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CITY OF SACRAMENTO  
CALIFORNIA

DEPARTMENT OF  
PLANNING AND BUILDING  
  
PLANNING DIVISION

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*Intent motion: Appeal Upheld*

CONTINUED
FROM 11-13-01
November 7, 2001 12-04-01

City Council  
Sacramento, California

*Staff to return on DEC. 4, 2001  
with findings of fact*

Honorable Members in Session:

**SUBJECT: Appeal of Natomas Village Center (P99-072)**  
Entitlements to amend the land use on 25.85 ± acres in the Coral Business Center PUD;

- A. Environmental Determination: Environmental Impact Report;
- B. Mitigation Monitoring Plan;
- C. General Plan Amendment to redesignate the site from Mixed Use to Regional Commercial and Offices;
- D. Community Plan Amendment to redesignate the site from Employment Center (EC-50 and EC-80) to Regional Commercial;
- E. Rezone of the site from 4.6± vacant acres of Employment Center - 80 PUD (EC-80-PUD) and 21.25± acres of EC-50 PUD to 25.85± acres of Shopping Center Planned Unit Development (SC-PUD);
- F. PUD Guidelines Amendment of the Coral Business Center PUD to add development guidelines for the proposed shopping center on Parcel #1 of the PUD;
- G. PUD Schematic Plan Amendment of the Coral Business Center PUD to depict a regional shopping center on Parcel #1, of the PUD;
- H. Tentative Map to subdivide an approximately 25.85 acre parcel into seven (7) parcels for phased retail development in the proposed shopping center; and
- I. Special Permit to develop a shopping center, including pad sites totaling approximately 245,600 square feet.

# WalkSacramento

909 – 12<sup>th</sup> Street  
Sacramento, CA 95814 – 916 – 444-5864  
[www.walksacramento.org](http://www.walksacramento.org)

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November 13, 2001

To: Mayor Heather Fargo and City Council Members

RE: Proposed General Plan Amendment: Appeal of Natomas Village Center at Coral Business Center; NW Corner of Truxel Road & Gateway Park Blvd.

**WalkSacramento** urges the City Council to maintain the integrity of the Natomas Community Plan and reject this application for a General Plan Amendment.

**WalkSacramento** urges the City Council to continue to support the implementation of the Natomas Community Plan's goals to create an economically viable, livable, and walkable community.

Approval of this project would move this community in the same direction as much of today's suburban, car-oriented growth. The proposed project would diminish the viability of the future neighborhood commercial areas and thus diminish the ability of residents to walk to some of their commercial destinations.

Sacramento's older neighborhoods are highly desired because of the many and varied commercial uses within walking and bicycling distance from residences. Many of you live in such neighborhoods. These neighborhoods are sought after in the region because of these attributes.

We urge the Council to vote for walkability and livability for this neighborhood and all communities in the City.

Thank you,

Anne Geraghty  
Executive Director

## A SIMPLE CHECKLIST FOR EVALUATING TOD

For development to be transit oriented, generally it needs to be shaped by transit in terms of parking, density, and/or building orientation in comparison to conventional development. It is not enough that it is just *adjacent* to transit.

**" Transit Oriented Development (TOD) is moderate to higher density development, located within an easy walk of a major transit stop, generally with a mix of residential, employment and shopping opportunities designed for pedestrians without excluding the auto. TOD can be new construction or redevelopment of one or more buildings whose design and orientation facilitate transit use."** (source: Statewide TOD Study's Advisory Committee, 2000)

Local governments play a significant role in promoting TOD through plans, policies, zoning provisions, and incentives for supportive densities, designs, and mix of land uses. A successful TOD will reinforce the community and the transit system. This checklist is intended to guide communities in reviewing proposed projects and in assessing the transit-friendliness of current land use codes and ordinances.

Within an easy walk of a major transit stop (e.g., ¼ to ½ mile walk), consider the following:

### LAND USE

- Are key sites designated for "transit-friendly" uses and densities? (walkable, mixed-use, not dominated by activities with significant automobile use )
- Are "transit-friendly" land uses permitted outright, not requiring special approval?
- Are higher densities allowed near transit?
- Are multiple compatible uses permitted within buildings near transit?
- Is a mix of uses generating pedestrian traffic concentrated within walking distance of transit?
- Are auto-oriented uses discouraged or prohibited near transit?

### SITE DESIGN

- Are buildings and primary entrances sited to be easily accessible from the street?
- Do the designs of areas and buildings allow direct pedestrian movements between transit, mixed land uses, and surrounding areas?
- Does the site's design allow for the intensification of densities over time?
- Are the first floor uses "active" and pedestrian-oriented?
- Are amenities provided to help create a pedestrian environment along and between buildings?
- Are there sidewalks along the site frontage? Do they connect to sidewalks and streets on adjacent and nearby properties?
- Are there trees sheltering streets and sidewalks? Pedestrian-scale lighting?

### STREET PATTERNS & PARKING

- Are parking requirements reduced in close proximity to transit, compared to the norm?
- Is structured parking encouraged rather than surface lots in higher density areas?
- Is most of the parking located to the side or to the rear of the buildings?
- Are street patterns based on a grid/interconnected system that simplifies access?
- Are pedestrian routes buffered from fast-moving traffic and expanses of parking?
- Are there convenient crosswalks to other uses on- and off-site?
- Can residents and employees safely walk or bicycle to a store, post office, park, café or bank?
- Does the site's street pattern connect with streets in adjacent developments?