

**AMENDED NOTICE OF SPECIAL MEETINGS OF THE SACRAMENTO CITY COUNCIL
REGARDING JOINT CITY/COUNTY WORKSHOPS**

I HEREBY CALL Special Meetings of the Sacramento City Council for the purpose of meeting jointly with the Sacramento County Board of Supervisors as the Joint City/County Urban Development Task Force to conduct a series of workshops on the effects of future growth within the City of Sacramento and the unincorporated area of the County of Sacramento.

These workshops will be held on the following subjects and at the following dates and times:

1. **June 25, 1984, Monday, 2:00 p.m.**
Goals, Policies and Projections - An Overview
2. **July 23, 1984, Monday, 2:00 p.m.**
Infrastructure - Opportunity and Needs
3. **August 27, 1984, Monday, 2:00 p.m.**
Economic and Housing Development
4. **September 17, 1984, Monday, 2:00 p.m.**
Air Quality and Transportation
5. **October 22, 1984, Monday, 2:00 p.m.**
Agriculture/Open Space
6. **November 19, 1984, Monday, 2:00 p.m.**
Where Next? Feasibility of Consolidating various functions and departments. Various reports due.

These workshops will be held at the following location:

Board of Supervisors' Chamber
700 "H" Street, Suite 1450
Sacramento, CA 95814

This notice is being given in order to inform all persons as far in advance as possible of the meetings to be held. All interested parties are invited to attend and be heard. While no specific area of the City or County has been omitted from consideration by this task force, they will be precluded from addressing or acting upon the merits of any pending development application.

If you have any questions, please contact the Office of the City Clerk, 915 "I" Street, Room 203, City Hall, Sacramento, California, telephone (916) 449-5426, one hour prior to the scheduled times of the meetings, for confirmation.

ISSUED: This 10th Day of August, 1984



ANNE RUDIN
MAYOR

ATTEST:


LORRAINE MAGANA
CITY CLERK

RECEIVED
CITY CLERKS OFFICE
CITY OF SACRAMENTO

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NOTICE OF JOINT CITY/COUNTY WORKSHOPS

NOTICE IS HEREBY GIVEN that the Sacramento County Board of Supervisors and the Sacramento City Council will meet in Special Session as the Joint City/County Urban Development Task Force to conduct a series of workshops as follows:

Workshop #1: Monday, June 25, 1984 -

Goals, Policies and Projections - An Overview

Review of the current General Plan goals and policies of the City and County, the most recent population and employment projections for each jurisdiction, and a summary of the major new developments that have been approved within the City and County.

Workshop #2: Monday, July 23, 1984 -

Infrastructure - Opportunity and Needs

Review infrastructure commitments which have been made, and the cost and financing arrangements made to provide new urban services -- including water, drainage, sewerage, solid waste disposal, and transportation; identify any mutually beneficial cost-effective means for providing urban services.

Workshop #3: Monday, August 27, 1984 -

Economic and Housing Development

Review the jobs-housing link, including the County-wide balance of commercial, industrial and residential land supply, developed and undeveloped, and identify relationships between City and County zoning of land uses. Also review the need for creation of a Countywide Employment and Economic Development Opportunity Plan.

Workshop #4: Monday, September 24, 1984 -

Air Quality and Transportation

Review existing air quality plans and the strategy for maintaining air quality and identify additional joint opportunities to preserve air quality as the community grows; review transportation and land use coordination including congestion on local streets and roads and growth of transit services, and identify areas where joint planning and coordinated implementation can improve the circulation system.

Workshop #5: Monday, October 22, 1984 -

Agriculture/Open Space

Review the need and opportunity for permanent protection of productive agricultural land and other open space uses, including protection of urban streams, and identify any joint opportunities to preserve in perpetuity large blocks of agricultural land, provided that pending development applications shall not be considered or acted upon by the task force.

Workshop #6: Monday November 26, 1984 -

Where Next

Review the goals, objectives and current planning efforts in the two jurisdictions, identify common goals and objectives and any conflicts or incompatibilities, and identify the areas in which coordinated planning would provide mutual benefits. Develop a set of policy recommendations with respect to procedures by which the City and County can deal jointly common planning issues.

These workshops will be held in the Board of Supervisors' Chambers, County Administration Center, 700 "H" Street, Suite 1450, Sacramento and will commence at 2:00 p.m.

All parties interested are invited to attend and be heard. While no specific area of the City or County has been omitted from consideration by this task force, they will be precluded from addressing or acting upon the merits of any pending development application.

BEVERLY A. WILLIAMS, Clerk
Board of Supervisors



REGIONAL TRANSIT MEMO

DATE: September 14, 1984

TO: Members of the Joint City-County Urban Development Task Force
FROM: Bertha Gaffney-Gorman, Chairwoman, RT Board of Directors
RE: REGIONAL TRANSIT INPUT TO WORKSHOP NO. 4

RT staff just recently prepared a discussion paper that was distributed to you in your most current agenda package. Last Monday evening, subsequent to the submittal of that paper, the RT Board met on this subject. Considerable discussion occurred. In addition to the RT staff comments, additional concerns were raised by the Board.

1. Economic Benefits - In addition to the four (4) major benefits of transit that were listed by staff, the Board believes that another must be added, namely the economic benefits of public transit to the local economy.
2. Work Commute Trips - While the Board recognizes the major importance of service to the transit dependents, e.g., youth, seniors and disabled, there was a consensus that service to the work commuter is an area that should be given even higher recognition in regard to selling the community on the benefits of public transit.
3. State Employee Burden - A concern was raised regarding the heavy burden placed on the public transit system by this major agency, and the lack of any mitigating actions to offset that situation.
4. Transit Systems Management (TSM) - The Board would like very much to see the City and County take a more aggressive, more supportive, more creative role by adopting a series of TSM-type measures that would assist public transit.
5. Facility Location Ordinances - A strong desire was expressed by the Board to have the City and County adopt ordinances requiring all newly constructed or leased facilities of the City and County be located only on sites served directly by public transit, following the example set by the State.
6. Transit Impact Fees - The Board urged that these be explored for possible adoption.

7. Trip Reduction Ordinances - It was the consensus of the Board that not enough is communicated on this matter and that a more effective monitoring/reporting system is needed for both the City's and County's Trip Reduction Ordinance Program.
8. Land Use Coordination - The Board expressed strong concern that there is insufficient communication by the City and County of informing RT on proposed land use developments.

As a culmination of our meeting last Monday night, the Board agreed that there are many serious concerns that must be jointly resolved by the City, the County and RT. As a step in this direction, the following prioritized actions are hereby requested:

1. That a joint City-County-RT task force be created to develop an action program for resolving the following concerns:
 - (a) Develop a stable, long-term local tax program dedicated to public transit (including transit impact fees).
 - (b) Develop a program of substantially increased long-term parking rates, with revenues going to public transit.
 - (c) Develop a policy requiring all new major downtown employee parking garages be constructed, instead, as remote park-and-ride facilities, preferably along one of the LRT routes.
 - (d) Develop a strategy for more fairly, more effectively dealing with the burden placed by the State on Sacramento's public transit system.
 - (e) Develop a program of time-based TSM projects that can be implemented over the next several years that will assist public transit.

As part of the above action, the City and County are urged to fully support the task force, endorse the findings, and adopt the recommendations.

2. That the City and County go on record as prepared to adopt a set of jointly-approved ordinances (to be available early next year) dealing with land use/transportation coordination, including mechanisms for funding both capital and operating costs of transit.

3. That the City and County set an example for other major employers through the purchase of RT monthly passes for free, or discounted, distribution to its employees.
4. That the City and County adopt ordinances requiring that all newly constructed or leased facilities of the City and County be located only on sites served directly by public transit, following the State's example.
5. That the City and County develop, and implement, a more effective monitoring/reporting system for their respective Trip Reduction Ordinance programs.
6. That the City and County staffs be directed to institute a process whereby information on proposed land use developments is provided to RT in a timely and consistent manner.

In conclusion, it is the RT Board's sincere hope that this Joint City-County Urban Development Task Force will serve as a new beginning for improved local government coordination and will serve as an ongoing forum for resolving major local issues. The opportunity for input is greatly appreciated. Thank you.

PRIORITIZED ACTIONS

(1) CREATE JOINT CITY-COUNTY-RT TASK FORCE

- (A) STABLE, LONG-TERM LOCAL TAX
- (B) LONG-TERM PARKING RATES
- (C) REMOTE PARKING FACILITIES
- (D) REQUEST STATE TO RECOGNIZE BURDEN
- (E) TRANSPORTATION SYSTEMS MANAGEMENT PROJECTS

● EXAMPLES:

- SPECIAL BUS LANES IN PEAK PERIODS
- LONGER BUS STOPS/LAYOVER SPACE
- ENFORCED TOW-AWAY ZONES

ADOPT

(2) LAND USE/TRANSPORTATION ORDINANCES - ADOPT

- (A) CAPITAL
- (B) OPERATING

(3) PROVIDE EMPLOYEE RT MONTHLY PASSES

(4) SITING OF CITY & COUNTY FACILITIES

- ADOPT POLICY SIMILAR TO STATE OF CALIFORNIA

(5) TRIP REDUCTION ORDINANCE PROGRAM

- (A) MONITOR
- (B) REPORT

(6) INFORM RT OF LAND USE DEVELOPMENTS

- (A) CONSISTENT
- (B) TIMELY

REGIONAL TRANSIT:
AN AGENCY SEEKING DIRECTION AND SUPPORT
FROM THE CITY, THE COUNTY AND THE
SACRAMENTO COMMUNITY

With changing needs and expectations within the community, public transit is increasingly being thought of more as a public service and less as a self-sufficient alternative mode of conveyance. Public transit serves the community well, augmenting the quality of life in several ways:

● Economic Benefits

There are numerous economic benefits that public transit provides to a community. As one of the important measurements of an urbanized areas "quality of life", most major employers seeking to expand or relocate their business look to high quality public transit in the same manner as they do to good schools, parks, cultural facilities, etc. Good public transit is quickly moving from a desirable amenity to one that is required.

Public transit also provides significant economic benefit in other ways. It serves more than 30,000 home-to-work/work-to-home trips per day, providing a considerable reduction in vehicle wear-and-tear and fuel consumption. And, an even more sizeable savings results to the community through a reduction in roadway construction and maintenance costs - the savings being directly proportionate to the number of commuters that can be encouraged to take public transit.

Another economic benefit is in the area of local employment. With over 600 employees, Regional Transit is clearly one of Sacramento's major employers. In addition, the \$130 million LRT project will be generating many construction jobs, will be bringing in federal revenues to the Sacramento area, will be helping to draw in new employers from other geographic areas, and, lastly, will be driving up land values that will provide greater revenues to the local economy and yield greater tax revenues for local government.

- Congestion Relief

Sacramento has an established roadway infrastructure that has several characteristics: (1) It is, for the most part, adequate to meet today's travel needs (although perhaps not to the level some would like); (2) It's capacity for expansion (particularly the freeways and other major arterials) is largely frozen due to surrounding land uses and the lack of financial resources; and (3) As in-fill and leap-frog growth occurs in this rapidly developing community, the levels of traffic congestion will dramatically increase, approaching - if not attaining - the levels experienced in the Santa Clara Valley and Southern California. A multi-mode approach of buses and LRT can do much to mitigate this adverse situation.

- Mobility For Transit Dependents

There are at least five groups that fall within this category that, collectively, comprise an estimated 35% of the community's population. These are youth, elderly, handicapped, economically disadvantaged and the environmentally conscious (who would voluntarily reduce or eliminate usage of the automobile). All of these members do, or at least would, benefit considerably through the provision of a high level of public transit.

- Air Quality And Energy Conservation

More than half of Sacramento's air pollution is attributed to the automobile. The national balance-of-trades deficit is heavily attributed to the massive dependence on foreign oil. Both of these problems are partially mitigated by public transit. An increased level of public transit would help achieve an increased level of mitigation against these two major problems.

In regard to transit as a mitigation measure, RT is particularly concerned about the all-too-casual referencing of transit as a mitigating factor, with little or no commitment to providing any of the resources required. The City Council and County Board of Supervisors are urged to more critically review future EIR's re: this concern so as to assure that the resources actually exist to accomplish this mitigation.

- An Alternative Mode

There are numerous members of the Sacramento community that voluntarily have chosen to perform their daily routine without an automobile. Many more have chosen to live with one automobile rather than two. The total economic benefits to the individuals and the total social benefits to those who use the less congested (as a consequence) roadways is considerable. Public transit must be given credit for its significant role of influence through the provision of an alternative to the automobile.

Looking collectively at the above-noted benefits, the value of public transit within a community should be self-evident. What apparently is not so self-evident is the need for an additional stable, local funding source to help underwrite the costs for maintaining the current, or acquiring a higher quality public transit system. As stated in RT's recently adopted 1985-89 Transit Plan:

"Transit should no longer be relegated to the role of a stepchild, always expected to perform its chores, but with little thought given to its subsistence."

With the above introduction setting the stage, it would now be appropriate to discuss the major transit issues facing the community. A thorough assessment of these issues will, hopefully, lead to a set of potential solutions.

The major public transit issues that must be dealt with by the Sacramento community include the following:

- (1) Costs (both capital and operating) of providing a sustained, high quality service.
- (2) Local funding, from both the public and private sectors (including transit impact fees).
- (3) The need for improved coordination of land use and transportation (including City and County adoption of ordinances, currently being prepared by RT; more effective monitoring/

reporting on City and County trip reduction ordinances; and improved process and increased responsibility, of City and County to inform RT of proposed new land use developments.

- (4) Accommodating population and employment growth without diluting the current levels of transit service in the "established" areas.
- (5) Upgrades and/or extensions of light rail transit (LRT).
- (6) Policies to employ regarding parking pricing.
- (7) Requiring the State to recognize and help mitigate its transit impact.
- (8) Implementation by the City and County of creative TSM programs.
- (9) The adoption by the City and County of ordinances similar to the State's, requiring all newly constructed or leased facilities to be located only on sites served by transit.
- (10) How "regional" should RT's service be?

Each of the above issues is discussed separately below.

• Costs of Providing Service

Much has been published recently in the local press regarding the costs of transit service, focusing particularly on the capital side of LRT. But, RT has an equal concern over the operating side of the coin as well. And, in addition, RT's concern is not just LRT, but bus costs as well. The 18.3 mile starter line has recently been embroiled in a controversy regarding whether or not the project's \$131 million capital budget is adequate to cover all costs.

RT, as grantee, is charged by the Federal Grant Agreement with funding any shortfall which the LRT project produces. On a parallel to this, the RT Board of Directors has been grappling with a projected 5-year operating deficit of \$5.7 million to cover a projected less-than-adequate level of service.

RT has implemented many programs that are attempting to reduce both capital and operating costs, and with some success. However, there is only so much latitude available, short of decimating transit service as we know it today. The countervailing solution to the cost problem is to generate increased revenues. This is discussed below.

- Local Funding Requirements

RT is currently drawing approximately 30% of its operating costs from the user (out of fares), 55% from the State (LTF and TDA monies) and the balance (of 10-20%) from the federal government (primarily UMTA Section 9 monies).

While RT has a 5-year plan to augment the portion of costs covered by the farebox to 35%, the federal government trend is toward total eradication of subsidies. The net difference, if both of these become reality, will be the need for an additional 10% subsidy. The State picture does not look very promising. RT will have to find some entirely new source of revenue if it is to only maintain the integrity of the existing level of service (although it would be a combination bus/LRT system). It must be emphasized that the above discussion does not even begin to address the issue of expanding service to meet the growth needs of Sacramento.

The solution, almost inevitably, will have to be a large new source of local funding. Options include taxes, assessments, fees and/or grants from the City, the County and/or the private sector.

In pursuit of a specific solution, the RT Board will be focusing on several study efforts, including an internally performed "Alternative Transit Finance Mechanisms" study, to begin next month, and to the efforts of the Joint City-County Urban Development Task Force.

- Improved Land Use/Transportation Coordination

In regard to the entire land use issue, the RT Board has recently given staff clear direction on this matter. RT will be taking a much bolder, more aggressive stance when dealing with both public and

private entities on the impacts of development upon transit service. The RT Board has directed that draft land use ordinances be developed to ensure that transit needs are adequately addressed for all future land development projects, and that the RT staff work closely with the City and County staffs and elected officials to ensure their adoption and implementation. Other positive actions on behalf of RT include plans for developing RT's first long range plan, later this year, that would frame out RT's 20-year service needs and required programs. This effort would include the development of a program to acquire all land essential for future transit growth and to explore and direct those actions necessary for developing a viable, comprehensive public transit system that will address Sacramento's needs to, and beyond, the turn of this century.

- Accommodating Growth Without Diluting Service

Closely tied in with the above discussion, RT is very much concerned about pressures by agents of the City, the County and by private developers to provide transit service to areas of new growth - without the accompanying commitment of both capital and operating revenues. RT sees the need and desire to serve new areas of growth. But, it is also very aware that the provision of service to new areas of growth must be funded. If it is not, then it would inevitably be at the expense of already established service. The RT Board has clearly stated its opposition to the dilution of service as a cost of accommodating growth.

- LRT Expansion

The first phase of the 18.3 mile LRT system will be operational in April 1986, serving the I-80 and downtown areas. The second phase will commence in April 1987, serving the Folsom Corridor. The constraints are the limitations on vehicles and the fact that portions of each corridor are single-tracked. Should the demand for LRT exceed early projections on ridership, one obvious choice for LRT expansion would be to acquire more vehicles and to fully double-track the 18.3 mile system.

Other alternatives are to extend the I-80 Corridor and/or the Folsom Corridor, to build a new LRT system

along the Meadowview Corridor, or to acquire all jeopardized rights-of-way along any of the viable LRT corridors, so as to preserve the LRT options for generations to come. Acquisition can be secured through purchase or, preferably, through dedications of rights-of-way from developers as projects come on line.

A discussion of alternatives is little more than an academic exercise without a major source of local funding. UMTA recently announced, in rather clear terms, that any community wanting to obtain federal capital money for fixed guideway systems must show an appreciable level of local funding support - much more than what was previously required. This new, and dramatic, shift in UMTA policy must be recognized.

All of the above issues will be addressed over the next 10-12 months as part of a SACOG-sponsored LRT Extension Study, already underway.

- Parking Pricing Policies

RT has long contended that there is a strong, very definite direct correlation between transit ridership and parking availability/costs. Having reviewed the recent report by John Sanger entitled: Downtown Sacramento: Redevelopment Strategy, Plan and Action Program, 1984-1991, RT concurs heartily with the philosophy of the consultant. The proposed actions particularly supported include: (a) alleviating the short-term deficits of customer/visitor parking spaces in the retail core and nearby office district through substantial increases in parking prices for stays in excess of two hours (This policy, however, encourages peak hour commuter use. RT is already close to capacity for this period. There is a need to underwrite increased transit costs that are due to this action.); (b) provision of new public parking facilities for employees in remote locations to accommodate increased employee demands; (c) continued limitations on private parking for new developments; and (d) endorsement by the City of a strong support policy for transit service. As noted by Sanger, "Increased transit service is vital to the accommodation of potential growth in downtown since traffic arteries are unable to handle unconstrained

increase in commuter traffic and land is not available to accommodate unconstrained parking demand."

- Alternate Ways Of Providing Service

RT's service will soon be a mixture of fixed route bus service and LRT. Expansion of the concept of "transit provider" and providing alternative types of service to fixed route could enable RT to provide a higher level of transit service with available resources or initiate service in areas that might not otherwise receive any. Options to fixed route service include jitneys, vanpools, subscription/charter bus service and subsidized taxi service.

By broadening its role and acting as primary provider, as a contractor, broker and/or coordinator, RT may better tailor transit to the needs of an area. Transit service to an isolated employment center might be handled more effectively for riders and more efficiently for the District on a subscription basis.

RT's Board of Directors recognizes that the expansion of RT's role and the provision of alternative modes of service merit consideration. Therefore, a study is programmed for this fiscal year. Related to this, RT's role in ridesharing, in expanding the activated areas of the District, and in becoming a truly regional provider, may broaden in the future. These areas will be targeted for study in the next several years.

- System Performance

RT's systemwide productivity indicators have shown a decline starting in FY 1982. A similar trend has been observed nationwide in the transit industry.

The performance picture does have some brighter areas: Peak period service productivity has remained comparatively high, and ridership, over the past seven months, has reversed its downward trend. Also, RT's service has become more reliable. This is illustrated in improved operational indicators, such as substantially increased miles between road calls. RT has also received favorable feedback on the quality of service from ridership attitude surveys. In the past few years, RT also has developed a computer-based

management information system and, as a result, has more reliable operations data than ever before.

RT is targeting itself for continued improvement in terms of efficiency and effectiveness of operations, quality of service and increased ridership. Example projects for achieving this are: marketing programs publicizing service; market research, targeting specific groups; scheduling improvements, making service more responsive and efficient; fare revisions, making transferring more equitable; and, downtown service improvements designed to capture short trips. These types of programs will be continued in subsequent years.

Performance measures in management and operational areas will also be targeted for improvement. Specific areas are listed in the objectives portion of the five-year plan under service and management categories. Clearly, RT is committed to improving the productivity, quality and effectiveness of its service.

CONCLUSIONS/RECOMMENDATIONS

The foregoing discussion has, hopefully, enlightened the City, the County and the Sacramento community regarding the problems facing RT over the next several years.

While the gamut of issues is diverse, two major areas of concern in which the City and County could help immensely are land use coordination and local funding support. The following specific recommendations of RT to the City and County fall within these two topics.

- Dedicated Local Tax

It is requested that a joint City-County-RT task force be created to address the following concerns:

- (a) Develop a stable, long-term local tax, dedicated to public transit (e.g., payroll tax, fuel tax, or . . .).
- (b) In the immediate future, develop a program calling for substantially increased long-term parking rates, with all additional revenues dedicated to public transit.

- (c) The development of a policy requiring that all new major downtown employee parking facilities be constructed as remote park-and-ride facilities, preferably along one of the LRT lines.

It is further requested that the City and County follow-up and adopt the recommendations of that task force upon completion of their assignment.

- Land Use/Transportation Ordinances

It is requested that the City and County go on record as prepared to adopt a set of jointly-approved ordinances dealing with land use/transportation coordination, including a program for funding both capital and operating costs of transit. The ordinances should be available by the early part of next year.

- Monthly Pass Subsidies For Employees

RT is asking that the City and County set an example for other major employers by purchasing RT monthly passes and offering them to all interested employees for free, or at considerably reduced rates.

In conclusion, the members of the RT staff and Board wish to express their sincere appreciation for the opportunities that this Joint City-County Urban Task Force has provided.

AMERICAN  LUNG ASSOCIATION
of SACRAMENTO-EMIGRANT TRAILS.

URBAN TASK FORCE WORKSHOP
SEPTEMBER 17, 1984

As the staff report discusses, EPA may impose various sanctions on the Sacramento area if we do not attain the national air quality standards by 1987, or continue to show reasonable progress toward attainment. The potential imposition of these sanctions is an important reason to clean up our air but an even more important reason is to protect the health of the people of Sacramento. As Joan Denton's presentation aptly illustrated, the adverse health effects from air pollution are serious indeed.

In spite of the air quality measures contained in the Air Quality Plan, it doesn't project attainment of the ozone standard by 1987, as required by the Clean Air Act. Post-1987 projections not included in the Plan indicate that the area's air quality will grow worse. As the Staff report points out, several important fundamental assumptions in the Plan have subsequently been revised, making attainment even more unlikely. And three major developments not anticipated in the Plan, Delta Shores, South Natomas, and Highway 99-Laguna, have been approved, all with no transit services and an estimated 40,000 employees.

Sacramento has a choice. It can continue to relegate transit to a "step child" status and allow the automobiles to pollute our air. Or, Sacramento can realign its priorities and promote alternatives to auto use, creating a more balanced transportation system. Sacramento can continue to study the air quality-transportation problem or it can take action. We

(continued)

believe it's time to move out from under all the voluminous studies that have been performed and begin to implement solutions. We don't have to become another Los Angeles.

One of our major concerns is that transit services too long have been a subject of negotiation, instead of a requirement, of new developments. To remedy this problem three types of ordinances need to be adopted: first, one to establish minimum development densities to support light rail and to encourage transit-related improvements which facilitate light rail; second, an ordinance to require all new developments near major transit transfer points to provide a minimum level of transit support facilities; and third, one to require transit service impact fees and facility improvement requirements. These ordinances could be based on three model ordinances from the Community Transportation Plan.

Specifically we ask the Task Force to direct the City and County staffs to work with the RT staff in developing these types of ordinances. At the November 19th "What Next?" workshop we would like to hear a progress report on the development of the ordinances and have a commitment to an adoption schedule - the ordinances should be proposed by January or February.

In conclusion, we remind you that air pollution is a health issue. It's easy to lose sight of that reality amidst all the numbers, charts, and legalisms that you've heard today. But it's the people's health that is at issue, and at stake. For that reason, we urge you to follow our recommendations on adopting the three ordinances in development a more balanced transportation system. We'd all breathe easier.

June 14, 1984

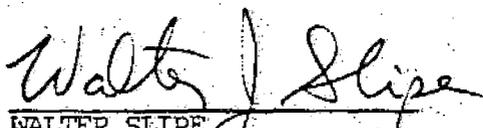
To: City Council and Board of Supervisors

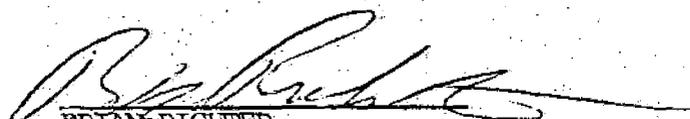
From: Walter Slipe and Brian Richter

Re: WORKSHOP ONE OF THE JOINT CITY-COUNTY URBAN DEVELOPMENT TASK FORCE

The attached report has been prepared for the first workshop of the Joint City-County Urban Development Task Force. The meeting is scheduled for Monday, June 25, 1984, at 2:00 p.m. in the Board of Supervisors chambers.

The first workshop covers primarily growth projections and existing policies of the city and county. Future workshops will go into more detail on public services, housing, transportation, air quality, agriculture and so on. This first workshop provides a context to review the major issues we all face.


WALTER SLIPE
City Manager


BRIAN RICHTER
County Executive

INTRODUCTION TO WORKSHOP

A series of six coordinating workshops is being held pursuant to the resolution adopted by the City Council and the Board of Supervisors May 1984. The purpose is to improve communication and awareness of mutual planning programs and problems. Many of the issues facing the city and county are similar are similar if not identical. The topics to be covered in each workshop are listed in the attached resolution.

The first workshop is an overview of policies, projections, and programs. The following pages contain current statistics and projections regarding population, housing, and employment; a comparison of major policies of city and county plans; an overview of major projects recently approved and in process; and a listing of major studies now underway in both jurisdictions.

POLICY COMPARISON

Comparison of major General Plan policies of the city and county show no significant differences. Both documents call for orderly growth, avoidance of urban sprawl, environmental sensitivity, interagency coordination, and so on.

Some elements, such as the Noise Element, are identical except where they address specific geographic area. Some policies, of course, address individual concerns: the county has no policy guidance for Delta Shores or North Natomas. Even in these cases, however, there are general similarities with county policies regarding agricultural preservation and high quality industrial development. Housing policies tend to be derived from state guidelines and are consequently similar. Overall, while there are some differences in emphasis, there are no "disagreements" in the policies. Three areas of difference are:

- . County policy emphasizes a job-housing link, whereas the city does not have this as a formal policy.
- . County operational policy supports approval of development projects, e.g., in greater Laguna Creek area, prior to assurances of urban infrastructure provision; whereas, the city does not approve projects that do not have these assurances.
- . County policy places more emphasis on development of regional employment centers; whereas, the city, through the General Plan, Central City Plan, and Capitol Area Plan, clearly supports employment center concentration downtown. Recent city shifts to more suburban localities for high tech and office parks, however, are changing this direction.

Project staff had originally intended to lay out the policies in a "side-by-side" format to display conflicts. In the absence of such conflicts,

it is not felt to be cost-effective to expend the considerable amount of clerical time necessary to produce that format. The relevant policies are attached for easy review.

MAJOR DEVELOPMENT APPROVALS

Growth in the Sacramento area continues apace. New proposals are constantly being put forth to accommodate or stimulate the growth expected for the area. Residential projects large and small appear over the counter of both the City and County Planning Departments on a daily basis. Industrial and commercial projects which will allow expansion of the employment base are also proposed regularly. The private sector is clearly ready to do its share to accommodate the projected growth.

Several more recent major projects and studies stand out. In the city, the Delta Shores proposal for some 250 acres of industrial development was approved with emphasis on producing an environment suitable for hi-tech firms. In 1982, the accelerated General Plan update study resulted in a decision to maintain agricultural uses in North Natomas for at least a couple more years. Community plans were adopted for North Sacramento and the Airport/Meadowview area in 1984. The Downtown, Oak Park, Del Paso Heights, and Alkalai Flat Redevelopment Programs are moving ahead under the auspices of the Housing and Redevelopment Agency. Revisions in 1983 to the South Natomas Community Plan allow development of some 2.6 million square feet of additional office space. Considerable activity in the Pocket Area and in Point West has seen the development of about 500,000 and 1.7 million square feet, respectively, of office space. The North Sacramento area west of McClellan was approved with 600 acres of industrial land classification and downtown has roughly 900,000 square feet of vacant new office or office commercial space.

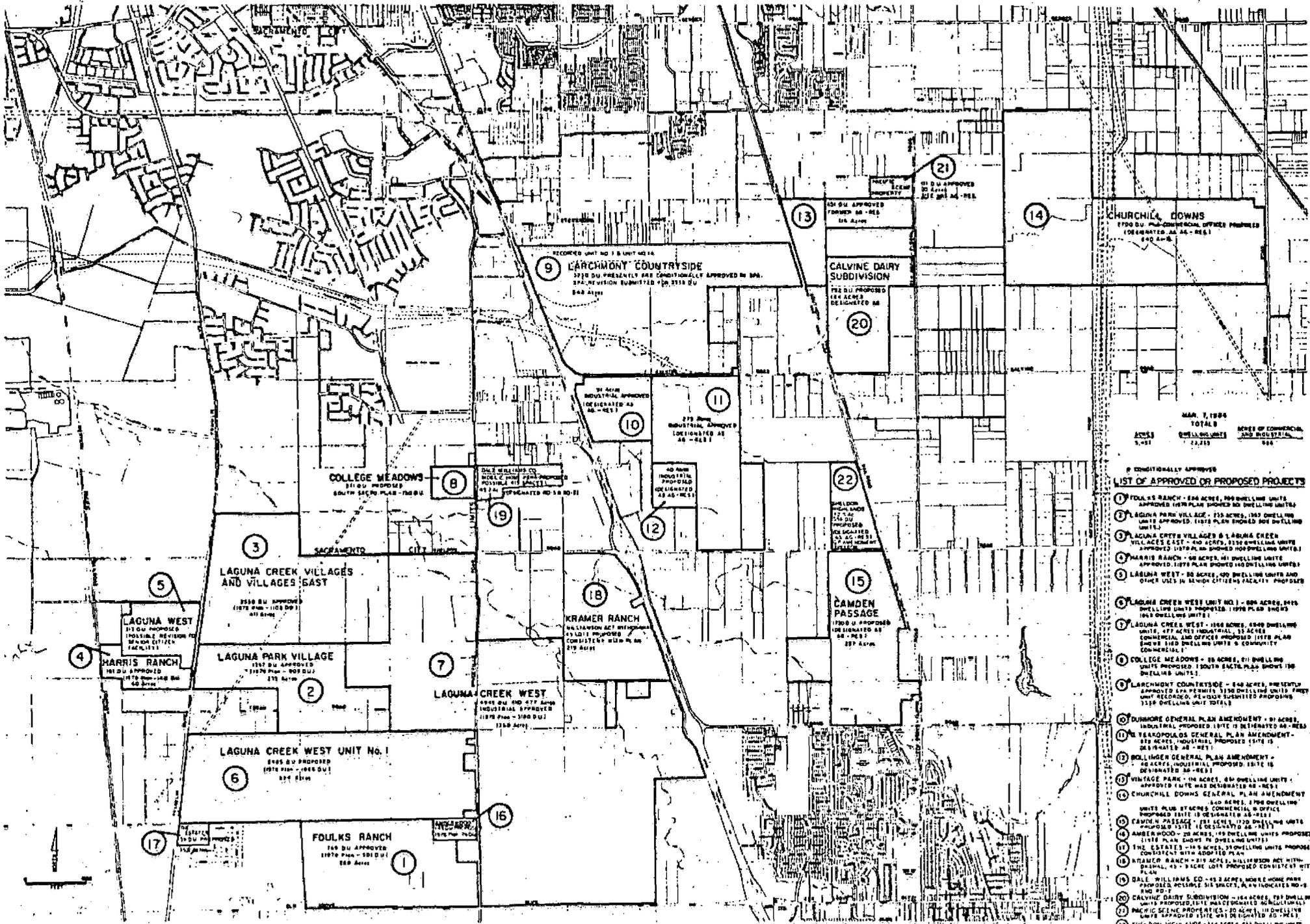
The county also approved a major General Plan update in 1982. A significant conclusion was that the Antelope area, at the county line east of Watt Avenue, should be opened for urbanization. The other major areas of development have been in the Highway 50-Sunrise area, where some 500 acres have been converted from light industrial to office park zones, and in the south area, where 850 acres of new industrial classifications were approved in 1983. The south area also is the focus of major residential development proposals (see attached map). The Laguna Public Facilities Study has been completed and is being reviewed by staff. It is hoped that this study will provide a guide to infrastructure finance, which is a difficult issue in the Post-Proposition 13 era. A clear answer will not be forthcoming until November, when the latest of the Jarvis initiatives is on the ballot.

RECENT MAJOR PROJECTS

CITY OF SACRAMENTO

<u>Project</u>	<u>Date</u>	<u>Outcomes</u>
Accelerated General Plan Update	1982	Updated policies: emphasize infill before fringe development; maintain agriculture in North Natomas for unspecified period; study finance mechanisms for funding services.
Delta Shores		250 acres of industrial potential-emphasis on high-tech, good design.
Residential Infill Incentive Program	1983	Establishes policies to encourage residential development on by-passed urban lots.
North Sacramento Community Plan	1984	New plan: most important results may be increasing developer confidence, employment opportunities, industrial land expansion, and new pride and cleanup efforts in community.
Airport/Meadowview	1984	New plan to guide potential growth area; emphasis on job-housing link with Delta Shores.
Downtown Development	Various	Stimulation of new construction and revitalization of existing structures for residential, commercial, and high density office uses.
Alkalai Flat Redevelopment (SHRA)	Ongoing	Substantial rehab; some conversion to office; some gentrification.
Oak Park and Del Paso Heights Redevelopment (SHRA)		Revitalization of older neighborhood areas.
South Natomas Community Plan Amendments		Approvals for 2.6 million square feet of additional office; reduction in housing potential.

State Capitol Area Plan	1979	Centralization of state offices back to downtown, construction of new housing and commercial areas.
Pocket Area	Various	Approvals for 500,000 square feet of office space.
Point West Applications	Various	Approvals for 1.7 million square feet of office space.
<u>COUNTY OF SACRAMENTO</u>		
General Plan Update	1982	Continue policy of accommodating growth; urbanize Antelope area; continue to seek new areas suitable for expansion.
South Area Industrial Applications	1983	Approval of 850 acres for industrial development; applicants emphasize high-tech.
South Area Residential Applications	Various	Approval of some 16,000 dwelling units; others still in process.
Laguna Public Facilities Study	In review	Quantification of infrastructure needs; development of finance mechanism.
Sunrise/Highway 50 Applications	Various	Approval of about 500 acres of conversion from light industrial to office park.
Antelope Plan	In review	Plan development and infrastructure analysis for potential community of 35,000 population.



MURCHILL DOWNS
 1700 DU. COMMERCIAL OFFICE PROPOSED
 (ORIGINATED AS AG - RES)
 240 ACRES

ACRES	DUPLICATE UNITS	NUMBER OF COMMERCIAL AND INDUSTRIAL UNITS
1,251	12,215	600

- 22 CONDITIONALLY APPROVED
- LIST OF APPROVED OR PROPOSED PROJECTS**
- 1 FOLKS RANCH - 284 ACRES, 100 DWELLING UNITS APPROVED (1978 PLAN SHOWS 80 DWELLING UNITS)
 - 2 LAGUNA PARK VILLAGE - 225 ACRES, 140 DWELLING UNITS APPROVED (1978 PLAN SHOWS 80 DWELLING UNITS)
 - 3 LAGUNA CREEK VILLAGES & LAGUNA CREEK VILLAGES (EAST) - 440 ACRES, 1,130 DWELLING UNITS APPROVED (1978 PLAN SHOWS 1,000 DWELLING UNITS)
 - 4 HARRIS RANCH - 30 ACRES, 41 DWELLING UNITS APPROVED (1978 PLAN SHOWS 140 DWELLING UNITS)
 - 5 LAGUNA WEST - 80 ACRES, 40 DWELLING UNITS AND OTHER USES IN NEIGHBORHOODS FACILITY PROPOSED
 - 6 LAGUNA CREEK WEST UNIT NO. 1 - 804 ACRES, 1,400 DWELLING UNITS PROPOSED (1978 PLAN SHOWS 1,400 DWELLING UNITS)
 - 7 LAGUNA CREEK WEST - 1,000 ACRES, 2,000 DWELLING UNITS, 477 ACRES INDUSTRIAL, 15 ACRES COMMERCIAL AND OFFICE PROPOSED (1978 PLAN SHOWS 2,000 DWELLING UNITS & COMMUNITY COMMERCIAL)
 - 8 COLLEGE MEADOWS - 25 ACRES, 21 DWELLING UNITS PROPOSED (SOUTH SACR. PLAN SHOWS 100 DWELLING UNITS)
 - 9 LARCHMONT COUNTRYSIDE - 270 ACRES, 800 DWELLING UNITS APPROVED (1978 PLAN SHOWS 800 DWELLING UNITS) UNIT RECORDED, REVISION SUBMITTED PROGRAMS 1,110 DWELLING UNITS TOTALS
 - 10 DUNMORE GENERAL PLAN AMENDMENT - 81 ACRES, INDUSTRIAL PROPOSED (SITE IS DESIGNATED AG - RES)
 - 11 KRAMER RANCH - 270 ACRES, 100 DWELLING UNITS PROPOSED (SITE IS DESIGNATED AG - RES)
 - 12 BOLLIGER GENERAL PLAN AMENDMENT - 10 ACRES, INDUSTRIAL PROPOSED (SITE IS DESIGNATED AG - RES)
 - 13 VILLAGE PARK - 100 ACRES, 80 DWELLING UNITS AND OFFICE SITE HAS DESIGNATED AG - RES
 - 14 CHURCHILL DOWNS GENERAL PLAN AMENDMENT - 140 ACRES, 1,700 DWELLING UNITS PLUS 20 COMMERCIAL & OFFICE PROPOSED (SITE IS DESIGNATED AG - RES)
 - 15 CAMDEN PASSAGE - 281 ACRES, 1,200 DWELLING UNITS PROPOSED (1978 PLAN SHOWS 70 DWELLING UNITS)
 - 16 AMBER WOOD - 20 ACRES, 40 DWELLING UNITS PROPOSED (1978 PLAN SHOWS 20 DWELLING UNITS)
 - 17 THE EAST SIDE INDUSTRIAL, 10 DWELLING UNITS PROPOSED CONSISTENT WITH ADJACENT PLAN
 - 18 HARRIS RANCH - 30 ACRES, 41 DWELLING UNITS WITH 20 SMALL, 40 - 50 ACRES WITH PROPOSED CONSISTENT WITH PLAN
 - 19 DALE WILLIAMS CO. - 40 ACRES, 100 HOME PROPOSED (ACRES 510 ACRES, 100 INDICATES NO. 5)
 - 20 CALVINE DAIRY SUBDIVISION - 104 ACRES, 70 DWELLING UNITS PROPOSED (SITE HAS DESIGNATED AG - RES)
 - 21 PACIFIC PACIFIC INDUSTRIAL, 10 DWELLING UNITS APPROVED (SITE HAS DESIGNATED AG - RES)
 - 22 SHELBY HIGHLANDS - 215 ACRES, 215 DWELLING UNITS PROPOSED (SITE IS DESIGNATED AG - RES) (SACR. PLAN SHOWS 100)

MAJOR PROJECTS UNDERWAY

Major studies now underway will be the focus of the final workshop. They are mentioned briefly here to provide a context.

The best-known of the studies overlapping the two jurisdictions is probably the North Natomas Community Plan, a large and fairly expensive undertaking. In the City, the General Plan, South Natomas and South Sacramento Community Plans are being updated. Major follow-up implementation measures are also being concentrated in North Sacramento, Airport-Meadowview, and the central city. In the County, the Urban Alternatives Study is examining areas in a crescent from Elk Grove to Folsom to assess development potential. The Laguna Facilities Plan will require significant effort to implement. The Vineyard Community Plan is under development. The American River Parkway Plan and the General Plan Recreation Element are being revised. Assessment District proceedings are underway for the Bradshaw and Sunrise areas along Highway 50. The Planning Department is engaged in a cooperative effort with the Health Agency and Public Works Department to develop a comprehensive Hazardous Materials Management Program. Finally, there is the possibility of another mid-decade census looming on the horizon. Details in November.

PROJECTS UNDERWAY

CITY OF SACRAMENTO

<u>Major Project</u>	<u>Intention</u>
South Natomas Community Plan Update	Reevaluate land use and circulation based on recent changes and major requests.
South Sacramento Community Plan	Update old plans, emphasis on growth and Laguna Creek projects.
North Sacramento Community Plan Implementation	Major follow through assisted by citizens group; emphasis on improvement and employment.
General Plan Update	Formal commencement using recent growth policy direction, concentration on Housing Element.
North Natomas Community Plan	Containing policy development; stadium feasibility; develop community plan as appropriate.

COUNTY OF SACRAMENTO

<u>Major Project</u>	<u>Intention</u>
Urban Alternatives Study	Ongoing land use and service analysis of potential expansion areas.
Laguna Facilities Plan	Implementation of consultant-proposed finance mechanisms; delicate work with little precedent.
Vineyard Community Plan	First formal community plan for area; coordination with urban alternatives study and attention to nearby industrial approvals.
General Plan Recreation Element Update	Reflect changing needs and conditions as growth occurs.
American River Parkway Plan Update	Third edition of Parkway Plan; continued care of our major recreational resource.

Assessment Districts for
Highway 50/Sunrise and
Highway 50/Bradshaw.

Hazardous Materials
Management Program

Mid-Decade Census

Funding mechanisms for needed transporta-
tion improvements in developing areas.

Cooperating effort with Health Agency and
Public Works to develop rational County
program to deal with hazardous materials.

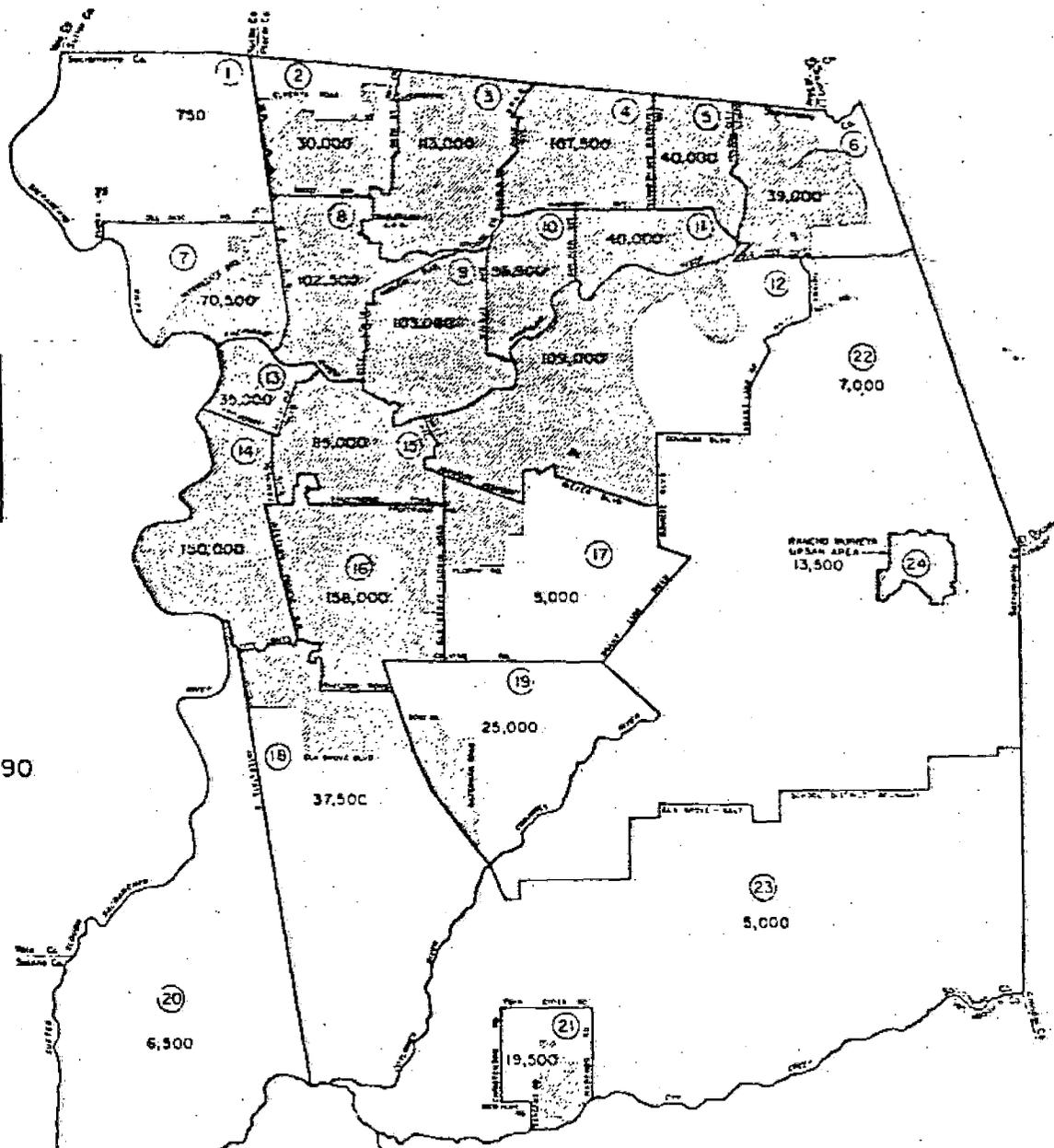
Possibility of project as in 1975,
depending on legislation now in Congress.

PROJECTIONS

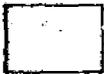
Projections for population and housing are presented in the following charts. There are minor differences from source to source, but in general, we expect the following:

	<u>City</u>		<u>County</u>	
	1983	2000	1983	2000
Population	292,640	393,515	527,112	753,891
Households	119,599	166,087	191,422	282,055

POPULATION BY COMMUNITY AREAS



POPULATION
HOLDING
CAPACITY
of urban areas

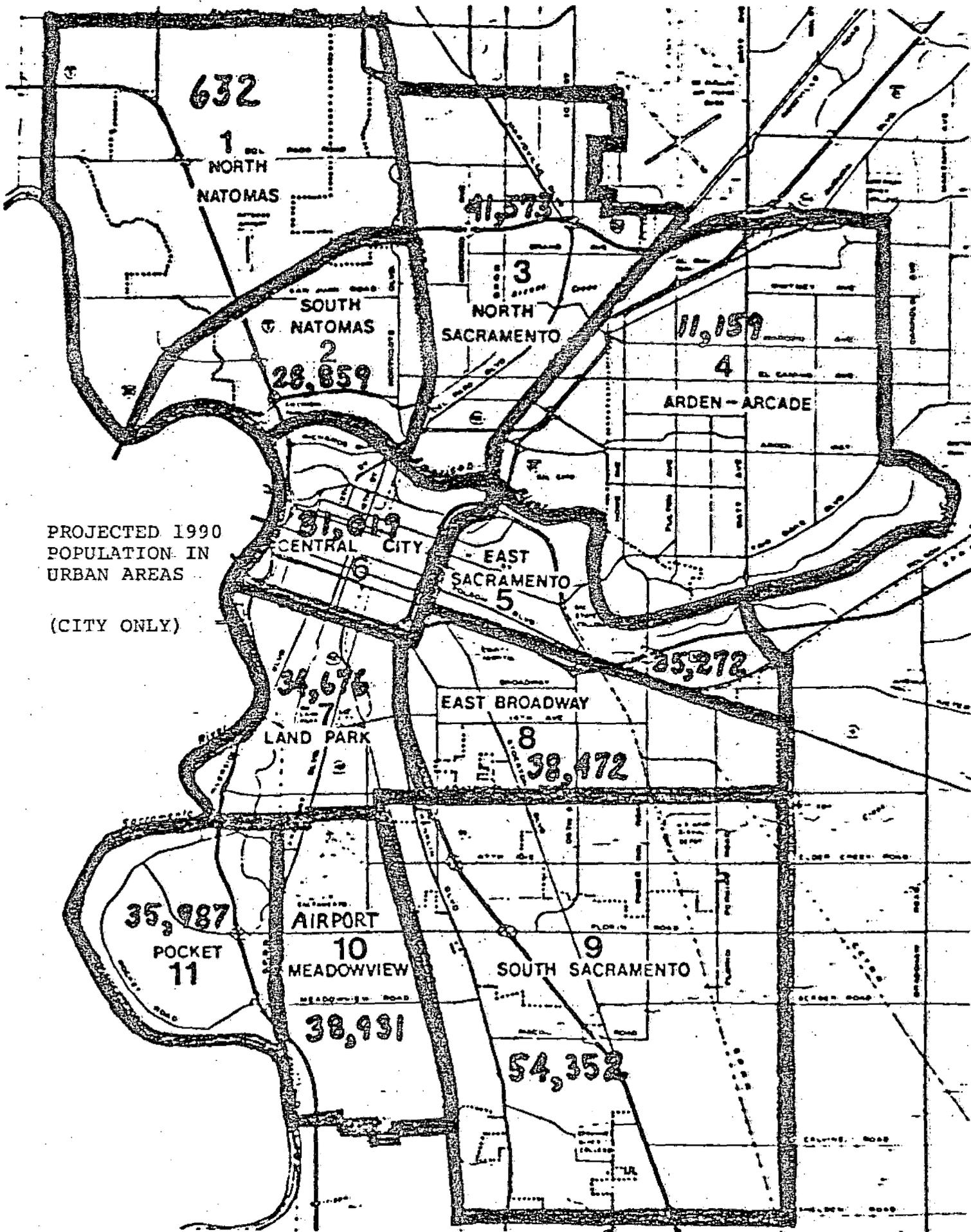


PROJECTED 1990
URBAN AREAS

MAP I

SACRAMENTO COUNTY, CALIFORNIA
COMMUNITY AREAS

- | | |
|-----------------------|---------------------------------|
| 1. NORTH NATOMAS | 12. RANCHO CORDOVA |
| 2. RIO LINDA-ELVERTA | 13. DOWNTOWN |
| 3. NORTH CENTRAL AREA | 14. LAND PARK-POCKET-MEADOWVIEW |
| 4. CITRUS HEIGHTS | 15. EAST CITY |
| 5. ORANGEVALE | 16. SOUTH SACRAMENTO |
| 6. FOLSOM AREA | 17. VINEYARD |
| 7. SOUTH NATOMAS | 18. FRANKLIN-LAGUNA |
| 8. NORTH SACRAMENTO | 19. ELK GROVE |
| 9. ARDEN-ARCADE | 20. DELTA |
| 10. CARMICHAEL | 21. GALT |
| 11. FAIR OAKS | 22. COSUMNES |
| | 23. SOUTHEAST |
| | 24. RANCHO MURIETA |



PROJECTED 1990
POPULATION IN
URBAN AREAS

(CITY ONLY)

EXISTING AND PROJECTED POPULATION, HOUSING, AND EMPLOYMENT DATA FOR SACRAMENTO COUNTY
 * (data enclosed in parenthesis is for the Sacramento SMSA)

<u>YEAR</u>	<u>SOURCE</u>	<u>POPULATION</u>	<u>TOTAL DWELLING UNITS</u>	<u>SINGLE- FAMILY DU</u>	<u>MULTI- FAMILY DU</u>	<u>TOTAL EMPLOYMENT</u>	<u>RETAIL EMPLOYMENT</u>	<u>NON-RETAIL EMPLOYMENT</u>
1979	SACOG ¹	739,380	298,180	199,830	98,350	336,760	58,080	278,680
1980*	Angus McDonald & Assoc. ²					(408,500)	(76,500)	(332,000)
1983	Sacto. Co. ³	839,950	336,450					
1983	EDD ⁴					335,800	61,700	274,100
1985	DOF ⁵	889,810						
1987	SACOG ¹	885,830	363,070	241,600	121,470	406,310	69,500	336,810
1995	DOF ⁵	1,092,560						
1995	Sacto. Co. ³	1,092,600	447,600					
2000	SACOG ¹	970,350	428,050	260,250	167,800	474,500	76,800	397,700
2000	DOF ⁵	1,186,610						
2000*	Angus McDonald, & Assoc. Trend ²					(742,700)	(158,500)	(584,200)
2000*	Angus McDonald & Assoc. Enhanced High Tech ⁴					(834,200)	(165,300)	(668,900)
2005	Sacto. Co. ³	1,269,500	527,390					
2020	DOF ⁵	1,508,500						

EXISTING AND PROJECTED POPULATION, HOUSING, AND EMPLOYMENT DATA BY SUBAREA

<u>YEAR</u>	<u>SOURCE</u>	<u>SUBAREA</u>	<u>POPULATION</u>	<u>TOTAL DWELLING UNITS</u>	<u>SINGLE-FAMILY DU</u>	<u>MULTI-FAMILY DU</u>	<u>TOTAL EMPLOYMENT</u>	<u>RETAIL EMPLOYMENT</u>	<u>NON-RETAIL EMPLOYMENT</u>
1979	SACOG ¹	Study Area Minor Zones	106,930	39,620	27,900	11,720	41,730	5,210	36,520
1983	Sacto Co. ³	Folsom Unincorporated	13,360 527,110	4,240 202,910					
1985	Sacto. Co. General Plan ⁶	Folsom Rancho Cordova South Sacramento Vineyard Elk Grove Rural	14,890 80,270 75,800 2,780 11,420 13,900						
1987	SACOG ¹	Study Area Minor Zones	142,590	54,910	38,810	16,100	73,190	8,820	64,370
1995	Sacto. Co. ³	Folsom Unincorporated	19,880 656,690	6,837 256,760					
2000	SACOG ¹	Study Area Minor Zones	157,070	69,080	43,560	25,520	97,070	10,380	86,690
2000	Sacto. Co. General Plan ⁶	Folsom Rancho Cordova South Sacramento Vineyard Elk Grove Rural	22,990 102,130 103,060 2,860 14,410 16,370						
2005	Sacto. Co. ³	Folsom Unincorporated	26,570 731,440	10,500 288,840					
Build-out	Sacto. Co. General Plan ⁶	Folsom Rancho Cordova South Sacramento Vineyard Elk Grove Consumnes Rancho Murieta	35,000± to 42,500± 109,000± 158,030± <5,000 25,140± 6,000± to 8,000± 12,400± to 14,270±						

FOOTNOTES:

- 1 These data served as input into the 1980 SATS model run. The 1979 housing and population data were based on the 1975 special census and updated by monitoring completions and demolitions of buildings. For projected years, County control totals from DOF were disaggregated with input from the Planning Departments of the City of Sacramento and the County of Sacramento. The projections of growth in housing and population were developed to simulate the Fringe/Expansion alternative of Sacramento County's General Plan update. Baseyear employment data were based on a 1975 employment study using California Employment Development Department (EDD) statistics and a survey of employers. The updating of this information was done using a telephone survey of firms and agencies that accounted for about 20 percent of the jobs in 1975. Data for new commercial and industrial developments were entered into the minor zone totals, and subtractions were made to account for store, school, and office closures. After these adjustments were made, a proportional increase was made to all zones to reflect the County totals given by the EDD.
- 2 Sacramento SMSA data from Angus McDonald and Associates, "Sacramento Area Employment and Land Use Projections," January 1982, prepared for the City of Sacramento. Based on a shift/share analysis of EDD employment projections (May 1981) and Sacramento County studies, extended to the year 2000, trend and enhanced high technology projections were developed. Under the trend projection, approximately 28,800 new high technology jobs would occur in the region by 2000 (almost twice as much as a straight-line projection). Under the enhanced high technology projection, 51,500 new jobs would be created in the high technology sector by 2000.
- 3 Sacramento County baseline projections, dated December 16, 1983. Population data from California Department of Finance's (DOF) latest projection of County population totals (October 1983). Total dwelling units derived by applying a household size factor and a 6 percent vacancy rate. Population totals include group quarters. Total dwelling units excludes group quarters.
- 4 From California Employment Development Department, "Annual Planning Information, Sacramento County, 1983-84," May 1983. Based on employer surveys. 1982 is used as the benchmark year and 1983 and 1984 are forecasted years.
- 5 From California Department of Finance, "Population Projections for California Counties 1980-2020 with Age/Sex Detail to 2020, Baseline 83," report 83-P-3, October 1983. Uses a

baseline cohort component method of projecting population by age and sex.

6. From Sacramento County Planning and Community Development Department, "The Sacramento County General Plan," July 29, 1982. 1985 and 2000 projections based on the E-150 series developed by DOF.

TABLE I-1
 BASELINE PROJECTIONS
 SACRAMENTO COUNTY

	<u>Population</u>						
	<u>BASE 1983 TOTAL POP.</u>	<u>1985 TOTAL POP.</u>	<u>1990 TOTAL POP.</u>	<u>1995 TOTAL POP.</u>	<u>2000 TOTAL POP.</u>	<u>2005 TOTAL POP.</u>	<u>2010 TOTAL POP.</u>
FOLSOM	13,362	14,880	17,200	19,882	22,982	26,565	30,707
GALT	5,912	7,100	9,100	11,700	15,000	19,263	24,738
ISLETON	923	957	1,042	1,127	1,212	1,297	1,382
SACRAMENTO	292,640	312,943	337,769	364,565	393,515	424,763	458,493
UNINCORP	527,112	553,920	628,189	695,326	753,891	797,612	836,960
TOTAL	839,949	889,800	993,300	1,092,600	1,186,600	1,269,500	1,352,300

	<u>Households</u>						
	<u>BASE HHLDS</u>	<u>1985 HHLDS</u>	<u>1990 HHLDS</u>	<u>1995 HHLDS</u>	<u>2000 HHLDS</u>	<u>2005 HHLDS</u>	<u>2010 HHLDS</u>
FOLSOM	4,004	4,580	5,465	6,445	7,672	9,073	10,663
GALT	1,992	2,404	3,114	4,031	5,205	6,781	8,836
ISLETON	391	406	447	488	529	566	600
SACRAMENTO	119,599	128,751	140,142	152,553	166,087	179,275	195,194
UNINCORP	191,422	203,226	232,805	258,157	282,055	301,739	320,726
TOTAL	317,408	339,367	381,973	421,674	461,548	497,435	536,022

	<u>Persons Per Household</u>						
	<u>BASE PPH</u>	<u>1985 PPH</u>	<u>1990 PPH</u>	<u>1995 PPH</u>	<u>2000 PPH</u>	<u>2005 PPH</u>	<u>2010 PPH</u>
FOLSOM	2.48	2.46	2.44	2.44	2.41	2.39	2.38
GALT	2.89	2.88	2.85	2.83	2.81	2.77	2.78
ISLETON	2.35	2.36	2.33	2.31	2.29	2.29	2.29
SACRAMENTO	2.40	2.38	2.36	2.34	2.32	2.32	2.30
UNINCORP	2.72	2.69	2.66	2.66	2.64	2.60	2.57
TOTAL	2.59	2.57	2.55	2.54	2.52	2.50	2.47

**SELECTED
GOALS AND POLICIES
FROM
THE CITY GENERAL PLAN
INCLUDING
AMENDMENTS FROM
THE 1982
GROWTH POLICY DOCUMENT**

URBAN GROWTH

As previously stated in the Goals section, the City of Sacramento is vitally concerned with improving and conserving the existing urban development and, at the same time, encouraging and promoting quality growth in expanding areas. Special care has been taken that the General Plan conforms with the expressed goals of the public. Urban growth, in particular, has been a major concern in the past and will continue to be long into the future.

There is increasing evidence that the public revenues generated by certain types of residential development in the City fall short of meeting the public costs resulting from their development. These unmet costs may occur in education, public works, law enforcement or other governmental areas. Regardless of where the deficit occurs, these costs must be met by other revenue sources.

The issue of the costs of urban growth and how they are to be borne is addressed elsewhere in this document as is the question of implementation measures aimed at providing decision makers with functional economic data on governmental costs.

This General Plan introduces an approach aimed at controlling urban sprawl and emphasizing that quality is a worthwhile goal for newly expanding urban areas. The right kind of development in the right place is important. While it is also important to discourage the wrong developments in the wrong places, the major emphasis is toward positive programs which encourage good timely developments in line with the best use of the land.

It is the policy of the City of Sacramento to discourage urban sprawl in order that wasteful, undesirable and illogical growth along the urban fringe does not occur. By implementing this policy, increased efficiency and greater economy in public services may be obtained, especially with respect to such services as police and fire protection, water and sanitary sewer systems, transportation systems, and schools.

It is also the policy of the City of Sacramento to support contiguous growth by preserving agricultural lands from urbanization, by placing lands not ready for urbanization into agricultural-open space until such time as they are needed, and by encouraging orderly expansion of urban utilities and facilities without their major, unwarranted extension.

TRENDS

The General Plan makes certain assumptions regarding urban growth and urban conservation and renewal which are predicated on past and present experience. The major trends leading to the proposals within this document are stated below in order to give every person a chance to interpret and evaluate the Plan in light of these trends.

- 1 - Residential construction will continue to occur along the City's urban fringe, with the greatest expansion in the next twenty-year period in the North Pocket, South Pocket, Northgate-Gardenland, Meadowview and Valley Hi communities.
- 2 - Natomas north of Interstate 880 freeway will not be needed for urbanization within the next twenty-year period.
- 3 - Greater emphasis will be placed on the retention and preservation of the single family housing stock within the older portions of the inner City.
- 4 - Urban renewal programs will continue to assist rebuilding of deteriorating neighborhoods, wherever they exist within the City.
- 5 - Greater emphasis will be given to design flexibility and the environmental aspects of new residential, commercial and industrial developments.
- 6 - The Central Business District within the Old City community will expand only slightly outward, but will tend to grow inwardly with new building construction and improvement activities.
- 7 - Open space and recreation lands will continue to be publicly and privately provided in increasing amounts and varieties throughout the City.
- 8 - Programmed expansion and ongoing improvement of the existing street system will continue.
- 9 - Mass rapid transit which utilizes a fixed rail system will not be a physical form within the next twenty years; however, there will be greater emphasis on transportation modes other than the automobile.

EFECTUATION

The General Plan in itself is not an effectuation tool that guarantees implementation of the physical development proposals embodied therein. This is accomplished by both general and specific policies which set forth given courses of action. Specific policies of the General Plan are listed in the appropriate elements. Many of these policies state a particular instruction for land use decision-making and are complete in themselves. Others suggest specific kinds of information and programs that must be developed to provide basic tools for implementing the policies contained in the General Plan.

General policies. Five general policies are applicable to all elements of the General Plan. These are:

- 1 - Direction in providing for orderly urban expansion.

- 2 - Utilization of the Environmental Impact Review process.
- 3 - Intensification of coordination in planning efforts.
- 4 - Improvement in urban quality and protection of the environment.
- 5 - Improvement of the planning process.

* * *

- 1 - It is the policy of the City of Sacramento to continue to direct urban growth through orderly expansion of development adjacent to its existing urban fringe.

The City has experienced to date little of the leap-frog urban sprawl type of development characteristic of many cities in California. The existing relatively compact urban pattern has largely been achieved through judicious extension of public utilities necessary for urban growth, coupled with a long-standing City policy of requiring a full range of municipal facilities as the first step in the urban development process.

Secondly, there has been a continuing opportunity to expand these urban services on a reasonably rational step by step, acreage by acreage, parcel by parcel basis.

Finally, as the historic center of the metropolitan area and as the location of a concentrated employment base, Sacramento has continued to experience over the years a demand for close-in residential neighborhood development. It is believed that as the overall Sacramento metropolitan urban area continues to expand in terms of population growth, regardless of the pace, there will always be a demand for close-in compact urban living as contrasted to outer suburban fringe living.

- 2 - It is the policy of the City of Sacramento to direct urban growth through use of the Environmental Impact Review process.

It is believed that the Environmental Impact Review process should be used as a comprehensive tool for evaluating future and extended development patterns of the City. In this manner extended growth can be continuously studied, evaluated and directed to achieve

a maximum of community values for existing and future population increments, regardless of growth rate fluctuations over the coming years.

Contrasted with prior processes, the Environmental Impact Review process makes it possible to include comprehensive inputs into any development plan at the earliest possible date and particularly prior to the implementation stage. By this process, both major public and private improvement proposals can be evaluated to determine the physical, social and economic impact upon the City.

- 3 - It is the policy of the City of Sacramento to intensify coordination of planning efforts with other public and private agencies.

General and precise plans of the City which relate to other jurisdictions of special interest groups should be coordinated with the programs and aims of these agencies or groups. Every effort should be made to follow the coordination process from the planning stage through the implementation stage in order to achieve better and more comprehensive results for all concerned.

- 4 - It is the policy of the City of Sacramento to continue to improve programs directed at enhancing the quality of the urban development.

Underlying this policy is the recognition that man can make the surroundings in which he lives and works a better place through improved site design, beautification programs, the identification and conservation of open space and natural areas, and through any other specific programs which deal directly with enhancing the urban environment. This includes the selective use of urban renewal programs which encourage rehabilitation through rebuilding of deteriorating neighborhoods, rather than mass demolition. Thus, quality environment through application of sound development and redevelopment principles is recognized as a significant measure of urban progress.

- 5 - It is the policy of the City of Sacramento to improve the planning process in order to better provide for the needs of its residents. To accomplish this the following programs or policies are proposed:

- a - Initiate a procedure for Planning Commission review and comment on the City's yearly Capital Improvement Programs.
- b - Develop a cost/benefit analysis system for utilization by the City's policy making bodies for determining the financial impact of proposed major developments within the City.
- c - Direct the Planning Commission to prepare an annual progress report on the planning tasks listed in the previously mentioned priority categories. This report should be made available to the City Council and to the public.
- d - Review the Zoning Ordinance and rezone land to be consistent with the policies of the General Plan.
- e - Review land uses for zoning consistency as part of the community plan update process, and make the appropriate changes.
- f - Evaluate and establish, where appropriate, new ordinances and performance standards for the implementation of the policies in the General Plan.

Residential policies. The following policies on residential land use are recommended for adoption:

- 1 - Maintain a balance between residential building intensity (density) and the capacity of circulation and other service-system facilities.
- 2 - Continue to make environmental quality an important consideration in all planning decisions related to implementation of residential development.
- 3 - Preserve established residential areas from deteriorating influences.
- 4 - Recognize new concepts for residential land use design and technology, and consider their appropriate use with existing forms of residential development.
- 5 - Encourage more privately owned recreation and open space facilities as well as other amenities in residential projects.
- 6 - Continue to seek solutions to development of large lots and scattered housing areas in the more intensely urbanized sections of the City.
- 7 - Continue to revitalize deteriorating residential areas by using the most appropriate programs and tools available to the City.
- 8 - As part of the Central City Study, specific methods and recommendations should be identified which encourage the conservation and rehabilitation of the existing residential uses in the Old City.
- 9 - Prevent the intrusion of incompatible uses into residential areas throughout the City.
- 10 - Prevent incompatible residential development adjacent to the American and Sacramento River Parkways, and in particular incompatible visual intrusion into the American River Parkway.

Commercial policies. The following policies on commercial land use are recommended for adoption:

- 1 - Continue to support programs and development projects directed at retaining and improving the role of the Central Business District as the major retail trade and financial center for the region.
- 2 - Discourage the extension of commercial strips, and give special attention to those existing problem areas by initiating studies to regroup them into viable commercial districts which serve the needs of their adjacent neighborhoods and communities.
- 3 - Require that heavy commercial uses, such as warehousing and other distribution-type activities, be located in areas which are well buffered from residential development and other land uses where incompatible relations would be created.
- 4 - Guide development of shopping centers of appropriate size and location according to recommendations detailed in the 1963 report, "A Plan for Shopping Centers" until such time as this report can be reviewed and updated.
- 5 - Promote shopping center developments that are in harmony with neighboring areas.
- 6 - Develop methods which better coordinate City and County controls affecting the placement of commercial land uses where these uses have a service impact on both jurisdictional areas.
- 7 - Give special attention to the proper distribution and site selection for highway commercial activities along State highways and freeways with the aim of providing an adequate amount of services at a limited number of locations for use by interurban travellers.
- 8 - Prevent incompatible commercial development adjacent to the American and Sacramento River Parkways, and in particular intrusion into the American River Parkway.

Industrial policies. The following policies on industrial land use are recommended for adoption:

- 1 - Continue to protect residential areas that are adjacent to industrial land by requiring within the industrial park developments separate internal street systems and other amenities that serve as buffers.
- 2 - Provide adequate land for industrial growth.
- 3 - Minimize adverse aesthetic and environmental conditions which could arise from specific industries or site locations by encouraging the use of industrial park development practices.
- 4 - Encourage new industrial development within the community to broaden the opportunities for employment and provide for a broader, more diversified tax base.
- 5 - Prevent industrial land uses within the American River Parkway. Also prevent incompatible industrial development adjacent to the American and Sacramento River Parkways, and in particular incompatible visual intrusion into the American River Parkway.

SUMMARY OF RESEARCH

A great deal of research and study has been completed during the accelerated portion of the City's General Plan Update. A summary of the important points derived from that research is included below, and serves as the basis for the conclusions and recommendations which follow. A complete analysis of these points can be found in the various detailed studies undertaken as a part of the Growth Concept portion of the City's General Plan Update.

GROWTH POLICY AND GENERAL PLAN UPDATE

During the preparation of the Growth Concept portion of the City's General Plan Update Program, the Planning Commission and City Council were encouraged to provide policy guidance and direction to the Study. As a result, the following conclusions have been reached and will serve as the basic objectives to guide the preparation of the General Plan:

- 1) The Growth Policy and General Plan which are ultimately decided upon will be based on a set of policies reasonably defined and translated into specific objectives which can be measured, quantified, and regulated;
- 2) The Growth Policy and General Plan will be based upon projections through the year 1995, subject to review and modification after the first five-year period. Modifications earlier than the five-year period will only occur if specific findings of overriding social or environmental need are made.
- 3) Any actions taken or policies adopted with respect to the City's future growth will not result in a deterioration of our existing Quality of Life.
- 4) A diversification of the local employment base needs to occur, particularly with respect to the manufacturing sector, but not to a degree which is inconsistent. Measures taken in pursuit of this objective, however, must be consistent with the other objectives of the General Plan Update. (City Planning Commission amendment of 4-1-82)
- 5) The City will take action to maintain and improve its environmental quality, including striving to achieve and maintain federal air and water quality standards.

- 6) The preservation of productive agricultural land will continue as an important and viable City policy, and the conversion of such lands to urban uses will only occur based on compelling and overriding community needs. (City Planning Commission amendment of 4-1-82)
- 7) New urban growth will pay its own way on a Citywide basis by providing the required public facilities and services as development proceeds, including a balance between new jobs created and the construction of an adequate supply of residential units to house the workforce.
- 8) The City will support the maintenance of an adequate and reasonably affordable housing supply by taking actions which help to minimize increased housing costs and accommodate enough new housing units to keep pace with the projected need.
- 9) The General Plan should maintain a balanced and continuing supply of industrial, commercial and residential land to meet the projected needs.
- 10) The General Plan should be based on infill, reuse, and increased densities in selected communities (rather than continued expansion into outlying areas) as the favored land use strategies for accommodating urban development.
- 11) For the purpose of updating the City's General Plan to the year 1995, the City will accommodate projected population and employment growth rather than restricting or encouraging additional growth.

DIVERSIFICATION OF THE LOCAL ECONOMY

Prior to the passage of Proposition 13 the governmental sector had been the primary source of job growth within the Sacramento area. In 1980, government comprised 34% of total local jobs as opposed to 17% Statewide. By comparison, manufacturing represented 7% of the local jobs versus 20% Statewide.

Following Proposition 13, projections are that the government sector will continue to grow but at a much slower rate. The large government workforce has and will continue to provide a stability to the local economy insulating Sacramento from many of the economic ills being felt elsewhere by traditional "one company towns".

Concern has been expressed by many in Sacramento that given the slow growth rate projected for government, and the disproportionately low share of local manufacturing jobs, some level of diversification away from government and into a faster growing manufacturing employment base is essential in order to maintain the long range economic health of the region. Interest expressed in the Sacramento area by several high technology industries has served as a focus for this issue. It is important, however, not to rely too heavily on any one industry, especially given the volatile nature of high technology and the lessons learned by many from a too heavy dependence on Aerojet in the 1960's.

A recent study by Angus McDonald and Associates indicates that by 1995 the Sacramento Metropolitan area can expect between 21,600 and 60,200 new jobs in high technology industries, requiring between 540-1,505 acres of high quality industrial land.

There are between 1,445-3,100 acres of land presently available within the Sacramento Metropolitan area which is deemed suitable for high technology industry.

Based on the continuation of existing trends, the City of Sacramento will need to make available 173 acres for high technology industries by 1995 in order to capture its historical 32% share of industrial employment (by place of residence) within the region. If a 20-40% oversupply of land is made available to ensure competition among sites and take into account the uncertainty of long range projections, then 208-242 acres, respectively, would need to be available within the City by 1995.

From a purely locational standpoint the North Natomas area is one of the more desirable areas within the entire Metropolitan area for high technology industries. Landowners indicate that approximately 1,200 acres could be made available for such uses. However, because the area lacks industrial zoning, public facilities and infrastructure, and appropriate designations on the City's General Plan, it would not be available for development for at least five years. In addition, concern about the loss of productive agricultural land and the continued expansion of the urban area raise serious questions about the desirability of opening this area of the City to urban development.

Another desirable location within the City for high technology industries is located in the Delta Shores area near Freeport. Approximately 350 acres are proposed for such uses by the landowners. The area is adjacent to existing urban development, public facilities and infrastructure, and could be available for development by 1985. The area has previously been approved for urbanization by the City.

The only sites presently available within the City which have been identified as being desirable for high technology industries represent approximately 178 acres in the Norwood-Northgate area of North Sacramento. The 57 acre Norwood Tech Center is presently being marketed for such uses. Land in this area is already zoned and ready for development but does not contain the 100+ acre parcel sizes deemed most desirable by the larger high tech industries.

However, stronger efforts are also needed to market the desirable qualities of various vacant parcels for high technology industrial use on an infill basis throughout the existing urban area, especially along Interstate 80/880 and Highway 160 in North Sacramento.

POPULATION AND EMPLOYMENT GROWTH

The most current projections for population growth within the existing City limits (not including additional growth in High Technology employment) for the period ending 1995 are as follows:

	<u>1980</u> <u>Census</u>	<u>1985</u>	<u>1990</u>	<u>1995</u>
TOTAL:	<u>275,741</u>	<u>314,455</u>	<u>350,932</u>	<u>381,463</u>
INCREASE:	0	38,714	36,477	30,531

Approximately 67% of the projected population increase will be due to in-migration, while 33% will be due to the natural increase of people already living in Sacramento.

Additional population growth within present City limits (due to the projected continuation of existing growth rates for High Technology industries, secondary employment plus families within the Sacramento SMSA) can be derived from a recent study by Angus McDonald and Associates, and is shown below. This growth would be in addition to the above population projections and is based on continuation of the City's historic 32% capture rate for industrial employment within the SMSA:

	<u>1985</u>	<u>1990</u>	<u>1995</u>
INCREASE:	7,240	14,479	21,719

According to the McDonald Study approximately 85% of the additional population increase due to High Technology employment would be due to in-migration and new resident workers, while only 15% would be due to the hiring of existing unemployed residents living in the Sacramento area.

The total projected population increase for the City between 1980 and 1995 (including that due to High Technology employment) would be 127,441 people or a 46% increase above 1980 Census figures:

	<u>1980</u>	<u>1985</u>	<u>1990</u>	<u>1995</u>
TOTAL:	275,741	321,695	365,411	403,182

HOUSING

A) Need

Translating the most current projections for population growth within existing City limits (not including additional growth in High Technology employment) into required dwelling units results in the following:

	<u>1980</u>	<u>1985</u>	<u>1990</u>	<u>1995</u>
TOTAL:	<u>114,497</u>	<u>131,706</u>	<u>147,066</u>	<u>159,514</u>
INCREASE:	0	17,209	15,360	12,448

Additional population growth within present City limits due to projected High Technology growth, secondary employment plus families would require the following additional number of dwelling units:

	<u>1985</u>	<u>1990</u>	<u>1995</u>
INCREASE:	3,336	6,673	10,010

NOTE: Dwelling unit data is based on 2.3 people per unit, and totals have been increased by 6% to reflect an adequate vacancy factor.

The total projected dwelling unit increase for the City between 1980 and 1995 (including that due to High Technology employment) is shown below and would require the construction of 55,027 new dwelling units, or an average of 3,668 units per year. This compares with the average 1976-80 Citywide dwelling unit buildout rate of 3,248 units and a high of 5,677 units built in 1979. In 1981, permits were issued for only 1,518 units.

	<u>1980</u>	<u>1985</u>	<u>1990</u>	<u>1995</u>
TOTAL:	114,497	135,042	153,739	169,524

B) Supply

According to the May 1980 Vacant Land Survey prepared by the City Planning Department, the City presently has sufficient vacant residential land (unhindered by any constraints to development) which would accommodate 43,744 dwelling units or 79% of the 1995 needs. Of this total, 28,323 units have already received either tentative or final subdivision approval by the City, representing a staggering 8.7 year housing supply based on the average 1976-80 Citywide dwelling unit buildout rate.

The Vacant Land Survey also indicates that an additional 12,352 dwelling units could be built on existing vacant residential land within the City but are constrained from development by restrictive or inconsistent zoning regulations (or the lack of sewers in the South Pocket area). For the purposes of this Study it is assumed that such constraints will be removed by 1990.

Increased residential densities, reduced lot sizes, and the reuse or redevelopment of various underutilized parcels of land and proposed light rail corridor within the existing urban area could reasonably accommodate an additional 41,200 dwelling units within the City.

As can be seen by comparing projected housing needs of 55,027 new units with the potential holding capacity of residential lands within the existing urban area (56,096 to 97,296 unit capacity), the City can accommodate the projected 1995 housing demand by an infill policy without urbanizing outlying areas.

RECOMMENDATIONS

A basic concept has emerged after considering all of the previous discussion. The concept is that whatever the City does should be in the best interests of its residents as a whole. The proposal to open the North Natomas area to high tech industrial development represents both opportunities and costs for the City's residents. After reviewing all of the information gathered over the past nine months, it is apparent that the opportunities are generally outweighed by the costs. The gains in economic diversification and employment opportunities seem to be outweighed by the likely increases in population, congestion and environmental degradation. The gains in tax revenue seem to be outweighed by the loss of agricultural land and the adverse regional impacts. And finally, most of the opportunities represented by North Natomas development can be realized through development in alternative areas (such as Delta Shores) which have fewer probable costs.

Therefore, the recommendations which follow start with the premise that the need to open the agricultural area of North Natomas prior to 1995 has not been adequately demonstrated. It is recommended that the City Planning Commission and City Council instruct the Planning Department to not consider urbanization of any of the agricultural area north of Interstate 880 during the current general plan update. However, it is also recommended that the North Natomas development issue not simply be left there. A recommendation at the end of this section suggests steps to be taken with regard to North Natomas.

GENERAL PLAN UPDATE

It is recommended that the City Planning Commission and City Council re-affirm the objectives listed on pages 3-4 of this report as the direction which will guide the preparation of the updated General Plan.

RESIDENTIAL LAND USE STRATEGIES

It is recommended that the City give priority to implementing its preferred land use strategies. All three strategies (infill, reuse, and increased densities) involve controversy and difficulty. If the general plan is to be reasonably based on specific population projections, assumptions about where those people are going to live have to be realistic. Therefore, the following actions are recommended for investigation during the next phase of the General Plan Update:

- 1) Specific incentives should be developed to encourage infilling in identified areas. Such incentives ~~should~~ could include fast track processing, reduced fees, and other preferential treatment as outlined in the Questor Study commissioned by the City. (City Planning Commission amendment of 4-1-82)
- 2) A task force composed of representatives of City Departments and led by the Planning Department should be designated by the City Council to help identify appropriate reuse and increased density areas within the urban area based on the adequacy of public services, facilities and infrastructure.
- 3) Specific standards and an incentive program should be developed by the Planning Department to guide the reuse effort. Once areas are identified, the City should encourage private sector cooperation through publicity and redevelopment agency support.
- 4) Specific community by community policies for increased densities should be developed and enforced, including the establishment of minimum densities and zoning ordinance revisions where necessary.

HOUSING COSTS

A critical concern for our community is increasing housing costs. The concern becomes even greater if an "enhanced growth" effort is instituted. If the supply of housing is not adequate to keep up with the demand created by a rapidly increasing employment base, housing costs will increase substantially. (City Planning Commission amendment of 4-1-82) It is essential that the City take some action to minimize housing cost increases. With that concern the following recommendations are made for investigation during the next phase of the General Plan Update:

- 1) The preferred land use strategies should be specifically linked to lowering housing costs through increased density, efficient land use, and smaller lots.
- 2) The City Council should initiate major changes to the zoning and subdivision ordinances, including reduced minimum lot size, reduced street widths, decreased building code standards where safe, and encouragement of mobilehome, factory built housing and in-law units where appropriate.

INDUSTRIAL/COMMERCIAL LAND USE

A major new element of land use planning in this area is employment growth. It is clear from the experience of other larger, fast growing urban areas that substantial increases in employment opportunities present major challenges to local government. It is therefore recommended that:

- 1) All planning for industrial and commercial land use in the City should be undertaken first on a regional basis allocated by jurisdiction. Such a process should avoid over-optimistic or pessimistic planning projections and could be coordinated by SACOG.
- 2) The City should initiate a 3 county task force (Sacramento, Yolo and Placer) to seriously explore the potential for some form of tax base sharing program. The purpose of such a task force would be to 1) reduce interjurisdictional competition for limited industrial and commercial growth, and 2) develop regional solutions to the jobs/housing link issue.
- 3) Major incentives and requirements for industrial development in reuse areas should be developed. In particular, the potential for inner-city high tech development should be a high priority for new industries locating in Sacramento especially near McClellan Air Force Base, along Interstate 80/880, and Highway 160 in North Sacramento.
- 4) The City's zoning ordinance should be amended to add a new high quality industrial park zoning district which will include industrial performance standards, toxic chemical use restrictions, and aesthetic requirements.
- 5) A monitoring system should be developed to permit the City to keep track of how much new industry has come to the area and what proportion of immigrants comprise their work force.
- 6) Performance standards should be developed in conjunction with existing employment related agencies which establish minimum resident employment objectives for new industries. Such an arrangement should include the establishment of training programs which place an emphasis on hiring the locally unemployed.

NORTH NATOMAS

It is recommended that the North Natomas portion of the City not be opened for urban development during the 1995 time frame of this General Plan Update. Instead, it is recommended that the City policy be to support continued agricultural production in the area.

It is recommended that the emphasis of the General Plan be to direct urban development away from the North Natomas and into existing urbanized areas consistent with the recommendations regarding residential land use strategies, industrial land uses and housing costs. It is most likely that due to its attractiveness, if the North Natomas area is opened for development, interest in infill and Delta Shores will be substantially reduced.

It is recommended that the City Council send a clear signal to the farming and land investment interests that North Natomas will continue in agricultural land use by eliminating 1) the agricultural urban reserve designation from the 1974 General Plan for that portion of North Natomas south of Del Paso Road, and 2) the permanent agriculture designation from the 1974 General Plan for that portion of North Natomas north of Del Paso Road and by redesignating the entire North Natomas as "permanent agriculture". Such an action will reduce development pressures, increase support for the agricultural industry in Sacramento County, and reduce the speculative pressures on land prices which help to make farming unprofitable. (City Council amendment of 4-13-82)

DELTA SHORES

It is recommended that, in order to meet the projected high tech demand through the year 1995, the City's General Plan designate 250 acres of land in the Delta Shores area to be reserved exclusively for high technology industries requiring a high quality campus-like environment (this represents a 40% oversupply of land necessary to meet the demands for the high tech industry in the City through the year 1995). Although not expected to be needed during the time frame of this General Plan, an additional area of 100 acres should be designated in an appropriate holding zone category to be used exclusively for either 1) high technology industry upon buildout of the initial 250 acre parcel or 1995 whichever occurs last, or 2) residential land uses if sufficient housing units are not available to accommodate the needs of the work force from the buildout of the initial 250 acres.

It is recommended that as the industrial development of the Delta Shores area proceeds, the number of residential building permits and vacancy factors for existing dwelling units in the Pocket, Meadowview and South Sacramento communities be monitored to ensure that an adequate supply of housing units are available at price ranges which are affordable to the various categories of employee households at those industrial developments.

The City Planning Department is directed to designate the Delta Shores area as a primary high technology development area for the City, and to accelerate the planning process for that area, including resolution of the Interstate 5 freeway interchange and former Route 148 relocation problems. (City Council amendment of 4-13-82)

SELECTED
GOALS AND POLICIES
FROM
THE
COUNTY GENERAL PLAN

1.1 Goals

- 1.1.1 To develop a strong, diversified economic base and provide for the orderly distribution of housing and employment opportunities throughout the County.
- 1.1.2 To maintain and enhance the agricultural environment of the County.
- 1.1.3 To protect and manage the diverse valuable land, water and air resources of the County for the use and enjoyment for the present and future generations.
- 1.1.4 To develop and maintain a harmoniously balanced ecological system for the County in the context of regional problems and solutions and to develop methods that enable man to continue physical development of the area without damaging the environment.
- 1.1.5 To promote the distinctive character and identity of each community within a framework of Countywide and regional solutions to common problems.
- 1.1.6 To provide all residents with opportunities for a wide range of cultural, social, educational, health and commercial activities and facilities in pace with Sacramento's status as a major metropolitan area.
- 1.1.7 To provide opportunities for a full range of recreational activities to meet the demands of an expanding population having increasing amounts of leisure time.
- 1.1.8 To help provide safe and adequate housing for all citizens together with an opportunity for choice among alternative living environments.
- 1.1.9 To establish safe, efficient, and interrelated transportation and public service delivery system to serve the needs of all citizens as well as to promote sound land utilization and protection of environmental quality.

1.2 Assumptions

In order to prepare a plan for future development, it is necessary to make certain assumptions about the future. Certain trends and events may be somewhat predictable, yet no matter how detailed or sophisticated the forecast methods, the results are still only predictions, and they may or may not prove true. The specific assumptions underlying the General Plan are stated below to give every person a chance to interpret and evaluate the plan in light of the stated assumptions. In the future when new and unexpected situations evolve, the plan can be more readily revised when the basis for its proposals are understood.

One type of basic assumption is implied in any planning process. Events such as a large scale disaster, nuclear war or major changes in our governmental or economic structure could nullify any physical development plan based on our present socio-economic establishment. It is assumed that such catastrophic or sweeping changes will not occur. Those assumptions upon which this plan is based are as follows:

- 1.2.1 The national, state, and local population will continue to increase. The population of Sacramento County is expected to increase from 809,700 in 1982, to roughly 996,900 persons by 1990.
- 1.2.2 The Sacramento Region will continue to increase in industrial production; and Sacramento County will maintain an important role in the development of the region.
- 1.2.3 Improved air transportation facilities linking Sacramento with the major cities in the state and nation will facilitate the growth of Sacramento in pace with its role as a major metropolitan area.
- 1.2.4 Employment in the central business district will increase, but the proportion of the local labor force working there will decrease as the opportunity for employment increases elsewhere in the metropolitan area.
- 1.2.5 Agriculture will continue to play an important role in the economy of the Sacramento region, although it will employ a decreasing portion of the total labor force.
- 1.2.6 Although the majority of Sacramento County residents will continue to prefer to live in single-family detached dwellings, continuing increases in the cost of constructing and financing new housing will result in a growing proportion of the population choosing attached, multiple-family, or mobilehome living units.
- 1.2.7 As residential, commercial, and industrial centers of the County develop more intensively, travel demand will increase and higher levels of traffic congestion will result.
- 1.2.8 Due to a number of factors increasing the cost and decreasing the convenience of private automobile use, there will be increased demand for alternative travel modes.
- 1.2.9 There will be increased demand by the general public for services from all levels of both private and public agencies, however, public agencies' ability to respond will be limited by financial constraints.
- 1.2.10 There will be continuing public opposition to general tax increases and, in order to provide needed services, there will be imaginative new approaches by both the public and private sectors.

1.3 Plan Strategy

Special care has been taken that the General Plan conform with the goals stated in the initial section of this chapter. Similarly, the Plan takes into account the stated assumptions as to future trends, including the assumptions as to the number of people the County must accommodate through the forthcoming years. Realistically, however, more explicit planning policies have had to be determined to narrow the many possible alternative land use proposals for Sacramento County to a singular General Plan concept. This concept or strategy for dealing with major issues facing the County is summarized in the following six statements:

- a. Control urban sprawl.
- b. Expand the urban area in a logical manner reflective of other major policies.
- c. Coordinate the planning effort among jurisdictions, citizen's groups, and other agencies.
- d. Continue the conscious effort to protect the environment and properly use finite resources.
- e. Emphasize efforts to establish quality urban development.
- f. Continue to provide quality public services at the most efficient level with costs spread among those who benefit.

Elements of the plan strategy are discussed below:

1.3.1 Control Urban Sprawl

The major emphasis is toward positive programs which encourage the right kind of development in the right locations. The fundamental element of and the foundation for all of the specific policies aimed at controlling urban sprawl is the division of the County into urban and rural policy areas.

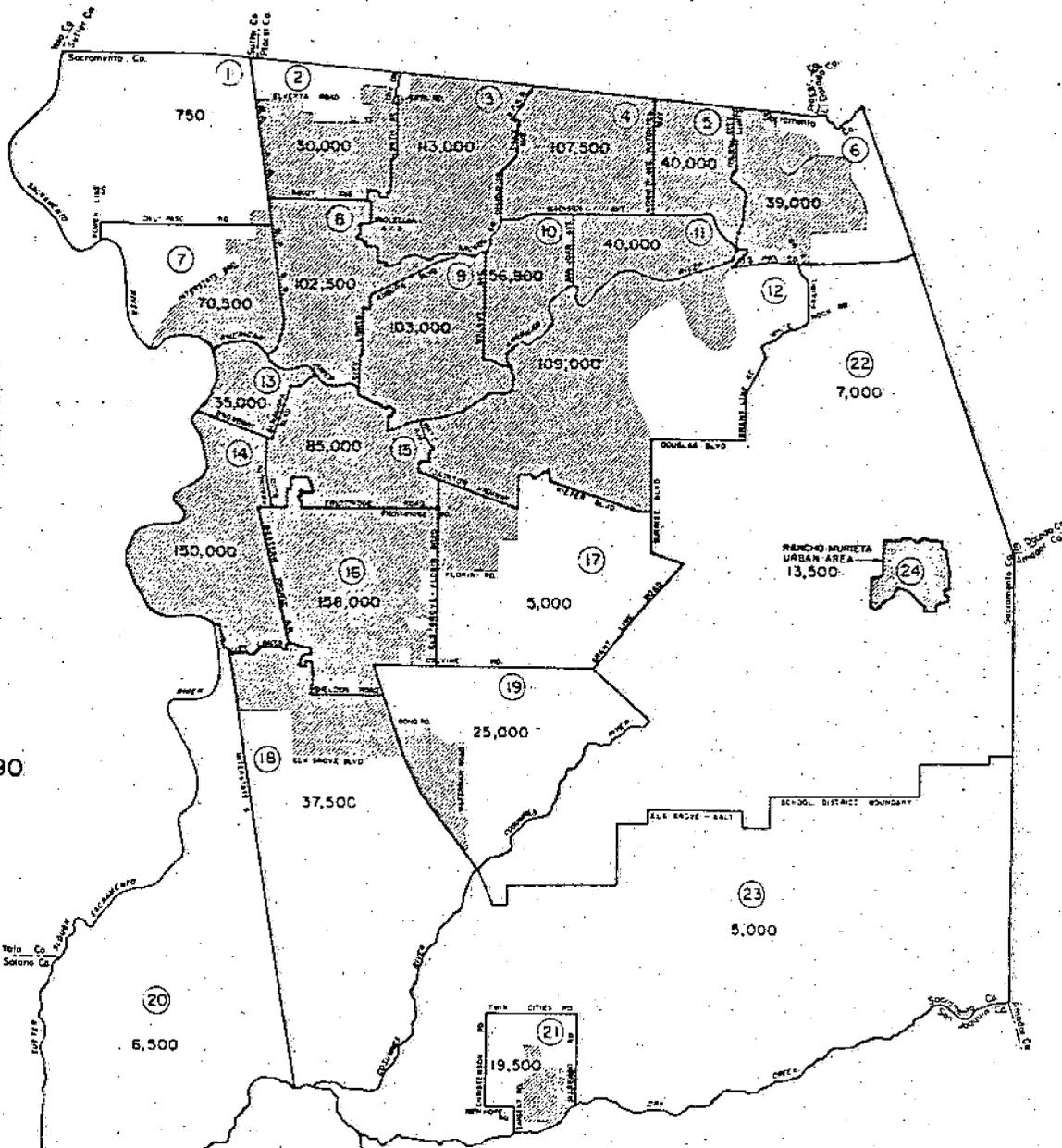
The boundaries of the urban policy area are mapped in a general fashion on the map on page 10 which shows the population holding capacity. In general, the urban area includes the following land use categories: Low Density Residential, Medium Density Residential, Commercial and Offices, Core Area, and Industrial Intensive. The rural area includes the following land use categories: Agricultural Urban Reserve, Agricultural Recreation Reserve, General Agriculture, and Agricultural Cropland. The categories of Recreational, Industrial Extensive, and Agricultural Residential have been designated as within the urban area when they are surrounded by or contiguous to other planned urban lands and as rural when they are not contiguous to other planned urban lands.

POPULATION BY COMMUNITY AREAS

POPULATION
HOLDING
CAPACITY
of urban areas



PROJECTED 1990
URBAN AREAS



MAP 1

SACRAMENTO COUNTY, CALIFORNIA

COMMUNITY AREAS

- | | |
|------------------------|-------------------------------------|
| 1. NORTH NATOMAS | 12. RANCHO CORDOVA |
| 2. RIO LINDA - ELVERTA | 13. DOWNTOWN |
| 3. NORTH CENTRAL AREA | 14. LAND PARK - POCKET - MEADOWVIEW |
| 4. CITRUS HEIGHTS | 15. EAST CITY |
| 5. ORANGEVALE | 16. SOUTH SACRAMENTO |
| 6. FOLSOM AREA | 17. VINEYARD |
| 7. SOUTH NATOMAS | 18. FRANKLIN - LAGUNA |
| 8. NORTH SACRAMENTO | 19. ELK GROVE |
| 9. ARDEN-ARCADE | 20. DELTA |
| 10. CARMICHAEL | 21. GALT |
| 11. FAIR OAKS | 22. COSUMNES |
| | 23. SOUTHEAST |
| | 24. RANCHO MURIETA |

The policies contained in this plan in combination with community plans which serve as a precise parcel by parcel guide for development are the mechanisms used to guide urban growth and control sprawl. Those development proposals for lands within the planned urban area which are consistent with the applicable community plan and for which public sanitary sewer and water supply facilities will be available upon occupancy of the project, are consistent with the policy of controlling urban sprawl.

Within the rural area, the following policies and programs are directed toward encouraging rural development: agriculturally-oriented research and training programs, irrigation and agricultural flood control programs and land conservation contracts. These policies/programs are reinforced by others aimed at controlling urban sprawl, particularly policies against the provision of urban services and the premature division of land.

Some conditions may arise which would warrant urbanization of lands outside the planned urban area. The Agricultural Urban Reserve and Industrial Extensive and General Agricultural categories have been designed to accommodate this growth. The definitions of these categories specify the conditions which would warrant conversion of lands within them to urban uses and the form this conversion should take.

1.3.2 Expand the urban area in a manner supportive of the other major policies.

Within the context of a major strategy to control urban sprawl, there will eventually arise the need to expand the urban area. The primary purpose of such expansion is to provide sufficient vacant land to house the plan's design population. There are several supportive activities which must work together in this regard. First, high priority should be given to developing land within the already designated urban area; second, appropriate linkages should be established between residential areas and work centers; and third, expansion into newly designated urban areas should not compromise major policies of the plan, particularly the preservation of land designated Agricultural Cropland.

This strategy recognizes the need for orderly growth in order to facilitate the provision of adequate public services in a cost-effective manner. Therefore, policies are included which relate expansion opportunities to the ability to efficiently provide urban services. In addition, policies designed to promote the use of skipped-over or underutilized urban land (infill) are advocated.

This strategy also recognizes the desirability of providing opportunities for people to live close to their place of work. Taking this opportunity to reduce the physical and psychological

effects of long commute trips will also support energy conservation efforts, attainment of air quality goals, and further expansion of the transit system.

Consistent with this major policy are the following guidelines which have led to the recommendations for urban area expansion contained in the 1981 General Plan Update:

- A. Expansion of urban uses is limited to areas designated Agriculture-Urban Reserve in the General Plan Land Use Map.
- B. Designation of new/additional Agricultural-Urban Reserve areas shall be limited to areas previously shown for the General Agriculture land use category.
- C. Agricultural Cropland shall not be reclassified to General Agricultural or any other land use category except within the context of a reevaluation of the General Plan as set forth in D, below.
- D. Expansion of the urban service area or conversion of General Agricultural to Agricultural-Urban Reserve shall be based upon a thorough reevaluation of urban land needs and demands to be conducted by the County every 5 to 7 years, or other such time period as the Board of Supervisors may specify. This reevaluation shall include consideration of which, if any, of the urban reserve areas should be made available for urban development based on a target supply of developable land equivalent to 125% of actual need. Between major reevaluations, any person proposing to amend the plan to make additional land available for urban development must demonstrate the need for converting additional land to an urban land use category. Before any such proposal will be approved, the Board of Supervisors must determine that:
 1. There has been substantial consumption of vacant land for development purposes such that the amount of vacant land would not allow for the continued development of a full range of living environments.
 2. The proposal is an appropriate location for such urban use based on the cost of providing and maintaining urban services, the environmental effects of the proposal, the need to provide a balance between job and housing opportunities in the area, the suitability of the land for alternative uses (e.g., agriculture, recreation, or mineral extraction), and other pertinent factors.
- E. Agricultural-Urban Reserve area(s) chosen for urban expansion shall be served by the Regional Sanitation District or a local public sanitation district.
- F. No annexation to a local or Regional Sanitation District is permissible unless the following findings are made:
 1. There is sufficient capacity in affected sewer interceptors or funding is available for interceptor enlargement, or
 2. Funds generated by expansion will be sufficient to finance trunk system to service area.

- G. Agricultural-Urban Reserve Area(s) chosen for urban expansion shall be served by a public water agency.
- H. Agricultural-Urban Reserve Area(s) chosen for urban expansion shall:
 - 1. Not be subject to groundwater overdraft, or
 - 2. If subject to groundwater overdraft, shall have a conjunctive use plan applicable to the area.
- I. Agriculture-Urban Reserve Area(s) chosen for urban expansion shall be capable of being provided within a reasonable period of time with an adequate level of the following:
 - 1. School facilities.
 - 2. Fire protection services and facilities.
 - 3. Drainage facilities.
 - 4. Roads, transit, or other transportation facilities.
 - 5. Recreational facilities.
 - 6. Police protection services.
- J. Upon designating an area(s) for urban expansion (per policy "D" above) the County may serve notice of nonrenewal to all property owners where land lies within the area(s) and is subject to a Land Conservation (Williamson Act) Contract.

1.3.3 Coordinate the planning effort between jurisdictions, citizens' groups, and other agencies.

Many decision making bodies, agencies, and advisory groups influence the growth and development of the Sacramento Region. With continuing growth, improved coordination is essential. Lack of coordination can result in duplication of effort and waste of resources. In some cases, decisions are made which are in direct conflict with each other, to the detriment of all concerned. Obviously, the County cannot coordinate alone, but it can by its attitudes and actions encourage full coordination with all affected parties in development activities. The function of the General Plan is achieved not only by the coordination of future actions by local decision-making bodies toward common desired goals, but also the coordination of all actions by all public bodies toward those goals.

Among those groups whose decisions or influence are critical to the planning process are the following:

- A. Sacramento Area Council of Governments.
- B. Sacramento Local Agency Formation Commission.
- C. State of California.
- D. Cities of Sacramento, Folsom, Galt, and Isleton.
- E. Special districts.
- F. Other adjacent jurisdictions.
- G. Sacramento County Policy Planning Commission.
- H. Sacramento County Project Planning Commission.
- I. Formal citizens' advisory councils.
- J. Private interest groups.

1.3.4 Continue the conscious effort to protect the environment and properly use finite resources.

Major planning efforts of the County during the past decade have been directed toward the objectives of environmental conservation and resource management. Programs have been developed which address problems related to improving air quality, preserving natural streams, protecting agricultural lands, preserving and enhancing open space, and protecting aggregate resources for beneficial use. Continuation of these efforts to the highest level possible consistent with reasonable development needs is a major policy of the County.

1.3.5 Emphasize efforts to establish quality urban development.

This major policy in concert with 1.3.4 above addresses a major reason why the Sacramento area is recognized nationally as a quality urban environment. Institutional, legal and administrative processes have and shall continue to provide the balance between environment and development. The environmental review process, sound land use planning, citizen involvement in decision making and reasonable ordinances together create the context in which the balance can be achieved.

1.3.6 Continue to provide quality public services at the most efficient level with costs spread among those who benefit.

Residents, businesses, and other occupants of the Sacramento urban area have traditionally enjoyed a relatively high level of public services. Those services have included not only those essential to the growth and development of the urban community, but also those which have raised the quality of living in the region above an ordinary level. While there have been significant challenges to the ability of local agencies to continue their past performance due to recently imposed financial constraints, it is a major focus of this plan to work toward viable solutions to current public service financing problems and to ensure that a relatively high level of services continues to be available in the urban area.

2.0 ENVIRONMENTAL CONSERVATION AND RESOURCE MANAGEMENT

o GOALS

- 2.0.1 Protect, manage and enhance the diverse and valuable land, water, air, energy, and aesthetic resources of the County for the use and enjoyment of present and future generations.
- 2.0.2 Develop and maintain a harmoniously-balanced ecological system for the County in the context of regional problems and solutions and to develop methods that enable man to continue physical development of the area without damaging the environment.

o POLICIES

2.1 Agricultural Protection

The objective of these policies is to maintain and enhance the agricultural production capability of all Agricultural Cropland, General Agriculture, Agriculture-Urban Reserve, and Agricultural-Recreation Reserve lands.

o Parcelization

- 2.1.1 In order to retain agricultural land holdings in units large enough to guarantee future and continued agricultural use, the following minimum parcel size requirements shall regulate agricultural land divisions:

FOR AGRICULTURAL CROPLAND -

SCS Classes I & II 40 Acres
SCS Classes III & IV 80 Acres

FOR GENERAL AGRICULTURAL -

20 acres or
80 acres -
reference General Plan Land
Use Map for locations

FOR AGRICULTURAL-URBAN RESERVE -

10 Acres

FOR AGRICULTURAL-RECREATION RESERVE -

North of American River - 20 acres
South of American River -
Use Agricultural Cropland
standard above

- 2.1.2 Upon subdividing property to the minimum parcel size permitted by the above standards, or subdividing in such a manner as to preclude further subdividing per the above standards, the County shall, as a condition of approval, require the owner to grant an Open Space Easement (or enter into a Land Conservation Contract) over that portion of the property limited by the standards. Minimum duration of said easement shall be that which governs Land Conservation Contracts. Said requirement may be waived by the legislative body upon referral.

Note: The following guidelines are provided to assist in implementing the above policy:

1. The parcel size standards shall not preclude the granting of lot reduction permits as provided in the Zoning Code.
2. When determining the location of zoning district boundaries, parcel boundaries should be respected, and rational zoning district boundaries should be established.
3. In the case of parcels where more than one minimum parcel standard could apply, based on soil or irrigation criteria, the standard which would apply to the largest portion of the parcel shall generally be the basis for determining the parcel size standard (or zoning district) for the entire parcel.

o Urbanization

- 2.1.3 In order to prevent the development of agricultural lands in incompatible uses and to minimize the effects of land divisions or other entitlements on agricultural uses, the following land use techniques are authorized:
 - A. Deny requests in the Delta which would facilitate urban development beyond the planned urban areas of Courtland, Hood, Walnut Grove, Isleton, Paintersville, and Ryde.
 - B. Require clustering of residential units into small agricultural-residential subcommunities where such clustering will minimize conflicts with commercial agricultural operations.
 - C. Permit the transfer of permitted dwelling units from one parcel to another held in common ownership when said transfer would reduce adverse effects on agricultural uses and is consistent with overall land use goals and objectives.

Note: When authorizing the clustering or transfer of dwelling units, the County may, as a condition of approval, require the grant of an open space, scenic or other form of conservation easement, or entry into a California Land Conservation Contract (ref. AB 470, Chapter 478, 1981 stats.)

o Promotion of Agriculture

- 2.1.4 In order to promote a healthy agricultural atmosphere and provide for positive incentives to further long-term agricultural uses, Sacramento County shall:
 - A. Investigate the appropriateness of instituting a voluntary transfer of development credits program to regulate any further expansion of the Urban Service area or conversion of General Agricultural to Agricultural-Urban Reserve.

- B. Continue to entertain Land Conservation Contracts and/or Open Space Easements in all Agricultural Cropland and General Agricultural and other open space land use categories. (Requests for contracts in the latter categories shall be subject to receiving a favorable recommendation from the Planning Commission. The Planning Commission shall find that restricting the land to agricultural uses for the duration of the contract shall be consistent with the long- and short-term land use relationship of the area.)
- C. Support changes to state and federal law which will offer increased financial incentives to retain land in commercial agricultural production.
- D. Grant reasonable requests for zone reclassifications and major use permits to accommodate uses supportive of agricultural production in appropriate locations both within and outside areas designated for agricultural use.
- E. Support proposals by water-providing special districts to extend agricultural water service to areas within their jurisdiction that are designated for agricultural use. Such projects must satisfy the requirements of the California Environmental Quality Act.
- F. Support proposals for public expenditures for minor drainage improvements and other similar projects for the purpose of making land more suitable for agricultural use within areas designated Agricultural Cropland and General Agriculture. The County supports the efforts of the Resource Conservation Districts and other agencies to achieve these purposes.
- G. Continue to support the Farm Advisor and the Agricultural Commissioner in their respective educational and regulatory roles in providing advice to agriculturalists and home gardeners, directing the 4-H Program, and ensuring that pesticides are properly used. The County will encourage and support appropriate state, federal, and other programs which have the positive result of enhancing agricultural production.

2.2 Environmental Quality (in general).

- 2.2.1 It is a basic policy of Sacramento County to ensure that the environmental effects of a proposed project receive equal consideration with economic and engineering feasibility aspects.
- 2.2.2 Process environmental impact reports when initial review of the project determines that a report is warranted.
- 2.2.3 Recognize the need for a coordinated and continuing program for environmental conservation.
- 2.2.4 Maintain and promote more coordination among all levels of government on issues of resource management and environmental conservation.

3.0 URBAN DEVELOPMENT

o GOALS

- 3.0.1 Develop a strong, diversified economic base, and provide for the orderly distribution of housing and employment opportunities throughout the County.
- 3.0.2 Provide all residents with opportunities for a wide range of cultural, social, educational, health, recreational, and commercial activities and facilities in pace with Sacramento's status as a major metropolitan area.
- 3.0.3 Promote the distinctive character and identity of each community within a framework of County-wide and regional solutions to common problems.
- 3.0.4 Establish and maintain safe, efficient and interrelated transportation and public service delivery systems to serve the needs of all citizens as well as to promote sound land utilization and protection of environmental quality.

o POLICIES

3.1 Housing

o Quantity of Housing

- 3.1.1 Encourage increased residential densities near employment centers and along major transportation corridors within the urban area, in conjunction with improved transit systems and service, as a means of increasing the housing supply and reducing potential commute distances.
- 3.1.2 Encourage all possible resources and innovative measures to provide expanded homeownership and rental opportunities to low- and moderate-income households.
- 3.1.3 Encourage construction, rehabilitation, and financing of housing which is affordable by low- and moderate-income persons, including manufactured housing.
- 3.1.4 Explore and encourage the provision of housing for those in population groups which have special structural requirements or locational needs.
- 3.1.5 Assure that new residential construction is consistent with adopted growth policies, meets projected growth, and is in balance with the expansion of job opportunities.

o Quality of Housing

- 3.1.6 Promote the construction of affordable, durable, quality housing which efficiently uses land and natural resources.

- 3.1.7 Encourage and assist in the preservation and rehabilitation of existing housing and neighborhoods.
- 3.1.8 Prohibit intrusion of incompatible uses into residential areas.
- 3.1.9 Promote development of educational, recreational, health, safety, and other necessary public facilities contributing to desirable residential areas.

o Distribution and Accessibility of Housing

- 3.1.10 Encourage a variety of housing types and prices within each community and in close proximity to major employment centers.
- 3.1.11 Encourage and support the enforcement of laws and regulations prohibiting discrimination in lending practices and the sale or rental of housing.
- 3.1.12 Locate suitable housing within walking distance of employment areas and promote public transit routes that would meet the needs of commuters between housing areas and industrial and business areas.

o Administration of Housing Element

- 3.1.13 Encourage the coordination of housing activities among all governmental levels, the private sector (including major employers and developers), and citizens' groups.
- 3.1.14 Adopt an Action Plan setting forth the details of a housing program directed towards implementing the adopted Goals and Policies.
- 3.1.15 Review the entire Housing Element at least once every five years, and the Action Plan at least annually, to identify changes in the housing program that may be appropriate, based upon changing needs or priorities, and progress toward achieving the appropriate balance between jobs and housing.
- 3.1.16 Conduct a thorough re-evaluation and update of the General Plan every 5 to 7 years. This re-evaluation will include consideration of which, if any, of the reserve areas should be made available for urban development. Between these major re-evaluations, any person proposing to amend the Plan to make additional land available for urban development must demonstrate the need for converting additional land to an urban land use category. Before any such proposal will be approved, the Board of Supervisors must determine:
 - A. That there has been substantial consumption of vacant land for development purposes such that the amount of vacant land available for urban uses is insufficient to allow for the continued development of a full range of living environments; or
 - B. That for some other reason, such as an imbalance between employment and the amount or location of housing opportunities, additional land should be made available for urban development in order to achieve the goals and objectives outlined in the Plan.

If the Board determines that the amendment is justified, the Planning Commission shall recommend and the Board of Supervisors shall decide the amount of additional land which is needed for urban development and the most appropriate location for such land, based, among other things, on the cost of providing and maintaining the necessary urban services, the environmental impact and the suitability of the land for alternative uses, such as recreation, agricultural, or mineral production.

3.2 Economic Development

o Commercial Development

- 3.2.1 Encourage, through collaborative actions, the further development of Downtown Sacramento as the major employment, cultural, and governmental center for the region, including encouragement of complementary projects and continued residential development which will tend to give additional support to those roles.
- 3.2.2 Give special attention to the business districts of the outlying communities with the aim of maintaining their commercial districts as vital community activity, commercial, and employment centers.
- 3.2.3 Encourage retail sales and service type commercial and office facilities to locate in shopping centers, or established commercial groupings. Do not start new strip commercial districts.
- 3.2.4 Require that "heavy" commercial facilities be located in areas which are well buffered from residential development and other land uses where incompatible relationships would be created.
- 3.2.5 Consider convenience centers to serve residents where such centers are designed as an integral part of the neighborhood.
- 3.2.6 Encourage the location of major commercial employment opportunities in close proximity to residential areas, while avoiding further strip commercial and conflict with residential neighborhoods.

o Industrial Development

- 3.2.7 Support activities which effectively attract prime industry to Sacramento areas planned for industry, especially in regard to attracting appropriate diversification in industrial development.
- 3.2.8 Promote the potential of Sacramento's well-developed transportation networks in relation to its advantageous locations for distribution of goods and products.
- 3.2.9 Provide a range of land use and service opportunities for new and varied industrial and other employment-generating developments.
- 3.2.10 Encourage private sector involvement in efforts to minimize problems created by rapid growth of employment opportunities.

- 3.2.11 Promote the expansion of employment opportunities for Sacramento County's unemployed and underemployed, as well as those trying to enter the labor force, and provide assistance and training to match them to new jobs.
- 3.2.12 Ensure that all development in the industrial areas on or near the Sacramento Metropolitan Airport be airport-related uses as defined by the Metropolitan Airport/Vicinity Special Planning Area Zone.
- 3.2.13 Protect vacant land which is planned for industrial uses from being developed with conflicting land uses, particularly Residential and Agricultural-Residential uses, in order to facilitate the attraction of desirable industry to the area. Toward this end, the following specific policies are applied:
- A. In the Industrial Intensive land use category, the division of land into lots or parcels of less than ten (10) acres is not consistent with the General Plan unless the land is zoned to an Industrial, General Commercial or Commercial-Manufacturing zone.
 - B. In the Industrial-Extensive land use category, the division of land into lots or parcels smaller than the minimum parcel size standards established below, is not consistent with the General Plan, nor is the further division of lots or parcels which are smaller than the minimum parcel size standards consistent with the General Plan, unless the land is zoned to the M-1 or M-2 Industrial land use zones.
 - . For Class I and II soils (S.C.S.) 40 acres
 - . For other soils 80 acres
 - C. Proposals for the conversion of industrially-planned lands may be considered appropriate where such conversion will result in a balance between housing and employment opportunities in that portion of the County, would promote the concept of reducing potential commute distances, and would be consistent with other goals and policies of the General Plan.

3.3 Job/Housing Linkages

The objective of these policies is to provide opportunities for affordable housing and in close proximity to employment opportunities and essential services so the community as a whole can reduce commute distances, efficiently use the transportation system, minimize the level of air pollutants, and maintain a quality living environment.

The intent is to maximize housing opportunities; not to curtail production of housing, recognizing that many factors enter into choice of dwelling location, and that many persons face limitations in their ability to live near work centers.

- 3.3.1 Promote balanced expansion of jobs and housing stock within each local jurisdiction of the Sacramento region, realizing the demand for housing will always be greater than employment created.
- 3.3.2 Encourage the balanced expansion of employment and housing opportunities throughout the planned urban area of the County, with the provision that this policy shall not be construed to prohibit or curtail the production of housing in relation to employment created.

RESOLUTION No.

Adopted by The Sacramento City Council on date of

RESOLUTION TO ESTABLISH A JOINT CITY-COUNTY URBAN DEVELOPMENT TASK FORCE

WHEREAS, the population of Sacramento County is projected to exceed one million by 1995 and is growing at a rate of 2.3% per year, a net increase of 20,000 per year; and,

WHEREAS, the City and County governments have contiguous boundaries at the fringe of the existing urban area and have common interest in adequate provision for environmental protection, and equitable, cost effective financing of urban services in the process of growth; and,

WHEREAS, given fiscal constraints on local government, there is a need for coordination of planning commitments in order to identify cost-effective, private financing of infrastructure; and,

WHEREAS, no joint forum exists in which to address growth planning issues and to develop mutually satisfactory coordinated responses to the problems of urban development at the urban fringe in areas where City and County jurisdictions abut one another.

THEREFORE, BE IT RESOLVED by the City Council of the City of Sacramento that the County of Sacramento be requested to join in the formation of a City-County Urban Development Task Force which shall be established as follows:

1. The full membership of the City Council and the Board of Supervisors shall meet in a series of workshops to discuss land use planning and economic development issues. Each workshop will be structured to achieve three objectives:
 - a. Knowledge about the common and jurisdictionally unique elements of each issue.

- b. Joint preparation of issue papers by special district and City/County staffs.
- c. Provide a forum for public input and discussion of issues.

2. Ground Rules:

- a. Jointly chaired by Mayor and Board Chairperson.
- b. The Task Force shall not address or act upon the merits of any pending development proposals within the City or County. Any action taken by the Task Force or statement made by the Task Force or any member thereof shall not be deemed an action or statement on the merits of any such development proposal. No development application shall be denied processing, delayed or affected in any way as a result of the creation of, or any action of this task force.
- c. Workshops will be held at a location sufficiently large enough to comfortably accommodate the sitting of elected officials and interested persons.

3. There will be six workshops:

One: Goals, Policies and Projections -- An Overview.

Two: Infrastructure -- Opportunities and Needs.

Three: Economic and Housing Development.

Four: Air Quality and Transportation.

Five: Agriculture/Open Space.

Six: Where Next.

Each workshop will focus upon the indicated subject within the following format:

- o Presentation of staff papers.
- o Questions and comments from elected officials.
- o Public comments.
- o Concluding remarks from elected officials.

4. Prior to each workshop, a jointly prepared staff report shall be circulated. The report shall be distributed to interested persons at least 14 calendar days prior to the workshop session.

The responsible agency for report preparation and presentation will be as follows:

Workshop One: (Goals, Policies and Projections -- An Overview) City and County Planning and Community Development Departments.

Workshop Two: (Infrastructure - Opportunity and Needs) City and County Public Works Departments, Regional Sanitation District.

Workshop Three: (Economic and Housing Development) Economic Development Coordinator, Housing and Redevelopment Agency, City and County Planning and Community Development Departments, Sacramento Employment and Training Agency.

Airports
Workshop Four: (Air Quality and Transportation) Air Pollution Control District, Sacramento Area Council of Governments, City Traffic Engineer, County Highways and Bridges Division, Sacramento Regional Transit District, Sacramento Transit Development Agency.

Workshop Five: (Agriculture/Open Space) City and County Parks and Recreation Departments, County Agricultural Commissioner, City and County Planning and Community Development Departments.

Workshop Six: (Where Next) City and County Planning and Community Development Departments.

All reports will be jointly issued by the County Executive and City Manager's office.

5. Workshop Descriptions:

Workshop One: Review of the current General Plan goals and policies of the City and County, the most recent population and employment projections for each jurisdiction, and a summary of the major new developments that have been approved within the City and County.

Workshop Two: Review infrastructure commitments which have been made, and the cost and financing arrangements made to provide new urban services -- including water, drainage, sewerage, solid waste disposal, and transportation; identify any mutually beneficial cost-effective means for providing urban services.

Workshop Three: Review the jobs-housing link, including the County-wide balance of commercial, industrial and residential land supply, developed and undeveloped, and identify relationships between City and County zoning of land uses. Also review the need for creation of a County-wide Employment and Economic Development Opportunity Plan.

Workshop Four: Review existing air quality plans and the strategy for maintaining air quality and identify additional joint opportunities to preserve air quality as the community grows; review transportation and land use coordination including congestion on local streets and roads and growth of transit services, and identify areas where joint planning and coordinated implementation can improve the circulation system.

Workshop Five: Review the need and opportunity for permanent protection of productive agricultural land and other open space uses, including protection of urban streams, and identify any joint opportunities to preserve in perpetuity large blocks of agricultural land, provided that pending development applications shall not be considered or acted upon by the task force.

Workshop Six: Review the goals, objectives and current planning efforts in the two jurisdictions, identify common goals and objectives and any conflicts or incompatibilities, and identify the areas in which coordinated planning would provide mutual benefits. Develop a set of policy recommendations with respect to procedures by which the City and County can deal jointly common planning issues.

MAYOR

ATTEST:

CITY CLERK

SPECIAL MEETING AGENDA/SYNOPSIS

VOTING RECORD LEGEND:

VOTING RECORD REFLECTS FINAL
VOTE OF COUNCIL.

MOV: MOVED	ABST: ABSTAIN
SEC: SECOND	ABS: ABSENT
M - MAYOR RUDIN	D5 - SERNA
D1 - SHORE	D6 - SMALLMAN
D2 - JOHNSON	D7 - KASTANIS
D3 - POPE	D8 - ROBIE
D4 - CHINN	

Special Joint Meeting of the Sacramento City
Council and the Sacramento County Board of
Supervisors

Meeting Date: June 25, 1984: 2:00 P.M.

Location: Board of Supervisors' Chamber, 700 "H" Street, Suite 1450

JOINT CITY/COUNTY URBAN DEVELOPMENT TASK FORCE WORKSHOP

1. Report on Goals, Policies and Projections - An Overview

COUNCIL ACTION: FILED

VOTING RECORD: BY CONSENSUS

-
2. Functional Consolidation of the City and County

COUNCIL ACTION: REFERRED TO STAFF

VOTING RECORD: BY CONSENSUS

MEETING DATE: 06-25-84

PAGE NO.: 1 of 1

Community Transportation Plan 1981

SACRAMENTO
TRANSPORTATION
COALITION



AMERICAN  LUNG ASSOCIATION
of SACRAMENTO-EMIGRANT TRAILS
® The Christmas Seal People ®

909 12th Street, Sacramento, CA 95814 • (916) 444-LUNG

CREDITS

Organizational Support

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Emigrant Trails

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The Sacramento Metropolitan Chamber of Commerce

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Roger Dickinson

Coalition Staff

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EXECUTIVE SUMMARY

INTRODUCTION

The Community Transportation Plan has been developed by the Sacramento Transportation Coalition with special assistance from the American Lung Association of Sacramento-Emigrant Trails. Funding was made possible through a grant from the California Air Resources Board.

The Transportation Coalition is made up of individuals concerned about Sacramento's present and future transportation system. Most members are either active members of community organizations such as the Lung Association, Modern Transit Society, Chamber of Commerce, League of Women Voters, etc., or work for City, County, Regional, and State agencies involved in transportation system planning, development, and operation.

The focus of the Transportation Coalition is on moving people within the Sacramento Metropolitan Area. The underlying theme of the CTP is the community's need to accommodate a small but increasingly important shift in choice of transportation mode away from single occupancy auto travel and toward transit ride sharing, bicycling, and pedestrianism. The community's ability to meet this shift will play a crucial role in the future economic, social, and environmental health of Sacramento.

BACKGROUND

Transportation surveys show that the automobile meets as high as 97% of our transportation needs in Sacramento today. Its convenience, comfort, and privacy guarantees it will continue to serve as a major mode of transportation in the foreseeable future. Individual automobile use is being reduced, however. National figures of the Hertz Corporation show a 6% drop in 1980 alone. The primary reason is economics. The high cost of extensive automobile use is becoming more than many people are willing or can afford to pay. A second important reason is a drop in convenience.

According to Hertz, it cost Americans an average of \$2,631 to own and operate an automobile in 1980. This figure is 12% above 1979 and 112% above 1972, an increase that exceeds overall inflation rates. While yearly inflation rates may vary, increasing automobile fuel, production, storage, and insurance costs point toward a continuation of this trend. Without a commensurate increase in income, people will have to choose between spending a greater share of their income

on driving or driving less. Low and middle income groups will be particularly hard hit by this dilemma.

The increase in costs for building and maintaining the necessary highway infrastructure for operating automobiles is even more dramatic. The State Highway Index of Construction Costs jumped 200% between 1970 and 1980. Locally, County Public Works' information shows a 300% increase in liquid asphalt and aggregate base over the same period. Asphalt concrete has skyrocketed from \$6.00 to \$25.00 per ton. Meanwhile, available road revenues have only increased 32%. Under these circumstances, highway construction has dropped drastically and some maintenance is being deferred. Amenities such as street lighting and landscaping are ignored. Reduced automobile convenience in the form of more traffic congestion and deteriorating road conditions results. The recently passed two cent gasoline tax increase will provide some relief but is not a long-term solution. Unless highway funding is increased substantially, Sacramento's future appears bleak.

Another factor in reducing automobile convenience is increasing population. Year 2000 growth projections for Sacramento now range between 30% and 60% depending on the success of the much heralded electronics' boom. More people will mean more cars, more congestion, and severe parking problems. Our inability to build and maintain roads will make the situation much worse. Higher population densities will also lead to more expensive land. Higher road construction costs and increased parking fees will follow. Finally, one transportation impact of the electronics' boom that deserves more attention is the fact that most employees will be in the low to middle income range. Assuming high automobile costs, their mobility could be severely limited.

There are also other costs associated with our present transportation system. Air pollution is definitely one. Sacramento regularly exceeds Federal Ambient Air Quality Health Standards and the automobile is primarily responsible. Reducing auto emission to a level which allows Sacramento to reach 1987 Clean Air Act Health Standards will involve considerable public and private expense. The price of not cleaning the air, however, will mean more respiratory problems, soaring health costs, and smog filled skies.

Sacramento's economic and social health is tied to a high level of mobility. People have to get where they need to go--be it work, school, store, hospital, or park. If there is a substantial reduction in

automobile use, serious repercussions will result. The potential of this happening calls for the prudent development and expansion of alternatives to single occupancy automobile use.

A number of actions are called for. Obviously transit has a key role to play. Improving productivity and expanding the system are both needed. Encouraging people to live close to where they work or live where good transit is available will also help. Alternatives such as ride sharing, bicycling, and walking need to be developed to their full potential. Increased funding for highway maintenance is critical. Some highway expansion may be possible but most demands for increased capacity will have to be met by increasing the productivity of our present system.

PLAN HIGHLIGHTS

°LAND USE AND TRANSPORTATION: While low density urban sprawl development requires extensive automobile use, higher density development enables people to live closer to where they work and supports transit. Special zoning along transit corridors and around time transfer centers should be instituted to create higher densities and take full advantage of transit's potential. Adoption of City/County infill policies presently being considered will also support reduced automobile usage. Major traffic generators such as shopping centers and industrial complexes should be located within the urbanized area and close to transit lines. New development that can be served by transit should provide transit amenities. Any major development without access to transit should develop ride sharing alternatives.

°STREETS AND HIGHWAYS: Funding for new highway projects is extremely limited. Available resources are necessary for maintaining our present system. Under these circumstances, much of the increased capacity demand brought on by an expanding population base will have to be met by improving highway productivity. Moving people as opposed to moving vehicles should become public policy. Priority must be given to modes that support this policy such as transit and various ride sharing alternatives. Other programs that increase capacity such as flexible work hours, traffic engineering, and use of alternate routes should be promoted. Any new highway development that does take place should encourage infill and orderly growth.

°TRANSIT: High automobile costs and Sacramento's increasing population are placing demands on Regional Transit that are difficult to meet. Since limited funds are available for transit expansion, meeting their demands depends on increasing transit productivity. The introduction of Light Rail provides our best opportunity to do this. Full community support must be given to the expeditious introduction of LRT in the 50 and 80 highway corridors. Steps should also be taken to protect the south Meadowview Line for future development. A restructuring of bus routes will also increase transit productivity and provide better service. The multidestination time transfer system presently operating at Florin Center should be expanded throughout the area. Efforts must also be made to better integrate transit with other transportation modes. Finally, the need for major transit expansion must not be lost sight of. Community efforts to obtain increased funding for transit should move forward.

°ALTERNATIVES TO AUTOS AND TRANSIT: Maintaining a high level of future mobility in Sacramento depends upon the aggressive development of alternatives to both the single occupancy automobile and fixed route transit. These alternatives include ride sharing, bicycling, and pedestrianism.

Ride sharing encompasses a wide range of options including vanpooling, carpooling, taxi/jitney services, brokerage, charter services, church and service group vehicles, and private fixed route corners as well as others. Each of these options needs to be fully explored and developed according to its potential. Local government, Regional Transit, and Cal Trans need to determine what their respective roles will be in promoting ride sharing. Ride sharing amenities and strategies must be developed for all major places of employment and residential areas. The use of both the zoning and permit process plus the close cooperation of major employers will be necessary to accomplish the process.

The bicycle has become a major transportation mode for increasing numbers of people. Given the climate and topography of Sacramento, the bicycle has a tremendous untapped potential. Achieving this potential will require placing a much higher priority on bicycle travel than has been done to date. Bikeways must be extended and properly maintained; amenities such as showers and storage facilities need to be placed at major places of employment, and appropriate storage facilities need to be placed in new residential areas,

apartment complexes, at shopping centers, and at intermodal transfer points such as park and ride lots and transit stops. Finally, a continuing education campaign about bicycle use and safety needs to be mounted.

Transportation/land use planning and engineering have basically ignored pedestrianism during the automobile era. The new emphasis on multimodal transportation provides an opportunity to reincorporate the pedestrian into the planning process. People can and will walk to work, shop, school, intermodal transfer points, etc. providing it's convenient. Much of the convenience derives from placing people closer to where they have to go via land use policies. Developing safe, enjoyable walkways between home, work, shopping areas, school, and recreation areas is also essential.

°TRANSIT DEPENDENT: The transit dependent constitute an important portion of our population who do not have access to automobiles. They are comprised of the young, the old, the handicapped, and in some instances the poor. The majority of these people can be served by fixed route transit. Their mobility must be taken into consideration in any transit/land use planning. For example, senior citizens and low income housing should be placed where there is good access to transit. Likewise, any transit expansion or route restructuring must consider the needs of the transit dependent.

A certain element of the transit dependent population, primarily the handicapped and frail elderly, have difficulty utilizing regular fixed route service. A combination providing some accessible fixed route service and specialized paratransit service is necessary to meet their needs. The high cost of providing these services poses a difficult problem when public funds are limited. Recognizing this service as an important social service that needs to be subsidized; finding ways to lower the cost and encourage productivity of the service; locating users where accessible service is available, and having users pay a higher fare will all be necessary if mobility for the handicapped is to be maintained and improved.

°TRANSPORTATION IMPACTS: Besides providing mobility, our transportation system has a number of other important impacts on the community. Energy usage, air quality, and economic development are three.

Limited energy supplies have led to the escalation in fuel costs and occasional gasoline shortages. These

high costs and potential shortages combined with the need to conserve energy are the main forces behind developing alternatives to the single occupancy automobile. Actions outlined elsewhere in the CTP will do much to reduce fuel usage and reduce Sacramento's dependence on the automobile. Driving the speed limit and buying fuel efficient automobiles are two other ways individuals can help reduce fuel consumption. Because of possible energy shortages, all levels of government and major private employers should develop energy contingency plans.

Over 60% of Sacramento's air pollution problem is directly attributable to the automobile. Reducing automobile usage will help clean up the air and bring us into conformance with Federal Air Quality Health Standards. Maintaining strict auto emission standards; continuing to support a vapor recovery program for gas stations; introducing a strong vehicle inspection and maintenance program, and continuing effective stationary source controls are also necessary to avoid a smoggy future.

A strong, balanced transportation system will be an important factor in attracting economic development to Sacramento and in helping to mitigate the problems such development inevitably brings. Land use/transportation planning and implementation efforts need to link employers and employees together. In locating new development emphasis must be placed on curtailing urban sprawl and on taking advantage of transit/ride sharing opportunities for commute purposes. The introduction of LRT should facilitate this process.

°TRANSPORTATION FINANCING: A combination of "runaway" inflation and taxpayer "revolt" is leading our transportation system toward a severe fiscal crisis. Averting the crisis will depend upon increasing the productivity of our present system, doing what is possible to control costs, and finding a substantial and secure source of new transportation funds. Much can be done to improve productivity and several needed actions are outlined in the Community Transportation Plan. The only significant impact we can have locally on controlling costs is in the area of labor. Given the attitude of the present federal administration about transportation funding, any new funding sources will have to be found on the local and/or state level. Increased user fees in the form of higher gas taxes and transit fares will be an essential part of any funding package. Major expansion of transit beyond the proposed light rail system will require passage of the authorized transit sales tax.

Other innovative ways of financing transportation need to be explored and instituted, if practical.

°TRANSPORTATION DECISION MAKING: Maintaining mobility in Sacramento will depend upon close cooperation between various levels of government, between agencies within the government, and between the public and private sector. Sacramento has proven it can pull together in its efforts to develop light rail. The same level of cooperation must now be applied to other elements of the transportation system. If such cooperation can't be achieved on an informal basis, a community transportation commission should be formed to provide the necessary impetus and direction.

°CONCLUSION: The Community Transportation Plan recognizes that Sacramento is facing some very severe problems and constraints in the transportation area. It argues, however, that we can meet the mobility needs of our population while maintaining the quality of life that makes Sacramento such a desirable place in which to live. Success of the plan will depend upon bold planning, close cooperation between all elements of the community, and the willingness to commit necessary resources.

CHAPTER I

INTRODUCTION

A smoothly functioning, efficient and safe transportation network is essential to move people, goods, and services throughout the Sacramento Metropolitan Region. This area includes the City of Sacramento, Sacramento County, the City of Roseville, and East Yolo County. This Community Transportation Plan presents a blueprint of how the transportation network can be structured to meet the goals necessary to maintain a vibrant economy and desirable living environment. These goals include:

PROVIDING THE MOST EFFICIENT MEANS OF LINKING ORIGINS AND DESTINATIONS;

MAKING THE MOST EFFICIENT USE OF ENERGY RESOURCES;

PROMOTING ENVIRONMENTALLY DESIRABLE ECONOMIC DEVELOPMENT; AND

PROVIDING AND PROTECTING CLEAN AIR.

In developing a plan to meet these goals, one is confronted with some sobering projections which include the following:

By 2000 there may be an additional 250,000 residents of Sacramento County alone, a 33% growth in population;

Energy, in all forms, will be much more expensive in the future than today and supply interruptions could occur; gasoline may be \$5 or more a gallon;

Up to 85% of certain pollutants emitted into the air are emitted from transportation sources; vehicle miles traveled in the region must be reduced by 40% by 1987 if we are to meet Federal clean air standards; and

Rising costs, decreasing government revenues, and limitation on new sources of funds will make it increasingly difficult to adequately maintain and improve our transportation system.

To avoid the undesirable effects of these projections, the Community Transportation Plan seeks to capitalize on the direct interrelationship between land use and transportation; to provide alternatives to the automobile in order to move more people and goods more efficiently

and without environmental damage; to protect rural land through greater urban densities; to maintain a viable street and highway network; to establish an excellent public transit system; to meet the need to provide adequate transportation to all segments of the Sacramento community, and to develop the financing mechanisms necessary to implement these goals.

CHAPTER II

LAND USE AND TRANSPORTATION

DISCUSSION

Land use and transportation are closely related. Use of the automobile and urban sprawl go together. As Sacramento moves toward higher population densities and a more multimodal transportation system, land use and transportation policies need to be updated to reflect and support the new situation.

FINDINGS

1. There is a direct interrelationship between land use growth patterns and the demand for transportation facilities.
2. The existing transportation system is the result of a series of incremental and often unrelated decisions concerning land uses, urban development patterns, and the location of major transportation facilities.
3. The resulting land use pattern is one of low density development which promotes poor air quality, excessive energy and land consumption, and difficulty in providing adequate transit services to the expanded area.
4. The density at which new urban areas are developed directly correlates with the design and extent of the transportation system provided.
5. Future policy decisions concerning land use developments will significantly affect the future role of transit in regional and community development.

POLICIES

1. Higher densities must be allowed and encouraged through incentive zoning within existing and proposed transit corridors through use of combining zones. Densities and land use within these corridors must be targeted to potential transit use including medium to high densities, offices, light industrial, and other acceptable high employment centers.

2. Growth should first be accommodated within existing urban areas through infill incentives. Once these areas are developed, new development should be on the periphery of existing urban service areas before more rural areas are opened up. Such a policy ensures more efficient use of the existing roadway system and transit services, while decreasing the need for construction of major new transportation facilities or the premature extension of transit service areas.

3. The location of major shopping centers and office and industrial complexes should maximize the use of transit and prevent urban sprawl. To facilitate access to the transit system, the developments located in transit corridors should be required to provide transit facilities or in-lieu fees in exchange for higher development densities. In addition, joint use of employee and patron parking facilities by transit users should be a consideration of project approval.

4. If developments with high employment levels are allowed outside of transit service areas, joint employer sponsored vanpooling or shuttle bus services to park and ride centers should be required. In addition, aggressive ride sharing promotional and matching services should be required. Where lower density developments are allowed outside of existing urbanized areas, developments should be required to dedicate land along major arterials or submit in-lieu fees for park and ride development. In addition, transit operational fund subsidies should be required to support transit service expansion to these new development areas.

5. EFFECTIVE IMMEDIATELY, APPLY THE PROPOSED NEW COMBINING ZONES TO CITY AND COUNTY GENERAL PLANS AND AFFECTED COMMUNITY PLANS. Exhibits 1, 2, and 3 outline the proposed policies and zones.

EXHIBIT 1

MODEL: LINEAR TRANSIT/REAL ESTATE DEVELOPMENT
COMBINING ZONE POLICIES (LINEAR CZ)

An overlay zone of one-half mile shall be applied to the proposed light rail Folsom Corridor (including R Street); Route 80 Bypass and north, and S.P. right-of-way south from Sacramento to Freeport. The combining zone establishes incentives of density and development rights to take advantage of transit opportunities. Policies to be included in a Linear CZ ordinance include:

DEFINITION OF ZONE

An overlay zone extending one-half mile from any adopted light rail alignment located within the City and County of Sacramento

PURPOSE OF ZONE

To establish minimum development densities in order to support light rail transit services as well as to provide specific incentives to encourage transit-related developer dedications and improvements which facilitate light rail transit development.

PROPOSED ZONE COMPONENTS

1. Minimum Development Densities: In addition to the following minimum development density standards, at least 50% of all new developments along each corridor must be residential. Mixed land use developments are strongly encouraged.

Residential: 20 units per acre (Typically a minimum two story structure)

Office/Commercial/Industrial: 25,000 gross square feet per acre (Typically 10,000 gross square feet per acre results in a one story building)

Public-Institutional: No minimum density requirement but use must be compatible with adjacent land use.

2. Transit Support and Facility Development Incentives:

Density Bonus: A density bonus of up to 50% over the maximum permitted density of the base zone will be allowed in exchange for transit facility improvements as specified by the District.

Parking Space Reductions:

- a. Purchase of monthly employee transit passes-- up to 50% reduction in parking space requirements.
- b. Validation of customer/visitor daily transit passes-- up to 25% reduction in parking space requirements.
- c. Designated carpool/vanpool park and ride spaces-- up to 25% reduction in parking space requirements.
- d. Provision of bicycle lockers/parking facilities-- up to 15% parking space reduction.
- e. Providing flexible work hours for employees-- up to 15% parking space reduction.
- f. Provision of land dedications and/or transit facility improvements--up to 50% reduction in parking space requirements.

Development Plan Processing Time Reduction: In return for specified transit facility improvements and/or land dedications, subject development plans shall receive first priority over other development plans to speed the processing time.

EXHIBIT 2

MODEL: INTERMODAL/INTERFACE DEVELOPMENT
COMBINING ZONE POLICIES (I/I CZ)

An overlay zone to be applied over all major (threshold defined by ordinance) interface transportation areas; e.g., parking interfaces of biking, walking, carpooling and vanpooling park and ride lots, bus transfers, bus and rail stations, etc. The developments within this I/I CZ will enjoy development and density rights commensurate with transit opportunities. Policies to be included in an Intermodal/Interface Development CZ include:

DEFINITION OF ZONE

An overlay zone applied to all transit intermodal interface locations, as specified by Regional Transit, in order to extract and encourage development of transit support and transfer facilities.

PURPOSE OF ZONE

To require all new or expanded developments located within one-quarter mile of a major transit transfer point to provide a minimum level of transit support facilities such as designated park and ride sites, bicycle parking facilities, passenger waiting amenities, transit pass sales booth, or other appropriate facilities. Incentives to provide facilities beyond the minimum levels will also be offered.

PROPOSED ZONE COMPONENTS

1. Minimum Transit Facility Development Requirements:

A set of criteria will be developed in coordination with the Regional Transit District, based on the size and location of the proposed development.

2. Transit Facility Development Incentives (Above Minimum Levels):

Density Bonus: A density bonus of up to 25% over the

maximum permitted density of the base zone will be allowed in exchange for transit facility improvements.

Parking Space Reductions:

- a. Purchase of monthly employee transit passes--up to 25% reduction in parking space requirements.
- b. Validation of customer/visitor daily transit passes--up to 10% reduction in parking space requirements.
- c. Designated carpool/vanpool park and ride spaces--up to 25% reduction in parking space requirements.
- d. Provision of bicycle lockers/parking facilities--up to 5% parking space reduction.
- e. Provision of land dedications and/or transit facility improvements above minimum levels--up to 25% reduction in parking space requirements.

Development Plan Processing Time Reductions: In return for specified transit facility improvements and/or land dedications, subject development plans shall receive first priority over other development plans to speed the processing time.

EXHIBIT 3

MODEL: TRANSIT SERVICE IMPACTION FEES AND FACILITY
IMPROVEMENT REQUIREMENTS FOR NEW DEVELOPMENTS

A model code for transit service impaction fees and facility improvement requirements for new developments is detailed as follows:

SECTION 1: INTENT AND PURPOSE

In the recent past, public transit service and ridership levels have increased significantly. During the period between July through November, transit use in 1980 was 28% higher than for the same period in 1979 and 39% higher than in 1978. This growing use of public transit is expected to continue due to the increasing cost of auto ownership and operation, the potential shortage of petroleum products, the scheduled improvement in transit services and the changing attitudes toward transit usage.

Since state and federal transit capital and operation funding levels have been decreasing over time, Sacramento, along with many other transit districts, will soon reach a point that will require developing new funding sources. The Sacramento Regional Transit District is currently evaluating ways to recover a projected \$15 million deficit stemming from merely maintaining existing levels of transit service. With the possible implementation of a major new light rail system, additional funding sources for developing transit improvements and for system operation will be required.

Transit Operating Costs

Presently transit services accommodate 4% of the peak period, home to work trips, and 2% of all types of trips throughout the region. Therefore, as new developments are approved, the number of transit passengers increases by an average of 3% of the total number of person or vehicle trips generated by a particular type of land use. However, transit service impaction fees are not required. Even though the transit passenger pays a use fare, this fee structure covers only about 25% of

Regional Transit's total operating costs. Therefore, it is imperative that new developments be required to mitigate their impact on the transit system.

Transit Capital Costs

The provision of transit related street improvements and passenger waiting area facilities both accommodates and encourages transit ridership. Just as streets, sewer, and other utilities are provided for in new developments, transit related street improvements and passenger waiting amenities should also be required. Presently, Regional Transit informally suggests the voluntary provision of transit facility improvements at new developments on a case by case basis. Through formalizing this process, it is hoped that the locational criteria and improvement requirements can be applied in a more consistent and equitable manner.

SECTION 2: DEFINITIONS

1. "Administrator" is defined as the Sacramento City Council and the Sacramento County Board of Supervisors.
2. "Transit" shall mean either bus or light rail transportation service for the general public, providing a common carrier of passengers generally on a regular schedule and route basis.
3. "District" shall be defined as the Sacramento Regional Transit District.
4. "Proponent" is defined as the individual or group requesting approval of a zoning, rezoning, subdivision, planned unit development, or building permit application.

SECTION 3: DEVELOPMENT STANDARDS

The transit service impactation fee and facility improvement requirements outlined in Section 4 and 5 are applicable to the following minimum development size and transit facility standards:

Development Size Standards

1. Residential Developments:
 - °50 dwelling units or more; or
 - °10 acres or larger in size.

2. Commercial Developments:

- °A commercial building or buildings consisting of 50,000 square feet of gross floor area or more; or
- °A commercial land development that consists of five or more acres.

3. Office/Industrial Developments:

- °Office and/or industrial developments consisting of one or more buildings to be occupied by firms with 50 or more employees; or
- °Where 100 or more parking spaces are required.

4. Public, Semi-Public, and Institutional:

- °All developments accommodating 50 or more employees; or
- °All developments expected to attract 50 or more visitors; or
- °Where 100 or more parking spaces are required.

Transit Facility Improvement Standards

1. Bus Turnout (10 feet wide by 200 to 300 feet long, depending upon arterial classifications):

- °Any street where at least 2 buses per hour are expected to be operating along within a five year period.
- °The preferable location for a bus turnout is at the far side of an intersection. Precise bus turnout locations are subject to the desires of the District.

2. Passenger Waiting Shelter (A minimum 50 square foot area, typically 5 feet by 10 feet):

- °Any bus stop identified by the District where 50 or more passengers per day are expected within a five year period. (40 passengers per day near senior citizen housing).

3. Passenger Waiting Shelter (A minimum 100 square foot area, typically 5 feet by 20 feet):

- °Any bus stop identified by the District where 100 or more passengers per day are expected within a five year period.

4. Transit Stations (Dimensions to be defined by the District):

- °Any location adjacent to an adopted light rail alignment where the District has determined that a transit station is warranted.

5. Joint or Exclusive Park and Ride Lots (Size or lot to be defined by the District based on location and expected use rates):

°Any location designated as a major transit stop by the District and where 50 or more riders per day are expected within a five year period.

SECTION 4: TRANSIT SERVICE IMPACTION FEE REQUIREMENTS

All new developments which meet the minimum development size standards, detailed in Section 3 above, and are located along streets where at least two buses per hour are expected to be operating within a five year period, are subject to the following procedure for determining transit service impaction fee requirements:

1. Determine the total amount of average weekday vehicle trips expected to be generated by the proposed development based on the total number of units, square footage, or acres associated with the development project and approved traffic generation rates prepared by the Institute of Traffic Engineers, Cal Trans, or private traffic consultants.

2. Determine the existing percent of the total daily trips expected to utilize transit services based on the most recent trip distribution information available for a particular area or the region as a whole.

3. Determine the total number of transit trips expected to be generated by the proposed development annually.

4. Determine the net transit operation costs per passenger for the current fiscal year.

5. Calculate the total transit operation costs to be generated by the total number of transit trips per year expected from the proposed development. This amount represents the transit service impaction fee due as a condition of final map or building permit approval. This fee is to be given directly to the District to spend as they deem appropriate.

COMMENT: Based upon the Sacramento City and County building permit activities in 1980, the above policy would have generated \$1.2 million in additional transit revenues. These funds would only be available for capital expenditures.

SECTION 5: TRANSIT FACILITY REQUIREMENTS

All new developments which meet the minimum development size standards set forth in Section 3 of the Code and are:

1. Located along an arterial which is expected within five years to accommodate at least two buses per hour and is located adjacent to a desired bus turnout location, as specified by the District; and/or are
2. Located adjacent to a desired Passenger Waiting Shelter location, as specified by the District and pursuant to the minimum transit passenger standards; and/or are
3. Located adjacent to a desired Transit Station site, as specified by the District; and/or are
4. Located at or near a desired Park and Ride lot location

shall be required to pay either the full or partial development costs of such transit facility improvements based upon District recommendations and approval by the Administrator. Land dedications and exaction may also be required based on the location and type of facility.

Facility Design

Based on building or design specifications developed by the District and approved by the Administrator.

Maintenance Responsibility

The District shall be solely responsible for the maintenance of Passenger Waiting Shelters, Transit Stations, and exclusive Park and Ride Lots. The maintenance costs associated with joint Park and Ride Lots will be distributed accordingly to the percentage of lot dedication for transit patrons. Bus Turnouts shall be maintained by the local municipal agency responsible for street maintenance.

SPECIAL CASE

INTEGRATION OF CAPITOL AREA PLAN AND CENTRAL CITY PLAN
INTO OVERALL TRANSIT-LAND USE PLAN

1977 Capitol Area Plan (CAP) policies regarding transportation:

1. State office space consolidation within a radius convenient to walking distance of the Capitol to improve efficiency through high rise space north of "L" and low rise buildings south of "L".
2. Clustering State office space within a ten minute walking distance from the State Capitol to maximize interagency coordination.
3. Development of a multiple use 24-hour community to address security and social concerns prevalent in a single use neighborhood used only during the normal work day.
4. Maintenance of an integrated program responsive to transportation including RT, vanpool and bicycle facility expansion, a neighborhood tram/office shuttle, park and ride facility development, and pedestrian use incentives.
5. Development of parking facilities to replace lost surface lots and to accommodate employee, visitor, and resident populations.

Recommendations to encourage the integration of community transportation plan with CAP and Central City Plan:

1. Review the relationship between low rise, multiple use blocks and the placement of transportation corridors and bicycle lanes.
2. Support siting of offices which encourages maximum transit use.
3. Reevaluate multiple use blocks for compatibility with transit development; considerations might include lay-overs, bus lanes, light rail stations, etc.
4. Review CAP transportation element for consistency with other transit plans and goals.
5. Reexamine parking element for compatibility with other transportation and land use plans.
6. Examine State of California actions in light of CAP goals and adopted Parking Management Program (which includes State actions for implementation).
7. Work with the Capitol Area Plan Advisory Committee, the Joint Powers Authority (Capitol Area Development Authority), and the Central City Committee to resolve potential conflicts.

CHAPTER III

STREETS AND HIGHWAYS

DISCUSSION

The era of constructing an ever expanding streets and highways system to meet peak traffic demands has ended. The reason is economics. Money for major new highway projects is severely limited. The challenge will be to maintain the present system and use it to its maximum capacity.

FINDINGS

1. The Sacramento Community has an extensive street and highway network which is essentially in place and complete. This vast public resource should not be thought of as a mode (solely for automobile travel) in and of itself. Rather, the opportunity exists for the community to allocate the use of the system to provide for the most efficient, aesthetic, safe, and pollution free movement of people and goods throughout the area.
2. Our extensive reliance on low occupancy vehicles generates a number of direct and indirect costs to the community. Although the user generally pays for the majority of vehicle ownership and operating costs, and much of the highway development and maintenance costs, there are many external costs which are not paid for directly by the user. Some of these are:
 - a. Air pollution.
 - b. Noise.
 - c. Poor aesthetics.
 - d. Neighborhood disruption.
 - e. Lack of safety for pedestrians and bicyclists.
 - f. Excessive right of way requirements.
 - g. Inappropriate or undesirable land development and dispersion.
 - h. Exorbitant energy use.

3. Congestion of the street and highway system brings with it increased: travel time, noise levels, air pollution, energy consumption, and accidents. The conventional response to relieving congestion by expanding capacity is no longer appropriate. This is because of the:

- a. Increasing cost of construction (20 to 30 percent per year).
- b. Increasing large infrastructure to maintain at the same time that revenues are declining.
- c. Increasing amount of land needed to support it--already over 40 percent of the urban area.
- d. Social costs--increased accident rates, increased air pollution, decreased attractiveness of the environment.

Most important is the fact that the increase in supply soon reaches capacity with problems becoming worse than before.

The reason the conventional approach has failed is that the problem it is attacking--congestion--is but a symptom of our failure to attack a more basic problem--poor use of urban transportation resources. In other words, the problem involves not capacity but economics. A mere 10 percent (or less) of total daily highway users create the peak period congestion problem and subsequent demand for increased capacity, yet there exists tremendous surplus capacity both in the off peak and in the form of empty seats in automobiles.

4. Despite its economic importance, the movement of goods and services on our street and highway system has received little attention. The system has been designed primarily to serve personal automobile traffic. Failure to consider the needs and demands for good movement can lead to imposing unnecessary and costly inefficiencies, which in turn may affect the ability of the community to attract and retain business activity.

5. The street and highway system has been a principal determinant in Sacramento's present urban configuration. The artificially cheap cost of suburban access provided by that system has led to inefficient, scattered development of surrounding rural areas. Further expansion has led to increasing vehicle miles of travel while at the same time making adequate transit service coverage more difficult.

POLICIES

1. The community should discard the existing policy of optimizing the movement of automobiles and adopt a policy of maximum "people-throughput" with the lowest external costs.

Priority for use of the street and highway system should be allocated to those modes which do the most to meet the above policy. Thus, special emphasis should be given toward provision of either exclusive, semi-exclusive, or shared roadway space for light rail vehicles, buses, carpools, and vanpools, and non-motorized ("clean and efficient") modes such as bicycles and pedestrians.

2. Highway users should be expected to pay for measures and actions which minimize externalities. Costs should be allocated according to user impact on system. Examples of measures are:

- a. Air quality control measures (e.g., motor vehicle inspection and maintenance).
- b. Noise reduction measures (e.g., sound walls).
- c. Aesthetic improvements (e.g., landscaping, art work).
- d. Relieving neighborhood impacts (e.g., street diverters, speed control measurements).
- e. Safety improvements (e.g., traffic engineering for pedestrians and bicyclists).

3. Highway capacity increases should be highly scrutinized. Before adding capacity solely to meet excess peak period demands, we must insure that existing facilities are used at their maximum level of efficiency. Special emphasis should be given to the following three alternative means for increasing efficiency:

- a. Temporal capacity--accomplished through peak period pricing, staggered/flexible work hours, and shifting non-essential travel to off peak hours.
- b. Spatial capacity--provided by insuring full utilization of all alternative highway routes and through traffic engineering.

c. Vehicle capacity--promote ride sharing through time and price savings.

4. The community should recognize the special problems of urban goods movement. To accomplish this we should:

a. Improve street traffic management to increase truck traffic flow through the removal of operating the physical constraints and designation of curb loading zones.

b. Continue segregation of industry into industrial parks for separate/concentrated treatment of needs.

c. Encourage truck operators to engage in "route engineering" to reduce the number of trips and stops; also separate trucks from commuter traffic by shifting hours of operation. (Note: These measures should provide a savings to the truck operators.)

5. Plans for highway expansion should be carefully reviewed to guarantee orderly/desirable growth (land use) patterns. Infill development should be promoted by allocating monies to insure maintenance of the existing urban street system. New highways should be developed for sufficient right of way, access, and operations for all modes.

CHAPTER IV

TRANSIT

DISCUSSION

Rising automobile costs combined with increasing population densities are placing increasing demands on an already strained transit system. Limited funding makes it unlikely that any major transit expansion to meet these demands is likely in the near future. Focus must therefore be placed on increasing productivity. Sacramento's best opportunity for increasing productivity is development of the proposed light rail system.

FINDINGS

1. The existing transit system is nearing capacity on all lines. Commute hour trips are often filled resulting in potential passengers being left behind. Drastic increases in auto travel costs is an incentive for still more people to switch to transit. An additional 250,000 residents of Sacramento County is projected for the year 2000. No major road capacity increases are planned.
2. Expanded transit system capacity is required to fulfill the mandate of the following plans: Capital Area; Central City; Air Quality Maintenance; Regional Transit, and the updated General Plans of the City and County of Sacramento. Failure to implement the transit component of the above plans may lead to a loss of Federal funds for essential programs. Also, expanded capacity would help reduce our dependence upon oil and slow the growth in energy needs. In addition, it would reduce smog, street and road congestion, and downtown parking problems.
3. According to the Regional Transit Short Range Service Plan, just trying to maintain the present all bus transit system at existing service levels will lead to a funding shortfall of \$30.5 million by 1986. To create a more productive system and to avoid the projected shortfall (without new operating funds), some routes may be eliminated and the frequency and hours of service reduced on the remaining routes.
4. The capacity and productivity of the transit system can be increased by substituting a light rail transit

(LRT) system, with bus feeders and park and ride lots, for the present bus trunk service in the north and east corridors.

a. LRT has the capacity to carry up to 700 passengers on multi-car trains at speeds of up to 60 mph with only one operator. Any number of cars, up to four, can be operated as required by ridership.

b. LRT uses an exclusive right-of-way to avoid delay but can operate on rail equipped streets.

c. LRT has a higher farebox recovery of expenses over a bus system which reflects a lower operating cost per passenger and greater attractiveness. According to the Urban Mass Transportation Administration (UMTA), the average farebox recovery from representative LRT systems in North America (1979) was 53% compared to the 25% currently being recovered by Regional Transit.

d. LRT uses dependable, readily available, electric powered vehicles that have been proven through years of in-service testing. The electrical demands by LRT is small. A three corridor system would use less than 1% of the Sacramento Municipal Utility District (SMUD) capacity.

e. LRT can be built for one-tenth the cost per mile of a heavy rail system such as the one operated by the Bay Area Rapid Transit District.

f. Night and expanded weekend service can be cost effective because the single LRT trunk line through the downtown area concentrates sufficient patronage.

5. Capital funds are available to establish a LRT system on the proposed 19 mile "U-shaped" corridor from Watt Avenue and Interstate 80 on the north, through the Central Business District (CBD), to Bradshaw Road and Highway 50 on the east. Approximately \$110 million (increases with inflation) has been transferred from the projected I-80 bypass freeway and awaits the determination of a transit alternative such as LRT or a high occupancy vehicle (HOV) roadway. Fifteen percent matching funds are available from Proposition 5, SB 620, and SB 1755 (Rodda) monies for a fixed guideway system such as LRT. Similar matching funds are not available for HOV roadways since buses are not guideway vehicles.

6. Given Sacramento County's low density, the most suitable system of routes is a multi-destination, timed

transfer system. This is a network of artery and local access routes interconnected by limited stop express lines at "timed transfer centers", at key activity concentrations. This provides for non-downtown and downtown riders and directs heavy flows to the main corridors for efficient service. Regional Transit's initial time transfer center at Florin Mall and the artery express route #50 from there to downtown have been highly successful. The system has guaranteed the safety and certainty of transferring while reducing the travel time to downtown by 45%.

POLICIES

1. Increased productivity for transit should be a high priority goal to provide more capacity while reducing operating costs per passenger.

2. Present bus truck service in the north and east corridors should be replaced with LRT service and the bus system should be reoriented to a predominantly "feeder" role which provides maximum transit effectiveness at any level of funding.

3. Engineering and construction should proceed immediately for a 19-mile line linking the I-80 and Highway 50 corridors through downtown Sacramento. A south area line should follow within a decade. Immediate steps should be taken to acquire the abandoned Walnut Grove branch of the SPRR in the south area and other rights-of-way needed. The resulting three corridors should form the core LRT network. Early plans should be made for the logical extensions of the network. Where other suitable rights-of-way are not available, exclusive lanes for high capacity rail transit vehicles should be provided by using lanes from existing streets where necessary to provide efficient operation of the system.

4. To maximize the effectiveness of the LRT element, a phased development plan should be pursued which will permit the farthest possible extension of rail at minimum cost. However, passing tracks, stations, and interface should be developed to permit easy upgrading to full double tracked operation. To minimize disruption and potential service delays, CBD facilities should be double tracked at the outset.

5. The Regional Transit route structure should be restructured as a multi-destination timed-transfer system as soon as possible using the existing resources to avoid construction costs and the need for additional buses.
6. Sites for park and ride lots for future LRT stations should be reserved as soon as possible. Park and ride lots being considered now by Regional Transit should coordinate with future rail.
7. Park and ride lots should include low cost bike lockers, roofed bike-locking sheds, and pedestrian walkways as well as auto passenger drop offs.
8. Since the overall transit service which can be provided with current financing is much less than required, regardless of the modal mix, every effort should be made to secure additional funding.
9. A goal of 50% for farebox recovery of operating expenses for transit should be set for the joint LRT/bus system.
10. Plans for a multi-modal transfer center should be expedited and should include convenient interface between intercity transportation, LRT vehicles, buses, taxicabs, pedestrians, and bicyclists.

CHAPTER V

ALTERNATIVES TO AUTOS AND TRANSIT

DISCUSSION

Sacramento is presently not prepared to deal with even a minor shift away from single occupancy automobile usage. As noted in Chapter IV, transit is presently operating at close to full capacity during peak periods. Beyond light rail, there is little hope of expanding that capacity in the near future. Therefore, alternatives to both regular transit service and single occupancy automobile use must be promoted. Creative land use planning that places people in closer proximity to where they work, shop, etc., will help. The three alternatives this chapter discusses are ride sharing, bicycling, and pedestrianism.

RIDE SHARING

FINDINGS

1. The rising costs of owning and operating an automobile may reduce the mobility of a substantial segment of the population.
2. Transit, at least in the near future, will not be able to adequately serve these mobility needs.
3. Various ride sharing strategies have the potential for bridging the gap between individual automobile use and fixed route transit service.

POLICIES

1. The local government decision making process should be used to attain maximum utilization of ride sharing alternatives. Strategies include the education of public official/local government staff; the development of creative transportation funding; the deregulation of carriers, and the development of policy and resolutions in support of ride sharing.

2. The Comprehensive Transportation Advisory Board (CTAB) should develop attainable Transportation System Management (TSM) goals (e.g., vehicle occupancy rates).

3. Ride sharing amenities should be integrated into land use planning and development. Strategies include the development of land use planning incentives (See Chapter II) to minimize commuting; the inclusion of ride sharing elements in community land use and transportation general plan; and the development of public ride sharing facilities in the major corridors such as Highway 50 and Interstate 80 and 5.

4. As part of the permit process, ride sharing amenities and services should be required at employment centers with 50 or more total employees. Methods of promoting ride sharing include: cooperative transportation coordination services for matching potential ride sharers, preferred parking incentives, work hour management strategies such as flex-time, use of high occupant employer vehicles for car- and vanpooling, and on-site fuel/service facilities for pooling vehicles.

5. Ride sharing facilities and services should be required at major residential centers of 50 or more units (See Chapter III). A ride sharing element should be included as part of the planning and permit process for new construction. Methods of promoting ride sharing include: park and ride lots, shopping shuttle service, employment center shuttles, and trip planning assistance. These and other strategies can be found through self tax support such as resident fees. Property owners associations, developers, and "Welcome Wagon" type services can serve as promotional or service agents for ride sharing and other alternative transportation programs.

6. All available transportation service providers should be developed and used. These include transportation brokers, public transit, taxi/jitney services, charter services, fixed route carriers, school buses, church and civic group vehicles, private high occupant vehicles (sedans and vans), volunteer drivers and services, and vehicle dealers and leasing firms.

7. Non-traditional clientele should be targeted for promotional programs to encourage ride sharing and the use of other alternative transportation opportunities. These include school education programs, community action groups, service club endorsements and promotion, media services, advertising, and roadway signing of facilities and services.

BICYCLING

FINDINGS

1. The bicycle has become a major transportation mode for increasing numbers of people. This is evident by a 30% increase in bicyclists counted by the City of Sacramento at specific locations over a two-year period.
2. Many bicycle routes in the Sacramento area do not provide for high speed (12-20 mph), continuous, and unobstructed bicycle travel needed by bicycle commuters.
3. Recent studies conducted by the U.S. Department of Transportation have shown that many more people would commute by bicycle if shower facilities and secure bicycle parking facilities were available.
4. In many locations, bicycle facilities are littered with broken glass and design standards need reviewing.
5. Many people are unaware of existing bicycle routes that could be used for commuting from home to work.

POLICIES

1. Bikeways should be developed to facilitate commuting to and from major trip generators. The bikeways should have convenient access, allow for high speed travel, and direct routes to common destinations.
2. Major employment centers (50 or more total employees) should be required, as part of the permit process, to supply showers, lockers, and secure parking areas for bicyclists.
3. Bikeways should be swept weekly to remove hazardous litter.

4. A community bikeways map, designating the class of the bikeway, should be published and distributed to potential users.

FINDINGS ON BICYCLE FUNDING

1. Bicycle facility projects must compete for available transportation funds along with all other projects.
2. Implementation of bicycle facility projects is generally given the lowest priority by local agencies.
3. Many of the transportation fund sources which allow for construction of bicycle projects are not being utilized.

POLICIES

1. Bicycle facility projects that are commuter in nature should be given high priority for programming and implementation by all agencies.
2. Extensive efforts should be made to go after any or all funds available for the construction of bicycle facilities.

FINDINGS ON BICYCLE LAW ENFORCEMENT

1. The California Vehicle Code adequately defines the rights and responsibilities of the bicyclist but motorists, and many bicyclists, generally are unaware of these rights and responsibilities. In addition, the construction of substandard projects often lead to Vehicle Code violations.
2. Law enforcement agencies generally do not place a high priority on the enforcement of the laws pertaining to bicycle travel on roadways and motor vehicle travel within bicycle lanes.

POLICIES

1. Increased and stricter enforcement of the Vehicle Code should be sought, vigorously citing both motorists and bicyclists alike for violations.

2. All existing bikeways should be upgraded to conform to the minimum planning and design criteria for bikeways established pursuant to Sections 2373-2376 of the Streets and Highways Code.

3. A media campaign should be developed to raise the awareness of both bicyclists and motorists concerning the Motor Vehicle Code regulations pertaining to bicycles.

PEDESTRIANISM

FINDINGS

1. The Sacramento Region has both the ideal climate and topography for walking. Walking to work and to shop is practical for distances up to one mile.

2. Access by foot is important to all forms of transportation. People walk between transportation modes-- home to bus/bus stop to work or shops. A survey taken by the State Department of General Services indicates that a 3-4 block walk from the bus stop to the office is the maximum acceptable distance for commuters.

3. Prohibiting pedestrians from using bridges and overcrossings forces the walker to take longer routes which reduces the attractiveness of walking.

4. The safety of the pedestrian is essential to encourage walking as an alternative means of transportation, as well as in choosing other alternatives which require some walking. Store and other commercial establishments attract pedestrians and provide a sense of safety (and potential refuge) if they remain in the evening hours. Conversely, streets with establishments that close promptly at 5:00 p.m. are not as safe nor as attractive for pedestrians after the sun sets. Pedestrians have a greater sense of safety in the presence of other pedestrians.

5. Neighborhoods which increase the number of pedestrians also increase the safety of the neighborhood. Walkways designed to provide access to major destinations can thus add to the safety of the neighborhood.

6. Walkers are encouraged by tight, interesting urban development. Sidewalks with shaded, planted parking strips, separating the walker from auto traffic, are

inviting to walk in. Long, undistinguished vistas or unshaded sidewalks do not encourage walkers. Also, sidewalks in suburban commercial areas which are located on the perimeter of large parking lots discourage pedestrians.

7. The common sidewalk width in the Sacramento region of four feet is not wide enough for two people to walk abreast comfortably or for use by wheelchairs. In addition, many areas of the region do not have sidewalks at all.

POLICIES

1. New subdivisions and planned unit developments should include safe pedestrian walkways (and bikeways) that provide direct links between streets and major destinations such as bus stops, schools, parks, and shopping centers. The local planning departments and Regional Transit should review pedestrian access and potential transit service of proposed projects as part of the environmental review process.

2. The local planning departments should develop criteria that address both neighborhood safety and pedestrian access for new developments.

3. Street design standards should include the following:

a. Landscaped areas of at least six feet in width, to include shade trees where visual clearances allow, adjacent to sidewalks between the sidewalk and the street.

b. A minimum sidewalk width of five feet.

c. Continuous walkways in all people-intensive developments.

d. Require all curbs to be vertical, except where driveways and access cuts are required.

e. Require adequate night lighting (non-glare).

f. Provide safe islands in the center of major arterials for walkers unable to walk completely across the street in one signal cycle.

g. Design street light systems so that "walk" lights come on automatically.

h. Increase "walk" time to enable pedestrians to get across major streets safely.

4. Areas of high concentrations of people should be evaluated to identify ways to increase pedestrian usage.

5. New commercial establishments, in suburban areas, should be required to front directly on the sidewalk with parking in the rear.

6. Existing commercial establishments should be encouraged to develop and enhance pedestrian pathways in such ways as planting trees and creating pedestrian crosswalks through parking areas.

7. A mixture of commercial/office, office/residential, and commercial/residential should be encouraged to generate pedestrian activity.

8. Pedestrian development design awards should be presented to deserving developers who best facilitate the walker in their designs.

CHAPTER VI

TRANSIT DEPENDENT

DISCUSSION

Anybody who cannot drive an automobile may be classified as transit dependent to one degree or another. This population includes the young, elderly, handicapped, and, in some instances, the poor. The vast majority of these people can utilize and are best served by the fixed route transit system. Any improvements in the Transit System is likely to improve their mobility. A relatively small percentage of the elderly and handicapped cannot, however, use the existing system. Modifications of the system to improve accessibility and the provision of special transit services such as those offered by Paratransit, Inc. are necessary to meet their mobility needs.

FINDINGS

1. Demands and Constraints

- a. Economic pressures are extending the definition of transit dependent beyond the groups traditionally considered in this category: the elderly, the young, the poor, and the handicapped.
- b. Budgetary constraints require that all transit service, including service to transit dependents, emphasize increased farebox recovery and operational efficiency.
- c. Heavy emphasis on increased farebox recovery may result in fares which exclude the group most dependent on the transit system--the poor--from adequate transit services.

2. Markets and User Involvement

- a. The traditional transit dependent groups together comprise a population dispersed throughout the service area, with a multiplicity of transit needs at least as or more complex than those of riders who choose to use transit.
- b. Transit systems emphasizing traditional transit dependent groups as their primary market have tended

to provide what is generally considered unsatisfactory service; systems attempting to capture "by choice" riders have tended to be more responsive to user needs, often utilizing contemporary marketing techniques.

c. Transit service currently provided to racial and ethnic minority communities in Sacramento does not necessarily correspond to the established travel patterns of these communities.

d. Transit service to young people may be considered an investment in future ridership; those who learn to use transit effectively as children will continue to use it as adults.

e. With the exception of a committee representing elderly and handicapped users, there is at present no systematic procedure by which the Regional Transit Board and management are informed of the concerns of particular user groups or communities, or of user concerns beyond the level of individual complaints.

3. Service to Elderly and Handicapped

a. California transit systems utilizing public funds operate in a context of federal and state laws and regulations regarding mobility for handicapped persons. While subject to some varying interpretation, these legal restrictions cannot be ignored by local system operators or policy makers.

b. A controversy exists regarding the issue of "full accessibility" usually defined as wheelchair-accessible buses on fixed-route transit service. Various parties give widely varying estimates of the cost and ultimate utilization of such service. Successful tests have included a high degree of cooperation and coordination between potential user groups, local and state governments, and the transit operator.

c. Some level of specialized transit service for the elderly and handicapped--usually involving "door-to-door" and related services--will always be required for those who are unable to use regular transit service. But these services are inherently more costly than fixed-route service, and it is clear that they can never expand to meet the demand which their existence will inevitably generate. Specialized service will necessarily be severely restricted either in terms of eligibility or simply in the percentage of service requests that can be met.

d. There is at present some duplication of effort between Regional Transit and Paratransit, Inc. in the administration of specialized transit service. Paratransit, Inc. has developed expertise specific to the provision of specialized transit service at the same time that Regional Transit capacity to provide fixed-route service to regular users is increasingly strained.

e. For many handicapped persons, a variety of street barriers make many routine trips a source of extreme frustration.

f. There is some evidence of dissatisfaction with the present allocation of specialized service for elderly and handicapped individuals vs. contracting groups.

4. Other Services

a. A large part of Sacramento County has virtually no access to taxi service; what service does exist is priced well beyond most resident's ability to pay.

POLICIES

1. Marketing

a. Service to transit dependents should be supported by a vigorous marketing policy, to determine the existing or potential services most needed and most likely to be utilized.

b. Regional Transit should attempt to respond to the needs of particular transit dependent groups in a creative way, seeking demonstration funds and grants to test particular service improvements (for instance: The selective introduction of extended evening service on route(s) which tap a market of young people and which serve shopping and entertainment facilities or other activity centers directed toward this same market.).

c. Regional Transit should institute a Citizens Advisory Group structured to provide heavy emphasis on neighborhood representation. Members of this group should be expected to contact community councils or other neighborhood groups, the business community, and individuals

concerned with transit in order to bring a range of concerns to the attention of the Regional Transit Board and management.

2. Fares

a. "Increased farebox recovery" should emphasize more productive service, not merely increased fares.

b. Local citizens and policy makers should investigate the feasibility of implementing direct transit subsidies for low-income transit dependent residents in order to mitigate the impact of fare increases on them.

3. Service to Elderly and Handicapped

a. Administrative duplication in the provisions of paratransit service to the elderly and handicapped should be eliminated by coordinating all specialized service under one agency.

b. A well planned test of the utility of wheelchair-equipped buses in the Regional Transit District should be instituted; this should be supported by an effective marketing program designed in cooperation with potential users of the service.

c. Pedestrian corridors commonly used by the handicapped population should be identified and barriers to mobility within them removed.

d. The process by which paratransit service is provided to contracting groups should be restudied.

5. Other Services

a. Sacramento County should explore the costs and benefits of a partially subsidized taxi service to be coordinated with existing or potential transit routes.

CHAPTER VII

TRANSPORTATION IMPACTS

DISCUSSION

The type of transportation system a community uses has a substantial impact on most residents. Where people live and work, the amount of public and private money spent on transportation, the attractiveness of the community to outside businesses, and even the quality of the air are affected. This chapter considers three major areas of impact; energy use, air quality, land economic development.

ENERGY

FINDINGS

1. Based on the 1979 Sacramento Area Transportation Study (SATS), 80-85% of all commute trips in the Sacramento Metropolitan Region are made in automobiles, most of which only contain one person. At this level of occupancy, the automobile is a relatively inefficient form of transportation.
2. Over half of the transportation fuel consumed in California is in the form of gasoline for cars and trucks.
3. Our heavy dependence on the automobile has been based upon the availability of cheap, abundant oil. Rapid depletion of this resource combined with international economic and political forces has spurred sharp increases in the price of fuel and led to occasional shortages.
4. We can expect continuing increases in the price of fuel and recurring oil shortages in the future.

POLICIES

Short-Term

1. Individuals should do their parts to save energy by observing the speed limit and keeping their cars tuned and tires inflated.

2. Major employers (more than 100 employees) should develop transportation/fuel saving plans to get their employees to work during a shortage.
3. Government should regulate the distribution of fuel during shortages to assure that the process is orderly and that the fuel is distributed to those who need it most.
4. Regional Transit should have its own energy shortage contingency plan detailing how all the essential District functions will be carried out in the event of a gasoline and/or diesel shortage.
5. Sacramento Area Council of Governments should disseminate information on the shortage to cities and counties and the public and should coordinate the implementation of local government conservation measures.

Long-Term

1. Alternatives to single occupancy automobile use should be developed as described elsewhere in this plan.
2. Regional Transit should take the steps necessary to insure that an adequate supply of fuel, for a reasonable length of time, be available should a fuel shortage develop at any time.

AIR QUALITY

FINDINGS

1. According to the Sacramento County Air Pollution Control District, the Sacramento Metropolitan Region violates the primary National Ambient Air Quality Standard for ozone, carbon monoxide, and lead. It also violates the secondary standard for total suspended particulates. The region has been declared a "non-attainment" area for these pollutants by the Environmental Protection Agency (EPA) and is committed to a stringent air quality maintenance plan to reduce the pollutants to acceptable levels.
2. Sacramento County and State of California studies have determined that, in the region, 85% of the carbon

monoxide, 75% of the nitrogen dioxide, 65% of the sulfur dioxide, and 65% of the organic gases are generated by automobiles. Also, it is the nitrogen dioxide and organic gases that react in the presence of sunlight (ultra violet) to produce ozone (the measurement for smog).

3. Air quality monitoring for ozone (smog) showed an increasing trend from 1975 through 1979 and then a slight reduction in 1980. The increase through 1979 is attributed to the increased number of automobiles and poor automobile maintenance, as both automobile and non-vehicular air pollution control improved during that period.

4. Air quality monitoring also shows that the northeast area of the Sacramento Region has the poorest air quality. This is because the northeast area is normally downwind of Sacramento's concentrated automobile usage.

5. Meteorologically, the Sacramento Metropolitan Region has the potential of becoming another Los Angeles Basin in terms of smog.

POLICIES

1. An effective automobile inspection and maintenance program should be introduced in the Sacramento area.
2. Alternatives to single occupancy automobile use should be developed as described elsewhere in this plan.

ECONOMIC DEVELOPMENT

FINDINGS

1. In Sacramento, access to employment has been primarily by the automobile.
2. While the automobile has provided a high degree of mobility, it has also contributed to degradation, energy usage, housing costs, and loss of tax base due to the high percentage of land dedicated to streets and highways.
3. Increasing automobile costs may limit future accessibility between residence and workplace.

4. Two critical factors of economic development include access to both transportation and population centers.

5. The availability and location of transportation can therefore encourage or discourage the location of employers.

6. The lack of housing and transportation facilities tends to restrain the growth of the urban economy in a region.

POLICIES

1. Economic development should attempt to preserve air quality and conserve energy use while providing employment opportunities.

2. Major employers should locate near existing and proposed transit corridors.

3. New housing should locate near existing and proposed transit corridors.

4. A more intensive use of existing urban parcels should be encouraged. The conversion of central area parcels to higher uses should be given first priority.

5. New transportation facilities should attempt to connect existing (major) employers with housing areas.

6. Cities and Counties should take the necessary steps to prevent the economic development of the Sacramento region from being restricted by the lack of housing or transportation facilities.

7. Local planning processes should include development incentives to implement the above such as density bonuses, variances, tax postponement, and priority processing. In depth descriptions of these and other incentives are found in Chapter II of this document.

CHAPTER VIII

TRANSPORTATION FINANCING

DISCUSSION

Financing for all elements of the transportation system is limited. Money is not available for new highway development and may even be insufficient for maintaining the present system. In transit, RT is facing a substantial deficit which will be made worse by Federal plans to cut transit operating subsidies. There are three clear messages. One, everything possible must be done to control increasing costs. Two, the productivity of the existing system will have to be increased. Three, we will need to develop a secure and substantial source of local funds.

FINDINGS

1. Sacramento County annual transportation expenditures:

Private Automobile	\$1,500,000,000
Roads	42,000,000
Transit (1980-81 Regional Transit Budget)	30,000,000

NOTE: Figures for comparison purposes only and cannot be totaled because the figures are from different years.

2. Source of streets and roads operation and maintenance (O&M) funds:

Federal	10%
State	46%
Local	44%

3. Sources of public transit O&M funds based on the 1980-81 Regional Transit Budget:

Federal	25%
State	43%
Fares	25%

Local

4% (City and County
General Fund)

Contract Jurisdiction Support

3%
100%

4. Local O&M funds for both roads and transit are the smallest single shares but, because of matching funds requirements, are essential to maximize the use of existing state and federal funds. Based on the stated intentions of the Reagan administration, the local share proportion will probably be required to increase because of cuts in federal expenditures.

5. The United States consumed 514 gallons of fuel per person in 1977; only two other western nations exceed 200 gallons per person.

6. The primary source of road funds is the 4¢ per gallon federal tax and the 7¢ per gallon state and local tax on each gallon of fuel sold (in effect since 1963). Today's buying power of these taxes are equivalent to 3¢ per gallon and conservation practices have further eroded this revenue source.

7. California's gallonage and sales tax on gasoline is approximately 18¢ to 29¢ per gallon (on a range of prices from \$1.15 to \$3.00 per gallon) whereas France is \$1.95, Great Britain is 97¢, Japan is 83¢, and the Philippines is 73¢.

POLICIES

1. Increase local revenues for both transit and road maintenance.

2. Fully utilize existing sources of local revenues before new sources are sought. Re-evaluate local priorities to determine if more existing revenues should be utilized for transit. Existing sources include local general funds, tax increments, contract jurisdictions, and fares.

3. Give priority to revenue sources which are user or beneficiary related. Examples of the former are fares, local gas taxes, parking tax, drivers' licenses, and vehicle registration fees. Examples of the latter are assessments through special benefit district, joint development, and tax increments, and direct subsidies from new development areas.

4. Although not consistent with the above policy, it is prudent to consider an additional sales tax of up to $\frac{1}{2}$ cent as a potential supplemental source of revenue to finance service improvement for public transit.

5. Increase local general fund subsidies for elderly and handicapped transit passes.

6. Support a modest payroll contribution by large employers (including state and local government) because their employees depend on the transportation systems and the cost of peak hour travel to meet these needs add disproportionately to the cost of the transit system.

7. Support an increase in gasoline taxes to provide relief for funding street and road maintenance and capital transit development subject to the following conditions:

a. Return half the revenues generated to local government.

b. Return a share of diesel fuel revenues to local government.

c. Remove the 25% limitation on use of state highway account funds for fixed guideways.

CHAPTER IX

TRANSPORTATION DECISION MAKING

DISCUSSION

There is a crucial need to integrate land use and transportation planning in Sacramento and to maintain close coordination between the various levels of government involved in this planning. If this integration and coordination cannot be accomplished utilizing existing structures, then a Transportation Commission should be created to meet the need.

FINDINGS

1. A close relationship exists both between various transportation modes and between the various modes and community land use patterns. Any shift in the utilization of a particular mode affects all other modes. Any significant shift in land use patterns or densities affects transportation mode use. Likewise, major streets, highways, and transit capital development projects affect land use patterns and population densities.
2. Sacramento is entering an era of significant change in both transportation mode use and land utilization.
3. The rising cost of owning and operating automobiles is encouraging users to seek other modes. This trend is likely to continue and increase. Any major shift away from the automobile will seriously tax the carrying capacity of other modes.
4. Increasing economic development opportunities suggest an increasing population. Depending on where new developments are located, there may be a shift in where people choose to live.
5. Population growth combined with increasing housing costs, public fiscal restraints, and public policy point toward increasing population densities.
6. Dealing effectively with changing mode use and land utilization will require knowledgeable political leadership and close coordination between various political jurisdictions. It will also require close coordination between various agencies responsible

for transportation planning, development, and operation, and agencies responsible for land use planning.

POLICIES

APPROACH #1: Present efforts to foster coordination and integration need to be continued and strengthened.

1. Regional planning efforts must be focused on resolving urban transportation and land use issues.
2. Sacramento City and County representatives to the Sacramento Area Council of Governments (SACOG) should determine what our community needs and wants from the regional planning agency are and provide the necessary direction to obtain it. This can be accomplished by:
 - a. Taking full advantage of the new Joint Powers Agreement (JPA) for increased city and county representation.
 - b. Utilizing the sub-regional approach provided for in the JPA for land use, air quality, and transportation planning.
 - c. Establishing a formal or informal means of coordinating City, County, and urban interests regarding SACOG.
 - d. Providing more specific direction to the Comprehensive Transportation Advisory Board (CTAB) and the Technical Coordination Committee (TCC) appointees.
 - e. Improving the coordination of State developments with local plans in the Central Business District (CBD).
3. Public agencies should develop and apply a multi-modal perspective. Moving people and goods as opposed to moving vehicles should be the objective. A means of integrating bicycling, ride sharing, and walking into all transportation and land use efforts should be developed. Staff should be assigned within the appropriate existing agencies to assure that these modes receive adequate consideration.
4. The integration of land use and transportation planning and development must be a top priority.

of all involved agencies. The impact on land use of all streets, highways, and transit development projects must be carefully evaluated in light of community goals. It must be recognized that, if an immediate decision is made to build LRT in Sacramento, this decision must be supported by follow-up land use decisions. Likewise, the impact of land use decisions on the transportation system must be considered. Lead responsibility for this oversight and integration should be placed with the newly formed Sacramento Transit Development Board.

APPROACH #2: If the necessary coordination and integration cannot be accomplished utilizing the existing structure, a transportation commission for the City and County of Sacramento should be formed. A decision to form a transportation commission should be made by the beginning of 1982. The transportation commission should include the following elements:

1. Be made up of representatives from Sacramento City, County, and Regional Transit. (Other incorporated areas in the County may be included.)
2. Have an independent staff with expertise in transit development, streets, and highway development, land use planning, and transportation financing.
3. Be funded through Federal and State transportation planning monies presently obligated for expenditure in our area.
4. Be responsible for transportation development in Sacramento County and the programming and allocation of all Federal, State, and local transportation funds.
5. Be responsible for short-range transportation planning.

The possibility of having the commission do long-range--over five years--transportation planning should be explored. (Most individual County Commissions only do short-range planning.) Expansion of the commission to cover the greater metropolitan area at some future date should be considered. Finally, the commission should take the lead in developing local sources of transportation funding.



CITY OF SACRAMENTO

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DEPARTMENT OF PUBLIC WORKS

915 I STREET SACRAMENTO, CALIFORNIA 95814
CITY HALL ROOM 207 TELEPHONE (916) 449-5281

J.F. VAROZZA
Director
M.H. JOHNSON
Asst. Director

June 1, 1984

APPROVED
BY THE CITY COUNCIL

JUN 5 1984 AC 83208

OFFICE OF THE
CITY CLERK

City Council
Sacramento, California

Honorable Members in Session:

SUBJECT: Easement Agreement for Combination Office Building and Firehouse
at 13th and I Streets

SUMMARY:

The City Council has authorized issuing economic development bonds for financing a combination office building and firehouse at 13th and I Streets. As a condition of issuing these bonds on June 6, 1984, it is necessary to grant an easement under a portion of city sidewalks surrounding the building for encroachments by piles which support the building. Approval of the proposed easement agreement is recommended.

BACKGROUND:

The City Council has authorized issuing economic development bonds for financing a combination office building and firehouse at 13th and I Streets. An American Land Title Association policy of title insurance is required for this transaction. In order to obtain this policy, even the most minor of encroachments must be legally authorized. The City has a standard form of easement agreement which has always been used for this type of encroachment (e.g. this agreement was used for the parking structure at 13th and J Streets). The agreement permits minor underground encroachment under the city sidewalk by the piles which support the building.

FINANCIAL DATA:

There is no financial impact or obligation incurred by the City of Sacramento.

RECOMMENDATION:

It is recommended that the City Council adopt a resolution authorizing the City Manager to execute the proposed easement agreement.

Respectfully submitted,

Recommendation Approved:

Walter J. Slipe
Walter J. Slipe City Manager

J.F. Varozza
J. F. VAROZZA
Director of Public Works

June 6, 1984
District No. 1

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RESOLUTION NO. 84-460

ADOPTED BY THE SACRAMENTO CITY COUNCIL ON DATE OF

RESOLUTION AUTHORIZING EXECUTION OF EASEMENT AGREEMENT
FOR COMBINATION OFFICE BUILDING AND FIREHOUSE AT 13TH
AND I STREETS

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SACRAMENTO:

That the City Manager and City Clerk are hereby authorized and directed
to execute on behalf of the City of Sacramento that certain easement agreement with
13th and I Associates for the combination office building and firehouse at 13th
and I Streets.

MAYOR

ATTEST:

CITY CLERK

APPROVED
BY THE CITY COUNCIL
JUN - 5 1984
OFFICE OF THE
CITY CLERK

SPECIAL MEETING

SACRAMENTO CITY COUNCIL

JUNE 5, 1984

TUESDAY

2:00 P.M.

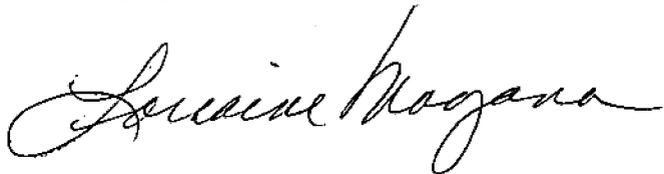
I HEREBY CALL a Special Meeting of the Sacramento City Council, in the City Council Chamber, Second Floor, City Hall, 915 "I" Street, Sacramento, California, on Tuesday, June 5, 1984, at the hour of 2:00 P.M., to meet for the purpose of considering and acting upon an Easement Agreement with 13th & I Associates for the combination office building and firehouse at 13th and I Streets.

ISSUED: This 1st Day of June, 1984



ANNE RUDIN
MAYOR

ATTEST:



LORRAINE MAGANA
CITY CLERK

SPECIAL MEETING AGENDA/SYNOPSIS

VOTING RECORD LEGEND:

VOTING RECORD REFLECTS FINAL
VOTE OF COUNCIL.

MOV: MOVED	ABST: ABSTAIN
SEC: SECOND	ABS: ABSENT
M - MAYOR RUDIN	D5 - SERNA
D1 - SHORE	D6 - SMALLMAN
D2 - JOHNSON	D7 - KASTANIS
D3 - POPE	D8 - ROBIE
D4 - CHINN	

Special Meeting of the Sacramento City Council

Meeting Date: June 5, 1984: 2:00 P.M.

Location: City Hall, 915 I Street, 2nd Floor, Council Chambers

SACRAMENTO CITY COUNCIL

EASEMENT AGREEMENT

1. Resolution authorizing execution of Easement Agreement for Combination Office Building and Firehouse at 13th and I Streets.

RECOMMENDATION OF STAFF: ADOPT RES. APPR. AGREEMENT

COUNCIL ACTION: CC84-460; AG83208

VOTING RECORD: AYES: D4, D2, D3, D8, D1, D6, M
ABSENT: D7, D5