

Before we get started with the presentation I need to read some documents into the record. I sent them to you and the City Clerk by email on Monday, June 13th. To save trees, I am also providing a flash drive to the Clerk tonight with the documents. Most are public documents referenced in the staff reports. The others are public documents that have been available for months or years.

For the Fee District Nexus Study, staff were made aware in April 2016 and chose not to respond to comments made re: Fee Districts. I understand this isn't a lot of time to review these documents to help inform your decision. Please note that staff first offered me June 21st for this hearing. When I respectfully requested a short extension to gather necessary documents, staff said they were not interested and moved it up one week from June 21st to today. I did not have much time to prepare and unfortunately that also means you don't have a lot of time to refresh your memories on these documents. I am willing to move this hearing date if the Council desires more time to review the materials.

The only new information on the flash drive is the video from Councilmember Hansen's June 8, 2016 community meeting. I will also verbally state the documents relevant to this project as they comprise thousands of pages - and will also give the clerk this list to ensure they are noted in the public record as relevant to the findings off fact for this project:

- Flash Drive Content:
- 2035 General Plan & Supporting Background Documents & Environmental documents – with special emphasis on the background document “Chapter 2 – Community Development”.
- 2035 General Plan EIR and Appendices
- 2015 General Plan Update
- SACOG Metropolitan Transportation Plan and Sustainable Communities Strategy and accompanying EIR.

- June 8, 2016 Councilmember District 4 Community Meeting - video recording of entire meeting.
- Downtown/ Railyards/ Richards Blvd. Fee Districts Nexus Study. And Section 18 of the Sacramento City Code.
- Railyards Specific Plan
- 2013 update to Planning and Development Code – AKA Sacramento Streamline (P & D Code in its entirety).
- Central City Design Guidelines – urban core and central city neighborhood design guidelines.
- Central City Community Plan
- List of all 1,547 entitlements granted by City, April 2013 –May 2016
- Issues Matrix – sent to Councilmembers and staff on Friday, June 10, 2016.

- **Between 2000 and 2006, nearly three-fourths of new development**
- **occurred in North Natomas, while less than ten percent occurred in the**
- **Central City.**
- **Pg 2-189 draft EIR**

High-density development in Downtown Sacramento has continued to occur at steady albeit modest levels. Between 2007 and 2012, the City permitted an average of 300 multifamily units per year, twice the rate that occurred during the economic slump in the 1990s. During this period, the Central City absorbed an average of 62 new units yearly (Table 2-19); therefore, at most only 20 percent of multifamily units in the city were built in the Central City. Further, anecdotal evidence suggests that much of the Central City's new multifamily housing has been rental, mostly in subsidized affordable housing projects.

- **Pg 2-198**

About half of the Community Plan Areas have an insufficient level of approved projects to meet total 2020 residential and job projections. As of 2012 five Community Plan Areas lacked sufficient approved (but not yet built) projects to achieve the 2020 residential projections; however, the scale of approved units in the Central City and South Area push the citywide figure beyond the 2020 forecast.

2035 General Plan EIR

Goal LU 6.1: Corridors. Support the development of major circulation corridors that balance their vehicular function with a vibrant mix of uses that contribute to meeting local and citywide needs for retail, services, and housing and provide pedestrian-friendly environments that serve as gathering places for adjacent neighborhoods.

Policy LU 6.1.12: Compatibility with Adjoining Uses. The City shall ensure that the introduction of higher-density mixed-use development along major arterial corridors is compatible with adjacent land uses, particularly residential uses, by requiring such features as:

buildings setback from rear or side yard property lines adjoining single-family residential uses;

building heights stepped back from sensitive adjoining uses to maintain appropriate transitions in scale and to protect privacy and solar access;

landscaped off-street parking areas, loading areas, and service areas screened from adjacent residential areas, to the degree feasible; and

lighting shielded and directed downward to minimize impacts on adjacent residential uses.

Urban form describes key physical form characteristics envisioned for each designation.

Urban form guidelines are intended to inform future development by ensuring that all parties (i.e., developers, the City, and the public) share a common understanding of the characteristics that contribute to good design and consider the implications of individual project design on the form and character of the community as a whole.

These qualities include characteristics such as the height and bulk of buildings, the location of buildings on their lots, the relationship of buildings to streets, the height of buildings relative to adjacent neighborhoods, and the location and character of parking and pedestrian facilities. The allowed uses and development standards included in the Element are mandatory regulations. Allowed uses describe the type of uses allowed within each designation and development standards describe the allowed density for residential uses and building intensity for nonresidential and mixed uses.

Loophole in Planning & Development (Zoning) Code allows city unlimited authority (and ability to abuse authority) created with Council approval on April 9, 2013, effective September 30, 2013.

Floor Area Ratio (FAR) deviation language allowing for varying building mass and scale is in both 2030 and 2035 General Plan. However, Zoning Code change in 2013 allows city unlimited discretion (and ability to abuse discretion) to not follow height limits or any other development standards (required in State law) through the Site Plan and Design Review process. Height is a guideline but density (DUA) and Floor Area Ratio (FAR) are development standards set in and required by the General Plan.

FAR Deviation and not having to follow density standards is only allowed for mixed use (residential/commercial). Residential only has to comply with density standards, making an arbitrary exception to exceed density limits for mixed use.

Urban Form Analysis -Evaluation Criteria

The initial graphic analysis employs six criteria to characterize each area:

- Block size.
- Block dimensions (length/width ratio).
- Parcel size.
- Intersections.
- Through streets.
- Neighborhood access points

Source: 2030 General Plan Background Report – Chapter 2 – Community Development

Urban Form Analysis Areas -Sixteen areas selected, three broad categories of neighborhood or district type based on their predominant land use: residential, retail, and employment. Each selected because it represented a different built form and/or a variation on a built form.

The residential development types and specific analysis areas include:

- **Traditional Town Grid (circa 1900) – Midtown Neighborhood.**
- Modified Town Grid (pre-World War II) – East Sacramento Neighborhood.
- Early Auto-Oriented Subdivision (circa 1950) – River Park Neighborhood.
- Planned Unit Development (circa 1960) – Greenhaven Neighborhood.
- Later Auto-Oriented Subdivision (circa 1980) – South Natomas Neighborhood.
- Master Planned Neighborhood (circa 2000) – Natomas Park Neighborhood.
- Rural Transition – Robla Neighborhood.

The retail development types and specific analysis areas include:

- **Central Business District – Downtown.**
- Town Center – Natomas Town Center.
- Regional Retail Center – Arden Fair.
- Community/Neighborhood Retail Center – Florin Road @ 24th Street.
- **Traditional (Pedestrian-oriented) Commercial Corridor – J Street.**
- Strip (Auto-oriented) Commercial Corridor – Franklin Boulevard

Traditional Town Grid (circa 1900) – Midtown Neighborhood

Block Character

- Small, walkable block size at 2.5 acres
- Square blocks with mid-block alley in east-west direction
- Few interruptions in the traditional grid pattern. Convenient access from all directions

Street Character

- Typical street width 50 feet (curb to curb)
- One travel lane in each direction with small corner turning radii
- Number of curb cuts per block is low with an average of three
- Garages accessed from mid-block alleys alleviate need for driveways on each property
- On-street parking includes a combination of diagonal and parallel
- Six-foot wide sidewalks with street trees planted in planting strip between sidewalk and street
- 16 to 20 street trees per block on average
- Mature deciduous trees create a high-level canopy providing shade in summer and allowing sun in winter

Building and Site Character

- Buildings are situated close to the street and to each other, with 6-10 foot front setbacks on average and side setbacks of 5 to 10 feet
- Buildings range in height from one to two stories (15 to 25 feet) with 2 story buildings predominant
- Strong orientation to streets, with many stoops coming down to the sidewalk
- High percentage of parcel frontage occupied by buildings (85-90 percent) providing strong “street wall” definition
- Mixture of housing types and densities
- On-site parking for each property located to the side or rear, accessible from the mid-block alley



Retail – Land Use Form

Traditional (Pedestrian-Oriented) Commercial Corridor – J Street

Block Character

- Small, walkable square blocks with average block size of 2.5 acres
- The traditional grid pattern provides regular intersection intervals with convenient access from all directions
- Most blocks have mid-block alleys in east-west direction, paralleling J Street

Street Character

- Street width typical at 50 feet curb to curb
- One-way street, with three travel lanes
- On-street parallel parking on both sides of street
- Number of curb cuts per block is low with an average of less than one per block due to on-street parking and garages in the mid-block alleys
- Ample sidewalks with an average width of 15 feet. Outdoor seating for restaurants and eateries located on sidewalks in many locations
- Average of 10 street trees per block. Mostly mature trees with a high arching canopy that provides shade in summer and unifies the two sides of the street

Building and Site Character

- Buildings situated close to the street and to each other, with zero lot line setbacks the norm
- Buildings are generally two and three story structures (25 to 35 feet)
- Percentage of parcel frontage taken up by buildings approaching 100%
- Mix of building types and land uses. Many buildings appear to be adaptive reuse of former warehouses and shops now housing offices and retail
- Where available, on-site parking located behind buildings, accessible from the mid-block alley
- Strong definition of the street by the built environment



Central Business District – Downtown

Block Character

- Small, square blocks with average block size of 2.5 acres
- Few interruptions of main streets in the traditional grid pattern. Convenient access from all directions
- Some blocks have mid-block alleys in east-west direction, although others have been lost due to consolidation of parcels for large projects (shopping mall, parks, large buildings, etc.)

Street Character

- Street width typical at 50 feet (curb to curb). Smaller streets found (30 feet) with wider sidewalks
- Two travel lanes in each direction with small turning radii where two-way traffic occurs. Many one-way streets with three through lanes and one or two turning lanes
- Number of curb cuts per block low. Parking located either in structures or surface parking lots. Individual on-site parking rare
- On-street parking is a combination of diagonal and parallel
- Street tree planting varies, with average number of street trees approximately 10 per block, typically large tree species selected
- Sidewalks are typically 12 to 15 feet wide

Building and Site Character

- Buildings situated close to or at the public right-of-way, and to each other, with zero lot lines in most cases
- Building heights vary greatly, from 2 to 20 stories or more
- Percentage of building along street frontage approaching 100%
- Largest mix of building types and land uses of any sample area
- On-site parking, if any, is located in structure or off the mid-block alley
- Strong definition of the street by the built environment



Table 2-9. Comparative Evaluation of Urban Form Analysis Areas

Urban Form Prototype	Sample Area	Block Character							Street Character						Building & Site Character							
		Block Size (Avg. area in acres)	Block Dimensions (length/width ratio)	Intersections (number)	Through Streets (number)	Neighborhood Access Points (number)	Street Area (% of total)	Parcel Size (Average Area)	Parcel Width (Average)	Width of Street (Typical)	Number of Travel Lanes	Number of Curb Cuts (Avg. per block)	Presence and Width of Sidewalks	Number of Street Trees (Avg. per block)*	Type of Parking	Front Building Setbacks (Typ. per block)	Side Building Setbacks (Typ. per block)	Floor Area Ratio	Building Heights (Typ. per block)	Building Orientation (Typ. per block)	Percent of Frontage (Typ. per block)	Location of On-site Parking
Residential																						
Traditional Town Grid (e.g., circa 1900)	Midtown	2.5	1:1	50	15	29		0.15	42	50	2	3	6	18	P/D	6	3		15-25	F	80-90	R
Modified Town Grid (e.g., pre- WWII – 1920s to 1940s)	East Sacramento	5.0	2:1	46	20	21		0.15	52	35	2	16	3	30	P	20-30	10-15		25-40	F	75-85	R/F/S
Early Auto-Oriented Subdivision (Post-WWII – 1950s – 1960s)	River Park	7.0	6.5:1	22	16	14		0.16	63	35	2	36	3	–	P	20	10		15-25	F	75-85	F/S
Planned Unit Development - Single Developer (e.g., 1960s – 1970s)	Greenhaven	3.0	2.5:1	21	9	6		0.22	74	30	2	22	5	–	P/OS	20-30	10		15-25	F	75-85	F/S
Later Auto-Oriented Subdivision (e.g., 1970s to Present)	South Natomas	6.0	2.25:1	31	13	7		0.16	55	20	2	10	3	–	P/OS	25-30	10		15-25	F	75	F/S
Master Planned Neighborhood – Multiple Developers	North Natomas	1.75	2:1	37	8	6		0.13	52	30	2	15	5	34	P/OS	20	5		25-45	F	80-90	G
Rural Transition	Robla	27.0	7:1	12	9	5		0.6	82	20	2	10*	n/a	–	P/OS	25	n/a		15-20	F	50	F/S
Commercial																						
Central Business District	CBD	2.5	1:1	39	14	22		0.2	67	50	3	0	12	10	P/D/OS	0	0		VAR	F	100	R/G
Town Center	North Natomas Town Center									300/60	6/2	2	5	24	OS	45	VAR		VAR	P	50	I
Regional Retail Center	Arden Fair	17.5	2:1	9	3	4		3.7	283	120	8	8	3	–	OS	VAR	VAR		25-60	I	VAR	F/S/R
Community/Neighborhood Retail Center	Florin Road and 24 th Street	9.0	1.5:1	20	8	16		1.7	17	100	4	7	4	–	OS	50-80			15-35	P	85	F/S/R
Traditional (Pedestrian-oriented) Commercial Corridor	J Street	2.5	1:1	60	16	31		0.15	42	50	3	<1	15	10	P/D/OS	–	–		25-45	F	85	R/S
Strip (Auto-oriented) Commercial Corridor	Franklin Avenue	3.0	2:1	15	8	9		0.77	115	100	4	15	5	–	OS	80/100	80/100		20	F	50-75	F/S
Employment																						
Campus Office Park	South Natomas	31.0	2:1	3	3	5		4.7	320	45	2	15	5	–	OS	VAR	VAR		30-45	P	<50	F
Light Industrial/Office Park	Pell/Main	30.0	1.5:1	3	3	4		3.6	260	60	4	13	3	35	OS	80	VAR		30-45	P	65-75	F/S/R
Traditional Industrial/Manufacturing	Fruitridge Industrial Park	18.0	2.25:1	4	3	4		2.4	245	40	2	12	12	90	P/OS	VAR	VAR		30-45	P	VAR	F/S/R

Source: Wallace Roberts & Todd, LLC.

Table 2-10. Categorization of Neighborhoods, Districts, and Corridors			
<i>City Designated Neighborhoods, Districts, and Corridors</i>	<i>Residential Prototypes</i>	<i>Commercial Prototypes</i>	<i>Employment Prototypes</i>
Mangan Park	MTG	--	--
Mansion Flats	TTG	--	--
Marshall School	TTG	--	--
Meadowview	AOS	--	--
Med Center	--	--	--
Metro Center	--	--	OFF
Midtown/ Winn Park/ Capital Avenue	TTG	--	--
Natomas Corporate Center	--	--	OFF
Natomas Creek	AOS	--	--
Natomas Crossing	AOS	ASC	--
Natomas Park	AOS	--	--
New Era Park	TTG	--	--
Newton Booth	TTG	--	--

Notes:

Residential Prototypes:

Traditional Town Grid = TTG

Modified Town Grid = MTG

Automobile-Oriented Subdivision = AOS

Rural Transition = RT

Non-Residential Prototypes:

Central Business District = CBD

Automobile-Oriented Shopping Centers = ASC

Strip Commercial = ST

Traditional Pedestrian-Oriented Commercial = TPC

Industrial = IND

Office Park = OFF

Source: Wallace Roberts & Todd, LLC.



BACKGROUND REPORT

- Sacramento's older traditional neighborhoods are recognized by most people to be the City's most attractive and distinctive.

Urban design manager or project architect?

- *But as downtown grows, it will need to grow vertically. How do you create a skyscraper that reflects a regional style?*

“Even with a tall building, our environment is one where people are going to want to get outside, so I think one of the things you’re looking at [for a regional style in a residential skyscraper] is potentially a fairly thin building so that you can have flow-through ventilation, or buildings with balconies on them so people can experience the outside. I’ve seen versions of high-rise residential buildings in other parts of the world that have a very green environment on the outside of them; there’s really this connection to the ground through landscaping up into the building.” —Bruce Monighan, *Sactown Magazine*, Feb-Mar 2015