - uh - if they wanted, the Sacramento Discovery Museum. Uh - the next set of mitigation measures was about interpretation of the property. Um - and again, all - these - um - if the - the additional - uh - doc - um - um - not again, but I should say the additional steps here, interpretation, salvage, and design guidelines, are all informed by A: the historical documentation, including the - um - the technical report that we've already prepared. There was another report that the - um - applicant had prepared by a woman named Lisa Prin (phonetic). She's a historian and she did an additional - uh - research - um - uh - report. And then also this HABS here - uh - documentation would also - um - um - be in - uh - inform the mitigation measures. So - um - the interpretation of the property, we're talking about permanent interpretive displays, signage, plaques. And what - what we're pro - what's - uh - what's being - uh - uh - uh - put in the EIR was to provide this information to visitors and residents regarding the history of the packing company, of the Sacramento canning industry, and - and - and the cannery itself, the operations. The displays - um - um - would be integrated into the project design. Uh - the displays could - um - and some of them should - uh - or - or will include - uh - photographs and if they do - uh - the intention is to include information about the subject of the photograph and to date the photograph and to cite the collection of the photograph. It's very important because sometimes you go to sites where they have historic photographs and it's not clear what they are. Um - in fact, you

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have some of those in Old Sacramento, for instance. Um - the dis -
um - um - one display - um - shall include physical remnants - um -
that are taken from the property - um - that can be salvaged, and
there's more on that in a minute. Um - one of the displays is intended
to be a traveling exhibit - um - which will be - uh - travel around and
then be permanently installed at the property. And that's to be - uh -
in a publically accessible location - uh - like a lobby or if suitable,
could be in a - uh - one of the park areas on the property. Um - and
also, one sign is to be located at the - near the corner of - um - North
7th Street and Richards to indicate what this property - um - uh - was.
Uh - the next step in the interpretation of the property is - um - exhibits
and written documentation for publication on a website. It's a useful
way of disseminating - uh - um - information. Um - this information
again is derived from the documentation. The text though shall be
written - um - for popular consumption and - um - and also property
cited - um - following historical documentation standards. The
publication of these materials are either going to be - uh - should be
either be on an independent website that is - uh - maintained by the
project applicant or it could be donated - uh - the information to
posting on a local history website. For instance - uh - Sacramento
History dot org, which is operated by SAMCC. Uh - the materials - uh
- shall be available on the web - uh - site for at least two years
following demolition following demolition of the former - uh - cannery.
The traveling exhibit - um - shall be prepared - uh - and be offered to
local museums - uh - such as the Sacramento Discovery Museum,
and - uh - also offered in turn to the city - uh - for - um - um - display
at say public libraries or in public buildings in some way. Uh - the

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intention here is a small exhibit that includes panels and boards that provide information and photographs regarding the canning industry, regarding the history of the pa - the - the - the - of the cannery and - uh - and the company. Um - and then exhibits also - um - uh - are intended to be supplemented with a small artifacts or architectural features - uh - salvaged from the former cannery. Uh - the exhibit then, as I said before, shall be permanently displayed on the - on the property. Uh - deconstruction - uh - salvage, and reuse is - uh - intended to - uh - be able to - uh - take some of the architectural - uh - elements of the property and they would be those that - um - uh - are related to the character defining features. So that's again why I was going into de - uh - into detail about those character defining features. Um - and so the idea would be to use - um - integrate some of those features - uh - into the property's new design - um - or display them in highly public - uh - uh - uh - in - uh - public - uh - areas - um - such as building libraries - uh - or parks. Um - and to any salvage material - uh - or reuse material is intended to be accompanied by interpretive information - uh - because just having a bit of - uh - uh - uh - salvage material out there isn't going to be very much use to conveying information unless it's - um - uh - also accompanied by this information. Uh - the applicant also shall - uh - offer architectural features - uh - or materials to museums or other local repositories for curation and display. Perhaps SAMCC would want something or the Sacramento Discovery Museum - uh - might want something. Uh - the scale house, that small building, that is intended - uh - uh - to be reused in a portion of the property. Um - and - um - and then the - the other aspect of the - uh - mitigation is the design guidelines, which

1 also are informed by those character defining features. Uh - and that
2 - the design guidelines are to encourage the use of the design
3 features of the historic buildings - uh - of the cannery in the new
4 buildings to be constructed on the property.

5 Mr. Townsend: Thank you, Chris. Good evening. My name is Jeff Townsend. I'm
6 the Director of Urban Design and Planning at Carter Burgess here in
7 Sacramento and I'm going to walk you through the project - uh - very
8 quickly. I have about a ten-minute presentation and kind of
9 demonstrate some of the things that Chris was talking about in terms
10 of how we incorporated some of these - uh - mitigation measures into
11 the - into the project. But it's important to understand before I launch
12 into the - the presentation that - uh - this is - uh - a very unique project
13 within - within downtown Sacramento. It's a transit oriented
14 development project that's along the future light rail extension. Uh -
15 it's built upon the principles of smart growth. It follows the blueprint
16 very closely. In fact, Sacon has adopted this project as a very good
17 example of the - the recent blueprint process. So that's important
18 because all of the - um - the - the covenants that go with that - uh -
19 include density and urban design and - uh - transit and - and other
20 things. So what you'll see here is a - uh - a definite reflection of that
21 approach to - to the design. If you could - yeah. Uh - you - you pretty
22 well know where the site is by now. I'm going to use the laser pointer
23 if you want to follow along up there, but - uh - it's the 65 acres that's
24 bound by Richards to the south, the American river to the north, 7th
25 Street on the east, and 5th Street on the west. And you can see its
26 proximity to the rail yards and sort of the downtown area. In plan
27 view, that same proximity. Here's the future rail yard project. Uh -
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what's significant about this is the 7th Street extension, which was recently extended out to Richards - uh - is the southeast corner of our site. The rail - uh - future light rail will go up 7th, turn west on Richards, go beyond our site, and then cross the American river and go on out to the airport. So if you're arriving to Sacramento - uh - from the airport on light rail, this will be your first stop in the - in the downtown area. The block patterns that we've developed for the project are very similar to midtown Sacramento. 300 to 350 foot blocks interconnected. Uh - it's a very walkable community. You can see the amount of space we've dedicated to open space along the waterfront to sort of buffer that, but also give access to that area. Uh - there's also a neighborhood park here and you'll notice some traffic circles that have been introduced - uh - to the project as well. It - the illustrative plan of the site starts to show how much tree cover and tree canopy we have. So we're - uh - we're also following the - you know - City of Sacramento's standards for the urban canopy in the central business district - uh - and we're very sensitive to the fact that this is a very pedestrian oriented environment, and therefore does need shade and does need to have a walkable street environment. I'm also going to point out there's two section lines here, A and B, and on the next slide I'll show you something other - uh - something else that's rather unique about the site. We are elevating grade adjacent to the existing levy along the American river. This is significant because it provides additional access physically and visually. Um - but it also - uh - has the - uh - the effect of creating more open space and that useable open space in eliminating the levy as a barrier. The project's divided into four development areas, as we

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call them. The first is the transit area. It's - it's the area adjacent - adjacent to Richards Boulevard between 7th and 5th. It's where the light rail station will be. Uh - obviously we have a little more density there. We're going 12 to 15 stories in height. The next area is what we call central mixed use. It's a little higher - um - I'm sorry, little lower - uh - version of that. It's four to five stories and it basically - uh - transitions from the - the transit area into the core of the project, which is the - the art - the artist live/work. So some of these photographs are just examples of the type of architecture, the scale, and whatnot that we would anticipate. And then the live/work townhouse area is sort of the low density central core area, two to three stories - um - very residential in character. And then the fourth is the riverfront area - uh - which is shown here in kind of an aqua color. And those are the buildings directly adjacent to the waterfront, primarily residential. There will be some ground - uh - ground floor retail. And I should mention that this project is designed to add a lot of flexibility. So there's - uh - the ability to do ground floor retail pretty much anywhere in the project and the guidelines, we've directed that - targeted that towards certain intersections we think it makes sense on, but it really could occur in - uh - pretty much any parcel within the project. Now, to get to your issues - uh - in a little more detail - um - this is - uh - one of the - the boards. There's four slides that talk to this, but how are we interpreting the - um - the history of this place and - and trying to bring it forward in - in the new development? Um - well, Chris mentioned that the - the - the - uh - the fruit salad building, which is shown here, building number three I think in the report - um - is probably the most - you know - unique building. So in our

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guidelines, we have taken the brick and the casement windows and the shed roof design and we've recommended that architecture within this project reflect some of those materials and start to - you know - speak to the past of - of that particular building. There's elements in the public landscape, such as Ray's Planters and - and sight furnishings that start to reflect that period. There's - uh - monuments that'll be used. The hollow clay tile and the brick in combination. Those could be placed at the corner, as Chris mentioned. Uh - have - um - interpretive signage attached to them, opportunities for people to visit the site to really understand that history. Uh - pedestrian gate is rather unique. Uh - if you remember the slide that - that Chris showed, well, here's another one that - it shows kind of the inner workings of the cannery and all of the conveyance systems and the - the metal rails. Well, we have in our guidelines recommendation to incorporate that metal into the signage and the graphics and also reflect that aspect of the - of the site. Uh - you'll see the scissor trusses here and - um - he also mentioned the scale house building shown in the lower right. That building would be relocated into a linear park along 7th Street and that would in fact be - uh - a public, quasi-public building. It could be the future home of that - uh - traveling display that he mentioned. Now, I think the - the - uh - really the most significant opportunity we have is the light rail station itself. It's the portal into downtown from the airport. It's a very unique opportunity, a high traffic area, and - um - it's a great opportunity for us to replicate or reuse some of the elements of that cannery that - that - uh - that fruit salad building that he talked about. So for instance, the - the - the trusses could be brought into the structure,

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the shed roof design, the brick - uh - and so in other words, try to kind of treat - um - the ambiance in the style and the - and the character of the place at the light rail station. And that's - uh - what these exhibits are showing. There's a 3-D model at the - uh - upper - upper left. Uh - the - you can kind of see the shelter right there along Richards. There's a full shed roof and wiring and then there's just a freestanding wall in - in part of the - uh - plaza. And then here it is in plan view. Here's the shelter that's covered and then there's a freestanding wall. And on the next slide you can see it in section, but this is - uh - Richards Boulevard and if you were to cut a cross section with the light rail - uh - cars. And here's the freestanding wall element and then here's the shed roof with the scissor truss - uh - design. And we've also talked about maybe bring back the - the Bercut Richards - uh - signage that was on some of the original buildings and - and - you know - not - not the actual signage, but - uh - a replication of - of that. And then here's an artist rendering of how that might look. Um - we think it's a pretty exciting concept and one that would really - um - serve the hi - the history well, but also meet the - the - the current conditions of transit and density that we need for the project. There's other open space elements. I won't belabor these - um - but there's lots of connections for pedestrians on - on the streets, but also mid-block passeos that run through the project. Uh - 7th Street is probably the most significant investment - uh - in roadways because we have a 40-foot - I'll point to the - uh - section up above. There's a 40 foot wide median that's pedestrian accessible. This is a linear park that would have some interpretive elements within it. And I mentioned the - the scale house building would be re - relocated there. You can see

1 that in plan view. Uh - there's two shelters, actually. One would be
2 the scale house and one would be a new construction. Uh - but we
3 think this is kind of exciting and - uh - and another opportunity to
4 interpret the history of place. And this is the artist rendering of that. If
5 you were to drive down 7th Street and kind of see the median here,
6 lots of folks out walking about, and then the shelter in the middle.
7 Lots of urban plazas and parks, as you would expect in a - in a dense
8 project. Uh - some of these are privatized, some are public, but
9 they're all very accessible to pedestrians and visitors of the project.
10 Uh - this is the most significant of those. This is a neighborhood park
11 right in the middle of the project and we have roundabouts, or traffic
12 circles as we're - we're calling them on this project - uh - throughout
13 the project where pedestrians and automobiles can kind of mix in a
14 more designed environment. So again, there's probably opportunities
15 to do some of this interpretation, plaques and other things in these
16 locations as well. And this is an artist rendering of - of that - uh -
17 traffic circle - uh - the largest of them that would be surrounded by
18 retail and active uses on the ground floor. And then - uh - this is the
19 last image, but this is that - that park at the terminus of 7th Street - uh -
20 where - where it interfaces with the river and - uh - we're - we're
21 talking about doing - uh - a shade structure out here that would serve
22 as a performance pavilion with a water feature and - uh - there's a
23 metaphor here that's worth describing. This - this pavilion would
24 actually emulate the Sierra mountains. You can see the shapes. Uh -
25 and then the American river flowing from the mountains down into an
26 urban - uh - center and there would be a monument there, an obelisk,
27 and then another opportunity maybe to interpret the biological or the -
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1 um - sort of the - the river - uh - and mountain relationship that the -
2 the project has to the city. So lots of opportunities and the - they're in
3 the - the report. They're in the guidelines - uh - and that's just a very
4 brief overview. But on behalf of the - um - the whole applicant team,
5 there's a number of us here available to take questions on a variety of
6 topics and I also - uh - brought hard copies of our mitigation measures
7 for your review and reading pleasure. Thank you.

8 Chair Booher: Thank you. This is the point where we do in fact ask our questions of
9 the applicants. Uh - Karen?

10 Ms. Jacques: Uh - well, you've - um - you've got a number of really interesting
11 things in terms of - of guidelines about design that would - would
12 mirror - um - the old industrial buildings and - uh - to what degree - uh
13 - uh - and you're talking about maybe using some of the - uh - some
14 of the building materials, some of the lighting fixtures, so on and so
15 forth, from the old buildings in them. Um - to what degree is that a
16 guideline? To what degree is it a requirement? Because I would
17 have some concern that the guidelines sound great, but what if people
18 just go well, I don't want to?

19 Mr. Townsend: Is this on? Oh, good. Um - that's a very good question that we're
20 working through with the city planning staff right now. There's certain
21 things in the guidelines that they think are shalls and some that are
22 shoulds. Um - so we haven't - uh - necessarily completed that
23 exercise, but - uh - clearly it's our intention to do the things that I just
24 highlighted as more of - uh - a shall than - uh - than a should as it
25 relates.

26 Ms. Jacques: Oh, so those are going to be mitigations.

27 Mr. Townsend: Yes.

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1 Ms. Jacques: It would seem they would need to be shalls, not shoulds.

2 Mr. Townsend: And the environmental document will mandate - you know - that
3 certain - certain of those - uh - recommendations or guidelines are
4 actually required.

5 Ms. Jacques: Re - related question. Somewhere in all of the - I don't remember
6 which page it was on now, that it talked about with having the plaques
7 and the interpretive things and there was a statement made about
8 lasting at least five years and I - I am concerned that in the - the
9 interpretive - uh - that anything that is this kind of mitigation would be
10 a long-term thing and can you respond to - to that as well?

11 Mr. Townsend: I agree.

12 Ms. Jacques: And will there - are you looking at ways to again, to enforce that to
13 have those be shalls?

14 Mr. Townsend: Yes. As I stated before - uh - the - the things that I've presented here
15 are characterized as shalls. So the durability of the installation is - um
16 - kind of another criteria, but - uh - certainly this project is - uh -
17 intended to be built - uh - to last and of high quality materials and the
18 fact that we're using brick and metal and some of these other - um -
19 you know - materials will certainly perform well over time.

20 Ms. Jacques: One last question, if - if I may, because with - um - with structures like
21 this, part of what you have in them is incredible old growth wood
22 beams and things and I'm - um - you know - you're talking about the -
23 the reuse of - of - uh - some other architectural elements. But one of
24 the concerns that comes up for me every time that there is a - uh - a
25 demolition of old buildings is that - um - old growth beams and things
26 that many people who rehab would - uh - or even build new would
27 give their eye teeth to get their hands on become splinters in - in the
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1 dump. And I'm - I'm wondering if there's any element of that plan as
2 part of a mitigation.

3 Mr. Townsend: It's - it's not currently in the guidelines, but the environmental
4 document may speak to it.

5 Mr. Escavel: I'm Al Escavel (phonetic), Project Manager for the project. To answer
6 the question - um - yes, we intend to recycle as much of the buildings
7 and materials that are out there as possible. Uh - in fact, we'll be
8 setting up a - you know - given the - you know - there's a million
9 square feet of buildings here. We'll be setting up a recycling plant out
10 there that will separate materials and - and - uh - the materials that
11 can be - uh - recycled will be recycled into buildings, into - uh - uh -
12 areas like the - uh - monument signage, those kinds of things, but also
13 in - for - uh - road subbase, primarily, with the concrete that comes out
14 of those buildings. But we have every in - intention to save all the
15 wood that we can, particularly those beams that were identified.

16 Ms. Jacques: Yeah, okay. Thank you.

17 Chair Booher: Fred?

18 Mr. Turner: Uh - thank you, Mr. Chairman. Um - I guess this question is for the -
19 for - for Chris McMorris at JRP. Uh - the alterations to the levy - uh -
20 raise a - raise an issue. Do you think the levy has some historic fabric
21 as a structure itself?

22 Mr. McMorris: We did not study the levy for historical significance - uh - at this time.

23 Mr. Turner: Shouldn't that be explored as a matter of your scope? I mean it - it is
24 an alteration. So -

25 Mr. McMorris: Uh - yes, it is. Um - if that's a recommendation, then we'll - uh - that'll
26 - uh - have to be addressed, I - I assume.

27 Mr. Turner: Maybe staff could help, but it's more than 50 years old, so I'm just
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1 Mr. Turner: Building 11 as a mitigation measure under your - uh - what you're
2 calling - uh -deconstruction and reuse.

3 Mr. McMorris: The - um - the - uh - I believe the attachment you're talking about is
4 the ta - is my - is the JRP prepared technical document.

5 Mr. Turner: Appendix G I guess, yes. That's the Historic Resource -

6 Mr. McMorris: Yes.

7 Mr. Turner: - Inventory Evaluation.

8 Mr. McMorris: Oh, okay. Yeah. I - uh - I'll remind you the process was we prepared
9 the - uh - technical report and - um - if you note that the mitigation
10 measures in the technical report were prepared ahead of the
11 completion of the EIR. So - uh - they were suggested and as I said in
12 my presentation, then the mitigation measures were - were vetted for
13 inclusion in the EIR.

14 Mr. Turner: Well, you mentioned that the complex is eligible, but none of the
15 individual buildings are. So what's so significant about building 11?

16 Mr. McMorris: It - it's - um - it would be an example of - um - the - uh - the partial
17 mitigation that includes the salvage and reuse of - uh - components of
18 the property.

19 Mr. Turner: Okay. So that in and of itself is not a hist - uh - an effort to do any
20 historic preservation. Is that right?

21 Mr. Townsend: Inasmuch as the deconstruction, salvage, and reuse mitigation
22 measure as intended to do that.

23 Mr. Smith: Yes, I was - Steve Smith from EIP again. I was just going to add that
24 the mitigation measures included in the EIR cultural resource section
25 are a reproduction of those and the technical report was strengthened
26 to use language of enforcement, that they are enforceable and they
27 are requirements.

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1 Mr. Turner: Oh, okay.

2 Mr. Smith: So there may be some changes in language in there. All of the
3 content remains with additions to strengthen the enforce ability of that
4 mitigation.

5 Mr. Turner: Could you then point out where in your report the building 11 material
6 is?

7 Mr. McMorris: Buil - building 11 is a - uh - contributing element to the property and
8 the mitigation measures included the - um - the - the - the - uh -
9 process of salvaging and reusing components of the property. So -
10 um - that could be say a - um - uh - uh - a truss or a series of - of - uh
11 - trusses. Those could be reused. Um - on a larger - uh - and - uh -
12 on a different - uh - uh - uh - way, building 11 is a component of the
13 structure. Um - it doesn't allo - the - the - the reuse of building 11
14 doesn't illustrate some sort of extra importance for that building alone.
15 Rather, it's just an example of - um - a - uh - a feature. The can
16 conveying structure - uh - gets - uh - uh - is - is - is to be - uh - to be
17 used in a display. The - uh - trusses may be used. The - uh - uh -
18 building 11, it's a - it's a step that was taken - uh - in response to the -
19 uh - to mitigation measures. Is that accurate, Jeff?

20 Chair Booher: Please.

21 Ms. Buford: Thank you. Uh - Ellie Buford, Environmental Planning - um - City of
22 Sacramento. Um - the Historic Resource Report that JRP prepared
23 was prepared - um - as a background report at the beginning of the -
24 um - preparation of the EIR. Um - the scale house was actually - um -
25 sort of added, a mitigation measure with that was added after that
26 report was concluded when staff - um - began discussions with the
27 applicant about what potentially - you know - they felt was feasible.

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1 Um - I think what the - um - goal of the some of the mitigation
2 measures are - uh - is to convey the - this - um - cannery complex, the
3 existence of this cannery complex and the - the sort of - the - both the
4 fabric and - and the actual - you know - use that existed there that
5 was important to the community. And so it's - um - not only just taking
6 - you know - certain elements from the building, but it's trying to pick
7 those elements - um - that you could use that somebody - um - in
8 walking around the area and looking at the interpretive could say oh -
9 you know - this kind of feels - I can see where there was a cannery
10 here at - at one - at one time. So those were the elements I think that
11 we were trying to - um - reuse and we - we were looking at some - uh
12 - buildings that for instance, scales, that kind of lended themselves to
13 adaptive reuse of some sort - um - wanting to also be preservationists
14 - uh - have the ma - mitigation be preservations in terms - in terms of -
15 you know - any sort of historical features. Although again not - you
16 know - eligible or not eligible, but what's there that - that is - is old and
17 useful that could be reused on the site or on another site. So that was
18 - I mean I think that was our goal - um - in sort of holistically
19 developing the mitigation plan.

20 Chair Booher: Okay. Thank you.

21 Mr. Turner: Thank you.

22 Chair Booher: Thank you, Fred. Rhett?

23 Mr. Beavers: I have a tiny little question. Mr. McMorris, this is for you, perhaps.

24 Um -

25 Chair Booher: Microphone?

26 Mr. Beavers: This is a piece of land -

27 Chair Booher: Rhett, microphone?

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1 Mr. Beavers: Oh, I'm sorry. Mr. McMorris, I think this is for you. There's a large
2 piece of land on the west side of the buildings, of the structures. Can
3 you - can you ta - talk about that? I couldn't find that anywhere in
4 here. Was it always leftover land or was it - did it have a purpose?
5 Did it - you know - it doesn't have a building so it's like - you know -
6 Mr. McMorris: Yeah.
7 Mr. Beavers: - it's a void space. So -
8 Mr. McMorris: Well, I wish we - uh - could we go back to my presentation? We have
9 that - that aerial from 1957 that shows it - uh - largely - it - the - the -
10 the - that portion of the property - uh - was - um - it - it - it is part of the
11 historic - uh - uh - property, but you can see in the 1957 aerial on the
12 right side there - um - that it was largely open - um - and that it's only
13 at - uh - at Richards Boulevard in the 1960's that that concrete tilt-up
14 structure - uh - building was constructed and there were some - uh -
15 small buildings - um - some of them - uh - are - were gone. Um - and
16 the one that's - there is a small building towards the north end of the
17 property that was also built in the '60's - um - and it's a non-
18 contributor. So historically, that - that area was open. Um - and there
19 is a story that the - um - um - at one - uh - for a short time, the
20 company did plant its own peach trees and I'm not sure whether or
21 not that was on that part of the property or not. I couldn't find the
22 evidence of where that was.
23 Mr. Beavers: Thank you.
24 Ms. Forrest: Mr. Chair, if I could address the levy question.
25 Chair Booher: Yes.
26 Ms. Forrest: Um - I'd just like to point - it's been brought out to my - brought to my
27 attention that on Page 6.4 dash 8 of the Cultural Resources Chapter
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1 of the EIR, paragraph two - uh - states, and I quote , the levy along
2 the south bank of the American river has been recorded with the
3 California Historic - I can never remember the acronym. CHRIS.
4 Ms. Buford: If I may.
5 Ms. Forrest: Okay . Sure.
6 Ms. Buford: California Historical Resources Information System.
7 Ms. Forrest: Thank you. As a historic resource. Portions of the southern, western
8 pacific, and Sacramento northern railroads have also been recorded
9 as historic resources. However, none of the recorded segments of
10 these resources are located with a one - within a one quarter mile
11 radius of the project site, end quote.
12 Chair Booher: Thank you. Uh - uh - Andy, you had your hand up.
13 Mr. Hope: I had a question for Chris also. Um - and maybe you said this and I
14 missed it. What's the basis for the ending date of the period of
15 significance being 1953 as opposed to some other date?
16 Mr. McMorris: Well - uh - it - uh - yeah, I mean that's - uh - that's a good question
17 because we - we did struggle with it a bit. Um - the - it - it basically is
18 that the main plant - um - uh - was basically built out by that time
19 period and later additions came - um - in the late '50's and early '60's,
20 but they really didn't add a whole lot of capacity or - uh - change any
21 of the - the use. The additions that were made were - um - um - the -
22 the scale house, for instance is - um - uh - it - it - it - it helped illustrate
23 the shift of the - the - uh - the - the - the transfer of the canning
24 product - um - to more using trucks as opposed to the railroad - um -
25 uh - which would - uh - used to run up the - the west side of the
26 buildings - uh - and - and - and also in the - and - and go up in the
27 back and then hook up with the rail yard. Um - so - uh - and 1953
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1 seemed to be the time when you - uh - the whole plant had been - uh
2 - basically built out - um - and - uh - and - and you only had left - uh -
3 some portions that were in-filled and then the addition of the two
4 concrete tilt-up structure - uh - buildings.

5 Mr. Hope: Okay. Thanks.

6 Chair Booher: Thank you, Andy. Additional questions of commissioners at this time?

7 Well, with that then, I am going to open it up to public testimony and
8 here, if I read - uh - the agenda items right, we do have - uh -

9 Female: I don't think so.

10 Chair Booher: No? What for? Which -

11 Female: This is landmark number two and this is the general (inaudible).

12 Chair Booher: All right. Anybody from the audience like to comment on this project?

13 Mr. Riddon: Pat Riddon again with the Sacramento Area Cultural Resources
14 Coalition. Um - I had a brief opportunity to - uh - review the EIR
15 online and one of the things that immediately popped into my mind
16 was - um - the discussion about the potential for prehistoric materials
17 on the property. One of the - um - points I believe was made that
18 well, there is some bit of - of fill brought in and that any earth-
19 disturbing activities would be unlikely to disturb buried - uh -
20 prehistoric materials. Uh - that comment has rid its ugly head in
21 previous EIR's - (coughing) excuse me - and it has proven to be
22 problematic. I could cite the - uh - K Street light rail expansion into the
23 rail yards as one. Um - further - um - I'm not sure, and I know that the
24 levies are - are a point of concern for the Board. I'm not certain if this
25 portion of the current American river is representative of the natural
26 alignment of the river. I believe that the river was realigned at some
27 point in the past and the levy that is there now may be indicative to
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1 that era, that point in time. Um - additionally, with the property's
2 orientation to the current river's location and additionally - uh -
3 recognition needs to be given to previous alignments of the river, the
4 natural alignment of the river, especially with regards to the possibility
5 of cultural resources, prehistoric cultural resources. Um - additionally,
6 I'd like to make the comment and put it out there and ask has the
7 property been empirically surveyed or tested for the presence of
8 subsurface cultural resources?

9 Chair Booher: Thank you. I guess that question will come up.

10 Mr. Smith: I can speak to that.

11 Chair Booher: Uh - huh.

12 Mr. Smith: Uh - Steve Smith, EIP. Um - the - uh - preparation of the cultural
13 resource section did include a records search with the North Central
14 Information Center who determined that the records search revealed
15 no recorded prehistoric archeological sites on the project site. Um -
16 and the records search results conclude that given the environmental
17 setting of the project site, there is a low potential for locating - uh -
18 additional prehistoric or ethno-historic period resources within the
19 project site or within a quarter mile radius - um - given the developed
20 nature of the site - um - a survey was not deemed to be warranted of
21 survey - uh - the archeological survey of a developed industrial site.
22 Um - however - um - the - um - we do have an agreement - uh - with
23 the applicant to include monitoring for - um - although the program
24 has not been fully determined yet, but - uh - monitoring - uh -
25 construction monitoring for - uh - to strengthen the existing mitigation,
26 discov - discovery procedures we have - uh - in the event that cultural
27 resources - um - are encountered during construction.

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1 Chair Booher: All right. Thank you. Additional questions? I see none. Addit - anybo
2 -in - uh - anybody else from the - uh - public? I see none. Close
3 public testimony. Uh - come back up to the Board for discussion.
4 Andy, you want to lead us off on this one and set a clear path for it?
5 Mr. Hope: Okay. This time I'm not going to go into the big question of whether
6 we should - uh - you know - everything I said last time, I'm not going
7 to go into that. Um - I'd like to commend everybody for the mitigation
8 and this very thorough consideration of all the possible things that we
9 could think of that would be useful to do to mitigate. It - it's really
10 good. I especially like the idea of an oral history, if you can find
11 enough people who are still around who worked there 50 years ago.
12 Uh - that's a great idea. Um - a couple of things, and it came up with
13 the discussion of the scale house in - in general, as I said in the last
14 project, I'm not that fond of sca - salvage as a mitigation. Although, I
15 think saving those wooden trusses is a great idea if they can be
16 reused. But building 11 - uh - as Chris said, the buildings are not
17 individually significant. What's significant is this complex and I don't -
18 my impression os that saving building 11 doesn't really get you much.
19 It - it doesn't convey what this place was historically. I'm not opposed
20 to saving building 11 and reusing it. I just don't think it's all that
21 valuable as a mitigation. The same in general with design guidelines.
22 Um - making the new evoke what was there in the past. My feeling is
23 that once it's gone, the documentation is what you go to to see what it
24 was and - and I don't think it's necessarily the best thing to constrain
25 the architects of future buildings in this development by saying well,
26 yeah, you have to - it has to evoke this thing that is - that no longer
27 exists. So I don't know that that's particularly valuable in mitigation
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either.

Chair Booher: Thank you, Andy. Rhett, do you have anything? We'll just go around the -

Mr. Beavers: I always have something to say. Um - uh - I like this project. I - I think it's - it's - uh - the mitigations are really, really good. Um - in - in - in many ways I - I echo you, Andy, by - um - you know - I wonder what is the value sometimes of the story. Once - once the whole resource goes away, then there's a story. And - and this is a very, very good story and I'm not so sure that - that the buildings themselves are - are glorious. Um - I know there are better cannery sites in the city. Um - if this - if this were somehow in a different place, not to demean the place where it is - you know - it is an industrial zone and I - and I do like the idea of - of revitalization and - you know - for an industrial site, it's not a brown field. And so - you know - that's really big points. Um - uh - I - you know - I - I like the project. I - you know - if the buildings could've been reused and saved in some way, I think that would've been probably the - the win-win-win of - of all times. But - um - I think this is probably - um - uh - it's - it's a thoughtful application and - and I'll leave it at that. I think it's a good project.

Chair Booher: Thank you.

Mr. Beavers: You're welcome.

Chair Booher: Karen?

Ms. Jacques: Well, I - um - I - I wish the buildings could've been reused and - and saved and I'm - uh - and I know we have a - um - there was a preliminary survey done of buildings in - in Richards that can be - and those are the buildings that can be considered as - as historic and - and looked at. And what I hope - um - is that we don't end up losing

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everything in that survey and - uh - you know - and - uh - what the other buildings that - that reflect the industrial nature of - um - of - of Richards and that brings up the whole issue of at what point would this commission possibly be - be looking at that survey and - uh - uh - do - recommending its adoption with - you know - with landmarks and districts, if there are such, and - and so on. I think that's a - it's a larger question, but - um - Richards is a - uh - historic part of the old city and - and so I really am concerned about that and - and - um - you know - and concerned about at least making a statement here to council that - um - while - while this is a - um - a project that meets a great many of the city goals and things that we need to have done, that we really also do need to recognize the - the loss of - of an - an irreplaceable part of our history. And I just - I think that needs to be said and said - um - really clearly. Um - and I do see from a design point of view, and it's - and it's not - it's not bringing back the old buildings and it's not making up for their loss, but I think there is some value in some - in what was once an industrial site in - uh - in having some guidelines, architectural guidelines with, as I said before, some shalls, not just shoulds, that evoke some of the industrial past of - of the area. Um - I - uh - I think there is something - uh - to be said of - of that and just some recognition is - maybe is - uh - uh - a layering of what the site was and what it's become - becoming and that there are references - um - that - that go back and - uh - and - and again, as somebody who has been very aware and very concerned with every demolition that has occurred about - um - the loss of what are essentially irreplaceable materials. And for me, the main one is the old - the old growth wood. I'm was - I was very pleased to hear that

1 efforts would be made to address that and I really think that's
2 something that needs to come up and - uh - when we - when we have
3 demolitions, as somebody who has done - um - rehabs myself, I know
4 the difference and the irreplaceability of - of that wood and I don't
5 think we should be cutting any more of it. So I think it's a very
6 important issue.

7 Chair Booher: Thank you, Karen. Joe, do you have anything for us on this one?

8 Mr. Stinson: No.

9 Chair Booher: All right. Thank you. Fred?

10 Mr. Turner: Uh - one suggestion - uh - that I could offer and - and perhaps that -
11 some feedback from other Board members might be of some help -
12 um - would be to - uh - on Page 31 to consider strengthening the - uh
13 - language - uh - regarding building 11. What I - I guess I envision is
14 that they'll - they're going to move this building - if you take a close
15 look at the pictures, it's not ADA compatible so they - and there's - uh
16 - a dock, so they'll have - have to put a ramp on it if they want to get
17 people up in it, which is problematic. Uh - but worse, I think you - you
18 - you do see this tendency to move a building and then it sits there
19 and there's no particular use. And so I - I do think that perhaps some
20 identification of adaptive reuse so that it's - can - can actually be a -
21 it's life could be extended as opposed to simply mothballed in a park
22 somewhere - uh - might - might be - uh - a way of ensuring its longer
23 use. I just don't see - uh - uh - that kind of language in here. I think
24 that's the implication that - that - that there would be some adaptation
25 of it, but as to how that could be done with a dock level facility in this
26 ADA age and - uh - in the small plot of land that you're planning to put
27 this on, to me it - it's problematic and you may find that then maybe
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1 that's not necessarily the best choice for - for the use of that building.
2 That's about the only thing I could suggest. Other than - other than
3 that, I think I would agree with Andy that - uh - uh - that the language
4 is to simply encourage - uh - uh - the use of design features. It
5 doesn't require it, Andy, but - uh - I - I do think your - your point is well
6 taken that perhaps it's artificial to be constraining - uh - future
7 architects with - with the use of design guidelines.

8 Chair Booher: Thank you, Fred. Um - uh -

9 Mr. Hope: Can I say something real quick?

10 Chair Booher: Sure.

11 Mr. Beavers: So what I interpret you're saying on the - on the little building here, the
12 adaptive reuse, this would be a great Starbucks in the community.

13 Mr. Turner: Something, yeah.

14 Mr. Beavers: Fair enough.

15 Mr. Turner: Or a park building that has a defined - uh - function. If it's simply - uh
16 - for example, I - uh - there's no documentation to - to - to - to tell us
17 whether there are any scales that still exist in the building and it's the
18 scale building. So - uh - we're - we're operating without enough
19 information to really make that kind of judgement, Rhett. But I - I'm
20 with you on - on something along those lines.

21 Chair Booher: All right. Um - yes.

22 Male: The scales are on the pavement. It's - they're truck scales. So -

23 Mr. Turner: Not moving those.

24 Chair Booher: Uh - Andy's point about preserving the features of a building that isn't
25 there kind of drew to mind the Alhambra Theater. We do have an
26 Alhambra corridor that's supposed to integrate features that would've
27 had something to do with the building that's not there and it seems to
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1 work. I - is - I guess my question for you, Andy, would it be a
2 detriment? You said it might restrict architects, but if they want to do
3 it, how much harm is it?

4 Mr. Hope: I don't have a problem with that.

5 Chair Booher: Okay.

6 Mr. Hope: I - I just - I - just - I'm just not sure -

7 Chair Booher: Let them -

8 Mr. Hope: - how much mitigation value it has.

9 Chair Booher: Okay. Uh - have we gotten anywhere near the kind of feedback you
10 need on this one or do we still need to go through a motion? Do we
11 do a motion on this one? Sounds like the mitigations -

12 Female: If you - if you want to have a comment on it, do - I would recommend
13 you do a motion.

14 Chair Booher: So -

15 Female: If you don't want a comment on it, you don't have to do anything.

16 Chair Booher: Nothing.

17 Ms. Buford: I - I think your motion is really to - um - direct staff to draft the memo
18 to, in this case the City Council, with - uh - the comments that have
19 been made - um - maybe once again for the - for the Chair's review.
20 Um -

21 Chair Booher: And in this one, since the - uh - the mitigation measures refer -
22 received such good comment, would that be the motion as saying that
23 the -

24 Female: Can be.

25 Chair Booher: - Commission is satisfied or along the lines of what you said, Andy,
26 that the extent and - uh - value of the mitigation measures?

27 Female: That what -

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1 Chair Booher: Andy, how would you like to make that motion tonight?

2 Ms. Buford: The one - the one thing I did hear - um - from - um - Ms. Jacques was
3 that - um - more - uh - strengthening of maybe a condition of approval
4 addition or enhanced mitigation measure with regard to reuse - um -
5 requiring the reuse.

6 Chair Booher: Okay.

7 Ms. Buford: Um - and feasible so that's laid out.

8 Chair Booher: Want to give that one a whirl?

9 Mr. Hope: Um - my motion would be that we're very happy with the
10 thoroughness of the mitigation measures and we would in - als - but
11 the encourage the addition of more attention given to recycling the -
12 uh - uh - not just reuse, but also recycling of the materials that are
13 going to be the - the product of this demolition. And there may have
14 been some other comments that people made along the way that
15 should be into this motion that I'm not remembering right now.

16 Chair Booher: Okay. Well, we have - we have a motion. Do I have a second on
17 that?

18 Mr. Turner: I'll second.

19 Chair Booher: And Fred seconds. So we have a motion, a second, now discussion
20 on the motion. Would anybody like to add anything as - uh - Andy
21 said? Is there something missing, additional comments that could be
22 added to the motion?

23 Ms. Jacques: The - the only thing that I would add is that we just want to -

24 Chair Booher: Microphone.

25 Female: Microphone.

26 Ms. Jacques: Oh, I'm sorry. The - the only thing that I would add is - is that we just -
27 um - while we are supporting that a very good job was done with the
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1 mitigations, that we just want to recognize that this is - um - as with
2 any - uh - loss of a historic site like this, that this - this is a significant
3 loss. We'd simply like to include that.
4 Chair Booher: That satisfactory? Andy? Good, and Fred? Satisfactory? Well, then
5 uh - let's have a - uh - roll call on the motion.
6 Female: Mr. Beavers?
7 Mr. Beavers: Yes.
8 Female: Mr. Hope.
9 Mr. Hope: Yes.
10 Female: Ms. Jacques.
11 Ms. Jacques: Yes.
12 Female: Mr. Stinson.
13 Mr. Stinson: Yes.
14 Female: Mr. Turner.
15 Mr. Turner: Yes.
16 Female: Mr. Booher.
17 Chair Booher: Aye.
18 Female: Motion carried unanimously.
19 Chair Booher: Thank you.
20 Male: Congratulations.
21 Chair Booher: Thank you for the - uh - the thorough presentation. That brings -
22 Female: Oh, where are we?
23 Chair Booher: I think the - uh - (inaudible).
24 Female: With the -
25 Chair Booher: Here for that one?
26 Female: For the General Plan?
27 Chair Booher: Yeah, I think the -
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1 Female: Could be. I don't know.
2 Chair Booher: Okay. I'd sure like to -
3 Female: Yeah. Yeah.
4 Chair Booher: We've been here a long time. I'd like to - it's like the - I mean it
5 doesn't matter at this point -
6 Female: Yeah.
7 Chair Booher: - if we move more things around. Uh -
8 Female: I think we're - our General Plan was -
9 Chair Booher: Oh.
10 Female: - 15.
11 Chair Booher: Mr. Reardon, what item is the most interesting to you coming up?
12 You've had a group that's been very loyal here tonight.
13 Mr. Reardon: Um - yeah, the General Plan - uh - (inaudible).
14 Chair Booher: All right. Then that's what we're -
15 Mr. Reardon: And that's - yeah, I think the items - (inaudible).
16 Female: Oh, they're on the - the amendments.
17 Chair Booher: Oh, the amend - okay.
18 Mr. Reardon: On the amendment, yes.
19 Female: (inaudible)
20 Female: I'm sorry. What did he say? What - that's General Plan Amendment?
21 All right. We're at - um - new Item Six, LRO7 dash 004, the 2030
22 General Plan Draft Preferred Land Use Alternative.
23 Mr. Reardon: Draft (inaudible) 12.
24 Chair Booher: The new 12 or the old, the - the -
25 Mr. Reardon: The new 12.
26 Female: The new 12 is the Proposed Amendment to the Preservation
27 Ordinance, a status report. That's a very quick status report. That is
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1 the - uh - amendment that was proposed two meetings ago relative to
2 the 50 year old structure demolition review provision to - uh - to
3 exempt it. Um - and that has been postponed. It's been pulled out of
4 the Planning Commission's bundle and it will be reconsidered in the
5 next phase. And that's the report on that. So sort of done it.

6 Chair Booher: Oh. All right.

7 Female: It's - it was just a status report on that item. Okay. Uh - new number
8 12 and -

9 Chair Booher: New number 12.

10 Female: - and old number five, MO7 dash 001.

11 Chair Booher: Again, I know you've stuck with us just to try to - uh -

12 Male: Mr. - Mr. Chairman?

13 Chair Booher: Yes.

14 Male: Uh - if I may - uh - the reordering of the agenda was done by full
15 commission vote. So maybe you want to - if you're going to reorder it
16 you should revisit with a new motion.

17 Female: That's true.

18 Chair Booher: All right. How do we handle having already done it?

19 Male: Uh - just to have her repeat that when it comes up.

20 Chair Booher: Okay.

21 Female: We'll repeat it when it comes up.

22 Male: I view it as we were responding to an audience question.

23 Chair Booher: All right. Then we'll do just that. So we are on the new -

24 Mr. Turner: Mr. - Mr. Chairman?

25 Chair Booher: - reordered - yes.

26 Mr. Turner: I think - uh - the members of the audience were interested in the - uh -
27 the - uh - preservation element of the General Plan Update.

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1 Male: Yes.

2 Mr. Turner: Is that the one? I'm not sure what number it is. I wa - I frankly am -

3 Chair Booher: That - the -

4 Mr. Turner: - completely befuddled about your numbers.

5 Chair Booher: That would be the new number nine.

6 Mr. Turner: Old eight.

7 Female: Old eight.

8 Mr. Turner: Could we take that out of order so moved?

9 Male: Second that.

10 Chair Booher: I have a motion, a second. All those in favor to hear item the new

11 number nine next say aye.

12 Quorum: Aye.

13 Chair Booher: Opposed? Abstention?

14 Female: Uh - Commissioner, just as a reminder - uh - if the meeting goes to

15 10:00, we do have to vote.

16 Chair Booher: I'll keep an eye on the clock. I have a feeling we'll be making that

17 vote. The new number nine, the Preservation Element of the General

18 Plan Update.

19 Male: Roberta, this is a herculean effort.

20 Mr. Turner: How many trees have I killed tonight?

21 Mr. Hope: Yeah, I'll tell you.

22 Female: This is just a briefing on the - uh - compilation of the notes from the

23 April 19th wor - uh - Preservation Commission Workshop updating - uh

24 - uh - the workshop on the update to the preservation element of the

25 general plan. What I just passed out is the - um - po - goals and

26 policies template with the - uh - commission recommendations and I

27 included a little legend about what the edits - uh - are and what they

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1 aren't. I - uh - took out the forward motion sign and - uh - just used
2 the word move. And it - the first seven pages is that template
3 incorporating the notes from the workshop. And then I did not have
4 time to incorporate all the other - uh - comments that came in via e-
5 mail, but those comments are all attached to the document. Uh - an
6 e-mail from Mr. Yanamora (phonetic) including a letter from him as an
7 individual and including - uh - recommendations from the California
8 Indian Heritage Council in the update. And then an e-mail from Karen
9 Jacques with some suggested wording for a couple of the policies.
10 And then an e-mail from the Commissioner Fred Turner - uh - with
11 some other suggested wording as well and - and - uh - formatting
12 organizing, how some of it should be organized. I did not have time. I
13 wasn't able to get to all of that to incorporate it actually into the
14 template in time to get it to the General Plan staff and their
15 consultants who are needing the information. So I just added it all,
16 put it all together and that's - that's the report. It - um - incorporates
17 everything that was discussed at the April 19th workshop.

18 Chair Booher: Thank you, Roberta. Um - even though that was an oral presentation,
19 I - uh - any questions of Roberta on that presentation? I see none.
20 Uh - I think we'd be fair to open it up to the public.

21 Female: And I might - you might want to consider since everyone is seeing this
22 for the first time, that this is - we - we needed to get as much
23 information as we could to the consultants - uh - within a short period
24 of time and it's not the last time we're going to revisit this. And if there
25 are any comments on it, I'm - I'm sure we can - um - uh - address
26 them in the future.

27 Chair Booher: Thank you.

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1 Mr. Riddon: Uh - Pat Riddon, Sacramento Area Cultural Resources Coalition. Um
2 - just wanted to - to reiterate - uh - my personal thanks and thanks on
3 behalf of the coalition for - um - the Commission's - uh - acceptance of
4 our comments and - uh - willingness to participate with us in this - uh -
5 update process. Thank you.

6 Chair Booher: Well, thank you.

7 Mr. Adamorro: Excuse me. I'm sorry.

8 Chair Booher: No problem. Lord knows you've been patient enough so far tonight.

9 Mr. Adamorro: Oh, thank you. Um - yes, Randy Adamorro again. Um - again, some
10 of the wording that - that even that was used for tonight when - uh -
11 like you have a CEQA exempt building. Um - again, especially when
12 the gentleman refers to going to SAMCC for or to North Sac State for
13 the information. Not all that information is in there. You know - we
14 have to go into these areas to do testing. Okay? A lot of the sites I - I
15 - I deal with the different agencies and governments explaining to
16 them where things are when they are not recorded. And 98, 99
17 percent of the time I'm correct on that - uh - explaining. And - and
18 again, it's for preservation. It's for the history of - of all the areas of -
19 of - of the people. And so I would appreciate if - if all of you do take
20 the time to read the things that we wrote and especially when it came
21 from our heart - uh - on the second page. Um - it's the things that I
22 work on. It's the things that we work on together. Uh - and - you
23 know - we - we're trying to make Sacramento a vibrant place for all
24 people. Uh - again, I'm - I'm dealing with the City of Sacramento on
25 many different issues, building issues and stuff, positive issues - you
26 know - for - to CIHC, all these different things that I'm trying to sell to
27 all be in the State of California. And - um - you know - these are
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1 some of the things coming here that I can take back to the task force
2 for the whole state - uh - to encourage them to be more - uh - positive
3 in dealing with - uh - the - the new CIHC. Um - I'm meeting with the
4 City tomorrow - uh - on these issues. So I'd appreciate - I don't want
5 to take any extra time because it is past my bedtime also - to read all
6 our - our things, but - uh - focus on page two and three. And again, I
7 thank you very much.

8 Chair Booher: Thank you, Randy, and thank you again to the coalition and I wanted
9 to tell you that we - uh - the Chair - the Vice Chair, myself, and staff
10 had a chance to meet with the Director of Development Services - uh
11 - last week and one of the things that we told the director was about
12 our meeting and how we were able to, maybe over-exaggerating, but -
13 but really cover some new territory. We told them about the input you
14 had. We really are kind of learning a new way to think and a new -
15 new way to look at things. The input tonight about the 16th Street
16 building. So I - I wanted to let you know that - uh - the - the
17 information you shared with us on our special meeting, we have
18 moved up the ladder and - uh - the - the Director was surprised that
19 we had - uh - or I guess the word was - uh - pleased to find out that
20 we were able to - to discover some - some new ways of looking at
21 things. So I wanted to thank you again for your participation last time
22 and again tonight. It's not going to all be perfect. You saw the
23 dilemma we had. We're - we're being proposed to have this
24 enormous building. It - it's hard for us to shift big view, little view all
25 the time to do it accurately. We don't have as much track record with
26 that as we should, but - uh - we're - we're trying. And - and your input
27 was a big part of what we passed along the chain of command. So
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1 hopefully that information in those eyes will make some differences
2 and we will look at - uh - Randy, the suggestions you had there. You
3 saw the information. We get bombarded too. It may take a little time,
4 but you heard Roberta say this is still not final, final. So we - we will
5 review those suggestions. Any other comments on item number
6 whatever it is?

7 Mr. Adamorro: I'm fine.

8 Chair Booher: All right. Thank you. All right. I think - um - any other comments - uh
9 from the commissioners on that item? Karen?

10 Ms. Jacques: Well, I just wanted to - uh - to add that the - the next step is the - the
11 work on the specific implementation and - and again, I think that that's
12 critical in spelling out and having better ways to deal with some of the
13 issues that you've raised. So - um - look forward to all of you
14 returning and continuing the kind of dialogue that I think we've started.

15 Chair Booher: Great. Thank you, Karen.

16 Mr. Beavers: I have - I -

17 Chair Booher: Yes, Rhett.

18 Mr. Beavers: Um - thank you for all these comments. These are really great and
19 your letter, I was about 2/3 of the way through and you started to
20 speak. In a few minutes I'll get to finish it, but thank you very much.
21 One of the - one of the - um - one of the thoughts I have and I alluded
22 it - alluded to it the other night is - um - in the City of Los Angeles it's
23 well-known that along the river where downtown is - um - where the
24 rail yard are, the - um - cornfield. Roughly in there, there was the
25 village of Ying Na and - um - that's general knowledge. I mean people
26 are proud of it. We know about it. We don't really know exactly
27 where. I'm not sure anyone really knows. Um - the archeologists
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1 probably really know. I think it would - in my mind it would be - it - it
2 would be helpful if - tonight there was alluded to a site of - uh - a
3 village site or something. Can this become more public? Not
4 specifically as to what it is, but generally in the area of City Hall there
5 was a - there was a village there and generally over here there's
6 something else and there's this complex of things and so as we're
7 walking downtown - you know - if I'm walking by City Hall and over
8 there, sort of over there, this is roughly where things were. Can - can
9 - can we do that?

10 Male: Um -

11 Mr. Beavers: That would help us and I think it helps - you know - the - the first thing
12 you - you - you speak in here is the city's desire and commitment to
13 work with the Indian Heritage Council - um - in the protection of - of
14 sites. And so one of the best ways of protecting sites, I believe, is to
15 make them known.

16 Mr. Adamorro: Um -

17 Mr. Beavers: Not to dig, but to make them known.

18 Mr. Adamorro: Yes. Uh -

19 Mr. Beavers: The heritage known.

20 Mr. Adamorro: I - uh - I understand exactly where you're coming from and I came to
21 that dilemma about two years ago when we were doing - uh - the light
22 rail extension to Amtrak - uh - to the rail station and - um - and again, I
23 met previously with - uh - the project being started with the CRM
24 Company and Regional Transit themselves. And again, they alluded
25 to the Heritage Commission and to the - uh - Information Center at
26 Sac State and I explained to them again that there are sites out there
27 that are undocumented and that well, we know they are and that
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1 there's other places that - you know - are - that are old going back to
2 the dinosaur era - uh - but that are still there. Uh - the Department of
3 Transportation for the City of Sacramento asked me if I would do -
4 view those maps that you're asking for and I said I have to take this to
5 the community and to the Heritage Commission because there are
6 federal state law. So we're working on that. Uh - I got shot down
7 twice by the communities and it's a very large community, and I also
8 got shot down by the Heritage Commission and also by the
9 Information Center. Uh - but I'm working on - I'm continuously
10 working on - on that - uh - to provide the information - um - per project
11 basis. Uh - that was another thing that we are - uh - that I signed for
12 the burial agreement for this building here. In the initial burial
13 agreement when we found the first burials in the ground we had bylaw
14 to do a burial agreement and in there I wrote down that the City has to
15 do a Cultural Resources Management Plan city-wide. Okay? With
16 that writing and the City agreeing to it, that would've took the
17 responsibility off of my shoulders. Okay? But I'm dealing with the
18 City Attorney's Office and with Public Works to re-institute that original
19 agreement. So everybody thinks all the agreements after that to finish
20 this building was the original. And I said no, this was the original.
21 Everything else was to that - was an addendum to that. So I'm trying
22 to answer your question and it's something that I am working on. You
23 know - in the beginning, no. I - I said no, we're not going to give you a
24 map. But there's too many things being - um - destroyed out there.
25 So that was my conclusion.

26 Mr. Beavers: Not a map so I could go dig. I mean that's not -

27 Mr. Adamorro: No, I - uh - I understand that, but that's the way that the laws are
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written. That's the way that the Heritage Commission - uh - uh - Information Center and the community sees it, that that - those - those maps would be handed out - um - you know - they work too hard on the federal and state level to get the type of protection - um - for those to protect them - you know - and that's the process of contacting the Heritage Commission and the Information Center. But that's also the process that the law says we're - you know - the - the governments need to consult with the Indian people and too many times the consultation - um - is not being done - uh - when - you know - per project basis comes up and they hire a private CRM company or even a historical CRM company. You know - they're - they're not fulfilling their requirements. So but we're now working on that. Thank you. Thank you.

Chair Booher: All part of the evolutionary process. Yes. Name and address, please.

Mr. Franco: My name is Mark Franco (phonetic) and I'm from - uh - (inaudible) Tribe and - uh - I'm going to - I applaud what you're asking for on - uh - on better knowledge of where these - where these sites are. My territory is Mt. Shasta. I came down here to go and bother the people in the Capital, but also to come and - and visit with you folks again. Uh - one of the things that - that I think that would be very helpful for your commission here is if you were to be able to set - uh - another table or another chair up there for these people. One of the things that we're doing in the - in the Shasta, Siskiyou Counties is we're working with the - the department - the planning departments and the - uh - to establish a task force so that when the plans for these projects come up you have an Indian person that's there that sees those plans and who has the maps. And in my case, I have a map

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that I work from that's a 1910 Shasta Siskiyou County map that we have plotted all of our villages and all of our sacred sites on. That's in our possession. I gave a copy of that to the Heritage - uh - Commission here in Sacramento so that it's on file with them as well. But in order for the planning departments and - and its - and particularly in what you're doing, which is so important for your city, you need to actually have an Indian there so that they know from the beginning where your projects are. And if a person like Randy doesn't know where it is or Brian or Rose, who's sitting behind me here, doesn't know where that is, they'll find you the contact that you need. But it's - I think it - it would really benefit not only your commission, but all of the city commissions that do any type of work in any - any development because here, we've seen what happens when - when the Indians aren't consulted. You have a whole city built on a city and it's now happening up where I'm from and we're trying to - to stop it. And - uh - and again, that's why I applauded you the last time and I - and I - in listening to - I fell asleep a couple of times because I'm kind of tired, but in listening to the way that you - that you handle these things, it - uh - this is an example, as I said, for the other cities and I'm very proud to have been here to - to see how this has worked. So I - I think - uh - what you're asking for is a very valid ask and there is a way to get that information to you. Not maybe in a written form, but it's sitting in the heads of these people back here. So use them. Allow them to play on your - on your field and it'll keep you from stepping in some real big holes. So again, thank you.

Chair Booher: Thank you again for your input and appreciate it. All right. I think that um - we - we - we will - we will put that into it. I think that is - uh - the

1 conclusion of that item. Like to move over to the General Plan, the
2 Draft - uh - Preferred Land Use Alternative. Is that - I think that's
3 where we were.

4 Female: As a suggestion, just before he starts -

5 Chair Booher: Might as well start the vote now. Do I have a motion to extend the
6 meeting past - uh - 10:00?

7 Female: I move.

8 Chair Booher: Erin moved. Second?

9 Mr. Hope: Second.

10 Chair Booher: Second with Andy. All those in favor?

11 Quorum: Aye.

12 Chair Booher: Opposed? Abstentions? We're now good to go.

13 Mr. Dukaca: Thank you, Mr. Chairman. Uh - Eric Dukaca (phonetic), Planner with
14 the City's Long-Range Planning Team in the Planning Department.
15 Um - back here before you tonight to - uh - give an overview of the
16 draft Preferred Land Use Alternative that we have developed and will
17 be - uh - forwarding to the City Council for their review and for their
18 input. And along that road, we are making a trip to - uh - various
19 Boards and Commissions of the City - um - one of them being the
20 Preservation Commission tonight - um - to just go over quickly the
21 Land Use diagram. And Andrea, if you would - uh - start the Power
22 Point and I'll just quickly go through my presentation because the hour
23 is late and I'm really interested to hear your input more than hear
24 myself talk. So - um - with that - uh - just - uh - go to the second slide,
25 please. Um - just really wanted to give you a brief outline. I'm going
26 to go real quick over the process we've been through to date - um -
27 why we're moving for change, and the new General Plan. Um - briefly
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going over the land use and urban form diagram that you were just distributed both in your staff reports. I handed out a supplemental map, which supercedes the city-wide diagram in your packets. Um - and I'll be going over the diagram features and the designations and then just open up for questions at the end. Um - so just next slide, please. Uh - ooh, we're - looks like our presentation is cutting off parts of the slide. So I will maybe direct you to look at the hard copies, which I distributed. Um - as you know, we're pretty much in the middle of the process. We've been at it for two and a half years - um - working on three. Um - we're in the alternatives phase shown on - on your handout. Um - to date we've collected data - um - gathered planning issues, defined a vision and guiding principles statement. We've spent the past year and a half doing land use - um - alternatives analysis, extensive public outreach, we've had two rounds of town hall forums - uh - to gather public input. Um - we're getting ready now to end the - uh - Land Use Alternatives Analysis and move into - uh - further development of the policies and the plan document as well as - uh - initiating the EIR for the tr - a proposed general plan. So tonight we're - we're coming to a critical milestone in the process of - of trying to wrap up the Land Use Analysis process. Next slide, please. Um - the existing general plan was adopted in 1988, as you know, and - uh - we've had some success with it. It's - it - it led the city up to this point. Um - we have seen some in-fill development. We have learned in some ways to develop more walkable neighborhoods. Um - we're seeing more development downtown under the current general plan. Um - we have built a light rail system since the time the general plan was developed and extended it and

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have proposals to extend it. Um - so there's - there are things happening in the current general plan. Um - we still have challenges even under the current general plan. We'll have challenges with the new plan. Um - we still have vacant in-fill lots. We have - uh - disadvantaged neighborhoods. We have poor pedestrian and bicycle connectivity in the city and our development plan is still based on single use designations. We don't have a lot of mixed use opportunities in the general plan. We have some of that in our zoning. We have a few mixed use designations in our current general plan, but we're working on getting - uh - to integrate the city's smart growth principles were - which were adopted in 2001. Uh - we have the vision and guiding principles the council adopted, which were also based on the SACOG regional blueprint for the new general plan. Um - so if you were at the City Leadership Workshop, probably a lot of what I'm saying is repetitious to you. Um - so just next slide. Uh - the inputs which we used for the land use process, many of which were just described. Uh - we had a Technical Background Report, which summarized a lot of the information that went into the analysis of vacant sites, population, and housing - uh - documented the - the need to accommodate 200,000 more residents, 140,000 more jobs in the city - uh - by 2030. Uh - we have like I said, our town hall forums. Um - we did a public opinion poll. I think if you were at the City Leadership Workshop you heard about those results - um - which were very much in support of the vision and guiding principles and the things that we're initiating and - and of the new general plan. And the City Leadership Workshop results - uh - also helped us and formed the land use for land use diagram. So - uh - there's a series of maps

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that were in your staff report. Um - the first one, the area-wide - the city-wide area of change map - um - this map was developed as a result of input from all those - those - uh - sources I just mentioned. And also what we did was created areas of opportunity, which are very similar to this. Um - the degree of shading on this map tells you where we anticipate the like - most likely degree of change will happen throughout the city. The darker the color, the more likely it is to change. We go from transform - um - significant change in the darkest brown and then the lightest shade on the map is very minimal change. It'll most likely stay the way it is with some maybe - maybe minor enhancements and - um - small lot in-fill. So the key features on this map to look at are there are commercial corridors are the darker browns. Light rail stations, you might see some closer to properties - uh - to create what we call TOD's or Transit Oriented Developments. Um - key gray - gray fields or brown fields. Gray fields meaning a turn to in-fill a massive parking lot that is underused and only really used maybe two holidays a year for shopping. Green fields, as you know, is our - um - uh - undeveloped areas on the urban fringe. Um - central city, we are - we see significant development happening. Um - intensification in the central city. And then - uh - working on our complete and classic neighborhoods. There are some that are more likely to change than others, but most of our neighborhoods for the most part, as shown on the map, we don't really see changing very much. Based on that - uh - areas of change map, our areas of opportunity we developed a preferred growth concept and this is a high level diagram, which I - I think I presented to you at the end of I think it was maybe middle of March. And this

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confirms the direction that we received from - from this group, from other - all the other Boards and Commissions in the Council at the City Leadership Workshop and I won't go into great detail except to say that it does capture - um - the con - concept for where we place new growth in the city through 2030. Our downtown - um - several sort of sub-regional or larger centers on the periphery - um - some new growth areas potentially, some employment centers, and transit oriented developments. So that brings us to the preferred land use diagram, which I just distributed and - uh - the preferred land use diagram was based on all of the input we received and the Land Use Analysis that we've been working on for the past year. Uh - the designations are organized according to four categories: neighborhood, centers, corridors, and other districts. Uh - within this organizational structure there's a varying degree of - uh - types of uses and types of densities. The key feature here is that we're moving to synthesizing land use and urban form. No longer do we just talk about single use designation in the general plan. We're also introducing - um - some urban forms of development standards. Uh - we - we'll still specify densities, but we're also talking about a building envelope, a form, and - uh - as shown on the legend, most of the time for residential it's going to mainly consist of densities and building heights, similar to what our current zoning describes. For other mixed use categories, we introduce - uh - FAR and within a workbook that we're still developing and will be - uh - distributing to the Council soon is a 35 page workbook, which - uh - which explains in more detail that development standards and ranges of uses and intensities, which aren't shown on the map or the legend. Um - so just quickly the

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neighborhood categories. We go from rural to suburban, traditional neighborhoods, and then urban neighborhoods. And within most of those categories we range from low, medium, to high. Um - for our corridors we see suburban corridors and urban corridors. Suburban meaning the further out corridors, the mostly auto-dominant, auto oriented - uh - strip commercial. The urban corridors are the corridors closer into the central city, such as North Stockton Boulevard - uh - North Freeport. You might - uh - consider Del Paso Boulevard more of an urban corridor - uh - because of the buildings are closer to the street and slightly more pedestrian transit oriented. Uh - in terms of our centers, we range from suburban center, traditional center, regional center, and urban center, and then central business district, all with varying degrees of intensity, mixes of uses. Um - most of our mixed use occurs in center. Um - some mixed use can occur in the neighborhood designations on a limited basis, but it's neighborhood - uh - commercial ret - retail serving. Um - our other districts category includes employment center low-rise, employment center mid-rise, industrial, public and institutional - uh - parks, green ways, and open space. Then there are two special categories, which are shown on the diagram, which I'd like to highlight. Those are special study area and plan development. Special study area includes the Natomas Joint Vision Study area and the east area. These areas we are not proposing specific land uses at this time and we're not going to be assuming growth allocations to be placed in these - uh - districts for the current time being due to some ongoing studies about flooding and habitat conservation. Um - for plan developments, there are four pipeline - what we call pipeline projects that we're going to assume

1 some growth allocations, but we will not be showing specific land uses
2 at this time and those are Greenbriar, Panhandle - um - Camino
3 Norte, and Delta Shores. So really quickly, I just want to show you a
4 series of slides and I'll - I won't spend a lot of time on this, but if you
5 can just sort of see the progression looking at the northern section of
6 the city, there's a preferred land use diagram followed by - or excuse
7 me, the areas of change diagram followed by the more detailed land
8 use plan for the northern section and then - uh - the screen
9 backwards and which shows you that within those areas of change -
10 um - these are the sort of the proposed uses. And that's repeated
11 again for the central and south area. So you can sort of see - uh -
12 where there's more intensive change happening and what the uses
13 are for those areas. So - um - I won't go into that in great detail at this
14 time, but I will let you know that - um - as far as the features and the
15 benefits of this plan - um - we're recognizing that we're - we need to
16 include more development standards and more detailed description of
17 uses. We recognize that. Um - we need more flexible and mixed land
18 use - uh - descriptions within these and we have those and are
19 developing those in the workbook. Uh - the plan is - the form and
20 benefits of the plan is that there's a broader range of densities and
21 intensities - um - within the district. So we're providing for more
22 flexibility, but at the same time we're identifying urban form and design
23 - um - and hopefully is treating sort of edge issues with adjacent
24 existing properties in a more contact sensitive manner. So there's
25 some opportunities there to improve how in-fill happens throughout
26 the city. Um - we're hoping to give - uh - planners and developers
27 more direction for what we call place making and not just proposing
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1 developments, but really thinking about neighborhoods and places
2 and integrating - um - proposed projects and - and neighborhoods in a
3 more appropriate and contact sensitive manner, as I mentioned. Um -
4 we're hoping that the plan is more easily updated. Um - we're hoping
5 that - um - on a five year basis we'll be evaluating, bench marking the
6 plan, and looking at ways that we need to change it. Um - we're also
7 hoping that some of these new designa - the new designation system
8 will allow for a more streamlined development review process, not one
9 which - uh - gives projects (inaudible) necessarily, but which gives
10 folks a bit - a little bit better sense of what they're allowed to do and
11 some more flexibility, but also - um - a better idea of the form that
12 development takes so that when projects come before commissions
13 they aren't - um - left in the dark about why certain design features
14 were left out of the review process. Um - and some - uh - one of the
15 advantages of the - of the proposed plan is that we hope to do a
16 master EIR as I think I mentioned to this group - uh - the last time I
17 was here. And we're hoping the master EIR will get some initial
18 CEQA clearance of major development proposals and - and that are
19 in the pipeline. Um - I would like to point out that - um - some specific
20 changes we made on the map, which - um - I'll use my laser pointer
21 here. Um - what was in your packets, we showed urban high density
22 residential and sort of the older neighborhoods around midtown. Um -
23 we've actually changed those back to traditional medium density - um
24 - recognizing that a lot of the urban fabric in the more historic parts of
25 the central city - um - really wasn't appropriate for urban
26 neighborhood high density. Um - 150 - uh - 100 to 250 units an acre
27 would just probably would be fairly out of scale with areas like
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Southside Park or Wynn Park or other neighborhoods like that. Um - we still are showing relatively high densities in the CBD as I think - um - it's common knowledge we have urban center still designated. We have - um - suburban center designate around the Swanson Station, Arden Fair - um - and - and so forth. So with that, that's just a very quick overview of the - uh - the preferred - uh - the draft Preferred Land Use Alternative as it's currently drafted. Um - some of the key questions that we've been asking some - some of the Boards and Commissions and stakeholder groups is does this land use diagram still represent the leadership that was the comments and direction we received at the City Leadership Workshop. Um - do the designations provide adequate direction for new development in the future of the city? And if there's any other feedback or comments that you would like to give us. So with that, I guess that concludes my presentation. Thank you.

Chair Booher: Thank you. Questions? Rhett? Rhett?

Mr. Beavers: Actually, I have more of a comment - um - two. Thank you for your yeoman's effort in doing this. This is - uh - actually, three comments, quick ones. Thank you for all your work you've done and all this - people who work with you and - and I don't know if you've had a chance - you haven't had a chance to introduce, but Larry Mentier (phonetic) is here tonight and Larry is probably the Lead Consultant on the whole EIR complex, the whole project. And so we're honored to have Larry - you know - visiting us and thank you for coming and thank you for staying up late. And thirdly - um - I'd - I like the direction of this - of the general plan. Traditionally, and - and what I'm use to seeing, general plans is sort of always expanding, expanding,

1 expanding, expanding. And really what we're doing now is looking at
2 what we already have and trying to - to do better with what we have.
3 And there is some expansion, Panhandle and some things like that,
4 but really that's the only really annexation. And - uh - I - uh - I
5 applaud the division for - you know - doing more with what we have
6 and not to say that we can't not grow. I mean we need to grow at
7 some point, but I like what we're doing and really focusing. Thank
8 you.

9 Chair Booher: Thanks, Rhett. And Karen?

10 Ms. Jacques: I'm really relieved to see that you did some rethinking of the historic
11 neighborhoods in the central city because when I looked at what we
12 got delivered last Friday and I looked at the overlays and I happen to
13 live in Wynn Park and founded that neighborhood association, and I
14 looked and I thought with these densities there will not be one single
15 piece of historic fabric left because part of why it is so crucial that you
16 did some - um - downsizing in - in - in heights and density is that what
17 Sacramento's historic buildings have experienced for years is
18 deliberate demolition by neglect. And I founded Fainted Ladies and
19 documented that for ten years with people assuming that it would go
20 much more dense and the way to get rid of these buildings was to let
21 them rot and then say oh, I'm so sorry but I - I just - there isn't enough
22 money to possibly fix this so we'll have to tear it down. So I'm really
23 relieved that you rethought that because I was having nightmares
24 when I looked at what was delivered on Friday.

25 Mr. Dukaca: Sure.

26 Chair Booher: Thank you, Karen. Fred?

27 Mr. Turner: Thank you, Mr. Chairman. Uh - do I take it that the - the maps we got
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1 on Friday have all been replaced now?

2 Mr. Dukaca: Uh - at this time, this is the only one I have ready for you. We're -
3 we're making incremental changes as we make presentation and get
4 feedback from different groups. So - um - the areas of change map
5 will just change. There'll be some minor changes on that. Um - the -
6 the - the growth concept map really won't change that much because
7 it was intended to be a concept and won't catch all the nuances of the
8 smaller changes we're making. Um - but there will be some minor
9 changes to the - to the maps, but not substantial.

10 Mr. Turner: Okay. Well, you - you want feedback from just nontechnical people
11 on maps, right? I can suggest that your legends seem to be - uh -

12 Mr. Dukaca: Sure.

13 Mr. Turner: - uncoordinated. Um - maybe you already know that, but okay. So -

14 Mr. Dukaca: Yeah, any - any specific point - points?

15 Mr. Turner: Well -

16 Mr. Dukaca: Are - are you looking at the - the - the map I handed out tonight or - or
17 -

18 Mr. Turner: I think your -

19 Mr. Dukaca: - or the ones in there?

20 Mr. Turner: The ones you've handed out tonight are a little better. Although -

21 Mr. Dukaca: Yeah.

22 Mr. Turner: - at this scale - uh - there's a couple of problems that - that crop up.
23 One is - um - the font size is not legible -

24 Mr. Dukaca: Sure.

25 Mr. Turner: - without - uh - a magnifying glass. Um - and the other is that at this
26 scale you can't show the street grid and so it becomes somewhat
27 subjective - you - to - to really know the extent of what you're trying to
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1 get at. But some of the - uh - uh - earlier maps, the ones you gave us
2 on Friday, I think you were using the same legend for all the maps.
3 And some of - like some of the colors. Green meant one thing on one
4 map -
5 Mr. Dukaca: Yeah.
6 Mr. Turner: - and yet the legend said it differently. But - uh - even if you fix the
7 legends, which I would presume you'll want to do eventually -
8 Mr. Dukaca: Yeah, we're - we're working on that. Yeah.
9 Mr. Turner: Um - the yellows, for example, there - there must be what, three
10 shades of yellow? Uh - I can't frankly tell them apart. So I would
11 suggest you pick - uh - uh - a much - uh - more distinctive gradation of
12 maybe crosshatching plus colors - uh - so that - uh - you can really tell
13 the difference between a traditional - uh - low density neighborhood
14 versus a suburban with a similar color.
15 Mr. Dukaca: Thank you for those comments. I know that Larry can attest that
16 we've requested many, many changes to this map and - um - even
17 sent over color pallets that we thought would work better and it looked
18 good on our screen and our maps and then when his staff did it, it
19 didn't translate as well for some reason. And - um - so there's just a
20 lot of technical glitches that when you're doing this level of mapping
21 it's hard.
22 Mr. Turner: Combinations of crosshatching and color would -
23 Mr. Dukaca: Yeah.
24 Mr. Turner: - would perhaps solve that. A lot of us are color blind too, so you may
25 find that if we can't read the color, we'll at least figure out the
26 crosshatching.
27 Mr. Dukaca: Sure. That's a good point for respecting color blindness.
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1 Chair Booher: Thank you, Fred. Uh - low density and medium density yellow and
2 high density yellow is an interesting color combination. Uh - before
3 we get into - uh - those were questions. Uh - before we get into the
4 actual comments - um - we should open this up to public testimony.
5 We do in fact have one, the one I've been calling all night incorrectly is
6 finally due - uh - as the correct timing. Mr. Marshak (phonetic).

7 Mr. Marshak: Thank you Chairman Booher and members of the Preservation
8 Commission. John Marshak, Co-chair, Boulevard Park Neighborhood
9 Association, member of the (inaudible) Committee. Uh - I also - uh -
10 looked at the maps as were posted on the website and had heart
11 failure over the weekend. Um - sent out blitzes of e-mails and sur -
12 prised the room isn't filled tonight. Um - probably just they couldn't
13 figure out the colors maybe and - uh - didn't understand my
14 comments. Um - I looked at those maps and saw urban
15 neighborhood high density with heights from four to 24 stories
16 obliterating half of the Boulevard Park Historic District, most of Wynn
17 Park Capital Avenue, and many of the other of our historic districts in
18 the central city and just, my heart sunk. Um - so glad to hear of - uh -
19 uh - of a partial revision tonight, but the revision I heard was to
20 medium density, three to eight stories with floor area ratios of two to
21 six, density of 33 to 60 units per acre. That also would obliterate
22 many of our historic districts. We cannot have zoning established for
23 historic districts that do anything other than preserve what is there.
24 That's why we have a historic district. That is why we have landmarks
25 designated. So I really would urge this commission to require that
26 there be an overlay made of these maps that shows the historic
27 districts, that shows the landmarks and contributing structures, and
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that you also demand that this plan not impose height, floor area ratio, or density limits any higher on those properties that are listed than what is on those properties right now. Otherwise, you do just what Karen was - was warning about. You get demolition by neglect. The most prominent property in the Boulevard Park Historic District at the northwest corner of 22nd and H Street, a wonderful home built by one of the founders of one of the major hospitals in our area, has been rotting for nearly two decades now because the - and the person who inherited that structure after the family passed away is - is convinced that high rise development is going to march right through Boulevard Park and that he will get more money for the land than that historic house is worth, even though it's probably the most important historic structure in our - in our district. And we can't get him to do anything with that property. This - even with a medium density urban neighborhood overlay on that property, it just reinforces his thinking and that's got to stop. So those are my comments and thank you very much for - uh - indulging me and - uh - I am glad to hear that there is some progress. Thank you.

Chair Booher: Thank you, John, and thank you for - uh - indulging us all night long waiting. Um - I think those comments are critical. John, actually, and I debated a year or so ago that I - I am one of the few people who I'm not looking forward to downtown being - uh - a petri dish for any new experiment. Um - I voted against it at the Leadership Conference. I was one of those little one out of 100 who didn't want to see the central city blown away. And we saw tonight, and - and - uh - this is my frustration. We - we love it when you give us this map and oh, yeah, gung-ho, but then we see the result. We see what these maps

1 say and then go oh, wait, that changes a block. That changes a
2 neighborhood. That changes a resource. That changes a sidewalk.
3 Um - and I think John's absolutely right. There's a sensitivity and -
4 and when you're doing an entire city, I understand that it's hard to get
5 that level of sensitivity. But somewhere we - we got - we got to be fair
6 to the developer to say if he starts a project he should have some
7 sense that he's complying with the rules. On the other hand, we can't
8 let our existing neighborhoods go.

9 Mr. Dukaca: Thank you.

10 Chair Booher: Um -

11 Ms. Jacques: Yeah.

12 Chair Booher: I made a mistake. I commented without closing public testimony. Um
13 - is there anybody else from the public who would like to speak? Then
14 we'll close public testimony, open comment period, and I jumped the
15 gun. Other comments? Karen?

16 Ms. Jacques: I'm just going to again underscore the things that - that John said. I
17 have - every place that I have ever had a chance to comment,
18 including at the Leadership Workshop, including at the - the public
19 hearings on zoning on R Street and on and on and on, I have said
20 wherever we have historic districts we also need to look at - you know
21 - potential districts that are in the middle of being surveyed. We need
22 overlays that don't change those heights and FAR's because we feed
23 - um - the building that John described has been on the Fainted
24 Ladies List and on the tour as one of the most endangered buildings
25 since '93. It is prob - one of our most dramatic, but is - is - it is a
26 classic example and we are a city that is - is lucky enough to have a
27 great deal of historic fabric left and we've got to be really, really clear
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1 in the guidelines that we give so that we retain that and gi - and also
2 give people the message that - um - you know - you're not going to
3 get to knock this down and do something else. So it really makes
4 sense to maintain and bring up this neighborhood. That is how your
5 values will increase, not by land speculation. I mean just cannot say it
6 enough having been on a crusade about it.

7 Male: (inaudible)

8 Chair Booher: Well, yeah. We - we - this is another review and comment isn't it?

9 Female: You certainly may.

10 Chair Booher: And so I think why don't we just call those the - the comments to
11 forward on. Uh - again, a second project we had tonight, we - we
12 talked about what it's like to lose the cannery and okay. You know -
13 we saw a bigger picture there, but an area that's near and dear to my
14 heart, the - uh - triangle, the - the Gateway Park Triangle. Uh - the
15 people I talked to over there pretty much started their businesses right
16 after World War II, the late '40's, early '50's. And they're all convinced
17 everything there is going to be obliterated and high rises everywhere.
18 Um - and you look at the maps and they're - there's - I don't - I don't
19 see how the maps - uh - work with what the existing stock is that's
20 there. So - uh - I don't want to just - just - uh - as much as I love the
21 Victorian houses, there's consequences.

22 Mr. Dukaca: Where is that neighborhood you're talking about?

23 Chair Booher: It's right in between - uh - 12th and 16th as you either come in or leave
24 - just as you cross over the river. It's all the more - more on 16th
25 Street, the brick buildings, the old warehouses - uh - where the - the
26 produce is.

27 Mr. Dukaca: Right.

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1 Chair Booher: Um - granted, it's low density and we want more density. The point
2 again only being there's consequences. Fred?

3 Mr. Turner: Yeah. Mr. Chairman, perhaps what we could do is - is start asking for
4 some products that would help us - uh - uh - get our arms around this.
5 I - I actually didn't really - it didn't dawn on me what this was - uh - for
6 a couple reasons. One, the font size is so small and two, I - I don't
7 know what FAR means. It's not defined. Um - I've probably been
8 given that definition - uh - sometime in my life, but - uh - and I - and
9 third, I do not - uh - have anything to compare it to. So you guys
10 might know what your neighborhoods are, but I have no idea what -
11 what our floor area ratio is and even in east Sacramento. Uh - um -
12 even if somebody asked me well, what's the - how many stories on
13 average is - uh - in Boulevard Park, I would say two. Is that - am I
14 correct? Well, how does that compare with what's on this? Well,
15 we're not going to be able to do that, not at this scale, not even at the
16 larger scale that you have unless you really blow it up and start doing
17 some overlays as was suggested. Uh - and - uh - start - uh -
18 integrating this land use plan with - uh - historic preservation policies.

19 Mr. Dukaca: If I could just speak to that. We - we are developing a handbook and -
20 and Larry and I were actually reading through it tonight. We're
21 scrubbing down the, almost ready to go out to the public draft of this.
22 It's a 35 page document, which is going to spell out - um - a lot of the
23 descriptions of the districts, the neighborhood centers, district's
24 corridors. Within each of those we're going to have a more detailed
25 description of the uses, what's there today - uh - what we envision the
26 character being like in each of these different sets of - uh -
27 designation districts throughout the city. So I apologize for not having
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1 this done in time for the hearing and for your staff report packet, but
2 we are - uh - like I said, doing a lot of outreach concurrent with the -
3 starting the policy development process and getting ready to have a
4 workshop with council as well. So - um - we will - we will get this out
5 to you. Um - council is not going to make a final recommendation on
6 May 8th. It's - it's really a workshop to get them engaged and to do a
7 similar exercise with them that we did tonight of going through the
8 maps. They're going to have this workbook. They're going to be the
9 first to see it. Um - we'll return to council in the middle of June to
10 actually ask them to accept the diagram and to help us to cut the - cut
11 the EIR process off. So - uh - your request for tools, we can get you
12 those. Um - I heard the request about a map that has districts
13 overlaid. We can easily produce that. Um - we could easily also give
14 - like I said, the workbook will hopefully shed a lot on the kind of
15 questions you're asking about FAR and what it means at different
16 neighborhoods. So -

17 Chair Booher: Rhett?

18 Mr. Beavers: And before you go - uh - the - the next level down is the community
19 plan.

20 Mr. Dukaca: Right.

21 Mr. Beavers: And that would be, if we were talking about general plan (inaudible) -

22 Mr. Dukaca: Uh - huh.

23 Mr. Beavers: - sort of thing and the idea of that the districts of the overlays is
24 critical. Um - could we see that in - uh - in an area plan? A
25 community - I mean a community plan. And if so, will - when would
26 we see community plan updates for central city and places like that?
27 Thank you.

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1 Mr. Dukaca: Sure. Well, our approach right now is to actually create within the new
2 general plan document - uh - uh - a separate section for community
3 plans. What we're hoping to do is incorporate them as sub-chapters
4 within the community plan. We'd like to scrub down each existing
5 community plan and actually take the policies that are really city-wide
6 policies at - that just got repeated in community plans. You know -
7 because some of them are - are 25, 30 years old. Some were just
8 adopted in the early '90's, like the North Natomas plan. So they're at
9 different stages of - of completeness and accuracy and relevancy.
10 Um - and not that they're all irrelevant. They are adopted plans by the
11 city, but a lot of them need to be sort of scrubbed down and rethought.
12 So - um - on a land use basis, eventually you may see - um - well, the
13 general plan will be that the - the guiding document for land use, but
14 you will see some maybe more local - when the community plan
15 chapters are completed and updated over time, they won't be done
16 concurrently with the general plan. We'll have - um - a broad policy of
17 framework, a vision for each of the areas, and we'll bring forward the
18 policies from each of the community plans into the general plan within
19 those sub-chapters. Um - but over time you will start to see those
20 community plans taking their own identity again, but relating back to
21 the general plan land use. So we don't envision a separate detailed
22 land use plan the same way that we do for the general plan.

23 Mr. Beavers: And if - if we were to ask for district overlays, we'd ask for it in the
24 general plan.

25 Mr. Dukaca: You mean historic district overlays?

26 Mr. Beavers: Right. The - that - that would have a certain level of sensitivity, which
27 is - which is what everyone here has said in the - Dr. Marshak has

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1 said.

2 Mr. Dukaca: Uh - huh.

3 Mr. Beavers: That - you know - there - there is - there is a (inaudible) and it needs
4 to be recognized.

5 Mr. Dukaca: Sure.

6 Mr. Beavers: And it's at the general plan level that (inaudible) I think is what we're
7 hearing tonight that needs to be recognized.

8 Mr. Dukaca: Sure. Larry, could you speak to that at all? I - I'm not - I don't think
9 we've really talked about - um - the - the exact content of our
10 community plan chapters and how we hope to address the sort of
11 overlay analysis, but maybe Larry could speak to that.

12 Mr. Beavers: Thank you.

13 Mr. Mentier: Um - I have to - Larry Mentier, Mentier and Associates. I have to be a
14 little creative here because we haven't actually anticipated the
15 question of historic districts relative to the community plans. Um - Eric
16 described what we're trying to do as part of this general plan update
17 and that's to create these sub-chapters and we're going to try to do
18 that for as many areas as possible. A lot of communities of course in
19 Sacramento have existing plans and we're going to try to - uh -
20 streamline those, standardize them and turn them into chapters that
21 focus on unique issues relative to that community. So if it's - if it's the
22 pocket area, then the - the policies in the pocket area community plan
23 section would only speak to the - the things were unique - uh - to the
24 pocket area. Now, in the case of - of historic resources, I think we
25 need to - to deal with that at the general plan level, but I can see in -
26 in central city or - uh - east Sacramento, those community plans really
27 taking those historic districts and - um - going deeper in terms of the
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1 discussion about how those - um - historic districts sort of get played
2 out in the - in the future. Remember too that even though we're -
3 we're dealing with urban form here and taking a very different
4 approach, we're thinking combining traditional - um - land use plan
5 designations with what amount to design guidelines. We're wedding
6 these two concepts in the general plan itself. There's still the zoning
7 that will - uh - have to be adjusted to implement the new general plan.
8 So there's still a lot of work to be done post general plan adoption to
9 take those concepts and - and sort of drive them down to the level that
10 they can be used by the Planning Commission - um - as standards of
11 approval for individual projects.

12 Chair Booher: Roberta:

13 Female: Uh - it - is it - uh - I'm - I'm a member of the General Plan Technical
14 Advisory Committee and it's my understanding that this general plan,
15 these land use alternatives are at the parcel level, correct?

16 Mr. Mentier: The map, the land use diagram that you see that you can't read?

17 Female: Uh - huh.

18 Mr. Mentier: It's parcel specific.

19 Female: So it - it's - it's beyond community plan.

20 Mr. Mentier: Okay.

21 Female: It's specific.

22 Mr. Mentier: Well, specifically there is - I mean we are moving - we have moved to
23 a single map system. Before, collectively you had - uh - I think if you
24 took the - the - the city-wide general plan and all the community plans
25 and you added up the different land use categories, you came up with
26 like 120. 110, 120. What we've done is taken those and collapsed
27 them. Um - first we - we got it down to about 30 and then we started
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1 adding in these - um - uh - these urban form categories - that was
2 during the alternative stage - and we've taken it one step further and
3 combined the urban form categories with the land use categories.
4 And now we're down to 24.
5 Female: I think -
6 Mr. Mentier: Now we're down to 24 categories -
7 Female: I think -
8 Mr. Mentier: - and it's parcel specific.
9 Female: And that's - that's - I think you're not understanding what some of the
10 concerns are that this isn't a general sort of plan, document in the
11 sense that we used to think of them. It's speci - it's a specific - uh -
12 not using it in the planning terms necessarily, but if you're getting
13 down to the parcel level you're getting down to the - you know - what
14 the zoning and height limits and bulk and density and floor area ratio,
15 and everything's going to be as if it were a zoning code. And I think
16 that's where people are starting to say - you know - wow. You know -
17 I didn't - you know - and be concerned about what they're seeing in
18 here that that's what you're proposing. It's not just a general idea of
19 how things work. The other thing too I must mention that it has been
20 brought up on many occasions from the absolute very beginning of
21 the proc - process starting this document, that the cultural and historic
22 resources surveys and districts and inventory issues be addressed at
23 the community plan level as part of any community plan update that
24 this - the historic resources survey be undertaken to inform the
25 planning process. It was - uh - included in the back - Technical
26 Background Report. It's included in the preservation element of the
27 city's current general plan. It's been in various - uh - discussions at
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1 the Technical Advisory Committee meetings on more than one - one
2 occasion, because I have raised it. Um - so I think maybe that's just
3 an education process that maybe it hasn't gotten to be with the
4 consultants, but it's - uh - definitely something that we're very
5 concerned about and especially if the community plans aren't going to
6 be community plans like we used to know them. And this general plan
7 is really much more specific. You know - it really begs the question of
8 - you know - or at least parcel by parcel looking at those heights and -
9 uh - densities and floor area ratios in terms of the development
10 pressure that - uh - having those - having those areas be higher would
11 definitely - uh - uh - manifest - uh - uh - and we - we would lose our
12 historic resources.

13 Mr. Mentier: Well, it - uh - the designations that we've come up with, I mean this
14 new consolidated system that we developed certainly doesn't
15 preclude - uh - carving out exceptions for historic resources and
16 saying that they're - for instance, in - in - we have minimum - um -
17 densities, dwelling units per acre, and some cases we have - uh -
18 minimum floor area ratios. And I would see an exemption for
19 historical - uh - properties and they simply give it - uh - uh - an
20 exception to those basic rules. I mean I - there's no reason that - that
21 we should sort of perpetuate what happened in the '60's and the
22 central city with the - you know - the construction of the dingbat
23 apartments and the construction of the - uh - um -

24 Female: I - I - I think what I'm hearing though is that why have to have a - uh -
25 an exception? Why not just designate it what it should be in the first
26 place in terms of your land use - uh - alternative, the - the land use
27 form designation? Designate it what it should be.
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1 Mr. Mentier: Well, I think that we're doing that.

2 Female: I don't have to have an exception for the historic districts and the
3 historic neighborhoods.

4 Mr. Mentier: Well, I think we are doing that, but we - what we won't - I mean I think
5 it - it - it would be an - it wo - um - I mean I know the complexity of
6 downtown. I - I - I live - that's where I - when I first moved to
7 Sacramento I lived in the - uh - Boulevard Park - uh - neighborhood.
8 So I'm really completely familiar with this - this issue. Um - but we
9 can't - we can't - in any given block in midtown - uh - we have really -
10 uh - very tall buildings, these wonderful buildings, and dingbat
11 apartments. Um - and so we're trying to come up with a designation
12 that would apply to that area that wouldn't facilitate - uh - the
13 conversion of those Victorians. Um - but to the extent that we set
14 standards in any of these areas with historic resources, it seems to be
15 higher than what's appropriate - um - but sort of reflects the overall -
16 uh - average conditions then we simply need to say that we - we
17 create - uh - a special class for historic properties. Uh - we - we don't
18 allow the conversion of those properties. We don't set up a set of
19 standards that would promote that.

20 Mr. Turner: Mr. Chairman?

21 Chair Booher: Yes.

22 Mr. Turner: Um - would it be possible to - for you to create some maps that show
23 differences in - uh - story heights and floor area ratios and so that we -
24 we could really pinpoint those regions of the city, particularly the
25 central city - um - that have proposed major differences between the -

26 Mr. Mentier: Differences between the districts or between what - what exists
27 because -
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1 Mr. Turner: And what is being proposed.

2 Mr. Mentier: Um - you mean existing planning and zoning designations or do you
3 mean in fact what exists in those areas?

4 Mr. Turner: I would imagine you - you know -

5 Mr. Mentier: Okay.

6 Mr. Turner: - exactly parcel by parcel what - what exists, don't you?

7 Mr. Mentier: I don't think we have that in the - the database, Eric, do we?

8 Mr. Dukaca: Um - I -

9 Mr. Mentier: And we - I mean we have - we know what - technically what - what
10 exists on every parcel, but in terms of urban form and building height -
11 you know - I think you'd have to go to Sanborne maps to -

12 Female: We are doing that for the central city - uh - design guidelines that are
13 being developed.

14 Mr. Turner: Right.

15 Female: We've done - uh - parcel by parcel - uh - what's existing in terms of
16 the actual building on the site, height in a general sense - um - the
17 allowable height, and then - uh - looking at different proposed heights.
18 And in that case, we are looking at parcel by parcel, where the historic
19 districts are, the landmark buildings are, and all that kind of thing.
20 And - um - it's in the area that being de - uh - studied in the urban
21 design plan now - uh - uh - the central business district to the
22 transition zone area, wherever that ends up being. Um - Richards
23 Boulevard and the rail yards - uh - down to our street. So we - for - for
24 that area anyway, we do have that information.

25 Mr. Dukaca: I'll just say too that we do have an - uh - we created a comprehensive
26 existing land use database when we did the land use analysis. So a
27 lot of our designations - um - when we did the joint analysis between
28

1 the use and the form, we'd actually had that, I believe, information in
2 the database. It's that stop point.

3 Mr. Mentier: We didn't have building height -

4 Mr. Dukaca: Yeah.

5 Mr. Mentier: - but we had for instance, densities and -

6 Mr. Dukaca: Densities and use.

7 Mr. Mentier: Yeah, densities and use.

8 Mr. Dukaca: But I - I think - you know - um - that doesn't always mean that the
9 resulting district-wide designation is - is appropriate in terms of where
10 you draw those boundaries. I mean I you look closely at the central
11 city map I think you see that - um - the corridors are so - there's
12 places in midtown, especially where multiple corridors, J,K, and L,
13 cross really busy areas where there's couplets. And so we run into a
14 situation well, where - where do you draw the line of what's a corridor
15 and what part of the interior block is neighborhood. And then you
16 start chopping up every piece of midtown into an unintelligible mash of
17 color. But you could take on traditional moderate density censored or
18 - uh - corridor designation, which is typically - you know - one to - one
19 to four stories, which reflects in a lot of places what's in midtown. Um
20 - and it is appropriate, but the - the - the place where you get into it is
21 in those transition zones. It's in those six - the 16th Street corridor or -
22 um - places where we're just coming east of the CBD and there are
23 historic districts there and I think those are our really - those are our -
24 are our big issue areas and I think - you know - I - if there's detailed
25 comments, you go back and take a look at the maps, we get you the
26 resources your need and if we get comments between now and when
27 council adopts this, I mean we - this is the kind of stuff we want to
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1 hear. Um - and I think - you know - we need to take - uh - a harder
2 look at some of this - these issues and - and do that overlay of
3 districts and - and a point - point to where our major landmarks are
4 and - and do that analysis. So -

5 Male: Okay.

6 Mr. Mentier: Not surprisingly, the central city is the most difficult to get right in
7 terms of these designations. So -

8 Mr. Dukaca: Yeah.

9 Ms. Jacques: Uh - I just want to underscore again, I think the tremendous
10 importance of laying out the historic districts. And I know there's a
11 mixture of - um - landmarks, contributors and non-contributors, but if
12 you don't lay out the districts and protect those districts as districts -
13 um - and by the way, I think you also need to put overlays on
14 individual landmarks that are not in districts because those are greatly
15 at risk as well. But if you don't lay out the districts, and sometimes
16 those districts are overlapping with what are being called corridors
17 and I look at that with horror because again, it's setting up those
18 buildings - um - for demolition. And part of what you need to look at is
19 how is the - the clearest possible way that you can get out to the
20 general public that includes the investor speculator - um - you know -
21 let's turn it into a wreck and get rid of it, folks, that - that this is - uh -
22 that these are clear demarcations. They're not going to change.
23 They're not going to be - um - exceptions. The property that John -
24 Dr. Marshak talked about or anybody else are not going to get - um -
25 re-zoned because they're immediately adjacent to a corridor or
26 whatever. The message has got to be clear and it's got to be
27 recognizable and that's not what's been happening. And even with
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1 the planning workshops that the - at the City, I mean the - we've had
2 workshops on R Street and nothing was designated and there are 90
3 foot and 75 foot proposals sitting right on top of two-story historic
4 buildings. And the same thing in trying to look at the transition zone.
5 And it's - it's just got to be clear and we have to have the protection
6 because once it's gone it cannot be brought back. It's gone.

7 Mr. Mentier: Oh, I've already written down and Eric's written down your suggestion
8 that we do the overlay and do that comparison - um - right away. So -

9 Ms. Jacques: Good.

10 Mr. Mentier: Uh - we're committed to doing that.

11 Chair Booher: Additional comments? Sounds like we've made our feelings heard.
12 All right. Well, thank you for hanging in with us. I'm sure we can
13 always give you individual comments if they occur to us sometime in
14 the next few days. Thank you. That brings us all the way up to item
15 number seven.

16 Ms. Jacques: We'll take a 30 second lap break.

17 Chair Booher: Number - yeah, we should all just run around the room a little here -

18 Ms. Jacques: Just a new agenda.

19 Chair Booher: - uh - get the blood flowing. I might not be inclined to vote for an
20 extension next time past 10:00. Um -

21 Female: I think with this item - uh - we can do a fairly quick run-through of it
22 and there is one speaker who wishes to speak on it. And the other
23 items I can zip through pretty quickly. So -

24 Chair Booher: All right.

25 Female: Hold on. It's been up for a while. It might - okay.

26 Chair Booher: Seven. I - I do (inaudible).

27 Female: Former number four.

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1 Male: 207 dash 03 - uh -
2 Female: Oh, yes.
3 Chair Booher: Yes.
4 Female: We're supposed to announce the -
5 Chair Booher: Right.
6 Female: Uh - this is item M07 dash 035, Landmark Nomination of 1905 I Street
7 to the Sacramento Register. Sorry. We - we're learning this new
8 process to do everything.
9 Chair Booher: We're learning everything.
10 Ms. Forrest : Good evening again. I will make this brief, I promise.
11 Kathleen Forrest, Associate Planner. I'm here to present the
12 nomination of 1905 - 1905 I Street to the Sacramento Register of
13 Historic and Cultural Resources as a landmark. Uh - this was an
14 owner initiated nomination, which is very exciting. Uh - as you all are
15 fully aware, protecting and preserving historic resources helps make -
16 to maintain and revitalize the city and its neighborhoods by stimulating
17 economic activity, encouraging the use and reuse of historic buildings,
18 and protecting - uh - buildings and neighborhoods from deterioration
19 and inappropriate alterations, all of which enhance the city's economic
20 cultural and aesthetic standing. Just a quick refresher, to be eligible
21 for listing in the Sacramento Register as a landmark a property must
22 meet one or more of the following criteria. It has to be associated with
23 events that have made a significant contribution to the broad patterns
24 of the history of the city, the region, state, or nation - us - uh - or be
25 associated with the lives of persons significant in the city's past,
26 embody the distinctive characteristics of a type, period, or method of
27 construction, represent the work of an important creative individual or
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1 master, possess high artistic value, or yielded or may be likened to
2 yield information important in the prehistory or history of the city, state,
3 or region. Additionally, overall issues related to integrity of location,
4 design setting, materials, workmanship, and condition are also
5 considered. Uh - the property owner retained historic environment
6 consultants to research and pre - prepare an evaluation for 1905 I
7 Street, which you can see here in this slide. It's on the corner of - uh -
8 19th and I. It's the second property in. Uh - just a quick history. It was
9 condu - constructed in 1908 for William and Katherine Bath. William
10 Bath emigrated to the United States in 1869 and had a successful
11 career in mining in Michigan, Arizona, and California. Uh - his - by the
12 time he was in Sacramento in the mid-1890's he was working in the
13 car repair department at the southern pacific shops. In 1903 he and
14 his son Nicholas founded the Bath and Nowman (phonetic) Funeral
15 Directors. Uh - and he was also a founder and stockholder in
16 Consumer's Mutual Supply Co - Company, which manufactured ice
17 and cold storage facilities. He was active in civic affairs and was
18 president of the Capital City Carol Singers. 1905, as I mentioned, was
19 completed in 1908 - um - and the Sacramento Union ran a large
20 article at the time, including a photo of William Bath and the house -
21 um - about three columns long, I think that article was. Uh - the
22 housewarming party that he threw to celebrate the completion of this
23 house was too large for the house. There were too many people. So
24 he had a scale model built for the display - built for a display at the
25 party, which was held at - uh - the Sons of St. George Meeting Hall,
26 where he was a Principal Officer. The family moved out of 1905 I
27 when Nicholas Bath built the Hotel Haven at 1316 I Street in 1913 - uh
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- and sold their interest in the funeral home. They lived there - uh - until William Bath died in 1929 and his wife moved into 1901, which you can see in this slide here, and continued to rent 1905. They had retained both of these properties as rentals while they were living in the hotel. Uh - 1905 I Street is associated with - uh - William Bath, a locally prominent individual active in the business and civic affairs of Sacramento. Uh - this was determined by the consultant's evaluation. Um - it's also a good example of its type display in colonial revival and shingle style references. So it meets criteria two and three. Uh - it has a number of significant features and characteristics, which include the wood sash windows, the front door, and the wood shingle and three-tiered rustic drop siding. Uh - you can see the windows and trim and some of the siding here. The second floor flare at the base, the front porch, the bay window, the hit roof with the center dormer, the highwater basement, porch railing, and turned corner posts. Those last two - uh - features are in the process of being restored right now. Uh - on April 25th the Preservation Director concurred with the evaluation by the consultant and made the preliminary determination that the property is eligible for listing on the Sacramento Register as a landmark. Sorry, that's a typo in my Power Point. Uh - the structure has important historical and architectural worth and its designation as a landmark - again, a typo, sorry - is reasonable, appropriate, and necessary to protect, promote, and further the goals and purposes of the historic preservation chapter of the City Code. You can take one of three actions this evening. Uh - you can recommend the nomination as it's been presented to the Council for listing in the Register as a landmark. You can modify the

1 significant features and characteristics - uh - and recommend the
2 nomination. Or you can recommend to Council that the resource not
3 be listed. Uh - the code specifies that the nomination has to identify
4 significant features and characteristics, which I've gone through, and
5 it's the staff recommendation that the Preservation Commission adopt
6 the resolution forwarding the nomination of 1905 I Street as a
7 landmark to the City Council. That concludes my presentation. I think
8 that was as fast as I could possibly go through it.

9 Female: If I could just -

10 Ms. Forrest: I'd be happy to answer any questions.

11 Female: - just make one mention that - uh - Kathleen didn't say that the owner
12 - uh - is the nominator of this nomination.

13 Male: Is - is this within an existing district?

14 Female: No.

15 Ms. Forrest: No, it is not.

16 Male: Okay.

17 Chair Booher: Thank you. Questions? Yes, Fred.

18 Mr. Turner: Now, Kathleen, is 1901 already nominate - uh - on the register?

19 Ms. Forrest: 1901 has not been nominated to the register. The Preservation
20 Director - um - the property is involved in a code enforcement case.
21 They were doing work without permits. They - both - uh - it's one
22 parcel with both houses on it - um - and as a result, partially of that
23 work and partially of prior alterations, the Preservation Director made
24 a preliminary determination that 1901 is not eligible for the register.

25 Mr. Turner: Huh. That's too bad.

26 Mr. Forrest: Unfortunate.

27 Chair Booher: Uh - Karen?

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1 Ms. Jacques: Yeah. 1901 had had in I think the early '80's a major fire, which was
2 when some of the alterations - um - the original not good alterations -
3 um - occurred. Uh - 1905 is just - uh - I've always thought it was a - is
4 a - was a wonderful - is a wonderful building - um - and I really
5 support this nomination. The other thing is that - uh - it being, since
6 it's not in the district, this will really add to its protection and indirectly,
7 I think it will also protect 1901 because - uh - that parcel you can - you
8 with a la - with a landmark - you know - you really doesn't make sense
9 for somebody to just tear down the other building on a small parcel. It
10 makes more sense to - to keep it and have the - because it - even
11 though it's modified and not eligible to be an individual landmark, it still
12 has some character and sense of - of period and it compliments. So -
13 I know, it - it - at this late hour, are we ready for a motion or do other
14 people -

15 Chair Booher: Please.

16 Female: We have a public -

17 Chair Booher: Oh, I'm sorry.

18 Female: - testimony.

19 Ms. Jacques: Oh, I'm sorry.

20 Chair Booher: Yeah.

21 Female: That was the questions of the staff section -

22 Chair Booher: Yes, it was.

23 Female: - of the agenda. We'll just have to -

24 Ms. Jacques: I'm -

25 Female: We have a -

26 Ms. Jacques: I'm sorry.

27 Chair Booher: Yes.

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1 Ms. Jacques: And Dr. Marshak, I'm eager for your comments.

2 Chair Booher: Please - uh - we have a speaker on this item.

3 Mr. Marshak: Thank you again - uh - Commissioners. John Marshak, Boulevard
4 Park Neighborhood Association - uh - Co-chair. Um - actually, I have
5 - I think this is wonderful that it's coming to you. This is within the
6 Boulevard Park neighborhood. It's not within our historic district. It's
7 about a block outside. Uh - actually, a little bit less than a block
8 outside the district. But if we get more things around it nominated,
9 may - maybe we can extend the district a little bit to include it because
10 there are some things in between that maybe should be added as
11 well. Um - was very happy to see this in your agenda. We had not
12 been notified - uh - as - uh - a neighborhood association that this
13 nomination had occurred and but - uh - that's all right. I'm very glad to
14 find out and I'm glad to be here to endorse the staff position on this
15 and hope that you would also make the recommendation to forward
16 this nomination to City Council. Uh - the example of 1901 I Street is
17 exactly why you should do this because 1901 has largely been
18 destroyed by remuddling. Um - it had wonderful period wood windows
19 that have all been ripped out and been replaced with vinyl. Um - it
20 had a lot of original siding that was ripped off fortunately because of in
21 code enforcement, some original style siding has now replaced what -
22 uh - what was there. But - um - you can't bring back the original - uh -
23 materials. If you look at in your staff report the photo at the top of
24 page ten that shows what 1901 looks like now and compare that with
25 the historic photo - um - on page three of the continuation sheet of the
26 - uh - nomination listing, you can see what 1901 used to look like.
27 And we'd hate for the same fate to befall 1905. So your - uh -
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1 recommendation and if City Council - uh - follows through, would -
2 would prevent - uh - uh - a similar fate for 1905 and I would - would
3 really urge that you - uh - go ahead and - and make that nomination.
4 Thank you very much.

5 Chair Booher: Thank you. No other further public comment? Close public
6 comment. Open it up to - uh - the commissioners discussion and if the
7 motion is appropriate, now would be the time.

8 Male: Karen, why don't you move this?

9 Ms. Jacques: I'll - I'll move - uh - again and forgive me for getting so out of line. I - I
10 get a little out of line after 10:30 I think. Um - I move that we support
11 the staff recommendation and recommend 1905 four - um - becoming
12 a hist - a landmark.

13 Mr. Stinson: And I second the motion.

14 Chair Booher: Thank you, Joe. We have a mo - motion, seconded. Discussion on
15 the motion? All those in favor?

16 Quorum: Aye.

17 Chair Booher: Opposed? Abstentions? Excellent.

18 Female: Um - I have a (inaudible) to sign.

19 Chair Booher: All right. Then we'll sign it.

20 Female: I - if - uh - we'll go to item number eight if that's all right. I'll read it.
21 MO - it's former item 11, MO7 dash 036, Preserve America
22 Communities Application Support Letter. And it - this is - pass these
23 out and if you can give this to -

24 Female: Andrea?

25 Female: - Andrea. The City of Sacramento is applying to be a Preserve
26 America community. It is an initiative of First Lady Laura Bush with the
27 Federal Advisory Council on Historic Preservation. And - um - the
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1 Department of Interior and the Department of Commerce. It's a
2 heritage tourism initiative at - and communities are eligible to be
3 designated with a good application and - and it helps if you're already a
4 certified local government, which the City of Sacramento's Historic
5 Preservation Program is. And if you are designated, then you may be
6 eligible for some heritage tourism planning grants. And Sacramento,
7 we would really like to do that. And we've been working - uh - with the
8 - uh - California State Parks, California Travel and Tourism Council,
9 the California Heritage Tourism Council - um - that's - Sa - Sacramento
10 Convention and Visitor's Bureau, and the two departments - uh -
11 Development and Services Department, my department, and the - uh -
12 Department of Convention, Culture, and Leisure, and many other
13 nonprofit organizations. And - uh - as for your endorsement of this
14 support letter that Bruce Booher can sign.

15 Chair Booher: And does this - uh - require a motion?

16 Female: I would like it, yes.

17 Chair Booher: Do I have a motion to support the letter?

18 Mr. Beavers: I move we support the letter.

19 Chair Booher: Thank you, Rhett. Second?

20 Ms. Jacques: Second.

21 Chair Booher: Second, Karen. All those in favor?

22 Quorum: Aye.

23 Chair Booher: Opposed? Abstentions? Motion carries. Hope we get those grants.

24 Female: All right. We've done - uh - the old - the new item nine and so we go to
25 the new item ten, which is the old item 12, a report back from the
26 Preservation Commission standing and ad-hoc committees. And the
27 Dangerous Building Committee -
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1 Chair Booher: Has been active.
2 Female: - um - has been active with some hollow sidewalks recently. Uh -
3 Bruce and Fred, do you want to give a little brief discussion about the
4 two site visits and then I can - uh - update - uh - everyone on the 8th
5 and K site visit?

6 Chair Booher: I - I think you heard a lot from us tonight about the 11th and J Street
7 one, but the 8th and K was more difficult because it - uh - was almost
8 gone already. Uh - Fred visited separately and was able to evaluate it.
9 But again, what we saw was this - uh- reinforced - uh - bulkhead, the -
10 the - the - the - um - it's too late. What are we calling it tonight?

11 Female: It's - uh - buttressing and street wall?

12 Chair Booher: The buttressed wall and the street wall. We - we didn't see - um -
13 nearly the kind of roof structure at - at - at the other one that we did.
14 Seeing the two together as close in time as we did really helps you
15 start to understand what - what you're looking at. You see oh, well,
16 that's here. Now I see it again. Nope, nothing like this part here, but
17 over there. So - uh - that's why I've been advocating as many - many
18 tours and many site visits as we can get. Fred?

19 Mr. Turner: Well, I - I think hollow sidewalks were on our agenda more than ten
20 years ago. I am still shocked that none of them had been inventoried.
21 So maybe that's - uh - an item for the implementation plan, but - you
22 know - it behooves us to inventory these. Uh - and I think that would
23 address Andrew's comment that we don't really know what we have to
24 begin with or where to direct our limited resources.

25 Chair Booher: Thank you.

26 Mr. Turner: Yeah.

27 Mr. Beavers: Now, I - I have to say your - Bruce, you and Fred's comments tonight
28

1 were really helpful and you all's thoughts and ideas and what we saw
2 really, really informed me and thank you for - for going and being
3 diligent and it was really great.

4 Chair Booher: Thank - thank you. It - uh - I love doing it. So anywho -

5 Female: Uh - yeah, Bruce got right in there.

6 Chair Booher: Advised by staff not to, but -

7 Female: Well - uh - I wanted to give you an update. The 8th and K hollow
8 sidewalks - um - the parts that were determined not to be the original
9 an - anything left of the original - um - uh - are be - uh - have - are
10 being demolished. Um - historic environment consultants was brought
11 out to the site to photo document - um - the - uh - curbed but -
12 buttressed brick street wall and one wing wall that still remained of the
13 original and the interior wall that wasn't original, but it's 19 teens.

14 Chair Booher: Uh - huh.

15 Female: So it's pretty old. Uh - that will be demolished. The only thing we're
16 going to try and - uh - retain of the - uh - is - are the original features -
17 uh - including the - uh - sidewalk prism light fixtures - um - that are al -
18 all along 8th Street there. It's 8th - 8th Street just south of K Street, that
19 part of the block. And her - Paula - Paula Begotian and Don Cox, their
20 report - uh - will be coming soon and we'll - as soon as we get it we'll
21 convey it to you, but -

22 Chair Booher: Uh - uh - I'd just like to add that it was frustrating to see that still a
23 department of the city seems to be uncooperative in saving these. Um
24 - I know that's for you to handle at staff level, but as a commissioner,
25 we - we hoped we were all heading in the same direction and it wasn't
26 necessarily the case.

27 Mr. Turner: Yeah. If I could - uh - comment also on that regard - uh - the question
28

1 of ownership is - is critical in this and it's still a little murky since - uh -
2 perhaps the city owned the sidewalk at one point, but it's ten feet
3 below the - the surface. And then when they've filled in the street they
4 didn't complete the sidewalks. They let the owners do it so the owners
5 might own the roof. I'm not sure if - have you ever worked that out,
6 Roberta?

7 Female: Well - uh - Jeff, you may know of this, but it's my understanding that
8 the property is owned - you own your parcel to the center of the street.
9 The public has a right of way.

10 Mr. Turner: Oh, so it's an easement.

11 Female: Well, yeah, it's a right of way.

12 Mr. Townsend: That's correct. Generally, if it's a street easement, in theory -

13 Mr. Turner: Uh - huh.

14 Mr. Townsend: - the property owner owns the underlying fee out to the center of the
15 street. Generally in cases if the street's ever abandoned for some
16 reason -

17 Mr. Turner: Sure.

18 Mr. Townsend: - sometimes streets and alleys are closed. Then it reverts back
19 automatically to the adjoining property owners. But the easement is so
20 overpowering and the city has such control over it they - the - the
21 property owner really has no right to do anything, so - other than
22 access.

23 Mr. Turner: Right. Okay.

24 Female: And maintain things and pay for improvements.

25 Mr. Turner: (inaudible). Well, let - let me - uh - pursue that because I think it's - it's
26 critical. If we were to inventory these and register them, okay, then the
27 - then what triggers is minimum maintenance requirements, which is
28

1 really what's begging here is there's a lot of issues that with a little
2 maintenance you could extend the life of - of these things another 50
3 years. But time - uh - is - we're competing against time right now. So
4 the question then becomes who is responsible for maintaining these?
5 Is it the City?

6 Female: The City makes the property owner maintain them.

7 Mr. Turner: Is that right? So that's a po - a firm policy at this point? Okay.

8 Female: That's my understanding.

9 Mr. Turner: Well, then there's no impediment for the City not to inventory these
10 things and start doing minimum maintenance requirements on them.

11 Female: Some of the - we - we do have an inventory. Our - our - uh -
12 Development Engineering Department has an inventory and I've
13 shared it with the - the former Design Review Preservation Board. Um
14 -

15 Mr. Turner: I - I thought so. Uh - uh - yeah.

16 Female: But - but - um - it's not a complete inventory because they have not
17 been able to get access to all of them, all of the hollow sidewalk areas.
18 You know it's private property to get in. So - uh - it's - it is an
19 interesting -

20 Mr. Turner: Well, but there is a public interest in that if you stick your - uh - high
21 heels through -

22 Female: Right.

23 Mr. Turner: - some of those lights -

24 Female: Right.

25 Mr. Turner: Um - so the City's perhaps liable anyway. So they - they probably
26 have a compelling public reason to - to do - uh -

27 Female: And they do use that.

28

1 Mr. Turner: - a safety survey.
2 Female: They do use that and that's the demolition of the - these sidewalks at
3 8th and K is a public safety impetus.
4 Chair Booher: Another subcommittee.
5 Female: All right. What number was that?
6 Chair Booher: That was ten.
7 Female: All right. Oh, the -
8 Chair Booher: Did we -
9 Female: We're still -
10 Chair Booher: We had the historic -
11 Female: The Historic Cultural Resource Survey Committee. Um - the schedule
12 for that. Andy, do you want to report on that?
13 Mr. Hope: Our committee met last week and we talked about - we had - we had
14 earlier discussed the surveys that were done for Oak Park that Paula
15 and Don Cox did and for West Curtis Oaks. And what we did at this
16 meeting last week is looked at maps that - that designated by parcel
17 contributing and non-contributing buildings so that we could really see
18 graphically whether these are - you know - good districts with lots of
19 contributors or - or weak districts or what. And I think our committee
20 has a consensus about what to bring forward to this commission and
21 then we talked about the process of public meetings and explaining to
22 people what it means to have a historic district in your neighborhood
23 and what are the - what - what are the advantages of that and so on
24 and then bringing it to this commission. And the plan is this year to
25 bring the Oak Park Survey not just to this Commission but through
26 Council approval. The Oak Park districts and individual landmarks, the
27 West Curtis Oaks historic district, and the - the downtown area
28

1 revisions.

2 Male: (inaudible)

3 Mr. Hope: So the next year and then we can talk about what - what we're going to

4 survey next.

5 Chair Booher: Thank you, Andy.

6 Ms. Jacques: Well, just to add, we had talked about wrapping up the - for the - you

7 know - the central city, things that - districts that are hanging fire - um -

8 for next year because there are - there were a number of proposed

9 districts that never got finished up. Um - some of the -

10 Female: And one of the recommendations for the downtown is to survey the

11 hollow sidewalks or I like to call them the raised streets historic district.

12 Chair Booher: Oh.

13 Female: A thematic district. And Karen, 428 S Street. Can -

14 Ms. Jacques: Um -

15 Female: Ad-hoc committee did meet.

16 Ms. Jacques: Yes. Yes, the ad-hoc committee did meet and I think we came to an

17 agreement that carried out the - um - what we had agreed on in our

18 motion here. Um - the - um - roofs are now going to be - uh - gables -

19 um - rather than the shed, which - um - we felt was more appropriate to

20 the - the style of other buildings. Um - we worked out a way to better -

21 um - make the porch that faces onto S Street look connected to the

22 rest of the building, that being one of the problems. And then with the

23 porch on 25th Street, we worked out some - uh - and agreement with

24 how the - a couple of stairs leading up to it would come out and have -

25 uh - sides to them and create an - an interest that would draw your eye

26 to the porch and the door and away from the garage door.

27 Chair Booher: Thank you for tackling that one. That was - uh - our first appeal and -

28

1 Ms. Jacques: I think we got an improved building out of it.

2 Chair Booher: - that marked last. So that - that - does that take care of - uh - number
3 ten?

4 Female: Take care of new number ten.

5 Chair Booher: We go to number 11.

6 Female: New number 11 is M - uh - old number six, M07 dash 022 Monthly
7 Report of Preservation Development Projects. And I'm passing them
8 out to you if you could take one and pass it down.

9 Chair Booher: We did. Did we?

10 Female: Did you get it?

11 Chair Booher: Yup. We have them.

12 Female: Yup.

13 Chair Booher: Yup, got them.

14 Female: And here it is. It's on the web - uh - updated every Friday and we're
15 going to hopefully next week get something that is continuously
16 updated in a better format. So these are all the proj - projects that -
17 our - all our files that we're working on, including development projects,
18 demo - demolition investigation and reports, nominations - uh -
19 eligibility determinations, and - uh - miscellaneous files.

20 Chair Booher: Thank you. Uh - that brings us to item number 12.

21 Female: It's M07 dash 001, the old number five. Uh - and the oral presentation
22 is a status report on the - uh - proposal to - uh - exempt the 50 year old
23 structure demolition review when there are projects such as our
24 Township Nine and Cathedral Square ones that we heard tonight that
25 are undergoing - uh - through the environmental review process. And
26 that - the Commission had asked that that be - um - we come back -
27 staff come back with - uh - more information about what that would and
28

1 wouldn't do, what some of the pros and cons are and ask the Planning
2 Commission to - uh - postpone its action on the item, which they did
3 and we will be coming back to you with that. I don't know when.

4 Chair Booher: Thank you. Item number 14.

5 Female: 13. Item number thir -

6 Chair Booher: 13?

7 Female: New item 13 is old - um - number nine - uh - M07 dash 031, Policies
8 Issues Workshop Schedule. What I - I was going to be bringing to you
9 - you had asked me to bring back to you a schedule for your regular
10 commission meetings once a month when we would have the
11 workshops and - uh - I think I'm getting to a point where my
12 recommendation to you is to think about having a second meeting a
13 month so we don't have these kind of meetings and that we do the
14 policy issues one of those nights and we do the project meetings the
15 other night so that we have a little more fresh brains.

16 Mr. Hope: Yeah, that's a good suggestion to deal with the big issues of policies
17 on one and then the - the -

18 Female: Yeah.

19 Mr. Hope: It's a great - it's a great -

20 Female: That are more workshop kind of format as well, even through Andrea's
21 going to make us - make sure we do it right. But - uh - um - but that - it
22 could be better. So I - if you could think about that for next time - uh -
23 we can - if this is something you're willing to consider thinking about,
24 also what kind of date that would -

25 Chair Booher: What's available is what we -

26 Female: Yeah. Yeah.

27 Chair Booher: - ran into before.

28

1 Female: I was going to say, we have a very tight schedule, considering we have
2 three - well, three commission bodies that meet.

3 Female: Yeah, this room would probably not be available.

4 Female: Well, we would have to look into our schedule, staffing, and things like
5 that, but we can bring back possible dates if - um - or possible days
6 that you could meet every month - um - and as a suggestion, but we
7 would have to look into it.

8 Female: We don't want to overtax our staff.

9 Mr. Stinson: Yes, another day. Our - it - it was on the web - well - um - you asked
10 this of me or I felt like I was being asked if we would be interested in
11 meeting on Richards Boulevard.

12 Female: Yes. That - that was an e-mail that went out, if you want to hold that
13 for your ideas and questions of the Board - of the Commission at the
14 end of the agenda.

15 Mr. Hope: Okay. I just thought it was relevant since we were talking about it. So
16 -

17 Female: The siting of the meetings.

18 Mr. Hope: Yeah.

19 Female: Okay. At this point, that's a year away.

20 Mr. Turner: Roberta, do you anticipate the - this to be a long-term meet or am I -

21 Female: Uh - it's sure looking like it and the Design Commission has been
22 finding that too, that - uh - the project - there are the project reviews
23 and then the - the policy level reviews. If - you know - we have only
24 had one policy workshop and that took two meetings - uh - on the
25 preservation element of the general plan and we haven't gone through
26 the preservation ordinance. We haven't gone through secretary -

27 Mr. Turner: The zoning guidelines.

28

1 Female: The design guidelines, Secretary of Interior Standards -
2 Ms. Jacques: Minimum maintenance.
3 Female: - historic building code, minimum maintenance, windows -
4 Chair Booher: Uh - huh.
5 Ms. Jacques: Implementation.
6 Chair Booher: All right. Well, we'll -
7 Female: Right. Implementation of the preservation -
8 Chair Booher: - think about it and -
9 Female: Think about it.
10 Chair Booher: - we'll discuss it the next meeting. I think that brings us to the real
11 number 14.
12 Female: Which one was that?
13 Chair Booher: Joint meeting of Development Commissions, debriefing and oral
14 presentation.
15 Mr. Hope: Can we table that?
16 Female: I - I put that on -
17 Chair Booher: Huh?
18 Female: - just because -
19 Chair Booher: We can.
20 Female: You can table that.
21 Female: - in case you wanted to discu - debrief about it.
22 Chair Booher: Uh - and I do think that that would - would be valuable. It was - uh - an
23 unusual opportunity and there was some good and there was some
24 things that could've been better. So we should bring that back again.
25 All right. Table that item. Number 15, items from the public, public
26 comments? That appears to be a no. Item number 16 - uh -
27 questions, ideas, and announcements of commission members. This
28

1 would be the time. Joe had mentioned it - uh - Rhett. Um -
2 Female: Joe. Joe had had some - uh - thought about the - the moving - uh -
3 idea of whether to have our commission meetings here or out at
4 Richards Boulevard.
5 Mr. Stinson: Yeah - uh - we - I guess we all got the - uh - e-mail about relocating
6 and I - my position is that it would be very difficult to get down 50 in
7 order to get to a meeting at 5:30. It's not feasible.
8 Mr. Turner: You're right.
9 Chair Booher: Thank you, Joe. Rhett, you had a comment on the same item?
10 Mr. Beavers: Uh - I prefer to meet downtown as far as really - that's in my
11 preference. I mean I can go either.
12 Chair Booher: Well -
13 Ms. Jacques: Uh -
14 Chair Booher: Karen?
15 Ms. Jacques: Kind of community based. Um - the issue - just the facts that - that the
16 Development and Services Department is moving has already come
17 up at the - at the nag with some unhappiness with people feeling that -
18 um - when we're trying for transparency that - uh - that that is much
19 less accessible for the public who might want more information on
20 projects or whatever and my feeling based on that is that if the
21 commission were to move that that would really be received poorly by
22 a lot of people in the public who again, see this location as accessible
23 and central and would not see that that way. And with the efforts to try
24 to be transparent and include the public, I think we need to consider -
25 um - you know - what is some really related feedback from the - from
26 the public.
27 Chair Booher: Okay. Thank you. Um - Andy, were you on - on the Board when we
28

1 discussed the new City Hall construction?

2 Mr. Hope: I think the discussion started before I was on the Board. There was
3 still some of it going on when I joined the Board.

4 Chair Booher: Now, as I told Roberta, one of my considera - concerns is that when
5 we did the discussion about what would be the role of the historic City
6 Hall versus the new historic hall, Steve and Steve in particular were
7 very adamant that this building should not just be a museum or a
8 storage space and they fought hard to get City Council to continue to
9 meet in this building even if it's in expanded form. That didn't happen.
10 It just didn't happen. So the compromise from the City at that time was
11 this would still be an official meeting room. The historic hall would be
12 used in its capacity as being a public meeting room. I understand staff
13 would much rather walk upstairs. It's - they have all the stuff to bring
14 and it - it makes a world of sense to meet wherever staff's located, but
15 we did kind of have an obligation from the - from the - uh - expansion
16 proposal. So that was - that was my two cents. So do that what you
17 want. Other public - uh - ideas, questions, and announcements?

18 Mr. Beavers: I just want to - or I want to say one more thing. Karen, thank you for
19 your consciousness - uh - raising my conscious - my consciousness
20 tonight about the Richards area. I knew that it was a historic but I
21 didn't have a - I don't have the clue that I need to have and you've -
22 you've sparked something in me to get - not to be clueless. Thank
23 you.

24 Chair Booher: Thank you.

25 Ms. Jacques: Thank you for saying that.

26 Chair Booher: Speaking of conscious or conscience or whichever it is, I feel
27 compelled to make - uh - uh - an announcement. I've thought a lot
28

1 about it and staff informed me I had some leeway on this. But when
2 we are reviewing other peoples' property and making comments on
3 what they can and can't do with it, I feel it's important - again,
4 transparency is our magic word. Uh - I sold a building that I first
5 purchased and re-habbed almost 30 years ago. In the process of the
6 sale, sale is never is timed and planned as you want them. Hired a
7 licensed termite re - uh - company. Um - in the core of their - their
8 original termite reports it indicate - you know - in - investigate some
9 soft wood. By the time the soft wood was investigated a soffit piece
10 had been taking - uh - had been taken off and a siding piece had been
11 taken off. Somebody reported that to the City that I was doing work
12 without a permit. There is no point in me arguing that it wasn't me, it
13 was the company. I've been on the Board. I should know more. I
14 should be more responsible. I should've - should've - should've -
15 should've been held to a higher standard. That's all fine. I just want
16 the commission to know that that occurred because if somebody
17 comes before us sometime and says well, your Chair didn't get the
18 permits, we're all embarrassed. Um - I've - I've - uh - talked to staff
19 since then and - and - either we are done or in the process of getting
20 the - the appropriateness certificate. I truly didn't believe I - uh - and
21 this is something we need a workshop for. Uh - and I won't belabor it
22 tonight. But - uh - I didn't think it qualified and I was wrong. So if I - if I
23 don't think it did then there must be somebody else in the world who
24 doesn't. So -

25 Mr. Turner: Go to Home Depot on a Saturday and join the crowd.

26 Chair Booher: That - that's it and or course, I don't want us to be embarrassed. So I
27 just felt the commission should know that. Anything else - uh -

28

1 suggestions, opinions, or ideas? Then I will happily -
2 Female: Unless - wait.
3 Chair Booher: Uh -
4 Female: Unless you all notice this, take this part -
5 Chair Booher: Oh.
6 Female: - out of our meeting binders and take it home with you for your
7 permanent binders. Uh - this is - uh - this is the State Historical
8 Building Code.
9 Chair Booher: Uh - the very first insert.
10 Female: The last or -
11 Chair Booher: Otherwise it goes away.
12 Female: Yeah.
13 Chair Booher: So open the first part.
14 Female: Take -
15 Chair Booher: Take that out.
16 Female: Yeah, got it.
17 Chair Booher: Bring it home. Leave the rest. Thank you. (Recording Ends)

18 **- END OF PROCEEDINGS -**

19 * * * * *

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APPENDIX F

Operational URBEMIS Outputs for the Township 9 Project

URBEMIS 2002 For Windows 8.7.0

File Name: P:\Projects - All Employees\51214.01 Capitol Station 65 LLC
EIR\Staff Folders\MF\Air\Scenario A\T9 Operational Scen A.urb
Project Name: Township 9 Operational Scenario A
Project Location: Lower Sacramento Valley Air Basin
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Summer)

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	198.45	38.70	21.67	0.00	0.08

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	176.57	189.16	1,888.42	1.19	204.14

SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	375.02	227.87	1,910.10	1.19	204.23

URBEMIS 2002 For Windows 8.7.0

File Name: P:\Projects - All Employees\51214.01 Capitol Station 65 LLC
EIR\Staff Folders\MF\Air\Scenario A\T9 Operational Scen A.urb
Project Name: Township 9 Operational Scenario A
Project Location: Lower Sacramento Valley Air Basin
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Winter)

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	198.73	55.08	24.02	0.11	1.40

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	178.37	283.83	2,172.40	1.18	204.14

SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	377.10	338.91	2,196.42	1.29	205.54

File Name: P:\Projects - All Employees\51214.01 Capitol Station 65 LLC
 EIR\Staff Folders\MF\Air\Scenario A\T9 Operational Scen A.urb
 Project Name: Township 9 Operational Scenario A
 Project Location: Lower Sacramento Valley Air Basin
 On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
 (Pounds/Day - Winter)

AREA SOURCE EMISSION ESTIMATES (Winter Pounds per Day, Unmitigated)						
Source	ROG	NOx	CO	SO2	PM10	
Natural Gas	2.98	38.68	17.05	0	0.07	
Hearth	0.96	16.39	6.98	0.10	1.33	
Landscaping - No winter emissions						
Consumer Prdcts	145.06	-	-	-	-	
Architectural Coatings	49.73	-	-	-	-	
TOTALS (lbs/day, unmitigated)	198.73	55.08	24.02	0.11	1.40	

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UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Apartments mid rise	34.53	55.31	423.32	0.23	40.07
Apartments high rise	12.14	19.45	148.89	0.08	14.10
Condo/townhouse general	18.00	28.82	220.63	0.12	20.89
Condo/townhouse high rise	42.44	67.97	520.28	0.29	49.25
Live/Work	0.74	1.17	8.97	0.00	0.83
High turnover (sit-down)	24.02	37.94	289.94	0.16	27.02
Regnl shop. center	46.51	73.17	560.38	0.30	51.98
TOTAL EMISSIONS (lbs/day)	178.37	283.83	2,172.40	1.18	204.14

Does not include correction for passby trips.
 Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2009 Temperature (F): 40 Season: Winter

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Acreage	Trip Rate	No. Units	Total Trips
Apartments mid rise	19.18	6.22 trips/dwelling unit	729.00	4,532.00
Apartments high rise	5.73	4.49 trips/dwelling unit	355.00	1,594.00
Condo/townhouse general	28.94	5.10 trips/dwelling unit	463.00	2,362.00
Condo/townhouse high rise	22.16	3.93 trips/dwelling unit	1,418.00	5,570.00
Live/Work		7.50 trips/Dwelling Unit	16.00	120.00
High turnover (sit-down)		127.17 trips/1000 sq. ft.	30.00	3,815.00
Regnl shop. center		64.54 trips/1000 sq. ft.	116.19	7,499.52
			Sum of Total Trips	25,492.52
			Total Vehicle Miles Traveled	134,443.23

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
--------------	--------------	--------------	----------	--------

Light Auto	54.90	1.30	98.40	0.30
Light Truck < 3,750 lbs	15.10	2.60	95.40	2.00
Light Truck 3,751- 5,750	16.10	1.20	98.10	0.70
Med Truck 5,751- 8,500	7.30	1.40	95.90	2.70
Lite-Heavy 8,501-10,000	1.10	0.00	81.80	18.20
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	1.00	0.00	20.00	80.00
Heavy-Heavy 33,001-60,000	0.90	0.00	11.10	88.90
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.20	0.00	50.00	50.00
Motorcycle	1.60	75.00	25.00	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	1.40	7.10	85.70	7.20

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	9.7	3.8	4.6	7.8	4.5	4.5
Rural Trip Length (miles)	16.8	7.1	7.9	14.7	6.6	6.6
Trip Speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	27.3	21.2	51.5			

% of Trips - Commercial (by land use)

Live/Work	2.0	1.0	97.0
High turnover (sit-down) rest.	5.0	2.5	92.5
Regnl shop. center	2.0	1.0	97.0

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Changes made to the default values for Land Use Trip Percentages

The Trip Rate and/or Acreage values for Apartments mid rise have changed from the defaults 5.76/19.18 to 6.216735/19.18
The Trip Rate and/or Acreage values for Apartments high rise have changed from the defaults 5.29/5.73 to 4.4901408/5.73
The Trip Rate and/or Acreage values for Condominium/townhouse general have changed from the defaults 6.9/28.94 to 5.101512/28.94
The Trip Rate and/or Acreage values for Condominium/townhouse high rise have changed from the defaults 5.26/22.16 to 3.928068/22.16

Changes made to the default values for Area

The natural gas residential percentage changed from 60 to 100.
The wood stove percentage changed from 35 to 0.
The wood fireplace percentage changed from 10 to 0.
The natural gas fireplace percentage changed from 55 to 100.
The landscape year changed from 2005 to 2009.

Changes made to the default values for Operations

The operational emission year changed from 2005 to 2009.

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URBEMIS 2002 For Windows 8.7.0

File Name: P:\Projects - All Employees\51214.01 Capitol Station 65 LLC
EIR\Staff Folders\MF\Air\Scenario A\T9 Operational Scen A.urb
Project Name: Township 9 Operational Scenario A
Project Location: Lower Sacramento Valley Air Basin
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Summer)

AREA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Unmitigated)					
Source	ROG	NOx	CO	SO2	PM10
Natural Gas	2.98	38.68	17.05	0	0.07
Hearth - No summer emissions					
Landscaping	0.68	0.02	4.63	0.00	0.01
Consumer Prdcts	145.06	-	-	-	-
Architectural Coatings	49.73	-	-	-	-
TOTALS (lbs/day, unmitigated)	198.45	38.70	21.67	0.00	0.08

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UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Apartments mid rise	36.11	36.78	376.28	0.24	40.07
Apartments high rise	13.86	12.94	132.34	0.08	14.10
Condo/townhouse general	19.79	19.17	196.11	0.12	20.89
Condo/townhouse high rise	50.50	45.21	462.46	0.29	49.25
Live/Work	0.76	0.78	7.51	0.00	0.83
High turnover (sit-down)	18.74	25.36	244.37	0.16	27.02
Regnl shop. center	36.83	48.93	469.35	0.30	51.98
TOTAL EMISSIONS (lbs/day)	176.57	189.16	1,888.42	1.19	204.14

Does not include correction for passby trips.
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2009 Temperature (F): 85 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Acreage	Trip Rate	No. Units	Total Trips
Apartments mid rise	19.18	6.22 trips/dwelling unit	729.00	4,532.00
Apartments high rise	5.73	4.49 trips/dwelling unit	355.00	1,594.00
Condo/townhouse general	28.94	5.10 trips/dwelling unit	463.00	2,362.00
Condo/townhouse high rise	22.16	3.93 trips/dwelling unit	1,418.00	5,570.00
Live/Work		7.50 trips/Dwelling Unit	16.00	120.00
High turnover (sit-down)		127.17 trips/1000 sq. ft.	30.00	3,815.00
Regnl shop. center		64.54 trips/1000 sq. ft.	116.19	7,499.52
Sum of Total Trips				25,492.52
Total Vehicle Miles Traveled				134,443.23

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	54.90	1.30	98.40	0.30
Light Truck < 3,750 lbs	15.10	2.60	95.40	2.00
Light Truck 3,751- 5,750	16.10	1.20	98.10	0.70
Med Truck 5,751- 8,500	7.30	1.40	95.90	2.70
Lite-Heavy 8,501-10,000	1.10	0.00	81.80	18.20
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	1.00	0.00	20.00	80.00
Heavy-Heavy 33,001-60,000	0.90	0.00	11.10	88.90

Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.20	0.00	50.00	50.00
Motorcycle	1.60	75.00	25.00	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	1.40	7.10	85.70	7.20

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	9.7	3.8	4.6	7.8	4.5	4.5
Rural Trip Length (miles)	16.8	7.1	7.9	14.7	6.6	6.6
Trip Speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	27.3	21.2	51.5			
% of Trips - Commercial (by land use)						
Live/Work				2.0	1.0	97.0
High turnover (sit-down) rest.				5.0	2.5	92.5
Regnl shop. center				2.0	1.0	97.0

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Changes made to the default values for Land Use Trip Percentages

The Trip Rate and/or Acreage values for Apartments mid rise have changed from the defaults 5.76/19.18 to 6.216735/19.18
The Trip Rate and/or Acreage values for Apartments high rise have changed from the defaults 5.29/5.73 to 4.4901408/5.73
The Trip Rate and/or Acreage values for Condominium/townhouse general have changed from the defaults 6.9/28.94 to 5.101512/28.94
The Trip Rate and/or Acreage values for Condominium/townhouse high rise have changed from the defaults 5.26/22.16 to 3.928068/22.16

Changes made to the default values for Area

The natural gas residential percentage changed from 60 to 100.
The wood stove percentage changed from 35 to 0.
The wood fireplace percentage changed from 10 to 0.
The natural gas fireplace percentage changed from 55 to 100.
The landscape year changed from 2005 to 2009.

Changes made to the default values for Operations

The operational emission year changed from 2005 to 2009.

URBEMIS 2002 For Windows 8.7.0

File Name: P:\Projects - All Employees\51214.01 Capitol Station 65 LLC
EIR\Staff Folders\MF\Air\Scenario B\T9 Operational Scen B.urb
Project Name: Township 9 Operational Scenario B
Project Location: Lower Sacramento Valley Air Basin
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Summer)

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	169.09	36.37	23.66	0.00	0.08

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	206.03	226.96	2,269.58	1.44	245.91

SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	375.12	263.34	2,293.24	1.44	245.99

URBEMIS 2002 For Windows 8.7.0

File Name: P:\Projects - All Employees\51214.01 Capitol Station 65 LLC
EIR\Staff Folders\MF\Air\Scenario B\T9 Operational Scen B.urb
Project Name: Township 9 Operational Scenario B
Project Location: Lower Sacramento Valley Air Basin
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Winter)

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	169.07	49.25	23.86	0.08	1.11

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	212.16	340.76	2,591.23	1.42	245.91

SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	381.23	390.02	2,615.10	1.51	247.02

File Name: P:\Projects - All Employees\51214.01 Capitol Station 65 LLC
 EIR\Staff Folders\MF\Air\Scenario B\T9 Operational Scen B.urb
 Project Name: Township 9 Operational Scenario B
 Project Location: Lower Sacramento Valley Air Basin
 On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
 (Pounds/Day - Winter)

AREA SOURCE EMISSION ESTIMATES (Winter Pounds per Day, Unmitigated)						
Source	ROG	NOx	CO	SO2	PM10	
Natural Gas	2.77	36.35	18.37	0	0.07	
Hearth	0.76	12.91	5.49	0.08	1.04	
Landscaping - No winter emissions						
Consumer Prdcts	114.19	-	-	-	-	
Architectural Coatings	51.35	-	-	-	-	
TOTALS (lbs/day, unmitigated)	169.07	49.25	23.86	0.08	1.11	

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UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Apartments mid rise	34.62	55.45	424.44	0.23	40.18
Apartments high rise	4.35	6.97	53.34	0.03	5.05
Condo/townhouse general	17.96	28.76	220.16	0.12	20.84
Condo/townhouse high rise	31.52	50.49	386.42	0.21	36.58
Live/Work	0.74	1.17	8.97	0.00	0.83
High turnover (sit-down)	24.02	37.94	289.94	0.16	27.02
Regnl shop. center	46.51	73.17	560.38	0.30	51.98
Office park	52.45	86.82	647.59	0.37	63.42
TOTAL EMISSIONS (lbs/day)	212.16	340.76	2,591.23	1.42	245.91

Does not include correction for passby trips.
 Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2009 Temperature (F): 40 Season: Winter

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Acreage	Trip Rate	No. Units	Total Trips
Apartments mid rise	19.24	6.22 trips/dwelling unit	731.00	4,544.00
Apartments high rise	1.66	5.54 trips/dwelling unit	103.00	571.00
Condo/townhouse general	28.88	5.10 trips/dwelling unit	462.00	2,357.00
Condo/townhouse high rise	16.22	3.99 trips/dwelling unit	1,038.00	4,137.00
Live/Work		7.50 trips/Dwelling Unit	16.00	120.00
High turnover (sit-down)		127.17 trips/1000 sq. ft.	30.00	3,815.00
Regnl shop. center		64.54 trips/1000 sq. ft.	116.19	7,499.52
Office park		8.18 trips/1000 sq. ft.	839.63	6,866.23
			Sum of Total Trips	29,909.75
			Total Vehicle Miles Traveled	161,957.57

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	54.90	1.30	98.40	0.30
Light Truck < 3,750 lbs	15.10	2.60	95.40	2.00
Light Truck 3,751- 5,750	16.10	1.20	98.10	0.70
Med Truck 5,751- 8,500	7.30	1.40	95.90	2.70
Lite-Heavy 8,501-10,000	1.10	0.00	81.80	18.20
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	1.00	0.00	20.00	80.00
Heavy-Heavy 33,001-60,000	0.90	0.00	11.10	88.90
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.20	0.00	50.00	50.00
Motorcycle	1.60	75.00	25.00	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	1.40	7.10	85.70	7.20

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	9.7	3.8	4.6	7.8	4.5	4.5
Rural Trip Length (miles)	16.8	7.1	7.9	14.7	6.6	6.6
Trip Speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	27.3	21.2	51.5			
% of Trips - Commercial (by land use)						
Live/Work				2.0	1.0	97.0
High turnover (sit-down) rest.				5.0	2.5	92.5
Regnl shop. center				2.0	1.0	97.0
Office park				48.0	24.0	28.0

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Changes made to the default values for Land Use Trip Percentages

The Trip Rate and/or Acreage values for Apartments mid rise have changed from the defaults 5.76/19.24 to 6.216142/19.24
The Trip Rate and/or Acreage values for Apartments high rise have changed from the defaults 5.28/1.66 to 5.5436893/1.66
The Trip Rate and/or Acreage values for Condominium/townhouse general have changed from the defaults 6.9/28.88 to 5.101732/28.88
The Trip Rate and/or Acreage values for Condominium/townhouse high rise have changed from the defaults 5.26/16.22 to 3.985549/16.22

Changes made to the default values for Area

The natural gas residential percentage changed from 60 to 100.
The wood stove percentage changed from 35 to 0.
The wood fireplace percentage changed from 10 to 0.
The natural gas fireplace percentage changed from 55 to 100.
The landscape year changed from 2005 to 2009.

Changes made to the default values for Operations

The operational emission year changed from 2005 to 2009.

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URBEMIS 2002 For Windows 8.7.0

File Name: P:\Projects - All Employees\51214.01 Capitol Station 65 LLC
EIR\Staff Folders\MF\Air\Scenario B\T9 Operational Scen B.urb
Project Name: Township 9 Operational Scenario B

Project Location: Lower Sacramento Valley Air Basin
 On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
 (Pounds/Day - Summer)

AREA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Unmitigated)					
Source	ROG	NOx	CO	SO2	PM10
Natural Gas	2.77	36.35	18.37	0	0.07
Hearth - No summer emissions					
Landscaping	0.77	0.03	5.29	0.00	0.01
Consumer Prdcts	114.19	-	-	-	-
Architectural Coatings	51.35	-	-	-	-
TOTALS (lbs/day, unmitigated)	169.09	36.37	23.66	0.00	0.08

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UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Apartments mid rise	36.20	36.88	377.27	0.24	40.18
Apartments high rise	4.68	4.63	47.41	0.03	5.05
Condo/townhouse general	19.75	19.13	195.69	0.12	20.84
Condo/townhouse high rise	37.33	33.58	343.48	0.22	36.58
Live/Work	0.76	0.78	7.51	0.00	0.83
High turnover (sit-down)	18.74	25.36	244.37	0.16	27.02
Regnl shop. center	36.83	48.93	469.35	0.30	51.98
Office park	51.75	57.68	584.49	0.37	63.42
TOTAL EMISSIONS (lbs/day)	206.03	226.96	2,269.58	1.44	245.91

Does not include correction for passby trips.
 Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2009 Temperature (F): 85 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Acreage	Trip Rate	No. Units	Total Trips
Apartments mid rise	19.24	6.22 trips/dwelling unit	731.00	4,544.00
Apartments high rise	1.66	5.54 trips/dwelling unit	103.00	571.00
Condo/townhouse general	28.88	5.10 trips/dwelling unit	462.00	2,357.00
Condo/townhouse high rise	16.22	3.99 trips/dwelling unit	1,038.00	4,137.00
Live/Work		7.50 trips/Dwelling Unit	16.00	120.00
High turnover (sit-down)		127.17 trips/1000 sq. ft.	30.00	3,815.00
Regnl shop. center		64.54 trips/1000 sq. ft.	116.19	7,499.52
Office park		8.18 trips/1000 sq. ft.	839.63	6,866.23

Sum of Total Trips 29,909.75
 Total Vehicle Miles Traveled 161,957.57

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	54.90	1.30	98.40	0.30
Light Truck < 3,750 lbs	15.10	2.60	95.40	2.00
Light Truck 3,751- 5,750	16.10	1.20	98.10	0.70

Med Truck	5,751- 8,500	7.30	1.40	95.90	2.70
Lite-Heavy	8,501-10,000	1.10	0.00	81.80	18.20
Lite-Heavy	10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy	14,001-33,000	1.00	0.00	20.00	80.00
Heavy-Heavy	33,001-60,000	0.90	0.00	11.10	88.90
Line Haul >	60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus		0.20	0.00	50.00	50.00
Motorcycle		1.60	75.00	25.00	0.00
School Bus		0.10	0.00	0.00	100.00
Motor Home		1.40	7.10	85.70	7.20

Travel Conditions

	Residential			Commercial		
	Home- Work	Home- Shop	Home- Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	9.7	3.8	4.6	7.8	4.5	4.5
Rural Trip Length (miles)	16.8	7.1	7.9	14.7	6.6	6.6
Trip Speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	27.3	21.2	51.5			
% of Trips - Commercial (by land use)						
Live/Work				2.0	1.0	97.0
High turnover (sit-down) rest.				5.0	2.5	92.5
Regnl shop. center				2.0	1.0	97.0
Office park				48.0	24.0	28.0

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Changes made to the default values for Land Use Trip Percentages

The Trip Rate and/or Acreage values for Apartments mid rise
have changed from the defaults 5.76/19.24 to 6.216142/19.24
The Trip Rate and/or Acreage values for Apartments high rise
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The Trip Rate and/or Acreage values for Condominium/townhouse general
have changed from the defaults 6.9/28.88 to 5.101732/28.88
The Trip Rate and/or Acreage values for Condominium/townhouse high rise
have changed from the defaults 5.26/16.22 to 3.985549/16.22

Changes made to the default values for Area

The natural gas residential percentage changed from 60 to 100.
The wood stove percentage changed from 35 to 0.
The wood fireplace percentage changed from 10 to 0.
The natural gas fireplace percentage changed from 55 to 100.
The landscape year changed from 2005 to 2009.

Changes made to the default values for Operations

The operational emission year changed from 2005 to 2009.