City of Sacramento
City Council

915 I Street, Sacramento, CA, 95814
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Meeting Date: **4/5/2011** **Report Type:** Consent

Title: (Pass for Publication) Swanston Station Transit Village Specific Plan (M09-020)

Report ID: 2011-00254

Location: Swanston Station Transit Village Area is generally bounded by El Camino Ave on the north, Arden Way on the south, Capitol City Freeway (Business 80) on the east, and Beaumont and Erickson Streets on the west. Properties fronting on the northern side of El Camino are within the Swanston Station area, Districts 2 and 3

Recommendation: Review: 1) an Ordinance rezoning various parcels in the Swanston Station Transit Village Specific Plan area, 2) an Ordinance establishing the Swanston Station Design Review District and Amending the Boundaries of the North Sacramento Design Review District, 3) an Ordinance repaealing Ordinance No. 2006-051 the Swanston Station Interim Ordinance; and 4) pass for publication the ordinance titles as required by Sacramento City Charter Section 32(c) to be adopted on April 12, 2011.

Contact: Fedolia "Sparky" Harris, Senior Planner, (916) 808-2996, Department of Transportation

Presenter: None

Department: Transportation Department
Division: Planning & Policy
Dept ID: 15001041

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Eileen Teichert, City Attorney Shirley Concolino, City Clerk Russell Fehr, City Treasurer
Gus Vina, Interim City Manager

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City Attorney Review

Approved as to Form
Sabina D. Gilbert
3/24/2011 12:40:31 PM

City Treasurer Review

Prior Council Financial Policy Approval or
Outside City Treasurer Scope
Russell Fehr
3/18/2011 11:29:58 AM

Approvals/Acknowledgements

Department Director or Designee: Jerry Way - 3/22/2011 12:31:53 PM

Assistant City Manager: John Dangberg - 3/23/2011 5:16:57 PM

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Description/Analysis

Issue: A comprehensive plan has been prepared for 230 acres centered on the Swanston Light Rail Station to revitalize vacant and underutilized properties by providing a framework and policy direction to transform the area into an active mixed use transit village. The Plan capitalizes on existing transit-oriented development (TOD) potential by concentrating mixed-use housing and employment growth around the transit hub and improving connections throughout the area while respecting existing residential neighborhoods.

The Swanston Station Transit Village Specific Plan assumes considerable redevelopment and intensification of land uses including higher density and mixed-use housing to accommodate future growth, minimize congestion, and support transit. The Plan's design guidelines build upon and supplement the North Sacramento Residential and Commercial Design Guidelines adopted by the City in 2007 for a clearer direction for transit friendly development.

Policy Considerations: The Swanston Station Transit Village Specific Plan promotes several city policies including: Smart Growth, Infill, the City's Strategic Plan, and the Budget/Capital Improvement Program by increasing development opportunities adjacent to a light rail station; creating policy and vision for the redevelopment of a blighted and underutilized area; encouraging compact, higher density development with a mix of land uses; utilizing existing infrastructure; and refining development guidelines to support mobility and promote pedestrian and bicycle activity.

The following are key Sacramento 2030 General Plan policies furthered by the approval of the Swanston Station Transit Village Specific Plan:

The City shall manage the use of transportation right-of-ways by all travel modes, consistent with the goal to provide Complete Streets, as described in Goal M 4.2. (M 1.1.1 Right-of-Ways)

The City shall promote development of an integrated, multi-modal transportation system that offers attractive choices among modes including pedestrianways, public transportation, roadways, bikeways, rail, waterways, and aviation and reduces air pollution and greenhouse gas emissions. (M 1.2.1 Multimodal Choices)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. (M 1.2.3 Multimodal Access)

The City shall eliminate "gaps" in roadways, bikeways, and pedestrian networks. (M 1.3.3 Eliminate Gaps)

The City shall remove barriers, where feasible, to allow people of all abilities to have access within and among infrastructure serving the community. (M 1.3.4 Barrier Removal for Accessibility)

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. (M 1.3.5 Connections to Transit Stations)

The City shall develop a cohesive pedestrian network of public sidewalks and street crossings that makes walking a convenient and safe way to travel. (M 2.1.4 Cohesive Network)

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. (M 2.1.6 Building Design)

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. (M 3.1.1 Transit for All)

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. (M 4.1.2 Balancing Community Impacts with Economic Development Goals)

The City shall identify existing and new bridges that can be built, widened, or restriped to add pedestrian and/or bicycle facilities. (M 4.2.4 Pedestrian and Bicycle Facilities on Bridges)

The City shall provide bikeway facilities that are appropriate to the street classifications and type, traffic volume, and speed on all right-of-ways. (M 5.1.2 Appropriate Bikeway Facilities)

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. (M 5.1.4 Motorists, Bicyclists, and Pedestrian Conflicts)

Environmental Considerations:

California Environmental Quality Act (CEQA): In accordance with California Environmental Quality Act (CEQA) Guidelines, Section 15081, the City, as Lead Agency, determined that an EIR should be prepared for the Swanston Station Transit Village Specific Plan project. An EIR is an informational document that must be considered by the Lead Agency prior to project approval. CEQA Guidelines Section 15132 specifies that the Final EIR shall consist of: the Draft EIR or a revision of the draft; comments and recommendations received on the DEIR either verbatim or in summary; a list of persons, organizations, and public agencies commenting on the DEIR; responses of the Lead Agency to significant environmental points raised in

the review and consultation process; and additional information provided by the Lead Agency.

The DEIR identified impacts to: air quality, biological resources, cultural resources, hazardous materials, hydrology and water quality, noise, and utilities. Mitigation measures were identified to reduce project impacts to a less than significant level; however, significant and unavoidable impacts related to ground-borne vibration during construction within both the Specific Plan Area and the Long-Term Plan Area and emissions of ozone precursors associated with development in the Long-Term Plan area remain after mitigation. A Mitigation Monitoring Plan (MMP) that lists all of the mitigation measures and required implementing actions was prepared

The DEIR was prepared and released for a forty-five (45) day public review period, beginning on February 23, 2009 and ending on April 24, 2009. Six comment letters were received on the DEIR. The comment letters and responses to comments are included in the FEIR. The FEIR responds to all comments received on the DEIR and revises text and/or analyses where warranted. Pursuant to the requirements of CEQA, copies of the responses to comments were sent to all agencies who commented on the Draft EIR. Copies of the DEIR and FEIR are available on the Development Services Department's webpage:

http://www.cityofsacramento.org/dsd/planning/environmental-review/eirs/

Sustainability: The changes recommended in this report are designed to eventually transform the Swanston Station Transit Village Plan area from an auto-oriented industrial area into a vibrant, transit-oriented, mixed use district that provides opportunities for people to live and work in close proximity and to use transit more frequently and conveniently, thereby reducing vehicle miles traveled and related greenhouse gases.

Commission/Committee Action: On April 1, 2010, City Council adopted Resolution 2010-171 initiating the establishment of the Swanston Station Design Review District and the amendment of the North Sacramento Design Review District boundary according to section 17.132.160 (B) of the City Code. On April 21, 2010, following a noticed public hearing, the Design Commission approved a motion recommending the establishment of the Swanston Station Design Review District and the Amendment to the North Sacramento Design Review District Boundaries, and approval of the Swanston Station Design Guidelines. On January 13, 2011, the Planning Commission directed staff to initiate the process of rezoning properties within the Proposed Swanston Station Transit Village Specific Plan Area. On January 18, 2011, the Law and Legislation Committee approved a motion recommending an Ordinance establishing the Swanston Station Design Review District and amending the North Sacramento Design Review District boundaries. On March 10, 2011, the Planning Commission approved a motion recommending certification of the Swanston Station Transit

Village Specific Plan Environmental Impact Report, adoption of the Mitigation Monitoring Program, adoption of the Swanston Station Transit Village Specific Plan, and rezoning of various properties within the Swanston Station Transit Village Specific Plan. On March 15, 2011, the Law and Legislation Committee approved a motion recommending the rezoning of various properties within the Swanston Station Transit Village Specific Plan.

Rationale for Recommendation: Parcels within one-quarter mile of the existing Swanston light rail station qualify as a transit village development district as defined in California Government Code section 65460.4. Establishing a transit development district will allow the City to adopt a transit village plan and apply for specialized funding and expedited permitting at the State level. Specific Plans can be prepared for the systematic implementation of a General Plan as defined in California Government Code Section 65450 et seq. Adopting the Swanston Station Transit Village Specific Plan provides the City with an implementation tool to guide future development in an area identified in the 2030 General Plan as an Opportunity Area for Transformative New Growth. Amending the North Sacramento Design Review District boundaries and adopting the Swanston Station Design Review Guidelines provides City staff with clear direction for the design standards that should be sought from both public and private development. Finally, approving the initial phase of rezoning in the Specific Plan area allows property owners to more easily develop the uses envisioned by the Specific Plan, while reserving their rights to maintain lawfully existing uses.

Financial Considerations: The Specific Plan includes a financing strategy, which provides infrastructure cost estimates to address both existing deficiencies and the needs of planned development and a funding strategy based initially on grant funding and developer financed off-site improvements. Infrastructure cost estimates total just over $37,000,000 for all of the improvements proposed with $8,000,000 anticipated for the Phase 1 Strategic Phase and the remaining $29,000,000 for the Phase 2 Long Term buildout. Approval of the actions included in this report will not commit the City to any specific financial obligations.

Emerging Small Business Development (ESBD): The ESBD requirements do not apply to this subject.

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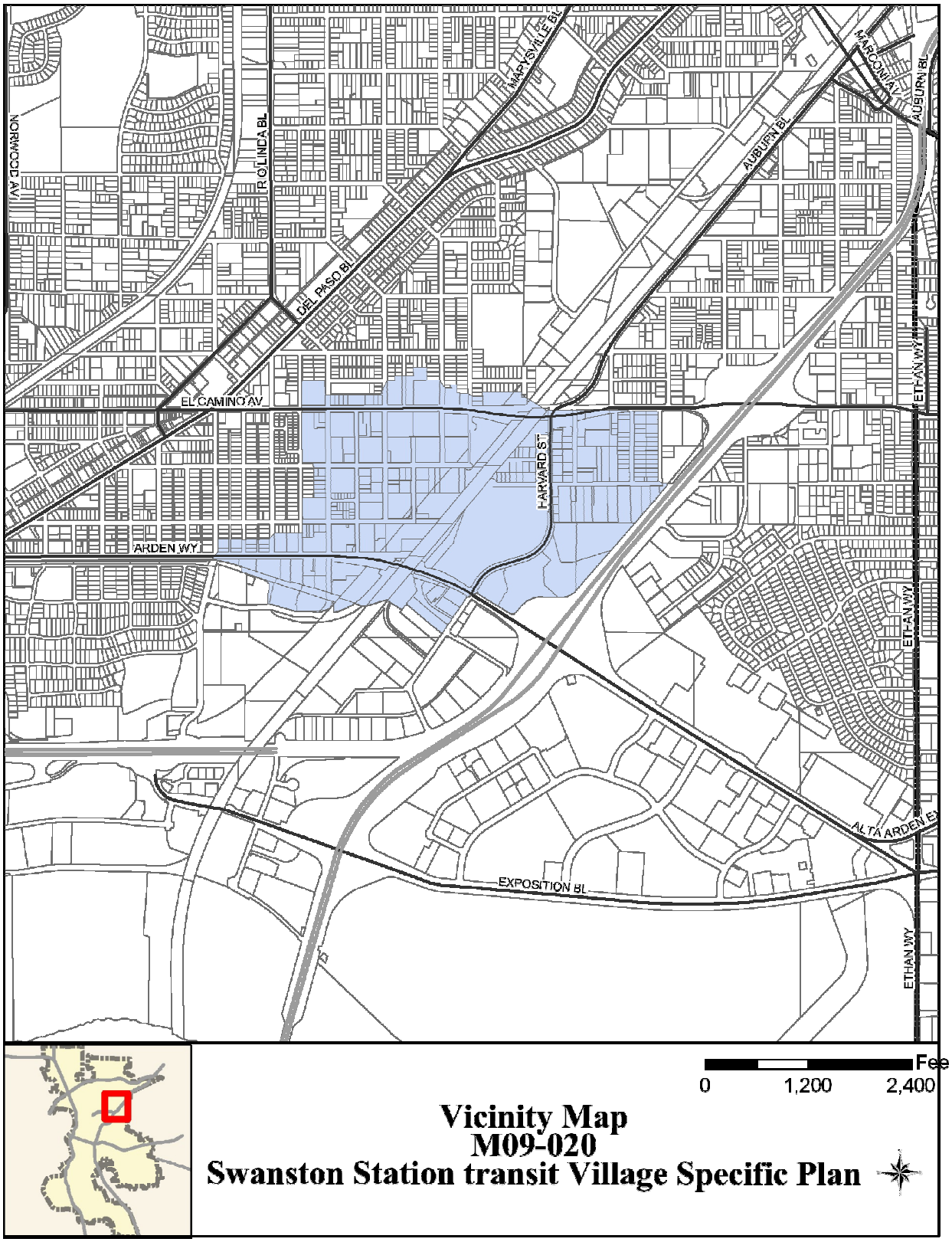
Attachment 1



Vicinity Map
M09-020
Swanston Station transit Village Specific Plan

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Attachment 2

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SPECIFIC PLAN BACKGROUND

The Swanston Station Transit Village Specific Plan envisions a strategic approach to development that involves a set of priority improvements and matching these priorities to funding mechanisms. Phase 1, the Strategic Plan, focuses on improvements and development or redevelopment west of the railroad tracks in an area currently undergoing transition. Phase 1 calls for new infill development adding approximately 300 dwelling units and approximately 140,000 gross square feet of commercial floor space along Arden Way and the parcels closest to the light rails station bounded by Dixieanne Avenue and Lexington Street to capitalize on the energy of recent developments and the revitalization of Dixieanne Park. Phase 2, the Long-Term Plan, anticipates the development of approximately 2,600 additional dwelling units and 510,000 gross square feet of additional commercial floor space after the year 2025. The Swanston Station Transit Village Plan provides clear direction on the development of the public and private interface. Below is a discussion of the Specific Plan's planning strategies and key elements.

Planning Strategies

After extensive public workshops, five planning strategies were established from the guiding framework, which are as follows:

1. Create a Sense of Place by: a) creating a unique identity to the transit village and b) identifiable public realm

2. Improve Circulation and Connectivity by: a) improving pedestrian experience, b) providing safe and direct pedestrian crossings over the RT and SP Tracks, c) creating safe and convenient bike connections and d) completing and augmenting existing pedestrian and bicycle framework

3. Maximize TOD Potential through: a) higher density, market friendly, non auto-oriented development, b) utilizing vacant and underutilized opportunity sites and c) maximizing connection opportunities.

4. Build Upon Synergy of Existing Assets and Planned Development by: a) maximizing the positive investments that have or are occurring on Del Paso Boulevard, Ericson and Evergreen Streets and improvements on Dixieanne Avenue, b) capitalizing on established neighborhoods such as Woodlake, Dixieanne, South Hagginwood and Ben Ali by extending neighborhood character and creating linkages between these neighborhood and Swanston area;

5. Provide Redevelopment Incentives by: a) assembling small parcels to allow for design and construction efficiencies, b) providing essential utilities that support development, and c) providing financial incentives through the purchase and preparation of sites for private development, and d) if possible identify subsidies for development fees.

These strategies assisted in establishing the vision for two distinctive neighborhoods on either side of the Union Pacific tracks that build upon the surrounding context.

Key Elements

In addition, the Specific Plan addresses key elements that layer to create a unique transit-oriented development. The key elements include:

1. Open Space – the open space plan incorporates a hierarchy of open space amenities that support a strong and vibrant community life, providing gathering opportunities, amenities for a variety of users, relief from the intensity of development, and improved access to the transit station and other major destinations. This is accomplished through:

    a. 10 acres of park space developed as four neighborhood parks, two on either side or the light rail lines. Dixieanne Park is envisioned as the central neighborhood park west of the tracks.

    b. Pocket parks – small open space amenities approximately 0.4± acres of open space may include seating areas, gathering areas, multi-use play areas, children's play areas, tot lots, gardens and picnic areas. The plan identifies eight pocket parks integrated throughout the plan area for a total of 3.2± acres.

    c. Plazas and Promenades – meant to strengthen the bicycle and pedestrian connections to the light rail station. This open space area comprised of three plazas and promenades totaling 1.25± acres bracket the station area and utilize textured paving materials, shade shelters, and trees to enhance the transit experience.

    d. Mews and Greenways – are incorporated to break up large blocks, provide buffer space between existing and new development. In addition, mew and greenways create opportunities for on-site storm water filtration. These greenways total more than five acres and are woven throughout the plan area.

2. Transportation- The transportation infrastructure comprises a variety of transit options from automobile, public transit, pedestrian, and bicycle. The street network provides opportunities for all transportation components. The circulation network for the Swanston Station transit village includes a hierarchy of streets, which provide increased identity and connectivity for the area.

    a. Arterials within the Swanston Station area include Arden Way and El Camino Avenue. These two streets serve as major vehicular corridors in North Sacramento. In order to support alternative modes of transportation to the transit station and local amenities, improvements to the pedestrian and bicycle environment are warranted.

    b. Collector Streets, identified as "Entry Streets", provide access to the transit village and station and are key to the design because of the poor visibility of the

transit station and its location off major roadways. Harvard Street east of the tracks and Evergreen Street west of the tracks are identified as “entry streets”

c. Neighborhood Streets access within the area is provided by a grid pattern that supports the highly connected public realm.

d. Alleys provide rear access to residential and mixed use developments, parking and service areas. Alleys are a key component of the layout locating auto-oriented functions behind development, allowing a pedestrian friendly edge to line the sidewalks along the streets.

e. Transit circulation supports the light rail station. Planned relocation of the Arden/Del Paso bus transfer center establishes the Swanston Station as a major transit hub. The transit promenade directly links the light rail station with the bus center to streamline multi-modal transit connections, encouraging alternate means of accessing the Swanston Station. The Point West Shuttle service is planned to be extended to connect the subareas of east and west of the tracks to major destinations in the Point West neighborhood such as Arden Fair Mall and a variety of hotels.

f. Bicycle and Pedestrian circulation is to be improved and expanded to support connectivity and access to and around the light rail station, primary routes that children use to access Woodlake and Northwood elementary schools and local amenities. A new pedestrian and bicycle bridge connecting Dixieanne Avenue and Silica Avenue will provide a direct connection between the transit station and destinations east of the tracks. A pedestrian off-ramp from the west side of Arden Way overpass is intended to shorten the travel route for those crossing the tracks to access the buses and light rail directly connecting the bus transfer center to the transit promenade.

Street sections for local streets will follow the Pedestrian Friendly Street Standards. Due to constrained rights-of-way, street redesigns need to balance the needs of automobiles, bicyclists and pedestrians.

3. Land Use, Zoning and Design Guidelines – the vision for Swanston Station is a mixed use community with two distinct characters on either side of the tracks.

The west side is a residential mixed use community characterized by Dixieanne Avenue, the residential “Main Street” and focal points such as Dixieanne Park and the transit station and plaza, that serve as community gathering spaces. Development west of the tracks is interspersed with a variety of greenways, mews and pocket parks which provide open space relief and amenities for residents.

The east side of the tracks is more employment oriented supporting a wide range of uses including residential. Development is organized around Silica Avenue with a series of activity nodes along Harvard Street. While much of the development is more suburban in nature, the orientation of buildings and careful design of the public realm encourages pedestrian and bicycle use.

The Specific Plan provides design guidelines for implementing the vision, by integrating new circulation patterns and open space network into the residential and mixed use development planned. The two sub-areas on either side of the track have different characteristics based upon the existing context of the surrounding development.

The west side of the tracks is planned as predominantly residential with a fine-grained development pattern, respecting the small scale character of the existing Dixieanne neighborhood. The concept on the west side is characterized by smaller one to three story single-family townhomes and row houses on the westernmost edge of the Specific Plan, complementing the existing single family homes. Density will be achieved with small lot development. The scale and intensity rises as residential uses transition into three-story attached townhomes and row houses and four to five story condominiums and apartments closest to the transit station.

East of the tracks the plan envisions high intensity and large-scale office, mixed use and residential buildings that complement the existing business parks in scale. The Specific Plan calls for a mixed use land use designation with a significant amount of housing. The market study completed for the plan determined that residential uses were more likely east of the tracks, but the existing diversity of uses in the area led to the determination to provide greater flexibility for future development. The Specific Plan recognizes higher intensity development north of Silica Avenue and west of Harvard Street. North of Silica Avenue and east of Harvard Street, two to four story townhomes are envisioned to transition to the existing Ben Ali neighborhood. Silica Avenue serves as the “main street” for the eastern portion of the plan area and is envisioned to be lined with mixed use and residential developments to provide an active edge to the street.

The design guidelines in the Swanston Station Specific Plan provide a tool for guiding the development of both the public realm and private realm around the Swanston light rail station. The public realm guidelines provide general direction for roadways, sidewalks and landscaping, crosswalks and bulbouts, cross-track connections, public-private interface, street furniture and lighting, and signage, with more specific guidelines for Dixieanne Avenue, Arden Way, El Camino Avenue, Evergreen Street, Silica Avenue, neighborhood parks, pocket parks, the transit plaza and promenades, greenways, and mews. The private realm guidelines provide general guidance for block scale, building scale, residential density and floor area ratio, massing, heights and setbacks, building character and façade articulation, parking, alleys and service access, building uses, stormwater management, and passive cooling with more specific guidance related to building prototypes.

4. Infrastructure – Water and sewer infrastructure in the area is adequate to serve the current uses and some immediate growth. The area’s drainage infrastructure presents some existing deficiencies. Furthermore, the area’s drainage system does not currently meet the City’s drainage performance standard as some streets may flood in a 10-year storm and certain properties may be damaged in a 100-year storm. The proposed development scenarios pose a potentially significant impact on the City’s drainage system. The City currently does not have a drainage capital improvement program which can implement the needed improvements to solve the

existing deficiencies and accommodate future growth. However, the DOU plans to propose a Development Impact Fee and a Drainage Rate augmentation which would result in an adequate capital improvement program. In the interim, or should those efforts not materialize, each project shall mitigate its drainage impacts by "doing no harm." In 1996 West Yost & Associates prepared a Drainage Master Plan for Basin 151 (WYA report) that identified improvements needed to upgrade the system to meet the City's 10 and 100 year drainage performance criteria. The WYA report identified two above ground storm water detention basins within the plan area: 1) the Green Street Basin located near Green and Calvados Avenue; and 2) the Intertrack Basin, located near the railroad tracks. The proposed Swanston Transit Village Specific Plan would not interfere with construction of the Intertrack Basin. Since the Green Street Basin is no longer available it was not included in the Long Term Development scenario. The Plan proposes two storm water detention basins equal in function to the previously proposed Green Street basin through the construction of above ground detention basins in the short term to be replaced by a subsurface detention system in the long term. With the construction of a subsurface detention system, the plan is to be able to maximize development opportunities adjacent to the light rail station. While this may be a costly approach, funding may be available through redevelopment tax increment as well as grants for infrastructure improvements for infill development as the plan area builds out.

5. Implementation: Phasing and Financing – Phasing and financing of the Specific Plan area must be accomplished carefully to provide incentive for catalytic projects to emerge without mandating an unrealistic amount of immediate change. Anticipated phasing of development was noted above; Phase 1 – Strategic Plan and Phase 2 – Long Term Plan. The plan has identified several short and long term actions that include focusing investment, investing in the public realm and implementing improvements such as the pedestrian, bike overpass across the light rail tracks and exploring the possibility of expanding the North Sacramento Redevelopment Area to the east of the tracks to maximize funding opportunities to address both of these phases.

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LAND USE BACKGROUND

The Swanston Station Transit Village Specific Plan takes full advantage of the close proximity of the Swanston Light Rail Station. The area currently is a mix of land uses ranging from single family homes to industrial. These uses are predominately of low intensity and may once have benefited from proximity to heavy rail but do not take advantage, nor enhance the role of the light rail station that exists today.

The Sacramento 2030 General Plan designates land in the Swanston Station Transit Village area as Urban Neighborhood Low Density (27.5± ga); Employment Center (Mid Rise) (60.2± ga); Urban Center Low (40.7± ga); and Urban Corridor Low (61.7± ga).

Urban Neighborhood Low Density designated areas provide for moderate-intensity urban housing and neighborhood-support uses including the following: small-lot single-family dwellings, small-lot single-family attached dwellings (e.g., duplexes, triplexes, townhomes), accessory second units, mixed-use neighborhood-serving commercial, and compatible public, quasi-public, and special uses. Residential densities fall between 12 and 36 dwelling units per net acre. Floor area ratios fall between a range of 0.5 and 1.5.

Employment Center (Mid Rise) designated areas play a critical role in accommodating new businesses and creating new jobs. The combination of high-density buildings and low site coverage in existing employment centers provides the opportunity for new infill development in these areas with complementary uses that transforms the existing single use areas into more self-sufficient mixed-use areas with reduced dependence on automobile transportation. Residential densities fall between 18 and 60 dwelling units per net acre. Floor area ratios fall between 0.35 and 2.0.

Urban Center Low designated areas provide for smaller urban areas throughout the city. Each center includes employment-intensive uses, a mix of housing, and a wide variety of retail uses. Urban Center Low is located around light rail stations, along local arterials, and in other key areas of the city. Building heights for Urban Center Low tend toward low- and mid-rise structures. Other characteristics will take into account adjacent neighborhoods, such as stepping down building heights from mid-rise structures to adjacent lower density neighborhoods. Residential densities fall between 20 and 150 dwelling units per net acre. Floor area ratios fall between 0.4 and 4.0.

Urban Corridor Low designated areas include street corridors that have multistory structures and more-intense uses at major intersections, lower-intensity uses adjacent to neighborhoods, and access to transit service throughout. At major intersections, nodes of intense mixed-use development are bordered by lower-intensity single-use residential, retail, service, and office uses. Street-level frontage of mixed-use projects is developed with pedestrian-oriented uses. The streetscape is appointed with landscaping, lighting, public art, and other pedestrian amenities. Residential densities

fall between 20 and 110 dwelling units per net acre. Floor area ratios fall between 0.3 and 3.0.

The assignment of land use designations for the properties within the Specific Plan was driven by the principles established for the Specific Plan. The Specific Plan land use designations of Mixed Use and Residential Mixed Use are consistent with the General Plan land use designations for each of the properties, and the density and intensity of those uses established by the Specific Plan are also consistent with the General Plan development standards applicable to each of the properties.

The North Sacramento Community Plan and the Arden Arcade Community Plan both include portions of the Swanston Station Transit Village Specific Plan area. Amendments to these community plan chapters of the 2030 General Plan will be brought forward by staff at a later date to develop a clearer integration of the Specific Plan guidelines.

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ZONING BACKGROUND

The Specific Plan area is currently a combination of zoning designations dominated by Industrial (M-1) zoning. The Specific Plan recommends rezoning approximately 77± gross acres of the property in the Specific Plan area to Residential Mixed Use Transit Overlay (RMX-TO) and approximately 58± gross acres to General Commercial Transit Overlay (C-2-TO) allowing flexibility in the development of the area and greater residential density consistent with transit-oriented development (Exhibit A). This zoning takes advantage of the existing Swanston light rail station to promote transit supportive uses, discourage auto-related uses, and allow greater height, density and intensity close to transit.

In the Specific Plan area, the Residential Mixed Use Transit Overlay (RMX-TO) zone would permit higher density residential, office and limited commercial uses. Commercial development would be limited to a maximum of fifty (50%) percent of the gross floor area of the development and could be developed in the same building or in a separate building on the same site as the residential development. Residential density in this zone ranges from a minimum of 15 to a maximum of 60 dwelling units per net acre. Densities greater than 60 units per net acre may be allowed by approval of a Planning Commission special permit if the higher density is consistent with the General Plan. The maximum height allowed is 55 feet but can be increased to 75 feet with Planning Director approval, except for parcels located within 100 feet of property zoned or used for single family use. Finally, nonresidential development in this zone has a net floor area ratio (FAR) of not less than 0.4 and not greater than 3.0.

In the Specific Plan area, the General Commercial Transit Overlay Zone (C-2-TO) would provide for the sale of commodities, or performance of services, including repair facilities, small wholesale stores or distributors, limited processing and packaging, and residential. In this zone the maximum height allowed is 55 feet but can be increased to 75 feet with Planning Director approval, except for parcels located within 100 feet of property zoned or used for single family use. Finally, nonresidential development in this zone has a net floor area ratio (FAR) of not less than 0.4 and not greater than 3.0.

On the east side of the tracks, several parcels currently zoned for industrial uses (M-1, M-1-LI, M-2) south of Arden Way and several parcels zoned for office uses (OB-PUD, OB-LI) on and adjacent to the former USAA properties were not proposed for rezoning as part of the Specific Plan. Subsequent to the completion of the draft Specific Plan, the decision was made to recommend that the USAA properties be rezoned to Commercial (C-2) to bring the properties into consistency with the 2030 General Plan designations that had been applied in March of 2009.

Recognizing the current economic downturn and the absence of a convenient pedestrian crossing of the tracks, rezoning of all of the properties in the Specific Plan seemed presumptuous and premature. For these reasons, staff proposes to

strategically rezone properties in the Specific Plan area in incremental phases both spatially and in intensity.

The initial phase calls for: rezoning of parcels along the station side of the tracks at Swanston Station and south of the realigned Lumberjack curve to Residential Mixed Use Transit Overlay (RMX-TO); rezoning of blocks north and south of Dixieanne Avenue and blocks north of Calvados Avenue to Residential Mixed Use (RMX); rezoning of the blocks south of Arden Way to General Commercial Transit Overlay (C-2-TO); rezoning of the block along the north side of Arden Way, the blocks along the south side of El Camino, the USAA properties, three parcels along Knoll Street, and one parcel on Harvard Street to General-Commercial (C-2); and rezoning all of the Light Industrial (M-1) on the east side of the tracks to Light Industrial Review (M-1-R). See Exhibit B.

The Light Industrial Review (M-1-R) zone allows most fabricating activities, with the exception of heavy manufacturing and the processing of raw materials after a plan review has been approved by the Planning Commission or Zoning Administrator to ensure that future development will relate to characteristics of the site prior to any building permit or other construction permit. This zone was selected as an interim rezoning designation for several parcels in the Specific Plan area that were planned for Residential Mixed Use Transit Overlay to recognize that transformation, especially on the east side of the tracks, will happen gradually and will rely heavily on a new pedestrian crossing of the tracks that has yet to be approved or funded. The addition of the -R designation (Plan Review) will allow the City to better monitor the area to ensure that future development does not deviate significantly from the vision established by the 2030 General Plan and the Specific Plan.

In the Specific Plan area, the Residential Mixed Use (RMX) zone allows a mix of moderate density residential and neighborhood-serving commercial uses as a matter of right, and is intended to preserve existing housing stock and the residential character of neighborhoods while encouraging the development of new housing opportunities, as well as neighborhood-oriented ground-floor retail and service uses. Commercial and office uses are limited to the ground floor only and may occupy up to a maximum of fifty (50) percent of the building square footage. Up to 100% commercial and office uses may be permitted with a special permit. Residential density cannot exceed 36 dwelling units per net acre. Building heights shall not exceed thirty-five (35) feet; however, the planning commission shall have the authority to issue a special permit for a residential or residential mixed-use building up to forty-five (45) feet in height. This zone has no minimum floor area ratio for nonresidential development. This zone was selected as an interim rezoning designation for several parcels identified for Residential Mixed Use Transit Overlay (RMX-TO) in the Specific Plan in order to remove the minimum floor area ratio for parcels anticipated to realize TOD intensities after other catalyst projects closer to the station develop.

In the Specific Plan area, the general commercial (C-2) zone provides for the sale of commodities, or performance of services, including repair facilities, offices, small wholesale stores or distributors, and limited processing and packaging with residential

uses allowed by special permit. Generally, the height limit for buildings in the C-2 zone located one hundred (100) feet or less from residentially zoned property is thirty-five (35) feet; forty-five (45) feet for buildings located more than one hundred (100) feet from residentially zoned property; and fifty-five (55) feet for buildings with twenty-five (25) percent or more square feet of gross floor area in residential use. There is no minimum floor area ratio for nonresidential uses. This zone was selected as an interim rezoning designation for several parcels identified for General Commercial Mixed Use Transit Overlay (RMX-TO) in the Specific Plan in order to remove the minimum floor area ratio for parcels anticipated to realize TOD intensities after other catalyst projects closer to the station develop

Full implementation of the rezoning recommendations of the Specific Plan would be carried out over time as the area transforms to more transit-supportive uses and the planned pedestrian crossing is built to allow better access from the east side of the tracks to the light rail station. In this way, properties are not unreasonably required to develop at the densities and intensities expected to support a vibrant and successful transit village before that environment has had an opportunity to establish itself.

The Planning Commission initiated the proposed rezonings at its meeting on January 13, 2011.

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Exhibit A

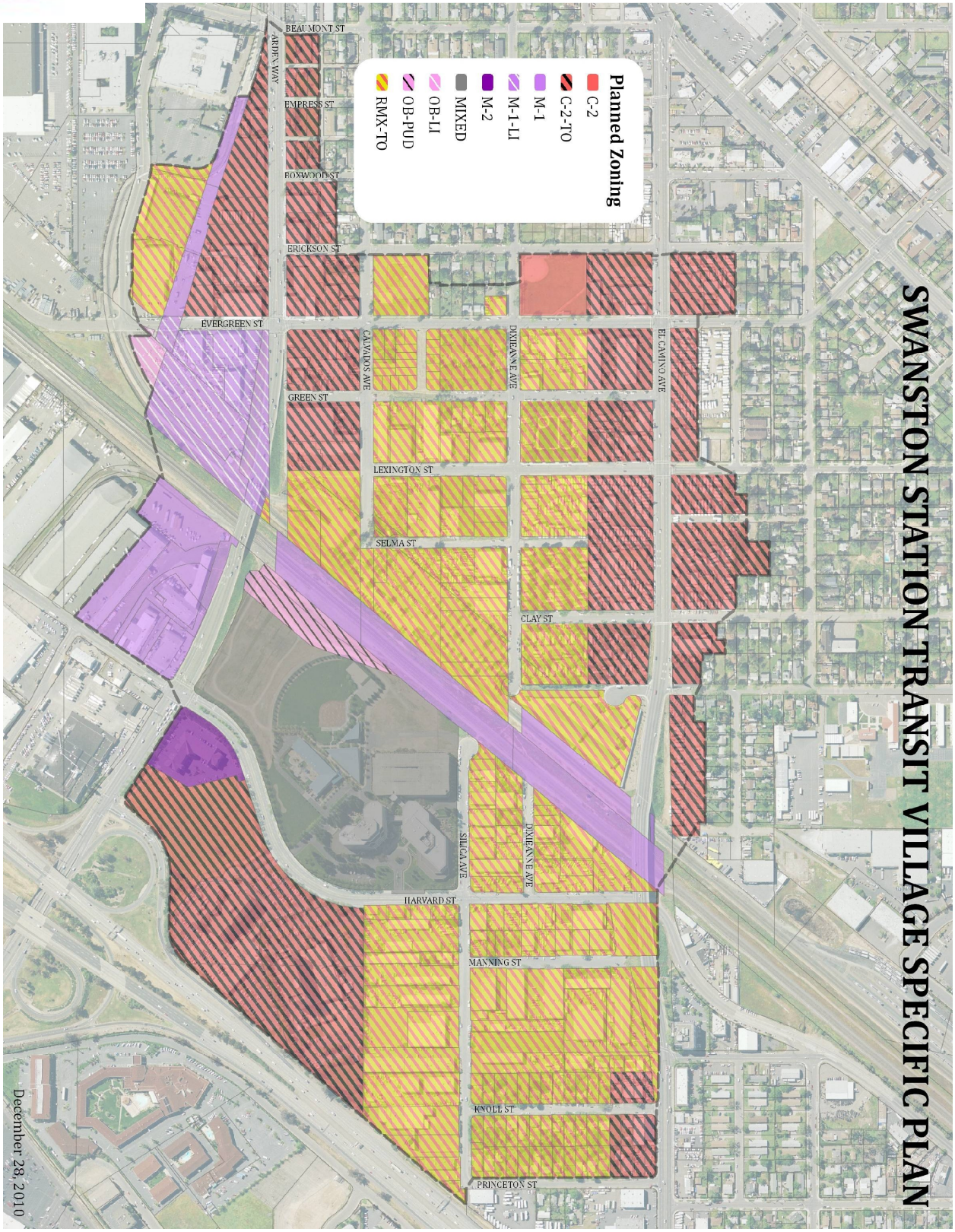

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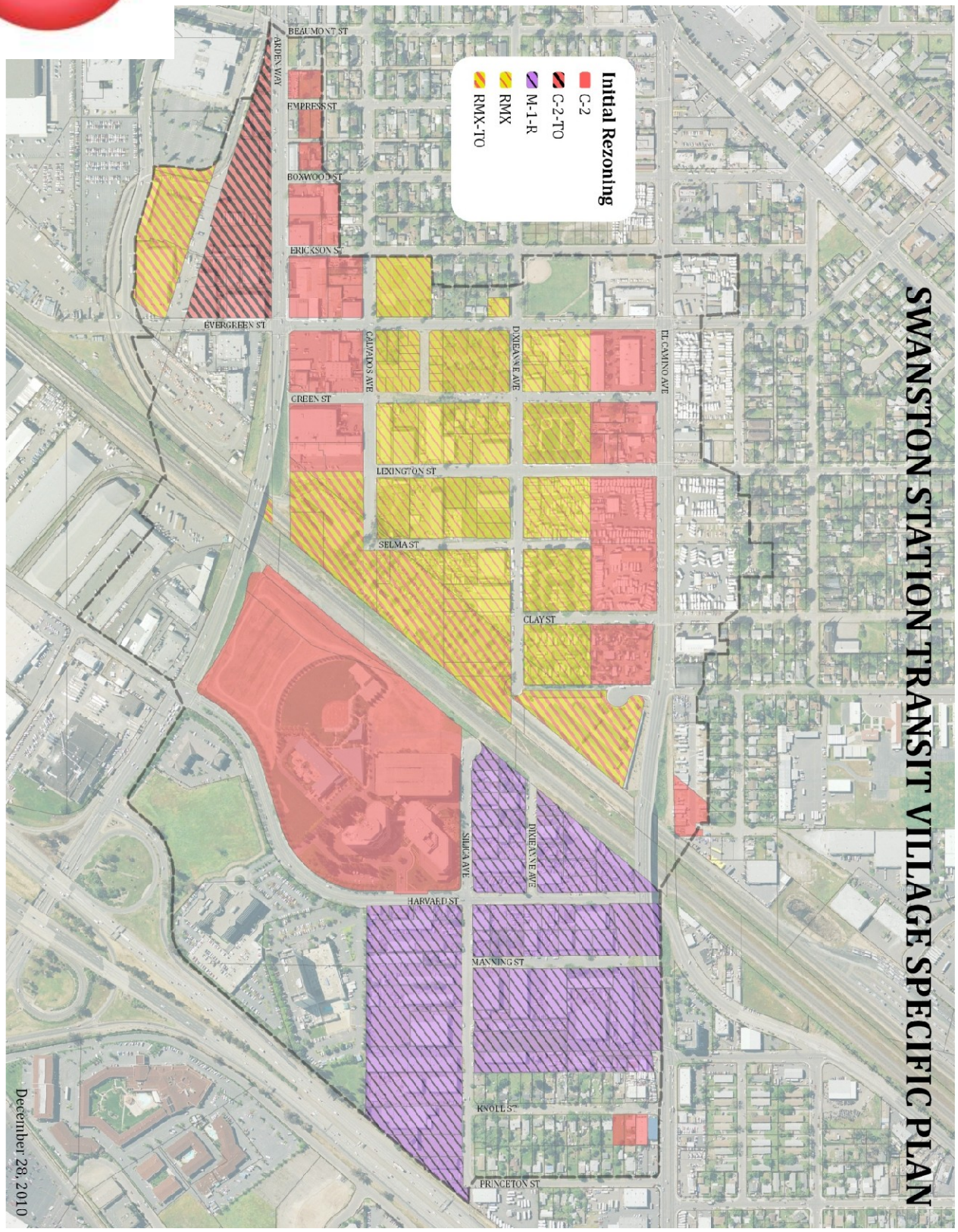
Exhibit B



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Attachment 6

DESIGN REVIEW BACKGROUND

The boundaries of the Swanston Station Transit Village Specific Plan overlap with the boundaries of the existing North Sacramento Design Review District, which has an existing set of design guidelines. Rather than amending the design guidelines of the North Sacramento Design Review District to incorporate the Swanston Station design guidelines, staff believes that it would be more efficient to remove that portion of the North Sacramento Design Review District that overlaps with the Swanston Station Specific Plan area and to establish a new Swanston Station Design Review District based on the boundary and the design guidelines of the Specific Plan. The design guidelines prepared as part of the Specific Plan have been reformatted to be adopted as a stand-alone document to be used for all projects within the new Swanston Station Design Review District.

City Council initiated the establishment of the Swanston Station Design Review District and amendments to the boundaries of the North Sacramento design Review District by resolution at its meeting on April 1, 2010. The Design Commission recommended that the City Council amend the North Sacramento Design Review District, establish the Swanston Station Design Review District, and adopt the Swanston Public and Private Realm Design Guidelines at its meeting on April 21, 2010.

City staff must review the design of any proposed infill project or major renovation of or addition to an existing structure within the North Sacramento Redevelopment Area and the Swanston Design Review District. Following such a review, Staff must provide early notification to adjacent property owners and community groups of the proposed project. Once a project has been deemed consistent with the Swanston Design Guidelines by Design Review staff or the appropriate review board, as necessary, an application for a building permit may be submitted, provided that any other planning entitlements needed for the project have been approved.

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Attachment 7

CITY PLANNING COMMISSION PROPOSED RECORD OF DECISION RECOMMENDED FINDINGS OF FACT AND CONDITIONS OF APPROVAL SWANSTON STATION TRANSIT VILLAGE SPECIFIC PLAN (M09-020)

A&B. The Planning Commission has reviewed and considered the information contained in the Environmental Impact Report for the Swanston Station Transit Village Specific Plan in making the recommendations set forth below and in Attachment 8.

C. The Planning Commission recommends approval and forwards to the City Council the Swanston Station Transit Village Specific Plan as set forth in Attachment 9.

D. The Planning Commission recommends approval and forwards to the City Council the Rezoning for the Swanston Station Transit Village Specific Plan as set forth in Attachment 8.

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Attachment 8

ORDINANCE NO. 2010-XXX

Adopted by the Sacramento City Council

AN ORDINANCE AMENDING TITLE 17 OF THE SACRAMENTO CITY CODE (THE ZONING CODE) BY REZONING VARIOUS PARCELS OF REAL PROPERTY FOR CONSISTENCY WITH THE SWANSTON STATION TRANSIT VILLAGE SPECIFIC PLAN (M09-020)

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

Section 1. Title 17 of the Sacramento City Code (the Zoning Code) is amended by rezoning the properties depicted in the attached Exhibit A and identified by Assessor's Parcel Number (APN) and address in the attached Exhibit B, from the existing zone to the proposed zone as set forth in Exhibit B. The attached Exhibits A and B are incorporated herein by reference.

Section 2. Rezoning of the property shown in the attached Exhibits A and B, by the adoption of this Ordinance, will be considered to be in compliance with the requirements for the rezoning of property described in the Zoning Code, as amended, as those procedures have been affected by recent court decisions.

Section 3. The City Clerk of the City of Sacramento is directed to amend the official zoning maps, which are part of the Zoning Code, to conform to the provisions of this Ordinance.

Table of Contents:

Exhibit A – Map of Properties to be Rezoned

Exhibit B – List of Properties (address/APN) to be Rezoned

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Exhibit A

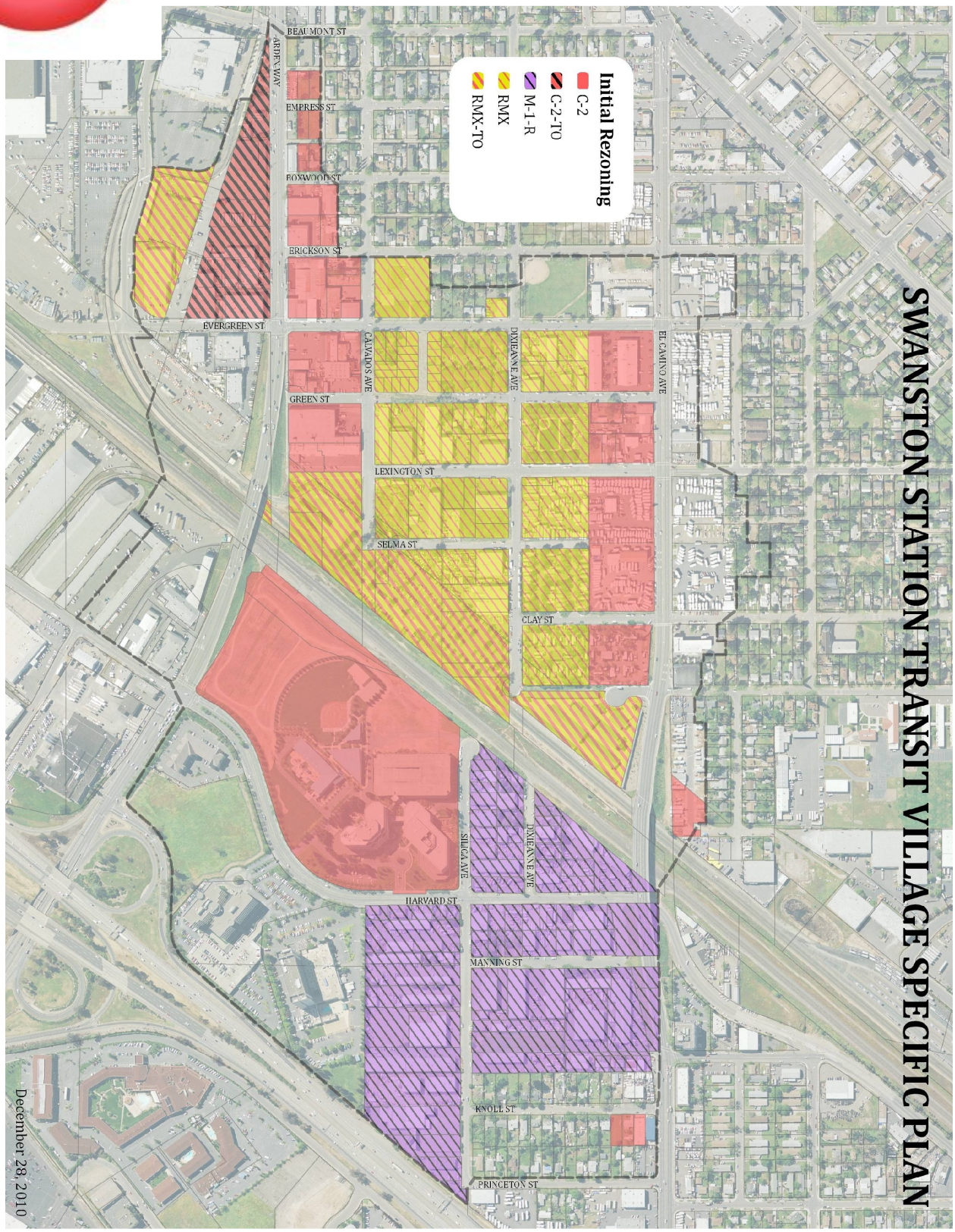

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Exhibit B

ASSESSOR'S PARCEL NUMBERS FOR REZONING

APN	Situs Address	Existing Zoning	Proposed Zoning
277-0151-017	0 ARDEN WY	OB-PUD	C-2
277-0151-024	0 ARDEN WY	OB-PUD	C-2
277-0143-006	0 ARDEN WY	M-1	RMX-TO
277-0141-004	0 ARDEN WY	M-1	C-2
277-0144-019	0 ARDEN WY	M-1-LI	RMX-TO
277-0134-016	0 ARDEN WY	M-1	C-2-TO
277-0134-020	800 ARDEN WY	M-1	C-2-TO
277-0134-021	820 ARDEN WY	M-1	C-2-TO
275-0155-006	845 ARDEN WY	R-1	C-2
277-0134-003	880 ARDEN WY	M-1	C-2-TO
277-0134-004	924 ARDEN WY	M-1	C-2-TO
277-0132-011	935 ARDEN WY	M-1	C-2
277-0134-005	936 ARDEN WY	M-1	C-2-TO
275-0240-074	936 ARDEN WY	OB-LI	RMX-TO
277-0134-014	948 ARDEN WY	M-1	C-2-TO
277-0134-015	950 ARDEN WY	M-1	C-2-TO
277-0133-005	973 ARDEN WY	M-1	C-2
277-0134-008	998 ARDEN WY	M-1	C-2-TO
277-0141-002	1001 ARDEN WY	M-1	C-2
277-0141-005	1021 ARDEN WY	M-1	C-2
277-0143-009	1031 ARDEN WY	M-1	C-2
277-0143-011	1099 ARDEN WY	M-1	C-2
277-0143-012	1099 ARDEN WY	M-1	C-2
277-0144-018	1150 ARDEN WY	M-1-LI	RMX-TO
277-0131-006	2225 BOXWOOD ST	R-1	C-2
277-0131-005	2243 BOXWOOD ST	R-1	C-2
277-0132-009	2260 BOXWOOD ST	M-1	C-2
277-0141-001	0 CALVADOS AV	M-1	C-2
277-0133-001	952 CALVADOS AV	M-1	C-2
277-0133-002	964 CALVADOS AV	M-1	C-2
277-0073-009	975 CALVADOS AV	M-1	RMX
277-0133-003	976 CALVADOS AV	M-1	C-2
277-0133-008	980 CALVADOS AV	M-1	C-2
277-0300-014	1027 CALVADOS AV	R-1A	RMX
277-0300-013	1033 CALVADOS AV	R-1A	RMX

APN	Situs Address	Existing Zoning	Proposed Zoning
277-0024-002	2421 CLAY ST	M-1	RMX
277-0024-004	0 DIXIEANNE AV	M-1	RMX
277-0024-005	0 DIXIEANNE AV	M-1	RMX
277-0091-011	0 DIXIEANNE AV	M-1	RMX-TO
277-0091-012	0 DIXIEANNE AV	M-1	RMX-TO
277-0091-009	0 DIXIEANNE AV	M-1	RMX-TO
277-0021-003	1045 DIXIEANNE AV	M-1	RMX
277-0081-001	1048 DIXIEANNE AV	R-4	RMX
277-0082-013	1050 DIXIEANNE AV	M-1	RMX
277-0022-014	1075 DIXIEANNE AV	R-3	RMX
277-0083-002	1116 DIXIEANNE AV	M-1	RMX
277-0083-003	1120 DIXIEANNE AV	M-1	RMX
277-0084-013	1142 DIXIEANNE AV	M-1	RMX
277-0084-015	1150 DIXIEANNE AV	M-1	RMX
277-0084-008	1154 DIXIEANNE AV	M-1	RMX
277-0091-010	1200 DIXIEANNE AV	M-1	RMX
277-0091-005	1300 DIXIEANNE AV	M-1	RMX-TO
277-0092-001	1324 DIXIEANNE AV	M-1	M-1-R
277-0034-009	1327 DIXIEANNE AV	M-1	M-1-R
277-0092-002	1328 DIXIEANNE AV	M-1	M-1-R
277-0034-012	1329 DIXIEANNE AV	M-1	M-1-R
277-0092-003	1332 DIXIEANNE AV	M-1	M-1-R
277-0034-011	1333 DIXIEANNE AV	M-1	M-1-R
277-0034-007	1335 DIXIEANNE AV	M-1	M-1-R
277-0092-004	1336 DIXIEANNE AV	M-1	M-1-R
277-0092-005	1340 DIXIEANNE AV	M-1	M-1-R
277-0034-006	1341 DIXIEANNE AV	M-1	M-1-R
277-0092-018	1344 DIXIEANNE AV	M-1	M-1-R
277-0034-013	1349 DIXIEANNE AV	M-1	M-1-R
277-0034-002	1349 DIXIEANNE AV	M-1	M-1-R
277-0042-043	0 EL CAMINO AV	M-1	M-1-R
277-0042-045	0 EL CAMINO AV	M-1	M-1-R
277-0021-007	1010 EL CAMINO AV	M-1	C-2
277-0022-001	1050 EL CAMINO AV	M-1	C-2
277-0022-013	1054 EL CAMINO AV	M-1	C-2
277-0024-003	1104 EL CAMINO AV	M-1	C-2
277-0024-001	1188 EL CAMINO AV	M-1	C-2
277-0031-005	1200 EL CAMINO AV	M-1	C-2

APN	Situs Address	Existing Zoning	Proposed Zoning
277-0031-006	1200 EL CAMINO AV	M-1	RMX
277-0031-004	1200 EL CAMINO AV	M-1	RMX
277-0032-013	1300 EL CAMINO AV	M-1	RMX-TO
265-0342-049	1301 EL CAMINO AV	MIXED	C-2
277-0041-022	1412 EL CAMINO AV	M-1	M-1-R
277-0042-051	1500 EL CAMINO AV	M-1	M-1-R
277-0042-052	1508 EL CAMINO AV	M-1	M-1-R
277-0042-039	1510 EL CAMINO AV	M-1	M-1-R
277-0042-041	1512 EL CAMINO AV	M-1	M-1-R
277-0042-007	1512 EL CAMINO AV B	M-1	M-1-R
277-0042-006	1512 EL CAMINO AV C	M-1	M-1-R
275-0155-005	2227 EMPRESS ST	R-1	C-2
277-0131-016	2234 EMPRESS ST	R-1	C-2
277-0131-017	2244 EMPRESS ST	R-1	C-2
275-0155-004	2245 EMPRESS ST	R-1	C-2
277-0132-010	2259 ERICKSON ST	M-1	C-2
277-0300-019	0 EVERGREEN AV	R-1A	RMX
277-0300-020	0 EVERGREEN AV	R-1A	RMX
277-0133-006	0 EVERGREEN ST	M-1	C-2
275-0240-091	0 EVERGREEN ST	OB-LI	RMX-TO
275-0240-095	0 EVERGREEN ST	OB-LI	RMX-TO
275-0240-094	2101 EVERGREEN ST	OB-LI	RMX-TO
277-0134-009	2205 EVERGREEN ST	M-1	C-2-TO
277-0134-013	2205 EVERGREEN ST	M-1	C-2-TO
277-0133-009	2295 EVERGREEN ST	M-1	C-2
277-0081-004	2300 EVERGREEN ST	M-1	RMX
277-0081-005	2304 EVERGREEN ST	M-1	RMX
277-0073-003	2395 EVERGREEN ST	C-2-R	RMX
277-0021-004	2418 EVERGREEN ST	M-1	RMX
277-0300-012	2301 GREEN ST	R-1A	RMX
277-0300-011	2307 GREEN ST	R-1A	RMX
277-0300-010	2315 GREEN ST	R-1A	RMX
277-0300-009	2323 GREEN ST	R-1A	RMX
277-0082-004	2328 GREEN ST	M-1	RMX
277-0300-008	2331 GREEN ST	R-1A	RMX
277-0082-005	2332 GREEN ST	M-1	RMX
277-0082-015	2336 GREEN ST	M-1	RMX
277-0021-002	2461 GREEN ST	M-1	RMX

APN	Situs Address	Existing Zoning	Proposed Zoning
277-0022-012	2480 GREEN ST	M-1	C-2
277-0041-015	0 HARVARD ST	M-1	M-1-R
277-0151-026	2241 HARVARD ST	MIXED	C-2
277-0101-001	2308 HARVARD ST	M-1	M-1-R
277-0101-023	2320 HARVARD ST	M-1	M-1-R
277-0101-022	2340 HARVARD ST	M-1	M-1-R
277-0041-013	2360 HARVARD ST	M-1	M-1-R
277-0092-008	2361 HARVARD ST	M-1	M-1-R
277-0041-014	2370 HARVARD ST	M-1	M-1-R
277-0092-007	2385 HARVARD ST	M-1	M-1-R
277-0041-016	2400 HARVARD ST	M-1	M-1-R
277-0041-017	2410 HARVARD ST	M-1	M-1-R
277-0041-018	2420 HARVARD ST	M-1	M-1-R
277-0041-027	2430 HARVARD ST	M-1	M-1-R
277-0034-001	2435 HARVARD ST	M-1	M-1-R
277-0034-014	2445 HARVARD ST	M-1	M-1-R
277-0034-015	2455 HARVARD ST	M-1	M-1-R
277-0043-030	2470 KNOLL ST	R-1	C-2
277-0043-031	2478 KNOLL ST	R-1	C-2
277-0043-032	2482 KNOLL ST	C-2-R	C-2
277-0143-007	0 LEXINGTON ST	M-1	RMX-TO
277-0143-008	0 LEXINGTON ST	M-1	RMX-TO
277-0143-010	2215 LEXINGTON ST	M-1	C-2
277-0082-007	2309 LEXINGTON ST	M-1	RMX
277-0083-008	2310 LEXINGTON ST	M-1	RMX
277-0082-009	2319 LEXINGTON ST	M-1	RMX
277-0082-010	2323 LEXINGTON ST	M-1	RMX
277-0083-006	2330 LEXINGTON ST	M-1	RMX
277-0083-007	2334 LEXINGTON ST	M-1	RMX
277-0082-011	2337 LEXINGTON ST	M-1	RMX
277-0082-012	2349 LEXINGTON ST	M-1	RMX
277-0083-001	2350 LEXINGTON ST	M-1	RMX
277-0022-004	2401 LEXINGTON ST	M-1	C-2
277-0022-006	2461 LEXINGTON ST	M-1	C-2
277-0022-005	2473 LEXINGTON ST	M-1	C-2
277-0041-028	0 MANNING ST	M-1	M-1-R
277-0042-049	0 MANNING ST	M-1	M-1-R
277-0041-012	2361 MANNING ST	M-1	M-1-R

APN	Situs Address	Existing Zoning	Proposed Zoning
277-0041-011	2371 MANNING ST	M-1	M-1-R
277-0041-009	2381 MANNING ST	M-1	M-1-R
277-0041-010	2381 MANNING ST	M-1	M-1-R
277-0042-050	2400 MANNING ST	M-1	M-1-R
277-0041-024	2401 MANNING ST	M-1	M-1-R
277-0041-006	2417 MANNING ST	M-1	M-1-R
277-0041-025	2425 MANNING ST	M-1	M-1-R
277-0042-036	2430 MANNING ST	M-1	M-1-R
277-0042-037	2430 MANNING ST	M-1	M-1-R
277-0041-029	2431 MANNING ST	M-1	M-1-R
277-0084-016	0 SELMA ST	M-1	RMX-TO
277-0084-010	0 SELMA ST	M-1	RMX
277-0083-014	0 SELMA ST	M-1	RMX
277-0083-015	0 SELMA ST	M-1	RMX
277-0084-017	0 SELMA ST	M-1	RMX-TO
277-0083-016	0 SELMA ST	M-1	RMX
277-0083-012	0 SELMA ST	M-1	RMX
277-0084-006	0 SELMA ST	M-1	RMX-TO
277-0084-005	2302 SELMA ST	M-1	RMX-TO
277-0083-010	2313 SELMA ST	M-1	RMX
277-0083-004	2323 SELMA ST	M-1	RMX
277-0084-014	2330 SELMA ST	M-1	RMX
277-0101-016	0 SILICA AV	M-1	M-1-R
277-0092-017	1301 SILICA AV	M-1	M-1-R
277-0092-016	1305 SILICA AV	M-1	M-1-R
277-0092-015	1309 SILICA AV	M-1	M-1-R
277-0092-014	1317 SILICA AV	M-1	M-1-R
277-0092-013	1327 SILICA AV	M-1	M-1-R
277-0092-012	1333 SILICA AV	M-1	M-1-R
277-0092-019	1337 SILICA AV	M-1	M-1-R
277-0101-003	1402 SILICA AV	M-1	M-1-R
277-0101-019	1416 SILICA AV	M-1	M-1-R
277-0101-015	1424 SILICA AV	M-1	M-1-R
277-0101-018	1500 SILICA AV	M-1	M-1-R
277-0042-030	1501 SILICA AV	M-1	M-1-R
277-0101-017	1502 SILICA AV	M-1	M-1-R
277-0101-007	1504 SILICA AV	M-1	M-1-R
277-0042-034	1509 SILICA AV	M-1	M-1-R

APN	Situs Address	Existing Zoning	Proposed Zoning
277-0101-027	1510 SILICA AV	M-1	M-1-R
277-0042-027	1511 SILICA AV	M-1	M-1-R
277-0101-026	1512 SILICA AV	M-1	M-1-R
277-0042-026	1513 SILICA AV	M-1	M-1-R
277-0101-025	1514 SILICA AV	M-1	M-1-R
277-0042-025	1517 SILICA AV	M-1	M-1-R
277-0101-010	1550 SILICA AV	M-1	M-1-R
277-0101-011	1576 SILICA AV	M-1	M-1-R
277-0101-012	1580 SILICA AV	M-1	M-1-R
277-0101-029	1584 SILICA AV	M-1	M-1-R
277-0101-031	1590 SILICA AV	M-1	M-1-R
277-0300-001	1001 SILVER CHARM WY	R-1A	RMX
277-0300-002	1007 SILVER CHARM WY	R-1A	RMX
277-0300-018	1010 SILVER CHARM WY	R-1A	RMX
277-0300-003	1015 SILVER CHARM WY	R-1A	RMX
277-0300-017	1016 SILVER CHARM WY	R-1A	RMX
277-0300-004	1023 SILVER CHARM WY	R-1A	RMX
277-0300-016	1026 SILVER CHARM WY	R-1A	RMX
277-0300-005	1031 SILVER CHARM WY	R-1A	RMX
277-0300-015	1034 SILVER CHARM WY	R-1A	RMX
277-0300-006	1039 SILVER CHARM WY	R-1A	RMX
277-0300-007	1047 SILVER CHARM WY	R-1A	RMX
277-0084-007	0	M-1	RMX-TO
277-0084-011	0	M-1	RMX-TO

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Attachment 9

ORDINANCE NO. 2010-XXX

Adopted by the Sacramento City Council

ESTABLISHING THE SWANSTON STATION DESIGN REVIEW DISTRICT AND AMENDING THE BOUNDARIES OF THE NORTH SACRAMENTO DESIGN REVIEW DISTRICT

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

Section 1. The Swanston Station Design Review District is hereby established pursuant to section 17.132.160 of Title 17 of the Sacramento City Code (the Zoning Code). The boundaries of the Swanston Station Design Review District are depicted in Exhibit A, which exhibit is attached and incorporated herein by this reference. The design guidelines applicable to the Swanston Station Design Review District are set out in the Swanston Station Design Guidelines, which are a part of the Swanton Station Specific Plan and are to be adopted by resolution concurrently with the adoption of this ordinance, and as they may be amended from time to time.

Section 2. The boundaries of the North Sacramento Design Review District are hereby amended to exclude all areas within the boundaries of the Swanston Station Design Review District, as depicted in Exhibit B, which exhibit is attached and incorporated herein by this reference. The design guidelines applicable to the North Sacramento Design Review District as amended are the existing North Sacramento Design Guidelines, and as they may be amended from time to time.

Table of Contents:

Exhibit A - Swanston Station Design Review District Boundaries

Exhibit B - North Sacramento Design Review District Revised Boundaries

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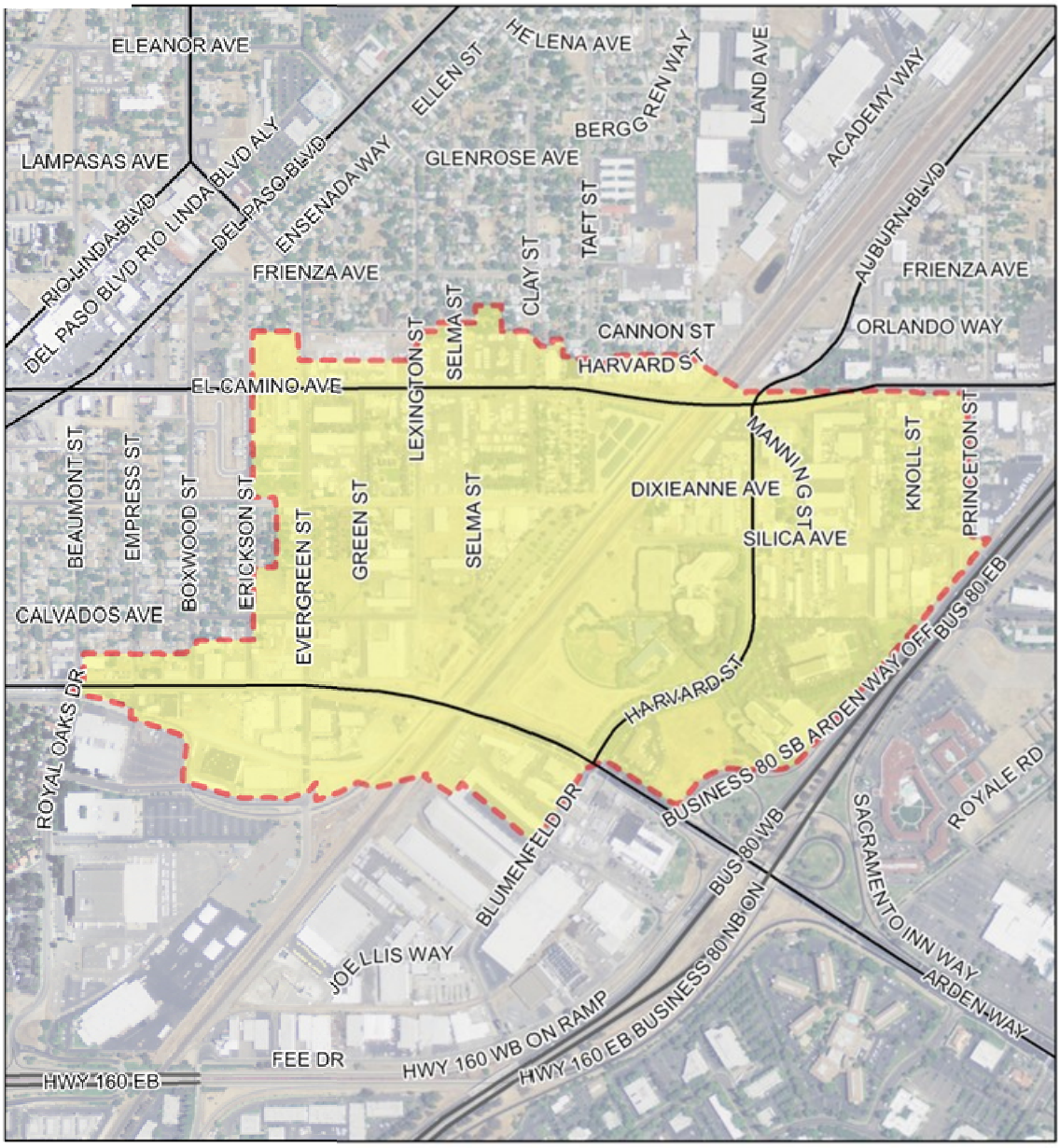
Exhibit A



Swanston Station Design Review District
New Boundaries

0 3,000 Feet

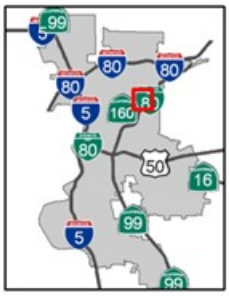
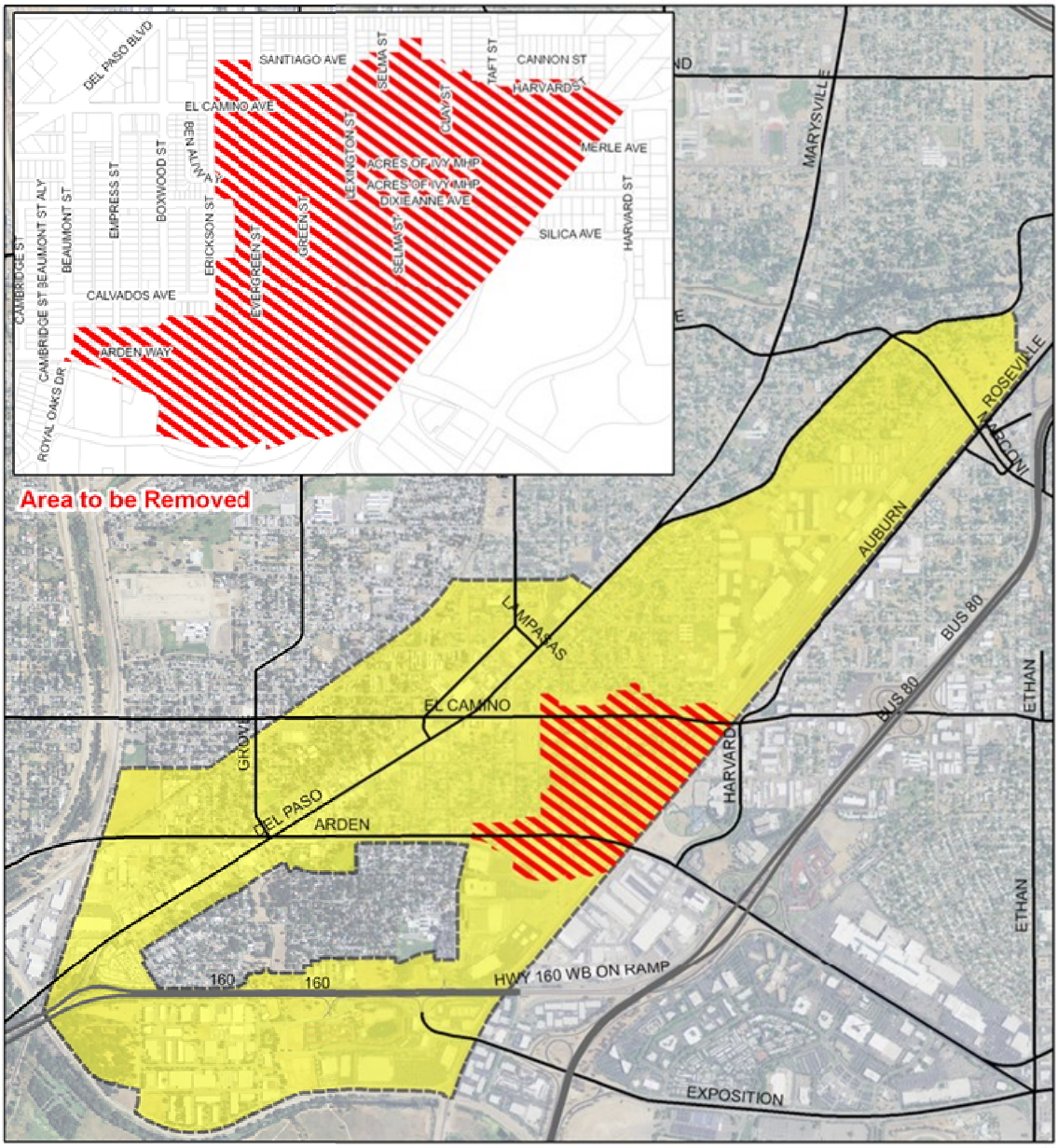
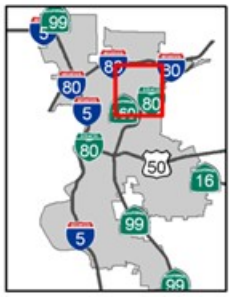


Exhibit B



North Sacramento Design Review District
Revised Boundaries



0 7,500 Feet

Attachment 10

ORDINANCE NO.

Adopted by the Sacramento City Council

APRIL 12, 2011

AN ORDINANCE REPEALING ORDINANCE NO. 2006-051, AN INTERIM ORDINANCE ESTABLISHING A SPECIAL PERMIT REQUIREMENT FOR COMMERCIAL AND INDUSTRIAL DEVELOPMENT WITHIN A SEGMENT OF THE SWANSTON STATION TRANSIT VILLAGE PLAN AREA

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

SECTION 1. Findings.

The City Council of the City of Sacramento finds as follows:

A. In September 2006, the City was in the process of developing the Swanston Station Transit Village Specific Plan to provide for transit-oriented development around the Swanston Light Rail Station in the City's North Sacramento Community Plan area.

B. At that time, the City Council adopted Ordinance No. 2006-051 to require a special permit for new commercial uses and industrial uses within a segment of the proposed Swanston Station Transit Village Specific Plan area. The purpose of Ordinance No. 2006-051 was to ensure that new commercial uses and industrial uses that may not be compatible with the proposed Swanston Station Transit Village Specific Plan were subject to planning review, until such time that the City Council had an opportunity to consider and amend the land use regulations in the proposed Specific Plan area.

C. The City Council has now adopted the Swanston Station Transit Village Specific Plan.

SECTION 2. Ordinance No. 2006-051 is repealed.