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Purpose of Document

The purpose of the Light Rail Transit Land Use Policies and Guidelines document is to provide, in one document, a comprehensive collection of planning goals, policies, and recommendations prepared by the City of Sacramento, Regional Transit (RT) and public design workshops. The result is a single location for a great deal of good planning work that is accessible and more useful. Decision makers, citizens, and public agency staff will use this information to develop more effective transit oriented developments.

The workbook identifies existing LRT land use policies, in various levels of detail, for the City of Sacramento. Some areas contain detailed community plan policies and design workshop recommendations, while others refer only to the general plan. This document also identifies those areas of the City that have the need for additional policy development at the community and station specific levels.

Contents

The Light Rail Transit Land Use Policies and Guidelines document is organized into five major sections:
- General Plan Policies
- Regional Transit Policies (which also apply Citywide)
- Community/Station Area Plans and Policies
- Transit Zoning
- Appendix

GENERAL PLAN POLICIES

Sacramento's General Plan is a long-range policy guide for physical, economic, and environmental growth and renewal of the city. It is comprised of goals, policies, programs and actions that acts as the principle tool for evaluating public and private building projects and municipal service improvements, including light rail facilities. Conformance of projects and improvements with the General Plan is a major step toward their approval. While each of the General Plan’s goals and policies are directly or indirectly supportive of transit, key goals and policies have been highlighted for ease and reference in the Light Rail Transit Land Use Policies and Guidelines.

The General Plan includes many polices that guides the type of development the City envisions near light rail stations.

The General Plan Goals include:

- Promote Transit Oriented Development (TOD) within ¼ mile of existing and future light rail transit (LRT) stations. (page 4-12)
• Promote the development of employee intensive uses in selected locations where such uses would encourage Light Rail Transit ridership, promote planned housing opportunities; and offer incentives for reuse. (page 4-21)

• Provide all citizens in all communities of the City with access to a transportation network that serves both the City and region, either by personal vehicle or transit. Make a special effort to maximize alternatives to single occupant vehicle use, such as public transit. (page 5-1)

The General Plan Policies include:

• It is the policy of the City to promote an efficient, safe, and balanced transportation system. (page 1-40)

• Provide a variety of transportation choices for people to bike, walk, take transit or drive. (page 1-42)

• Support land use, transportation management, infrastructure and environmental planning programs that reduce vehicle emissions and improve air quality. (page 1-42)

• Actively support and encourage mixed use commercial, office, and residential development in identified areas of opportunity. (page 4-15)

• Support employee intensive uses where appropriate along transportation corridors, adjacent to Light Rail stations, within selected mixed-use areas, and where community plan and redevelopment goals would be implemented. (page 4-21)

• Development shall meet the target average density as defined by the applicable General Plan land use category to otherwise increase and maximize potential transit ridership within one quarter mile radius of existing and future light rail stations. (page 5-25)

• Discourage low density, low employment intensity, and auto related uses within one-quarter mile of existing and future light rail stations that have low transit compatibility. (page 5-25)

• Projects located within ¼ mile of existing and planned light rail transit stations should provide direct pedestrian and bicycle access to the station area, to the extent feasible. (page 5-25)

• Maximum project densities and intensities should be encouraged within ¼ mile of light rail stations, consistent with the adopted policies of Regional Transit, the recommendations of the Transit for Livable Communities project, and the adopted land use plans and policies of the City. (page 5-25)
The General Plan also contains minimum average densities for residential land use designations with ¼ mile of a light rail station.

<table>
<thead>
<tr>
<th>Development</th>
<th>Low Density</th>
<th>Medium Density</th>
<th>High Density</th>
<th>Mixed Use</th>
<th>Residential Mixed Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>Density Range</td>
<td>4-15 DUA</td>
<td>16-29 DUA</td>
<td>30-156 DUA</td>
<td>Mix of Medium/High Density and Commercial Intensity</td>
<td>Mix of Residential Density, Commercial, Office Uses</td>
</tr>
<tr>
<td>Minimum Average Target Density for within ¼ mile of a Light Rail Station</td>
<td>12 DUA</td>
<td>22 DUA</td>
<td>30 DUA</td>
<td>22 DUA</td>
<td>22 DUA</td>
</tr>
</tbody>
</table>

**Regional Transit Goals and Policies**

The Regional Transit Master Plan provides a long-range framework for the current mass transit system and planned expansions in the future to provide transit service that will increase transit ridership and enhance regional travel and mobility. The Transit Master provides RT and City Staff with policy guidance for project review.

The Regional Transit Light Rail Transit Goals, Policies and objectives include:

**Goal:** To promote transit-oriented land use planning and integrate land use and transportation planning policies to maximize public transit productivity. (Sec. 3-13)

- **Objective:** To encourage land use policies, guidelines and decisions that support the development of transit projects and services. (page 3-14)
- **Objective:** To encourage joint-developments between RT and private developers to maximize transit-oriented land uses and encourage the development community to pursue transit supportive plans and projects. (Sec. 3-15)
- **Objective:** To encourage joint-developments between RT and private developers to maximize transit-oriented land uses and encourage the development community to pursue transit supportive plans and projects. (Sec. 3-15)

**Physical Planning Guidelines-The Project Site**

RT’s Master Plan provides project specific design features and recommended policy planning principles for development around light rail stations. These physical planning guidelines and standards were developed to assist site design review, and in preparing project proposals. Each objective is followed by specific recommended guidelines in the master plan document. (Sec. 7-13)

- **Objective 1:** Walking distances must be of a pedestrian scale and design
• **Objective 2**: Street patterns in new developments should be designed for pedestrian circulation with an emphasis placed on providing maximum access to streets with existing or planned transit routes.

• **Objective 3**: All neighborhoods should be equally accessible to transit services and pedestrians.

• **Objective 7**: Commercial and office developments should be oriented toward public streets and sidewalks rather than toward parking lots.

### Compatible Land Uses

The RT master plan also provides a list of compatible land uses and the near light rail stations. *(page 7-18)*

• **Objective 1**: Encourage the development of mixed-use projects along transit corridors.

#### Examples of uses that have high transit compatibility include:

<table>
<thead>
<tr>
<th>Commercial Airport</th>
<th>General Office Building</th>
<th>Day Care Center</th>
</tr>
</thead>
<tbody>
<tr>
<td>General Heavy</td>
<td>Park and Ride Station</td>
<td>Office Park</td>
</tr>
<tr>
<td>Industrial</td>
<td>Apartments</td>
<td>Shopping Center</td>
</tr>
<tr>
<td>Residential</td>
<td>High density residential</td>
<td>Hospital</td>
</tr>
<tr>
<td>Condominiums</td>
<td>Hotel (non-CBD)</td>
<td>Stadium</td>
</tr>
<tr>
<td>Retirement Community</td>
<td>Schools and colleges</td>
<td></td>
</tr>
</tbody>
</table>

#### Other uses, which have low transit compatibility, include

<table>
<thead>
<tr>
<th>Water port</th>
<th>Truck terminal</th>
<th>Marina</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mini-warehouse</td>
<td>Utilities</td>
<td>Car wash</td>
</tr>
<tr>
<td>Recreational homes</td>
<td>Golf Course</td>
<td>Hardware/paint store</td>
</tr>
<tr>
<td>Nursery/garden center</td>
<td>Building materials/lumber</td>
<td>Furniture store</td>
</tr>
<tr>
<td>Service Station</td>
<td>New car sales</td>
<td></td>
</tr>
</tbody>
</table>

### Residential Density and Employment Intensity

The RT Master Plan recommends land use densities and intensities of projects within distance of light rail stations.

• **Objective 1**: Encourage development densities and intensities that increase and maximize the potential transit market within the pedestrian threshold of transit corridors and light rail stations.
COMMUNITY PLAN GOALS AND POLICIES

Community Plan Policy documents have been prepared for roughly half of the plan areas in the City. In those areas where LRT facilities exist or are proposed, but no Community Plan exists, the reader is to refer to the General Plan and RT documents for guidelines. Below is a stable that summarizes the plans and policies in place in by each community plan.

Transit Village Plans

The R Street Corridor Plan - In December of 1996, the City of Sacramento adopted the R Street Corridor Plan. The R Street Corridor (Plan) encompasses the 54 blocks bounded by Q Street on the north, S Street on the south, the I-5 freeway on the west, and 29th Street on the east. The land use plan vision is a plan that transforms the R Street Corridor from a commercial, warehouse, and state office district into a mixed-use district of residential, office and neighborhood oriented commercial uses. The Plan promotes infill development, home ownership, and higher density housing opportunities to serve anticipated Central Business District employment growth over the next 20 years.

65th Street University Transit Village – The 65th Street Transit Village Plan was adopted in October 2002. The plan provides land use and policy development in proximity to the 65th Street Light Rail Transit (LRT) station. The Plan’s goals are to provide for more intensive mixed uses, including housing, employment and support retail that will promote increased transit ridership, and provide amenities and services to the adjacent residential community direction for.

South 65th Street Area Plan – The South 65th Street Area Plan was adopted on November 9, 2004. The plan will guide the South 65th Street Area development over the next 20-25 years. The goal of the plan is to apply smart growth principles that provide for a mix of housing types, promote residential and commercial mixed use development opportunities to support light rail ridership, improve pedestrian circulation and access to light rail, and reinforce the connection between the California State University, Sacramento (CSUS), the 65th Street Station, and the project area.

<table>
<thead>
<tr>
<th>Development Type</th>
<th>Distance from Light Rail Station</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1/8 Mile</td>
</tr>
<tr>
<td>Residential</td>
<td></td>
</tr>
<tr>
<td>&gt;30 DUA</td>
<td>≥20 DUA</td>
</tr>
<tr>
<td>Commercial</td>
<td></td>
</tr>
<tr>
<td>≥1.5 FAR</td>
<td>≥1 FAR</td>
</tr>
<tr>
<td>≥200 EPA</td>
<td>≥150 EPA</td>
</tr>
</tbody>
</table>
TRANSIT STATION ZONING

The City of Sacramento utilizes a variety planning and zoning tools to encourage appropriate development adjacent to light rail stations. Policy documents and zoning utilized by the City include:

Transit Overlay Ordinance – An Transit Overlay (TO) Zone provides development standards and additional regulatory flexibility to promote transit-oriented development within ½ mile of a transit station. The overlay can be attached to either the City’s RMX or C-2 zones. The TO zone is currently utilized as the implementing measure for the 65th Street/University Transit Village and the South 65th Street Area Plans.

Light Rail Station Ordinance – In order to encourage appropriate land uses that support light rail transit ridership, existing vacant or underutilized properties within ¼ mile of light rail stations should be developed with transit friendly uses. Most of the land areas along the light rail corridors, identified in the Transit for Livable Communities (TLC) Study, have light industrial or commercial zoning that allows, by right, uses that are not considered transit supportive. The Light Rail Station Ordinance provides a review of key uses on a case-by-case basis and ensures that development around light rail stations is pedestrian friendly and will support light rail transit ridership.

APPENDIX

The appendix contains the City of Sacramento’s adopted zoning regulations and a selection of other municipalities zoning and planning efforts regarding transit oriented development. The appendix includes:

- List of local, state, and nation websites on Transit Oriented Development
- The City Sacramento’s Transit Overlay Zone
- The City of Sacramento Light Rail Station Ordinance
- Transit for Livable Communities Executive Summary
- Examples of transit-oriented land use policies from other U.S. cities.
- Transportation Programming Guide overview, as well as a copy of the Transit Village Development Act of 1994
- Table describing the status of station planning in City of Sacramento

LIGHT RAIL STATION MAPS

A map of the proposed and existing light rail stations within the City of Sacramento is shown on the following page. Also, each Community Plan section of this document includes a map of existing or proposed light rail stations within that Plan’s boundary. The Pocket Community Plan Area is the only plan area that does not have an existing or proposed or light rail station.
I. INTRODUCTION
Introduction

Purpose of Document

The purpose of this policy review document is to provide, in one document, a comprehensive collection of planning goals, policies, and recommendations that have been prepared by the City of Sacramento, Regional Transit (RT) and public design workshops. The result is a single location for a great deal of good planning work that is accessible and more useful. Decision makers, citizens, and public agency staff, in their review of development proposals that occur in proximity to Light Rail Transit (LRT) station facilities, will use this information to develop more effective transit oriented developments.

This workbook identifies existing LRT land use policies, in various levels of detail, for the City of Sacramento. Some areas contain detailed community plan policies and design workshop recommendations, while others refer only to the general plan. We hope that planners and decision makers will use this document as a basic tool in their review of new development. We also hope that this document helps identify those areas of the City that have the need for additional policy development at the community and station specific level.

Contents

This workbook is organized into five major categories:

- General Plan Policies
- Regional Transit Policies (which also apply Citywide)
- Community/Station Area Plans and Policies
- Transit Plan Zoning
- Appendix

Community Plan Policy documents has been prepared for roughly half of the plan areas in the City. In those areas where LRT facilities exist or are proposed, but no Community Plan exists, the reader is to refer to the General Plan and RT documents for guidelines.

The appendix includes:

- List of local, state, and national websites on Transit Oriented Development
- The City Sacramento’s Transit Overlay Zone
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- Examples of transit-oriented land use policies from Other U.S. cities.
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Light Rail Station Maps

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II. CITY OF SACRAMENTO GENERAL PLAN
Overview

Sacramento's General Plan is a long-range policy guide for physical, economic, and environmental growth and renewal of the city. It is comprised of goals, policies, programs and actions, which are based on an assessment of current and future needs and available resources. The General Plan is strongly oriented toward physical development of land uses, a circulation network, and supporting facilities and services. It is the principle tool for city use in evaluating public and private building projects and municipal service improvements, including light rail facilities. Conformance of projects and improvements with the General Plan is a major step toward their approval. The following goals and policy statements from the Sacramento City General Plan pertain to Land Use and Circulation (transportation) within the city.

City of Sacramento General Plan, January 19, 1988

(This document reflects Council Amendments to the General Plan through December 2004)

Note: While each of the following goals and policies are directly or indirectly supportive of transit, key goals and policies have been highlighted for ease and reference.
SECTION 1: POLICIES

Areas of Opportunity for Development or Reuse: Map 5 identifies several developed areas where changes of land use can be encouraged. These areas consist of property where infrastructure, access or service changes have resulted in new development opportunities including opportunities for significant reuse of existing developed areas. Some areas were identified for reuse due to the presence of blighting conditions or economic stagnation which have hampered growth in the area. Other areas were selected due to their close proximity to light rail facilities or where new land uses may be more appropriate than those identified in post 1976 community plans.

Specific new land use designations have not been developed for the identified areas of opportunities. The General Plan will be amended after further study of these areas in order to ensure appropriate uses and development opportunities for these neighborhoods. The areas of opportunity are an important factor in determining future growth within the City, therefore, planning for these areas should be accomplished in a timely manner.

Land use plans and policy recommendations have been prepared for 13 existing and future light rail station areas along the Southline, Folsom Line, and Northeast light rail lines, through the Transit for Livable Communities Study. These recommendations encourage a mix of housing, retail and employment uses to promote transit ridership, enhance a variety of funding opportunities, and specific transit and community goals within a quarter mile of designated transit stations. These station area recommendations shall be refined for council consideration and adoption, after a community outreach effort, in coordination with other local jurisdictions, including Regional Transit, Sacramento Area Council of Governments, and Sacramento Housing and Redevelopment Agency, and other state agencies.

Policy 5 - Urban Conservation and Infill Areas

1. It is the policy of the City to promote infill development, rehabilitation, and reuse that contributes positively to the surrounding area and assists in meeting neighborhood and other City goals, including the following:
   a. neighborhood conservation and enhancement
   b. redevelopment/blight abatement
   c. economic development, particularly neighborhood serving retail, office, and employment
   d. historic preservation
   e. provision of a range of housing types within communities and neighborhoods, including opportunities for owner-occupied and move-up housing
   f. development supportive of transit and other alternative modes of transportation
   g. trip reduction and air quality improvement
   h. environmental improvement
   i. compatibility with existing neighborhood and commercial areas

2. Infill development shall be defined as the development, redevelopment or reuse of a vacant and underutilized site of five acres or less, except where designated in the General Plan as an infill target area, that may contain one or more parcels and is substantially surrounded by urban uses, where the median age of the surrounding urban
development area is 20 years or more, and where the proposed project is consistent with the general plan, any applicable community plans, and zoning.

3. Within the developed part of the city, the City shall **target sites** within the following categories and individual site criteria for promoting infill development:

   a. Targeted residential areas, including redevelopment areas, other transitional neighborhoods and Community Development Block Grant target areas (Map 4)
   b. Central City (Map 4A)
   c. Neighborhood commercial corridors (Map 5)
   d. Areas designated as transit planning areas, typically located within 1/4 mile of existing or planned light rail station (Map 6)
   e. Other individual infill sites outside the target areas that are vacant or underutilized parcels of five acres or less within established neighborhoods or commercial areas, identified as long-term blighted properties with unique physical and financial constraints to development (e.g., toxic clean-up, access problems, odd shaped lot size) and where the proposed project would provide neighborhood enhancement and benefit.

4. The City should promote infill development that meets the following neighborhood, housing, economic and project design objectives, through its policies, zoning and other regulations, design guidelines, and infill incentives.

   a. Responds to an unmet or underserved need (i.e., grocery store, private youth recreational need)
   b. Provides positive localized economic benefits (i.e., provides employment for neighborhood residents)
   c. Adds to the range of housing types available in the neighborhood (within zoning parameters)
   d. Accommodates a mix of housing affordability levels within a project
   e. Includes a mix of uses within building (e.g., housing and retail) (within zoning parameters)
   f. Serves as a catalyst project
   g. Is transit supportive
   h. Optimizes site
   i. Preserves existing resources (e.g., heritage trees, creeks)
   j. Preserves or restores a historic structure
   k. Has design and massing in scale with neighborhood
   l. Provides street-level pedestrian activity
   m. Minimizes the appearance/impact of parking
   n. Maximizes energy efficiency (beyond Title 24 requirements) and/or includes significant water conserving features
   o. Results in environmental improvement (e.g., toxic cleanup)
   p. Strengthens the linkage between neighborhoods and neighborhood commercial corridors

5. For proposed infill development that meet the City’s goals and objectives, the City shall seek to streamline and assist infill projects through the development review process, provide flexibility to accomplish identified infill goals, and review infill developments at the lowest feasible level necessary to meet plan and policy objectives.
6. The City shall promote high levels of coordination among City departments and with Sacramento Housing & Redevelopment Agency and Capital Area Development Authority in promoting and assisting desired infill development.

7. Within legal parameters, the City shall seek to establish equitable fees that reflect infill goals and promote infill development, and shall encourage other entities to establish fees that do not act as disincentives to infill development.

8. The City shall seek to incorporate infill development potential into infrastructure master plans, to provide adequate infrastructure to serve new infill development, including providing focused incentives to assist in the provision of infrastructure for targeted infill needs. The City shall seek to identify infrastructure requirements and costs for major reuse plans and redevelopment projects and identify funding mechanisms to ensure their success and implementation.

9. The City shall support flexibility in providing for providing needed public facilities and services in infill target areas.

10. The City shall support neighborhood improvements that enhance the neighborhood and support infill development.

11. Through its land use plans, zoning, and other implementation mechanisms, the City shall support appropriate levels of density and intensity of infill development based on various locational factors and other City goals and objectives, including neighborhood preservation, proximity to transit stations and routes, and proximity to employment centers.

12. The City shall promote and market its infill development goals and incentives to infill developers, other agencies, and neighborhood, business, and other interested groups and organizations.

13. The City shall monitor its infill development efforts and effects to seek to avoid displacing lower-income and minority households through its infill development and neighborhood enhancement efforts and to involve these communities in infill efforts that could affect their neighborhoods.

Policy 8 – Transportation (Page 1-40)

It is the policy of the City to promote an efficient, safe, and balanced transportation system.

- Recognizing that many transportation problems affect more than just the City, the City will continue to coordinate with other transportation agencies and providers (federal, State, regional, and local) to explore solutions to transportation problems.

- Parks and recreation services are an important part of the City’s physical structure. As Sacramento continues to grow, there will be greater demand on existing services and facilities. Funding sources to provide these services, however, are decreasing. The City will
continue to provide parks and recreation services, to ensure leisure and enrichment activities for Sacramento residents within the limits of financing capability.

- Presently, there are mutual agreements between the City and County and special districts for some municipal services to some areas, these agreements should continue.

Policy 12 – Smart Growth (Page 1-42)

It is the policy of the City to promote sustainable and balanced development that makes efficient and effective use of land resources and existing infrastructure by using the following Smart Growth Principles.

- Mix land uses and support vibrant city centers by giving preference to the redevelopment of city centers and transit oriented development within existing transportation corridors with vertically or horizontally integrated mixed uses to create vibrant urban places.

- Take advantage of existing community assets by emphasizing joint use of existing facilities operated by cities, schools, counties and the state as well as take advantage of opportunities to form partnerships with private businesses and non-profits to maximize the community benefit from public and private facilities.

- Create a range of housing opportunities and choices with a diversity of affordable housing near employment centers.

- Foster walkable, close-knit neighborhoods through a system of fully connected activity centers, streets, pedestrian paths and bike routes.

- Promote distinctive, attractive communities with a strong sense of place, including the rehabilitation and use of historic buildings.

- Preserve open space, farmland, natural beauty, and critical environmental areas within the urban environment and on the urban edge.

- Concentrate new development and target infrastructure investments within the urban core of the region to allow for efficient use of existing facilities, infill and reuse areas.

- Provide a variety of transportation choices for people to bike, walk, take transit or drive.

- Make development decisions predictable, fair, and cost-effective by streamlining the development approval process.

- Encourage citizen and stakeholder participation in development decisions by fostering an open and inclusive dialogue that promotes alliances and partnerships to meet community needs.
• Promote resource conservation and energy efficiency through water conservation and water quality practices, recycling, green building technology, cool community design features and use of solar and energy renewable technologies.

• Create a Smart Growth Regional Vision and Plan with neighboring cities, counties and other governmental entities so that regional strategies and policies can be implemented to discourage urban sprawl and address transportation, air quality, housing, land use, loss of agricultural lands and open space and other regional issues.

• Policies adopted by regional decision-making bodies should discourage urban sprawl, promote infill development and the concentration of development in the urban core of the region, and promote the equitable distribution of affordable housing and social services.

• Support high quality education and school facilities that are accessible to neighborhoods and critical in making desirable and livable communities.

• Support land use, transportation management, infrastructure and environmental planning programs that reduce vehicle emissions and improve air quality.
SECTION 2: RESIDENTIAL LAND USE ELEMENT

RESIDENTIAL LAND USE CATEGORIES  (Page 2-4)

Residential land use categories have been structured to provide consistency between the General Plan, community plans, and zoning. The Implementation Section explains the relationship of these General Plan categories to the community plan categories and zoning. A range of residential categories is identified on the General Plan Land Use Map. The minimum size use shown is five or more acres. Smaller residential developments may exist while not shown on the map. (A set of larger scale maps showing smaller residential developments is available for public review in the City’s Planning Division.) The intensity of residential developments is determined by the City’s Zoning Ordinance which regulates the height of buildings, building setbacks, and lot coverage for each residential use.

The residential categories provide information and guidance for the development community in determining how to use land, and provide for market adjustments to changing consumer needs. The following land use designations are used for General Plan purposes:

Rural Estates

This designation is intended for property with environmentally sensitive conditions or where more varied housing types are needed to balance residential opportunities within a community. The density ranges for this designation are from unit per 0.5 to 4 net acres. Typical development on these sites consists of small ranchettes or single family homes in rural settings (see Figure 2B).

Low Density Residential

This designation allows residential uses within densities from 4-15 dwelling units per net acre. Typical development in these areas will consist of single family detached units, duplexes, halfplexes, townhouses, condominiums, zero lot line units and cluster houses. Since General Plan designations include large areas of land, other related neighborhood uses and specific residential densities may be indicated in community plans (see Figure 2A). The low density residential land use designation in North Natomas allows for densities as low as three dwelling units per net acre. Within the Jacinto Creek Planning Area the Low Density Residential General Plan designation allows residential uses with densities from 4-20 dwelling units per net acre. Minimum target average density within ¼ mile of a light rail transit station is 12 dwelling units per net acre.

Medium Density Residential

This designation will generally consist of multiple family dwellings with densities ranging from 16-29 dwelling units per net acre. Development under this designation will consist of condominiums, garden apartments and light density apartment uses. Some commercial or office use may be located within multiple family districts since an overlap of land uses is expected in higher density residential districts which are located along major streets. Specific land use designations for each parcel may be indicated in community plans (see Figure 2B). North Natomas areas designated on the General Plan as medium density residential and located within 1/4 mile of a light rail station or bus transit center are allowed to exceed the
maximum density range of 29 dwelling units per net acre. Minimum target average density within ¼ mile of a light rail transit station is 22 dwelling units per net acre.

High Density Residential

This designation refers to areas planned for development that consists of a mixture of residential densities along with limited commercial or office use. The density range for this residential category is from 30 to 156 units per net acre. This type of development is most commonly found within the Central City and in select areas along major streets and transit corridors in other portions of the City. Although this designation indicates predominantly residential uses, other uses may be allowed as indicated in community plans. An example of an area appropriate for this type of mixed residential and commercial or office development would be “R” Street and the Southern Pacific Railyards site within the Central City. The mixed use concept provides for close in living which will help reduce transportation needs for those living close to major employment center (see Figure 2B). Minimum target average density within ¼ mile of a light rail transit station is 30 dwelling units per net acre.

Mixed Use

Includes a mixture of office, commercial, open space, and medium and high density residential uses. In some larger, more intense development, light manufacturing and research oriented activities may be appropriate. These uses are more ideally suited for land within the Central City, or adjacent to a high activity node along a light rail transit line or freeway corridor. The Southern Pacific Railyards site, within the Central City, and the Employment Center areas designated in North Natomas are examples of mixed use development. Minimum target average density for mixed-use projects with housing within ¼ mile of a light rail transit station is 22 dwelling units per net acre.

Residential Mixed Use

This designation refers to areas planned for development that consists of a mixture of residential densities, commercial and or office use. This designation is different from the High Density Residential designation which is a residential designation. The Residential Mixed Use designation is intended for Mixed Use development with both Residential and commercial uses. Minimum target average density within ¼ mile of a light rail transit station is 22 dwelling units per net acre.

SPECIFIC GOALS, POLICIES, ACTIONS

Goal A

Improve the quality of residential neighborhoods Citywide by protecting, preserving and enhancing their character.
Policy 6

Prohibit the intrusion of incompatible uses into residential neighborhoods through adequate buffers, screening and zoning practices that do not preclude pedestrian access to arterials that may serve as transit corridors.

Goal C

Develop residential land uses in a manner that is efficient and utilizes existing and planned urban resources.

Policy 1

Identify areas where increased densities, land use changes or mixed uses would help support existing services, transportation facilities, transit, and light rail. Then proceed with necessary General Plan land use changes for property with service capacities adequate to support more intensive residential development.

Policy 2

Identify areas of potential change where density development would be appropriate along major thoroughfares, commercial strips and near light rail stations, and modify plans to accommodate this change.
MIXED USE DEVELOPMENT  (Page 4-11)

Urban development is becoming increasingly integrated and complex through the use of mixed use development projects and areas. These projects typically incorporate a mix of office, limited retail, and higher density residential uses. In some larger, more intense development, light manufacturing and research oriented activities may be appropriate. These projects bring an “urban scale” to the otherwise low density character of suburban living. New levels of activity are generated by these mixed use “employment centers”. They become identifiable activity nodes, the focus of the community. When developed adjacent to or in conjunction with public transit facilities, a built-in ridership base is provided.

Mixed use developments are ideally suited for land within the Central City, such as the reuse of the Southern Pacific Railyards, or within high activity nodes along transportation corridors, such as are proposed at light rail stations in North Natomas. These areas, particularly Downtown, are recognized as serving a multitude of community needs including housing, employment, cultural, historical, commercial recreation, and open space.

Within the context of this Plan, mixed use development is intended to affirm the positive aspects of the mixed use nature of these areas and to provide for the continued expansion of commercial, certain light industrial, office, professional, cultural, residential, and recreational uses within these high activity nodes. Because of the purposeful mixing of land uses, great care must be taken to assure the compatibility of adjacent uses and all uses within the development project.

COMMERCE AND INDUSTRY LAND USE DESIGNATIONS  (Page 4-11)

The following briefly describes the overall intent of each of the various commerce and industry land use designations depicted on the land use map. No attempt is made to list all possible uses which would be allowed in each area. The Plan’s Implementation Section presents land use-zoning consistency and other implementing tools designed to carry out the intent of the land use plan.

Commerce and Industry land use designations are as follows:

Commerce/Neighborhood Commercial and Office

Includes shopping centers (less than 200,000 square feet), commercial strips, and smaller office developments which offer goods and services for the daily needs of adjacent residential areas. These uses may be located adjacent to residential areas without significant adverse impacts.

Regional Commercial and Office

Includes larger (regional) shopping centers, the Central Business District, and suburban office parks. A grouping of smaller retail centers or office buildings, or a single facility with a regional trade area would also fall into this category. The Central Business District is included in this
category because of its regional function as an employment, retail trade, service, and office center.

**Public Office**

Includes land developed with office uses that are owned and occupied by the various agencies of local, State and federal governments. Such uses would include the City Hall, County Administration Building, State Capitol, and other government office buildings. This category is useful because of Sacramento's high concentration of office space occupied by government agencies.

**Heavy Commercial/Warehouse**

Includes lands developed with heavy commercial (printing, bakeries, laundries etc.), warehousing/distribution, and some light manufacturing activities. Office uses are allowed up to 25 percent of gross floor area, but are typically developed at 10 percent. Office uses of greater than 25 percent require a Special Permit and may be considered on a case-by-case basis. Activities in this category would be operational impacts (truck traffic, noise, hours of operation) that would not be desirable adjacent to retail, commercial or residential uses. These uses would most likely locate in close proximity to transportation facilities possibly within planned industrial/business parks.

The Light Industrial development anticipated in North Natomas would be compatible with both the Heavy Commercial/Warehouse and Industrial Manufacturing designations (Community Plan/General Plan Land Use Matrix, Section 9 Page 8) for the purposes of the Land Use Inventory (Tables 1 and 2) Light Industrial acreage has been classified as Industrial.

**Industrial Manufacturing**

Includes lands designated for most industrial manufacturing processes and activities. Office uses are limited to 25 percent of gross floor area without a Special Permit. This would be a "general industrial" designation that could be applied to most industrial activities that are not warehouse/distribution or employee intensive uses. Types of manufacturing which could be allowed are not regulated by the specific naming of acceptable or unacceptable use, but instead are limited only as far as they do or do not meet specific performance standards.

**Industrial-Employee Intensive**

Includes lands designated on community plans as Labor Intensive, High-Tech, and MRD (Manufacturing, Research and Development). Office uses up to 50 percent of electronics, research oriented uses, as well as limited non-industrial uses that have high employee intensities (30-45 employees/acre). The Community Plans permit a degree of flexibility in the General Plan standards depending upon specific conditions in the community. The Employee Intensive designation would be appropriate for high activity nodes along transportation corridors and for industrial land in North Natomas.

**Mixed Use**

Includes a mixture of office, commercial, open space and medium and high density residential uses. In some larger, more intense development, light manufacturing and research oriented
activities may be appropriate. These uses are more ideally suited for land within the Central
City, or adjacent to a high activity node along a light rail transit line or freeway corridor. The
Southern Pacific Railyards site, within the Central City, and the Employment Center areas
designated in North Natomas are examples of mixed use development.

Special Planning District

Includes areas where an orderly transition of land use is anticipated due to infrastructure,
access, service or marketing changes. The Richards Boulevard Special Planning District, within
the Central City, is one example of an area where new development opportunities will result
from funded redevelopment activities and extension of transit service to the area.

MIXED USE DEVELOPMENT STANDARDS  (Page 4-13)

Notwithstanding the land use designations shown on the General Plan map, any area
designated for commercial, office, or industrial development mixed uses may be allowed in
accordance with one or more the following requirements:

• The project is a Planned Unit Development that meets the requirements of Chapter 5,
Section 4 of the City’s Zoning Ordinance.

• The project is located in the Central City or is adjacent to a high activity node along a light
rail transit or freeway corridor.

• The project is consistent with any applicable community plan.

• The project is developed in accordance with mixed-use guidelines.

SPECIFIC GOALS, POLICIES, ACTIONS

CITYWIDE  (Page 4-12)

Goals A:

Promote Transit Oriented Development (TOD) within ¼ mile of existing and future light
rail transit (LRT) stations.

Policy 1

Actively support and encourage mixed use commercial, office, and residential
development in identified areas of opportunity around light right stations by establishing
minimum development standards, potential financial incentives, and priority processing
or streamlined review.
Policy 2

Implement land use policies, ordinances, development standards, and design guidelines consistent with the Transit for Livable Communities (TLC) recommendations.

DOWNTOWN SACRAMENTO

Goal B

Promote the successful development of mixed-use projects in the Central City.

The resurgence of downtown retail commercial uses is expected to continue, fostering further development opportunities. New downtown retail, projects are being incorporated into mixed use developments that integrate a variety of activities. Mixed use development is anticipated to become downtown’s future growth stimulus. Single-use projects will become less desirable as activity levels increase and downtown property becomes more valuable. Four key components typically found in mixed use developments include: retail space, offices, hotels, and residential uses.

Three Central City areas offering unique mixed use development opportunities have been identified. Two are related to initial Light Rail Transit Corridors (12th through 16th Streets and R Street ) that will become important entryways into downtown. Activity levels are projected to increase attracting new investment opportunities and stimulating mixed use commercial, office and residential development.

The third area, the Southern Pacific railroad yard, has the potential of becoming Sacramento's premier mixed-use development. With the adoption of the redevelopment plan for the Richards Boulevard Redevelopment Project, the city worked with Southern Pacific and Sacramento Housing and Redevelopment (SHRA) to plan for a vital and active mixed use district for the reuse and redevelopment of the Railyards and Richards Boulevard area. The Railyards Specific Plan and the Richards Boulevard Area Plan provide for the preservation of the Southern Pacific Depot and the historic core of the Central Shops complex for cultural and community-oriented uses that will heighten the historic significance of the site; create an intermodal transportation center which continues the area’s historic transportation role and reinforces downtown as the principle transit hub for the region; provides a comprehensive system of open space which increases the amount of open space in the Central City and strengthens the relationship of Sacramento with the Sacramento and American Rivers; proposes approximately 6,600 residential units which enhances the role of downtown as a place to live and work; and, proposes 16 million square feet of office uses which reinforces the role of downtown as the region’s primary employment center.

Policy 1 (page 4-15)

Actively support and encourage mixed use commercial, office, and residential development in identified areas of opportunity.

Action a): Work with SHRA and private developers to study and adopt a mixed-use concept plan for the Southern Pacific Railroad Yard, R Street Corridor, and 12th through 16th Street Corridor.
INDUSTRIAL EMPLOYEE INTENSIVE AREAS  (page 4-21)

Goal A

Promote the development of employee intensive uses in selected locations where such uses would encourage Light Rail Transit ridership, promote planned housing opportunities; and offer incentives for reuse.

The industrial employee intensive designation is considered a mixed-use category allowing limited retail, office, light manufacturing, and research oriented activities. It would be appropriate for industrial areas where high employee intensities are preferred (30-45 employees per acre). Appropriate locations include older warehousing districts experiencing conversion to office, limited retail and light manufacturing uses; research oriented business parks; and sites adjacent to public transit or convenient freeway access. Such locations include the following: Richards Boulevard, Highway 160 Corridor, Folsom Boulevard-Light Rail Transit Corridor, North Natomas, and Airport Meadowview’s Delta Shores.

Employee intensive uses, mixed use developments, and higher density residential projects strongly support the General Plan’s overall goals of revitalization, reuse, and a general increase in densities consistent with developing an urban character for the City. Another goal of mixed uses and Employee Intensive designation is encouraging public transit ridership and less dependency on single occupant auto trips.

Policy 1

Support employee intensive uses where appropriate along transportation corridors, adjacent to Light Rail stations, within selected mixed-use areas, and where community plan and redevelopment goals would be implemented.

Action a): Identify and study areas of opportunity where employee intensive uses would be appropriate.

SECTION 5: CIRCULATION ELEMENT

A Circulation Element is a required part of the General Plan (Government Code Section 65302 (b)). This element presents goals and policies that coordinate the transportation and circulation system with planned land uses; promote the efficient movement of people, goods, and services both within the city and in the region; use the existing system to its fullest extent; and plan for practices that maintain or improve environmental quality.

The Circulation Element must consider the “general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the general plan.” (Government Code Section 65302(b))

The principal focus of this Element is on the surface transportation system: Freeways, streets and roads, transit, non-motorized travel, and programs and facilities to manage the use of the system, the element contains an overall strategy for coordination, system management, safety, economic development, and environmental objectives. This element also provides policies for those transportation modes that primarily serve as external connectors: Airports, railroads, and the deep water port. The strategy for each mode of travel is followed by goals and policies, with explanation.

OVERALL GOALS

The following goals are designed to meet the City’s transportation needs:

Goal B

Provide all citizens in all communities of the City with access to a transportation network which serves both the City and region, either by personal vehicle or transit. Make a special effort to maximize alternatives to single occupant vehicle use, such as public transit.

TRANSPORTATION PLANNING

GOALS, POLICIES, ACTIONS FOR TRANSPORTATION PLANNING

Goal A

Establish and implement a comprehensive regional transportation plan that identifies needs, integrates the existing transportation network with planned growth, and proposes new facilities.

Policy 1

Establish and implement a City Transportation Plan that identifies long-range transportation system improvements in State, regional and local transportation planning efforts.
Policy 4

Incorporate approved Citywide street improvements as well as non-auto related projects and programs into community plans and special land use studies.

Action a): Review Citywide transportation improvement priorities annually to identify areas and needs which should be studied further.

Action b): Consider street projects and non-auto related improvements which can reduce identified transportation problems in new and updated Community Plans and in special land use studies.

Policy 5

Request that Regional Transit provide a plan for the provision of adequate transit services which meets the needs of this plan, and that the transit plan to be updated on a regular basis.

Action a): Make land use policy decisions supportive of light rail and bus transit, based on established plans.

Action b): Reserve designated light rail and transportation rights-of-way from encroachment or inappropriate development.

Policy 6

Review development projects for conformance with adopted transportation policies and standards, and require appropriate site improvements.

Action a): Develop guidelines which will specify the type of street and non-auto related improvements a development project should provide to alleviate expected traffic problems.

Action b): Develop and maintain an efficient process for the review of proposed development projects.

Action c): Develop a citywide transportation model to analyze the impacts of development projects and the effectiveness of proposed transportation improvements. New analysis techniques and the development of a transportation model for this Plan will allow both the Planning Division and Traffic Engineering to assess these needs on an ongoing basis. This model should be coordinated with the County and Regional transportation models.
GOALS, POLICIES, ACTIONS FOR CENTRAL CITY TRANSPORTATION (Page 5-19)

Goal C

Develop a balanced transportation system which will encourage the use of public transit, multiple occupancy of the private automobile, and other forms of transportation.

Policy 1

Encourage the use of light rail transit and other alternative methods of transportation to facilitate the circulation in the downtown core, through the Railyards site and the Richards Boulevard Area.

Action c): Identify the types of transportation management measures which will reduce traffic congestion and facilitate the movement of people.

Action d): Configure future land uses and development intensities in the Railyards and Richards Boulevard planning area in a way that reinforces transit ridership and supports public investment in transit facilities.

TRANSIT (Page 5-21)

In the future peak hour traffic will place additional burdens on the City’s freeways and major roads. The continued development and expansion of an efficient light rail and bus transit system will help reduce the severity of peak hour traffic congestion and help achieve level of service standards. Not all bus transit should serve the major commute routes, however, and the needs of those who don’t have automobiles should be met by available transit systems. Therefore, transit service needs to be expanded in new developing areas and maintained in areas of high ridership or in areas which are transit dependent.

GOALS, POLICIES, ACTIONS FOR TRANSIT

Goal A

Promote a well designed and heavily patronized light rail and transit system.

Policy 1

Provide transit service in newly developing areas at locations which will support its highest usage.

Action a): Request that the transit providers identify the location of light rail and bus route extensions and new stations in areas experiencing new development.
Action b): Work with transit providers to determine the proper location of routes and stations, and consider, if necessary, modifications of existing land use policy.

Action c): Encourage Regional Transit to develop guidelines or ordinances for implementation by the City, which will allow developer exactions for bus facilities and improvements.

Policy 2

Consider requiring developers of employment center needing mitigation of negative transportation impacts to support light rail or bus transit improvements.

Action a): Work with developers to integrate within their projects a Transportation Systems Management Program of various measures such as shuttle bus service, ridesharing, transit subsidies, LRT stations stop improvements, or other programs which can help provide transit service.

Policy 3

Support a well designed light rail system which will meet future needs and complement the regional transit system.

Action a): Support the extension of light rail service to North Natomas, Metropolitan Airport, Meadowview-Calvine, South Sacramento, and Hazel Avenue.

Policy 5

Development shall meet the target average density as defined by the General Plan land use category to otherwise increase and maximize potential transit ridership within one quarter mile radius of existing and future light rail stations.

Policy 6

Discourage low density, low employment intensity, and auto related uses within one quarter mile of existing and future light rail stations that have low transit compatibility.

Policy 7

Projects located within ¼ mile of existing and planned light rail transit stations should provide direct pedestrian access to the station area.

Policy 8

Where appropriate, maximum project densities and intensities should be encouraged within ¼ mile of light rail stations, consistent with the adopted policies of Regional Transit, the recommendations of the Transit for Livable Communities project, and the adopted land use plans and policies of the City.
III. REGIONAL TRANSIT PLANS
A. REGIONAL TRANSIT MASTER PLAN (1993)

Overview

The Sacramento Regional Transit District (RT) is preparing to expand Sacramento's transit system over the next few decades. The Transit Master Plan outlines the systematic expansion of bus and light rail services to address regional mobility and environmental needs. A Transit Master Plan is a long-range planning document. RT's Transit Master Plan has been developed to integrate with the other regional long range planning documents and the guiding principles of the Transit Master Plan are the same principles that guide local long-range plans.

This section also includes Regional Transit's Design Guidelines for Bus and Light Rail Stations, outlining RT's suggestions for increasing transit ridership through station and surrounding community design. By putting together all of the elements of long range transit development the Transit Master Plan, RT's Design Guidelines provide everyone in the region--RT, planners, local jurisdictions, developers, and citizens--with an understanding of the process involved in working together to expand transit services to meet the needs of the Sacramento community.

Goals, Objectives, policies and Strategies

Community Issues

Goal: To serve the community with transit service that contributes to the region's economic, social and environmental health and to promote intergovernmental coordination to enhance public service responsibility. (Sec. 3-3)

2. Objectives: To Minimize community disruption in the development of transit services.

Policies and Strategies

C. RT should enhance a neighborhood's form and character during transit service planning and expansion. (Sec. 3-3, 2.c)

4. Objectives: To address the equitable distribution of the costs and benefits of public transportation.

   d. RT shall promote land use integration with transit system development that gives priority to pedestrian access and circulation needs. (Sec. 3-4, 4.d)

Service

Goal: To develop service plans and standards that will maximize the effectiveness and efficiency of district operations and bring the system to its full potential. (Sec. 3-4)
7. **Objectives**: To ensure reliable transit service operations.

**Policies and Strategies**

b. RT shall coordinate with cities, counties, and request that new development designs avoid adverse impacts on transit system operations. (Sec. 3-8, 7.b)

**Land Use Coordination**

Goal: To promote transit-oriented land use planning and integrate land use and transportation planning policies to maximize public transit productivity. (Sec. 3-13)

1. **Objective**: To integrate the Transit Master Plan with regional and local land use and transportation plans to promote the relationship between urban form, growth management, and development of new communities with transit development. (Sec. 3-13)

**Policies and Strategies**

a. RT shall work with local and regional agencies in developing the Regional Transportation Plan to emphasize the development and prioritization of transit solutions to promote regional growth management and land use strategies, which will enhance the transit system use. (Sec. 3-13, 1.a)

b. RT shall request local cities and counties to incorporate the underlying principles of the Transit Master Plan into their general plans and to promote transit-oriented land uses through their general plans, specific and community plans, zoning codes, ordinances and conditions of approval. (Sec. 3-14, 1.b)

c. RT shall use the Transit Master Plan as the foundation for promoting land use patterns that lead to multi-use developments with appropriate densities and intensities in the vicinity of existing and proposed public transit corridors and light rail alignments. (Sec. 3-14, 1.c)

2. **Objective**: To encourage land use policies, guidelines and decisions that support the development of transit projects and services. (Sec. 3-14)

**Policies and Strategies**

a. RT shall develop transit oriented land use standards to (1) establish the importance of site design and pedestrian access; and (2) establish the importance of the location of the project in the urban region; (3) establish the importance of the location of the project in the urban region; (4) define minimum thresholds for residential densities and commercial intensities within certain distances from transit services to maximize transit system usage; and (5) integrate the role of parking management strategies. (Sec. 3-14, 2.a)
b. RT shall promote and support local jurisdictions in the development of district area planning and transit overlay zoning around light rail stations, transit centers and along transit corridors. (Sec. 3-14, 2.b)

c. RT shall promote urban development that is within or contiguous to the urban core and new growth areas that are phase to coordinate with the expansion of transit services. (Sec. 3-14, 2.c)

d. RT shall work with counties and cities to incorporate the principles of RT’s transit-oriented land use standards and general transit-oriented mitigation measures into their general plans, zoning ordinances, and environmental and subdivision review process. (Sec. 3-14, 2.d)

e. RT shall develop through memorandums of understanding with cities and counties within the district boundaries an agreement that states: (1) transit impacts will be addresses in any environmental documents required by the county or city, (2) transit operations, facility requirements and design standards (as provided by RT) would be included in county or city standard plans; and (3) RT will be consulted concerning the planning of major developments and the adequacy of transit components of proposed projects. (Sec. 3-15, 2.e)

3. Objective: To encourage joint-developments between RT and private developers to maximize transit-oriented land uses and encourage the development community to pursue transit supportive plans and projects. (Sec. 3-15)

Policies and Strategies

a. Where appropriate, RT should participate at meetings with city, county and community planning representatives, air quality management staff, civic and business leaders at the community level and developers to ensure that RT’s land use and transit objectives are represented on every project with transit impacts or implications. (Sec. 3-15, 3.a)

b. RT should develop a Joint Development Program to oversee and facilitate joint public-private developments at existing and proposed LRT stations and park-n-ride locations. (Sec. 3-15, 3.b)

c. RT should establish, as a joint program with the cities and counties, a program for monitoring the actual or potential real estate benefits that are or might occur in the vicinity of the transit system infrastructure. (Sec. 3-15, 3.c)

Implementation

Policies and strategies are only effective if implemented which often requires coordinated efforts within RT as well as with other public agencies. The Implementation Element (Chapter 9) of the Transit Master Plan provides implementation strategies that define the framework for RT’s internal planning and programming processes along with strategies for integration with land use development, promotion of private sector development and regional transportation planning.
The goals, objectives, policies and strategies set forth in this element establish the framework by which RT can move forward to provide a coordinated, efficient, well-integrated and well-utilized public transit system in the Sacramento region.

**Physical Planning Guidelines-The Project Site**

Project specific design features are as important as policy planning principles. Physical planning guidelines and standards are developed to assist site design review, and in preparing project proposals. This section will present a series of physical planning objectives for coordinating land use with transit. Each objective is followed by specific recommended guidelines. (Sec. 7-13)

**Site Design and Pedestrian Access**

Site design and pedestrian access are critical characteristics of a development proposal that can directly affect the attractiveness of the transit system. Once the concrete is poured, the buildings and walls raised and the project development in place, any site design modifications to enhance transit use, while possible, are unlikely. Site design characteristics must have initial objectives to facilitate transit access. (Sec. 7-13)

Objective 1: Walking distances must be of a pedestrian scale and design. The closer both the beginning and the end of the trip are to a transit stop, the greater the likelihood that transit services will be utilized. As a general rule, the pedestrian threshold or the distance people are willing to walk to a transit stop is about five minutes or about 1,000 feet. The threshold expands to about 1,500 to 2,000 feet around high frequency, high speed transit service (such as commuter or light rail); people are willing to spend a little more time walking if they can spend less time waiting for or traveling on transit (Sec. 7-13).

The distances people are willing to walk are sensitive to the design of the pedestrian path, and decreases dramatically if walking conditions are unattractive or unsafe. Design features such as lighting, open and clear views, smooth walking surfaces, and protection from weather all enhance the attractiveness of pedestrian paths. These factors are crucial for the elderly and disabled community who often depend upon public transportation services for mobility.

RT Recommended Guideline 1.1: Development within 1,500 feet from transit corridors or within 2,000 feet from light rail stations is within the pedestrian threshold of transit and must provide or ensure direct pedestrian access to the transit system. (Sec. 7-13)

RT Recommended Guideline 1.2: Pedestrian paths must be designed with adequate lighting, visibility, smooth and hazard-free walking surfaces and protection from weather (where appropriate) to enhance the safety and attractiveness of walking to transit.

RT Recommended Guideline 1.3: Actual walking distances to transit services should be considered when designing a project. Pedestrian accessibility should be measured by the actual path available, rather than a straight line. Circuitous roadways, meandering walkways, missing sidewalks and crosswalk locations should be considered as obstacles. Decorative walls, landscape berms and sound walls also can obstruct or add length to a route if gates or passageways are not provided at critical locations.
Objective 2: Street patterns in new developments should be designed for pedestrian circulation with an emphasis placed on providing maximum access to streets with existing or planned transit routes. Dead-end streets (cul-de-sacs), loop streets, over-sized blocks, undulations and speed bumps inhibit pedestrian circulation and transit access and should be discouraged in favor of short blocks and unobstructed through streets that allow people to walk more directly toward bus stops and other desired destinations. Where cul-de-sacs exist, "cut-throughs" to arterial streets should be provided to facilitate pedestrian access.

RT Recommended Guideline 2.1: Discourage the use of dead-end streets, loop streets and oversize blocks in favor of through streets and shorter blocks. Provide cut-troughs for pedestrian access to transit.

RT Recommended Guideline 2.2: Encourage a grid street pattern in residential developments. The street pattern of a subdivision or development should include at least one arterial street that is located to maximize access to it from all parts of the development. For larger developments, more than one arterial is recommended with the distance between the arterials not to exceed 1/2 mile.

RT Recommended Guideline 2.3: Master plans and specific plans for large-scale development shall include detailed street circulation plans for pedestrian access and transit service as well as automobile access.

RT Recommended Guideline 2.4: Public transportation facilities, such as bus pullouts, must be considered in the design of a road network.

Objective 3: All neighborhoods should be equally accessible to transit services and pedestrians. Residential subdivisions and apartment complexes that are walled, and gated, ostensibly for security purposes, strongly inhibit pedestrian circulation. Subdivisions with single or limited entrances also discourage pedestrian access. Not only are the residents of such enclaves (and their guests) less likely to walk and utilize neighborhood transit service, such developments can create an impregnable dead-zone in the fabric of the community disrupting the neighborhood street pattern and complicating the provision of transit service for people who live outside the walled development. (Sec. 7-16)

RT Recommended Guideline 3.1: Prohibit limited access residential subdivision developments. Pedestrian access paths, which link various sections of the development to the arterial streets, should be provided, especially near the transit stop. Security measures incorporated into the development should not preclude these linkages. For example, gates may be provided across these paths at access points to the development.

Objective 7: Commercial and office developments should be oriented toward public streets and sidewalks rather than toward parking lots. Buildings must be as conveniently situated toward public transportation facilities as they are toward auto parking. RT encourages revisions to local zoning ordinances that allow locating buildings closer to public street right-of-ways with parking in the rear of the site. If a transit stop is existing or proposed, and on street, orientation is especially critical. Pedestrians in general should not have to wander through a parking lot to get to where they want to be. (Refer to Exhibit E.)
RT Recommended Guideline 7.1: Locate buildings as close to streets with transit facilities as possible. Access points to the building should be oriented towards the bus stops/light rail station along the transit corridor. Parking lots should be located at the rear of the building.

RT Recommended Guideline 7.2: Arrange buildings on a site to reduce the walking distance between each of the buildings and the closest transit corridor. Sidewalks, plazas or other means of pedestrian access within the site should be placed to provide a direct path to the transit corridor.

RT Recommended Guideline 7.3: Cluster buildings together so that their entrances focus on a common area close to streets with transit service. The distance between these buildings and the transit corridor along which they are located should be minimized. Parking lots should be located behind the building cluster.

Compatible Land Uses

Objective 1: **Encourage the development of mixed-use projects along transit corridors.** The more things a person can accomplish within walking distance of a given point, the more desirable that location is as a transit stop. Integrated mixed-use developments combining residential, retail, office, open space, and public uses can reduce the need for and number of automobile trips, and encourage walking and public transit use between land uses. A mix of uses can occur in a variety of ways; office and residential uses can be included within the same building, possibly located above retail uses. Mixed uses are integrated through a site design that functionally relates to the various uses. Different uses that are on the same site but separated by a wall or expanse of parking are considered multiple use projects and are not defined as a mixed-use development. (Sec. 7-18)

**Examples of uses that have high transit compatibility include:**

<table>
<thead>
<tr>
<th>Commercial Airport</th>
<th>Park and Ride Station</th>
<th>Day Care Center</th>
</tr>
</thead>
<tbody>
<tr>
<td>General Heavy Industrial</td>
<td>Apartments</td>
<td>Office Park</td>
</tr>
<tr>
<td>Residential Condominiums</td>
<td>High density residential</td>
<td>Shopping Center</td>
</tr>
<tr>
<td>Retirement Community</td>
<td>Hotel (non-CBD)</td>
<td>Hospital</td>
</tr>
<tr>
<td>General Office Building</td>
<td>Schools and colleges</td>
<td>Stadium</td>
</tr>
</tbody>
</table>

**Other uses, which have low transit compatibility, include:**

| Water port | Truck terminal | Marina |
| Mini-warehouse | Utilities | Car wash |
| Recreational homes | Golf Course | Hardware/paint store |
| Nursery/garden center | Building materials/lumber | Furniture store |
| Service Station | New car sales |

In developing along transit/light rail corridors, land uses that are compatible with transit will be critical to maximizing transit usage.

RT Recommended Guideline 1.1: Require that land within the pedestrian thresholds of transit corridors and light rail stations have the appropriate land use designations to allow for the creation of mixed use developments.
RT Recommended Guideline 1.2: Encourage the development of mixed-use projects within the pedestrian thresholds of transit and light rail stations.

Residential Density and Employment Intensity

Objective 1: Encourage development densities and intensities that increase and maximize the potential transit market within the pedestrian threshold of transit corridors and light rail stations. The levels of residential densities and employment intensities in appropriate locations both at the regional and project specific levels can positively influence transit system usage and productivity. The more people are located within accessible distances to transit services, the more likely that transit will be a choice for transportation needs. General density and intensity thresholds influence a range of transit modes. In addition, as mentioned as a policy planning issue under "Development Location", desirable development densities are also very sensitive to the project's location in the urbanized region. Projects located within the central, core and infill areas of the urbanized area should be encourages to develop at densities higher than developments in outer urbanized areas. (Sec. 7-21)

RT Recommended Guideline 1.1: Require that all development within pedestrian thresholds of transit corridors and light rail stations at least meet the minimum residential densities and employment intensities appropriate for the regional location.

RT Recommended Guideline 1.2: Encourage higher densities for projects located within the central core and urban infill areas.
B. REGIONAL TRANSIT DESIGN GUIDELINES FOR BUS AND LIGHT RAIL FACILITIES

Overview

The Design Guidelines provide Regional Transit's design, construction, and operational guidelines for various transit related improvements. The Guidelines are directed to developers, planners, designers, consultants, public officials, and interested citizens concerned in developing an environment more accessible to public transit. The Design Guidelines do not establish a legal standard or specification or constitute a regulation, and are not intended to supersede or replace municipal and County requirements. (ii)

Regional Transit Design Guidelines for Bus and Light Rail Facilities

2.1 Access

For successful transit service to a particular development, it is essential that (1) the components of the development, i.e. the homes or the employment centers or major traffic generators, have easy access to the transit corridors within it, and (2) the transit service have direct and operationally safe access to the development.

Certain forms of subdivision design impede access to transit service and the provision of transit service. Examples of such impediments include walled subdivisions, excessive use of cul-de-sacs and circuitous street patterns, undulations/speed bumps along arterials, etc. RT will not, normally, provide transit service to subdivisions that include these because it is inefficient and not cost-effective to do so.

For the appropriate access to, and for, transit service, RT recommends the following:

1. The street pattern of a subdivision or development should include at least one arterial street that is located to maximize access to it from all parts of the development.

   For larger developments, more than one arterial is recommended with the distance between the arterials not to exceed 1/2 mile.

2. The arterials within a subdivision should serve as the collector streets for it.

3. All parts of the development should have easy pedestrian access to the arterial(s).

4. Where a development or subdivision is walled or fenced off, and the arterial along which transit service is likely to be provided is outside the walls or fence, steps should be taken to allow easy pedestrian access to the arterial. These could include the following:

   (a) Providing pedestrian access paths, not suitable for vehicular traffic, linking various sections of the development to the arterial, especially near the transit stop.
Security measures incorporated into the development should not preclude these linkages. For example, gates may be provided across these paths at access points to the development.

(b) Replacing the walls or fence around the development near the transit stop(s) along the arterial(s), with a system of offset walls and berms which allow pedestrian passage and provide the sound reducing qualities of walls, but restrict vehicular access. Figure 2-2 illustrates this concept.

17.0 Light Rail Stations

A light rail station is a place designated for the purpose of loading and unloading passengers from light rail vehicles. The station may range from a simple flag stop for pedestrian walk-on access, to trackside platforms, to a more elaborate facility that includes bus transfers and park-and-ride facilities. To facilitate passenger access, light rail stations may be incorporated into large commercial and office developments.

17.1 Placement Guidelines

Selection of the location of light rail stations should be based on:

1. Availability of space
2. Proximity to other stations.
3. Relationship to feeder bus routes.
4. Relationship to major destinations (e.g. office parks, shopping centers, industrial centers, etc.) and residential land uses.
5. Compatibility with the immediate environment.

The general location of the stations should be determined early in the light rail system design phase. The appropriate governmental entity (local, state, federal) with land use authority over the selected sites should be requested to include these locations on the applicable Land Use maps-and General and Community Plans.

RT specifically recommends:

1. Light rail stations should be spaced no closer than 1-mile in urban areas and 2-miles in suburban areas. Each location, however, should be evaluated within the context of its surroundings and adjustments to this recommendation may be made to accommodate, for example, the need for more closely spaced stations in the downtown area or stations that are spaced further apart in outlying suburban areas.

2. Light rail stations should be incorporated with the design of major employment centers (i.e. 1,000 employees or more) to provide safe and convenient pedestrian access between the station and the buildings within the center.
3. Within residential developments, light rail stations should be located (a) closer to the high-density uses, and (b) so as to allow safe and convenient pedestrian access to it from the development.

4. Within designated transit centers, light rail stations should be located so as to provide:
   (a) Safe and convenient access to passengers arriving by various modes i.e. bus, park-and-ride cycle, on foot and "kiss-and-ride".
   (b) Safe and efficient access by all other modes serving it, i.e. buses, park-and-ride vehicles, passenger drop-off vehicles, etc.

5. On mixed traffic roadways and especially, urban streets, light rail stations should be located on the far side of intersections so as to minimize interference to light rail operations by other traffic.

17.2 Design Guidelines

The design of a light rail station should be governed by:

- Passenger volume.
- Integration with bus service.
- Local site considerations, (i.e. available space, physical environment, etc').
- Pedestrian access.
- Joint development opportunity.

In addition, each station site will present unique design considerations that must be addressed so as to reflect and enhance the unique characteristics of the particular location. For example, the station may be designed as part of a larger plan to rebuild or revitalize the adjacent area, or to blend with the existing urban environment. At the same time, the station must present a consistent image of the light rail system and conform to system-specific requirements.

Light rail transit stations may be divided into two general classes:

1. Urban stations.

2. Suburban stations.

An urban station ultimate destination point of the trip is located within urban land uses and is usually little or no parking is provided at an urban station to encourage most patrons to walk to it. Occasionally, an urban station may be served by a bus route (e.g. cross-town route or route from an area not served by rail).

A suburban station residential in nature is located in outlying areas generally. It primarily serves as the origin point of the trip. While passengers are encouraged to walk to the station by providing appropriate pedestrian access, the station may provide for bus transfers, layovers and turnarounds, and parking for park-and-ride/"kiss-and-ride" patrons.

17.2.3 Pedestrian Access
Walkways on the station site should be designed to:

1. Be linked to the pedestrian network in the surrounding community to encourage arrival at, and departure from, the station on foot.

2. Avoid cross flows, dead ends and turns greater than 90-degrees for passenger security and circulation.

3. Avoid bottlenecks at convergent walkways by providing adequate space. This may be achieved by installing barriers to channel pedestrian traffic.

Transit for Livable Communities (TLC)

1. Regional Transit’s South Sacramento Corridor and the Amtrak/Folsom Corridor

   i. RT’s vision for Transit Supportive Development. RT’s goals, in order of importance, are: to increase ridership; to provide services and amenities for passengers; to enhance the station environment; and (for joint development projects) to generate revenue.

   ii. Joint Development is defined as development at and around transit facilities in which RT has a direct investment. It must also meet the definition and goals of transit supportive development. Joint development that does not make money is acceptable if it meets other goals; one example is daycare.

   iii. Transit Supportive Development has a broader definition. Projects that generate or attract transit riders, that are built at a pedestrian scale, and that take advantage of the location near superior transit service can meet the definition. Some uses are clearly preferred (convenience markets, coffee shops, dry cleaners, for example) and others are clearly not transit supportive (gas stations, big box retail, mini-storage).

   iv. Deliverables required in the RFP include a market analysis report, development scenarios and financial analysis, and marketing packages and plans for each station. The consultant is expected to identify potential developers for RT property, and provide the material for RT to issue Request for Proposal (RFP) for development.

   v. Land use planning products include a preliminary land use study, a plan of action for RT and other agencies to undertake policy and procedural changes, and draft entitlement applications.

   vi. Project Objectives, in the narrowest sense, include identifying specific development scenarios that are feasible and marketable, getting the entitlements in place, attracting developer interest, and generating community support. This project should enable RT – and other landowners – to enhance property values, take advantage of the transit
investment, and secure deals for appropriate development. Actual construction of transit supportive development projects will be measurable, real-world accomplishments that could result from this project.

vii. Desired outcomes from project go beyond the deliverables. Ideally, this project will inspire Regional Transit, the City, the County, and cooperating agencies to undertake real changes in practices and policies to encourage and invite transit supportive development at light rail stations. The public outreach and involvement effort is aimed toward building public support for development at and around transit stations. A major aspect of this is developing an informed constituency that is committed to and excited about pursuing further land use planning and economic development at and around the transit stations, and that will carry this effort forward.
IV. POLICIES AND PLANS BY COMMUNITY PLAN AREAS
A. AIRPORT MEADOWVIEW

Overview

This Airport Meadowview Community Plan serves not only as a policy guide for planners and decision makers, but as a resource document for residents of the community. The Plan provides direction in understanding background data and the analysis of that data, should be used as a tool to accomplish achievable results. Changes in land use designations involve primarily some reduction in the amount of retail commercial land and some increases from low to medium and high residential density in parts of the south area.

Light Rail Transit (LRT) Policies and Actions (pg. 64):

a. Support the Sacramento Regional Transit District (RT) by reserving right-of-way for LRT and supporting RT in its efforts to acquire right-of-way and develop the light rail system along the adopted alignment. Reserve adequate right-of-way for both LRT and pedestrian/bicycle uses along Consumnes River Boulevard.

b. Explore funding options and work toward the construction of Light Rail Transit in the community. Consider coordination with major project developers within the south area to assist with funding design and construction.

c. Ensure that land use plans allow compatible uses and densities supportive of transit services along major routes and adjacent to potential light rail transit stations.
B. ARDEN-ARCADE

The Arden-Arcade area does not have a Community Plan adopted by the Sacramento City Council at this time. Matters regarding transportation policy in the Arden-Arcade area are thus to be deferred to the City of Sacramento General Plan.

Swanston Station

The City of Sacramento partnered with Regional Transit, the Sacramento Metropolitan Air Quality Management District (SMAQMD) and the Point West Transportation Management Association to sponsor a series of community workshops to identify land use alternatives for the Swanston LRT station, beginning in the summer of 2000. These workshops identified: base land use conditions, community issues and assets, and Regional Transit proposals for future bus and LRT operations in this area. A project consultant evaluated the base information and produced indicators of sustainability (e.g., walking distances, access to transit, number of employees, number of housing units, etc.) and calculated those for both base case and alternative land use and infrastructure scenarios. The study identified a need for infrastructure improvements including: a pedestrian bridge connection (between the station and active uses located northeast of the tracks), neighborhood circulation improvements (sidewalk and street improvements), new bus stops and associated infrastructure. The study also identified the benefits of providing a mix of uses (residential, commercial, office and open space) within the existing transit facility. These uses would not only generate ridership, but would provide a catalyst for new development in the surrounding community, as well as a sense of place and safety for transit riders. The City of Sacramento continues to work with Regional Transit in a planning effort referred to as “Transit for Livable Communities”. This effort is intended to refine the findings of the original workshops, and eventually result in an implementation plan for the design and development of the Swanston LRT station and surrounding community.

The City of Sacramento will begin work on the creation of a Transit Village Planning Process in June of 2005. The Swanston Transit Village Plan will prepare land use plans, traffic/infrastructure studies, environmental analysis, urban design plans, and financing/implementation strategies to implement transit-oriented development around the Swanston Light Rail Station in the City’s North Sacramento Community Plan Area. Additionally, the Swanston Station Transit Village Plan will provide land use, parking/circulation, open space and infrastructure goals, policies, and objectives, and implementation measures which will guide land use and development decisions around the station over the next twenty years. The Swanston Station Transit Village Plan will utilize and advance the two previous sets of transit oriented development land use studies.
C. CENTRAL CITY

Overview

The primary goal of the Central City Community Plan is to continue revitalization of the Central City area as a viable living, working, shopping and cultural environment with a full range of day and night activities. The combination of traffic congestion, rising cost of providing automobile parking, deteriorating air quality and the shortage of energy all point to the need for a transportation system which places more emphasis on public transportation and, therefore, less on automobiles. The overall goal used to prepare the alternative transportation recommendations was: to develop a balanced system which emphasizes public transit, protects residential neighborhoods, and promotes light rail as an important alternative to the single occupant automobile commuter, providing for safe, convenient and efficient movement of people in and through the Central City.

COMMUNITY PLAN
(Page 41)

The following recommendations relate to improving public transportation. These improvements should be supported by City policies, City funding to the extent possible, and City decisions regarding zoning and land use planning.

1. Provide various means by which the City can assist in obtaining additional private and public financial support to increase Regional Transit service to help achieve the projected-modal split by 1990.

2. Facilitate improved express public transit service by modifying Eighth Street between H and P Streets for use primarily by transit and pedestrian. The majority of express buses would be routed to serve the Core on 8th Street and amenities for passengers that are waiting would be included in the modifications. Implementation of the modifications would be contingent upon a substantial increase in the number of express buses that would use 8th Street during peak travel periods.

3. Encourage Regional Transit to provide Park-n-Ride facilities and express bus and light-rail routes to serve suburban areas.

4. Encourage increased frequency and scheduling reliability of local transit routes within the Central City frame area, including signal pre-emption in all major transit corridors.

5. Work with Regional Transit to expand the shuttle service to serve major activity centers within the Central City. The present downtown shuttle bus services should be combined and improved. Frequent shuttle bus service (3 to 5 minute frequency) would connect major activities within the Core area. The Shuttle system would provide a direct route between the State Offices, and the proposed Multi-Modal Transportation Center. (Amended 12-14-93, Resolution No. 93-741)

6. Enact transfer of 1-80 Bypass Interstate Highway funds to construct light-rail transit between the Central City and the Suburban areas.
7. Relocate the Union Pacific main line tracks to the northern boundaries of the Rail yards planning area, and locate the proposed intermodal transportation center at 7th and North B Streets. (Amended 12-14-93, Resolution No. 93-741)

8. Promote shoppers' bus validation by downtown businesses.

The overall transportation goal is to reinforce the Central City as the region's transportation hub, and to create a balanced system which reduces auto dependency, protects residential neighborhoods, and provides for safe, convenient and efficient movement of goods in and through the Central City. The following provides specific goals and policies for the transit transportation component that will reinforce the overall goals of the Central City Community Plan. Greater detail of the transportation system shall be provided in the adopted plans.

The Central City Community Plan also sets broad Transportation goals for the Community:

Encourage the development of an overall balanced system of transportation which emphasizes public transit, protects residential neighborhoods promotes alternatives to the single occupant automobile commuter; and which provides for safe, convenient and efficient movement of people and goods in and through the Central City.

Sub-Goals:

- Support programs aimed at significantly increasing transit riders.
- Assist in providing Park n' Ride facilities in suburban areas linked to the Central City by express public transit.
- Restrain the projected increase in parking spaces needed for long-term employee parking by promoting public transit improvements, carpool programs, employer sponsored passes and other alternatives to the single occupant car usage.
- Reduce the adverse impact of commuter parking on residential streets.
- Utilize appropriate measures to require new developments to assists in transit improvements in lieu of major investments in parking facilities.
RICHARDS BOULEVARD AND SOUTHERN PACIFIC RAIL YARDS

A. INTRODUCTION
(Page 55)

In July 1990, the approximately 1,400-acre Richards Boulevard Redevelopment Project area was established by the City Council to aid in the implementation of improvements. The Richards Boulevard Redevelopment Project Area is comprised of the Union Pacific Rail yards and Richards Boulevard planning areas. Although the two planning areas are within the same Redevelopment Project Area, they are substantially different in nature. The 260-acre Rail yards Area is predominantly under single ownership (i.e. Union Pacific) and is substantially vacant. The 1,140-acre Richards Boulevard area, on the other hand, is an existing industrial and warehousing district under multiple ownership (i.e., over 200 property owners), with many viable businesses.

B. SOUTHERN PACIFIC RAILYARDS

1. Planning Area

The southern Pacific Railyards planning area is situated on 260 acres of land immediately north and west of downtown Sacramento. It is generally defined by I Street on the south, the Sacramento River on the west, North B Street and the City's Water Filtration Plant on the north, and the Alkali Flat Neighborhood and County Government Center on the east.

2. Goals

a. Reinforce the Central City as the region's principal transportation hub through the creation of a “state-of-the-art” intermodal terminal.

The Rail yards have played an historic transportation role within the city and region. Although its function as a marshaling yard and fabrication and maintenance facility has ended, there is now the opportunity for the site to be developed as a regional transportation interchange point for people. The General Plan calls for the creation of a “state-of-the-art” intermodal terminal to be constructed on the site to bring together all transit modes and to provide quick transfer and convenient access to surrounding urban activities and employment uses. The integration of other transit modes, including intercity and local bus and light rail transit, within the facility will enhance the viability of rail and promote transit as a convenient alternative to the automobile. Beyond its transportation function, the facility can also serve as a major catalyst for redevelopment and become a principal activity center within the downtown. The location for the intermodal terminal is planned in the vicinity of 7th and North B Streets.

b. Reinforce the downtown and Central City as the major employment center of the region.

The redevelopment of the Rail yards provides the opportunity to enhance the Central City's regional role as an employment center. The land use element of...
this section designates land in the southern most portion of the Rail yards area adjacent to the Central Business District for high-density employment uses. Development of these uses in these areas should relieve pressure on existing neighborhoods. Further, the creation of a major intermodal terminal offers the opportunity to create new transit-oriented office district in close proximity to the downtown core, to the State Capitol, and to the existing regional transit system. The Community Plan calls for the creation of such a district within walking distance (approximately one-quarter mile) of the planned intermodal terminal at 7th and North B Streets.

C. RICHARDS BOULEVARD AREA
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1. Planning Area

The Richards Boulevard planning area is comprised of approximately 1,140 acres of land defined by the American and Sacramento Rivers on the north and west, and the Union Pacific Rail yards and the Central City residential neighborhoods on the south and east. The planning area extends approximately 2.5 miles east of the confluence of the rivers and includes within its limits the former Sacramento Municipal Landfill. The land is divided into over 600 separate parcels, held by over 200 property owners. Most of the development is concentrated in the western two thirds of the planning area (generally west of the Union Pacific railroad tracks), while the eastern third is largely undeveloped and un-served by roadways.

2. Land Use

Transit-Oriented Mixed-Use District:

This land use district adjacent to the planned intermodal terminal provides for medium and high-density support and government office uses as well as commercial uses, which promote and enhance transit ridership and access. Multi-family residential uses are also allowable, provided they are designed to mitigate the noise impacts from the adjacent main line tracks.

3. Transportation
(Page 76)

Reinforce downtown Sacramento as the regional transportation hub with improved light rail, intercity rail, commuter rail, intercity and local bus service.

Downtown Sacramento currently serves as the region's major interchange of transit modes and enjoys the highest levels of transit accessibility. The City of Sacramento has adopted policies that commit public investment to the reinforcement and expansion of transit facilities in order to reduce auto dependency and to deal effectively with critical environmental problems facing the region, including the loss of prime agricultural land, deteriorating air quality, and traffic congestion. The City has recognized the significant capital and social cost related to the construction of freeways that support single-occupancy vehicles and promote unbridled growth at the fringes. An expanded transit system with a strong downtown focus is seen as a major opportunity to address these problems and to enhance the Central City's role as the region's primary employment center.
The following policies are intended to expand the role and effectiveness of transit in the region:

a. Establish a regional intermodal transportation center, which brings together intercity rail, commuter rail, and light rail, local and intercity-bus services in a manner, which facilitates the convenient transfer between various modes of transit.

b. Relocate the Union Pacific main line tracks to the northern boundaries of the Rail yards' planning area, and locate the intermodal transportation center at 7th and North B Streets.

c. Accommodate the extension of the light rail system from downtown to the airport in a manner that maximizes service to existing and future uses, and which intersects with the planned intermodal transportation center.

d. Provide a local transit center in the Richards Boulevard area which facilitates the transfer between the local bus system and light rail transit, and which allows for convenient bus layover and staging.

e. Extend bus service from the downtown to the planning areas and the intermodal station.
R STREET CORRIDOR COMMUNITY PLAN

A. PLANNING AREA

The R Street Corridor is located within Sacramento's Central City, south of the Central Business District, the mixed use State Capitol Plan, and between several well-established Central City neighborhoods. The R Street Corridor Plan, a chapter of the Central City Community Plan, establishes the planning vision, goals, and policies for land use and light rail facilities. It provides for transit friendly site design, promoting retail, open space, and the pedestrian scaled environment necessary to support transit use and create new centers for neighborhood activity.

The R Street Corridor Planning Area encompasses the 54 blocks bounded by Q Street on the north, S Street on the south, the I-5 Freeway on the west, and 29th Street on the east. Consisting of some 1,680 parcels of land totaling 128 net acres, the Corridor is located within Sacramento's Central City. The west end of the Corridor is located directly south of the Central Business District (CBD), whereas the central portion of the Corridor is at the southern boundary of the Capitol Area neighborhood. The Corridor is north of several well-established residential neighborhoods. In addition, established residential neighborhoods exist to the north of the east end of the Corridor.

The R Street Corridor has been divided into four sections or neighborhood sub-areas, based on special characteristics of each. These four neighborhoods are known as "Southwest", "Capitol Area", "Sacramento Bee" and "Farmers Market" neighborhoods.

B. VISION

The Land Use Plan envisions the transformation of the R Street Corridor from a warehouse district into a new transit oriented mixed-use neighborhood. The plan encourages the long-term transformation of the Corridor from heavy commercial, warehouse and state office uses to a mixed-use district of residential, office and neighborhood oriented commercial uses. The plan facilitates infill development, home ownership, and higher density housing opportunities to serve anticipated CBD employment growth over the next 20 years. The location and scale of office development is intended to be compatible with the scale of surrounding neighborhoods.

Mixed-use development is concentrated around the four existing light rail transit stations to further an urban transit oriented development pattern. The 13th Street Station, 16th Street Station (Benvenuti Plaza), 23rd Street Station (Sacramento Bee) and the 29th Street Station provide extensive transit service in the Corridor. Concentrating mixed uses near these stations will increase transit ridership, support the region's air quality and traffic management goals and better utilize existing infrastructure.

Residential and lower intensity commercial uses are designated on the east end and at the edges of the Corridor, to reinforce established residential neighborhoods. The majority of the Corridor is designated for residential uses to stabilize land values, increase the financial feasibility of housing and neighborhood retail uses, and to create a vibrant mixed use and mixed income neighborhood.

The plan establishes comprehensive goals and policies to guide future land use decisions and ensure that new development is served by a circulation system, which enhances pedestrian and
transit access. The Special Planning District (SPD) for the R Street Corridor, amended into the City's Zoning Ordinance, implements the R Street Corridor Plan. The Special Planning District establishes development standards and design guidelines which are tailored to ensure new development is of appropriate design, scale, and intensity to compliment both transit and neighborhood preservation goals.

C. GOALS AND POLICIES

The Planning Principles are organized as goals and supporting policies to guide land use decisions within the R Street Corridor:

**GOAL 1 – REINFORCE THE CBD AS THE CITY’S REGIONAL EMPLOYMENT CENTER**

Recognizing the CBD as the City's preeminent regional employment and high-rise office center, the R Street Corridor should be developed at a scale and mix of uses to provide a transition between the high intensity CBD, the mixed use state Capitol Plan area, and the adjacent lower density residential districts.

**Policy**

1.1 Limit the scale of new development to the intensities specified in the R Street Corridor Plan and the Merged Downtown Sacramento Redevelopment Area Plan to assure the creation of a transition zone between the CBD and adjacent residential neighborhoods.

**GOAL 3 – USE TRANSIT STATIONS IN THE CORRIDOR TO FOCUS DEVELOPMENT**

To focus development, the four light rail stations to create discrete neighborhoods with a mix of compatible uses clustered around transit and linked by pedestrian routes. These routes should develop with sufficient intensity to promote light rail ridership and air quality objectives while preserving the surrounding neighborhood integrity.

Within the R Street Corridor, 19.5 percent of the land area is used for parking. Most of this area is surface parking. As the area transitions to more intensive uses and state offices are consolidated, the City and State should endeavor to reduce the amount of land devoted to parking by reducing parking standards. Structured parking should be encouraged. The City, Regional Transit and the State should continue to examine ways to consolidate shuttle service and improve the cost effectiveness of service to peripheral parking lots. This effort should increase use of peripheral parking lots currently operated by the State and reduce the demand for parking in the area. The Capitol Area Plan establishes an objective to reduce parking in state-owned facilities in the Capitol Area by 1200 spaces.

**Policies**

3.1 Encourage mixed use residential/commercial development within a 660 foot radius of each light rail station, subject to compliance with setbacks and other building intensity standards, to ensure a design and scale compatible with adjacent neighborhood scale uses.
3.2 Reduce the amount of land devoted to surface parking through reduced parking standards and local, regional and State implementation of shuttle service and peripheral parking lot programs.

GOAL 8 - PROVIDE SUFFICIENT OPEN SPACE TO SERVE FUTURE RESIDENTS AND EMPLOYEES OF THE R STREET CORRIDOR

Policies

8.4 Park locations should focus public spaces around light rail stations and neighborhoods.

F. CIRCULATION  (Page 93)

The Circulation Plan for the R Street Corridor includes vehicular and pedestrian improvements designed to enhance the area as a residential mixed-use neighborhood. The Circulation Plan compliments land use policies, and link neighborhoods with public amenities and the existing light rail stations. The Circulation Plan (Figure 13) identifies the location of existing bike lanes, light rail stations and the proposed southern light rail extension and the intersections proposed for pedestrian enhancements. The proposed R Street cross sections are depicted in Figures 14 and 15.

The figure on page ___ identifies several locations for "pedestrian enhanced intersections". These enhancements could include, but are not limited to, pedestrian controlled signals, enhanced lighting, sidewalk lighting and alternative paving materials at crosswalks. Of particular importance are the intersections at 16th and Q, 16th and R, 29th and Q, and 29th and R. These are locations at which a major, high traffic street separates existing and proposed moderate to high intensity commercial and residential development from existing light rail stations. Pedestrian friendly crossings are important at these locations to facilitate the linkage between the developments and the stations, thereby maximizing the transit ridership potential generated by the development.

1. Vehicular Circulation

GOAL 10 - DESIGN R STREET AS A LOCAL, PEDESTRIAN SCALE STREET

Policies

10.1 Retain the local street classification for R Street as a 2 lane, 2 way street. Facilitate pedestrian, bicycle and vehicular forms of circulation. Retain stop signs, as warranted, to reduce traffic volumes and slow the speed of traffic.
10.2 Limit vehicle access from R Street and encourage parking access from the alleys to reduce the amount of street frontage devoted to the automobile and to minimize traffic on R Street.

10.3 Improve portions of R Street, which are currently substandard and design streets to reflect a pedestrian scale.

2. Transit/Bus Service

The R Street Corridor is adequately served by four existing light rail stations. The 13th Street and 16th Street Stations, one half block north of R Street, and the 23rd Street and 29th Street Stations on R Street. Bus routes currently link the Corridor to Downtown Sacramento and the Downtown light rail stations.

The proposed Union Pacific Railroad/Sacramento City College alignment will begin in the R Street Corridor by branching off the existing Folsom line LRT tracks on the alley north of R Street.

The southbound LRT extension will establish the 16th Street Light Rail Station as a primary transfer point for LRT patrons traveling to and from South Sacramento, East Sacramento, North Sacramento, and the Central City area. The increased activity at this station heightens the importance of transit\land use coordination with Regional Transit. It also increases the importance of encouraging mixed-use development, which is of sufficient commercial intensity and residential density to increase and maximize the potential transit market in this area, consistent with RT guidelines.

Policy

10.4 Future enhancements to bus or shuttle service within the corridor should link the Intensive Mixed Use district on the west end with the 13th Street Light Rail Station.

3. Bicycle Circulation

The R Street Corridor is served by on-street (Class II) bike lanes on T Street, and 11th, 20th, 24th, and 28th streets.

4. Street Cross Sections

GOAL 11 - PROMOTE MULTIPLE MODES OF CIRCULATION THROUGH THE ADOPTION OF NEW R STREET CROSS SECTIONS

Policy

11.1 Within the R Street public right of way, provide planter strips with street trees, street lighting, on-street parking, and sidewalks to provide a safe and attractive environment for pedestrians, bicyclists, and other modes of transportation.
Two different street cross sections are proposed for R Street to address different transit and land use conditions. The west end of the corridor, the 3rd to 19th Street section, is proposed to serve more intensive office, and residential mixed uses. For the east end of the corridor, from 23rd to 29th Streets, the light rail line occupies the middle of the street, and a significant amount of the street right of way. This cross section is proposed to serve predominantly residential and retail uses.

3rd-19th Street Cross section

From 2nd to 19th Streets, an 80-foot right of way exists to accommodate the desired two way, two-lane local street (Section depicted in Figure 14; Plan depicted in Figure 16). The proposed street cross section will locate the middle of the street four feet south of the center-lines of the right of way. This will allow for an extra eight feet of landscaping on the north side of the street to provide adequate sunlight for public space. Street lighting is also proposed for this cross section, and will be located along the center of the planter strip.

23rd-29th Street Cross section

Figure 15 depicts proposed cross sections for the 23rd to 29th Street section of R Street. Figure 17 depicts the Street scape Plan. The cross section for this area devotes 26 feet of the public right of way for exclusive light rail use. To accommodate light rail and still allow for on street parking, street trees, and sidewalks; street tree planter boxes are proposed. These planters must be designed to provide proper drainage, and rolled rather than square planters are preferable. Street lighting is also proposed for this cross section, and will be located along the edge of the sidewalk.

I. IMPLEMENTATION

Implementation of the R Street Corridor Plan will require the cooperation of the City, Sacramento Housing and Redevelopment Agency (SHRA), Capitol Area Development Authority (CADA), private property owners, neighborhood organizations and others. Implementation actions include:

CIRCULATION / INFRASTRUCTURE

5. As part of the Downtown Development Fee Study, consider the establishment of a Transit Development Fund for the financing of transit projects.

6. Link the Riverfront and R Street with the proposed bike route continuing on 2nd Street from T Street to R Street and crossing over Interstate 5 on the former Railroad Bridge.

7. Coordinate with the City’s Traffic Division to explore the possibility of constructing the proposed pedestrian enhanced intersections as part of the City’s Neighborhood Traffic Management Program.

8. Study the Feasibility of Financing Approaches Including an Assessment District to fund proposed park development, street and street lighting improvements, pedestrian enhanced intersections and necessary utility upgrades.
9. Study the possibility of routing the proposed Downtown Shuttle or the proposed Historic Trolley through the Corridor, from 2nd Street to the 13th Street Light Rail station, to connect higher intensity development on the west end to downtown.
D. EAST BROADWAY

The East Broadway area does not have a Community Plan adopted by the Sacramento City Council at this time. Matters concerning transportation policy in the East Broadway area are deferred to the City of Sacramento General Plan with the exception to the South 65th Street Area Plan.

SOUTH 65th STREET AREA PLAN

The South 65th Street Area Plan was adopted on November of 2004 to guide land use plan development over the next 20-25 years. The purpose of the plan is to guide future development and redevelopment within the plan area towards land uses that support alternate transportation modes, including bicycling, walking, and transit ridership, provide needed housing and public facilities, and reduce auto dependence. The proposed land uses are residential/commercial mixed uses that combine attractive living units with retail and office space in the same building or in close proximity. The plan envisions direct bicycle and pedestrian connections to the 65th Street Transit Station, CSUS, and the 65th Street/University Transit Village area (located north of Hwy 50), via improvements to Redding Avenue and 65th Street.

The project area is approximately 140 acres and located north of San Joaquin Street; south of the 65th Street Transit Station and Q Street; east of Kroy Way and 65th Street; and west of the Union Pacific Railroad Tracks.

Like the 65th Street University Transit Village to the north, the South 65th Street Area Plan is accompanied by an Environmental Impact Report (EIR), which briefly analyzes the possible impacts to the area infrastructure on a programmatic level. In addition to the EIR, a Mitigation Monitory Plan (MMP) was also adopted for the plan area. The MMP lists the mitigation measures as listed in the EIR and identifies the mitigation, the implementing responsibility, the monitoring responsibility, the compliance standards, and the timing of the each of the mitigation measures.
E. EAST SACRAMENTO

East Sacramento does not have a Community Plan adopted by the Sacramento City Council at this time. Matters regarding transportation policy in the East Sacramento area are thus to be deferred to the City of Sacramento General Plan. The East Sacramento area does have one of the most used Light Rail Stations in the region (the 65th Street Station). On October 29, 2002 City Council approved the creation of the 65th Street/ University Transit Village Plan. The plan provides land use, parking/circulation, open space and infrastructure goals, policies and objectives, and implementation measures which will guide land use decisions over the next twenty years.

THE 65TH STREET-UNIVERSITY TRANSIT VILLAGE PLAN

The 65th Street-University Transit Village Plan, adopted in October 2002, provides land use, design and implementation guidance for transit supportive densities, intensities and mixes of land uses. The goal of the plan is to increase transit ridership and create a sustainable; energy efficient village with amenities for new residents and employees as well as existing adjacent development. The Transit Village encompasses approximately 49 acres, of which approximately 36 acres have been defined as having development or redevelopment potential.

The plan is implemented through general plan and zoning ordinance amendments, public improvements, and other development incentives. The goals of the plan include:

- A mix of housing types in East Sacramento
- Intensification of residential and commercial mixed use development opportunities to increase RT ridership at the 65th Street transfer station (bus and light rail transit)
- Infrastructure improvements for pedestrian and bicycle circulation and access to light rail
- Strengthening the connection between the California State University, Sacramento (CSUS), the East Sacramento neighborhood, and the 65th Street Station.

Accompanying the Transit Village Plan is the Environmental Impact Report (EIR), which briefly analyzes the possible impacts to the area infrastructure on a programmatic level. In addition to the EIR, a Mitigation Monitoring Plan (MMP) was also adopted for the plan area. The MMP lists the mitigation measures as listed in the EIR and identifies the mitigation, the implementing responsibility, the monitoring responsibility, the compliance standards, and the timing of the each of the mitigation measures.

In order to facilitate the implementation measures in the Plan, an Infrastructure Needs Assessment was completed on January 15, 2004. The Needs Assessment assesses the Plan area infrastructure needs and provides a preliminary opinion of probable costs for the infrastructure improvements. The study is a preliminary engineering, planning level effort that is intended to aid the City and local developers in attracting transit oriented development assistance and information to evaluate a project’s probable infrastructure costs.

Finally, a financing plan and strategy will be finalized in 2005. The financing plan will examine the feasibility, strategies, and funding sources for the infrastructure improvements identified in the Needs Assessment.
F. LAND PARK

Land Park does not have a Community Plan adopted by the Sacramento City Council at this time. Matters regarding transportation policy in the Land Park area are therefore to be deferred to the City of Sacramento General Plan. The South Line Expansion does run through the heart of the Land Park.
G. NORTH NATOMAS

Overview

The North Natomas Community Plan is a basic study for the physical development of the North Natomas area of the City of Sacramento. The Community Plan, which outlines the policies used to guide actions in the development of the community, is a refinement of the goals and objectives of the General Plan. The Community Plan envisions a new urban form for North Natomas that includes a well integrated mixture of residential, employment, commercial, and civic uses, interdependent on quality transit service and a radial network of connections linking activity centers with streets, transit routes, and linear parkways with ped/bike trails. The community is interdependent on transit; high density residential uses and intense employment generators near transit provide riders for each of the light rail stations and bus transit centers.

COMMUNITY PLAN

Transit System Vision

North Natomas has been expressly designed to benefit from the symbiotic relationship between transit and land use. To this end, the transit system must be sensitively planned to provide a valuable, convenient service to the residents and workers. And, land uses must be planned to provide the ridership base imperative to a successful transit system. The transit system includes the Regional Transit light rail and bus system and the community shuttle system (see Figure 11).

Guiding Policies

Because of the interdependence of transit and land use, transit service must be available for each development phase.

A. Provide a hierarchy of transit service including light rail, express buses, local buses, and shuttle buses. The light rail and express bus systems serve the inter-community transit needs; the local bus system serves the inter-neighborhood needs; and the local shuttle serves the intra-neighborhood needs.

B. Provide a concentration of density at each phase to support appropriate transit service.

C. Design for a phased implementation of transit corridors to accommodate intermediate stages of land use development.

D. Maximize rider access to transit stops and stations.

C. Minimize air quality impacts of transit service by providing a support network for zero-emission transit vehicles.

Implementing Policies

Light Rail Corridor: The light rail corridor shown on Figure 11 reflects the Regional Transit adopted alignment for the Downtown Natomas Airport extension (DNA) plus 400± feet on either
side of the alignment centerline. The light rail corridor is approximately 800± feet wide. Desirable land use opportunities at the following selected locations may justify minor variations to the alignment and should be considered in future light rail studies and dedications: a) Truxel Road/I-80 interchange between 1-80 and Loop Road; b) Arco Arena Boulevard between Loop Road and Del Paso Road; c) north side of Del Paso Road from Arco Arena Boulevard to East Commerce Way; and d) East Commerce Way between Del Paso Road and Highway 99/70.

The alignment right-of-way should be based on the needs of the light rail system and be designed so as not to preclude use by other intermediate capacity technologies, such as express buses or electric trolley buses. The LRT alignment right-of-way is estimated to be 22.25 acres. Dedication of the light rail alignment shall occur at the final map stage.

**Light Rail Stations**

Six light rail stations are envisioned in the plan. The area around each station will include a variety of land uses at sufficient intensity to provide a ridership base adequate to make the transit system function. Also, as reflected in Table 12, each station will have a theme to reflect the specific uses that distinguish it from other stations. The number of acres shown with each station includes the number of acres needed for the station, bus staging area, and exclusive park-n-ride lots.

<table>
<thead>
<tr>
<th>Station/ Acres</th>
<th>Theme</th>
<th>Specific/Unique Uses and Features</th>
</tr>
</thead>
<tbody>
<tr>
<td>Truxel &amp; I-80 Regional</td>
<td>Travel</td>
<td>Hotel/motel and other travel commercial, proximity to interstate freeway system, light rail and downtown.</td>
</tr>
<tr>
<td>4.8 acres</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Arena &amp; Truxel</td>
<td>South Village Center</td>
<td>Primarily residential neighborhood station</td>
</tr>
<tr>
<td>3 acres</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Truxel at SPX</td>
<td>Sports Complex</td>
<td>Stadium/arena, intense employment center uses</td>
</tr>
<tr>
<td>2.2 acres</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Del Paso</td>
<td>Town Center</td>
<td>Center of the community, intensified version of all uses, including commercial, residential, employment, civic, and park uses</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>East Commerce-S</td>
<td>North Village Center</td>
<td>Primarily residential neighborhood station</td>
</tr>
<tr>
<td>2 acres</td>
<td></td>
<td></td>
</tr>
<tr>
<td>East Commerce-N</td>
<td>Main Street</td>
<td>Smaller scale mixture of uses with residential to the east, employment to the west, and commercial at the station</td>
</tr>
</tbody>
</table>

**Phasing the Transit System**

Development of a community based on high accessibility to transit services is a primary goal of this community plan. Transit planning must be sensitive to the ways in which alignment, stop/station location and access affect development potential and long-term economic viability of the community. Likewise, the concentration of land uses must be sufficient to support quality
transit service. With the advent of the first development, express bus service would serve the inter-community transit needs. The second phase of development would see the advent of local bus service and shuttle service. The third phase would see development along the rail corridor in sufficient intensity to warrant extension of electric trolley and/or light rail service. Regional Transit, the North Natomas Business Association, or Transportation Management Association (TMA) should periodically evaluate transit services to determine if ridership is sufficient to warrant an upgrade in the type of service provided to the community.

**Maximize Access to Transit**

To provide quality pedestrian access, Regional Transit bus and shuttle stops should be spaced no more than 1/4 mile apart. Light rail stations should maintain an average spacing of 1/2 mile. Street systems should be laid out to facilitate easy through movement of transit operations and allow for the incremental extension of routes without the need to restructure the transit service or the streets. Pathways for the pedestrian or bicyclist should provide for direct, safe and convenient connections to the transit system.

**Timed Transfer Focal Points**

The transit system should be planned around a concept of timed transfer focal points (i.e. bus transit centers or light rail stations).

**Park-n-Ride Facilities**

The Downtown Natomas Airport (DNA) corridor Route Refinement Report identifies a need for a minimum of 900 parking spaces in the North Natomas community. The report identifies 375 park-n-ride spaces on 3.3 acres at the Truxel, 1-80 station, and 225 spaces on 2 acres at the Town Center station. These 600 spaces would be exclusively park-n-ride spaces. The last 300 spaces would be joint-use spaces located at the Arco Arena station. Any additional park-n-ride spaces required to meet air quality or other goals and park-n-ride spaces at bus transit centers should be designated as permanent joint-use. Park-n-ride facilities should maximize the use of shared parking arrangements with any public or private use.

**Density Near Transit:** Because of the interdependence of community on transit and the desire to promote transit ridership, the residential land areas within ¼ mile of a light rail station or bus transit center will be allowed to exceed the maximum high density range of 29 dwelling units per acre (pg. 15)
H. NORTH SACRAMENTO

Overview

In March of 1984, the City Council adopted the North Sacramento Community Plan, which identified land uses. In addition, it incorporated two special planning districts (SPDs) to provide flexibility in developing land use provisions and guidelines that would help revitalization efforts for these areas. The adopted SPDs covered the Del Paso/Arden area triangle and the El Camino Avenue area. These boundaries were identified during the Community Plan mapping process, but guidelines for development were not adopted. Since 1984, the properties within these SPDs have been without community plan designations other than the special planning district designation.

COMMUNITY PLAN

B. Goals and Objectives

The Community Plan acknowledges that North Sacramento is a transit dependent community, meaning that a large number of residents utilize public transit as their primary transportation method. As such, community goals and objectives include the following: (Page 56)

Goal:

• Support the preservation of existing levels of bus service and work towards the realization of bus and light rail transit service improvements in the future.

Objectives:

• Endorse the provision of accessible transit service for all residents and commuters.

• Ensure that land use plans allow intensity of uses, which are compatible and supportive of transit services along major bus routes and adjacent to light rail transit stations.

C. Public Transit Policies and Actions

• Place higher density and people intensive uses next to public transit routes and near light rail stations whenever possible.

• Encourage development designs, which encourage public transit usage.

NORTH SACRAMENTO SPECIAL PLANNING DISTRICTS AND LIGHT RAIL STATION LAND USE STUDY

(Taken from M94-006- North Sacramento Community Plan Amendments Related to the Del Paso Boulevard SPD, September 15, 1994)
Overview

In 1993, the City of Sacramento contracted with Brady and Associates to prepare the North Sacramento Special Planning Districts and Light Rail Station Land Use Study. The Special Planning District Study was undertaken to analyze the opportunities available near light rail stations. The study focused on mixed use development types and capitalized on working and living opportunities that are within easy walking distance of light rail stations. The objective of the study was to provide a detailed plan to guide and facilitate the continuing development and conservation of the areas within 1/4 mile of the five light rail stations in North Sacramento and in adjacent commercial areas. (pg. 2)

Community Plan Amendments

The overall intent of this proposed amendment is to encourage commercial development near the Globe Avenue and the Arden-Del Paso light rail stations, which will serve light rail users, through traffic, and North Sacramento’s residents.

Establish the Del Paso Boulevard SPD to be located along Del Paso Boulevard, between Globe Avenue and El Camino Avenue. The purpose of the Del Paso Boulevard SPD is to upgrade and enhance the area’s retail activities, by creating a pedestrian and transit-oriented boulevard, and to further define the appropriate types of commercial development that will maximize the potential offered by the proximity of Light Rail. (pg. 3)

Goals and Objectives

Define the appropriate mix, type, and intensity of land uses that should occur in these areas, especially in light of their proximity to light rail stations.

Provide for retail and office uses that maximize opportunities associated with their proximity to light rail stations.

Policy 1: Ground floor uses on Del Paso Boulevard should generate high volumes of pedestrian activity. (pg. 9)

Prohibited Uses. In addition to other uses prohibited in the C-2 zone, uses, which result in loitering are prohibited. Adult entertainment and related uses that have the potential to be "community irritants", uses that interfere with other commercial businesses are prohibited. Furthermore, uses that are not in keeping with the intent to create pedestrian uses that are complimentary to each other are prohibited.

Conditionally Permitted Ground Floor Uses. Other commercial uses normally permitted with or without a special permit in the C-2 District may also be allowed on the ground floor, provided that they meet the requirements of the C-2 district.

Discouraged Uses. One component of the Del Paso Boulevard SPD is the provision of family entertainment opportunities. Uses that are not family entertainment oriented or not pedestrian oriented are discouraged. Furthermore, an over concentration of social services should be discouraged. The following uses are generally discouraged in the Del Paso SPD and shall require discretionary entitlement review:

- Auto repair services;
• Social services;
• Thrift stores/Pawn shops;
• Drive through restaurants.

Policy 2: Buildings should generally be built to the front and side property lines, without intervening parking or landscaping.

Policy 3: Street front buildings should follow the traditional construction patterns found along Del Paso Boulevard.

Policy 4: Street front buildings should include pedestrian-oriented details to provide shade, comfort, and interest at the ground level.

Policy 5: Buildings should have rooflines that match the traditional vernacular already found along Del Paso Boulevard.

Policy 6: Building colors and materials should match those traditionally found in the district.

Policy 7: Parking lots should be located on side streets rather than Del Paso Boulevard. This will make them easily accessible, but will keep them from detracting from the central streetscape.

Policy 8: Signage along Del Paso Boulevard should add to and enhance the existing '40s and '50s theme already present in the area. (pg. 11)

Land Use Adjacent to Light Rail Stations

Five light rail stations serve North Sacramento. Transit service has the potential to influence land use within a 1/4 to 1/2 mile of each station. A mix of land uses within walking distance of light rail stations offers local residents and workers the convenience of neighborhood shopping, easy access to daily needs and the workplace, and reduces dependence on the automobile. Development emphasis shall be placed on mixed use development types, encouraging working and living opportunities within easy walking distance of light rail stations. To serve this end, the following goals have been outlined and amended to the text of the North Sacramento Community Plan:

Focus retail activities on a pedestrian-oriented corridor along Del Paso Boulevard and an automobile-oriented corridor on El Camino Avenue.

Create land use and design standards that allow for a mix of uses and quality buildings in all commercial areas

Increase office development on a scale that contributes to the City's employment base and takes advantage of the availability of light rail transit.
The City of Sacramento partnered with Regional Transit, the Sacramento Metropolitan Air Quality Management District (SMAQMD) and the Point West Transportation Management Association to sponsor a series of community workshops to identify land use alternatives for the Swanston LRT station, beginning in the summer of 2000. These workshops identified: base land use conditions, community issues and assets, and Regional Transit proposals for future bus and LRT operations in this area. A project consultant evaluated the base information and produced indicators of sustainability (e.g., walking distances, access to transit, number of employees, number of housing units, etc.) and calculated those for both base case and alternative land use and infrastructure scenarios. The study identified a need for infrastructure improvements including: a pedestrian bridge connection (between the station and active uses located northeast of the tracks), neighborhood circulation improvements (sidewalk and street improvements), new bus stops and associated infrastructure. The study also identified the benefits of providing a mix of uses (residential, commercial, office and open space) within the existing transit facility. These uses would not only generate ridership, but would provide a catalyst for new development in the surrounding community, as well as a sense of place and safety for transit riders. The City of Sacramento continues to work with Regional Transit in a planning effort referred to as “Transit for Livable Communities”. This effort is intended to refine the findings of the original workshops, and eventually result in an implementation plan for the design and development of the Swanston LRT station and surrounding community.

The City of Sacramento will begin work on the creation of a Transit Village Planning Process in June of 2005. The Swanston Transit Village Plan will prepare land use plans, traffic/infrastructure studies, environmental analysis, urban design plans, and financing/implementation strategies to implement transit-oriented development around the Swanston Light Rail Station in the City’s North Sacramento Community Plan Area. Additionally, the Swanston Station Transit Village Plan will provide land use, parking/circulation, open space and infrastructure goals, policies, and objectives, and implementation measures which will guide land use and development decisions around the station over the next twenty years. The Swanston Station Transit Village Plan will utilize and advance the two previous sets of transit oriented development land use studies.
I. POCKET

In March 1979, the Sacramento City Planning Department compiled the adopted plans for the Pocket Area. The Pocket Community Plan contains no policies or recommendations concerning light rail, since no existing or proposed light rail line runs through the area.
J. SOUTH NATOMAS

Overview

South Natomas, situated at the northern edge of urbanized Sacramento, is subject to conflicting development pressure. Large-scale office parks provide a highly visible and well-defined entrance to downtown. The 1988 plan has been revised to take into account changing conditions and expectations in the community.

COMMUNITY PLAN
(Page 30)

TRANSIT

Guiding Policy

A. Maintain continuing evaluation of the appropriate role of transit in meeting South Natomas' transportation needs, taking account of rate of development and sources of transit financing.

Implementation Policies

B. Applicants for office/business park projects shall consider transit alternatives in preparing transportation system management plans. TSM plans may require contracts with Regional Transit or a private transit supplier, directly, or through the TSM Association for South Natomas, to provide additional transit service as needed to meet traffic flow and air quality goals of this plan.

C. Require, as a condition of development approval construction of bus shelters, bus turnouts and related facilities at locations recommended by Regional Transit (RT) and a letter from RT verifying that the applicant has consulted with RT on the impacts of development design on transit efficiency and effectiveness in serving the site. Setting of such facilities will be subject to the approval of the Public Works Department.

D. Increase resident-oriented transit service to downtown when additional transit support funds become available or shifts in comparative cost and convenience of auto use make transit competitive.

E. Pedestrian access to workplace from transit should be as direct and as short as possible.

F. Site design for employment and residential subdivisions should integrate transit access. Developers should utilize RT design guidelines suggested in the Regional Transit's publication: Design Guidelines for Bus and Light Rail Facilities. (See Appendix Exhibit F)

The RT Board of Directors approved a Downtown/Natomas/Airport Route Refinement Study on January 27, 1992. The Study, commonly referred to as the DNA study, recommends an alignment that runs through the South Natomas Community within the street Rights of Way (ROW) of Truxel Road between the American River and Interstate 80. The DNA Study and EIR
were co-sponsored by RT and the City and County of Sacramento. Three stops are planned for the new alignment. The approximate locations of these stations are as follows:

- Approximately 500 feet south of West El Camino;
- Near the intersection of Pebblewood Drive and Truxel Road; and,
- Intersection of San Juan and Truxel Roads.
- Require reservation of right-of-way for the extension of light rail service into the community.
K. SOUTH SACRAMENTO

Overview

The ultimate goal of the South Sacramento Community Plan is to encourage, by the establishment of standards for the city service and private development, the preservation of the community's positive features and the elimination of the negative ones. The concerns and expressed needs of the residents and employees within the community are prime considerations in the development of the issues, which this plan seeks to address.

Regarding transportation the South Sacramento Community Plan hopes to provide for means of safe, rapid transportation through, to, and from the community, and to encourage fuel-efficient methods of transportation.

COMMUNITY PLAN

The Sacramento Regional transit District (RT) opened the southern extension of Light Rail Transit Line (LRT) in September 2003. The South Sacramento Community Plan Update beginning in 2004 will include land use, parking/circulation, open space, and infrastructure goals, policies and objectives and implementation measures for the 47th Avenue, Fruitridge, Florin and Meadowview light rail stations. An Infrastructure and Urban Design Plan will also begin in early 2004 for the Florin and Meadowview Stations. Future phases are planned to include extensions further south with possible stations at Franklin, Consumnes River, Old Calvine/Power Inn, and Calvine/Auberry.
V. TRANSIT PLAN ZONING
A. TRANSIT OVERLAY ZONE

The Transit Overlay (TO) Zone District (see Appendix) allows a mix of higher density and intensity residential and commercial uses to promote transit ridership within walking distance of an existing or proposed light rail transit station. The district also is intended to promote cohesive site planning and design that maximizes transit supportive development, to create a continuity of pedestrian-oriented activities throughout the district and to encourage pedestrian, bicycle and transit rather than exclusive automobile access to employment, services and residences.

The overlay zone provides an additional regulatory tool to promote transit-oriented development in the city. The City of Sacramento applied the Transit Overlay zone provisions to the 65th Street station area to implement the 65th Street Transit Village Plan. Additionally the Transit Overlay Zone is applicable to future RT light rail projects.

B. LIGHT TRANSIT STATION ORDINANCE

In order to encourage appropriate land uses that support light rail transit ridership, existing vacant or underutilized properties within ¼ mile of light rail stations should be developed with transit friendly uses. Most of the land areas along the light rail corridors, identified in the Transit for Livable Communities (TLC) Study, have light industrial or commercial zoning that allows, by right, uses that are not considered transit supportive. The Light Rail Station Ordinance provides a review of key uses on a case-by-case basis and ensure that development around light rail stations is pedestrian friendly and will support light rail transit ridership. (See Appendix)

The ordinance includes the following regulations:

- The Light Rail Station Ordinance requires a Planning Commission Special Permit for a limited list of new commercial and industrial uses within a quarter mile of those stations on the Northeast and South Light Rail Lines that were studied under the Transit for Livable Communities project.

- The following land uses require a special permit in all zoned properties within ¼ mile of a light rail station (measured from the center of a station platform) along the Northeast and South Line corridors:

  - Auto Sales (new or used), service, repair, storage, or rental
  - Cleaning Plant (Commercial)
  - Equipment rental sales yard
  - Laundry Plant (Commercial)
  - Mini Storage/ Locker Building
  - Nursery
  - Service Station
  - Wholesale Stores and Distributors over 6400 square feet

- The ordinance includes approval criteria to determine if a Special Permit should be issued for a new use.

- All current, existing land uses affected by the ordinance area are exempt (except for expansions which will require a Planning Directors Plan Review) allowing the use to operate as long as it wishes.

- Expansions of new development, which have been issued a special permit under the ordinance, are allowed with a special permit modification.
• In the event of major damage, for example a fire, to an existing or new development, the building can be rebuilt, by right, for same use.

• The ordinance also includes, for uses that did not already have them, definitions for each of the listed land uses.

• The ordinance allows residential uses in C-4, M-1, M-1(s), M-2, and M-2(s) zones within \( \frac{1}{4} \) mile of a light rail transit station; subject to a special permit.

• Office uses up to 10,000 square feet or that take less than 25% of a buildings total square footage, are now allowed by right in industrial zones. Office uses that have a floor area ratio of .4 and has a floor area of less than or equal to 40,000 square feet are now allowed in industrial zones by with a Planning Directors Plan Review.
VI. APPENDIX
APPENDIX A: LIST OF WEBSITES

The following list of websites provides examples from across the nation of Transit Oriented Development policies, studies, and projects.

Federal, State, County, and City

Regional Transportation Department
Denver, Colorado
http://www.rtd-denver.com

California Transit Oriented Development Database
California Department of Transportation
http://transitorienteddevelopment.dot.ca.gov/miscellaneous/NewHome.jsp

King County, Washington

Metro, Portland, Oregon
http://www.metro-region.org/article.cfm?ArticleID=140

Phoenix, Arizona
http://phoenix.gov/PLANNING/todindex.html

Smart Communities Network
U.S. Department of Energy
http://www.sustainable.doe.gov/landuse/transit.shtml

Transit For Livable Communities
Sacramento Regional Transit
http://www.sacrt.com/TLC/TLCMainPage.htm

Non Profit and other

Center for Transit Oriented Development -

Envision Utah
http://www.envisionutah.org

Pennsylvania Environmental Council
http://www.pecpa.org/_final_pec/html/TOD.htm

Victoria Transport Policy Institute –
http://www.vtpi.org/tdm/tdm45.htm
APPENDIX B: TRANSIT OVERLAY ZONE

*Ordinance Numbers: 2002-041, 2004-062, and 2004-063*

**SECTION 17.136.010**

An overlay zone is a zoning district that encompasses one or more underlying zones that imposes additional or alternate requirement to those of the underlying zone. Overlay zones deal with special situations in the city that are not appropriate to a specific district or apply to several zones. For example, parcels along the Interstate 5 corridor may have different zones but are required to comply with specific development regulations that pertain to sites along the freeway, such as landscaped buffer areas or sign regulations about freeway oriented signs.

**SECTION 17.136.020** Overlay Zones Defined

**Chapter 17.178 - Transit Overlay Zone (TO)**

**Chapter 17.178.010 - Purpose.**

The transit (TO) overlay zone allows a mix of moderate to high-density residential and nonresidential uses, by right, to promote transit ridership within walking distance of an existing or proposed light rail transit station. The district is intended to promote coordinated and cohesive site planning and design that maximizes land use transit supportive development, to create continuity of pedestrian-oriented streetscapes and activities throughout the district and to encourage pedestrian, bicycle and transit rather than exclusive automobile access to employment, services and residences. This overlay zone provides a streamlined approval process, permits increased heights, densities and intensities over the base zone for projects with a residential component and encourages housing and mixed use projects. The district also restricts certain uses that do not support transit ridership.

**Chapter 17.178.020 - Applicability.**

The TO zone may be applied to RMX and C-2 zoned property any portion of which is located within a quarter-mile radius of an existing or proposed light rail transit (LRT) station or within a half-mile radius of an existing or proposed light rail transit (LRT) station if the property to which the TO overlay zone is to be applied is within the area of a transit village plan. For purposes of this provision the quarter-mile and half-mile radius shall be measured as follows: (i) for existing stations, from the center of the station platform, as determined by the planning director, to the edge of the property closest to the station; and (ii) for proposed stations, from the center point of the block designated for the station to the edge of the property closest to the center of the designated block. The TO designation appearing after the RMX or C-2 zone classification on the official zoning map shall mean that the property so classified is subject to the requirements and restrictions set forth in this chapter in addition to those of the underlying zone, unless otherwise specified. In the event of a conflict between a provision in this chapter and other provisions of this title, the provisions of this chapter shall prevail.

**Chapter 17.178.025 - Definitions.**

For purposes of this chapter, the following definitions shall apply.
A. "Catalyst project" shall mean a project within the RMX Zone that meets the following criteria: (i) the project is the subject of an application deemed complete on or before October 29, 2004, (ii) the project will provide unique or specialty retail uses that serve the neighborhood and surrounding uses, (iii) the project meets applicable transit oriented development guidelines, includes a minimum housing component of at least 20% of the minimum residential square footage otherwise required by the applicable Transit Village Plan and a minimum FAR of .4, (iv) the project provides amenities that stimulate additional housing in the plan area, (v) the project applicant has documented economic hardship as determined by the Planning Director and, (vi) designating the project as a catalyst project will not result in catalyst projects having been designated for more than ten (10) percent of the property within the plan area that is zoned RMX.

B. “Development” means the construction of new buildings or structures and modifications of, additions to, and expansions of existing buildings or structures, but excludes tenant improvements and exterior modifications to roofing.

C. “Nonresidential" shall mean any use set forth in Chapter 17.24 of this title, other than a residential use.


Chapter 17.178.030 Uses in the RMX-TO Zone.

A. Except as provided in section 17.178.050, uses permitted in the RMX zone outside of a TO zone shall be permitted in the RMX-TO zone. If this title requires the approval of a special permit or other discretionary entitlement(s) or imposes other restrictions or requirements on the establishment of a particular use in the RMX zone outside of a TO zone, approval of the same discretionary entitlements and compliance with the same restrictions or requirements shall be required to establish the use within the RMX-TO zone.

B. In addition to the uses permitted under subsection A, above, the following uses are permitted in the RMX-TO zone. If this title requires the approval of a special permit or other discretionary entitlement(s) or imposes other restrictions or requirements on the establishment of the following uses in the C-1 zone outside of a TO zone, approval of the same discretionary entitlements and compliance with the same restrictions or requirements shall be required to establish the use within the RMX-TO zone.

1. School (dance, martial arts, etc.);

2. Theater (movie and stage).

C. In addition to other uses permitted under subsection A, above, the following uses are permitted in the RMX TO zone subject to a planning commission special permit:

1. Hotel/motel.

2. Printing, blueprinting.
Chapter 17.178.040 Uses in the C-2-TO Zone.

A. Except as provided in subsections B. and C., below, and section 17.178.050, uses permitted in the C-2 zone outside of a TO zone shall be permitted in the C-2-TO zone. If this title requires the approval of a special permit or other discretionary entitlement(s) or imposes other restrictions or requirements on the establishment of a particular use in the C-2 zone outside of a TO zone, approval of the same discretionary entitlements and compliance with the same restrictions or requirements shall be required to establish the use within the C-2-TO zone.

B. Notwithstanding the provisions of subsection A, above, convenience market/store is permitted in the C-2-TO zone subject to footnote 32 of section 17.24.050.

C. Notwithstanding the provisions of subsection A, above, all residential uses permitted in the RMX zone shall be permitted in the C-2-TO zone. If this title requires the approval of a special permit or other discretionary entitlement(s) or imposes other restrictions or requirements on the establishment of the residential use in the RMX zone, approval of the same discretionary entitlements and compliance with the same restrictions or requirements shall be required to establish the residential use within the C-2-TO zone.

Chapter 17.178.050 Prohibited Uses.

A. Notwithstanding the provisions of section 17.178.030 and 17.178.040, and in addition to all other uses prohibited in the RMX and C-2 zones under this title, the following uses are prohibited in the RMX-TO and C-2-TO zones:

1. Amusement Centers - Outdoors
2. Auto sales, auto service and repair, auto storage and auto rental uses; towing service and vehicle storage yard; RV mobile home sales yard and storage
3. Building Contractor Shop
4. Cabinet shop
5. Cleaning Plant
6. Drive-in Theater
7. Drive through service facilities
8. Equipment rental/sales yard
9. Laboratory
10. Laundry, commercial
11. Mini-storage/locker building
12. Nursery

13. Service Station

14. Wholesale stores and distributors over 6400 square feet

15. Convenience stores with gas sales

Chapter 17.178.055 - Plan Review Requirement.

Within the TO zone, a planning director’s plan review shall be required for all development, including expansion of existing buildings. A plan review shall not be approved unless, in addition to the findings required by Chapter 17.220 of this title, the following findings are made:

1. The development is consistent with the applicable Transit Village Plan and applicable Transit Village Plan design guidelines; and

2. The development is consistent with the development standards set forth in this chapter.

Chapter 17.178.060 Development Standards.

Development in the TO zone shall be subject to the following special regulations, in addition to the other regulations of this title. In the event of conflict between the provisions of this chapter and other regulations of this title, the provisions in this chapter shall prevail.

A. Height.

Buildings in the TO zone shall not exceed fifty-five (55) feet in height; however, the Planning Director may permit additional height up to seventy-five (75) feet in mixed use buildings with at least twenty-five percent (25%) of the gross building square footage devoted to residential use, or buildings that include structured parking and open space. Any portion of a building within one hundred (100) feet of a parcel zoned, or used, for single-family use shall not exceed thirty five (35) feet in height. Architectural features that do not exceed more than 20% of the maximum height shall be allowed.

B. Setbacks.

Buildings in the TO zone shall be subject to the following setback requirements:

1. Front yard. The minimum front yard setback shall be zero (0) feet.

2. Street side yard. The minimum street side yard setback shall be zero (0) feet.

3. Rear yard. The minimum rear yard setback shall be fifteen (15) feet.

4. Interior side yard. The minimum interior side yard setback shall be five (5) feet.

5. Any portion of a building that is twenty eight (28) feet tall or taller shall be subject to the following additional setback requirements:
a. Front yard. Any portion of each building that is twenty eight (28) feet tall or taller shall be set back not less than ten (10) feet from the face of the sidewalk adjacent to the front yard property line.

b. Street side yard. Any portion of each building that is twenty eight (28) feet tall or taller shall be set back not less than ten (10) feet from the face of the sidewalk adjacent to the street side yard property line.

6. Permitted encroachments in minimum setbacks.

a. Unenclosed stairs accessing upper floors of a building are permitted within the street side yard setback.

7. Additional setbacks may be required to mitigate the effects of noise, light or glare from adjacent industrial or commercial uses.

C. Maximum Lot Coverage and Building Size Threshold in the C-2 Zone. The provisions of section 17.60.030(15) shall not apply in the C-2 zone within the TO zone.

D. Density.

1. Nonresidential density.

   a. Minimum Floor Area Ratio. Nonresidential development shall have a net FAR of not less than 0.4.

   b. Maximum Floor Area Ratio. Nonresidential development shall not exceed a net FAR of 3.0.

2. Residential Density. Residential projects shall be developed with a minimum of fifteen (15) dwelling units per net acre and shall not exceed sixty (60) dwelling units per net acre; provided, that density greater than sixty (60) units per net acre may be allowed by approval of a planning commission special permit if the higher density is consistent with the General Plan and applicable community or specific plan.

E. Nonresidential Development in the RMX zone.

1. Nonresidential Development Limitations.

   a. Except as provide in subsection E.1.b, below nonresidential uses may occupy a maximum of fifty (50) percent of the gross square footage of new construction in the RMX-TO zone.

   b. For projects that are the subject of a deemed complete application filed on or before October 29, 2004, non residential uses may occupy more than fifty percent (50%) of the gross square footage of the development, subject to the approval of a planning commission special permit.

2. Location of Nonresidential Development.

   a. Except as provided in subparagraph E.2.b, below, nonresidential development shall be located in the same building as the residential development, or in a separate building on the same site as the residential development.
b. Nonresidential development may be located on a separate parcel within the same contiguous transit overlay zone as the residential development, subject to the approval of a planning director's special permit. The planning director may approve the proposal only if he or she finds that all buildings and the proposed uses are of adequate size, configuration and access, and shall impose conditions that ensure that the requirements of this chapter are satisfied.

2. Timing of Construction.

a. Except as provided in subsection E.3.b or E.3.c below, where the nonresidential development and the residential development are not located in the same building, the residential development shall be developed either prior to or concurrently with the nonresidential development.

b. Subject to the execution of a development or other agreement that ensures the construction of the residential development within two years of the completion of the nonresidential development, the city council may authorize the construction and occupancy of the nonresidential development prior to construction of the residential development.

c. Subject to the execution of a development or other agreement that ensures the construction of at least fifty percent (50%) of the residential development on site and fifty percent (50%) of the residential development off-site according to an approved phasing plan, the city council may authorize the construction and occupancy of the nonresidential development prior to construction of the residential development.

4. Satisfaction of Housing Trust Fund Housing Construction Requirement. The residential development may be applied to meet the "housing construction requirement" as described in Section 17.188.050(A) and calculated in Appendix B of Chapter 17.188 of this title. Payment of the twenty percent (20%) fee, as described in Section 17.188.050(A) and calculated in Appendix B of Chapter 17.188 of this title, shall be required prior to the issuance of any building permits for the nonresidential development project.

F. Parking. Except as specifically set forth below, the parking requirements of Chapter 17.64 of this title shall apply to the TO zone.

1. Parking for residential uses. Parking shall be provided at a ratio of one (1) parking space per unit plus one guest parking space per fifteen (15) parking spaces provided.

2. Parking for non-residential uses. Parking shall be provided at not less than one (1) space per 500 gross square feet and not more than one (1) space per 375 gross square feet.

3. Parking for retail uses. Parking shall be provided at not more than one (1) space per 250 gross square feet.

4. Criteria to Exceed Maximum Parking. Subject to a planning commission special permit, the maximum parking ratio for non-residential projects may be exceeded (i.e., more parking spaces may be provided than the maximum otherwise allowed) contingent upon meeting at least one of the following criteria:
a. On-site TSM measures are infeasible;
b. Residential neighborhoods would be impacted because no mitigation (other than additional parking) is feasible;
c. Unique characteristics of the proposed use requires parking greater than that which is otherwise allowed.
d. Approval of a shared parking agreement to serve two or more land uses that have distinctly different hours of operation;

5. Waiver or reduction of required parking for nonresidential development. Mixed-use projects that are within the same building may reduce the required off-street parking requirement for the ground floor noncommercial uses as follows:

a. Reduced by either four spaces, or fifty (50) percent of the requirement, whichever is greater, subject to a zoning administrator’s special permit. The parking reduction maybe contingent on participation in an area wide parking district.
b. Further reduced or waived completely, subject to a Planning Commission special permit.

G. Minimum Bicycle Parking Requirements:

1. Office. One bicycle parking facility is required for every six thousand (6,000) gross square feet of building area. Fifty (50) percent of the required bicycle parking facilities shall be Class I. The remaining facilities may be Class I, Class II or Class III.

2. Commercial. One bicycle parking facility is required for every twelve thousand five hundred (12,500) gross square feet of occupied space. Twenty-five (25) percent of the required bicycle parking facilities shall be Class I. The remaining facilities may be Class I, Class II or Class III.

3. Restaurant. One bicycle parking facility is required for every fifty (50) seats. Twenty-five (25) percent of the required bicycle facilities shall be Class I. The remaining facilities may be Class I, Class II or Class III.

4. Apartments. One bicycle parking facility is required for every ten (10) units. Fifty (50) percent of the required bicycle parking facilities shall be Class I. The remaining facilities may be Class I, Class II or Class III.

H. Pedestrian Access. Projects may be required to provide public pedestrian access through or across the development in order to facilitate convenient pedestrian access to transit stops, a station, to shopping, or other community facilities.

I. Open Space.

1. Nonresidential development. Open space shall be provided at a ratio of one square foot of usable open space per twenty (20) gross square feet of nonresidential development. Open space shall be in the form of courtyards or public plazas. Landscaping that is part of storm water treatment facilities or pedestrian plazas may be used to satisfy the open space requirement.
2. Residential New Construction. New residential developments with 12 units or more and located on one-half acre in size shall include areas specifically designed for recreation or passive enjoyment of the outdoors, as follows:

a. A minimum of fifty (50) square feet of usable common open space per unit is required. Such area may include courtyards, gardens, recreational, and similar areas.

b. A minimum of fifty (50) square feet of private usable open space per unit is required. This area is for the exclusive use of the unit. Such areas may include decks, balconies and patios. Private usable open space shall be directly accessible from the unit.

c. For each square foot of usable private open space over fifty (50) square feet that is provided, the required fifty (50) square of usable common open space may be reduced by one (1) square foot.

d. Mixed-use projects may use usable retail open space such as plazas and open patios, for the required usable common open space.

e. The zoning administrator shall have the authority to issue a variance to waive up to fifty percent (50%) of the required usable private open space in accordance with Chapter 17.216. The planning commission shall have the authority to issue a variance to waive greater than fifty percent (50%) of the required usable private open space in accordance with Chapter 17.216.

J. Noise Standards. As some sites within the TO overlay zone may be located on heavily traveled streets or near railroad lines, certain noise attenuation measures must be incorporated into the building design. Accordingly, the building design of all new residential structures within an area of the city above sixty (60) dB Ldn shall incorporate the following construction standards in order to reduce interior noise levels:

1. All penetrations of interior walls shall include a one-half inch airspace. This space shall be filled loosely with fiberglass or equivalent insulation. The space shall then be sealed airtight on both sides of the wall with a resilient, nonhardening caulking or mastic.

2. The roof shall be finished with a minimum seven-sixteenths inch OSB or plyboard of equivalent surface weight, minimum thirty (30) lb. felt paper and minimum two hundred forty (240) lb./square foot composition shingles or equivalent.

3. Skylights shall not be used unless they have an STC rating of twenty-nine (29) or better.

4. Windows shall have a minimum STC rating of twenty-nine (29).

5. Windows shall have an air filtration rate of less than or equal to 0.15 CFM/lin. ft. when tested with a twenty-five (25) mile per hour wind per ASTM standards.

6. Sliding glass doors shall have a minimum STC rating of twenty-nine (29).

7. An HVAC system shall be installed which will provide minimum air circulation and fresh air supply requirements as specified in the Uniform Building Code (UBC).

8. Gravity vent openings in attic space shall not exceed code minimum in size and number.
9. Alternative methods and materials may be used to achieve an interior noise level of forty-five (45) dB Ldn or less, subject to the approval by the environmental coordinator. (Ord. 99-021 § 13t (part); Ord. 99-015 § 5-3.8-E)

K. Wall Regulations.

1. Residential and Residential Mixed Use Parcels Abutting Heavy Commercial or Industrial Uses or zones. Any development, improvement or use of a site for residential purposes shall provide a minimum six foot high solid wall of masonry, brick or similar material along all property lines that abut a Heavy Commercial or Industrial zone or use. The wall shall not extend into any front yard or street side yard setback area, or beyond the required setbacks of the abutting nonresidential zone or use. No walls shall be required in the RMX zone between residential and commercial uses.

2. Fences Along Street Frontages. Fences along street frontages shall be no more than three feet in height.

3. Chain link fencing is prohibited in the TO zone.

L. Expansion of Existing Buildings. Existing buildings or structures that are expanded shall comply with the following requirements:

1. The area of expansion shall conform to all current development standards, except as provided in this section.

2. Improvements shall comply with the applicable transit village plan design guidelines.

3. Minor improvements to facades fronting on streets shall be required when an expansion occurs. Facade improvements, may include, but are not limited to, paint and awnings.

4. Front landscaping shall be required, if determined to be appropriate by the planning director.

5. Site improvements to fencing, signage, trash enclosures or other features shall be required to improve the appearance of the portion of the site that is visible to the public.

Chapter 17.178.070 - Nonconforming use regulations:

A. General. Except as provided below, the nonconforming use regulations set forth in Chapter 17.88 of this title shall apply to the nonconforming uses, buildings, structures and lots within the TO overlay zone.

B. Discontinuance of Nonconforming Uses. Notwithstanding the provisions of section 17.88.030 of this title, any nonconforming use of a lot, building or structure, or portion thereof, in the TO zone may be restored and resumed if the period of vacancy does not exceed two continuous years; provided that pursuant to paragraph C of this section, the planning commission may extend this period up to four additional years, for a total of six years. If the lot, building or structure becomes vacant and remains unoccupied for a continuous period of two years or such other period of time granted by the planning commission pursuant to paragraph C of this section, the lot, building or structure shall not
thereafter be occupied except by a use that conforms to the current use regulations applicable to the zone in which it is located.

C. Extension of Time for Restoration of Nonconforming Use. Upon a showing of good cause and upon a determination that the applicant has made reasonable and diligent efforts to restore the nonconforming use, the planning commission may grant up to two extensions of the time specified above for restoration of a nonconforming use. The extensions of time may not exceed two years each and the total time permitted for restoration may not exceed six years. An application for extension of the time period in which a nonconforming use may be restored must be filed not less than thirty (30) days prior to expiration of the then-applicable time period. An application for extension of time pursuant to this provision shall be noticed and heard, and shall be subject to appeal, in the same manner as an application for a planning commission special permit.

Other Transit Overlay Regulations in Sacramento City Code

Parking requirement - “Theater (movie, performing arts)” set forth in Section 2. Commercial Uses of the chart set forth in Section 17.64.020 is amended to read as follows:

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Spaces Required for Each Land Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>Theater (movie, performing arts)</td>
<td></td>
</tr>
<tr>
<td>a. In the Transit Overlay (TO) zone</td>
<td>Maximum of 1 space per 4 seats; no minimum number of spaces required.</td>
</tr>
<tr>
<td>b. Outside the Transit Overlay (TO) zone</td>
<td>1 space per 3 seats.</td>
</tr>
</tbody>
</table>

B. Except as specifically amended for “Theaters (movie, performing arts)” as indicated, all other provisions of Section 17.64.020 and the chart remain unchanged and in full force and effect.

Signage

15.148.125 RMX residential mixed-use zone.

A. In the RMX zone, residential uses shall be allowed signs and name plates as provided in section 15.148.110 Residential zones.

B. In the RMX zone, commercial uses shall be allowed signs as provided in section 15.148.150 C-1 limited commercial zone.
15.148.195 TO transit overlay zone.

A. RMX-TO zone.

1. In the RMX-TO zone, residential uses shall be allowed signs and name plates as provided in section 15.148.110 Residential zones.

2. In the RMX-TO zone, commercial uses shall be allowed signs as follows:

   a. One detached sign not exceeding twenty-four (24) square feet in area is permitted for each street frontage of a developed parcel. All detached signs shall be monument type signs. All detached signs shall be located ten (10) feet from any property line and five feet from any driveway in order to provide a clear vision area. The height of the detached sign shall not exceed six feet.

   b. One attached sign is permitted for each occupancy. The total aggregate area for all attached signs authorized by this subsection A.2.b shall not exceed one square foot of sign area for each front foot of building occupancy. The linear footage of an attached sign shall not exceed seventy percent (70%) of the linear footage of the occupancy. Attached signs shall be placed flat against the building, on an architectural projection, or attached to the underside thereof, subject to the provisions of Sections 15.148.460 and 15.148.470 of this chapter. No height limit is specified for signs placed flat against the wall of a building, or for other attached signs provided all other requirements of this article are met.

   c. One additional attached sign that is either projecting or on an architectural projection is permitted for each occupancy. Projecting signs authorized by this subsection A.2.c. shall not exceed a total area of five (5) square feet and shall be located not less than eight (8) nor more than twelve (12) feet above the public right-of-way. Signs on architectural projections authorized by this subsection A.2.c. shall be placed entirely below the architectural projection. Except as specifically provided otherwise in this subsection A.2.c, all of the provisions of this chapter relating to projecting signs and signs on architectural projections shall apply to signs authorized by this subsection A.2.c.

   d. In addition to the signage allowed under subsections A.2. b and c, above, if a commercial use in the RMX-TO zone is located in a building that is sited at the edge of sidewalk with the onsite parking located to the rear of the building and that maintains general public access to the commercial use from both the sidewalk side of the building and the onsite parking side of the building, then the sign allowance for attached signs for the commercial use shall be applied separately and cumulatively to both the sidewalk face of the building and the rear face of the building facing the onsite parking area.

B. C-2-TO zone.

In the C-2-TO zone, signs shall be allowed as follows:

1. On-site signs.

   a. One detached sign is permitted for each developed parcel not exceeding one square foot of sign area for each lineal foot of street frontage abutting the developed portion of such parcel, provided that:
i. Where a developed parcel has in excess of three hundred (300) feet of street frontage, one additional detached sign may be erected for each additional three hundred (300) feet of street frontage in excess of the first three hundred (300) feet of street frontage abutting the developed portion of such parcel.

ii. Where a developed parcel is permitted to have more than one detached sign under these regulations, the distance between such detached signs on each parcel shall be not less than three hundred (300) feet.

iii. Subject to the provisions of Article IV of this chapter, the total area of all detached signs on each parcel shall not exceed one square foot of sign area for each lineal foot of street frontage of the developed portion of such parcel.

b. The maximum height limit for detached signs shall be thirty-five (35) feet.

c. Except as provided in subsection B.1.d., below, two (2) attached signs are permitted for each occupancy. Attached signs shall not exceed a total aggregate area of three (3) square feet of sign area for each front foot of building occupancy. Attached signs may be placed flat against a building, may be projecting or non-projecting signs, and may be located on an architectural projection or attached to the underside of an architectural projection. Any attached sign that projects over a public right-of-way shall not exceed a total area of five (5) square feet and shall be no less than eight (8) feet and no more than twelve (12) feet above the public right-of-way. Except as specifically provided otherwise in this subsection B.1.b, all of the provisions of this chapter 15.148 relating to projecting signs shall apply to projecting signs in the C-2-TO zone.

d. In lieu of the requirements of subsection B.1.c, a building that is sited at the edge of sidewalk with its onsite parking located to the rear of the building and that maintains general public access to the commercial use from both the sidewalk side of the building and the onsite parking side of the building is permitted the following signs on the sidewalk side of the building and the onsite parking side of the building:

i. One (1) attached sign is permitted for each occupancy. The signs may be placed flat against a building, may be projecting or non-projecting signs, and may be located on an architectural projection or attached to the underside of an architectural projection. An attached sign that projects over a public right-of-way shall not exceed a total area of five (5) square feet and shall be no less than eight (8) feet and no more than twelve (12) feet above the public right-of-way. Except as specifically provided otherwise in this subsection B.1.b, all of the provisions of this chapter relating to projecting signs shall apply to projecting signs in the C-2-TO zone.

ii. One (1) additional attached sign that is either a projecting sign or a sign on an architectural projection is permitted for each occupancy. Projecting signs authorized by this subsection B.1.d.ii shall not exceed a total area of five (5) square feet and shall be located not less than eight (8) nor more than twelve (12) feet above the public right-of-way. Signs on architectural projections authorized by this subsection B.1.d.ii shall be placed entirely below the architectural projection. Except as specifically provided otherwise in this subsection B.1.d.ii, all of the provisions of this chapter relating to projecting signs and signs on architectural projections shall apply to signs authorized by this subsection B.1.d.ii.
iii. The total aggregate area of the signs permitted for each occupancy under subsection B.1.d.i and ii shall not exceed three (3) square feet of sign area for each front foot of building occupancy.

2. Offsite Signs. In the C-2-TO zone, offsite signs shall be subject to the provisions of section 15.148.160.B of this chapter.


a. No sign shall be located nearer than five feet to an interior property line nor shall any sign be located nearer than five feet to any common wall or other point common to two separate occupancies on the same parcel. This regulation, however, shall not apply to signs painted on or otherwise attached flat against the wall or architectural projection of a building on the same parcel.

b. With the exception of offsite signs, a sign may be located within or project into a required front or street sideyard setback area. However, no sign may project into or over an abutting public right-of-way except as otherwise provided in this article. Offsite signs shall be located so as to provide and maintain the same front and street sideyard setbacks as are required for a building on the same parcel.
APPENDIX C: LIGHT RAIL STATION ORDINANCE

ORDINANCE NO. 2004-052

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF Sept 28, 2004


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

SECTION 1.

Section 17.24.020 Residential Land Use Chart of Title 17 of the Sacramento City Code (the Zoning Code) is amended as follows:

A. The matrix for “Alternative ownership housing” set forth in Table 17.24.020 B is amended to read as follows:

<table>
<thead>
<tr>
<th>Uses Allowed</th>
<th>EC</th>
<th>HC</th>
<th>SC</th>
<th>C-1</th>
<th>C-2</th>
<th>C-3</th>
<th>C-4</th>
<th>M-1</th>
<th>M-1(S)</th>
<th>M-2</th>
<th>M-2(S)</th>
<th>MIP</th>
<th>MRD</th>
<th>H</th>
<th>SPX</th>
<th>TC</th>
<th>A</th>
<th>AOS</th>
<th>F</th>
<th>ARP-F</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alt ownership housing*</td>
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</tr>
</tbody>
</table>

B. The matrix for “Apartments” set forth in Table 17.24.020 B is amended to read as follows:

<table>
<thead>
<tr>
<th>Uses Allowed</th>
<th>EC</th>
<th>H</th>
<th>SC</th>
<th>C-1</th>
<th>C-2</th>
<th>C-3</th>
<th>C-4</th>
<th>M-1</th>
<th>M-1(S)</th>
<th>M-2</th>
<th>M-2(S)</th>
<th>MIP</th>
<th>MRD</th>
<th>H</th>
<th>SPX</th>
<th>TC</th>
<th>A</th>
<th>AOS</th>
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<tr>
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<td>13/20</td>
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</tr>
</tbody>
</table>

C. The matrix for “Halfplex” set forth in Table 17.24.020 B is amended to read as follows:

<table>
<thead>
<tr>
<th>Uses Allowed</th>
<th>EC</th>
<th>H</th>
<th>SC</th>
<th>C-1</th>
<th>C-2</th>
<th>C-3</th>
<th>C-4</th>
<th>M-1</th>
<th>M-1(S)</th>
<th>M-2</th>
<th>M-2(S)</th>
<th>MIP</th>
<th>MRD</th>
<th>H</th>
<th>SPX</th>
<th>TC</th>
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<th>AOS</th>
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</tr>
</tbody>
</table>
D. Except as specifically amended for the uses indicated, all other provisions of section 17.24.020 and Table 17.24.020 B remain unchanged and in full force and effect.

SECTION 2.

Section 17.24.030 Commercial Land Use Chart of Title 17 of the Sacramento City Code (the Zoning Code) is amended as follows:

A. The matrix for “Auto sales (new or used), service, repair, storage, or rental” set forth in Table 17.24.030 B is amended to read as follows:

<table>
<thead>
<tr>
<th>Uses Allowed</th>
<th>EC</th>
<th>HC</th>
<th>SC</th>
<th>C-1</th>
<th>C-2</th>
<th>C-3</th>
<th>C-4</th>
<th>M-1</th>
<th>M-1(S)</th>
<th>M-2</th>
<th>M-2(S)</th>
<th>MIP</th>
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<th>H</th>
<th>SPX</th>
<th>T</th>
<th>C</th>
<th>A</th>
<th>AOS</th>
<th>F</th>
<th>ARP-F</th>
</tr>
</thead>
<tbody>
<tr>
<td>Autosales (new/used), service, repair, storage, rental</td>
<td>53</td>
<td>10/79/80</td>
<td>80</td>
<td>80</td>
<td>80</td>
<td>20/80</td>
<td>80</td>
<td>20/80</td>
<td></td>
<td></td>
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<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

B. The matrix for “Cleaning plant” set forth in Table 17.24.030 B is amended to read as follows:

<table>
<thead>
<tr>
<th>Uses Allowed</th>
<th>EC</th>
<th>HC</th>
<th>SC</th>
<th>C-1</th>
<th>C-2</th>
<th>C-3</th>
<th>C-4</th>
<th>M-1</th>
<th>M-1(S)</th>
<th>M-2</th>
<th>M-2(S)</th>
<th>MIP</th>
<th>MRD</th>
<th>H</th>
<th>SPX</th>
<th>T</th>
<th>C</th>
<th>A</th>
<th>AOS</th>
<th>F</th>
<th>ARP-F</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cleaning plant</td>
<td>9/80</td>
<td>9</td>
<td>80</td>
<td>80</td>
<td>20/80</td>
<td>80</td>
<td>20/80</td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

C. The matrix for “Equipment rental/sales yard” set forth in Table 17.24.030 B is amended to read as follows:

<table>
<thead>
<tr>
<th>Uses Allowed</th>
<th>EC</th>
<th>HC</th>
<th>SC</th>
<th>C-1</th>
<th>C-2</th>
<th>C-3</th>
<th>C-4</th>
<th>M-1</th>
<th>M-1(S)</th>
<th>M-2</th>
<th>M-2(S)</th>
<th>MIP</th>
<th>MRD</th>
<th>H</th>
<th>SPX</th>
<th>T</th>
<th>C</th>
<th>A</th>
<th>AOS</th>
<th>F</th>
<th>ARP-F</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eq. rental/sales yd</td>
<td>10/79/80</td>
<td>10</td>
<td>10/80</td>
<td>10/80</td>
<td>10/20/80</td>
<td>10/80</td>
<td>10/20/80</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

D. The matrix for “Laundry, commercial” set forth in Table 17.24.030 B is amended to read as follows:

<table>
<thead>
<tr>
<th>Uses Allowed</th>
<th>EC</th>
<th>HC</th>
<th>SC</th>
<th>C-1</th>
<th>C-2</th>
<th>C-3</th>
<th>C-4</th>
<th>M-1</th>
<th>M-1(S)</th>
<th>M-2</th>
<th>M-2(S)</th>
<th>MIP</th>
<th>MRD</th>
<th>H</th>
<th>SPX</th>
<th>T</th>
<th>C</th>
<th>A</th>
<th>AOS</th>
<th>F</th>
<th>ARP-F</th>
</tr>
</thead>
<tbody>
<tr>
<td>Laundry, commercial</td>
<td>9/80</td>
<td>9</td>
<td>80</td>
<td>80</td>
<td>20/80</td>
<td>80</td>
<td>20/80</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

E. The matrix for “Mini-storage/locker building” set forth in Table 17.24.030 B is amended to read as follows:
F. The matrix for “Nursery” set forth in Table 17.24.030 B is amended to read as follows:

<table>
<thead>
<tr>
<th>Uses Allowed</th>
<th>EC</th>
<th>HC</th>
<th>SC</th>
<th>C-1</th>
<th>C-2</th>
<th>C-3</th>
<th>C-4</th>
<th>M-1</th>
<th>M-1(S)</th>
<th>M-2</th>
<th>M-2(S)</th>
<th>MIP</th>
<th>MRD</th>
<th>H</th>
<th>SPX</th>
<th>TC</th>
<th>A</th>
<th>AOS</th>
<th>F</th>
<th>AR P- F</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mini storage/locker bldg</td>
<td>53</td>
<td></td>
<td></td>
<td>5/80</td>
<td>5</td>
<td>36/80</td>
<td>36/80</td>
<td>20/36/80</td>
<td>36/80</td>
<td>20/36/80</td>
<td>53/80</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nursery</td>
<td>15</td>
<td>80</td>
<td>80</td>
<td>80</td>
<td>20/80</td>
<td>80</td>
<td>20/80</td>
<td>20/80</td>
<td>80</td>
<td>20/80</td>
<td>20/80</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

G. The matrix for “Service station” set forth in Table 17.24.030 B is amended to read as follows:

<table>
<thead>
<tr>
<th>Uses Allowed</th>
<th>EC</th>
<th>HC</th>
<th>SC</th>
<th>C-1</th>
<th>C-2</th>
<th>C-3</th>
<th>C-4</th>
<th>M-1</th>
<th>M-1(S)</th>
<th>M-2</th>
<th>M-2(S)</th>
<th>MIP</th>
<th>MRD</th>
<th>H</th>
<th>SPX</th>
<th>TC</th>
<th>A</th>
<th>AOS</th>
<th>F</th>
<th>AR P- F</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wholesale stores</td>
<td>53</td>
<td>9</td>
<td>9</td>
<td>9</td>
<td>80</td>
<td>20/80</td>
<td>80</td>
<td>20/80</td>
<td>80</td>
<td>20/80</td>
<td>80</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

H. The matrix for “Wholesale stores or distributors” set forth in Table 17.24.030 B is amended to read as follows:

<table>
<thead>
<tr>
<th>Uses Allowed</th>
<th>EC</th>
<th>HC</th>
<th>SC</th>
<th>C-1</th>
<th>C-2</th>
<th>C-3</th>
<th>C-4</th>
<th>M-1</th>
<th>M-1(S)</th>
<th>M-2</th>
<th>M-2(S)</th>
<th>MIP</th>
<th>MRD</th>
<th>H</th>
<th>SPX</th>
<th>TC</th>
<th>A</th>
<th>AOS</th>
<th>F</th>
<th>AR P- F</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wholesale stores</td>
<td>53</td>
<td>9</td>
<td>9</td>
<td>9</td>
<td>80</td>
<td>20/80</td>
<td>80</td>
<td>20/80</td>
<td>80</td>
<td>20/80</td>
<td>80</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

I. Except as specifically amended for the uses indicated, all other provisions of section 17.24.030 and Table 17.24.030 B remain unchanged and in full force and effect.

SECTION 3.

Section 17.24.040 Industrial and Agricultural Land Use Chart of Title 17 of the Sacramento City Code (the Zoning Code) is amended as follows:

A. The matrix for “Wholesale stores or distributor” set forth in Table 17.24.040 B is amended to read as follows:

<table>
<thead>
<tr>
<th>Uses Allowed</th>
<th>EC</th>
<th>HC</th>
<th>SC</th>
<th>C-1</th>
<th>C-2</th>
<th>C-3</th>
<th>C-4</th>
<th>M-1</th>
<th>M-1(S)</th>
<th>M-2</th>
<th>M-2(S)</th>
<th>MIP</th>
<th>MRD</th>
<th>H</th>
<th>SPX</th>
<th>TC</th>
<th>A</th>
<th>AOS</th>
<th>F</th>
<th>AR P- F</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wholesale stores</td>
<td>53</td>
<td>9</td>
<td>9</td>
<td>9</td>
<td>80</td>
<td>20/80</td>
<td>80</td>
<td>20/80</td>
<td>80</td>
<td>20/80</td>
<td>80</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
B. Except as specifically amended for the uses indicated, all other provisions of section 17.24.040 and Table 17.24.040 B remain unchanged and in full force and effect.

SECTION 4.

Footnote 8 of Section 17.24.050 of Title 17 of the Sacramento City Code (the Zoning Code) is amended to read as follows:

8. Alternative ownership housing types.

a. Special permit required. A zoning administrator special permit is required for alternative ownership housing projects located within the central city and in the C-1 and C-2 zone city-wide. A planning commission special permit is required for alternative ownership housing projects located outside the central city in zones other than C-1 and C-2. The special permit process will include review of setbacks, lot coverage, and the overall design of the project, the unit design, and the design of any accessory structures or features, as defined in subsections 8.b. and 8.c. of this section. In approving a special permit, the planning commission and zoning administrator shall have the authority to vary setback and lot coverage requirements.

b. Design. The proposed site development plan must integrate structures, common and private open spaces, pedestrian and vehicular circulation, parking, and other site features so as to produce a development that provides for all desirable residential features and environmental amenities. Further, the proposed development shall not adversely affect the existing or proposed future development of the surrounding areas.

c. Accessory structures. Accessory structures and uses are those designed and constructed for the exclusive use of the residents of the project, including recreational facilities, such as a playground, swimming pool, or clubhouse, and service facilities, such as garages, carports, parking areas, laundry facilities and other similar accessory features.

d. Limitation on Use in R-1 Zone. In the R-1 Zone, this use may be permitted with a special permit only in development projects subject to Chapter 17.190 Mixed Income Housing which satisfy the inclusionary housing requirement on the site of the development project.

e. Limitation on Use in M-1, M-1(S), M-2, and M-2(S) Zones. In the M-1, M-1(S), M-2, and M-2(S) zones, this use may be permitted only with a planning commission special permit and only where located on a parcel within a quarter-mile radius of a light rail station (measured from the center of the platform, as determined by the planning director, to the edge of the parcel closest to the station).

SECTION 5.

Footnote 13 of Section 17.24.050 of Title 17 of the Sacramento City Code (the Zoning Code) is amended to read as follows:

13. Residential uses in the C-4, M-1, M-1(S), M-2, and M-2(S) Zones.
a. Property zoned C-4, M-1, M-1(S), M-2, or M-2(S) on which a building or structure had been previously used for lawful residential purposes may be restored to a residential use pursuant to a special permit issued by the zoning administrator in accordance with the requirements of Chapter 17.212.

b. Property located within the central city and zoned C-4, M-1, M-1(S), M-2, or M-2(S) may be used for residential purposes pursuant to a special permit issued by the zoning administrator in accordance with the requirements of Chapter 17.212.

c. Property located within a quarter-mile radius of a light rail station (measured from the center of the platform, as determined by the planning director, to the edge of the parcel closest to the station) and zoned C-4, M-1, M-1(S), M-2, or M-2(S) may be used for apartments, duplexes, or halfplexes pursuant to a special permit issued by the planning commission in accordance with the requirements of Chapter 17.212.

d. Notwithstanding the provisions of Chapter 17.64, projects that incorporate both residential uses authorized by this section and commercial retail or commercial service uses may have the required off-street parking for the ground floor commercial retail or service use waived by up to fifty percent (50%) by a zoning administrator’s special permit or by more than fifty percent (50%) by a planning commission special permit, in accordance with the requirements of Chapter 17.212.

SECTION 6.

Footnote 35 of section 17.24.050 of Title 17 of the Sacramento City Code (the Zoning Code) is amended to read as follows:

35. Offices in the C-4, M-1, M-2, M-1(S) and M-2(S) Zones.

a. Office use of ten thousand (10,000) square feet or less of gross floor area per parcel, or up to twenty-five (25) percent of gross floor area of a building(s) per parcel, whichever is greater, is permitted as of right.

b. Office use in an amount greater than that allowed by right under a., above, is allowed subject to approval of a planning director plan review under Chapter 17.220 when all of the following requirements are met:
   i. The office use does not exceed forty thousand (40,000) square feet of gross floor area per parcel;
   ii. The office use is in a building with an FAR of .4 or greater; and
   iii. The office use is on a parcel any portion of which is located within a quarter-mile radius of a light rail station (measured from the center of the platform, as determined by the planning director, to the edge of the parcel closest to the station).

c. All other office use is permitted subject to the issuance of a planning commission special permit in accordance with the requirements of Chapter 17.212.
SECTION 7.

Footnote 80 is added to section 17.24.050 of Title 17 of the Sacramento City Code (the Zoning Code) to read as follows:

80. Commercial and industrial uses within a quarter-mile radius of a light rail transit station.

a. Purpose. The purpose of this Footnote 80 is to encourage appropriate transit-supportive uses on existing vacant or underutilized parcels located in whole or in part within a quarter-mile radius of a light rail station. Certain commercial and light industrial uses otherwise allowed by right in these areas are not considered transit-supportive and, therefore, are made subject to review on a case-by-case basis to ensure that new development within a quarter-mile radius of light rail stations is pedestrian friendly, supports light rail ridership, and does not preclude future transit-supportive development. The regulations contained in this footnote 80 are intended to apply only to buildings constructed or expanded on or after August 17, 2004 and uses established on or after August 17, 2004, as provided below.

b. Definitions. For purposes of this Footnote 80, “quarter-mile radius of a light rail station” means a quarter-mile distance measured from the center of the platform, as determined by the planning director, to the edge of the property closest to any of the following light rail stations: Marconi, Swanston, Royal Oaks, Arden/Del Paso, Globe, Broadway, 4th Avenue/Wayne Hultgren, City College, Fruitridge, 47th Avenue, Florin, Meadowview.

c. Planning Commission Special Permit Required. A planning commission special permit is required for the construction of a new building or structure for which an application for a building permit is filed on or after August 17, 2004 or, if the use does not involve a building or structure, the use is established on or after August 17, 2004, and the building or use is to be located on a parcel any portion of which is within a quarter-mile radius of a light rail station. A special permit shall not be required under this Footnote 80 if the use is located in a building or structure for which an application for a building permit for initial construction was filed before August 17, 2004, or, if the use does not involve a building or structure, the use was established before August 17, 2004, or the building or use is not located on a parcel any portion of which is within a quarter-mile radius of a light rail station.

In granting the special permit and in addition to the findings required by Chapter 17.212, the planning commission shall find the following:

i. The site design does not hinder pedestrian or bicycle access to the light rail station.

ii. The design of commercial development conforms to the Commercial Corridor Design Principles adopted pursuant to section 17.132.035 C and as they may be amended from time to time; provided, that if the project is also subject to design guidelines established for a design review district, special planning district, overlay zone, or PUD, the Commercial Corridor Design Principles shall be applied in addition to the design guidelines, and the design guidelines shall take precedence over the Commercial Corridor Design Principles in case of conflict.

iii. The use and building do not preclude the future development of transit supportive development.

d. Planning Director Plan Review Required. A Planning Director Plan Review shall be required for an expansion in the amount of ten (10) per cent or more of gross floor area of any building or structure located on a parcel any portion of which is within a quarter-mile radius of a light rail station and for which the application for the building permit for initial construction was filed before August 17, 2004. All expansions to the building or structure for which an
application for a building permit is filed on or after August 17, 2004 shall be cumulated for purposes of determining whether the ten (10) percent limit has been met or exceeded.

e. Development Standards. The planning commission or planning director shall consider and apply, to the extent feasible and practical in furtherance of the purpose of this section, the following development standards during its special permit review or plan review under this section; provided, that if the project is also subject to design guidelines established for a design review district, special planning district, overlay zone, or PUD, these development standards shall be applied in addition to the design guidelines, and the design guidelines shall take precedence over these development standards in case of conflict:

   i. The development should provide pedestrian amenities such as awnings, canopies, benches, and landscaping.

   ii. The use should provide commuter amenities for employees such as lockers, showers, and/or transit pass subsidies.

   iii. The ground level of the building should avoid areas of blank walls that are viewable from the street.

   iv. The site design should provide continuous, direct, convenient transit and pedestrian linkages, including walkways between principal entrances of buildings and adjacent lots.

   v. Parking should be located in the back or side of the building and not in front of the building, unless the property has site constraints that make parking in the front appropriate.

   vi. Parking facilities should be readily accessible by pedestrian pathways and sidewalks.

   vii. The building’s primary entrance should have direct access to public streets and sidewalks.

f. Special permit application requirements. In addition to the information otherwise required for a special permit application, the application for a special permit under this Footnote 80 shall include the following information:

   i. The number and types of land uses regulated by this footnote 80 that operate on the property.

   ii. A site plan showing where the regulated land use(s) will be operating on the property or within a building(s).

   iii. A site plan showing the square footage of each use within the building(s).

   g. This Footnote 80 shall not apply to parcels subject to the TO zone and a Transit Village Plan adopted pursuant to Government Code section 65460 et seq.

**SECTION 8.** Section 17.16.010 of Title 17 of the Sacramento City Code (the Zoning Code) is amended to include the following:

“Alternative ownership housing type” includes, but is not limited to, nonstandard single-family detached developments, townhouses, row houses, cluster housing, and halfplexes. Ownership may be, but is not required to be, a condominium. Condominium projects must comply with the regulations in Chapter 17.192 of this title.

“Cleaning plant” means a service establishment primarily engaged in high volume laundry and garment services, including: power laundries (family and commercial); garment pressing and dry cleaning; linen supply; diaper service; industrial laundries; and carpet and upholstery cleaners. “Cleaning plant” does not include coin-operated laundries or dry cleaning pick-up stores without dry cleaning equipment.
“Equipment rental/sales yard” means service establishments primarily engaged in the outdoor sales or rental of moving vans, motorized equipment, including construction and farm machinery, or industrial supplies, on a lot or portion of a lot greater than three hundred square feet in area.

“Laundry, commercial plant” means a cleaning plant.

“Mini storage/locker building” means a facility that offers individually secured units and/or surface space for the storage of goods, other than hazardous materials, for rental to the public, each of which is accessible only by the tenant of the individual unit or space.

“Nursery for plants and flowers” or “nursery” means a facility for propagation and/or sale of horticultural or ornamental plant materials and related products, including:

1. Sale of products to the general public, including plant materials, planter boxes, fertilizer, and related items;
2. Wholesale and/or distribution of plant materials, raised on the same site, to other business;
3. A facility for indoor propagation of plants constructed with transparent panels including lath houses;
4. Agricultural establishments primarily engaged in the production of ornamental plants and other nursery products, grown under cover or outdoors.

“Nursery” does not include a retail florist.
APPENDIX D: TRANSIT FOR LIVABLE COMMUNITIES

Sacramento Regional Transit District
Transit for Livable Communities Project
Executive Summary

Regional Transit’s Transit for Livable Communities (TLC) project developed conceptual land use plans, joint development strategies, and implementation measures for twenty light rail stations throughout the Regional Transit (RT) system. These plans and recommendations emphasize walkable design, efficient use of land, and a mixture of residential, retail and office land uses, all designed to support and help create unique, thriving communities at each station while increasing transit ridership.

The land use plans cover approximately a one-quarter mile radius around each of 20 current and future light rail stations on the South, Folsom and Northeast lines. The strategies for joint development apply to property that RT owns at seven of these stations. The implementation measures are relevant to transit oriented development throughout the Sacramento region.

The recommended TOD land use plans, joint development strategies, and implementation measures were developed through a broad-based community involvement process, guided by a 30-person Steering Committee, and with the support of market, economic, environmental and planning research from public agency and consulting staff.

1.1 Research
Market research was conducted to identify unique barriers and opportunities at each station. Economic analysis of the long and short-range joint development plans for RT-owned property was prepared in order to identify the nature and extent of public investment that would be needed to provide an effective incentive to attract private capital. PLACE3S (PLanning for Community Economic, Environmental and Energy Sustainability) public domain interactive GIS software was used to estimate the economic feasibility of the land use plans and identify a range of performance indicators such as total jobs and housing units, light rail boardings, mobile source air emissions and total economic investment that would result from implementing the many alternative land use plans that were developed throughout the project. The research tools grounded the project in objective information (e.g., rents, land values, building costs) and made it possible to quickly conduct “what if” analysis on a broad range of ideas at each station.

1.2 Outreach
The project featured an extensive public outreach program including bus tours of the stations, community workshops, presentations to business and community associations, interviews with local, regional and national developers, and regular briefings with City and County staff, appointed and elected officials, and RT Board members. Newsletters, briefing sheets and a web site kept stakeholders informed of project progress. The interactive PLACE3S software was used to help participants in the various workshops understand the implications of their choices and provide meaningful input to the project.

The 30-member Steering Committee was given the charge of formulating project recommendations for consideration by the RT Board of Directors. The Committee met regularly, synthesizing the public input on land use plans and policies, and guiding the overall project effort.
1.3 Recommended Land Use Plans

Land use plans responsive to community values and physical and economic conditions were developed for each station. The planning area started with a ¼ mile radius around each station, but in every case certain existing residential properties within the ¼ mile radius were exempted from the recommendations in order to retain existing neighborhood character. The land use plans would be implemented through standards for: allowed land uses (prohibiting automobile oriented uses, permitting and sometimes requiring mixed uses); minimum density standards; development and design standards to assure high quality development and preserve the character of surrounding existing residential uses; and parking standards appropriate for TOD. The land use plans at the 20 affected stations would create capacity for redevelopment and new development as follows:

<table>
<thead>
<tr>
<th>Line</th>
<th>Houses</th>
<th>Jobs</th>
<th>Light Rail Ridership Increase</th>
<th>Total Value of Development</th>
</tr>
</thead>
<tbody>
<tr>
<td>South Line</td>
<td>6,500 to 14,000</td>
<td>11,000 to 18,000</td>
<td>&gt; 70%</td>
<td>$1.5 billion</td>
</tr>
<tr>
<td>Folsom Corridor</td>
<td>4,000</td>
<td>45,000</td>
<td>&gt; 50%</td>
<td>$3 billion</td>
</tr>
<tr>
<td>Northeast Line</td>
<td>4,000</td>
<td>12,500</td>
<td>&gt; 50%</td>
<td>$1.4 billion</td>
</tr>
</tbody>
</table>

Community concerns related to parks/open space and rental housing were expressed at many of the stations. The Butterfield station provides a good case study of how TLC responded to those concerns. There is a largely undeveloped parcel north of the station currently zoned for very low density residential (1 acre lots). The TLC conceptual land use plan calls for mixed use on the southern portion of the parcel fronting Folsom Boulevard, medium density residential in the center of the site, and lower density residential in the northern portion of the site. The pattern of declining densities to the north is intended to be sensitive to existing single family uses adjacent to the site.

The medium and lower density residential generalized transit zoning categories were selected, in part, to make it viable for a developer to construct for-sale products. The market research for the project indicates a strong demand for townhouse style for-sale products throughout the transit corridors, and there are successful projects of this nature that have recently been constructed in the region (e.g. Metro Square in Sacramento, which is a block of detached townhouses at a density of 20 dwelling units per acre).

The "finalist" maps from the community and Steering Committee input process (see Appendix D of the Final Report) were at a finer grain of detail than the transit zoning category maps. The zoning density ranges presented on the maps are preliminary only; actual development standards and regulations will be created and adopted by the City and County through their regular public review process.
1.4 Recommended Joint Development Projects for RT Owned Property

Site plans, economic pro forma analysis, and phasing strategies were developed for RT owned property at the Florin, Meadowview, Sunrise, Mather Field/Mills, Royal Oaks, Swanston, Globe, and Marconi Stations. The site plans represent total development capacity at “full build-out” conditions in the future. The development schemes are conceptual only, so certain improvements (such as the pedestrian bridge at the Swanston station) are shown in locations or configurations that may differ from currently adopted plans. Alternative uses (such as a maintenance facility at Florin being considered in the analysis of the South Line Phase II extension) may also affect potential development of the sites.

Assumptions for these site plans included use of structured parking to maximize development capacity and accommodate park and ride; and retention of existing or planned transit functions such as bus transfer and/or kiss and ride. First phase development plans for each property are responsive to site and market characteristics. A strategy to market the sites was developed, including an RFQ process to select development partners for the sites.

The recommended types and level of development for each site are summarized below.

<table>
<thead>
<tr>
<th>Station</th>
<th>Build Out</th>
<th>First Phase</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Residential</td>
<td>Retail sq. ft.</td>
</tr>
<tr>
<td>Florin</td>
<td>325 units</td>
<td>0</td>
</tr>
<tr>
<td>Meadowview</td>
<td>390 units</td>
<td>45,600</td>
</tr>
<tr>
<td>Mather Field/Mills</td>
<td>0</td>
<td>11,250</td>
</tr>
<tr>
<td>Sunrise</td>
<td>100 units</td>
<td>60,000</td>
</tr>
<tr>
<td>Royal Oaks</td>
<td>0</td>
<td>18,000</td>
</tr>
<tr>
<td>Swanston</td>
<td>168 units</td>
<td>42,500</td>
</tr>
<tr>
<td>Marconi</td>
<td>270 units</td>
<td>3,000</td>
</tr>
</tbody>
</table>

The opportunities and market economics vary at each site, but all will require pro-active and creative participation by RT and other public agencies to establish projects that will serve as catalysts both for future development on the RT properties as well as surrounding communities. In general, assistance from RT and other public agencies with housing, parking and entitlements will be particularly helpful in stimulating TOD.

1.5 Barriers to TOD

National, state and local research identified several challenges to implementing TOD, including:

- The standards and procedures for securing land use entitlements to build TOD are cumbersome and not tailored to this style of development. The entitlement processes are risky and expensive and send a signal to developers that public agencies are not really serious about wanting them to invest private capital in TOD.
- Traffic and parking issues associated with TOD are particularly problematic. Better standards and methods are needed to evaluate the impacts of TOD on parking needs, trip generation, trip length, and the percentage of trips that will shift from the automobile to transit, walking and biking (mode split).
- All three lines run through existing developed areas, with many small parcels and multiple landowners. Land assembly will be an important challenge. Only seven of the twenty station areas studied contain lands within redevelopment districts, where tax increment financing and eminent domain is available to assist with this process.
- The development community greets new products cautiously. Assistance from public sources will be required to help move TOD into the mainstream of local development products. Currently public financial resources are decentralized and fragmented, limiting the effectiveness of this important tool.
- Infrastructure capacity issues vary depending on the station and planned uses. Sometimes better utilization of existing infrastructure capacity gives TOD a unique advantage, but in some cases the cost of expanding existing, aging infrastructure represents an additional economic challenge for TOD.
- While TOD is rapidly gaining acceptance as a mainstream development product in California and the country, it is still a new product in the Sacramento region. Lack of private and public sector experience with these products is a challenge that must be addressed directly.

### 1.6 Implementation Recommendations

The project’s implementation recommendations are designed to address these barriers and achieve the vision and goals of the project through a balanced program of land use plans and codes, financial incentives, organizational changes, and educational programs. A summary of the recommended implementation actions follows.

- **Land Use Plans and Codes**
  - **Interim Land Use Standards.** The City and County should adopt interim transit station area land use standards as soon as possible to regulate development until permanent transit zoning is adopted.
  - **Transit Supportive General Plan Policies.** The City and County should review and refine their TOD-related General Plan policies to be consistent with TLC recommendations, including amending the current LOS standards as they affect TODs in order to provide for a balanced consideration of transportation impacts.
  - **Transit Supportive Zoning Codes.** The City and County should refine the TLC land use plans as deemed appropriate, complete environmental reviews for the plans, and adopt zoning code amendments.
  - **Development and Design Standards.** Critical to achieving pedestrian friendliness, compatibility with surrounding neighborhoods, and high quality are development and design standards that apply to both site planning and building design.
  - **Connectivity and Street Design Standards.** The City and County should prepare and adopt street connectivity and design standards for the areas surrounding the light rail stations.

- **Market RT Property**
  - **General Awareness and Outreach.** Announce RT’s intentions to create and implement a joint development program. Describe the TLC process and development opportunities, make target presentations, create a marketing package and mail to selected audience.
  - **Market Specific Development Opportunities.** After enhancing development opportunity at RT properties; issue Request for Qualifications; direct mail to at least 300 local, regional, statewide and national development firms. Advertise in key publications.
• **Public Infrastructure Investments**
  o Prepare Infrastructure Plan For All Stations. The City and County should prepare infrastructure plans to support the TLC land use plans.
  o Adopt Priority Recommendations of Infrastructure Plans in Capital Improvement Plans. The City and County should amend their Capital Improvement Plans to implement high priority infrastructure needs around the transit stations.
  o Overcome Parking Problems. Since parking presents a significant barrier to TOD, public agencies should invest in providing parking solutions (e.g. building parking structures) to encourage more efficient use of the area around stations.

• **Organizational Issues**
  o Coordinate activities. The public agencies should examine intra- and inter-agency management systems to ensure that an effective, efficient, coordinated organizational approach to promoting TOD is in place. (A Caltrans grant will support this in the near-term).

• **Financial Incentives for TOD**
  o Develop Targeted Strategy for Utilizing Existing Public Financial Resources. Public agencies should agree on a list of light rail stations, land uses, and types of investment (e.g. parking, land assembly) to target for financial assistance.
  o Make Maximum Use of Existing Financial Programs and Resources to Encourage Transit Supportive Development. Local agencies should work together to make maximum use of existing financial incentive programs to promote TOD.
  o Use Private Capital Sources Funds dedicated to promoting TOD and infill development have been established in the Bay Area and elsewhere; a similar fund is proposed for the Sacramento region.
  o Seek additional funding. State and federal grant programs are available to support additional implementation efforts and subsidize certain developments.
  o Participate in Establishing Criteria and Administrative Procedures for SACOG Community Design Program. RT and local agencies should actively participate in the SACOG process to design and implement the Community Design Program.
  o Support State Agency Actions And State Legislation To Increase Financial Resources For TOD. Local agencies should support state agency and legislative initiatives to implement the Caltrans TOD study recommendations.

• **Educational Programs**
  o Collect and Disseminate TOD Case Studies. The public agencies should cooperatively establish an on-going research and information dissemination program on the performance of TOD in the marketplace locally, statewide and nationally. Friends of Light Rail is one possible service deliverer for this program.
  o Collect and Disseminate Information on Good Design for Higher Density Development Projects and Successful, Attractive Affordable Housing Projects. The public agencies should cooperatively establish an on-going research and education program on issues associated with higher density development and affordable housing.
  o Conduct Training and Education With Business and Neighborhood Associations on TOD. The public agencies should establish an on-going training and
education program with business, community, and neighborhood associations on TOD land use issues.

- **Provide Technical Assistance to Developers.** The public agencies should cooperatively establish a technical assistance program to assist developers implement TOD principles.

- **Research**
  - Research the Impacts of TOD on Transportation Behavior. The public agencies should cooperatively sponsor an investigation into the state-of-the-art in this field and agree on a common methodology and modeling tool(s) for estimating the impacts of land use on transit ridership. Developing empirical data from the Sacramento region will be particularly helpful.

- **Transit Operations**
  - Promotional Transit Fares. RT should study the alternatives for promotional transit fares to maximize ridership within the station areas.
  - Community Transit. RT and SACOG, in cooperation with the City and County, should conduct community transit feasibility studies for appropriate stations.

- **Monitoring Implementation**
  - Install GIS Tool(s) at Public Agencies. The public agencies should develop full in-house capability to use one or both of locally utilized GIS land use and transportation modeling tools (i.e. INDEX, PLACE3S).
  - Evaluate the Implementation of the TLC Plans. RT, the City, and County should immediately establish a method to monitor implementation of the interim and permanent zoning changes and economic incentives and to recommend refinements to elected bodies on a regular and timely basis (at least once every two years).
  - Advocate for TOD Principles During Development Application Process. Regional public agencies and community-based organizations should regularly advocate for TOD principles in land use decisions at the City and County. Good development projects should be supported through the review process.

### 1.8 Forwarding Recommendations

Following approval and acceptance of the TLC Final Report, the RT Board will forward these implementation recommendations to Sacramento County and the City of Sacramento for their consideration and adoption. Other agencies with roles in the implementation process, including the Air Quality Management District, the Sacramento Housing and Redevelopment Agency, and the Sacramento Area Council of Governments (SACOG) will also be included.

*In making these recommendations to the City and County, the RT Board acknowledges that its members have dual roles, also serving on the City Council and the County Board of Supervisors. Their role in making these recommendations and forwarding this plan is as transit advocates and as representatives of Regional Transit and its interests. The TLC project was conducted in partnership with the City and County, with participation of the staff of those agencies and with regular updates to their advisory and governing bodies. TLC made a concerted effort to address all of the different policy issues that general purpose governments have to balance. It is understood, however, that the final decisions on the land use policies included in the TLC recommendations will be made by the RT Board members through their other roles as Council Members and Supervisors.*
# APPENDIX E: STATION AREA PLAN SUMMARY

**TLC Implementation Status**

**Folsom Line, South Line, and Northeast Line**

<table>
<thead>
<tr>
<th>Transit Line/Station</th>
<th>Development Potential</th>
<th>Redevel. Area</th>
<th>RT Owned Sites</th>
<th>Vacant Parcels</th>
<th>Status</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Folsom Line</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>65th St./University Transit Village</td>
<td>1,000</td>
<td>1,800</td>
<td>Pending</td>
<td>Bus Transfer Station</td>
<td>N/A</td>
<td>Land Use Plans Approved</td>
</tr>
<tr>
<td>65th St. South</td>
<td>900</td>
<td>1,800</td>
<td>Pending</td>
<td>0</td>
<td>N/A</td>
<td>Land Use Plans Pending</td>
</tr>
<tr>
<td>R Street</td>
<td>2,800</td>
<td>13,120</td>
<td>Pending</td>
<td>0</td>
<td>N/A</td>
<td>Land Use Plans Approved</td>
</tr>
<tr>
<td><strong>Upper South Line</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Broadway</td>
<td>700</td>
<td>1,830</td>
<td>No</td>
<td>0</td>
<td>13</td>
<td>Need Land Use Plans</td>
</tr>
<tr>
<td>4th Av./Wayne Hultgren</td>
<td>980</td>
<td>190</td>
<td>No</td>
<td>0</td>
<td>17</td>
<td></td>
</tr>
<tr>
<td>City College</td>
<td>2,130</td>
<td>1,370</td>
<td>No</td>
<td>0</td>
<td>14</td>
<td></td>
</tr>
<tr>
<td><strong>Lower South Line</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fruitridge</td>
<td>1,215</td>
<td>1,156</td>
<td>Yes</td>
<td>0</td>
<td>10</td>
<td>Land Use Plans Pending</td>
</tr>
<tr>
<td>47th Avenue</td>
<td>545</td>
<td>3,480</td>
<td>No</td>
<td>6 acres</td>
<td>16</td>
<td></td>
</tr>
<tr>
<td>Florin</td>
<td>1,690</td>
<td>1,090</td>
<td>No</td>
<td>22 acres</td>
<td>28</td>
<td></td>
</tr>
<tr>
<td>Meadowview</td>
<td>1,230</td>
<td>1,820</td>
<td>No</td>
<td>20 acres</td>
<td>42</td>
<td></td>
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<tr>
<td><strong>Northeast Line</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Globe</td>
<td>602</td>
<td>4,054</td>
<td>Yes</td>
<td>0.5 acres</td>
<td>28</td>
<td>Need Land Use Plans</td>
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<tr>
<td>Arden/Del Paso</td>
<td>574</td>
<td>791</td>
<td>Yes</td>
<td>0.5 acres</td>
<td>22</td>
<td></td>
</tr>
<tr>
<td>Royal Oaks</td>
<td>830</td>
<td>853</td>
<td>Yes</td>
<td>2 acres</td>
<td>15</td>
<td></td>
</tr>
<tr>
<td>Marconi</td>
<td>1,256</td>
<td>1,613</td>
<td>Yes</td>
<td>8.6 acres</td>
<td>49</td>
<td></td>
</tr>
<tr>
<td>Swanston</td>
<td>1,210</td>
<td>5,019</td>
<td>Yes</td>
<td>8 acres</td>
<td>30</td>
<td>Land Use Plan underway</td>
</tr>
</tbody>
</table>

## Housing Units

<table>
<thead>
<tr>
<th>Station Area</th>
<th>Housing Units</th>
<th>Jobs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Folsom Line</td>
<td></td>
<td></td>
</tr>
<tr>
<td>South Line</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Northeast Line</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
APPENDIX F: OTHER RESOURCE MATERIALS

City of Sacramento Transportation Programming Guide

For additional explanation of Sacramento City transportation policy, please see the City of Sacramento Transportation Programming Guide, 2001. This document is only a guide identifying the relative transportation merit of the projects evaluated. The Guide’s purposes include: summarizing the City’s transportation programs and projects, establishing project and program priorities, and providing the City Council with information to make program and candidate project application decisions.


Article 8.5.
65460. This act shall be known, and may be cited, as the Transit Village Development Planning Act of 1994.

(Added by Stats. 1994, Ch. 780.)

65460.1. The Legislature hereby finds and declares all of the following:

(a) Federal, state, and local governments in California are investing in new and expanded rail transit systems in areas throughout the state, including Los Angeles County, the San Francisco Bay area, San Diego County, Santa Clara County, and Sacramento County.

(b) This public investments in rail transit is unrivaled in the state's history and represents well over ten billion dollars ($10,000,000,000) in planned investment alone.

(c) Recent studies of transit ridership in California indicate that persons who live within a quarter-mile radius of rail transit stations utilize the transit system in far greater numbers than does the public living elsewhere.

(d) The use of transit by persons living near rail transit stations is particularly important, given the decline of transit ridership in California between 1980 and 1990. Transit's share of commute trips dropped in all California metropolitan areas-greater Los Angeles: 5.4 percent to 4.8 percent; San Francisco Bay area: 11.9 percent to 10.0 percent; San Diego: 3.7 percent to 3.6 percent; Sacramento: 3.7 percent to 2.5 percent.

(e) Only a few rail transit stations in California have any concentration of housing proximate to the station.

(f) Interest in clustering housing and commercial development around rail transit stations, called transit villages, has gained momentum in recent years.

(Added by Stats. 1994, Ch. 780.)

65460.2. A city or county may prepare a transit village plan for a transit village development district that addresses the following characteristics:
(a) A neighborhood centered around a transit station that is planned and designed so that residents, workers, shoppers, and others finds it convenient and attractive to patronize transit.

(b) A mix of housing types, including apartments, within not less than a quarter mile of the exterior boundary of the parcel on which the transit station is located.

(c) Other land uses, including a retail district oriented to the transit station and civic uses, including day care centers and libraries.

(d) Pedestrian and bicycle access to the transit station, with attractively designed and landscaped pathways.

(e) A rail transit system that should encourage and facilitate intermodal service, and access by modes other than single occupant vehicles.

(f) Demonstrable public benefits beyond the increase in transit usage, including any five of the following:

1. Relief of traffic congestion.
2. Improved air quality.
3. Increased transit revenue yields.
4. Increased stock of affordable housing.
5. Redevelopment of depressed and marginal inner-city neighborhoods.
7. Promotion of infill development and preservation of natural resources.
9. Reduction of the need for additional travel by providing for the sale of goods and services at transit stations.
10. Promotion of job opportunities.
11. Improved cost-effectiveness through the use of the existing infrastructure.
12. Increased sales and property tax revenue.
13. Reduction in energy consumption.

(g) Sites where a density bonus of at least 25 percent may be granted pursuant to specified performance standards.
(h) Other provisions that may be necessary based on the report prepared pursuant to subdivision (b) of Section 14045.

(Added by Stats. 1994, Ch. 780.)

65460.3. to increase transit ridership and to reduce vehicle traffic on the highways, local, regional, and state plans should direct new development close to the transit stations. These entities should provide financial incentives to implement these plans.

(Added by Stats. 1994, Ch. 780.)

65460.4. A transit village development district shall include all land within not less than a quarter mile of the exterior boundary of the parcel on which is located a rail transit station designated by the legislative body of a city, county, or city and county that has jurisdiction over the station area.

For purposes of this article, "district" means a transit village development district as defined in this section.

(Added by Stats. 1994, Ch. 780.)

65460.5. a city or county establishing a district and preparing a plan pursuant to this article shall:

(a) Be eligible for available transportation funding.

(b) Receive assistance from the Office of Permit Assistance, pursuant to Section 15399.53, in establishing an expedited permit process pursuant to Section 15399.50, at the request of the city or county.

(Added by Stats. 1994, Ch. 780.)

65460.6. an agency responsible for the preparation and adoption of the congestion management program may exclude district impacts from the determination of conformance with level of service standards pursuant to subdivision (c) of Section 65089.3.

(Added by Stats. 1994, Ch. 780.)

65460.7. (a) a transit village plan shall be prepared, adopted, and amended in the same manner as a general plan.

(b) A transit village plan may be repealed in the same manner as it is required to be amended.

(Added by Stats. 1994, Ch. 780.)

65460.8. No transit village plan may be adopted or amended unless the proposed plan or amendment is consistent with the general plan.

(Added by Stats. 1994, Ch. 780.)
65460.9. No local public works project may be approved, no tentative map or parcel map for which a tentative map was not required may be approved, and no zoning ordinance may be adopted or amended within an area covered by a transit village plan unless it is consistent with the adopted transit village plan.

(Added by Stats. 1994, Ch. 780.)

65460.10. A city, county, or city and county may require a developer to enter into a development agreement pursuant to Article 2.5 (commencing with Section 65864) of Chapter 4 to implement a density bonus specified in the transit village plan pursuant to subdivision (g) of Section 65460.2.

(Added by Stats. 1994, Ch. 780.)

EXAMPLES OF TRANSIT-ORIENTED LAND USE POLICIES FROM OTHER CITIES

The following examples of transit-oriented land use policies from other U.S. cities are included here so that we may learn from these examples and take advantage of opportunities presented.

C. CITY OF SEATTLE, Transit-Oriented Development (TOD) Study

To understand more about what tools work best, a research paper by the City of Seattle, Strategic Planning Office, presented detailed case studies of representative transit-oriented development projects throughout North America. Lessons from these case studies and the implications for the City of Seattle’s transit system were discussed. The following is a section from the paper’s findings:

FINDINGS
The analysis of the case studies leads to the following main findings:

Station Area Planning - All types of station areas benefit, but the greatest results come when station area planning is carried out though comprehensive plans that utilize a combination of zoning, public improvements, develop financing packages, and effective marketing programs, as in Portland, San Jose, and the Hayward and Fruitvale BART station areas. Comprehensive plans for various station areas in the Washington D.C. area, such as Bethesda, directed development toward the station area as part of a countywide effort to plan for efficient land use/transportation connection. However, all comprehensive plans must be flexible enough to respond to changes in the real estate market. Where station development plans are overly restrictive and do not relate to market conditions, as in some other Washington D.C. communities, transit-oriented development does not occur.

Portland Relation to Neighborhood Planning - Station area planning works best when it directly responds to the needs of the surrounding community. This approach not only builds community support, but it leads to a plan that integrates the station area and TOD project physically with the surrounding community. By way of example, the Fruitvale BART Transit Village project has been spearheaded by a community-based organization, the Spanish Speaking Unity Council, and in San Francisco, the Muni 3rd Street Light Rail Project has included substantial community involvement to ensure that economic development and housing affordability goals could be met.
Similarly, the City of Los Angeles is shifting its focus from planning for station prototypes to developing neighborhood plans for station areas. Even in the Washington D.C. area, where WMATA has established an excellent joint development program, local jurisdictions have spearheaded station area plans and have integrated WMATA joint development projects with surrounding development.

Pedestrian-Friendly Infrastructure - Pedestrian amenities, links with shopping centers as at the El Cerrito and Fruitvale BART stations and some San Diego stations, and other improvements, as in Downtown Portland, San Diego, San Francisco and Vancouver, coupled with zoning that requires rain protection and other amenities, enhance the pedestrian environment. Direct pedestrian connections between new office development and rail stations, as in San Diego and San Francisco, improve transit access, because they allow people to go directly to the trains without going outside.

Pedestrian amenities also can improve security around stations because more people mean more "eyes on the street".

Parking Management and Shared Parking - Parking "lids" in Downtown Portland and reduced parking requirements in Sacramento have helped make transit-oriented development viable. Portland actually allows less parking in areas near the MAX light rail stations, and there are no minimum parking requirements. In Sacramento, the State government – the largest employee – wanted to encourage transit use, so it severely limited parking and had aggressive transportation demand management programs. Shared parking structures also have been built, but developers may be reluctant to participate. Surface parking lots around stations can provide opportunities for future development, as the land becomes marketable for higher uses. However, once established, station area parking may become difficult to eliminate. For instance, BART’s requirement for 1:1 replacement parking has hampered joint development prospects by increasing development costs. Finally, in the San Francisco 3rd Street Light Rail Project, MUNI was able to work with local residents and businesses to develop parking recommendations that increased on-street parking and shared parking opportunities, preserved short-term parking through metering and increased awareness of parking options with improved signage.

Zoning - Overlay districts, use controls, building standards and requirements for pedestrian amenities help tailor zoning to station areas in Portland, Sacramento, San Francisco and San Diego. Up zoning, in particular, coupled with reduce parking requirements, helps attract transit-oriented development. In Vancouver, six regional town centers were established in existing town centers or redevelopment areas to provide compact residential development, commercial centers, community services, and public amenities. Portland not only zoned for higher densities and transit-oriented development, but created interim development standards to prevent undesirable land uses before station area plans were developed. However, while zoning provides enough incentives for TOD in areas with limited land, intensive existing development, and a strong local economy, it may be insufficient for other areas. In West Hyattsville, Maryland, for example, TOD overlay zones did not attract investment, because the zone itself established rigid, inflexible requirements and did not create sufficient economic incentives for the type of development desired. Prince George’s County established no additional financial or other assistance to encourage new construction, but the County currently is re-thinking the zoning requirements with the objective of making them more flexible and responsive to the marketplace.

Expedited Development Review - "Fast-track" permit approvals have helped development around the Washington DC Metro stations. For instance, around the Metro station in Bethesda,
Maryland, an optional zoning standard put projects with high-quality construction and public amenities such as open space, public act, and other pedestrian-friendly design factors on a fast-track for permit approval. In the San Francisco Bay Area, "umbrella" environmental review has shortened the review time around some BART stations where projects conform to station area plans. In San Jose, "specific plans" and planned unit development provisions were used in some station areas to streamline the review process.

Successful Demonstration Projects - Several cities have created political support for TOD and joint development projects after the success of a demonstration project. In Washington D.C., WMATA’s early experimental success with small-scale joint development projects lead to the creation of a full joint development program that actively seeks projects at new and existing stations. In San Francisco, MUNI focused streetscape enhancement dollars in the nine-block Bayview Hunters Point commercial core area of the Third Street Light Rail Corridor, intending the project to catalyze other public and private investments. The transit agency wanted the streetscape improvements to provide a tool for proactively involving children and the community, to be a visible sign of change, and to emphasize the community pride in the public realm.

Public Assistance - Redevelopment agencies have helped transit-oriented development in Oakland, Sacramento, San Diego, San Francisco, and Portland, both with land assembly and financing. However, legal constraints may limit the scope of assistance that can be offered. In general, public investments can build confidence in the process and spur additional investments in station areas. Community facilities, such as day care and street beautification, also help. In Vancouver, redevelopment agencies and the BC Transit Capital Projects Division made infrastructure investments in station areas in order to encourage additional development. The public sector also must be willing to support TOD with economic development policies.

Local Transit Service - Improved bus connections with both local and express service lines and "timed-transfer" arrangements, as in Portland, Vancouver, Tacoma, San Francisco and San Diego, help improve access to local businesses and employment centers as well as support the regional rail transit, commuter rail and express bus systems. The City of Vancouver and BC Transit rerouted bus service to feed passengers onto SkyTrain light rail routes, but at the expense of bus service in some areas. Local bus service should be coordinated with light rail, not replaced with light rail.

Joint Development - Although several transit agencies have experimented with joint development projects, WMATA has been one of the more successful. At Bethesda, WMATA prepared land use provisions, conducted initial environmental review, and provided system interface and development rights to private developers. WMATA typically conducts market studies for station area development and invests only in marketable projects. The agency also works with local jurisdictions, making recommendations on area master plans for conducive zoning and infrastructure improvements. These initiatives have made station-linked joint development attractive for the private sector in the San Francisco Bay Area. BART and the Santa Clara Valley Transportation have had successful joint development projects. They both have a joint development department that is actively marketing sites in order to get structure parking built and generate revenues to help offset system operating costs. BART has worked with local governments on station area plans for joint development but has had mixed success in implementing them. Few other transit agencies have created such enticing development packages.
RECOMMENDATIONS

To ensure successful implementation, some of the case studies underscore some specific recommendations that should be considered:

Quick Start Implementation Actions - While sustained economic revitalization requires long-term, phased implementation, quick-start actions create opportunities to establish a foundation for immediate economic revitalization benefits for the community. San Francisco’s 3rd Street Light Rail Project, for example, proposed actions included a neighborhood ground-breaking celebration, neighborhood murals to screen construction staging areas, and the rail alignment painted on Third Street.

Success Breeds Success - Since not all station areas will develop at the same rate, city planners should establish priorities to focus their efforts. Demonstrating success early in the life of the light rail system can help foster future development. On-the-ground examples can provide better models for convincing developers of the virtues of transit-oriented development than abstract theories.

Strong Merchant Participation - Where transit operators and local governments have sought the neighborhood business community’s participation, the potential for transit-oriented development and revitalization is increased, as the experience at the BART Fruitvale and San Francisco 3rd Street light rail line project demonstrates.

Community Involvement in Technical Planning - Emphasizing a community-based approach to planning encourages community involvement in such technical aspects of project development as station sitting and right-of-way configuration and avoids confrontational meetings.

Planning for Appropriate Development - Models of development should be appropriate to the local character. It is useful to learn from the experience of other places, but adopting a cookie-cutter approach may not work in a different region. For example, Toronto’s model of high-density, high-rise residential development at rail stations, which transit planners originally sought to replicate in Atlanta, has been slow to gain acceptance among local residents. In preparing for the future, planners should also recognize that areas may not receive the development that planners expect. Accordingly, plans should be flexible enough to adapt to unanticipated changes in development patterns, types, and locations.

Working with Private Developers - Municipalities and transit agencies should communicate with developers throughout the planning process and work to create opportunities for transit-supportive developments that benefit communities, developers, and transit systems. Communication can help foster realistic expectations on both sides of the table and may lead to mutually beneficial outcomes. For example, when MARTA first attempted to charge fees for direct connections into rail stations, developers balked. In subsequent cases, however, MARTA and developers found ways to build and fund system connections that benefit private developments as well as foster transit ridership.
D. THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

The Washington Metropolitan Area Transit Authority (WMATA) has been one of the more successful transit agencies to experiment with Joint Development projects. WMATA considers Joint Development to be a public/private land development program designed to blend WMATA transit facilities with office, retail and residential development. A Joint Development Opportunity is the specific land, property or right that WMATA owns of controls and has available for Joint Development.

WMATA seeks proposals, which will:

1. Generate increased transit ridership
2. Create sources of revenue for WMATA to operate and maintain the transit system
3. Assist the viability of WMATA local jurisdictions to continue making subsidy payments by expanding the local property tax base and adding value to local revenue sources
4. Complement redevelopment projects both planned and under construction within the Silver Spring Urban Renewal Area

E. CITY OF SAN JOSE, Department of City Planning and Building

San Jose 2020 General Plan, Adopted by the San Jose City Council August 16, 1994

Transit-Oriented Development Corridors

Transit-Oriented Development Corridors are areas designated by the City (of San Jose) as generally suitable for higher residential densities, for more intensive non-residential uses, and for mixed uses; these corridors are centered along existing or planned light rail transit (LRT) lines and/or major bus routes. Transit-Oriented Development Corridor boundaries are not precisely defined but, in general, particularly during the early stage of intensification, the corridors are intended to include sites within approximately 500 feet of the right-of-way of the corridor’s central transportation facility or within approximately 2000 feet of an existing or planned LRT station… The general purpose of the Transit-Oriented Development Corridors is to acknowledge the natural tendency toward development intensification in prime urban areas and to channel that development into areas where the intensified uses and public transit will be mutually supportive and will help to create vibrant pedestrian oriented neighborhoods. In order to preserve the limited opportunities for intensive development, including medium high density residential and mixed use development, within the corridors, development types and patterns that do not support transit use or do not maintain an urban form consistent with the intent or this strategy are strongly discouraged.
In general, development proposed on Transit-Oriented Development Corridor sites should conform to the following policies:

Development inconsistent with the objectives of the Transit-Oriented Development Corridors, for instance low intensity uses (e.g., one and two story office buildings), low density residential, and auto related uses (e.g., surface parking lots, automobile sales lots, etc.), should be avoided particularly within 2000 feet of an existing or planned LRT station.

Residential development should occur at the higher end of the allowed density ranges and should typically be at least 20 DU/AC unless the maximum density allowed by the existing residential land use designation is less than 20 DU/AC.

New development should be compact, urban in form and designated to make efficient use of existing services and facilities.

Building front and entrances should be oriented to transportation facilities and designed to encourage transit use and create a pedestrian friendly environment.

Parking lots should not be located between building fronts and entrances and transportation facilities but should be minimal in size and located to the rear or side of buildings, i.e., away from transit facilities.

Lower intensity interim uses of sites should be allowed only if the improvements necessary to accommodate the interim use would not interfere with or delay the ultimate intensification of the site.

Within Transit-Oriented Development Corridors, it will be critical to analyze the cumulative traffic impacts of the intensifying land uses at the time specific development projects are proposed. Coordination of the funding and construction of improvements to the Corridor’s transportation facilities amongst pending development proposals will be necessary to support the intensification process.

Tamien Station Area Specific Plan, City of San Jose, Adopted March 21, 1995

The Tamien Station Area includes two facilities that together constitute the Tamien Multi-Modal Station (which was completed in the late 1980s): the Tamien Light Rail Transit Station and the Tamien CalTrain Station. The Tamien Multi-Modal Station is an important transit hub combining bus service as well as light rail and heavy rail service. The City of San Jose chose to prepare a specific plan to create a transit-oriented community tailored to the Tamien Station Area. The following is an excerpt from the plan:

Land Use Policies

Housing Variety. A range of high density housing types suitable for a variety of household sizes is encouraged. A mix of rental and ownership housing is also encouraged.
Transit Corridor Residential. New residential development on land designated Transit Corridor Residential should occur within a density range of 25-55 DU/AC. An average density of 35 DU/AC is strongly encouraged. A small amount (no more than 5,000 square feet) of neighborhood serving commercial space may be located on the lowest floors.

Existing Uses. Existing industrial, commercial and residential uses are allowed to continue in the interim; the sites occupied by these uses represent valuable housing opportunities, however, and should eventually be converted to high-density residential or mixed use.

Mixed Use. Those areas designated for mixed use should be developed with a combination of high density residential, commercial, office and/or parking uses in a vertical mixed-use configuration (e.g., residential above commercial). Residential densities should range between 25-55 DU/AC. An average density of 35 DU/AC is strongly encouraged. To ensure that adequate commercial uses are available to serve the vicinity, a minimum of 5,000 square feet of neighborhood serving commercial space should be provided on the Alma Bowl/Sprig Electric site. A maximum of 20,000 square feet of commercial space is allowed for the area designated mixed use.

Kiosks/Small Commercial Structures. Commercial development (in the Transit Core Sub area) should occur in a vertical mixed use configuration, except that several small (i.e., no larger than 1,000 square feet) kiosk-type structures or small commercial structures, totaling no more than 2,000 square feet in the aggregate, may be allowed to house commercial uses oriented to transit patrons and area residents, such as coffee shops. The kiosks should be located near the CalTrain Station, its vicinity or within the CalTrain Station and should be oriented to the station’s entrance or the public park. The kiosk or kiosks could be located on those portions of the SCCTA site designated Public Park/Open Space, or Public/Quasi-Public. Drive through uses are prohibited.

LRT Commercial. A maximum of 5,000 square feet of commercial uses may be developed in a single area within the Tamien Station LRT parking lot. Commercial uses should not interfere with the normal operation of the multi-modal station.