

8 PRIORITY INVESTMENT AREAS

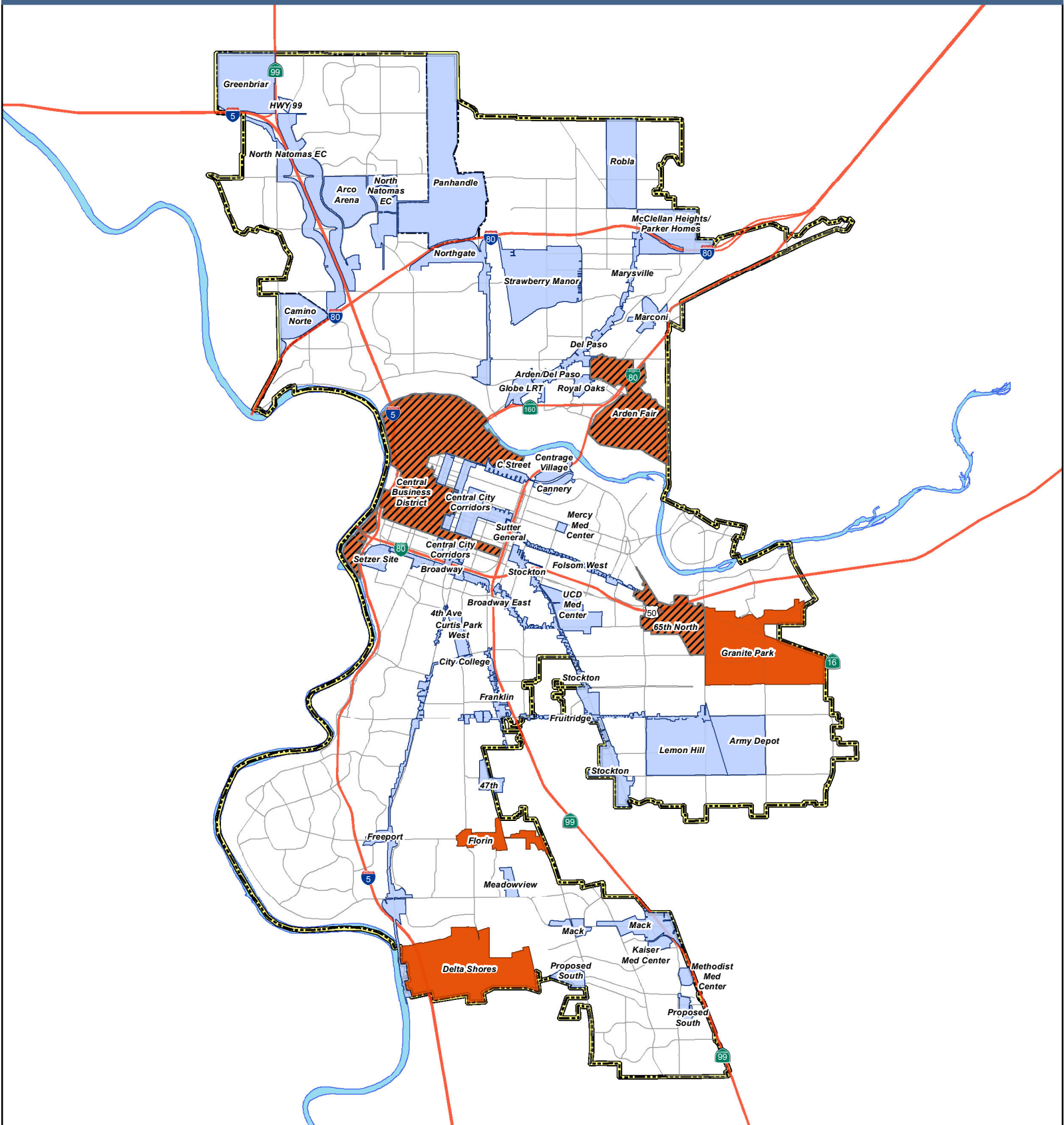
Following adoption of the 2030 General Plan, the City used the opportunity areas to join its existing Shovel Ready Sites program (established in 2004/05) to the 2030 General Plan opportunity areas. The result was a two tier priority investment system that the City would use in the future to align programming guide criteria and CIP funding for new infrastructure projects. Using the opportunity areas and Shovel Ready Sites Program as a starting point, the City redefined several areas of the city as potential Tier 1 or Tier 2 Shovel Ready Sites. The City defined Tier 1 Areas as places the City would prioritize near-term funding for key planning efforts and infrastructure investments to prepare these areas for development as the economy recovers.

In 2009, the City Council adopted Resolution 2009-629, which established the following areas as Tier 1 Shovel Ready Sites: Arden Fair Area, which includes Swanston Station, Arden Fair, Point West, and Cal Expo Opportunity Areas; Central City, which includes the Docks, CBD, R Street, Central City Corridors, Railyards, and River District Opportunity Areas; 65th North Area, which includes the 65th Street Light Rail Station, University Village, and Granite Park Opportunity Areas; Florin Road; and Delta Shores. Tier 2 Sites included North Natomas, the Panhandle, Greenbriar, North Sacramento, Robla, McClellan/Parker Homes, Power Inn, and other infill areas (e.g., Corridors and Transit Station Areas). The City Council has allocated funding to key planning efforts in high priority Tier 1 Areas, and the City has used the Tier 1 and 2 Areas to prioritize projects and investments CIP each year.

In 2012 the City conducted an evaluation of the Tier 1 Shovel Ready Sites to determine which areas would benefit from more focused planning and environmental review as part of the City of Sacramento 2035 General Plan Update. Tier 2 Shovel Ready Sites and other areas of the city were not included in this evaluation. Factors used to determine which Tier 1 Shovel Ready Sites needed additional focused analysis included: near-term need for infrastructure planning and financing, the amount of planning already carried out, and the likelihood for near-term market demand. Based on this evaluation the City identified the following three Tier 1 Shovel Ready Sites that would benefit from further analysis and environmental review: the western part of the 65th Area, the Arden Fair Area, and the Central Business District. The other Tier 1 Shovel Ready Sites were not included in this analysis because they were found to already have had sufficient planning work done and adequate infrastructure to meet near-term future demands.

Figure 8-1 shows the Tier 1 and 2 Shovel Ready Sites adopted by the City Council in 2009, and highlights the three areas for which the 2035 General Plan Update process and this chapter of the Background Report are providing more focused analysis. For the purposes of this Background Report, the three areas are being defined as Priority Investment Areas (PIAs).

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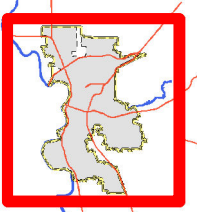


Legend

- Major Roads
- Highways
- Waterways
- ▭ Policy Area
- ▭ City Limits
- ▨ Tier 1 Priority Investment Areas
- ▭ Tier 1 Shovel Ready Sites
- ▭ Tier 2 Shovel Ready Sites



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8.1 65th North

Area Overview

The 65th North PIA includes the 65th Street/University Village area, the 65th Street South area, and the Sacramento Center for Innovation area. The area is generally bounded by the Sacramento State University campus to the north, 64th Street north of US 50/65th Street south of US 50 on the east, and San Joaquin Street/14th Avenue to the south, and Power Inn Road to the west. The area has a history of large-scale industrial operations. It includes a mix of developed and vacant parcels, including light industrial land, residential, and park lands. Notable destinations within the area include the Tahoe Tallac Little League Park, Target, and selected office developments between Folsom Boulevard, Hornet Drive, and US-50.

The 65th North Tier 1 Shovel Ready Site adopted by City Council in 2009 includes the area described above, as well as areas to the east along Folsom Boulevard and SR 16, Granite Regional Office Park, and Aspen1- New Brighton area. As described in the introduction to this chapter, this eastern part of the 65th Tier 1 Shovel Ready Site was determined not to need additional analysis at this time due to sufficient infrastructure planning and financing, the amount of planning already carried out or anticipated, and the likelihood for near-term market demand.

The Granite Regional Office Park is partially built out with total development to include office space with supporting retail and light industrial development; the master developer is also now moving forward with a compact, single-family component near the light-rail station. Finally, the Aspen 1-New Brighton project is being planned by a master developer. It is expected that separate infrastructure and financing planning will be prepared to identify how infrastructure and public facilities will be completed and funded over time as the project builds out. Should those studies identify major projects that could require assistance beyond the capacity of the project itself, the City would assess the potential for such improvements to be integrated into a priority investment strategy.

Community Development

Existing Land Use

Table 8-1 and Figure 8-2 summarize existing land use within the 65th North PIA. Employment generating uses account for the largest amount of land in the area at 238 acres (51 percent). Industrial development is the most dominant land use in the PIA at 122 acres (26 percent). Industrial land is dispersed throughout the area, especially in the south and southeast parts of the PIA, and many industrial uses are centrally-located near the 65th Street light rail station. Industrial development includes the California Diamond Products factory between US 50 and Redding Avenue; Dorris Lumber and Moulding between US 50 and the utilities right-of-way; Temple Associates between Ramona Avenue and the utilities right-of-way; Praxair and Chevron West between Cucamonga Avenue and Power Inn Road; K & M Recycling, Geremia Pools, and Jensen's Fasteners between 14th Avenue and Power Inn Road; and California Diamond Products, Recycling Industries, and the Sacramento Piano Conservatory between Ramona Avenue and Power Inn Road.

Office and commercial uses also make up a significant portion of the PIA at 57 acres (12 percent) and 59 acres (13 percent) respectively. Commercial uses are located throughout the area and are concentrated in the northwest, west, northeast, and southeast parts of the PIA. Larger commercial developments include Target, Home Depot, Dollar Tree, and Office Depot. Office uses are generally concentrated in the northeast and middle areas of the PIA, and include the Sacramento City Unified School District Central Services Warehouse near the utilities right-of-way and Coldwell Banker, Forrar Williams Architects, and Alta Vista Solutions north of Folsom Boulevard below US 50.

Residential uses account for 32 acres (7 percent) of land in the PIA. There are 21 acres (5 percent) of multifamily uses located mainly in the west part of the PIA both to the north (at Folsom Boulevard and 65th Street) and south of US 50 (at Broadway and 65th Street) and 11 acres (2 percent) of single family uses located mainly near 65th Street and the utility right-of-way running parallel to Folsom Boulevard.

Vacant lands are also dispersed throughout the PIA and amount to 49 acres (11 percent) of the area. Most vacant land is located along the utilities right-of-ways. Together, parking and utilities/right-of-way uses account for 36 acres (8 percent) of the area. One utility right of way runs parallel to US 50 and the other runs perpendicular to US 50. Other lands, including waterways, streets, and other non-developable land types, amount to 58 acres (13 percent).

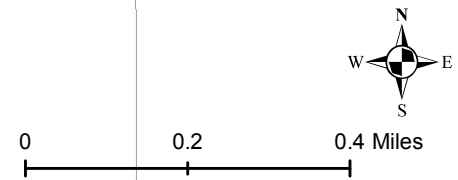
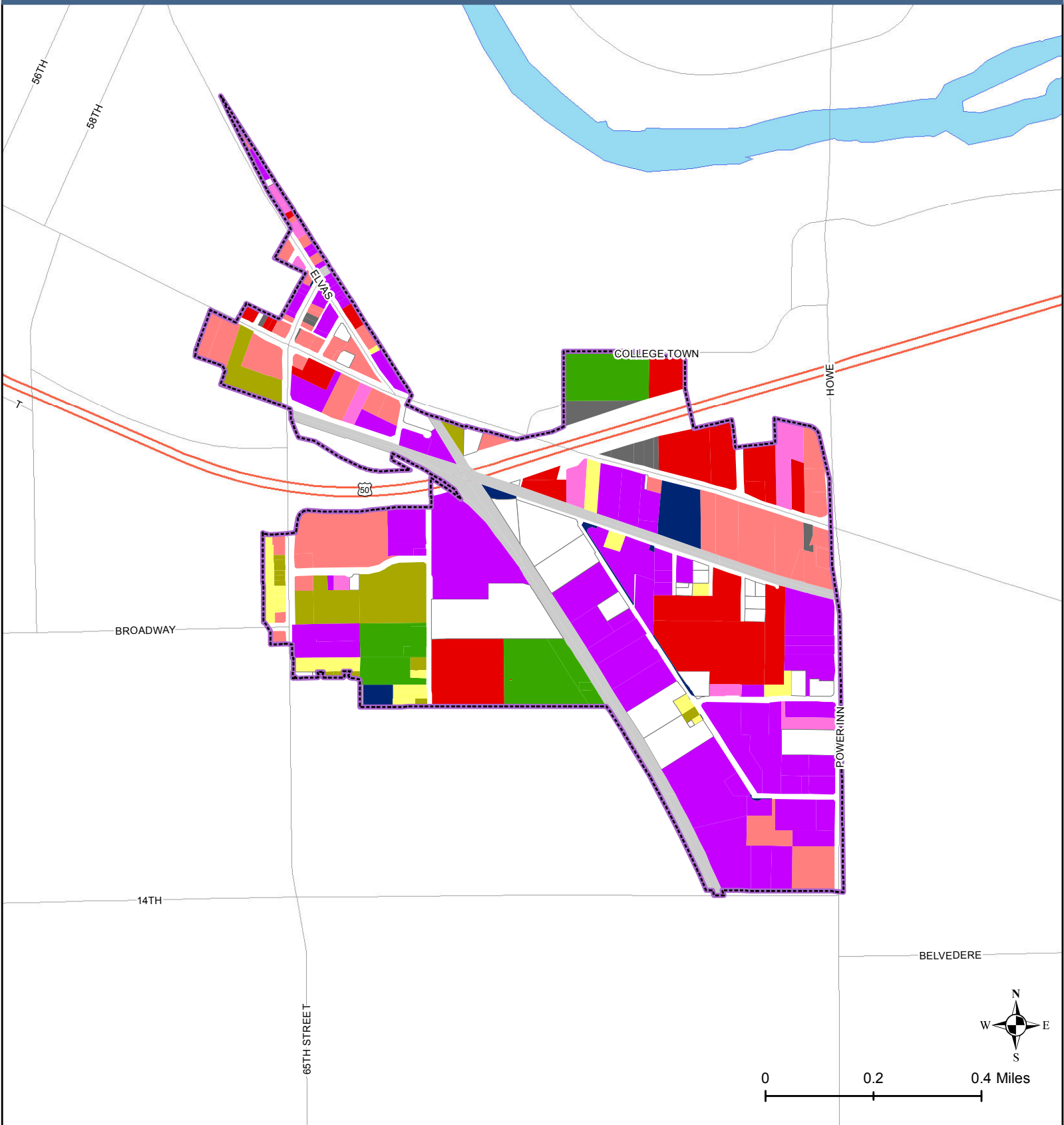
Table 8-1 65th North Established Boundaries: Existing Land Use

Existing Land Use	East Sacramento CPA		Fruitridge/Broadway CPA		Total Area	
	Acres	Percent of PIA	Acres	Percent of PIA	Acres	Percent of PIA
Single Family Residential	<1	0%	11	3%	11	2%
Multifamily Residential	5	1%	16	4%	21	5%
Commercial	18	4%	41	10%	59	13%
Office	6	1%	51	13%	57	12%
Mixed Use	3	1%	8	2%	11	2%
Industrial	11	3%	111	27%	122	26%
Public/Quasi Public	<1	0%	8	2%	8	2%
Parks and Recreation	9	2%	21	5%	30	6%
Utilities/Right-of-Way	5	1%	26	6%	31	7%
Parking	3	1%	2	0%	5	1%
Vacant	3	1%	46	11%	49	11%
Subtotal	64	16%	341	84%	404	87%
Other Land					58	13%
Total Area¹					462	100%

Notes:

1. Numbers may not add to total due to rounding.

Source: Sacramento GIS Database, December 2012.



Legend

- | | | | | | |
|----------------------------------|-------------|---------------------------|---------------------|------------------------|---------|
| Policy Area | Major Roads | Single Family Residential | Mixed Use | Parks and Recreation | Vacant |
| City Limits | Highways | Multifamily Residential | Industrial | Utilities/Right of Way | Parking |
| Tier 1 Priority Investment Areas | Waterways | Commercial | Public/Quasi Public | Ag/OS | |
| | | Office | Educational | | |

Data Source: City of Sacramento, 2012;

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2030 General Plan Designations

Most of the 65th North PIA is located in the Fruitridge/Broadway Community Plan Area (CPA), but also extends into the East Sacramento CPA. The 2030 General Plan defines the area as a Center, Transit Center, and Corridor opportunity area. A Center is a place that includes focused mixed-use activity around which the city's neighborhoods revolve. It is an area where the synergy created by an aggregation of uses produces a recognizable destination that consists of a combination of employment, services, retail and/or entertainment, and mid- to high-density housing. The area in-between the two utilities right-of-ways is designated as a center. A Transit Center is an area similar to a center with a focus on transit. It may include any combination of employment, services, retail and/or entertainment and mid- to high-density housing centered around a transit station. The areas east of 65th Street and west of the utilities right-of-way, and the area north of US 50 to the west, including the 65th Street light rail station, are designated as a transit center. A Corridor is a greenfield area adjacent to the city where new growth is dependent upon the availability of adequate water supplies, market forces, infrastructure financing and capacity, and timing. The areas north of US 50 and the utilities right-of-way running parallel to Folsom Boulevard to the east are designated as corridors.

Table 8-2 and Figure 8-3 show the distribution of land use designations included in the 2030 Sacramento General Plan Land Use and Urban Form Diagram for the 65th North PIA. There are nine designations applied to the area, including a variety of residential, commercial, and public uses. Employment centers (i.e., Employment Center Low Rise, Employment Center Mid Rise) are the dominant land use designation in the PIA, encompassing 174 acres (38 percent). Employment Center Mid Rise, which is the largest employment center designation at 171 acres (37 percent), is located between Power Inn Road, 14th Street, and the utilities right-of-way in the southeast part of the PIA. Most of this area currently includes industrial development, such as K & M Recycling, Geremia Pools, Jensen's Fasteners, California Diamond Products, Recycling Industries, and the Sacramento Piano Conservatory. The Employment Center Mid Rise designation provides a combination of high-density buildings and low site coverage in existing employment centers to create the opportunity for new infill development with complementary uses that transform the existing single-use areas into more self-sufficient mixed-use areas with reduced dependence on automobile transportation.

Center designations (i.e., Suburban Center, Urban Center Low) account for 82 acres (18 percent) of land. Urban Center Low, the largest center designation, accounts for 77 acres (17 percent) and is located north of the utilities right-of-way running parallel to Folsom Boulevard, west of Power Inn Road, and generally south of US 50. The area contains Home Depot, Coldwell Banker, Forrar Williams Architects, Alta Vista Solutions, and the Sutter Center for Psychiatry. The Urban Center Low designation provides for smaller urban areas with employment-intensive uses, a mix of housing, and a wide variety of retail uses.

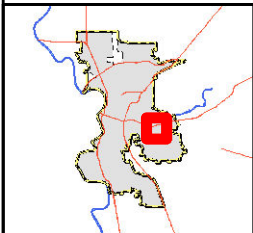
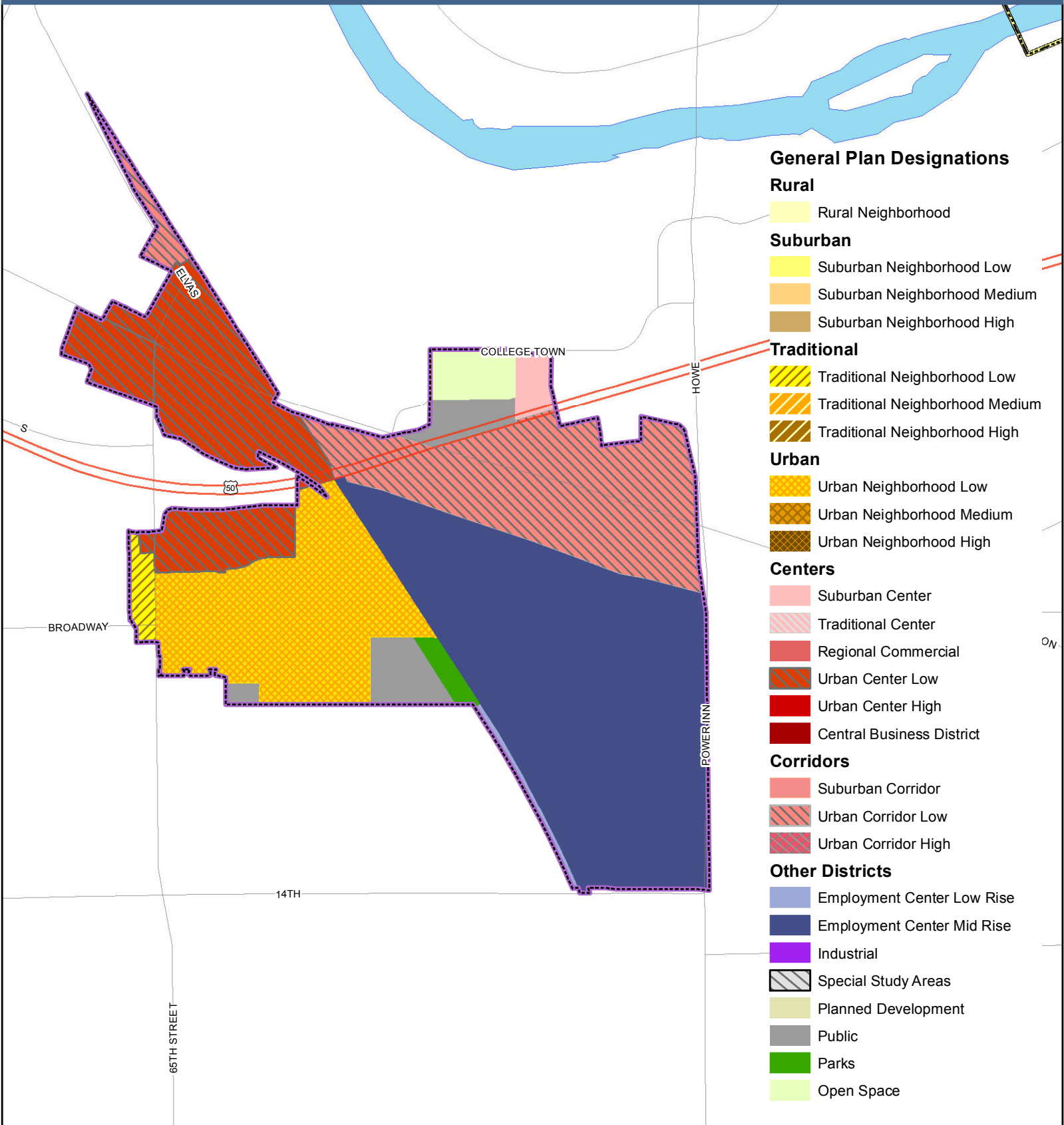
Urban Corridor Low land accounts for 91 acres (20 percent) of land in the PIA and is located north and south of US 50 to the west of the utilities right-of-way. This area includes the Dollar Tree, Target, and the Sacramento City Unified School District Central Services Warehouse. The Urban Corridor Low designation provides for street corridors that have multistory structures and more-intense uses at major intersections, lower-intensity uses adjacent to neighborhoods, and access to transit service throughout. At major intersections, nodes of intense mixed-use development are bordered by lower-intensity single-use residential, retail, service, and office uses.

Residential neighborhoods (i.e., Traditional Neighborhood Low, Urban Neighborhood Low) account for 83 acres (18 percent) of land. Urban Neighborhood Low, the largest residential designation, accounts for 78 acres (17 percent) and is located south of US 50 between the utilities right-of-way, San Joaquin Street, and 65th Street. The Urban Neighborhood Low designation provides for moderate-intensity urban housing, including attached townhouses and stacked apartments, and neighborhood supporting uses, including mixed-use, neighborhood commercial and compatible public and quasi-public uses.

Table 8-2 2030 65th North Sacramento General Plan Land Use Designations

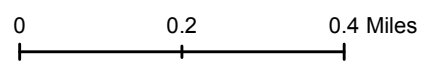
<i>Designation</i>	<i>East Sacramento CPA</i>		<i>Fruitridge/Broadway CPA</i>		<i>Total Area</i>	
	<i>Acres</i>	<i>Percent of PIA</i>	<i>Acres</i>	<i>Percent of PIA</i>	<i>Acres</i>	<i>Percent of PIA</i>
Traditional Neighborhood Low Density	0	0%	5	1%	5	1%
Urban Neighborhood Low Density	0	0%	78	17%	78	17%
Suburban Center	5	1%	0	0%	5	1%
Urban Center Low	60	13%	17	4%	77	17%
Urban Corridor Low	14	3%	77	17%	91	20%
Employment Center Low Rise	0	0%	3	1%	3	1%
Employment Center Mid Rise	0	0%	171	37%	171	37%
Public/Quasi-Public	8	2%	11	2%	19	4%
Parks and Recreation	0	0%	4	1%	4	1%
Open Space	9	2%	0	0%	9	2%
Total	96	21%	366	79%	462	100%

Source: Sacramento GIS Database, December 2012.



Legend

- Policy Area
- City Limits
- Tier 1 Priority Investment Areas
- Major Roads
- Highways
- Waterways



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Zoning

Table 8-3 and Figure 8-4 summarize existing zoning for the 65th North PIA by base zoning district, as amended through 2012. Residential zones (i.e., R-1, R-2A, R-2B, R-3, RMX) account for 101 acres (21 percent) of all land. Residential Mixed Use (RMX) is the largest residential base zone in the PIA with 47 acres. This represents 47 percent of residential-zoned land and 10 percent of all land. Standard Single Family (R-1) represents 18 percent of residential-zoned land, and the multifamily zones (R-2A, R-2B, R-3) represent 11, 9, and 16 percent of residential-zoned land respectively.

Commercial/office zones (i.e., C-2, OB) account for 72 acres (16 percent) of all land. General Commercial (C-2) accounts for 69 acres (96 percent) of all commercial/office zones and Office Building (OB) accounts for 3 acres (4 percent) of all commercial/office zones.

Industrial zones (i.e., M-1, M-2s) account for 206 acres (45 percent) of land in the PIA. Light Industrial zones (M-1) account for 9 acres (4 percent) of industrial-zoned land, and Heavy Industrial zones (M-2S) account for 197 acres (96 percent) of industrial-zoned land. The Heavy Industrial zone (M-2S) is the largest base zone, accounting for 43 percent of all land in the PIA.

Other zones (i.e., A-OS, H) account for 25 acres (5 percent) of land. Agriculture-Open Space (OS) zones account for 20 acres (80 percent) of other zoned land. Hospital zones (H) account for 5 acres (20 percent) of other zoned land.

About 404 acres of the 462 acres of land within the PIA have specific zoning, while about 58 acres of right-of-ways, waterways, and other non-developed or un-zoned lands.

Overlay zones support the standards of the base zoning districts and address specific geographic, environmental, economic, or social conditions in specific areas. The Transit and Solid Waste Restricted overlay zones are located in the PIA. Most of the land in the PIA north of US 50 and the land directly south of US 50 is designated as part of the Transit Overlay Zone. All of the land in the southeast part of the PIA between the utilities right-of-ways is designated as part of the Solid Waste Restricted Zone.

Table 8-3 65th North Base Zoning

Zone	Category	East Sacramento CPA		Fruitridge/Broadway CPA		Total Area	
		Acres	Percent of PIA	Acres	Percent of PIA	Acres	Percent of PIA
Standard Single Family	R-1	9	2%	9	2%	18	4%
Multifamily	R-2A	0	0%	11	2%	11	2%
Multifamily	R-2B	0	0%	9	2%	9	2%
Multifamily	R-3	<1	0%	16	3%	16	3%
Residential Mixed Use	RMX	47	10%	0	0%	47	10%
General Commercial	C-2	21	5%	48	10%	69	15%
Office Building	OB	3	1%	0	0%	3	1%
Light Industrial	M-1	3	1%	6	1%	9	2%
Heavy Industrial	M-2S	4	1%	193	42%	197	43%
Agriculture-Open Space	A-OS	0	0%	20	4%	20	4%
Hospital	H	0	0%	5	1%	5	1%
Total Zoned Land		79	17%	326	70%	404	87%
Other Lands ¹						58	13%
Total PIA Land²						462	100%

Notes:

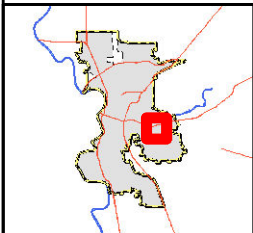
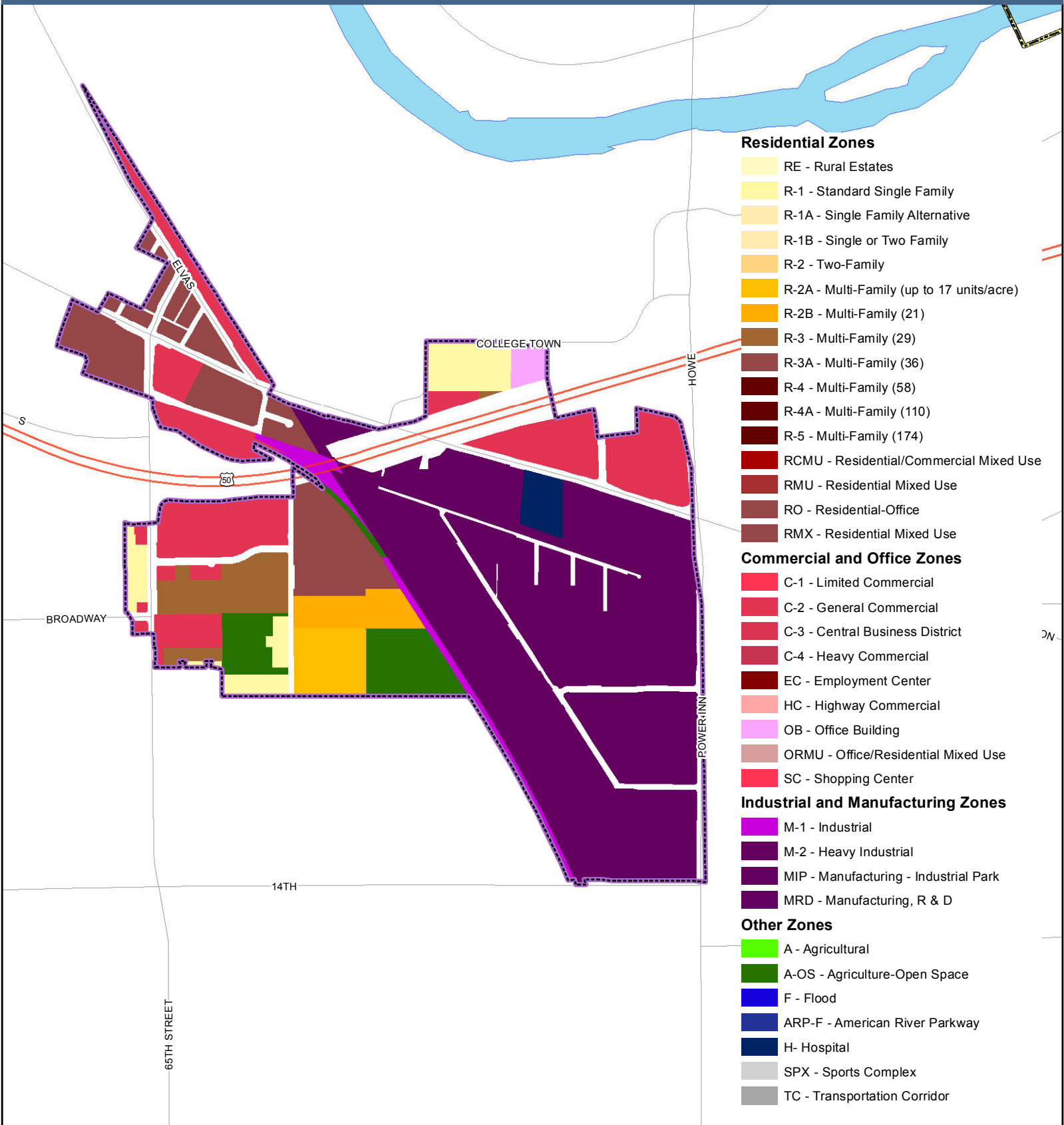
1. Other land includes non-parcel areas, rights-of-ways, and waterways.

2. Numbers may not add to total due to rounding.

Source: City of Sacramento GIS Database, December 2012.

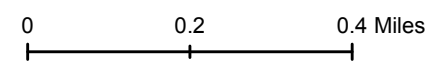
Policy Context

The 65th Street/University Transit Village Plan (2002) is specifically applicable to development within the 65th North PIA. A summary of this plan and other citywide applicable plans can be found in the Policy Context section of Chapter 2, Community Development.



Legend

- Policy Area
- City Limits
- Tier 1 Priority Investment Areas
- Major Roads
- Highways
- Waterways



Data Source: City of Sacramento, 2012;

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Mobility

Roadways and Level of Service

Although much of the 65th North PIA is developed, the area features a somewhat disconnected system of roadways, with less network connectivity than neighborhoods located immediately to the south and west. To the north and east of the PIA, two manmade barriers limit connectivity (i.e., US Highway 50 and the Union Pacific Railroad).

Immediately adjacent to the 65th North PIA, two north-south arterial roadways, 65th Street and Power Inn Road, form the area’s western and eastern boundaries, respectively. Each of these roadways has a full interchange with US 50 and provide for regional mobility within the area. Folsom Boulevard, also an arterial roadway, provides for east-west travel through the area. Within the 65th North PIA, US 50 serves as the primary regional transportation facility, and carries nearly 175,000 trips a day in its eight travel lanes. Figure 8-5 shows the area’s roadway system, and shows roadway functional classifications and the number of travel lanes.

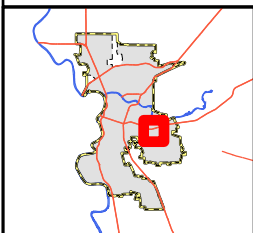
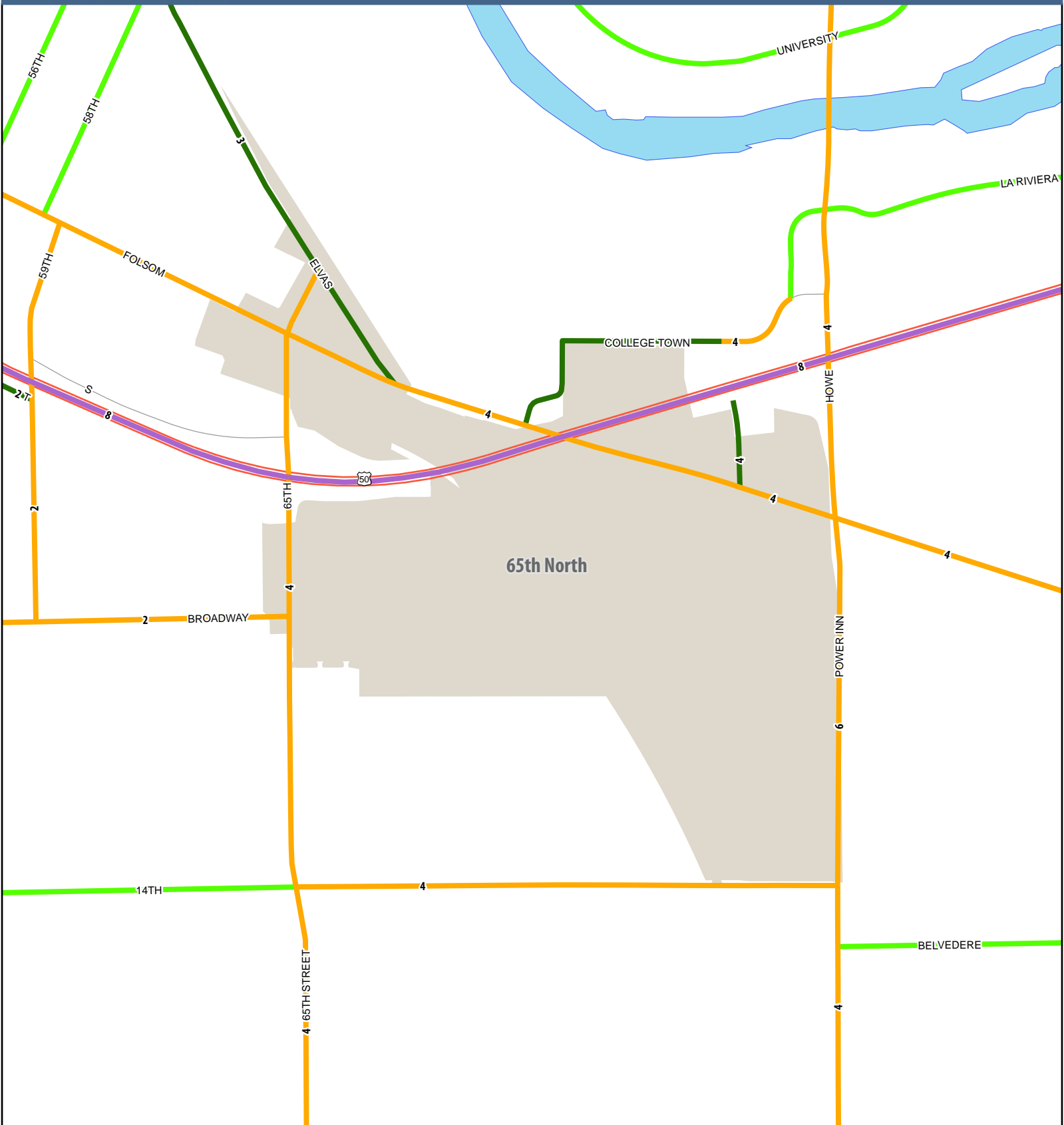
Figure 8-6 and Table 8-4 display the existing daily roadway segment LOS analysis results within the 65th North PIA. Roadway LOS was calculated consistent with the methodologies documented in Chapter 3. As shown, all roadways analyzed within the area are rated at LOS D or better, with the exception of Elvas Avenue and US 50, which are rated at LOS F.

<i>Roadway</i>	<i>Segment</i>	<i>Lanes</i>	<i>Daily Volume</i>	<i>Existing LOS</i>
65th St	Elvas Ave to 14th Ave	4	27,100	C
Hornet Dr	US-50 WB Ramps to Folsom Blvd	4	21,300	C
Folsom Blvd	US-50 to Howe Ave	4	22,400	B
Folsom Blvd	Alhambra Blvd to US-50	4	17,800	A
Elvas Ave	J St to Folsom Blvd	3	16,800	C
Broadway	Stockton Blvd to 65th St	2	15,500	D
14th Ave	65th St to Power Inn Rd	4	10,500	A
Power Inn Road	US 50 to 14th Ave	6	49,500	D
US-50	65th Street to S Watt Ave	8	174,200	F

Source: Fehr & Peers, 2013.

Within the PIA, 65th Street and Folsom Boulevard are designated City truck routes, and US 50 and Power Inn Road are designated Surface Transportation Assistance Act of 1982 (STAA) truck routes (see Figure 8-7). The Surface Transportation Assistance Act (STAA) of 1982 allows large trucks to operate on the Interstate and certain primary routes called collectively the National Network. These trucks, referred to as STAA trucks, are longer than California legal trucks. As a result, STAA trucks have a larger turning radius than most local roads can accommodate.

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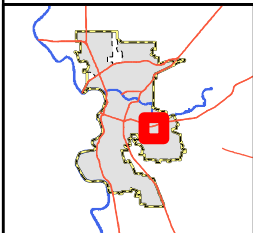
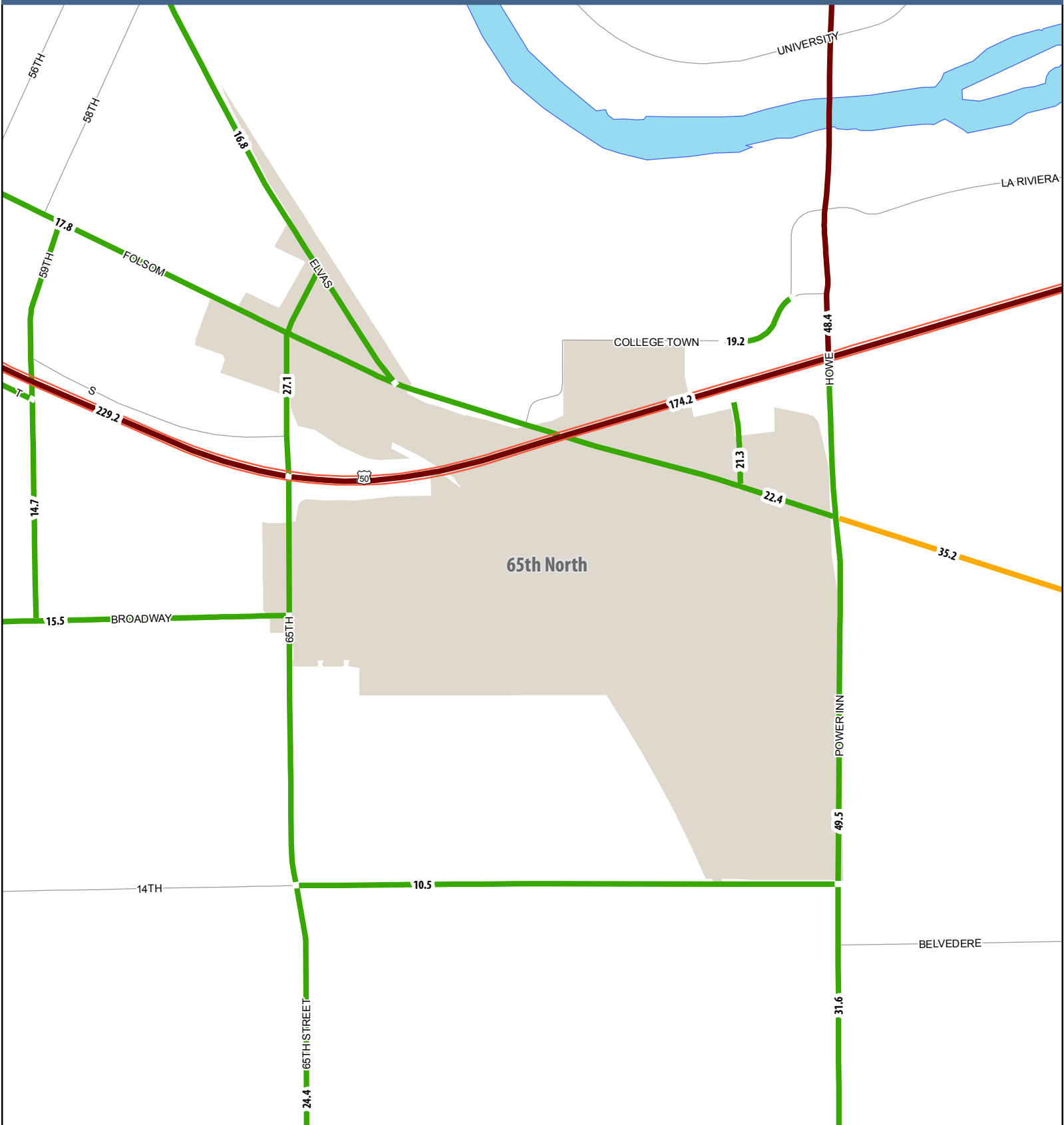
Legend

- # Number of Travel Lanes
- Freeway
- Arterial
- Major Collector
- Minor Collector
- Policy Area
- City Limits
- Tier 1 Priority Investment Area
- Major Roads
- Highways
- Waterways

0 0.2 0.4 Miles



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Legend

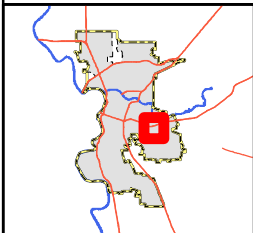
- ## Daily Traffic Volume x 1,000
- A - D
- E
- F
- Policy Area
- City Limits
- Tier 1 Priority Investment Area
- Major Roads

- Highways
- Waterways


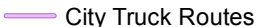


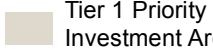


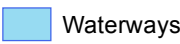
0 0.2 0.4 Miles

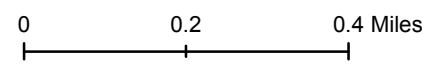
Data Source: City of Sacramento, 2012;

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Legend

-  STAA Truck Routes
-  City Truck Routes
-  Policy Area
-  City Limits
-  Tier 1 Priority Investment Area
-  Major Roads
-  Highways
-  Waterways



Data Source: City of Sacramento, 2012;

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Pedestrian and Bikeway Facilities

Bicycle and pedestrian network connectivity is somewhat limited within the 65th North PIA due in part to the area's relatively low roadway network connectivity. The existing system of on-street bicycle facilities is largely discontinuous. Figure 8-8 shows the bicycle facilities in the vicinity of the 65th North PIA. As shown, Class II on-street bicycle lanes are provided on segments of 65th Street, Folsom Boulevard, Redding Avenue, State University Drive, College Town Drive, Hornet Drive, 14th Avenue, and Howe Avenue. Three relatively short Class I off-street bicycle paths also provide connections to 65th Street within the area.

Figure 8-9 shows the percentage of commuters in the area who walk to work. As shown, most of the 65th North PIA has between 1 to 3 percent of work trips made by walking, slightly lower than the 3.1 percent citywide average documented in Chapter 3. Figure 8-10 shows the locations of roadways with missing or partial sidewalk coverage. As shown, several roadways within the area have either partial or no sidewalk coverage, including segments of Folsom Boulevard, Q Street, Redding Avenue, San Joaquin Street, Ramona Avenue, and Power Inn Road. Many roadways with existing pedestrian facilities have attached, narrow sidewalks (many no more than five feet in width), which can decrease pedestrian comfort as no buffer exists between pedestrians and passing vehicles. Street lighting increases the comfort of pedestrians and bicyclists, and makes them more visible to passing motorists. As shown in Figure 8-11, many of these same streets have partial or missing street lighting coverage.

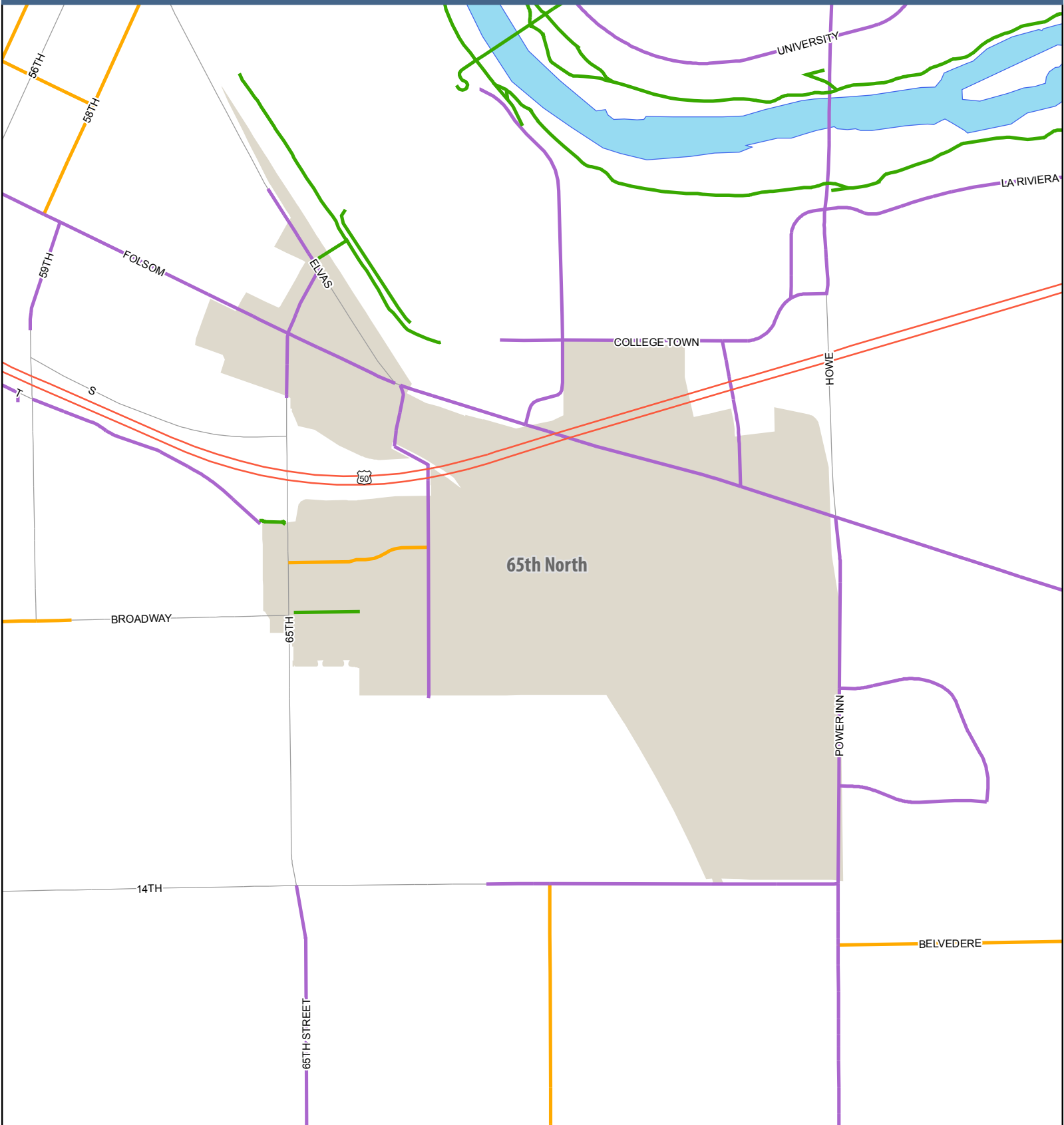
Transit Service and Facilities

The 65th North PIA is served by Sacramento RT light rail trains and buses. From the University/65th Street Station (no parking), and Power Inn Road Station (299 parking spaces), the Gold Line provides light rail transit connections northeast to Folsom and northwest to Downtown Sacramento, where connections can be made to the Blue and Green Lines.

RT provides bus service to and through the 65th North PIA, as follows, with most routes serving the Power Inn and/or Folsom Boulevard/Hornet Drive Stations on the Gold Line:

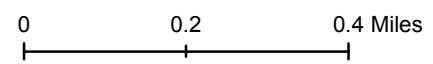
- 61-FRUITRIDGE serves the 65th North PIA, traveling north from a terminus at Power Inn Station on the Gold Line, to Land Park, via Power Inn Road (NB), Folsom Boulevard (EB), Florin Perkins Road (SB), providing east-west crosstown connections on Fruitridge Road (WB). The 61 provides hourly service departing from Power Inn Station from 5:00 am to 8:00 pm on weekdays, with arrivals from Land Park from 6:30 am-9:30 pm. No service is provided on the 61 on Saturdays, Sundays or holidays.
- 26-FULTON provides service from the University/65th Street Station on the Gold Line north to the McClellan Business Park, via Folsom Boulevard (EB), Howe Avenue (NB, over the American River), Florin Avenue (NB), Auburn Boulevard (EB), and Watt Avenue (NB), with service every 30 minutes from 6:20 am-7:11 pm on weekdays, and hourly service from approximately 8:00 am-6:15 pm on Saturdays and 8:45 am-6:00 pm on Sundays and holidays.

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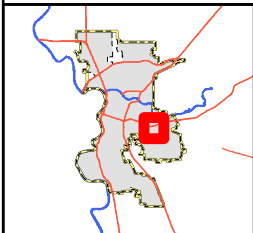
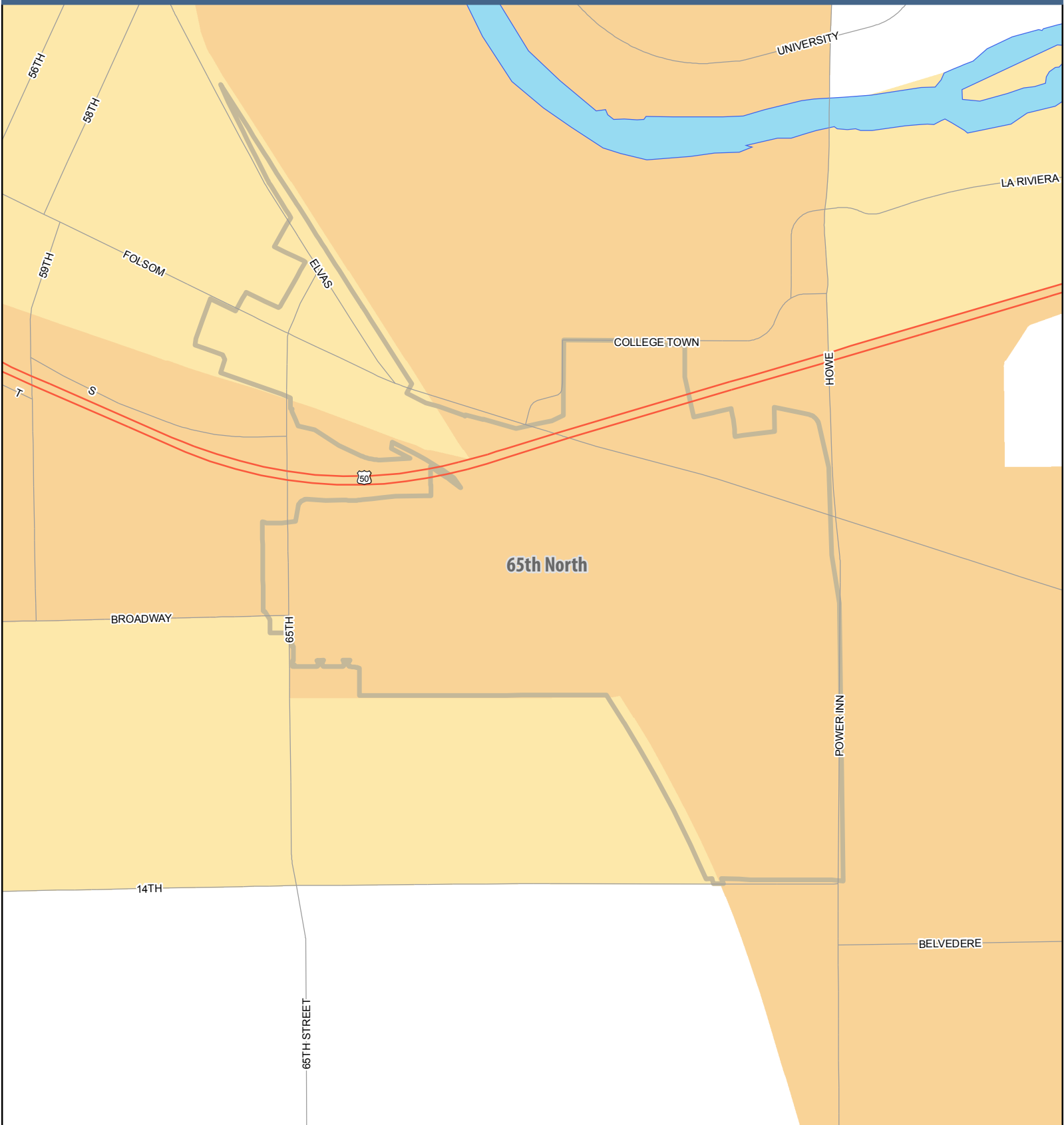
Legend

- Class 1 Bike Path
- Class 2 Bike Lane
- Class 3 Bike Route
- Policy Area
- City Limits
- Tier 1 Priority Investment Area
- Major Roads
- Highways
- Waterways



Data Source: City of Sacramento, 2012;

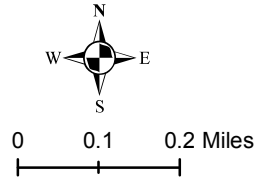
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Legend
% Commuters Walking

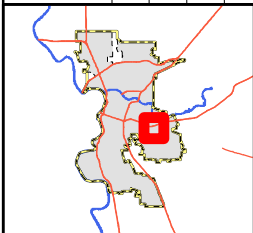
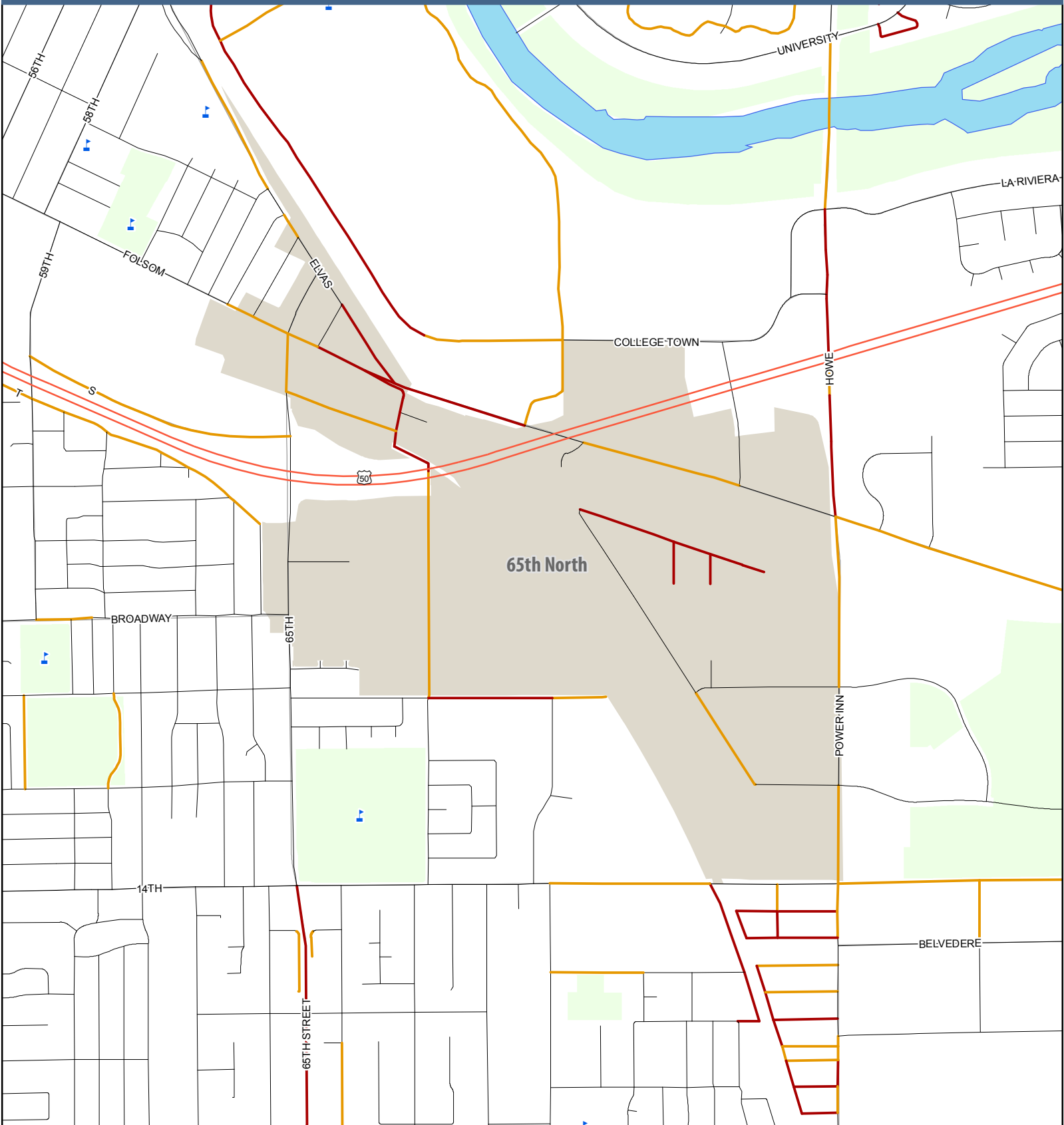
0 %	.5 - 1%
0 - .1%	1 - 3%
.1 - .5%	3 - 4.1%

Policy Area	Major Roads
City Limits	Highways
Tier 1 Priority Investment Areas	Waterways



Data Source: City of Sacramento, 2012;

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Legend

% of Sidewalk Coverage

- Missing Sidewalks (>80%)
- Partial Sidewalks (20 - 80%)
- Existing Sidewalks (<20%)

- Parks
- School
- Library
- Policy Area

- City Limits
- Tier 1 Priority Investment Areas
- Major Roads

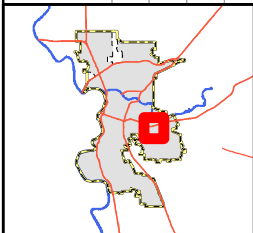
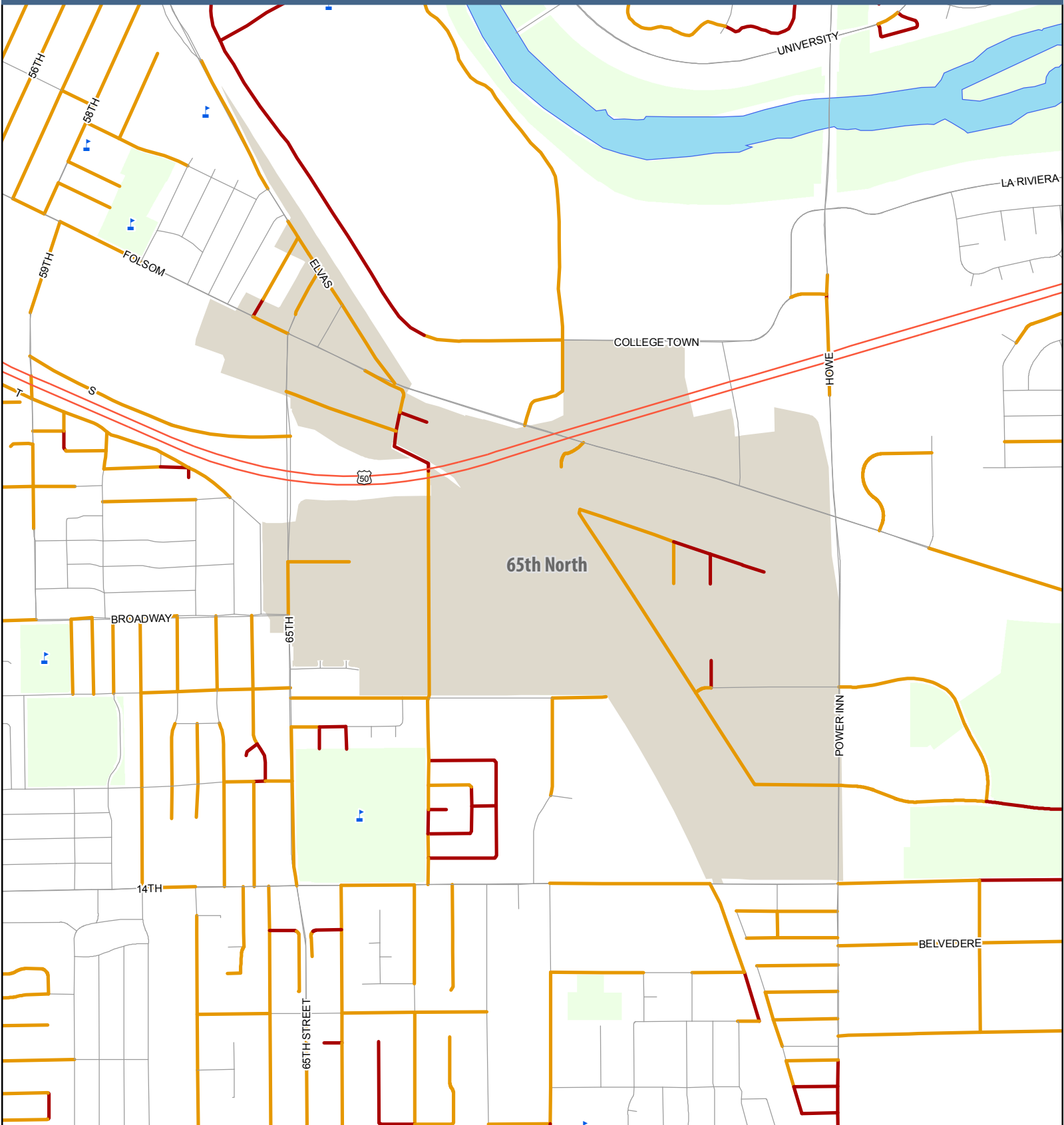
- Highways
- Waterways



0 0.1 0.2 Miles

Data Source: City of Sacramento, 2012;

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Legend

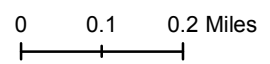
Street Light Coverage

- Good Coverage
- Partial Coverage
- Missing Lighting

- Parks
- School
- Library

- Policy Area
- City Limits
- Tier 1 Priority Investment Areas

- Major Roads
- Highways
- Waterways



Data Source: City of Sacramento, 2012;

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- 81-FLORIN-65th operates from the University/65th Street Station on the Gold Line south and west to Riverside Boulevard via 65th Street, and Florin Road, with key transfers opportunities at Florin Town Centre Transit Centre (41,51,55,67,68,81) and the Florin Station on the Blue Line (LRT, 54,65,81). The 81 provides service to the 65th North PIA every 30 minutes, from 5:30 am to 10:30 pm on weekdays, and hourly service from 7:00 am to 9:30 pm on Saturdays and 7:00 am to 9:00 pm on Sundays and holidays.
- 82-HOWE-65th provides service from the University/65th Street Station on the Gold Line to American River College Transit Center via the CSUS Transit Center (connections to the 30, 34, 82, 87), Fair Oaks Boulevard, Morse Avenue, Kaiser Hospital, Country Club Plaza, and Watt Avenue. Service operates every 30 minutes from 6:00 am to 10:30 pm on weekdays, and hourly from 8:00 am to 10:00 pm on Saturdays, Sundays and holidays.
- 87-HOWE provides service from University/65th Street Station on the Gold Line to South Natomas, via Evans Avenue, the CSU Sacramento Transit Center, Fair Oaks Boulevard, How Avenue, and Marconi Avenue, with a terminus at the Marconi/Arcade Station on the Blue Line. Service operates every 30 minutes from 6:00 am to 8:30 pm on weekdays, approximately hourly from 6:15 am-9:30 pm on Saturdays, and 7:30 am to 7:00 pm on Sundays and holidays.
- 38-P/Q Streets provides service from the University/65th Street Station on the Gold Line to 8th Street and Broadway, via the UC Davis Medical Center, the 29th Street Gold Line Station, P/Q Streets, Downtown Sacramento, and 3rd/5th Streets. Service operates hourly, from 5:30 am to 9:00 pm on weekdays, approximately every hour from 8:00 am to 8:45 pm on Saturdays and 8:00 am to 6:30 pm on Sundays and holidays.

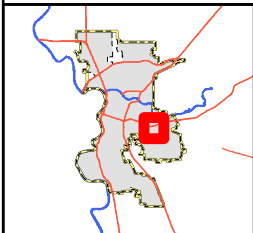
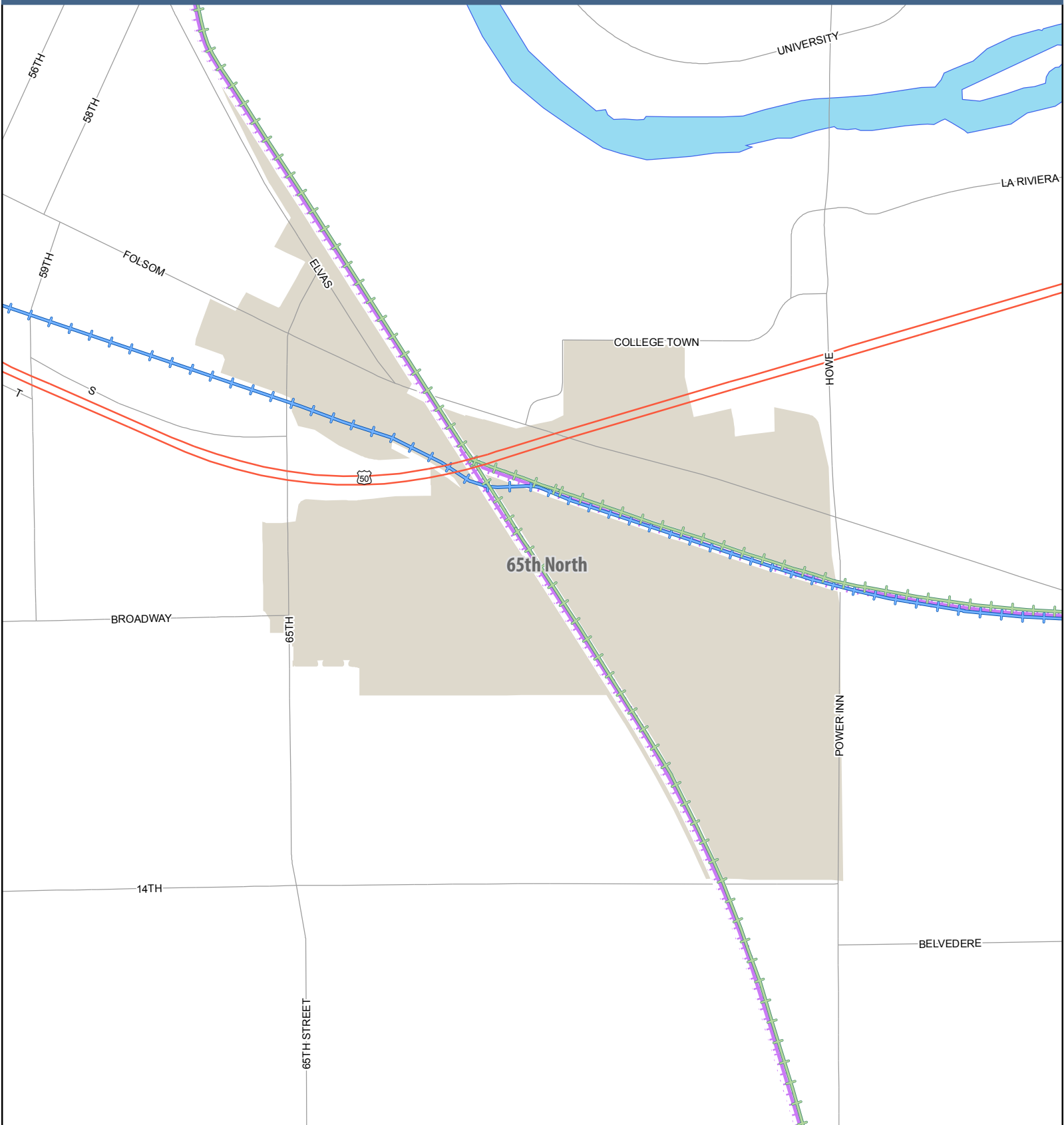
Other Transportation Facilities

No waterways or aviation facilities are located within the 65th North PIA. A double-tracked freight railroad line owned by Union Pacific bisects the PIA. This line is also used by Amtrak California's San Joaquin (Sacramento-Bakersfield) regional passenger rail service. Regional Transit's Gold Line light rail service also runs east-west through the area as previously discussed. Figure 8-12 shows railways within the 65th North PIA.

Utilities and Public Services

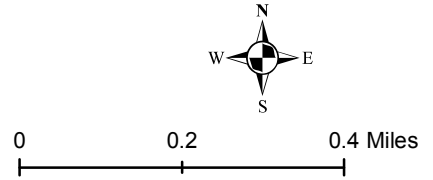
The following section covers the sanitary sewer system, the storm drainage system, and the water system within the PIA. See Chapter 4 for more information on Solid Waste, Electricity, Natural Gas, and Telecommunications sections, and Chapter 5 for the Police Protection, Fire Protection, Parks and Recreation, Civic and Community Facilities, Libraries, Schools, Health Facilities, and Human Services.

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Legend

- Passenger Rail
- Light Rail Transit
- Freight Rail
- Policy Area
- City Limits
- Tier 1 Priority Investment Areas
- Major Roads
- Highways
- Waterways



Data Source: City of Sacramento, 2012;

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Sanitary Sewer System

The 65th North PIA is served by the City of Sacramento for the area west of the UPRR tracks and by the Sacramento Area Sewer District (SASD) east of the UPRR tracks. Within the City's service area the 65th North area is served by three sewer Basins 32, 48, and 78. While the sewer system is separated from the drainage system within the project area, the flows collected in the basins are ultimately conveyed to the Combined Sewer System.

The part of the 65th PIA north of US 50 is served by Basin 32 with a sewer pump station (Sump 32) located at the corner of S and 61st Streets. This system conveys the local sewer flows through a series of 8-inch to 12-inch sewer pipelines located under the streets. The system also conveys sewer flows from the Sacramento State University through a sewer main that begins as a 12-inch pipeline and increases in size as flows are collected to Sump 32. The flows from the Sac State area are limited to 0.45 million gallons per day.

The area south of US 50 and west of the UPRR tracks is served by a combination of sewer Basins 48 and 78. Basin 48 serves areas east of 65th Street while Basin 78 serves areas west of 65th. The sewer pump station serving Basin 48 (Sump 48) is located north of San Joaquin Street near the end of Manassero Way. This system conveys flows to the west across 65th Street in a 15-inch pipeline located in Manassero and 8th Avenue. A second 14-inch sewer main is located along Broadway.

The area east of the UPRR tracks is served by SASD. This collection system consists of an 18-inch pipeline along Power Inn Road. A series of 8-inch to 18-inch pipelines collect the sewer flows within the Ramona Village area.

Storm Drainage System

The 65th North PIA is served by four separate drainage systems. Most areas north of US 50 are served by drainage Basin 31 with small parts draining into Basin 113 and the Combined Sewer System (City of Sacramento, 2004). Basin 113 contains a small drainage pump station (Sump 113) located in the low area of the Folsom Boulevard/UPRR undercrossing. The drainage flows from Basin 113 are pumped into Basin 32. The Basin 32 drainage pump station (Sump 32) is located on the east side of Elvas Avenue near the intersection of 65th Street.

The area south of US 50 and west of the UPRR tracks is served entirely by Basin 31 (City of Sacramento, 1999). Flows are collected and conveyed in a 66-inch trunk line located under 65th Street. The Department of Utilities has recently constructed a drainage detention basin in the area to mitigate increased flows in the system (City of Sacramento, 2009b). The basin is located at the eastern end of Broadway and Manassero Way in the new dual purpose Mae Fong Park Collector pipelines include an 18-inch pipeline along San Joaquin Street, a 15-inch pipeline along 8th Avenue, and a 24-inch pipeline on 4th Avenue.

Most areas east of the UPRR tracks are located in drainage Basin 43 with small parts in Basins 91 and G248 (City of Sacramento, 1996). The area is mainly served by a 36-inch trunk pipeline located in Ramona Avenue and a 36-inch to 60-inch trunk pipeline located in Power Inn Road. The former California Youth Authority Site comprised of approximately 29.5 acres drains to a 24-inch collector pipeline in Brighton Avenue in Basin 91.

Water System

The 65th North PIA is supplied with water by the City of Sacramento. There are currently about 21 miles of transmission and distribution mains within the area ranging in size from 4-inches to 60-inches. About 6 miles are large diameter (greater than 18-inch) water transmission mains (City of Sacramento, 2009a). The current level of service could be described as high, compared to other areas in Sacramento. Due to the area being near the E.A. Fairbairn Water Treatment Plant, which is located just east of Sacramento State University. Many of the older distribution mains (less than or equal to 12-inch) within the area are of questionable condition.

Environmental Resources

Agricultural Resources

The 65th North PIA is designated on the California Department of Conservation's Farmland Mapping & Monitoring Program (FMMP) maps as urban and built up land (See Figure 6-1). There are no Williamson Act lands in the area.

Biological Resources

The 65th North PIA is in a primarily urban setting, but also supports the remnants of seasonal wetlands and vernal pools within ruderal, grassland habitat on vacant lots (e.g., along Ramona Avenue). There is potential for the area to support special status vernal pool species, including Sanford's arrowhead, fairy shrimp, and California linderella, in wetlands where development has not heavily disturbed the native soils. The area is also potential foraging habitat for raptors, and nesting habitat for burrowing owl. The California Natural Diversity Data Base (CNDDB) includes a recorded occurrence of American Badger in the PIA (CNDDB 2013; see Figure 6-4).

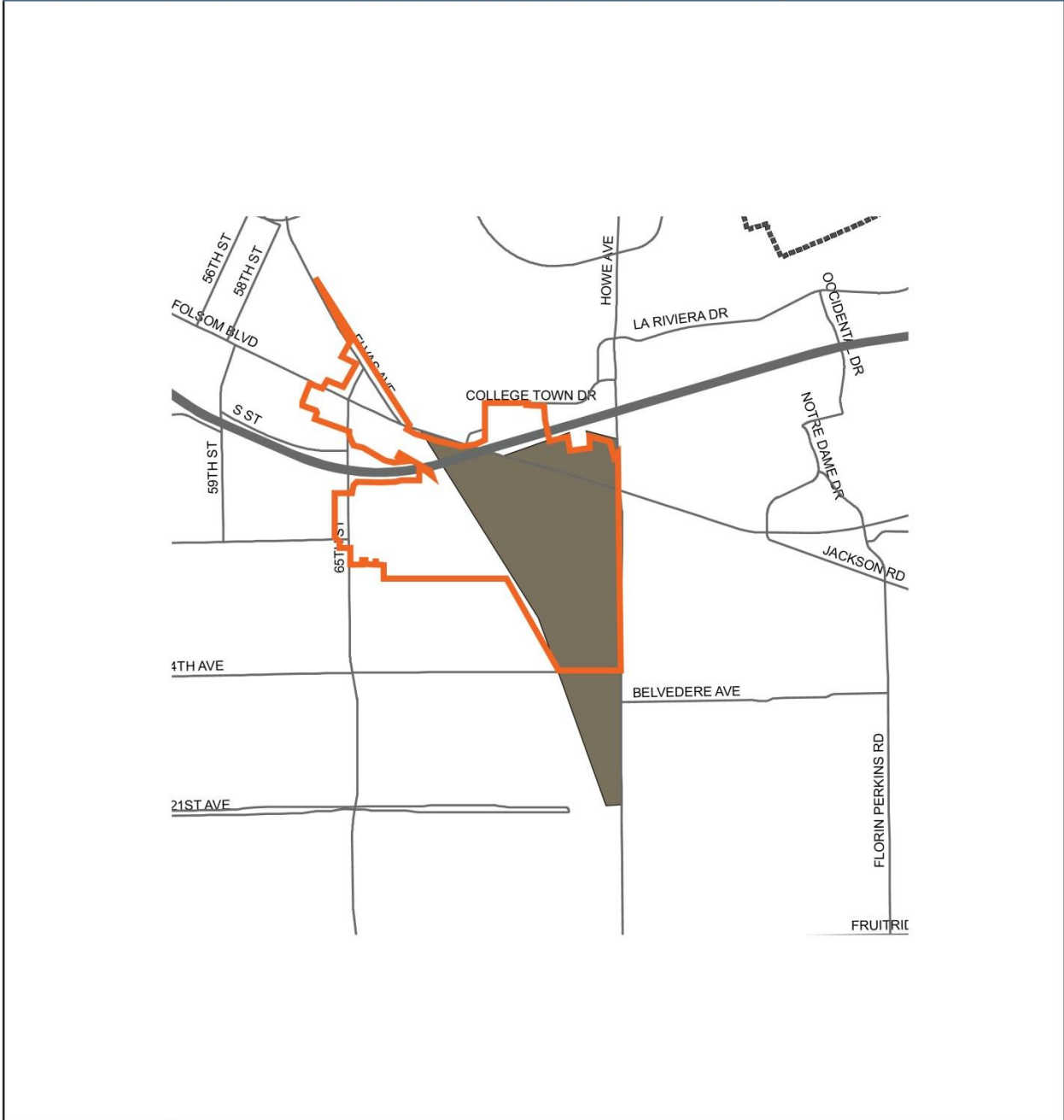
Water Resources and Quality





The 65th North PIA is located less than 0.5-miles south of the American River. The American River is listed as an impaired waterbody under section 303(d) of the Clean Water Act due to contamination with mercury and polychlorinated biphenyls. Groundwater in the area is approximately 20 to 30 feet below mean sea level, depending on season and water year (SCGA 2010).

Cultural Resources

Two historic and cultural resource surveys have been completed in support of projects in the 65th North PIA in the past two years (See Figure 8-13): a Historical Resources Survey (HRS) and Evaluation was prepared in support of the Sacramento Center for Innovation Specific Plan Survey (City of Sacramento 2012); and cultural and historic evaluations were prepared in support of an Environmental Impact Report for the Folsom Boulevard Widening/Ramona Avenue Extension Project (State of California and City of Sacramento 2011). Research did not reveal previously identified archeological resources in the proposed project areas; however, based on known data, the area can be classified as highly sensitive for prehistoric archeological sites. The HRS and Evaluation identified three historic resources within the surveyed area: the Sacramento Valley Railroad, the First Continental Railroad and the Brighton Underpass and Flood Gate (City of Sacramento 2012, pp. 86-87).

Figure 8-13
Cultural and Historic Surveys



65th NORTH TIER 1 PRIORITY INVESTMENT AREA			
	65th North Priority Investment Area Boundary		Survey: 1998-2004
	Survey: 1974-1998		Survey: 2004- current

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Mineral Resources

Historical mineral production in the region around the 65th North PIA has included construction aggregate, kaolin clay, common clay, pumice, and gold. Construction aggregate consists of sand, gravel, and crushed stone. Mineral Resource Zones (MRZs) are determined by the California Geology Survey and used for land use planning to show the likelihood of the occurrence of mineral resources in a particular area. The 65th North PIA includes MRZ-2 (84 acres), MRZ-3 (348 acres), and MRZ-5 (31 acres) classifications. Areas classified as MRZ-2 are considered to have the likelihood of significant mineral deposits that could be economically beneficial to society. Areas classified MRZ-3 have known or inferred mineral resources that are of undetermined significance. The MRZ-5 classification represents those areas where historical mining operations have removed available resources from an area.

Air Quality, Greenhouse Gases, and Climate Change

Most of the land uses in and around the 65th North PIA are industrial in nature. Granite Regional Park and residences located in the area are considered sensitive receptors. Local air quality in the vicinity of the 65th North PIA is influenced by major (high-traffic volume) roadways, area sources, and stationary sources. As discussed in Section 6.5, Air Quality, major roadways are a concern for air quality because they accommodate high volumes of diesel-fueled truck traffic. Diesel particulate matter (PM) is a toxic air contaminant (TAC) and is associated with health impacts to sensitive receptors. High-traffic volume roadways are characterized by the California Air Resources Board (ARB) as freeways or urban roads that carry at least 100,000 vehicles per day or rural roads that carry at least 50,000 vehicles per day (ARB 2005). Major roadways in the vicinity of the 65th North PIA include U.S. Highway 50, which passes through the western portion of the area; Howe Avenue/Power Inn Road, a north-south arterial roadway that establishes the eastern boundary of the area (City of Sacramento 2013). ARB recommends a minimum 500 feet setback distance for sensitive receptors from major roadways. This is because concentration of traffic-related pollutants declines substantially after approximately 500 feet, and associated cancer risk also declines proportionally with concentration (ARB 2005).

Numerous industrial processing facilities (e.g., Nevada Cement Company), manufacturing (e.g., Procter and Gamble) distribution centers and warehouses, solid waste processing facilities (e.g., L&D Landfill, K&M Recycling), and a cogeneration plant are located within and adjacent to the area (ARB 2008). These types of land uses accommodate stationary equipment and are often associated with industrial processes that produce emissions of criteria air pollutants, precursors, and TACs. These types of facilities receive permits from the Sacramento Metropolitan Air Quality Management District (SMAQMD) for emissions within specific limits.

The Teichert Aggregate Perkins Plant at 8760 Kiefer Blvd is located east of the area. In addition to stationary equipment and industrial process emissions, this land use type is considered to be a source of particulate matter from quarry operations and a source of diesel PM associated with heavy-duty equipment and trucks used on-site and to transport materials off-site. Some of these types of industrial facilities can be considered sources of offensive odors (e.g., K&M recycling center, L&D landfill). Such facilities are subject to SMAQMD's Rule 402, Nuisance.

Other land uses in the area include commercial and residential land uses, which are not typically considered sources of air pollutants.

Greenhouse gas (GHG) emissions that occur in the Policy Area, and elsewhere throughout the world, affect the climate on a global scale. Sources of GHG emissions and impacts of climate change on the Policy Area are discussed in Section 6.7, “Climate Change”, and are representative of conditions applicable to the PIA. The types of impacts on the Policy Area that may be exacerbated by climate change include water supply availability, flooding, infrastructure, extreme heat and public health-related issues, and economic issues. It is not possible to further downscale these impacts to the PIAs.

Scenic Resources

The 65th North PIA includes industrial land uses. Land use is predominately commercial and characterized by large structures and associated parking lots, both with and without landscaped setbacks. Other land uses include public spaces, as well as single and multi-family residences in the western part of the area. Distinctive features include Tahoe Park at the southern boundary of the area, Granite Regional Park on the site of a former quarry immediately east of the area, and California State University, Sacramento immediately north. Land use to the north, east, and west is primarily residential. Land use to the southeast is industrial. The area is traversed by SR 16 (Folsom Boulevard/Jackson Road), US 50, 65th Street, and Power Inn Road. Railroad tracks divide the area from the northwest to southeast. The 65th North PIA is most likely to be viewed by motorists traveling on of the area’s main thoroughfares or recreationalists at one of the area parks.

Public Health and Safety

The 65th North PIA does not include public health and safety issues different from those discussed for the entire Policy Area. Where applicable, additional information has been included from the *65th Street Station Area Plan Draft Environmental Impact Report* (City of Sacramento 2009).

Geologic and Seismic Hazards

The 65th North PIA is located on relatively flat, granitic alluvium. As discussed in Section 7.1 “Geologic and Seismic Hazards,” there is a low potential for the area to experience geologic hazards such as ground shaking, rupture, and liquefaction.

Flood Hazards

The 65th North PIA is located approximately 0.3 miles south of the American River. Although most of the area (319 acres) is within the 200-year floodplain, the entire area is outside the 100-year floodplain (see Figure 7-2). The existing flood hazard in the 65th North PIA, as defined by FEMA’s Flood Insurance Rate Map, is generally low to moderate. East of the railroad tracks that divide the 65th North area, properties are protected by levees from the 1 percent annual chance flood. West of the railroad tracks, the area properties are outside of the 0.2 percent annual chance floodplain (see Figure 7-X).

Fire Hazards

The 65th North PIA does not contain wildlands that are at risk of wildfire. However, the area does contain older, industrial buildings, which could be sources of structural fires.

Aviation Hazards

The 65th North PIA is approximately 3 miles west of Mather Air Field and is not within the airport's overflight zone (see Figure 7-3).

Hazardous Materials

The State Water Resources Control Board has identified nine active cleanup sites in the 65th North PIA (see Figure 8-14). All but one of these sites are leaking underground storage tank (LUST) cases where hazardous materials (primarily petroleum hydrocarbons) have been released. The LUST sites are in various stages of site assessment, remediation, and verification monitoring. Contamination at the 14th Avenue Landfill site consists of trichloroethylene that is believed to have leaked into the groundwater during historic operation of the landfill. Based on the industrial nature of the 65th North PIA, there may be additional contamination beyond these sites.

14th Avenue Landfill

The 65th North PIA includes the 14th Avenue Landfill northwest of the intersection of the 14th Avenue and Power Inn Road. The 14th Avenue Landfill closed in 1970. The landfill is monitored quarterly for production of associated gases (i.e., methane, carbon dioxide, nitrogen, and hydrogen sulfide produced by decomposition of waste). The 14th Avenue Landfill is located on the site of a former open-pit gravel mine that was not constructed using base liners or a containment system. Commercial construction and landscaping wastes, as well as non-inert solid wastes from household garbage, were disposed of at the landfill. Monitoring indicates that the quantity of gases currently being emitted from the site exceeds regulatory limits (City of Sacramento 2009).

Emergency Response

Emergency Response within the 65th North PIA is consistent with the emergency response for the Policy Area as described in section 7.6 "Emergency Response."

Noise

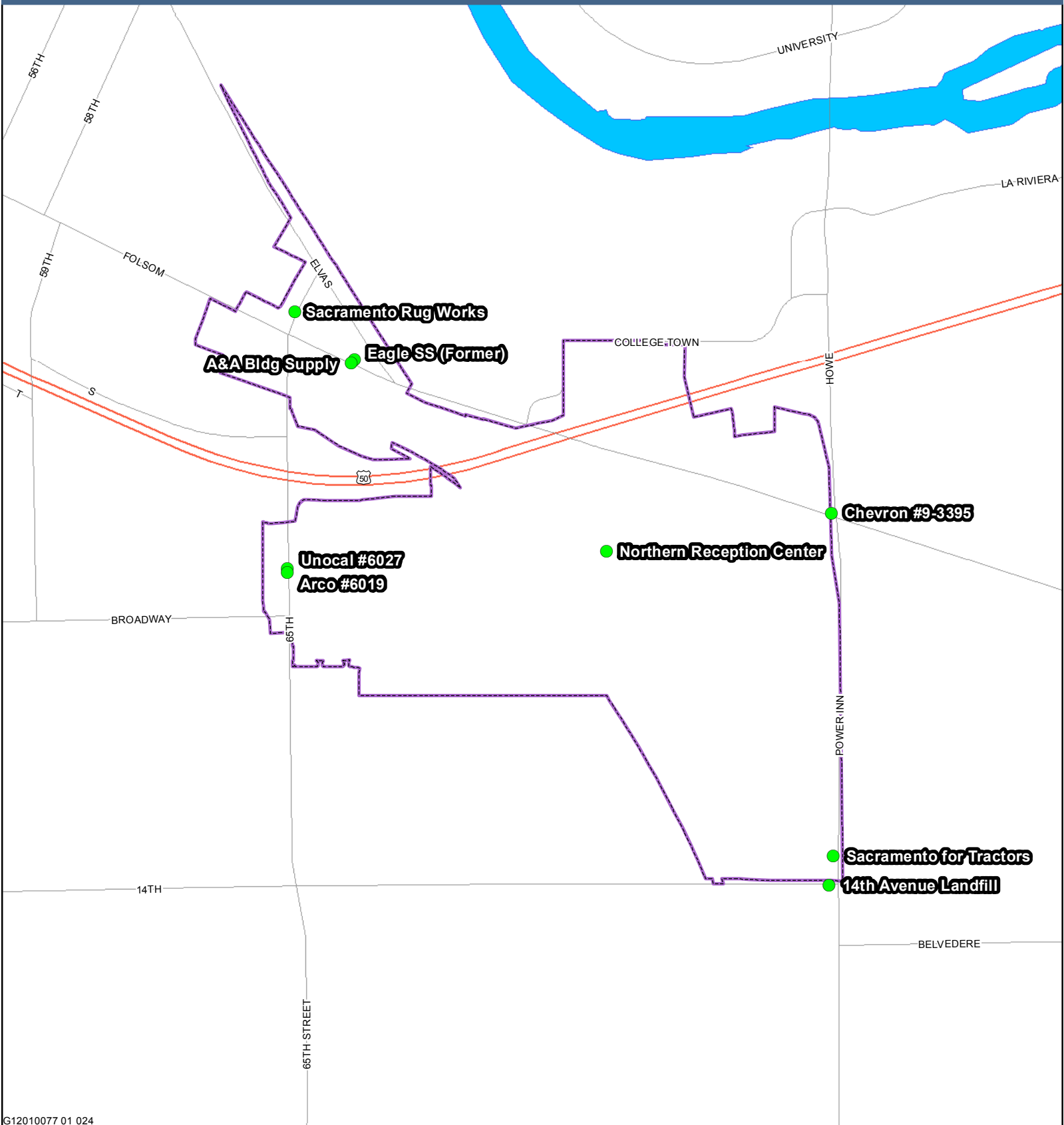
Sensitive Receptors

Sensitive receptors within the 65th North PIA include residential receptors, including a single-family neighborhood between Elvas Avenue and Folsom Boulevard, single-family neighborhoods south of US Highway 50 (US 50), to the east and west of 65th Street, and a multi-family residential complex at 65th Street and 4th Avenue.

Sources of Noise

Land uses within the 65th North PIA include a range of residential, commercial, and industrial. Although there are many noise sources within this area, the primary noise source is traffic. Other sources of noise in the area include noise from light and heavy rail operations, as described below.

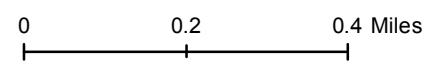
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Legend

- Hazardous Sites
- Policy Area
- City Limits
- Tier 1 Priority Investment Areas
- Major Roads
- Highways
- Waterways



Data Source: City of Sacramento, 2012; DTSC, 2013, and SWRCB, 2013

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Roadway Noise

Primary roads within the 65th Street North PIA include US 50, 65th Street, Folsom Boulevard, 59th Street, Broadway, Elvas Avenue, 14th Avenue, and S Street. Existing roadway traffic noise levels are provided in Appendix E.

Railroad/Light Rail. The Union Pacific Railroad track runs diagonally in a north-south direction through the area. Noise associated with railroad tracks in the area would be similar to noise levels throughout the entire Policy Area.

Sacramento RT provides public transit service and facilities to this area, including several bus routes and two light rail stations at 59th Street and 65th Street. Both stations are located on RT's light rail tracks that bisect the area in the west-east direction just south of Folsom Boulevard. The 65th Street/University light rail station is the fifth busiest transfer station in RT's transit system. Neither station provides vehicular parking. Noise from railroad tracks was measured and modeled for select locations throughout the Policy Area. More detail is provided in Section 7.5 Noise and in Appendix C.

Stationary Noise Sources. Land uses within the 65th North PIA include various types of stationary noise sources. Residential areas can generate noise through the use of heating and cooling equipment, and through landscape maintenance activities such as leaf-blowing and gasoline-powered lawnmowers. Commercial uses can generate noise through the operation of rooftop heating and cooling equipment, and other operational activities. Daily activity of certain industrial uses can generate noise from heavy equipment used as part of normal operations such as shipping and loading facilities, concrete crushing facilities, and recycling centers.

Existing Noise Levels

Monitored Daytime Noise Levels. Existing ambient daytime noise levels were measured at five selected locations within this area (Sacramento 2009). Noise measurements ranged from 54 to 67 dBA Leq, 44 to 53 dBA Lmin, and 66 to 89 dBA Lmax. Noise sources included roadway traffic, HVAC systems on nearby buildings, and parking lot noise.

Ground Vibration. Typical sources of ground vibration in an urban environment include trains, trucks, and buses. Vibration may also result from the use of heavy-duty construction equipment and activities such as pile driving and blasting. Primary sources of vibration in this area are US 50, the light rail, and the Union Pacific Railroad tracks.

8.2 Arden Fair

Area Overview

The Arden Fair PIA is located along Arden Way on either side of the Capital City Freeway. The area spans I-80 in an urban area at the eastern boundary of the Policy Area. Arden Way divides the area from the northwest to the southeast, and the American River forms the southern boundary. Major landmarks within the PIA include commercial buildings, hotels, a shopping mall, and the CalExpo event center.

The Arden Fair PIA includes the Swanston Station area, the Arden Fair Mall area, and the Point West areas. The Swanston Station area is generally bounded by El Camino Avenue/Santiago Street on the north, Erickson Street on the west, Arden Way/Evergreen Street on the south, and the Capital City Freeway (Hwy Business 80) on the east. The Arden Fair Mall area is bounded by the Capital City Freeway (Hwy Business 80) on the west, Arden Way on the south, and Cormorant Way, Bowling Green Drive, and Ethan Way on the east. The Point West area is located north of Cal Expo and bounded by Exposition Boulevard on the south, Arden Way on the northeast, and Hwy 80 on the northwest. The Cal Expo area is located north of the American River and bounded by Highway 80b to the west, Exposition Blvd. to the north, and Ethan Way to the east.

Community Development

Existing Land Use

Table 8-5 and Figure 8-15 summarize existing land use within the Arden Fair PIA. Public/quasi public uses account for the largest amount of land in the area at 357 acres (39 percent). The largest public/quasi-public use is between Exposition Boulevard, US Business 80, and the Sacramento County boundary. The site is home to Cal Expo, a State-owned event venue that hosts the annual California State Fair and features a water park, 18 rental facilities, and 15,000 parking spaces.

Employment generating uses (i.e., office, industrial, commercial) account for 344 acres (38 percent) of the PIA. Of the 344 acres of employment uses, 126 acres (14 percent) are office, 45 acres (5 percent) are industrial, and 173 acres (19 percent) are commercial. Most of the area around the Swanston light rail station is designated as industrial, commercial, or office. Most of the office sites are located in the Point West area on Exposition Boulevard, and most of the commercial sites are located on either side of Arden Way. The larger office sites include Owen Dunn Insurance, Schools Financial Credit Union Headquarters, Kaiser Permanente, and the Alta California Regional Center. The north side of Arden Way includes the Arden Fair Mall and the south side includes commercial uses, such as restaurants and other retail shops. The larger supporting commercial uses include Hilton Sacramento Arden West, Double Tree Hilton, and the Point West Plaza Shopping Center.

Residential uses (i.e., single family, multifamily) account for only 65 acres of the PIA (7 percent), including 45 acres (5 percent) of multifamily units and 20 acres (2 percent) of single family units. Most residential uses are located in the northern part of the PIA, except for a large multifamily site on Response Road across from Cal Expo.

Vacant land in this area only amounts to 20 acres (2 percent), located generally in the north part of the PIA near US Business 80. Other lands, including waterways, streets, and other non-developable land types, amount to 104 acres of the PIA (11 percent).

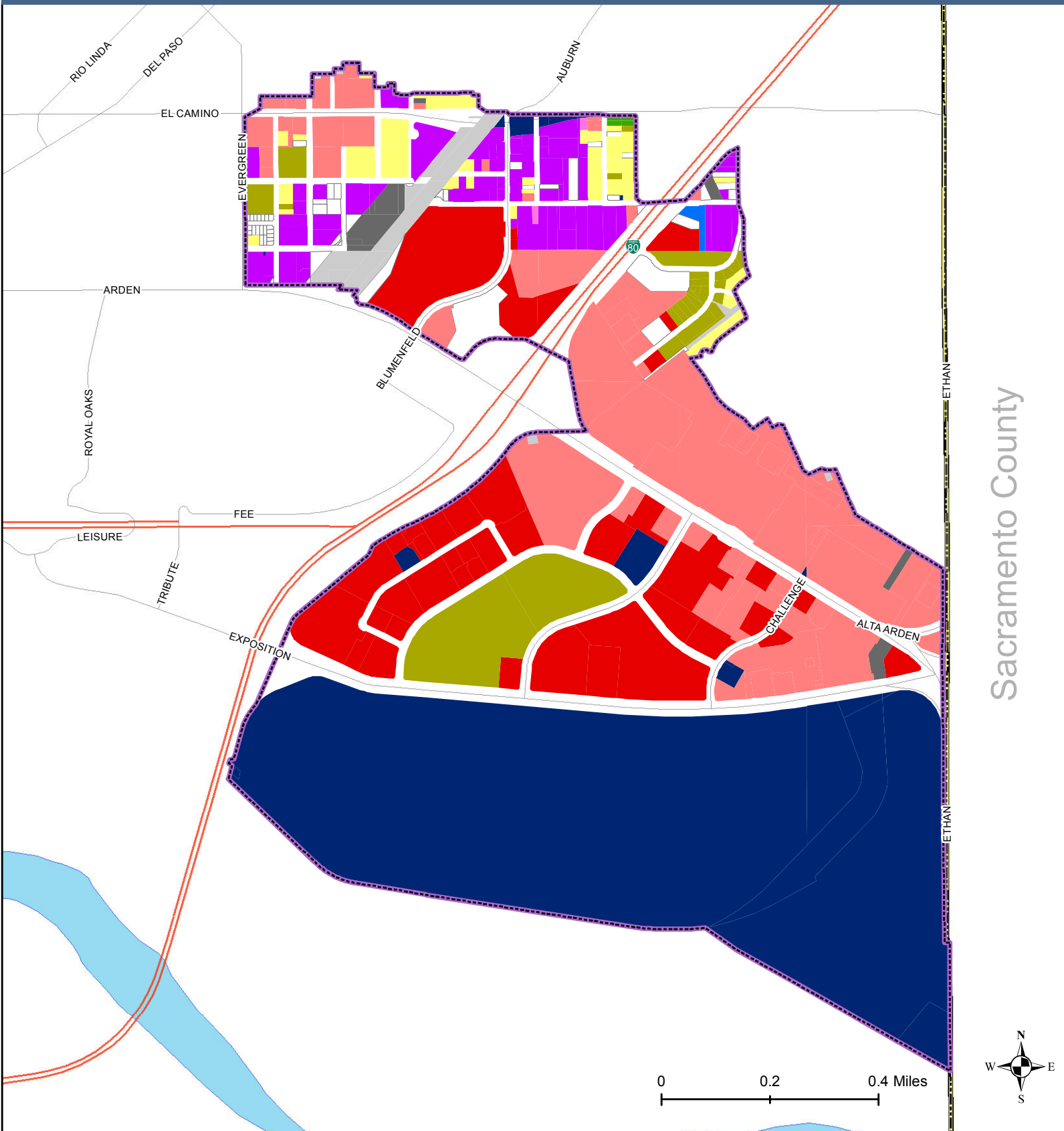
Table 8-5 Arden Fair Established Boundaries: Existing Land Use		
<i>Existing Land Use</i>	<i>Acres</i>	<i>Percent of City Limits</i>
Single Family Residential	20	2%
Multifamily Residential	45	5%
Commercial	173	19%
Office	126	14%
Industrial	45	5%
Public/Quasi Public	357	39%
Educational	1	<1%
Parks and Recreation	1	<1%
Utilities/Right-of-Way	14	2%
Parking	7	1%
Vacant	20	2%
Subtotal	810	89%
Other Land	104	11%
Total Area¹	914	100%

Notes:

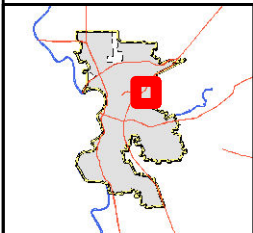
1. Numbers may not add to total due to rounding.

Source: Sacramento GIS Database, December 2012.


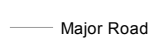
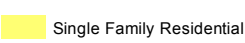

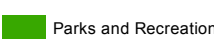



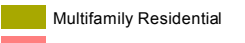
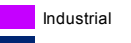

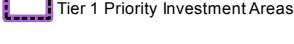
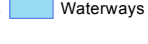
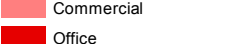

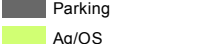



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Sacramento County



Legend

Data Source: City of Sacramento, 2012;

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2030 General Plan Designations

The Arden Fair PIA is mostly located in the Arden Arcade Community Plan Area (CPA), but a small part to the northwest extends into the North Sacramento CPA. The 2030 General Plan defines the Arden Fair PIA as a Center and Transit Center opportunity area. A Center is a place that includes focused mixed-use activity around which the city's neighborhoods revolve. It is an area where the synergy created by an aggregation of uses produces a recognizable destination that consists of a combination of employment, services, retail and/or entertainment, and mid- to high-density housing. All of the PIA east of US Business 80 is designated as a center. A Transit Center is an area similar to a center with a focus on transit. It may include any combination of employment, services, retail and/or entertainment and mid- to high-density housing centered around a transit station. The north part of the PIA west of US Business 80, including the Swanston light rail station, is designated as a transit center.

Table 8-6 and Figure 8-16 show the distribution of land use designations included in the 2030 Sacramento General Plan Land Use and Urban Form Diagram for the Arden Fair PIA. The area includes six land use designations. Center designations (i.e., Urban Center Low, Urban Center High) make up the dominant land uses in the area at 403 acres (44 percent). Urban Center High is the largest center designation at 366 acres (40 percent) and covers the entire area south of US Business 80 and north of Exposition Boulevard. This area includes office uses, including Owen Dunn Insurance, Schools Financial Credit Union Headquarters, and Kaiser Permanente, and commercial uses including the Arden Fair Mall, the Double Tree Hilton, and the Point West Plaza Shopping Center. The Urban Center High designation provides thriving areas with concentrations of employment-intensive uses, high-density housing, and a wide variety of retail uses including large-format retail, local shops, restaurants, and services. These areas include major transportation hubs accessible by public transit, major highways and local arterials, and pedestrian travel.

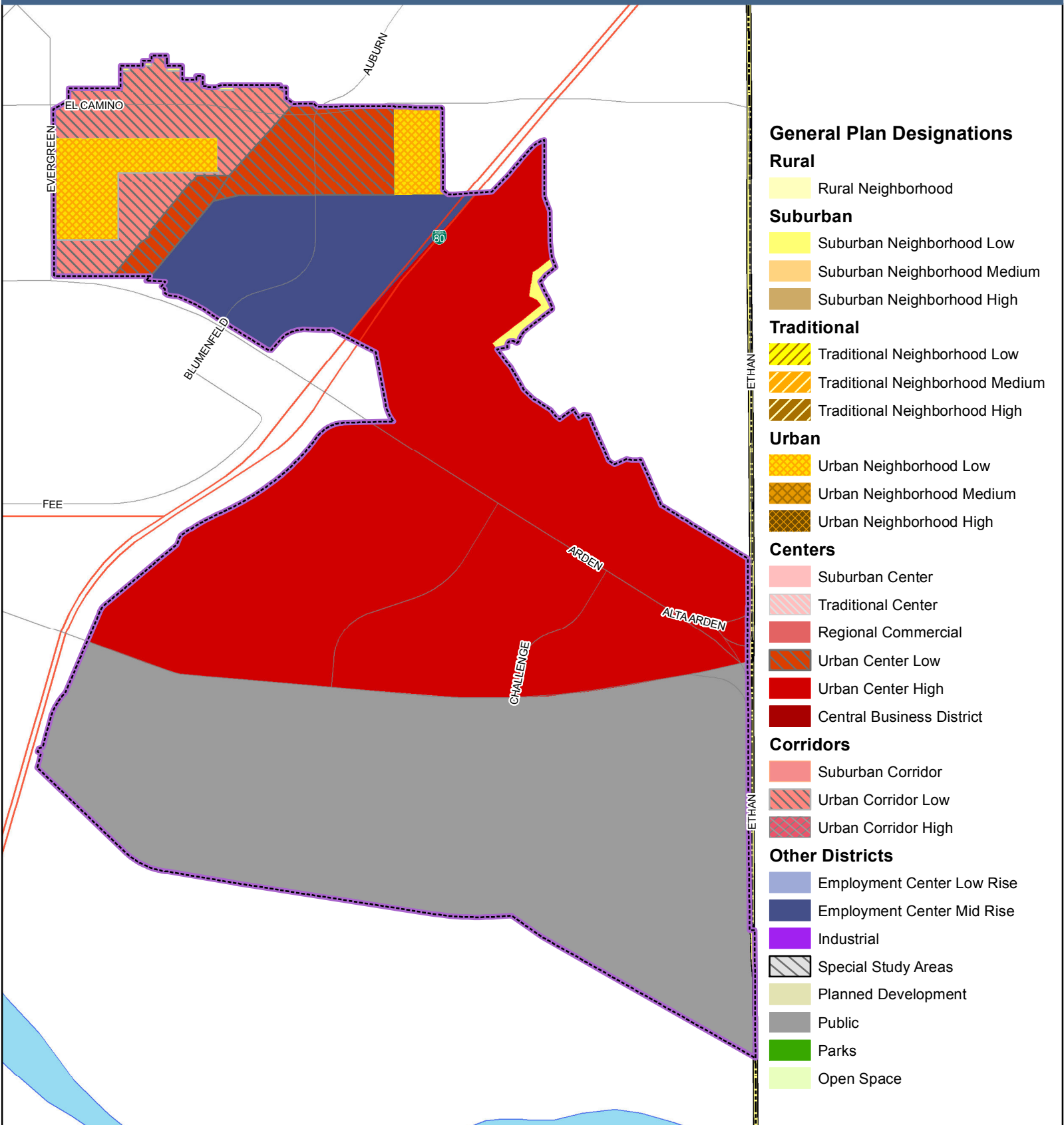
Public/Quasi-Public uses account for 364 acres (40 percent) of land in the PIA and encompass the Cal Expo site. The Public/Quasi-Public designation allows for special uses such as community services and/or educational, cultural, administrative, and recreational facilities. Most of these areas provide a public function and as a result, existing buildings often include a significant amount of surface parking lots and structured parking to accommodate users of the facilities.

Additionally, Urban Corridor Low uses account for 45 acres (5 percent) of land and Employment Center Mid Rise uses account for 68 acres (7 percent). These and residential uses make up the majority of land west of US Business 80.

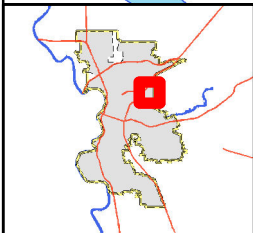
<i>Designation</i>	<i>Acres</i>	<i>Percent</i>
Suburban Neighborhood Low Density	4	<1%
Urban Center Low	37	4%
Urban Center High	366	40%
Urban Corridor Low	45	5%
Employment Center Mid Rise	68	7%
Public/Quasi-Public	364	40%
Total	914	100%

Source: City of Sacramento GIS Database, December, 2012.

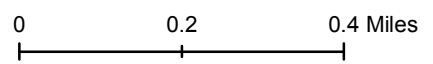
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- General Plan Designations**
- Rural**
 - Rural Neighborhood
 - Suburban**
 - Suburban Neighborhood Low
 - Suburban Neighborhood Medium
 - Suburban Neighborhood High
 - Traditional**
 - Traditional Neighborhood Low
 - Traditional Neighborhood Medium
 - Traditional Neighborhood High
 - Urban**
 - Urban Neighborhood Low
 - Urban Neighborhood Medium
 - Urban Neighborhood High
 - Centers**
 - Suburban Center
 - Traditional Center
 - Regional Commercial
 - Urban Center Low
 - Urban Center High
 - Central Business District
 - Corridors**
 - Suburban Corridor
 - Urban Corridor Low
 - Urban Corridor High
 - Other Districts**
 - Employment Center Low Rise
 - Employment Center Mid Rise
 - Industrial
 - Special Study Areas
 - Planned Development
 - Public
 - Parks
 - Open Space



- Legend**
- Policy Area
 - City Limits
 - Tier 1 Priority Investment Areas
 - Major Roads
 - Highways
 - Waterways



Data Source: City of Sacramento, 2012;

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Zoning

Table 8-7 and Figure 8-17 summarize existing zoning for the Arden Fair PIA by base zoning district as amended through 2012. Residential zones (i.e., R-1, R-3, RMU) account for 84 acres (9 percent) of all land. The Multifamily zone (R-3) is the largest residential base zone in the PIA with 40 acres. This represents 48 percent of residential-zoned land, but only 4 percent of all land. The Standard Single Family zone (R-1) and Residential Mixed Use zone (RMU) represent 12 and 40 percent of residential-zoned land respectively.

Commercial/office zones (i.e., C-2, C-4, OB, SC) account for 321 acres (35 percent) of land. General Commercial (C-2) is the largest commercial base zone in the PIA with 154 acres. This represents 48 percent of residential-zoned land and 17 percent of all land. Heavy Commercial accounts for 13 acres (4 percent) of all commercial/office zones, Office Building (OB) accounts for 90 acres (28 percent) of all commercial/office zones, and Shopping Center (SC) accounts for 64 acres (20 percent) of all commercial/office zones.

Industrial zones (i.e., M-1, M-2s) account for 53 acres (6 percent) of land in the PIA. Light Industrial zones (M-1) account for 51 acres (96 percent) of industrial-zoned land, and Heavy Industrial zones (M-2) account for 2 acres (4 percent) of industrial-zoned land.

Other zones (i.e., A) account for 350 acres (38 percent) of land. Agriculture (A) is the largest base zone in the PIA. About 810 acres of the 914 acres of land within the PIA have specific zoning, while about 104 acres are used for right-of-ways, waterways, and are other non-developed or un-zoned lands.

Overlay zones support the standards of the base zoning districts and address specific geographic, environmental, economic, or social conditions in specific areas. The American River Parkway, Transit, Review, and Planned Unit Development overlay zones are located in the PIA. The American River Parkway Overlay Zone covers the Cal Expo site. The land north of Exposition Boulevard and south of Arden Way to the east of US Business 80 is designated as part of the Planned Unit Development-Review Overlay Zone. The area between Auburn Boulevard and northwest of US Business 80 is also designated as part of the Review Overlay Zone and beyond Auburn Boulevard there are two sites designated as part of the Transit Overlay Zone.

Table 8-7 Arden Fair Base Zoning			
<i>Zone</i>	<i>Category</i>	<i>Acres</i>	<i>Percent</i>
Standard Single Family	R-1	10	1%
Multifamily	R-3	40	4%
Residential Mixed Use	RMU	34	4%
General Commercial	C-2	154	17%
Heavy Commercial	C-4	13	1%
Office Building	OB	90	10%
Shopping Center	SC	64	7%
Light Industrial	M-1	51	6%
Light Industrial	M-1S	0	0%
Heavy Industrial	M-2	2	<1%
Agriculture	A	350	38%
Total Zoned Land	--	810	89%
Other Lands ¹	--	104	11%
Total PIA Land²	--	914	100%

Notes:

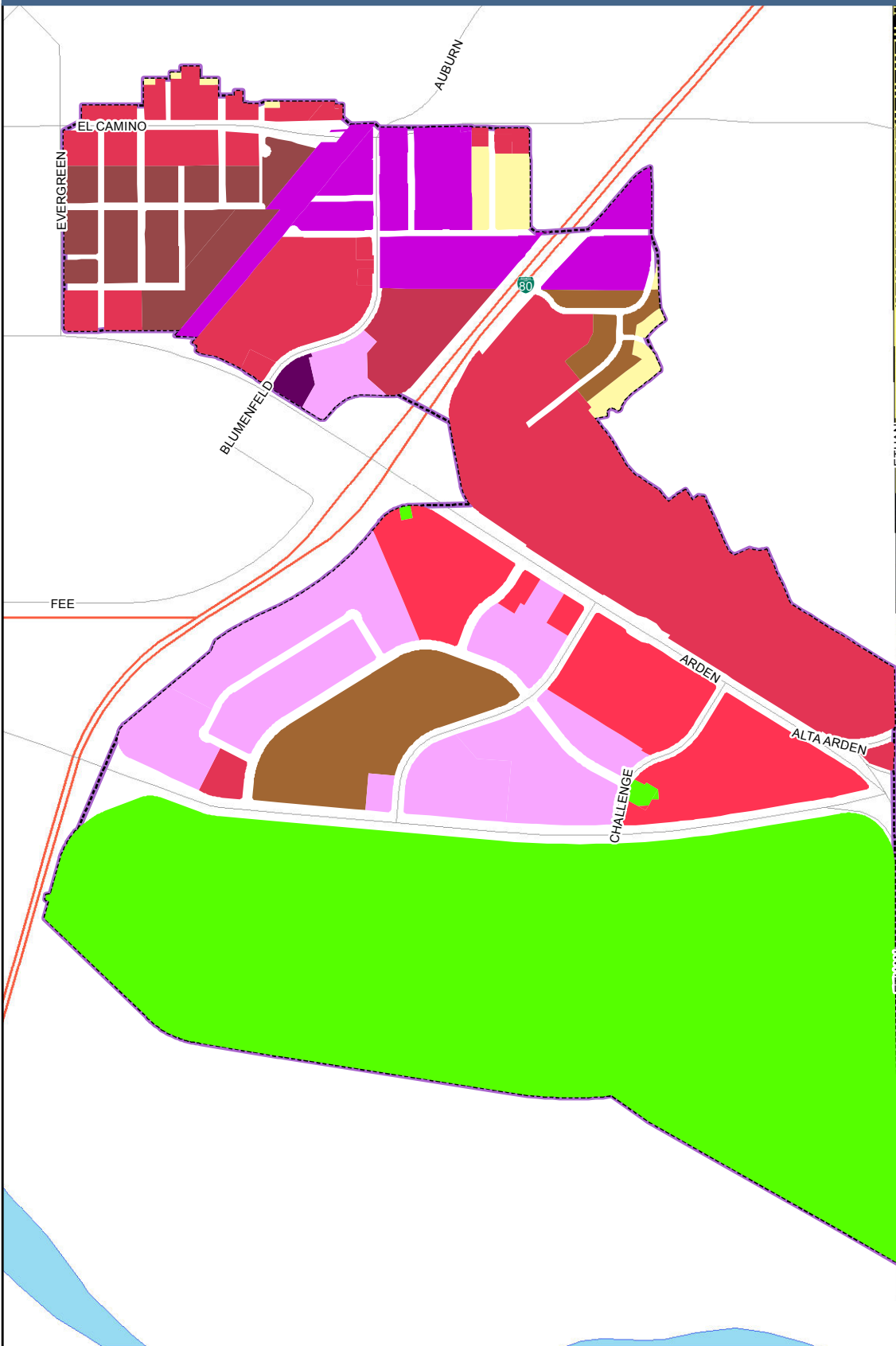
1. Other land includes non-parcel areas, rights-of-ways, and waterways.

2. Numbers may not add to total due to rounding.

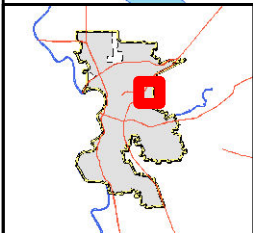
Source: City of Sacramento GIS Database, December 2012.

Policy Context


There are no plans that specifically apply to development within the Arden Fair PIA. A summary of citywide plans applicable to the area can be found in the Policy Context section of Chapter 2, Community Development.

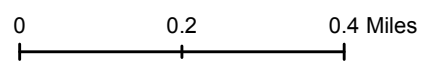


- Residential Zones**
- RE - Rural Estates
 - R-1 - Standard Single Family
 - R-1A - Single Family Alternative
 - R-1B - Single or Two Family
 - R-2 - Two-Family
 - R-2A - Multi-Family (up to 17 units/acre)
 - R-2B - Multi-Family (21)
 - R-3 - Multi-Family (29)
 - R-3A - Multi-Family (36)
 - R-4 - Multi-Family (58)
 - R-4A - Multi-Family (110)
 - R-5 - Multi-Family (174)
 - RCMU - Residential/Commercial Mixed Use
 - RMU - Residential Mixed Use
 - RO - Residential-Office
 - RMX - Residential Mixed Use
- Commercial and Office Zones**
- C-1 - Limited Commercial
 - C-2 - General Commercial
 - C-3 - Central Business District
 - C-4 - Heavy Commercial
 - EC - Employment Center
 - HC - Highway Commercial
 - OB - Office Building
 - ORMU - Office/Residential Mixed Use
 - SC - Shopping Center
- Industrial and Manufacturing Zones**
- M-1 - Industrial
 - M-2 - Heavy Industrial
 - MIP - Manufacturing - Industrial Park
 - MRD - Manufacturing, R & D
- Other Zones**
- A - Agricultural
 - A-OS - Agriculture-Open Space
 - F - Flood
 - ARP-F - American River Parkway
 - H- Hospital
 - SPX - Sports Complex
 - TC - Transportation Corridor



Legend

-  Policy Area
-  City Limits
-  Tier 1 Priority Investment Areas
-  Major Roads
-  Highways
-  Waterways



Data Source: City of Sacramento, 2012;

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Mobility

Roadways and Level of Service

The roadway system within the Arden Fair PIA relies heavily upon two major arterial roadways: Arden Way and Exposition Boulevard. These two east-west arterial roadways traverse the Arden Fair PIA, and provide mobility through the area, as well as access to adjacent land uses. The Capital City Freeway (also known as Business 80) serves as the primary regional transportation facility in the area. Within the vicinity of the Arden Fair PIA, interchanges located at Arden Way, Exposition Boulevard, and El Camino Avenue provide access from the area to the Capital City freeway.

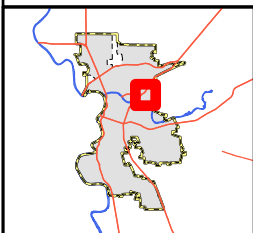
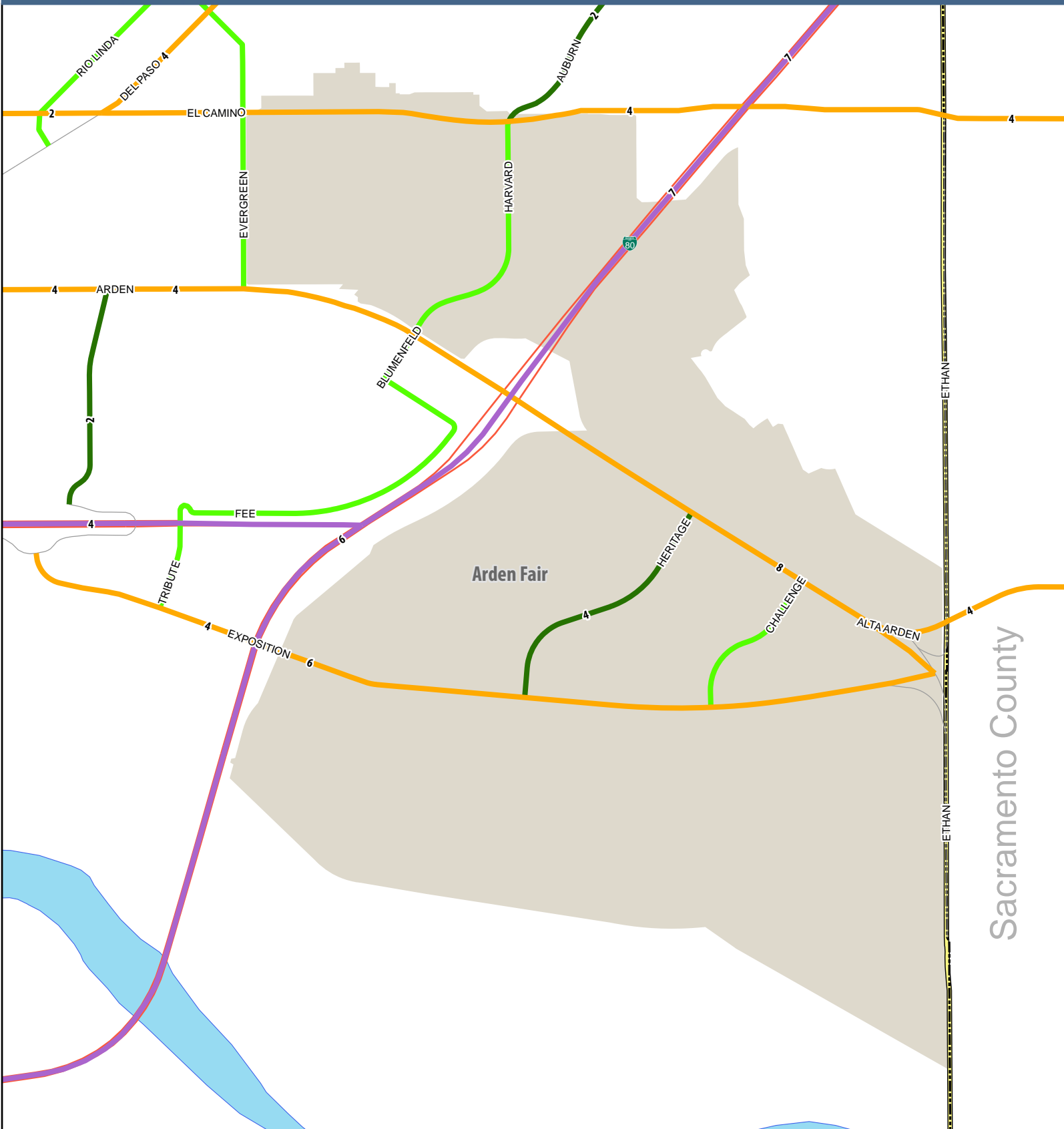
Figure 8-18 shows the area’s roadway system, and identifies roadway functional classifications and the number of travel lanes. As shown, the roadway system within the Arden Fair PIA generally has lower levels of network connectivity than the abutting neighborhoods. This results in high concentrations of traffic on a somewhat limited number of roadway facilities. As a result, the City has developed wide roadways to accommodate the heavy traffic volumes. At the core of the Arden Fair PIA, adjacent to Arden Fair Mall, Arden Way has four travel lanes in either direction.

Figure 8-19 and Table 8-8 display the existing daily roadway segment LOS analysis results within the Arden Fair PIA. Roadway LOS was calculated consistent with the methodologies documented in Chapter 3. As shown, all roadways analyzed within the area are rated at LOS D or better, with the exception of the Capital City Freeway, which is rated at LOS F. The Capital City Freeway (Business 80) is also a designated Surface Transportation Assistance Act (STAA) truck route (see Figure 8-20).

<i>Roadway</i>	<i>Segment</i>	<i>Lanes</i>	<i>Daily Volume</i>	<i>Existing LOS</i>
Arden Way	Royal Oaks Dr to Business 80	4	31,800	D
Arden Way	I-80 Business to Exposition Blvd	8	51,300	B
Auburn Blvd	El Camino Ave to Arcade Blvd	2	7,000	A
El Camino Ave	Del Paso Blvd to I-80 Business	4	27,400	C
Exposition Blvd	I-80 Business to Arden Way	6	31,400	A
Heritage Ln	Arden Way to Exposition Blvd	4	8,200	A
Alta Arden Expwy	Howe Ave to Fulton Ave	4	14,300	A
Business 80	J St to SR-160 Interchange	6	166,800	F
Business 80	SR-160 Interchange to El Camino Ave	7	159,500	F

Source: Fehr & Peers, 2013.

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Legend

- Number of Travel Lanes
- Freeway
- Arterial
- Major Collector
- Minor Collector

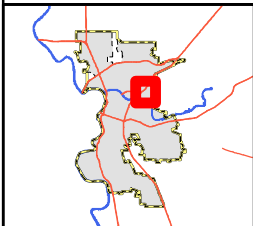
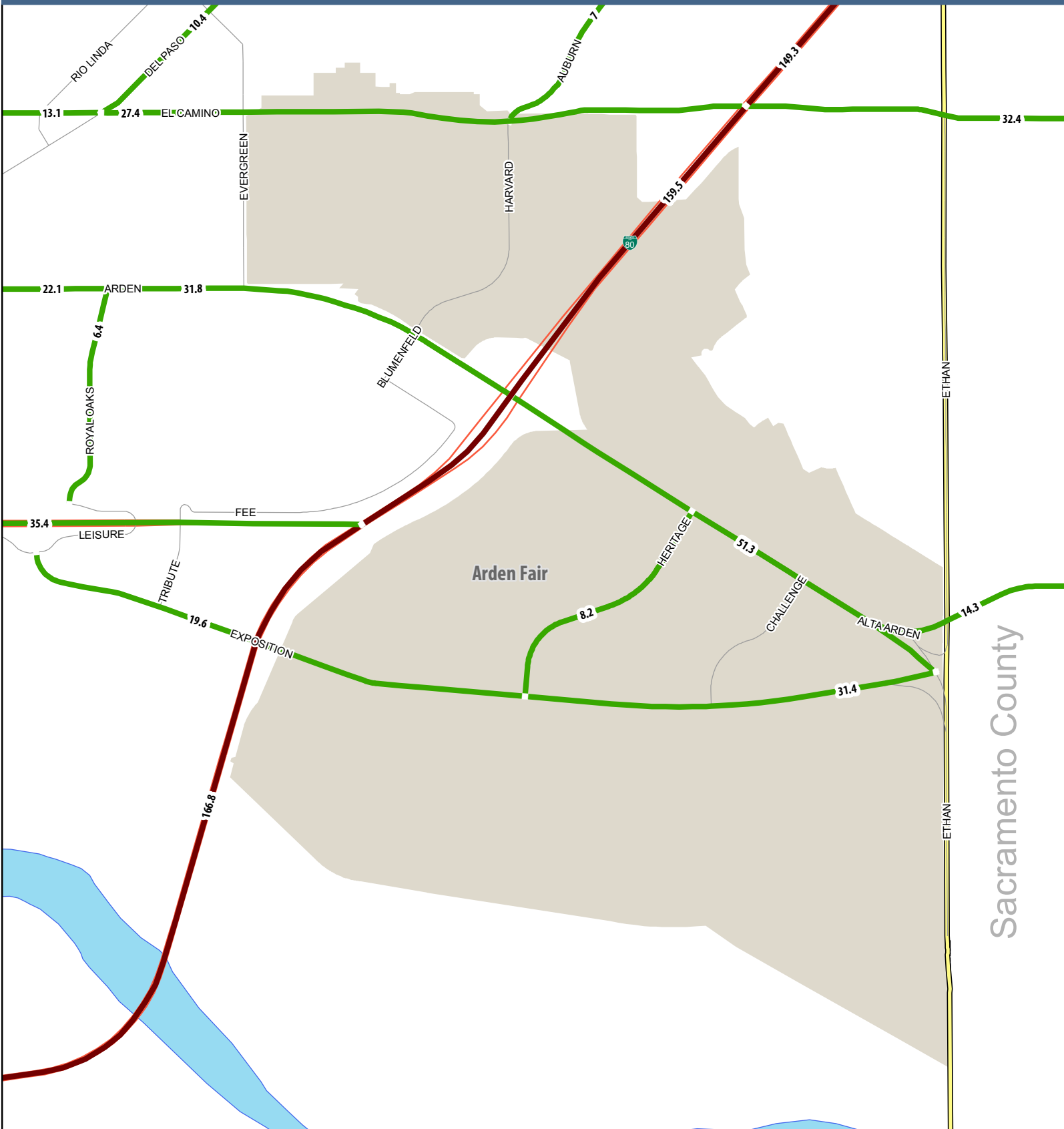
- Policy Area
- City Limits
- Tier 1 Priority Investment Area
- Major Roads

- Highways
- Waterways

0 0.2 0.4 Miles



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Legend

- ## Daily Traffic Volume x 1,000
- A - D
- E
- F

- Policy Area
- City Limits
- Tier 1 Priority Investment Area
- Major Roads

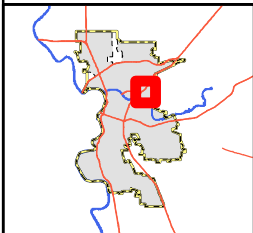
- Highways
- Waterways











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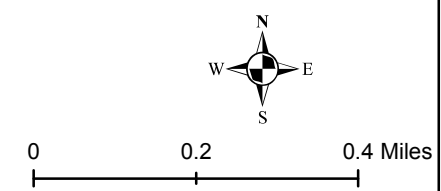


Sacramento County



Legend

-  STAA Truck Routes
-  City Truck Routes
-  Policy Area
-  City Limits
-  Tier 1 Priority Investment Area
-  Major Roads
-  Highways
-  Waterways



Data Source: City of Sacramento, 2012;

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Pedestrian and Bikeway Facilities

The Arden Fair PIA has a connected system of bicycle lanes. The Arden Fair PIA has a somewhat disconnected sidewalk system. Roadways within the Arden Fair PIA with on-street Class II bicycle lanes include Exposition Boulevard, Response Road, Heritage Lane, and Harvard Street. Figure 8-21 shows existing bicycle facilities within the area.

Figure 8-22 shows the percentage of commuters in the area who walk to work. As shown, the percentage of commute trips made by walking within the area varies, with higher percentages found east of the Union Pacific Railroad tracks but west of the Capital City Freeway, and north of Arden Way on the east side of the freeway. Figure 8-23 shows the locations of roadways with missing or partial sidewalk coverage. As shown, roadways within the PIA located to the east of the Capital City Freeway generally have at least partial sidewalk coverage; to the west of the freeway, coverage is limited with many streets lacking sidewalks. This condition may help to explain the lower levels of pedestrian activity in this portion of the area.

Street lighting increases the comfort of pedestrians and bicyclists, and makes them more visible to passing motorists. Figure 8-24 shows that most streets within the Arden Fair PIA have either good or partial street lighting coverage.

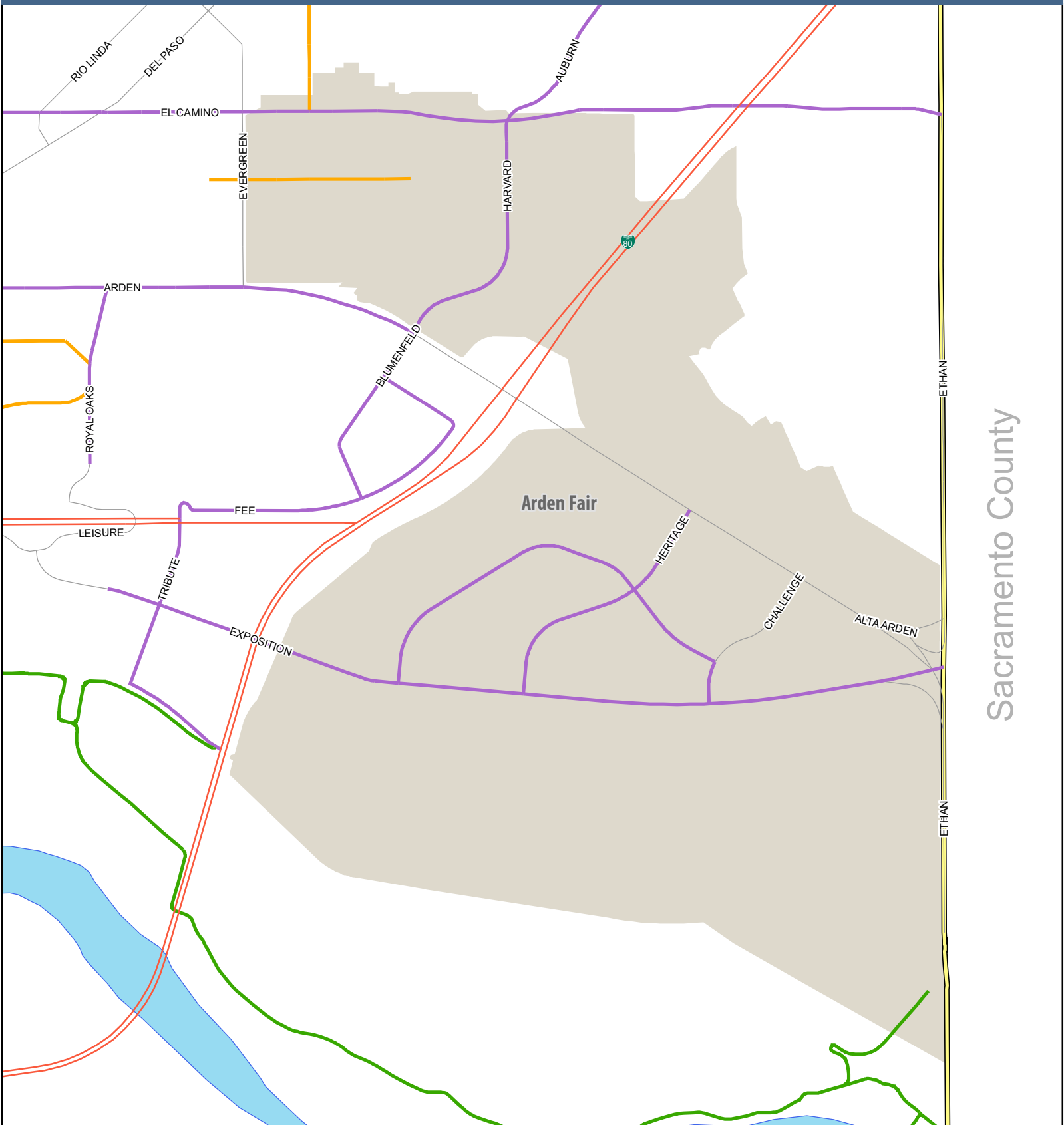
Transit Service and Facilities

The Arden Fair PIA is served by both light rail trains and buses operated by Sacramento RT. The Swanston Station on RT's Blue Line is located at Dixianne Avenue and Selma Street in the northwest quadrant of the PIA. From Swanston, patrons can travel northeast to the terminus of the Blue Line at Watt/I-80 Road. To the southwest, the Blue Line provides direct access to Downtown Sacramento and the State Capitol (with opportunities for transfer to the Gold Line east to Folsom or northwest to the Sacramento Valley Station, or north on the Green Line to 7th and Richards/Township 9), then travels southeast to its current terminus at Meadowview Station. The Swanston Station has 311 commuter parking spaces, but no bus transfers.

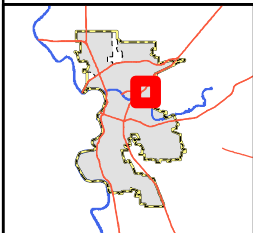
Bus lines serving the Arden Fair PIA include lines 22, 23, 29, 67, and 68. The area also has the Arden Fair Transit Center located at the Arden Fair Mall.

- Line 22 – ARDEN provides connections to east to Butano Drive and Watt Avenue (Country Club Plaza) and west to the Royal Oaks and Arden/Del Paso Stations on the Blue Line, both via Arden Way (service hourly from 8:00 am-9:00 pm on weekdays, with no service on weekends or holidays).
- Line 23 – EL CAMINO provides connections northeast to the Sunrise Mall Transit Center, via Arden Way, Ethan Way and El Camino Avenue, and West to Arden Way and Del Paso Boulevard (service every 30 minutes 5:00 am-9:30 pm on weekdays, 6:30 am-9:00 pm on Saturdays and 8:00 am-9:00 pm on Sundays).
- Line 67 – FRANKLIN provides connections from the Arden Fair Transit Center to Florin Town Centre, routed with Line 68 along the CA-80 Capitol City Freeway corridor, then separately along Franklin Blvd Boulevard and Florin Road (service every 30 minutes 5:00 am-10:00 pm on weekdays, hourly from 6:30 am-9:30 pm on Saturdays and hourly from 8:00 am-9:30 pm on Sundays and holidays).

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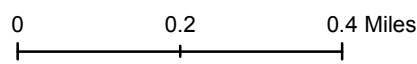


Sacramento County



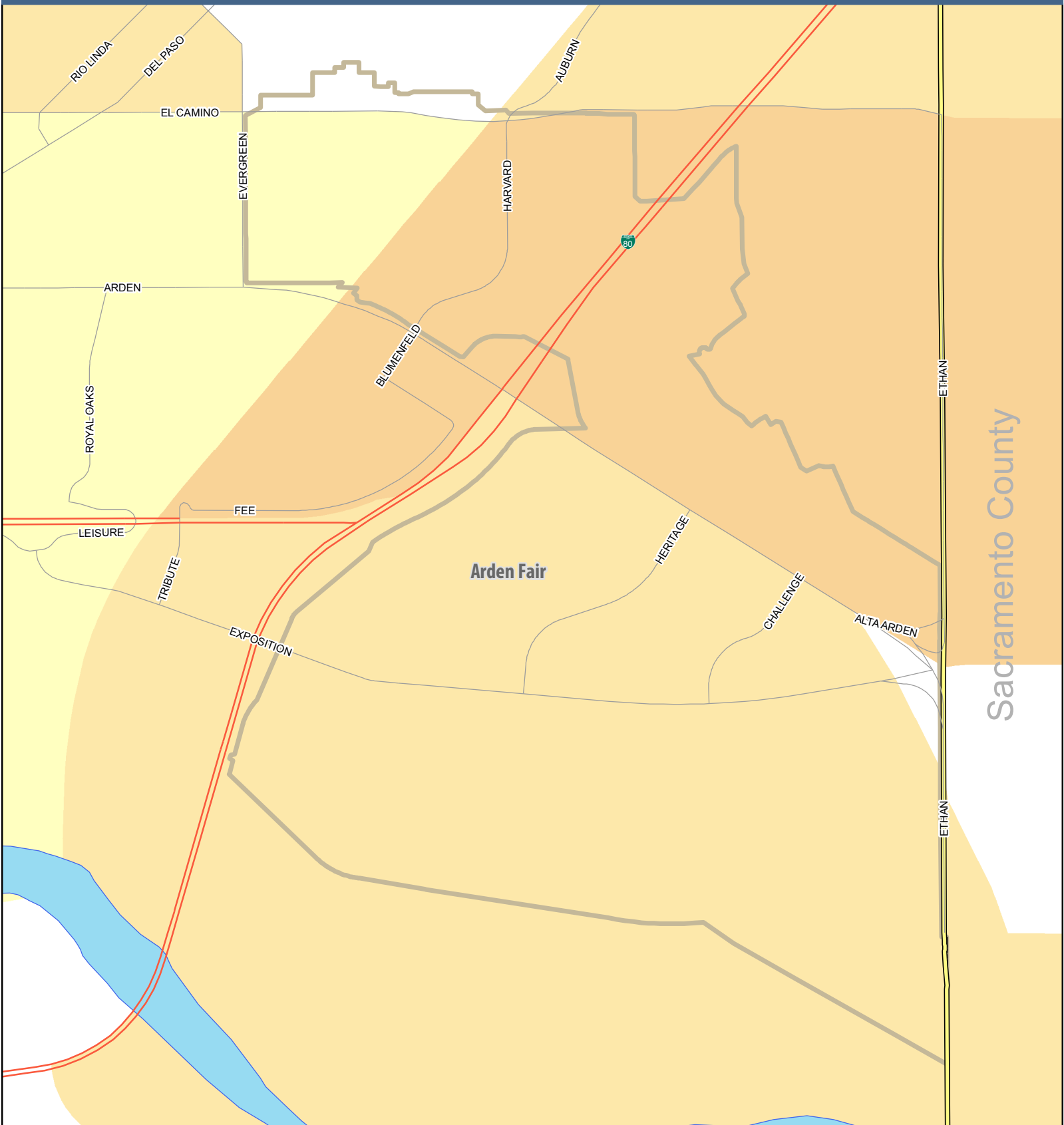
Legend

- Class 1 Bike Path
- Class 2 Bike Lane
- Class 3 Bike Route
- Policy Area
- City Limits
- Tier 1 Priority Investment Area
- Major Roads
- Highways
- Waterways

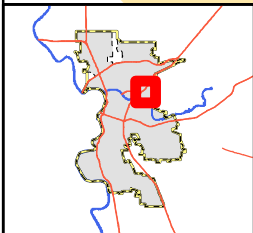


Data Source: City of Sacramento, 2012;

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Sacramento County



Legend
% Commuters Walking

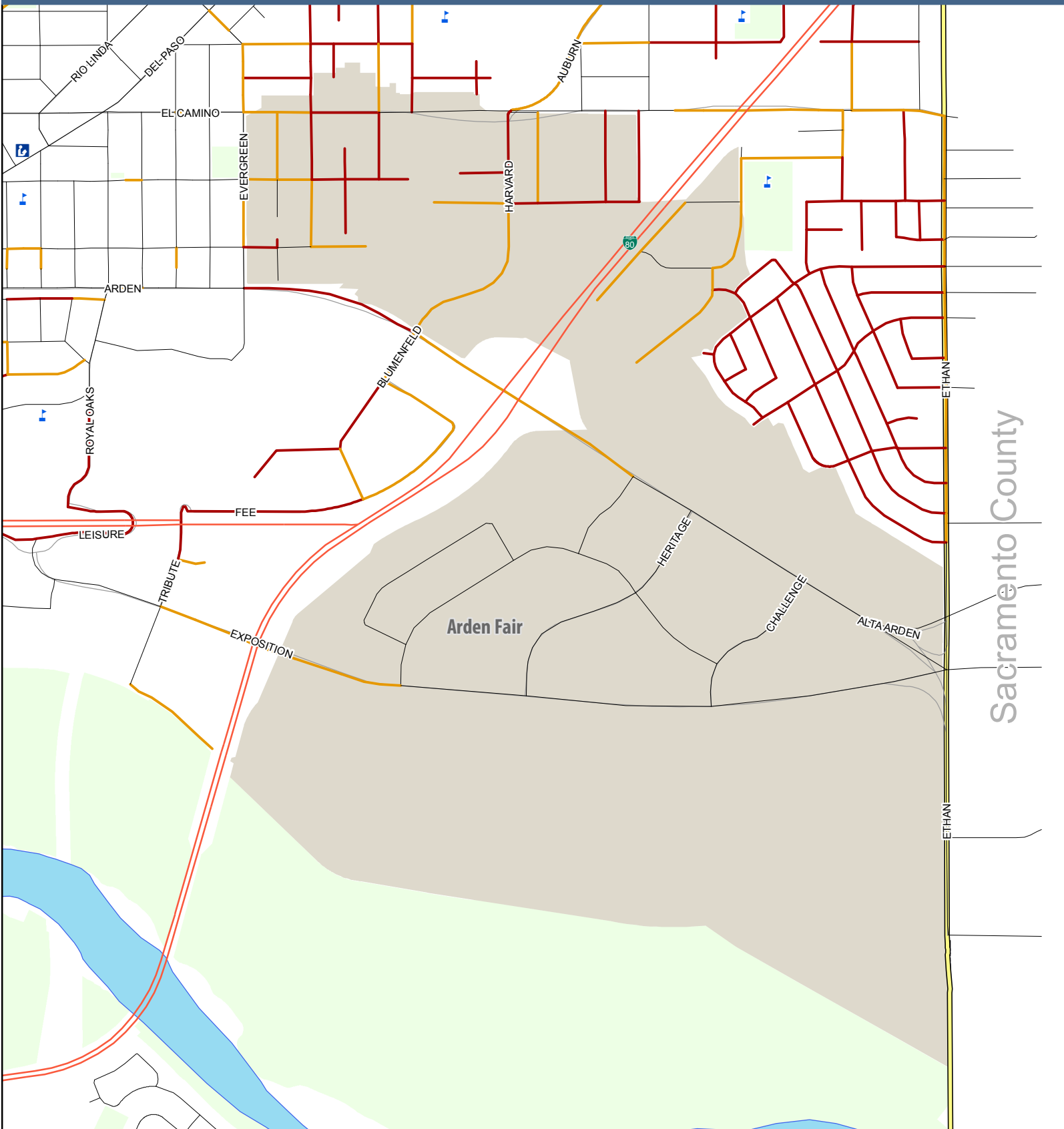
0 %	.5 - 1%
0 - .1%	1 - 3%
.1 - .5%	3 - 4.1%

- Policy Area
- City Limits
- Tier 1 Priority Investment Areas
- Major Roads
- Highways
- Waterways

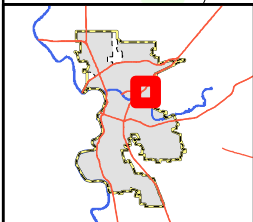
0 0.1 0.2 Miles

Data Source: City of Sacramento, 2012;

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Sacramento County



Legend

% of Sidewalk Coverage

- Missing Sidewalks (>80%)
- Partial Sidewalks (20 - 80%)
- Existing Sidewalks (<20%)

- Parks
- School
- Library
- Policy Area

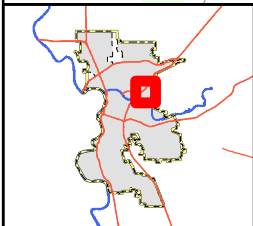
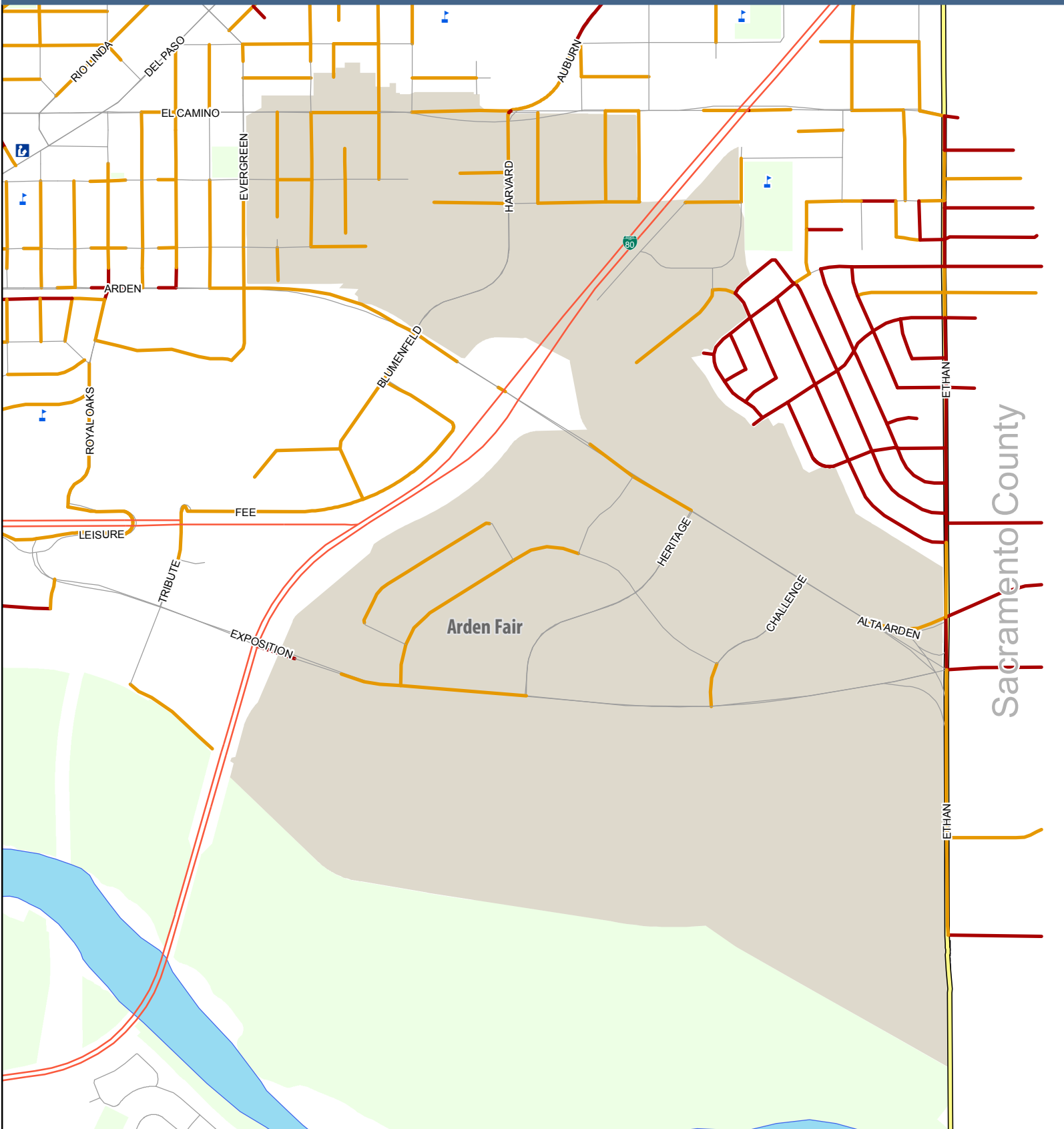
- City Limits
- Tier 1 Priority Investment Areas
- Major Roads

- Highways
- Waterways

0 0.1 0.2 Miles

Data Source: City of Sacramento, 2012;

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Legend

Good Coverage	Parks	Policy Area	Major Roads
Partial Coverage	School	City Limits	Highways
Missing Lighting	Library	Tier 1 Priority Investment Areas	Waterways

0 0.1 0.2 Miles
Data Source: City of Sacramento, 2012;

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- Line 68 – 44TH STREET provides connections from Arden Fair Transit Center to Florin Town Centre, routed with Line 67 along the CA-80 Capitol City Freeway corridor, then separately to Florin via 34th Street, Martin Luther King Jr. Boulevard, 14th Avenue, and 44th Street (service every 30 minutes from 6:00 am-6:00 pm, then hourly from 6:00-9:00 pm on weekdays; hourly from 7:40 am-9:00 pm on Saturdays, Sundays and holidays). Transfers to downtown Sacramento and Folsom can be made at 29th Street Station on the Gold Line.
- Line 29 – ARDEN-CALIFORNIA provides two morning peak hour trips to downtown Sacramento (service via Arden Way, CA-160, 7th Street, and 12th Street), terminating at 7th Street and O Street, with connections to the Gold, Green and Blue Lines at 8th and O Station (departing Arden Fair Transit Center at 6:56 am and 7:26 am). Return service from downtown Sacramento to California Avenue in Carmichael, includes two trips arriving at the Arden Fair Transit Center at 4:51 pm and 5:21 pm.

Other Transportation Facilities

No waterways or aviation facilities are located within the Arden Fair PIA. A double-tracked freight railroad line owned by Union Pacific traverses the northwestern corner of the PIA. This line is also used by Amtrak's long distance California Zephyr passenger service (Emeryville-Sacramento-Denver-Chicago) as well as Amtrak California's Capitol Corridor regional passenger rail service (San Jose-Sacramento-Auburn). Regional Transit's Blue Line light rail service runs on two separate parallel tracks located to the west of the Union Pacific line. Figure 8-25 shows railways within the area.

Utilities and Public Services

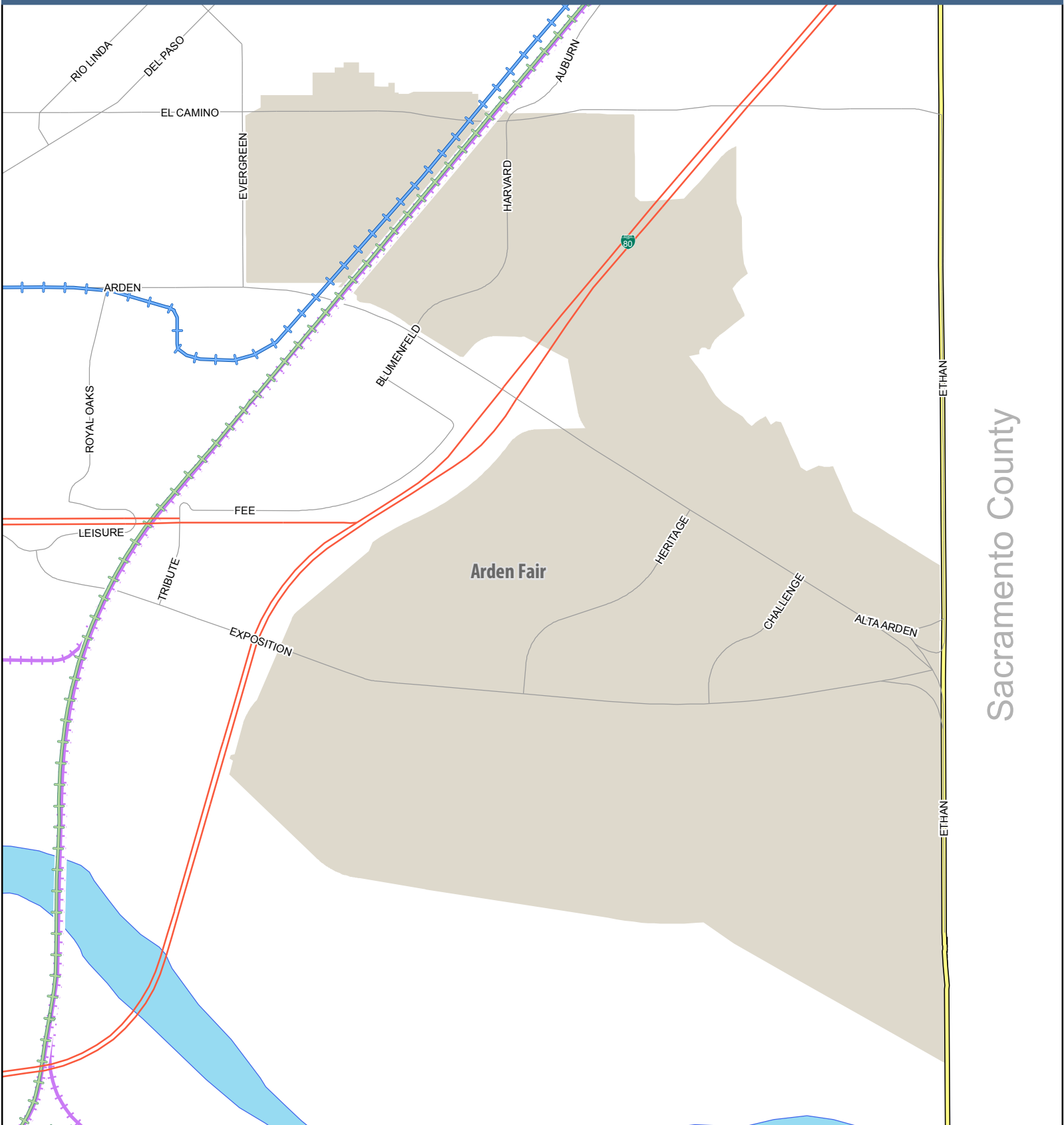
The following section covers the sanitary sewer system, the storm drainage system, and the water system within the Arden Fair PIA. See Chapter 4 for more information on Solid Waste, Electricity, Natural Gas, and Telecommunications sections, and Chapter 5 for the Police Protection, Fire Protection, Parks and Recreation, Civic and Community Facilities, Libraries, Schools, Health Facilities, and Human Services.

Sanitary Sewer System

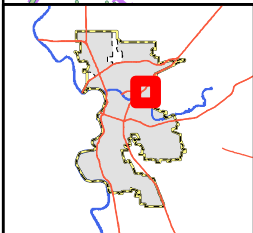
Most of the Arden Fair PIA east of the UPRR tracks is served by the Sacramento Area Sewer District (SASD) for sanitary sewer. The area west of the UPRR tracks in the Swanston Station area is served by the City of Sacramento.










The Swanston Station area is served by the City of Sacramento to the west of the UPRR tracks by sewer Basins G303 and G305, and the Sacramento Area Sewer District to the east of the UPRR tracks. The existing systems adequately convey the current wastewater flows. However, occasional problems occur with inflow and infiltration during storm events (City of Sacramento, 2007).

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Sacramento County



- Legend**
-  Passenger Rail
 -  Light Rail Transit
 -  Freight Rail
 -  Policy Area
 -  City Limits
 -  Tier 1 Priority Investment Areas
 -  Major Roads
 -  Highways
 -  Waterways

Data Source: City of Sacramento, 2012;

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The Point West area is served by a 24-inch sewer main within Cal Expo that flows to SASD Sump No.2. Smaller 8-inch to 15-inch pipelines located in the streets collect the sewer flows which are conveyed to the 24-inch pipeline. There are no known issues with the existing system.

Storm Drainage System

The Swanston Station area is mostly served by the City of Sacramento's drainage Basin 151. A small part of the area located in the southeast is served by drainage Basin 152. The Arden Fair Mall and Point West areas are served by the City's drainage Basin 152. The following is a discussion of drainage system for the three main project areas.

The Swanston Station area drains through a system of pipelines and open channels to a drainage pump station (Sump 151) located adjacent to the American River near Lathrop Way. Much of drainage Basin 151 does not meet City standards including roadside ditches containing debris, damaged culverts, insufficient pipeline capacity, inadequate storage, and pump station capacity (City of Sacramento, 2007). Basin 151 has been identified by the City of Sacramento – Department of Utilities as a Critical Drainage Infrastructure Area for needed improvements. A small portion of the Swanston Station area is also served by drainage Basin 152. This largely developed area has no known deficiencies within the Swanston Station area.

The Arden Fair Mall area is served by a drainage canal on the west side of the Arden Fair Mall property that parallels the Capital City Freeway. This canal feeds into a 10-foot by 8-foot box culvert that flows through the Point West area to a drainage pump station (Sump 152) located adjacent to the American River. Smaller 8-inch to 36-inch pipelines feed into the canal from the Mall site and the area west of Royale Road.

The Point West Area is served by a 42-inch to 54-inch trunk line in Exposition Boulevard and a 12-foot by 10-foot box culvert that flows to the drainage pump station (Sump 152). Smaller 8-inch to 30-inch pipelines flow into these facilities from Response Road, Heritage Land and Challenge Way.

Water System

Water supply and distribution to the Arden Fair PIA is provided by the City of Sacramento and the Sacramento Suburban Water District. As stated in Chapter 4, the City of Sacramento obtains water primarily by diversion from the Sacramento River and the American River. The Sacramento Suburban Water District obtains water for their customers from 88 groundwater wells located throughout their service area.

The Swanston Station area is served by the City of Sacramento, using water mains that range in size from 4-inches to 12-inches in diameter. The existing water distribution system is adequate for domestic needs, but improvements are needed to improve fire flow (City of Sacramento, 2007).

The Arden Fair Mall area is served by the Sacramento Suburban Water District with the exception of a 12-inch main along Bowling Green Drive which is maintained by the City. The water mains in the Arden Fair Mall area generally range in size from 8-inch to 54-inch diameter. There is a 54-inch transmission main located along Ethan way from Exposition Boulevard to Alta Arden Expressway. There are a few smaller 6-inch mains in the Sacramento Inn/Silica Way/Royale Road/Waterford area that should be upsized to 8-inch mains to provide better fire flow.

The Point West area is served by the City of Sacramento with water mains ranging in size from 8-inch to 12-inch diameter. The system is adequate to provide both domestic and fire needs.

Environmental Resources

Agricultural Resources

The Farmland Mapping & Monitoring Program (FMMP) categorizes the Arden Fair PIA as urban and built-up land and other land (see Figure 6-1). There are no agricultural resources in the area.

Biological Resources

Biological resources in the Arden Fair PIA include primarily urban and ruderal habitat, with riparian habitat associated with the American River parkway along the southern boundary.

There are recorded occurrences of burrowing owl and purple martin in the northern part of the Arden Fair PIA, west of I-80. Burrowing owls are fairly tolerant of human activity near their nest burrows, as long as suitable foraging habitat exists nearby. Given the lack of undeveloped lots within the Arden Fair area, there is a low potential for this species to occur. Purple martins generally inhabit open areas with an open water source nearby. They frequently return to the same nesting site year after year, and adapt well to the presence of humans. There is a colony of purple martins that was recorded nesting on the underside of the El Camino Avenue overcrossing of the railroad tracks in the PIA during surveys conducted between 2002 and 2007 (City of Sacramento 2009). In addition, the American River Parkway could provide suitable habitat for protected nesting birds and special-status species, including valley elderberry longhorn beetle and white-tailed kite. (CNDDDB 2013; see Figure 6-4). The parkway includes Bushy Lake, which is a body of water that has historically varied in size between 11 acres and 80 acres, depending upon rainfall, water pumping, and water table conditions. Over the years, the man-made lake has undergone a gradual succession of ecological change to become a substantial community of riparian and marsh vegetation with associated wildlife, consistent with the purpose and intent of the Bushy Lake Preservation Act. This Act (California Public Resources Code, Chapter 9, beginning with Section 5830), adopted in 1976, designates approximately 86 acres as a State Natural Preserve, with the primary intent of preserving important vegetation and wildlife species and their supporting ecosystems (Sacramento County 2008).

Water Resources and Quality

The American River Parkway is immediately adjacent to the southern boundary of the Arden Fair PIA east of I-80. The parkway provides approximately a 0.5-mile buffer between the PIA and the river and includes Bushy Lake and the associated State Natural Preserve (described above).

The surface water quality in the American River is impaired by the presence of mercury and polychlorinated biphenyls from Nimbus Dam to the Sacramento River confluence. Groundwater in the Arden Fair PIA is generally between 20 and 30 feet below mean sea level and of good quality (SGA 2008).

Cultural Resources

The northeast portion of the Arden Fair PIA was surveyed as part of the Swanston Station Transit Village Environmental Impact Report prepared in 2009 (City of Sacramento 2009e). Figure 8-26 identifies cultural resources surveys previously performed in the area.

Mineral Resources

The Arden Fair PIA is designated MRZ-1 in the north and MRZ-3 in the south (see Figure 6-11). In the areas designated MRZ-1, there is little or no likelihood for presence of significant mineral resources. The areas designated MRZ-3 are those containing aggregate deposits, the significance of which has not been determined based on the available data. The potential for significant mineral deposits, other than minor amounts of sand and gravel, within the Arden Fair PIA is low.

Air Quality, Greenhouse Gases, and Climate Change

The Arden Fair PIA includes commercial parcels that accommodate professional offices, medical facilities (Kaiser Permanente), retail, along with hotels, and areas of multi-family housing. Prominent landmarks in Arden Fair include Cal Expo, the venue for the California State Fair, and the Arden Fair Mall, a regional shopping mall. Interstate 80 parallels the southwestern portion of the area and passes through the northeastern portion of the area. Interstate 80 and certain segments of Arden Way are considered high-traffic volume roadways by the California Air Resources Board (ARB 2005, City of Sacramento 2013). High-traffic volume roadways are characterized ARB as freeways or urban roads that carry at least 100,000 vehicles per day or rural roads that carry at least 50,000 vehicles per day (ARB 2005). Vehicles traveling on these major transportation corridors in the area are sources of air pollutant emissions, including diesel PM, which is a toxic air contaminant (TAC). Mobile-source emissions influence air quality in the Arden Fair PIA.

Greenhouse gas (GHG) emissions that occur in the Policy Area, and elsewhere throughout the world, affect the climate on a global scale. Sources of GHG emissions and impacts of climate change on the Policy Area are discussed in Section 6.7, “Climate Change”, and are representative of conditions applicable to the Arden Fair PIA. The types of impacts on the Policy Area that may be exacerbated by climate change include water supply availability, flooding, infrastructure, extreme heat and public health-related issues, and economic issues. It is not possible further downscale these impacts to each of the Arden Fair PIA.

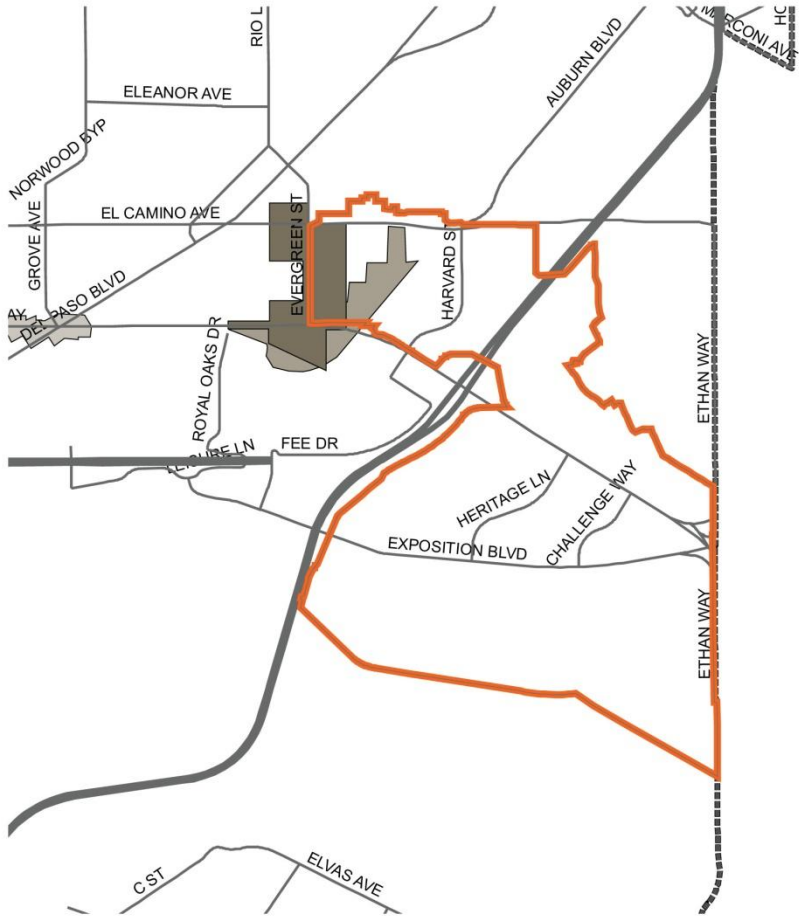
Scenic Resources

The character of the Arden Fair PIA is commercial and industrial. The area is complemented by the American River Parkway, which frames the southern boundary of the site east of I-80 and provides valuable open space. Views of the American River Parkway from the Arden Fair PIA are limited by the earthen levee that forms the southern boundary of the area. From the Cal Expo area, the tops of trees are visible and suggest the presence of the adjacent open space; however, the transmission lines that traverse the parkway from east to west are equally prominent visual features from this vantage point.

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Figure 8-26
Cultural and Historic Surveys



ARDEN FAIR TIER 1 PRIORITY INVESTMENT AREA

- Arden Fair Priority Investment Area Boundary
- Survey: 1974-1998
- Survey: 1998-2004
- Survey: 2004- current

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Cal Expo, which is the site of many functions including that California State Fair, is the hallmark of the built environment in this area. The complex includes large grey and earth-toned buildings that are surrounded by large, paved areas for parking. The Arden Fair Mall, the other major development in the area, is located at the northern boundary of the area east of I-80. This indoor retail complex consists of a large mall and five associated buildings that share a large parking lot and small parking garage.

The Arden Fair PIA is somewhat visible to motorists from I-80, to recreationalists on the American River Parkway, and to travelers on major east-west trending roadways that cross the area, including Exposition Boulevard, Arden Way, and El Camino Avenue. Ambient lighting in the vicinity is generated from roadway lighting and light industrial and commercial security lighting.

Public Health and Safety

Geologic and Seismic Hazards

Soils in the Arden Fair PIA are primarily Columbia soils, xerarents, and urban land (see Figure 7-1). Columbia soils are a coarse-loam and are found on low flood plains. Xerarents are formed in fill material (derived from nearby soils of dominantly granite origin) mixed during grading and excavation activities. The permeability of xerarents ranges from moderate to very slow, and the available water capacity is moderate or high. The shrink-swell potential ranges from low to high and runoff is very slow or slow. Xerarents have a slight hazard of water erosion. Urban land consists of areas covered up to 90 percent by impervious surfaces. The soil material under these impervious surfaces may have been altered during construction, and is generally similar to nearby soil units (City of Sacramento 2009). As discussed in Section 7.1, the Policy Area has a low potential for geologic and seismic hazards because there are no known faults in the region.

Flood Hazards

The Arden Fair PIA is located approximately 0.5 miles north of the American River and adjacent to the American River Parkway. The area is primarily within the 200-year floodplain. However, 128 acres in the southeastern corner of the area are designated as 100-year floodplain (Zone AE) by FEMA (see Figure 7-1). Most of the Arden Fair PIA is outside the 0.2 percent annual chance floodplain (Zone X) or protected by levees from the 1 percent annual chance flood (Zone X – protected by levees; see Figure 7-X).

Fire Hazards

The Arden Fair PIA does not support wildlands that pose a risk of wildfire. The adjacent American River Parkway is managed to include fire breaks and maintenance roadways (Sacramento County 2008). The older, industrial buildings in the area, however, are a potential source of structural fires.

Aviation Hazards

The Arden Fair PIA is located south of McClellan Air Field, but is not within the airport's overflight zone (see Figure 7-3).

Hazardous Materials

Parts of the Arden Fair PIA west of I-80 have a history of industrial use and includes two sites of known contamination (Figure 8-27). According to the SWRCB's Geotracker database, Perchloroethylene has been detected in soil gas and groundwater on the site of a former laundry facility at 1031 Arden Way that is currently being remediated through a voluntary clean-up agreement with DTSC (DTSC 2013). Further evaluation is needed to characterize potential contamination at an auto wrecking yard (1421 Auburn Boulevard) that is known to have cars buried onsite. According to the SWRCB's Geotracker database, there is also a leaking underground storage tank site (Arco #0662) in the Arden Fair PIA.

Emergency Response

Response to emergency situations in the Arden Fair PIA would be consistent with the response outlined for the remainder of the Policy Area in Section 7.6. Maintenance roads in the American River Parkway also provide access for emergency response (Sacramento County 2008).

Noise

Sensitive Receptors

Sensitive receptors within the Arden Fair PIA primarily consist of residential receptors. This area consists of nine residential neighborhoods: Del Paso Park, Ben Ali, Swanston Estates, Arden Fair, Point West, Cal Expo, Campus Commons, and Sierra Oak, of which are predominately multi-family attached units. Residential neighborhoods are located along Ethan Way between Exposition Boulevard and Auburn Boulevard, and south of Fair Oaks.

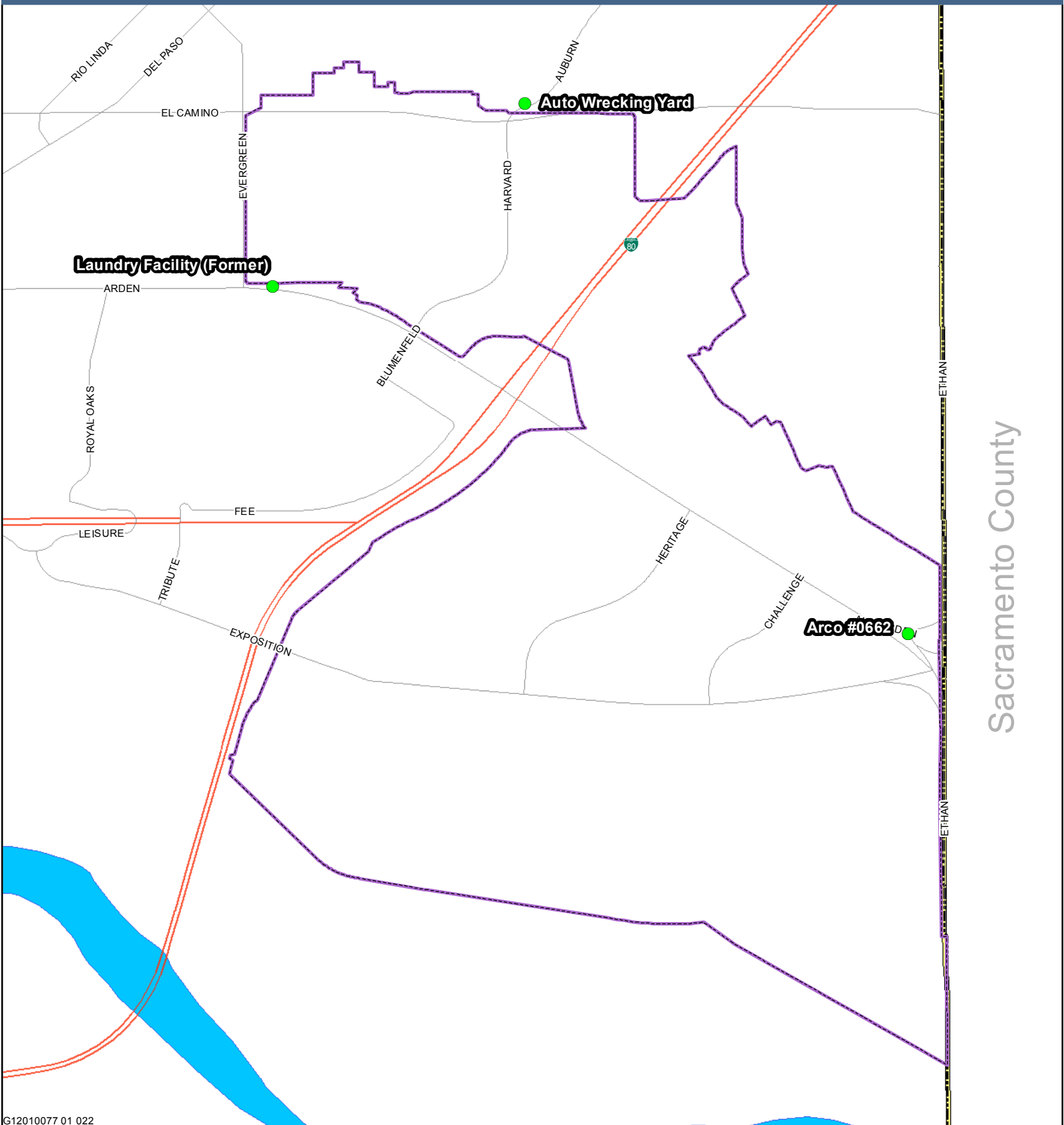
Sources of Noise

Land uses within the Arden Fair PIA include a range of residential, commercial, recreational, park and open space, and industrial. Although there are many noise sources within the area, the primary noise source is roadway traffic. Other sources of noise in the area include noise from light and heavy rail operations and other stationary noise sources, as described below.

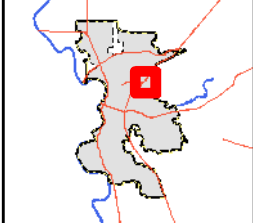
Roadway Noise. Primary roads within the Arden Fair PIA include Auburn Boulevard, Fair Oaks Boulevard, Ethan Way, Marconi Avenue, Fulton Way, El Camino Avenue, Arden Way, Exposition Boulevard, State Route (SR) 160, and Business 80. Existing roadway traffic noise levels are provided in Appendix E.

Railroad/Light Rail. The Blue Light Rail line extends along the western edge of the area, parallel to the Union Pacific Railroad line, which bounds the Arden Fair PIA on the west. Noise associated with railroad tracks in the area would be similar to noise levels throughout the entire Policy Area. Noise from railroad tracks was measured and modeled for select locations throughout the Policy Area. More detail is provided in Section 7.5 Noise and in Appendix C.

Stationary Noise Sources. The Arden Fair PIA is dominated by three landmarks: Cal Expo, Point West Marketplace, and the Arden Fair Mall which are unique stationary noise sources. Cal Expo and Point West Marketplace hold the annual California State Fair and a variety of other events such as conventions, rodeos, horse races, and others. The Arden Fair Mall is a large retail shopping area that attracts many visitors during the weekends and peak shopping times of the year.

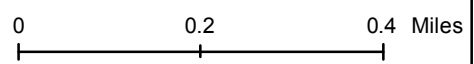


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Legend

- Hazardous Sites
- Policy Area
- City Limits
- Tier 1 Priority Investment Areas
- Major Roads
- Highways
- Waterways



Data Source: City of Sacramento, 2012; DTSC, 2013, and SWRCD, 2013

Sacramento County

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These land uses and events attract thousands of people to the area and can result in temporary increases in noise from increased roadway traffic and noise associated with events (e.g., loudspeakers, live music, fireworks). Although these facilities can result in increased levels of noise, the noise sources are not atypical of these types of land uses and they only occur for short periods of time, typically during the less sensitive times of the day.

Existing Noise Levels

Daytime Noise Levels. Noise sources in the Arden Fair PIA are similar to those throughout the entire Policy Area; therefore, ambient noise levels described in Section 7.5 Noise adequately describe the existing noise levels in this area.

Typical noise sources include roadway traffic noise, light and heavy rail operations, noise from parks and recreation facilities, noise associated with industrial land uses and commercial buildings (e.g., HVAC units, loading docks), and noises associated with residential neighborhoods (e.g., people talking, yard maintenance equipment, dogs barking).

Traffic and railroad noise levels for the entire Policy Area were modeled and are provided in Appendix C and E. Daytime ambient noise measurements were also taken at certain locations throughout the Policy Area, capturing noise levels from typical noise sources throughout the Policy Area, and described in further detail in Section 7.5 Noise.

Ground Vibration

Typical sources of ground vibration in an urban environment include trains, trucks, and buses. Vibration may also result from the use of heavy-duty construction equipment and activities such as pile driving and blasting. Primary sources of vibration in this area are Business 80, the light rail, and the Union Pacific Railroad tracks.

8.3 Central Business District

Area Overview

The Central Business District (CBD) PIA includes the Sacramento River District, the Sacramento Railyards, the Downtown Sacramento Business District, the R Street Corridor, Miller Park, and the Docks areas. The Sacramento River District is located in the northerly portion of the CBD area and is generally bounded by the American River on the north, the Sacramento River on the west, the UPRR Tracks/North B Streets on the south, and 28th Street on the east. The Sacramento Railyards is generally bounded by North B Street to the north, the Sacramento River on the west, I Street on the south and 12th Street on the east. The Sacramento Downtown Business District is generally bounded by I Street to the north, 3rd Street to the west, Capitol Mall to the south, and 17th Street to the east. The R Street Corridor is located in the southerly portion of the CBD and is a two-block wide area (one block on either side) of R Street between 2nd and 28th Streets. The Docks area is located in the southwesterly corner of the CBD and is generally bounded by the R Street Overpass on the north, the Sacramento River on the west, Interstate 80/Highway 50/Pioneer Bridge on the south, and Front Street/I-5 on the east.

Community Development

Existing Land Use

Table 8-9 and Figure 8-28 show existing land uses within the Central Business District PIA. Other lands, including waterways, streets, and other non-developable land types are the largest land use in the area at 439 acres (21 percent), followed by vacant lands at 339 acres (16 percent). Most vacant land is located east of I-5 and south of North B Street, including the Railyards area. Together, parking and utilities/right-of-way uses account for 263 acres (12 percent).

Employment generating uses (i.e., office, industrial, commercial) account for 674 acres (33 percent of the area). Of the 674 acres of employment uses, 248 acres (12 percent) are office, 326 acres (16 percent) are industrial, and 100 acres (5 percent) are commercial. Some office uses are located in the north part of the PIA near the American River, but most office sites are located throughout the Downtown. Some of the larger office developments include the California Highway Patrol and California State Lottery Commission in the north, the City of Sacramento (300 Richards Boulevard) offices in the north, and a large cluster of State government buildings to the north and south of Capitol Park. Most of the area to the north near the river includes industrial uses. Some of the larger industrial sites in the north include Sacramento Electricians, Rock-Tenn Recycling, Goodman Distribution, Sacramento Habitat for Humanity, Kelly Paper, Restaurant Depot, and Bell Marine. Other industrial sites are located in the central city along the R Street Corridor and the Docks Area adjacent to the river and the Capital City Freeway. The Docks Area is home to Chevron. Commercial development is mainly located in the central city, especially between L Street and J Street.

Residential uses (i.e., single family, multifamily) account for 129 acres (6 percent) of the PIA. Most residential uses are multifamily and the largest residential sites in the central city are clustered between Q Street and L Street near 4th and 26th. There is also a large multifamily development at Dos Rios Street and Richards Boulevard in the north, and a large single family development at Richards Boulevard and North 7th Street. Parks and recreation uses account for 166 acres (8 percent) of land in the PIA. Most park sites are located adjacent to the river, with the exception of the large Capitol Park in the central city.

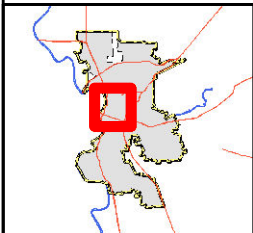
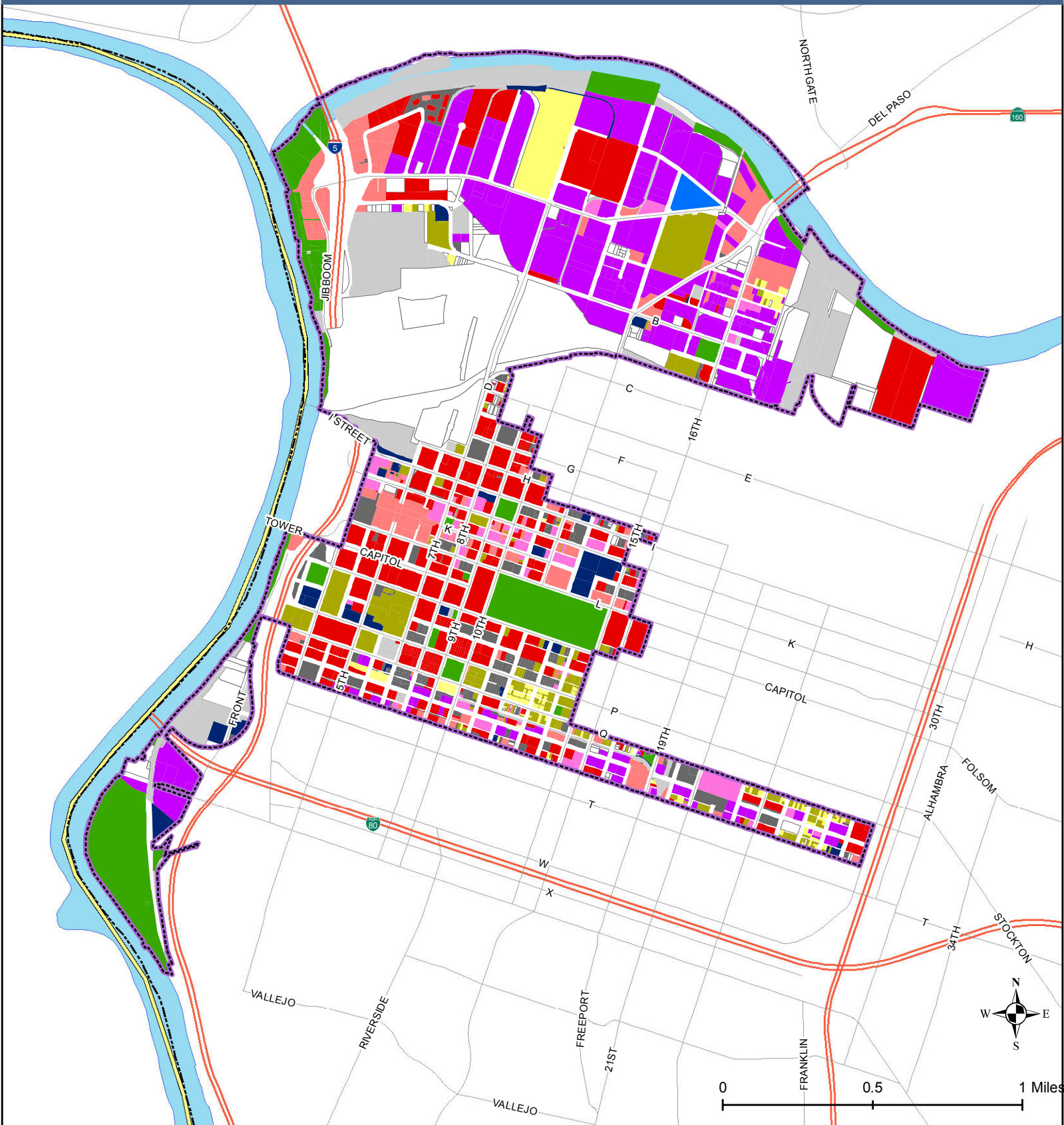
Table 8-9 Central Business District Established Boundaries: Existing Land Use		
<i>Existing Land Use</i>	<i>Acres</i>	<i>Percent of City Limits</i>
Single Family Residential	46	2%
Multifamily Residential	83	4%
Commercial	100	5%
Office	248	12%
Mixed Use	35	2%
Industrial	326	16%
Public/Quasi Public	34	2%
Educational	7	<1%
Parks and Recreation	166	8%
Utilities/Right-of-Way	195	9%
Parking	68	3%
Vacant	339	16%
Subtotal	1,647	79%
Other Land	439	21%
Total Area¹	2,086	100%

Notes:

1. Numbers may not add to total due to rounding.

Source: Sacramento GIS Database, December 2012.

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Legend

- | | | | | | |
|----------------------------------|-------------|---------------------------|---------------------|------------------------|--------|
| Policy Area | Major Roads | Single Family Residential | Mixed Use | Parks and Recreation | Vacant |
| City Limits | Highways | Multifamily Residential | Industrial | Utilities/Right of Way | |
| Tier 1 Priority Investment Areas | Waterways | Commercial | Public/Quasi Public | Parking | |
| | | Office | Educational | Ag/OS | |

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2030 General Plan Designations

Most of the Central Business District (CBD) PIA is located within the Central City Community Plan Area (CPA), but a small part of the area in the southwest extends into the Land Park CPA. The 2030 General Plan defines the CBD as Center and Neighborhood opportunity areas. A Center is a place that includes focused mixed-use activity around which the city's neighborhoods revolve. It is an area where the synergy created by an aggregation of uses produces a recognizable destination that consists of a combination of employment, services, retail and/or entertainment, and mid- to high-density housing. All land in the PIA north of Q Street is designated as a center. A Neighborhood is an area of the city that is primarily residential and contains a diversity of housing types, but may include other complementary community supportive uses such as schools, parks, community centers, and local-serving commercial centers. The area from Q Street to S Street is designated as a neighborhood.

Table 8-10 and Figure 8-29 show the distribution of land use designations included in the 2030 Sacramento General Plan Land Use and Urban Form Diagram for the CBD PIA. The CBD includes 10 land use designations. The Center designations (i.e., Central Business District, Traditional Center, Urban Center Low/High) make up the dominant land use designations in the PIA at 1,023 acres (50 percent). The Central Business District is the largest Center designation and accounts for 409 acres (20 percent). Most of the central city is designated as a Central Business District and is Sacramento's most intensely developed area. However, within the Central Business District there are also 363 acres (17 percent) of land designated for Parks and Recreation. The Central Business District includes a mixture of retail, office, governmental, entertainment and visitor-serving uses built on a formal framework of streets and park spaces laid out for the original Sutter Land Grant in the 1840s.

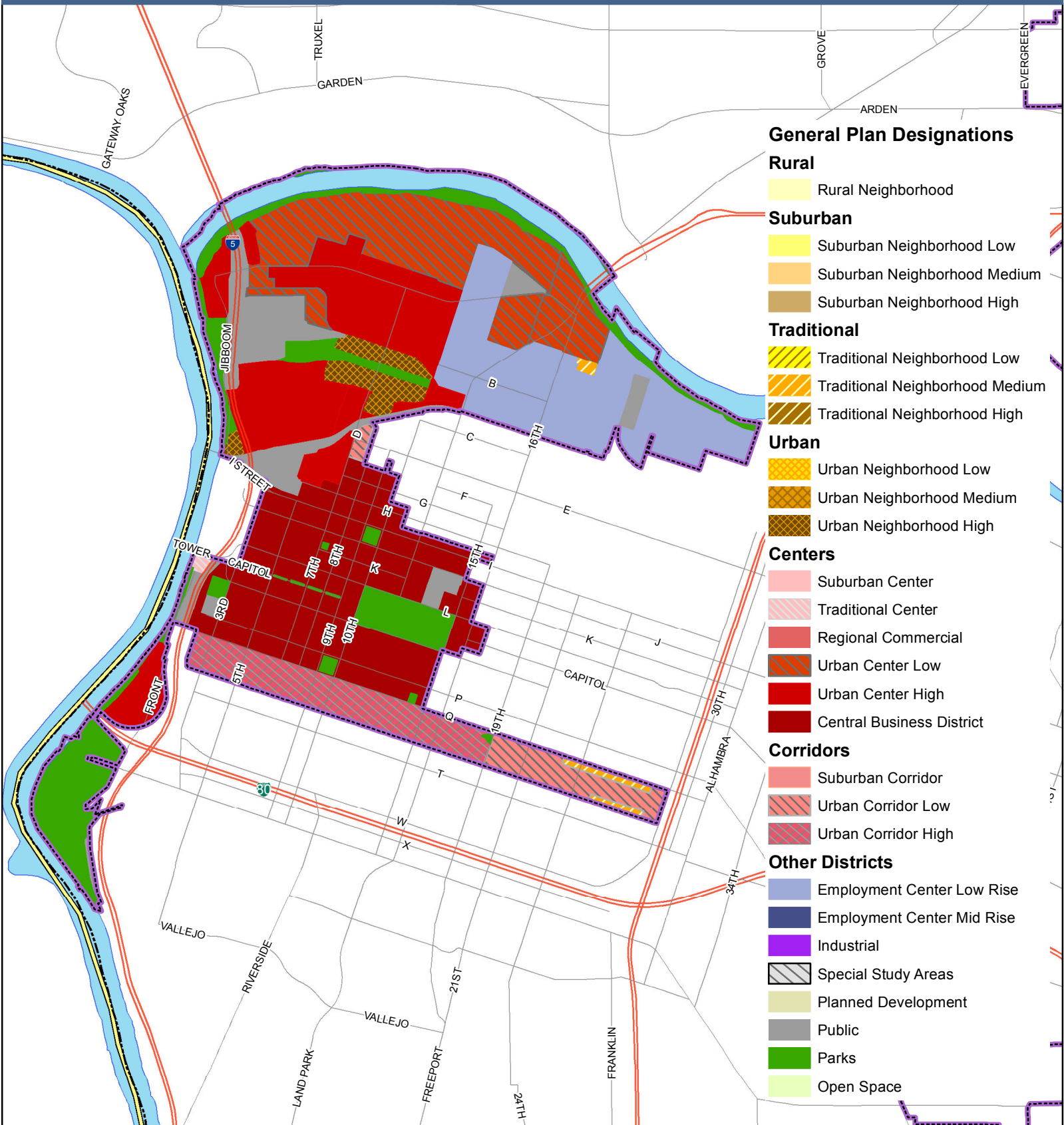
Other center designations include, Urban Center Low with 283 acres (14 percent) and Urban Center High with 328 acres (16 percent). The Urban Center Low and High designations are located mostly in the north area adjacent to the river and include many large City and State office buildings. The Urban Corridor Low designation provides for street corridors that have multistory structures and more-intense uses at major intersections, lower-intensity uses adjacent to neighborhoods, and access to transit service throughout. At major intersections, nodes of intense mixed-use development are bordered by lower-intensity single-use residential, retail, service, and office uses. The Urban Center High designation provides thriving areas with concentrations of employment-intensive uses, high-density housing, and a wide variety of retail uses including large-format retail, local shops, restaurants, and services. These areas include major transportation hubs accessible by public transit, major highways and local arterials, and pedestrian travel.

The Employment Center Low Rise designation accounts for 288 acres (14 percent), and includes construction and restaurant distribution industrial warehouses in the River District. The Employment Center Low Rise designation provides for business parks that provide the city with employment opportunities, and include pedestrian, bicycle, and transit accessibility.

Corridor designations (i.e., Urban Corridor Low/High) account for 186 acres (9 percent), including 123 acres (6 percent) of Urban Corridor Low land and 63 acres (3 percent) of Urban Corridor High land. The R Street Corridor is designated as both Urban Corridor Low (north) and High (south).

Table 8-10 2030 Central Business District Sacramento General Plan Land Use Designations		
<i>Designation</i>	<i>Acres</i>	<i>Percent</i>
Traditional Neighborhood Medium Density	16	1%
Urban Neighborhood High Density	51	2%
Traditional Center	3	<1%
Urban Center Low	283	14%
Urban Center High	328	16%
Central Business District	409	20%
Urban Corridor Low	63	3%
Urban Corridor High	123	6%
Employment Center Low Rise	288	14%
Public/Quasi-Public	157	8%
Parks and Recreation	363	17%
Total	2,086	100%

Source: City of Sacramento GIS Database, December, 2012.

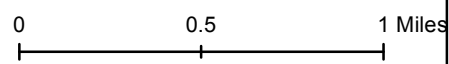


General Plan Designations

- Rural**
 - Rural Neighborhood
- Suburban**
 - Suburban Neighborhood Low
 - Suburban Neighborhood Medium
 - Suburban Neighborhood High
- Traditional**
 - Traditional Neighborhood Low
 - Traditional Neighborhood Medium
 - Traditional Neighborhood High
- Urban**
 - Urban Neighborhood Low
 - Urban Neighborhood Medium
 - Urban Neighborhood High
- Centers**
 - Suburban Center
 - Traditional Center
 - Regional Commercial
 - Urban Center Low
 - Urban Center High
 - Central Business District
- Corridors**
 - Suburban Corridor
 - Urban Corridor Low
 - Urban Corridor High
- Other Districts**
 - Employment Center Low Rise
 - Employment Center Mid Rise
 - Industrial
 - Special Study Areas
 - Planned Development
 - Public
 - Parks
 - Open Space

Legend

- Policy Area
- City Limits
- Tier 1 Priority Investment Areas
- Major Roads
- Highways
- Waterways



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Zoning

Table 8-11 and Figure 8-30 summarize existing zoning for the Central Business District PIA by base zoning district, as amended through 2012. Residential zones (i.e., R-1B, R-3, R-3A, R-5, RCMU, RMU, RO, RMX) account for 508 acres (24 percent) of all land. The Residential Mixed Use zone (RMX) is the largest residential base zone in the PIA with 158 acres. This represents 31 percent of residential-zoned land, but only 8 percent of all land. The other residential mixed-use zones (RCMU, RMU, RO) represent 14 percent, 10 percent, and less than 1 percent of residential-zoned land respectively. The Single Family or Two Family zone (R-1B) represents less than 1 percent of residential-zoned land. The Multifamily Zones (R-3, R-3A, R-4, R-5) represent 12 percent, 8 percent, 1 percent, and 24 percent of residential-zoned land respectively.

Within the PIA, Commercial/office zones (i.e., C-1, C-2, C-3, C-4, OB, ORMU) account for 629 acres (30 percent) of all land. General Commercial (C-2) is the largest base zone in the PIA with 245 acres. This represents 39 percent of commercial-zoned land and 12 percent of all land. Limited Commercial (C-1), Central Business District – Special Planning District (C-3), Heavy Commercial (C-4), Office Building (OB), and Office/Residential Use (ORMU) account for 1 percent, 27 percent, 13 percent, 16 percent, and 3 percent of all commercial/office zones respectively.

Light Industrial zones (i.e., M-1, M-1S) account for 246 acres (12 percent) of land in the PIA. There are no Heavy Industrial zones in the PIA.

Other zones (i.e., A-OS, F, ARP-F, H, TC) account for 197 acres (9 percent) of all land. Agriculture–Open Space (A-OS) represents less than 1 percent of all land. Flood (F) and American River Parkway (ARP-F) represent 8 percent of all land. Hospital (H) represents less than 1 percent of all land and Transportation Corridor (TC) represents about 1 percent of all land.

About 1,581 acres of the 2,086 acres of land within the PIA have specific zoning, while 505 acres are used for right-of-ways, waterways, and are other non-developed or un-zoned lands.

Overlay zones support the standards of the base zoning districts and address specific geographic, environmental, economic, or social conditions in specific areas. The Special Planning District, Planned Unit Development, and “With Conditions” overlay zones are located in the PIA. Most of the area to the north (above H Street), as well as the central city (between H Street and N Street) and the R Street Corridor are designated as part of the Special Planning District Overlay Zone. A square area of land above Richards Boulevard and between North 5th Street and North 10th Street is also a part of the Planned Unit Development Overlay Zone. Part of the eastern area of the R Street Corridor near 4th Street is also a part of the With Conditions Overlay Zone.

Table 8-11 Central Business District Base Zoning

<i>Zone</i>	<i>Category</i>	<i>Acres</i>	<i>Percent</i>
Single Family or Two Family	R-1B	2	<1%
Multifamily	R-3	60	3%
Multifamily	R-3A	39	2%
Multifamily	R-4	4	<1%
Multifamily	R-5	121	6%
Residential/Commercial Mixed Use	RCMU	70	3%
Residential Mixed Use	RMU	53	3%
Residential-Office	RO	1	<1%
Residential Mixed Use	RMX	158	8%
Limited Commercial	C-1	7	<1%
General Commercial	C-2	245	12%
Central Business District-Special Planning District	C-3	172	8%
Heavy Commercial	C-4	84	4%
Office Building	OB	100	5%
Office/Residential Use	ORMU	21	1%
Light Industrial	M-1	11	1%
Light Industrial	M-1S	235	11%
Agriculture-Open Space	A-OS	9	0%
Flood	F	71	3%
American River Parkway	ARP-F	96	5%
Hospital	H	1	<1%
Transportation Corridor	TC	20	1%
Total Zoned Land	--	1,581	76%
Other Lands ¹	--	505	24%
Total PIA Land²	--	2,086	100%

Notes:

1. Other land includes non-parcel areas, rights-of-ways, and waterways.

2. Numbers may not add to total due to rounding.

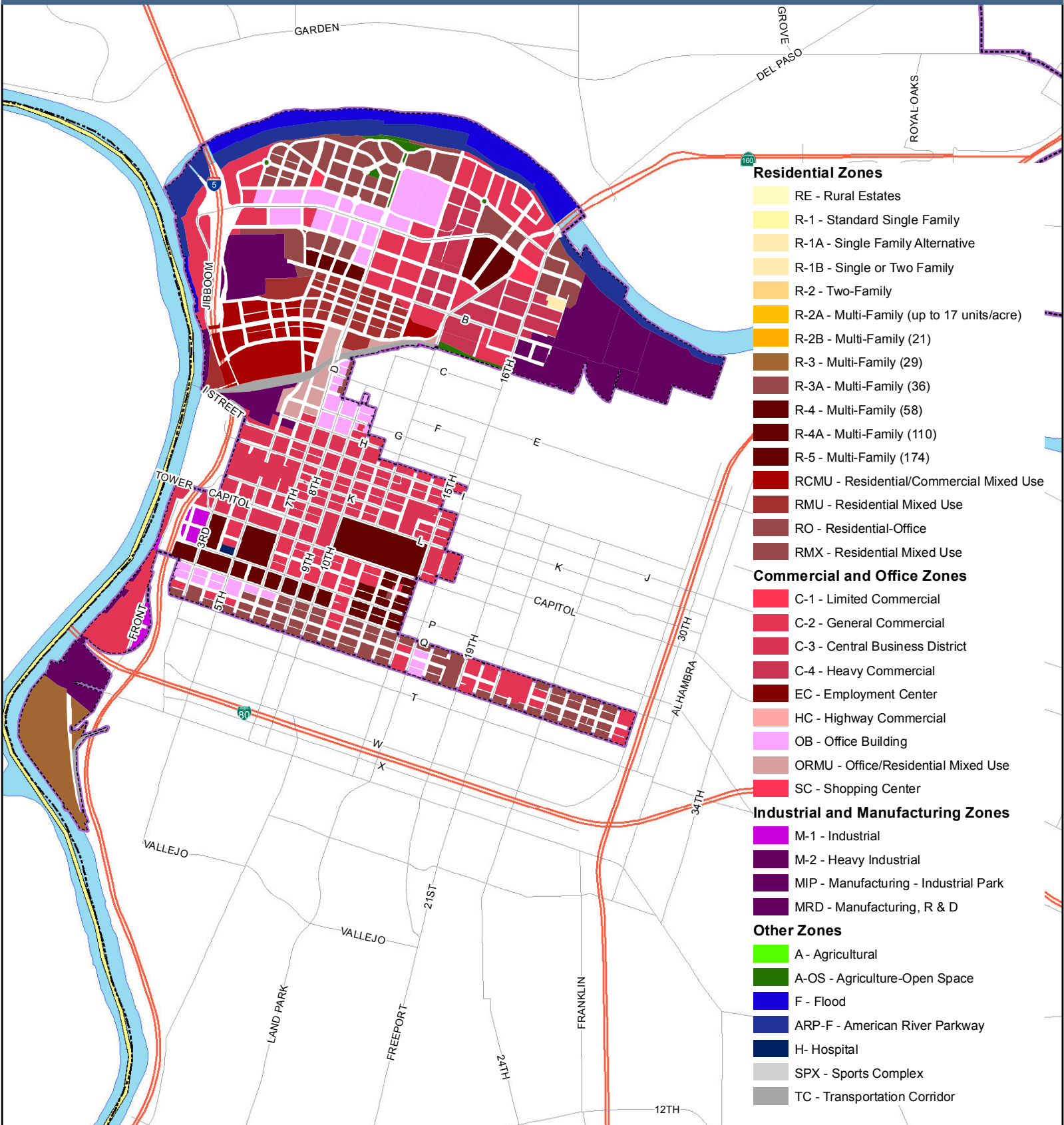
Source: City of Sacramento GIS Database, December 2012.

Policy Context

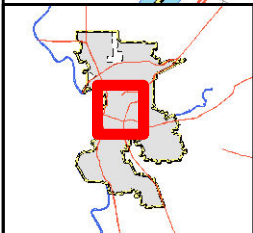
The following plans are specifically applicable to development within the CBD PIA. A summary of these and other citywide plans applicable to the area can be found in the Policy Context section of Chapter 2, Community Development.

- Sacramento Railyards Specific Plan (2007)
- River District Specific Plan (2011)
- Sacramento Docks Area Specific Plan (2009)
- Alkali Flat/Mansion Flats SNAP (2005)
- Central City Parking Master Plan (2006)
- Downtown Infrastructure Study (2011)
- Sacramento Riverfront Master Plan (2003)

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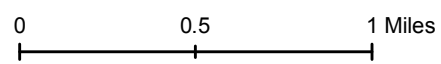


- Residential Zones**
- RE - Rural Estates
 - R-1 - Standard Single Family
 - R-1A - Single Family Alternative
 - R-1B - Single or Two Family
 - R-2 - Two-Family
 - R-2A - Multi-Family (up to 17 units/acre)
 - R-2B - Multi-Family (21)
 - R-3 - Multi-Family (29)
 - R-3A - Multi-Family (36)
 - R-4 - Multi-Family (58)
 - R-4A - Multi-Family (110)
 - R-5 - Multi-Family (174)
 - RCMU - Residential/Commercial Mixed Use
 - RMU - Residential Mixed Use
 - RO - Residential-Office
 - RMX - Residential Mixed Use
- Commercial and Office Zones**
- C-1 - Limited Commercial
 - C-2 - General Commercial
 - C-3 - Central Business District
 - C-4 - Heavy Commercial
 - EC - Employment Center
 - HC - Highway Commercial
 - OB - Office Building
 - ORMU - Office/Residential Mixed Use
 - SC - Shopping Center
- Industrial and Manufacturing Zones**
- M-1 - Industrial
 - M-2 - Heavy Industrial
 - MIP - Manufacturing - Industrial Park
 - MRD - Manufacturing, R & D
- Other Zones**
- A - Agricultural
 - A-OS - Agriculture-Open Space
 - F - Flood
 - ARP-F - American River Parkway
 - H - Hospital
 - SPX - Sports Complex
 - TC - Transportation Corridor



Legend

- Policy Area
- City Limits
- Tier 1 Priority Investment Areas
- Major Roads
- Highways
- Waterways



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Roadways and Level of Service

The roadway network within the CBD PIA varies significantly between its core and outlying portions to the north and southwest, which are somewhat disconnected due in part to manmade barriers (i.e., I-5, the B Street levee, and the Union Pacific Railroad). The entire area is well-served by the regional freeway system, with most of the region's key freeway facilities converging within or adjacent to the CBD PIA.

A robust network of gridded streets serves Downtown and Midtown, located within the core of the area. Blocks on this gridded network are spaced 400 feet apart, resulting in a high level of connectivity. The grid includes several couplets of one-way arterial roadways, many of which feature coordinated traffic signal timing plans that allow for faster vehicle travel times. These one-way couplets handle higher traffic volumes than other roadways that comprise the grid, and many of the one-way roadways provide direct access to/from the regional freeway system.

Portions of the CBD PIA located outside of Downtown and Midtown have a less connected network of roadways, and have few connections to other portions of the City. In addition to Interstate 5 (I-5), three roadways currently provide a connection between Downtown/Midtown and the Railyards/River District, located to the north. This lack of connectivity is in part due to the physical barrier presented by the existing B Street levee and Union Pacific railroad tracks that run east-west along the northern edge of Downtown and Midtown. Of the three roadways connecting these areas, two (12th Street and 16th Street) function as a one-way couplet and link to State Route 160 (SR 160) at the northern edge of the CBD PIA. The third roadway providing a direct connection between these areas, 7th Street, is a two-lane bi-directional street that extends north of H Street along the western edge of the grid, and connects Downtown with the River District at Richards Boulevard. This results in three travel options in either direction for motorists desiring to travel across the B Street levee and Union Pacific Railroad tracks.

In addition to SR 160, the CBD PIA is also served by the following three freeways.

- Interstate 5 (I-5) - runs north-south along the eastern bank of the Sacramento River.
- US Highway 50 (US 50) - runs east-west near the southern edge of Downtown and Midtown.
- Business 80 - runs north-south along the eastern edge of Midtown.

Business 80, SR-160, and I-5 all cross the American River, which forms the northern boundary of the CBD PIA; US 50 crosses the Sacramento River, which forms the western boundary of the area. Two additional local roadways, I Street and Capitol Mall, cross the Sacramento River and provide connections to the City of West Sacramento.

Jibboom Street Bridge – a local road - provides an indirect connection across the American River to South Natomas from the CBD through Discovery Park. This route experiences seasonal closures because of flooding during heavy flows on the American River. No other local roadways cross the American River within the CBD. Figure 8-31 shows the area's roadway system, and shows roadway functional classifications and the number of travel lanes.

Figure 8-32 and Table 8-12 display the existing daily roadway segment LOS analysis results within the CBD PIA. Roadway LOS was calculated consistent with the methodologies documented in Chapter 3. As shown, all roadways analyzed within the area are rated at LOS D or better, with the exception of the I-5, which is rated at LOS F.

All freeways within and surrounding the area are designated Surface Transportation Assistance Act (STAA) truck routes, in addition to portions of North 7th Street, North 10th Street, and North B Street. The City has also designated several roadways within the CBD PIA as City truck routes (see Figure 8-33).

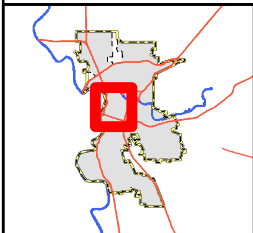
Table 8-12 Central Business District Existing Daily Roadway Segment LOS – Central Business District PIA, 2012

<i>Roadway</i>	<i>Segment</i>	<i>Lanes</i>	<i>Daily Volume</i>	<i>Existing LOS</i>
I St	5th St to 12th St	4	16,600	A
J St	3rd St to 7th St	3	19,300	D
7th St	P St to J St	3	3,900	A
12th St	N St to P St	2	1,300	A
N 7th St	Richards Blvd to B St	2	5,700	A
Richards Blvd	Bercut Dr to N 7th St	4	21,400	A
Richards Blvd	N 7th St to N 12th St	4	16,900	A
12th St	Richards Blvd to D St	4	19,000	A
16th St	Richards Blvd to I St	4	24,100	B
12th St	D St to I St	3	7,100	A
L St	5th St to 15th St	3	11,800	A
15th St	J St to P St	3	10,300	A
P St	16th St to 9th St	3	7,900	A
P St	9th St to 2nd St	3	8,200	A
Q St	3rd St to 10th St	4	12,200	A
16th St	P St to W St	3	13,300	A
L St	15th St to 29th St	2	7,300	A
I-5	Richards Blvd to J Street	8	179,300	F
I-5	J St to US-50/Business 80 Interchange	7	173,300	F

Source: Fehr & Peers, 2013.

Pedestrian and Bikeway Facilities

The core of the CBD PIA features an extensive system of sidewalks and bikeways, while outlying areas have fewer travel options for these modes. Numerous roadways within the CBD feature on-street Class II bicycle lanes or serve as designated Class III bicycle routes. Class I off-street bicycle trails within the CBD PIA include trails along the banks of the Sacramento and American Rivers, and the Sacramento Northern Bike Trail, which provides a crossing of the American River. Figure 8-34 shows all existing bicycle facilities within the area.



Legend

- # Number of Travel Lanes
- Freeway
- Arterial
- Major Collector
- Minor Collector

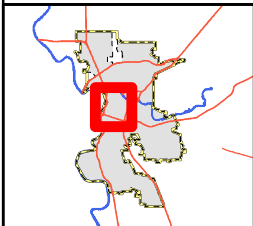
- Policy Area
- City Limits
- Tier 1 Priority Investment Area
- Major Roads

- Highways
- Waterways

0 0.25 0.5 Miles

Data Source: City of Sacramento, 2012;

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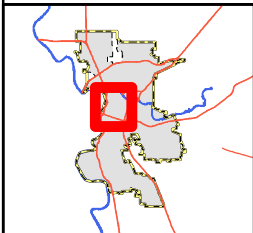
Legend

- ## Daily Traffic Volume x 1,000
- A - D
- E
- F
- Policy Area
- City Limits
- Tier 1 Priority Investment Area
- Major Roads
- Highways
- Waterways

0 0.25 0.5 Miles

Data Source: City of Sacramento, 2012;

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Legend

- STAA Truck Routes
- City Truck Routes
- Policy Area
- City Limits
- Tier 1 Priority Investment Area
- Major Roads
- Highways
- Waterways

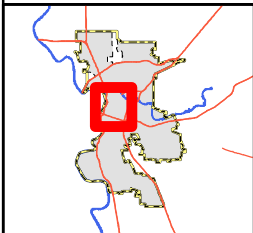
N
W —+— E
S

0 0.25 0.5 Miles

A north arrow pointing upwards and a scale bar showing 0, 0.25, and 0.5 miles.

Data Source: City of Sacramento, 2012;

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Legend

- Class 1 Bike Path
- Class 2 Bike Lane
- Class 3 Bike Route
- Policy Area
- City Limits
- Tier 1 Priority Investment Area
- Major Roads
- Highways
- Waterways



0 0.25 0.5 Miles

Data Source: City of Sacramento, 2012;

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Figure 8-35 shows the percentage of commuters in the area who walk to work. As shown, the percentage of commute trips made by walking within the area varies, with the highest percentage in Downtown, and the lowest percentage in the Railyards and the River District. Figure 8-36 shows the locations of roadways with missing or partial sidewalk coverage. As shown, roadways within the portion of the PIA located in Midtown and Downtown generally have full sidewalk coverage, with R Street as a notable exception. Many roadways within the outlying portions of the CBD PIA including Miller Park, the Railyards, and River District areas have either missing or partial sidewalk coverage.

Street lighting increases the comfort of pedestrians and bicyclists, and increases their visibility to passing motorists. As shown in Figure 8-37, most streets within the portion of the PIA located in Downtown have good street lighting coverage, while portions within Midtown, Miller Park, the Railyards, and the River District have partial street lighting coverage.

Transit Service and Facilities

While much of the CBD PIA is intensely developed with mid- to high-density commercial office, residential buildings, and industrial lands, the PIA includes large swaths of less developed or undeveloped property, including:

- An area immediately north of the Sacramento Valley Station, bounded by the Sacramento River to the west, N. B Street to the north, N. 7th Street to the east, and N. H Street to the south.
- An area immediately south of the American River, bounded by N. 7th Street to the east, Richards Boulevard to the south, and N. 5th Street to the west.
- An area bounded by the American River to the North, the Sacramento Northern Bike Trail to the west, Sutter's Landing Regional Park to the east, and the rail line immediately north of C Street to the south.

Most of the transit lines in Sacramento RT's radial bus and light rail network converge in downtown Sacramento and other districts within the CBD PIA.

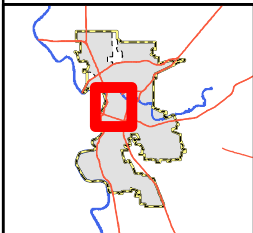
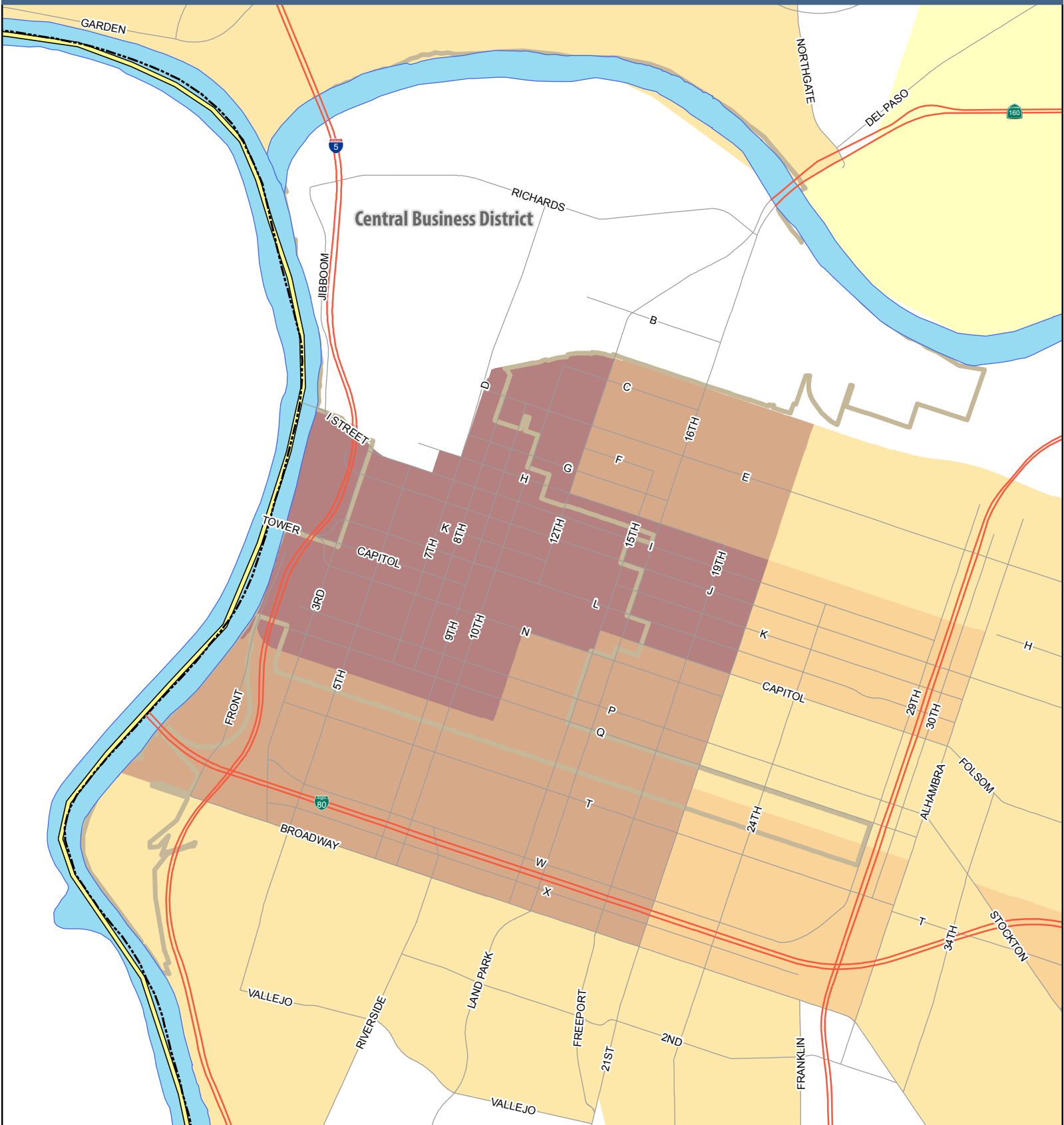
Intercity Rail

The hub of the Capital Region's intercity and regional passenger rail transit system is the Sacramento Amtrak Station and the co-located Sacramento Valley Light Rail Station, which is the western terminus of the Gold Line. From the Amtrak Station, passengers can travel on the Capitol Corridor southwest to Davis, Richmond, Oakland, San Jose, or east to Placer County (16 trains daily on weekdays). Sacramento is the northern terminus of the San Joaquin line, which provides 12 daily round trips from Sacramento to Bakersfield, via Stockton, Merced, Fresno, and points in between. Other intercity options include the California Zephyr, which stops in Sacramento en-route from the San Francisco Bay Area to Chicago, via Reno and Denver (1 train daily), and the Coast Starlight which stops en-route from Los Angeles to Portland and Seattle (1 train daily).

Light Rail

The hub of Sacramento RT's light rail transit network is a loop within the CBD, where all three lines (Green, Blue, and Gold) operate northbound on 8th Street, southbound on 9th Street, and westbound O Street, allowing transfers to the:

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Legend
% Commuters Walking

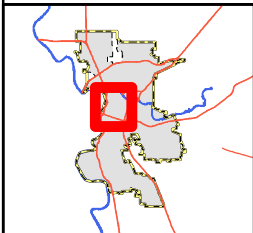
0 %	.5 - 1%
0 - .1%	1 - 3%
.1 - .5%	3 - 4.1%

- Policy Area
- City Limits
- Tier 1 Priority Investment Areas
- Major Roads
- Highways
- Waterways

0 0.25 0.5 Miles

Data Source: City of Sacramento, 2012;

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Legend

% of Sidewalk Coverage

- Missing Sidewalks (>80%)
- Partial Sidewalks (20 - 80%)
- Existing Sidewalks (<20%)

- Parks
- School
- Library
- Policy Area

- City Limits
- Tier 1 Priority Investment Areas
- Major Roads

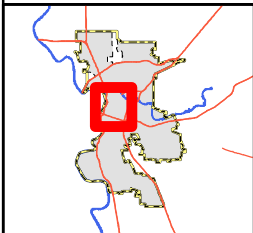
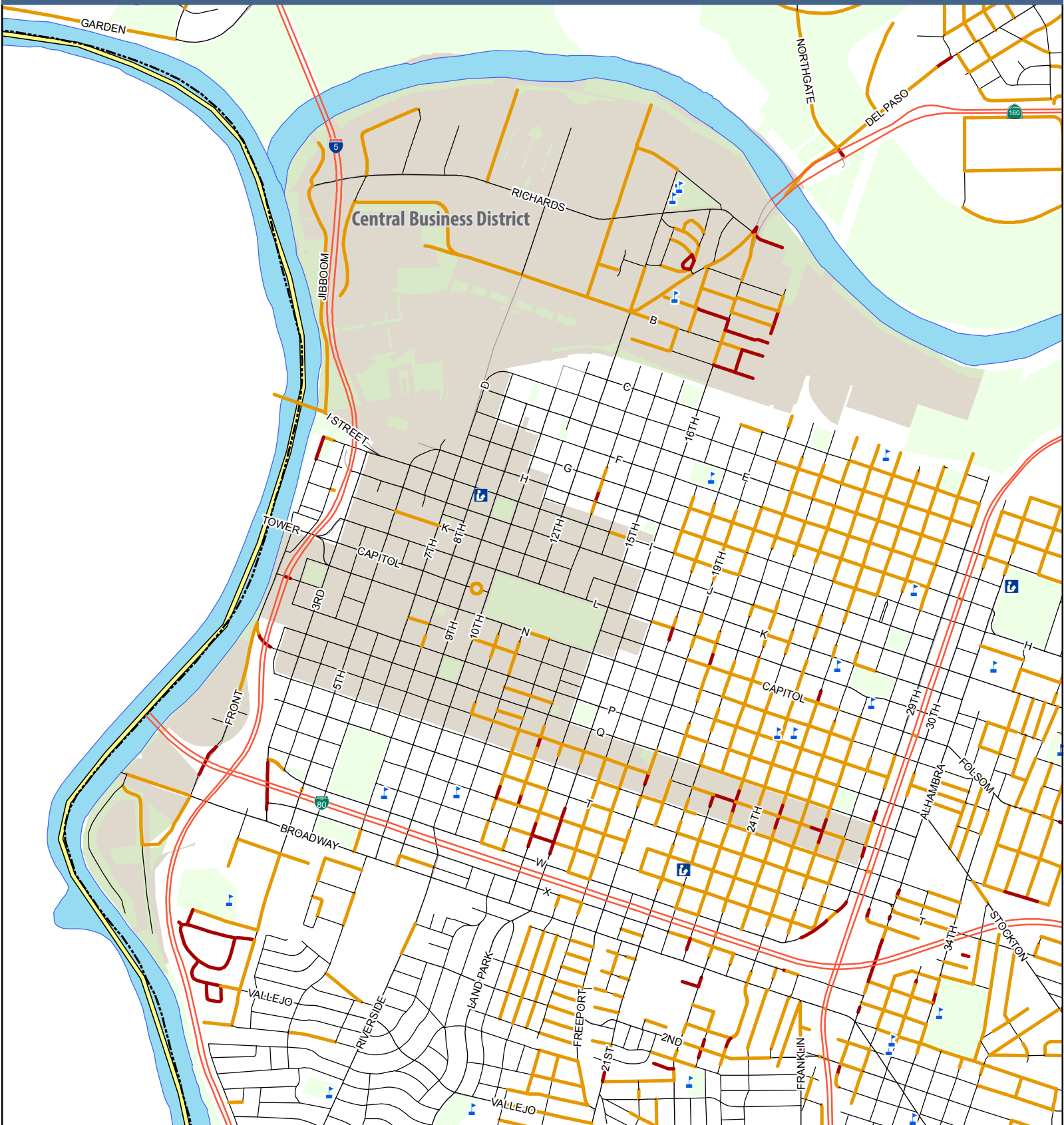
- Highways
- Waterways



0 0.25 0.5 Miles

Data Source: City of Sacramento, 2012;

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Legend

Good Coverage	Parks	Policy Area	Major Roads
Partial Coverage	School	City Limits	Highways
Missing Lighting	Library	Tier 1 Priority Investment Areas	Waterways

0 0.25 0.5 Miles
Data Source: City of Sacramento, 2012;

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- Blue Line (Northeast to Watt/I-80 and southeast to Meadowview). Within the CBD PIA, the Blue Line can be accessed at 12th Street and I Street, Cathedral Square, K Street Mall, St. Rose of Lima Park, 7th and Capitol [SB only], 8th and O, Archives Plaza, 13th Street, 16th Street, and 8th and Capitol (NB only).
- Gold Line (North to Sacramento Valley Station [Amtrak], or east to Historic Folsom). Within the CBD, PIA the Gold Line can be accessed at Sacramento Valley Station, 7th Street and I Street/County Center, 7th Street and K Street, 7th Street and Capitol, 8th Street and O Street, Archives Plaza, 13th Street and 16th Street, 8th Street and H Street/County Center, 8th Street and K Street, and 8th Street and Capitol.
- Green Line (North to Richards/Township 9, and South to 13th Street). Within the CBD PIA, the Green Line can be accessed at 7th Street and Richards/Township 9 and all stations served by the Gold Line, with the exception of Sacramento Valley Station.

Bus Lines

Most of Sacramento RT's bus lines provide service from the CBD PIA to destinations throughout the City of Sacramento and the larger Capital Region.

Key north-south bus corridors within the CBD PIA include:

- 7th Street, southbound from Richards Boulevard to Q Street (2-Riverside, 6-Land Park, 15-Rio Linda Blvd/Land Park, 34-McKinley, 51-Broadway-Stockton, 3-Riverside Express, 29-Arden-California, 7-Pocket Express, and 109-Hazel Express).
- 8th Street, northbound from S Street to F Street (2, 6, 11, 15, 34, 51, 3, 7, 29, 109).
- 3rd Street, southbound from I Street to S Street (30-J St, 38-P/Q St, 11-Truxel Road, 61-Fruitridge, 86-San Juan-Silver Eagle, 88-West El Camino)
- 5th Street, northbound from S Street to the Sacramento Valley Station/ Amtrak Station (30, 38)
- 9th Street, southbound from J Street to S Street (11, 38, 86, 88)
- 10th Street, northbound from P Street to L Street (38)
- 12th Street/Dos Rios, from Richards Boulevard to I Street (33-Dos Rios, 29)
- N. 16th Street from C Street to the American River (29)

Key east-west bus corridors in the CBD PIA include:

- Richards Boulevard, both directions from I-5 to N. 12th Street (11, 15, 33)
- N. B Street, both directions from Bannon Street to N. 16th Street (33, 33 Express)
- J Street, eastbound from 3rd Street to N. 16th Street (11, 15, 30, 38, 62, 86, 88)

- L Street, westbound from N. 16th Street to 3rd Street ((11, 15, 30, 38, 62, 86, 88)
- P Street, westbound from 16th Street to 3rd Street (3, 6, 7, 38, 109)
- Q Street, eastbound from 3rd Street to 16th Street (2, 3, 6, 7, 15, 38, 109)

Span and Frequency of Transit Services in the CBD PIA

RT provides transit service to the CBD PIA 365 days a year. Buses operate from 4:38 AM to 9:46 PM, with service every 12 to 75 minutes, depending on the route, day, and time of day. Light rail service operates daily, beginning on weekdays at 4:00 AM, with service at 15-minute intervals throughout the day and every 30 minutes in the evening. On weekdays, trains operate until 1:00 AM on the Blue Line, until 12:00 AM on the Gold Line between Sacramento Valley Station and Sunrise Station, and until 7:00 PM from Sunrise Station to the terminus at Historic Folsom.

Other Transportation Facilities

No aviation facilities are located within the CBD PIA. The portions of the Sacramento and American Rivers adjacent to the CBD PIA are designated as navigable waterways according to the U.S. Army Corps of Engineers (USACE 2013).

A double-tracked east-west freight railroad line owned by Union Pacific traverses the northern edge of Downtown and Midtown. This line is also used by Amtrak's long distance California Zephyr passenger service (Emeryville-Sacramento-Denver-Chicago) as well as Amtrak California's Capitol Corridor (San Jose-Sacramento-Auburn) and San Joaquin (Sacramento-Bakersfield) regional passenger rail services. A second Union Pacific owned freight railroad line runs north-south through the area, bisecting Midtown. The Sacramento Southern Railroad, owned by the California State Railroad Museum, operates a railroad line along the eastern bank of the Sacramento River that is primarily used for weekend passenger train excursion service, but also provides limited freight service. As discussed previously, multiple Regional Transit light rail lines also operate within the CBD PIA. Figure 8-38 shows railways within the area.

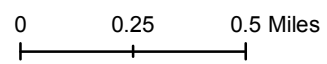
Utilities and Public Services

The following section covers the sanitary sewer system, the storm drainage system, and the water system within the PIA. See Chapter 4 for more information on Solid Waste, Electricity, Natural Gas, and Telecommunications, and Chapter 5 for Police Protection, Fire Protection, Parks and Recreation, Civic and Community Facilities, Libraries, Schools, Health Facilities, and Human Services.

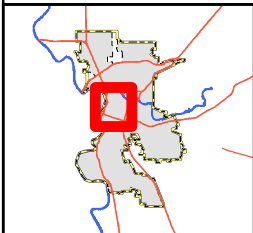


Legend

- Passenger Rail
- Light Rail Transit
- Freight Rail
- Policy Area
- City Limits
- Tier 1 Priority Investment Areas
- Major Roads
- Highways
- Waterways



Data Source: City of Sacramento, 2012;



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Sanitary Sewer System

The Central Business District PIA is served by the City's Combined Sewer System. This is a legacy system that for the majority of the area provides both sanitary sewer and storm drainage collection in a common pipe. For the areas served by a separated storm drainage system (Basins 52 and 111) the Combined Sewer System provides sanitary sewer only collection. Recent major improvements to the Combined Sewer System capacity have been installed as part of the Combined Sewer Upsizing Project by the Department of Utilities. This program is strategically upsizing select Combined Sewer System pipelines in the Downtown Sacramento area.

Most of the area is served by the Combined Sewer System for sewer only with only approximately 20 percent of the area also contributing storm drainage flows to the Combined Sewer System. Part of the River District area is located in the North Bannon Street Trunk Sewer Trunk District. This District was created for parcels in the District area that are on septic systems connected to a system operated by SRCSD.

Most of the existing Railyards area is undeveloped, with the exception of the southerly area of the Central Shops and Sacramento Depot. These areas are served by the Combined Sewer System through a connection to a 24-inch pipeline at the intersection of 3rd and I Street. A new collection system including a pump station for sewer flows from the River District will be conveyed to an enlarged pipeline at 3rd and R Street.

The local Combined Sewer System in the Downtown Business District area is comprised of 8-inch to 12-inch pipelines located in the streets and alleyways. The collection system has pipelines ranging in size between 24-inch to 36-inch located in 7th, 9th, 13th, 15th, and 17th Streets. Separation of the sewer and drainage systems within the Combined Sewer System area is intended to provide better storm drainage capacity in the vicinity of each project.

Recent upgrades to the Combined Sewer System have been installed in the area as part of the Downtown Combined Sewer Upsizing Project by the Department of Utilities. Within the area this includes a 48-inch pipeline in 7th Street between H and K Streets, a 60-inch pipeline in 7th Street between K and P Streets, and a 36-inch pipeline in L Street between 7th and 9th Streets.

The local Combined Sewer System in the R Street Corridor is typically collected in 8-inch to 12-inch piping systems located in the alleyways and piped to a major collector on S Street. Separation of the sewer and drainage systems within the Combined Sewer System area is intended to provide better storm drainage capacity in the vicinity of each project.

The S Street system has recently been upgraded as part of the Downtown Combined Sewer Upsizing Project by the Department of Utilities. A combination of large diameter 66, 72, 78, and 84-inch pipelines has been installed from 5th street to 14th Street and a 72-inch pipeline in 7th Street between S and P Streets. An additional 66-inch pipeline is soon to be installed between 14th and 17th Streets.

The Docks area is located within the City's Combined Sewer System that serves both sanitary sewer and storm drainage. The City's Pioneer Reservoir and Treatment Facility is located at the end of V Street in the southwesterly corner of the project area and sewer Sumps 1/1A is located off U Street. The reservoir serves the greater Central City area with potential sewer storage during larger storm events. The Sump pumps sewer flows to Sump 2 through a 120-inch interceptor force main and/or to

the Pioneer Reservoir through twin 60-inch force mains. Under extreme high flow events when treatment and storage capacity of the Combined Sewer System is exceeded, the Sump 1A can discharge flows directly through a 60-inch force main to the Sacramento River.

The area north of U Street is served by a series of 12, 15, and 18-inch pipelines. The northerly 660 feet of this system is a dedicated storm drainage pipeline only. The area south of U Street is served by a 12-inch and 60-inch sewer main.

Storm Drainage System

The River District of the CBD PIA is served by drainage Basin 111, with only approximately 20 percent of the area storm drainage flows being collected by the Combined Sewer System. The flows are discharged directly to the American River through Sump 111. The existing pump station (Sump 111) is under capacity, with modifications to the pump station capacity as well as drainage mains and detention basins planned with the redevelopment of the area (City of Sacramento, 2011a).

Most of the existing Railyards area has no existing drainage system. Only part of the area in the south, containing the Central Shops and Sacramento Depot area, is using the Combined Sewer System for storm drainage flows with the main point of connection to a 24-inch pipeline at 3rd and I Street. With the redevelopment of the area, a new collection system and pump station discharging directly to the Sacramento River are proposed (City of Sacramento, 2007).

Half of the Downtown Business District is served by the Combined Sewer System and half is served by Basin 52. See the discussion of the Combined Sewer System in the Sanitary Sewer section above for more information. The Basin 52 system which also includes small Basins 73 and 114 collects the storm drainage from the area westerly of 7th/10th Streets in the Downtown and conveys it to drainage Sump 52 located south of the Crocker Art Museum near the corner of 3rd and P Streets, which discharges storm flows to the Sacramento River.

The system is currently over capacity and allows fairly significant flooding even during the 2-year storm event. Property flooding for at grade structures is only anticipated during the 100-year storm event, although underground structures are at risk during smaller storms (City of Sacramento, 2011b). Most of the recommended pipe system and sump/detention improvements in the City's Basin 52 Master Plan (1996) in the Downtown Business District area have yet to be constructed.

Most of the R Street Corridor area is served by the Combined Sewer System for both storm drainage and sanitary sewer. See the discussion of the Combined Sewer System in the Sanitary Sewer section above for more information. The westerly portion of the area is served by Drainage Basin 52. See the discussion above in the Downtown Business District regarding the Basin 52 system for more information.

Portions of the pipeline improvements recommended in the City's Basin 52 Master Plan in the R Street Corridor Area have been installed with the CalPERS Headquarters Expansion project (4th / Q Streets); however, most of the recommended pipe system and sump/detention basin improvements have yet to be constructed (City of Sacramento, 2003).

The Docks area is served by the Combined Sewer System for both storm drainage and sanitary sewer. See discussion of this system in the Sanitary Sewer section above for more information.

Water System

The Central Business District PIA is served by the City of Sacramento for water supply and treatment. The City's main water treatment plant, the Sacramento River Water Treatment Plant (SRWTP) is located in this area on Bercut Drive near the I-5/Richards Boulevard Interchange.

The River District area is well served by an existing network of water mains. There are three major transmission mains (larger than 12-inches within the area): a 24-inch main in Bercut, a 36-inch main in North B Street, and a 42-inch main in 18th Street. Distribution main ranging from 8-inches to 12-inches make up the remaining system (City of Sacramento, 2011a). There are no wells or reservoirs (other than at the SRWTP) located in the area.

Most of the Railyards area is undeveloped at this time, with only the south parts of the Central Shops and Sacramento Depot areas currently containing water mains. Several large 30-inch and 42 inch diameter transmission mains cross the westerly portion of the area from the SRWTP. There is also an 18-inch transmission main in 7th Street. Most of the existing water system within the former yard area has been demolished. A new water distribution system will be constructed with the development of the area (City of Sacramento, 2007). There are no wells or reservoirs located in the area.

The Downtown Business District is generally well-served by a system containing several major transmission mains ranging in size from 14-inches to 42-inches and an extensive system of service mains ranging in size from 6-inches to 12-inches. Upsizing of the existing mains has been performed over the years as development of the area has occurred. However, since this is the oldest area of the City, some of the system mains are older cast iron pipes which have demonstrated a history of problems associated with mains reaching or exceeding the end of their useful life. Currently the top seven priority transmission main replacement projects are on the Department of Utilities 2012 Capital Improvement Programming Guide list are located within or near the area (City of Sacramento, 2012). There are no wells or reservoirs located in the area.

The water mains in the R Street Corridor area are generally located in the Q/R and R/S alleys. The mains are typically 6-inch cast iron. There are also mains varying in size from 6-inches to 24-inches in diameter that cross the corridor at approximately every two to three blocks. The 24-inch main is an old riveted steel pipe transmission main located in 19th Street. The replacement of this 24-inch main from Q Street to Broadway is number eight on the Department of Utilities 2012 Capital Improvement Programming Guide pipeline replacement list (City of Sacramento, 2012). Recent projects including the CalPERS Headquarters Expansion and the City's R Street Improvements from 10th to 13th Street have begun to add a new 12-inch diameter distribution main to R Street.

The Docks area is well served by a 12-inch distribution main along Front Street. There is also a 42-inch major transmission main located in Front Street (City of Sacramento, 2009).

Environmental Resources

The Central Business District (CBD) PIA is approximately 25 feet above mean sea level and has little topographic relief. The Sacramento and American rivers are valuable natural resources to the area, which is otherwise generally characterized by its dense urban environment.

Agricultural Resources

The CBD PIA has a history of urban, commercial, and industrial use. There are no agricultural resources in the CBD PIA (see Figure 6-1).

Biological Resources

The CBD is bound to the north and west by the American River and Sacramento River, respectively. While most of the CBD has a long history of industrial use, there is remnant riparian habitat associated with the rivers. This is especially true of the north part of the area adjacent to the American River.

Special-status species with potential to occur in the CBD include Sacramento valley tiger beetle, Valley elderberry longhorn beetle, western pond turtle, purple martin, white-tailed kite, burrowing owl, Swainson's hawk, pallid bat, Pacific western big eared bat, small-footed myotis bat, long-legged myotis bat, and Yuma myotis bat (CNDDDB 2013, City of Sacramento 2010, City of Sacramento 2007b; see Figure 6-4). Elderberry shrubs are present along the Sacramento and American rivers that could provide habitat for the Valley elderberry longhorn beetle. The banks of the American River may provide habitat for western pond turtle. Suitable nest trees for Swainson's hawk and white-tailed kite are present in riparian areas, and foraging may occur in nearby rural or agricultural areas. A colony of purple martin is known to inhabit the underside of the I Street bridge. Roosting bats have also been observed under the I Street bridge (City of Sacramento 2007b).

Water Resources and Quality

The Sacramento and American rivers form the western and northern boundaries of the CBD PIA, respectively. As detailed in Section 6.3, the quality of Sacramento River is impaired due to the presence of mercury, diazinon, chlordane, DDT, dieldrin, and PCBs. The lower American River has elevated levels of mercury and PCBs.

Groundwater elevation in the CBD PIA is generally between mean sea level and 10 feet below mean sea level, depending on season, water year, and location (SCGAH 2010). Groundwater flow is controlled by the Sacramento and American rivers. As the surface water elevation of the Sacramento and American rivers rise and fall, groundwater levels near the banks fluctuate.

Groundwater in the CBD PIA is exposed to the Union Pacific Downtown Contaminant Plume (SCGAH 2010). This contaminant plume is the result of historical burial of wastes and use of unlined ponds and ditches in the Railyards Specific Plan Area. Primary pollutants in the groundwater include: solvents such as trichloroethylene (TCE) and tetrachloroethylene (PCE); the solvent stabilizer 1,4 Dioxane; semivolatiles organics such as acenaphthene, dibenzofuran, flourene, 2-methylbnaphthalene, and naphthalene; total petroleum hydrocarbons (TPH); and metals including nickel, arsenic, and lead. Several areas within the Railyards have been remediated, and remediation is planned for the remainder of the contaminated groundwater. Remediated areas are considered suitable for development (City of Sacramento 2007a).

Cultural Resources

The Sacramento General Plan 2030 includes the following cultural and historic resource policies, which are specific to the Central Business District (CBD) (City of Sacramento 2009b, p. 3-CC-9):

- **CC.HCR 1.1 Preservation.** The City shall support programs for the preservation of historically and architecturally significant structures which are important to the unique character of the Central City. *(MPSP)*

- **CC.HCR 1.2 Old Sacramento.** The City shall continue the development of historic “Old Sacramento” as a major tourist, entertainment, and cultural area in the region. *(MPSP)*

In support of these policies, the City conducted the following seven historic and cultural resources studies within the past five years, noted in Table 8-13 below and shown in Figure 8-39.

Number	Survey Title	Year
1	Bercut Richards Cannery	2008
2	K Street Corridor Study, Historic Environmental Consultants	2009
3	Proposed “Docks” Project Cultural Resource Inventory	2007
4	R Street Historic Resources Survey	2009
5	Richards Blvd. Area Architectural and Historical Property Survey; River District Architectural and Historical Property Survey Update	2009
6	Sacramento River Water Filtration Plant	2009
7	Street grids – Historic Evolution	2008
8	Raised Streets Historic Context Statement (2010) and Survey (2009)	2009/2010

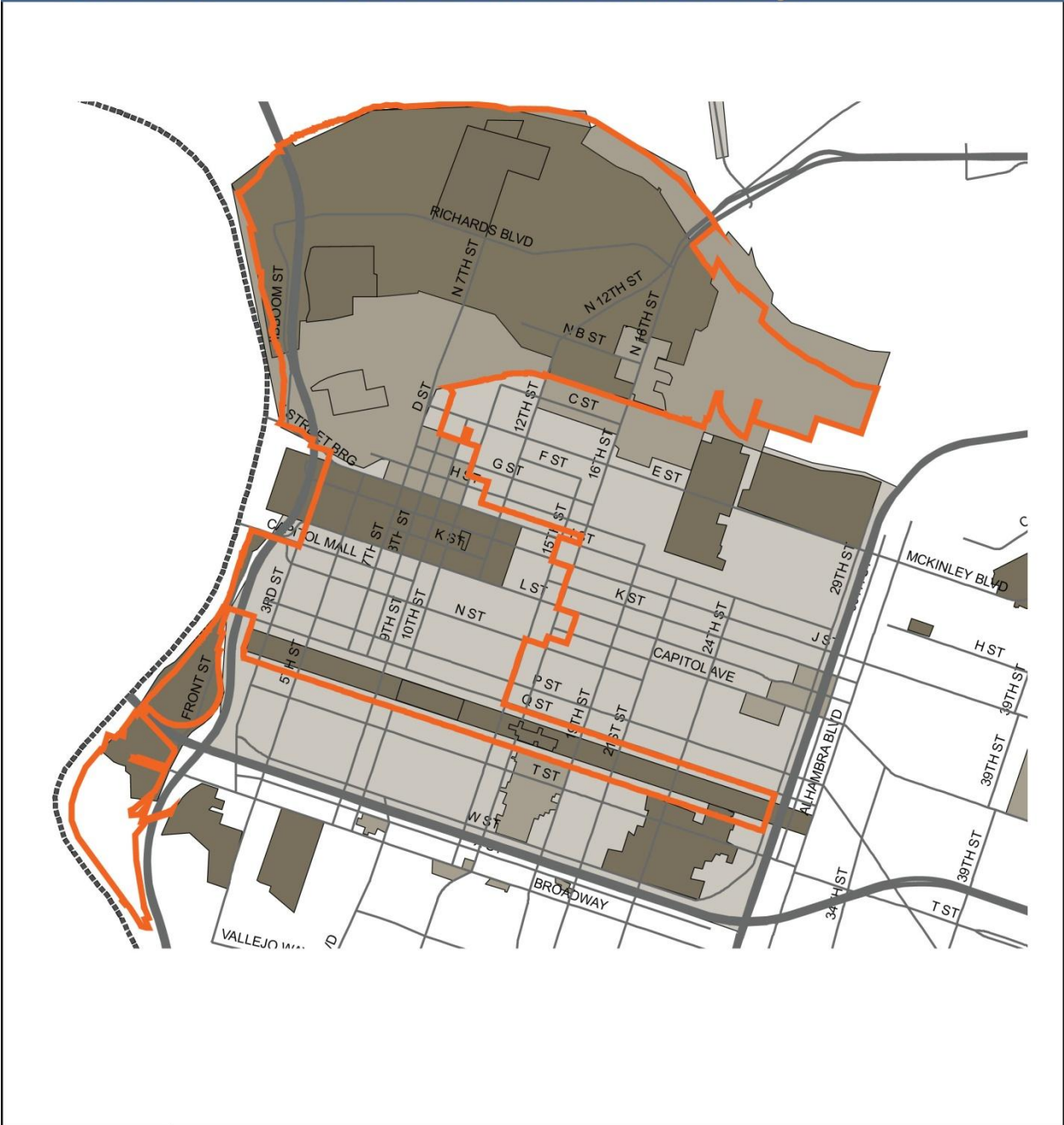
Source: City of Sacramento Survey Database, 2012.


As historically one of the most populated portions of Sacramento, the Central Business District PIA contains the greatest concentration of cultural and historic resources.

Research conducted in support of the River District Specific Plan DEIR revealed that several sites within the River District possess the potential for prehistoric and historic era archeological resources that are eligible for listing on the California Register (City of Sacramento 2010). Identified archeological resources include the levee along the south bank of the American River and the former City incinerator site (North B Street). Identified (address restricted) sites located within proximity to the River District Specific Plan area include the Joe Mound archeological site (CA-Sac-25). The DEIR also identified several historic resources listed in or determined eligible for listing in the Sacramento, California, and/or National Registers. The following Table 8-14 lists recommended River District Sacramento Landmarks:

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Figure 8-39
Cultural and Historic Surveys



CBD TIER 1 PRIORITY INVESTMENT AREA	
 CBD Priority Investment Area Boundary	 Survey: 1998-2004
 Survey: 1974-1998	 Survey: 2004- current

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Table 8-14 Recommended Sacramento Landmarks (2010)

No.	APN	Address	Occupant/Historic Occupant
1	002-0051-002	116 N. 16 th Street	Pipe Works Fitness/ Sacramento Pipe Works
2	n/a	Jibboom St. & American River	Jibboom Street Bridge
3	001-0210-038	101 Bercut Drive	Water Filtration Plant
4	001-0190-004	400 Jibboom Street	PG&E Plant, Station B
5	001-0130-022	311 N. 12 th Street	Loaves & Fishes/Acme Cabinet
6	001-0120-018	524 N. 7 th Street	McKesson & Robbins/ Kirk-Geary
7	001-0031-008	950 Richards Boulevard	Sacramento Theatrical Supply/Coffing Reddington Warehouse
8	001-0081-006	521 N. 10th Street	Admail West/Volker Flooring Warehouse
9	001-0090-005	1100 Richards Boulevard	U-Haul & Storage/Zellerback Warehouse
10	001-0101-005	1400 Richards Boulevard	Quonset Huts

Source: (City of Sacramento 2010, 5.3-13 – 14)

The River District Historic Survey prepared in support of the River District EIR and Specific Plan identified the North 16th Street Historic District, a Sacramento Historic District which contains twenty-three (23) local historic resources (City of Sacramento 2009c, 16-18). Additionally, the survey identified several historic resources individually eligible for local, state, and national registers. Table 8-15 below lists those resources, that although may not be currently listed or nominated for listing on a historical register, were found to be historical resources for the purpose of CEQA:

Table 8-15 Recommended N. 16th Street Historic District Historical Resources

No.	APN	Address	Occupant/Historic Occupant
1	002-0054-001	83 N. 17 th Street	Capital Machine & Welding Works
2	002-0055-002	1601 N. A Street	California Almond Growers Exchange
3	002-0053-004	131 N. 16 th Street	California Almond Growers Exchange
4	002-0051-002	116 N. 16th Street	Pipe Works Fitness/Sacramento Pipe Works
5	002-0051-002	200 N. 16th Street	Produce Terminal
6	001-0151-001	Adjacent to 200 N. 15th Street	Rail Right of Way
7	001-0153-001	211-217 N. 16th Street	Ruland's Office Furniture
8	001-0152-018	221 N. 16th Street	Wood Bros. Carpet/W.A. Ward Seed Co.
9	001-0152-017	1615 Thorton Ave.	Wood Warehouse/Ward Warehouse
10	001-0152-019	235 N. 16th Street	Vacant
11	001-0142-013	318 N. 16th Street	Flying "A" Service Station
12	001-0152-004	1610-1616 N. C Street	Vacant/Cardinal Scale/Top Hat Potato Chip Factory
13	001-0142-018	1401-1451 N. C Street	Vacant/Cardinal Scale/Top Hat Potato Chip Factory
14	001-0142-019	1501 N. C Street	Vacant/California Packing Corp.
15	001-0142-020	1515 N. C Street	Office/California Packing Corp
16	001-0142-014	1527 N. C Street	Pacific Flooring/Beverage Distribution
17	001-0141-022	1448-1503 McCormack	Tom's Refrigeration/Hancock Oil Co.
18	001-0141-025	1517 McCormack	Power Break Service
19	001-0141-017	400 N. 16th Street	Railbridge Winery
20	001-0141-016	410 N. 16th Street	Vacant/Truck Sales building
21	001-0141-014	430 N. 16th Street	Prolo Press/Sunland Oil Co.
22	001-0141-024	470 N. 16th Street	Crest Carpet/Mack Truck Int'l
23	001-0103-009	500 N. 16th Street	Capital Sheet Metal/Western Machinery Co.
24	001-0151-002	Adjacent to 200 N. 15th Street	Rail Right of Way
25	001-0152-006	1610-1616 N. C Street	Vacant/Cardinal Scale/Top Hat Potato Chip Factory
26	001-0141-021	1448-1503 McCormack	Tom's Refrigeration/Hancock Oil Co.

Source: (City of Sacramento 2010, p. 5.3-13 – 14)

The Township 9 area is located within the boundaries of the River District. The Township 9 DEIR did not identify previously recorded prehistoric archeological resources in the Township 9 area and, due to the developed/urbanized nature of the site, determined that there was a low potential for location prehistoric or ethnohistoric-period resources within the area (City of Sacramento 2007b). Historic archeological resources identified included Sutter Lake, as well as the levee along the south bank of the American River. The DEIR concludes that there is a moderate-to-high sensitivity for historic-period cultural resources in the area (City of Sacramento 2007b, pp. 6.4-7 – 6.4-8). The historic scale house from the Bercut-Richards cannery complex remains on the site.

Within the Sacramento Railyards area, the Railyards Specific Plan DEIR identified archeologically sensitive areas, a Central Shops Historic District, and a potential Depot Historic District (City of Sacramento 2007a).

The Railyards Specific Plan DEIR indicates that the area has a high sensitivity for paleontological archeological discovery (City of Sacramento 2007a). The area also has the potential to contain historical archeological deposits. The following eight historic-era archeological resource types may be located within the area: discrete, refuse-filled domestic features; diffuse domestic deposits; domestic architecture; industrial and commercial architecture; industrial features; isolated industrial artifacts; Flood Control and land reclamation features; and environmental remains.

The Railyards District includes the Central Shops Historic District, which includes ten (10) contributing resources (City of Sacramento 2007a): Paint Shop, Car Machine Shop, Planing Mill, Privy, Car Shop No. 3, Blacksmith Shop, Erecting Shop, Boiler Shop, Turntable, and Flat Transfer Table. The State Parks Capital District is in the process of nominating the Central Shops Historic District to the National Register of Historic Places (Old Sacramento State Historic Park and California State Railroad Museum 2012, p. 2-51). The Old Sacramento State Historic Park and California State Railroad Museum (CSRМ) Preliminary General Plan and Draft EIR has slated uses for buildings located within the district. The CSRМ plans to use the Erecting Shop as a Railroad Technology Museum; the Boiler Shop as a Restoration Shop for restoration, conservation, repair and maintenance of the CSRМ's rolling stock; and the transfer table, which would continue to operate as a transfer table (Old Sacramento State Historic Park and California State Railroad Museum 2012, pp. 2-49 – 2-50). The Sacramento Valley Train Depot and the REA Building, both of which are listed as individual resources on the local, state, and national registers, were found eligible for a Depot Historic District (City of Sacramento 2007a). Contributing features of the Sacramento Depot include the station building, the REA Building, and the platform amenities, including the platforms, umbrella sheds, subway entrance ramps with iron railings, and the tunnel linking the terminal with the platforms. Portions of fencing and railing also contribute to the significance of the Depot.

Additional historic resources identified within the Railyards Specific Plan area include the I Street Bridge, remnants of the Pioneer/Sperry Grain Mill, the First Transcontinental Railroad Route, and the levees and embankment along the Sacramento River (City of Sacramento 2007a, pp. 6.3-12 – 6.3.31).
700 Blocks of K Street

The 700 Block of K Street Draft Environmental Impact Report identified historic resources listed in the Sacramento Register and resources that appear eligible for the California Register of Historical Resources. These resources are identified in Table 8-16 below:

Table 8-16 Listed and Eligible Resources in the 700 Block of K Street					
<i>No.</i>	<i>Address</i>	<i>Occupant/Historic Occupant</i>	<i>Listed on the Sacramento Register</i>	<i>Eligible for Sacramento and/or California Registers</i>	<i>Eligible for the Sacramento Register</i>
1	700 K Street	Pacific States Building/ Men's Warehouse	X		
2	712/ 714 and 716 K Street	Buckley/ Boyne Buildings	X		
3	726 K Street	Burt's Shoes/ Tower Records		X	
4	Historic Alley Façade District	(portion of K/L Street alley between 7 th Street and 8 th Street)			X
5	Raised Streets/ Hollow Sidewalks District	Various			X

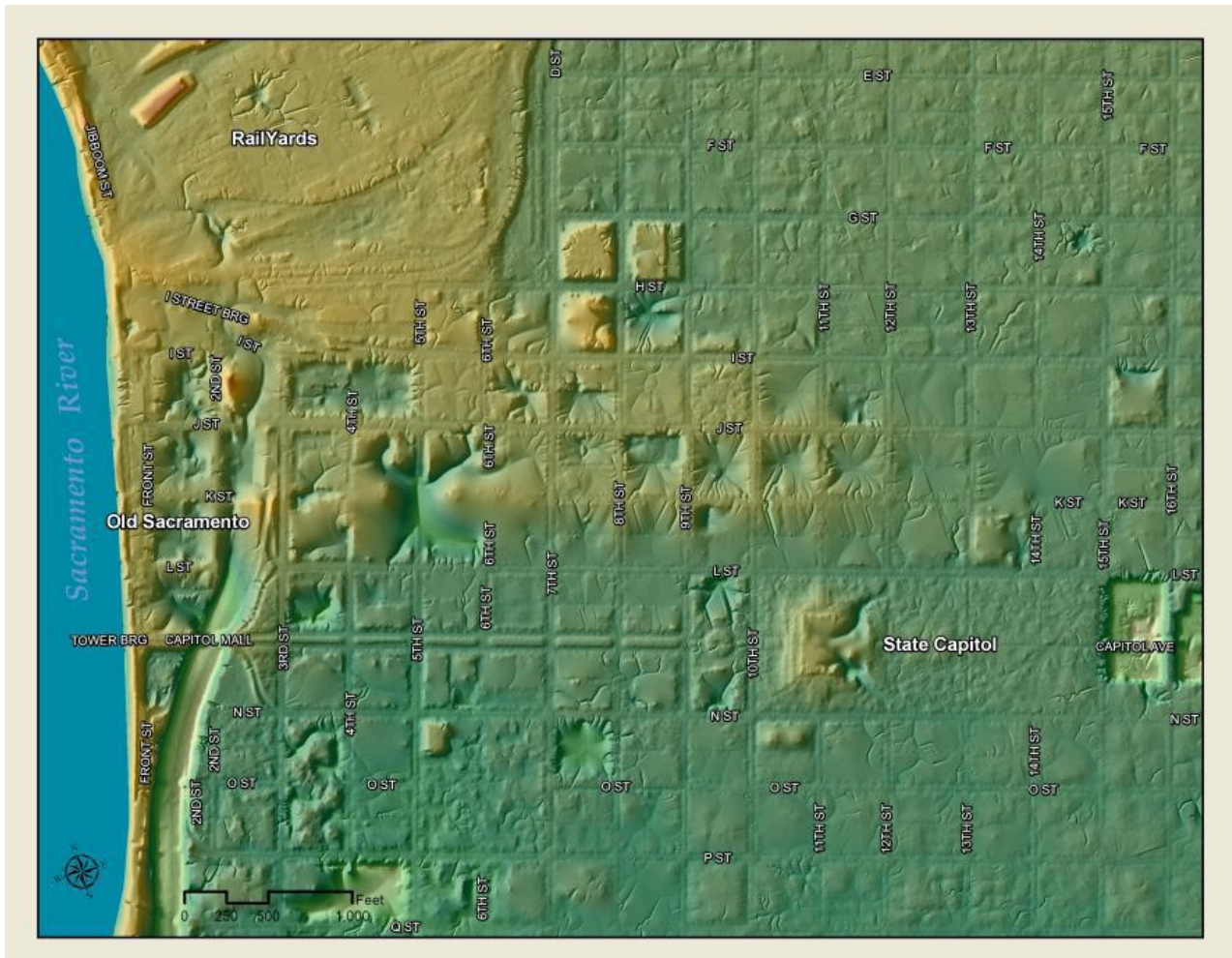
Source: (City of Sacramento 2011, p. 4.1-2)

The area is an area of high archeological sensitivity. (City of Sacramento and Redevelopment Agency of the City of Sacramento 2011, pp. 4.1-1 - 4.1-14)

Potential Raised Streets and Hollow Sidewalks Historic District

The Raised Streets and Hollow Sidewalks potential historic district is located within the Central City Opportunity Area (NPS 2010). The Raised Streets and Hollow Sidewalks Historic District was surveyed in 2009 and a historic context statement and district record were prepared in 2010. The district was found eligible for the National Register but has not been listed on any historical register to date. The district is comprised of the raised streets, dipping alleys, visual changes in street elevation, and hollow sidewalk elements. See Figure 8-40 for the location of the district.

Figure 8-40 Raised Street and Hollow Sidewalks Historic District



Bare Earth Map, demonstrating those parts of downtown, including raised streets, which were filled during the street-raising project in the 19th century, permanently modifying the landscape. The yellow color indicates areas of higher elevation; the green areas represent the natural grade or elevation of the landscape. Source: NPS 2010, p. 6.

The Docks Specific Plan Draft EIR (City of Sacramento Economic Development Department 2008) did not identify cultural or historic resources that were forty-five years or older within the forty-three (43) acre project area; however, the area is considered highly sensitive for subsurface prehistoric and historic deposits. Prehistoric burial grounds have been identified in the surrounding area and potentially significant shipwrecks may be located in the Sacramento River (City of Sacramento Economic Development Department 2008, pp. 5.4-24 – 5.4-27)

Several previous studies have been conducted for portions of the R Street Corridor. R Street is an industrial corridor roughly bound by Interstate 5 on the west, Quill Alley on the north, Interstate 80 on the east, and Rice Alley on the south. This area will be intensively surveyed for historic resources in 2013 in support of the Sacramento General Plan Update.

Mineral Resources

Most of the CBD PIA has been classified by the California Geology Survey as MRZ-1 (see Figure 6-11), having little or no likelihood for presence of significant mineral resources. The exception is the northern part of the CBD adjacent to the American River, which is classified as MRZ-3, indicating that there are known or inferred resources of undetermined significance associated with the American River.

Air Quality, Greenhouse Gases, and Climate Change

The CBD PIA consists of many different neighborhoods and land use types, including residential, commercial, industrial, mixed-use, educational, parks, and public space. Sensitive receptors in the area include residences, schools, and senior housing.

Local air quality in the vicinity of the CBD PIA is influenced by major (high-traffic volume) roadways and stationary sources. As discussed in Section 6.5, Air Quality, major roadways are a concern for air quality because they accommodate high volumes of diesel-fueled truck traffic. Diesel particulate matter (PM) is a toxic air contaminant (TAC) and is associated with health impacts to sensitive receptors. High-traffic volume roadways are characterized by the California Air Resources Board (ARB) as freeways or urban roads that carry at least 100,000 vehicles per day or rural roads that carry at least 50,000 vehicles per day (ARB 2005). Major roadways in the vicinity of the planning area include Interstate 5, which passes through the western portion of this planning area, and Interstate 80, which runs along the eastern boundary of the planning area along the R Street Corridor (Caltrans 2011). ARB recommends a minimum 500 feet setback distance for sensitive receptors from major roadways. This is because concentration of traffic-related pollutants declines substantially after approximately 500 feet, and associated cancer risk also declines proportionally with concentration (ARB 2005). In addition, the proposed Sacramento Intermodal Transportation Facility (SITF) is located in the Railyards Specific Plan Area, within the Central Business District Planning Area. Diesel fueled locomotives currently, and would continue to, use this facility.

Many industrial land uses are located in the CBD PIA. Numerous warehouses and industrial land uses are concentrated in the Railyards Specific Plan Area and along the R Street Corridor. These types of land uses can accommodate stationary equipment and are often associated with industrial processes that produce emissions of criteria air pollutants, precursors, and TACs. The State of California General Services Central Power Plant is located at 6th and Q Streets and the Blue Diamond Almond Factory located at 16th and C Streets are examples of such stationary sources in the Central Business District (ARB 2008). Conoco Phillips and Chevron operate terminals in the southern portion of the area, near Miller Park. These industrial facilities also produce criteria air pollutant and TAC emissions (ARB 2008). These types of facilities receive permits from the Sacramento Metropolitan Air Quality Management District (SMAQMD) for emissions within specific limits

The Sacramento River Water Treatment Plant is located within the CBD PIA. Because the facility is a drinking water pre-treatment plant, and not a wastewater treatment plant, it is not likely that this facility would be a source of offensive odors. In addition, the City of Sacramento Landfill is located in the Planning Area at Sutter's Landing (28th and B Streets). The City's landfill closed in 1997, and now operates a landfill gas collection system. The closed landfill is not generally regarded as a source of offensive odors because it does not actively collect solid waste.

Greenhouse gas (GHG) emissions that occur in the Policy Area, and elsewhere throughout the world, affect the climate on a global scale. Sources of GHG emissions and impacts of climate change on the Policy Area are discussed in Section 6.7, “Climate Change”, and are representative of conditions applicable to the PIAs. The types of impacts on the Policy Area that may be exacerbated by climate change include water supply availability, flooding, infrastructure, extreme heat and public health-related issues, and economic issues. It is not possible further downscale these impacts to each of the PIAs.

Scenic Resources

Most of the CBD PIA is built-up, with a mix of building types and sizes interspersed with parks and municipal uses. The downtown area is distinguished by high-rise office towers. The more recently constructed buildings tend to be taller than the older buildings, and therefore, more prominent in the skyline (City of Sacramento 2007a).

The riverfront areas on the northern and western edges of the CBD are heavily vegetated and contain few or no structures. Although the levee blocks views of the American and Sacramento rivers from ground level, the trees along the riverbanks are visible above the levee and provide a strong visual suggestion of the rivers’ proximity. The Lower American River, classified by the State as a “recreational” river within the State and Federal Wild and Scenic River System, is designated by the American River Parkway Plan as a Protected Area. The Sacramento River area is protected under the Sacramento River Parkway Plan (City of Sacramento 2007a). The CBD PIA includes parks of regional significance (e.g., Tiscornia Park at the confluence of the American and Sacramento rivers, Capitol Park on Capitol Avenue between 10th Street and 15th Street; Crocker Park south of Capitol Mall and adjacent to I-5; and Miller Park at the Sacramento Marina), as well as several smaller community parks that lend natural elements to the visual setting.

Sacramento’s downtown skyline is visible from miles around the City due the flat terrain of the region. The flatness of the landscape creates a striking visual contrast with the urban silhouette of downtown high-rises, particularly as one approaches from the west and north (City of Sacramento 2009). Views of the CBD offer a mix of building types and sizes interspersed with parks, trees, and municipal uses. Specific elements of the built environment include the State Capitol Building, the Tower Bridge, the Railyards, and I-5. Building designs range from historic architecture to modern structures.

Most blocks in the CBD are dominated by a few large buildings. A sense of unity is formed by a recurring pattern of large buildings with uniform setbacks, block-like shapes, and exterior materials of concrete, glass, terra-cotta, stucco, and other similar building façade materials. Particular buildings tend to represent distinct areas of downtown, such as the Ping Yuen building on I Street that represents Sacramento’s historical “Chinatown.” The Civic Center portion of the CBD is located north of downtown and includes the federal Courthouse, the County jail, and the County Administrative Building (City of Sacramento 2007a).

The northern most portion of the CBD adjacent to the American River is characterized by existing light industrial buildings that are a mix of one and two-story warehouse and office buildings with predominately brick or stucco facades. The visual character of the Railyards area is dominated by remnants of its historical railroad past, including the Union Pacific main railroad lines, rail spur lines that traverse the site, the red-brick passenger rail depot, the recently renovated red-brick REA building, and the Central Shops buildings (City of Sacramento 2008b). Most of the warehouse-style buildings include roll-up garages and elevated receiving and loading areas for large deliveries. North of the

Railyards, the vacant land is fenced and visibly disturbed, as ongoing remediation efforts have resulted in large dirt mounds scattered throughout the area (City of Sacramento 2007b). The riverfront edge of the site is dominated by the historic I Street swing bridge, the elevated section of Jibboom Street, and remnants of historic structures on the river levee itself (City of Sacramento 2008b).

At the western boundary of the CBD PIA, the Sacramento River provides a natural scenic resource. Along this boundary, the Sacramento River has steep embankments with concrete remains of old dock footings, and large trees lining the riverbank. A dual set of railroad tracks are present on top of the levee and parallel the Sacramento River. The river is generally not visible in this area because it flows at a lower elevation than the surrounding land; however, the trees and bridges indicate the river's location (City of Sacramento 2008a).

The CBD is visible from many roadways, notably I-5, Capitol City Freeway (Business 80), US 50, SR 160, and Richards Boulevard. The visual character of the area is particularly sensitive because the area includes the State Capitol and is heavily used by both residents and visitors. Area parks and the Sacramento and American rivers are heavily utilized, and individuals using these recreational areas are sensitive to changes in the character of the area.

The multi-story buildings that characterize the CBD PIA can be sources of glare because the exteriors of many of the structures are dominated by glass. The downtown area is also significantly brighter than the outlying residential areas due to the amount of artificial light associated with building, roadways, and parking areas.

Public Health and Safety

Public health and safety within the CBD PIA is influenced by the dense pattern of land use and historical use of the area rivers as industrial centers, specifically within the Railyards, the Docks, and at the petroleum bulk terminals on the Sacramento River.

Geologic and Seismic Hazards

The soils of the CBD PIA are classified as sailboat soils and urban land (see Figure 7-1). Although much of the area soils have been disturbed and are paved, the native soils are silts and loams associated with the historic floodplains of the Sacramento and American rivers. There is a low seismic hazard in the CBD PIA because there are no known active faults near the Policy Area. However, the sedimentary river deposits and the high water table pose an elevated potential for liquefaction and subsidence in the unlikely event of a major earthquake relative to most of the Policy Area (California Department of Conservation 2006).

Flood Hazards

Most of the CBD PIA (1,353 acres) is within the 200-year floodplain; and approximately 10 percent (238 acres) is within the 100-year flood plain. These areas are immediately adjacent to, and partially include, the Sacramento and American rivers (see Exhibit 7-1). With the exception of the Miller Park Marina and the banks of the American River that are within the floodplain, the CBD PIA has been mapped on FEMA's Flood Insurance Rate Maps as an area with moderate to low risk of flooding (Zone X and Zone X – Protected by Levee; see Figure 7-X).

The levees along the CBD PIA are constructed of compacted river alluvium composed primarily of silty sands and clays. This locally-dredged and excavated material is very similar to the soils that underlie the levee and support it throughout its entire length. The current width of the levees varies depending on the commercial or industrial activities that were historically located on their crests.

The levees on the southern bank of the American River were constructed prior to the completion of Folsom Dam, and were designed to withstand large floods (Sacramento County 2008). The federal levees are monitored under the Sacramento River Bank Protection Project. The USACE and the Central Valley Flood Protection Board (CVFPB) recently repaired two erosion sites on the southern bank of the lower American River.

The land between the Tower Bridge and O Street, from I-5 to the Sacramento River, has been extensively filled with locally-deposited alluvial material. A concrete seawall and sheet pilings supplement the levee structure. Riprap has been placed at the bottom of the slope along the waterline, and there is stone riprap at the top of the slope for bank stabilization. Large concrete retention blocks have been placed at close, regular intervals to control erosion. A 2006 levee repair project was completed adjacent to Pioneer Reservoir to control seepage under the levee.

Fire Hazards

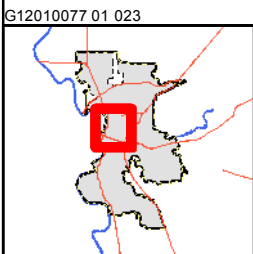
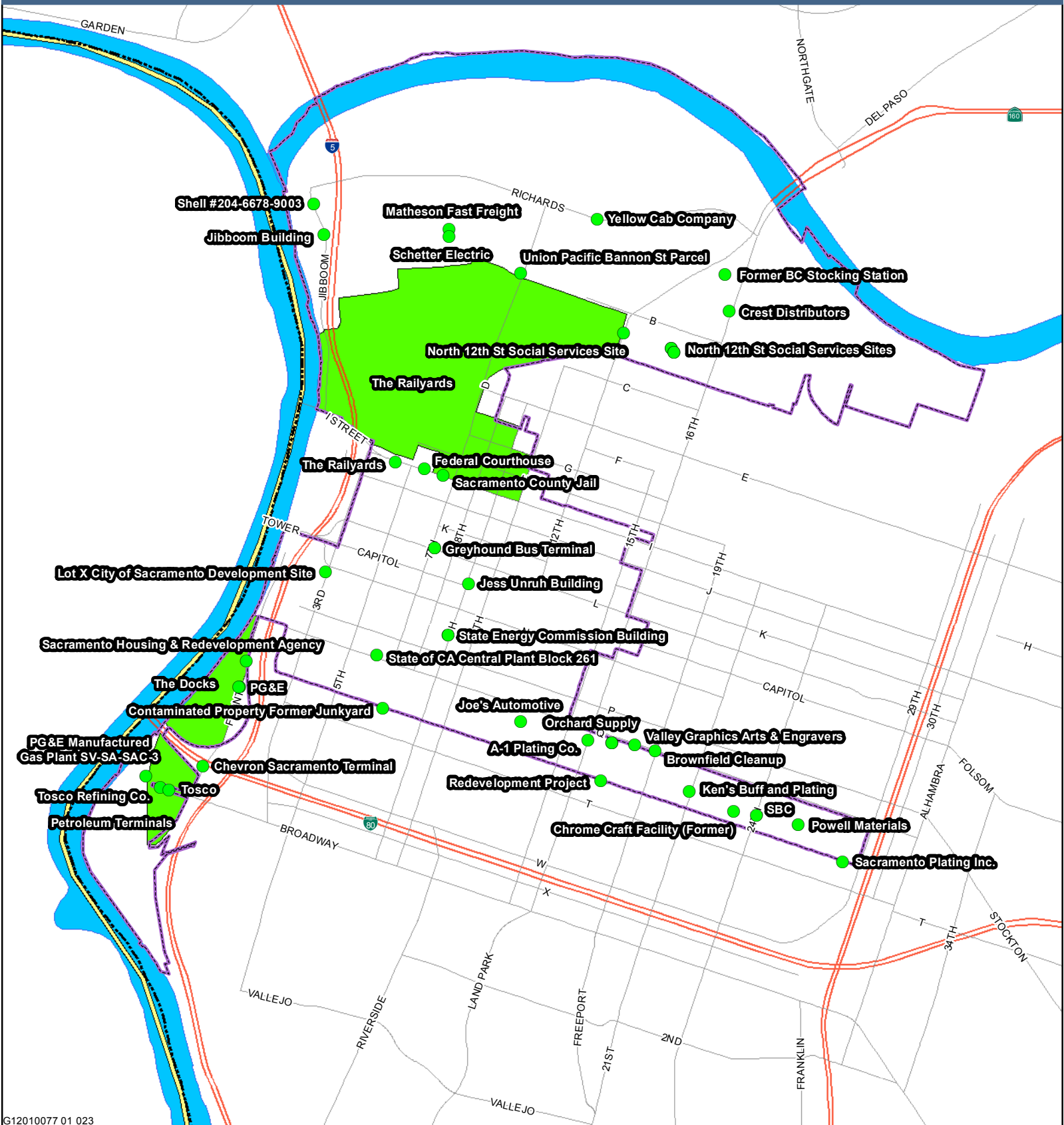
The riparian areas along the American and Sacramento rivers are at risk of localized wildland fires. In addition, older structures within the CBD PIA, particularly in industrial areas, may pose a potential fire hazard.

Aviation Hazards

The CBD PIA is not within the overflight zone of any regional airport; therefore, there are no aviation hazards.

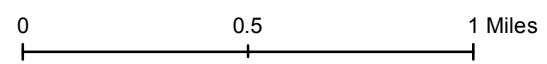
Hazardous Materials

The Department of Toxic Substances Control (DTSC's) Envirostor database lists 26 active sites in the CBD PIA. The SWRCB's Geotracker database lists 36 active sites in the area, half of which are leaking underground storage tank sites. These sites of known contamination are concentrated in the Railyards, the industrial area north of the Railyards, and Downtown between Q, S, 21st, and 15th streets (see Figure 8-41). Specific sites of widespread contamination include the Railyards, the Docks Area, and the former oil terminals south of Pioneer Bridge.



Legend

- Hazardous Sites
- Policy Area
- City Limits
- Tier 1 Priority Investment Areas
- Major Roads
- Highways
- Waterways



Data Source: City of Sacramento, 2012; DTSC, 2013, and SWRCB, 2013

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Historic operations at the Railyards site included assembly and building of locomotives and railroad cars, and repairing or refurbishing of cars and locomotives. Activities associated with these operations included steel fabrication, brick production, boiler-making, copper and tinsmithing, blacksmithing, machine work, carpentry, metal plating, upholstering, washing, welding and cutting, paint removal and application and sand blasting. At one time, the area also produced rails, steam engine and ferry parts, and cable cars. Many of these activities are associated with lead and other heavy metal waste. Soil within the area contains metals (primarily lead), petroleum hydrocarbons, volatile organic compounds, and asbestos that have degraded the shallow groundwater underlying the site (City of Sacramento 2007).

Numerous technical reports have been prepared that document the results of extensive soil and groundwater investigation and cleanup efforts in this area. Although significant quantities of hazardous substances are no longer used at the site, they may be transported via freight through the Railyards. Small quantities of household-type products (e.g., cleaning agents, pesticides, paints) are used at the station building for maintenance, and various chemicals are also used at the California Railroad Museum shop for railcar rehabilitation and restoration. In addition, many of the historic buildings and structures within the Railyards are known to contain asbestos (City of Sacramento 2007).

In the Docks Area, industrial uses date back to before 1895 and included lumber storage and milling, fuel storage, coal storage sheds, an auto repair facility, hide processing, a former coal gasification plant, the combined stormwater and sewage reservoir, and warehousing of lumber and foods (City of Sacramento 2008). Four parcels are subject to Enforceable Agreements with DTSC, and land use covenants have been recorded on all four properties restricting future land uses. These sites are the former Pacific Gas and Electric Company (PG&E) coal gasification plant, a former lumber yard, a site owned by the California Department of Transportation (Caltrans), and a site owned by Sacramento Municipal Utility District (City of Sacramento 2008).

From 1873 through 1959, PG&E operated the manufactured gas plant (MGP) at 2000 Front Street, producing gas from coal and oil for residential and commercial lighting and heating. The PG&E MGP has since been decommissioned. A groundwater extraction and treatment system was installed in 1995 at the northwest corner of the property, and PG&E is responsible for the ongoing remedial action activities at the site. The former lumber yard is located just north of the PG&E parcel and consists of 1.75 acres of land. The parcel was formerly occupied by the Friend and Terry Lumber Company, and later by Construction Material Supply Company (City of Sacramento 2008).

The Human Health Risk Assessment completed for the area concluded that the PG&E site can be redeveloped to allow for unrestricted land uses if contact with the residual chemicals in soil and groundwater are prevented and indoor air quality in the hot spot area is protected by implementing mitigation measures (City of Sacramento 2008).

The property south of the Pioneer Bridge is currently undergoing remediation due to contamination that resulted from the storage and distribution of petroleum products. The current owners of the contaminated properties are Conoco Phillips (formerly Tosco/Unocal) and Chevron. The Conoco Phillips property, also known as 66 Broadway, formerly contained large above ground storage tanks. Conoco Phillips constructed and is operating a soil and groundwater treatment system on this parcel to remove fuel constituents (including benzene, methyl tertiary butyl ether, and tert-butyl methyl ether) from the subsurface. The Chevron property is located just north of the Conoco Phillips property, is currently vacant, and was recently the subject of a Baseline Assessment. The property is a former Standard Oil Bulk Terminal that was located directly west of the current Chevron Bulk Terminal at 2420 Front Street. The site once housed five above ground storage tanks and a wharf that extended into the Sacramento River (City of Sacramento 2008).

Emergency Response

Emergency response in the CBD PIA is generally consistent with the rest of the Policy Area; however, the presence of heavy rail in a densely developed area is a special issue for CBD. The UPRR main line tracks run through the area. The tracks carry both passenger (Amtrak) and freight trains. Currently, the maximum allowable speed for freight trains through the area is 10 miles per hour. According to UPRR, there are 12 to 14 freight trains consisting of approximately 80 to 100 cars daily (City of Sacramento 2007).

While the shippers and the railroads maintain comprehensive records of where a rail car (including pressurized tanks carrying hazardous materials) is at any time, this information is not published or readily available to the general public. In the event of an emergency involving an accidental or threatened release of hazardous substances, however, this information is immediately available to response personnel via a coordinated national, state, and local emergency response system (City of Sacramento 2007).

Noise

Sensitive Receptors

Noise and vibration sensitive receptors within CBD PIA primarily consist of residential receptors. Residential neighborhoods exist to the north and south of Capitol Mall and throughout the District to the east of 15th street. Residences include single family homes and medium to high density multi-family homes and apartment complexes. Residences of specific concern are located in the northern portion of the district in close proximity to the existing railroad track alignments along D Street and North 7th Street. In addition to residential sensitive receptors, places of worship, medical offices, and numerous office buildings are located in this area which also are sensitive to noise.

Existing structures are also susceptible to damage from vibration. Old historic structures are located throughout the entire CBD PIA, which could be susceptible to structural damage from short-term construction activities such as pile driving and blasting and long-term operation of the nearby railroad tracks.

Sources of Noise

Land uses within the CBD PIA include a range of residential, commercial, recreational, State government buildings, parks and open space, and industrial. Although there are many noise sources within the area, the primary noise source is roadway traffic. Other sources of noise in the area include noise from light and heavy rail operations and other noise sources, as described below.

Roadway Noise. Regional access to the CBD PIA includes several freeways: Interstate 5 (I-5), Interstate 80 (I-80), SR 160, and SR 99. Major streets within the area include 15th Street, 19th Street, 16th Street, 21st Street, J Street, I Street, and Capitol Avenue. Existing roadway traffic noise levels are provided in Appendix E.

Railroad/Light Rail. Union Pacific trains traverse generally north/south through the District and generally east/west connecting West Sacramento to the Union Pacific depot and also the Amtrak Station. Aside from freight trains, Amtrak passenger trains also arrive and depart from the Amtrak station located at 3rd and I streets in downtown Sacramento. Trains arrive from the west, and depart heading towards the Bay Area. These trains use the same route that Union Pacific trains use coming from West Sacramento. In addition to Union Pacific Railroad and Amtrak, the Excursion Train also operated in the Old Sacramento Historic Landmark District.

The CBD is also the convergence of the Blue and Gold Light Rail Transit Lines that connect Downtown with northeastern, eastern, and southern Sacramento. The Green line also passes through the area. Numerous light rail stations are located throughout the District. Noise from railroad tracks was measured and modeled for select locations throughout the Policy Area. More detail is provided in Section 7.5 Noise and in Appendix C.

Stationary Noise Sources. A wide variety of stationary sources are present in the CBD PIA. These sources are common to large urban areas. The area contains many different land uses, all of which can produce noise. Residential uses can generate noise through the use of heating and cooling equipment, and through landscape maintenance activities such as leaf-blowing and gasoline-powered lawnmowers. Commercial uses can also generate noise through the operation of rooftop heating and cooling equipment, and other operational activities. Daily activity of certain industrial uses can generate noise as well, especially those that utilize heavy equipment as part of normal operations such as shipping and loading facilities, concrete crushing facilities, and recycling centers.

Other stationary noise sources in this area include the Sacramento Convention Center, Memorial Auditorium, hotels, and various other venues where events and concerts take place. These land uses attract many people to the area during special events, resulting in increases traffic and traffic-related noise. Although these facilities can result in increased levels of noise, the noise sources are not atypical of these types of land uses or an urban environment. In addition, they only occur for short periods of time.

Other Noise Sources. In addition to stationary noise sources, boat activity along the Sacramento River is a noise source in the CBD PIA. Boats generate noise from engines starting and idling, and from warning whistles and horns. Noise generated from boat activity is generally temporary and short-term in nature.

Existing Noise Levels

Daytime Noise Levels. Noise sources in the CBD PIA are similar to those located throughout the entire Policy Area and; therefore, ambient noise levels described in Section 7.5 Noise adequately describe the existing noise levels in this area.

Typical noise sources include roadway traffic noise, light and heavy rail operations, noise from parks and recreation facilities, noise associated with industrial land uses and commercial buildings (e.g., HVAC units, loading docks), and noises associated with residential neighborhoods (e.g., people talking, yard maintenance equipment, dogs barking).

Traffic and railroad noise levels for the entire Policy Area were modeled and are provided in Appendix E. Daytime ambient noise measurements were also taken at certain locations throughout the Policy Area, capturing noise levels from typical noise sources throughout the Policy Area, and described in further detail in Section 7.5 Noise.

Ground Vibration. Typical sources of ground vibration in an urban environment include trains, trucks, and buses. Vibration may also result from the use of heavy-duty construction equipment and activities such as pile driving and blasting. The two major sources of vibration in this area are traffic on I-5 and heavy rail traffic along the Union Pacific lines.

8.4 Delta Shores

Area Overview

The Delta Shores Tier 1 Shovel Ready Site is located in the southernmost part of the Sacramento City limits just east of I-5 within the South Area Community Plan Area. The Delta Shores area is generally located east of Freeport Boulevard, south of the existing Meadowview neighborhood, north of the Sacramento Regional Regional County Sanitation District Wastewater Treatment Plant, and east of the Morrison Creek levee. The site is approximately 900 acres, including the adjacent 120 acre Stone-Boswell project, and is mostly vacant. Future development includes the approved College Square mixed-use project near Cosumnes River College and the future development of the Delta Shores project in the south. Delta Shores is one of the last major undeveloped areas within the City of Sacramento.

As described in the introduction to this chapter, the Delta Shores Shovel Ready Site was determined not to need additional analysis at this time. The planning entitlements and financing plan for Delta Shores were approved by the City Council in January 2009. As part of project approval, the City certified the necessary environmental documents for development within Delta Shores (excluding Stone-Boswell). The master plan and supporting EIR included only Delta Shores, but the financing plan included Delta Shores and Stone-Boswell to ensure that Stone-Boswell would ultimately fund its proportionate share of infrastructure supporting the entire area. In December 2011 the City Council authorized a cost-sharing agreement with the Delta Shores developer together with State and Federal funding to construct a new I-5 Interchange and Cosumnes River Boulevard extension. In January 2012 the City Council approved wetlands mitigation funding.

Remaining major infrastructure improvements in the Delta Shores area include: Phase 2 extension of light rail transit from Meadowview to Calvine Road; construction of the Sacramento Regional County Sanitation District interceptor line; and construction of the new intake and pipeline from the Sacramento River to the Folsom South Canal. However, these projects are not deemed to be a prerequisite to the near-term development of Delta Shores. The development of Delta Shores has been driven by a master developer specialized in large-scale retail centers; the developer intends to construct Phase 1 of the project in the near-term, tied primarily to the completion of the new interchange. The delivery of a new major regional retail center in the South Area is expected to create jobs, recapture taxable sales currently occurring in other areas, and help create a sense of place for Delta Shores, thereby catalyzing the residential portions of the project.

8.5 Florin Corridor

Area Overview

The Florin Corridor Tier 1 Shovel Ready Site is located in the South Area Community Plan Area. The boundaries of the Florin Corridor extend along Florin Road between Tamoshanter Way in the City and Stockton Boulevard in the County. The plan area covers three miles of Florin Road. The City portion is approximately 1.42 miles between Tamoshanter Way and Franklin Boulevard.

As described in the introduction to this chapter, this eastern part of the Florin Corridor within the City limits containing the Tier 1 Shovel Ready Site was determined not to need additional analysis at this time due to sufficient planning and economic revitalization planning, and because the area's infrastructure is sufficient to accommodate the majority of the planned future development. The Florin Road Corridor Plan (2010) was a joint planning effort between the City and the County of Sacramento (County) to promote coordinated planning and economic revitalization along the corridor. The City Council approved specific actions on October 19, 2010, including rezones, creation of a design review district, South Area Community Plan and 2030 General Plan amendments. A few remaining pieces of the Florin Road Corridor Plan including the Streetscape Master Plan update, mobility study, and infrastructure analysis will be presented to Council for acceptance following completion of review by the County.

The Florin Road Master Plan Market Opportunities Report (January 2009) identified a range of residential, retail, and office potential by 2025. However, these forecasts were based on higher residential growth rates than have materialized because of the economic downturn. In addition, portions of the Florin Towne Center have been constructed since that report was completed, effectively meeting some of the retail demand identified in that report. Overall, reduced demand for housing, relatively high unemployment rates, and other economic factors have resulted in low commercial lease rates and home prices in areas around Florin, making it very difficult, from a market perspective, for new development to occur in the near term. Until available land in other expected high-growth areas of the City develop (e.g., North Natomas, Central City, Delta Shores), the Florin Corridor is not expected to experience a significant amount of demand.

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