

RESOLUTION NO. 2003-772

**ADOPTED BY THE SACRAMENTO CITY COUNCIL
ON THE DATE OF NOV 04 2003**

**RESOLUTION AMENDING SECTION 1 AND
SECTION 4 OF THE CITY OF SACRAMENTO
GENERAL PLAN, RELATED TO COMMERCIAL
CORRIDOR REVITALIZATION (M02-008)**

WHEREAS, the Planning Commission conducted a public hearing on October 9, 2003, and the City Council conducted a public hearing on November 4, 2003, concerning the above General Plan amendment, and based on documentary and oral evidence submitted at the public hearings, the Council hereby finds:

1. The City Council adopted Smart Growth Principles in the General Plan promoting distinctive, attractive communities with a strong sense of place and to concentrate new development and target investments within an existing community to allow for efficient use of existing facilities, infill and reuse areas that can be applied to commercial corridors.
2. Section 1 and Section 4 of the General Plan shall recognize a mix of uses to promote healthy and vital commercial corridors.
3. Opportunities for residential uses and mixed-use shall be integrated and streamlined along Commercial Corridors within the General Plan.
4. The Neighborhood Commercial Corridor Design Principles can be applied to commercial projects in order to improve the design and form of development within commercial corridors.
5. The City Planning Commission at a regularly noticed public hearing on October 9, 2003, made recommendations on the proposed amendment.
6. The City Council received the recommendation of the City Planning Commission on the proposed General Plan Amendment and held a public hearing.
7. The proposed project is exempt from environmental review pursuant to State CEQA Guidelines (CEQA Section 15061(b)(3)).

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Sacramento that Section 1 and Section 4 of the General Plan shall be amended as shown in Attachment 1.

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NOV 04 2003

Heather Fugo
MAYOR

ATTEST:

Nichina K Henry
CITY CLERK

FOR CITY CLERK USE ONLY

RESOLUTION NO. 2003-772

DATE ADOPTED: NOV 04 2003

The following text in Section 1 will be amended to read as follows:

Section 1: The General Plan (Page 1-33)

Policy 5: Urban Conservation and Infill Areas

- Provide opportunities for mixed-use development that integrate commercial, housing and/or office and residential uses along commercial corridors.

The following text in Section 4 will be amended to read as follows:

Section 4: Commerce and Industry Land Use Element (Page 4-10)

MIXED USE DEVELOPMENT

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" 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 Union 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.

As urban and suburban commercial corridors mature, redeveloping and mixing commercial uses with non-commercial uses can promote economic vitality and community activity. Including mixed use or residential development along existing commercial corridors can also facilitate quality pedestrian oriented development.

COMMERCE AND INDUSTRY LAND USE DESIGNATIONS (Page 4-10)

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, freeway corridor or existing commercial corridors. The Union Pacific Railyards site, within the Central City, and the

Employment Center areas designated in North Natomas are examples of mixed use development.

MIXED USE DEVELOPMENT STANDARDS (Page 4-12)

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.
- The project is located within an existing commercial corridor.

NEIGHBORHOOD /COMMUNITY COMMERCIAL AND OFFICE AREAS (Page 4-16)

Goal A

Ensure that all areas of the City are adequately served by neighborhood/community shopping districts.

Neighborhood/community shopping districts serve a valuable role in meeting the daily commercial needs of City residents. As there are only two regional shopping centers in the City (Downtown Plaza and Arden Fair), maintaining the viability of local shopping districts is ever more important. The ability of these districts, whether strip or center development, to attract continued investment and patronage is an important Citywide goal. Blighted conditions, high vacancies, and a lack of variety of goods and services discourages patronage and new businesses. The stability of the surrounding neighborhood is also a contributing factor in the success and vitality of a local shopping district.

Declining shopping districts require public and private assistance to prevent further decay and blight. City actions, whether direct assistance or permitting more flexible zoning regulations, should be implemented to encourage re-use and revitalization. The City has successfully revitalized selected commercial districts through the Community and Redevelopment Plan process.

Policy 1

Maintain and strengthen viable shopping districts throughout the City.

Action a): Special planning districts or other flexible interim zoning mechanisms can be applied to blighted or underutilized commercial districts, where unique problems can not be treated with existing regulatory measures.

Action b): Neighborhood Commercial Corridor Design Principles can be applied to new commercial projects in order to improve and strengthen the design and function of shopping districts in the City.

Action c): Promote the reuse of existing commercial corridors with new commercial development, mixed use development and housing.

Policy 2

Promote the rehabilitation and revitalization of existing commercial centers.

Action a): Code enforcement and improvement programs shall be focused in those areas where commercial land uses are suffering blight or underutilization.

Action b): Adopt and utilize the Neighborhood Commercial Corridor Design Principles document to promote quality design in new construction, reuse and rehabilitation within existing commercial corridors.

Action c): Adopt and utilize development standards that encourage quality infill development of existing commercial corridors.

Policy 3

Regulate shopping center proposals according to the criteria established in the City's adopted shopping center development standards.

Action a): Continue to utilize the City's Shopping Center Development Standards during project evaluation.

Action b): Adopt and utilize Neighborhood Commercial Corridor Design Principles document to facilitate and encourage the design of shopping centers that provide for pedestrian connectivity and transit stations.

Policy 4

Strengthen viable strip commercial development and discourage existing marginal strips from being extended.

Action a): Adopt and utilize Neighborhood Commercial Corridor Design Principles document will facilitate quality design of existing and proposed commercial strips.

Goal B

Promote mixed use development of neighborhood/community commercial districts through new construction and revitalization.

The continued viability of many of Sacramento's older commercial strips and centers depend upon re-use and revitalization. They are typically located in mature communities with little vacant land available for new commercial development. Incorporating non-retail uses (offices, child care, residential, and public facilities) within commercial districts promotes new investment opportunities.

Mixed use development generally allows a higher intensity of use than otherwise allowed through standard zoning restrictions or single-use projects. The benefits, however, far outweigh the potential impacts of the increased intensities. This mix of uses injects a renewed vitality into the area, attracting new investment and patronage. With continued re-investment, mixed use commercial districts become a community's focal point or activity center. Property adjacent to light rail transit lines and stations have perhaps the greatest opportunity for mixed uses and revitalization. These transit corridors (lower Del Paso Boulevard, 12th Street, R Street, etc.) have been identified for further study.

Policy 1

Allow mixed use development in accordance with the requirements set forth previously in this Section.

Action a): Work with public and private interests to study and adopt mixed use development guidelines.

Action b): Examine, in cooperation with Regional Transit, Light Rail Transit corridors for neighborhood/community mixed use development opportunities.

Action c):

Policy 2

Promote the development of mixed use local commercial/office and high density residential projects.

Action a): Promote mixed use and residential development along commercial corridors through streamline review, flexible developments standards, building height, setbacks and relaxed parking standards.