

## **RESOLUTION NO. 2011-147**

Adopted by the Sacramento City Council

March 15, 2011

### **AMENDING THE NORTH SACRAMENTO COMMUNITY PLAN CHAPTER OF THE 2030 GENERAL PLAN TO ADD POLICIES FOR THE NORTHEAST LINE TRANSIT VILLAGES AND TO ESTABLISH THE NORTHEAST LINE TRANSIT VILLAGE DEVELOPMENT DISTRICTS FOR THE GLOBE, ARDEN/DEL PASO, AND ROYAL OAKS LIGHT RAIL STATIONS (LR09-021)**

#### **BACKGROUND**

- A. On October 15, 2002, the City Council accepted the Transit for Livable Communities (TLC) recommendations, which provided recommendations and strategies for transit-supportive development proximate to existing and future light rail stations.
- B. On July 24, 2007, the City Council accepted the Northeast Line Light Rail Stations Plan as the guiding vision for development within the quarter mile radius around the Globe, Arden/Del Paso, and Royal Oaks light rail stations. This plan consisted of design guidelines, recommended land use changes and an infrastructure assessment.
- C. On March 3, 2009, the City Council adopted the 2030 General Plan, which includes land use and policy direction to promote infill development in key opportunity areas, including commercial corridors and areas served by transit, such as the Northeast Line Light Rail Corridor.
- D. On October 6, 2009, the City Council designated the Northeast Line Light Rail Corridor as a Tier 2, shovel-ready area in order to promote reinvestment efforts in the area and to prepare the area for new development that would fulfill the vision of the 2030 General Plan and other past planning efforts.
- E. The policies in Exhibit A, comprising the Northeast Line Transit Village Plan for the Globe, Arden/Del Paso, and Royal Oaks stations, are consistent with the goals and policies of the North Sacramento Community Plan and the 2030 General Plan.
- F. The policies included in Exhibit A of this resolution support the City's vision for the Northeast Line Light Rail Corridor and were drafted in accordance with the provisions of the State Transit Village Development Act (Government Code section 65460 et seq.), which encourages mixed-use development at higher densities around transit stations.
- G. On February 10, 2011 the City Planning Commission conducted a public hearing on, and forwarded to the City Council a recommendation to approve the components of the Northeast Line Implementation Plan, including the amendments to the North Sacramento Community Plan chapter of the 2030 General Plan as set forth in Exhibit

A (LR09-021).

- H. On March 15, 2011 the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Sections 17.200.010(C)(2) (a) (publication), and received and considered evidence concerning the Northeast Line Implementation Plan, including the amendments to the North Sacramento Community Plan chapter of the 2030 General Plan as set forth in Exhibit A (LR09-021).

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

- Section 1. Environmental Determination: The City Council has approved the environmental review of the Project as being within the scope of the 2030 General Plan Master EIR by Resolution No2011-146.
- Section 1. The North Sacramento Community Plan chapter of the 2030 General Plan is hereby amended to add the language and policies related to urban development in the Northeast Line Corridor as identified in Exhibit A.
- Section 2. All that land within the North Sacramento Community Plan that is not more than a quarter mile from the Globe light rail station is hereby designated the Globe Transit Village Development District pursuant to the Transit Village Development Planning Act of 1994 (Government Code section 65460 et seq.). The Northeast Line Transit Village Plan set forth in Exhibit A and supporting policies have been prepared and are adopted as the transit village plan for the district.
- Section 3. All that land within the North Sacramento Community Plan that is not more than a quarter mile from the Arden/Del Paso light rail station is hereby designated the Arden/Del Paso Transit Village Development District pursuant to the Transit Village Development Planning Act of 1994 (Government Code section 65460 et seq.). The Northeast Line Transit Village Plan set forth in Exhibit A and supporting policies have been prepared and are adopted as the transit village plan for the district.
- Section 4. All that land within the North Sacramento Community Plan that is not more than a quarter mile from the Royal Oaks light rail station is hereby designated the Royal Oaks Transit Village Development District pursuant to the Transit Village Development Planning Act of 1994 (Government Code section 65460 et seq.). The Northeast Line Transit Village Plan set forth in Exhibit A and supporting policies have been prepared and are adopted as the transit village plan for the district.
- Section 5. Exhibit A is a part of this Resolution.

**Table of Contents:**

Exhibit A – North Sacramento Community Plan Amendment Language and Figures

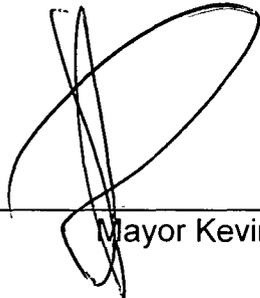
Adopted by the City of Sacramento City Council on March 15, 2011 by the following vote:

Ayes: Councilmembers Ashby, D Fong, R Fong, Pannell, Schenirer, Sheedy, and Mayor Johnson.

Noes: None.

Abstain: None.

Absent: Councilmembers Cohn, and McCarty.



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Mayor Kevin Johnson

Attest:



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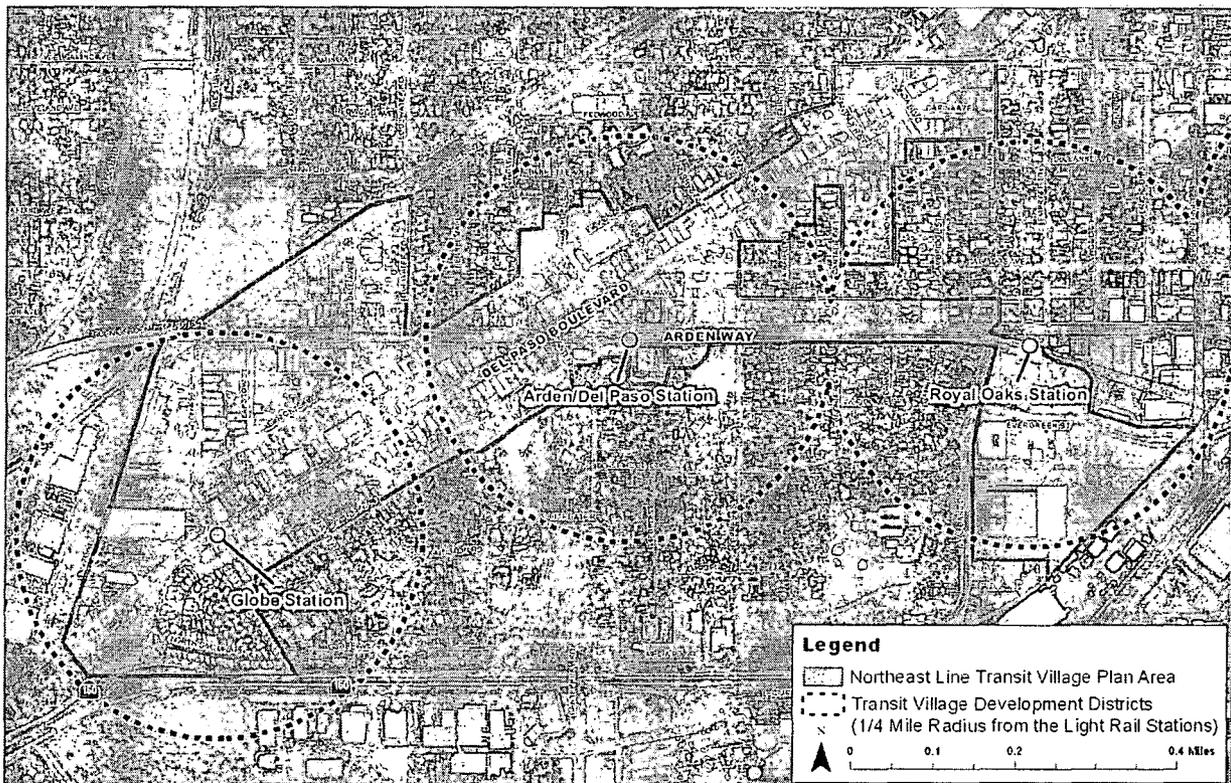
Shirley Concolino, City Clerk

## North Sacramento Community Plan Amendment Language and Figures

*[To be inserted after the infrastructure challenges discussion on page 3-NS-17 of the North Sacramento Community Plan chapter of the City's 2030 General Plan.]*

### ***Policies for the Northeast Line Transit Village Plan***

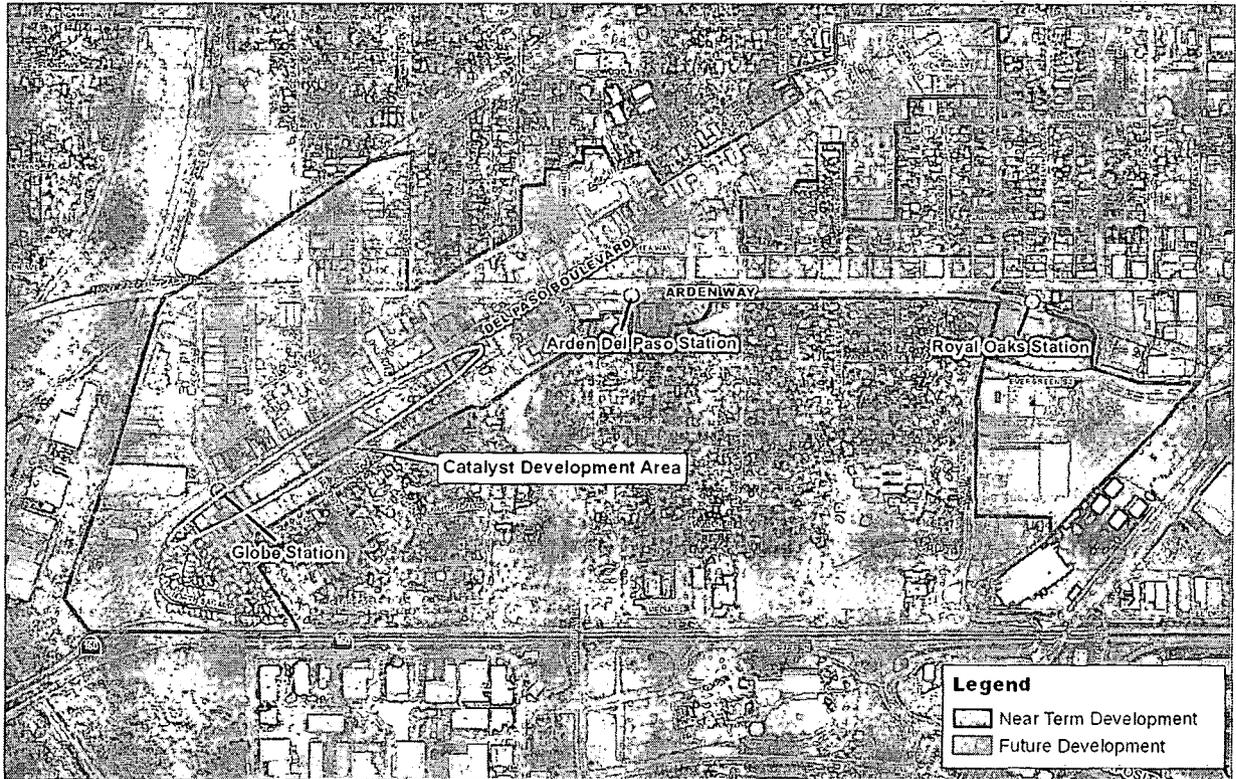
In order to promote reinvestment and the long-term success of the Northeast Line Light Rail Corridor, the City prepared the Northeast Line Implementation Plan (2011), a planning effort to promote new housing, economic development, the strategic financing of infrastructure, public safety, and design needs along the light rail corridor that includes the Globe, Arden/Del Paso, and Royal Oaks stations. The Plan is based on previous planning efforts, including the Northeast Line Light Rail Stations Plan (2007) and Transit for Livable Communities (2002).



**Figure NS-NELTV 1: Northeast Line Transit Village Plan Area (Pursuant to the Transit Village Development Act of 1994 [Government Code section 65460 et seq.]**

The Northeast Line Transit Village shown in Figure NS-NELTV 1 above has three transit village development districts, which are encompassed by land within a ¼ mile radius of the Globe, Arden/Del Paso and Royal Oaks Stations. These three separate transit village development districts are each subject to policies of the overall Transit Village Plan Area where the transit village development districts overlap the Northeast Line Transit Village Plan area. The Northeast Line Transit Village Plan as well as the

Globe, Arden/Del Paso, and Royal Oaks Transit Village Development Districts have been adopted pursuant to State law and embody both the State and City’s vision of intensified development near transit and mixed-use activity centers, which in turn will lead to increased walking and reduced automobile use.



**Figure NS-NELTV-2 – Policy Area for the Northeast Line Transit Village**

The policies included in this section will help to shape a transit village that efficiently utilizes the land around each light rail station and provides a mix of uses that benefit the surrounding community. The areas that will accommodate catalyst development and near term development are shown in Figure NS-NELTV-2, above. Specific infrastructure improvements to facilitate development in these areas have been identified in the 2011 report entitled “Northeast Line Light Rail Stations Plan Phased Infrastructure Recommendations.” Parking facilities shall be developed when on street parking is required to promote economic development.

**NS.NELTV 1.1 Active Ground Level Uses.** The City shall require larger residential mixed use projects along Del Paso Boulevard to have active ground level uses built up to the right of way in order to provide strong street definition and an active edge along the sidewalk. (RDR)

**NS.NELTV 1.2 Prioritized Infrastructure Improvements.** The City shall prioritize infrastructure improvements to support the catalyst development indicated in Figure NS-NELTV-2, above. (SO)

**NS.NELTV 1.3**      **Street Walls.** The City shall ensure that each block along Del Paso Boulevard has a predominant street wall. The street wall shall have a consistent height, be composed of contiguous buildings, and have upper stories stepped back when necessary. (RDR)

**NS.NELTV 1.4**      **Sensitivity to Adjacent Neighborhood Scale.** The City shall ensure that development along Del Paso Boulevard and Arden Way is sensitive to adjacent neighborhood scale and provide a height and mass transition to the medium to higher density development at the corridor. (RDR)

**NS.NELTV 1.5**      **Existing Industrial and Service Oriented Uses.** The City shall allow for the retention and continued operation of existing light industrial and service oriented uses, while providing for a comfortable coexistence with future new residential and commercial development. (RDR)

**NS.NELTV 1.6**      **Ground Floor Visibility.** The City shall require windows to be provided on the street level of new buildings in the Northeast Line Transit Village as a visual link between business and pedestrians. Ground-floor commercial facades facing streets, sidewalks, pedestrian routes and public plazas shall have non-reflective, transparent windows. (RDR)

**NS.NELTV 1.7**      **Parking.** The City shall support reduced parking ratios for transit oriented residential or commercial development in the transit village area while promoting the efficient design and use of parking, including curbside parking, shared parking, and the use of parking structures for higher density development and park-and-ride areas. (RDR)

**NS.NELTV 1.8**      **Temporary Parking Facilities along Del Paso Boulevard.** The City shall work with the Sacramento Housing and Redevelopment Agency to provide temporary parking facilities along Del Paso Boulevard when necessary. (IGC)