

RESOLUTION NO. 2004-772

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF SEP 28 2004

WHEREAS, the City Council adopted Smart Growth policies that support land use, transportation management, infrastructure, and environmental planning programs that reduce vehicle emissions and improve air quality and;

WHEREAS, the City Council also adopted polices to 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 and;

WHEREAS, the City Council adopted policies to provide a variety of transportation choices for people to bike, walk, take transit, or drive;

WHEREAS, on October 15, 2002 the City Council approved the Transit for Livable Communities recommendations to implement land use and policy recommendations; including an interim ordinance to preserve development opportunities appropriate for transit areas;

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

Sections One, Four, and Five of the City of Sacramento's General Plan shall be amended to read as follows:

General Plan Section 1 page 23

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

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facilities or where new land uses may be more appropriate than those identified in post 1976 community plans.

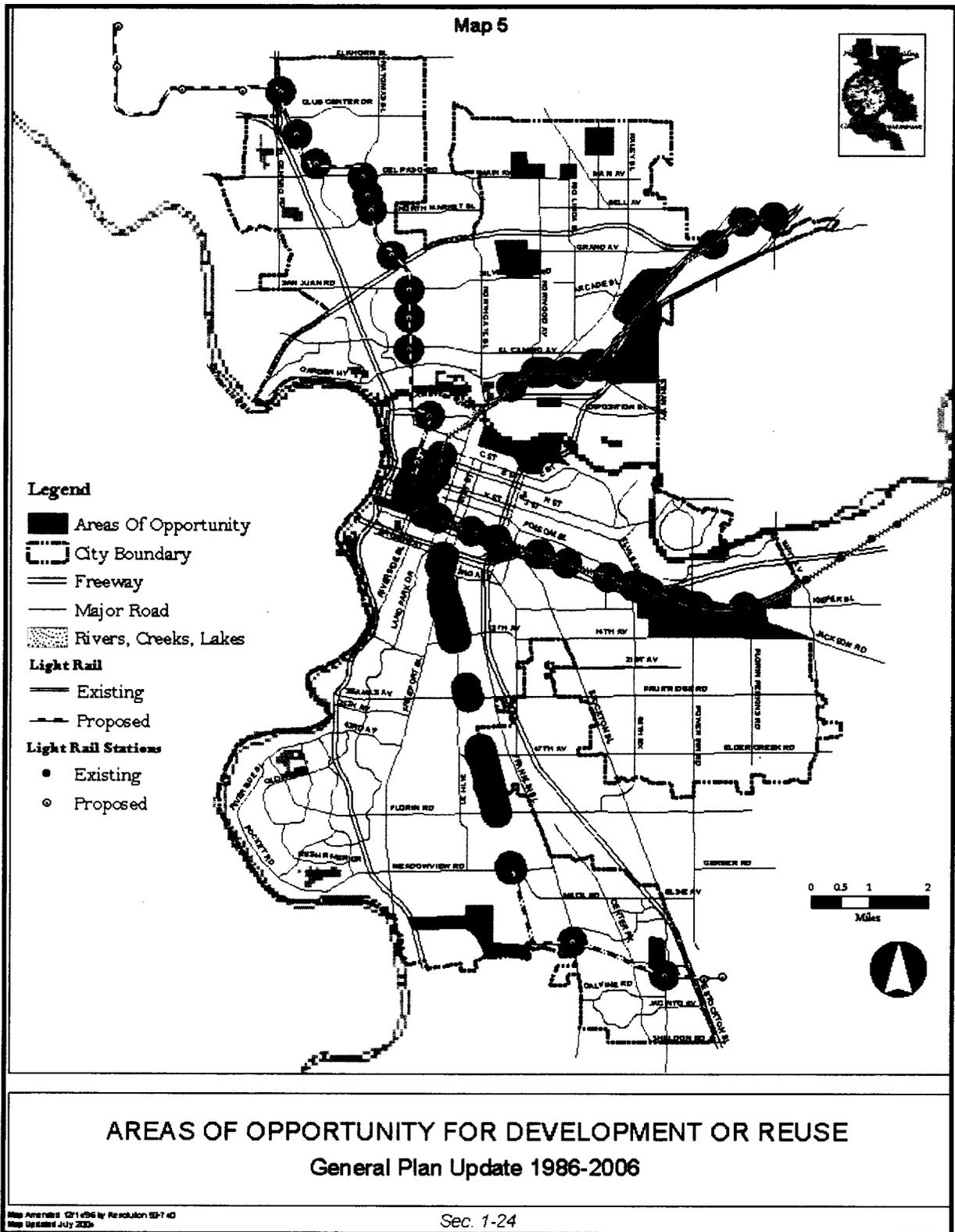
Specific new land use designations have not been developed for the identified areas of opportunities. The General Plan will be amended after further study of these areas in order to ensure appropriate uses and development opportunities for these neighborhoods. The areas of opportunity are an important 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.

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SECTION 2: RESIDENTIAL LAND USE ELEMENT

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 average target 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

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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 average target 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 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 average target 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 average target density within ¼ mile of a light rail transit station is 22 dwelling units per net acre.

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SECTION 4: COMMERCE AND INDUSTRY LAND USE ELEMENT

SPECIFIC GOALS, POLICIES, ACTIONS

CITYWIDE

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 rail 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 A

Maintain and strengthen Downtown's role as a major regional office, retail, commercial, governmental, and cultural/entertainment center.

Downtown Sacramento is the urban core for a region of nearly 400 square miles and well over one million people. It is the regional office, retail, governmental and cultural center, employing over 66,800 workers mostly in government and service-related positions. Over 4.5 million square feet of retail space (approximately 28 percent of the City's total inventory), and over 10.3 million square feet (54 percent) of the City's office space is located in the Central City.

Downtown has another role besides that of a retail commercial and office district. It's where cultural/entertainment activities and events can be brought together to serve the entire community and its visitors. Downtown serves as more than just shopping, offices, and public buildings; it is an area that takes on a set of values that cannot be duplicated at suburban shopping malls or office parks. Through public and private efforts, Downtown should continue to provide opportunities for community-wide cultural and entertainment activities.

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Downtown's continued vitality depends upon maintaining and strengthening land use relationships and activity levels. High levels of activity attract new development opportunities (retail, office, residential) which in turn promote additional demand for commercial services and cultural/entertainment activities. Public and private redevelopment efforts have made significant progress in arresting decay and revitalizing the Downtown. Continuing efforts will be needed to maintain and enhance Downtown's image and vitality.

Policy 1

Provide incentives for regional commercial and office development projects locating within the downtown area.

Action a): With Sacramento Housing and Redevelopment (SHRA), continue efforts to promote and develop major regional commercial and office projects in the Downtown area.

Policy 2

Actively support the development of cultural and entertainment facilities and events in the downtown area.

Policy 3

Actively support efforts to develop visitor and convention facilities in the downtown area.

Action a): With SHRA, continue efforts to develop and manage Old Sacramento and other related facilities as major tourist destinations.

Action b): Continue public funding and support of the Community Center and other Downtown convention facilities.

Policy 4

Implement the provisions of the Central Business District Urban Design Plan.

Action a): Update and amend affected plans and ordinances including the Central City Community Plan, Downtown Redevelopment Plan, and City Zoning Ordinances to reflect the Policy Guidelines of the Urban Design Plan.

Policy 5

Actively support efforts to develop child care facilities for downtown employees, shoppers, and visitors.

Goal B

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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

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.

Goal C

Maintain and strengthen Downtown's role as a center for governmental office activity.

Sacramento's office market has traditionally been dominated by government office space needs,

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particularly the State agencies. The Central City office market is particularly influenced by government space needs. Nearly 40 percent (4.2 million square feet) of Central City office space is occupied by government agencies. The Sacramento Facilities Plan calls for the State to occupy an additional one-half million square feet of office space within the next ten years, most of which will be located in the Central City.

In addition to the State, City, County and Federal agencies occupy a significant portion of Downtown office space. These agencies, together with space occupied by government-related firms, constitute Downtown's major office space market. This market sector must be promoted and the demand satisfied in order to maintain the vitality of Downtown's office market.

Policy 1

Encourage continued construction and leasing of public office space in downtown Sacramento.

- Action a): Work with public agencies to assess future office space needs, and impacts on Downtown office market.
- Action b): Re-examine State interim office space needs in light of Sacramento's surplus inventory of commercial office space.

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SECTION 5: CIRCULATION ELEMENT

TRANSIT

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 that are transit dependent.

The existing system is made up of numerous providers, with different constituencies and service. The Sacramento Regional Transit District (RT) provides fixed route transit with a bus service system and light rail (RT Metro). This system serves commuters and provides access to schools, hospitals, and shopping. The RT Metro system provides light rail service centered at the "K" Street mall, along the two major commute corridors, with access to regular and feeder bus routes. There are commute busses that serve areas beyond Regional Transit's service area. Some are private, some public. In addition, those with special needs are served by a variety of social service agencies that provide transportation to destinations with demand-response system.

Map 4 shows the existing light rail routes along Business-80 and Highway 50 corridors into downtown, the adopted route in North Natomas, and the suggested additional alignments identified in the Light rail transit Extension Study (SACOG, May 1986).

The City is served with intercity bus carriers, providing both fixed route and special services.

Funding for transit capital and operating cost is limited. New sources of public and private capital must be identified to provide better and expanded service. A partnership between federal, state, regional, County, City, and private industry is needed in order to help promote transit; and thereby facilitate the reduction of traffic congestion.

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.

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- 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 b): Assist the Regional Transit District in identifying and preserving rights-of-way suitable for light rail transit.
- Action c): Reserve designated rights-of-way for the extension of the light rail system.
- Action d): Make land use policy decisions supportive of light rail transit.
- Action e): Review the design of new light rail stations to ensure the incorporation of adequate lighting, parking, landscaping, and to ensure their proper locations.
- Action f): Continue to support the Light Rail Transit Extension Study.

Policy 4

Study, along with Regional Transit, funding mechanisms to finance public transit expansion

Policy 5

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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.

HEATHER FARGO

MAYOR

ATTEST:

SHIRLEY CONCOLINO

CITY CLERK

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