

## RESOLUTION NO. 2010-623

Adopted by the Sacramento City Council

October 26, 2010

### **AMENDING THE SACRAMENTO 2030 GENERAL PLAN MOBILITY ELEMENT, EAST SACRAMENTO COMMUNITY PLAN, AND FRUITRIDGE BROADWAY COMMUNITY PLAN RELATING TO THE 65<sup>TH</sup> STREET STATION AREA STUDY, AND DESIGNATING THE 65<sup>TH</sup> STREET TRANSIT VILLAGE DEVELOPMENT DISTRICT (M09-019)**

#### **BACKGROUND**

- A. On July 22, 2010, the City Planning Commission conducted a public hearing on, and forwarded to the City Council a recommendation of approval of amendments to the 2030 General Plan Mobility Element, East Sacramento Community Plan, and Fruitridge Broadway Community Plan to implement the 65th Street Station Area Study Scenario C-Prime (M09-019).
- B. On October 26, 2010, 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 received and considered evidence concerning the 65th Street Station Area Study and amendments to the 2030 General Plan Mobility Element, East Sacramento Community Plan, and Fruitridge Broadway Community Plan to implement the 65th Street Station Area Study Scenario C-Prime (M09-019)(Project).

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

- Section 1. The Environmental Impact Report and Mitigation Monitoring Program for the 65<sup>th</sup> Street Station Area Study, which included the proposed changes to the Sacramento 2030 General Plan, have been adopted by resolution as of the same date set out above.
- Section 2. The Sacramento 2030 General Plan is amended to incorporate into the Mobility Element the circulation components of the 65<sup>th</sup> Street Station Area Study Scenario C-Prime as described below and shown in Exhibit A and Exhibit B:
  - a. Extend Broadway as an Arterial street between 65<sup>th</sup> Street and Redding Avenue on Figure M 2A
  - b. Remove the planned 2 lane extension of 4<sup>th</sup> Avenue between Redding Avenue and Ramona Avenue on Figure M 3A

- c. Reduce the number of lanes on Elvas Avenue between J Street and Folsom Boulevard from 3 lanes to 2 lanes on Figure M 3A
- d. Reduce the number of lanes on Folsom Boulevard between 59<sup>th</sup> Street and 62<sup>nd</sup> Street from 4 lanes to 2 lanes on Figure M 3A
- e. Reduce the number of lanes on Folsom Boulevard between 62<sup>nd</sup> Street and 68<sup>th</sup> Street from 4 lanes to 3 lanes on Figure M 3A
- f. Reduce the number of lanes on Folsom Boulevard between 68<sup>th</sup> Street and Ramona Avenue from 4 lanes to 2 lanes on Figure M 3A
- g. Extend Broadway as a 2 lane street between 65<sup>th</sup> Street and Redding Avenue on Figure M 3A

- Section 3. The Sacramento 2030 General Plan is amended to incorporate into the East Sacramento Community Plan the circulation components of the 65th Street Station Area Study Scenario C-Prime and to add additional text and figures as set forth in Exhibit C.
- Section 4. The Sacramento 2030 General Plan is amended to incorporate into the Fruitridge Broadway Community Plan the circulation components of the 65th Street Station Area Study Scenario C-Prime and to add additional text and figures as set forth in Exhibit D.
- Section 5. All that land that is not more than a quarter mile of the 65<sup>th</sup> Street light rail station is hereby designated the 65<sup>th</sup> Street Transit Village Development District pursuant to the Transit Village Development Planning Act of 1994 (Government Code section 65460 et seq.).
- Section 6. The 65<sup>th</sup> Street/University Transit Village Plan set forth in Exhibit C and the South 65<sup>th</sup> Street Transit Village Plan set forth in Exhibit D, supporting policies and implementation measures have been prepared and are adopted as the transit village plans for the 65<sup>th</sup> Street Transit Village Development District pursuant to the Transit Village Development Planning Act of 1994 (Government Code section 65460 et seq.).
- Section 7. Exhibits A, B, C, and D are incorporated into and made part of this Resolution.

**Table of Contents:**

- Exhibit A - Revised Sacramento 2030 General Plan, Mobility Element, Figure M 2A Street Classifications
- Exhibit B - Revised Sacramento 2030 General Plan, Mobility Element, Figure M 3A Number of Lanes
- Exhibit C - East Sacramento Community Plan Amendment language and figures
- Exhibit D - Fruitridge Broadway Community Plan language and figures

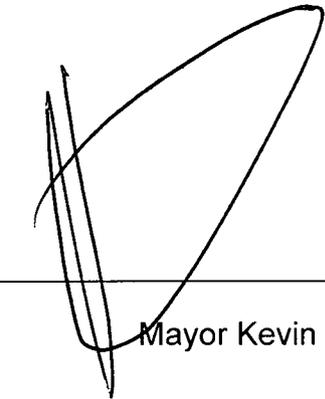
Adopted by the City of Sacramento City Council on October 26, 2010 by the following vote:

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



**Sacramento 2030 General Plan  
 Mobility Element Amendments  
 REVISED Figure M 2A (Portion)**



- Collector (New)
- Arterial (New)
- Arterial
- Collector





**Sacramento 2030 General Plan  
 Mobility Element Amendments  
 REVISED Figure M 3A (Portion)**



----- 2 Lane Road (New)

———— 2 Lane Road

———— 3 Lane Road

———— 4 Lane Road

———— 6 Lane Road

 65th Street Station Area

**EAST SACRAMENTO COMMUNITY PLAN  
AMENDMENT LANGUAGE AND FIGURES**

# CONTENTS

*Add "Appendix ES-A: 65<sup>th</sup> Street/University Transit Village Figures....3-ES-XX" (page to be determined) after Relevant Plans and Studies*

## Community Policies

*Replace existing text with the following text*

This section includes policies that are unique to the East Sacramento Community Plan Area. They are intended to supplement, but not repeat, citywide policies contained in Part 2 of the General Plan. The policies contained in the community plans are organized to mirror the structure of the citywide General Plan elements. The following policies are taken from previously adopted policy documents. Some of the policies in those policy documents that were outdated or overly general have been deleted. While the remaining policies have been edited slightly for consistency, the content of the policies has not been altered.

*Add the following section under Community Policies*

### **Land Use and Urban Design**

There are no policies specific to East Sacramento that supplement the citywide General Plan policies. Please see the Land Use and Urban Design Element in Part 2 of the General Plan.

*Add the following section under Community Policies*

### **Historic and Cultural Resources**

There are no policies specific to East Sacramento that supplement the citywide General Plan policies. Please see the Historic and Cultural Resources Element in Part 2 of the General Plan.

*Add the following section under Community Policies*

### **Economic Development**

There are no policies specific to East Sacramento that supplement the citywide General Plan policies. Please see the Economic Development Element in Part 2 of the General Plan.

*Add the following section under Community Policies*

### **Housing**

There are no policies specific to East Sacramento that supplement the citywide General Plan policies. Please see the Housing Element in Part 2 of the General Plan.

*Add the following section under Community Policies*

## **Mobility**

There are no policies specific to East Sacramento that supplement the citywide General Plan policies. Please see the Mobility Element in Part 2 of the General Plan.

*Add the following section under Community Policies*

## **Utilities**

There are no policies specific to East Sacramento that supplement the citywide General Plan policies. Please see the Utilities Element in Part 2 of the General Plan.

*Add the following section under Community Policies*

## **Education, Recreation, and Culture**

There are no policies specific to East Sacramento that supplement the citywide General Plan policies. Please see the Education, Recreation, and Culture Element in Part 2 of the General Plan.

*Add the following section under Community Policies*

## **Public Health and Safety**

There are no policies specific to East Sacramento that supplement the citywide General Plan policies. Please see the Public Health and Safety Element in Part 2 of the General Plan.

*Add the following section under Community Policies*

## **Environmental Resources**

There are no policies specific to East Sacramento that supplement the citywide General Plan policies. Please see the Environmental Resources Element in Part 2 of the General Plan.

*Add the following section under Community Policies*

## **Environmental Constraints**

There are no policies specific to East Sacramento that supplement the citywide General Plan policies. Please see the Environmental Constraints Element in Part 2 of the General Plan.

*Add the following section under Community Policies*

## **Transit Villages**

### ***65<sup>th</sup> Street/University Transit Village Plan (Government Code §65460 et seq.)***

The 65th Street/University Transit Village is envisioned as a Neighborhood/University Mixed Use District which provides a lively mix of housing types, retail and employment uses to increase transit ridership and pedestrian activity. 65<sup>th</sup> Street is envisioned as a pedestrian scale Main Street which connects the University to the surrounding neighborhood and the 65<sup>th</sup> Street transit station. The design of the Transit Village will emphasize more convenient

pedestrian connections for shoppers, employees and residents to the surrounding community, university, and station. In the future, the Transit Village is envisioned to continue its transition from an auto oriented commercial and industrial district to Transit Oriented Development. Financial and regulatory incentives will be provided to encourage development of transit supportive and sustainable development consistent with the Transit Village Plan in a manner that avoids conflicts with existing industrial and service oriented uses.

The overall goal for the 65<sup>th</sup> Street/University Transit Village is to create a safe, lively mixed-use neighborhood that serves the University and the surrounding East Sacramento community. The following policies have been carried over from the 65<sup>th</sup> Street/University Transit Village Plan (2002). These policies have been edited slightly for consistency, but the content of the policies has not been altered. This 65<sup>th</sup> Street/University Transit Village Plan serves as the transit village plan for the 65<sup>th</sup> Street/University Transit Village Development District.

See Appendix ES-A for 65<sup>th</sup> Street/University Transit Village street cross sections and figures referenced below.

- ES.TV 1.1**            **Incompatible Uses.** The City shall discourage uses in the 65<sup>th</sup> Street/University Transit Village that might be detrimental to transit ridership such as those with low frequency patronage, or automobile related uses, such as warehouses, self-storage, service stations, or car sales lots. *(RDR)*
- ES.TV 1.2**            **Transit Supportive Uses.** The City shall encourage uses in the 65<sup>th</sup> Street/University Transit Village that have daily or frequent patronage, such as offices, hotels, or high-density residential development. *(RDR)*
- ES.TV 1.3**            **Functional Landscape.** The City shall require in the 65<sup>th</sup> Street/University Transit Village that a minimum of 10 percent of a site be landscaped with pervious surfaces. Landscaping that serves as a storm water treatment element and/or pedestrian plazas may be used to satisfy this requirement. *(RDR)*
- ES.TV 1.4**            **Transition to Neighborhoods.** The City shall require the design and scale of development in the 65<sup>th</sup> Street/University Transit Village to transition between the existing small scale residential neighborhood and higher density mixed uses near the 65<sup>th</sup> Street LRT station. *(RDR)*
- ES.TV 1.5**            **Screening and Buffering.** The City shall require new development in the 65<sup>th</sup> Street/University Transit Village to provide screening and buffering from adjacent industrial uses (e.g., SMUD substation, railroad tracks) in the form of landscaping, masonry walls, or parking lots (surface and structure) to reduce potential noise and visual impacts. *(RDR)*

- ES.TV 1.6**            **Ground Floor Visibility.** The City shall require windows to be provided on the street level of new buildings in the 65<sup>th</sup> Street/University Transit Village as a visual link between business and pedestrians. A minimum of 60% of ground-floor commercial facades facing streets, sidewalks, pedestrian routes and public plazas shall be non reflective, transparent glazing. *(RDR)*
- ES.TV 1.7**            **Pervious Surfaces.** The City shall reduce impacts to existing and planned stormwater drainage facilities by requiring new development in the 65<sup>th</sup> Street/University Transit Village to have a minimum level of site perviousness of 10% (note: on-site design improvements, off-site improvements, or fees may be required in lieu of this requirement). *(RDR)*
- ES.TV 2.1**            **Housing Opportunities.** The City shall provide opportunities for low and moderate income housing in the 65<sup>th</sup> Street/University Transit Village, particularly in the Super Block and Station Block to serve the large employment population base created by SMUD and CSUS. *(RDR)*
- ES.TV 3.1**            **Local Mobility Improvements.** The City shall ensure that streets, pedestrian and bikeway improvements in the 65<sup>th</sup> Street/University Transit Village are developed as shown on Figure 8 and as further described in the "65th Street Station Area Study." *(RDR)*

## Opportunity Areas

*Add the following section after Figure ES-3*

### **65<sup>th</sup> 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.

A full description of the 65<sup>th</sup> Street/University Village Opportunity Area can be found in the Fruitridge Broadway Community Plan.

## Relevant Plans and Studies

*Revised the first bullet to read “65<sup>th</sup> Street/University Transit Village Plan (2001) (Repealed)”*

*Add a bullet to read “65<sup>th</sup> Street Station Area Study” (2010)*

*Add new section after Relevant Plans and Studies*

## **Appendix ES-A: 65<sup>th</sup> Street/University Transit Village Figures**

### Table of Figures

Figure 1	65 <sup>th</sup> Street/University Transit Village Boundary
Figure 2	65 <sup>th</sup> Street between Elvas Avenue and Folsom Boulevard
Figure 3	65 <sup>th</sup> Street between Folsom Boulevard and Q Street
Figure 4	Folsom Boulevard between 59 <sup>th</sup> Street and 62 <sup>nd</sup> Street
Figure 5	Folsom Boulevard between 62 <sup>nd</sup> Street and 68 <sup>th</sup> Street
Figure 6	66 <sup>th</sup> Street between Elvas Avenue and Folsom Boulevard 67 <sup>th</sup> Street between Elvas Avenue and Folsom Boulevard 68 <sup>th</sup> Street between Folsom Boulevard and Q Street
Figure 7	59 <sup>th</sup> Street between Folsom Boulevard and S Street Elvas Avenue between 65 <sup>th</sup> Street and Folsom Boulevard
Figure 8	Elvas Avenue between J Street ramps and 65 <sup>th</sup> Street
Figure 9	Circulation Plan for 65 <sup>th</sup> Street/University Transit Village

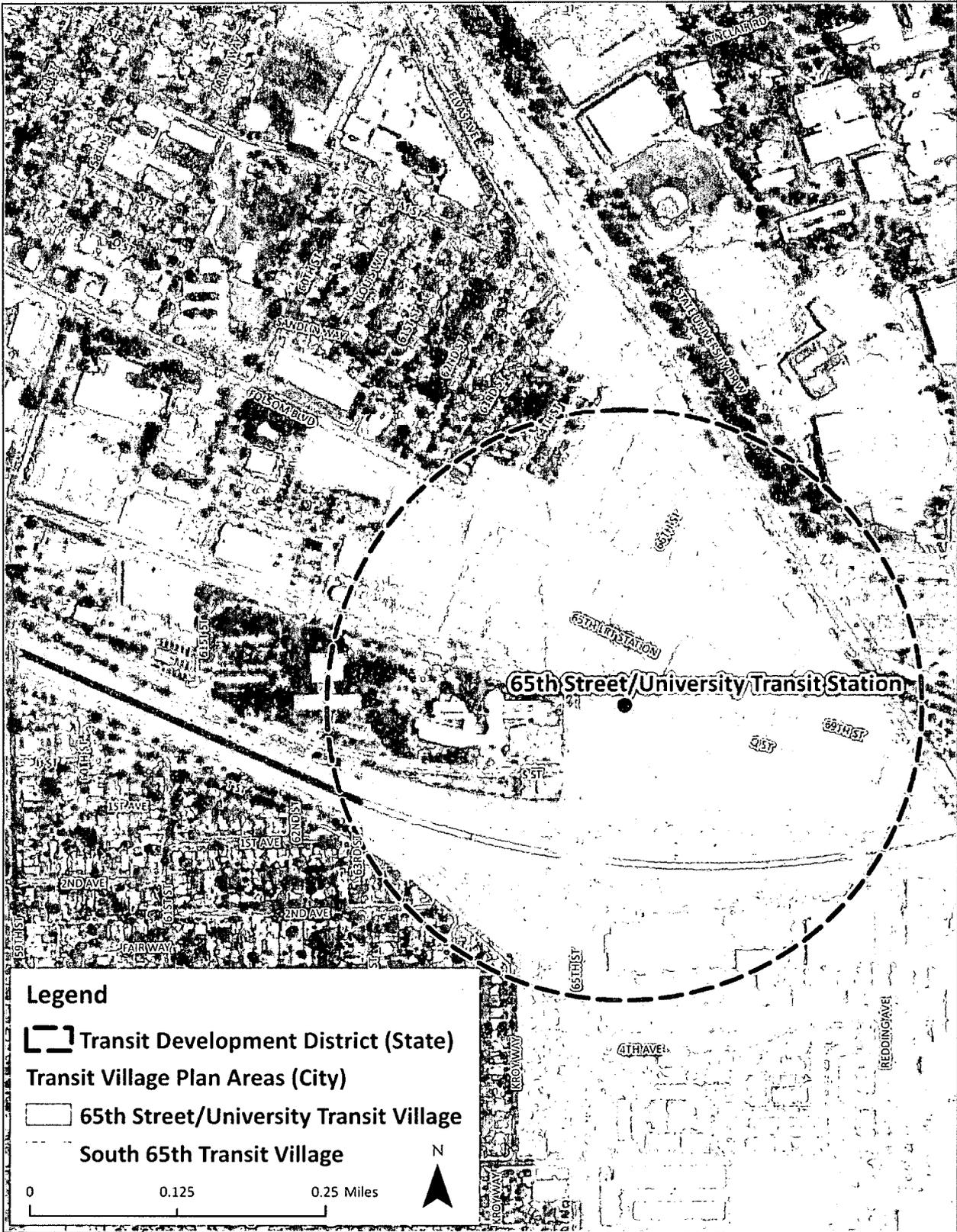


Figure 1: 65<sup>th</sup> Street/University Transit Village Boundary

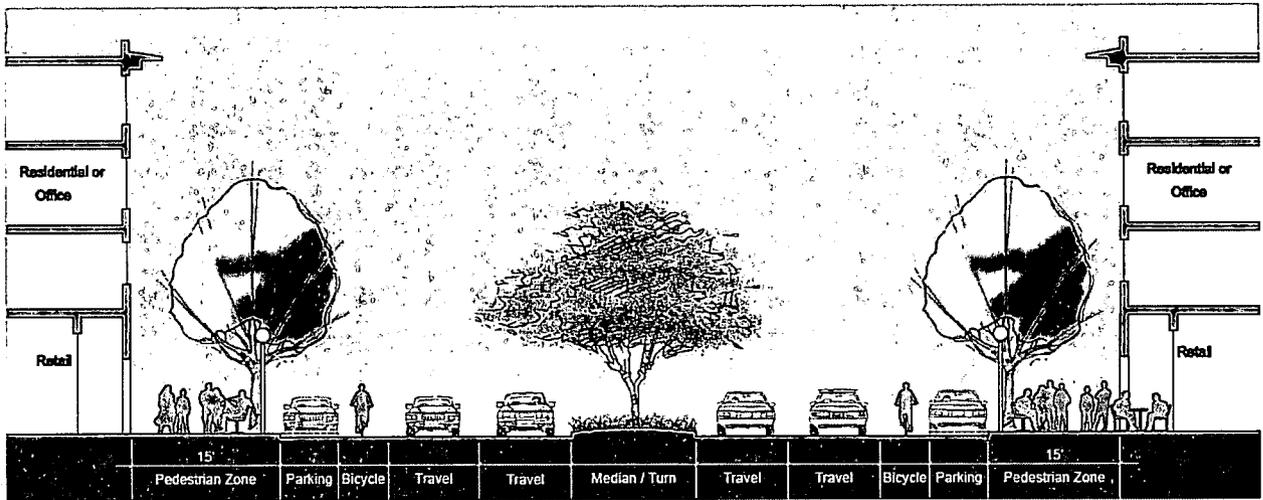


Figure 2: 65<sup>th</sup> Street between Elvas Avenue and Folsom Boulevard

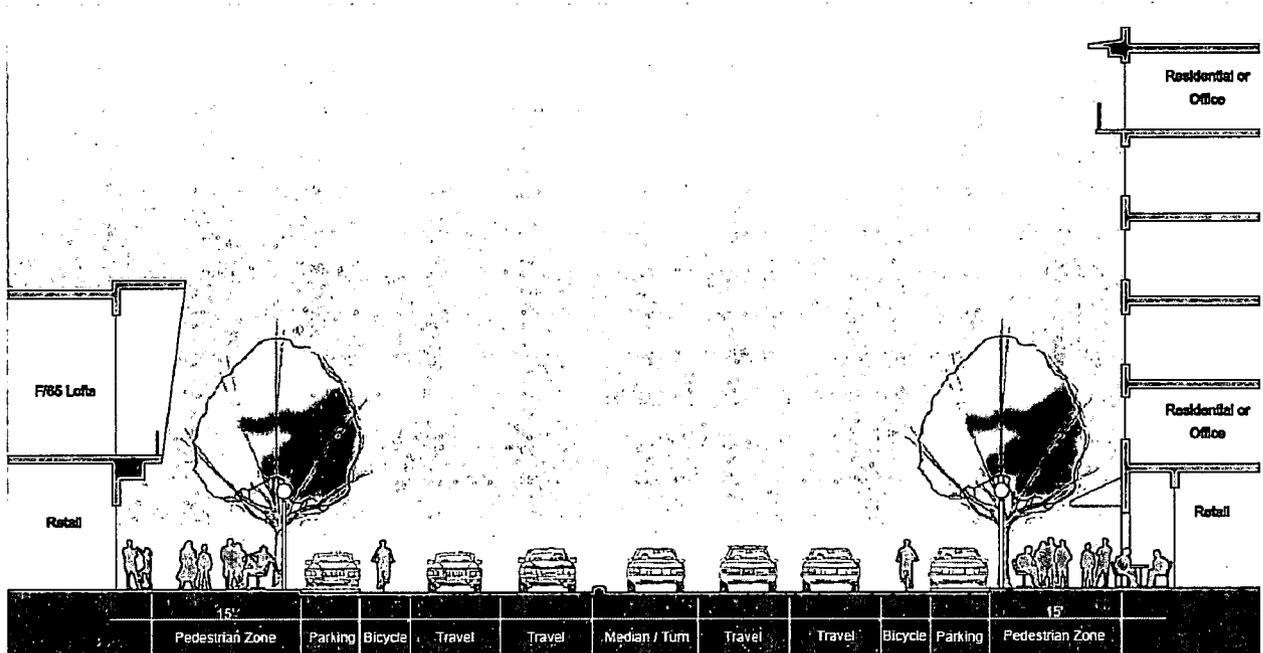


Figure 3: 65<sup>th</sup> Street between Folsom Boulevard and Q Street

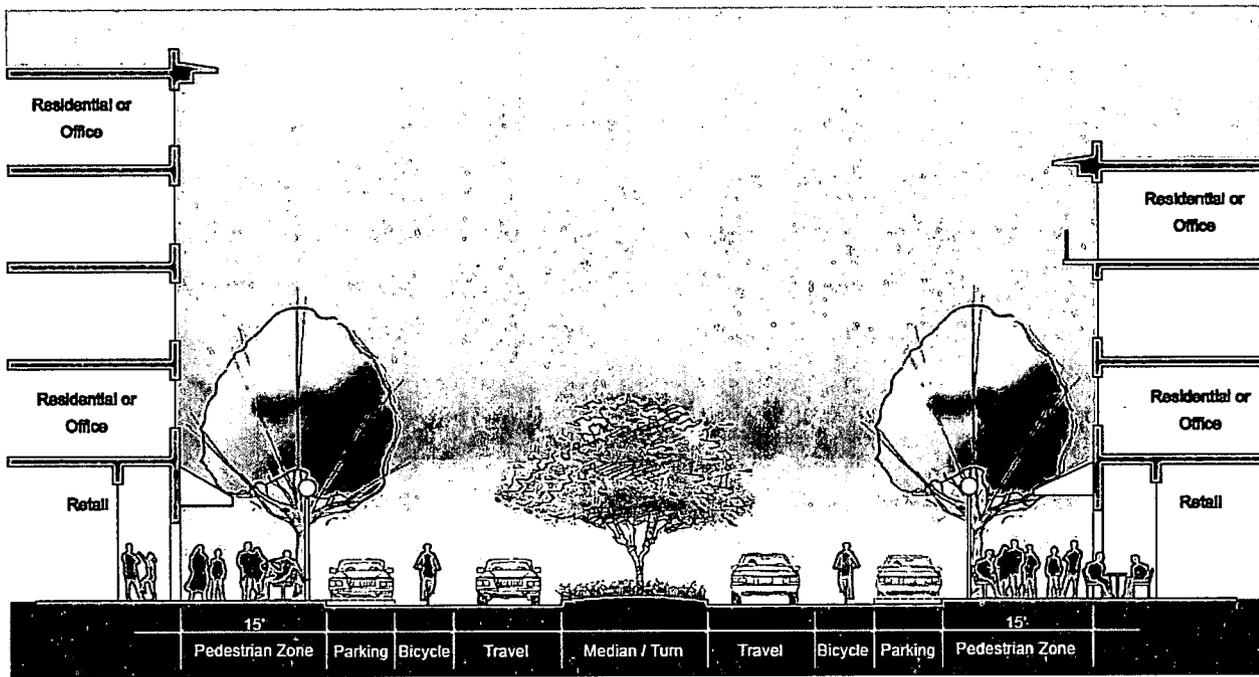


Figure 4: Folsom Boulevard between 59th Street and 62nd Street

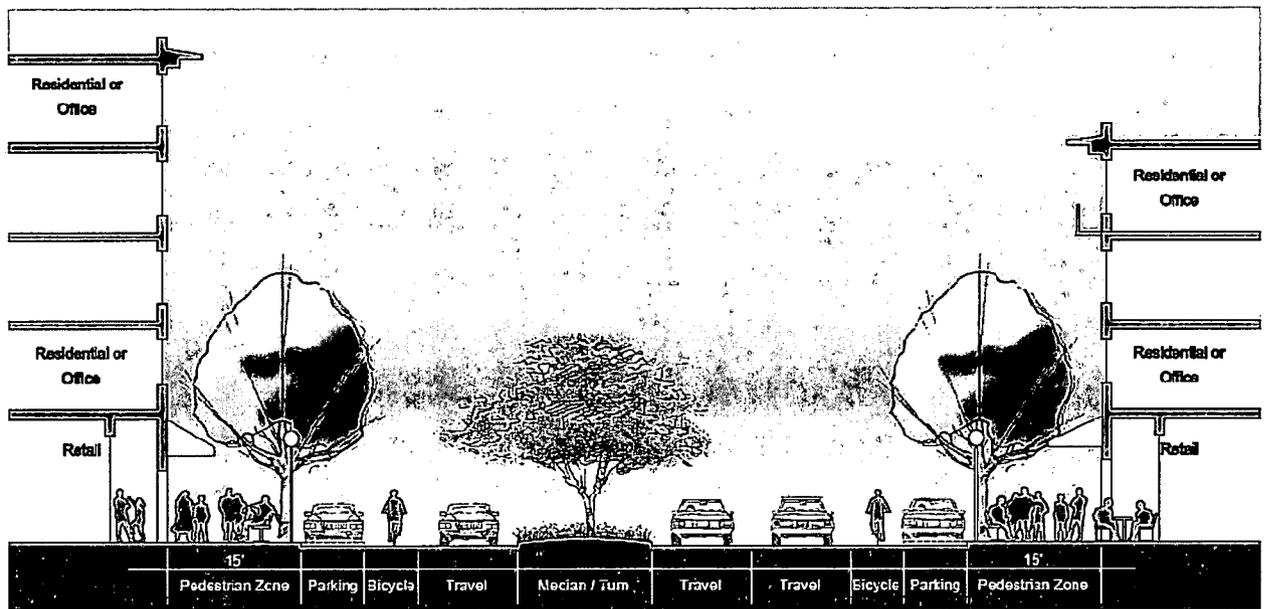
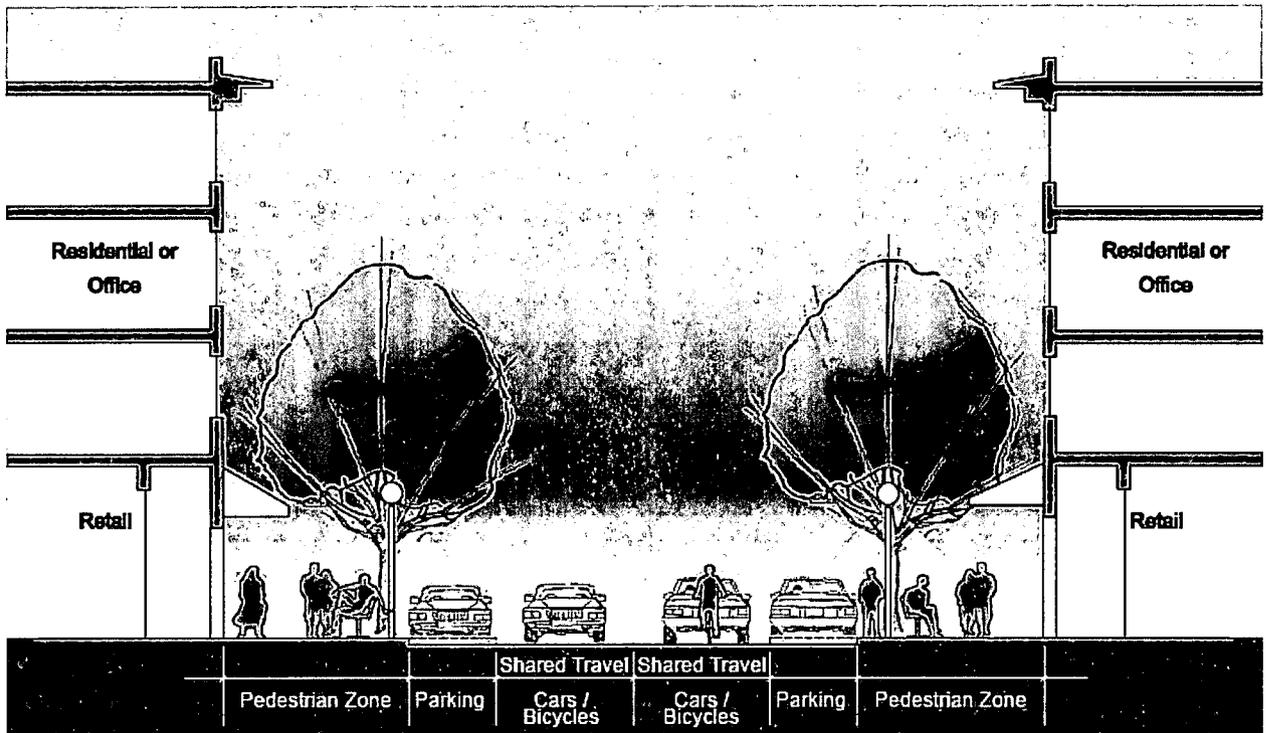
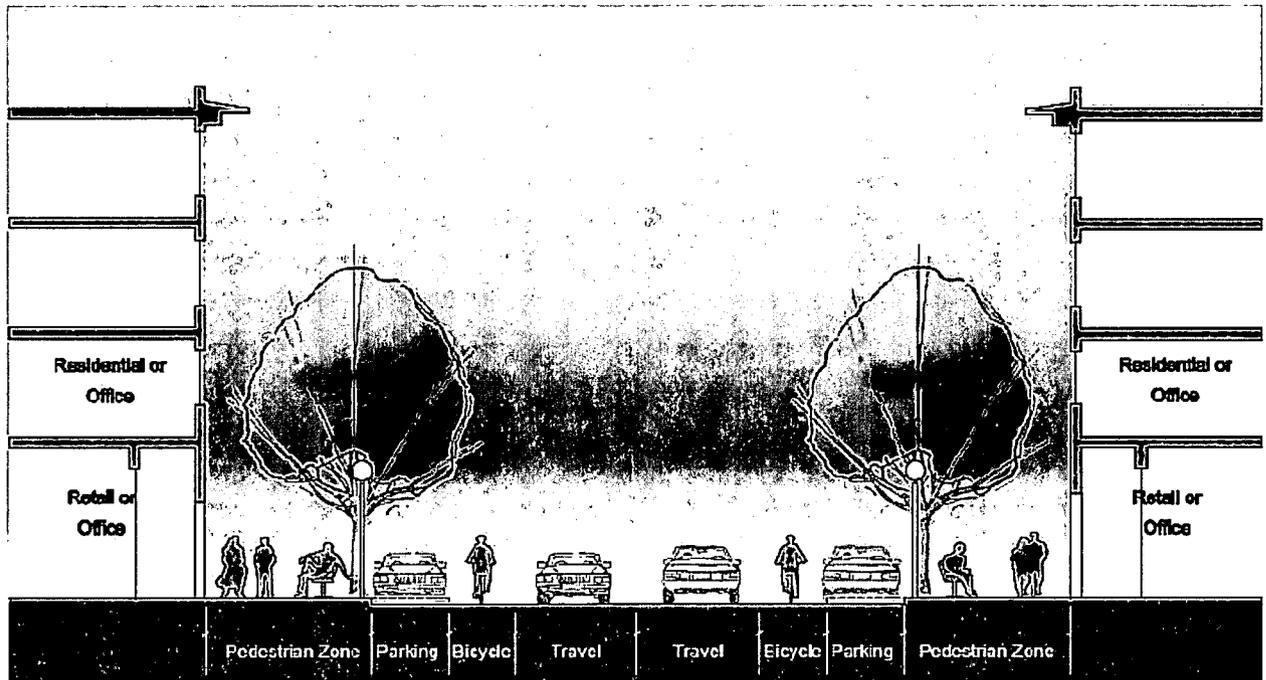


Figure 5: Folsom Boulevard between 62nd Street and 68th Street



**Figure 6:** 66th Street between Elvas Avenue and Folsom Boulevard, 67th Street between Elvas Avenue and Folsom Boulevard, and 68th Street between Folsom Boulevard and Q Street



**Figure 7:** 59th Street between Folsom Boulevard and S Street, and Elvas Avenue between 65th Street and Folsom Boulevard

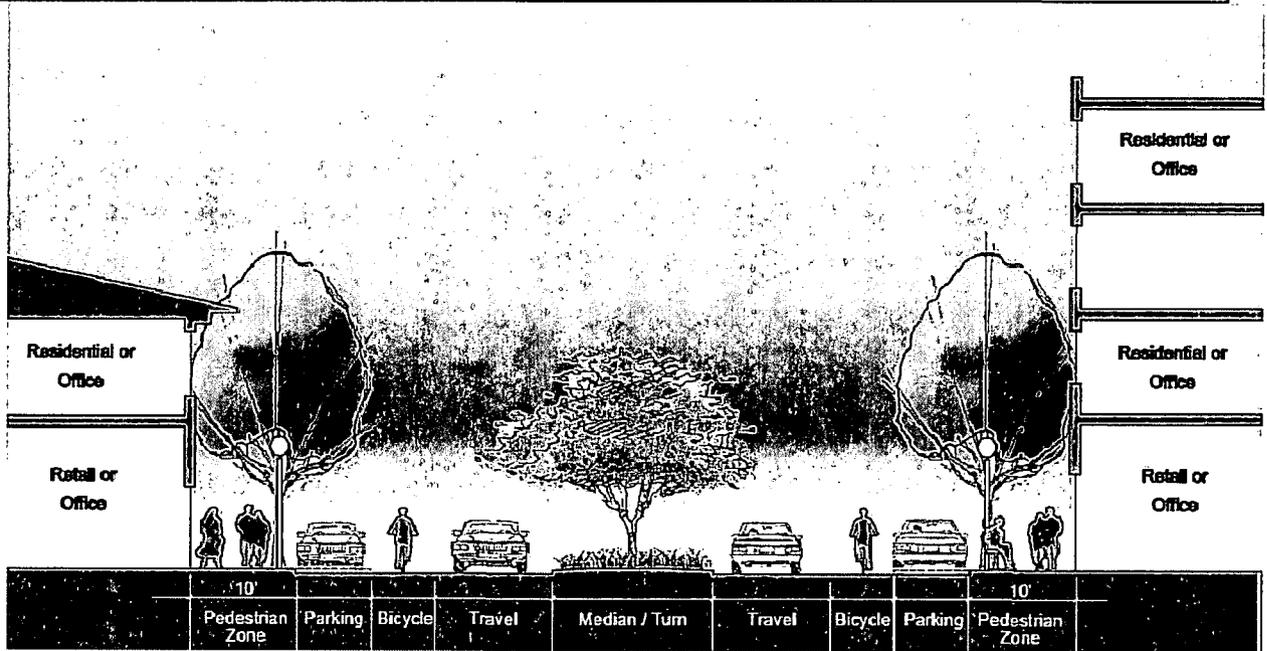
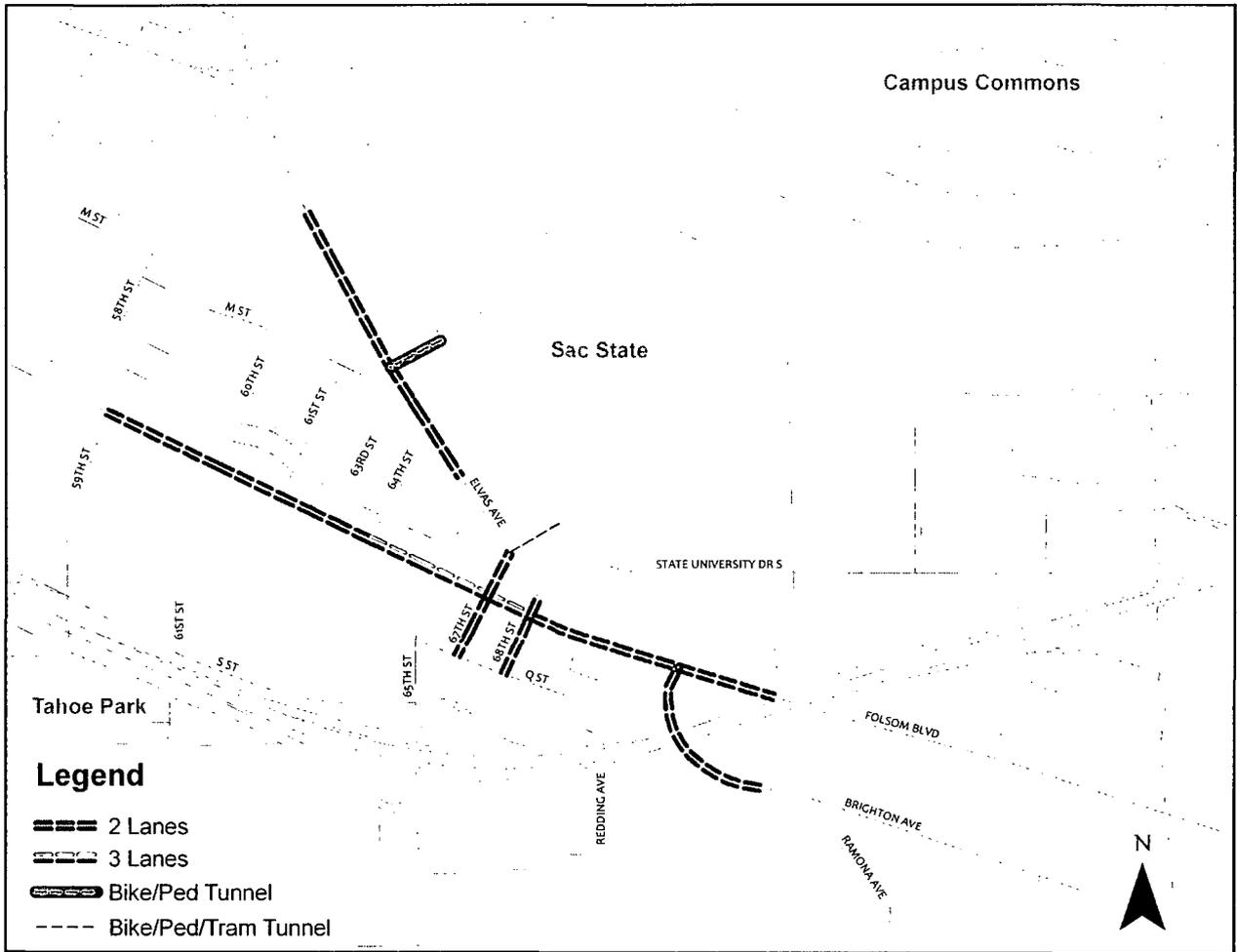


Figure 8: Elvas Avenue between J Street ramps and 65th Street

Figure 9: Circulation Plan for 65<sup>th</sup> Street/University Transit Village

**FRUITRIDGE BROADWAY COMMUNITY PLAN  
AMENDMENT LANGUAGE AND FIGURE**

# CONTENTS

*Add "Appendix FB-A: South 65<sup>th</sup> Transit Village Figures....3-FB-XX" (page number to be determined) after Relevant Plans and Studies*

## Community Profile

*Add the following paragraph at the end of the Development and Planning History section*

The 65<sup>th</sup> Street/University light rail station was the focus of two transit village planning efforts. The 65<sup>th</sup> Street/University Transit Village Plan was adopted in 2002 and the South 65<sup>th</sup> Street (Transit Village) Area Plan was adopted in 2004. The South 65<sup>th</sup> Street (Transit Village) Area Plan fell within the boundaries of the Fruitridge Broadway Community Plan. Many of the overarching goals and policies from the South 65<sup>th</sup> Street (Transit Village) Area Plan became citywide directives with the adoption of the 2030 General Plan in 2009. The vision, goals, and policies that were more specific to the Fruitridge Broadway Community Planning Area have been incorporated here.

## Community Policies

*Add the following section after Environmental Constraints section*

### Transit Villages

#### ***South 65<sup>th</sup> Street Transit Village Plan (Government Code §65460 et seq.)***

The South 65<sup>th</sup> Street Transit Village is envisioned as a mixed use district which provides direct bicycle and pedestrian connections to the 65th Street Transit Center, CSUS, and the 65th Street/University Transit Village area (located north of Hwy 50), by way of improvements to Redding Avenue and 65th Street. The South 65th Street Transit Village is less urban in scale, less dense, and more residential than the 65th Street/University Transit Village. At the same time, the design of the Transit Village will emphasize more convenient pedestrian connections for shoppers, employees and residents to the surrounding community, university, and station. In the future, the Transit Village is envisioned to transition from an auto oriented commercial and industrial district to Transit Oriented Development. Financial and regulatory incentives may be provided to encourage development of transit supportive and sustainable development consistent with the Transit Village Plan in a manner that avoids conflicts with existing industrial and service oriented uses.

The overall goal for the South 65<sup>th</sup> Street Transit Village is to create a walkable, interconnected, neighborhood mixed-use district and enhance the visual character of the neighborhood. The following policies were taken from the South 65<sup>th</sup> Street (Transit Village) Area Plan (2004). These policies have been edited slightly for consistency, but the content of

the policies has not been altered. This South 65<sup>th</sup> Street Transit Village Plan serves as the transit village plan for the South 65<sup>th</sup> Street Transit Village Development District.

See Appendix FB-A for South 65<sup>th</sup> Transit Village street cross sections and figures referenced below.

- FB.TV 1.1**            **Distinct and safe retail.** The City shall require active retail or commercial ground level uses within larger residential mixed-use projects along 65<sup>th</sup> Street, 4<sup>th</sup> Avenue, and Redding Avenue.
- FB.TV 1.2**            **Incompatible Uses.** The City shall discourage uses that might be detrimental to transit ridership such as those with low frequency patronage, or automobile related uses, such as warehouses, self-storage, service stations, drive through restaurants, or car sales lots.
- FB.TV 1.3**            **Transit Supportive Uses.** The City shall encourage uses that have daily or frequent patronage, such as offices, hotels, or high-density residential development.
- FB.TV 1.4**            **Mixed Income Housing.** The City shall provide opportunities for low and moderate income housing, particularly in the northern quadrants, to serve the large employment population base created by SMUD, CSUS, and the northwest office area.
- FB.TV 1.5**            **Redevelopment Funding.** The City shall coordinate with the Sacramento Housing and Redevelopment Agency (SHRA) to utilize redevelopment area funding incentives for projects that support mixed uses and transit ridership.
- FB.TV 1.6**            **Development Incentives.** The City shall provide financing options and economic incentives for development and redevelopment projects in the plan area. Work with the Economic Development Department to determine the eligibility of development projects for the incentive programs that are available for developers.
- FB.TV 1.7**            **Operation of Existing Business.** The City shall allow existing businesses to continue to operate during their current hours of operation and ensure that they are not forced to modify or limit traffic and/or other operational incompatibilities as a result of this plan.
- FB.TV 1.8**            **Expansion of Existing Development.** The City shall allow for minor expansions (up to 10% in floor area) of existing businesses. Existing businesses will also be allowed to replace structures lost to fire, or any

other unexpected causes, to equal floor area or an increase of up to 10% existing floor area consistent with the mandates of the City Code.

- FB.TV 1.9**            **Density of Uses.** The City shall provide for a mixture of higher density commercial office and employment uses in closest proximity to the 65th Street Station just south of Hwy 50.
- FB.TV 1.10**          **Diversity in Open Space.** The City may include as public open space unlinked mini parks, gathering spaces, and courtyards in addition to standard parks and natural open space. The location and forms of these public and semipublic facilities shall be compatible in design and scale with the adjacent development.
- FB.TV 1.11**          **Bicycle and Pedestrian Circulation.** The City shall create a greenway buffer and bike trail along the Union Pacific railroad tracks from the Tahoe Tallac Park at San Joaquin Street to Redding Avenue that connects to the sidewalk and on street bike improvements at the Highway 50 underpass. The bicycle and pedestrian improvements will connect with CSUS to the north and provide an alternate route to the University and the Transit Center.
- FB.TV 1.12**          **Ground Floor Visibility.** The City shall require windows on the street level as a visual link between business and pedestrians. A minimum of 60% of ground-floor facades facing streets, sidewalks, pedestrian routes and public plazas should be non-reflective, transparent glazing.
- FB.TV 2.1**            **Bicycle and Pedestrian Facilities.** The City shall work with Caltrans to implement major improvements to the bicycle and pedestrian facilities on 65th Street under Highway 50. These improvements are needed to facilitate a safe bicycle and pedestrian connection between the South 65<sup>th</sup> Street Transit Village area and the 65th Street/University Transit Village area (see East Sacramento Community Plan). Types of improvements to be examined include: improved crosswalk conditions, increased crosswalk opportunities, providing separation between vehicles and sidewalks, and providing bike lanes.
- FB.TV 2.2**            **Connections.** The City shall ensure the north-south pedestrian/bicycle connection from Redding Avenue at Q Street to CSUS is improved. Options include a pedestrian crossover point for 69th Street at Folsom Boulevard, which would provide access to the existing CSUS entrance on Elvas Avenue, or a pedestrian bridge over Folsom Boulevard adjacent to the UP railroad tracks.

- FB.TV 2.3**            **Pedestrian Environment.** The City shall ensure the pedestrian environment along 65th Street, 4<sup>th</sup> Avenue, Redding Avenue, and San Joaquin Street east of Redding Ave is improved by providing separated sidewalks, planters, street trees, on-street parking where feasible, bike lanes, decorative lighting, and street crossing improvements (including decorative and textured paving). A 65th Street Streetscape Master Plan should be prepared to ensure consistency in the streetscaping efforts in the area.
- FB.TV 2.4**            **4<sup>th</sup> Avenue.** The City shall provide a signal, traffic circle, roundabout, or other traffic management feature, at the new intersection of 4th Avenue and Redding Avenue to slow traffic on both streets and make cut through traffic less desirable. Right-of-way needed for these devices shall be dedicated as development occurs.
- FB.TV 3.1**            **Storm System Impacts.** The City shall work with project applicants in the South 65th Street Transit Village area to identify cost effective storm drainage operations and practices that will reduce impacts to the existing system.
- FB.TV 3.2**            **Infrastructure Financing.** The City shall require new development to participate in a funding program or pay their fair share for infrastructure improvements prior to construction.

## Opportunity Areas

### 65<sup>th</sup> Street/University Village

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

#### 65TH STREET STATION AREA TRANSPORTATION STUDY

*Change section title to “65<sup>th</sup> STREET STATION AREA STUDY”*

*Update dates and verb tense of section reflecting completion of the Study*

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

*Replace “NOVEMBER 2002” with “REPEALED 2010”*

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

*Replace “OCTOBER 2002” with “REPEALED 2010”*

## SOUTHEAST AREA TRANSPORTATION STUDY (1999)

*Add the following paragraph:*

*The Southeast Area Transportation Study (SEATS) provided circulation recommendations that have been incorporated into the 2030 General Plan, the East Sacramento Community Plan, and the Fruitridge Broadway Community. As a result, SEATS has been superseded and should no longer be consulted as a policy document.*

### **Opportunities and Constraints**

#### ASSUMPTIONS

*Delete the first bullet "The adopted 65<sup>th</sup> Street/University Transit Village Plan and South 65<sup>th</sup> Street Area Plan will continue to be implemented."*

### **Recommendations**

#### CIRCULATION AND MOBILITY RECOMMENDATIONS

*Delete "(ongoing as of August 2008)" from the first bullet.*

*Revise the third bullet to read "Enhance east/west circulation by extending San Juan Street under the Union Pacific heavy rail. This will integrate existing neighborhoods and the South 65th Street Area with the Technology Campus and other future development east of the railroad tracks."*

*Delete the fourth bullet, "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."*

## **Relevant Plans and Studies**

*Add bullet to read "65<sup>th</sup> Street Station Area Study (2010)"*

*Revise the second bullet to read "65<sup>th</sup> Street/University Transit Village Plan (Repealed)"*

*Revise the third bullet to read "South 65<sup>th</sup> Street Area Plan (Repealed)"*

*Add new section after Relevant Plans and Studies*

## **Appendix FB-A: South 65<sup>th</sup> Transit Village Figures**

## Table of Figures

- Figure 1 South 65<sup>th</sup> Transit Village Boundary
- Figure 2 Two lane street with parking
- Figure 3 Two lane street with bicycle and parking lanes
- Figure 4 San Joaquin Street between Redding Avenue and Business Drive
- Figure 5 Broadway between 65th Street and Redding Avenue
- Figure 6 Circulation Plan for South 65<sup>th</sup> Transit Village

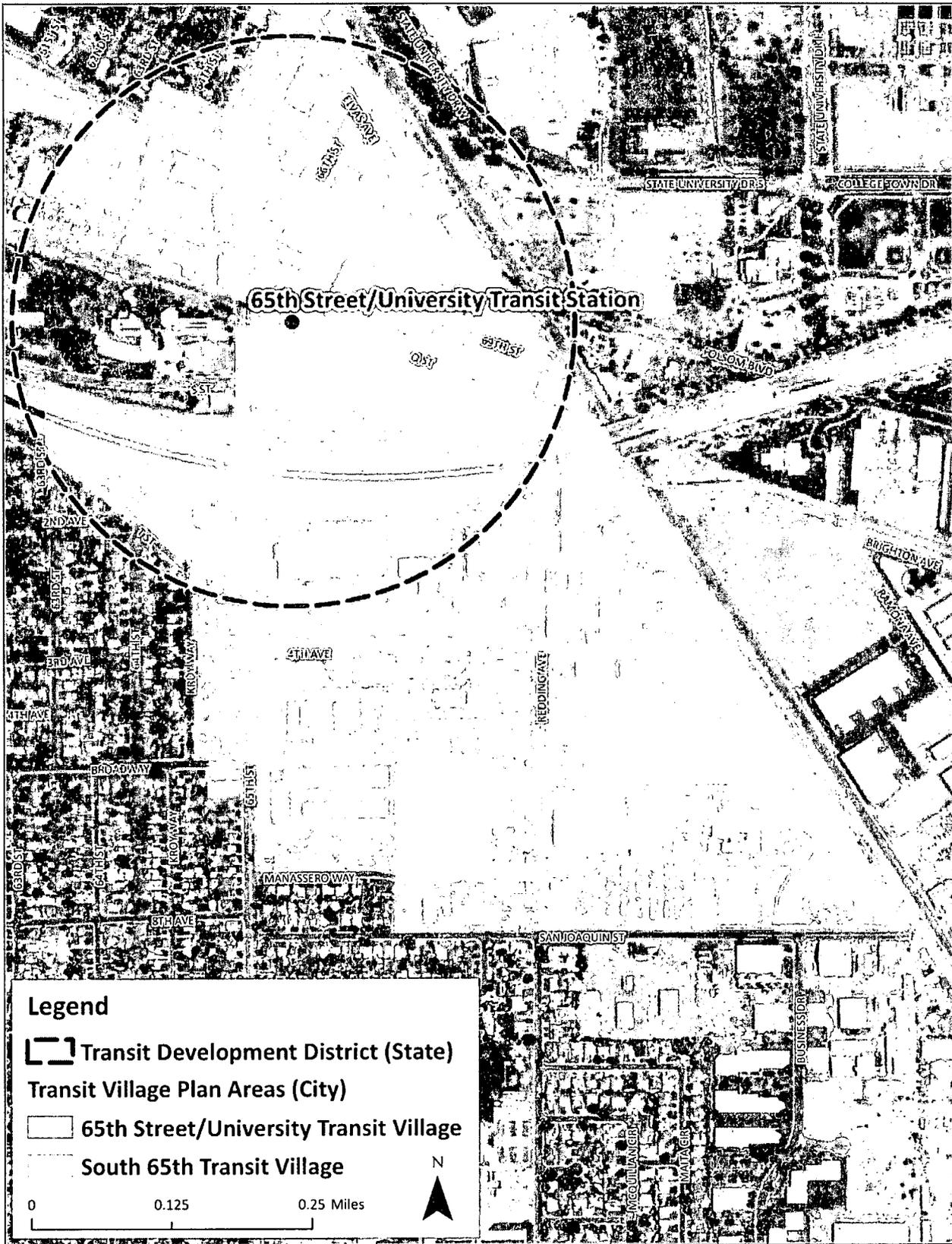


Figure 1: South 65<sup>th</sup> Transit Village Boundary

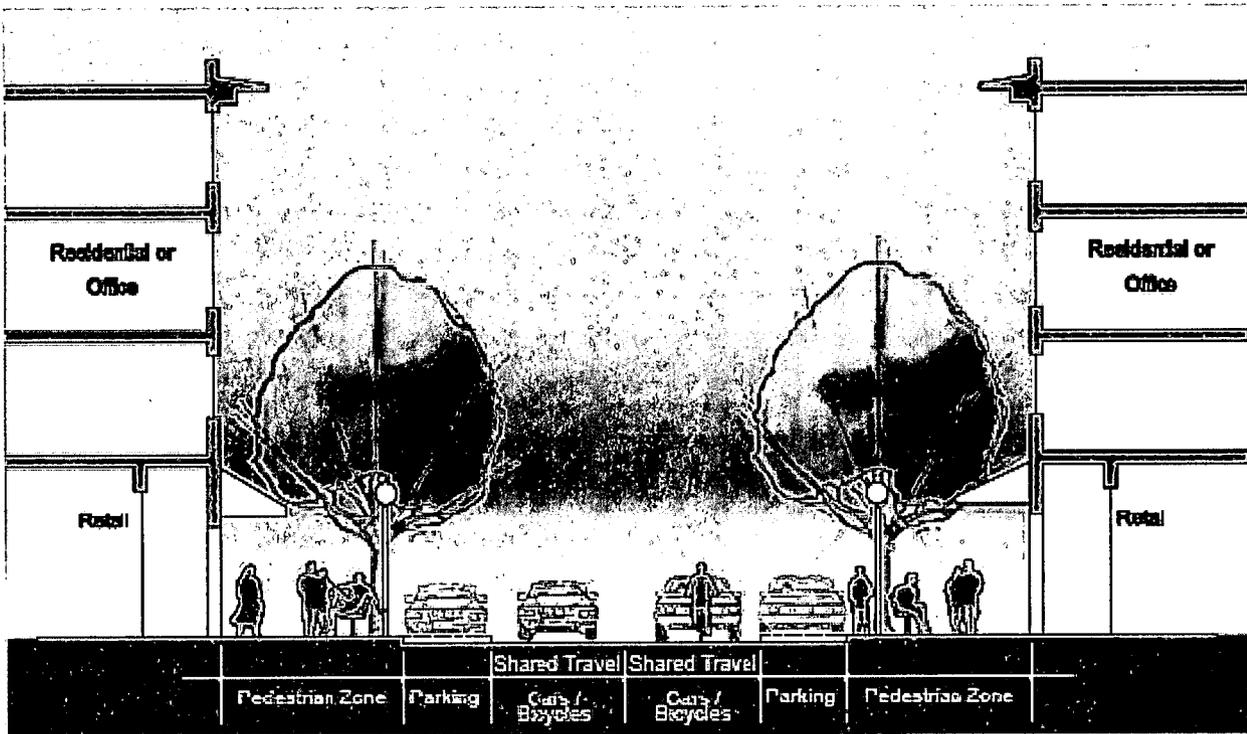


Figure 2: Two lane street with parking

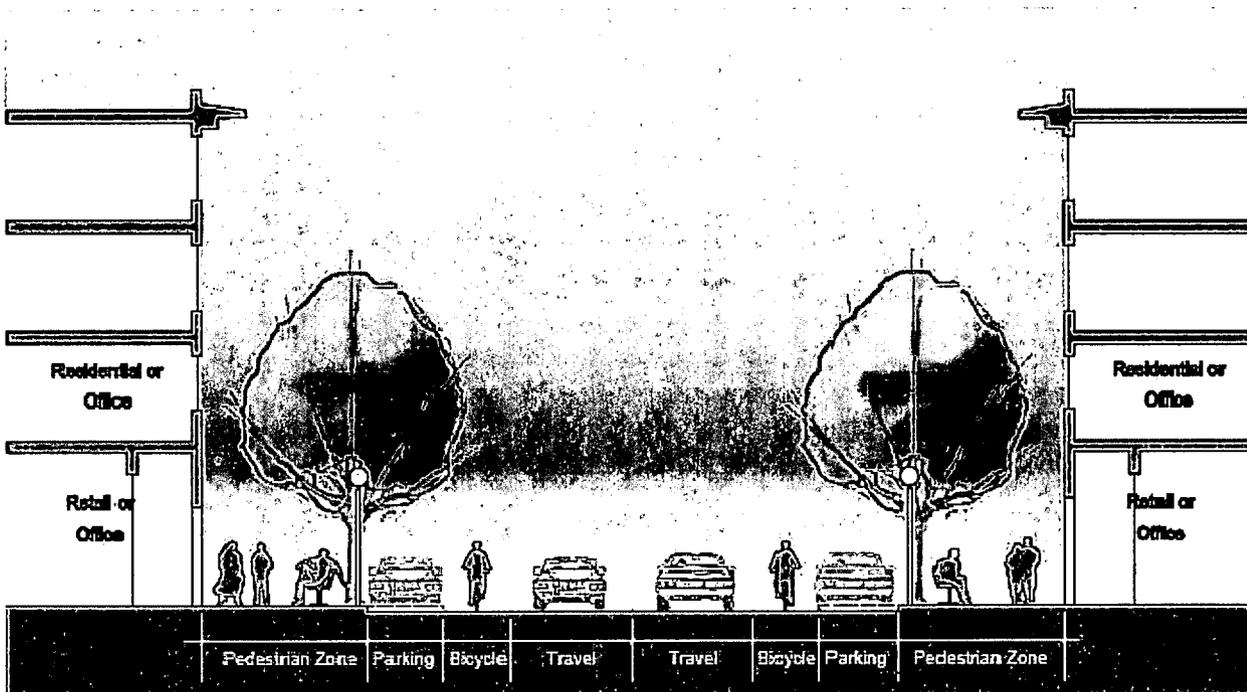


Figure 3: Two lane street with bicycle and parking lanes

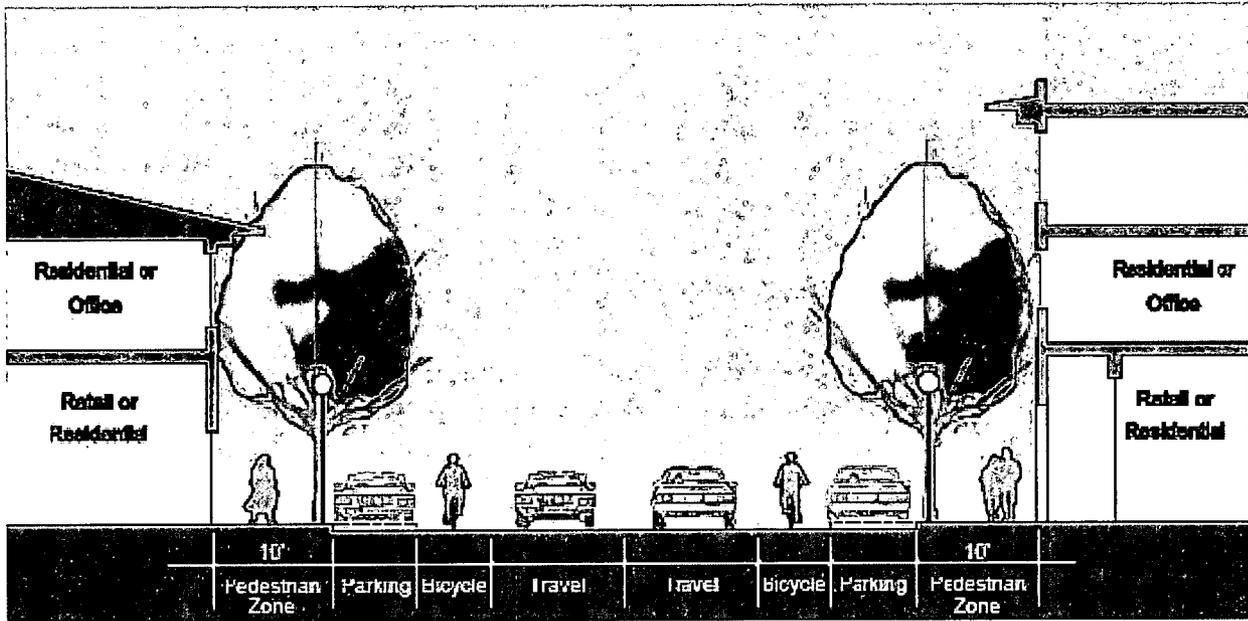


Figure 4: San Joaquin Street between Redding Avenue and Business Drive

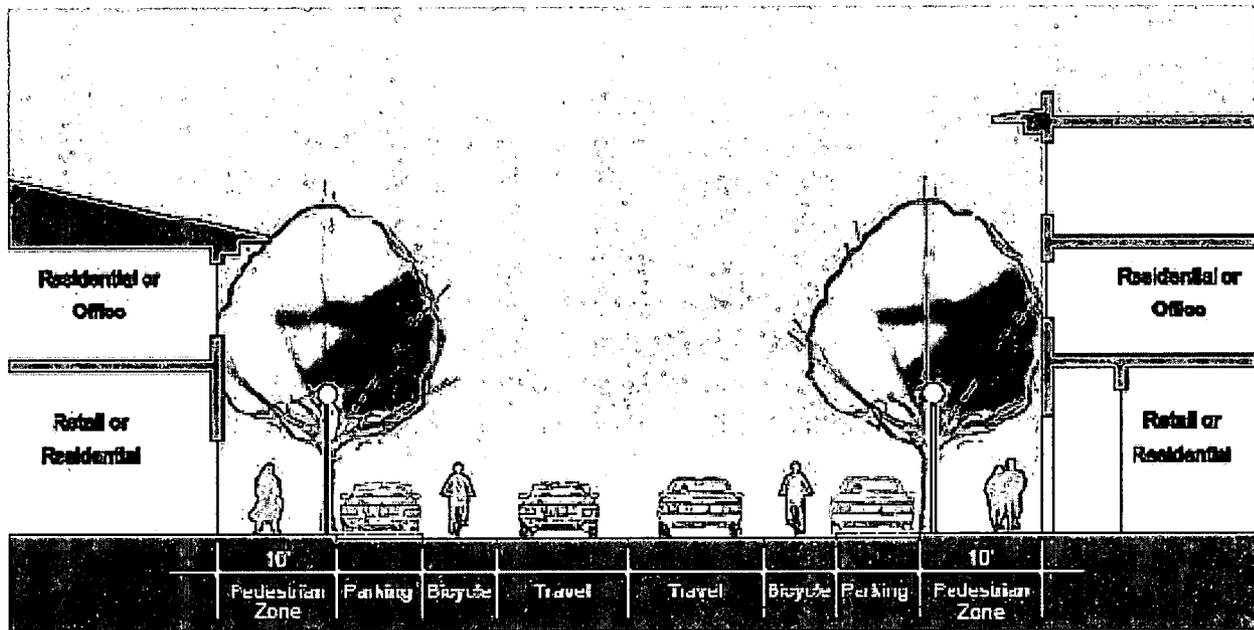


Figure 5: Broadway between 65th Street and Redding Avenue

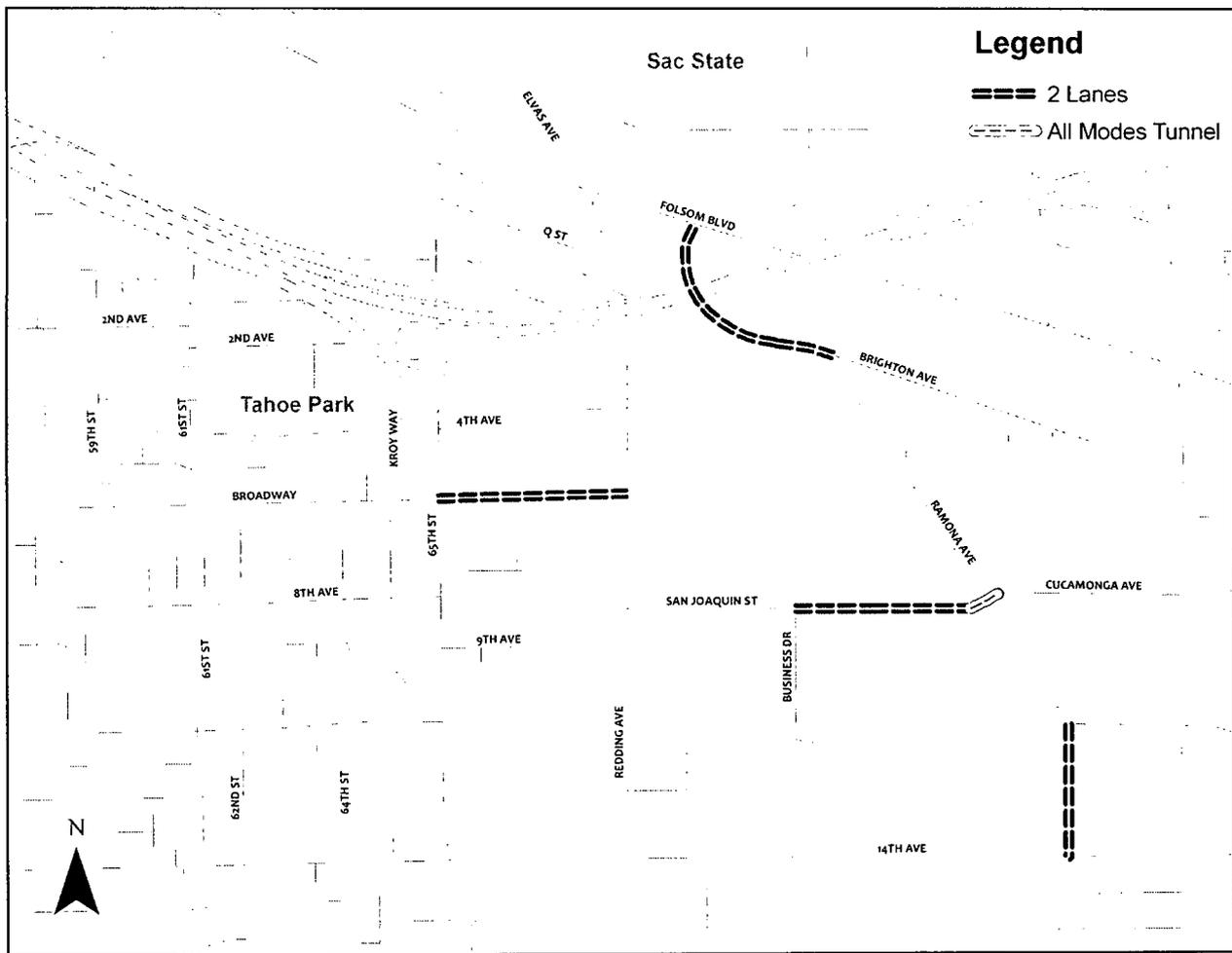


Figure 6: Circulation Plan for South 65<sup>th</sup> Transit Village