



5.1

PLANNING AND BUILDING  
DEPARTMENT

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February 13, 2004

City Council  
Sacramento, California

Honorable Members in Session:

**SUBJECT: 65<sup>th</sup> Street-University Transit Village Infrastructure Needs Assessments (M02-085)**

**LOCATION AND COUNCIL DISTRICT:** District 3

**RECOMMENDATION:** Staff recommends council adopt the attached resolutions accepting the 65<sup>th</sup> Street-University Transit Village Infrastructure Needs Assessment and directing staff to develop a finance plan to implement the 65<sup>th</sup> Street-University Transit Village Plan.

**CONTACT PERSON:** Todd Leon, Assistant Planner (916) 264-5538  
Jim McDonald, AICP, Senior Planner (916) 264-5723

**FOR COUNCIL MEETING OF:** February 24, 2004 (Afternoon)

**SUMMARY:** The purpose of this report is to provide the Council with an overview of the completed infrastructure needs assessment for the 65<sup>th</sup> Street-University Transit Village Plan area. Additionally, staff is seeking direction from council to proceed with development of a finance plan to fund the infrastructure needed to support the transit supportive development identified in the adopted land use plan.

**BACKGROUND INFORMATION:**

**65<sup>th</sup> Street-University Transit Village Plan Overview:** On October 29, 2002 City Council adopted the 65<sup>th</sup> Street/University Transit Village Plan, which provides land use, design and implementation guidance for transit supportive densities, intensities and mixes of land uses. The planning area consists of approximately 49 acres of land located at 65<sup>th</sup> Street and Folsom Boulevard and generally bounded on the north by the UP Rail Line and Folsom Boulevard, on the east by the UP Rail line, on the south by the

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Light Rail line and US Highway 50, and on the west by the Caltrans Site approximately 170 feet west of 61<sup>st</sup> Street (Attachment #1).

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 Plan anticipates approximately 1000 units of housing and 600,000 square feet of office and commercial space to be developed in the Plan area.

**65<sup>th</sup> Street-University Transit Village Infrastructure Needs Assessment Summary:**  
In April 2002, the City of Sacramento received a grant award for \$75,000 from the California Department of Housing and Community Development's Downtown Rebound Grant Program to study the infrastructure needed to implement the 65<sup>th</sup> Street University Transit Village Plan. The Council approved the acceptance of the Grant Award in September 2002 and directed staff to execute the agreement for the Grant. The Infrastructure Needs Assessment began in March of 2003 when Nolte Associates was selected as the City's consultant for the project. The Needs Assessment (summarized in Attachment #2) was completed January 15, 2004.

The Infrastructure Needs Assessment provides the city and prospective developers with a general level of costs and needed infrastructure improvements for development in the Transit Village Plan area. Additionally, the Needs Assessment provides a basis of analysis for grant applications to fund improvements. The Needs Assessment also provides a foundation for the development of a finance plan and strategy for the Transit Village. The costs presented in the Needs Assessment are intended to be planning level only. They include general level of magnitude cost estimates for the overall build-out of the 65<sup>th</sup> Street/University Transit Village Plan using today's dollars. The estimates shown on the summary in Attachment #2 are not intended to be utilized for the actual costs for specific projects. More detailed representations of cost estimates are presented in the Needs Assessment document. The total estimated cost, to enable development in the 65<sup>th</sup> Street/University Transit Village, is \$13,420,506.

The costs for placing the existing overhead cable facilities into underground conduits have been included in the estimates. The undergrounding of utility lines account for 37 percent of that total estimated cost. The work is generally done for aesthetic reasons and is not necessarily a requirement of the utility providers. Removing the underground conduits results in a remaining total of \$8,388,006. Most of the remaining costs are tied to the upgrading of the combined sewer system, drainage system, and for specific intersection and roadway widening improvements required in the Transit Village's Mitigation Monitoring Plan (MMP). The timing of the street improvements is based on the adopted MMP, which is summarized in Attachment #2.

The final costs for each specific project will need to be estimated separately and could be considerably different due to the uncertainty of the order, timing, and scope of the actual development to be constructed. For example, the final design of projects, the

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ability to acquire rights of way (ROW) and the size of projects undertaken (e.g. comprehensive development vs. as development occurs) will impact the final costs of the improvements needed.

**FINANCIAL CONSIDERATIONS:** The 65<sup>th</sup> Street/University Transit Village Infrastructure Needs Assessment identifies general level of magnitude cost estimates for the necessary infrastructure improvements needed to implement the adopted land use plan for the Plan area. These cost estimates provide a foundation and reference for infrastructure improvements but do not necessarily reflect the final or actual costs. A feasibility assessment and financing strategy for the area will be necessary to identify how the identified improvements will be financed.

City Long Range Planning Staff and the Public Works Real Estate and Special Districts Staff have developed a scope of work to begin a financing strategy for the 65<sup>th</sup> Street/University Transit Village. The strategy will identify the feasibility and financing sources to fund the infrastructure improvements necessary for the Transit Village. The cost of the financing strategy is estimated at \$25,000 and will be funded from the Planning Division's consultant services budget.

**ENVIRONMENTAL CONSIDERATIONS:** The proposed action does not constitute a project under California Environmental Act (CEQA) per Guidelines Section 15378 (b) (2), and is exempt from the National Environmental Policy Act (NEPA) per 24 CFR Part 58.34 (a) (3).

**POLICY CONSIDERATIONS:** The City of Sacramento General Plan's Smart Growth and Infill policies support the identification and provision of infrastructure to aid in the development of new transit oriented development adjacent near light rail stations, transit corridors, and infill areas. The General Plan also encourages high intensity, mixed use development adjacent to transit, particularly those areas proximate to LRT stations.

It is also General Plan policy to provide a full range of adequate municipal services in order to meet resident and worker needs and to assure the healthy, orderly development and maintenance of its communities.

The Needs Assessments complies with the City's Strategic Plan to enhance and preserve neighborhoods, promote and support economic vitality, and improve and diversify the transportation system.

The 65<sup>th</sup> Street/University Transit Village Infrastructure Needs Assessment promotes a number of Smart Growth policies of the General Plan including: providing a mix of uses and transit choices, promoting development of an urbanized area, and target infrastructure investments within the urban core of the region to allow for efficient use of existing facilities, infill and reuse areas.

**E/SBD CONSIDERATIONS:** No goods or services are being purchased under this report.

Respectfully Submitted,

  
\_\_\_\_\_  
Gary L. Stonehouse  
Planning Director

RECOMMENDATION APPROVED:



   
\_\_\_\_\_  
Robert P. Thomas  
City Manager

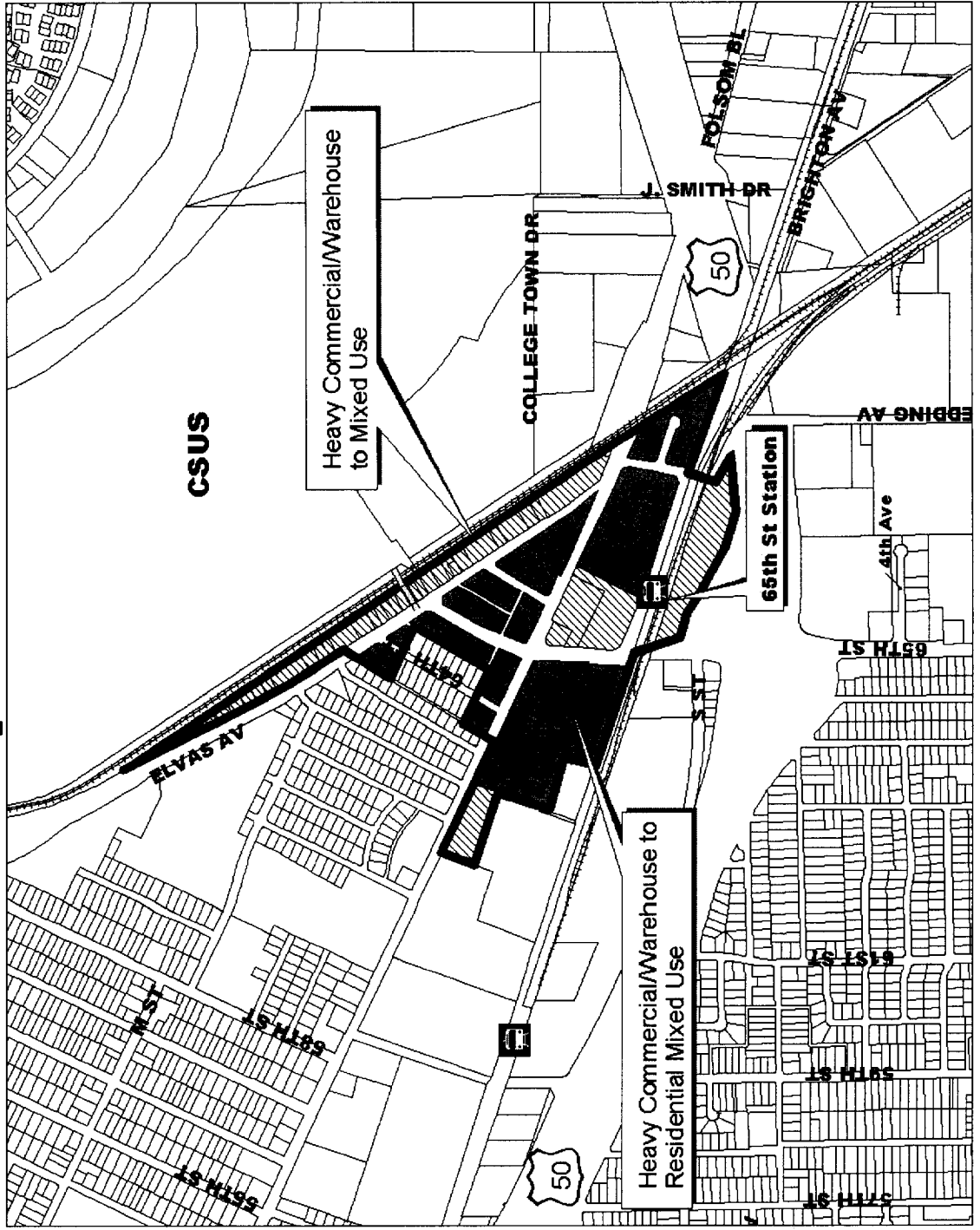
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# Land Use Map

- Parcels
- Light Rail Station
- Ped/ Bike Tunnel
- New Transit Village Boundary
- Southern Pacific Railway
- Mixed Use
- Residential Mixed Use



65th\_proposed\_rezoning\_a\_new\_apr  
October 2002





## **65<sup>TH</sup> STREET/UNIVERSITY TRANSIT VILLAGE INFRASTRUCTURE NEEDS ASSESSMENT SUMMARY**

### **Infrastructure Needs Assessment Findings:**

The 65<sup>th</sup> Street / University Transit Village Infrastructure Needs Assessment found numerous infrastructure issues and improvements needed to implement the land use plan for the Plan area. Below is a summary of the findings in the report. Detailed analysis of the various infrastructure categories and issues can be found in the main document.

### **Streetscape**

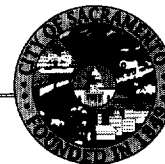
Numerous mitigation measures regarding improvements to the roadway system were adopted for the 65<sup>th</sup> Street/University Transit Village Plan area with the approval of the Final Environmental Impact Report (FEIR) and the Mitigation Monitoring Plan. These mitigation measures detail specific intersection and roadway widening improvements for the Plan area. The Needs Assessment analyzed the impacts, costs, and timing of these improvements. The most difficult of the mitigation measures to implement will be the improvements to Folsom Boulevard and 65<sup>th</sup> Street described in the Mitigation Measures 6.2-15 and 6.2-17. Satisfying the requirements of these measures will require extensive improvements on Folsom Blvd to provide two exclusive left-turn lanes, two through lanes, and a separate right-turn lane in the westbound direction and an exclusive left-turn lane, two through lanes, and separate right-turn lane in the eastbound direction.

The “Superblock” and “Station Block” dictate the pedestrian enhancements and would be integrated into the site design of those areas by developers. The majority of reconstruction is expected to occur on Folsom Boulevard, 65<sup>th</sup> Street and Elvas Avenue. Street frontage improvements may also be required along 66<sup>th</sup>, 67<sup>th</sup>, 69<sup>th</sup>, and Q Streets; however it is expected that these improvements will be the sole responsibility of the developers of the properties adjacent to these streets. The Public Works Department will review projects on a case-by-case basis to determine the necessity and extent of all or any improvements.

### **Sanitary Sewer**

The 65<sup>th</sup> Street Transit Village is with the area that eventually flows to the Combined Sewer System (CSS), which is a legacy storm drain and sanitary sewer system that conveys both storm water and sanitary flows. The CSS pipe system collects both sanitary sewage and storm water into a single pipeline. The system is greatly oversized for the sanitary sewer component but inadequate for the City’s drainage design standard of 10-year capacity. The City is required to make operational improvements to reduce combined sewer and runoff overflows and to ultimately provide 10-year capacity.

The development of the Plan area is expected to increase the sanitary sewer flows due to the increase in the residential, office, and commercial uses. Development in the Plan Area will need to be mitigated



using a combination of on-site (within the Plan Area) and off-site (outside the Plan area) improvements to the sewer drainage system.

## Storm Drainage

The 65<sup>th</sup> Street Transit Village is located within two separate Drainage Basin Areas, Basin 31 and 113 and the Combined Sewer System/Basin 32. The majority of the existing drainage system concerns will be alleviated by the completion of the Basin 31 and 113 improvements. The remaining area of most concern is the portion of the Plan area along Folsom Boulevard and the Super Block that currently drain into the combined sewer system. The City Utilities Dept. recommends the area should be separated into a separate drainage system in Folsom Boulevard that connects to the Basin 31 System at 65<sup>th</sup> Street. However, according to City drainage models the area is too low to gravity drain. It would require a small drainage pump station to be installed.

## Water Supply

The Transit Village Plan Area is generally well served by an extensive system of service mains ranging in size from six inch to eight inch. The water system will serve future development with a few modifications. The addition of new water mains would provide a completed looped system for the area.

## Natural Gas

PG& E has stated the existing gas infrastructure in the 65<sup>th</sup> Street/University Transit Village should be adequate to serve the level of development proposed with relatively minor additions unless an unusually large gas user locates in the area.

## Electrical

Based on land use projections given in the Transit Village Plan, SMUD estimates that the additional electrical load from development can be easily handled by the existing transmission and distribution system without adding major components.

## Telecommunications

The existing SBC conduit system has sufficient additional conduit space for any additional cabling that may be necessary to serve the level of development for the 65<sup>th</sup> Street/University Transit Village.

AT&T and Electric Lightwave, Inc have general facilities in place in the Transit Village. Additional improvements or relocations are generally made as the need arises to meet customer needs.

## Petroleum Products Pipeline

Kinder-Morgan Energy Partners, LP owns an inactive pipeline that travels east along the south side of the Southern Pacific Railroad right-of-way towards Kinder Morgan's Bradshaw Facility. Kinder Morgan has no immediate plans for the pipeline at this time.



## **65<sup>TH</sup> STREET/UNIVERSITY TRANSIT VILLAGE INFRASTRUCTURE NEEDS ASSESSMENT SUMMARY**

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### Probable Estimate of Construction Costs Summary:

The Costs presented in the Needs Assessment are intended to be planning level only. They include general level of magnitude cost estimates for the overall build-out of the 65<sup>th</sup> Street/University Transit Village Plan using today's dollars. These estimates are not intended to be utilized for the actual costs for specific projects. The Final costs for each specific project will need to be estimated separately and could be considerably different than those shown here due to the uncertainty of the order, timing, and scope of the actual development to be constructed. The estimates were solely to give interested parties a magnitude of the scale of the costs for improvements.

The unit costs are based on actual costs of recent development within the general area of the 65<sup>th</sup> Street/University Transit Village area, planning level costs utilized by various City departments as well as engineering judgment. Final unit costs for each specific project will depend on the actual labor and materials costs for the conditions at the time of construction. These conditions might include the scope of the development and the completion schedule of the project. Regional cost shearing may exist for these improvements and should be explored in the financing plans for the projects.

The costs for placing the existing overhead cable facilities into underground conduits have been included in the estimates to provide a magnitude of costs of these improvements. The work is generally done for aesthetic reasons and is not necessarily a requirement of the utility providers. Due to the considerable expense of the placing these lines in underground conduits, it may be considered too expensive for most projects to consider.

The exact limits of the existing rights-of-way are unknown at this time. A preliminary review of the existing record documents in the plan area revealed inconsistent information, especially for Folsom Boulevard (old State Highway 50). The estimates for widening of the rights-of-way are based on assumptions of the limits of the right-of-way based on the location of the existing improvements (back of sidewalks, building faces, etc.) in the Plan Area. A detailed right-of-way resolution is beyond the scope of this report, but will need to be performed during the planning phases of construction documents for street widening improvements.

A summary of the associated costs of the improvements for the infrastructure elements in the Plans included. The timing of the street improvements is based on the adopted mitigation monitoring plan (MMP). The MMP lists mitigation measures for both the "Base Year" condition and the "Year 2020" condition. In some cases the timing of the same street improvements is slightly different between the two.



## 65<sup>TH</sup> STREET / UNIVERSITY TRANSIT VILLAGE INFRASTRUCTURE NEEDS ASSESSMENT SUMMARY

### Construction Cost Estimate Summary Table

A. STREETWORK	\$2,451,250
B. COMBINED SEWER SYSTEM	\$2,025,649
C. DRAINAGE SYSTEM (BASIN 31 IMPROVEMENTS)	\$1,506,370
D. WATER DISTRIBUTION SYSTEM	\$487,575
E. JOINT TRENCH	\$5,032,500
F. INTERSECTION SIGNALIZATION	\$1,125,000
G. RIGHT -OF-WAY ACQUISITION	\$792,162
<b>TOTAL CONSTRUCTION (A-G)</b>	<b>\$13,420,506</b>



## 65<sup>th</sup> Street/University Transit Village Infrastructure Needs Assessment Summary

### Cost/Timing Matrix

Improvement Measure	Timing	Cost
<p><b>Traffic and Circulation</b></p> <p><b>6.2-11 63<sup>rd</sup> Street and Folsom Boulevard (65<sup>th</sup> Street Transit Village Plan B Base Year)</b>- Install a traffic signal at the Folsom Boulevard/63<sup>rd</sup> Street intersection and widen the eastbound and westbound approach to include an exclusive left-turn lane, an exclusive through lane, and a shared through/right-turn lane.</p>	<p>Prior to issuance of the first Certificate of Occupancy for the Superblock.</p>	<p><b>\$687,750 (Same cost as MM6.2-13)</b> Cost includes 63rd and Folsom signalization, Folsom Blvd(61st-63rd), Half cost of Folsom(63rd-65th)</p>
<p><b>6.2-13 63<sup>rd</sup> Street and Folsom Boulevard (65<sup>th</sup> Street Transit Village Plan B Year 2020)</b>- Install a traffic signal at the 63<sup>rd</sup> Street/Folsom Boulevard intersection and widen the eastbound and westbound approach to include an exclusive left-turn lane, an exclusive through lane, and a shared through/right-turn lane.</p>	<p>Prior to 30 % build out of the Transit Village Plan, or by 2010, whichever is first, if not previously implemented.</p>	<p><b>\$687,750 (Same cost as MM6.2-11)</b> Cost includes 63rd and Folsom signalization, Folsom Blvd(61st-63rd), Half cost of Folsom(63rd-65th)</p>
<p><b>6.2-15 65<sup>th</sup> Street and Folsom Boulevard (65<sup>th</sup> Street Transit Village Plan B Base Year)</b>- Widen the westbound approach to include two exclusive left-turn lanes, two through lanes, and a separate right-turn lane, and widen the eastbound approach to include an exclusive left-turn lane, two through lanes, and a separate right-turn lane.</p>	<p>Prior to issuance of the first Certificate of Occupancy of the Transit Village Plan area.</p>	<p><b>\$632,375 (Same cost as MM6.2-17)</b> Cost includes 65th and Folsom signalization, Half cost of Folsom Blvd(63rd-65th), Half cost of Folsom(65th-67th)</p>
<p><b>6.2-17 65<sup>th</sup> Street and Folsom Boulevard (65<sup>th</sup> Street Transit Village Plan B Year 2020)</b>. Widen the westbound approach to include two exclusive left-turn lanes, two through lanes, and a separate right-turn lane, and widen the eastbound approach to include an exclusive left-turn lane, two through lanes, and a separate right-turn lane.</p>	<p>Prior to 50 % build out of the Transit Village Plan, or by 2015, whichever is first, if not previously implemented.</p>	<p><b>\$632,375 (Same cost as MM6.2-15)</b> Cost includes 65th and Folsom signalization, Half cost of Folsom Blvd(63rd-65th), Half cost of Folsom(65th-67th)</p>



City of Sacramento  
 65<sup>th</sup> Street / University Transit Village Infrastructure Needs Assessment  
 Cost/Timing Matrix

Improvement Measure	Timing	Cost
<p><b>6.2-21 65<sup>th</sup> Street and Q Street (65<sup>th</sup> Street Transit Village Plan B Year 2020)</b>- Extend 4<sup>th</sup> Avenue to Redding Avenue. Due to congested conditions on 65<sup>th</sup> Street and Folsom Boulevard, increased demand for the left-turn movement from Q Street to southbound 65<sup>th</sup> Street, beyond the volume served under base year ANo Project@ conditions, will not be served. The extension of 4<sup>th</sup> Avenue would provide an alternative to this movement and reduce the demand for the left-turn movement from Q Street to southbound 65<sup>th</sup> Street. 4<sup>th</sup> Avenue would also serve as an alternative route for vehicles traveling southbound from the project site and would likely reduce delay at the 65<sup>th</sup> Street/San Joaquin Street, 65<sup>th</sup> Street/Folsom Boulevard, and 67<sup>th</sup> Street/Folsom Boulevard intersections. Extending 4<sup>th</sup> Avenue would require the installation of a traffic signal at the 65<sup>th</sup> Street/4<sup>th</sup> Avenue intersection. The extension of 4<sup>th</sup> Avenue would likely require the acquisition of right-of-way. (This intersection is listed in the City's Transportation Program Guide for signalization.)</p> <p>It is recommended that this impact be overridden due to the need for off-site right-of-way. However to lessen the impact of this override, the following measures are required:</p> <p>65th Street at US-50 westbound off-ramp:</p> <ol style="list-style-type: none"> <li>Widen the off-ramp to provide additional storage for westbound right-turning vehicles.</li> <li>Re-stripe westbound approach to include two left turn lanes, a through-right lane, and a right turn lane.</li> </ol>	<p>Measures shall be implemented prior to 50 % build out of the Transit Village Plan, or by 2015, whichever is first, if not previously implemented</p>	<p>\$100,600 Cost includes US 50 Off-Ramp</p>



City of Sacramento  
 65<sup>th</sup> Street / University Transit Village Infrastructure Needs Assessment  
 Cost/Timing Matrix

Improvement Measure	Timing	Cost
<p><b>6.2-23 65<sup>th</sup> Street and U.S. 50 WB Ramps (65<sup>th</sup> Street Transit Village Plan B Base Year)</b>- Modify the traffic signal to include protected eastbound and westbound left-turning phases, re-stripe the eastbound approach to include an exclusive left-turn lane and two exclusive right-turn lanes, and extend the southbound outside through lane to Folsom Boulevard. (This improvement is also mitigation for Phase II of Granite Regional Park).</p>	<p>Prior to issuance of the first Certificate of Occupancy after 25% of development in the plan area, if not previously implemented, or will not be implemented by others.</p>	<p><b>\$548,600</b>          Cost includes 65th and US 50 WB Off-Ramp signalization, 65th St. (Folsom-US 50)</p>
<p><b>6.2-25 Intersection - 65<sup>th</sup> St/US50 WB Ramps (Plan Component Year 2020)</b> - Modify the traffic signal to include protected eastbound and westbound left-turning phases and re-stripe the eastbound approach to include an exclusive left-turn lane and two exclusive right-turn lanes.</p>	<p>Prior to 50% build out of the transit village plan, or by 2015, whichever is first, if not previously implemented</p>	<p><b>\$100,000</b>          Cost includes 65th and US 50 WB Off-Ramp signalization</p>
<p><b>6.2-27 65<sup>th</sup> Street and U.S. 50 EB Ramps (65<sup>th</sup> Street Transit Village Plan B Base Year)</b>- Construct a third northbound through lane from 4<sup>th</sup> Avenue to the U.S. 50 eastbound ramps. (This improvement is also mitigation for Phase II of Granite Regional Park).</p>	<p>Prior to issuance of the first Certificate of Occupancy after 25% of development in the plan area if not previously implemented, or will not be implemented by others.</p>	<p><b>\$108,000 (Same cost as MM6.2-29)</b>          Cost includes 65th St. (US 50-4th)</p>
<p><b>6.2-29 65<sup>th</sup> Street and U.S. 50 EB Ramps (65<sup>th</sup> Street Transit Village Plan B Year 2020)</b>- Construct a third northbound through lane from 4<sup>th</sup> Avenue to the U.S. 50 eastbound ramps, and re-stripe the eastbound approach to include a shared left/right-turn lane and an exclusive right-turn lane.</p>	<p>Measures shall be implemented prior to 50 % build out of the transit village plan, or by 2015, whichever is first, if not previously implemented, or will not be implemented by others.</p>	<p><b>\$108,000 (Same cost as MM6.2-27)</b>          Cost includes 65th St. (US 50-4th)</p>
<p><b>6.2-43 67<sup>th</sup> Street and Folsom Boulevard (65<sup>th</sup> Street Transit Village Plan - Base Year)</b> <i>Widen the westbound approach to include an exclusive left-turn lane and two through lanes.</i></p>		<p><b>\$351,225 (Same cost as MM6.2-45)</b>          Cost includes 67th and Folsom signalization, Half cost of Folsom (65th-67th)</p>





City of Sacramento  
 65<sup>th</sup> Street / University Transit Village Infrastructure Needs Assessment  
 Cost/Timing Matrix

Improvement Measure	Timing	Cost
6.2-45 67 <sup>th</sup> Street and Folsom Boulevard (65 <sup>th</sup> Street Transit Village Plan - year 2020) Widen the westbound approach to include an exclusive left-turn lane and two through lanes.		\$351,225 (Same cost as MM6.2-43) Cost includes 67th and Folsom signalization, Half cost of Folsom (65th-67th)
<b>Additional Transportation Costs</b>		
65th St. (Elvas-Folsom)	As development occurs in the area.	\$231,100
Elvas (62nd-64th)	As development occurs in the area.	\$409,600
Elvas (65th-Folsom)	As development occurs in the area.	\$132,000
<b>Storm Drain</b>		
Basin 31 Improvements - Piping, inlets and manholes along Folsom Blvd. between 61st St. and 65th St. along with 33cfs pump station and force main to connect with main in 65th St.	Development of Superblock.	\$1,506,370
<b>Sanitary Sewer</b>		
Folsom Sewer Main Improvements - Piping and inlets along Folsom Blvd	Development of 50% build out of the Station Block or 20% build out of the Superblock.	\$360,345
<b>Water</b>		
Triangle Area Improvements - Piping, inlets, valves and hydrants along Folsom Blvd between 66th St. and Elvas Ave. and along 65th St. between Elvas Ave. and Folsom Blvd.	Development of Triangle Area.	\$229,935
Station Block Improvements - Piping, inlets, valves and hydrants along Folsom Blvd between 65th St. and 69th St.	Development of Station Block.	\$257,640



**RESOLUTION NO.**

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF \_\_\_\_\_

**RESOLUTION DIRECTING STAFF TO PROCEED WITH THE DEVELOPMENT OF FINANCING PLANS FOR THE 65<sup>TH</sup> STREET/UNIVERSITY TRANSIT VILLAGE AND THE R STREET CORRIDOR (M02-085).**

**WHEREAS**, the City Council of the City of Sacramento, on October 29, 2002, adopted the 65<sup>th</sup> Street-University Transit Village Plan, which provides land use, design, and implementation guidance for transit supportive densities, intensities and mixes of land uses to increase transit ridership and create a sustainable, energy efficient village with amenities for new residents and employees as well as existing adjacent development; and

**WHEREAS**, the City of Sacramento General Plan designates the 65<sup>th</sup> Street/University Transit Village as an area of opportunity for re-use due to infrastructure, access or service changes that have resulted in new development opportunities; and

**WHEREAS**, the 65<sup>th</sup> Street/University Transit Village Infrastructure Needs Assessments identified the necessary improvements and the estimated costs for infrastructure to implement the land use changes in the 65<sup>th</sup> Street-University Transit Village Plan; and

**WHEREAS**, the 65<sup>th</sup> Street-University Transit Village Plan and Infrastructure Needs Assessment are consistent with several Smart Growth policies of the General Plan including: providing a mix of uses and transit choices, promoting development of an urbanized area, creating walkable and bikeable development, taking advantage of existing community assets; and

**WHEREAS**, the Sacramento Housing and Redevelopment Agency (SHRA) is establishing a redevelopment area that would include the 65<sup>th</sup> Street-University Transit Village;

**NOW, THEREFORE BE IT RESOLVED** by the City Council of the City of Sacramento that Planning and the Public Works Real Estate and Special Districts staff is directed to

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**FOR CITY CLERK USE ONLY**

RESOLUTION NO. \_\_\_\_\_

ADOPTED: \_\_\_\_\_

develop financing strategies and plan recommendations for the 65<sup>th</sup> Street/University Transit Village and R Street Corridor to implement the adopted land use plans and infrastructure improvements outlined in Infrastructure needs assessments of both areas and return to City Council for final approval.

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
CITY CLERK

M02-085

\_\_\_\_\_  
**FOR CITY CLERK USE ONLY**

RESOLUTION NO. \_\_\_\_\_

ADOPTED: \_\_\_\_\_

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