# RESOLUTION NO. 2009-131

Adopted by the Sacramento City Council

March 3, 2009

**ADOPTING AND IMPLEMENTING THE SACRAMENTO 2030 GENERAL PLAN AND REPEALING THE 1988 GENERAL PLAN AND PREVISOULY ADOPTED COMMUNITY PLANS (LR08-022)**

**BACKGROUND**

A. California state law requires each city to adopt a comprehensive, long-range general plan to guide the physical development of the incorporated city and any land outside of the City boundaries that bears a relationship to its planning activities.

B. The City desires to adopt and implement a comprehensively updated general plan to replace the existing 1988 City of Sacramento General Plan and the following community plans that have been adopted from time to time by the City: the North Natomas Community Plan, the South Natomas Community Plan, the North Sacramento Community Plan, the Central City Community Plan, the Pocket Community Plan, the Airport Meadowview Community Plan, and the South Sacramento Community Plan. The updated general plan, to be known as the Sacramento 2030 General Plan, covers the land use planning period through 2030 and incorporates community plan areas as chapters in the 2030 General Plan to replace all of the identified individual community plans.

C. A Master Environmental Impact Report was prepared for purposes of analyzing the environmental effects of the expected development to occur in accordance with the comprehensively updated general plan through 2030.

D. On November 13, 2008, the City Planning Commission conducted a public hearing on, and forwarded to the City Council a recommendation to approve the Sacramento 2030 General Plan.

E. On December 2, 2008 and March 3, 2009, the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Section 17.200.010 (C)(2)(a) (publication) and (c)(ii) (newspaper ad), and received and considered evidence concerning the Sacramento 2030 General Plan and Master EIR.

**BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:**

Section 1. Master EIR Certified for the Sacramento 2030 General Plan.

The Master EIR for the Sacramento 2030 General Plan has been certified by Resolution No. 2009-130.

Section 2. Administrative Record.

The City Council has considered all of the evidence submitted into the administrative record as described in Section 2 of Exhibit A of Resolution No. 2009-130.

Section 3. Findings.

Based on the foregoing evidence contained in the administrative record described above, the City Council finds as follows:

(a) The Sacramento 2030 General Plan has been prepared in full compliance with the applicable requirements of the State Planning and Zoning Law (Gov. Code §65000 *et seq.*) and comprises a comprehensive, long-term general plan for the physical development of the City and lands located outside of the territorial limits of the City which bear a relation to its planning. The Sacramento 2030 General Plan (Part 2) contains the substance of each of the seven state-mandated elements, to the extent that the subject of the element exists within the planning area, addressing land use, circulation, housing (adopted by separate action of the City Council on November 18, 2008 by Resolution No. 2008-758), conservation, open space, noise, and safety. The Sacramento 2030 General Plan also includes optional elements addressing urban design, historic and cultural resources, and economic development.

(b) Preparation of the 2030 General Plan included extensive outreach to provide for the involvement and input of local residents, businesses, other public agencies, the California Native American Heritage Commission tribes, public utility providers, and civic, educational, and other community groups. The public review draft of the 2030 General Plan was referred out for comment to all local and state agencies as required under applicable law and all comments received were considered.

(c) The Sacramento 2030 General Plan (Part 3) contains policies that supplement city-wide goals and policies but focus more geographically on the ten individual community plan areas. The individual community plans in Part 3 replace the various community plans that have been adopted from time to time and incorporate these plans into the 2030 General Plan.

(d) The Sacramento 2030 General Plan (Part 4) contains specific implementation programs related to the goals and policies set out in Parts 2 and 3 to ensure that 2030 General Plan is reviewed, maintained, and implemented in a systematic and consistent manner.

(e) The Land Use and Urban Design Element establishes the location and extent of uses for housing, business, industry, open space, and other categories of public and private uses; and standards for population density and building intensity for the various designations. This element also addresses urban form, to inform future development with a common understanding of the characteristics that contribute to good design and to ensure that individual project design considers the form and character of the community as a whole. The Land Use and Urban Design Element reflects the City's commitment to "grow smarter" by emphasizing infill development and reuse of underutilized properties, intensifying development near transit and mixed-use activity centers, and locating jobs closer to housing, all of which will increase walking, biking, and transit use, and reduce automobile use, gasoline consumption, air pollution, greenhouse gas emissions, and personal commute times.

(f) The Historic and Cultural Resources Element provides for identification, protection, and assistance in the preservation of historic and cultural resources. The policies maintain a citywide preservation program consistent with the State and Federal Certified Local Government programs, and provide for consultation with the appropriate organizations and individuals (including the Native American Heritage Commission and Native American groups) to minimize potential impacts to historic and cultural resources.

(g) The Economic Development Element contains policies that support a healthy and sustainable economy to enable the City to achieve many of its financial and economic goals. Businesses are an important source of the city's economic well-being; and the policies provide for economic development partnerships, incentives, and a supportive business climate to retain and expand existing and attract new businesses.

(h) The Housing Element has been previously adopted by the City Council on November 18, 2008 by Resolution No. 2008-758.

(i) The Mobility Element establishes the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all of which are correlated with the Land Use and Urban Design Element to support "smart growth" while addressing levels of service for all forms of transportation (transit, bicycle and pedestrian, automobile) and achieving consistency with regional transportation plans. Policies in this element provide for increased transportation choices through the development of an integrated, multi-modal transportation system and a flexible Level of Service (LOS) standard to support planned development and require enhanced infrastructure to support transit, walking, and biking in multi-modal districts.

(j) The Utilities Element provides for high-quality and efficient utility services throughout the city, seeks to limit impacts to environmentally sensitive areas, and emphasizes the City's commitment to sustainability. Utilities-related policies ensure a reliable water supply, promote water conservation to increase

water use efficiency, provide for adequate and reliable sewer service, ensure new drainage facilities are adequately sized and constructed and support coordinated efforts in the development of regional stormwater facilities, and support a wide range of programs to reduce waste, use recycled building materials, and support the recycling of construction and landscaping waste. These policies also require reductions in peak electric load for city facilities, reductions of City fleet fuel consumption, improved energy efficiency of City facilities, and encouragement of city residents to consume less energy, and support an increased reliance on renewable energy. In addition, to further increase the city's environmental sustainability, the policies require that new buildings be designed and sited to maximize energy generation opportunities (e.g., solar) and promote public education about resource conservation.

(k) The Education, Recreation, and Culture Element provides for the development and maintenance of a variety of new and existing parks and recreational, educational, and cultural facilities and programs throughout the city to enable access from every neighborhood.

(l) The Public Health and Safety Element provides for the long-term health, safety, and well-being of residents and businesses and includes policies that maintain police and fire protection commensurate with population growth; policies that provide for the documentation, monitoring, clean-up, and reuse of hazardous materials and sites; and emergency response policies addressing natural disasters such as floods, earthquakes, urban and wildland fires, and terrorist acts.

(m) The Environmental Resources Element provides for the protection of surface water and groundwater from the degradation of runoff and pollution; the protection of important biological resources such as wildlife habitat, open space corridors, and ecosystems; the enhancement of the city's urban forest, recognizing this valuable environmental resource that distinguishes Sacramento as a "City of Trees" and greatly benefits city residents by reducing the urban heat island effect, making streets and sidewalks more pleasant places to walk, and absorbing carbon dioxide and pollution and producing oxygen which improve air quality and human health; the protection of agriculture and mineral resources consistent with an urban environment; the improvement of air quality through the reduction of air pollutants from vehicles, industry and other sources; and the reduction of greenhouse gases in order to minimize global climate change, which is a fundamental objective that underlies policies throughout the 2030 General Plan.

(n) The Environmental Constraints Element provides for the protection of the public from seismic and geologic hazards; from flooding hazards through maintenance of existing natural channel floodplain storage areas and by supporting the Sacramento Area Flood Control Agency (SAFCA) in implementing projects that will ultimately provide a 200-year level of flood protection or greater; and from noise hazards by identifying and appraising noise impacts and establishing exterior and interior noise standards.

(o) The 2030 General Plan encompasses and underscores the City's commitment to "grow smarter" and "live lightly." Key strategies included in the 2030 General Plan include land use patterns that focus on infill and mixed use development that support public transit and increase opportunities for pedestrians and bicycle use; quality design guidelines and "complete streets" to enhance neighborhood livability and the pedestrian experience; "green building" practices including the use of recycled construction materials and alternative energy systems; and adaptation to climate change, such as reducing the impacts from the urban heat island effect, managing water use, and increasing flood protection. Specific goals, policies, and programs targeting greenhouse gas reductions commit the City to AB 32 reduction targets, preparation of a greenhouse gas emissions inventory for existing land uses and 2030 General Plan build-out, reductions in greenhouse gas emission from new development, and adoption of a climate action and adaptation plan by 2010.

(p) The City of Sacramento 2008-2013 Housing Element was adopted by separate action of the City Council on November 18, 2008 by Resolution No. 2008-758, The 2030 Sacramento General Plan, of which the Housing Element is part, is consistent with and complementary of the previously adopted Housing Element.

(q) The City Council has reviewed and considered the findings of the Airport Land Use Commission concerning the consistency of the 2030 General Plan and Comprehensive Land Use Plans (also known as Airport Land Use Compatibility Plans) for airports within the immediate area and has adopted Resolution No. 2009-129 adopting findings of fact supporting an override of the Airport Land Use Commission's determination.

Section 4. Conclusions.

Based on the foregoing evidence, findings, and determinations, the City Council concludes that the Sacramento 2030 General Plan has been prepared in full compliance with State law and that it will serve as an effective policy guide for determining the appropriate physical development and character of the City.

Section 5. Timelines for Specified Implementation Programs

Staff is directed to complete the following Sacramento 2030 General Plan implementation programs in the timeframes specified as follows:

a) A Climate Action Plan shall be submitted to the City Council for consideration no later than July 1, 2011

b) A Green Building Ordinance shall be submitted to the City Council for consideration no later than July 1, 2012

c) A revision and update to City Code Chapter 15.76 (Energy Conservation

Standards for Existing Residential Structures) shall be submitted to the City Council no later than July 1, 2012

Section 6. Approval and Implementation.

Based on the foregoing evidence, findings, determinations, and conclusions, the Sacramento 2030 General Plan (March 2009) is approved and shall take effect 30 days after passage of this resolution, at which time the 1988 General Plan and all previously adopted community plans as identified in this Resolution shall be repealed and have no further force and effect. The 2030 General Plan goals and policies shall be implemented as soon as possible thereafter.

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Adopted by the City of Sacramento City Council on March 3, 2009 by the following vote:

Ayes: Councilmembers Cohn, Fong, Hammond, McCarty, Pannell, Sheedy, Tretheway, Waters, and Mayor Johnson.

Noes: None.

Abstain: None.

Absent: None.

Mayor Kevin Johnson

Attest:

Shirley Concolino, City Clerk

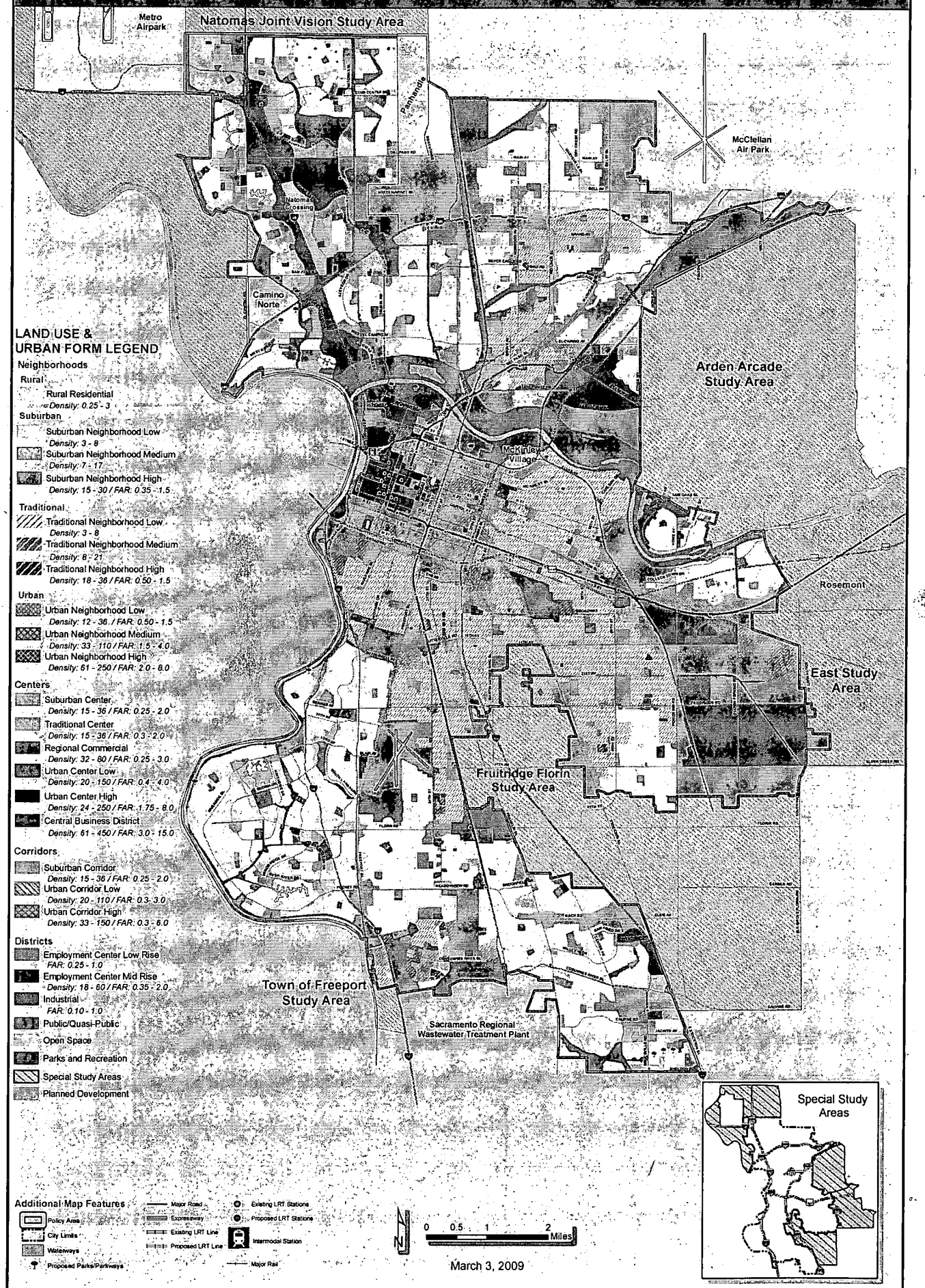
EXHIBIT A

Sacramento 2030 General Plan (March 2009)

A Copy of the Draft 2030 General Plan is on File in the City Clerk's Office.
It is also available on line at www.sacgp.org

# Preferred Land Use & Urban Form Diagram

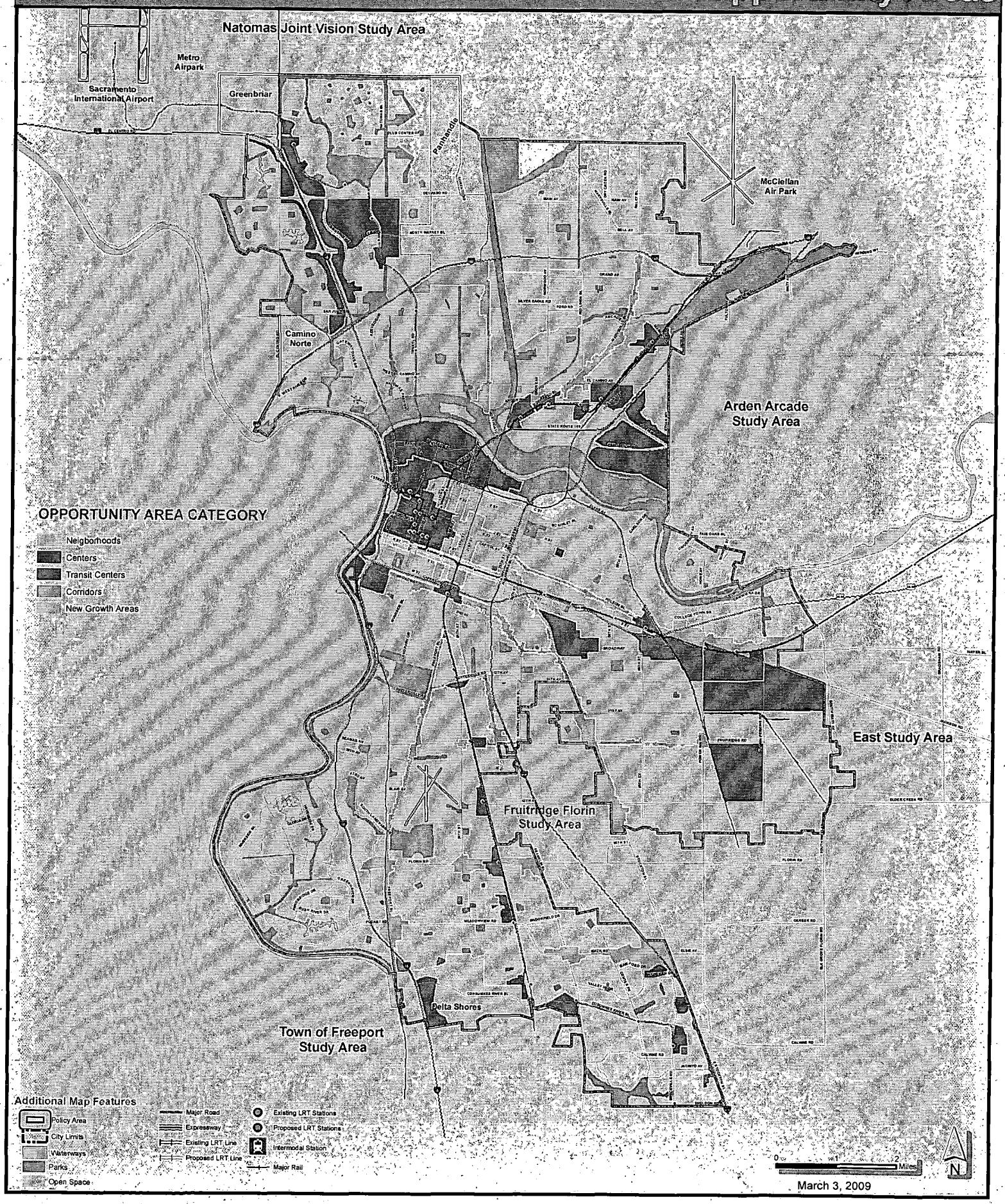
SACRAMENTO 2030 GENERAL PLAN




March 3, 2009

SACRAMENTO
2030 GENERAL PLAN

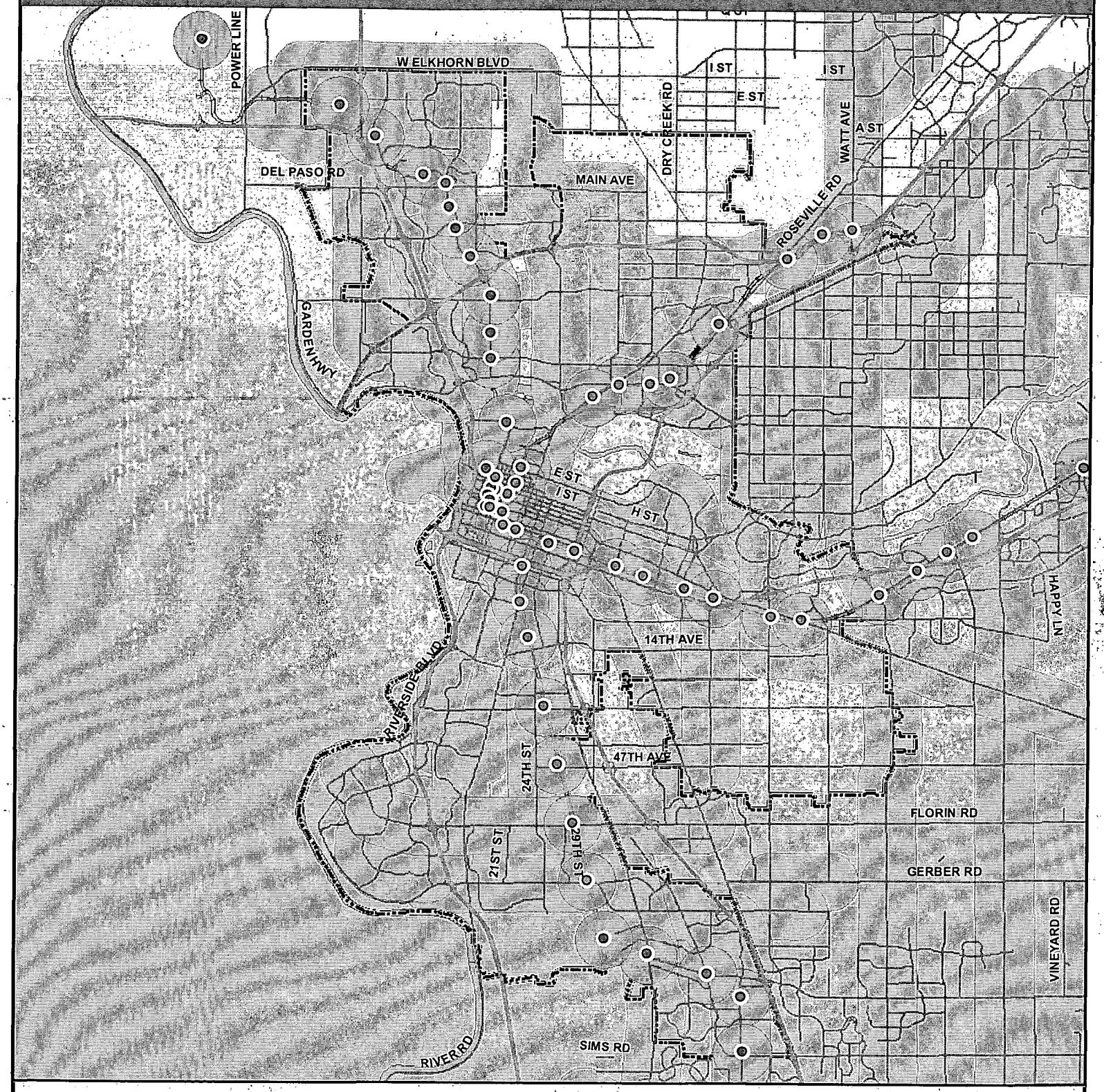
# 2030 General Plan Growth Opportunity Areas




March 3, 2009

SACRAMENTO
2030 GENERAL PLAN

# Areas within 1/2 Mile of a Transit Stop or High Quality Transit Corridor




Areas within 1/2 mile of Major Transit Stop

Areas within 1/2 mile of High-Quality Transit Corridor

Existing LRT Station

Proposed LRT Station

Existing LRT Rail

Proposed LRT Rail

City Boundary

Policy Area

N

0 0.5 1 Miles

Source: SACOG, 2035 MTP

## SUMMARY OF FINAL RECOMMENDED CHANGES TO THE SACRAMENTO 2030 PUBLIC REVIEW DRAFT GENERAL PLAN

The following is a list of all final recommended changes to the Public Review Draft 2030 General Plan.

Within each matrix, comments are identified by reference number, date received, type, source (i.e., name and organization or affiliation), and affected page of the draft General Plan, where applicable.

Each comment type is classified in one of the five following categories:

- **Edit:** Modifications to draft policies or text that **will not change** the intent or direction of the goals, policies, or implementation programs;
- **Mod:** Modifications to draft policies or text that **will change** the intent or direction of the goals, policies, or implementation programs;
- **New:** New goals, policies, or implementation programs not currently in the draft that are proposed for inclusion;
- **Delete:** Requests to remove goals, policies, or implementation programs currently in the draft; or
- **Other:** Miscellaneous comments, questions, or changes that do not fall into any of the above categories.

The matrix includes a column that describes staff's comments/recommendations.

SUMMARY OF COMMENTS: **PART 2, INTRODUCTION**

| # | Date | Type | Source | Comment | Page | Staff Comments/ Recommendation |
|---|---|---|---|---|---|---|
| 1 | 07/31/08 | Mod | Phil Garcia, Sacramento State | Under the designation JP, add "other public entities" as valid partners. This statement could read, "Joint Partnerships with the Private Sector and/or other public agencies". | 2-2, 4-8 | **Recommended with Modifications.** Add the following as its own paragraph to the end of "Inter-governmental Coordination" on page 4-8:<br><br>"The City recognizes there are unique public and private partnerships. In those instances where there are public and private partnerships, it will involve both inter-governmental coordination and joint partnerships with the private sector, as described in more detail below." |

SUMMARY OF COMMENTS: PART 2, LAND USE AND URBAN DESIGN

| # | Date | Type | Source | Comment | Page | Staff Comments/ Recommendation |
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| 2 | 07/18/08 | New | Planning Staff | Add the following new policy. It is intended to enable the development of "Complete Neighborhoods" within one General Plan land use designation, even if the densities of some blocks within the neighborhood are higher than the allowed density range.<br><br>**"LU X.X.X General Plan Density Regulations for Mixed-Density Development Projects.** Where a developer proposes a multi-parcel development project with more than one residential density, the applicable density range of the General Plan Land Use Designation shall be applied to the net developable area of the entire project site rather than individual parcels within the site. Some parcels may be zoned for densities that exceed the maximum allowed density of the project site's Land Use Designation, provided that the net density of the project as a whole is within the allowed range." | | **Recommended with Modifications.**<br>Modify suggested policy as follows:<br><br>**"LU X.X.X General Plan Density Regulations for Mixed-Density Development Projects.** Where a developer proposes a multi-parcel development project with more than one residential density or FAR, the applicable density or FAR range of the General Plan Land Use Designation shall be applied to the net developable area of the entire project site rather than individual parcels within the site. Some parcels may be zoned for densities/intensities that exceed the maximum allowed density/intensity of the project site's Land Use Designation, provided that the net density of the project as a whole is within the allowed range." |

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| 3 | 07/14/08 | Other | DSD Staff | 1) Including a maximum FAR could cap the height of buildings in areas like the Central City. We may not want to include a maximum FAR for certain types of land use designations.<br><br>2) The maximum FAR should not be identified to accommodate high-rise towers.<br><br>3) Is there a way to allow development to exceed the FAR and density maximums if there is a public benefit? | Multiple | **Recommended with Modifications.**<br>Increase the maximum FAR in the Central Business District to 15.<br><br>Also, add a citywide policy to allow projects to exceed the maximum FAR under certain circumstances. The new policy, LU 1.1.12, will be located in the section on Growth and Change and will read as follows: **"Exceeding Floor-Area-Ratio**. New development may exceed the maximum FAR if it is determined that the project provides a significant community benefit."<br><br>Note: A new implementation measure will be added to Part 4 of the General Plan to update the zoning code to identify a process to determine "significant benefit". |
| 4 | 07/14/08 | Other | Bill Crouch, DSD | We exclude areas for parking in FAR calculations, but do we exempt subterranean parking levels? Make this clear. | | **Recommended with Modifications.**<br>The FAR will exclude subterranean parking levels, |

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| | | | | | | too. See the proposed definition below:<br><br>"Floor Area Ratio (FAR): The ratio of the gross building area on a site, excluding structured parking, to the net developable area of the site. The net developable area is the total area of a site excluding portions that cannot be developed (e.g. right-of-way, public parks, etc.) A site includes all contiguous parcels that will share parking or access."<br><br>This definition will be used both in the Glossary and text of the General Plan Land Use Element. |
| 5 | 2/11/09 | New | Planning Staff and City Attorney | Add a new Section, LU 1.2, after page 2-11. To this section, add the following:<br><br>**Regional Sustainable Communities**<br><br>California Senate Bill 375 (Chapter 728 Statutes of 2008), known as "the Anti-Sprawl Bill", requires each metropolitan planning organization (MPO) to include a Sustainable Communities Strategy in its regional transportation plan (RTP) or to adopt an Alternative Planning Strategy, for the purpose | 2-11 | **Recommended.** |

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| | | | | of reducing greenhouse gas emissions, aligning planning for transportation and housing needs, and creating incentives for the implementation of the strategies, such as CEQA streamlining and transportation funding. Policies in this section provide for coordination with SACOG in preparing its RTP and for consistency with SACOG's strategies in the City's planning efforts to facilitate and streamline the development of residential mixed-use projects and "Transit Priority Projects."<br><br>**Goal 1.2**<br>**Sustainable Sacramento Strategy.** Support statewide and regional efforts to reduce greenhouse gas emissions, fund transportation improvements, and meet housing needs.<br><br>**Policies**<br><br>LU 1.2.1 **Regional Coordination.** The City shall work with SACOG to develop and periodically update the Sustainable Communities Strategy or Alternative Planning Strategy as part of the Regional Transportation Planning process.<br><br>**LU 1.2.2 Sustainable Sacramento Strategy.** The City shall review SACOG's Regional Transportation Plan, including the Sustainable Communities Strategy or Alternative Planning Strategy , each time it reviews and updates the General Plan and any master plan, strategy, and zoning, to ensure | | |

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| | | | | overall consistency among all of these plans and strategies and allow for CEQA streamlining and eligibility for State transportation funding.<br><br>LU 1.2.3 **Streamlined Development.** The City shall work with SACOG to ensure that the cumulative impacts of any Regional Transportation Plan are analyzed pursuant to CEQA so that applicable projects may benefit from CEQA streamlining (e.g., full exemption, Sustainable Communities Environmental Assessment, or traffic mitigation) as provided by State law.<br><br>**Implementation Measure**<br>LU 1.2.2 The City shall prepare guidelines that describe the City's process for qualifying for CEQA streamlining for residential mixed-use projects and "Transportation Priority Projects" as provided under State law.<br><br>Timing: 2009-2012<br><br>Responsible Department(s): Planning, Economic Development, and Development Services; City Attorney's Office | | |
| 6 | 2/11/09 | New | Planning Staff | Within the new Section 1.2 based on SB 375 (see above), insert a new diagram, provided by the City, showing areas in the City within 0.5 mile of major transit stops and high-quality transit corridors.<br><br>Include the following text in a sidebar adjacent | | **Recommended.** |

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| | | | | to this diagram:<br><br>*The figure to the left [or right, depending on final document layout] shows areas included in the Sacramento Area Council of Governments (SACOG) 2035 Metropolitan Transportation Plan (MTP) (2007) that are within or adjacent to the City of Sacramento and located within 0.5 mile of a major transit stop or a high-quality transit corridor. The MTP for the Sacramento Region is the Regional Transportation Plan (RTP) for the six-county Sacramento region, as defined by SACOG. Projects located within 0.5 miles of a major transit stop or a high-quality transit corridor identified by a SACOG MTP could be eligible for certain project review streamlining provisions under the California Environmental Quality Act (CEQA), provided that this and other criteria are met, per the provisions of Senate Bill 375 (SB 375) of 2008.* | | |
| 7 | 12/12/08 | Mod | SMAQMD | Modify LU 2.6.3 as follows:<br>**Sustainable Building Practices**. The City shall ~~promote~~ <u>require</u> sustainable building practices that incorporate a "whole system" approach to designing and constructing buildings that consume less energy, water and other resources, facilitate natural ventilation, use daylight effectively, and are healthy, safe, comfortable, and durable. (RDR) | 2-19 | **Recommended with Modifications**<br>Change Policy LU 2.6.3 as suggested by SMAQMD, with slight modification, as follows: "The City shall promote <u>and, where appropriate, require</u> sustainable building practices…" The City maintains discretion to determine where sustainable building |

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| | | | | | | practices should be enforced, encouraged, or incentivized and will do so through the implementation of its green building programs as authorized by the City Council. |
| 8 | 12/12/08 and 12/19/08 | Mod/Other | SMAQMD and State Attorney General's Office | LU 2.6.6<br>**Heat Island Effect**. The City shall seek to reduce the "heat island effect" by promoting such features as reflective roofing, green roofs, light colored pavement, and urban shade trees and reducing the un-shaded extent of parking lots. (RDR)<br><br>Question: Why not <u>require</u> this?<br>Also, what is the implementation measure? | 2-20 | **Recommended with Modifications.**<br>Modify Policy LU 2.6.6 as follows:<br>"The City shall ~~seek to~~ reduce the "heat island effect" by promoting <u>and requiring, where appropriate,</u> such features as reflective roofing, green roofs, light colored pavement, and urban shade trees and reducing the un-shaded extent of parking lots."<br><br>Note: Table 4-2, Implementation Program #14, already requires the City to amend the City Code to establish additional standards for building and site design to minimize the heat island effect. Staff recommends modifying this program as follows: |

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| | | | | | | "The City shall amend the Sacramento Code to establish additional standards, including cool roofing, green roofs, light colored pavement, and other measures, ~~for building and site design~~ to minimize the heat ~~gain~~ island effect. Such standards shall be incorporated into the City's Green Building Program and Climate Action Plan, as appropriate. *(RDR)*" |
| 9 | 12/12/08 | Mod | SMAQMD | Revise LU 4.1.1 as follows:<br><br>**Mixed-use Neighborhoods**. The City shall ~~promote~~ require neighborhood design that incorporates a compatible and complementary mix of residential and non-residential (e.g., retail, parks, schools) uses that address the basic daily needs of residents and employees. (RDR) | 2-52 | **Recommended.** |
| 10 | 12/12/08 | Mod | SMAQMD | Revise LU 4.1.3 as follows:<br><br>**Walkable Neighborhoods**. The City shall ~~encourage~~ require the design and development of neighborhoods that makes them more pedestrian-friendly including features such as short blocks; broad and well-appointed sidewalks (e.g., lighting, landscaping, | 2-53 | **Recommended.** |

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| | | | | adequate width); tree-shaded streets; buildings that define and are oriented to adjacent streets and public spaces; limited driveway curb cuts; paseos and pedestrian lanes; alleys, traffic-calming features; and convenient pedestrian street crossings. (RDR/MPSP) | | |
| 11 | 12/12/08 | Mod | SMAQMD | Revise LU 4.5.2 as follows:<br><br>**Compact Neighborhoods**. The City shall ~~encourage~~ require developers to create new residential neighborhoods that are pedestrian and bicycle friendly, are accessible by transit, and make efficient use of land and infrastructure by being compact with higher average densities. (RDR) | 2-60 | **Recommended.**<br>Note: We already do require this as a matter of practice by implementation of our Bikeway Master Plan, Pedestrian Master Plan, TOD near LRT stations, etc. |
| 12 | 07/09/08 | Mod | Convention, Culture, and Visitors Bureau via Alan Porter, LRP | LU 5.6.5 Cultural Facilities Central City ~~Downtown~~. The City shall continue to support the existing ~~concentration of~~ cultural facilities in the Central City ~~BD~~ and encourage the development of additional facilities that promote the city as the regional and historic center for meeting and gathering. | 2-81 | **Recommended.** |
| 13 | 07/22/08 | New | Greg Bitter, DSD | Amend the land use and urban form policies to allow for small commercial (less than 1 acre) to be exempted or excepted from the minimum FAR requirement. | Multiple | **Recommended with Modifications.**<br>A footnote will be added to Table LU 1 to allow supportive commercial uses to be exempt from meeting the minimum FAR. |
| 14 | 2/11/09 | Other | Planning Staff | Add an Opportunity Areas diagram (provided by the City) after the Areas of Change diagram on page 2-9. | 2-9 | **Recommended.** |

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| | | | | Include the following text adjacent to this diagram:<br><br>"The illustration to the left identifies subareas of the City that have been identified for future infill, reuse, or redevelopment. These development opportunity areas contain vacant or underutilized lands that provide opportunities for future growth. Categories include:<br><br>• Neighborhoods: These areas are expected to contain a diversity of housing types, as well as complementary community supportive uses.<br><br>• Centers: These areas are expected to develop for commercial and employment uses (without housing) and/or mixed-use projects that integrate housing with retail, office, community facilities and other uses.<br><br>• Transit Centers: Similar to centers, with a focus on transit, these areas may include any combination of employment, services, retail and/or entertainment and housing centered on a transit station.<br><br>• Corridors: These areas will provide connections between centers, districts and neighborhoods and are expected to contain a mix of uses, including housing, retail and office development that support surrounding | | |

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| | | | | neighborhoods.<br><br>• New Growth: These areas are generally vacant land located on the outer edges of the city and are expected to see greenfield development, requiring new infrastructure and services.<br><br>Opportunity areas are further identified in Part 3 - Community Plan Areas and Special Study Areas." | | |
| 15 | 12/12/08 | Mod | SMAQMD | LU 2.4.2 Responsiveness to Context. The City shall ~~promote~~ require building design that respects and responds to the local context, including use of local materials where feasible, responsiveness to Sacramento's climate, and consideration of cultural and historic context of Sacramento's neighborhoods and centers. (RDR) | 2-17 | **Recommended.** |
| 16 | 07/04/08 | Mod | Desmond Parrington, LRP | LU 2.7.6 Walkable Blocks. The City shall require new development and redevelopment projects to create walkable, pedestrian-scaled blocks, publicly accessible mid-block and alley pedestrian routes where appropriate, and sidewalks appropriately scaled for the anticipated pedestrian use. | 2-23 | **Recommended.** |
| 17 | 07/04/08 | New | Desmond Parrington, LRP | Maybe we should add a new policy that states something like "The City shall strive to balance the needs of vehicles and pedestrians in its alleys". | | **Recommended with Modifications.**<br>Revise LU 2.7.6 (Walkable Blocks) to read:<br>"The City shall require new development and |

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| | | | | | | redevelopment projects to create walkable, pedestrian-scaled blocks, publicly accessible mid-block and alley pedestrian routes where appropriate, and sidewalks appropriately scaled for the anticipated pedestrian use." (See above.) |
| 18 | 7/31/08 | Mod | Traci Canfield, RT | Corridors Introduction (LU 6): Please add transit-friendly. | 2-83 | **Recommended.** Change the introduction as follows: "Policies in this section provide for the transformation of auto oriented commercial corridors to mixed-use, pedestrian-oriented and transit friendly environments." |
| 19 | 12/12/08 | Mod | SMAQMD | Change LU 6.1.10 as follows: **Corridor Transit**. The City shall ~~encourage~~ require design and development along mixed use corridors that promotes the use of public transit and pedestrian and bicycle travel and maximizes personal safety through development features such as: • Safe and convenient access for pedestrians between buildings and transit stops, parking areas, and other buildings and facilities; and • Roads designed for automobile use, efficient transit service as well as pedestrian and bicycle | 2-92 | **Recommended.** |

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| | | | | travel.<br>(RDR/MPSP) | | |
| 20 | 12/12/08 | Mod | SMAQMD | Change LU 7.1.2 as follows:<br>**Housing in Employment Centers**. The City shall ~~promote~~ require compatible integration of housing in existing and proposed employment centers to help meet housing needs and reduce vehicle trips and commute times, where such development will not compromise the City's ability to attract and maintain employment-generating uses.<br>(RDR) | 2-104 | **Recommended.** |
| 21 | 7/31/08 | Mod | Traci Canfield, RT | LU 2.6.1: Please add mixed-use to the description, and define proximity to transit stops. | 2-19 | **Recommended with Modifications.**<br>Staff will add the "mixed use" reference, but not define "transit stop" because it is not a land use standard. See the proposed modification below:<br><br>"**LU 2.6.1 Sustainable Development Patterns**. The City shall promote compact development patterns, mixed use and higher-development intensities that use land efficiently; reduce pollution and automobile dependence and the expenditure of energy and other resources; and facilitate walking, |

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| | | | | | | bicycling, and transit use." |
| 22 | 7/31/08 | Mod | Traci Canfield, RT | LU 4.1.1: Please add "encourage taking transit" | 2-52 | **Recommended to be Addressed Elsewhere.** This issue is addressed in the following proposed revision to LU 4.1.3:<br><br>"Walkable Neighborhoods. The City shall encourage the design and development of neighborhoods that are ~~makes them~~ pedestrian-friendly~~, including~~ and include features such as short blocks, broad sidewalks, (e.g. lighting, landscaping, adequate width), tree-shaded streets, buildings that define and are oriented to adjacent streets and public spaces, limited driveway curb cuts, paseos and pedestrian lanes, alleys, traffic-calming features, ~~and~~ convenient pedestrian street crossings, and access to transit." |
| 23 | 07/31/08 | Mod | Traci Canfield, RT | LU 4.1.3: Please add "transit access" | 2-53 | **Recommended.** Modify Policy LU 4.1.3 to state:<br><br>"Walkable Neighborhoods. The City shall encourage |

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| | | | | | | the design and development of neighborhoods that are ~~makes them~~ pedestrian-friendly~~, including~~ and include features such as short blocks, broad sidewalks, (e.g. lighting, landscaping, adequate width), tree-shaded streets, buildings that define and are oriented to adjacent streets and public spaces, limited driveway curb cuts, paseos and pedestrian lanes, alleys, traffic-calming features, ~~and~~ convenient pedestrian street crossings, and access to transit." |
| 24 | 07/31/08 | Mod | Traci Canfield, RT | LU 4.3.1: Please add transit | 2-57 | **Recommended.** Modify Policy LU 4.3.1 to state:<br><br>"Traditional Neighborhood Protection. The City shall protect the pattern and character of Sacramento's unique traditional neighborhoods, including the street-grid pattern, architectural styles, tree canopy, and access to public transit, neighborhood services and amenities." |

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| 25 | 07/31/08 | Mod | Traci Canfield, RT | Goal LU 4.4: Add access to transit | 2-58 | **Recommended.** Modify Goal LU 4.4 to state:<br><br>"Urban Neighborhoods. Promote vibrant, high-density, mixed use urban neighborhoods with convenient access to employment, shopping, entertainment, transit, civic uses (e.g. school, park, place of assembly, library, or community center), and community-supportive facilities and services." |
| 26 | 07/31/08 | Mod | Traci Canfield, RT | LU 5.1.2: Please rewrite: "…located near existing or planned transit ~~lines~~ stops…" | 2-76 | **Recommended.** Modify Policy 5.1.2 to read:<br><br>"Centers Served by Transit. The City shall promote the development of commercial mixed-use centers that are located on existing or planned transit ~~lines~~ stops in order to facilitate and take advantage of transit service, reduce vehicle trips, and enhance community access." |
| 27 | 12/12/08 | Mod | SMAQMD | Modify LU 5.1.5 as follows: | 2-77 | **Recommended with Modifications:** |

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| | | | | ~~The City shall encourage the~~ **Vertical and Horizontal Mixed Use.** New commercial centers and mixed-use centers shall, wherever feasible, incorporate vertical and horizontal integration of uses, ~~within commercial centers and mixed-use centers,~~ particularly residential and office uses over ground floor retail. | | Staff recommends changing the policy to reflect the intent of the SMAQMD's recommendation as follows:<br><br>"The City shall encourage and, where feasible, require the vertical and horizontal integration of uses within commercial centers and mixed use centers, particularly residential and office uses over ground floor retail." |
| 28 | 12/12/08 | Mod | SMAQMD | Modify Policy LU 5.4.3 as follows:<br><br>**Neighborhood Centers and Destinations**. The City shall ~~encourage~~ require greater pedestrian and bicycle connections between mixed-use regional commercial centers and surrounding neighborhoods. (RDR/MPSP) | 2-80 | **Recommended.** |
| 29 | 12/12/08 | Mod | SMAQMD | Modify LU 5.5.2 as follows:<br><br>**Transit-oriented Development**. The City shall ~~actively support and encourage~~ require mixed-use retail, employment, and residential development around existing and future transit stations (RDR) | 2-80 | **Recommended with Modifications.**<br><br>**Transit-oriented Development**. The City shall actively support and ~~encourage~~ facilitate mixed-use retail, employment, and |

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| | | | | | | residential development around existing and future transit stations. (RDR) |
| 30 | 12/12/08 | Edit | SMAQMD | Modify LU 6.1.2 as follows:<br><br>**Transformed Corridors**. The City shall ~~promote~~ facilitate the transformation of major thoroughfares dominated by auto-oriented strip commercial uses to include a broader mix of uses, both horizontal and vertical, that provides opportunities for medium- and higher- density housing, while also addressing local and citywide demand for retail and services. (RDR) | 2-90 | **Recommended.** |
| 31 | 07/31/08 | Mod | J. Glen Rickelton, Sacramento County Airport System | The entire Sacramento International Airport's footprint should be excluded from the illustration of Sacramento's Special Study Areas and Planned Development. | 2-123 | **Recommended.** |
| 32 | 07/31/08 | Mod | J. Glen Rickelton, Sacramento County Airport System | LU 8.1.14 and LU 8.1.15: These policies would be strengthened by directly relating them to ensuring consistency with the current Airport Land Use Compatibility Plan for each airport. | 2-113 | **Recommended with Modifications.**<br>Modify Policy 8.1.14 (Airport Compatibility) to read:<br><br>"Airport Compatibility. The City shall work with the Sacramento County Airport System (SCAS) and the Airport Land Use Commission to ensure that new development near the area's airports is compatible with airport operations and |

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| | | | | | | Airport Land Use Compatibility Plans."<br><br>Policy LU 8.1.15 will not be modified because it specifically addresses the SACOG Airport Land Use Commission. |
| 33 | 07/31/08 | Mod | Jodi Samuels, Planning Commissioner | Public/Quasi-Public – The description in the first paragraph assumes and accepts that these areas "often include a significant amount of surface parking lots and structured parking." The part about parking lots should be deleted in order to encourage more structured parking for any facility, as structured parking is a better land use in almost any circumstance, despite the fact that it might be more costly to construct than a surface lot.<br><br>Related other comments from Jodi: p. 2-195, M 6.1.2, 6.1.4 – Reducing parking standards and parking areas are critical to the success of the City as we grow in smarter ways. Excellent policies! This reinforces my earlier point about the parking assumed for Public/Quasi-Public Uses, as the Parking policies in the Mobility Element clearly contradict the continued tolerance of surface parking lots. | 2-110 | **Recommended.**<br><br>Page 2-110: Introduction language will focus on surface parking being common to existing buildings, not necessarily recommended for future improvements:<br><br>"The Public/Quasi-Public designation describes areas with unique uses and typically unique urban forms. These areas host community services and/or educational, cultural, administrative, and recreational facilities often located within a well-landscaped setting. Most of these areas provide a public function and as a result, existing buildings often include a significant amount of surface parking |

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| | | | | | | lots and structured parking to accommodate users of the facilities. It should be noted that many Public/Quasi-Public uses are also allowed and are located in other land use and urban form designations." |
| 34 | 07/30/08 | New/Mod | Marc de la Vergne, CADA | Add a specific new reference to the Capitol View Protection Act under Goal LU 5.6, possibly within Policy 5.6.3. | 2-81 | **Recommended.** New policy: "**Capital View Protection.** The City shall ensure development conforms to the Capital View Protection Act." |
| 35 | 07/31/08 | New/Mod | Zachary Miller, State Department of General Services | Reference the Capitol View Protection Act. | | **Recommended.** See Comment/Response above. |
| 36 | 07/31/08 | Mod | Phil Garcia, Sacramento State | Policy LU 2.6.3 Sustainable Building Practices: Add a "JP" designation as an additional means to meet this goal. | 2-19 | **Recommended with Modifications.** The "IGC" (Inter-governmental Coordination) identifier will be used instead of the suggested "JP" (Joint Partnership with the Private Sector). |
| 37 | 07/31/08 | Mod | Phil Garcia, Sacramento State | Policy LU 2.7.2 Design Review, Policy Goal: Add a "JP" designation; City can partner with University faculty to achieve this policy goal. | 2-20 | **Recommended with Modifications.** The "IGC" (Inter-governmental Coordination) identifier will be used instead of the |

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| | | | | | | suggested "JP" (Joint Partnership with the Private Sector). |
| 38 | 07/31/08 | Mod | Phil Garcia, Sacramento State | Policy LU 5.1.3<br>Cultural and Entertainment Centers: Sacramento State recommends "education" be added to cultural and entertainment facilities' and events. | 2-76 | **Recommended.**<br>Modify LU 5.1.3 to read:<br><br>"Cultural and Entertainment Centers. The City shall actively support the development of cultural, education, and entertainment facilities and events in the city's centers to attract visitors and establish a unique identity for Sacramento." |
| 39 | 07/31/08 | Mod | Phil Garcia, Sacramento State | Change Policy LU 8.1.10 College Campus Development to read:<br>The City shall encourage colleges to integrate uses such as residential, retail, services, and other public facilities in and around their campuses to augment the economic vitality of the neighborhood and ensure that other public enhancements that contribute to a greater quality of life, such as arts, culture, athletic, public lectures and/or medical facilities, are accessible to the community.~~alleviate impacts created by college students and college employees on surrounding neighborhoods.~~ | 2-113 | **Recommended.** |
| 40 | 07/31/08 | Other | Graham Brownstein, ECOS | We strongly suggest that there needs to be more flexibility in some of the central city areas | | **Recommended with Modifications.** |

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| | | | | designated "neighborhood residential" to allow for appropriate infill projects that have a higher density than that proposed by the GP but will work well in the neighborhood. | | Add the following revised and new policies:<br><br>Revised:<br>**"LU 4.3.2: Replacement of Non-Conforming Densities in Traditional Neighborhoods ~~Densities~~.** The City shall preserve the existing diversity of housing types and densities on each block of Traditional Neighborhoods. Where the density of existing development on a Traditional Neighborhood block ~~does not conform to the standards for Traditional Neighborhoods~~ falls outside the applicable density range of its land use designation, the City shall allow replacement development on the parcel that maintains the same density., ~~deviations from those standards may be allowed if replacement of existing housing units does not result in a net increase or decrease in density on the parcel."~~<br><br>New: |

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| | | | | | | **"Alley Activation Density Bonus in Traditional Neighborhood Medium Density.** Within the Traditional Neighborhood Medium Density designation, development shall be allowed to reach 36 units per acre provided that the following conditions are met:<br>- The parcel is zoned for a maximum density of 36 units per acre.<br>- The development maintains the character of Traditional Neighborhood Medium Density by presenting a façade of single-family homes or duplexes.<br>- The additional units, bringing the total density up to 36 units per acre, are built in the back of the street-facing units, and are accessed by the alley."<br><br>**"Corner Duplexes and Halfplexes in Traditional Neighborhood Medium Density.** Within the Traditional Neighborhood |

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| | | | | | | Medium Density designation, an exception to the maximum density standard shall be granted for the construction of duplexes and halfplexes on corner parcels of a traditionally scaled block."<br><br>"**Density Regulations for Mixed-Density Development Projects.** Where a developer proposes a multi-parcel development project with more than one residential density or FAR, the applicable density or FAR range of the General Plan Land Use Designation shall be applied to the net developable area of the entire project site rather than individual parcels within the site. Some parcels may be zoned for densities/intensities that exceed the maximum allowed density/intensity of the project site's Land Use Designation, provided that the net density of the project as a whole is within the allowed range." |

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| | | | | | | **"Exceeding Floor-Area-Ratio.** New development may exceed the maximum FAR if it is determined that the project provides a significant community benefit."<br><br>Note: A new implementation measure will be added to Part 4 of the General Plan to update the zoning code to identify a process to determine "significant benefit". |
| 41 | 8/6/2008 | Other | Sabina Gilbert, City Attorney | LU 4.3.2<br>Where proposed residential development on a parcel within a Traditional Neighborhood block would exceed the maximum allowed density, the City may allow the development if the density of the proposed development, when added to the density of the existing development on the block, would not cause the overall density of the block to exceed the maximum density." Q: How would you handle vacant parcels? Assign them the max. density? | 2-57 | **Recommended with Modifications.**<br>Densities will be calculated and allowed as shown in the following revised and new policies.<br><br>Revised:<br>**"LU 4.3.2: Replacement of Non-Conforming Densities in Traditional Neighborhoods ~~Densities~~.**<br>The City shall preserve the existing diversity of housing types and densities on each block of Traditional Neighborhoods. Where the density of |

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| | | | | | | existing development on a Traditional Neighborhood block ~~does not conform to the standards for Traditional Neighborhoods~~ falls outside the applicable density range of its land use designation, the City shall allow replacement development on the parcel that maintains the same density., ~~deviations from those standards may be allowed if replacement of existing housing units does not result in a net increase or decrease in density on the parcel."~~<br><br>New:<br>"**Alley Activation Density Bonus in Traditional Neighborhood Medium Density.** Within the Traditional Neighborhood Medium Density designation, development shall be allowed to reach 36 units per acre provided that the following conditions are met:<br>- The parcel is zoned for a maximum density of 36 units per acre. |

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| | | | | | | - The development maintains the character of Traditional Neighborhood Medium Density by presenting a façade of single-family homes or duplexes.<br>- The additional units, bringing the total density up to 36 units per acre, are built in the back of the street-facing units, and are accessed by the alley."<br><br>"**Corner Duplexes and Halfplexes in Traditional Neighborhood Medium Density.** Within the Traditional Neighborhood Medium Density designation, an exception to the maximum density standard shall be granted for the construction of duplexes and halfplexes on corner parcels of a traditionally scaled block."<br><br>"**Density Regulations for Mixed-Density Development Projects.** Where a developer proposes a multi-parcel |

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| | | | | | | development project with more than one residential density or FAR, the applicable density or FAR range of the General Plan Land Use Designation shall be applied to the net developable area of the entire project site rather than individual parcels within the site. Some parcels may be zoned for densities/intensities that exceed the maximum allowed density/intensity of the project site's Land Use Designation, provided that the net density of the project as a whole is within the allowed range." |
| 42 | 8/6/2008 | Mod | Sabina Gilbert, City Attorney | LU 10.1<br>Intro. paragraph under Goal LU 10.1: Should the term "Planned Development" in the second line be "Special Study Areas"? | 2-124 | **Recommended.**<br>Goal LU 10.1 will now state the following:<br><br>**"Growth and Change beyond the Policy Area.** Plan comprehensively for growth and change in ~~Planned Development~~ Special Study Areas consistent with the Regional Blueprint principles and the City's Vision and Building |

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| | | | | | | Principles, and ensure that annexation and development provide regional and community benefits." |
| 43 | | Mod | Planning Staff | Include cemeteries on the list of allowed uses in the Public/Quasi Public Land Use Designation. | 2-110 | **Recommended.** |
| 44 | 2/12/09 | Mod | Planning Staff | In the description under "Planned Development", modify the text as follows:<br><br>The Planned Development designation is applied to ~~five~~ four areas with pending projects that are in the development review process as of March 2009. These include McKinley Village, ~~Greenbriar,~~ Panhandle, Camino Norte, and Natomas Crossing ~~Railyards, and Delta Shores~~. Specific land use and urban form designations (i.e., designations outlined in this plan) will be applied to these areas once planning is complete and the City has approved the development. | 2-124 | **Recommended.** |
| 45 | 8/29/08 | Mod | LAFCO | LU 10.1.2 Comprehensive Planning for Special Study Areas. The City shall require that Special Study Areas be planned comprehensively prior to annexation for the following processes:<br>▪ Amendment of the General Plan, including completion of a new Community Plan chapter where applicable.<br>▪ Approval of a Sphere of Influence amendment by the LAFCo prior to annexation request where applicable. | | **Recommended with Modifications.**<br>Revise the second bullet to state:<br><br>"Approval of a Sphere of Influence amendment by the LAFCo prior to annexation request where applicable. (Sacramento |

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| | | | | (Sacramento LAFCo local policies discourage concurrent Sphere of Influence Amendment and Annexation. The city should work with LAFCo to amend the SOI prior to making applications for annexation. LAFCo is the CEQA Lead Agency for a SOIA.)<br>▪ Completion and adoption of Master Plans, Specific Plan and Development Agreements, as appropriate, in order to establish the timing, phasing, costs, and responsible parties associated with development in the area to be annexed. | | LAFCo local policies discourage concurrent Sphere of Influence Amendment and Annexation.)" |
| 46 | 8/29/08 | Mod | LAFCO | **LU 10.1.3 Regional and Community Benefits.** The City shall require that regional and community benefits are achieved as the result of annexations and development approvals in any Special Study Area or Planned Development Area, consistent with the goals and policies outlined in this Plan. Examples include, but are not limited to, the following:<br>▪ A mix of land uses that result in a full range of jobs, housing, amenities, services, and open space, resulting in complete neighborhoods and dynamic centers that have strong linkages with the city and region<br>▪ Transportation systems, including transit and roadways that are substantially improved and expanded, in a manner that provides enhanced mobility for all sectors of the community and benefits regional air quality<br>▪ Sustainable infrastructure and community | | **Recommended.** Revise the last two bullets as proposed. |

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| | | | | facilities, where adequate land is provided for such facilities, and construction and ongoing maintenance are funded by proposed development<br>▪ Conservation of open space, including important agricultural lands, sensitive habitat areas and wildlife corridors, and other ~~undeveloped~~ non-urbanized areas that serve as buffers or "greenbelts" for public use<br>▪ Net fiscal benefits are achieved by both the City and County, with minimal impacts to affected special districts *(MPSP/RDR)* | | |
| 47 | 9/17/08 | Mod | Planning Staff | Add the following to the bulleted list of allowed uses in Traditional Neighborhood High Density:<br><br>"Small-lot single-family dwellings<br>Small-lot single-family attached dwellings (e.g., duplexes, triplexes, townhomes)<br>Accessory second units" | 2-46 | **Recommended.** |
| 48 | 9/22/08 | New | Planning Staff | Add the following new policy under Goal LU 8.1 (Public/Quasi-Public):<br><br>"LU 8.1.x Medical Center Expansions. The City shall prohibit the rezoning of any parcel that is residentially zoned for the purposes of expanding a major medical facility." | | **Recommended.** |
| 49 | 10/2/08 | New | Planning Staff | A new policy is needed to recognize the American River Parkway Plan. | | **Recommended.**<br>Add the following new policy to LU 9:<br><br>"The City recognizes the |

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| | | | | | | American River Parkway Plan as an important state approved land use and policy document." |
| 50 | 10/2/08 | Mod | Planning Staff | We need to allow additional industrial land uses for better consistency with the M-1 zone.<br><br>We need to allow light industrial and warehouse structures to convert to residential or commercial uses in areas such as the River District that expect to transition to urban development. | 2-98 | **Recommended with Modifications.**<br>Edit allowed uses of the Employment Center Low Rise land use designation as follows:<br><br>***"Allowed Uses***<br>This designation provides for employment generating uses that generally do not produce loud noise or noxious odor including the following:<br><br>• ~~Light~~ Industrial or manufacturing that occurs entirely within an enclosed building or an enclosed outdoor area with appropriately landscaped setbacks<br>• Office Flex-space (i.e., industrial structures converting to office or research and design uses)<br>• Residential and commercial flex-space (i.e., industrial |

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| | | | | | | structures converting to residential or commercial uses) in areas expected to transition to urban development<br>• Office uses<br>• Retail and service uses that provide support to employees<br>• Compatible public, quasi-public, and special uses"<br><br>Note to Reader: As part of the Zoning Code Update (Administration Implementation Program # 12, Part 4) the allowed uses of the M-1 zone will be updated to ensure compatibility with Employment Center Low Rise. |
| 51 | 10/2/08 | Other | Planning Staff | Some Employment Center Low Rise areas are adjacent to light rail stations (47th Avenue, Marconi, etc). When market conditions and infrastructure are in place, these areas may start to transition to urban mixed use development. | | **Recommended.**<br>Add the following new policy:<br><br>"**LU 7.1.5 Transitions to Urban Development.** The City shall support changes in land use designation from Employment Center Low Rise to higher |

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| | | | | | | intensity land uses, on parcels located within a half-mile walking distance of a light rail station or other major transit stop, when appropriate market conditions and infrastructure are in place." |
| 52 | 2/11/09 | Mod | Planning Staff | Under LU 9, Parks and Recreation, add as an allowed use the following:<br><br>"Compatible public, quasi-public, and selected special uses" | 2-119 | **Recommended.** |
| 53 | | Mod | Planning Staff | Modify LU 10.1.5 to show March 3, 2009 as the General Plan adoption date. | 2-126 | **Recommended.** |
| 54 | 2/20/09 | Delete | City Staff | Delete LU 1.1.11 (General Plan Amendments) due to concerns about the feasibility of changing the current application processing procedures, potential project delays, and because there may be equally effective ways to monitor and appraise changes to the plan through annual reports on the progress of the General Plan. | 2-11 | **Recommended.** |

SUMMARY OF COMMENTS: **PART 2, GENERAL PLAN LAND USE & URBAN FORM DIAGRAM**

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| 55 | 07/02/08 | Mod | Greg Guardino, Alleghany Properties LLC | Part of the Natomas Crossing Planned Unit Development site (APNs 225-1250-049 and 225-1250-002, bounded on the north by Arena Boulevard, on the south by Prosper Road, on the east by Truxel Road, and on the west by South Entrance Road) is currently designated Urban Center High by the Draft 2030 General Plan. The land use designation should be changed to better match the existing 1988 General Plan Neighborhood Commercial/Office designation. The proposed Urban Center High land use designation is out of character with the area. | 2-31 | **Recommended.** The land use designation will be changed to Suburban Center to be more consistent with the existing land use designation and to be more realistic given existing conditions in the area. However, the new Suburban Center land use designation will also allow sufficient density to support future light rail service. |
| 56 | 10/23/08 | Mod | Remy, Thomas, Moose and Manley, LLP for Alleghany Properties LLC | The 108.6-acre Natomas Crossing Planned Unit Development site, located north and south of Arena Boulevard immediately east of Highway 5, is currently designated Employment Center Mid-Rise by the Draft 2030 General Plan. The request is to change the land use designation to Planned Development to allow the City and the applicant time to determine the appropriate land use designations for this area as the details of the Natomas Crossing development continue to be worked out. | 2-31 | **Recommended.** Staff supports this request, because a development application for this site is currently under review. As with the other Planned Development sites, once a development project is approved by the City Council, the 2030 General Plan will be amended to reflect the approved land uses. |
| 57 | 07/31/08 | New | Traci Canfield, RT | Along Southline Phase 2 alignment, the first station south of Meadowview should be west of the light rail tracks (not adjacent to the UP tracks); the next station at Franklin is on the south side of the light rail tracks and west of Franklin Blvd. (not on the corner). | 2-31 | **Recommended.** Will refer to GIS Specialist for map change. |
| 58 | 07/31/08 | New | Traci Canfield, RT | Please describe densities with dwelling units per | 2-31 | **Recommended with** |

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| | | | | net acre and per gross acre and define what is excluded in net versus gross. | | **Modifications.** All densities are net (will clarify in legend). Gross/net definitions are included in the Draft General Plan Glossary (Appendix E). |
| 59 | 07/31/08 | Mod | J. Glen Rickelton, Sacramento County Airport System | The footprint of Sacramento International Airport (SMF) is incorrectly shown on the diagram. The County Airport System owns approximately 6,000 acres in the Natomas Basin. The property shown reflects roughly one-third of the total property owned. The property extends south to the Sacramento River and north to the Sutter County line. (See enclosed property map, which also includes several parcels west of current airport property identified for acquisition to support future airport expansion.) | 2-31 | **Recommended.** |
| 60 | 07/31/08 | Mod | Long Range Planning Staff | The RT maintenance facility site on 29th Street should be changed from Urban Corridor Low to Urban Corridor High for consistency with the adjacent Sutter General Hospital site and to encourage infill development. | 2-31 | **Recommended.** |
| 61 | 07/30/08 | Mod | Marc de la Vergne, CADA | Change the graphic LU-1 to show the boundaries of the Capitol View Protection Act with its height limits. | 2-31 | **Recommended with Modifications** The boundaries of the Capitol View Protection Act will be added to the enlarged Central City map in the Central City Community Plan section and a footnote on the citywide Land Use and Urban Form Diagram |

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| | | | | | | will indicate that additional detail can be found in Community Plan maps.<br>A new policy will be added to the land use element:<br><br>"**LU 5.6.6 Capitol View Protection.** The City shall ensure that development conforms to the Capitol View Protection Act." |
| 62 | 07/31/08 | Mod | Zachary Miller, State Department of General Services | Identify the boundaries and corresponding height limits of the Capitol View Protection Act. | 2-31 | **Recommended with Modifications.**<br>See Comment/Response above. |
| 63 | 08/20/08 | Mod | Norbert J. Bartosik, Cal Expo | Change the land use designation for the Cal Expo site to "Urban Center High" consistent with the Point West designation and the Arden Fair Mall designation. This designation would not include any portion of the Cal Expo Bushy Lake property which is part of the American River Parkway Plan.<br><br>Our discussions have focused on a new plan for Cal Expo to maximize the use of the site and redevelop the fair facilities to a state of the art, energy efficient fairground and exposition facility, as well as a mixed land use of entertainment, retail, commercial, hotel, residential, fair and exposition/convention uses. | 2-31 | **Addressed Elsewhere.**<br><br>Staff agrees that use of the Cal Expo property should be maximized and the fair facilities redeveloped, including consideration of the proposed development of an 18,000-20,000 seat indoor multi-purpose arena. However, this scope of land use change was not anticipated in the land use analysis. As a result, this land use designation will not be changed concurrent with adoption of the 2030 General Plan. However the following |

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| | | | | | | implementation measure will be added:<br><br>"The City shall work cooperatively with Cal Expo to plan future development on the State Fair grounds, including consideration of the proposed development of an 18-20,000 seat indoor multi-purpose arena." |
| 64 | 8/20/08 | Mod | Stoel Rives, LLP | The land use and urban form diagram should be changed to show the Florin-Perkins Transfer Station site as "Industrial" (like it is currently), rather than as "Employment Center Low Rise", as proposed in the new General Plan. | 2-31 | **Not Recommended.**<br>The site will remain Employment Center Low Rise, which reflects the City's vision for the area as "clean and green" industry that is compatible with planned residential uses nearby.<br><br>This designation will not prevent the waste transfer station from continuing to operate. The waste transfer facility will be "grandfathered in" as an existing nonconforming use. While it will be able to continue operating under its current permits, facility expansion will be prohibited.<br><br>An administrative correction will be made so that the entire |

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| | | | | | | facility is located within a single land use designation. (In the Draft Land Use Diagram, the Traditional Neighborhood Medium Density designation partially overlaps the eastern portion of the waste transfer facility.) |
| 65 | 9/8/08 | Other | Jerry Vorpahl for the Power Inn Alliance | Retain the proposed Employment Center Low Rise land use designation for the Florin-Perkins site. This will reduce vehicle miles traveled (VMT) by locating jobs near housing and has the full approval of the Power Inn Alliance, the College-Glen Neighborhood Association, and local developers who have invested heavily in the area. | 2-31 | **Recommended.** |
| 66 | 9/8/09 | Mod | Long Range Planning Staff | 47th Avenue Light Rail Station. The land use designation to the west of the station should be changed from Traditional Center to Employment Center Low Rise for consistency with existing viable industrial businesses.<br><br>The area may eventually turn over to mixed use urban development when appropriate infrastructure and market conditions are in place. | 2-31 | **Recommended.**<br>Land use will be changed from Traditional Center to Employment Center Low Rise.<br><br>A new policy will be added to Land Use Element:<br>"**LU 7.1.5 Transitions to Urban Development.** The City shall support changes in land use designation from Employment Center Low Rise to higher intensity land uses when appropriate market conditions and infrastructure are in place." |
| 67 | | Mod | Long Range Planning | Ben Ali: Due to the existing low-density fabric, | 2-31 | **Recommended.** |

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| | | | Staff | access difficulties, and lack of infrastructure in the Ben Ali neighborhood, the designation should be lowered from Suburban Neighborhood Medium Density to Suburban Neighborhood Low Density. | | |
| 68 | | Mod | Long Range Planning Staff | Correction of Central Business District Designation: The shape of the CBD designation will be extended to include all parcels zoned C-3 and to add parcels along the north side of "I" Street. Some parcels that are not part of the CBD, such as a portion of the Railyards and certain parks, will be changed to reflect their proper designations. | 2-31 | **Recommended.** |
| 69 | 10/16/2008 and 11/13/2008 Planning Commission meetings; 9/28/08 comment letter. | Mod | Jim Pachl (Public Comment) | Referring to the Central Business District (CBD) areas between N and Q Streets: There is a lot of existing multi-family housing that is currently correctly designated as residential. The proposed CBD designation would allow residential, commercial, or office that would increase the potential for existing multi-family housing and historic housing (e.g., Victorians) to be converted to other uses. It would cause urban design (e.g., height) conflicts. Requests that the City not change the designation in this area from residential to CBD. If the City is going to change the area to CBD would like to be shown a figure of what impacts will occur to existing residents. | 2-31 | **Recommended.**<br>The area between N and Q Streets to the west of 7th Street will be changed to Urban Neighborhood High Density, with the exception of the Crocker Art Museum and Crocker Park (as recommended by the Planning Commission at their November 13th meeting).<br><br>Also, the Central Business District land use designation allows residential uses. Staff recommends adding the following new policy to support retention of residential uses: |

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| | | | | | | **"Retention of Existing Downtown Residential Character.** The City shall support a mixed use, vibrant Central Business District by encouraging retention of existing residential units and ensuring replacement of residential units lost to demolition through residential construction in the immediate area." |
| 70 | 10/1/08 | Mod | Jeanie Wilcox for Neighbors of Capitol Villas | Retain the existing residential land use designation in the area bounded by 5th, 7th, P, and N Streets. This area has a high residential density comprised of a variety of housing types, in addition to green space, and exemplifies the best guidelines of the Draft 2030 General Plan. The neighborhood residents want the area to be exclusively residential, and to retain its large amounts of publicly accessible green space. | 2-31 | See Comment/Response above. |
| 71 | 11/14/08 | Mod | James Reece | Retain the existing residential land use designation in the Capitol Villas neighborhood. | 2-31 | See Comment/Response above. |
| 72 | 10/16/2008 Planning Commission | Other | Commissioner Samuels | Understands concerns expressed in public comment letters about including the Capital Villas area under the Central Business District (CBD) land use designation. We need to protect downtown residential areas. | 2-31 | See Comment/Response above. |
| 73 | 10/16/2008 Planning | Mod | Judy LeMar (Public Comment) | Suggests the City reconsider the proposed Central Business District (CBD) land use | 2-31 | See Comment/Response above. |

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| | Commission | | | designation for the area between N and Q Streets and focus the expansion of the Downtown/CBD onto the Railyards or the River District. (At hearing, distributed maps of existing residential development in the area between N and Q Streets that is proposed to be CBD.) | | |
| 74 | | Mod | Long Range Planning Staff | Planned Development Areas: Railyards and Greenbriar. The General Plan requires that locations within the Planned Development land use designation be given new designations when a development project is approved on the site. This has occurred in two Planned Development areas, Railyards and Greenbriar. These areas will be given new designations as appropriate based on their Specific Plans, as approved by Council. | 2-31 | **Recommended.** |
| 75 | | Mod | Long Range Planning Staff | Northeast Line Light Rail Stations. Transit Village areas along the Northeast Light Rail Line, including Globe, Arden/Del Paso, Royal Oaks, Swanston, and Marconi Stations, were examined based on existing conditions and the previous Transit for Livable Communities recommendations. In some cases the lower densities were recommended to match more realistic expectations, with the provision that the stations will be considered for more intense development when they are ready. | 2-31 | **Recommended.** |
| 76 | | Mod | Development Services Staff | North Natomas. Various changes to land use designations in North Natomas recommended for consistency with current zoning and the North Natomas Community Plan. | 2-31 | **Recommended.** |
| 77 | | Mod | Long Range Planning | The Crystal Creamery project, located in the | 2-31 | **Recommended.** |

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| | | | Staff | northeast portion of Alkali Flat, was approved by City Council on October 28, 2008. It includes a mixture of residences, offices, live/work spaces, and ground floor retail. To accommodate this recent entitlement, staff recommends changing the land use designation from Employment Center Low Rise to Urban Neighborhood Low Density. | | |
| 78 | | Mod | Long Range Planning Staff | Verizon Site (Administrative Correction). The Verizon office building, located on Freeport Blvd. just north of Stonecrest Ave., was incorrectly labeled as part of the Delta Shores Planned Development area. It falls just outside the proposed area of the Delta Shores Specific Plan; therefore, staff recommends changing the designation to Employment Center Low Rise to be consistent with the existing low-scale office use on the site. | 2-31 | **Recommended.** |
| 79 | 10/16/2008 Planning Commission (and 9/30/08 comment letter) | Mod | Bryan DeBlonk (Public Comment) | Referring to 717 and 719 F Street/7th Street in Alkali Flat: This area was previously part of the Railyards Master Plan, and the property owners were going to develop the site consistent with that plan. The City completed preliminary planning work that was accepted by the Alkali Flat neighborhood. Then, the property was removed from the Railyards Master Plan area and down-zoned. Would like the property rezoned to a higher intensity, consistent with what was shown in the Railyards Master Plan. | 2-31 | **Recommended.** Change the land use designation of this area in the 7th Street corridor from Traditional Neighborhood Medium to Urban Corridor Low. This recommendation is supported by the Alkali & Mansion Flats Historic Neighborhood Association per a letter dated October 29, 2008 (attached to the staff report). |
| 80 | | Mod | Long Range Planning Staff | Change Maximum FAR for Urban Neighborhood Low Density from 1.00 to 1.50. | 2-31, 2-33, and 2-50 | **Recommended.** |

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| 81 | | Mod | Long Range Planning Staff | Change Maximum Density for Urban Neighborhood Medium Density from 101.0 to 110.0. | 2-31, 2-33, and 2-50 | **Recommended.** |
| 82 | | Mod | Long Range Planning Staff | Change Maximum FAR for Central Business District from 10.0 to 15.0. | 2-31, 2-34, and 2-74 | **Recommended.** |
| 83 | | Mod | Long Range Planning Staff | Change Minimum FAR for Suburban Corridor from .30 to .25 | 2-31, 2-34, and 2-84 | **Recommended.** |
| 84 | | Mod | Long Range Planning Staff | Change Minimum FAR for Urban Corridor Low from .40 to .30. | 2-31, 2-34, and 2-86 | **Recommended.** |
| 85 | | Mod | Long Range Planning Staff | Change Minimum FAR for Urban Corridor High from .35 to .30. | 2-31, 2-35, and 2-88 | **Recommended.** |
| 86 | | Mod | Long Range Planning Staff | Change Minimum FAR for Employment Center Low Rise from .35 to .25. | 2-31, 2-35, and 2-98 | **Recommended.** |
| 87 | | Mod | Long Range Planning Staff | Change Maximum Density of Suburban Neighborhood Medium Density from 15 to 17 for consistency with R-2 zone. | 2-31, 2-33, and 2-42 | **Recommended.** |
| 88 | | Mod | Long Range Planning Staff | Change Minimum Density of Urban Neighborhood High Density from 101 to 61 | 2-31, 2-34, and 2-50 | **Recommended.** |
| 89 | | Mod | Long Range Planning Staff | Miscellaneous minor administrative edits to the Land Use Diagram for consistency with current zoning and existing community plans. | 2-31 | **Recommended.** |

SUMMARY OF COMMENTS: **PART 2, HISTORIC AND CULTURAL RESOURCES**

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| 90 | 07/31/08 | Other | Jodi Samuels, Planning Commissioner | HCR 2.1.13 – What sort of Code issues or conflicts may arise with this policy about adaptive reuse? How can the City proactively implement Code modifications to implement this policy? | | **Recommended.**<br>Add a Historic and Cultural Resources implementation program to Part 4 stating:<br><br>"Evaluate the potential for building and zoning code amendments facilitating adaptive reuse of historic resources consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties."<br><br>The responsible department would be Development Services.<br><br>The time frame would be 2012-2015. |

SUMMARY OF COMMENTS: **PART 2, MOBILITY**

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| 91 | 7/31/2008 | Mod | Graham Brownstein, ECOS | Introduction:<br>Remove the phrase "do so while preserving auto mobility." This statement is inconsistent with the policies and goals of the Mobility Element because these goals will necessarily involve a reduction in auto mobility to achieve the desired outcomes in terms of land use, pollution and encouragement of alternative modes. | 2-159 | **Recommended with Modifications.**<br><br>Phrase will be modified as follows:<br><br>"...and do so while ~~preserving~~ continuing to accommodate auto mobility." |
| 92 | 10/16/2008 Planning Commission | Mod | Commissioner Samuels | Referring to page 105 of the staff report and the comment from ECOS above: Should replace "do so while preserving auto mobility" with "do so while accommodating auto mobility." Accommodating is a better term. | 2-159 | **Recommended with Modifications.**<br>See Comment/Response above. |
| 93 | 7/31/2008 | Mod | Graham Brownstein, ECOS | M 1.1.1 (Right-of-Ways)<br>Change "to best serve future travel demand" to "to best regulate future travel demand." The rest of the language and policies in the Mobility Element are moving away from the old "predict and provide" approach toward addressing the role of the transportation network in creating and curtailing travel demand. | 2-161 | **Recommended with Modifications.**<br>Policy 1.1.1 to be modified as follows:<br><br>**"M 1.1.1 Right-of-Ways.** The City shall manage the use of transportation right-of-ways by all travel modes ~~to best serve future travel demand~~ consistent with the goal to provide Complete Streets as described in Goal |

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| | | | | | | 4.2. *(SO)*" |
| 94 | 6/18/2008 | Mod | EIR Mitigation | M 1.2.2 EIR Mitigation Measure 6-12-c) must be added to the GP in order for the plan to be internally consistent. | 2-162 | Recommended.<br>Add the following text bullets under M 1.2.2 (LOS Standard):<br><br>"**a. Core Area Level of Service Exemption**—LOS F conditions are acceptable during peak hours in the Core Area bounded by C Street, the Sacramento River, 30th Street, and X Street. If a Traffic Study is prepared and identifies a LOS impact that would otherwise be considered significant to a roadway or intersection that is in the Core Area as described above, the project would not be required in that particular instance to widen roadways in order for the City to find project conformance with the General Plan. Instead, General Plan conformance could still be found if the project provides improvements to other parts of the citywide transportation system in order to improve |

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| | | | | | | transportation-system-wide roadway capacity, to make intersection improvements, or to enhance non-auto travel modes in furtherance of the General Plan goals. The improvements would be required within the project site vicinity or within the area affected by the project's vehicular traffic impacts. With the provision of such other transportation infrastructure improvements, the project would not be required to provide any mitigation for vehicular traffic impacts to road segments in order to conform to the General Plan. This exemption does not affect the implementation of previously approved roadway and intersection improvements identified for the Railyards or River District planning areas.<br>b. **Level of Service Standard for Multi-Modal Districts**—The City shall seek to maintain the following standards in the Central Business District, in areas within ½ mile walking |

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| | | | | | | distance of light rail stations, and in areas designated for urban scale development (Urban Centers, Urban Corridors, and Urban Neighborhoods as designated in the Land Use and Urban Form Diagram). These areas are characterized by frequent transit service, enhanced pedestrian and bicycle systems, a mix of uses, and higher-density development.<br>• Maintain operations on all roadways and intersections at LOS A-E at all times, including peak travel times, unless maintaining this LOS would, in the City's judgment, be infeasible and/or conflict with the achievement of other goals. LOS F conditions may be acceptable, provided that provisions are made to improve the overall system and/or promote non-vehicular transportation and transit as part of a development project or a City-initiated project. |

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| | | | | | | c. **Base Level of Service Standard**—the City shall seek to maintain the following standards for all areas outside of multi-modal districts.<br>• Maintain operations on all roadways and intersections at LOS A-D at all times, including peak travel times, unless maintaining this LOS would, in the City's judgment, be infeasible and/or conflict with the achievement of other goals. LOS E or F conditions may be accepted, provided that provisions are made to improve the overall system and/or promote non-vehicular transportation as part of a development project or a City-initiated project.<br>d. **Roadways Exempt from Level of Service Standard**—The above LOS standards shall apply to all roads, intersections or interchanges within the City except as specified below. If a Traffic Study is prepared |

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| | | | | | | and identifies a significant LOS impact to a roadway or intersection that is located within one of the roadway corridors described below, the project would not be required in that particular instance to widen roadways in order for the City to find project conformance with the General Plan. Instead, General Plan conformance could still be found if the project provides improvements to other parts of the city wide transportation system in order to improve transportation-system-wide roadway capacity, to make intersection improvements, or to enhance non-auto travel modes in furtherance of the General Plan goals. The improvements would be required within the project site vicinity or within the area affected by the project's vehicular traffic impacts. With the provision of such other transportation infrastructure improvements, the project would not be required to provide any |

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| | | | | | | mitigation for vehicular traffic impacts to the listed road segment in order to conform to the General Plan.<br>• 12th/14th Avenue: State Route 99 to 36th Stree<br>• 24th Street: Meadowview Road to Delta Shores Circle<br>• 65th Street: Folsom Boulevard to 14th Avenue<br>• Alhambra Boulevard: Folsom Boulevard to P Street<br>• Arcade Boulevard: Marysville Boulevard to Del Paso Boulevard<br>• Arden Way: Capital City Freeway to Ethan Way<br>• Blair Avenue/47th Avenue: S. Land Park Drive to Freeport Boulevard<br>• Broadway: 15th Street to Franklin Boulevard<br>• Broadway: 58th to 65th Streets<br>• El Camino Avenue: Stonecreek Drive to Marysville Boulevard<br>• El Camino Avenue: Capitol City Freeway to |

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| | | | | | | Howe Avenue<br>• Elder Creek Road: 65th Street to Power Inn Road<br>• Florin Perkins Road: 14th Avenue to Elder Creek Road<br>• Florin Road: Greenhaven Drive to I-5; 24th Street to Franklin Boulevard<br>• Folsom Boulevard: 34th Street to Watt Avenue<br>• Freeport Boulevard: Broadway to Seamas Avenue<br>• Fruitridge Road: Franklin Boulevard to SR 99<br>• Garden Highway: Truxel Road to Northgate Boulevard<br>• Howe Avenue: American River Drive to Folsom Boulevard<br>• J Street: 43rd Street to 56th Street<br>• Mack Road: Meadowview Road to Stockton Boulevard<br>• Martin Luther King Boulevard: Broadway to 12th Avenue<br>• Marysville Boulevard: I- |

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| | | | | | | 80 to Arcade Boulevard<br>• Northgate Boulevard: Del Paso Road to SR 160<br>• Raley Boulevard: Bell Avenue to I-80<br>• Roseville Road: Marconi Avenue to I-80<br>• Royal Oaks Drive: SR 160 to Arden Way<br>• Truxel Road: I-80 to Gateway Park |
| 95 | 6/19/2008 | Other | Jodi Samuels, Planning Commission | M 1.2.2<br>Consider using alternative measurements (other than traditional LOS) approach for neighborhood traffic impacts. | 2-162 | **Addressed Elsewhere.** Planning Commission direction is to develop a methodology to measure neighborhood level of service. This analysis has not been completed but the following implementation measure will be added:<br><br>"The City shall prepare and adopt a methodology to measure neighborhood level of service.<br><br>Responsible Department: Transportation<br><br>Supporting Department(s): Planning, Economic Development, and |

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| | | | | | | Development Services<br><br>Timeline: 2009-2011" |
| 96 | 7/24/2008 | Other | Steve Pyburn, Kimley-Horn & Associates | M 1.2.2<br>Define "multi-modal districts". | 2-162 | **Recommended.**<br>Text in M 1.2.2 will be revised as follows:<br><br>"The City shall seek to maintain the following standards in ~~multi-modal districts including~~ the Central Business District, in areas within ½ mile walking distance of light rail stations, and ~~mixed use corridors as designated by the City~~ in areas designated for urban scale development (Urban Centers, Urban Corridors, and Urban Neighborhoods as designated in the Land Use Diagram). These areas are characterized by frequent transit service, enhanced pedestrian and bicycle systems, a mix of uses, and higher-density development." |
| 97 | 7/31/2008 | Other | Steve Pyburn, Kimley-Horn & Associates | M 1.2.2, LU2<br>The Mobility section, Policy 1.2.2 allows LOS E in "mixed use corridors." However, the Land Use and Urban Design Element does not directly | 2-162 | **Recommended.**<br>Text in M 1.2.2 will be revised as follows:<br><br>"The City shall seek to |

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| | | | | indicate where those corridors are. The land use descriptions require some interpretation to determine if a parcel is truly within a mixed use corridor. For example, Broadway is designated as Urban Corridor Low. By reading the land use descriptions, it is possible to deduce Broadway is a mixed use corridor, and thus subject to LOS E. I have worked on many city land use entitlement projects where such determinations are left to staff's interpretation. Such interpretations can extend the project approval process. It would be beneficial if the Mobility element included a map of where the LOS D and LOS E standards will apply. | | maintain the following standards in ~~multi modal districts including~~ the Central Business District, in areas within ½ mile walking distance of light rail stations, and ~~mixed use corridors as designated by the City~~ in areas designated for urban scale development (Urban Centers, Urban Corridors, and Urban Neighborhoods as designated in the Land Use Diagram). These areas are characterized by frequent transit service, enhanced pedestrian and bicycle systems, a mix of uses, and higher-density development." |
| 98 | 7/31/2008 | Other | Ed Cox, DOT | M1.2.2a<br>How will the public know where the City has designated these mixed-use corridors? Will a map be provided? | 2-162 | **Recommended.**<br>Text in M 1.2.2 will be revised as follows:<br><br>"The City shall seek to maintain the following standards in ~~multi modal districts including~~ the Central Business District, in areas within ½ mile walking distance of light rail stations, and ~~mixed use corridors as designated by the City~~ in |

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| | | | | | | areas designated for urban scale development (Urban Centers, Urban Corridors, and Urban Neighborhoods as designated in the Land Use Diagram). These areas are characterized by frequent transit service, enhanced pedestrian and bicycle systems, a mix of uses, and higher-density development." |
| 99 | 7/25/2008 | Edit | Walt Seifert, SABA | M 1.2.2 (LOS Standard)<br>SABA strongly supports the change of LOS standards from C to D and from C to E in Multi-Modal Districts. However, the language in this section should be modified from a value-tinged to a factual description of LOS. A higher LOS is not necessarily "better" than a lower LOS, so that term ("better") should be avoided. "LOS E or better" should be changed to "LOS A-E" and "LOS D or better" should be changed to "LOS A-D." | 2-162 | **Recommended.**<br>Text in M 1.2.2 modified as follows:<br><br>**"b. Level of Service Standard for Multi-Modal Districts-**<br>.....<br>• Maintain operations on all roadways and intersections at LOS A-E ~~or better~~ at all times, including peak travel times, unless maintaining this LOS would, in the City's judgment, be infeasible and/or conflict with the achievement of other goals. ~~Congestion in excess of~~ LOS F conditions ~~E~~ may be acceptable, provided that provisions are |

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| | | | | | | made to improve the overall system and/or promote non-vehicular transportation and transit as part of a development project or a City-initiated project.<br><br>**c. Base Level of Service Standard**-The City shall seek to maintain the following standards for all areas outside of multi-modal districts.<br><br>• Maintain operations on all roadways and intersections at ~~Level of Service~~LOS A-D ~~or better~~ at all times, including peak travel times, unless maintaining this LOS would, in the City's judgment, be infeasible and/or conflict with the achievement of other goals. ~~Congestion in excess of Level of Service~~LOS ~~D~~ E or F conditions may be acceptable, provided that provisions are made to improve the overall system and/or promote non-vehicular transportation as part of a development project |

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| | | | | | | or a City-initiated project. |
| 100 | 7/31/2008 | Edit | Marilyn Bryant, Sacramento TMA | M 1.2.2 (LOS Standard)<br>SABA strongly supports the change of LOS standards from C to D and from C to E in Multi-Modal Districts. However, the language in this section should be modified from a value-tinged to a factual description of LOS. A higher LOS is not necessarily "better" than a lower LOS, so that term ("better") should be avoided. "LOS E or better" should be changed to "LOS A-E" and "LOS D or better" should be changed to "LOS A-D." | 2-162 | **Recommended.**<br>Text in M 1.2.2 modified as follows:<br><br>**"b. Level of Service Standard for Multi-Modal Districts-**<br>.....<br>• Maintain operations on all roadways and intersections at LOS A-E ~~or better~~ at all times, including peak travel times, unless maintaining this LOS would, in the City's judgment, be infeasible and/or conflict with the achievement of other goals. ~~Congestion in excess of~~ LOS F conditions ~~E~~ may be acceptable, provided that…<br><br>**c. Base Level of Service Standard-**The City shall seek to maintain the following standards for all areas outside of multi-modal districts.<br><br>• Maintain operations on all roadways and intersections at ~~Level of~~ |

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| | | | | | | ~~Service~~LOS A-D ~~or better~~ at all times, including peak travel times, unless maintaining this LOS would, in the City's judgment, be infeasible and/or conflict with the achievement of other goals. ~~Congestion in excess of Level of Service~~LOS ~~D~~ E or F conditions may be acceptable, provided that provisions are made to improve the overall system and/or promote non-vehicular transportation as part of a development project or a City-initiated project. |
| 101 | 7/31/2008 | Edit | Graham Brownstein, ECOS | M 1.2.2 (LOS Standard)<br>In terms of the current policies, we believe that this section contains a lot of residual language from previous GPs, much of which is outdated. For instance, it describes a higher vehicular LOS as being "better" despite the fact that higher vehicular LOS values usually create more challenging conditions for bicyclists and pedestrians. We recommend that the phrase "LOS E or better" be changed to "LOS A-E", etc. | 2-162 | **Recommended.**<br>Text in M 1.2.2 modified as follows:<br><br>**"b. Level of Service Standard for Multi-Modal Districts-**<br>.....<br>• Maintain operations on all roadways and intersections at LOS A-E ~~or better~~ at all times, including peak travel times, unless maintaining this LOS would, in the City's judgment, be |

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| | | | | | | infeasible and/or conflict with the achievement of other goals. ~~Congestion in excess of~~ LOS F conditions ~~E~~ may be acceptable, provided that…<br><br>**c. Base Level of Service Standard**-The City shall seek to maintain the following standards for all areas outside of multi-modal districts.<br><br>• Maintain operations on all roadways and intersections at ~~Level of Service~~LOS A-D ~~or better~~ at all times, including peak travel times, unless maintaining this LOS would, in the City's judgment, be infeasible and/or conflict with the achievement of other goals. ~~Congestion in excess of Level of Service~~LOS ~~D~~ E or F conditions may be acceptable, provided that provisions are made to improve the overall system and/or promote non-vehicular transportation as part of a development project |

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| | | | | | | or a City-initiated project. |
| 102 | 7/31/2008 | Edit | Traci Canfield, RT | M 1.2.2 (LOS Standards), Bullet under a): Suggest revising to "…promote non-vehicular transportation and transit as part of a development project or City-initiated project". | 2-162 | **Recommended.** Modify text as proposed. |
| 103 | 7/31/2008 | Other/Mod/New? | Graham Brownstein, ECOS | M 1.2.2 (LOS Standard) Diversion of Developer Fees to Alternative Modes The language of M 1.2.2 a and b seems to indicate that if developments push LOS from D to E (or E to F), this could be acceptable if developers pay for improvements to alternative modes. If so, the fees should be commensurate with what the developer would have paid to improve roadway facilities. If improvements to alternative modes are not feasible within the immediate vicinity of the development, fees should pay for alternative modes improvements elsewhere in the City. | 2-162 | **Addressed Elsewhere.** An implementation measure with the following language will be added: "The City shall prepare and adopt a level of service methodology that defines the process for determining which non-vehicular transportation and transit improvements will be implemented where the LOS standard is not accomplished. Responsible Department: Transportation Supporting Department(s): Planning, Economic Development, and Development Services Timeline: 2012-2015" |
| 104 | 7/31/2008 | New | Graham Brownstein, | LOS for Alternative Modes | 2-162 | **Addressed Elsewhere.** |

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| | | | ECOS | ECOS notes that the City has not yet adopted LOS standards for pedestrians or bicyclists. We encourage the City to adopt LOS standards for these modes that, when adopted, can be implemented under the current GP language. | | A new implementation measure will be added:<br><br>"The City shall prepare and adopt multi-modal LOS standards.<br><br>Responsible Department: Transportation<br><br>Supporting Department(s): Planning, Economic Development, and Development Services<br><br>Timeline: 2012-2015" |
| 105 | 7/31/2008 | Edit | Traci Canfield, RT | M 1.2.3 (Multimodal Access):<br>Add transit stops/stations to list of activity centers | 2-162 | **Recommended.**<br>Revised policy:<br>"The City shall promote the provision of multimodal access to activity centers such as commercial centers and corridors, employment centers, transit stops/stations, airports, schools, parks, recreation areas, and tourist attractions." |
| 106 | 7/25/2008 | New/Mod | Walt Seifert, SABA | M 1.3.1 (Grid Network)<br>Define or clarify "well-connected" by establishing connectivity standards. | 2-163 | **Recommended with Modifications.**<br>New implementation measure will be added: |

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| | | | | | | "The City shall prepare and adopt connectivity standards based on a review of standards applied by other municipalities with similar policy goals.<br><br>Responsible Department: Transportation<br><br>Supporting Department(s): Planning, Economic Development, and Development Services<br><br>Timeline: 2012-2015" |
| 107 | 7/31/2008 | Mod | Graham Brownstein, ECOS | M 1.3.1 (Grid Network)<br>ECOS supports the use of grid networks for new developments. We commend the city for adopting this policy. We recommend that the policy language drop the word "preferably." | 2-163 | **Addressed Elsewhere.**<br>"Preferable" allows flexibility to deal with situations that do not lend themselves to the grid pattern.<br><br>Connectivity standards will create more certainty in the implementation of this policy. The City will be adding a new implementation measure:<br><br>"The City shall prepare and adopt connectivity standards based on a review of standard applied by other |

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| | | | | | | municipalities with similar policy goals.<br><br>Responsible Department: Transportation<br><br>Supporting Department: Planning, Economic Development, and Development Services<br><br>Timeline: 2012-2015" |
| 108 | 7/31/2008 | Mod | Graham Brownstein, ECOS | M 1.3.2 (Private Complete Streets) We support this policy and would like to see the language strengthened so that developers are required to connect not only to the "existing roadway system" but specifically to all existing residential streets and collectors that adjoin their development as well as to all existing bikeways and pedestrian paths. Where no existing residential streets or collectors exist, developers should be required to provide frequent access to surrounding arterials from within the development. | 2-163 | **Recommended with Modifications.** New implementation measure will be added:<br><br>"The City shall prepare and adopt connectivity standards based on a review of standard applied by other municipalities with similar policy goals.<br><br>Responsible Department: Transportation<br><br>Supporting Department(s): Planning; Economic Development, Development Services<br><br>Timeline: 2012-2015" |

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| 109 | 7/25/2008 | Mod | Walt Seifert, SABA | M 1.3.3.b (Grade separated crossings) Recommend including canals and other barriers (creeks, etc.) in this section so as not to limit the plan to railroad and freeway crossings. | 2-163 | **Recommended.** Revised bullet "b" in policy: "The City shall plan and seek funding to construct grade-separated crossings of freeways, ~~and~~ rail lines, canals, creeks, and other barriers to improve connectivity." |
| 110 | 7/31/2008 | Mod | Marilyn Bryant, Sacramento TMA | M 1.3.3.b (Grade separated crossings) Recommend including canals and other barriers (creeks, etc.) in this section so as not to limit the plan to railroad and freeway crossings. | 2-163 | **Recommended.** Revised bullet "b" in policy: "The City shall plan and seek funding to construct grade-separated crossings of freeways, ~~and~~ rail lines, canals, creeks, and other barriers to improve connectivity." |
| 111 | 8/5/2008 | Mod | Larry Greene, SMAQMD | M 1.3.3.b (Grade separated crossings) The District recommends that this measure also address other barriers to mobility by rephrasing it to read: "The City shall plan and seek funding to construct grade-separated crossings of freeways and rail lines and other barriers to improve connectivity." | 2-163 | **Recommended.** Revised bullet "b" in policy: "The City shall plan and seek funding to construct grade-separated crossings of freeways, ~~and~~ rail lines, canals, creeks, and other barriers to improve connectivity." |
| 112 | 7/31/2008 | Mod | Marilyn Bryant, Sacramento TMA | M.1.3.3 (Eliminate Gaps) The Sacramento TMA supports the elimination of bikeway gaps, and notes | 2-163 | **Recommended with Modifications.** New implementation |

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| | | | | that the term "well-connected" in M 1.3.1 should be defined or clarified by establishing connectivity standards. | | measure will be added:<br><br>"The City shall prepare and adopt connectivity standards based on a review of standards applied by other municipalities with similar policy goals.<br><br>Responsible Department: Transportation<br><br>Supporting Department(s): Planning, Economic Development, and Development Services<br><br>Timeline: 2012-2015" |
| 113 | 7/31/2008 | Edit | Traci Canfield, RT | M 1.3.6 (Regional Transportation Planning): Add coordination with Sac RT. | 2-164 | **Recommended.**<br>Edit M 1.3.6 as follows:<br>"...and continue to work with the Sacramento Regional Transit District (RT) and the California Department of Transportation (CalTrans) on transportation planning, operations, and funding." |
| 114 | 7/31/2008 | Edit | Traci Canfield, RT | M 1.4.1: Add RT to the list of agencies | 2-164 | **Recommended.**<br>Edit policy as follows:<br><br>**"M 1.4.1 Increase Vehicle Occupancy.** The City shall |

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| | | | | | | work with a broad range of agencies (e.g., SACOG, SMAQMD, Sacramento Regional Transit District, Caltrans) to encourage and support programs…." |
| 115 | 7/25/2008 | Mod | Walt Seifert, SABA | M 1.4.2. (Commute Trip Reduction) Retitle to "Automobile Commute Trip Reduction". Recommend adding parking cash-out programs and spelling out that bicycle facilities include bike parking, clothing lockers and showers. | 2-164 | **Recommended with Modifications.**<br><br>New policy title:<br>**"M 1.4.2 Automobile Commute Trip Reduction"**<br><br>Parking cash-out is addressed by Policy M 6.1.8.<br><br>Bicycle facilities are addressed by Policy M 5.1.11. |
| 116 | 7/31/2008 | Mod | Marilyn Bryant, Sacramento TMA | M 1.4.2. (Commute Trip Reduction) Retitle to "Automobile Commute Trip Reduction". Recommend adding parking cash-out programs and specifying that bicycle facilities include bike parking, clothing lockers and showers. | 2-164 | **Recommended with Modifications.**<br><br>New policy title:<br>**M 1.4.2 Automobile Commute Trip Reduction**<br><br>Parking cash-out is addressed by Policy M 6.1.8.<br><br>Bicycle facilities are addressed by Policy M 5.1.11. |
| 117 | 9/29/08 | New | EIR Mitigation | Add the following new policy under | | **Recommended.** |

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| | | | | Goal M 1.5 as part of project mitigation:<br><br>**<u>"M 1.5.6 Provide Fair Share of Intelligent Transportation Systems Improvements.</u>**<br>The City shall coordinate with Caltrans and provide a fair share of funding to implement Intelligent Transportation Systems improvements on the following freeway segments, upon mutual agreement of terms between the City and Caltrans.<br>-Interstate 5 Arena Boulevard to I-80<br>-Interstate 5 I-80 to West El Camino Avenue<br>-State Route 50 Freeport Boulevard to State Route 99 -State Route 50 59th Street to 65th Street<br>-State Route 50 Howe Avenue to Watt Avenue<br>-State Route 51 (Capital City Freeway) Watt Avenue to I-80<br>-State Route 51 (Capital City Freeway) Arden Way to El Camino Avenue<br>-State Route 99 Broadway to 12th Avenue" | | |
| 118 | 2/08 | New | Long Range Planning Staff, based on Annie deSalernos via Accessibility Town Hall Forum | Encourage paths and sidewalks that are accessible to disabled people between light rail stations and multi-family developments. | | **Recommended with Modifications.**<br>Add the following new policy under Goal M 1.3 (Barrier Removal): |

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| | | | | | | "M 1.3.7 Barrier Removal for Accessibility. The City shall remove barriers, where feasible, to allow people of all abilities to have access within and among infrastructure serving the community. |
| 119 | 7/31/2008 | New | Traci Canfield, RT | Goal M 2.1: Add a policy on transit connectivity: "The City shall provide direct pedestrian routes to transit stops and stations with amenities designed for a pleasant walking environment." | 2-167 | **Recommended with Modifications.** Will address by adding language on complete streets to M 1.3.4 as follows:<br><br>"The City shall provide connections to transit stations by identifying roadway, bikeway, and pedestrianway improvements to be constructed within ½ mile of major transit stations. Transportation improvements in the vicinity of major transit stations shall emphasize the development of complete streets."<br><br>The City cannot guarantee access improvements to all transit stations because the funding for such improvements is tied to new development. In built-out areas where development |

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| | | | | | | may not occur at sufficient levels to fund access improvements, a new funding source would need to be identified. |
| 120 | 7/31/2008 | Mod | City Staff, Department of Transportation, Planning | DOT:<br>M 2.1.1: Change as follows: "The City shall maintain ~~and implement~~ a Pedestrian Master Plan that defines the type and location of pedestrian-oriented streets and pathways; ~~standards for sidewalk width, improvements, amenities, and street crossings; the schedule for public improvements; and developer responsibilities~~."<br><br>Planning:<br>Add language about the Pedestrian Master Plan carrying out the General Plan's goals and policies, and about requiring new development to be consistent with the Pedestrian Master Plan. | 2-167 | **Recommended with Modifications.**<br>New Policy Language:<br>M 2.1.1 Pedestrian Master Plan. The City shall maintain and implement a Pedestrian Master Plan that carries out the goals and policies of the General Plan and defines: the type and location of pedestrian-oriented streets and pathways; standards for sidewalk width, improvements, amenities, and street crossings; the schedule for public improvements; and developer responsibilities. All new development shall be consistent with the applicable provisions of the Pedestrian Master Plan. (MPSP)" |
| 121 | 7/31/2008 | Mod | City Staff, Department of Transportation | M 2.1.1<br>The Pedestrian Corridors and Nodes Map as shown in the Pedestrian Master | 2-167 | **Recommended.**<br>Reference the Pedestrian Corridors and Nodes Map as |

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| | | | | Plan (PMP page 57, Figure 5.4) should be either included or referenced. This is the currently adopted policy for pedestrian planning in the city. | | shown in the Pedestrian Master Plan. |
| 122 | 7/31/2008 | Mod | Graham Brownstein, ECOS | M 2.1.2 (Sidewalk design)<br>Change "in districts intended to support active pedestrian use" to "wherever possible." All sidewalks should be designed to encourage active pedestrian use. | 2-167 | **Recommended.**<br>New policy language:<br>"The City shall require that sidewalks ~~in districts intended to support active pedestrian use~~ wherever possible be developed…" |
| 123 | 7/31/2008 | Mod | Traci Canfield, RT | M 2.1.3: Add transit shelters | 2-168 | **Recommended.**<br>Revise policy as follows:<br><br>**"M 2.1.3 Streetscape Design.** The City shall require pedestrian-oriented streets shall be designed to provide a pleasant environment for walking including shade trees; plantings; well-designed benches, trash receptacles, news racks, and other furniture; pedestrian-scaled lighting fixtures; wayfinding signage; integrated transit shelters; public art; and other amenities." |
| 124 | 7/31/2008 | Mod | Traci Canfield, RT | M 2.1.6: Add examples, such as entrances facing streets and opening to sidewalks | 2-168 | **Recommended.**<br>Revise Policy M 2.1.6 as follows:<br>"The City shall ensure that |

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| | | | | | | new buildings are designed to engage the street and encourage walking through design features such as placing the building with entrances facing the street and providing connections to sidewalks." |
| 125 | 7/31/2008 | Mod | City Staff, Department of Transportation | M 2.1.6<br>Suggest: "The City shall ensure that new buildings are designed to engage the street and encourage walking". Also reference appropriate urban design sections here. | 2-168 | **Recommended.**<br>Revise Policy M 2.1.6 as follows:<br>"The City shall ensure that new buildings are designed to engage the street and encourage walking through design features such as placing the building with entrances facing the street and providing connections to sidewalks." |
| 126 | 7/31/2008 | Mod | Traci Canfield, RT | M 2.1.8: Replace "bus stops" with "transit stops and stations". | 2-169 | **Recommended.**<br>Edit Policy M 2.1.8 as follows:<br><br>**"M 2.1.8 Housing and Destination Connections.** The City shall require new subdivisions and large-scale developments to include safe pedestrian walkways that provide direct links between streets and major destinations such as ~~bus~~ |

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| | | | | | | ~~stops~~ transit stops and stations, schools, parks, and shopping centers." |
| 127 | 7/31/2008 | Other | Ed Cox, DOT | Map:<br>I'm not sure what is meant on this map with the yellow arrow lines. The legend says "Candidate Transit Corridor," but all I see is straight lines with arrowheads connecting activity centers. I'm not sure I see the logic to this map. On one hand there is an indication of a connection between the downtown area and the 65th Street Light Rail Station area, which already exists. On the other hand, there is no indication of a connection between downtown and any activity centers north of the American River. How will this map be useful? | 2-173 | **Recommended.**<br>Further clarification of map will be provided in introduction to M 3:<br><br>"Figure M1 shows transit corridors including existing and future light rail routes, the Capitol Corridor rail line, the proposed high speed rail alignment, and candidate transit corridors. The candidate transit corridors shown on Figure 1 do not represent specific routes but indicate links between major activity centers that are anticipated to be served in the future by bus service such as bus rapid transit, enhanced bus, and/or express bus service." |
| 128 | 7/25/2008 | New | Walt Seifert, SABA | Goal M 3.1<br>Accommodations for bicycles on transit should be included in these policies. Multi-modal transportation would be encouraged by this inclusion. Direct Access to Stations (M 3.1.12) and bicycle parking are both important, but many riders will want their bikes at the | 2-171 | **Recommended with Modifications.**<br>The City cannot guarantee bicycle access on transit because such facilities are under the jurisdiction of the applicable transit agencies. |

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| | | | | other end of their transit trips. For this reason, SABA suggests including bicycle accommodations on all modes of transit, and policies that ensure that any new transit options will include these accommodations in the future. | | New policy language will be added:<br><br>**"M 3.1.1 Transit for All.** The City shall support a well-designed transit system that meets the transportation needs of Sacramento residents and visitors including seniors, the disabled, and transit-dependent persons. The City shall enhance bicycle and pedestrian access to stations." |
| 129 | 7/31/2008 | New | Traci Canfield, RT | Goal M 3.1: Add policy that the City work with transit providers to incorporate transit facilities into new private development and City project designs. Suggest including incorporation of transit infrastructure, electricity, fiber, etc. | 2-171 | **Recommended with Modifications.**<br>Will address by adding language to 3.1.10:<br><br>**"M 3.1.10 New Facilities.** The City shall work with transit providers to incorporate transit facilities into new private development and City project designs including incorporation of transit infrastructure (i.e., electricity, fiber optic cable, etc.). The City shall work with transit providers to identify alignments for light rail and bus route extensions |

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| | | | | | | and new station locations." |
| 130 | 7/25/2008 | Mod | Walt Seifert, SABA | M 3.1.1 (Transit for All)<br>Transit for All should include bicyclists more fully. Bicycle access to transit stations and stops vastly increases the "rider shed" for transit. The Federal Highway Administration's Course on Bicycle and Pedestrian Transportation points out the advantages to bicyclists as well as the advantages to the transit system. For example, cyclists are able to travel farther distances and overcome topographical barriers, and services to recreational destinations during off-peak periods can increase overall ridership and efficient use of capacity. | 2-171 | **Recommended with Modifications.**<br>Will add language about cyclists to policy.<br><br>"**M 3.1.1 Transit for All.** The City shall support a well-designed transit system that meets the transportation needs of Sacramento residents and visitors including seniors, the disabled, and transit-dependent persons. <u>The City shall enhance bicycle and pedestrian access to stations</u>." |
| 131 | 7/31/2008 | Mod | Marilyn Bryant, Sacramento TMA | M 3.1.1 (Transit for All)<br>Transit for All should include bicyclists more emphatically. Bicycle access to transit stations and stops vastly increases the "rider shed" for transit. | 2-171 | **Recommended with Modifications.**<br>Will add language about cyclists to policy.<br>See Comment/Response above. |
| 132 | 7/31/2008 | Edit | Traci Canfield, RT | M 3.1.11: Please revise: "...suitable for transit services" | 2-172 | **Recommended.**<br>New policy language.<br><br>"The City shall assist Regional Transit in identifying and preserving rights-of-way suitable for |

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| | | | | | | ~~light rail and bus rapid~~ transit services." |
| 133 | 7/31/2008 | New/Mod | Traci Canfield, RT | M 3.1.13: Suggest revising: "Light Rail Extensions and Enhancements. The City shall support…South Sacramento and other improvements to facilities (such as Royal Oaks, Swanston, and 65th St. stations)." Suggest adding a similar policy to support transit centers. | 2-175 | **Recommended.** New policy language: "**M 3.1.13 Light Rail Extensions and Enhancements** ~~to Airport and South Sacramento.~~ The City shall support the extension of light rail service to Sacramento International Airport, ~~and~~ further extension in South Sacramento and other improvements to facilities such as the 65th Street, Royal Oaks, and Swanston stations." |
| 134 | 7/31/2008 | Mod | Traci Canfield, RT | M 3.1.6: Suggest expanding this to include "safe, clean, comfortable waiting environment" at all transit stops (not just stations) that meet transit providers' standards. | 2-172 | **Recommended.** New policy language: "**M 3.1.6 Safe System.** The City shall coordinate with Regional Transit to maintain a safe, clean, comfortable, and rider-friendly waiting environment ~~near transit stations~~ at all transit stops within the city." |
| 135 | 7/31/2008 | Edit | Traci Canfield, RT | M 3.1.8: Why is this policy limited to just bus and light rail? | 2-172 | **Recommended.** New policy language: "**M 3.1.8 ~~Light Rail and Bus~~ Transit Service.** The City shall support the |

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| | | | | | | enhancement and improvement of ~~light rail and bus~~ transit service." |
| 136 | 7/31/2008 | New/Mod | Graham Brownstein, ECOS | M 3.3.2 (Taxi Service) Sacramento's taxi fleet contains a disproportionate number of old vehicles with poor gas mileage. ECOS encourages the City to regulate the gas mileage and/or fuel type of taxis or to provide incentives for improvements. | 2-177 | **Recommended with Modifications.** The following new language will be added: **"M 3.3.2 Taxi Service.** The City shall promote the continued operation of taxi service, including the provision of dedicated on-street loading spaces where appropriate, incremental improvements in gas mileage, and improved access for passengers with disabilities." |
| 137 | 7/31/2008 | New/Mod | Long Range Planning Staff | Sacramento's taxi fleet should be more accessible to people in wheelchairs and others with disabilities. | 2-177 | **Recommended with Modifications.** See Comment/Response above. |
| 138 | 7/25/2008 | New | Walt Seifert, SABA | This Element should include a policy supporting the preferred use of roundabouts instead of signals. Roundabouts are an air pollution and CO2 reduction measure, safer for motorists and can be safer and more convenient for bicyclists. | | **Recommended with Modifications.** New policy: **"M 4.1.6 Roundabouts.** The City shall consider roundabouts as an intersection traffic control option with demonstrated air quality and safety benefits, |

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| | | | | | | where deemed feasible and appropriate." |
| 139 | 7/31/2008 | New | Marilyn Bryant, Sacramento TMA | Include a policy supporting the preferred use of roundabouts instead of signals. Roundabouts are an air pollution and CO2 reduction measure, safer for motorists and can be safer and more convenient for bicyclists. | | **Recommended with Modifications.** See Comment/Response above. |
| 140 | | Mod | EIR Mitigation | Modify the Street Classification diagram (Figure M2) to show the following future road widenings: Elkhorn Boulevard from SR 99 to E. Commerce Parkway (from 6 to 8 lanes); Rio Linda Boulevard from Grand Avenue to the north city limits (from 2 to 4 lanes); and Silver Eagle Road from Northgate Boulevard to Norwood Avenue (from 2 to 4 lanes).<br><br>The City could instead modify the proposed Level of Service (LOS) policy to exempt these roadways from the proposed LOS DE goal; however, instead of amending the LOS policy, the City has chosen to modify the Street Classification diagram to show an increased number of through lanes for these three specific roadway segments. | 2-183 | **Recommended.** |
| 141 | 7/31/2008 | Mod | Graham Brownstein, ECOS | Goal M 4.1 (Roadway System) This goal makes no mention of the key | 2-179 | **Recommended.** New language. |

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| | | | | policies of reducing CO2, pollution and auto dependence or of encouraging alternative travel modes. The Roadway section of the Mobility Element is the most important place to integrate these goals into specific policies, because roadways are the main determinants of all transportation outcomes. | | **"Goal M 4.1 Roadway System.** Create a roadway system that will ensure the safe and efficient movement of people, goods, and services that supports livable communities and reduces air pollution and greenhouse gas emissions." |
| 142 | 7/31/2008 | Mod | Traci Canfield, RT | M 4.1.2 (Balancing Community Impacts with Economic Development Goals). Rewrite: "Balance impacts to the community and the environment with economic development." | 2-179 | **Recommended.** New policy language: "**M 4.1.2 Balancing Community Impacts with Economic Development Goals.** The City shall evaluate and strive to balance impacts to the community and the environment with economic development goals when adding or modifying roads and bridges." |
| 143 | 7/31/2008 | Mod | Graham Brownstein, ECOS | M 4.1.2 (Balancing Community Impacts with Economic Development Goals) This policy should include environmental impacts. | 2-179 | **Recommended.** New policy language: "**M 4.1.2 Balancing Community Impacts with Economic Development Goals.** The City shall evaluate and strive to balance impacts to the community and the |

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| | | | | | | environment with economic development goals when adding or modifying roads and bridges." |
| 144 | 7/31/2008 | Mod | Graham Brownstein, ECOS | M 4.2.2 (Pedestrian and Bicycle-Friendly Streets)<br>The term "pedestrian refuge" suggests that pedestrians are second-class users of the street. We suggest that this sentence should read "large medians to reduce perceived pedestrian crossing distances." We also suggest that the reference to "frontage roads" be removed, because if the arterials are bicycle- and pedestrian-friendly there should be no need for frontage roads. | 2-180 | **Recommended with Modifications.**<br>Will change "pedestrian refuge" language but retain the reference to frontage roads, because they are still necessary on many Sacramento roads.<br><br>New policy language:<br>"…such elements as detached sidewalks, frequent and safe pedestrian crossings, large medians ~~for pedestrian refuge~~ to reduce perceived pedestrian crossing distances, Class II bike lanes, frontage roads with on-street parking, and/or grade-separated crossings." |
| 145 | 7/31/2008 | Other | Traci Canfield, RT | Goal M 4.3: Comment on traffic control measures: They may turn gridded street patterns into neighborhoods of cul-de-sacs. This causes a problem for bus routing/scheduling and schedule adherence. RT recommends street-calming where there are over 3,000 | 2-182 | **Recommended with Modifications.**<br>New language for Goal:<br><br>**"Goal M 4.3 Neighborhood Traffic.** Enhance the quality of life within existing neighborhoods through the |

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| | | | | ADT to facilitate continued or improved neighborhood service. | | use of neighborhood traffic management techniques, while recognizing the City's desire to provide a grid system that creates a high level of connectivity." |
| 146 | 7/31/2008 | Mod | Ron Maertz, MENA | Neighborhood Traffic. Enhance the quality of life within existing neighborhoods through the use of project related traffic impact mitigation and neighborhood traffic management techniques. | 2-182 | **Addressed Elsewhere.** Planning Commission direction is to develop a methodology to measure neighborhood level of service. This analysis has not been completed but the following implementation measure will be added:<br><br>"The City shall prepare and adopt a methodology to measure neighborhood level of service.<br><br>Responsible Department: Transportation<br><br>Supporting Department: Planning, Economic Development, and Development Services<br><br>Timing: 2009-2011" |
| 147 | 7/31/2008 | Other | Graham Brownstein, ECOS | M 4.3 (Neighborhood Traffic) Note that in the figure, a traffic circle is wrongly labeled as a roundabout. | 2-182 | **Comment Noted.** Traffic circle label will be corrected. |

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| | | | | ECOS is concerned about the City's rationale for "managing neighborhood traffic," specifically that the existing Neighborhood Traffic Management Program (NTMP) is an expensive NIMBY program that forces traffic on to some streets at the expense of others and leads to a net increase in VMT and pollution. We also note that the goal of this section is vague ("Enhance the quality of life within existing neighborhoods…"). | | |
| 148 | 9/29/08 | Mod | EIR Mitigation | Make the following changes to M 4.3.1 as part of project mitigation:<br><br>**M 4.3.1 Neighborhood Traffic Management ~~Program.~~** ~~The City shall continue its efforts to manage neighborhood traffic through the Neighborhood Traffic Management Program *(NTMP)*.~~ The City shall continue wherever possible to design streets and approve development applications in such as manner as to reduce high traffic flows and parking problems within residential neighborhoods. | 2-182 | **Recommended.** |
| 149 | 7/31/2008 | New/Edit | Graham Brownstein, ECOS | The three policies on the NTMP in the GP (M 4.3.1-4.3.3) could be combined into a single policy. | 2-182 | **Recommended.**<br>The three policies will be combined into one policy.<br><br>New policy language: |

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| | | | | | | "**M 4.3.1 Neighborhood Traffic Management ~~Program~~.** ~~The City shall continue its efforts to manage neighborhood traffic through the Neighborhood Traffic Management Program *(NTMP)*.~~ The City shall continue wherever possible to design streets and approve development applications in such as manner as to reduce high traffic flows and parking problems within residential neighborhoods." |
| 150 | 7/31/2008 | New | Graham Brownstein, ECOS | We also recommend the addition of a policy stating that the City will review the NTMP for compliance with the City's other transportation goals and social and environmental justice. | 2-182 | **Recommended with Modifications.** The NTMP is initiated at the neighborhood level; however, the City will provide opportunities for this process to be initiated throughout the City through upcoming Strategic Neighborhood Action Plan (SNAP) and Community Plan processes.<br><br>Also, revise Goal M 4.3 as follows:<br>**"Goal M 4.3 Neighborhood Traffic.** Enhance the quality |

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| | | | | | | of life within existing neighborhoods through the use of neighborhood traffic management techniques, while recognizing the City's desire to provide a grid system that creates a high level of connectivity." |
| 151 | 7/31/2008 | New | Ron Maertz, MENA | M 4.3.1 Project Related Traffic Impact Mitigation. The City shall require new development to mitigate the impact of increased traffic attributable to the development on the livability of existing established residential neighborhoods. (RDR) | 2-182 | **Addressed Elsewhere.** Planning Commission direction is to develop a methodology to measure neighborhood level of service. This analysis has not been completed but the following implementation measure will be added:<br><br>"The City shall prepare and adopt a methodology to measure neighborhood level of service.<br><br>Responsible Department: Transportation<br><br>Supporting Department: Planning, Economic Development, and Development Services<br><br>Timing: 2009-2011" |

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| 152 | 7/25/2008 | Mod | Walt Seifert, SABA | Major Arterials are defined as: High-speed/high-capacity roadways that provide access to regional transportation facilities. Access to parcels is a secondary function and should be limited to the extent feasible. Four lane to six-lane arterials have right-of-way widths of approximately 100 to 120 feet. Boulevards have right-of-way widths of approximately 90 to 160 feet.<br>The chart on 2-188 (Table M1) suggests that such a highway would be a suitable mixed-use street. This is extremely unlikely to be the case. An arterial wider than four lanes is dangerous and intimidating to bicyclists and pedestrians, and creates intersections that are too wide for a pedestrian to easily or safely cross. While bike lanes do provide some measure of safety for thru-traffic of bicycles, they do not simplify making left turns onto a cross street or driveways, let alone access to what facilities are on the street. Wider six-lane streets also encourage higher traffic speeds. We recommend the city not construct or widen streets to more than four lanes. | 2-187-188 | **Recommended.**<br>Remove "Main Street" and "Mixed Use Street" from the typology "Major Arterial" in Table M1. |
| 153 | 7/31/2008 | Mod | Marilyn Bryant, Sacramento TMA | Table M1 suggests that major arterials (see description on page 2-187) would be suitable mixed-use streets. This is extremely unlikely. An arterial wider | 2-187 | **Recommended.**<br>Remove "Main Street" and "Mixed Use Street" from the typology "Major Arterial". |

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| | | | | than four lanes is dangerous and intimidating to bicyclists and pedestrians, and creates intersections that are too wide for a pedestrian to easily or safely cross. While bike lanes do provide some measure of safety for thru-traffic of bicycles, they do not simplify making left turns onto a cross street or driveways, let alone access to what facilities are on the street. Wider six-lane streets also encourage higher traffic speeds.<br>We recommend the city not construct or widen streets to more than four lanes. | | |
| 154 | 7/31/2008 | Mod | Graham Brownstein, ECOS | M 4.4 (Roadway Functional Classifications and Typology)<br>"Main Streets" and "Mixed Use Streets" are clearly not possible on major arterials, as shown in Table M1. These uses require frequent access and pedestrian-friendly environments, which are not possible along a major arterial. Major arterials would have to be re-designated as minor arterials to receive this treatment.<br><br>The text for Main Streets states that "unlike commercial streets, Main Streets are designed to promote walking, bicycling and transit." There should not be any street types that do not encourage walking, bicycling and transit (i.e., all streets should promote | 2-182 | **Recommended.**<br>Remove "Main Street" and "Mixed Use Street" from the typology "Major Arterial". |

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| | | | | walking, biking and transit use). Planning for streets that do not promote walking, biking and transit is inconsistent with most of the other policies in the GP.<br><br>Also, remove "arterial main street segment" and "curb extensions" (see section 2.1.10). | | |
| 155 | 6/18/2008 | Mod | EIR Mitigation Measure | Table M 4 – Based on EIR Mitigation Measure 6-1-12-b) the Street Classification Diagram must be modified to increase the number of through lanes on the following roadways in order to meet the LOS D-E threshold.<br>• Elkhorn Boulevard (SR 99 to E. Commerce Parkway): 6 to 8 lanes<br>• Rio Linda Boulevard (Grand Avenue to north city limits): 2 to 4 lanes<br>• Silver Eagle Road (Northgate Boulevard to Norwood Avenue): 2 to 4 lanes | 2-182 | **Recommended.** |
| 156 | 2/24/09 | Mod | DOT Staff | Figures M2 and M3 incorrectly depicted number of lanes instead of street classifications as identified in the legends and should be removed. Figures M2A and M2B should be added to show street classifications citywide and in the core area respectively. Figures M3A and M3B | 2-183 and following | **Recommended.** |

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| | | | | should be added to show the number of lanes citywide and in the core area, respectively. | | |
| 157 | 2/24/09 | Mod | DOT Staff | M 4.4.1 – The definitions for Street Functional Classification and Street Typology were edited to enhance clarity and consistency. | 2-187 through 2-189 | **Recommended.**<br><br>The Street Functional Classifications descriptions are superseded and edited as follows:<br><br>■ Major Arterial: A four to six-lane street that serves longer distance trips and serves as the primary routes for moving traffic through the city connecting urban centers, residential neighborhoods, and commercial centers to one another, or to the regional transportation network. Movement of people and goods, also known as "mobility," rather than access to adjacent land uses, is the primary function of an arterial street. These streets carry moderate-to-heavy vehicular movement, low-to-high pedestrian and bicycle movements, and moderate-to-high transit movement. Typical major arterials have right-of-way widths of |

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| | | | | | | approximately 80 to 150 feet. Arterials configured as boulevards have right-of-way widths of approximately 90 to 180 feet.<br>■ Minor Arterial: A two-lane street that serves longer distance trips and provides access to the regional transportation system. These streets carry low-to-moderate vehicular movement, low-to-high pedestrian and bicycle movements, and moderate-to-high transit movement. These roadways typically have high levels of access control. Typical minor arterial streets have right-of-way widths of approximately 50 to 90 feet.<br>■ Major Collector: A two to four-lane street that primarily provides movement between arterial streets and collector or local streets and, secondarily, provides access to abutting properties. These streets carry low-to-moderate vehicular movement, low-to-heavy pedestrian movement, moderate-to-heavy bicycle movement, and low-to- |

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| | | | | | | | moderate transit movement. These roadways have medians and moderate access control. Typical major collector streets have right-of-way widths of approximately 60 to 120 feet.<br>■ Minor Collector: A two-lane street that connects residential uses to the major street system. These roadways are undivided and have lower levels of access control than arterials or major collectors. Typical minor collector streets have right-of-way widths of approximately 40 to 80 feet.<br>■ Local: A two-lane street that provides direct access to abutting land uses. Local streets serve the interior of a neighborhood. These streets carry low vehicular movement, low-to-heavy pedestrian movement, and low-to-moderate bicycle movement. Typical local streets have right-of-way widths of approximately 40 to 60 feet.<br>■ Alley: A travel way that provides secondary, and |

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| | | | | | | occasionally primary, vehicle access to the rear and side entrances of residential and commercial uses.<br><br>The Street Typology descriptions are superseded by the following:<br>■ Residential Streets: Residential Streets serve two major purposes. Minor arterials that serve as residential streets balance multi-modal mobility with land access. As collector or local streets, residential streets are designed to emphasize walking, bicycling, and property access. In both cases, residential streets tend to be more pedestrian-oriented than commercial streets.<br>■ Main Streets: Main streets serve retail and mixed land uses including downtown areas and neighborhood centers. Unlike commercial streets, main streets are designed to promote walking, bicycling, and transit with attractive streetscape and pedestrian-oriented design elements. |

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| | | | | | | Generally, main street activities are concentrated along a two- to eight-block area, but may extend further depending on the type of adjacent land uses and the area served. Narrower street widths can be used to reduce travel speeds on main street segments.<br>■ Mixed-Use Streets: Mixed-Use Streets are located in high intensity mixed-use commercial, retail, and residential areas with substantial pedestrian activity and extended hours of demand. Alternative modes of travel are emphasized on Mixed-Use Streets with increased use of pedestrian, bicycle and transit design elements.<br>■ Commercial Streets: The most common commercial streets are the strip commercial arterials. Strip commercial arterials have historically served commercial areas containing numerous small retail strip centers with buildings set back behind fronting parking lots. Many commercial |

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| | | | | | | streets are anticipated to transition over time, as redevelopment/reuse occurs, to incorporate many of the characteristics of the Main Street or Mixed-Use Street typologies.<br>■ Industrial Streets: Industrial Streets are designed to accommodate significant volumes of large vehicles such as trucks, trailers, and other delivery vehicles. Because these areas are relatively low-density, bicycle and pedestrian travel is more infrequent than in other types of neighborhoods, but still should be accommodated.<br>■ Boulevards: Boulevards serve a gateway or civic purpose and should be considered for special treatments that include expansive landscaped medians, wide sidewalks, and on-street or off-street bike lanes. Traffic flow should be maintained and transit access optimized. An optional design element could include medians that separate travel lanes from |

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| | | | | | | parking access lanes, to reduce delays caused by on-street parking and provide an additional buffer for adjacent land uses. |
| 158 | 7/31/2008 | New | Graham Brownstein, ECOS | M 4.5 (Intersection Air Quality and GHG Impacts)<br>A logical and effective extension to the City's existing policies to reduce greenhouse gases and improve air quality would be to conduct an analysis of the greenhouse gas impacts of various intersection types. Specifically, we believe that the City should investigate the increased use of roundabouts to help maintain low and therefore safe vehicle speeds, and to reduce the noise, expense and pollution associated with braking and accelerating. Large roundabouts could be used in place of some large signalized intersections, and small ("mini") roundabouts could be used in place of the traffic circles currently installed in Midtown, and in other neighborhoods. Roundabouts have consistently been shown to dramatically reduce the number of vehicle collisions, and can be made pedestrian- and bicycle-friendly. | 2-189 | **Recommended with Modifications.**<br>New policy:<br>**"M 4.1.6 Roundabouts.**<br>The City shall consider roundabouts as an intersection traffic control option with demonstrated air quality and safety benefits, where deemed feasible and appropriate." |
| 159 | 12/12/08 | Mod | SMAQMD | M 5.1.14 Encourage Bicycle Use-<br>Why is this limited to certain | 2-193 | **Recommended with Modifications.** |

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| | | | | neighborhoods? This could apply universally. | | "The City shall encourage bicycle use in all neighborhoods, especially ~~where significant segments of the population do not drive and~~ where short trips are most common." |
| 160 | 7/31/2008 | Mod | Marilyn Bryant, Sacramento TMA | M 5.1.11. (Bike Facilities in New Development)<br>Change "bicycle racks" to the more inclusive term bicycle parking and distinguish between long-term bicycle parking for employees and short-term parking for visitors. | 2-192 | **Recommended**<br>New policy language:<br><br>"The City shall require that larger new development projects…. provide bicycle ~~racks~~ parking (i.e., short-term bicycle parking for visitors and long-term bicycle parking for residents or employees), personal lockers, showers, and other bicycle-support facilities." |
| 161 | 7/31/2008 | Edit | Marilyn Bryant, Sacramento TMA | M 5.1.4. (Motorists, Bicyclists and Pedestrian Conflicts)<br>Add multi-use trails as locations where bicycle/pedestrian conflicts should be reduced. | 2-191 | **Recommended**<br>New policy language:<br><br>"The City shall develop safe and convenient bikeways that reduce conflicts between bicyclists and motor vehicles on streets, and bicyclists and pedestrians on multi-use trails and sidewalks." |
| 162 | 7/31/2008 | Edit | Graham Brownstein, ECOS | M 5.1.8 (Connections Between New Developments and Bikeways) | 2-192 | **Recommended**<br>New policy language: |

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| | | | | We support the intent of this policy but we believe the language is ambiguous. It could be taken to mean that developers simply have to stripe class II bikeways along their arterials, whereas we believe the intent is that developers should provide frequent access points for bicyclists and pedestrians to enter or leave the development, not just by a single large roadway but by a multitude of smaller, more convenient access points.<br>We also believe this policy can apply equally to commercial developments as to residential developments. | | "The City shall ensure that new commercial and residential development projects provide ~~a~~ frequent and direct connections to the nearest bikeways ~~along an arterial or collector."~~ |
| 163 | 7/31/2008 | Mod | Graham Brownstein, ECOS | M 6.1.6 (Residential Permit Parking) The current residential permit parking system makes it illegal for non-residents to park in controlled areas during the day. ECOS believes that the City should investigate alternative time restrictions that allow non-residents to park during the day for commercial reasons, to maximize the use of parking spaces and to reduce the demand for additional spaces (per 6.1.4, Reduction of Parking Areas). Residents would be the only users allowed to park in controlled areas overnight. | 2-196 | **Recommended Elsewhere**<br>This will be added as a new implementation measure:<br><br>"The City shall investigate alternatives to the current residential permit parking policy that would provide alternative time restrictions to allow non-residents to park in controlled areas during the day for commercial reasons in residential permit parking areas.<br><br>Responsible Department: Transportation |

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| | | | | | | Supporting Department(s): Planning, Economic Development, and Development Services<br><br>Timeline: 2012-2015" |
| 164 | 7/31/2008 | Mod | Traci Canfield, RT | M 9.1.2: Add transit facilities | 2-205 | **Addressed Elsewhere**<br>M 9.1.2 addresses only facilities that are directly funded by the City, which does not include transit. M 9.1.3 addresses securing funding from other sources and addresses "all modes," which includes transit.<br><br>To clarify, M 9.1.3 will be edited as follows:<br><br>"**M 9.1.3 Dedicated Funding Sources.** The City shall investigate additional sources of funding and support the development of a stable, dedicated funding source ~~at the state and national level~~ for all modes to provide continuing maintenance, operation, and management of the city's transportation network." |

SUMMARY OF COMMENTS: **PART 2, UTILITIES**

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| 165 | 07/31/08 | New | Jodi Samuels, Planning Commissioner | U 4.1.1 (Adequate Drainage Facilities), 4.1.2 (Master Planning)<br><br>U 5.1.5 (Yard Waste and Street Sweeping)<br><br>The tradition of disposing of green waste on the streets is an impediment to these policies related to adequate drainage and master planning to prevent floods. Revise policies to require green waste to be placed in bins rather than dumped into the streets. | 2-219, 2-222 | **Recommended with the following modifications:**<br><br>Add a policy to the U5 (Solid Waste) section of the General Plan stating:<br><br>"The City shall continue to expand its voluntary containerized program."<br><br>(Note: Staff agrees with the comment. However, because the voters approved "loose in the street" yard waste, the City cannot require containerized yard waste, unless the voters rescind the decision.) |
| 166 | 7/31/2008 | New/Mod | Rick Bettis | The General Plan should be modified to reflect the fact that the use of reclaimed wastewater will become increasingly viable in the future. State and Federal Regulations may be modified to require a higher level of treatment than is now required. This, along with the fact that population growth is causing water resources to diminish, will potentially increase the economic viability of using reclaimed water during the life of the General Plan. | 2-213, 2-217 | **Recommended.**<br>Add the following policy to the U2 (Water Systems) or U3 (Wastewater Systems) section of the General Plan:<br><br>"Recycled water. The City shall continue to investigate the feasibility of utilizing recycled water where appropriate, cost effective, safe and environmentally sustainable." |

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| 167 | 7/31/2008 | New/Mod | Rick Bettis | Address water conservation in a proactive manner. The City is a signatory to the Water Forum Agreement, which includes Best Management Practices for Water Conservation. Such practices are intended to result in a reduction in per capita water use by about twenty five percent before the year 2030. Also, since the conveyance and treatment of water utilizes approximately twenty percent of our electrical energy usage, and water resources are being stretched, the State of California may soon require much more aggressive water conservation efforts. | U 2.1.9<br>2-214 | **Recommended.**<br>Add the following new policies and implementation measures to further promote water conservation:<br><br>Policy:<br>"Recycled water. The City shall continue to investigate the feasibility of utilizing recycled water where appropriate, cost effective, safe and environmentally sustainable."<br><br>Implementation Measure for above policy:<br>"The City, working with the Sacramento County Regional Sanitation District, shall conduct a study to determine the feasibility of using recycled water.<br>Responsible Department: Utilities<br>Supporting Department: NA<br>Time frame: 2012-2015"<br><br>Policy:<br>"Emergency Water Conservation. The City shall reduce water use during periods of water shortages and emergencies. (PSR/PI)" |

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| | | | | | | Implementation Measure for above policy:<br><br>"As part of the Urban Water Management Plan update in 2010, required by the Urban Water Management Planning Act, the City shall update the response plan that outlines an approach on how to assist citizens in reducing water use during periods of water shortages and emergencies.<br>Responsible Department: Utilities<br>Supporting Department: NA<br>Timing: 2009-2011"<br><br>Policy:<br>"Water Conservation Enforcement. The City shall continue to enforce City ordinances that prohibit the waste or runoff of water, establish limits on outdoor water use, and specify applicable penalties." |
| 168 | 7/31/2008 | New/Mod | Rick Bettis | The General Plan should reflect an enhanced recycling program. The California Air Resources Board Scoping Plan for AB 32 includes enhanced recycling targets. Implementing State legislation may be introduced in the foreseeable future. | U5<br>2-222<br>2-223 | **Recommended.**<br>Add the following new policies:<br><br>"Zero Waste. The City shall achieve zero waste to landfills by 2040 through conversion technology." |

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| | | | | | | "Recycled Materials for Goods Packaging. The City shall support state legislation calling for the use of recycled materials and smaller packaging of retail goods and require that retail establishments use recycled materials for goods packaging in lieu of plastic bags."<br><br>"City Recycling. The City shall serve as a role model to businesses and institutions regarding purchasing decisions that minimize the generation of solid waste in addition to encouraging all City staff to recycle at City facilities." |
| 169 | 10/16/2008 Planning Commission | Mod | Commissioner Bartholomy | Referring to page 178 of the staff report: There should be a higher level of recycling called for in the General Plan. Calling for 100% waste conversion (i.e., waste to energy) by 2040 is of concern. The General Plan should first promote programs involving the 3Rs (reduce, reuse, and recycle) before looking at conversion technology. | 2-221 through 2-2-223 | **Recommended with Modifications.**<br>Modify new policy (recommended above) for U 5 Solid Waste:<br><br>**"Zero Waste.** The City shall achieve zero waste to landfills by 2040 through reusing, reducing, and recycling solid waste, and using conversion technology if appropriate."<br><br>It should be noted that most of the existing policies in U 5 |

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| | | | | | | Solid Waste require the City to reduce, reuse, and recycle solid waste. |
| 170 | 8/29/08 | Mod | LAFCO | Revise U 1.1.6 Growth and Level of Service as follows:<br><br>The City shall require new development to provide adequate facilities or pay its fair share of the cost for facilities needed to provide services to accommodate growth without adversely impacting current service levels. | 2-210 | **Recommended.** |
| 171 | 8/20/08 | New | Stoel Rives, LLC | Add the following new policy to the end of U5 (Solid Waste):<br><br>Greenhouse Gas (GHG) Reduction Benefits of Recycling. The City shall promote recycling of solid waste as a means to reduce GHG emissions and support the granting of GHG reduction credits to recyclers for use in trading programs. | 2-223 | **Recommended with Modifications.**<br>The City will add the following language to the introductory paragraph in U 5 (Solid Waste):<br><br>"Policies in this section support a wide range of programs to reduce waste, use recycled building materials, and support the recycling of construction and landscaping waste. These policies are consistent with Sacramento's desire to be a more sustainable community; ~~by generating less solid waste~~ recycling can reduce greenhouse gas emissions through energy savings, and reduced solid waste results in less land devoted to landfills." |
| 172 | 8/29/08 | Mod | LAFCO | Revise Policy U 3.1.2 (New Developing Areas) | 2-217 | **Recommended with** |

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| | | | | as follows:<br><br>The City shall ensure that public facilities and infrastructure are designed and constructed to meet ultimate capacity needs to avoid the need for future upsizing. For facilities subject to incremental upsizing, initial design shall include adequate land area and any other elements not easily expanded in the future. Infrastructure and facility planning should discourage over-sizing of infrastructure which may contribute to growth inducement. | | **Modifications.**<br>This policy must allow for infrastructure designed to meet ultimate capacity needs for a phased development.<br><br>Revise the policy to state: "The City shall ensure that public facilities and infrastructure are designed and constructed to meet ultimate capacity needs to avoid the need for future upsizing. For facilities subject to incremental upsizing, initial design shall include adequate land area and any other elements not easily expanded in the future. Infrastructure and facility planning should discourage over-sizing of infrastructure which could contribute to growth beyond what was anticipated in the General Plan." |
| 173 | 12/12/08 | New | SMAQMD | U 6.1.5 (Energy Consumption per Capita)- Is there an implementation measure for this? One strategy- work through the neighborhood associations to educate participants in climate change, energy efficiency, behavior change. | 2-226 | **Recommended.**<br>Add an implementation program to Table 4-7 as follows: "The City shall work with neighborhood associations, local electric and gas utilities, and other interested groups to develop |

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| | | | | | | programs to encourage conservation and increase energy efficiency (e.g., the SMUD / Sierra Curtis Neighborhood Association's "Curtis Park Energy Stars" program, etc)." Responsible Departments: Planning, Economic Development, Development Services; and Neighborhood Services. Timeframe for implementation: 2009-2011 |

SUMMARY OF COMMENTS: **PART 2, EDUCATION, RECREATION, AND CULTURE**

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| 174 | 07/17/08 | New | Jim Dobson, Sac. City Unified School District | ERC 1 (Education)<br>Provide school financing by piggybacking on existing Mello-Roos for infrastructure. Do not approve development in an area until the school district has obtained the Mello-Roos fees. | 2-235 | **Recommended with Modifications.**<br>Add the following new policy to ERC 1 Education:<br>"The City shall assist school districts with school financing plans and methods to provide permanent schools in existing and newly developing areas in the City." |
| 175 | 07/17/08 | New | Jim Dobson, SCUSD | ERC 1 (Education)<br>Add from 1988 GP to 2030 GP the following policy: "Assist school districts with school financing plans and methods to provide permanent schools in existing and newly developing areas of the city." Can modify it to show that the City's intent isn't to provide the financing directly. | 2-235 | **Recommended with Modifications.**<br>See Comment/Response above. |
| 176 | 07/17/08 | New | Jim Dobson, SCUSD, Tom Pace, LRP | ERC 1 (Education)<br>Modify and add this policy from the 1988 GP: "Designate school sites on the General Plan and applicable specific plans of the City to accommodate school district needs." Modify to state that we can establish general areas where school sites are deficient. (We do not designate exact sites anymore in the GP because they change so often.) | 2-235 | **Comment Noted/Recommended to be Addressed Elsewhere**<br>This is already addressed by Policy ERC 1.1.1 (School Locations) on page 2-235.<br><br>Recommend adding a new implementation program to Table 4-8 Education, Recreation, and Culture Implementation Programs: |

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| | | | | | | "The City shall work with school districts to conduct a study establishing general areas where school sites are deficient.<br><br>Responsible Department: Planning, Economic Development, and Development Services<br><br>Supporting Department(s): NA<br><br>Timeline: 2012-2015" |
| 177 | 07/17/08 | Edit | Jim Dobson, SCUSD | ERC 1.1.2 (Locational Criteria): Change to say that school sites should be consistent with the CA Dept. of Education's school siting guidelines. | 2-235 | **Recommended with the following modifications:** "ERC 1.1.2 Locational Criteria. The City shall continue to assist in reserving school sites based on each school district's criteria, the school siting guidelines of the California Department of Education, and on the City's following location criteria…" |
| 178 | 07/17/08 | New | Jim Dobson, SCUSD | ERC 1 (Education)<br>Add from 1988 GP to 2030 GP the following policy: "Work with school districts to realign district boundaries to coincide with neighborhood and community boundaries". | 2-235 | **Recommended with the following modifications:** "Realignment of District Boundaries. The City shall work with school districts to realign district boundaries to coincide with neighborhood and community boundaries." |
| 179 | 07/17/08 | Other | Jim Dobson, SCUSD | ERC 1 (Education) | 2-235 | **Recommended with** |

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| | | | | One tool to help finance new schools is lease-leaseback. The school district leases land for a school site to a developer. The developer builds the school to the school district's standards. The developer then leases the land back to the school, and the school pays the developer back over 30 years. That way, the developer carries the financing. Some developers like this, too, because it guarantees that a school will get built, making their development more attractive to buyers. | | **Modifications.** Add the following new policy to ERC 1 Education: "The City shall assist school districts with school financing plans and methods to provide permanent schools in existing and newly developing areas in the City." |
| 180 | 07/17/08 | New | Jim Dobson, SCUSD | Section 15.132 of the Development Code puts the burden on the school district of bussing kids in impacted areas and of providing mitigation. Change. | | **Recommended Elsewhere with Modifications:** Add an implementation program to Table 4.8 (Education, Recreation, and Culture Implementation Programs):<br><br>"The City shall review Chapter 15.132 Building Permits for Dwelling Units in Impacted School Areas of the Sacramento City Code to determine if changes are required.<br><br>Implements Which Policy(ies) ERC 1.1.1<br><br>Responsible Department Planning<br><br>Supporting Department(s) Development |

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| | | | | | | Timeframe 2009-2011" |
| 181 | 07/31/08 | Mod | Phil Garcia, Sacramento State | Change Policy ERC 1.1.4 Joint-Use Development to read:<br>The City shall work with school districts and institutions of higher education to explore opportunities for joint-use development that integrates uses for recreation, cultural and non-school-related activities at new and existing facilities. | 2-236 | **Recommended.** |
| 182 | 7/31/2008 | Delete | Dana Allen, Parks Dept. | ERC 2, Table ERC 1<br>Modify as follows:<br><br>(Under "Community Facilities"<br>"~~Neighborhood Centers (Clubhouses)~~"<br><br>Under "# of Units"<br>"~~1 per neighborhood~~") | 2-241 | **Recommended.** |
| 183 | 7/31/2008 | Mod | Dana Allen, Parks Dept. | ERC 2, Table ERC 1<br>Modify as follows:<br><br>Under "Community Facilities"<br>"Multi-Use Recreation Complexes (must include a building over 10,000 sf ~~including Community Centers~~)"<br><br>Under "# of Units"<br>"1 per 50,000 ~~30,000~~ residents" | 2-241 | **Recommended.** |

SUMMARY OF COMMENTS: **PART 2, PUBLIC HEALTH AND SAFETY**

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| 184 | 07/31/08 | Other | Jodi Samuels, Planning Commissioner | PHS 2.2.2 – The City needs to initiate a discussion about flexible design standards for development proposals so that Public Safety issues can be addressed but are not an impediment to the other goals of the project. | 2-269 | **Recommended.**<br>Add an Implementation Program to Table 4-9 Public Health and Safety Implementation Programs in Part 4: General Plan Administration and Implementation as follows:<br><br>"13. The City shall develop a comprehensive approach to consider incorporating flexible design standards into the Zoning Code for development proposals such that public safety issues as well as goals of the project are addressed.<br><br>Implements Which Policy(ies) PHS 2.2.2<br><br>Responsible Department Planning, Fire<br><br>Supporting Department(s) N/A<br><br>Timing: 2012-2015"<br><br>In the meantime, the Fire Department is participating in discussions on a case by case |

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| | | | | | | basis. |
| 185 | 07/31/08 | Mod | Jodi Samuels, Planning Commissioner | PHS 5.1.7 (Healthy Communities)<br>This policy should encourage additional farmer's markets and community gardens in areas of the City that are underserved by access to fresh and healthy food. | 2-282 | **Recommended to be Addressed Elsewhere.**<br>Change ER 4.1.1 as follows: "ER 4.1.1 Locally Grown and Organic Foods. The City shall provide venues for farmer's markets, particularly in areas that lack access to fresh and healthy foods, and encourage serving locally grown and organic foods at City public facilities."<br><br>Location of community gardens could be addressed by the next update of the Parks and Recreation Master Plan. |
| 186 | 07/31/08 | New | Graham Brownstein, ECOS | LU 2.7.5 (Development along Freeways)<br>This policy should be keyed into and discussed in the Public Safety Element due to the documented health issues associated with air quality for those living within 500 feet of freeways. | | **Recommended to be Addressed Elsewhere.**<br>Add reference box in margin near LU 2.7.5 with the following language: "See ER 6.1.8 for a policy that protects air quality for "sensitive uses" near freeways." |
| 187 | 7/31/2008 | New | Caroline Park | Pedestrian and cyclist issues should be included in the Public Health and Safety Element as well as in the Land Use and Mobility Elements. | | **Recommended with the Following Modification:**<br>Rather than creating redundant policies and goals, add a reference box to the margin on |

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| | | | | | | the same page as Policy PHS 5.1.7 stating, "See M2 Walkable Communities and M5 Bikeways for policies addressing walkable neighborhoods and bike facilities." |

SUMMARY OF COMMENTS: **PART 2, ENVIRONMENTAL RESOURCES**

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| 188 | 12/19/08 | Mod | State Attorney General's Office | Modify ER 3.1.6 as follows:<br>**Urban Heat Island Effects**: The City shall ~~continue to promote planting shade trees with substantial canopies, and~~ require site design which uses trees to shade rooftops, parking facilities, streets and other facilities to minimize heat island effects. | 2-300 | **Recommended with Modifications.**<br>Modify as follows:<br><br>**ER 3.1.6 Urban Heat Island Effects**: The City shall continue to promote planting shade trees with substantial canopies, and require where feasible site design which uses trees to shade rooftops, parking facilities, streets and other facilities to minimize heat island effects.<br><br>Note: The City should continue to promote planting of shade trees, even where we do not have regulatory oversight, thus there is no need to remove the language that the AG has suggested. |
| 189 | 7/25/08 | Mod | Walt Seifert, SABA | Goal ER 6.1 (Improved Air Quality)<br>Bicycles are another alternative to zero-emission or low-emission automobiles. Bicycles are a type of zero-emission vehicle. In fact, it can be argued are the only true zero-emission vehicles since electric vehicles use power supplied from a grid that generates emissions elsewhere. This section should point out this fact, and allow for the accommodation and encouragement of bicycles. Bicycling as a transportation mode should be given priority | 2-309 | **Recommended.**<br>Add "bicycles and other non-motorized vehicles" to the list of vehicles that the City should encourage in ER 6.1.12 (Zero-Emission and Low-Emission Vehicle Use). |

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| | | | | over other zero-emission vehicles due to its extremely low negative impact on the environment as a whole and on air quality specifically. In addition, bicycling, unlike other zero emissions vehicles, provides positive health impacts through physical activity. | | |
| 190 | 12/12/08 | Mod | SMAQMD | Under ER 6.1.5 **Greenhouse Gas Reduction in New Development**, mention that new development will also promote water conservation and recycling. | 2-310 | **Recommended.**<br>Modify policy as follows:<br>**Greenhouse Gas Reduction in New Development**<br>The City shall reduce greenhouse gas emissions from new development by discouraging auto dependent sprawl and dependence on the private automobile; promoting water conservation and recycling; promoting development that is compact, mixed-use, pedestrian friendly, and transit oriented; promoting energy-efficient building design and site planning; ~~and~~ improving the jobs/housing ratio of each community; and other methods of reducing emissions. |
| 191 | 12/19/08 | Mod | State Attorney General's Office | Modify Policy ER 6.1.10 as follows:<br><br>**Reduced Emissions.** The City shall ~~conduct a study to explore ways to~~ enforce its existing ordinance that limits idling of diesel vehicles used in construction projects. | 2-310 | **Recommended with Modifications.**<br>Modify Implementation Program #14 in Table 4-10 as follows:<br>"The City shall continue to ~~conduct a study to explore ways to~~ enforce its existing ordinance |

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| | | | | | | that limits idling of diesel vehicles used in construction projects."<br><br>Note: Chapter 8.116 of the City Code applies to all engine idling within the City limits for vehicles or transport refrigeration units that meet size and classification criteria. Enforcement occurs on a response-to-complaint basis only. |
| 192 | 7/30/08 | Mod | Keith Roberts, General Services | Policy 6.1.13 (Preference for Reduced-Emission Equipment)<br><br>This should be modified to include preference for not only reduced emissions, but for other "green" practices, such as location in a LEED-Certified building, etc.<br><br>We have started a pilot project to provide qualifications (and future bid) preferences for firms that show they operate their firms in a sustainable fashion. | 2-311 | **Recommended.**<br>Modify Policy ER 6.1.13 (Preference for Reduced-Emission Equipment) to state:<br><br>"The City shall give preference to contractors using reduced-emission equipment for City construction projects ~~as well as City~~ and contracts for services, as well as businesses which practice sustainable operations." |
| 193 | 05/23/08 | Other | Kim Schwab Regional Water Quality Control Board (RWQCB) | Minimize the amount of impervious surfaces and directly connected impervious surfaces in areas of new development and redevelopment where feasible to maximize on-site infiltration of runoff (low impact design practices). | | **Recommended with Modifications.**<br>Comment is addressed by Policies ER 1.1.3 and ER 1.1.4.<br><br>Recommend the following modifications to ER 1.1.4: |

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| | | | | | | "New Development. The City shall require new development to protect the quality of water bodies and natural drainage systems through site design, source controls, storm water treatment, runoff reduction measures, best management practices (BMPs) and Low Impact Development (LID) and hydromodification strategies consistent with the city's NPDES Permit." |
| 194 | 05/23/08 | Other | Kim Schwab Regional Water Quality Control Board (RWQCB) | Implement pollution prevention methods supplemented by pollutant source controls and treatment. Where practical, use strategies that control the sources of pollutants or constituents (i.e., the point where water initially meets the ground) to minimize the transport of urban runoff and pollutants offsite and into MS4s. | | **Recommended with Modifications.** Comment is addressed by Policies ER 1.1.3 and ER 1.1.4.<br><br>Recommend the following modifications to ER 1.1.4:<br><br>**"New Development.** The City shall require new development to protect the quality of water bodies and natural drainage systems through site design, source controls, storm water treatment, runoff reduction measures, best management practices (BMPs) and Low Impact Development (LID) and hydromodification strategies consistent with the city's NPDES Permit." |

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| 195 | 05/23/08 | Other | Kim Schwab Regional Water Quality Control Board (RWQCB) | Preserve, and where feasible, create or restore areas that provide important water quality benefits, such as riparian corridors, wetlands, and buffer zones (e.g., levees). | | **Recommended with Modifications.** Revise ER 1.1.1 as follows: "ER 1.1.1 Conservation of Open Space. The City shall conserve and where feasible create or restore areas that provide important water quality benefits, such as riparian corridors, buffer zones, wetlands, undeveloped open space areas, levees and drainage canals for the purpose of protecting water resources in the City's watershed, creeks and the Sacramento and American Rivers." |
| 196 | 05/23/08 | Other | Kim Schwab Regional Water Quality Control Board (RWQCB) | Limit disturbances of natural water bodies and natural drainage systems caused by development including roads, highways, and bridges. | | **Recommended with Modifications.** Revise ER 1.1.6 as follows: "Construction Site Impacts. The City shall minimize disturbances of natural water bodies and natural drainage systems caused by development, implement measures to protect areas from erosion and sediment loss and continue to require construction contractors to comply with the City's erosion and sediment control and stormwater management and discharge control ordinances." |

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| 197 | 05/23/08 | Other | Kim Schwab Regional Water Quality Control Board (RWQCB) | Identify and avoid development in areas that are particularly susceptible to erosion and sediment loss; or establish development guidance that protects areas from erosion and sediment loss. | | **Comment Noted.** Comment is addressed by Policy ER 1.1.6, which will be revised, as discussed in the comments above, to state:<br><br>"Construction Site Impacts. The City shall minimize disturbances of natural water bodies and natural drainage systems caused by development, implement measures to protect areas from erosion and sediment loss and continue to require construction contractors to comply with the City's erosion and sediment control and stormwater management and discharge control ordinances." |
| 198 | 05/23/08 | New/Other | Kim Schwab, RWQCB | Low Impact Development Strategies: Priority new development and redevelopment projects shall integrate Low Impact Development (LID) principles as feasible early in the project planning and design process. LID is a storm water management and land development strategy that emphasizes conservation and the use of existing natural site features integrated with engineered, small-scale hydrologic controls to more closely reflect predevelopment hydrologic functions in residential, commercial, and industrial settings.<br>*The Stormwater Quality Design Manual for* | | **Recommended with Modifications.**<br><br>Comment is addressed in Policies ER 1.1.3 and ER 1.1.4.<br><br>The following modification to ER 1.1.4 is recommended:<br><br>"New Development. The City shall require new development to protect the quality of water bodies and natural drainage systems through site design, |

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| | | | | *Sacramento and South Placer Regions* (May 2007) currently promotes LID principles such as conservation and use of natural site features; site specific, lot scale source and treatment control measures that keep pollutants from contacting run-off and leaving the site; and run-off reduction control measures integrated into site design.<br><br>i. In addition, Each Permittee shall amend, revise or adopt development standards (including policies, codes, ordinances and/or regulations) to require implementation of LID strategies at priority new development and redevelopment projects as feasible no later than six months after approval of the HMP by the Regional Water Board. | | source controls, storm water treatment, runoff reduction measures, best management practices (BMPs) and Low Impact Development (LID) and hydromodification strategies consistent with the city's NPDES Permit." |
| 199 | 05/23/08 | New | Kim Schwab, RWQCB | Hydromodification Management Plan (HMP): The Permittees shall submit a HMP Work Plan as part of their SQIPs (Storm Water Improvement Plan) for approval by the Regional | | **Recommended with Modifications.**<br><br>Comment is addressed by |

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| | | | | and duration of runoff from development projects in order to protect receiving waters from increased potential for erosion and other adverse impacts. The HMP shall address, but not be limited to, the following:<br>(a) Requires incorporation of controls, including structural and non-structural BMPs, to mitigate the projected increases in flows;<br>(a) Controls post-development runoff rates and velocities from a site to avoid adverse impact on downstream erosion, flooding and stream habitat;<br>(b) Minimizes the quantity of stormwater directed to impermeable surfaces and the MS4s (municipal storm drain);<br>(c) Maximizes the percentage of permeable surfaces to allow more percolation of stormwater into the ground where feasible; and<br>(d) Considers the full range of feasible BMPs in the *Stormwater Quality Design Manual*.<br>(f) Considers various assessment methodologies designed to evaluate the existing geomorphic condition of receiving waters, along with the expected susceptibility of these receiving waters to erosion/change as a result of hydromodification from land development and other land uses.<br>ii. This requirement does not apply to new development and redevelopment projects where | | City shall impose requirements to control the volume, frequency, duration and ~~post-development~~ peak ~~storm water runoff discharge~~flow rates and velocities of runoff from development projects to prevent or reduce downstream erosion and protect stream habitat." |

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| | | | | the project discharges stormwater runoff into creeks or storm drains where the potential for erosion, or other impacts to beneficial uses, is minimal. Such situations may include, but not limited to the following:<br><br>(a) Discharges into creeks that are concrete-lined or significantly armored;<br><br>(b) Underground storm drain systems discharging directly to the rivers;<br><br>(c) Construction of infill projects in highly developed watersheds, where the potential for single-project and/or cumulative impacts is minimal; and<br><br>(d) Projects that do not create an increase in impervious surfaces over pre-project conditions."<br>ii. This requirement does not apply to new development and redevelopment projects where the project discharges stormwater runoff into creeks or storm drains where the potential for erosion, or other impacts to beneficial uses, is minimal. Such situations may include, but not limited to the following:<br><br>(e) Discharges into creeks that are concrete-lined or significantly armored;<br><br>(f) Underground storm drain systems | | |

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| | | | | discharging directly to the rivers;<br><br>(g) Construction of infill projects in highly developed watersheds, where the potential for single-project and/or cumulative impacts is minimal; and<br><br>(h) Projects that do not create an increase in impervious surfaces over pre-project conditions." | | |
| 200 | 07/31/08 | Mod | Joe Benassini through Azzie Doherty, DOT | Revise ER 3.1.6 as follows:<br><br>Urban Heat Island Effects: The City shall continue to promote shade tree plantings and tree placement that encourages adequate shading of rooftops, parking facilities, streets, and other facilities to minimize heat island effects. Palm trees shall not be considered as shade trees. | 2-300 | **Recommended with the Following Modifications:**<br><br>"ER 3.1.6 Urban Heat Island Effects. The City shall continue to promote ~~plantings and tree placement that encourages adequate shading of~~ planting shade trees with substantial canopies, and site design which uses trees to shade rooftops, parking facilities, streets, and other facilities to minimize heat island effects." |
| 201 | 07/31/08 | Mod | Jodi Samuels, Planning Commissioner | ER 6.1.14 – The goal of encouraging 35% of City employees to use alternate transportation is too low. The City needs to set an example for residents, so this figure should be at least 50%. | 2-311 | **Recommended with the Following Modifications:**<br>"ER 6.1.14 Transportation Systems Management and Trip Reduction. The City shall encourage ~~35% of~~ all employees to use means other than a single- |

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| | | | | | | occupant vehicle for their daily work commute." |
| 202 | 07/31/08 | Mod | Graham Brownstein, ECOS | Several of the policies in the Environmental Resources Element call for the protection of resources "to the extent feasible" (e.g., Policies 2.1.5-2.1.8). There needs to be guidance as to what "to the extent feasible" means. Otherwise this language is an escape route for political expediency in decision-making. | 2-296 | **Recommended with the following modifications** to Policies ER 2.1.5, 2.1.6, 2.1.7, and 2.1.8:<br><br>"ER 2.1.5 Riparian Habitat Integrity. The City shall preserve the ecological integrity of habitat areas, creek corridors, canals, and drainage ditches that support riparian resources by preserving native plants and~~, to the extent feasible,~~ removing invasive nonnative plants. If not feasible, the mitigation of all adverse impacts on riparian habitat shall comply with State and Federal regulations."<br><br>"ER 2.1.6 Wetland Protection. The City shall preserve and protect wetland resources including creeks, rivers, ponds, marshes, vernal pools, and other seasonal wetlands~~, to the extent feasible~~. If not feasible, the mitigation of all adverse impacts on wetland resources shall be required in compliance with State and Federal regulations protecting wetland resources, and if applicable, threatened or |

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| | | | | | | endangered species."<br><br>"ER 2.17 Annual Grasslands. The City shall preserve and protect grasslands and vernal pools that provide habitat for rare and endangered species ~~to the extent feasible~~. If not feasible, the mitigation of all adverse impacts on annual grasslands shall comply with State and federal regulations protecting foraging habitat for those species known to utilize this habitat."<br><br>"ER 2.1.8 Oak Woodlands. The City shall preserve and protect oak woodlands, and/or significant stands of oak trees in the city that provide habitat for common native, and special-status wildlife species~~, to the extent feasible~~. If not feasible, the mitigation of all adverse impacts on oak woodlands shall comply with the standards of the *Oak Woodlands Conservation Act*." |
| 203 | 07/31/08 | Mod | Graham Brownstein, ECOS | ER 4.2.2<br>Providing for a one-mile buffer along the Sacramento River and other areas outside the city is an excellent concept, but as drafted may be self-defeating. First, by its terms the buffer applies to areas "outside the city." Does this | 2-304 | **Recommended with the following modifications** to Policy ER 4.2.2:<br><br>"ER 4.2.2 Permanent Preservation. The City shall work |

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| | | | | mean that if the City of Sacrament annexes lands within a mile of the Sacramento River that the policy no longer applies? Similarly, it is not clear how the policy applies to areas north of the city limits that are proposed for annexation. | | with the County, Natomas Basin Conservancy, and other entities to protect and permanently preserve a one-mile buffer outside of the current city limits as of adoption of the General Plan to preserve viable agricultural activities and as a community separator between Sutter and Sacramento Counties and along the Sacramento River." |
| 204 | 07/31/08 | New | Graham Brownstein, ECOS | With respect to climate change and greenhouse gas emissions, the Santa Cruz General Plan has the following policies which might serve as a basis for helpful language in the Sacramento General Plan. In particular, ECOS would like to note that the City of Sacramento needs to adopt policies addressing how it will deal with rising sea level.<br><br>*NRC 4 Effective leadership and action in reducing and responding to global warming.*<br>*NRC 4.1 Reduce community-wide greenhouse gas emissions 30 percent by 2020 and 80 percent by 2050 (compared to 1990 levels).*<br>*NRC 4.2 By 2030, require that all new development be carbon neutral.*<br>*NRC 4.3 Support initiatives, legislation, and actions for reducing and responding to climate change.*<br>*NRC 4.4 Encourage community involvement and public-private partnerships to reduce and respond to global warming.* | | **Comment Noted/Recommended with Modifications.**<br>The City is committed to developing goals for greenhouse gas reduction (see Policy ER 6.1.3 and Implementation Program 11 in Table 4-10), and to developing a climate adaptation plan (see the Sustainability Master Plan, which includes a policy to develop a climate adaptation plan).<br><br>Also, Appendix B of the General Plan contains a table that lists many policies that address climate change, either directly or indirectly.<br><br>To strengthen climate change policies, add a new policy to the |

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| | | | | *NRC 4.5 Minimize impacts of future sea level rise.*<br>*NRC 4.6 Take early action on significant and probable global warming land use and development issues, including those that might arise after 2025.* | | Environmental Resources Element, ER 6 (Air Quality Section):<br><br>New Policy:<br>"The City shall continue to assess and monitor the effects of climate change." |
| 205 | 7/31/2008 | Mod | Rick Bettis | ER 6.1.8 (Development near Major Roadways) Mention the special benefits of the use of trees as a screening mechanism for communities located near roadways. The 500-foot setback may not be adequate in some circumstances depending on terrain and wind direction and magnitude. | 2-310 | **Recommended to be Addressed Elsewhere.**<br>Revise Implementation Measure #13 in Table 4-10 (Environmental Resources) to state:<br><br>"The City shall require ~~establish a process to insure that~~ new development with sensitive uses ~~within 500 feet of a major roadway reduces potential health risks through such features as: site and building orientation, vegetative screening, and appropriate technology for improved air flow, ventilation, and filtration~~ located adjacent to mobile and stationary toxic air contaminants (TAC) be designed with consideration of site and building orientation, location of trees, and incorporation of appropriate technology for improved air quality (i.e., ventilation and filtration) to |

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| | | | | | | lessen any potential health risks. In addition, the City shall require preparation of a health risk assessment, if recommended by Sacramento Metropolitan Air Quality Management District, to identify health issues, reduce exposure to sensitive receptors, and/or to implement alternative approaches to development that reduce exposure to TAC sources." (RDR) |
| 206 | 8/5/2008 | Mod | Larry Greene SMAQMD | Modify ER 6.1.8 (Development near Major Roadways) as follows:<br><br>Development near Major Roadways. The City shall require that new development with sensitive uses within 500 feet of a ~~major roadway~~ freeway consult with the Sacramento Metropolitan Air Quality Management District (SMAQMD). These projects shall be designed with consideration of site and building orientation and incorporate appropriate technology for improved air quality, flow, ventilation, and filtration to lessen any potential health risks due to the project's proximity to the roadway. *(RDR)* | 2-310 | **Recommended with Modifications.**<br>Modify Policy ER 6.1.8 as follows:<br><br>"Development near ~~Major Roadways~~ TAC Sources. The City shall ~~require~~ ensure that new development with sensitive uses ~~within 500 feet of a major roadway be designed with consideration of site and building orientation and incorporate appropriate technology for improved air quality, flow, ventilation, and filtration to lessen any potential health risks due to the project's proximity to the roadway.~~ located adjacent to toxic air contaminant sources, as identified by the California Air Resources Board (CARB), |

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| | | | | | | minimizes potential health risks. In its review of these projects, the City shall consider current guidance provided by and consult with the CARB and the Sacramento Metropolitan Air Quality Management District (SMAQMD)." *(RDR)* |
| 207 | 8/5/08 | Mod | Larry Greene SMAQMD | ER 6.1.9 (Coordination with SMAQMD)<br><br>The District recommends expanding the policy to identify the City's commitment to monitoring and enforcing all adopted mitigation. This amendment would be supported by implementation program 4.10-16 (page 4-49), which calls on the City to "conduct a study to explore the development of new processes to improve monitoring and enforcement of all CEQA mitigation measures, including air quality measures." | 2-310 | **Recommended with Modifications.**<br>Rather than modifying the policy, modify existing Implementation Program #16 in Table 4-10:<br><br>The City shall establish a plan and process ~~conduct a study to explore the development of new processes~~ to improve monitoring and enforcement of all CEQA mitigation measures, including air quality measures.<br><br>Responsible Department: Planning, Economic Development, and Development Services<br><br>Supporting Department(s): NA<br><br>Timing: 2009-2011" |

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| 208 | 8/5/08 | Edit | Larry Greene SMAQMD | ER 6.1.5 (Greenhouse Gas Reduction in New Development)<br><br>Add language such as "*but not limited to*" to this measure. In that way, new mitigation strategies could also be used as appropriate. | 2-310 | **Recommended with the following modifications** to Policy ER 6.1.5:<br><br>"ER 6.1.5 Greenhouse Gas Reduction in New Development. The City shall reduce greenhouse gas emissions from new development by discouraging auto-dependent sprawl and dependence on the private automobile; promoting development that is compact, mixed use, pedestrian friendly, and transit oriented; promoting energy efficient building design, site planning, and improving the jobs/housing ratio in each community~~.~~; and other methods of reducing emissions." |
| 209 | 8/5/08 | Mod | Larry Greene SMAQMD | Policy ER 6.1.13 (Preference for Reduced-Emission Equipment) could be expanded to give preference to businesses which practice sustainable operations. | 2-311 | **Recommended with the following modifications** to Policy ER 6.1.13:<br><br>"ER 6.1.13 Preference for Reduced-Emission Equipment. The City shall give preference to contractors using reduced-emission equipment for City construction projects ~~as well as City~~ and contracts for services, as well as businesses which practice sustainable operations." |

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| 210 | 9/29/08 | Mod | EIR Mitigation | Revise Policy ER 2.1.10 as follows for project mitigation:<br><br>**Habitat Assessments.** The City shall consider the potential impact on sensitive plants for each project requiring discretionary approval and shall require preconstruction surveys and/or habitat assessments for sensitive plant and wildlife species ~~for any project requiring discretionary approval~~. If the preconstruction survey and/or habitat assessment determines that suitable habitat for sensitive plant and/or wildlife species is present, then either (1) protocol-level or industry-recognized (if no protocol has been established) surveys shall be conducted; or (2) presence of the species shall be assumed to occur in suitable habitat on the project site. Survey Reports shall be prepared and submitted to the City and the CDFG or USFWS (depending on the species) for further consultation and development of avoidance and/or mitigation measures consistent with state and federal law. | | **Recommended.** |
| 211 | 9/29/08 | Mod | EIR Mitigation | Revise Policy ER 2.1.5 as follows for project mitigation:<br><br>**Riparian Habitat Integrity.** The City shall preserve the ecological integrity of ~~habitat areas,~~ creek corridors, canals, and drainage ditches that support riparian resources by preserving native plants and~~, to the extent feasible,~~ removing invasive, non-native plants. If not feasible~~, the mitigation of all~~ adverse impacts on riparian habitat shall ~~comply with State and Federal~~ | | **Recommended.** |

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| | | | | ~~regulations~~ be mitigated by the preservation and/or restoration of this habitat at a 1:1 ratio, in perpetuity. | | |
| 212 | 9/29/08 | Mod | EIR Mitigation | Revise Policy ER 2.1.6 as follows for project mitigation:<br><br>**Wetland Protection.** The City shall preserve and protect wetland resources including creeks, rivers, ponds, marshes, vernal pools, and other seasonal wetlands~~, to the extent feasible~~. If not feasible, the mitigation of all adverse impacts on wetland resources shall be required in compliance with State and Federal regulations protecting wetland resources, and if applicable, threatened or endangered species. Additionally, the City shall require either on- or offsite permanent preservation of an equivalent amount of wetland habitat to ensure no-net-loss of value and/or function. | | **Recommended.** |
| 213 | 9/29/08 | New | EIR Mitigation | Add the following new policy to ER 1 (Water Resources) for project mitigation:<br><br>**No Net Increase.** The City shall require all new development to contribute no net increase in stormwater runoff peak flows over existing conditions associated with a 100-year storm event. | | **Recommended.** |
| 214 | 9/29/08 | Mod | EIR Mitigation | Revise Policy ER 6.1.8 as follows for project mitigation: | 2-310 | **Recommended.** |

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| | | | | Development near ~~Major Roadways~~ TAC Sources. The City shall ~~require~~ ensure that new development with sensitive uses ~~within 500 feet of a major roadway be designed with consideration of site and building orientation and incorporate appropriate technology for improved air quality, flow, ventilation, and filtration to lessen any potential health risks due to the project's proximity to the roadway.~~ located adjacent to toxic air contaminant sources, as identified by the California Air Resources Board (CARB), reduces potential health risks. In its review of these projects, the City shall consider current guidance provided by and consult with the CARB and the Sacramento Metropolitan Air Quality Management District. *(RDR)* | | |

SUMMARY OF COMMENTS: **PART 2, ENVIRONMENTAL CONSTRAINTS**

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| 215 | 7/25/08 | New | Pete Ghelfi, SAFCA | Add the following policy:<br><br>"For areas protected by levees, all new developments shall include a notice within the deed that the property is protected by flooding from levees and that the property can be subject to flooding if the levee fails or is overwhelmed." | 2-323 | **Recommended.** |
| 216 | 7/25/08 | Other | Pete Ghelfi, SAFCA | Revise EC 2.1.17 (Dam Failure) to read:<br><br>The City shall plan for the evacuation of people from areas subject to inundation from Folsom, ~~or~~ Nimbus, or Oroville dam failure.<br><br>(Oroville dam failure could affect the northern parts of the city.) | 2-323 | **Recommended.** |
| 217 | 7/25/08 | Mod | Pete Ghelfi, SAFCA | Revise second sentence of introductory paragraph to read:<br>"New development will be evaluated for potential flood hazards prior to approval and will be set back a minimum distance from levees to minimize flooding risk and allow for future modifications of the system." | 2-321 | **Recommended.** |
| 218 | 9/3/08 | New | Bill Busathe, City Utilities Dept. | New Policy under Goal EC 2.1 (best placed after EC 2.1.16):<br><br>"The City shall encourage all residents protected by levees to purchase flood insurance." | 2-323 | **Recommended.** |
| 219 | 9/29/08 | New | EIR Mitigation | Add the following new policy to EC 3 (Noise) for project mitigation: | | **Recommended.** |

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| | | | | "**Interior Vibration Standards.** The City shall require construction projects anticipated to generate a significant amount of vibration to ensure acceptable interior vibration levels at nearby residential and commercial uses based on the current City or FTA criteria." | | |
| 220 | 9/29/08 | New | EIR Mitigation | Add the following new policy to EC 3 (Noise) for project mitigation:<br><br>"**Vibration Screening Distances.** The City shall require new residential and commercial projects located adjacent to major freeways, rail lines or light rail lines to follow the FTA screening distance criteria." | | **Recommended.** |
| 221 | 9/29/08 | New | EIR Mitigation | Add the following new policy to EC 3 (Noise) for project mitigation:<br><br>"**Vibration.** The City shall require an assessment of the damage potential of vibration-induced construction activities, highways, and rail lines in close proximity to historic buildings and archeological sites and require all feasible mitigation measures be implemented to ensure no damage would occur." | | **Recommended.** |
| 222 | 2/19/09 | Mod | EIR Mitigation | Modify E.C. 3.1.4 as follows:<br>**Interior Noise Review ~~Standards~~ for Multiple, Loud Short-Term Events.** ~~The City may require~~ In cases where new development is proposed in areas subject to frequent, high-noise events (such as aircraft over-flights ~~and trains~~, or train and truck pass-bys) the City shall evaluate noise impacts on any sensitive receptors from | 2-327 | **Recommended.** |

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| | | | | such events when considering whether to approve the development proposal, taking into account potential for sleep disturbance, undue annoyance, and interruption in conversation, to ensure that the proposed development is compatible within the context of its surroundings. ~~to meet the following interior noise standards during single noise events: 50 dBA SEL in bedrooms and 55 dBA SEL in other habitable rooms. In areas where high noise events are especially frequent (e.g., near major truck routes), the City can require a more stringent standard of 45 dBA SEL in bedrooms unless it is demonstrated that sleep disturbance can be kept within acceptable limits at 50 dBA SEL.~~ | | |

Summary of Comments: **Part 3, Community Plan Areas**

| # | Date | Type | Source | Comment | Page | Staff Comments/ Recommendation |
|---|---|---|---|---|---|---|
| 223 | 08/01/08 | Mod | Long Range Planning Staff | Remove 65th Street/University Village Opportunity Area placeholder from the East Sacramento Community Plan and put it in the Fruitridge Broadway Community Plan instead. (The bulk of the opportunity area is in the Fruitridge Broadway Community Plan area, and the relationship of the opportunity area to other places in the Fruitridge Broadway CP area (Granite Park, Army Depot, UC Med Center, etc.) is strong.)<br><br>Also, replace the placeholder with the fully developed 65th Street/University Village Focused Opportunity Area. (Since the release of the Public Draft General Plan, the 65th Street/University Village Focused Opportunity Area concept and recommendations were fully developed. Staff has conducted extensive community outreach and received broad support for the concept and recommendations.) | 3-ES-6<br>3-ES-7<br>3-ES-8<br>3-ES-9<br>3-ES-10 | **Recommended.**<br>Also, continue to list the 65th Street/University Village Focused Opportunity Area in Table ES-1 in the East Sacramento Community Plan. |
| 224 | 07/31/08 | Edit/Mod | Jodi Samuels, Planning Commissioner | Neighborhoods – The first sentence reads "Areas of the city that are primarily residential, but <u>may</u>, and frequently do, include other uses…" should be changed to read "…may, and frequently <u>should</u>, include other uses…" in order to be consistent with the City's vision for complete neighborhoods. | 3-5 | **Recommended.**<br>Modify as follows:<br>"Neighborhoods. Areas of the city that are primarily residential, but may, and frequently ~~do~~ <u>should</u>, include other uses such as schools, parks, community centers, and local-serving commercial centers." |
| 225 | 07/31/08 | Mod | Jodi Samuels, | New Growth Areas – The first sentence reads | 3-6 | **Recommended with the** |

| # | Date | Type | Source | Comment | Page | Staff Comments/ Recommendation |
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| | | | Planning Commissioner | "Identified greenfield areas adjacent to the city where new growth will occur…" should be changed to "…may occur…" in order to avoid the assumption that New Growth Areas will actually be built out. | | **following modifications:** "New Growth Areas. Identified greenfield areas adjacent to the city where new growth is dependent upon ~~will occur based on~~ the availability of adequate water supplies, market forces, infrastructure financing capacity, and timing." |
| 226 | 7/31/2008 | Edit | Jay Narayan SE Village NA | Neighborhood known as South East should be called Southeast Village | 3-FB-3 | **Recommended.** The City of Sacramento's GIS database identifies the neighborhood as Southeast Village. |
| 227 | 7/21/08 | New | Regional Transit/Jeanne Corcoran (City DOT) | South Area Community Plan: Provide language about establishing Transit Oriented Development around Light Rail Stations. | | **Recommended.** Add new policy (after SA.LU 1.15) to read: "Development Around South Line Phase 2 Light Rail Stations. The City shall work with Regional Transit to support higher density, transit-oriented uses that include a mix of retail, residential, and office around future light rail stations." |
| 228 | 7/21/08 | New | Council Member Pannell's Office | Concerned about the possibility of declining revenues along Mack Road with Florin Road being revitalized. | | **Recommended.** Add new policy (behind SA.ED 1.4): "Mack Road Business Improvements. The City shall support existing and new businesses along the Mack |

| # | | Date | Type | Source | Comment | Page | Staff Comments/ Recommendation |
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| | | | | | | | Road corridor by promoting business development programs and pursuing efforts to improve the corridor (e.g., streetscape revitalization). (MPSP/PI)" |

SUMMARY OF COMMENTS: **PART 4, GENERAL PLAN ADMINISTRATION AND IMPLEMENTATION**

| # | Date | Type | Source | Comment | Page | Staff Comments/ Recommendation |
|---|---|---|---|---|---|---|
| 229 | 03/20/08 | New | Michael Notestine, Planning Commissioner | Add an Administration implementation program about providing ongoing staff training with regards to planning and design. | | **Recommended**<br>Language will be added to Implementation #17 to read:<br><br>"The City shall develop and implement an education program to train staff and inform the development community and other community groups about the new land use and urban form guidelines and standards and policies of the General Plan." |
| 230 | 03/20/08 | Other | Michael Notestine, Planning Commissioner | Environmental Resources Implementation Program #11 (about developing and adopting a Climate Action Plan) should be included as a priority implementation program. | 4-2, 4-48 | **Recommended.** |
| 231 | 07/31/08 | Mod | Jodi Samuels, Planning Commissioner | Administration Programs Table 4-1, Item 10 – Add "Parking Standards" to the list of items that need to be updated within the Code to be consistent with the GP. | 4-12 | **Recommended.** |
| 232 | 07/31/08 | Mod | Jodi Samuels, Planning Commissioner | Environmental Resources Programs Table 4-10, Item 16 – The wording of this program needs to be stronger and should be changed to read:<br><br>"The City shall conduct a study to recommend and develop ~~explore the development of~~ new processes to improve monitoring and enforcement of all CEQA mitigation measures, including air quality measures." | 4-49 | **Recommended with Modifications.**<br>Modify Implementation Measure #16, Table 4-10, to state:<br><br>"The City shall establish a plan and process ~~conduct a study to explore the development of new processes~~ to improve monitoring and enforcement of all CEQA |

| # | Date | Type | Source | Comment | Page | Staff Comments/ Recommendation |
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| | | | | | | mitigation measures, including air quality measures.<br><br>Responsible Department: Planning, Economic Development, and Development Services<br><br>Supporting Department(s): NA<br><br>Timing: 2009-2011" |
| 233 | 07/31/08 | Mod | Ron Maertz, MENA | Mobility Table 4-6, Item 2. Change to read: The City shall update its Traffic Impact Analysis guidelines to reflect the Level of Service (LOS) policies, the Complete Streets policies and the Neighborhood Traffic policies ~~standards~~ in the General Plan, including the establishment of a maximum acceptable traffic capacity for local residential streets. RDR | 4-27 | **Comment Noted.**<br>LOS will be addressed in the following new Mobility implementation program:<br><br>"The City shall prepare and adopt a methodology to measure neighborhood level of service.<br><br>Implements which Policy(ies): M 1.2.2; M 4.3.1<br><br>Responsible Department: Transportation<br><br>Supporting Department: Planning, Economic Development, and Development Services<br><br>Timing: 2009-2011" |
| 234 | 8/5/08 | Edit | Larry Greene SMAQMD | The Implementation Section of the Draft General Plan states "The City shall develop and adopt a Climate Action Plan that monitors | | **Recommended.** |

| # | Date | Type | Source | Comment | Page | Staff Comments/ Recommendation |
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| | | | | climate change impacts, outlines a strategy for reducing greenhouse gas emissions and adapting to climate change, and describes how to improve air quality." The District suggests that the creation of such a Plan should be elevated as a priority. | | |
| 235 | 8/29/08 | Mod | LAFCO | Revise Administrative Implementation Program #4 as follows:<br><br>The City shall work with Sacramento Local Agency Formation Commission (LAFCO) to prepare and adopt a Municipal Service Review (MSR) to identify the existing capacity and means of financing the ~~of and~~ probable demand ~~need~~ for services based on the build out of ~~growth planned for in~~ the General Plan. | 4-10 | **Recommended.** |
| 236 | 8/29/08 | Mod | LAFCO | Revise Land Use and Urban Design Implementation Program #6 as follows:<br><br>The City shall work with Sacramento County to develop a Master Property Tax ~~master revenue~~ sharing agreement for annexation areas. | 4-15 | **Recommended.** |
| 237 | 9/10/08 | Edit | Planning Staff | Land Use Implementation Table 4-2: #15 and #16 are duplicates. Remove one. | | **Recommended.**<br><br>Remove #15 and make the following modifications to Implementation Measure # 16 in Table 4-2 Land Use and Urban Design Implementation Programs:<br><br>"16. The City shall ~~conduct a feasibility study to evaluate the development and implementation of~~ |

| # | Date | Type | Source | Comment | Page | Staff Comments/ Recommendation |
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| | | | | | | ~~citywide design review.~~ prepare and adopt citywide Design Guidelines or Comprehensive Design Guidelines that identify the City's expectations for planning, designing, and reviewing development proposals. *(RDR/MPSP)"* |
| 238 | 12/19/08 | Mod | State Attorney General's Office | Modify implementation program #9 in Table 4-2 as follows: "The City shall~~, in concert with its regional partners,~~ develop, adopt and maintain a green building rating program and ordinance by [date certain]… If feasible, the City shall adopt its ordinance in concert with its regional partners." | 4-15 | **Recommended with Modifications.** Modify Program #9, Table 4-2, as recommended by the AG, with slight modification to ensure formatting consistent with other implementation programs: "The City shall~~, in concert with its regional partners,~~ develop, adopt and maintain a green building rating program and ordinance… If feasible, the City shall adopt its ordinance in concert with its regional partners.<br><br>Responsible Department: Planning, Economic Development, and Development Services.<br><br>Supporting Department(s): NA<br><br>Timing: 2012-2015. |
| 239 | 12/19/08 | Mod | State Attorney General's Office, EIR Mitigation | Proposed modification to Implementation Program #10, Table 4-7, as follows: "The City shall ~~conduct a study to explore the feasibility~~ | 4-33, 4-34 | **Recommended with Modifications.** The City's existing RECO |

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| | | | | | ~~of renovating~~ implement a program to renovate existing buildings to a higher level of water efficiency."<br><br>Also, proposed modification to Implementation Program #11, Table 4-7, as follows: "The City shall ~~conduct a study to explore the feasibility of developing and implementing~~ adopts an energy and water retrofit ordinance for existing development." | | ordinance already includes energy and water retrofitting requirements. The City's commitment to reviewing, updating and enforcing this ordinance was already addressed in responses to the AG's original comments on the Draft EIR (see Final EIR, page 4-28).<br><br>Staff recommends deleting Implementation Program #10, Table 4-7, as it is similar to Implementation Program #11 and therefore redundant. Staff recommends replacing Implementation Program #11 with the following language:<br><br>"The City shall review, update and enforce its existing Residential Energy Conservation Ordinance (RECO) in Title 15.76 of the City Code to be consistent with the targets and programs established in the City's Green Building Program, Climate Action Plan, and other related programs or policies.<br><br>Responsible Department: Planning, Economic Development, and Development Services<br><br>Supporting Department: Utilities<br>Timing: 2012-2015" |

| # | Date | Type | Source | Comment | Page | Staff Comments/ Recommendation |
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| 240 | 2/10/09 | Mod | Planning Staff | Modify Table 4-7, #23 as follows:<br><br>The City shall prepare, adopt, and implement energy efficiency and water conservation standards for residential rental properties. | 4-36 | **Recommended.** |
| 241 | 9/10/08 | Edit | Planning Staff | Environmental Resources Implementation Table 4-10, #16. Transportation is listed as the responsible department. Change the responsible department to Development Services. | | **Recommended.** |
| 242 | 9/10/08 | Mod | Transportation, Joe Benasinni | Table 4-10, #3: Updating the Forest Mgmt Plan. Move time frame for completion from 2009-2011 to 2012-2015. | | **Recommended.** |
| 243 | 9/10/08 | New | Transportation, Sparky Harris | Add the following new implementation program to address barriers to accessibility:<br><br>"The City should develop prioritization guidelines for removal of pedestrian barriers to accessibility."<br><br>Implements which Policies: M 1.3.3 Eliminate Gaps; M 1.3.4 Connections to Transit Stations; M 2.1.5 Continuous Network; M 4.2.4 Pedestrian and Bicycle Facilities on Bridges (and possibly others).<br><br>Responsible Department: Transportation<br><br>Supporting Department(s): Planning, Economic Development, and Development Services<br><br>Timeline: 2012-2015" | | **Recommended.** |
| 244 | 9/10/08 | New | Transportation, Sparky Harris | Add the following new Mobility implementation program for the development of | | **Recommended.** |

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| | | | | connectivity standards:<br><br>"The City shall prepare and adopt connectivity standards based on a review of standards applied by other municipalities with similar policy goals.<br><br>Implements which Policies: M 1.3.1 Grid Network ; M 1.3.2 Private Complete Streets; M 1.3.3 Eliminate Gaps; M 1.3.4 Connections to Transit Stations; M 2.1.5 Continuous Network; M 4.2.4 Pedestrian and Bicycle Facilities on Bridges (and possibly others).<br><br>Responsible Department: Transportation<br><br>Supporting Department(s): Planning, Economic Development, and Development Services<br><br>Timeline: 2012-2015" | | |
| 245 | 9/23/08 | Edit | Planning Staff | Add "Citywide Financing Strategy" to the list of City Master Plans, Strategies, and Programs. | 4-6 | **Recommended.** |
| 246 | 9/23/08 | New | Planning Staff | Add an implementation measure to Table 4-1 (Administration Implementation Programs) to read:<br><br>"The City shall review master plans and service level goals and standards to ensure they achieve the highest level of services the City can reasonably afford, using the tools and methods described in the Citywide Financing Strategy.<br><br>Implements which Policy(ies): Administrative | 4-13 | **Recommended.** |

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| | | | | Responsible Department: All<br><br>Timing: Ongoing" | | |
| 247 | 9/29/08 | Mod | EIR Mitigation | Modify Implementation Program #13 as follows:<br><br>"The City shall require ~~establish a process to insure that~~ new development with sensitive uses ~~within 500 feet of a major roadway reduces potential health risks through such features as: site and building orientation, vegetative screening, and appropriate technology for improved air flow, ventilation, and filtration~~ located adjacent to mobile and stationary toxic air contaminants (TAC) be designed with consideration of site and building orientation, location of trees, and incorporation of appropriate technology for improved air quality (i.e., ventilation and filtration) to lessen any potential health risks. In addition, the City shall require preparation of a health risk assessment, if recommended by Sacramento Metropolitan Air Quality Management District, to identify health issues, reduce exposure to sensitive receptors, and/or to implement alternative approaches to development that reduce exposure to TAC sources. (RDR)<br><br>Implements<br>Which Policy(ies) ER 6.1.~~9~~8<br><br>Responsible | 4-48 | **Recommended.** |

| # | Date | Type | Source | Comment | Page | Staff Comments/ Recommendation |
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| | | | | Department Development<br><br>Supporting Departments Planning<br><br>Timeframe 2009-2011" | | |
| 248 | 9/30/08 | New | Planning Staff, in response to Cal Expo's comment on the Land Use and Urban Form Diagram | Add the following new implementation program to the Land Use and Urban Design Implementation Table (Table 4-2):<br><br>"The City shall work cooperatively with Cal Expo to plan future development on the State Fair grounds, including consideration of the proposed development of an 18-20,000 seat indoor multi-purpose arena.<br><br>Implements which Policy(ies): LU 5.1.1, LU 8.1.7<br><br>Timing: 2009 - 2011<br><br>Responsibility: Planning<br><br>Supporting Departments: Economic Development; DOT; Utilities; Parks and Recreation" | | **Recommended.** |
| 249 | 10/1/08 | New | EIR Mitigation | Add new Implementation Program to Table 4.6 Mobility IP:<br><br>"The City shall conduct additional studies to identify the location of future river crossings and shall amend the Street Classification Diagram to include new bridge locations." | | **Recommended.** |

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| | | | | Implements which Policy(ies): M 4.1.5<br><br>Timing: 2012-2015<br><br>Responsibility: Transportation<br><br>Supporting Departments: Planning" | | |
| 250 | 10/1/08 | New | Planning Staff | Add new Implementation Program to Table 4.6 (Mobility):<br><br>"The City shall continue its efforts to manage neighborhood traffic by incorporating traffic control measures in new residential neighborhoods and through the Neighborhood Traffic Management Program (NTMP) in existing residential neighborhoods."<br><br>Implements which Policy(ies): M 4.3.1<br><br>Timing: Ongoing<br><br>Responsibility: Transportation<br><br>Supporting Departments: Planning"<br><br>(Note: This language was formerly in the policies under Goal M 4.3 (Neighborhood Traffic). It was revised and moved to the implementation programs.) | | **Recommended.** |
| 251 | 9/25/08 | New | EIR Mitigation | Add the following implementation program to Table 4-2 (Utilities):<br><br>"The City shall conduct a study to evaluate the | | **Recommended.** |

| # | Date | Type | Source | Comment | Page | Staff Comments/ Recommendation |
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| | | | | feasibility of creating a local assessment district or other financing mechanism to fund installation of renewable energy measures, including rooftop solar systems or other technology.<br><br>Implements which Policy(ies): U 6.1.6 (Renewable Energy)<br><br>Responsible Department: Planning, Economic Development, and Development Services<br><br>Supporting Department(s): NA<br><br>Timing: 2012-2015" | | |
| 252 | 9/25/08 | New | EIR Mitigation | Staff recommends deleting Implementation Program #10, Table 4-7, as it is similar to Implementation Program #11 and therefore redundant. Staff recommends replacing Implementation Program #11 with the following language:<br><br>"The City shall review, update and enforce its existing Residential Energy Conservation Ordinance (RECO) in Title 15.76 of the City Code to be consistent with the targets and programs established in the City's Green Building Program, Climate Action Plan, and other related programs or policies.<br><br>Implements which Policy(ies): U 6.1.11 (Energy Efficiency Improvements) and U 6.1.12 (Energy Efficiency Audits). | | **Recommended.** |

| # | Date | Type | Source | Comment | Page | Staff Comments/ Recommendation |
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| | | | | Responsible Department: Planning, Economic Development, and Development Services<br><br>Supporting Department: Utilities<br><br>Timing: 2012-2015" | | |
| 253 | 9/25/08 | Mod | EIR Mitigation | Modify Land Use and Urban Design Implementation Program 9 in Table 4-2 to read:<br><br>"The City shall, in concert with its regional partners, develop, adopt, and maintain a green building rating program and ordinance (e.g., LEED/GreenPoint Rated) which will establish green building ~~with~~ standards for private residential and commercial development, ~~and~~ provide incentives such as reduced fees, expedited entitlement processing, and density bonuses, ~~for new construction~~ and establish a mandatory compliance phase-in period as determined to be feasible, effective, and appropriate." | 4-15 | **Recommended.** Implementation Program was further revised per the State Attorney General's comments. See below. |
| 254 | 12/19/08 | Mod | State Attorney General's Office | Modify implementation program #9 in Table 4-2 as follows: "The City shall~~, in concert with its regional partners,~~ develop, adopt and maintain a green building rating program and ordinance by [date certain]… If feasible, the City shall adopt its ordinance in concert with its regional partners." | 4-15 | **Recommended with Modifications.**<br><br>"The City shall~~, in concert with its regional partners,~~ develop, adopt, and maintain a green building rating program and ordinance (e.g., LEED/GreenPoint Rated) which will establish green building standards for private residential and commercial development, provide |

| # | Date | Type | Source | Comment | Page | Staff Comments/ Recommendation |
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| | | | | | | incentives such as reduced fees, expedited entitlement processing, and density bonuses, and establish a mandatory compliance phase-in period as determined to be feasible, effective, and appropriate. If feasible, the City shall adopt its ordinance in concert with its regional partners."<br><br>Responsible Department: Planning, Economic Development, and Development Services<br><br>Timing of implementation should be listed in Table 4-7 as 2012-2015. |
| 255 | 10/9/08 | Mod | EIR Mitigation | Change Environmental Resources Implementation Program #11 (in Table 4-10) as follows:<br><br>"The City shall develop and adopt a climate action plan that: monitors climate change impacts; outlines a strategy for reducing greenhouse gas emissions and adapting to climate change; and describes how to improve air quality. The climate action plan will include the following:<br><br>* a clear timeline for completion (2009-2011);<br><br>* an inventory of emissions;<br><br>* reduction targets consistent with the | 4-48 | **Recommended.** |

| # | Date | Type | Source | Comment | Page | Staff Comments/ Recommendation |
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| | | | | requirements set forth in AB 32 and with the direction set forth in the City's' Sustainability Master Plan;<br><br>* specific reduction strategies that will help to achieve reduction targets;<br><br>* monitoring and reporting requirements, to ensure that reduction targets are updated over time;<br><br>* adaptive management strategies that respond to the changing environment associated with climate change.<br><br>The City shall work with the Sacramento Metropolitan Air Quality Management District, the California Air Resources Board, and other appropriate agencies to ensure that the City's climate action plan is regionally consistent, and pursue state funding to implement the plan. The Climate Action Plan, once adopted, shall be incorporated into the General Plan. "<br><br>Implements which Policy(ies): ER 6.1.3 (and possibly more) | | |
| 256 | 07/31/08 | Other | Jodi Samuels, Planning Commissioner | HCR 2.1.13 – What sort of Code issues or conflicts may arise with this policy about adaptive reuse? How can the City proactively implement Code modifications to implement this policy? | | **Recommended.**<br>Add a Historic and Cultural Resources implementation program to Part 4 stating:<br><br>"Evaluate the potential for building and zoning code amendments facilitating adaptive reuse of |

| # | Date | Type | Source | Comment | Page | Staff Comments/ Recommendation |
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| | | | | | | historic resources consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties."<br><br>Implements which Policy(ies): HCR 2.1.13<br><br>The responsible department would be Planning, Economic Development, and Development Services.<br><br>The time frame would be 2012-2015. |
| 257 | December 2008 | Mod | Long-Range Planning Staff | Change the implementation program timelines as follows:<br><br>~~2008-2010~~ 2009-2011<br>~~2011-2015~~ 2012-2015<br>2016-2030<br>Annual<br>Ongoing | | **Recommended.** |
| 258 | | New | Long-Range Planning Staff and DSD Staff | Add the following new Utilities implementation measure:<br><br>"The City shall prepare solar access guidelines for new development, including standards for sites, subdivisions, buildings and landscaping; as well as the exceptions and exclusions for solar access."<br><br>Implements which Policy(ies): U 6.1.7 (Solar | | **Recommended.** |

| # | Date | Type | Source | Comment | Page | Staff Comments/ Recommendation |
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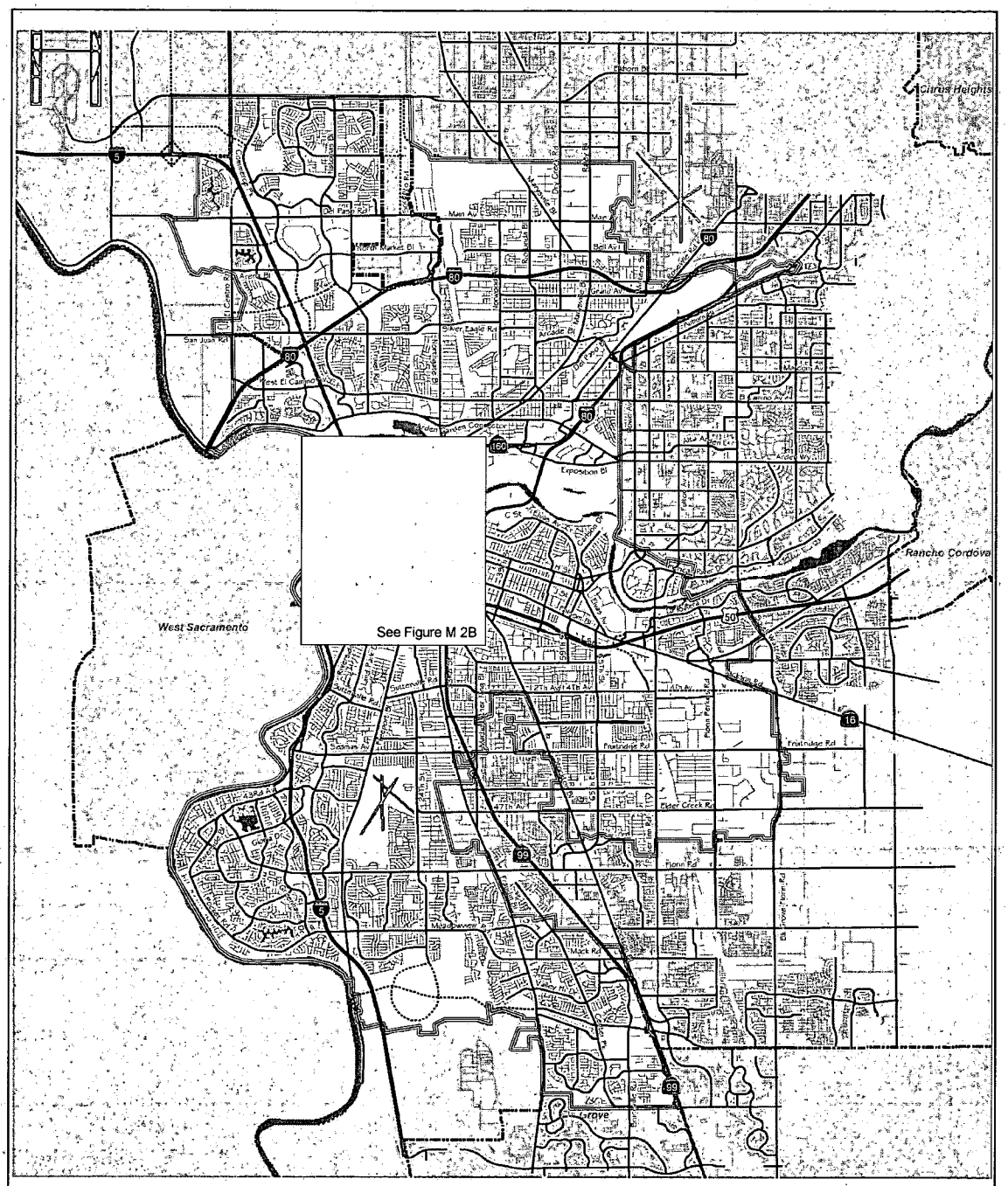
| | | | | Access)<br><br>Responsible Department: Planning, Economic Development, and Development Services<br><br>Timing: 2012-2015 | | |
| 259 | | New | Long-Range Planning Staff | Add the following new Land Use and Urban Design implementation measure:<br><br>"The City shall update the zoning code to identify a process to allow a development project to exceed maximum allowed FAR, based on the project's "significant benefits" to the public. "Significant benefits" shall also be defined through the zoning code update." Responsible Department: Planning, Economic Development, and Development Services.<br><br>Implements which Policy(ies): LU 1.1.2<br><br>Timing: 2009-2011"<br><br>This measure would implement the new "Exceeding Floor-Area Ratio" policy. (See comments on the Land Use Element.) | | **Recommended.** |
| 260 | 2/20/09 | Delete | City Staff | Delete Implementation Measure #14 in Table 4-1. | 4-13 | **Recommended.** |

SUMMARY OF COMMENTS: **APPENDICES, APPENDIX E, GLOSSARY**

| # | Date | Type | Source | Comment | Page | Staff Comments/ Recommendation |
|---|---|---|---|---|---|---|
| 261 | | Mod | Planning Staff | Redefine FAR as follows:<br><br>"Floor Area Ratio (FAR): The ratio of the gross building area on a site, excluding structured parking, to the net developable area of the site. The net developable area is the total area of a site excluding portions that cannot be developed (e.g. right-of-way, public parks, etc.) A site includes all contiguous parcels that will share parking or access." | App-46 | **Recommended.** |
| 262 | | Mod | Planning Staff | Ensure that the final list of EIR climate change mitigation measures is included in Appendix B, and that Appendix B is consistent with the updated climate change table that City staff provides. | App-15 | **Recommended.** |




0 1.25 2.5
Miles

## Legend

- City Limit
- Policy Area
- Water
- County Boundary

**Street Classifications**

| Existing Roads | Proposed Roads |
|---|---|
| Arterial | Arterial |
| Collector | Collector |
| Highway | |
| Local | |

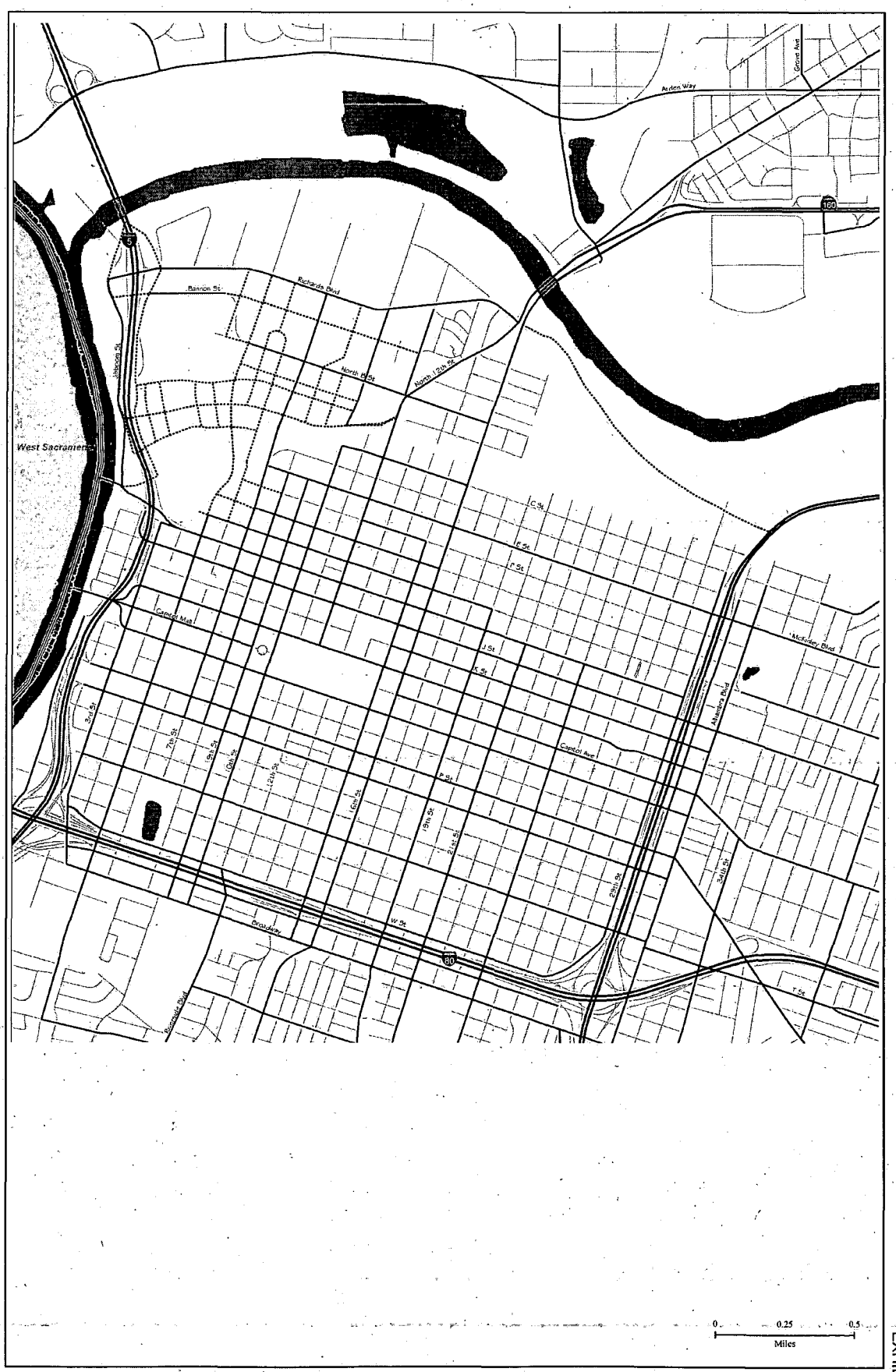
SACRAMENTO 2030 GENERAL PLAN

CITY OF SACRAMENTO
2030 GENERAL PLAN

**Figure M 2A**
**Street Classifications**

ATTACHMENT 4
EXHIBIT F

M 4




## Legend

- City Limit
- Policy Area
- Water
- County Boundary

**Street Classifications**

| Existing Roads | Proposed Roads |
|---|---|
| Arterial | Arterial |
| Collector | Collector |
| Highway | |
| Local | |

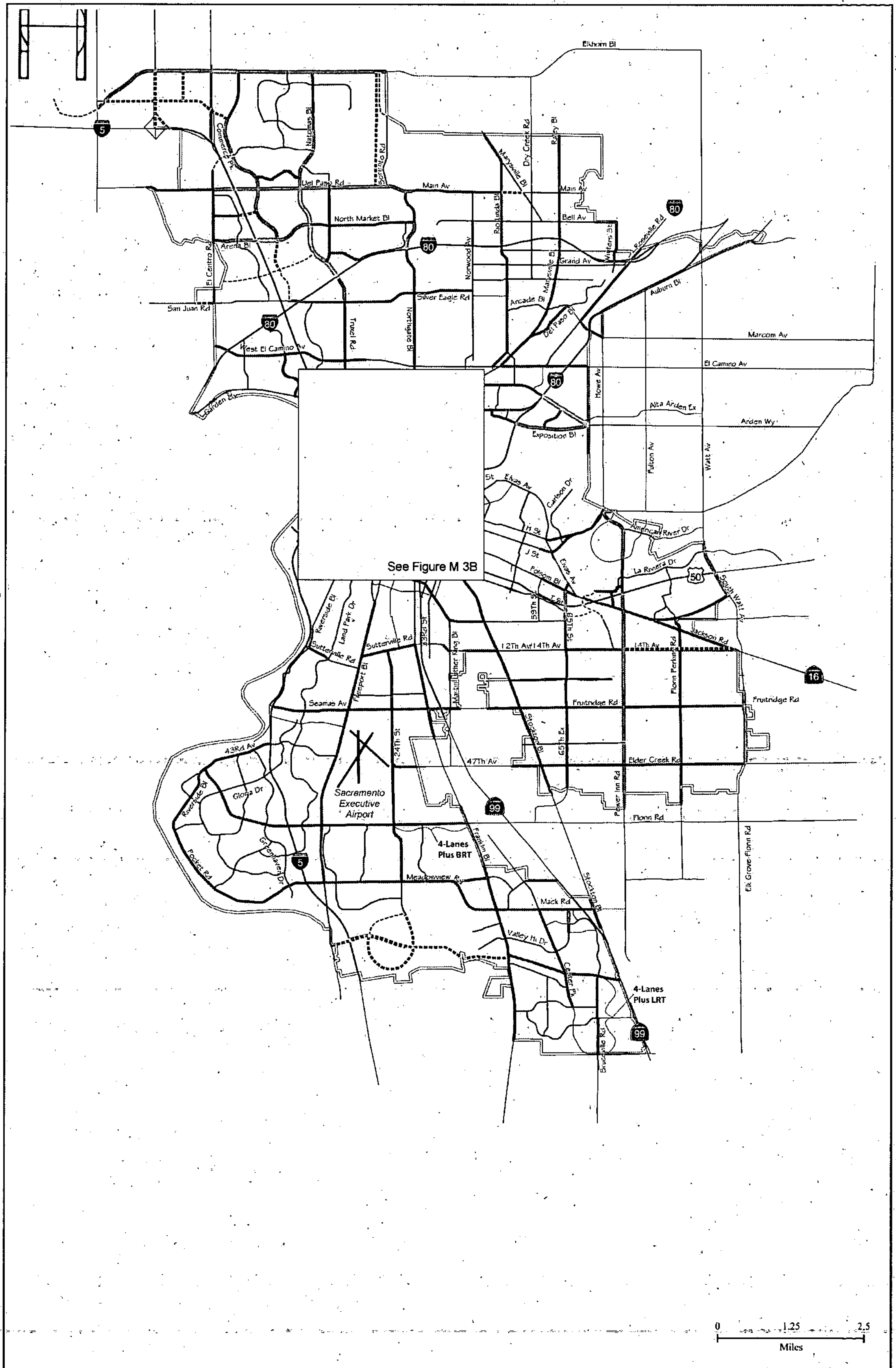
CITY OF SACRAMENTO
2030 GENERAL PLAN

**Figure M 2B**
**Street Classifications**
**(Core Area)**

SACRAMENTO 2030 GENERAL PLAN

ATTACHMENT 4
EXHIBIT F

M 4




## Legend

**Number of Through Lanes**

- 2
- 3
- 4
- 6
- 8
- Proposed Roads

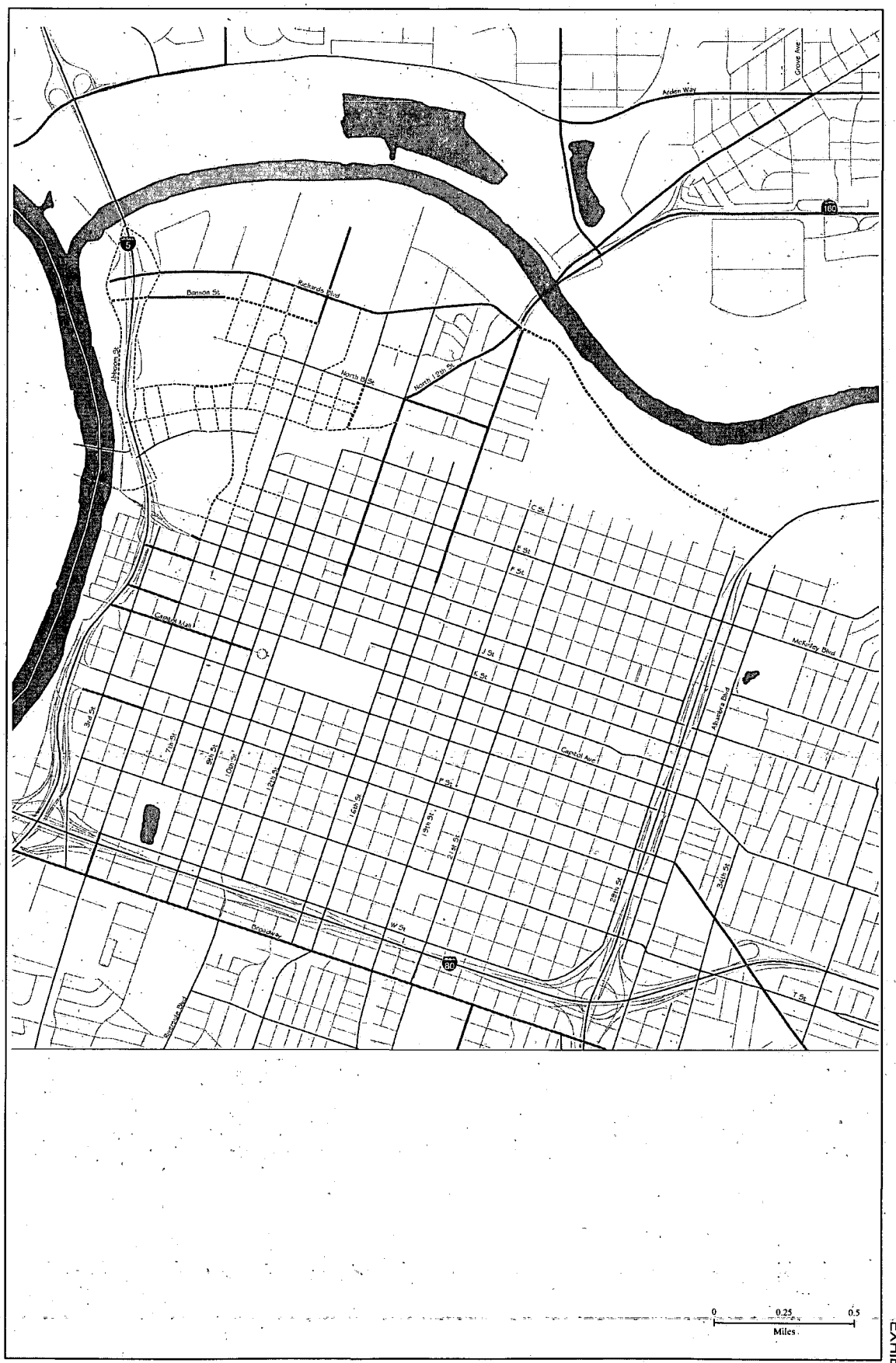
Policy Area

Water

CITY OF SACRAMENTO
2030 GENERAL PLAN

**Figure M 3A**
**Number of Lanes**

SACRAMENTO 2030 GENERAL PLAN




## Legend

**Number of Through Lanes**

- 2
- 3
- 4
- 6
- 8
- Proposed Roads
- Policy Area
- Water

CITY OF SACRAMENTO
2030 GENERAL PLAN

**Figure M 3B**
**Number of Lanes**
**(Core Area)**

SACRAMENTO 2030 GENERAL PLAN

ATTACHMENT 4
EXHIBIT G

M 4

# 65TH STREET / UNIVERSITY VILLAGE OPPORTUNITY AREA

# 65th Street/University Village

The 65th Street/University Village Opportunity Area has been identified as a key potential infill and redevelopment area of the Fruitridge Broadway and East Sacramento Community Plan Areas. The concepts and recommendations for this area have been shaped and supported by community involvement and input, and are meant to guide future development toward further implementing the vision and guiding principles of the 2030 General Plan and Community Plans.

## *Location and Context*

The 65th Street/University Village Opportunity Area is generally located south and southeast of Sacramento State and west of the Granite Regional Park Development Area (see Figure FB-4 and FB-5). The area is bordered by Power Inn Road on the east, San Joaquin Street and 14th Avenue on the south, and 65th Street on the west. The 65th Street/University Village Opportunity Area is located in both the Fruitridge Broadway and East Sacramento Community Plan Areas, and is comprised of approximately 490 acres.

This area is conveniently located near a number of regional amenities. The University/65th Street Light Rail Station is served by trains at 15 minute intervals, and an average of more than 1,750 passengers board trains at this station daily. In addition, the nearby Regional Transit bus transfer facility is the crossing point of seven bus routes where over 1,000 people board daily. Additionally, Sutter Memorial Hospital runs an all-day shuttle at 30 minute intervals to and from the station. Sacramento State's 300 acre campus is located directly north of the Opportunity Area, where a student body of 28,000 enrolled. Directly east of the 65th Street/University Village Opportunity Area is the 260 acre Granite Regional Park Development. This area is home to the Granite Regional Park office complex (3 million square feet), supporting retail, and the 142 acre Granite Regional Park – one of the largest public parks in Sacramento. Another contextual influence on the Opportunity Area is the University of California Medical Center. The medical center is located approximately 1.5 miles to the west and is easily accessible by light rail, US Highway 50, Folsom Boulevard, and Broadway Avenue.

The 65th Street/University Village Opportunity Area also benefits from being located largely within the state designated Clean Technology Zone. Businesses locating in this zone have access to incentives and benefits to assist in building and expansion efforts. The Opportunity Area is also partially located within the Power Inn Business and Improvement District, an alliance of over 600 property and business owners that are dedicated to the economic development, marketing, maintenance and beautification of the district.

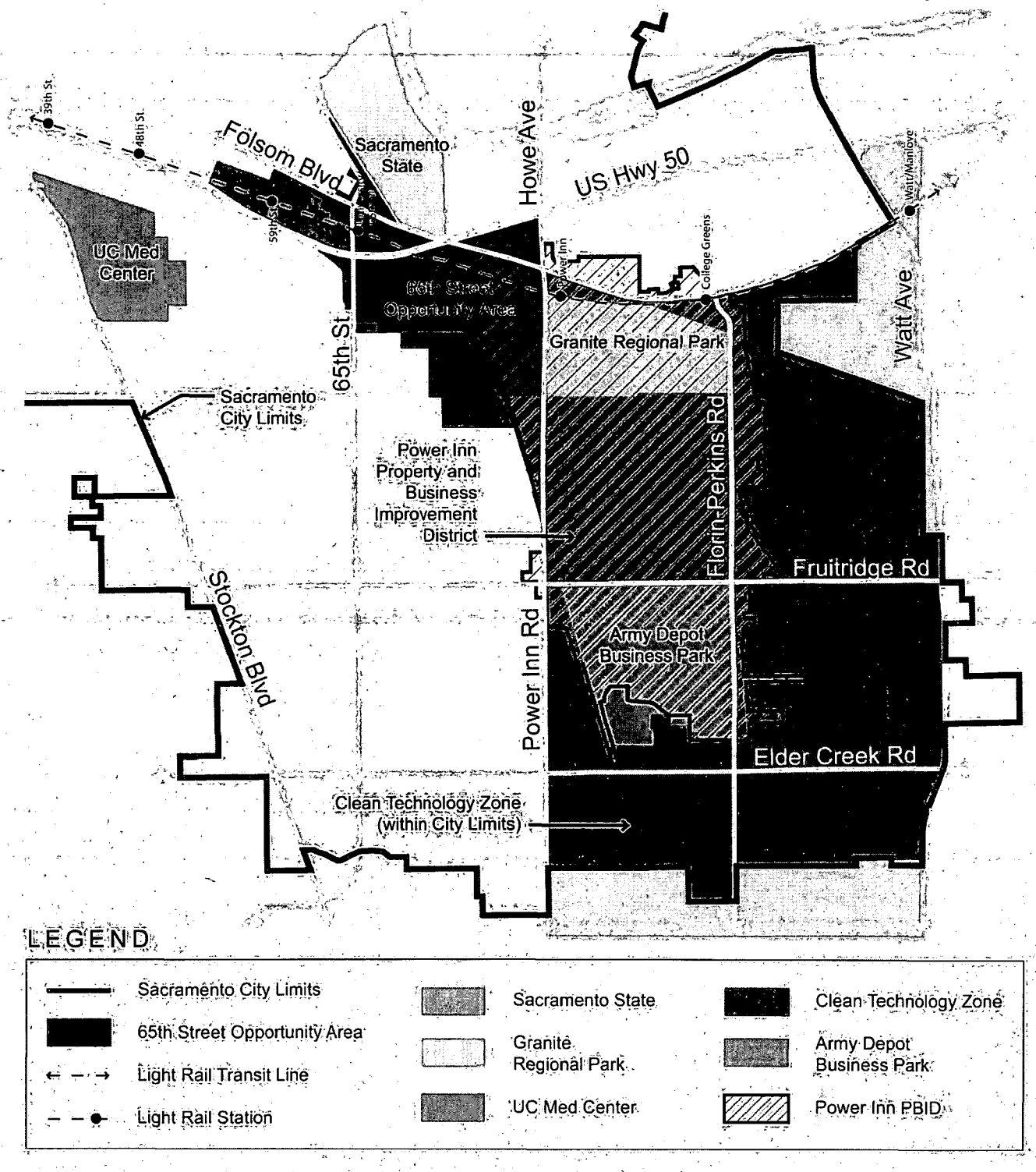



**Figure FB-4**
**Location and Context**

## Existing Conditions

In the early 1900's, the 65th Street/University Village Opportunity Area was primarily agricultural land, and was sparsely developed with a few homes. The construction of the Southern Pacific Railroad (now owned by the Union Pacific Railroad) and later US Highway 50 found the area situated along a busy industrial corridor. Today the Opportunity Area is centrally located to a variety of transportation facilities and corridors, including the University/ 65th Street and Power Inn Light Rail Stations, US Highway 50, Folsom Boulevard, Broadway Avenue, and Power Inn Road. Major employers in and around the area include Sacramento State, Sacramento Municipal Utility District (SMUD), and State and County offices located in Granite Regional Park. Surrounding the Opportunity Area are the established residential neighborhoods of East Sacramento, Tahoe Park, Tahoe Park East, Colonial Manor, and College-Glen. Hiram Johnson High School is located just south of the Opportunity Area, at the intersection of 65th Street and 14th Avenue.

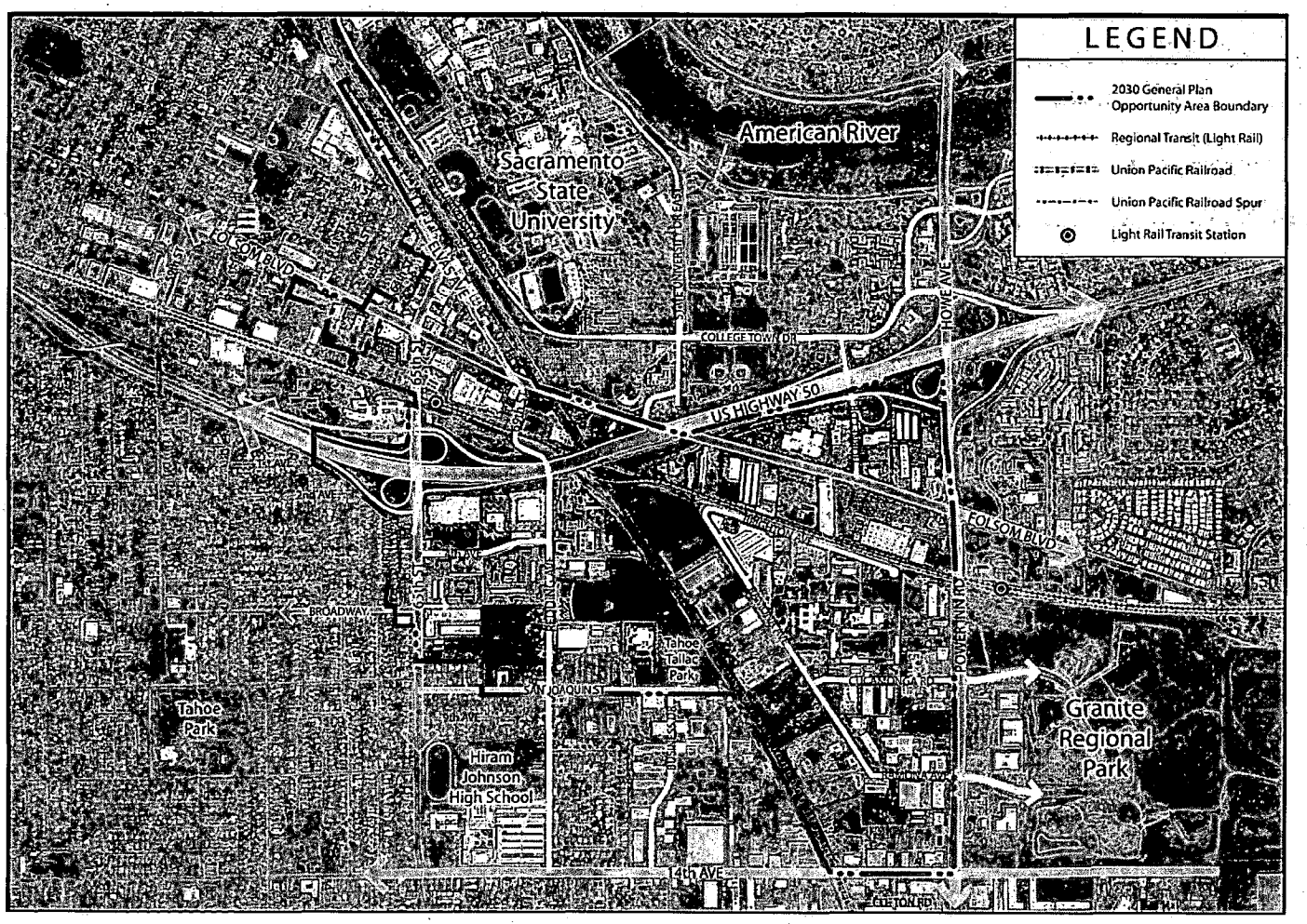



**Figure FB-5**
**Existing Conditions**

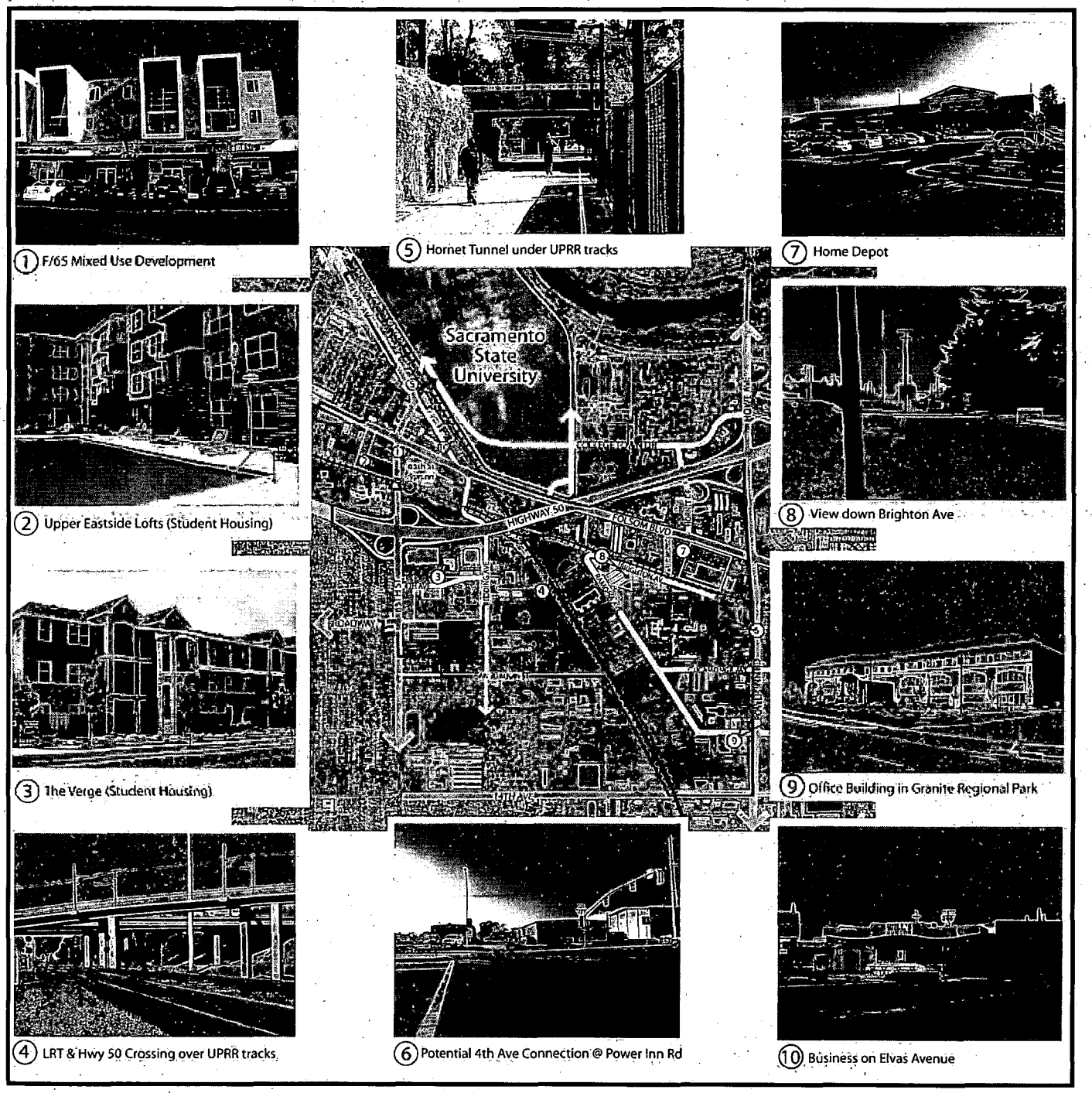



**Figure FB-6**
**Existing Conditions: Site Photos**

## *Relevant Plans, Studies, Projects, and Districts*

As shown in Figure FB-7, the 65th Street area has been the subject of numerous planning efforts. The majority of these plans and studies have resulted in adopted or approved plans that will continue to guide the design and development of each respective study area. The relevant plans, studies, projects, and districts are listed and summarized in further detail as follows:

- 65th Street Station Area Transportation Study (ongoing)
- Ramona Avenue Extension and Folsom Boulevard Widening Project (ongoing)
- Sac State Tram Project (ongoing)
- Granite Regional Park Planned Unit Development
- Sacramento State Faculty/Staff Village Project (ongoing)
- Clean Technology Zone
- Power Inn Property and Business Improvement District
- 65th Street Pedestrian and Bicycle Accessibility Study (2006)
- 65th Street Station Block Transit-Oriented Development (2006)
- Sacramento State Destination 2010 Initiative (2004)
- 65th Street Redevelopment Area (2004)
- South 65th Street Area Plan (2004)
- 65th Street/University Transit Village Plan Infrastructure Needs Assessment (2004)
- Transit for Livable Communities Study (2002)
- 65th Street/University Transit Village Plan (2002)
- Southeast Area Transportation Study (1999)

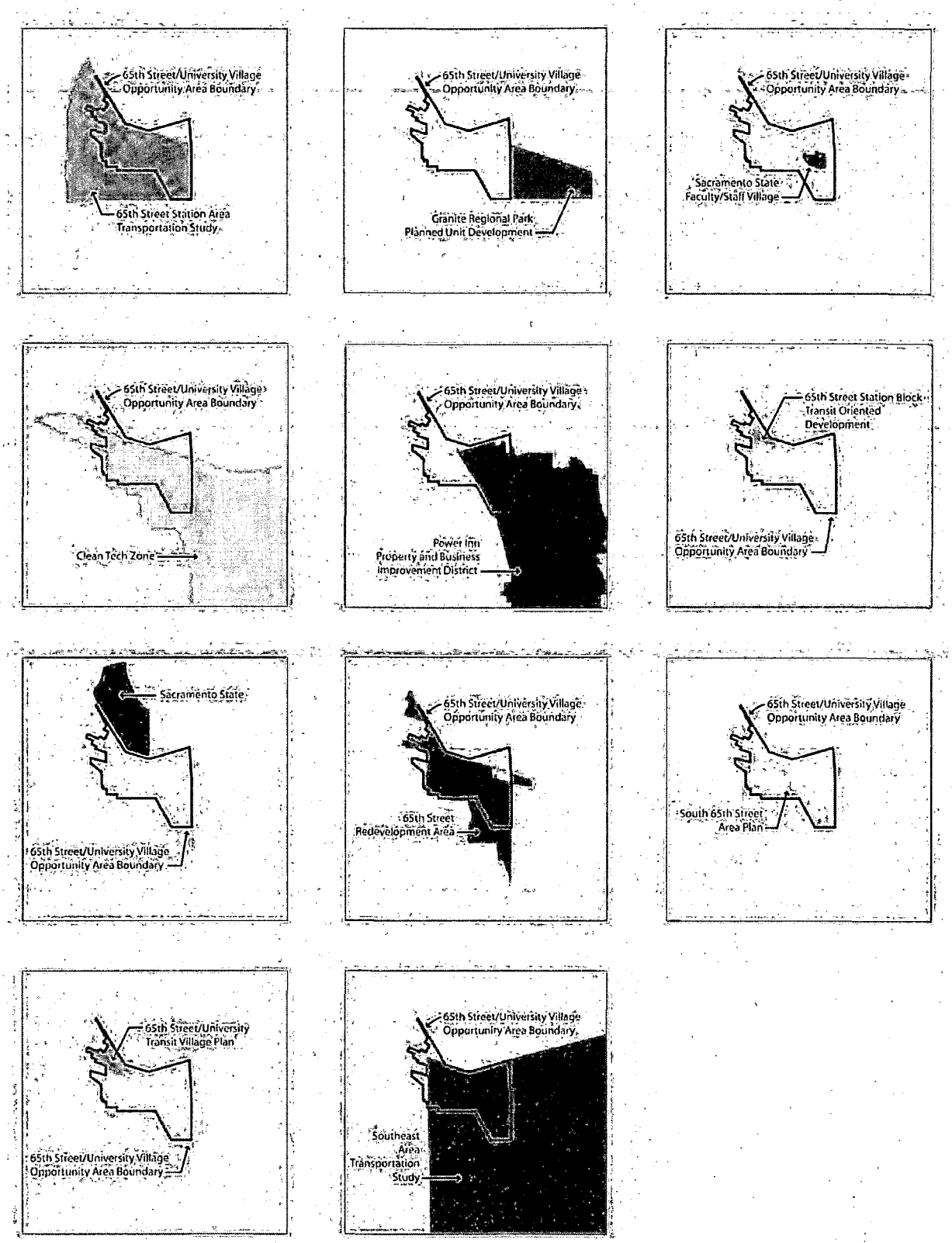



**Figure FB-7**

**Relevant Plans, Studies, Projects, and Districts**

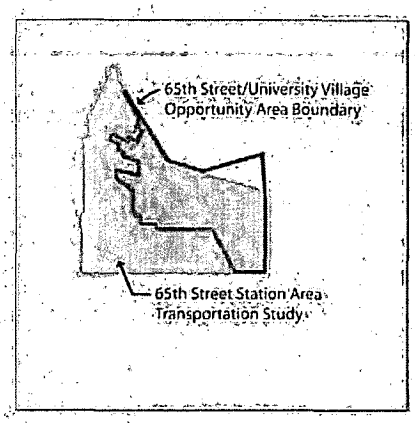



**Figure FB-8**
**65th Street Station Area Transportation Study**

## 65TH STREET STATION AREA TRANSPORTATION STUDY

The 65th Street Station Area Study (see Figure FB-8) is a transportation planning project that began in late 2007 and will continue into 2009. The primary goal of the study is the preparation of an overall circulation network that is feasible and supportive of the goals and vision for the 65th/University Transit Village and South 65th Street Area Plans. The challenge for the project is to create a circulation framework that supports transit-oriented development, walking, biking, and the use of transit, while accommodating regional transportation needs. The project specifically will:

- Review previous plans to determine their ability to create a pedestrian-friendly transit village.
- Integrate land use and circulation to support transit-oriented development.
- Prepare a Smart Growth-oriented circulation plan that accommodates future growth in the neighborhoods east of the UPRR tracks and south of US Highway 50.
- Develop an overall circulation plan that integrates and connects the various neighborhoods and destinations in and around the study area.
- Prepare a phasing and funding strategy for infrastructure improvements.

## RAMONA AVENUE EXTENSION AND FOLSOM BOULEVARD WIDENING PROJECT

The City of Sacramento has embarked (as of August 2008) on the second and final phase of a project that is studying and designing the extension of Ramona Avenue from Brighton Avenue to Folsom Boulevard and the widening of Folsom Boulevard from the existing UPRR overhead structure to the Route 50 overcrossing structure. The first phase of the project included a technical memorandum to define the project scope, limit, and cost. The second phase of the project will prepare the final design and the associated environmental documents.

## SACRAMENTO STATE TRAM

Sacramento State is developing the Sac State Tram Project, which will provide a loop around the 300-acre campus and link to Regional Transit's 65th Street Light Rail Station. The Sac State Tram will provide faculty, staff and students and the community at large with a safe and viable mass transit alternative to enter and leave the campus. Once in operation, the Sac State Tram will result in less congestion on area roads and freeways and fewer vehicle miles traveled in our region.

## GRANITE REGIONAL PARK PLANNED UNIT DEVELOPMENT

Granite Regional Park is a Planned Unit Development (PUD) comprised of approximately 260 acres. The PUD (see Figure FB-9) includes a 120-acre office park with 3 million square feet of office space, supporting retail and light industrial development, and a 142-acre regional park. Granite Regional Park is served by light rail and bus service and offers the opportunity for large office development and housing to locate near light rail and the US Highway 50 corridor.

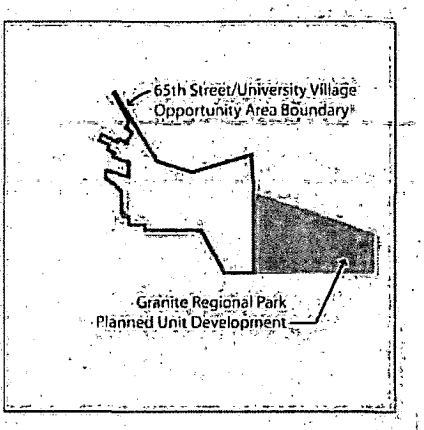



**Figure FB-9**
**Granite Regional Park PUD**

## CLEAN TECHNOLOGY ZONE (FORMERLY FLORIN-PERKINS ENTERPRISE ZONE)

The City and County Economic Development Departments and the Sacramento Housing and Redevelopment Agency (SHRA) are offering incentives to help build and/or expand local businesses that are located in the state designated Clean Technology Zone (see Figure FB-10). By participating in the Clean Technology Zone program, companies may be eligible for certain tax credits and benefits intended to create financial advantages. In addition to state tax incentives, local agencies may be able to refer qualified employees, provide expedited permits, provide technical assistance, and provide access to low-interest loans for businesses that recycle their byproduct into their manufacturing process.

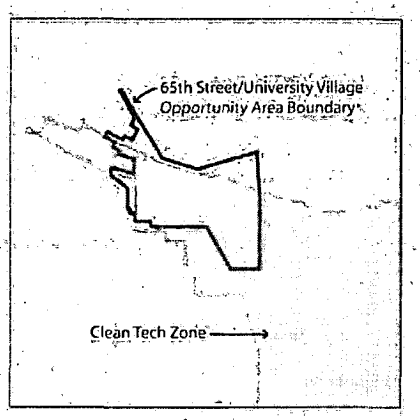



**Figure FB-10**
**Clean Technology Zone**

## POWER INN PROPERTY AND BUSINESS IMPROVEMENT DISTRICT

The Power Inn Area Property and Business Improvement District (PBID) was formed in 2006 by City Council action to help improve the commercial/industrial corridor along Power Inn Road (see Figure FB-11). The assessment levied on property within the Power Inn PBID will provide funding for advocacy and communications, security coordination, maintenance and beautification, and economic development and marketing services above and beyond those currently provided by the City of Sacramento.

Called the Power Inn Alliance, this PBID is a coalition of over 600 property and business owners in a six square mile area that contains over 2,000 businesses. The Power Inn Alliance also has the largest amount of available office space and buildable land with ready access to freeways, rail, and the Port of Sacramento.

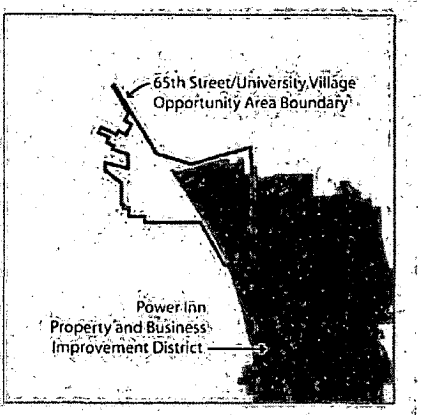



**Figure FB-11**
**Power Inn PBID**

## 65th STREET PEDESTRIAN AND BICYCLE ACCESSIBILITY STUDY (AUGUST 2006)

This study recognizes that increased development south of US Highway 50 will increase the number of pedestrians and bicycles using 65th Street to travel to the Light Rail Station, the 65th Street/University Transit Village, and/or Sacramento State. The study proposed pedestrian and bicycle improvements for 65th Street from Broadway to just south of the Light

Rail Transit Station. Improvements included the construction of separated sidewalks, the provision of bicycle lanes in both directions, and the installation of landscaping.

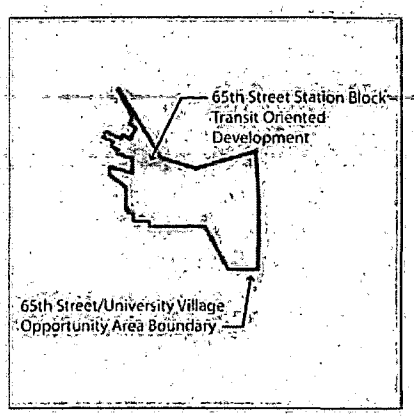



**Figure FB-12**
**65th Street Station Block TOD**

## 65TH STREET STATION BLOCK TRANSIT ORIENTED DEVELOPMENT

This was the first project to result from the 65th Street/University Transit Village Plan (see Figure FB-12). The purpose of the Station Block study was to determine how to develop several adjacent parcels between Folsom Boulevard, Q Street, 65th Street, and 67th Street. This study resulted in conceptual development recommendations and a development strategy for the station block area.

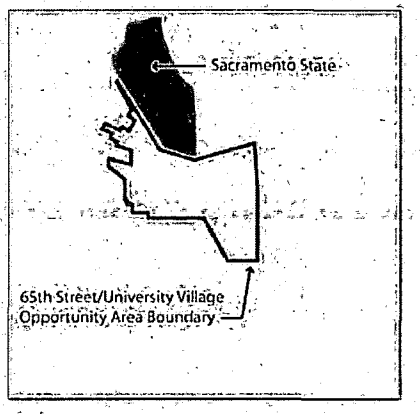



**Figure FB-13**
**Sacramento State Campus**

## SACRAMENTO STATE DESTINATION 2010 (2004)

In the spring of 2004, Sacramento State (see Figure FB-13) launched an initiative called Destination 2010. The goal of this initiative is to transform Sacramento State into a premier metropolitan university and destination campus, attracting prospective students and employees throughout the western United States. Sacramento State already directly and indirectly contributes more than $900 million to the Sacramento region's economy, so their growing role as a regional partner is critical. The four overarching goals of Sacramento State's Destination 2010 initiative are discussed below.

### Goal: Foster Excellent Academic and Student Programs

Sacramento State will earn a reputation as a destination campus by building a strong academic program, making student welfare a priority, and providing a cherished campus-community experience. The University will aim to foster excellence in academic and student programs by:

- Recognizing diversity as a vital part of academic and campus community life
- Recruiting and retaining the best faculty
- Assessing and strengthening academic and related student offerings
- Utilizing the latest and best teaching and learning technologies
- Providing comprehensive student services and programs

### Goal: Build a Welcoming Campus

Sacramento State will strive to make its campus a source of regional pride and a place frequently mentioned and often visited by a significant portion of the region's residents. Access to the campus will be easy and enjoyable for visitors, as well as for students, faculty, and staff. The University will build a welcoming campus by:

- Developing beautiful and inviting grounds and facilities
- Becoming a regional event destination
- Offering public-friendly dining and retail facilities on campus

**Goal: Create a Dynamic Physical Environment**

Sacramento State will enhance its campus by creating a residential and community feeling on campus; developing affordable housing and daycare opportunities for faculty, staff and students; building state-of-the-art campus-life facilities; providing excellent academic facilities and support centers; planning effectively and improving infrastructure; and creating an open and more systematic connection to areas surrounding the campus.

**Goal: Develop Community Support**

Sacramento State will raise the bar in communicating its profile of excellence to the public within and beyond the Sacramento region. Sacramento State seeks to strengthen its base of advocates and to continue playing an active role in regional development. A goal is to gain widespread support from a broad spectrum of potential donors, including 180,000 alumni.

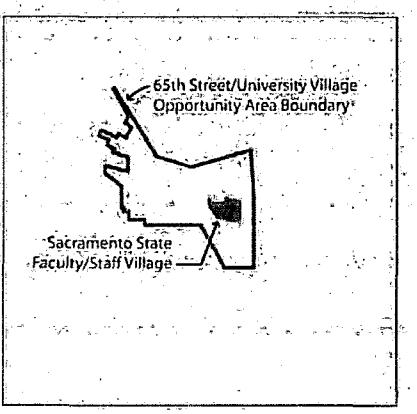



**Figure FB-14**
**Sacramento State Faculty/Staff Village**

## SACRAMENTO STATE FACULTY/STAFF VILLAGE

The project site for the Sacramento State Faculty/Staff Village (see Figure FB-14) has been acquired by Sacramento State and is located on the former California Youth Authority site on Ramona Avenue. The plans for the village provide up to 450 faculty and staff residences, community-serving retail, and services such as child care and a park, all in close proximity to campus.

## 65TH STREET REDEVELOPMENT AREA (2004)

In 2004 The Sacramento Housing & Redevelopment Agency (SHRA) established the 65th Street Redevelopment Area (see Figure FB-15). The formation of this 654 acre Redevelopment Area provides funding mechanisms to assist in implementing the 2030 General Plan, the 65th Street/University Transit Village Plan, the South 65th Area Plan, and other future plans that fall within the area. Specifically, the formation of the 65th Street Redevelopment Area provides SHRA the ability to receive and spend tax increment revenue, help improve public infrastructure, prepare sites for development, participate in the redevelopment of a property, encourage private development, and produce affordable housing for low and moderate income families. The 65th Street Redevelopment Area goals are as follows:

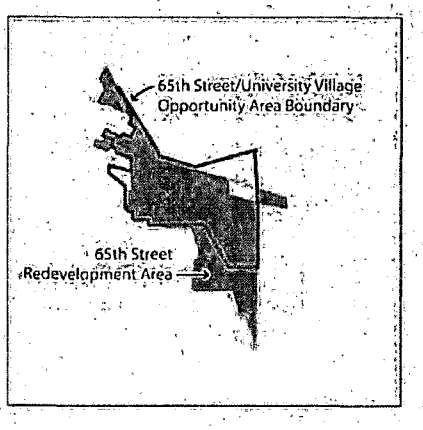



**Figure FB-15**
**65th Street Redevelopment Area**

- **Build a Place**: Promote innovative design concepts and encourage high quality standards for site design, environmental considerations, and other design elements which will provide unity and integrity to

the entire 65th Street Redevelopment Area.

- **Put the Base in Place**: Remove barriers to development through the remediation of inadequate public improvements, facilities, and utilities, thereby stimulating new social and economic growth.
- **Show Them How It's Done**: Plan, design, and develop portions of the 65th Street Redevelopment Area that are stagnant or underutilized.
- **Leave the Car at Home**: Strengthen alternative modes of transportation in the area by improving pedestrian, bicycle, and transit linkages, while balancing vehicular circulation.
- **Make it Happen with Partnerships**: Create partnerships with major stakeholders in the 65th Street Redevelopment Area, including Regional Transit, Sacramento State, SMUD, transit users, and surrounding neighborhoods.
- **Mix It Up**: Establish a neighborhood mixed-use district that serves the existing neighborhoods, Sacramento State, and transit users, and promote mixed income housing opportunities.

## SOUTH 65TH STREET AREA PLAN (NOVEMBER 2004)

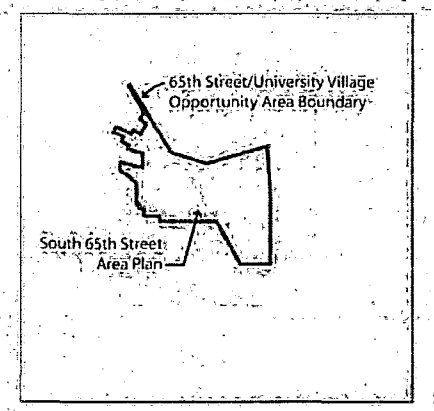



**Figure FB-16**
**South 65th Street Area Plan**

After adoption of the 65th Street/University Transit Village Plan and the 65th Street Redevelopment Area, focus shifted to the South 65th Street Area Plan (see Figure FB-16). This area was identified as a logical companion to the Transit Village Plan due to its location inside the Redevelopment Area boundary, proximity to the 65th Street Transit Center, and availability of vacant land. The overarching vision for the South 65th Street Area Plan is to create a pedestrian-friendly and interconnected mixed-use district, and to enhance the visual character of the neighborhood. The guiding principles of the South 65th Street Area Plan are listed as follows:

- Connect the South 65th Street neighborhood and Hiram Johnson High School to the 65th Street Transit Center and Sacramento State.
- Extend residential and neighborhood-serving retail uses.
- Respect the scale of the existing neighborhoods.
- Enhance pedestrian, bike, and transit linkages.
- Provide for the continuation of existing industrial and service-oriented uses.
- Remove blight.
- Create a pedestrian friendly circulation plan.
- Increase transit ridership and uses of alternative travel modes such as biking and walking.
- Provide a broad range of transit accessible housing to students, faculty, and employees.

## TRANSIT FOR LIVABLE COMMUNITIES STUDY (AUGUST 2002)

The objectives for the Transit for Livable Communities (TLC) project were to devise land use goals, policies, and implementation measures to develop transit supportive land uses in proximity to existing and future light rail stations; capitalize on the hundreds of millions invested in the existing and future light rail systems; develop informed and enthusiastic public support for Transit Oriented Development (TOD); and identify ways for getting TODs built around light rail stations. Recommended land use plans emphasize walkable designs, higher intensity development, and a mixture of residential, retail, and office land uses, all designed to create and support unique, thriving communities at each station while encouraging transit use. The plans cover approximately a one-quarter mile radius around each light rail station. The final recommendations of the Transit for Livable Communities (TLC) project were approved by the Sacramento Regional Transit District Board of Directors in August 2002.

## 65TH STREET/UNIVERSITY TRANSIT VILLAGE PLAN (OCTOBER 2002)

In the fall of 2002, Sacramento City Council adopted the 65th Street/ University Transit Village Plan. As shown in Figure FB-17, the plan area is generally located around the intersection of 65th Street and Folsom Boulevard, and all of the planning area falls within one-quarter mile walking distance of the University/65th Street Light Rail Station. This planning effort recognizes the opportunity for transit-oriented development and develops land use, open space, circulation, and infrastructure goals, policies, and implementation measures for approximately forty nine acres of land. The plan sets forth the vision of an active and thriving transit-oriented residential and commercial neighborhood that maximizes its proximity to Regional Transit, Sacramento State, and existing neighborhoods. The overarching goals of the 65th Street/University Transit Village Plan are as follows:

- Create a college district for Sacramento State
- Establish a 65th Street Village "Main Street"
- Extend the residential neighborhood
- Respect existing neighborhood scale and buffer uses
- Enhance pedestrian, bike, and transit linkages
- Provide for the continuation of existing industrial and service-oriented uses
- Remove blight

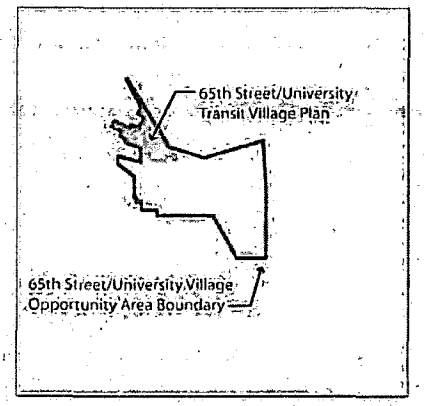



**Figure FB-17**
**65th Street/University Transit Village Plan**

## 65TH STREET/UNIVERSITY TRANSIT VILLAGE INFRASTRUCTURE NEEDS ASSESSMENT

In order to comprehensively assess the future infrastructure needs and associated costs of the 65th Street/University Transit Village Plan, an Infrastructure Needs Assessment report was created. This report analyzes sanitary sewer, storm drainage, water, electrical, telecommunications, natural gas, and street improvement infrastructure, and proposes infrastructure modifications needed to serve the proposed land uses. As of January 2004, the probable estimate of infrastructure construction costs for the build out of the Plan was $13,420,506. This planning level estimate includes street improvements, combined sewer system, drainage system, water distribution system, joint trench, intersection signalization, and right-of-way acquisition costs.

## SOUTHEAST AREA TRANSPORTATION STUDY (1999)

The Southeast Area Transportation Study (SEATS) developed and evaluated improvements to reduce congestion in the vicinity of the Power Inn Road/ Folsom Boulevard intersection and addressed long-range transportation needs in the southeast area of the City. Phase I identified near and long-term improvements and resulted in a Project Study Report. Phase II addressed vehicle, pedestrian and bicycle circulation issues in a broader area and resulted in the development of a 20-year master plan of transportation improvements.

## *Opportunities and Constraints*

The following pages describe the assumptions, opportunities, and constraints that exist for the 65th Street/University Village Opportunity Area.

### ASSUMPTIONS

The following assumptions about existing conditions were made in order to develop the design concept and guidelines for the 65th Street/University Village Opportunity Area. Substantial changes to these assumptions would potentially alter the concept and vision for the future of this area.

- The adopted 65th Street/University Transit Village Plan and South 65th Street Area Plan will continue to be implemented.
- The 65th Street Station Area Transportation Study (ongoing as of August 2008) will propose an overall circulation network, ensuring that transportation facilities operate adequately and efficiently and accommodate all modes of tranportation in the area.
- Sacramento State will continue to implement their Destination 2010 initiative and campus master plan, re-orienting the front door of campus southward toward Folsom Boulevard and the Ramona Avenue extension, thereby strengthening connections to the 65th Street/ University Village Opportunity Area.
- Auto-oriented commercial, industrial, and vacant lands east of the Union Pacific railroad tracks will gradually transition to higher density uses.
- Existing residential neighborhoods to the south and west will retain their current form and character.
- Existing industrial and employment uses in the Clean Technology Zone and Army Depot Enterprise Zone to the south and east will remain or intensify.
- Additional infill development potential exists east of Power Inn Road in the Granite Regional Park Development Area and beyond.

OPPORTUNITIES

The following opportunities are strengths that should be considered and built upon in the 65th Street/University Village Opportunity Area.

- Proximity to Sacramento State's campus creates demand for student housing, faculty/staff housing, retail, as well as office, research and development, and other employment uses that benefit from proximity to a premier university such as Sacramento State.
- Existing and future business development in the Clean Technolgy Zone and nearby Army Depot Business Park provides synergies with new business development in the 65th Street/University Village Opportunity Area.
- US Highway 50 provides excellent visibility for future development and convenient automobile access from the 65th Street and Power Inn Road exits.
- Future development near Power Inn Road would further strengthen the Power Inn corridor and create a gateway from US Highway 50 into the Power Inn area.
- Granite Regional Park is a tremendous asset to the Opportunity Area, not only providing an existing base of office, retail, and future residential development, but also providing access to the largest regional park in the area.
- The Opportunity Area is well-served by the Regional Transit bus system, and the University/65th Street Light Rail Station provides Light Rail Transit access directly into the area.
- The current configuration of the University/65th Street and Power Inn Light Rail Stations could potentially accommodate a new infill station near the intersection of Ramona and Brighton Avenues.
- Existing low-density development and underutilized properties in the Ramona Avenue area (south of Light Rail and east of the Union Pacific Railroad) provide the opportunity for substantial infill development.
- Established residential neighborhoods surrounding the Opportunity Area provide the population to support new retail and service businesses. These neighborhoods also provide housing options for existing and future students and workforce employees.

KEY ISSUES

The list below identifies key issues that need to be addressed as planning for the 65th Street/University Village Opportunity Area proceeds.

- A lack of housing options in close proximity to the Sacramento State campus forces students, faculty, and staff to drive to campus rather than live nearby and walk or bike.
- Unrealized features of the transportation planning efforts conducted throughout the Opportunity Area should be implemented as development and redevelopment occurs
- There is a shortage of retail and commercial uses to serve local residents and Sacramento State students, faculty, and staff.
- Existing transportation corridors (US Highway 50, the Union Pacific Railroad, and Regional Transit light rail) are potential barriers between various sectors of the Opportunity Area.
- Pedestrian and bicycle travel is difficult due to transportation corridor barriers (such as railroads), large block sizes, and streets and sidewalks that do not amply accommodate pedestrian and bicycle use.
- Unattractive outdoor storage associated with industrial uses discourages new investment in the area.
- Dedicated storm water detention facilities and additional water, storm, and sewer infrastructure (e.g. pipes) will be needed to serve new development. In selected areas, existing water, storm and sewer infrastructure will need to be upsized.
- Automobile-oriented commercial uses do not generate ridership for Regional Transit (light rail and bus) in or near the Opportunity Area.

## *Overarching Vision and Goals*

The 65th Street/University Village Opportunity Area is poised to evolve into a vibrant and innovative campus-centered community that will provide a physical, social, and psychological connection to Sacramento State and the surrounding development and communities. The focus for this area will be on people, workforce development, education, jobs, and transit. Sacramento State will continue to attract innovative and creative students and faculty, and will continue to prepare students for a highly competitive workforce aligned with our economy's needs today and in the future. The Opportunity Area will create an environment that fosters the exchange of technical knowledge and expertise between Sacramento State students and faculty and private and public sector business enterprises. Companies located in this area will benefit from the availability of a student workforce and opportunities to collaborate with faculty. Sacramento State will benefit from faculty recruitment and retention and the real-world internship and educational opportunities for students. The specific goals in this Opportunity Area are as follows:

### INTEGRATE THE CAMPUS AND COMMUNITY

The concept of a campus-centered community (see Figure FB-18) builds upon the foundation of Sacramento State and creates mutually beneficial mixed-use communities, such as a mixed-use University Village and a mixed-use Technology Village. The boundaries between these areas will blur as development occurs. In the case of Sacramento State and the mixed-use University Village, overlap could occur in the form of student housing off-campus or a Performing Arts Center on campus. In the case of Sacramento State and the mixed-use Technology Village, private business could potentially locate on campus or campus facilities could locate off-campus. Local businesses such as SMUD, the UC Med Center, and Granite Business Park also benefit from the close physical proximity to Sacramento State.

### PROVIDE JOBS AND WORKFORCE DEVELOPMENT

The mixed-use Technology Village area south of Light Rail and east of the Union Pacific Railroad (see Figure FB-19) will become a regionally recognized asset as an innovative job center that provides quality jobs and professional development for the creative class of people who are living in and moving to Sacramento. Predominantly, the area will be home to creative and innovative

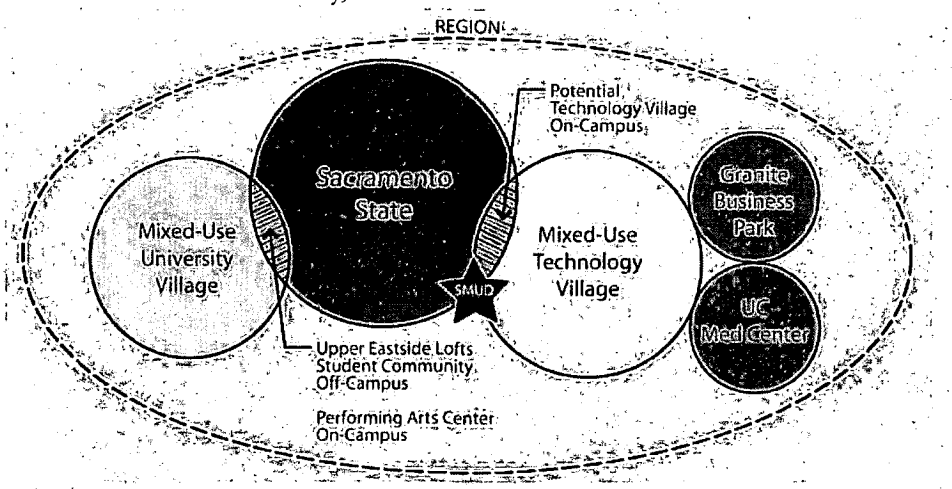



**Figure FB-18**
**Campus-Centered Community Concept**

businesses that will provide much-needed higher paying jobs and workforce development that will further attract creative professionals to Sacramento. Businesses attracted to this area might focus on clean, renewable, and efficient energy, or they may specialize in other leading-edge technologies such as biomedical or biotechnical research. Existing and new businesses will benefit from close physical proximity to Sacramento State and access to students and faculty.

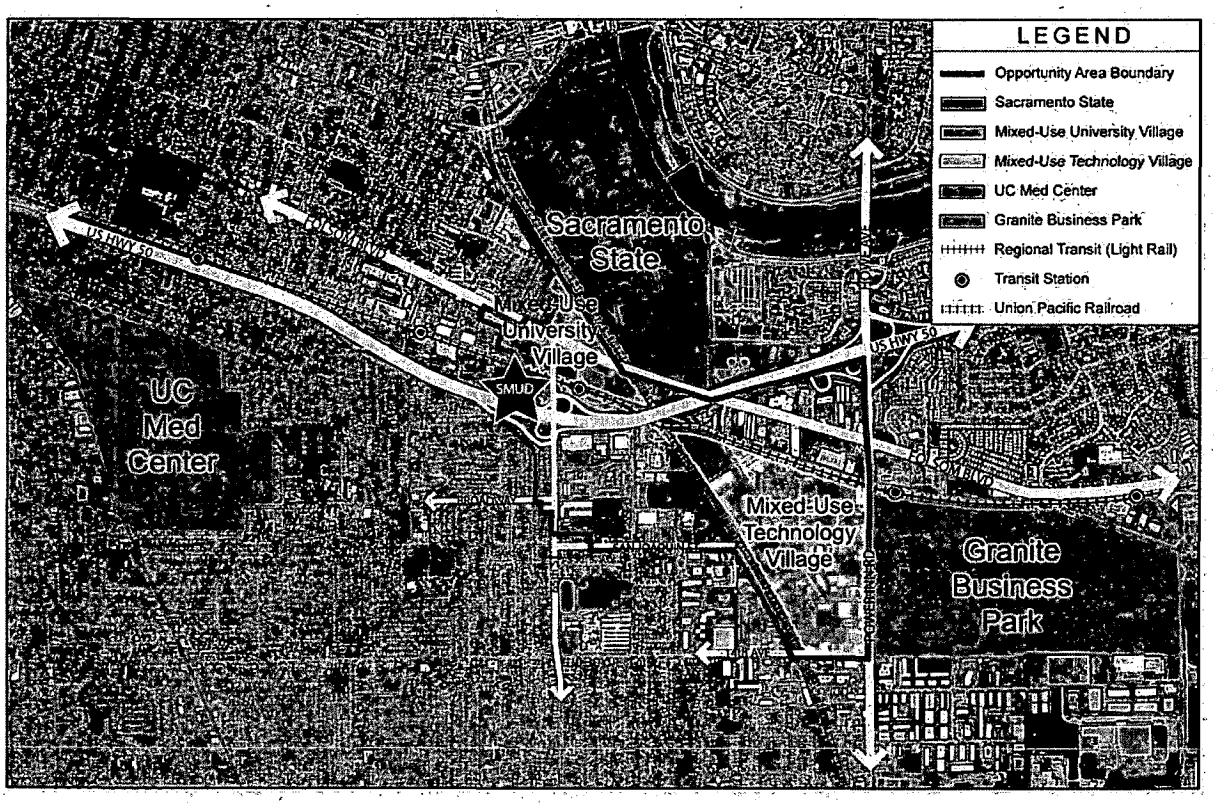
### CREATE A MIXED-USE TECHNOLOGY VILLAGE

The goal for the Technology Village is to stimulate the development and success of existing and start-up companies who are striving to provide the next generation of technology for the Region and beyond. This area will be an intellectual center of mixed-use development with office, research, development companies, incubator businesses, and retail services, in addition to housing.

### CREATE A MIXED-USE UNIVERSITY VILLAGE

The University Village will be a social center of mixed-use, high-activity development with housing, retail, and office components. These facilities will serve neighborhood residents and Sacramento State students, employees, visitors, and alumni. The University Village will have a strong identity and sense of place, with active ground-floor uses, picturesque streets, outdoor cafes and plazas, art galleries, and more. The University Village will take advantage of proximity to the University/65th Street Light Rail Station and will provide higher density housing and encourage a culture of walking, biking, and using transit.

**Figure FB-19**
**Campus-centered Community Concept**



## Recommendations

The following pages include recommendations for the 65th Street/University Village Opportunity Area in the form of a graphic conceptual diagram and written guidelines and recommendations that cover topics including land use, urban design, circulation, development types, building height, open space, and infrastructure. These recommendations represent a possible configuration for development that is based on the Land Use and Urban Form diagram and designations outlined in the Land Use and Urban Design Element. The concepts and recommendations for this area have been shaped and supported by community involvement and input, and are meant to guide future development toward further implementing the vision and guiding principles of the General Plan and Community Plans.

### LAND USE CONCEPT AND RECOMMENDATIONS

As shown in Figure FB-20, the 65th Street/University Village Opportunity Area has seven General Plan land use designations: Traditional Neighborhood Low, Urban Neighborhood Low, Urban Center Low, Urban Corridor Low, Employment Center (Mid-Rise), Public, and Parks. This array of land use designations allows for a mix of low to high density residential, mixed-use commercial and retail, and employment-generating uses that will create a vibrant and balanced mixed-use community. The following recommendations describe the types of uses, locations, and juxtapositions that would be best suited for the 65th Street/University Village Opportunity Area. For more information on these designations, their allowed uses, development standards, and urban design guidelines, see the Land Use and Urban Design Element in Part 2 of the General Plan.

- Establish compact, higher-density, transit-oriented development around the existing University/65th Street light rail station and the potential future Ramona Avenue light rail station (see Figure FB-00). This development should yield ground floor retail and services, and upper floor residential and/or office uses.
- Continue to develop a vibrant, mixed-use University Village near the University/65th Street light rail station. This pedestrian-friendly and transit-oriented area will serve as the commercial shopping and entertainment core for Sacramento State and surrounding neighborhoods.
- Infill development areas on the periphery of the mixed-use University Village and along Elvas Avenue should yield horizontal and vertical mixed-use development with an emphasis on retail, service, office, and residential uses.
- Maintain the area west of Power Inn Road and north of the light rail tracks (on either side of Folsom Boulevard) for horizontal and vertical mixed-use development with an emphasis on retail, service, office, and residential uses.

- Integrate new moderate-intensity residential development (south of US Highway 50 and west of the Union Pacific Railroad) and neighborhood-support uses that have convenient access to transit and Sacramento State.
- Transition to lower-intensity residential uses, such as townhouses and small-lot single-family residences, west and south of the Opportunity Area adjacent to existing residential neighborhoods.
- In the Ramona Avenue area, provide for large mixed-use office and employment centers that include support retail and services uses, in addition to residential uses.

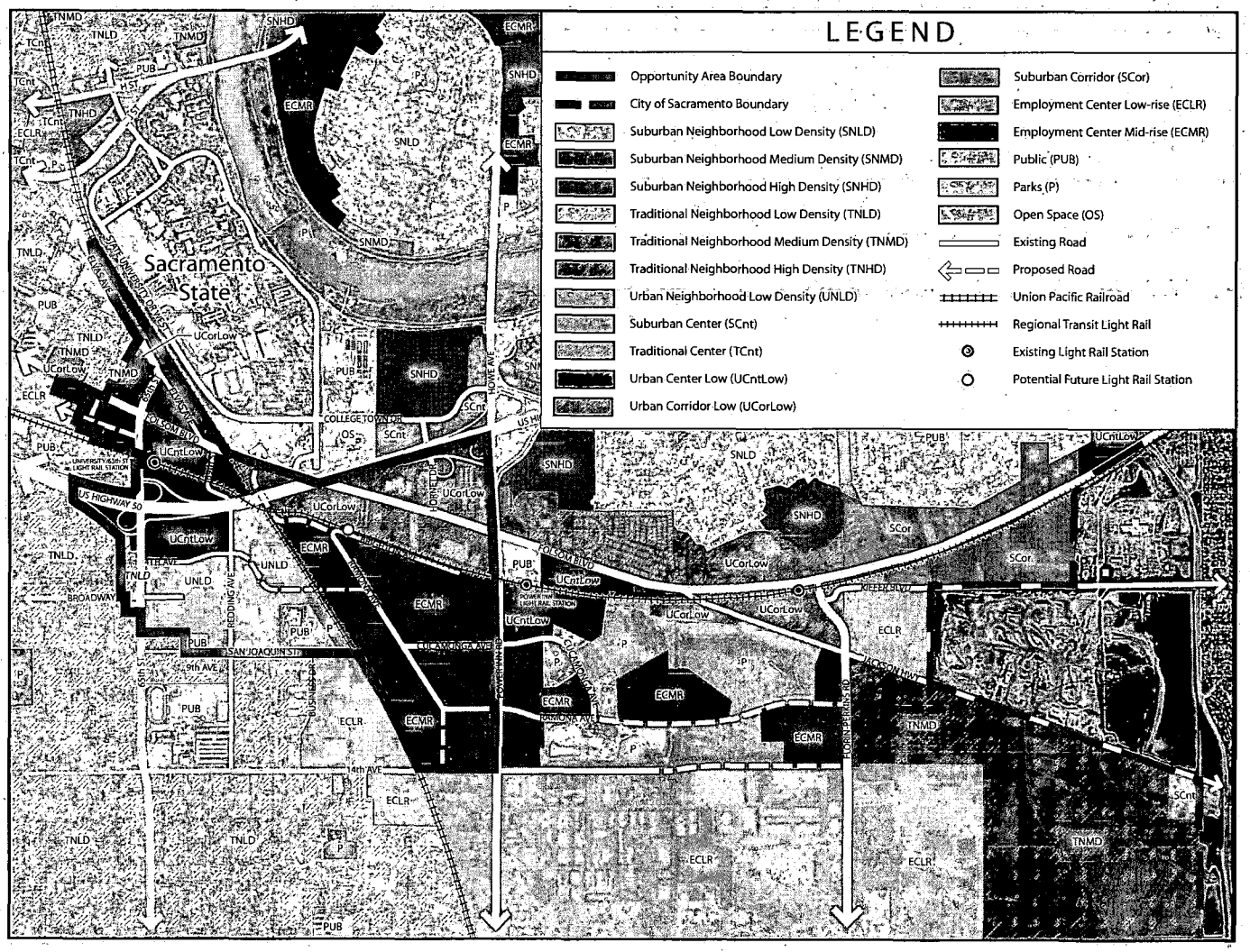
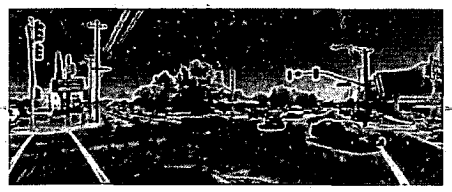
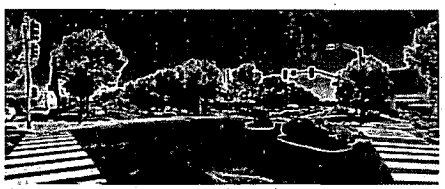



**Figure FB-20**

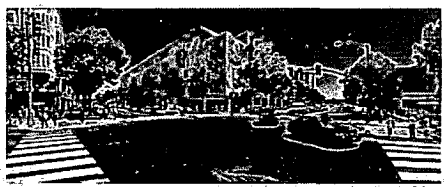
**65th Street/University Village Land Use and Circulation Diagram**



*Existing conditions at the intersection of Folsom Boulevard and 65th Street, looking east on Folsom Boulevard to the left and south on 65th Street to the right.*



*The addition of landscaping, sidewalk amenities, and crosswalks creates a safe pedestrian zone.*



*New development should reinforce the pedestrian zone and provide ground floor retail and services with upper floor residential and/or office uses.*

**Figure FB-21**

**65th Street/Folsom Boulevard Development Simulation**

## URBAN DESIGN RECOMMENDATIONS

Urban design recommendations for the 65th Street/University Village Opportunity Area shall be flexible in order to promote innovative design solutions for projects that support the vision and goals for the area. Developers will be encouraged to build mixed-use projects that take full advantage of proximity to Sacramento State, transit, and existing and future retail opportunities. Examples of innovative design concepts are live/work units, adaptive reuse of existing buildings, shared-use parking arrangements, and bicycle, pedestrian, and transit-supporting developments. Additional new design concepts shall also be encouraged.

The following recommendations will create the physical framework and character that will be the basis for future development in the 65th Street/ University Village Opportunity Area. The concepts and recommendations address critical circulation and connectivity issues, the relationship of buildings to streets, transit, and open space.

- Extend Ramona Avenue northward in order to physically connect the Ramona/Brighton Avenue area to Folsom Boulevard and Sacramento State, reinforcing the new gateway onto campus.
- In the Ramona/Brighton Avenue area, replace existing low-intensity industrial and commercial uses and vacant land with more compact and higher-intensity development that supports job creation, workforce development, Sacramento State, and Regional Transit.
- Concentrate residential and commercial mixed use development around the two existing light rail stations: University/65th Street and Power Inn.
- Consider introducing a new light rail station near Ramona and Brighton Avenues, centered between the existing University/65th Street station and Power Inn station. This station would better serve Sacramento State, the mixed-use Technology Village at Ramona Avenue, and future residential development.
- Create additional connections across existing barriers - US Highway 50, the Regional Transit light rail line, and the Union Pacific heavy rail line - in order to better connect the Opportunity Area's districts to each other and to the new campus gateway into Sacramento State.
- Use new construction and redevelopment opportunities within the Opportunity Area to site buildings up to the street right-of-way, creating consistent and well-defined street walls that provide visual interest for pedestrians and encourage pedestrian activity with interesting and attractive street-level activities such as outdoor cafes. This should especially occur along key streets within the area (e.g., Folsom Boulevard, Broadway, 65th Street, Redding Avenue, and Ramona Avenue), and around plazas and park spaces.

- Establish an integrated system of circulation with pedestrian and bike connections that facilitate walking and biking to, from, and around the Opportunity Area.
- Integrate the appropriate balance of parks and open space in order to serve new development in the Opportunity Area. Consider neighborhood parks that can also provide sufficient detention capacity for stormwater runoff.

## CIRCULATION AND MOBILITY RECOMMENDATIONS

The 65th Street/University Village Opportunity Area shall extend pedestrian and bicycle improvements throughout the area to better connect existing and proposed development within the area, and to Sacramento State and the University/65th Street Transit Center. Circulation throughout the area shall accommodate a balance of pedestrian, bicycle, transit, and automobile movement, and facilitate movement to, from, and through the plan area in a safe and direct manner. At the same time, efforts shall be made to reduce cut through traffic and excess vehicle speeds through traffic management and speed control techniques.

The following circulation recommendations outline key proposed changes to the existing circulation system in the 65th Street/University Village Opportunity Area. These changes will allow for accessibility, movement, and increased transit use. In addition, these recommendations outline ways to promote pedestrian-friendly street patterns that include landscaping and street trees.

- Consider all circulation changes proposed in the 65th Street Station Area Transportation Study (ongoing as of August 2008). The transportation study boundary fully encompasses the 65th Street/ University Village Opportunity Area.
- As the 65th Street Station Area Transportation Study is proposing, enhance north-south circulation by extending Ramona Avenue northward in order to physically connect the Opportunity Area to Folsom Boulevard and Sacramento State, reinforcing the new gateway onto campus.
- Enhance east-west circulation by extending 4th Avenue under the Union Pacific heavy rail line as the 65th Street Station Area Transportation Study is considering in one scenario. This will integrate existing neighborhoods and the South 65th Street Area with the Technology Campus and other future development east of the railroad tracks.
- Create one additional pedestrian and bicycle connection point under the Union Pacific Railroad at San Joaquin Street as the 65th Street Station Area Transportation Study is considering in one scenario. This will connect the neighborhoods and future development east and west of the rail lines.

- Extend existing local streets in order to complete the street grid (e.g., Broadway east to Redding Avenue and Ramona South to 14th Avenue) As the 65th Street Station Area Transportation Study is considering. Extending the street grid will increase pedestrian and bikeway connectivity and provide for better traffic distribution and route flexibility.

- Upgrade existing streets and sidewalks with amenities to enhance pedestrian and bicycle circulation: generous sidewalks, bicycle lanes, ample street lighting, street trees, and pedestrian amenities such as bus stop shelters and waste receptacles.
- Create a fine-grained pattern of walkable blocks, in order to increase connectivity and thereby facilitate better pedestrian, bike, and traffic distribution and route flexibility.
- Capitalize on the proposed tram service between the Sacramento State campus and the University/65th Street light rail station, and as development occurs, consider route extensions.

## BUILDING HEIGHT RECOMMENDATIONS

Because building height can vary depending on the type of use and architectural style of the building, these recommendations are meant to provide direction to ensure that the height of new development is consistent with the vision for this Opportunity Area and compatible with adjacent uses.

- Locate tallest buildings (up to 5-7 stories) near the University/65th Street light rail station and south of the potential Ramona Avenue infill station. These new densities will support light rail service and take advantage of new connections to Sacramento State.
- Maintain lower building heights (2-4 stories) further south of the University/65th Street Station Area, transitioning down to 1-2 stories immediately adjacent to the existing and planned lower-density residential neighborhoods.
- Allow for building heights up to four stories in the mixed-use University Village area that is bound by the light rail tracks, US Highway 50, Howe Avenue and a portion of Elvas Avenue.
- Allow flexible but limited building heights (1-3 stories of variable height) in the mixed-use Technology Village area, balancing business needs and the scale of development along Ramona Avenue.

## OPEN SPACE RECOMMENDATIONS

The following open space recommendations provide for the integration of a connected system of natural environments, parks, and landscaping in this Opportunity Area that will serve as key features of the area and provide for public gathering places.

- Create a series of parks, plazas, and greenways that serve as focal features that give structure and identity to individual neighborhoods, emphasize key civic locations, and create public gathering spaces.
- Create an urban plaza or green at each of the light rail stations to provide a central focus for the transit villages and highlight the civic importance of transit.
- Create a series of "green" streets (i.e., streets with enhanced landscaping and pedestrian treatments) that link the area's parks and serve as primary pedestrian routes from the neighborhoods to the transit stations, commercial areas, and Sacramento State.
- Maximize usable open space areas by developing stormwater detention basins (e.g., the detention basin northwest of San Joaquin Street and Redding Avenue) as dual-use park facilities.
- Connect to and take advantage of the benefits of Tahoe Park, located just west of the Opportunity Area.
- Provide clear and safe pedestrian and bicycle access to Granite Regional Park, located east of Power Inn Road.

## INFRASTRUCTURE RECOMMENDATIONS

This section describes key infrastructure findings and recommendations for the 65th Street/University Village Opportunity Area. These recommendations are based on an analysis of the projected growth proposed in the 2030 General Plan. These challenges represent the likely issues related to the provision of infrastructure resulting from the development envisioned in the Land Use designations and the concepts for this Opportunity Area.

- The existing sanitary sewer system in Sub-area 1 (see Figure FB-22) is undersized for the anticipated peak flow from this sub-area. It is recommended that both the existing 10-inch and 12-inch sewer along Folsom Boulevard be upsized to a 15-inch sewer between 64th Street and 60th Street.
- In Sub-area 1 most of the existing sanitary sewer and storm drain systems are separated. The sanitary sewer system in Sub-area 1 discharges to the combined system. Redevelopment of this area may require a separated storm drain system for the area that does not have a separated system.
- Based on the land uses proposed in the 2030 General Plan, the existing sanitary sewer system in Sub-area 2 (see Figure FB-22) has sufficient capacity for future development.
- In Sub-area 2 the existing sanitary sewer and storm drain systems are separated. The sanitary sewer system in Sub-area 2 discharges to the combined system.
- Sub-areas 1 and 2 are outside of CSD-1 jurisdiction and connect to the combined system. Any development contributing to the system is required to pay the City's Combined System Development Fee.
- The existing sanitary sewer system in Sub-area 3 (see Figure FB-22) may be undersized for the anticipated peak flow from this sub-area. From Ramona Avenue to 14th Avenue, the existing 18-inch sewer line in Power Inn Road may need to be replaced with a 21-inch sewer, or a parallel 8-inch relief sewer may need to be installed.
- Sanitary sewer service for Sub-area 3 (e.g. 18-inch sewer line along Power Inn Road) is provided by County Sanitation District 1 (CSD-1). The City coordinates with CSD-1, but does not have control of the facilities in these areas.
- Based on the land uses proposed in the 2030 General Plan, the storm drainage system for Sub-area 3 is currently undersized. It is recommended that the 18-inch line on the north end of Ramona Avenue be upsized to a 24-inch pipeline and a 6 ac-ft drainage detention basin be constructed on the west side of Ramona Avenue across from the former CYA site.

- In order to provide adequate fire flow service to this Opportunity Area, it is anticipated that selected water mains will need to be upsized and new pipes installed to loop out the existing system. This preliminary recommendation will be followed up with discussions between the City's Utilities and Fire Departments.
- Regional drainage detention basins and water quality features will be needed for parts of the area. It is likely that the new detention basins for drainage will be joint-use facilities.
- To comply with the City's NPDES permit, onsite water quality treatment facilities will be required for new development projects that do not drain to a water quality/flood control detention basin.

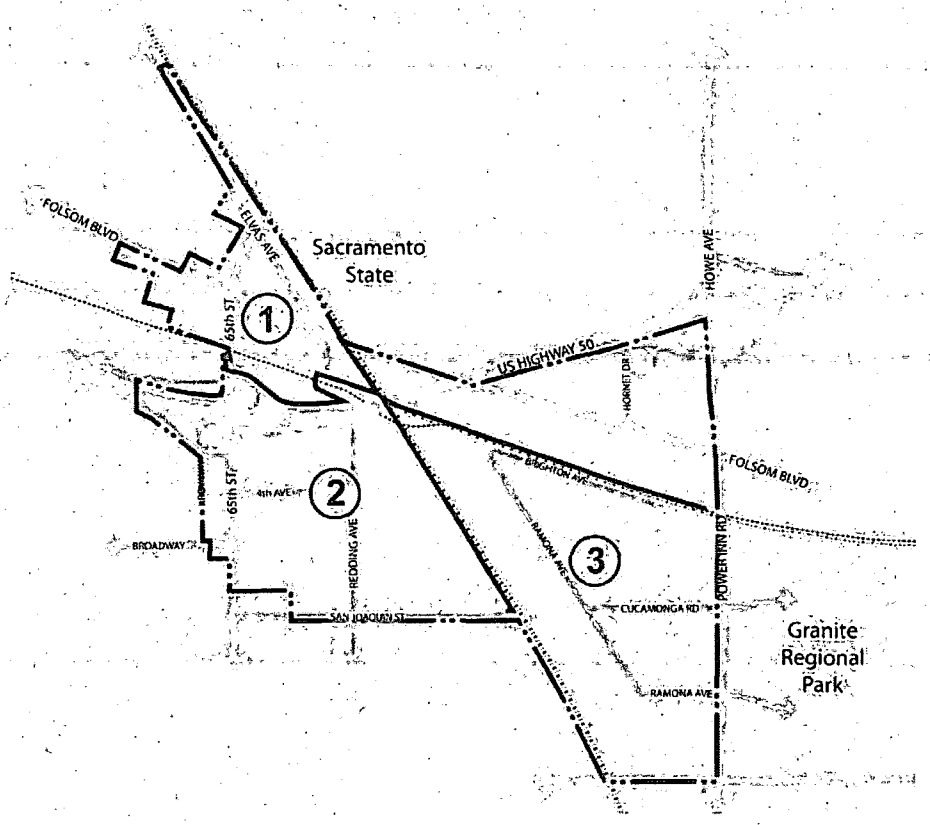



**Figure FB-22**
**Infrastructure Analysis Sub-areas**