

**RESOLUTION NO. 2004-868**

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF NOV ' 9 2004

**RESOLUTION AMENDING THE 65<sup>TH</sup> STREET UNIVERSITY TRANSIT VILLAGE PLAN TO ADD ADDITIONAL POLICIES AND MAKE CORRECTIONS TO THE PLAN. (M03-154)**

**NOW, THEREFORE, BE IT RESOLVED** by Council of the City of Sacramento:

The City of Sacramento's 65<sup>TH</sup> Street Transit Village Plan shall be amended to read as follows:

1. Amend the 65<sup>th</sup> Street/University Transit Village Plan Highlights, Building Prototypes, (Page 1) to read as follows:

Building Prototypes:

- a. Townhomes
- b. Residential over Retail (15-60+ du/na)
- c. Retail/Office 3-4 stories with structured parking

2. Amend Goal 4 (page 11) to read as follows::

**Goal 4 Establish urban densities and development standards for residential and commercial development that support transit use.**

4.1 Establish a minimum residential density of 15 units per net acre for properties within the transit village area. Higher densities ranging between 20 and 60+ units per net acre should be developed within 660 feet of the 65th Street LRT Station.

4.2 Establish a minimum floor area ratio (FAR) of 1.0 for

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Commercial development adjacent to the station.  
4.3 Catalyst projects may include concurrent and phased housing components. A catalyst project shall be defined as a project within the RMX Zone that meets the following criteria as determined by the Planning Director: (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 complies with transit oriented design guidelines, includes a minimum housing component of at least 20% of the minimum residential square footage otherwise required by the plan and a minimum FAR of 0.4; (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 Commission; 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.

3. Amend Goal 18 (Page 18) read as follows:

**Goal 18 Ensure ease of circulation by providing concise and accessible directional information.**

18.1 Provide consistently designed maps and signs at major intersection, transit stops, and along pedestrian routes.

18.2 Provide an intuitive system of easily and universally identifiable signs or markers to and at major destinations, such as active retail, hotels, and transit stops.

18.3 Identify and provide directions to major destinations along vehicle routes.

18.4 Create a sense of neighborhood identity through use of like materials, styles, and colors.

18.5 Discourage the use of Gates for residential, retail, or commercial projects.

4. Amend Goal 24 (Page 22) to read as follows

**Goal 24 Adopt new street sections for the 65th Transit Village area to promote a balanced transportation system and direct pedestrian access to the area.**

24.1 Adopt the Folsom Boulevard and 65th Street Sections to establish pedestrian, bike and on-street parking opportunities

24.2 Establish pedestrian and bicycle connections for 63rd Street and 64th Street South of Folsom Boulevard to extend public access through the Superblock and Station block (note: through vehicular connection to 65th Street may be restricted).

24.3 Provide for on-street parking where street rights of way and traffic volumes allow.

24.4 Encourage diagonal parking on low volume local streets within the plan area, pending future traffic analysis.

24.5 Minimize pedestrian crossing widths to the greatest extent possible to facilitate safe street crossings, with the understanding that narrower streets may impact existing congestion and level of service.

24.6 Street Sections for the 65th Street/University Transit Village area should be designed to support the protection of pedestrians, including separation from the street, and minimized street crossing distances where feasible.

24.7 To enhance pedestrian safety, the following traffic calming measures may be implemented, including Bulb Outs, Traffic Circles, Chokers, Raised Sidewalks, Raised Intersections, and Speed Humps.

24.8 Encourage Street Section development with the following priorities:

- pedestrian infrastructure
- bicycle lanes and routes
- on-street parking
- traffic calming
- universal accessibility

24.9 Overhead Utilities should be placed underground in conjunction with major street improvement projects

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5. Amend Figure 8 Regulatory Framework to read as follows:

<b>65th Street/University Transit Village Plan Regulatory Framework</b>					
<i>Land Use Designation</i>	<i>Zoning District</i>	<i>Allowed/Conditional Uses</i>	<i>Prohibited Uses</i>	<i>Max Height</i>	<i>Min-Max Density/Intensity</i>
Mixed Use	General Commercial (Transit Overlay) C-2 (TO)	Retail uses Residential Large scale office/commercial	Auto oriented uses Storage/ Warehouse uses	75'	0.4 -3.0 Floor Area Ratio (FAR)
Residential Mixed Use	Residential Mixed Use (Transit Overlay) RMX (TO)	Residential (single family, apartments, condos) Neighborhood serving retail and office	Large scale office/commercial Auto oriented uses Storage/ Warehouse uses	75' 35' adj. to existing residential	15-60+ units/net acre

HEATHER FARGO

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MAYOR

ATTEST:

SHIRLEY CONCOLINO

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CITY CLERK

(M03-154/TL)

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