

SMAQMD

Model Air Quality Plan

“Project X”

September 20, 2007

Introduction

In the interest of assisting project proponents in developing Air Quality Mitigation Plans (AQMP), the Sacramento Metropolitan Air Quality Management District (SMAQMD) has created the following model AQMP for "Project X." This model is meant to serve as sample of what an AQMP must contain in order to receive endorsement from the District.

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

Project X is subject to CEQA review and, the lead agency must assess whether this project has significant air pollutant emissions impacts. If emissions impacts are significant, based upon the SMAQMD's adopted thresholds of significance, then a mitigation plan, consistent with the SMAQMD CEQA Guidelines, must be prepared to address these significant impacts. This analysis assumes that the air emissions impacts associated with Project X will be found to be significant, and provides an AQMP that addresses these significant impacts. The AQMP specifies the measures that will be applied to address the potentially significant impact of regional ozone precursor emissions, a cumulative impact.

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Project Description

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

The proposed project would develop approximately 2,350 dwelling units, 146,194 gross square feet of neighborhood-serving retail and restaurant uses, and 840,000 gross square feet of office. The residential and retail components will spread through out the project site, and the office component would be built on the proposed lots fronting Richards Boulevard (lots 13, 14, and 17 as shown in graphic c). Lots 2 and 9 are open space. Lots 18 and 19 are transit right of way.

The project would include residential/retail structures, a network of public streets, aboveground and sub-grade parking facilities, public and private open space areas, a river trail, and a riverfront pavilion, an overlook, and an outdoor performance facility. The project would also include space for a transit station and tracks for future construction by Sacramento Regional Transit (RT).

Purpose of the Air Quality Mitigation Plan (AQMP)

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

Project X consists of the redevelopment of approximately 65 acres of industrial land into a high-density, mixed commercial/residential use containing approximately 2350 new dwelling units. Considering the proposed development, operational emissions will be predominantly indirect in nature, resulting from vehicle exhaust emissions related to commuter vehicles, delivery vehicles, and municipal service vehicles. For the purposes of this AQMP, the project's operational impacts are assumed to exceed the SMAQMD significance thresholds for regional ozone formation, even after application of the mitigation measures described herein.

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

To assist in documenting, quantifying, and monitoring the mitigation measures selected by the project proponent, the SMAQMD has prescribed that the selected operational mitigation measures be explained in the context of the AQMP. The AQMP is a standalone document separate from any other documents or plans required by CEQA or other laws, ordinances, or regulations. This AQMP is intended to satisfy this requirement for Project X

During the environmental review process, and before certification of the DEIR by the lead agency, the SMAQMD independently endorses the AQMP via a letter. The endorsed AQMP is then referenced in the DEIR as an air quality mitigation measure, appended to the DEIR, and at the discretion of the lead agency, may be referenced as a separate condition of approval.

Description of scaling methodology

The SMAQMD guidance document includes a list of potential mitigation measures approved by the SMAQMD. These measures are related to bicycle/pedestrian use, transit, parking, commercial and residential development design, building design, and commuting. Each measure has been assigned a land use type for which credit may be claimed for that measure, and a point value. The land use types include residential (R), commercial (C), and mixed-use (M). Each point or fraction thereof associated with a particular measure corresponds to an equal percentage of emission reductions. Mixed-use projects claiming credit for a strictly commercial or residential measure must scale the credit claimed to that fraction of project that is commercial or residential. Therefore, it is necessary to calculate the fraction of credit that is claimable for each use type. This was done by calculating a simple percentage of the whole for each use type (residential, retail, office), using a basis of gross floor area. These percentages are shown in the table below. Because the project is predominantly mixed use, only measure 1 and measure 18 require scaling.

Land Use Types as Percentage of Total Project Gross Square Feet (GSF)		
Land Use Type	GSF	% Total GSF
Residential (R)	3,095,358	%75.8
Retail (C)	145,524	%3.6
Office (C)	840,000	%20.6
Total (M)	4,080,882	

Summary of SMAQMD Air Quality Impact Mitigation Measures used in Project X

<i>Measure Number</i>	<i>Measure Name</i>	<i>Measure Description</i>	<i>Mitigation Point Value</i>
M1	Bike parking	Non-residential projects provide plentiful short-term and long-term bicycle parking facilities to meet peak season maximum demand	0.15
M4	Proximity to bike path/bike lanes	Entire project is located within 1/2 mile of an existing Class I or Class II bike lane and project design includes a comparable network that connects the project uses to the existing offsite facility	0.625
M6	Pedestrian barriers minimized	Site design and building placement minimize barriers to pedestrian access and interconnectivity. Physical barriers such as walls, berms, landscaping, and slopes between residential and non-residential uses that impede bicycle or pedestrian circulation are eliminated	1.0
M7	Bus shelter for existing transit service	Bus or Streetcar service provides headways of one hour or less for stops within 1/4 mile; project provides safe and convenient bicycle/pedestrian access to transit stop(s) and provides essential transit stop improvements (i.e., shelters, route information, benches, and lighting).	0.5
M9	Traffic calming	Project design includes pedestrian/bicycle safety and traffic calming measures in excess of jurisdiction requirements. Roadways are designed to reduce motor vehicle speeds and encourage pedestrian and bicycle trips by featuring traffic calming features.	1.0
M11	Minimum parking	Provide minimum amount of parking required. Special review of parking required.	5.79
M15	Office/Mixed-use density	Project provides high density office or mixed-use proximate to transit	0.5
M18	Residential density	Project provides high-density residential development	8.33
M19	Street grid	Multiple and direct street routing (grid style)	1.0
M23	Suburban mixed-use	Have at least three of the following on site and/or offsite within ¼ mile: Residential Development, Retail Development, Park, Open Space, or Office	3.0
Total Point Value:			21.895

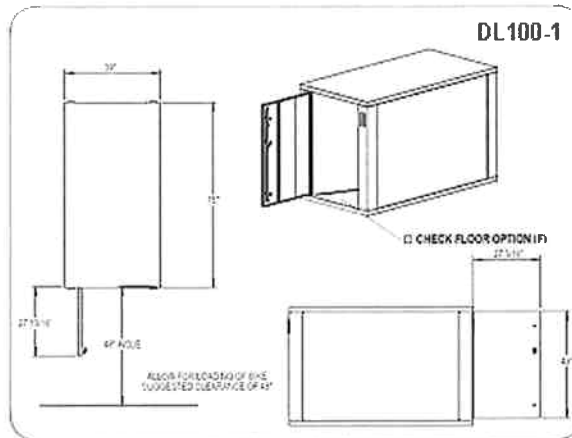
Measure Detail

- M1. Non-residential projects provide plentiful short-term and long-term bicycle parking facilities to meet peak season maximum demand.**
0.15 points (scaled)

The SMAQMD recommended guidance states that short-term facilities are provided at a minimum ratio of one bike rack space per 20 vehicle spaces. Long-term facilities are to be provided at a minimum ratio of one long-term bicycle storage space per 20 parking spaces. Per this methodology the project, which has 3164 anticipated new employees, the project will require install 158 long-term bicycle parking spaces. Per the requirements of this implementation measure and the City zoning code, the project will provide 230 short-term bicycle parking spaces.

All bicycle parking facilities will be weather-protected, secure, and free of access restrictions that could impede bicycle storage. All facilities will comply with the standards outlined in the California Department of Transportation "Pedestrian and Bicycle Facilities in California" technical reference document. Graphic A depicts examples of the types of short term and long term bicycle parking facilities to be utilized, and graphic B depicts there anticipated location.

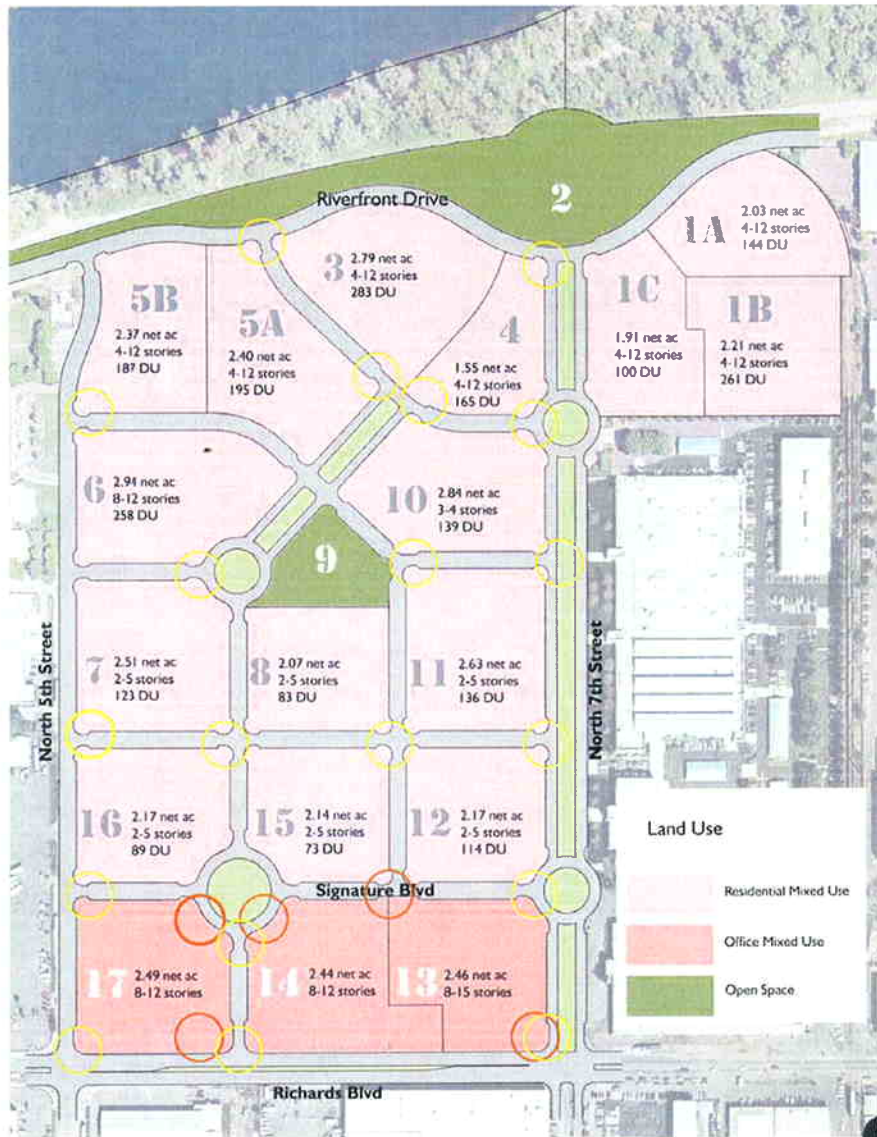
Graphic A, a sample long-term bicycle parking facility:



Graphic B, a sample short-term bicycle parking facility:



Graphic C; a map depicting the location of the bicycle parking facilities in project x. The Orange circles indicated where the long-term bicycle parking would be located; the yellow circles indicate where the short-term bicycle parking will be located.



Source: Carter Burgess, 2007

M4. Entire project is located within 1/2 mile of an existing Class I or Class II bike lane and project design includes an internal network that connects the project uses to the existing offsite facility.

0.625

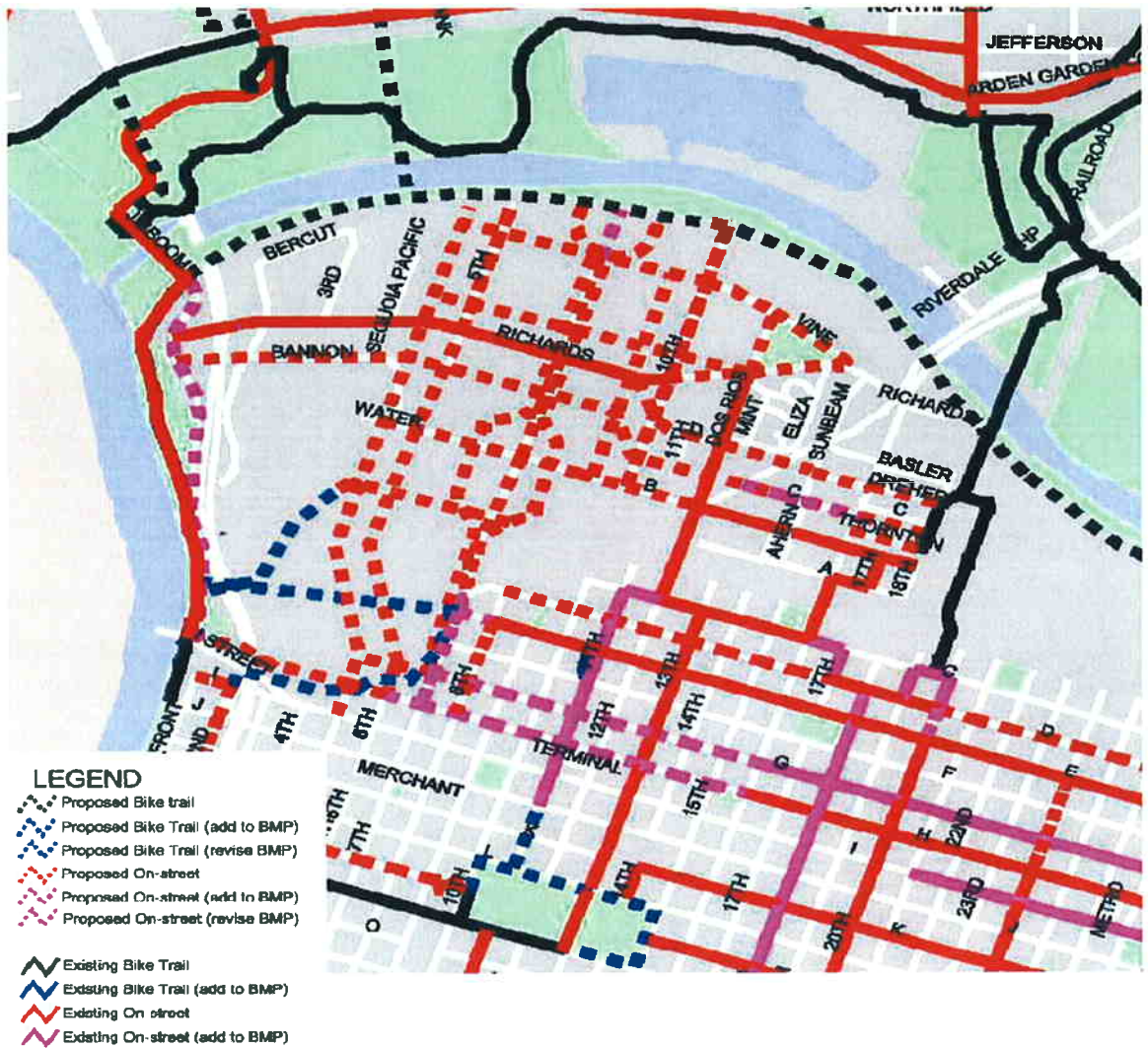
The project includes frontage along the south shore of the American River and will connect to the Two Rivers Trail, as shown in the map below. The trail will be a Class I bikeway which will consist of a segregated, paved trail dedicated to bicycle and pedestrian travel to the exclusion of motorized vehicles.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

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

The bicycle facilities connecting to the Two River Trail from project x will comply with the SMAQMD recommended guidance, which states:

"Project design includes a designated bicycle route connecting all units, on-site bicycle parking facilities, offsite bicycle facilities, site entrances, and primary building entrances to existing Class I or Class II bike lane(s) within ½ mile. Bicycle route connects to all streets contiguous with project site. Bicycle route has minimum conflicts with automobile parking and circulation facilities. All streets internal to the project wider than 75 feet have class II bicycle lanes on both sides. Facilities comply with the *Pedestrian and Bicycle Facilities in California* technical reference document published by the California Department of Transportation. "

Graphic D, a map of existing and proposed bikeways adjacent and internal to Project X:



M6. Site design and building placement minimize barriers to pedestrian access and interconnectivity. Physical barriers such as walls, berms, landscaping, and slopes between residential and non-residential uses that impede bicycle or pedestrian circulation are eliminated.

1.0

Project x is designed around pedestrian users with safe and convenient access to project uses, transit, and the adjacent community. This project features “complete streets” with safe pedestrian access routes on all streets. Per the requirements of this SMAQMD implementation measure, the pedestrian access routes have been depicted below in Figure A, the Pedestrian Network Map.

Graphic E; a map depicting the planned pedestrian routing and linkages:



- M7. Bus or Streetcar service provides headways of one hour or less for stops within 1/4 mile; project provides safe and convenient bicycle/pedestrian access to transit stop(s) and provides essential transit stop improvements (i.e., shelters, route information, benches, and lighting).**

0.5

Bus service at 30-minute headways currently services the project site. Sacramento Regional Transit Route 15, the Rio Linda to O street line, runs adjacent to the projects southern border of the project sight along Richards Boulevard. Per the current Regional Transit operating schedule¹ for this bus route, service is provided at 30 minute headways from 6:00 am to 6:00pm Monday through Friday, and hourly headways on Saturday and Sunday. This bus route is within ¼ mile of the entire project site. The project includes enhanced transit stops, shelters and improved pedestrian access along Richards Boulevard as part of the overall streetscape improvement plan in the projects adopted design guidelines. The location of the planned Bus shelters is depicted below in the map of the projects southern border along Richards Boulevard.

Graphic F, a map depicting the planned transit stops along Richards Boulevard:



- M9. Project design includes pedestrian/bicycle safety and traffic calming measures in excess of jurisdiction requirements. Roadways are designed to reduce motor vehicle speeds and encourage pedestrian and bicycle trips by featuring traffic calming measures.**

1.0

Per the requirements of this SMAQMD implementation measure, all sidewalks internal and adjacent to project site are minimum of five feet wide and will feature vertical curbs. With the exception of Riverside parkway, which mirrors the contour of the American River all roadways which converge internally within the project are routed in such a way as to preserve pedestrian friendly intersections with roadways crossing at approximately 90 degrees. Streets internal and adjacent to the project will feature on-street parking, planter strips, and street trees. All facilities will comply with the standards described in the California Department of Transportation "Pedestrian and Bicycle Facilities in California" technical reference document.

¹ The schedule for this route can be viewed on the Sacramento Regional Transit Website at <http://www.sacrt.com/schedules/current/routes/R015.htm>.

One hundred percent of the intersections internal and adjacent to the project feature one or more of the following pedestrian safety/traffic calming design techniques as listed in the SMAQMD implementation measure.

- Marked crosswalks
- Count-down signal timers
- Speed tables
- Raised crosswalks
- Raised intersections
- Median islands
- Tight corner radii
- Roundabouts

Please refer to the map in measure six depicting the pedestrian routing to see the location of the traffic calming measures along roadways internal and adjacent to the project site.

M11. Provide minimum amount of parking required. (Special review of parking required) 5.79

Project X includes only the minimum amount of parking required under the City of Sacramento's zoning code for the Central City District. This amount of parking is less than the anticipated peak parking demand as calculated using ITE parking generation rates.

The parking requirements for this project are defined in the City of Sacramento's Municipal Code, Title 17(Zoning), Division III (Development Standards) Chapter 64 (Parking Regulations), Section 020 (parking requirement by land use type) using the standards for the Central City district. The parking requirements were calculated according to the following ratios taken from the City Code:

- 1 vehicle space per 450 gross square feet of office space
- 1 vehicle space per 400 gross square feet of retail space for the first 9,600 square feet and 1 space per 250 square feet thereof
- 1 vehicle space per multi-family dwelling units plus 1 visitor space per 15 dwelling units
- 1 vehicle space per three (3) restaurant seats
- 1 bicycle parking space per 20 off-street vehicle parking spaces

Per these ratios, the project is required to provide a total of 5083 vehicle parking spaces. Graphic G is a table that presents the estimated parking required under city code and the estimated average parking demand calculated using ratios from the ITE Parking Generation Manual (3rd Edition).

Graphic G; a summary table of project parking requirements and demand					
Land Use Type	Amount	Unit	minimum parking required by Code	Total Proposed parking	ITE peak parking demand ²
Retail	116,000	sf	450	450	346
Restaurant (High-Turnover Sit Down)	780	seats	260	260	167
Multifamily Residential	2350	d.u.	2507	2507	3220
Office	840,000	sf	1,866	1866	2016
Total Vehicle Parking			5083	5083	5749
Total Bicycle Parking			254	254	

Per the SMAQMD Guidance Document, the mitigation points for this measure were calculated using the following formula:

$$\text{Percent Trip Reduction} = 50 * [(\text{min parking required by code} - \text{ITE peak parking demand}) / (\text{ITE peak parking demand})]$$

Calculations for project x:

$$50 * [(5083 - 5749)/5749] = -5.79$$

Should the land use's within the project site vary prior to build out, the new uses will continue to provide only the minimum amount of parking as required by the parking requirements in the city's municipal code. This commitment to minimum parking is enforceable under the city's Mitigation Monitoring and Reporting Program (MMRP) because it is in this AQMP, which is a component of the projects final EIR.

M15. Project provides high-density office or mixed-use proximate to planned transit.
0.5

This measure relates to office space FAR in close proximity to planned transit stops. The FAR is the ratio of the total floor area of all floors of a structure to the parcel area. The City's SPD Zoning Regulations require that office space be developed with a minimum net FAR of 1.0.16. Office space is planned the upper floors of the eight to fifteen-story buildings adjacent to Richards Boulevard. The office component of the project will comply with the zoning regulation and exceed a FAR of 1.0.

The table in SMAQMD implementation measure 15 designates a point value of 0.5 points when the commercial is within a quarter mile of planned light rail service that will have headways of 15 minutes or more. The project site is adjacent to a planned future extension of the Sacramento Regional Transit Downtown-Natomas-Airport (DNA) line. Consequently, this measure is valued at 0.5 mitigation points.

² Peak parking demand for this measure was calculated using the ITE Parking Generation Manual (3rd Edition) as recommended in the SMAQMD Recommended Guidance for Land Use Emission reduction. The following specific uses from the ITE Parking Generation Manual were utilized to calculate peak parking: Retail used ITE land use #820 (Saturday, non December), Restaurant used ITE land use land use #932 (urban), Multifamily Residential used ITE land use #222 (central city, not downtown), and Office used ITE land use #701 (urban).

The planned DNA line is incorporated into the following planning documents:

The Sacramento Regional Transit 1993 *Transit Master Plan*
The Sacramento Regional Transit 2001 *Multi-Corridor Study*
City of Sacramento's South and North Natomas Community Plans (which identified an alignment and right of way for light-rail transit in the DNA corridor).

Graphic G demonstrates that the planned office component of the project is located within a ¼-mile radius of the planned light rail station. The second graphic is an initial schematic of the proposed commercial building that demonstrates that the FAR exceeds 1.0, meeting the requirements for this implementation measure.

Graphic H depicts the location and FAR for the office component of the project. The buildings colored purple depict the location planned office space along Richards Boulevard, adjacent to the location of the light rail station along the planned DNA line. The images of buildings are demonstrative of the typical FAR for these office buildings in Project X.



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



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



Unknown project
8-story residential
San Diego, CA

**M18. Project provides high-density residential development.
8.33 (scaled)**

Project X has average residential density of 56 units per acre qualifying it for a baseline of 10 mitigation points as prescribed in the SMAQMD implementation measure. The residential density was calculated by taking the average dwelling units per acre ratio of the 17 lots that comprise the project site. The density of each lot is depicted below in the table and site map.

Graphic I; a summary table of Project X residential density by lot

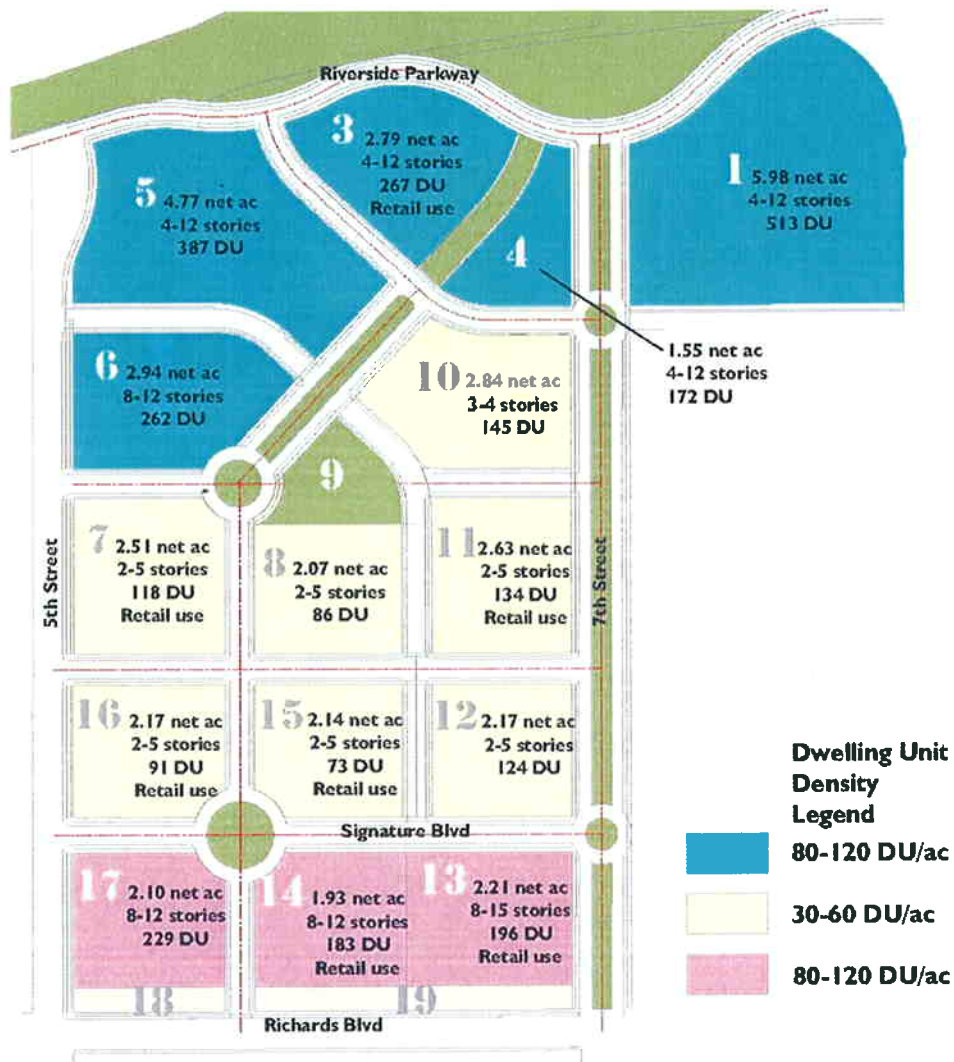
Lot #	Res. GSF	Apt	Condo	Town-homes	Live/Work	Total Dwelling Units	Net Acreage	DU/ac
1A	191,584	58	86	0	0	144	2.03	71
1B	347,080	104	157	0	0	261	2.21	118
1C	132,597	40	60	0	0	100	1.91	52
3	377,270	113	170	0	0	283	2.79	102
4	218,640	66	99	0	0	165	1.55	106
5A	259,560	78	117	0	0	195	2.4	81
5B	248,258	75	112	0	0	187	2.37	79
6	323,871	103	155	0	0	258	2.94	88
7	168,760	0	89	31	3	123	2.51	49
8	119,208	0	49	31	3	83	2.07	40
10	173,695	56	83	0	0	139	2.84	49
11	164,700	46	68	20	2	136	2.63	52
12	137,096	0	92	20	2	114	2.17	53
13	0	0	0	0	0	0	2.46	0
14	0	0	0	0	0	0	2.44	0
15	106,480	39	0	31	3	73	2.14	34
16	126,560	55	0	31	3	89	2.17	41
17	0	0	0	0	0	0	2.49	0
Total:	3,095,358	833	1,337	164	16	2,350	42.1	
Average:								56

The SMAQMD implementation measure allows for an additional point if the project is adjacent to planned transit service with headways of 15 minutes or more. The project site is adjacent to a planned future extension of the Sacramento Regional Transit Downtown-Natomas-Airport (DNA) line. This route is anticipated to have headways of 15 minutes or more, so 1 additional mitigation point was added to the mitigation value for this measure.

The planned DNA is incorporated into the following planning documents:

- The Sacramento Regional Transit 1993 *Transit Master Plan*
- The Sacramento Regional Transit 2001 *Multi-Corridor Study*
- City of Sacramento's South and North Natomas Community Plans (which identified an alignment and right of way for light-rail transit in the DNA corridor).

Graphic G; a map depicting the residential densities of Project X:



M19. Multiple and direct street routing (grid style).

1.0

This measure requires that an internal connectivity factor of >0.70 be maintained and that multiple external connections average less than ¼-mile apart. The internal connectivity factor is defined as the ratio of the number of intersections to the sum of the number of intersections plus cul-de-sacs. The project is characterized by a grid-style street layout containing no cul-de-sac streets and no blocks internal to the project site have a parameter in excess of 1,350 feet. Instead, internal connections include four “roundabouts,” which allow internal connectivity in a circular pattern. Therefore, an internal connectivity factor of 1.0 will be achieved.

The internal connectivity factor was calculated using the formula SMAQMD guidance. [CF= # of intersections / (# of cul-de-sacs + intersections)]

Project X contains ten intersections, and zero cul-de-sacs, so the connectivity factor is 1.0; “10/(10 + 0) = 1.0” .

Additionally, external connections to Richards Boulevard will occur at N. 5th Street and N. 7th Street, a distance of approximately 0.19 miles. The multiple and direct street requirement of this measure will be enforced .

Project X features a traditional grided street pattern that seamlessly connects to existing roadways adjacent to the project. The project does not contain cul de sacs and features an internal connectivity factor of 1.0, surpassing the requirements of the SMAQMD implementation measure.

Per the requirements of this SMAQMD implementation measure the table below (Graphic H) depicts the specifications of bicycle and pedestrian paths, streets, and sidewalks. Graphic F depicts the planned transit stops, and graphic E depicts the streets, and bicycle/pedestrian routing internal to the project.

Graphic H, a table summarizing the street design standards:

Context	Suburban (C-3)		General Urban (C-4)		Urban Center (C-5)	
	Commercial Main Streets					
	Avenue	Street	Avenue	Street	Avenue	Street
Building Orientation (entrance orientation)	front, side	front, side	front	front	front	front
Maximum Setback	5'	5'	0'	0'	0'	0'
Off-Street Parking Access/Location	rear, side	rear, side	rear, side	rear, side	rear, side	rear, side
Roadside						
Recommended Roadside Width	15'	14'	16'	14'	19.5'	16'
Edge Zone	1.5' minimum for operational clearance. Use 2.5' if angled parking is considered. Ensure edge zone is wide enough to accommodate parking meters, utilities and signs.					
Furnishings Zone Width	6' tree well	5-6' tree well	6' tree well	5-6' tree well	6' tree well	6' tree well
	Consider wider furnishings zone to provide public spaces and if main street uses include the potential for street cafes.					
Pedestrian Throughway (min.)	6'	6'	6'	6'	9'	6'
Frontage Zone	2.5' to 3' minimum to accommodate commercial activity along building fronts. Consider wider frontage zone (6' or wider) if potential for street cafes or merchandise displays.					
Street Lighting	Intersection safety lighting, basic street lighting and retail pedestrian-scaled lighting.					
Travelled Way						
Target Speed (mph)	25	20-25	25	20-25	25	20-25
Design Speed	Design speed should be a maximum of 5 mph over the target speed.					
Number of Through Lanes	2-4	2	2-4	2	2-4	2
Lane Width	10-11'	10-11'	10-11'	10-11'	10-11'	10-11'
Parallel On-Street Parking Width	8'	8'	8'	8'	8'	8'
Minimum Combined Parking/Bike Lane Width	13'	13'	13'	13'	13'	13'
Medians	None	None	None	None	None	None
Bike Lanes (min./preferred width)	5'/6'	5'/6'	5'/6'	5'/6'	5'/6'	5'/6'
Access Management	Minimize driveways on main streets. Access land uses via cross streets and/or alleys.					
Typical Traffic Volume Range (vpd)	5,000-20,000	1,000-10,000	5,000-20,000	1,000-10,000	5,000-20,000	1,000-10,000

23. Suburban mixed-use: Have at least three of the following on site and/or offsite within ¼ mile: Residential Development, Retail Development, Park, Open Space, or Office.

R,C,M 3.0

The project is characterized by various land uses, including residential, retail, commercial office (Option B only), open space, and transportation. Contiguous properties are characterized by light industrial uses to the east, south, and west, with a park use to the north (American River and Discovery Park beyond). This project introduces residential land use to an area that has been predominantly industrial for decades. The closest existing residential land use to the project is an area of single-family dwellings located approximately ½-mile to the east, along Richards Boulevard.

Approximately one-third of the project (21.25 acres) is dedicated to parks and other public open spaces, including the Richards Boulevard light rail station and Two Rivers Trail. The project includes 76.6% residential, 19.8% commercial (office), and 3.6 commercial (retail). These uses will be within ¼ mile each other. This project provides much needed diversity in land use for the current location, including contiguous properties.

Graphic I depicts the various land use types in Project X. The commercial/retail mixed-use component is depicted in purple, and the residential/retail mixed use is depicted in orange, white, and blue. Open spaces and parks are depicted in green.

