



DEVELOPMENT SERVICES
DEPARTMENT

CITY OF SACRAMENTO
CALIFORNIA

1231 I STREET
ROOM 300
SACRAMENTO, CA
95814-2998

Planning Division

PLANNING
916-264-5381
FAX 916-264-2023

September 23, 2004

City Council
Sacramento, California

Honorable Members in Session:

SUBJECT: LIGHT RAIL STATION POLICY AND ORDINANCE (M02-078)

The Light Rail Station Policy and Ordinance are proposed amendments to the City General Plan and City Code relating to transit-oriented development (TOD) opportunities around the City's Light Rail Stations.

- A. Environmental Determination: Exempt CEQA Section 15061(b)(3)
- B. General Plan Amendments to Sections One, Four and Five of the Sacramento General Plan to incorporate transit supportive policies.
- C. Ordinance amending section 17.16.010, table 17.24.020 b of section 17.24.020, table 17.24.030 b of section 17.24.030, and table 17.24.040 b of section 17.24.040, and amending footnotes 8, 13, and 35 of and adding footnote 80 to section 17.24.050 of title 17 of the Sacramento City Code (the zoning code) relating to commercial uses near light rail stations.

LOCATION AND COUNCIL DISTRICTS: All Districts

RECOMMENDATION:

The Planning Commission and staff recommends that the City Council adopt the attached ordinance amending the Sacramento City Code relating to commercial uses near light rail stations, and the resolution amending the Sacramento City General Plan to add policies to promote transit-oriented development and the recommendations of the Transit for Livable Communities (TLC) project.

CONTACT PERSONS: Todd Leon, Assistant Planner 808-5538
Jim McDonald, AICP, Senior Planner 808-5723

FOR COUNCIL MEETING OF: September 28, 2004 (Evening)

SUMMARY:

On October 15, 2002, Council approved the TLC recommendations and directed staff to prepare an interim ordinance to preserve development opportunities appropriate for these transit areas. The General Plan Amendment includes policies to promote transit-oriented development and the recommendations of the TLC project. The Light Rail Station Ordinance requires a Planning Commission Special Permit for a short list of new commercial and industrial uses within a quarter mile of those stations on the Northeast and South Light Rail Lines that were studied under the TLC project. The proposed ordinance also includes development incentives that allow residential uses and a greater amount of office square footage in commercial and industrial zones within ¼ mile of light rail stations.

COMMITTEE/COMMISSION ACTION:

Development Oversight Committee (DOC) - On May 3, 2004, planning staff presented the revised Light Rail Station Ordinance draft to the Development Oversight Commission (DOC). Members of the public who testified at the meeting raised concerns about the intent of the ordinance, potential impacts to existing businesses, and the certainty in the special permit process. The DOC recommended staff investigate some alternatives to allow a more certain special permit process for landowners affected by the ordinance. The Commission's recommendations and staff's responses are listed below:

- 1. Create an application process to determine level of certainty (and calculate associated fees) prior to formal special permit application submittal.**
Staff currently offers pre-application meetings to review project proposals prior to formal applications and is developing a fee calculation system for use on the internet, consistent with DOC recommendations.
- 2. Create an exemption determination to define if a property should be exempt because of the property's distance and possible barriers (such as highways or rail corridors) to reaching the transit station.**
Properties with site constraints will be recognized and reviewed individually, on case by case, based on the sound principles of land use as stated and codified under the standard findings for a special permit. Additionally, this ordinance is intended to be temporary until permanent land use plans are adopted for these station areas. A property's potential for transit-oriented development, or exclusion from such land use plans, would be determined during future land use planning efforts for these stations.
- 3. Exempt SHRA projects**
The City does not exempt SHRA sponsored projects from entitlement or other land use regulations.

4. Prioritize stations for importance in the planning work schedule and then possibly dropping the lower priority stations.

Planning staff has a work plan for the development and adoption of land use plans for each of these stations within the next five years. Staff intends to bring back the light rail station ordinance to Planning Commission and City Council in two years to review:

- The impact and effectiveness of the ordinance
- The progress in establishing permanent land use plans for these stations.

Planning Commission - The Light Rail Station Policy and Ordinance was presented to the City Planning Commission on July 8, 2004. After closing public testimony, the Commission continued the ordinance to allow staff time to provide recommendations and responses to a number of questions raised by the public and the Commission. These questions directed staff to address the following:

- Justification of using a quarter mile radius
- Impact of physical barriers to pedestrian access to light rail stations
- Stations with "limited potential" for transit oriented development
- Identification of a sunset date

The planning staff responses and recommendations to these questions can be found in **Attachment A**.

On July 29, 2004, Planning Commission reviewed the staff responses to questions and recommendations. The Commission voted on two motions to change the Light Rail Station Ordinance. The first motion commission heard was a motion to exclude the properties east of the Regional Transit Light Rail Line at Marconi Station. The second motion was to exclude all properties within ¼ mile of the 47th Avenue station from the ordinance. Both motions failed by a 3-2 vote. The Planning Commission ultimately voted 4-1 to approve the ordinance, as recommended by staff, and forward it to City Council without the five votes required for a formal recommendation of adoption.

Law and Legislation Committee – On September 7, 2004, Law and Legislation Committee approved and forwarded the Light Rail Station Ordinance to City Council. However, the Committee requested that staff exclude a portion of Marconi Light Rail Station from the ordinance. The properties east of the Regional Transit Light Rail Line that were within a ¼ mile radius of the Marconi Light Rail Station have been removed from the ordinance.

BACKGROUND:

Land Use Policy recommendations were prepared for 13 stations through the TLC project. The study recommends and encourages a mix of land uses including housing, retail, office, and employment centers that would generate transit ridership. The TLC study also recommends the City adopt an interim ordinance to address the potential development of uses that might be inconsistent with the TLC goals. Council approved the TLC recommendations on October 15, 2002 and directed staff to prepare an interim ordinance to preserve development appropriate for these transit areas.

Planning staff brought forward a draft ordinance in May of 2003 that prohibited certain non-transit supportive land uses within ¼ mile of all existing and future light rail stations. Based on feedback received from affected businesses and property owners during a community meeting held on May 22, 2003, the ordinance proposal was withdrawn to allow for additional community feedback.

Members of the public who attended the community meeting raised the following concerns and issues with the ordinance:

- Most uses allowed by right industrial zoning would be prohibited
- Non-conforming use status of existing businesses/properties might result in financing and insurance impacts
- Fire damage/loss replacement of a building or business might be limited
- Expansions of existing buildings would be limited
- Property lease and rental would be difficult
- Definitions of regulated uses were ambiguous
- The ordinance lacked incentives for transit supportive uses
- Definition of what is considered a transit-supportive use not provided

City staff began investigating an alternative approach to the ordinance to address the issues raised by the community and at the same time still protect the development opportunities for transit-oriented development.

Community Outreach - During the past year, staff held over 20 meetings with key community stakeholders to identify alternatives for a revised ordinance. These stakeholder meetings provided staff with valuable comments and recommendations for an improved ordinance. A complete chronology of the outreach meetings can be found in **Attachment B**.

Staff used the feedback from the various stakeholder meetings to develop a revised ordinance. The revised ordinance requires a special permit for a limited list of eight land uses for **new development** within ¼ mile of transit stations studied in the TLC effort. These revisions address the community concerns of the previous ordinance by:

- Applying the ordinance to only the TLC Stations
- Applying the ordinance to only **new** development
- Exempting existing businesses and properties
- Limiting the number of regulated uses from 21 to 8
- Providing land use definitions for those uses that do not already have one
- Allowing more office square footage and residential uses in industrial zones within the quarter mile area

Summaries of the ordinance revisions can be found in **Attachments C, D, and E**.

With the development of a revised ordinance, staff conducted community meetings in the North and South Sacramento Communities to present the revised ordinance. Staff once

again received valuable comments from these meetings. Although some community reservations remain about the revisions, staff has made every effort to address community concerns, while maintaining the integrity of the ordinance to preserve transit-oriented development (TOD) opportunities.

North Natomas Working Group - On July 17, 2004, staff presented the proposed light rail ordinance and policies to the Natomas Working Group. The proposed Light Rail Station Ordinance would only apply to the TLC station areas. The General Plan policies, however, would apply to station areas citywide. The Working Group stated that the proposed policies do not apply to properties under development agreements. This is true where development agreements and their associated land use entitlements specify a limitation on density. Significant changes in land use may, in some cases; result in the applicability of the proposed density policies.

Ordinance Revisions - A number of issues and concerns were identified through the public outreach process that followed the Light Rail Station Ordinance that was originally proposed in May of 2003. To address these concerns, staff has made a number of changes, modifications, and clarifications to the original ordinance proposal. These revisions, identified in **Attachment C**, provide a more balanced ordinance while maintaining the City's goal to place an interim measure of protection to transit station areas until permanent land use plans can be adopted. **Attachment D** provides a comparison of the original ordinance to the revised ordinance and **Attachment E** provides a summary of the ordinance.

Frequently Asked Questions - During the 10 months of community outreach, staff received a number questions and concerns by property and business owners within the ¼ mile area of the 12 stations affected by the proposed ordinance. The most frequently asked questions are listed below along with staff's responses to those inquiries. A more detailed listing of the public's questions and concerns can be found in **Attachment F**.

1. What changes were made to the previous version of the ordinance as a result from the community and property owner feedback?

Several changes were made to the previous version of the ordinance, including:

- A special permit requirement for new development of certain land uses instead of prohibiting them.
- The number of land uses regulated was reduced from 21 to 8
- The number of affected stations was reduced from 47 to 12
- Residential uses in industrial zones will be allowed
- More office square footage will be allowed in industrial zones

2. How will the retention/reuse of existing businesses be addressed? Can current businesses continue to operate?

Properties with land uses regulated by this ordinance will be exempt from the special permit requirement. Existing uses will be allowed to continue in operation for

as long as they wish. However, any expansions, modifications, or additions to existing buildings, which have regulated land uses in this ordinance, will require a Planning Director's Plan Review.

3. What if my property is within the ¼ mile area but has a barrier (such as a highway or railroad corridor) that limits the pedestrian access to the light rail station?

Property with limited access to a light rail station will still be included in the ordinance. Although current conditions may make pedestrian access difficult for some properties, future improvements and planning may mitigate such barriers in the future (e.g. Swanston Station Pedestrian Bridge). If an application is submitted for one of the regulated uses, then the location of the property and current access to light rail station will be taken into consideration for obtaining a special permit.

4. What if I want to sell my property? Will my property remain exempt from a special permit?

Existing businesses will remain exempt from the special permit requirement even in the event that you sell the business.

5. Can I expand my existing business under the ordinance? What is a Planning Director's Plan Review?

Expansions, additions, or modifications of existing or new buildings for land uses regulated under this ordinance will require a Planning Director's Plan Review. A Planning Director's Plan Review is a staff level review to ensure a proposed development plan is consistent with City land use plans, policies, and standards; and does not inhibit or restrict the use of light rail.

6. Have the concerns regarding potential impacts to insurance and financing been addressed?

Yes. The original ordinance prohibited certain land uses, and would have designated existing uses as non-conforming, which might have affected insurance rates and financing of current and future developments. The new ordinance removes the prohibitive regulation of certain uses and replaces it with a special permit requirement, which does not negatively affect insurance or financing of developments.

7. What incentives for transit-oriented development have been added to the ordinance?

- Residential use in C-4, M-1, M-1(S), and M-2, M-2(S) zones within the ordinance boundary area will be allowed with a special permit, which is currently a prohibited use.
- Office uses up to 10,000 square feet will be allowed by right. Office uses that have a floor area ratio of .4 and a floor area of less than or equal to 40,000 square feet will also be allowed.

FINANCIAL CONSIDERATIONS: This report has no fiscal implications.

ENVIRONMENTAL CONSIDERATIONS: The Light Rail Station Ordinance is exempt under CEQA Section 15061(b)(3), which states: "The activity is covered by the general rule that CEQA applies only to projects, which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA." Future projects proposed within the ¼ mile transit station area would be subject to CEQA on an individual basis.

POLICY CONSIDERATIONS:

General Plan Policies – The General Plan Amendment includes policies to strengthen the City's goals to promote transit-oriented development along the City's light rail transit corridors. Included in the amendments are policies that support and are consistent with the Regional Transit Master Plan (**Attachment I**) and the recommendations of the TLC project, accepted by City Council on October 15, 2002. Policies were added to clarify the appropriate type of development within walking distance of a light rail station, which is defined as ¼ mile from a light rail station. Additionally, the amendment provides minimum densities for the General Plan residential land use designations when these designations are within a ¼ mile distance of a light rail station. These policies will ensure that appropriate minimum densities and intensities are built to support the ridership goals of the light rail transit system.

Light Rail Station Ordinance - The proposed light rail station ordinance would allow the City to determine on a case-by-case basis whether the uses under this ordinance would negatively affect the development opportunities of transit supportive land uses. The ordinance would be an interim measure that would allow the City to develop and adopt transit village land use plans and zoning standards for each of the 12 light rail stations studied by the TLC project. The Light Rail Station Ordinance is consistent with the recommendations of the TLC Study accepted by City Council on October 15, 2002. The work plan for implementing the TLC recommendations on a citywide basis was presented to Planning Commission on May 15, 2003

Supporting Policies – One of the goals of the City of Sacramento General Plan (GP) is to "Develop residential land uses in a manner that is efficient and utilizes existing and planned urban resources" (GP 2-15). The General Plan also recognizes a balanced transportation system that will encourage the use of public transit and alternative transportation modes. The General Plan states the City shall "support well designed light rail system which will meet future needs and complement the regional transit system." (GP 5-22). The proposed policies and ordinance are consistent with these goals and policies.

The proposed policy and ordinance are consistent with several smart growth policies of the General Plan including:

- Supporting land use, transportation management, infrastructure, and environmental

- planning programs that reduce vehicle emissions and improve air quality;
- Providing a variety of transportation choices for people to bike, walk, take transit or drive;
 - Promoting distinctive, attractive, communities with a strong sense of place; and
 - Promoting mixed use development and city centers.

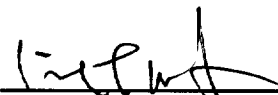
Strategic Plan – The light rail station policy and ordinance are consistent with the goals of the City of Sacramento’s Strategic Plan to “enhance and preserve the neighborhoods” and to “improve and diversify the transportation system”.

ESBD CONSIDERATIONS: No goods or services are being purchased under this report.

Respectfully submitted:




GARY L. STONEHOUSE
Planning Director



MICHAEL MEDEMA
Interim Director of
Development Services Department

RECOMMENDATION APPROVED:



ROBERT P. THOMAS
City Manager

Table of Contents

Attachments:

A.	Planning Commission Questions and Staff Responses	Page 10
B.	List of Public Outreach Meetings	Page 12
C.	Revisions to Original Light Rail Station Ordinance Draft	Page 13
D.	Comparison Chart: Original vs. Revised Ordinance	Page 14
E.	Light Rail Station Ordinance Summary Sheet	Page 15
F.	Light Rail Station Ordinance Frequently Asked Questions	Page 16

G.	Comment Letter	Page 20
H.	Northeast Line Station Map	Page 22
I.	South Line Station Map #1	Page 23
J.	South Line Station Map #2	Page 24
K.	Resolution – General Plan Amendment (Redlined)	Page 25
L.	Light Rail Station Ordinance (Redlined)	Page 38
	Resolution – General Plan Amendment	Page 51
	Light Rail Station Ordinance (Clean)	Page 63
	PowerPoint Presentation	Page 72

Attachment A

Planning Commission Questions and Staff Responses

A. Identify the pros and cons of measuring the 1/4-mile radius from the center of a platform vs. the edge of the platform.

Measuring the ¼ mile radius from center of the platform provides a consistent point to measure distance for every station that would not change from station to station. The ¼ mile area radius is considered to have the greatest potential for affecting transit ridership based on recent land use studies. Based on GIS information, the length of the 12 station platforms in this ordinance does not vary significantly. Therefore the center of the platform does not change significantly from station to station.

Measuring the ¼ mile distance from the edge of the platform would increase the area and therefore the amount of parcels affected by the provisions of the ordinance. However, measuring from the station platform does not capture a significant amount of new parcels. The change would also create a more inconsistent affected area because of the shape and orientation of the platform. A true radius would be replaced with a longer, oddly shaped ordinance area.

Staff recommends that the point from which the ¼ mile distance is measured remain the same, as proposed in the ordinance. Future Transit Village Plans will be a more detailed analysis of parcels to include in the Transit Village Plan area.

B. Why are portions of the Station Areas included in the ordinance if they have access restrictions (natural or man-made)?

Certain light rail transit station areas included in the ordinance do contain access barriers. Staff included these areas for the following reasons:

- The transit station areas were all studied by the Transit for Livable Communities Project (TLC), the study that recommended this ordinance. The TLC project analyzed the development potential of these parcels and concluded they did have potential for transit supportive uses given the proximity to stations.
- Second, the current access barriers may be mitigated over time through a number of strategies including pedestrian bridges (like the one proposed at Swanston Station), shuttle connections, or securing pedestrian easements.
- Last, this ordinance is intended to be temporary until more detailed land use studies and plans can be adopted. During the development of these land use plans, staff can investigate in detail an appropriate pedestrian and circulation system to provide better access to a station.

Staff Recommends that the Planning Commission keep the entire ordinance area for each station. If the Planning Commission prefers to limit the boundary, staff recommends language be included that allows for an exemption based on the presence of a physical barrier that precludes transit oriented development.

C. Why these 12 stations vs. the original 47? Why include those stations that have "limited development potential"? (e.g., 47th and Marconi)

The direction for preparing this ordinance came from the Transit for Livable Communities implementation recommendations that were approved by the City Council. Upon acceptance of the TLC report, Council directed staff to pursue an interim type ordinance to protect the opportunities for Transit Oriented Development around these stations until permanent transit oriented land use plans could be adopted. The TLC Study included only these 13 stations within the City.

The initial draft ordinance regulated 47 stations, however, the TLC project only studied 13 stations within the City of Sacramento. Also staff is concentrating on those stations that were in the TLC project due to the fact that transit oriented development policies currently apply to most of the other stations located in the Central City and along the proposed Downtown Natomas Airport (DNA) line.

Marconi and 47th Avenue Stations were both included in this ordinance because they were also studied in the TLC Project. Both stations currently have light industrial and heavy commercial uses. However, the economic and land use analysis in the TLC study indicated these stations do have the potential for future Transit Oriented Development.

Staff recommends that both stations be included in this ordinance.

D. Why not include a sunset clause for the ordinance?

The City Attorney's office indicated to staff that they did not support an ordinance that was "interim" if it lasted longer than 12 months. Since the development of transit village plans will take more time and more importantly, funding, (see Attachment A) the City Attorney's Office recommended the ordinance that is being proposed. Subsection g, of the proposed Footnote 80, eliminates "interim" provisions to stations once they have the transit overlay zone or a transit village plan adopted.

Staff recommends that the current "sunset" provision remain. Staff anticipates the General Plan and implementation program will develop transit villages for each of the 12 stations within the next 3-5 years. Five to six stations will have adopted transit station plans and zoning within 2 years. Staff will monitor the ordinance's impact and will return to City Planning Commission and City Council in two years to report back on the effect of the ordinance.

Attachment B

Proposed Light Rail Station Policy & Ordinance (M02-078) Outreach Meeting Chronology

<u>Who</u>	<u>When</u>
North Sacramento Community Meeting	05/22/03
Folsom Blvd. Business Association	07/10/03
<i>Vice Mayor Sandy Sheedy</i>	07/23/03
North Sacramento Business Association	08/20/03
June Tarver – Marconi Station	08/25/03
Troy Estacio/Buzz Oates Dev. – Meadowview Station	09/02/03
<i>Councilmember Hammond's Office</i>	09/02/03
Area 2 Leadership Meeting	09/15/03
Buddy Berkstrom – North Sacramento RAC	09/23/03
Tom Burress – South Sacramento C. of Commerce	10/02/03
Larry Carr – Florin Road Partnership	10/02/03
Mike Mckeever – SACOG	10/02/03
<i>Councilmember Steve Cohn</i>	10/07/03
<i>Councilmember Dave Jones</i>	10/28/03
Greater Broadway Partnership	11/06/03
Meadowview Development Committee	11/06/03
Franklin RAC	11/12/03
<i>Councilmember Bonnie Pannell</i>	12/01/03
Steve Arita – Western States Petroleum Association	12/03/03
47 th Avenue Station Stakeholder Meeting	01/08/04
North Sacramento Chamber of Commerce	01/15/04
North Sacramento RAC	01/15/04
Community Meeting #1 North	01/28/04
Friends of Light Rail and Transit - Exec. Board	03/11/04
Community Meeting #2 South	04/01/04
Development Oversight Committee	05/03/04
North Natomas Working Group	07/14/04

Attachment C

Proposed Light Rail Station Ordinance (M02-078) Revisions to Original Light Rail Station Ordinance

1. **Use Regulations** – Changed ordinance regulations from prohibiting certain land uses to requiring a special permit.
2. **Special Permit Findings** – Added additional planning commission finding requirements to grant a special permit for uses regulated in the light rail station ordinance.
3. **Development Standards** – Included development standards that the planning commission or planning director shall consider and apply, to the extent feasible, to a project during its special permit review or plan review.
4. **Impact to Current Buildings and Businesses** – Exempted all current buildings from ordinance. Only the establishment of a new building will require a special permit.
5. **Number of uses** – Reduced the number of regulated uses from 21 to 8.
6. **Definition of Uses** – Provided definitions for land uses regulated by the light rail station ordinance that were not previously defined in the city code.
7. **Number of affected stations** – Reduced the number of affected stations from all stations within the city to those stations studied in the Transit for Livable Communities project.
8. **Measurement of the ¼ mile distance** – Changed the measurement point of the ¼ mile radius from the edge of a light rail station parcel to the middle of a light rail station platform.
9. **Expansions** – Withstanding other regulations to a property, a Planning Director's Plan Review will be required for an expansion in the amount of ten (10) percent or more of gross floor area of any building or structure.
10. **Fire Loss or Replacement of Building** – The previous prohibitive ordinance limited replacement of a building due to fire or other damage but is allowed by right under the revised ordinance.
11. **Residential Uses Near Light Rail Stations** – Allow residential uses, other than single-family detached units, in industrial zones located within ¼ mile of a transit station upon approval of a planning commission special permit.
12. **Office Uses Near Light Rail Stations** – Office uses within a building under 40,000 square feet and a floor area ratio greater than .40 will be allowed in industrial zones within ¼ mile of a transit station upon approval of a Planning Director's Plan Review.

Attachment D

City of Sacramento
 Proposed Light Rail Station Ordinance (M02-078)

	Initial Ordinance Proposal	Current Proposed Ordinance
Use Regulation	Prohibited	Special Permit (for new development)
Number of Uses Regulated	21	8
1/4 Mile Radius	Measured from Station Platform Parcel	Measured from Center of Station Platform
Existing Uses	Allowed = Existing Non-conforming	Exempt (except for expansions)
Affected Stations	All Existing and Future Stations (47)	TLC Studied Stations (12)
Replacement (i.e. Fire Damage)	Allowed up to 50% loss Over 50%, replacement prohibited	Allowed by right
Expansions and Additions (Existing Buildings)	Allowed in some cases with Special Permit	Allowed with Planning Director Plan Review

Attachment E

Proposed Light Rail Station Ordinance (M02-078) Summary

In order to encourage appropriate land uses that support light rail transit ridership, existing vacant or underutilized properties within ¼ mile of light rail stations should be developed with transit friendly uses. Most of the land areas along the light rail corridors, identified in the Transit for Livable Communities (TLC) Study, have light industrial or commercial zoning that allows, by right, uses that are not considered transit supportive. The Light Rail Station Ordinance is intended to provide a review of key uses on a case-by-case basis and ensure that new development around light rail stations is pedestrian friendly and will support light rail transit ridership.

- The Light Rail Station Ordinance will require a Planning Commission Special Permit to a limited list of new commercial and industrial uses within a quarter mile of those stations on the Northeast and South Light Rail Lines that were studied under the Transit for Livable Communities project.

- The following land uses will require a special permit in all zoned properties within ¼ mile of a light rail station platform along the Northeast and South Line corridors:

Auto Sales (new or used), service, repair,
storage, or rental
Cleaning Plant (Commercial)
Equipment rental sales yard
Laundry Plant (Commercial)

Mini Storage/ Locker Building
Nursery
Service Station
Wholesale Stores and Distributors over
6400 square feet

- The ordinance is similar to the interim ordinance that was adopted for 65th Street University Transit Village before the Land Use plans at that station area were adopted.

- A Planning Commission Special Permit does not prohibit these land uses but instead requires a higher level of review and approval by the Planning Commission. The new ordinance will include approval criteria to determine if a Special Permit should be issued for a new use.

- All of current, existing land uses affected by the ordinance area will be exempt (except for expansions which will require a Planning Directors Plan Review) allowing the use to operate as long as it wishes.

- Expansions of new development, which have been issued a special permit under the ordinance, would be allowed with a special permit modification.

- In the event of major damage, for example a fire, to an existing or new development, the building can be rebuilt, by right, for same use.

- The new ordinance will also include, for uses that do not already have them, definitions for each of the listed land uses.

- The new ordinance will allow residential uses in C-4, M-1, M-1(s), M-2, and M-2(s) zones within ¼ mile of a light rail transit station; subject to a special permit.

- Office uses, up to 10,000 square feet, will be allowed by right. Office uses that have a floor area ratio of .4 and a floor area of less than or equal to 40,000 square feet will also be allowed.

Attachment F

Light Rail Station Policy and Ordinance (M02-078) Frequently Asked Questions

1. What is the Light Rail Station Policy and Ordinance (M02-078)?

The Light Rail Station Policy and Ordinance are proposed actions relating to transit-oriented development (TOD) opportunities around the City's Light Rail Stations.

Light Rail Station Policy

The General Plan Amendment would add policies to support the recommendations of the Transit for Livable Communities (TLC) project and promote transit-oriented development within a ¼ mile area around light rail stations.

Light Rail Station Ordinance

Under this ordinance amendment, new development of certain non-transit oriented land uses within a ¼ mile radius around existing and planned light rail stations would require a special permit. The proposed uses that would require a special permit include:

Auto Sales (new or used), service
repair, storage, or rental,
Cleaning plant (commercial),
Equipment rental sales yard,
Laundry (commercial plant),

Mini-storage/locker building,
Nursery for plants and flowers,
Service station,
Wholesale stores and distributors
over 6,400 square feet

These uses are consistent with those regulated at the 65th Street/University Transit Village

2. What is the Transit for Livable Communities (TLC) Project?

The Transit for Livable Communities Study was a land use-planning project that examined 21 RT light rail stations in the Folsom, Northeast and South Sacramento Corridors in the City and County of Sacramento. The project objectives were to:

- Devise land use recommendations for the 21 stations
- Capitalize on the hundreds of millions of dollars invested in the existing and future light rail system
- Develop informed and enthusiastic public support for Transit Oriented Development
- Identify ways to overcome barriers to transit oriented development built around light rail stations.

The project included more than 100 outreach meetings in the community and more than a dozen public workshops, spanning nearly two years. The extensive public outreach program included bus tours of the stations, community workshops, presentations to business and community associations, interviews with local, regional and national developers, and regular briefings with City and County staff, appointed and elected officials, and RT Board members.

3. What incentives for transit-oriented development have been added to the ordinance?

- Residential use in C-4, M-1, M-1(S), and M-2, M-2(S) zones within the ordinance boundary area will be allowed with a special permit, which is currently a prohibited use.
- Office uses up to 10,000 square feet will be allowed by right. Office uses that have a floor area ratio of .4 and a floor area of less than or equal to 40,000 square feet will also be allowed.

4. What stations are included in the ordinance?

The Light Rail Station Ordinance will affect twelve stations along the Northeast and South light rail lines. The twelve stations include: Marconi, Swanston, Royal Oaks, Arden/Del Paso, Globe, Broadway, 4th Avenue/Wayne Hultgren, City College, Fruitridge, 47th Avenue, Florin, Meadowview.

5. What changes were made to the previous version of the ordinance as a result from the community and property owner feedback?

Several changes were made to the previous version of the ordinance, including:

- A special permit requirement for new development of certain land uses instead of prohibiting them.
- Reducing the number of land uses regulated from 21 to 8
- Reducing the number of affected stations from 47 to 12
- Allowing residential uses in industrial zones
- Allowing more office square footage in industrial zones

6. What is the purpose of the proposed ordinance?

The intent of the proposed ordinance and General Plan amendment is to preserve development opportunities and discourage incompatible uses around light rail stations until comprehensive zoning changes and land use plans are adopted for each station area. These land uses are consistent with those regulated at the 65th Street/University Transit Village.

7. How were the restricted land uses listed in the ordinance chosen?

The restricted uses listed in the Light Rail Station Ordinance were identified because of their low employment intensity and/or auto oriented elements. These uses do not generate substantial light rail ridership and/or do not provide regular services to transit users.

8. How will the retention/reuse of existing businesses be addressed? Can current businesses continue to operate?

Properties with land uses regulated by this ordinance will be exempt from the special permit requirement. Existing uses will be allowed to continue in operation for as long as they wish. However, any expansions, modifications, or additions to existing buildings, used for regulated land use in this ordinance, will require a Planning Directors Plan Review.

9. What if I want to sell my property? Will my property remain exempt from a special permit?

Existing businesses will remain exempt from acquiring a special permit even in the event that you sell the business.

10. Can I expand my existing business under the ordinance? What is a Planning Director's Plan Review?

Expansions, additions, or modifications of existing or new buildings for land uses regulated under this ordinance, will require a Planning Director's Plan Review. A Planning Director's Plan Review is a staff level review to ensure a proposed development plan is consistent with City land use plans, policies, and standards; and does not inhibit or restrict the use of light rail.

11. Have the concerns regarding potential impacts to insurance and financing been addressed?

Yes, the potential impacts of insurance and financing have been addressed. The original ordinance prohibited certain land uses, and would have designated existing uses as non-conforming, which might have affected insurance rates and financing of current and future developments. The new ordinance removes the prohibitive regulation of certain uses and replaces it with a special permit requirement, which does not negatively affect insurance or financing of developments.

12. How is the 1/4 mile radius measured from the station? Why is the ¼ mile radial distance used?

The ¼ mile distance will be measured from the center of the light rail station platform.

The quarter mile radius represents the distance the average person would walk in five to ten minutes from a light rail station. This measure is the nationally recognized measure for a transit oriented development area.

13. What are some examples of land uses that are transit supportive?

- **Mixed Use:** commercial retail, residential, or office developments
- **Residential Uses:** condominiums, townhomes, apartments, halfplexes, senior housing
- **Retail Uses:** child day care, laundry/dry cleaners, neighborhood grocery stores, restaurants, coffee houses, bookstores, etc....
- **Other uses:** general office buildings, hotels, community centers, schools, and pedestrian oriented shopping centers.

14. What are the benefits of Transit Oriented Developments (TOD's)?

Transit Oriented Developments have been very successful throughout the country and have demonstrated the following benefits:

- a. Increased residential and commercial property values
- b. Increased retail revenue through increased density
- c. Reduction in the long-term cost of infrastructure and services
- d. Support of pedestrian, bike, and transit facilities
- e. Increased regional accessibility and mobility
- f. Increased transit ridership

**LAW OFFICES OF
GREGORY D. THATCH**

1730 I Street, Suite 220
SACRAMENTO, CA 95814-3017
Telephone (916) 443-6956
Facsimile (916) 443-4632
E-mail: thatchlaw.com

GREGORY D. THATCH
LARRY C. LARSEN
MICHAEL DEVEREAUX
DAVID P. TEMBLADOR

July 29, 2004

WASHINGTON, DC OFFICE
1225 I Street, Suite 250
WASHINGTON, DC 20005-3914
Telephone (202) 289-3912
Facsimile (202) 289-8683

VIA FACSIMILE AND FIRST CLASS MAIL

Jim McDonald
Long Range Planning
City of Sacramento
1231 I Street, Room 300
Sacramento, CA 95814

Re: Light Rail Station Ordinance and General Plan Policy Amendment (M02-078)

Dear Mr. McDonald:

Please be advised that this office represents Kern Schumacher, Lewis Operating Corp., Alleghany Properties, KB Home, and Shea Homes with respect to the applicability of the City's proposed "Light Rail Station Ordinance and General Plan Policy Amendment" to properties with existing development agreements.

As we most recently advised the City with respect to its new Pedestrian Friendly Street Standards, newly adopted Ordinances and General Plan Policy amendments cannot be applied to properties with existing development agreements.

The City's standard development agreement vests the "land use and development regulations" in effect at the time the agreement is executed and further provides that future modifications, to the extent they are in conflict with existing regulations, may not be imposed. By its own terms, the standard development agreement defines land use and development regulations to include:

"... the General Plan, the North Natomas Community Plan, the City's Subdivision Map Act Ordinance, the Zoning Ordinance, together with any other City Ordinance, or resolutions, rules, regulations and official policies as they exist on the Effective date, which govern or regulate land use and/or development in the North Natomas Community Plan area."

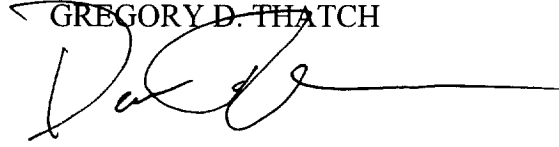
As with the Pedestrian Friendly Street Standards, the City's proposed Light Rail Station Ordinance and General Plan Policy Amendment contemplates modifications to the City's existing Zoning Ordinance and General Plan. As such, these modifications cannot legally be imposed upon properties with existing development agreements.

Jim McDonald
July 29, 2004
Page 2

Thank you, as always for the opportunity to address this matter. Should you have any questions, please contact our office at your earliest possible convenience, so we may address any outstanding issues prior to the City Council actions on this item.

Very truly yours,

LAW OFFICES OF
GREGORY D. THATCH

A handwritten signature in black ink, appearing to read "David P. Temblador", written over the printed name below.

DAVID P. TEMBLADOR

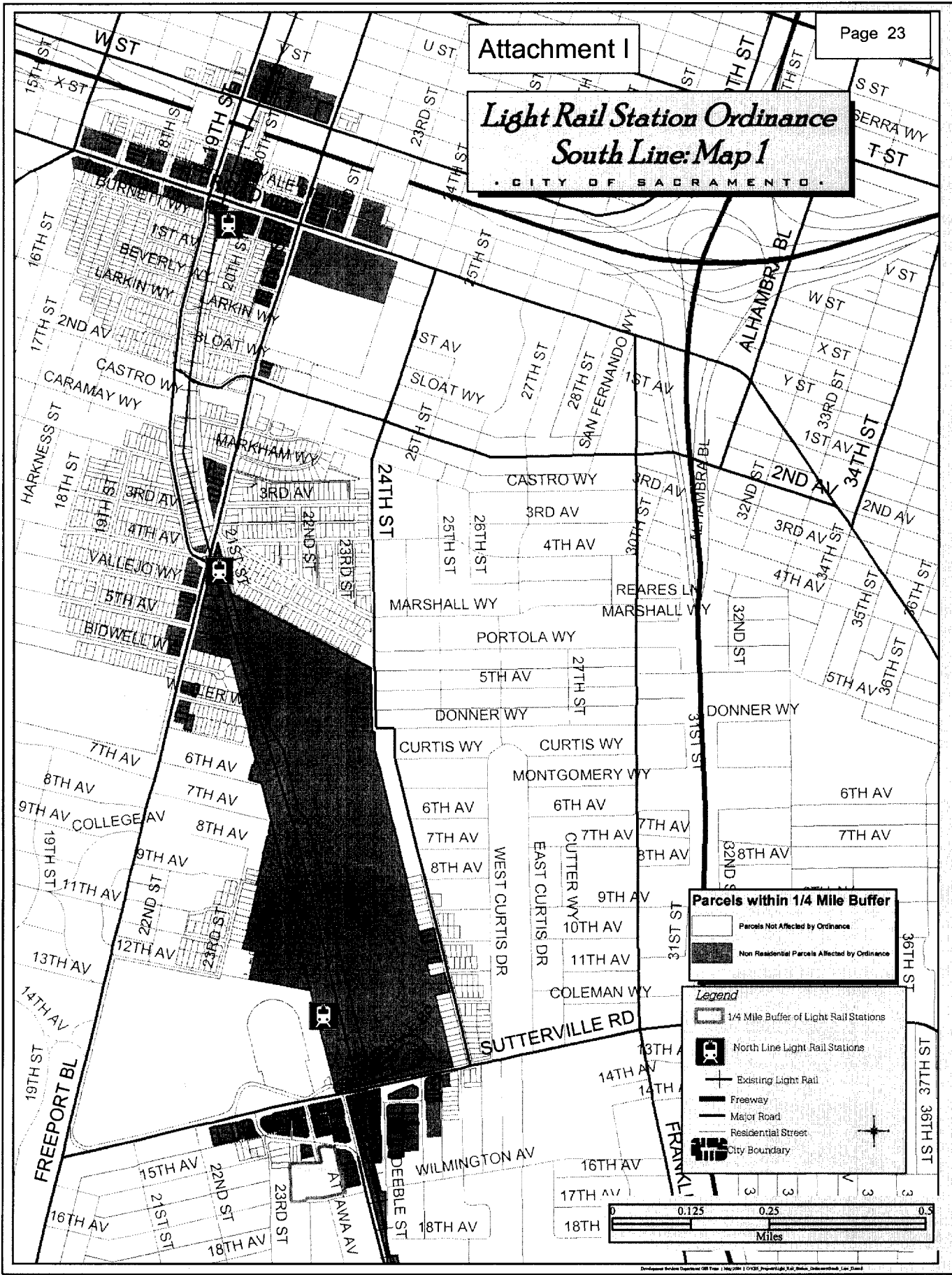
DT\kr
DT0465.ltr

cc: Sam Jackson, City Attorney
Todd Leon, Long Range Planning
David Bugatto, Alleghany Properties
John Barnhart, KB Home
Bill Mellerup, Lewis Operating Corp.
Tom Urie, Shea Homes
Kern Schumacher
Brad Ross, Schumacher Properties
George Ross, Schumacher Properties

Attachment I

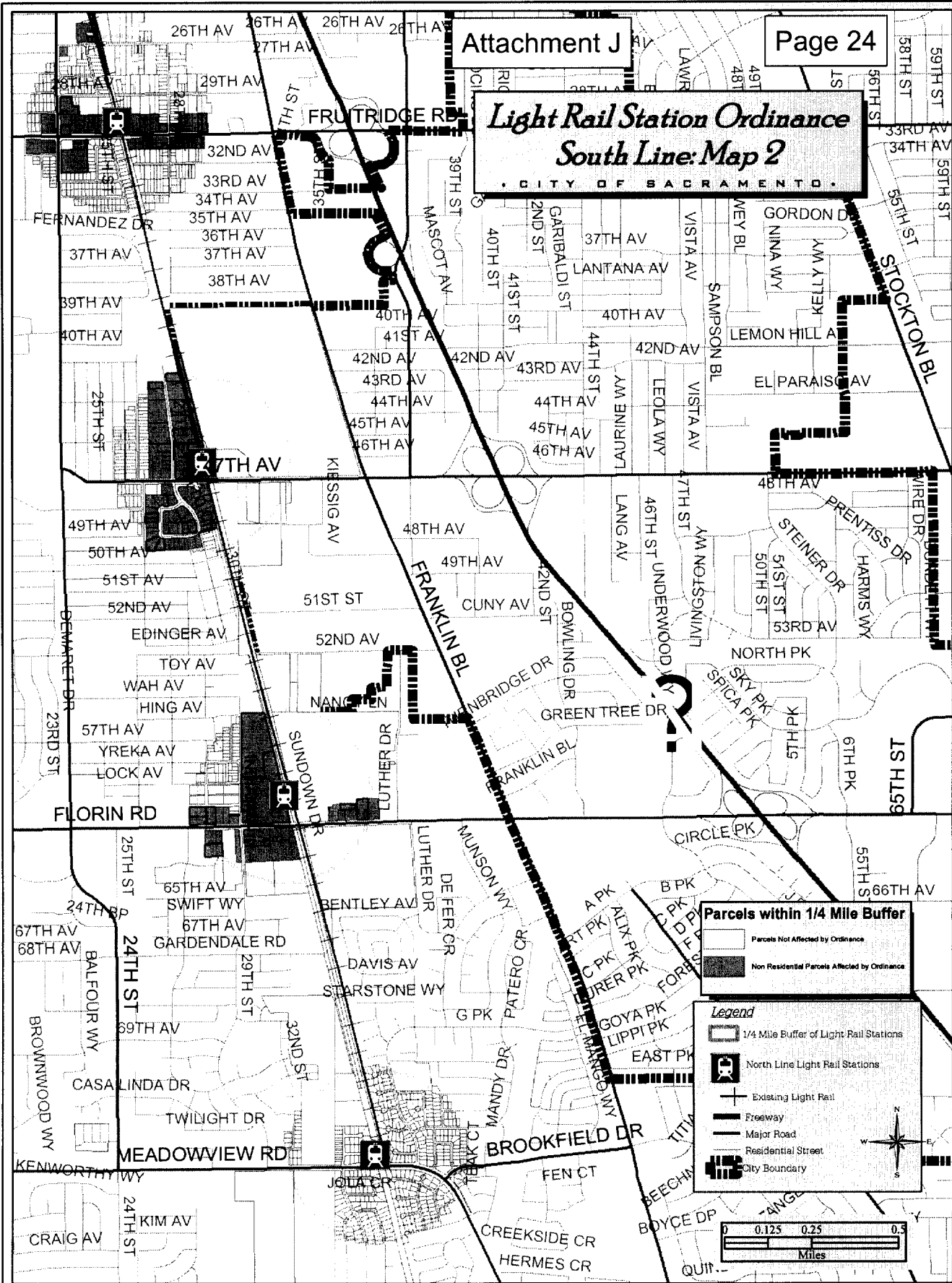
Light Rail Station Ordinance South Line: Map 1

CITY OF SACRAMENTO



Light Rail Station Ordinance South Line: Map 2

CITY OF SACRAMENTO

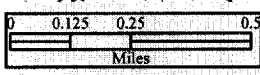


Parcels within 1/4 Mile Buffer

- Parcels Not Affected by Ordinance
- Non Residential Parcels Affected by Ordinance

Legend

- 1/4 Mile Buffer of Light Rail Stations
- North Line Light Rail Stations
- Existing Light Rail
- Freeway
- Major Road
- Residential Street
- City Boundary



Attachment K

REDLINED

RESOLUTION NO.

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF _____

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

WHEREAS, the City Council also adopted polices to mix land uses and support vibrant city centers by giving preference to the redevelopment of city centers and transit oriented development within existing transportation corridors with vertically or horizontally integrated mixed uses to create vibrant urban places and;

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

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

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

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

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

General Plan Section 1 page 23

Areas of Opportunity for Development or Reuse: Map 5 identifies several developed areas where changes of land use can be encouraged. These areas consist of property where infrastructure, access or service changes have resulted in new development opportunities including opportunities for significant reuse of existing developed areas. Some areas were identified for reuse due to the presence of blighting conditions or economic stagnation, which have hampered growth in the area. Other areas were selected due to their close proximity to light rail facilities or where new land uses may be more appropriate than those identified in post 1976 community plans.

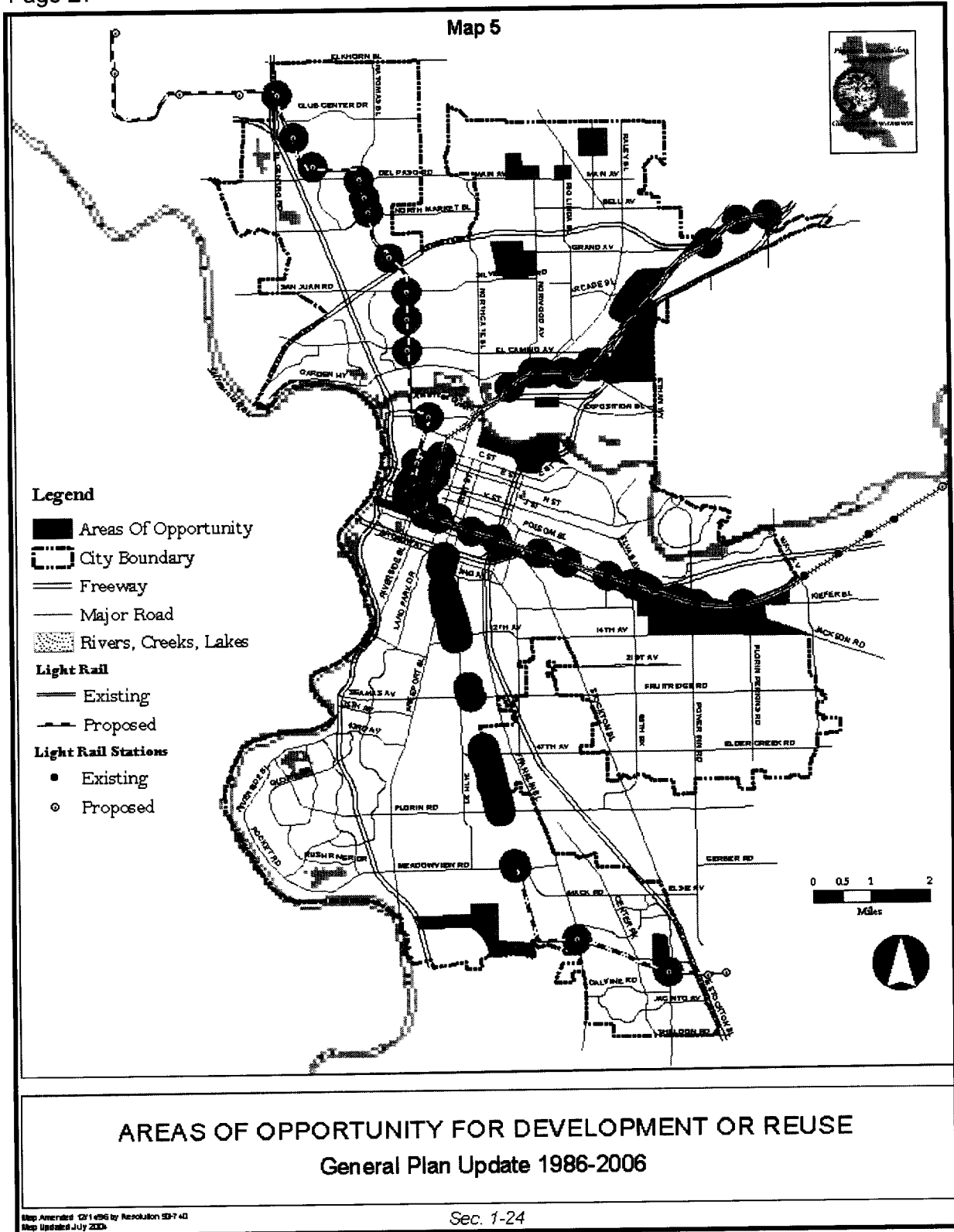
Specific new land use designations have not been developed for the identified areas of opportunities. The General Plan will be amended after further study of these areas in order to ensure appropriate uses and development opportunities for these neighborhoods. The areas of opportunity are an important factor in determining future growth within the City, therefore, planning for these areas should be accomplished in a timely manner.

Land use plans and policy recommendations have been prepared for 13 existing and future light rail station areas along the Southline, Folsom Line, and Northeast light rail lines, through the Transit for Livable Communities Study. These recommendations encourage a mix of housing, retail and employment uses to promote transit ridership, enhance a variety of funding opportunities, and specific transit and community goals within a quarter mile of designated transit stations. These station area recommendations shall be refined for council consideration and adoption, after a community outreach effort, in coordination with other local jurisdictions, including Regional Transit, Sacramento Area Council of Governments, and Sacramento Housing and Redevelopment Agency, and other state agencies.

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____



FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

Amend General Plan Section 2 page 2-7

SECTION 2: RESIDENTIAL LAND USE ELEMENT

Residential land use categories have been structured to provide consistency between the General Plan, community plans, and zoning. The Implementation Section explains the relationship of these General Plan categories to the community plan categories and zoning. A range of residential categories is identified on the General Plan Land Use Map. The minimum size use shown is five or more acres. Smaller residential developments may exist while not shown on the map. (A set of larger scale maps showing smaller residential developments is available for public review in the City's Planning Division.) The intensity of residential developments is determined by the City's Zoning Ordinance which regulates the height of buildings, building setbacks, and lot coverage for each residential use.

The residential categories provide information and guidance for the development community in determining how to use land, and provide for market adjustments to changing consumer needs. The following land use designations are used for General Plan purposes:

Rural Estates

This designation is intended for property with environmentally sensitive conditions or where more varied housing types are needed to balance residential opportunities within a community. The density ranges for this designation are from unit per 0.5 to 4 net acres. Typical development on these sites consists of small ranchettes or single family homes in rural settings (see Figure 2B).

Low Density Residential

This designation allows residential uses within densities from 4-15 dwelling units per net acre. Typical development in these areas will consist of single family detached units, duplexes, halfplexes, townhouses, condominiums, zero lot line units and cluster houses. Since General Plan designations include large areas of land, other related neighborhood uses and specific residential densities may be indicated in community plans (see Figure 2A). The low density residential land use designation in North Natomas allows for densities as low as three dwelling units per net acre. Within the Jacinto Creek Planning Area the Low Density Residential General Plan designation allows residential uses with densities from 4-20 dwelling units per net acre. **Minimum average target density within ¼ mile of a light rail transit station is 12 dwelling units per net acre.**

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

Medium Density Residential

This designation will generally consist of multiple family dwellings with densities ranging from 16-29 dwelling units per net acre. Development under this designation will consist of condominiums, garden apartments and light density apartment uses. Some commercial or office use may be located within multiple family districts since an overlap of land uses is expected in higher density residential districts which are located along major streets. Specific land use designations for each parcel may be indicated in community plans (see Figure 2B). North Natomas areas designated on the General Plan as medium density residential and located within 1/4 mile of a light rail station or bus transit center are allowed to exceed the maximum density range of 29 dwelling units per net acre. **Minimum average target density within ¼ mile of a light rail transit station is 22 dwelling units per net acre.**

High Density Residential

This designation refers to areas planned for development that consists of a mixture of residential densities along with limited commercial or office use. The density range for this residential category is from 30 to 156 units per net acre. This type of development is most commonly found within the Central City and in select areas along major streets and transit corridors in other portions of the City. Although this designation indicates predominantly residential uses, other uses may be allowed as indicated in community plans. An example of an area appropriate for this type of mixed residential and commercial or office development would be "R" Street and the Southern Pacific Railyards site within the Central City. The mixed use concept provides for close in living which will help reduce transportation needs for those living close to major employment center (see Figure 2B). **Minimum target density within ¼ mile of a light rail transit station is 30 dwelling units per net acre.**

Mixed Use

Includes a mixture of office, commercial, open space, and medium and high density residential uses. In some larger, more intense development, light manufacturing and research oriented activities may be appropriate. These uses are more ideally suited for land within the Central City, or adjacent to a high activity node along a light rail transit line or freeway corridor. The Southern Pacific Railyards site, within the Central City, and the Employment Center areas designated in North Natomas are examples of mixed use development. **Minimum average target density for mixed use projects with housing within ¼ mile of a light rail transit station is 22 dwelling units per net acre.**

Residential Mixed Use

This designation refers to areas planned for development that consists of a mixture of residential densities, commercial and or office use. This designation is different from the High Density Residential designation, which is a residential designation. The Residential Mixed Use designation is intended for Mixed Use development with both Residential and commercial uses. **Minimum**

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

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

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

General Plan Section 4 page 12

SPECIFIC GOALS, POLICIES, ACTIONS

CITYWIDE

Goals A:

Promote Transit Oriented Development (TOD) within ¼ mile of existing and future light rail transit (LRT) stations.

Policy 1

Actively support and encourage mixed use commercial, office, and residential development in identified areas of opportunity around light right stations by establishing minimum development standards, potential financial incentives, and priority processing or streamlined review.

Policy 2

Implement land use policies, ordinances, development standards, and design guidelines consistent with the Transit for Livable Communities (TLC) recommendations.

DOWNTOWN SACRAMENTO

Goal A

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

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

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

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

parks. Through public and private efforts, Downtown should continue to provide opportunities for community-wide cultural and entertainment activities.

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

Policy 1

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

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

Policy 2

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

Policy 3

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

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

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

Policy 4

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

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

Policy 5

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

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

Goal B

Promote the successful development of mixed-use projects in the Central City.

The resurgence of downtown retail commercial uses is expected to continue, fostering further development opportunities. New downtown retail, projects are being incorporated into mixed use developments that integrate a variety of activities. Mixed use development is anticipated to become downtown’s future growth stimulus. Single-use projects will become less desirable as activity levels increase and downtown property becomes more valuable. Four key components typically found in mixed use developments include: retail space, offices, hotels, and residential uses.

Three Central City areas offering unique mixed use development opportunities have been identified. Two are related to initial Light Rail Transit Corridors (12th through 16th Streets and R Street) that will become important entryways into downtown. Activity levels are projected to increase attracting new investment opportunities and stimulating mixed use commercial, office and residential development.

The third area, the Southern Pacific railroad yard, has the potential of becoming Sacramento’s premier mixed-use development. With the adoption of the redevelopment plan for the Richards Boulevard Redevelopment Project, the city worked with Southern Pacific and Sacramento Housing and Redevelopment (SHRA) to plan for a vital and active mixed use district for the reuse and redevelopment of the Railyards and Richards Boulevard area. The Railyards Specific Plan and the Richards Boulevard Area Plan provide for the preservation of the Southern Pacific Depot and the historic core of the Central Shops complex for cultural and community-oriented uses that will heighten the historic significance of the site; create an intermodal transportation center which continues the area’s historic transportation role and reinforces downtown as the principle transit hub for the region; provides a comprehensive system of open space which increases the amount of open space in the Central City and strengthens the relationship of Sacramento with the Sacramento and American Rivers; proposes approximately 6,600 residential units which enhances the role of downtown as a place to live and work; and, proposes 16 million square feet of office uses which reinforces the role of downtown as the region’s primary employment center.

Policy 1

Actively support and encourage mixed use commercial, office, and residential development in identified areas of opportunity.

Action a): Work with SHRA and private developers to study and adopt a mixed-use

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

concept plan for the Southern Pacific Railroad Yard, R Street Corridor, and 12th through 16th Street Corridor.

Goal C

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

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

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

Policy 1

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

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

General Plan Section 5 page 25

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

TRANSIT

In the future peak hour traffic will place additional burdens on the City's freeways and major roads. The continued development and expansion of an efficient light rail and bus transit system will help reduce the severity of peak hour traffic congestion and help achieve level of service standards. Not all bus transit should serve the major commute routes, however, and the needs of those who don't have automobiles should be met by available transit systems. Therefore, transit service needs to be expanded in new developing areas and maintained in areas of high ridership or in areas that are transit dependent.

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

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

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

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

GOALS, POLICIES, ACTIONS FOR TRANSIT

Goal A

Promote a well-designed and heavily patronized light rail and transit system.

Policy 1

Provide transit service is newly developing areas at locations which will support its highest usage.

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

- Action a): Request that the transit providers identify the location of light rail and bus route extensions and new stations in areas experiencing new development.
- Action b): Work with transit providers to determine the proper location of routes and stations, and consider, if necessary, modifications of existing land use policy.
- Action c): Encourage Regional Transit to develop guidelines or ordinances for implementation by the City, which will allow developer exactions for bus facilities and improvements.

Policy 2

Consider requiring developers of employment center needing mitigation of negative transportation impacts to support light rail or bus transit improvements.

- Action a): Work with developers to integrate within their projects a Transportation Systems Management Program of various measures such as shuttle bus service, ridesharing, transit subsidies, LRT stations stop improvements, or other programs which can help provide transit service.

Policy 3

Support a well designed light rail system which will meet future needs and complement the regional transit system.

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

Policy 4

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

Policy 5

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

Development shall meet the target average density as defined by the General Plan land use category to otherwise increase and maximize potential transit ridership within one quarter mile radius of existing and future light rail stations.

Policy 6

Discourage low density, low employment intensity, and auto related uses within one quarter mile of existing and future light rail stations that have low transit compatibility.

Policy 7

Projects located within ¼ mile of existing and planned light rail transit stations should provide direct pedestrian access to the station area.

Policy 8

Where appropriate, maximum project densities and intensities should be encouraged within ¼ mile of light rail stations, consistent with the adopted policies of Regional Transit, the recommendations of the Transit for Livable Communities project, and the adopted land use plans and policies of the City.

MAYOR

ATTEST:

CITY CLERK

M02-078

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

ATTACHMENT L

REDLINED VERSION ORDINANCE NO.

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF _____

AN ORDINANCE AMENDING SECTION 17.16.010, TABLE 17.24.020 B OF SECTION 17.24.020, TABLE 17.24.030 B OF SECTION 17.24.030, AND TABLE 17.24.040 B OF SECTION 17.24.040, AND AMENDING FOOTNOTES 8, 13, AND 35 OF AND ADDING FOOTNOTE 80 TO SECTION 17.24.050 OF TITLE 17 OF THE SACRAMENTO CITY CODE (THE ZONING CODE) RELATING TO COMMERCIAL USES NEAR LIGHT RAIL STATIONS (M02-078)

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

SECTION 1.

Section 17.24.020 Residential Land Use Chart of Title 17 of the Sacramento City Code (the Zoning Code) is amended as follows:

A. The matrix for "Alternative ownership housing" set forth in Table 17.24.020 B is amended to read as follows:

Uses Allowed	EC	HC	SC	C-1	C-2	C-3	C-4	M-1	M-1(S)	M-2	M-2(S)	MIP	MRD	H	SPX	TC	A	AOS	F	AR P-F	
Alt ownership			8/15	8	8	8	8	8	8	8	8										

FOR CITY CLERK USE ONLY

ORDINANCE NO.: _____

DATE ADOPTED: _____

SECTION 3.

Section 17.24.040 Industrial and Agricultural Land Use Chart of Title 17 of the Sacramento City Code (the Zoning Code) is amended as follows:

A. The matrix for “Wholesale ~~store~~stores or distributor” set forth in Table 17.24.040 B is amended to read as follows:

Uses Allowed	EC	HC	SC	C-1	C-2	C-3	C-4	M-1	M-1(S)	M-2	M-2(S)	MIP	MRD	H	SPX	TC	A	AOS	F	AR P-F
Wholesale stores	53				9	9	9	80	20/80	80	20/80									

B. Except as specifically amended for the uses indicated, all other provisions of section 17.24.040 and Table 17.24.040 B remain unchanged and in full force and effect.

SECTION 4.

Footnote 8 of Section 17.24.050 of Title 17 of the Sacramento City Code (the Zoning Code) is amended to read as follows:

8. Alternative ownership housing types.

a. ~~Special Permit Required. A special permit is required for new dwellings that provide for individual ownership in a form other than standard single-family detached dwellings. A zoning administrator special permit is required for alternative ownership housing projects located within the central city and in any the C-1 or and C-2 zone city-wide. A planning commission special permit is required for alternative ownership housing projects located outside the central city in zones other than C-1 and C-2. The special permit process will include review of setbacks, lot coverage, and the overall design of the project, the unit design, and the design of any accessory structures or features, as defined~~

FOR CITY CLERK USE ONLY

ORDINANCE NO.: _____

DATE ADOPTED: _____

in subsections 8.b. and 8.c. of this section. In approving the a special permit, the planning commission and zoning administrator shall have the authority to vary setback and lot coverage requirements. ~~Alternative ownership housing types may include, but are not limited to, nonstandard single family detached developments, townhouses, row houses, cluster housing, and halfplexes, and ownership may be, but is not required to be, a condominium. A condominium is a legal form of ownership, not a specific building style or type. Condominium projects must comply with the regulations outlined in Chapter 17.192 of this Title.~~

b. Design. The proposed site development plan must integrate structures, common and private open spaces, pedestrian and vehicular circulation, parking, and other site features so as to produce a development that provides for all desirable residential features and environmental amenities. Further, the proposed development shall not adversely affect the existing or proposed future development of the surrounding areas.

c. Accessory structures. Accessory structures and uses are those designed and constructed for the exclusive use of the residents of the project, including recreational facilities, such as a playground, swimming pool, or clubhouse, and service facilities, such as garages, carports, parking areas, laundry facilities and other similar accessory features.

~~b. Design. The proposed site development plan must integrate structures, common and private open spaces, pedestrian and vehicular circulation, parking, and other site features in such a way as to produce a development which provides for all desirable residential features and environmental amenities. Further, the proposed development shall not adversely affect the existing or proposed future development of the surrounding areas.~~

~~c. Accessory Structures. Accessory structures and uses are those designed and constructed for the exclusive use of the residents of the project, including recreational facilities, such as a playground, swimming pool, or clubhouse, and service facilities, such as garages, carports, parking areas, laundry facilities and other similar accessory features.~~

d. Limitation on Use in M-1, M-1(S), M-2, and M-2(S) Zones. In the M-1, M-1(S), M-2, and M-2(S) zones, this use may be permitted only with a planning commission special permit and only where located on a parcel within a quarter-mile radius of a light rail station (measured from the center of the platform, as determined by the planning director, to the edge of the parcel closest to the station).

d. Limitation on Use in R-1 Zone. In the R-1 Zone, this use may be permitted

FOR CITY CLERK USE ONLY

ORDINANCE NO.: _____

DATE ADOPTED: _____

with a special permit only in development projects subject to Chapter 17.190 Mixed Income Housing which satisfy the inclusionary housing requirement on the site of the development project.

SECTION 5.

Footnote 13 of Section 17.24.050 of Title 17 of the Sacramento City Code (the Zoning Code) is amended to read as follows:

13. Residential uses in the C-4, M-1, M-1(S), M-2, and M-2(S) Zones.

_____ a. Property zoned C-4, M-1, M-1(S), M-2 and, or M-2(S), in-) on which a building or structure had been previously used for lawful residential purposes may be restored to a residential use pursuant to a zoning administrator's special permit. special permit issued by the zoning administrator in accordance with the requirements of Chapter 17.212.

_____ b. Property located within the central city and zoned C-4, M-1, M-1(S), M-2 and, or M-2(S) may be used for residential purposes pursuant to a special permit issued by the zoning administrator. in accordance with the requirements of Chapter 17.212.

_____ c. Property located within a quarter-mile radius of a light rail station (measured from the center of the platform, as determined by the planning director, to the edge of the parcel closest to the station) and zoned C-4, M-1, M-1(S), M-2, or M-2(S) may be used for apartments, duplexes, or halfplexes pursuant to a special permit issued by the planning commission in accordance with the requirements of Chapter 17.212.

_____ d. Notwithstanding the provisions of Chapter 17.64, projects that incorporate both residential uses authorized by this section and commercial retail or commercial service uses may have the required off-street parking for the ground floor commercial retail or service use waived by fifty percent (50%) or less by a zoning administrator's special permit or by more than fifty percent (50%) by a planning commission special permit, in accordance with the requirements of Chapter 17.212.

FOR CITY CLERK USE ONLY

ORDINANCE NO.: _____

DATE ADOPTED: _____

SECTION 6.

Footnote 35 of section 17.24.050 of Title 17 of the Sacramento City Code (the Zoning Code) is amended to read as follows:

35. Offices in the C-4, M-1, M-2, M-1(S) and M-2(S) Zones.

~~Offices (including medical clinics and offices) shall be permitted as a matter of right in the C-4, M-1/M-1(S), and M-2/ M-2(S) zones only if they are incidental to an industrial use and do not occupy more than twenty five (25) percent of the gross floor area of the building(s) on the parcel on which they are located. Offices (including medical clinics and offices) not permitted as a matter of right may be allowed subject to the following: Office use of ten thousand (10,000) square feet or less of gross floor area per parcel, or up to twenty-five (25) percent of gross floor area of a building(s) per parcel, whichever is greater, is permitted as of right.~~

~~b. Office use in an amount greater than that allowed by right under a. The zoning administrator shall have the authority to issue a special permit for: (1) new construction not exceeding ten thousand (10,000) square feet with up to one hundred (100) percent, above, is allowed subject to approval of a planning director plan review under Chapter 17.220 when all of the following requirements are met:~~

~~i. the office use and (2) additions of office space to existing buildings where the total office space does not exceed tenfourty thousand (1040,000) square feet: of gross floor area per parcel;~~

~~b. The planning commission shall issue a special permit for all other office uses not permitted as a matter of right:~~

~~ii. the office use is in a building with an FAR of .4 or greater; and~~

~~iii. the office use is on a parcel any portion of which is located within a quarter-mile radius of a light rail station (measured from the center of the platform, as determined by the planning director, to the edge of the parcel closest to the station).~~

~~c. All other office use is permitted subject to the issuance of a planning commission special permit in accordance with the requirements of Chapter 17.212.~~

FOR CITY CLERK USE ONLY

ORDINANCE NO.: _____

DATE ADOPTED: _____

SECTION 7.

Footnote 80 is added to section 17.24.050 of Title 17 of the Sacramento City Code (the Zoning Code) to read as follows:

80. Commercial and industrial uses within a quarter-mile radius of a light rail transit station.

a. Purpose. The purpose of this Footnote 80 is to encourage appropriate transit-supportive uses on existing vacant or underutilized parcels located in whole or in part within a quarter-mile radius of a light rail station. Certain commercial and light industrial uses otherwise allowed by right in these areas are not considered transit-supportive and, therefore, are made subject to review on a case-by-case basis to ensure that new development within a quarter-mile radius of light rail stations is pedestrian friendly, supports light rail ridership, and does not preclude future transit-supportive development. The regulations contained in this footnote 80 are intended to apply only to buildings constructed or expanded on or after September 28, 2004 and uses established on or after September 28, 2004, as provided below.

b. Definitions. For purposes of this Footnote 80, "quarter-mile radius of a light rail station" means a quarter-mile distance measured from the center of the platform, as determined by the planning director, to the edge of the property closest to any of the following light rail stations: Marconi, Swanston, Royal Oaks, Arden/Del Paso, Globe, Broadway, 4th Avenue/Wayne Hultgren, City College, Fruitridge, 47th Avenue, Florin, Meadowview. In addition, "quarter-mile radius of a light rail station" also means a quarter-mile distance measured from the center of the Marconi light rail station platform, as determined by the planning director, but excluding property within this quarter-mile radius that is located to the east of the Regional Transit Light Rail tracks.

c. Planning Commission Special Permit Required. A planning commission special permit is required for the construction of a new building or structure for which an application for a building permit is filed on or after September 28, 2004 or, if the use does not involve a building or structure, the use is established on or after August 17, 2004, and the building or use is to be located on a parcel any portion of which is within a quarter-mile radius of a light rail station. A special permit shall not be required under this Footnote 80 if the use is located in a building or structure for which an application for a building permit for initial construction was filed before September, 2004, or, if the use does not involve a

FOR CITY CLERK USE ONLY

ORDINANCE NO.: _____

DATE ADOPTED: _____

building or structure, the use was established before August 17, 2004, or the building or use is not located on a parcel any portion of which is within a quarter-mile radius of a light rail station.

In granting the special permit and in addition to the findings required by Chapter 17.212, the planning commission shall find the following:

_____ i. The site design does not hinder pedestrian or bicycle access to the light rail station.

_____ ii. The design of commercial development conforms to the Commercial Corridor Design Principles adopted pursuant to section 17.132.035 C and as they may be amended from time to time; provided, that if the project is also subject to design guidelines established for a design review district, special planning district, overlay zone, or PUD, the Commercial Corridor Design Principles shall be applied in addition to the design guidelines, and the design guidelines shall take precedence over the Commercial Corridor Design Principles in case of conflict.

_____ iii. The use and building do not preclude the future development of transit supportive development.

_____ d. Planning Director Plan Review Required. A Planning Director Plan Review shall be required for an expansion in the amount of ten (10) per cent or more of gross floor area of any building or structure located on a parcel any portion of which is within a quarter-mile radius of a light rail station and for which the application for the building permit for initial construction was filed before September 28,2004 . All expansions to the building or structure for which an application for a building permit is filed on or after September 28,2004 shall be cumulated for purposes of determining whether the ten (10) percent limit has been met or exceeded.

_____ e. Development Standards. The planning commission or planning director shall consider and apply, to the extent feasible and practical in furtherance of the purpose of this section, the following development standards during its special permit review or plan review under this section; provided, that if the project is also subject to design guidelines established for a design review district, special planning district, overlay zone, or PUD, these development standards shall be applied in addition to the design guidelines, and the design guidelines shall take precedence over these development standards in case of

FOR CITY CLERK USE ONLY

ORDINANCE NO.: _____

DATE ADOPTED:_____

conflict:

i. The development should provide pedestrian amenities such as awnings, canopies, benches, and landscaping.

ii. The use should provide commuter amenities for employees such as lockers, showers, and/or transit pass subsidies.

iii. The ground level of the building should avoid areas of blank walls that are viewable from the street.

iv. The site design should provide continuous, direct, convenient transit and pedestrian linkages, including walkways between principal entrances of buildings and adjacent lots.

v. Parking should be located in the back or side of the building and not in front of the building, unless the property has site constraints that make parking in the front appropriate.

vi. Parking facilities should be readily accessible by pedestrian pathways and sidewalks.

vii. The building's primary entrance should have direct access to public streets and sidewalks.

f. Special permit application requirements. In addition to the information otherwise required for a special permit application, the application for a special permit under this Footnote 80 shall include the following information:

i. The number and types of land uses regulated by this footnote 80 that operate on the property.

ii. A site plan showing where the regulated land use(s) will be operating on the property or within a building(s).

iii. A site plan showing the square footage of each use within the building(s).

g. This Footnote 80 shall not apply to parcels subject to the TO zone and a Transit Village Plan adopted pursuant to Government Code section 65460 et seq.

SECTION 8. Section 17.16.010 of Title 17 of the Sacramento City Code (the Zoning Code) is amended to include the following:

FOR CITY CLERK USE ONLY

ORDINANCE NO.: _____

DATE ADOPTED: _____

“Alternative ownership housing type” includes, but is not limited to, nonstandard single-family detached developments, townhouses, row houses, cluster housing, and halfplexes. Ownership may be, but is not required to be, a condominium. Condominium projects must comply with the regulations in Chapter 17.192 of this title.

“Cleaning plant” or “cleaning plant, commercial” means a service establishment primarily engaged in high volume laundry and garment services, including: power laundries (family and commercial); garment pressing and dry cleaning; linen supply; diaper service; industrial laundries; and carpet and upholstery cleaners. “Cleaning plant” does not include coin-operated laundries or dry cleaning pick-up stores without dry cleaning equipment.

“Equipment rental/sales yard” means service establishments primarily engaged in the outdoor sales or rental of moving vans, motorized equipment, including construction and farm machinery, or industrial supplies, on a lot or portion of a lot greater than three hundred square feet in area.

“Laundry, commercial plant” or “laundry, commercial plant” means a cleaning plant.

“Mini storage/locker building” means a facility that offers individually secured units and/or surface space for the storage of goods, other than hazardous materials, for rental to the public, each of which is accessible only by the tenant of the individual unit or space.

“Nursery for plants and flowers” or “nursery” means a facility for propagation and/or sale of horticultural or ornamental plant materials and related products, including:

1. Sale of products to the general public, including plant materials, planter boxes, fertilizer, and related items;
2. Wholesale and/or distribution of plant materials, raised on the same site, to other business;
3. A facility for indoor propagation of plants constructed with transparent panels including lath houses;
4. Agricultural establishments primarily engaged in the production of ornamental plants and other nursery products, grown under cover or outdoors.

“Nursery” does not include a retail florist.

FOR CITY CLERK USE ONLY

ORDINANCE NO.: _____

DATE ADOPTED: _____

DATE PASSED FOR PUBLICATION:
DATE ENACTED:
DATE EFFECTIVE:

MAYOR

ATTEST:

CITY CLERK

FOR CITY CLERK USE ONLY

ORDINANCE NO.: _____

DATE ADOPTED: _____

RESOLUTION NO.

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF _____

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

WHEREAS, the City Council also adopted polices to mix land uses and support vibrant city centers by giving preference to the redevelopment of city centers and transit oriented development within existing transportation corridors with vertically or horizontally integrated mixed uses to create vibrant urban places and;

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

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

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

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

General Plan Section 1 page 23

Areas of Opportunity for Development or Reuse: Map 5 identifies several developed areas where changes of land use can be encouraged. These areas consist of property where infrastructure, access or service changes have resulted in new development opportunities including opportunities for significant reuse of existing developed areas. Some areas were identified for reuse due to the presence of blighting conditions or economic stagnation, which have hampered growth in the area. Other areas were selected due to their close proximity to light rail

-1-

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

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

Specific new land use designations have not been developed for the identified areas of opportunities. The General Plan will be amended after further study of these areas in order to ensure appropriate uses and development opportunities for these neighborhoods. The areas of opportunity are an important factor in determining future growth within the City, therefore, planning for these areas should be accomplished in a timely manner.

Land use plans and policy recommendations have been prepared for 13 existing and future light rail station areas along the Southline, Folsom Line, and Northeast light rail lines, through the Transit for Livable Communities Study. These recommendations encourage a mix of housing, retail and employment uses to promote transit ridership, enhance a variety of funding opportunities, and specific transit and community goals within a quarter mile of designated transit stations. These station area recommendations shall be refined for council consideration and adoption, after a community outreach effort, in coordination with other local jurisdictions, including Regional Transit, Sacramento Area Council of Governments, and Sacramento Housing and Redevelopment Agency, and other state agencies.

FOR CITY CLERK USE ONLY

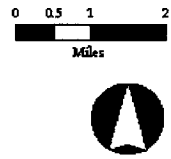
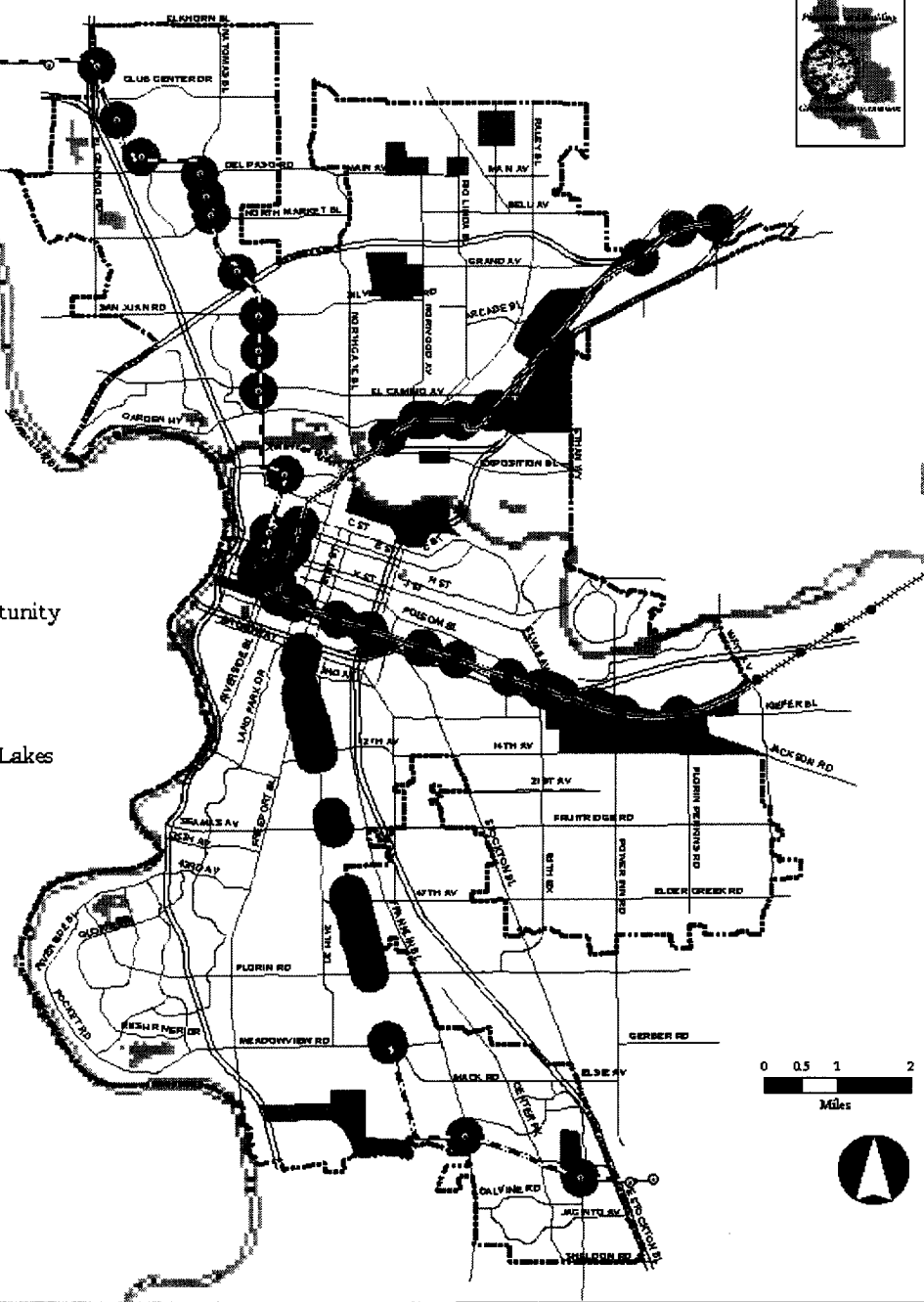
RESOLUTION NO.: _____

DATE ADOPTED: _____

Map 5



- Legend**
- Areas Of Opportunity
 - City Boundary
 - Freeway
 - Major Road
 - Rivers, Creeks, Lakes
 - Light Rail**
 - Existing
 - Proposed
 - Light Rail Stations**
 - Existing
 - Proposed



AREAS OF OPPORTUNITY FOR DEVELOPMENT OR REUSE
General Plan Update 1986-2006

Map Amended 02/14/96 by Resolution 99-74
Map Updated July 2006

Sec. 1-24

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

SECTION 2: RESIDENTIAL LAND USE ELEMENT

Residential land use categories have been structured to provide consistency between the General Plan, community plans, and zoning. The Implementation Section explains the relationship of these General Plan categories to the community plan categories and zoning. A range of residential categories is identified on the General Plan Land Use Map. The minimum size use shown is five or more acres. Smaller residential developments may exist while not shown on the map. (A set of larger scale maps showing smaller residential developments is available for public review in the City's Planning Division.) The intensity of residential developments is determined by the City's Zoning Ordinance which regulates the height of buildings, building setbacks, and lot coverage for each residential use.

The residential categories provide information and guidance for the development community in determining how to use land, and provide for market adjustments to changing consumer needs. The following land use designations are used for General Plan purposes:

Rural Estates

This designation is intended for property with environmentally sensitive conditions or where more varied housing types are needed to balance residential opportunities within a community. The density ranges for this designation are from unit per 0.5 to 4 net acres. Typical development on these sites consists of small ranchettes or single family homes in rural settings (see Figure 2B).

Low Density Residential

This designation allows residential uses within densities from 4-15 dwelling units per net acre. Typical development in these areas will consist of single family detached units, duplexes, halfplexes, townhouses, condominiums, zero lot line units and cluster houses. Since General Plan designations include large areas of land, other related neighborhood uses and specific residential densities may be indicated in community plans (see Figure 2A). The low density residential land use designation in North Natomas allows for densities as low as three dwelling units per net acre. Within the Jacinto Creek Planning Area the Low Density Residential General Plan designation allows residential uses with densities from 4-20 dwelling units per net acre. Minimum average target density within ¼ mile of a light rail transit station is 12 dwelling units per net acre.

Medium Density Residential

This designation will generally consist of multiple family dwellings with densities ranging from 16-29 dwelling units per net acre. Development under this designation will consist of condominiums, garden apartments and light density apartment uses. Some commercial or office use may be located within multiple family districts since an overlap of land uses is expected in higher density residential districts which are located along major streets. Specific land use designations for each

-4-

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

parcel may be indicated in community plans (see Figure 2B). North Natomas areas designated on the General Plan as medium density residential and located within 1/4 mile of a light rail station or bus transit center are allowed to exceed the maximum density range of 29 dwelling units per net acre. Minimum average target density within ¼ mile of a light rail transit station is 22 dwelling units per net acre.

High Density Residential

This designation refers to areas planned for development that consists of a mixture of residential densities along with limited commercial or office use. The density range for this residential category is from 30 to 156 units per net acre. This type of development is most commonly found within the Central City and in select areas along major streets and transit corridors in other portions of the City.

Although this designation indicates predominantly residential uses, other uses may be allowed as indicated in community plans. An example of an area appropriate for this type of mixed residential and commercial or office development would be “R” Street and the Southern Pacific Railyards site within the Central City. The mixed use concept provides for close in living which will help reduce transportation needs for those living close to major employment center (see Figure 2B). Minimum target density within ¼ mile of a light rail transit station is 30 dwelling units per net acre.

Mixed Use

Includes a mixture of office, commercial, open space, and medium and high density residential uses. In some larger, more intense development, light manufacturing and research oriented activities may be appropriate. These uses are more ideally suited for land within the Central City, or adjacent to a high activity node along a light rail transit line or freeway corridor. The Southern Pacific Railyards site, within the Central City, and the Employment Center areas designated in North Natomas are examples of mixed use development. Minimum average target density for mixed use projects with housing within ¼ mile of a light rail transit station is 22 dwelling units per net acre.

Residential Mixed Use

This designation refers to areas planned for development that consists of a mixture of residential densities, commercial and or office use. This designation is different from the High Density Residential designation, which is a residential designation. The Residential Mixed Use designation is intended for Mixed Use development with both Residential and commercial uses. Minimum average target density within ¼ mile of a light rail transit station is 22 dwelling units per net acre.

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

SECTION 4: COMMERCE AND INDUSTRY LAND USE ELEMENT

SPECIFIC GOALS, POLICIES, ACTIONS

CITYWIDE

Goals A:

Promote Transit Oriented Development (TOD) within ¼ mile of existing and future light rail transit (LRT) stations.

Policy 1

Actively support and encourage mixed use commercial, office, and residential development in identified areas of opportunity around light rail stations by establishing minimum development standards, potential financial incentives, and priority processing or streamlined review.

Policy 2

Implement land use policies, ordinances, development standards, and design guidelines consistent with the Transit for Livable Communities (TLC) recommendations.

DOWNTOWN SACRAMENTO

Goal A

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

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

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

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

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

Policy 1

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

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

Policy 2

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

Policy 3

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

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

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

Policy 4

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

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

Policy 5

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

Goal B

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

Promote the successful development of mixed-use projects in the Central City.

The resurgence of downtown retail commercial uses is expected to continue, fostering further development opportunities. New downtown retail, projects are being incorporated into mixed use developments that integrate a variety of activities. Mixed use development is anticipated to become downtown's future growth stimulus. Single-use projects will become less desirable as activity levels increase and downtown property becomes more valuable. Four key components typically found in mixed use developments include: retail space, offices, hotels, and residential uses.

Three Central City areas offering unique mixed use development opportunities have been identified. Two are related to initial Light Rail Transit Corridors (12th through 16th Streets and R Street) that will become important entryways into downtown. Activity levels are projected to increase attracting new investment opportunities and stimulating mixed use commercial, office and residential development.

The third area, the Southern Pacific railroad yard, has the potential of becoming Sacramento's premier mixed-use development. With the adoption of the redevelopment plan for the Richards Boulevard Redevelopment Project, the city worked with Southern Pacific and Sacramento Housing and Redevelopment (SHRA) to plan for a vital and active mixed use district for the reuse and redevelopment of the Railyards and Richards Boulevard area. The Railyards Specific Plan and the Richards Boulevard Area Plan provide for the preservation of the Southern Pacific Depot and the historic core of the Central Shops complex for cultural and community-oriented uses that will heighten the historic significance of the site; create an intermodal transportation center which continues the area's historic transportation role and reinforces downtown as the principle transit hub for the region; provides a comprehensive system of open space which increases the amount of open space in the Central City and strengthens the relationship of Sacramento with the Sacramento and American Rivers; proposes approximately 6,600 residential units which enhances the role of downtown as a place to live and work; and, proposes 16 million square feet of office uses which reinforces the role of downtown as the region's primary employment center.

Policy 1

Actively support and encourage mixed use commercial, office, and residential development in identified areas of opportunity.

Action a): Work with SHRA and private developers to study and adopt a mixed-use concept plan for the Southern Pacific Railroad Yard, R Street Corridor, and 12th through 16th Street Corridor.

Goal C

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

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

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

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

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

Policy 1

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

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

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

SECTION 5: CIRCULATION ELEMENT

TRANSIT

In the future peak hour traffic will place additional burdens on the City's freeways and major roads. The continued development and expansion of an efficient light rail and bus transit system will help reduce the severity of peak hour traffic congestion and help achieve level of service standards. Not all bus transit should serve the major commute routes, however, and the needs of those who don't have automobiles should be met by available transit systems.

Therefore, transit service needs to be expanded in new developing areas and maintained in areas of high ridership or in areas that are transit dependent.

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

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

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

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

GOALS, POLICIES, ACTIONS FOR TRANSIT

Goal A

Promote a well-designed and heavily patronized light rail and transit system.

Policy 1

Provide transit service in newly developing areas at locations which will support its highest usage.

-10-

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

- Action a): Request that the transit providers identify the location of light rail and bus route extensions and new stations in areas experiencing new development.
- Action b): Work with transit providers to determine the proper location of routes and stations, and consider, if necessary, modifications of existing land use policy.
- Action c): Encourage Regional Transit to develop guidelines or ordinances for implementation by the City, which will allow developer exactions for bus facilities and improvements.

Policy 2

Consider requiring developers of employment center needing mitigation of negative transportation impacts to support light rail or bus transit improvements.

- Action a): Work with developers to integrate within their projects a Transportation Systems Management Program of various measures such as shuttle bus service, ridesharing, transit subsidies, LRT stations stop improvements, or other programs which can help provide transit service.

Policy 3

Support a well designed light rail system which will meet future needs and complement the regional transit system.

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

Policy 4

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

Policy 5

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

Development shall meet the target average density as defined by the General Plan land use category to otherwise increase and maximize potential transit ridership within one quarter mile radius of existing and future light rail stations.

Policy 6

Discourage low density, low employment intensity, and auto related uses within one quarter mile of existing and future light rail stations that have low transit compatibility.

Policy 7

Projects located within ¼ mile of existing and planned light rail transit stations should provide direct pedestrian access to the station area.

Policy 8

Where appropriate, maximum project densities and intensities should be encouraged within ¼ mile of light rail stations, consistent with the adopted policies of Regional Transit, the recommendations of the Transit for Livable Communities project, and the adopted land use plans and policies of the City.

MAYOR

ATTEST:

CITY CLERK

M02-078

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

ORDINANCE NO.

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF _____

AN ORDINANCE AMENDING SECTION 17.16.010, TABLE 17.24.020 B OF SECTION 17.24.020, TABLE 17.24.030 B OF SECTION 17.24.030, AND TABLE 17.24.040 B OF SECTION 17.24.040, AND AMENDING FOOTNOTES 8, 13, AND 35 OF AND ADDING FOOTNOTE 80 TO SECTION 17.24.050 OF TITLE 17 OF THE SACRAMENTO CITY CODE (THE ZONING CODE) RELATING TO COMMERCIAL USES NEAR LIGHT RAIL STATIONS (M02-078)

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

SECTION 1.

Section 17.24.020 Residential Land Use Chart of Title 17 of the Sacramento City Code (the Zoning Code) is amended as follows:

A. The matrix for "Alternative ownership housing" set forth in Table 17.24.020 B is amended to read as follows:

Uses Allowed	EC	HC	SC	C-1	C-2	C-3	C-4	M-1	M-1(S)	M-2	M-2(S)	MIP	MRD	H	SPX	TC	A	AOS	F	AR P-F
Alt ownership housing*			8/15	8	8	8	8	8	8	8	8									

B. The matrix for "Apartments" set forth in Table 17.24.020 B is amended to read as follows:

Uses Allowed	EC	H C	SC	C-1	C-2	C-3	C-4	M-1	M-1(S)	M-2	M-2(S)	MIP	MRD	H	SP X	TC	A	A O S	F	AR P-F
Apartments	53		5/15	76	76	76	13	13/3	13/20	13	13/20									

C. The matrix for "Halfplex" set forth in Table 17.24.020 B is amended to read as follows:

FOR CITY CLERK USE ONLY

ORDINANCE NO.: _____

DATE ADOPTED: _____

Uses Allowed	EC	HC	SC	C-1	C-2	C-3	C-4	M-1	M-1 (S)	M-2	M-2 (S)	MIP	MRD	H	SPX	TC	A	AOS	F	AR P-F
Halfplexes			5/15	76	76	76	13	13	13/20	13	13/20									

D. Except as specifically amended for the uses indicated, all other provisions of section 17.24.020 and Table 17.24.020 B remain unchanged and in full force and effect.

SECTION 2.

Section 17.24.030 Commercial Land Use Chart of Title 17 of the Sacramento City Code (the Zoning Code) is amended as follows:

A. The matrix for "Auto sales (new or used), service, repair, storage, or rental" set forth in Table 17.24.030 B is amended to read as follows:

Uses Allowed	EC	HC	SC	C-1	C-2	C-3	C-4	M-1	M-1 (S)	M-2	M-2 (S)	MIP	MRD	H	SPX	TC	A	AOS	F	AR P-F
Autosales (new/used), service, repair, storage, rental	53				10/79/80	10	80	80	20/80	80	20/80									

B. The matrix for "Cleaning plant" set forth in Table 17.24.030 B is amended to read as follows:

Uses Allowed	EC	HC	SC	C-1	C-2	C-3	C-4	M-1	M-1(S)	M-2	M-2(S)	MIP	MRD	H	SPX	TC	A	AOS	F	AR P-F
Cleaning plant				9/80	9	80	80	20/80	80	20/80										

C. The matrix for "Equipment rental/sales yard" set forth in Table 17.24.030 B is amended to read as follows:

Uses Allowed	EC	HC	SC	C-1	C-2	C-3	C-4	M-1	M-1(S)	M-2	M-2(S)	MIP	MRD	H	SPX	TC	A	AOS	F	AR P-F
Eq. rental/sales yd					10/79/80	10	10/80	10/80	10/20/80	10/80	10/20/80									

FOR CITY CLERK USE ONLY

ORDINANCE NO.: _____

DATE ADOPTED: _____

D. The matrix for "Laundry, commercial" set forth in Table 17.24.030 B is amended to read as follows:

Uses Allowed	EC	HC	SC	C-1	C-2	C-3	C-4	M-1	M-1(S)	M-2	M-2(S)	MIP	MRD	H	SPX	TC	A	AOS	F	AR P-F
Laundry, commercial					9/80	9	80	80	20/80	80	20/80									

E. The matrix for "Mini-storage/ locker building" set forth in Table 17.24.030 B is amended to read as follows:

Uses Allowed	EC	HC	SC	C-1	C-2	C-3	C-4	M-1	M-1(S)	M-2	M-2(S)	MIP	MRD	H	SPX	TC	A	AOS	F	AR P-F
Mini storage/ locker bldg	53				5/80	5	36/80	36/80	20/36/80	36/80	20/36/80	53/80								

F. The matrix for "Nursery" set forth in Table 17.24.030 B is amended to read as follows:

Uses Allowed	EC	HC	SC	C-1	C-2	C-3	C-4	M-1	M-1(S)	M-2	M-2(S)	MIP	MRD	H	SPX	TC	A	AOS	F	AR P-F
Nursery			15		80		80	80	20/80	80	20/80									

G. The matrix for "Service station" set forth in Table 17.24.030 B is amended to read as follows:

Uses Allowed	EC	HC	SC	C-1	C-2	C-3	C-4	M-1	M-1(S)	M-2	M-2(S)	MIP	MRD	H	SPX	TC	A	AOS	F	AR P-F
Service station	53	16	10/15		10/79/80	10	10/80	10/80	10/20/80	10/80	10/20/80									

H. The matrix for "Wholesale stores or distributors" set forth in Table 17.24.030 B is amended to read as follows:

Uses Allowed	EC	HC	SC	C-1	C-2	C-3	C-4	M-1	M-1(S)	M-2	M-2(S)	MIP	MRD	H	SPX	TC	A	AOS	F	AR P-F
Wholesale stores	53					9	9	9	80	20/80	80	20/80								

FOR CITY CLERK USE ONLY

ORDINANCE NO.: _____

DATE ADOPTED: _____

I. Except as specifically amended for the uses indicated, all other provisions of section 17.24.030 and Table 17.24.030 B remain unchanged and in full force and effect.

SECTION 3.

Section 17.24.040 Industrial and Agricultural Land Use Chart of Title 17 of the Sacramento City Code (the Zoning Code) is amended as follows:

A. The matrix for “Wholesale stores or distributor” set forth in Table 17.24.040 B is amended to read as follows:

Uses Allowed	EC	HC	SC	C-1	C-2	C-3	C-4	M-1	M-1(S)	M-2	M-2(S)	MIP	MRD	H	SPX	TC	A	AOS	F	AR P-F
Wholesale stores	53				9	9	9	80	20/80	80	20/80									

B. Except as specifically amended for the uses indicated, all other provisions of section 17.24.040 and Table 17.24.040 B remain unchanged and in full force and effect.

SECTION 4.

Footnote 8 of Section 17.24.050 of Title 17 of the Sacramento City Code (the Zoning Code) is amended to read as follows:

8. Alternative ownership housing types.

a. Special permit required. A zoning administrator special permit is required for alternative ownership housing projects located within the central city and in the C-1 and C-2 zone city-wide. A planning commission special permit is required for alternative ownership housing projects located outside the central city in zones other than C-1 and C-2. The special permit process will include review of setbacks, lot coverage, and the overall design of the project, the unit design, and the design of any accessory structures or features, as defined in subsections 8.b. and 8.c. of this section. In approving a special permit, the planning commission and zoning administrator shall have the authority to vary setback and lot coverage requirements.

b. Design. The proposed site development plan must integrate structures, common and private open spaces, pedestrian and vehicular circulation, parking, and other site features so as to produce a development that provides for all desirable residential features and environmental amenities. Further, the proposed development shall not adversely affect the existing or proposed future development of the surrounding areas.

c. Accessory structures. Accessory structures and uses are those designed and constructed for the exclusive use of the residents of the project, including recreational facilities, such

FOR CITY CLERK USE ONLY

ORDINANCE NO.: _____

DATE ADOPTED: _____

as a playground, swimming pool, or clubhouse, and service facilities, such as garages, carports, parking areas, laundry facilities and other similar accessory features.

d. Limitation on Use in M-1, M-1(S), M-2, and M-2(S) Zones. In the M-1, M-1(S), M-2, and M-2(S) zones, this use may be permitted only with a planning commission special permit and only where located on a parcel within a quarter-mile radius of a light rail station (measured from the center of the platform, as determined by the planning director, to the edge of the parcel closest to the station).

SECTION 5.

Footnote 13 of Section 17.24.050 of Title 17 of the Sacramento City Code (the Zoning Code) is amended to read as follows:

13. Residential uses in the C-4, M-1, M-1(S), M-2, and M-2(S) Zones.

a. Property zoned C-4, M-1, M-1(S), M-2, or M-2(S) on which a building or structure had been previously used for lawful residential purposes may be restored to a residential use pursuant to a special permit issued by the zoning administrator in accordance with the requirements of Chapter 17.212.

b. Property located within the central city and zoned C-4, M-1, M-1(S), M-2, or M-2(S) may be used for residential purposes pursuant to a special permit issued by the zoning administrator in accordance with the requirements of Chapter 17.212.

c. Property located within a quarter-mile radius of a light rail station (measured from the center of the platform, as determined by the planning director, to the edge of the parcel closest to the station) and zoned C-4, M-1, M-1(S), M-2, or M-2(S) may be used for apartments, duplexes, or halfplexes pursuant to a special permit issued by the planning commission in accordance with the requirements of Chapter 17.212.

d. Notwithstanding the provisions of Chapter 17.64, projects that incorporate both residential uses authorized by this section and commercial retail or commercial service uses may have the required off-street parking for the ground floor commercial retail or service use waived by fifty percent (50%) or less by a zoning administrator's special permit or by more than fifty percent (50%) by a planning commission special permit, in accordance with the requirements of Chapter 17.212.

SECTION 6.

Footnote 35 of section 17.24.050 of Title 17 of the Sacramento City Code (the Zoning Code) is amended to read as follows:

FOR CITY CLERK USE ONLY

ORDINANCE NO.: _____

DATE ADOPTED: _____

35. Offices in the C-4, M-1, M-2, M-1(S) and M-2(S) Zones.

a. Office use of ten thousand (10,000) square feet or less of gross floor area per parcel, or up to twenty-five (25) percent of gross floor area of a building(s) per parcel, whichever is greater, is permitted as of right.

b. Office use in an amount greater than that allowed by right under a., above, is allowed subject to approval of a planning director plan review under Chapter 17.220 when all of the following requirements are met:

i. The office use does not exceed forty thousand (40,000) square feet of gross floor area per parcel;

ii. The office use is in a building with an FAR of .4 or greater; and

iii. The office use is on a parcel any portion of which is located within a quarter-mile radius of a light rail station (measured from the center of the platform, as determined by the planning director, to the edge of the parcel closest to the station).

c. All other office use is permitted subject to the issuance of a planning commission special permit in accordance with the requirements of Chapter 17.212.

SECTION 7.

Footnote 80 is added to section 17.24.050 of Title 17 of the Sacramento City Code (the Zoning Code) to read as follows:

80. Commercial and industrial uses within a quarter-mile radius of a light rail transit station.

a. Purpose. The purpose of this Footnote 80 is to encourage appropriate transit-supportive uses on existing vacant or underutilized parcels located in whole or in part within a quarter-mile radius of a light rail station. Certain commercial and light industrial uses otherwise allowed by right in these areas are not considered transit-supportive and, therefore, are made subject to review on a case-by-case basis to ensure that new development within a quarter-mile radius of light rail stations is pedestrian friendly, supports light rail ridership, and does not preclude future transit-supportive development. The regulations contained in this footnote 80 are intended to apply only to buildings constructed or expanded on or after September 28, 2004 and uses established on or after September 28, 2004, as provided below.

b. Definitions. For purposes of this Footnote 80, "quarter-mile radius of a light rail station" means a quarter-mile distance measured from the center of the platform, as determined by the planning director, to the edge of the property closest to any of the following light rail stations: Swanston, Royal Oaks, Arden/Del Paso, Globe, Broadway, 4th Avenue/Wayne Hultgren, City College, Fruitridge, 47th Avenue, Florin, Meadowview. In addition, "quarter-mile radius of a light rail station" also means a quarter-mile distance measured from the center of the Marconi light rail station platform, as determined by the planning director, but excluding property within this quarter-mile

FOR CITY CLERK USE ONLY

ORDINANCE NO.: _____

DATE ADOPTED: _____

radius that is located to the east of the Regional Transit Light Rail tracks.

c. **Planning Commission Special Permit Required.** A planning commission special permit is required for the construction of a new building or structure for which an application for a building permit is filed on or after September 28, 2004 or, if the use does not involve a building or structure, the use is established on or after September 28, 2004, and the building or use is to be located on a parcel any portion of which is within a quarter-mile radius of a light rail station. A special permit shall not be required under this Footnote 80 if the use is located in a building or structure for which an application for a building permit for initial construction was filed before September 28, 2004 or, if the use does not involve a building or structure, the use was established before September 28, 2004, or the building or use is not located on a parcel any portion of which is within a quarter-mile radius of a light rail station.

In granting the special permit and in addition to the findings required by Chapter 17.212, the planning commission shall find the following:

- i. The site design does not hinder pedestrian or bicycle access to the light rail station.
- ii. The design of commercial development conforms to the Commercial Corridor Design Principles adopted pursuant to section 17.132.035 C and as they may be amended from time to time; provided, that if the project is also subject to design guidelines established for a design review district, special planning district, overlay zone, or PUD, the Commercial Corridor Design Principles shall be applied in addition to the design guidelines, and the design guidelines shall take precedence over the Commercial Corridor Design Principles in case of conflict.
- iii. The use and building do not preclude the future development of transit supportive development.

d. **Planning Director Plan Review Required.** A Planning Director Plan Review shall be required for an expansion in the amount of ten (10) per cent or more of gross floor area of any building or structure located on a parcel any portion of which is within a quarter-mile radius of a light rail station and for which the application for the building permit for initial construction was filed before August 17, 2004. All expansions to the building or structure for which an application for a building permit is filed on or after August 17, 2004 shall be cumulated for purposes of determining whether the ten (10) percent limit has been met or exceeded.

e. **Development Standards.** The planning commission or planning director shall consider and apply, to the extent feasible and practical in furtherance of the purpose of this section, the following development standards during its special permit review or plan review under this section; provided, that if the project is also subject to design guidelines established for a design review district, special planning district, overlay zone, or PUD, these development standards shall be applied in addition to the design guidelines, and the design guidelines shall take precedence over these development standards in case of conflict:

- i. The development should provide pedestrian amenities such as awnings, canopies, benches, and landscaping.
- ii. The use should provide commuter amenities for employees such as lockers, showers, and/or transit pass subsidies.
- iii. The ground level of the building should avoid areas of blank walls that are

FOR CITY CLERK USE ONLY

ORDINANCE NO.: _____

DATE ADOPTED: _____

viewable from the street.

iv. The site design should provide continuous, direct, convenient transit and pedestrian linkages, including walkways between principal entrances of buildings and adjacent lots.

v. Parking should be located in the back or side of the building and not in front of the building, unless the property has site constraints that make parking in the front appropriate.

vi. Parking facilities should be readily accessible by pedestrian pathways and sidewalks.

vii. The building's primary entrance should have direct access to public streets and sidewalks.

f. Special permit application requirements. In addition to the information otherwise required for a special permit application, the application for a special permit under this Footnote 80 shall include the following information:

i. The number and types of land uses regulated by this footnote 80 that operate on the property.

ii. A site plan showing where the regulated land use(s) will be operating on the property or within a building(s).

iii. A site plan showing the square footage of each use within the building(s).

g. This Footnote 80 shall not apply to parcels subject to the TO zone and a Transit Village Plan adopted pursuant to Government Code section 65460 *et seq.*

SECTION 8. Section 17.16.010 of Title 17 of the Sacramento City Code (the Zoning Code) is amended to include the following:

"Alternative ownership housing type" includes, but is not limited to, nonstandard single-family detached developments, townhouses, row houses, cluster housing, and halfplexes. Ownership may be, but is not required to be, a condominium. Condominium projects must comply with the regulations in Chapter 17.192 of this title.

"Cleaning plant" or "cleaning plant, commercial" means a service establishment primarily engaged in high volume laundry and garment services, including: power laundries (family and commercial); garment pressing and dry cleaning; linen supply; diaper service; industrial laundries; and carpet and upholstery cleaners. "Cleaning plant" does not include coin-operated laundries or dry cleaning pick-up stores without dry cleaning equipment.

"Equipment rental/sales yard" means service establishments primarily engaged in the outdoor sales or rental of moving vans, motorized equipment, including construction and farm machinery, or industrial supplies, on a lot or portion of a lot greater than three hundred square feet in area.

"Laundry, commercial plant" or "laundry, commercial plant" means a cleaning plant.

"Mini storage/locker building" means a facility that offers individually secured units and/or surface space for the storage of goods, other than hazardous materials, for rental to the public, each

FOR CITY CLERK USE ONLY

ORDINANCE NO.: _____

DATE ADOPTED: _____

of which is accessible only by the tenant of the individual unit or space.

“Nursery for plants and flowers” or “nursery” means a facility for propagation and/or sale of horticultural or ornamental plant materials and related products, including:

1. Sale of products to the general public, including plant materials, planter boxes, fertilizer, and related items;

2. Wholesale and/or distribution of plant materials, raised on the same site, to other business;

3. A facility for indoor propagation of plants constructed with transparent panels including lath houses;

4. Agricultural establishments primarily engaged in the production of ornamental plants and other nursery products, grown under cover or outdoors.

“Nursery” does not include a retail florist.

DATE PASSED FOR PUBLICATION:
DATE ENACTED:
DATE EFFECTIVE:

ATTEST:

MAYOR

CITY CLERK

FOR CITY CLERK USE ONLY

ORDINANCE NO.: _____

DATE ADOPTED: _____

City Council

Light Rail Station Policy and Ordinance
M02-078

September 28, 2004

Light Rail Station Ordinance

Background

- ◆ Council Accepted TLC Recommendations -
October 2002
- ◆ Directed staff to develop an Interim
Ordinance
- ◆ Planning Commission Hearing - May 15, 2003
- ◆ Community Feedback
- ◆ Community Meeting: North Sacramento -
May 22, 2003

Light Rail Station Ordinance

Initial Ordinance Proposal

- ◆ 21 Uses Were Prohibited
- ◆ Parcels within ¼ Mile from Station Parcel
- ◆ Existing Uses = Existing Non-conforming
- ◆ Affected All Existing and Future Stations (47)
- ◆ Damage Replacement Allowed Up to 50% Loss
- ◆ Expansions Were Allowed Only In Some Cases

Light Rail Station Ordinance

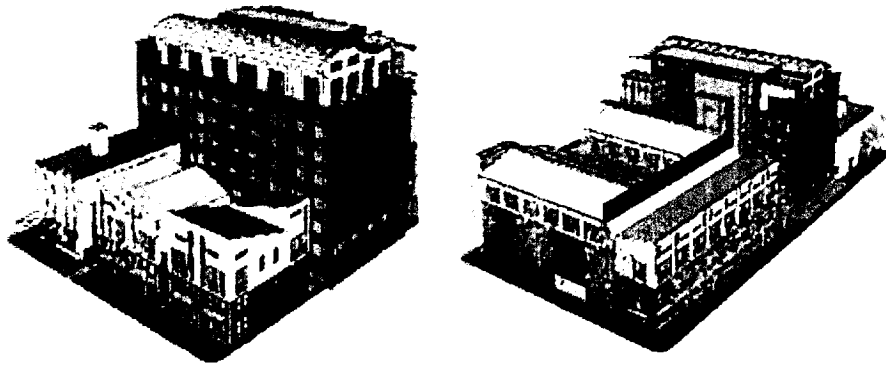
Revised Ordinance

- ◆ Special Permit (for new development)
- ◆ ¼ Mile Measured from Center of Station Platform
- ◆ 8 Uses Regulated
- ◆ Existing Uses Exempt (except for expansions)
- ◆ TLC Studied Stations (12)
- ◆ Damage Replacement Allowed by right
- ◆ Expansions for Existing Buildings = Planning Director Plan Review

Light Rail Station Ordinance

Ordinance Incentives

- Allowed Residential Uses in Industrial Zones



Light Rail Station Ordinance

Ordinance Incentives

- Additional Office Square footage allowed in Industrial Zones



Light Rail Station Ordinance General Plan Amendment

- ◆ Amends Sections 1, 2, 4 and 5
- ◆ City Goals and Policies that support transit oriented development
- ◆ Minimum average densities for residential development within ¼ mile of a light rail station.

Light Rail Station Ordinance Conclusion

Recommendation to Approve :

- General Plan Amendment
- Light Rail Station Ordinance