



City Council Report

915 I Street, 1st Floor

Sacramento, CA 95814

www.cityofsacramento.org

File ID: 2018-01636

December 11, 2018

Public Hearing Item 27

Title: Ordinance Amending Various Provisions of Title 17 of the Sacramento City Code Relating to Transit-Oriented Development (Noticed 11/30/2018; Passed for Publication 12/04/2018; Published 12/07/2018)

Location: Citywide

Recommendation: Conduct a public hearing and upon conclusion, adopt: 1) a Resolution concluding the proposed ordinance is a subsequent project within the scope of the City's Master Environmental Impact Report for the 2035 General Plan (Cal. Pub. Res. Code sec. 21157.1 and CEQA Guidelines section 15177); and 2) an Ordinance Amending Various Sections of Title 17 of the Sacramento City Code, relating to Transit-Oriented Development.

Contact: Ryan Dodge, Associate Planner, (916) 808-8044; Greg Sandlund, Principal Planner, (916) 808-8931, Community Development Department

Presenter: Marco Gonzalez, Project Manager, (916) 808-5757, City Manager's Office of Innovation and Economic Development

Attachments:

- 1-Description/Analysis
- 2-Resolution for Environmental Review
- 3-Ordinance Summary
- 4-Ordinance - Redline
- 5-Ordinance - Clean
- 6-Frequently Asked Questions
- 7-Outreach Summary
- 8-Correspondence Received

Description/Analysis

Issue Detail: On October 17, 2017, City Council directed the City Manager to bring forward policy and code changes that would limit low density auto-oriented uses near light rail stations. Uses that are incompatible with light rail are those that are auto-oriented and generate high levels of Vehicle Miles Traveled (VMT) while not encouraging the use of transit. Compatible uses are those that increase transit ridership. Examples of compatible uses are high-density housing and job-intensive office and retail uses.

On April 24, 2018, staff presented to the Law and Legislation Committee three options for discussion. The Committee supported staff's recommended option to prohibit certain uses less than ¼ mile of a light rail station, including gas stations and drive-through restaurants, and require a conditional use permit (CUP) within a ½ mile of a light rail station.

On September 20, 2018, staff presented to the Planning and Design Commission the status of the proposed ordinance and a summary of the outreach staff conducted since April 2018. Commissioner comments and questions have been incorporated into Frequently Asked Questions (Attachment 6). Attachment 3 includes a summary of the ordinance. Attachment 7 details outreach conducted to date and a summary of common feedback.

On November 13, 2018, the Law and Legislation Committee directed staff to revise the ordinance prior to the December 11, 2018 City Council meeting to:

1. Allow the consideration of cannabis cultivation uses within a quarter mile of a light rail station in cases when the use is difficult to walk or bike to; and
2. Provide the ability to permit large advanced/tech manufacturing uses near the future Twin Rivers Station.

In response, staff revised the ordinance as follows:

1. Cannabis Cultivation uses within a ½ mile of a light rail station will be permitted with a conditional use permit subject to the same unique considerations for uses generally considered incompatible with light rail.
2. Amend the River District Special Planning District to permit large manufacturing uses in existing buildings with a standard conditional use permit in the C-4 Zone.

On November 29, 2018, staff presented to the Planning and Design Commission the proposed ordinance. Public comments included:

- Support for the ordinance;
- Recommendations to treat each station as a unique area with area-specific regulations;
- Lost property/market value as the result of the ordinance;

- The desire for flexibility in approving uses where the use fits the neighborhood context; and
- Concerns about how grandfathered uses can be reestablished after a fire or other disaster.

The Planning and Design Commission voted 9 to 1 to recommend that the City Council adopt the Transit-Oriented Development Ordinance. The recommendation was made in the context of the Ordinance being the first step in a process of future City staff efforts to look at the infrastructure needs and unique circumstances for each light rail station. The Planning and Design Commission also recommended that City Council consider extending the amount of time allowed for legal non-conforming uses to reestablish a vacant use caused by a disaster. Additional information on the current process and regulations addressing nonconforming uses have been incorporated into Frequently Asked Questions (Attachment 6).

Policy Considerations: In March 2015, the City adopted the 2035 General Plan. The 2035 General Plan's goals, policies, and implementation programs define a roadmap to achieving Sacramento's vision, which includes increased mobility and sustainable transportation options for residents.

The proposed Transit-Oriented Development Ordinance complements, supports, and facilitates the implementation of the goals, policies, and other provisions of the general plan and the city's specific plans and transit village plans and is consistent with the City's goals and policies as established in the 2035 General Plan. These policies include:

- **LU 1.1.1: Regional Leadership.** The City shall be the regional leader in sustainable development and encourage compact, higher-density development that conserves land resources, protects habitat, supports transit, reduces vehicle trips, improves air quality, conserves energy and water, and diversifies Sacramento's housing stock.
- **LU 1.1.5: Infill Development.** The City shall promote and provide incentives (e.g., focused infill planning, zoning/rezoning, revised regulations, provision of infrastructure) for infill development, reuse, and growth in existing urbanized areas to enhance community character, optimize City investments in infrastructure and community facilities, support increased transit use, promote pedestrian- and bicycle-friendly neighborhoods, increase housing diversity, ensure integrity of historic districts, and enhance retail viability.
- **LU 2.1.3: Complete and Well-Structured Neighborhoods.** The City shall promote the design of complete and well-structured neighborhoods whose physical layout and land use mix promote walking to services, biking, and transit use; foster community pride;

enhance neighborhood identity; ensure public safety; are family-friendly and address the needs of all ages and abilities.

- **LU 2.6.1: Sustainable Development Patterns.** The City shall promote compact development patterns, mixed use, and higher-development intensities that use land efficiently; reduce pollution and automobile dependence and the expenditure of energy and other resources; and facilitate walking, bicycling, and transit use.
- **LU 2.6.2: Transit-Oriented Development.** The City shall actively support and facilitate mixed-use retail, employment, and residential development around existing and future transit stations
- **LU 5.1.2: Centers Served by Transit.** The City shall promote the development of commercial mixed-use centers that are located on existing or planned transit stops in order to facilitate and take advantage of transit service, reduce vehicle trips, and enhance community access.
- **M 1.2.1: Multimodal Choices.** The City shall develop an integrated, multimodal transportation system that improves the attractiveness of walking, bicycling, and riding transit over time to increase travel choices and aid in achieving a more balanced transportation system and reducing air pollution and greenhouse gas emissions.

Economic Impacts: The economic impacts of the Transit-Oriented Development Ordinance will be increased high-density housing and job opportunities near light rail stations.

Environmental Considerations: The proposed ordinance will amend the Planning and Development Code to achieve consistency with the General Plan's goals described above, including those relating to transit-oriented development, infill development, and sustainable development patterns. Accordingly, the project was described in the Master EIR as "amendments to the Planning and Development Code (Title 17) and other sections of the City Code to achieve consistency with the adopted General Plan." (Master EIR, section 2.7.6.)

The City has prepared an Initial Study for the project and has determined that the project would not result in any additional significant environmental effects not previously analyzed in the Master EIR. Pursuant to CEQA Guidelines section 15177, the Transit-Oriented Development Ordinance is a subsequent project within the scope of the Master EIR for the City of Sacramento 2035 General Plan, certified by the City as lead agency on March 3, 2015, and no additional environmental review for the project is required. No new additional mitigation measures or alternatives are required.

The initial study can be accessed at

<http://www.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports>.

Sustainability: The Transit-Oriented Development Ordinance proposals are consistent with General Plan goals and policies to support transit-oriented development and infill development. Increasing housing densities and uses with intensive job opportunities around public transportation hubs will reduce dependence on the use of private automobiles, reduce vehicle miles traveled (VMT) per household, reduce the use of fossil fuels, improve energy efficiency, reduce carbon dioxide emissions, and help meet air quality standards.

Commission/Committee Action: On November 13, 2018, the Law and Legislation Committee passed a motion to forward the ordinance, with revisions addressing cannabis cultivation and advanced (tech) manufacturing uses, to the City Council. On November 29, 2018, the Planning and Design Commission passed a motion to forward the ordinance, along with a recommendation to consider extending the amount of time allowed for legal non-conforming uses to reestablish a vacant use caused by a disaster.

Rationale for Recommendation: The Transit-Oriented Development Ordinance complements, supports, and facilitates the implementation of the goals, policies, and other provisions of the general plan and the city's specific plans and transit village plans that promote infill development, reduced greenhouse gas emissions as well as the public health, safety, convenience, and welfare of the city. This ordinance would conserve land near transit stations for mixed use, and higher-development intensities that use land efficiently; reduce pollution and automobile dependence and the expenditure of energy and other resources; and facilitate walking, bicycling, and transit use.

Financial Considerations: Not applicable.

Local Business Enterprise (LBE): Not applicable.

Background: Transit-oriented development has been a priority for the City over the past several years. The existing Transit Overlay Zone allows a mix of moderate- to high-density residential and nonresidential uses by right, within walking distance of an existing or proposed light rail transit station, to promote transit ridership. This overlay zone is intended to promote coordinated and cohesive site planning and design that maximize transit-supportive development; to create continuity of pedestrian-oriented streetscapes and activities; and to encourage pedestrian, bicycle, and transit—rather than exclusive automobile access—to employment, services, and residences. This zone permits increased heights, densities, and intensities over the underlying zone for projects with a residential component; and encourages

housing and mixed-use projects. This zone also restricts certain uses that do not support transit ridership. Additionally, since 2004 the City has required certain uses within a ¼ mile of a light rail station to apply for a conditional use permit.

In addition to the Transit Overlay Zone and conditional use permit requirements, the City has standards in Chapter 17.600.160 of the Planning and Development Code for uses within ¼ mile of a light rail station, which require development to be designed in a pedestrian friendly manner.

Over \$1,000,000,000 (\$1 Billion) has been invested in the light rail system in the Sacramento region. Light rail stations cannot easily, or for a low cost, be relocated to different locations. The areas nearest to light rail stations (within ½ mile) that are walkable and bikeable represent the areas of the City where there is the greatest potential of return on investment if high-density housing and job-intensive uses are implemented.

Despite the existence of the Transit Overlay Zone (which has been applied to the 65th Street and Del Paso Boulevard areas), conditional use permit requirements, and targeted development standards for uses within ¼ mile of a light rail station, the City frequently receives and approves development applications for auto-centric land uses near light rail stations. While such uses may provide near-term employment and economic benefits, they compromise long-term goals found in the City's General Plan and complicate the ability of the City to meet these goals, particularly since uses incompatible with transit may operate indefinitely if the use is not vacated. The proposed Transit-Oriented Development Ordinance is a first step in halting auto-centric land uses while encouraging higher employment and housing densities near light rail stations.

Future initiatives to promote transit-oriented development include:

- Station-Specific Planning and Infrastructure Analysis
- Additional incentives for affordable, higher density housing
 - Reduced Fees
 - Community Land Trusts
 - Subsidized Transit Passes
- Active Transportation Infrastructure Around Stations
- Establish Parking Maximums

RESOLUTION NO. 2018-

Adopted by the Sacramento City Council

**APPROVING ENVIRONMENTAL REVIEW FOR
CITYWIDE TRANSIT-ORIENTED DEVELOPMENT ORDINANCE AS A
SUBSEQUENT PROJECT WITHIN THE SCOPE OF THE MASTER EIR**

BACKGROUND

A. On November 29, 2018, the City Planning and Design Commission conducted a public hearing on, and forwarded to the City Council a recommendation to approve the Transit-Oriented Development Ordinance.

B. On December 11, 2018, the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Section 17.812.030(B)(1) and received and considered evidence concerning the Transit-Oriented Development Ordinance.

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

Section 1. The City Council finds that the Master Environmental Impact Report (Master EIR) for the 2035 General Plan was certified on March 3, 2015 and the 2035 General Plan was adopted on that date.

Section 2. The City of Sacramento was the Lead Agency for the Master EIR.

Section 3. The ordinance amends the Planning and Development Code to achieve consistency with the 2035 General Plan's goals related to regional leadership, infill development, complete and well-structured neighborhoods, sustainable development patterns, transit-oriented development, centers served by transit, and multimodal choices. As such, the ordinance is described in the Master EIR as "amendments to the Planning and Development Code (Title 17) and other sections of the City Code to achieve consistency with the adopted General Plan." (Master EIR, section 2.7.6.).

Section 4. An initial study has been prepared for the project, and concluded that the project would not cause any additional significant environmental effects that were not examined in the Master EIR. No new additional mitigation measures or alternatives are required. The project is within the scope of the Master EIR.

Section 5. Notice of the determination that the project is a subsequent project under the Master EIR was provided in the manner required by CEQA Guidelines section 15177(d) and 15087. The Notice of Subsequent Project was posted in the office of the County Clerk/Recorder on October 19, 2018 and published in the Daily Recorder on November 16, 2018. The Notice established a thirty-day comment period, beginning on October 22, 2018 and ending on November 21, 2018.

Section 6. The City Council directs that, upon approval of the Project, the City Manager shall file a notice of determination with the County Clerk of Sacramento County and, if the Project requires a discretionary approval from any state agency, with the State Office of Planning and Research, pursuant to the provisions of CEQA section 21152.

Section 7. Pursuant to Guidelines section 15091(e), the documents and other materials that constitute the record of proceedings upon which the City Council has based its decision are located in and may be obtained from, the Office of the City Clerk at 915 I Street, Sacramento, California. The City Clerk is the custodian of records for all matters before the City Council.

Exhibit A: Notice of Subsequent Project Within the Scope of the Master Environmental Impact Report for the 2035 General Plan: Citywide Transit-Oriented Development Ordinance (Visit here: <https://www.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports>)

Summary of Transit-Oriented Development Ordinance

Objective: Incentivize transit supportive uses near light rail stations, and to preserve transit areas for appropriate development opportunities.

Preserving Transit Areas for Future Transit-Oriented Development:

The following new uses would be prohibited within a $\frac{1}{4}$ mile of an existing or proposed light rail station:

- Auto—sales, storage, rental (outdoor)
- Auto—service, repair
- Drive-through restaurant
- Gas station (large)*
- Gas station (small)
- Mini storage; locker building
- Warehouse; distribution center

The following new uses would require a conditional use permit within a $\frac{1}{2}$ mile of an existing or proposed light rail station:

- Auto—sales, storage, rental
- Auto—service, repair
- Cannabis cultivation
- Cannabis manufacturing, nonvolatile
- Drive-through restaurant
- Equipment rental, sales yard
- Gas station (large)*
- Gas station (small)
- Manufacturing, service, and repair
- Mini storage; locker building
- Plant nursery
- Warehouse; distribution center
- Wholesale store

*Prohibited Citywide but allowed with a conditional use permit if located greater than $\frac{1}{4}$ mile from the center of an existing or proposed light rail station platform and located within 500 feet of freeway right-of-way or located within 500 feet of a roadway with six or more lanes. Defined as gas stations capable of fueling more than ten vehicles simultaneously.

Projects with planning applications submitted prior to October 1, 2018 will be exempt from the ordinance.

Incentivizing Transit Supportive Uses:

For uses that increase transit ridership, such as high-density housing and job-intensive uses, the City is proposing the following incentives:

- Building review incentives for multi-unit housing projects with 25 or more units (approved by the City Council in August 2018)
- Reduced parking requirements near transit stations
 - ¼ mile of a light rail station: no minimum required off-street vehicle parking
 - ½ mile of a light rail station: required off-street vehicle parking reduced by 50%

Special Use Regulations

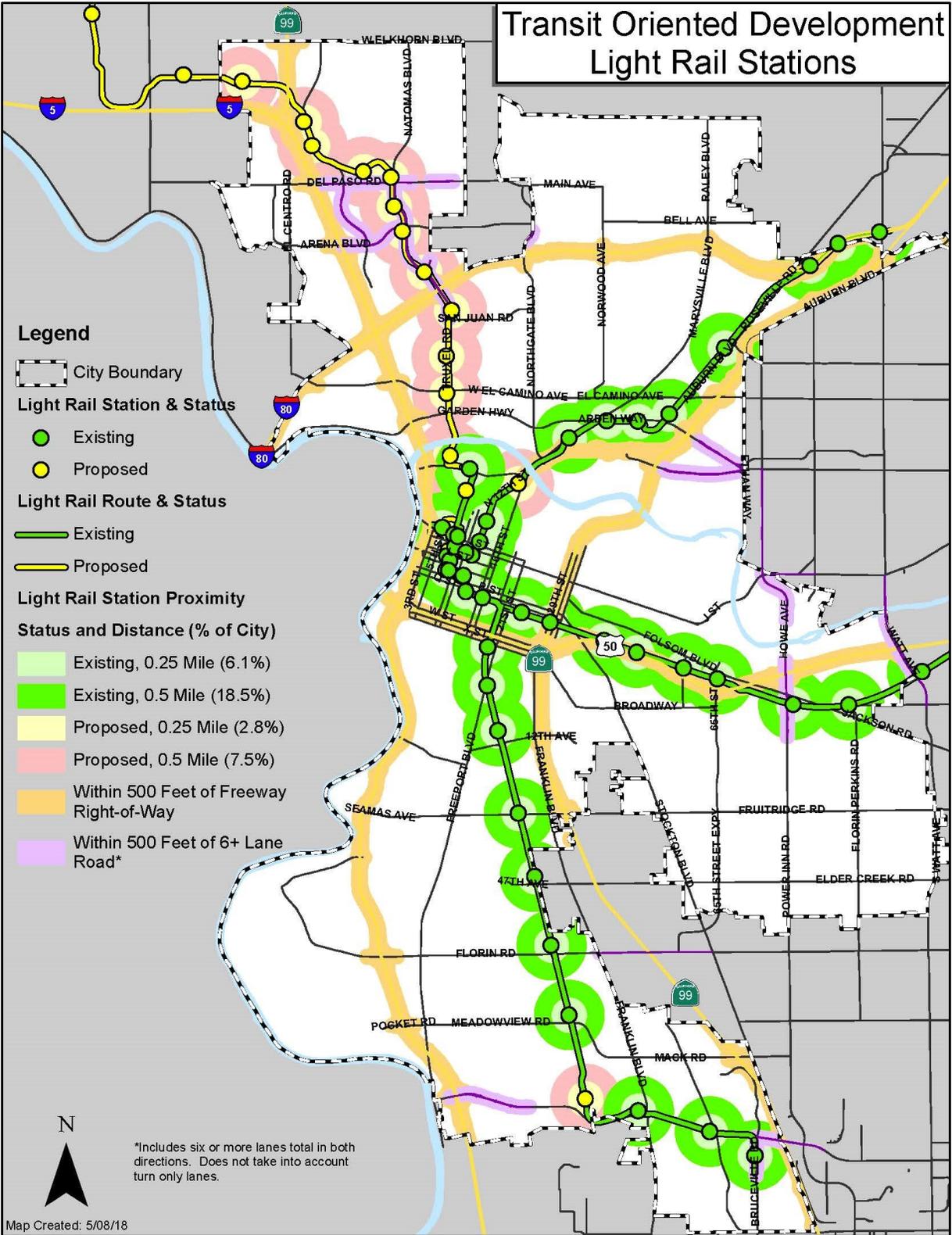
In addition to existing conditional use permit (CUP) findings as found in the Planning and Development Code, proposed uses subject to a CUP shall not be granted for uses subject to this section unless the decision-maker, in addition to the findings required by section 17.808.200, makes one of the following findings:

A. A significant physical barrier exists between the project site and an existing or proposed light rail station that precludes a direct and convenient path of travel for pedestrians and bicyclists traveling to and from the project site and the light rail station, such as a freeway or a river, and there is no approved infrastructure planned to overcome the barrier; or

B. The proposed development includes all of the following:

1. The use has either—a) a minimum floor area ratio of 0.4 and an employee density equal to or greater than one employee per 250 square feet of building area; or b) a residential density of at least 15 dwelling units per net acre;
2. Pedestrian amenities such as lighting, awnings, canopies, benches, tree shading, and landscaping;
3. The building is designed with ground-floor street-facing facades, consisting of at least 75% transparent glass storefront windows or display windows;
4. The proposed development provides continuous, direct, convenient pedestrian walkways to transit, adjacent uses, and other uses on the same site;
5. Off-street vehicle parking is located beneath, to the rear, or interior side of the building and not in front of the building; and
6. The building's primary entrance has direct access to public streets and sidewalks.

Transit Oriented Development Light Rail Stations



ORDINANCE NO.

Adopted by the Sacramento City Council
Date Adopted

**AN ORDINANCE AMENDING VARIOUS SECTIONS OF
TITLE 17 OF THE SACRAMENTO CITY CODE, RELATING TO TRANSIT-ORIENTED DEVELOPMENT**

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

SECTION 1.

The city council finds the following:

1. As amended by this ordinance, the Planning and Development Code complements, supports, and facilitates the implementation of the goals, policies, and other provisions of the general plan and the city's specific plans and transit village plans; and
2. The amendments in this ordinance promote the public health, safety, convenience, and welfare of the city.

SECTION 2.

A. The definition of "light rail station, proposed" is added to section 17.108.130 of the Sacramento City Code to read as follows:

"Light rail station, proposed" means a light rail station approved for installation by the board of directors of Sacramento Regional Transit District.

B. Except as amended by subsection A above, all provisions of section 17.108.130 remain unchanged and in full effect.

SECTION 3.

A. Section 17.216.420 (EC zone—Use regulations) of the Sacramento City Code is amended as follows:

1. Subsection B.1 (primary and non-primary land uses) is amended to read as follows:
 1. Land uses allowed in the EC zone are divided into two categories: Primary and Non-Primary. Primary uses, described in more detail below, are employment-generating uses that provide a ridership base that will reinforce the use of transit services. Non-primary uses are conditional and are generally uses supportive of primary

uses. Non-primary uses are divided into “support retail” and “residential.” Primary and non-primary uses are set forth in Table 1.

Table 1

Category	Permitted uses
Primary	Office High-tech manufacturing research and development (not limited to 25% office—may have 100% office uses) Medical facilities: Hospital Laboratory Skilled nursing facility Research and development Physician’s clinic Convalescent hospital Drug-alcohol treatment centers Pharmacy Optician lab or clinic Veterinary clinic; veterinary hospital ¹ Educational/vocational/training (public or private) Banks; savings and loans Post office Childcare center Light Industrial Uses: Distribution; warehousing Warehouse; distribution center is permitted by right when use is located greater than ½ mile from the center of an existing or proposed light rail station platform; for conditional uses, see subsection B.2.c. Manufacturing High-tech manufacturing research and development (limited to 25% office) Assembly
Support Retail	Health club School—dance, music, art, martial arts Auto mobile-related services (i.e., auto service, parts, repair)—sales, storage, rental is permitted when use is located greater than ½ mile from the center of an existing or proposed light rail station platform; for conditional uses, see subsection B.2.c. Auto—service, repair is permitted when use is located greater than ½ mile from the center of an existing or proposed light rail station platform; for conditional uses, see subsection B.2.c. Gas sales stations capable of simultaneously fueling not more than 10 vehicles are permitted by right when located greater than ½ mile from

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	<p><u>the center of an existing or proposed light rail station platform; for conditional uses, see subsection B.2.c.</u></p> <p>Restaurant; café; deli Hotel; motel; bed and breakfast inn Consumer retail (maximum 10,000 square feet per store, with an aggregate building size of 30,000 square feet)² (e.g., books, food, videos, etc.) Antenna; telecommunications facility (subject to special use regulations in section 17.228.300 et seq.) Assembly-cultural, religious, social (subject to approval of a conditional use permit by the Planning and Design Commission)</p>
Residential	Multi-unit dwelling

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¹Veterinary clinics and hospitals need a conditional use permit if there is outdoor boarding of animals.

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² Includes drug stores and office supply stores up to a maximum of 20,000 square feet per store, except EC-65 and EC-80 sites, which have a maximum of 10,000 square feet. Includes auto-related retail uses (excluding gas sales) up to a maximum of 15,000 square feet.

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2. Subsection B.2.c (Conditionally permitted uses) is amended to read as follows:

c. Conditionally permitted uses.

i. Auto—sales, storage, rental. Use is permitted with a conditional use permit approved by the planning and design commission if—

(A) Use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; or

(B) Use is located greater than ½ mile from the center of an existing or proposed light rail station platform.

ii. Auto—service, repair. Use is permitted with a conditional use permit approved by the planning and design commission if—

(A) Use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; or

(B) Use is located greater than ½ mile from the center of an existing or proposed light rail station platform.

iii. Drive-through facilities. In the EC-30, EC-40, or EC-45 zones, a drive-through service facility is permitted when incidental to a permitted use in the underlying zone, subject to a planning and design commission conditional use permit. A drive-through service facility is not permitted in the EC-50 zone. A drive-through service facility is not permitted in the EC-65 and EC-80 zones, except that if the EC-65 or EC-80 zone is within an employment center project in the North Natomas Community Plan area, which project is the subject of a development agreement executed on or before July 1, 2001, then a drive-through service facility is permitted when incidental to a permitted use in the underlying zone, subject to a planning and design commission conditional use permit.

iv. Gas stations.

(A) Gas stations capable of simultaneously fueling not more than 10 vehicles are permitted with a conditional use permit approved by the planning and design commission if use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127.

(B) Gas stations capable of simultaneously fueling more than 10 vehicles are permitted with a conditional use permit approved by the planning and design commission if—

(1) Use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform and within 500 feet of a freeway right-of-way or roadway with six or more lanes, subject to special use regulations in section 17.228.127; or

(2) Use is located greater than ½ mile from the center of an existing or proposed light rail station platform and within 500 feet of a freeway right-of-way or roadway with six or more lanes.

iv. Mini storage; locker building uses.

(A) “Mini storage”; locker building is permitted in the EC-30 zone with a conditional use permit approved by the planning and design commission if—

(1) Use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, ~~an~~ allowed light industrial use for EC-30, subject to special use regulations in section 17.228.127; or

(2) Use is located greater than ½ mile from the center of an existing or proposed light rail station platform.

(B) a conditional use permit. Mini storage is not allowed in the EC-40, EC-45, EC-50, EC-65, and EC-80 zones. Mini storage is not allowed within one-quarter mile of a transit station in an EC zone. Criteria for mini storage; locker building include the following:

(A1) The proposed mini storage is compatible with adjacent land uses in the PUD and with adjacent uses within contiguous PUDs.

(B2) The proposed mini storage use will not result in an over-concentration of mini storage projects in the community plan area.

(C3) The proposed mini storage will not be located in an area where another use is more appropriate due to pedestrian and transit access opportunities.

(D4) The proposed mini storage project shall provide quality building and landscape design, including the following:

(1a) The buildings facing the street shall have an articulated design.

(2b) Buildings facing the street shall have uses other than storage units (e.g., the business office, the manager's residence or appropriate retail uses such as coffee shop, mailbox business, packaging business, etc.). The roll-up doors of the storage units shall not be visible from the street.

(3c) Roof shall be pitched at least 4:1 slope, and roof materials shall be of high-quality dimensional composition or tile.

(4d) Abundant landscaping of high quality shall be present at the street entrance to the mini storage project.

vi. Warehouse uses.
Use is permitted with a conditional use permit approved by the planning and design commission if—

(A) Use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; or

(B) Use is located greater than ½ mile from the center of an existing or proposed light rail station platform.

3. Subsection B.2.d is added to read as follows:

d. Prohibited uses. All uses not listed in this section are prohibited in the EC zone.

B. Except as amended by subsection A above, all provisions of section 17.216.420 remain unchanged and in full effect.

SECTION 4.

A. Section 17.216.510 (SC zone) of the Sacramento City Code is amended as follows:

1. The “plant nursery” row in subsection A.2 (Permitted uses; commercial and institutional uses) is amended to read as follows:

Plant nursery	<u>Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform</u>
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2. The “drive-through restaurant” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Drive-through restaurant	<u>Permitted with a conditional use permit if—</u> <u>1. Use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; or</u> <u>2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform.</u> Subject to special use regulations in section 17.228.109.	PDC
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3. The “gas station” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Gas station	<u>Gas stations capable of simultaneously fueling not more than 10 vehicles are permitted with a conditional use permit if—</u> <u>1. Use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; or</u>	PDC
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	<p><u>2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform.</u></p> <p><u>Gas stations capable of simultaneously fueling more than 10 vehicles are permitted with a conditional use permit if—</u></p> <p><u>1. Use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform and within 500 feet of a freeway right-of-way or roadway with six or more lanes, subject to special use regulations in section 17.228.127; or</u></p> <p><u>2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform and within 500 feet of a freeway right-of-way or roadway with six or more lanes.</u></p>	
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4. A row for “plant nursery” is added to subsection B.2 (Conditional uses; commercial and institutional uses) to read as follows:

<u>Plant nursery</u>	<u>Permitted with a conditional use permit if use is located within ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127</u>	<u>PDC</u>
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B. Except as amended by subsection A above, all provisions of section 17.216.510 remain unchanged and in full effect.

SECTION 5.

A. Section 17.216.710 (C-2 zone) of the Sacramento City Code is amended as follows:

1. The “plant nursery” row in subsection A.1 (Permitted uses; commercial and institutional uses) is amended to read as follows:

<u>Plant nursery</u>	<u>Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform</u> Permitted if use is located ¼ mile or greater from the center of a light rail station platform; a conditional use permit is required if use is located less than ¼ mile from the center of a light rail station platform
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2. The “auto—sales, storage, rental” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Auto—sales, storage, rental	<p><u>Permitted with a conditional use permit if—</u></p> <ol style="list-style-type: none"> <u>1. Use is located within ¼ mile from the center of an existing or proposed light rail station platform and the entire business, including auto storage and display, is conducted within a building;</u> <u>2. Use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; or</u> <u>3. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform.</u> <p>Repair work is permitted if confined to a building.;</p> <p><u>Subject to special use regulations in section 17.228.118</u></p>	PDC
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3. The “auto—service, repair” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Auto—service, repair	<p><u>Permitted with a conditional use permit if—</u></p> <ol style="list-style-type: none"> <u>1. Use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; or</u> <u>2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform.</u> <p>Entire business shall be conducted within a building.</p> <p>No outdoor storage, <u>overnight parking of vehicles</u>, or display of merchandise is permitted in this zone.;</p> <p><u>Auto service or repair work performed within 300 feet of property used or zoned for residential purposes shall not be conducted before 6:00 a.m. or after 10:00 p.m.</u></p> <p><u>Subject to special use regulations in section 17.228.118</u></p>	PDC
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4. The “drive-through restaurant” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Drive-through restaurant	<p><u>Permitted with a conditional use permit if—</u></p> <ol style="list-style-type: none"> <u>1. Use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; or</u> 	PDC
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	<p><u>2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform.</u></p> <p>Subject to special use regulations in section 17.228.109.</p> <p>Prohibited in the Central City unless the drive-through facility is within 500 feet of freeway right-of-way.</p>	
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5. The “equipment—rental, sales yard” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Equipment—rental, sales yard	<p><u>Permitted with a conditional use permit if—</u></p> <p><u>1. Use is located within ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; or</u></p> <p><u>2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform.</u></p> <p>Repair work is permitted if confined to a building.</p> <p><u>Outdoor storage of any inventory or supplies in view of any public right-of-way is prohibited.</u></p> <p><u>Subject to special use regulations in section 17.228.118</u></p>	PDC
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6. The “gas station” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Gas station	<p><u>Gas stations capable of simultaneously fueling not more than 10 vehicles are permitted with a conditional use permit if—</u></p> <p><u>1. Use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; or</u></p> <p><u>2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform.</u></p> <p><u>Gas stations capable of simultaneously fueling more than 10 vehicles are permitted with a conditional use permit if—</u></p> <p><u>1. Use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform and within 500 feet of a</u></p>	PDC
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	<p><u>freeway right-of-way or roadway with six or more lanes, subject to special use regulations in section 17.228.127;</u> <u>or</u> <u>2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform and within 500 feet of a freeway right-of-way or roadway with six or more lanes.</u></p>	
	<p>Repair work is permitted if confined to a building; Subject to special use regulations in section 17.228.118</p>	

7. The “mini storage; locker building” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Mini storage; locker building	<p>Subject to special use regulations in section 17.228.106, <u>permitted with a conditional use permit if—</u> <u>1. Use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; or</u> <u>4-2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform.</u></p>	PDC
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8. The “mobilehome—sales, storage” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Mobilehome—sales, storage	<p>Repair work is permitted if confined to a building; Subject to special use regulations in section 17.228.118</p>	PDC
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9. The “plant nursery” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Plant nursery	<p><u>Permitted with a conditional use permit if use is located within ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127</u>Permitted with a conditional use permit if use is located less than ¼ mile from the center of a light rail station platform; permitted by right if use is located ¼ mile or greater from the center of a light rail station platform</p>	PDC
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10. The “cannabis cultivation” row in subsection B.3 (Conditional uses; industrial and agricultural uses) is amended to read as follows:

Cannabis cultivation	<p><u>Permitted with a conditional use permit if—</u></p> <p><u>1. Use is located within ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; or</u></p> <p><u>2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform.</u></p> <p>Subject to special use regulations in section 17.228.900.</p>	ZA/PDC
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11. The “cannabis manufacturing, nonvolatile” row in subsection B.3 (Conditional uses; industrial and agricultural uses) is amended to read as follows:

Cannabis manufacturing, nonvolatile	<p><u>Permitted with a conditional use permit if—</u></p> <p><u>1. Use is located within ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; or</u></p> <p><u>2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform.</u></p> <p>Subject to special use regulations in section 17.228.900.</p>	ZA/PDC
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B. Except as amended by subsection A above, all provisions of section 17.216.710 remain unchanged and in full effect.

SECTION 6.

A. Section 17.216.810 (C-3 zone) of the Sacramento City Code is amended as follows:

1. The “auto—sales, storage, rental” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Auto—sales, storage, rental	<p><u>Permitted with a conditional use permit if—</u></p> <p><u>1. Use is located within ¼ mile from the center of an existing or proposed light rail station platform and the entire business, including auto storage and display, is conducted within a building;</u></p> <p><u>2. Use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed</u></p>	PDC
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	<u>light rail station platform, subject to special use regulations in section 17.228.127; or</u> <u>3. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform.</u>	
	Repair work is permitted if confined to a building.	

2. The “auto—service, repair” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Auto—service, repair	<u>Permitted with a conditional use permit if—</u> <u>1. Use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; or</u> <u>2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform.</u>	PDC
	Entire business shall be conducted within a building. No outdoor storage or display of merchandise is permitted in this zone.	
	Repair work is permitted if confined to a building.	

3. The “gas station” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Gas station	<u>Gas stations capable of simultaneously fueling not more than 10 vehicles are permitted with a conditional use permit if—</u> <u>1. Use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; or</u> <u>2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform.</u>	PDC
	<u>Gas stations capable of simultaneously fueling more than 10 vehicles are permitted with a conditional use permit if—</u> <u>1. Use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform and within 500 feet of a freeway right-of-way or roadway with six or more</u>	

	<p><u>lanes, subject to special use regulations in section 17.228.127; or</u></p> <p><u>2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform and within 500 feet of a freeway right-of-way or roadway with six or more lanes.</u></p>	
	Repair work is permitted if confined to a building.	

B. Except as amended by subsection A above, all provisions of section 17.216.810 remain unchanged and in full effect.

SECTION 7.

A. Section 17.216.910 (C-4 zone) of the Sacramento City Code is amended as follows:

1. The “auto—sales, storage, rental” row in subsection A.2 (Permitted uses; commercial and institutional uses) is amended to read as follows:

Auto—sales, storage, rental	<p><u>Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform</u>Permitted if use is located ¼ mile or greater from the center of a light rail station platform; a conditional use permit is required if use is located less than ¼ mile from the center of a light rail station platform</p>
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2. The “auto—service, repair” row in subsection A.2 (Permitted uses; commercial and institutional uses) is amended to read as follows:

Auto—service, repair	<p><u>Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform</u>Permitted if use is located ¼ mile or greater from the center of a light rail station platform; a conditional use permit is required if use is located less than ¼ mile from the center of a light rail station platform</p>
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3. The “equipment—rental, sales yard” row in subsection A.2 (Permitted uses; commercial and institutional uses) is amended to read as follows:

Equipment—rental, sales yard	<p><u>Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform;</u></p> <p>Repair work is permitted if confined to a building.</p> <p>Permitted if use is located ¼ mile or greater from the center of a light rail station platform; a conditional use permit is required if</p>
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	use is located less than ¼ mile from the center of a light rail station platform
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4. The “gas station” row in subsection A.2 (Permitted uses; commercial and institutional uses) is amended to read as follows:

Gas station	<u>Gas stations capable of simultaneously fueling not more than 10 vehicles are permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform;</u> <u>Repair work is permitted if confined to a building.</u>
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5. The “mini storage; locker building” row in subsection A.2 (Permitted uses; commercial and institutional uses) is amended to read as follows:

Mini storage; locker building	<u>Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform;</u> Subject to special use regulations in section 17.228.106.;
	Permitted if use is located ¼ mile or greater from the center of a light rail station platform; a conditional use permit is required if use is located less than ¼ mile from the center of a light rail station platform

6. The “plant nursery” row in subsection A.2 (Permitted uses; commercial and institutional uses) is amended to read as follows:

Plant nursery	<u>Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform</u> Permitted if use is located ¼ mile or greater from the center of a light rail station platform; a conditional use permit is required if use is located less than ¼ mile from the center of a light rail station platform
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7. The “manufacturing, service, and repair” row in subsection A.3 (Permitted uses; industrial and agricultural uses) is amended to read as follows:

Manufacturing, service, and repair	<u>Permitted if use is limited to 6,400 gross square feet; Permitted with a conditional use permit if use exceeds 6,400 gross square feet;</u> Use may include incidental, non-nuisance producing processing, packaging, fabricating entirely within a building.
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8. The “warehouse; distribution center” row in subsection A.3 (Permitted uses; industrial and agricultural uses) is amended to read as follows:

Warehouse; distribution center	<u>Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform</u>
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9. The “auto—sales, storage, rental” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Auto—sales, storage, rental	<u>Permitted with a conditional use permit, subject to special use regulations in section 17.228.127, if—</u> <u>1. Use is located within ¼ mile from the center of an existing or proposed light rail station platform and the entire business, including storage and display, is conducted within a building; or</u> <u>1-2. Use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform.</u> Permitted with a conditional use permit if use is located less than ¼ mile from the center of a light rail station platform; permitted by right if use is located ¼ mile or greater from the center of a light rail station platform	PDC
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10. The “auto—service, repair” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Auto—service, repair	<u>Permitted with a conditional use permit if use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127</u> Permitted with a conditional use permit if use is located less than ¼ mile from the center of a light rail station platform; permitted by right if use is located ¼ mile or greater from the center of a light rail station platform	PDC
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11. The “drive-through restaurant” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Drive-through restaurant	<u>Permitted with a conditional use permit if—</u> <u>1. Use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; or</u>	PDC
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	<p><u>2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform.</u></p> <p>Prohibited in the Central City unless the drive-through facility is within 500 feet of freeway right-of-way.</p> <p>Subject to special use regulations in section 17.228.109.</p>	
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12. The “equipment—rental, sales yard” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Equipment—rental, sales yard	<p><u>Permitted with a conditional use permit if use is located within ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127;</u></p> <p>Repair work is permitted if confined to a building.</p> <p>Permitted with a conditional use permit if use is located less than ¼ mile from the center of a light rail station platform; permitted by right if use is located ¼ mile or greater from the center of a light rail station platform</p>	PDC
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13. The “gas station” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Gas station	<p><u>Gas stations capable of simultaneously fueling not more than 10 vehicles are permitted with a conditional use permit if use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127.</u></p> <p><u>Gas stations capable of simultaneously fueling more than 10 vehicles are permitted with a conditional use permit if—</u></p> <p><u>1. Use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform and within 500 feet of a freeway right-of-way or roadway with six or more lanes, subject to special use regulations in section 17.228.127; or</u></p> <p><u>2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform and within 500 feet of a freeway right-of-way or roadway with six or more lanes.</u></p>	PDC
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	Repair work is permitted if confined to a building.	
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14. The “mini storage; locker building” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Mini storage; locker building	<p><u>Permitted with a conditional use permit if use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127;</u></p> <p>Permitted with a conditional use permit if use is located less than ¼ mile from the center of a light rail station platform; permitted by right if use is located ¼ mile or greater from the center of a light rail station platform;</p> <p>Subject to special use regulations in section 17.228.106.</p>	PDC
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15. The “plant nursery” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Plant nursery	<p><u>Permitted with a conditional use permit if use is located within ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127</u>Permitted with a conditional use permit if use is located less than ¼ mile from the center of a light rail station platform; permitted by right if use is located ¼ mile or greater from the center of a light rail station platform</p>	PDC
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16. The “cannabis cultivation” row in subsection B.3 (Conditional uses; industrial and agricultural uses) is amended to read as follows:

Cannabis cultivation	<p><u>Permitted with a conditional use permit if—</u></p> <p><u>1. Use is located within ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; or</u></p> <p><u>2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform.</u></p> <p>Subject to special use regulations in section 17.228.900.</p>	ZA/PDC
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17. The “cannabis manufacturing, nonvolatile” row in subsection B.3 (Conditional uses; industrial and agricultural uses) is amended to read as follows:

Cannabis manufacturing, nonvolatile	<u>Permitted with a conditional use permit if —</u> <u>1. Use is located within ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; or</u> <u>2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform.</u> Subject to special use regulations in section 17.228.900.	ZA/PDC
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18. The “manufacturing, service, and repair” row in subsection B.3 (Conditional uses; industrial and agricultural uses) is amended to read as follows:

Manufacturing, service, and repair	<u>Permitted with a conditional use permit if—</u> <u>1. Use exceeds 6,400 square feet and is located within ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; or</u> <u>2. Use exceeds 6,400 square feet and is located greater than ½ mile from the center of an existing or proposed light rail station platform.</u> Permitted with a conditional use permit if use exceeds 6,400 gross square feet; Permitted if use is limited to 6,400 gross square feet; Use may include incidental, non-nuisance producing processing, packaging, fabricating entirely within a building.	PDC
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19. A row for “warehouse; distribution center” is added to subsection B.3 (Conditional uses; industrial and agricultural uses) to read as follows:

<u>Warehouse; distribution center</u>	<u>Permitted with a conditional use permit if use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127</u>	<u>PDC</u>
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B. Except as amended by subsection A above, all provisions of section 17.216.910 remain unchanged and in full effect.

SECTION 8.

A. Section 17.220.110 (M-1 zone) of the Sacramento City Code is amended as follows:

1. The “auto—sales, storage, rental” row in subsection A.2 (Permitted uses; commercial and institutional uses) is amended to read as follows:

Auto—sales, storage, rental	<u>Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform;</u> Permitted if use is located ¼ mile or greater from the center of a light rail station platform; a conditional use permit is required if use is located less than ¼ mile from the center of a light rail station platform
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2. The “auto—service, repair” row in subsection A.2 (Permitted uses; commercial and institutional uses) is amended to read as follows:

Auto—service, repair	<u>Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform;</u> Permitted if use is located ¼ mile or greater from the center of a light rail station platform; a conditional use permit is required if use is located less than ¼ mile from the center of a light rail station platform
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3. The “equipment—rental, sales yard” row in subsection A.2 (Permitted uses; commercial and institutional uses) is amended to read as follows:

Equipment—rental, sales yard	<u>Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform;</u> Permitted if use is located ¼ mile or greater from the center of a light rail station platform; a conditional use permit is required if use is located less than ¼ mile from the center of a light rail station platform; Repair work permitted if confined to building.
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4. The “gas station” row in subsection A.2 (Permitted uses; commercial and institutional uses) is amended to read as follows:

Gas station	<u>Gas stations capable of simultaneously fueling not more than 10 vehicles are permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform;</u> Repair work permitted if confined to building.
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5. The “mini storage; locker building” row in subsection A.2 (Permitted uses; commercial and institutional uses) is amended to read as follows:

Mini storage; locker building	Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform; Permitted if use is located ¼ mile or greater from the center of a light rail station platform; a conditional use permit is required if use is located less than ¼ mile from the center of a light rail station platform; Subject to special use regulations in section 17.228.106.
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6. The “plant nursery” row in subsection A.2 (Permitted uses; commercial and institutional uses) is amended to read as follows:

Plant nursery	Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform; Permitted if use is located ¼ mile or greater from the center of a light rail station platform; a conditional use permit is required if use is located less than ¼ mile from the center of a light rail station platform
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7. The “wholesale store” row in subsection A.2 (Permitted uses; commercial and institutional uses) is amended to read as follows:

Wholesale store	Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform; Permitted if use is located ¼ mile or greater from the center of a light rail station platform; a conditional use permit is required if use is located less than ¼ mile from the center of a light rail station platform
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8. The “manufacturing, service, and repair” row in subsection A.3 (Permitted uses; industrial and agricultural uses) is amended to read as follows:

Manufacturing, service, and repair	Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform
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9. The “warehouse; distribution center” row in subsection A.3 (Permitted uses; industrial and agricultural uses) is amended to read as follows:

Warehouse; distribution center	Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform
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10. The “auto—sales, storage, rental” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Auto—sales, storage, rental	Permitted with a conditional use permit, subject to special use regulations in section 17.228.127, if—	PDC
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	<p><u>1. Use is located within ¼ mile from the center of an existing or proposed light rail station platform and the entire business, including storage and display, is conducted within a building; or</u></p> <p><u>2. Use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform.</u></p> <p>Permitted with a conditional use permit if use is located less than ¼ mile from the center of a light rail station platform; permitted by right if use is located ¼ mile or greater from the center of a light rail station platform</p>	
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11. The “auto—service, repair” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Auto—service, repair	<p><u>Permitted with a conditional use permit if use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127</u>Permitted with a conditional use permit if use is located less than ¼ mile from the center of a light rail station platform; permitted by right if use is located ¼ mile or greater from the center of a light rail station platform</p>	PDC
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12. The “drive-through restaurant” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Drive-through restaurant	<p><u>Permitted with a conditional use permit if—</u></p> <p><u>1. Use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; or</u></p> <p><u>2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform.</u></p> <p>Prohibited in the Central City unless the drive-through facility is within 500 feet of freeway right-of-way.</p> <p>Subject to special use regulations in section 17.228.109.</p>	PDC
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13. The “equipment—rental, sales yard” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Equipment— rental, sales yard	<p><u>Permitted with a conditional use permit if use is located within ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127;</u>Permitted with a conditional use permit if use is located less than ¼ mile from the center of a light rail station platform; permitted by right if use is located ¼ mile or greater from the center of a light rail station platform;</p> <p>Repair work permitted if confined to building.</p>	PDC
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14. The “gas station” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Gas station	<p><u>Gas stations capable of simultaneously fueling not more than 10 vehicles are permitted with a conditional use permit if use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127.</u></p> <p><u>Gas stations capable of simultaneously fueling more than 10 vehicles are permitted with a conditional use permit if—</u></p> <p><u>1. Use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform and within 500 feet of a freeway right-of-way or roadway with six or more lanes, subject to special use regulations in section 17.228.127;</u> <u>or</u> <u>2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform and within 500 feet of a freeway right-of-way or roadway with six or more lanes.</u></p> <p>Repair work permitted if confined to building.</p>	PDC
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15. The “mini storage; locker building” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Mini storage; locker building	<p><u>Permitted with a conditional use permit if use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127;</u>Permitted with a conditional use permit if use is</p>	PDC
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	located less than ¼ mile from the center of a light rail station platform; permitted by right if use is located ¼ mile or greater from the center of a light rail station platform;	
	Subject to special use regulations in section 17.228.106.	

16. The “plant nursery” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Plant nursery	Permitted with a conditional use permit if use is located within ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; Permitted with a conditional use permit if use is located less than ¼ mile from the center of a light rail station platform; permitted by right if use is located ¼ mile or greater from the center of a light rail station platform	PDC
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17. The “wholesale store” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Wholesale store	Permitted with a conditional use permit if use is located within ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127 Permitted with a conditional use permit if use is located less than ¼ mile from the center of a light rail station platform; permitted by right if use is located ¼ mile or greater from the center of a light rail station platform	PDC
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18. The “cannabis cultivation” row in subsection B.3 (Conditional uses; industrial and agricultural uses) is amended to read as follows:

Cannabis cultivation	Permitted with a conditional use permit if— <ol style="list-style-type: none"> 1. Use is located within ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; or 2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform. 	ZA/PDC
	Subject to special use regulations in section 17.228.900	

19. The “cannabis manufacturing, nonvolatile” row in subsection B.3 (Conditional uses; industrial and agricultural uses) is amended to read as follows:

Cannabis manufacturing, nonvolatile	<u>Permitted with a conditional use permit if—</u> <u>1. Use is located within ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; or</u> <u>2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform.</u> Subject to special use regulations in section 17.228.900.	ZA/PDC
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20. A row for “warehouse; distribution center” is added to subsection B.3 (Conditional uses; industrial and agricultural uses) to read as follows:

<u>Warehouse; distribution center</u>	<u>Permitted with a conditional use permit if use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127</u>	<u>PDC</u>
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B. Except as amended by subsection A above, all provisions of section 17.220.110 remain unchanged and in full effect.

SECTION 9.

A. Section 17.220.210 (M-1(S) zone) of the Sacramento City Code is amended as follows:

1. The “auto—sales, storage, rental” row in subsection A.2 (Permitted uses; commercial and institutional uses) is amended to read as follows:

Auto—sales, storage, rental	<u>Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform</u> Permitted if use is located ¼ mile or greater from the center of a light rail station platform; a conditional use permit is required if use is located less than ¼ mile from the center of a light rail station platform
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2. The “auto—service, repair” row in subsection A.2 (Permitted uses; commercial and institutional uses) is amended to read as follows:

Auto—service, repair	<u>Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform</u> Permitted if use is located ¼ mile or greater from the center of a light rail station
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	platform; a conditional use permit is required if use is located less than ¼ mile from the center of a light rail station platform
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3. The “equipment—rental, sales yard” row in subsection A.2 (Permitted uses; commercial and institutional uses) is amended to read as follows:

Equipment—rental, sales yard	Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform; Permitted if use is located ¼ mile or greater from the center of a light rail station platform; a conditional use permit is required if use is located less than ¼ mile from the center of a light rail station platform; Repair work permitted if confined to building.
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4. The “gas station” row in subsection A.2 (Permitted uses; commercial and institutional uses) is amended to read as follows:

Gas station	Gas stations capable of simultaneously fueling not more than 10 vehicles are permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform; Repair work permitted if confined to building.
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5. The “mini storage; locker building” row in subsection A.2 (Permitted uses; commercial and institutional uses) is amended to read as follows:

Mini storage; locker building	Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform; Permitted if use is located ¼ mile or greater from the center of a light rail station platform; a conditional use permit is required if use is located less than ¼ mile from the center of a light rail station platform; Subject to special use regulations in section 17.228.106.
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6. The “plant nursery” row in subsection A.2 (Permitted uses; commercial and institutional uses) is amended to read as follows:

Plant nursery	Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform; Permitted if use is located ¼ mile or greater from the center of a light rail station platform; a conditional use permit is required if use is located less than ¼ mile from the center of a light rail station platform
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7. The “wholesale store” row in subsection A.2 (Permitted uses; commercial and institutional uses) is amended to read as follows:

Wholesale store	<u>Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform</u> <u>Permitted if use is located ¼ mile or greater from the center of a light rail station platform; a conditional use permit is required if use is located less than ¼ mile from the center of a light rail station platform</u>
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8. The “manufacturing, service, and repair” row in subsection A.3 (Permitted uses; industrial and agricultural uses) is amended to read as follows:

Manufacturing, service, and repair	<u>Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform</u>
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9. The “warehouse; distribution center” row in subsection A.3 (Permitted uses; industrial and agricultural uses) is amended to read as follows:

Warehouse; distribution center	<u>Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform</u>
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10. The “auto—sales, storage, rental” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Auto—sales, storage, rental	<u>Permitted with a conditional use permit, subject to special use regulations in section 17.228.127, if—</u> <u>1. Use is located within ¼ mile from the center of an existing or proposed light rail station platform and the entire business, including storage and display, is conducted within a building; or</u> <u>2. Use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform.</u> <u>Permitted with a conditional use permit if use is located less than ¼ mile from the center of a light rail station platform; permitted by right if use is located ¼ mile or greater from the center of a light rail station platform</u>	PDC
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11. The “auto—service, repair” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Auto—service, repair	<u>Permitted with a conditional use permit if use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station</u>	PDC
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	platform, subject to special use regulations in section 17.228.127 Permitted with a conditional use permit if use is located less than ¼ mile from the center of a light rail station platform; permitted by right if use is located ¼ mile or greater from the center of a light rail station platform	
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12. The “drive-through restaurant” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Drive-through restaurant	<u>Permitted with a conditional use permit if—</u> <u>1. Use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; or</u> <u>2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform.</u> Prohibited in the Central City unless the drive-through facility is within 500 feet of freeway right-of-way. Subject to special use regulations in section 17.228.109.	PDC
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13. The “equipment—rental, sales yard” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Equipment—rental, sales yard	<u>Permitted with a conditional use permit if use is located within ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127;</u> Permitted with a conditional use permit if use is located less than ¼ mile from the center of a light rail station platform; permitted by right if use is located ¼ mile or greater from the center of a light rail station platform; Repair work permitted if confined to building.	PDC
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14. The “gas station” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Gas station	<u>Gas stations capable of simultaneously fueling not more than 10 vehicles are permitted with a conditional use permit if use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed</u>	PDC
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	<p><u>light rail station platform, subject to special use regulations in section 17.228.127.</u></p> <p><u>Gas stations capable of simultaneously fueling more than 10 vehicles are permitted with a conditional use permit if—</u></p> <p><u>1. Use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform and within 500 feet of a freeway right-of-way or roadway with six or more lanes, subject to special use regulations in section 17.228.127;</u></p> <p><u>or</u></p> <p><u>2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform and within 500 feet of a freeway right-of-way or roadway with six or more lanes.</u></p> <p>Repair work permitted if confined to building.</p>	
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15. The “mini storage; locker building” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Mini storage; locker building	<p><u>Permitted with a conditional use permit if use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127;</u>Permitted with a conditional use permit if use is located less than ¼ mile from the center of a light rail station platform; permitted by right if use is located ¼ mile or greater from the center of a light rail station platform;</p> <p>Subject to special use regulations in section 17.228.106.</p>	PDC
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16. The “plant nursery” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Plant nursery	<p><u>Permitted with a conditional use permit if use is located within ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127;</u>Permitted with a conditional use permit if use is located less than ¼ mile from the center of a light rail station platform; permitted by right if use is located ¼ mile or greater from the center of a light rail station platform</p>	PDC
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17. The “wholesale store” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Wholesale store	<u>Permitted with a conditional use permit if use is located within ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127</u> Permitted with a conditional use permit if use is located less than ¼ mile from the center of a light rail station platform; permitted by right if use is located ¼ mile or greater from the center of a light rail station platform	PDC
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18. The “cannabis cultivation” row in subsection B.3 (Conditional uses; industrial and agricultural uses) is amended to read as follows:

Cannabis cultivation	<u>Permitted with a conditional use permit if—</u> <u>1. Use is located within ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; or</u> <u>2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform.</u> Subject to special use regulations in section 17.228.900	ZA/PDC
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19. The “cannabis manufacturing, nonvolatile” row in subsection B.3 (Conditional uses; industrial and agricultural uses) is amended to read as follows:

Cannabis manufacturing, nonvolatile	<u>Permitted with a conditional use permit if—</u> <u>1. Use is located within ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; or</u> <u>2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform.</u> Subject to special use regulations in section 17.228.900.	ZA/PDC
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20. A row for “warehouse; distribution center” is added to subsection B.3 (Conditional uses; industrial and agricultural uses) to read as follows:

<u>Warehouse; distribution center</u>	<u>Permitted with a conditional use permit if use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station</u>	<u>PDC</u>
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	platform, subject to special use regulations in section 17.228.127	
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B. Except as amended by subsection A above, all provisions of section 17.220.210 remain unchanged and in full effect.

SECTION 10.

A. Section 17.220.310 (M-2 zone) of the Sacramento City Code is amended as follows:

1. The “auto—sales, storage, rental” row in subsection A.2 (Permitted uses; commercial and institutional uses) is amended to read as follows:

Auto—sales, storage, rental	Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform Permitted if use is located ¼ mile or greater from the center of a light rail station platform; a conditional use permit is required if use is located less than ¼ mile from the center of a light rail station platform
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2. The “auto—service, repair” row in subsection A.2 (Permitted uses; commercial and institutional uses) is amended to read as follows:

Auto—service, repair	Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform Permitted if use is located ¼ mile or greater from the center of a light rail station platform; a conditional use permit is required if use is located less than ¼ mile from the center of a light rail station platform
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3. The “equipment—rental, sales yard” row in subsection A.2 (Permitted uses; commercial and institutional uses) is amended to read as follows:

Equipment—rental, sales yard	Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform; Permitted if use is located ¼ mile or greater from the center of a light rail station platform; a conditional use permit is required if use is located less than ¼ mile from the center of a light rail station platform; Repair work permitted if confined to building.
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4. The “gas station” row in subsection A.2 (Permitted uses; commercial and institutional uses) is amended to read as follows:

Gas station	<p><u>Gas stations capable of simultaneously fueling not more than 10 vehicles are permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform;</u></p> <p>Repair work permitted if confined to building.</p>
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5. The “mini storage; locker building” row in subsection A.2 (Permitted uses; commercial and institutional uses) is amended to read as follows:

Mini storage; locker building	<p><u>Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform;</u> Permitted if use is located ¼ mile or greater from the center of a light rail station platform; a conditional use permit is required if use is located less than ¼ mile from the center of a light rail station platform;</p> <p>Subject to special use regulations in section 17.228.106.</p>
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6. The “plant nursery” row in subsection A.2 (Permitted uses; commercial and institutional uses) is amended to read as follows:

Plant nursery	<p><u>Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform</u> Permitted if use is located ¼ mile or greater from the center of a light rail station platform; a conditional use permit is required if use is located less than ¼ mile from the center of a light rail station platform</p>
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7. The “wholesale store” row in subsection A.2 (Permitted uses; commercial and institutional uses) is amended to read as follows:

Wholesale store	<p><u>Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform</u> Permitted if use is located ¼ mile or greater from the center of a light rail station platform; a conditional use permit is required if use is located less than ¼ mile from the center of a light rail station platform</p>
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8. The “manufacturing, service, and repair” row in subsection A.3 (Permitted uses; industrial and agricultural uses) is amended to read as follows:

Manufacturing, service, and repair	<p><u>Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform</u></p>
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9. The “warehouse; distribution center” row in subsection A.3 (Permitted uses; industrial and agricultural uses) is amended to read as follows:

Warehouse; distribution center	<u>Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform</u>
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10. The “auto—sales, storage, rental” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Auto—sales, storage, rental	<u>Permitted with a conditional use permit, subject to special use regulations in section 17.228.127, if—</u> <u>1. Use is located within ¼ mile from the center of an existing or proposed light rail station platform and the entire business, including storage and display, is conducted within a building; or</u> <u>2. Use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform.</u> Permitted with a conditional use permit if use is located less than ¼ mile from the center of a light rail station platform; permitted by right if use is located ¼ mile or greater from the center of a light rail station platform	PDC
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11. The “auto—service, repair” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Auto—service, repair	<u>Permitted with a conditional use permit if use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127</u> Permitted with a conditional use permit if use is located less than ¼ mile from the center of a light rail station platform; permitted by right if use is located ¼ mile or greater from the center of a light rail station platform	PDC
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12. The “drive-through restaurant” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Drive-through restaurant	<u>Permitted with a conditional use permit if—</u> <u>1. Use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; or</u> <u>2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform.</u>	PDC
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	Prohibited in the Central City unless the drive-through facility is within 500 feet of freeway right-of-way.	
	Subject to special use regulations in section 17.228.109.	

13. The “equipment—rental, sales yard” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Equipment— rental, sales yard	<p><u>Permitted with a conditional use permit if use is located within ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127;</u> Permitted with a conditional use permit if use is located less than ¼ mile from the center of a light rail station platform; permitted by right if use is located ¼ mile or greater from the center of a light rail station platform;</p> <p>Repair work permitted if confined to building.</p>	PDC
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14. The “gas station” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Gas station	<p><u>Gas stations capable of simultaneously fueling not more than 10 vehicles are permitted with a conditional use permit if use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127.</u></p> <p><u>Gas stations capable of simultaneously fueling more than 10 vehicles are permitted with a conditional use permit if—</u></p> <p><u>1. Use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform and within 500 feet of a freeway right-of-way or roadway with six or more lanes, subject to special use regulations in section 17.228.127;</u> <u>or</u> <u>2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform and within 500 feet of a freeway right-of-way or roadway with six or more lanes.</u></p> <p>Repair work permitted if confined to building.</p>	PDC
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15. The “mini storage; locker building” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Mini storage; locker building	<p><u>Permitted with a conditional use permit if use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127;</u> Permitted with a conditional use permit if use is located less than ¼ mile from the center of a light rail station platform; permitted by right if use is located ¼ mile or greater from the center of a light rail station platform;</p> <p>Subject to special use regulations in section 17.228.106.</p>	PDC
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16. The “plant nursery” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Plant nursery	<p><u>Permitted with a conditional use permit if use is located within ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127;</u> Permitted with a conditional use permit if use is located less than ¼ mile from the center of a light rail station platform; permitted by right if use is located ¼ mile or greater from the center of a light rail station platform</p>	PDC
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17. The “wholesale store” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Wholesale store	<p><u>Permitted with a conditional use permit if use is located within ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127</u> Permitted with a conditional use permit if use is located less than ¼ mile from the center of a light rail station platform; permitted by right if use is located ¼ mile or greater from the center of a light rail station platform</p>	PDC
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18. The “cannabis cultivation” row in subsection B.3 (Conditional uses; industrial and agricultural uses) is amended to read as follows:

Cannabis cultivation	<u>Permitted with a conditional use permit if—</u>	ZA/PDC
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	<p><u>1. Use is located within ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; or</u></p> <p><u>2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform.</u></p>	
Subject to special use regulations in section 17.228.900		

19. The “cannabis manufacturing, nonvolatile” row in subsection B.3 (Conditional uses; industrial and agricultural uses) is amended to read as follows:

Cannabis manufacturing, nonvolatile	<p><u>Permitted with a conditional use permit if—</u></p> <p><u>1. Use is located within ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; or</u></p> <p><u>2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform.</u></p>	ZA/PDC
Subject to special use regulations in section 17.228.900.		

20. A row for “warehouse; distribution center” is added to subsection B.3 (Conditional uses; industrial and agricultural uses) to read as follows:

<u>Warehouse; distribution center</u>	<u>Permitted with a conditional use permit if use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127</u>	<u>PDC</u>
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B. Except as amended by subsection A above, all provisions of section 17.220.310 remain unchanged and in full effect.

SECTION 11.

A. Section 17.220.410 (M-2(S) zone) of the Sacramento City Code is amended as follows:

1. The “auto—sales, storage, rental” row in subsection A.2 (Permitted uses; commercial and institutional uses) is amended to read as follows:

Auto—sales, storage, rental	<p><u>Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform</u>Permitted if use is located ¼ mile or greater from the center of a light rail station</p>
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	platform; a conditional use permit is required if use is located less than ¼ mile from the center of a light rail station platform
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2. The “auto—service, repair” row in subsection A.2 (Permitted uses; commercial and institutional uses) is amended to read as follows:

Auto—service, repair	Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform; Permitted if use is located ¼ mile or greater from the center of a light rail station platform; a conditional use permit is required if use is located less than ¼ mile from the center of a light rail station platform
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3. The “equipment—rental, sales yard” row in subsection A.2 (Permitted uses; commercial and institutional uses) is amended to read as follows:

Equipment—rental, sales yard	Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform; Permitted if use is located ¼ mile or greater from the center of a light rail station platform; a conditional use permit is required if use is located less than ¼ mile from the center of a light rail station platform; Repair work permitted if confined to building.
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4. The “gas station” row in subsection A.2 (Permitted uses; commercial and institutional uses) is amended to read as follows:

Gas station	Gas stations capable of simultaneously fueling not more than 10 vehicles are permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform; Repair work permitted if confined to building.
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5. The “mini storage; locker building” row in subsection A.2 (Permitted uses; commercial and institutional uses) is amended to read as follows:

Mini storage; locker building	Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform; Permitted if use is located ¼ mile or greater from the center of a light rail station platform; a conditional use permit is required if use is located less than ¼ mile from the center of a light rail station platform; Subject to special use regulations in section 17.228.106.
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6. The “plant nursery” row in subsection A.2 (Permitted uses; commercial and institutional uses) is amended to read as follows:

Plant nursery	<p><u>Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform</u>Permitted if use is located ¼ mile or greater from the center of a light rail station platform; a conditional use permit is required if use is located less than ¼ mile from the center of a light rail station platform</p>
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7. The “wholesale store” row in subsection A.2 (Permitted uses; commercial and institutional uses) is amended to read as follows:

Wholesale store	<p><u>Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform</u>Permitted if use is located ¼ mile or greater from the center of a light rail station platform; a conditional use permit is required if use is located less than ¼ mile from the center of a light rail station platform</p>
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8. The “manufacturing, service, and repair” row in subsection A.3 (Permitted uses; industrial and agricultural uses) is amended to read as follows:

Manufacturing, service, and repair	<p><u>Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform</u></p>
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9. The “warehouse; distribution center” row in subsection A.3 (Permitted uses; industrial and agricultural uses) is amended to read as follows:

Warehouse; distribution center	<p><u>Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform</u></p>
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10. The “auto—sales, storage, rental” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Auto—sales, storage, rental	<p><u>Permitted with a conditional use permit, subject to special use regulations in section 17.228.127, if—</u></p> <ol style="list-style-type: none"> <u>1. Use is located within ¼ mile from the center of an existing or proposed light rail station platform and the entire business, including storage and display, is conducted within a building; or</u> <u>2. Use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform.</u> <p>Permitted with a conditional use permit if use is located less than ¼ mile from the center of a light rail station platform;</p>	PDC
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	permitted by right if use is located ¼ mile or greater from the center of a light rail station platform	
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11. The “auto—service, repair” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Auto—service, repair	Permitted with a conditional use permit if use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127 Permitted with a conditional use permit if use is located less than ¼ mile from the center of a light rail station platform; permitted by right if use is located ¼ mile or greater from the center of a light rail station platform	PDC
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12. The “drive-through restaurant” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Drive-through restaurant	Permitted with a conditional use permit if— 1. Use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; or 2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform. Prohibited in the Central City unless the drive-through facility is within 500 feet of freeway right-of-way. Subject to special use regulations in section 17.228.109.	PDC
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13. The “equipment—rental, sales yard” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Equipment—rental, sales yard	Permitted with a conditional use permit if use is located within ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127 Permitted with a conditional use permit if use is located less than ¼ mile from the center of a light rail station platform; permitted by right if use is located ¼ mile or greater from the center of a light rail station platform; Repair work permitted if confined to building.	PDC
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14. The “gas station” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Gas station	<p><u>Gas stations capable of simultaneously fueling not more than 10 vehicles are permitted with a conditional use permit if use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127.</u></p> <p><u>Gas stations capable of simultaneously fueling more than 10 vehicles are permitted with a conditional use permit if—</u></p> <p><u>1. Use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform and within 500 feet of a freeway right-of-way or roadway with six or more lanes, subject to special use regulations in section 17.228.127;</u></p> <p><u>or</u></p> <p><u>1-2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform and within 500 feet of a freeway right-of-way or roadway with six or more lanes.</u></p> <p>Repair work permitted if confined to building.</p>	PDC
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15. The “mini storage; locker building” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Mini storage; locker building	<p><u>Permitted with a conditional use permit if use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127;</u>Permitted with a conditional use permit if use is located less than ¼ mile from the center of a light rail station platform; permitted by right if use is located ¼ mile or greater from the center of a light rail station platform;</p> <p>Subject to special use regulations in section 17.228.106.</p>	PDC
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16. The “plant nursery” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Plant nursery	Permitted with a conditional use permit if use is located within ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; Permitted with a conditional use permit if use is located less than ¼ mile from the center of a light rail station platform; permitted by right if use is located ¼ mile or greater from the center of a light rail station platform	PDC
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17. The “wholesale store” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Wholesale store	Permitted with a conditional use permit if use is located within ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127 Permitted with a conditional use permit if use is located less than ¼ mile from the center of a light rail station platform; permitted by right if use is located ¼ mile or greater from the center of a light rail station platform	PDC
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18. The “cannabis cultivation” row in subsection B.3 (Conditional uses; industrial and agricultural uses) is amended to read as follows:

Cannabis cultivation	Permitted with a conditional use permit if— 1. Use is located within ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; or 2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform. Subject to special use regulations in section 17.228.900	ZA/PDC
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19. The “cannabis manufacturing, nonvolatile” row in subsection B.3 (Conditional uses; industrial and agricultural uses) is amended to read as follows:

Cannabis manufacturing, nonvolatile	Permitted with a conditional use permit if— 1. Use is located within ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; or 2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform.	ZA/PDC
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	Subject to special use regulations in section 17.228.900.	
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20. A row for “warehouse; distribution center” is added to subsection B.3 (Conditional uses; industrial and agricultural uses) to read as follows:

<u>Warehouse; distribution center</u>	<u>Permitted with a conditional use permit if use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127</u>	<u>PDC</u>
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B. Except as amended by subsection A above, all provisions of section 17.220.410 remain unchanged and in full effect.

SECTION 12.

A. Section 17.220.510 (MIP zone) of the Sacramento City Code is amended as follows:

1. The “manufacturing, service, and repair” row in subsection A.2 (Permitted uses; industrial and agricultural uses) is amended to read as follows:

Manufacturing, service, and repair	<u>Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform</u>
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2. The “cannabis manufacturing, nonvolatile” row in subsection B.1 (Conditional uses; industrial and agricultural uses) is amended to read as follows:

Cannabis manufacturing, nonvolatile	<u>Permitted with a conditional use permit if —</u> <u>1. Use is located within ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; or</u> <u>2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform.</u>	ZA/PDC
	Subject to special use regulations in section 17.228.900.	

3. A row for “manufacturing, service, and repair” is added to subsection B.1 (Conditional uses; industrial and agricultural uses) to read as follows:

<u>Manufacturing, service, and repair</u>	<u>Permitted with a conditional use permit if use is located within ½ mile from the center of an existing or proposed</u>	<u>PDC</u>
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	<u>light rail station platform, subject to special use regulations in section 17.228.127</u>	
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B. Except as amended by subsection A above, all provisions of section 17.220.510 remain unchanged and in full effect.

SECTION 13.

A. Section 17.220.610 (MRD zone) of the Sacramento City Code is amended as follows:

1. The “drive-through restaurant” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Drive-through restaurant	<u>Permitted with a conditional use permit if—</u> <u>1. Use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; or</u> <u>2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform.</u> <u>Subject to special use regulations in section 17.228.109.</u>	PDC
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2. The “equipment—rental, sales yard” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Equipment—rental, sales yard	<u>Permitted with a conditional use permit if —</u> <u>1. Use is located within ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; or</u> <u>2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform.</u>	PDC
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3. The “gas station” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Gas station	<u>Gas stations capable of simultaneously fueling not more than 10 vehicles are permitted with a conditional use permit if—</u> <u>1. Use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed</u>	PDC
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	<p><u>light rail station platform, subject to special use regulations in section 17.228.127; or</u></p> <p>2. <u>Use is located greater than ½ mile from the center of an existing or proposed light rail station.</u></p> <p>Gas stations capable of simultaneously fueling more than 10 vehicles are permitted with a conditional use permit if—</p> <p>1. <u>Use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform and within 500 feet of a freeway right-of-way or roadway with six or more lanes, subject to special use regulations in section 17.228.127;</u> <u>or</u></p> <p>2. <u>Use is located greater than ½ mile from the center of an existing or proposed light rail station platform and within 500 feet of a freeway right-of-way or roadway with six or more lanes.</u></p>	
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4. The “cannabis manufacturing, nonvolatile” row in subsection B.3 (Conditional uses; industrial and agricultural uses) is amended to read as follows:

Cannabis manufacturing, nonvolatile	<p><u>Permitted with a conditional use permit if—</u></p> <p>1. <u>Use is located within ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; or</u></p> <p>2. <u>Use is located greater than ½ mile from the center of an existing or proposed light rail station platform.</u></p> <p>Subject to special use regulations in section 17.228.900.</p>	ZA/PDC
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B. Except as amended by subsection A above, all provisions of section 17.220.610 remain unchanged and in full effect.

SECTION 14.

Section 17.228.127 is added to the Sacramento City Code to read as follows:

17.228.127 Development near existing or proposed light rail stations.

A conditional use permit shall not be granted for uses subject to this section unless the decision-maker, in addition to the findings required by section 17.808.200, makes one of the following findings:

A. A significant physical barrier exists between the project site and an existing or proposed light rail station that precludes a direct and convenient path of travel for pedestrians and bicyclists traveling to and from the project site and the light rail station, such as a freeway or a river, and there is no approved infrastructure planned to overcome the barrier; or

B. The proposed development includes all of the following:

1. The use has either—a) a minimum floor area ratio of 0.4 and an employee density equal to or greater than one employee per 250 square feet of building area; or b) a residential density of at least 15 dwelling units per net acre;

2. Pedestrian amenities such as lighting, awnings, canopies, benches, tree shading, and landscaping;

3. The building is designed with ground-floor street-facing facades, consisting of at least 75% transparent glass storefront windows or display windows;

4. The proposed development provides continuous, direct, convenient pedestrian walkways to transit, adjacent uses, and other uses on the same site;

5. Off-street vehicle parking is located beneath, to the rear, or interior side of the building and not in front of the building; and

6. The building's primary entrance has direct access to public streets and sidewalks.

SECTION 15.

A. Subsection A.4 is added to section 17.436.040 of the Sacramento City Code to read as follows:

4. Manufacturing, service, and repair. Manufacturing, service, and repair in the C-4 zone in an existing building within ½ mile from the center of an existing or proposed light rail station platform is not subject to section 17.228.127.

B. Except as amended by subsection A above, all provisions of section 17.436.040 remain unchanged and in full effect.

SECTION 16.

Section 17.608.020 of the Sacramento City Code is amended to read as follows:

17.608.020 General provisions.

A. Off-street parking requirement. Off-street vehicle and bicycle parking shall be provided and maintained for all existing and new development at the ratios specified in and in accordance with the standards and requirements of this chapter.

B. Parking to be provided on-site. Required off-street parking shall be provided and maintained on the same parcel or integrated development site as the land use it is intended to serve, except as provided in section 17.608.060. An integrated development site is a site consisting of two or more contiguous parcels sharing parking facilities with reciprocal access and parking easements or similar shared-parking agreements.

C. Calculation of the off-street parking requirement. The required number of off-street vehicle and bicycle parking spaces is rounded to the nearest whole number.

D. Expansion or change in use of existing buildings and structures that do not meet current parking requirements. The following rules apply to buildings and uses that met all applicable parking requirements when constructed or established, but that do not meet current parking requirements, due to the later adoption of or amendments to these requirements.

1. Increases in building size. Additional vehicle and bicycle parking is required only when there is an increase in building size of 15% or more of the gross building square footage or, in the case of a residential project, an increase in the number of residential units by 15% or more.

2. Change in use. If a new use of a building or structure requires greater off-street parking than the previous use, additional off-street vehicle parking and bicycle parking is required in an amount equal to the difference between the parking required of the new use and the parking that would have been required of the prior use if current parking requirements had been applicable.

E. Restaurant outdoor seating. Square footage allocated to restaurant outdoor seating is not included in calculating the minimum off-street vehicle parking requirement for restaurants.

F. Affordable housing and senior housing.

1. The off-street vehicle parking requirement is reduced by 50% for each affordable housing unit and each senior housing unit.

2. The bicycle parking requirement is reduced by 50% for each senior housing unit.

3. For purposes of this section, an “affordable housing unit” is a housing unit restricted to occupancy by a lower or very low income household as defined in section 50079.5 of the California Health and Safety Code. A “senior housing unit” is a housing unit restricted to occupancy based on age requirements for older persons under section 51.3 of the California Civil Code.

G. Transit-oriented development.

1. There is no minimum off-street vehicle parking requirement for uses located within one-quarter mile from the center of an existing or proposed light rail station platform.

2. The off-street vehicle parking requirement is reduced by 50% for uses located greater than one-quarter mile but less than or equal to one-half mile from the center of an existing or proposed light rail station platform.

GH. The California Building Code. The required number of spaces in off-street parking facilities that are restriped or redesigned to meet accessibility requirements may be reduced as necessary to comply with Title 24 of the California Building Code.

HJ. Exemptions for small lots. Off-street parking is not required for nonresidential uses on lots of 6,400 square feet or less.

IJ. Exemptions for nonresidential uses in residential mixed use development. Off-street parking is not required for nonresidential uses in mixed use buildings in which at least 50% of the building’s square footage is devoted to residential uses.

JK. Exemptions for adaptive reuse. Off-street vehicle and bicycle parking is not required for those portions of historic resources that are converted from nonresidential uses to residential uses.

KL. Authority to require additional parking. The zoning administrator, planning director, planning and design commission, or city council may require greater or fewer off-street parking spaces than required by this chapter, or may impose other parking-related requirements, as a condition of a conditional use permit, variance, or site plan and design review.

SECTION 17.

This ordinance shall not apply to projects for which the city accepted a complete development application on or before October 1, 2018.

ORDINANCE NO.

Adopted by the Sacramento City Council
Date Adopted

AN ORDINANCE AMENDING VARIOUS SECTIONS OF
TITLE 17 OF THE SACRAMENTO CITY CODE, RELATING TO TRANSIT-ORIENTED DEVELOPMENT

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

SECTION 1.

The city council finds the following:

1. As amended by this ordinance, the Planning and Development Code complements, supports, and facilitates the implementation of the goals, policies, and other provisions of the general plan and the city's specific plans and transit village plans; and
2. The amendments in this ordinance promote the public health, safety, convenience, and welfare of the city.

SECTION 2.

A. The definition of "light rail station, proposed" is added to section 17.108.130 of the Sacramento City Code to read as follows:

"Light rail station, proposed" means a light rail station approved for installation by the board of directors of Sacramento Regional Transit District.

B. Except as amended by subsection A above, all provisions of section 17.108.130 remain unchanged and in full effect.

SECTION 3.

A. Section 17.216.420 (EC zone—Use regulations) of the Sacramento City Code is amended as follows:

1. Subsection B.1 (primary and non-primary land uses) is amended to read as follows:

1. Land uses allowed in the EC zone are divided into two categories: Primary and Non-Primary. Primary uses, described in more detail below, are employment-generating uses that provide a ridership base that will reinforce the use of transit services. Non-primary uses are conditional and are generally uses supportive of primary

uses. Non-primary uses are divided into “support retail” and “residential.” Primary and non-primary uses are set forth in Table 1.

Table 1

Category	Permitted uses
Primary	<p>Office</p> <p>High-tech manufacturing research and development (not limited to 25% office—may have 100% office uses)</p> <p>Medical facilities:</p> <ul style="list-style-type: none"> Hospital Laboratory Skilled nursing facility Research and development Physician’s clinic Convalescent hospital Drug-alcohol treatment centers Pharmacy Optician lab or clinic Veterinary clinic; veterinary hospital¹ <p>Educational/vocational/training (public or private)</p> <p>Banks; savings and loans</p> <p>Post office</p> <p>Childcare center</p> <p>Light Industrial Uses:</p> <ul style="list-style-type: none"> Warehouse; distribution center is permitted by right when use is located greater than ½ mile from the center of an existing or proposed light rail station platform; for conditional uses, see subsection B.2.c. Manufacturing High-tech manufacturing research and development (limited to 25% office) Assembly
Support Retail	<p>Health club</p> <p>School—dance, music, art, martial arts</p> <p>Auto—sales, storage, rental is permitted when use is located greater than ½ mile from the center of an existing or proposed light rail station platform; for conditional uses, see subsection B.2.c.</p> <p>Auto—service, repair is permitted when use is located greater than ½ mile from the center of an existing or proposed light rail station platform; for conditional uses, see subsection B.2.c.</p> <p>Gas stations capable of simultaneously fueling not more than 10 vehicles are permitted by right when located greater than ½ mile from the center of an existing or proposed light rail station platform; for conditional uses, see subsection B.2.c.</p>

	Restaurant; café; deli Hotel; motel; bed and breakfast inn Consumer retail (maximum 10,000 square feet per store, with an aggregate building size of 30,000 square feet) ² (e.g., books, food, videos, etc.) Antenna; telecommunications facility (subject to special use regulations in section 17.228.300 et seq.) Assembly-cultural, religious, social (subject to approval of a conditional use permit by the Planning and Design Commission)
Residential	Multi-unit dwelling

¹ Veterinary clinics and hospitals need a conditional use permit if there is outdoor boarding of animals.

² Includes drug stores and office supply stores up to a maximum of 20,000 square feet per store, except EC-65 and EC-80 sites, which have a maximum of 10,000 square feet. Includes auto-related retail uses (excluding gas sales) up to a maximum of 15,000 square feet.

2. Subsection B.2.c (Conditionally permitted uses) is amended to read as follows:

c. Conditionally permitted uses.

i. Auto—sales, storage, rental. Use is permitted with a conditional use permit approved by the planning and design commission if—

(A) Use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; or

(B) Use is located greater than ½ mile from the center of an existing or proposed light rail station platform.

ii. Auto—service, repair. Use is permitted with a conditional use permit approved by the planning and design commission if—

(A) Use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; or

(B) Use is located greater than ½ mile from the center of an existing or proposed light rail station platform.

iii. Drive-through facilities. In the EC-30, EC-40, or EC-45 zones, a drive-through service facility is permitted when incidental to a permitted use in the

underlying zone, subject to a planning and design commission conditional use permit. A drive-through service facility is not permitted in the EC-50 zone. A drive-through service facility is not permitted in the EC-65 and EC-80 zones, except that if the EC-65 or EC-80 zone is within an employment center project in the North Natomas Community Plan area, which project is the subject of a development agreement executed on or before July 1, 2001, then a drive-through service facility is permitted when incidental to a permitted use in the underlying zone, subject to a planning and design commission conditional use permit.

iv. Gas stations.

(A) Gas stations capable of simultaneously fueling not more than 10 vehicles are permitted with a conditional use permit approved by the planning and design commission if use is located greater than $\frac{1}{4}$ mile but less than or equal to $\frac{1}{2}$ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127.

(B) Gas stations capable of simultaneously fueling more than 10 vehicles are permitted with a conditional use permit approved by the planning and design commission if—

(1) Use is located greater than $\frac{1}{4}$ mile but less than or equal to $\frac{1}{2}$ mile from the center of an existing or proposed light rail station platform and within 500 feet of a freeway right-of-way or roadway with six or more lanes, subject to special use regulations in section 17.228.127; or

(2) Use is located greater than $\frac{1}{2}$ mile from the center of an existing or proposed light rail station platform and within 500 feet of a freeway right-of-way or roadway with six or more lanes.

v. Mini storage; locker building.

(A) Mini storage; locker building is permitted in the EC-30 zone with a conditional use permit approved by the planning and design commission if—

(1) Use is located greater than $\frac{1}{4}$ mile but less than or equal to $\frac{1}{2}$ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; or

(2) Use is located greater than $\frac{1}{2}$ mile from the center of an existing or proposed light rail station platform.

(B) Criteria for mini storage; locker building include the following:

(1) The proposed mini storage is compatible with adjacent land uses in the PUD and with adjacent uses within contiguous PUDs.

(2) The proposed mini storage use will not result in an over-concentration of mini storage projects in the community plan area.

(3) The proposed mini storage will not be located in an area where another use is more appropriate due to pedestrian and transit access opportunities.

(4) The proposed mini storage project shall provide quality building and landscape design, including the following:

(a) The buildings facing the street shall have an articulated design.

(b) Buildings facing the street shall have uses other than storage units (e.g., the business office, the manager's residence or appropriate retail uses such as coffee shop, mailbox business, packaging business, etc.). The roll-up doors of the storage units shall not be visible from the street.

(c) Roof shall be pitched at least 4:1 slope, and roof materials shall be of high-quality dimensional composition or tile.

(d) Abundant landscaping of high quality shall be present at the street entrance to the mini storage project.

vi. Warehouse uses. Use is permitted with a conditional use permit approved by the planning and design commission if—

(A) Use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; or

(B) Use is located greater than ½ mile from the center of an existing or proposed light rail station platform.

3. Subsection B.2.d is added to read as follows:

d. Prohibited uses. All uses not listed in this section are prohibited in the EC zone.

B. Except as amended by subsection A above, all provisions of section 17.216.420 remain unchanged and in full effect.

SECTION 4.

A. Section 17.216.510 (SC zone) of the Sacramento City Code is amended as follows:

1. The “plant nursery” row in subsection A.2 (Permitted uses; commercial and institutional uses) is amended to read as follows:

Plant nursery	Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform
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2. The “drive-through restaurant” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Drive-through restaurant	<p>Permitted with a conditional use permit if—</p> <ol style="list-style-type: none"> 1. Use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; or 2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform. <p>Subject to special use regulations in section 17.228.109.</p>	PDC
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3. The “gas station” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Gas station	<p>Gas stations capable of simultaneously fueling not more than 10 vehicles are permitted with a conditional use permit if—</p> <ol style="list-style-type: none"> 1. Use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; or 2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform. <p>Gas stations capable of simultaneously fueling more than 10 vehicles are permitted with a conditional use permit if—</p> <ol style="list-style-type: none"> 1. Use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or 	PDC
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	<p>proposed light rail station platform and within 500 feet of a freeway right-of-way or roadway with six or more lanes, subject to special use regulations in section 17.228.127; or</p> <p>2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform and within 500 feet of a freeway right-of-way or roadway with six or more lanes.</p>	
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4. A row for “plant nursery” is added to subsection B.2 (Conditional uses; commercial and institutional uses) to read as follows:

Plant nursery	Permitted with a conditional use permit if use is located within ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127	PDC
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B. Except as amended by subsection A above, all provisions of section 17.216.510 remain unchanged and in full effect.

SECTION 5.

A. Section 17.216.710 (C-2 zone) of the Sacramento City Code is amended as follows:

1. The “plant nursery” row in subsection A.1 (Permitted uses; commercial and institutional uses) is amended to read as follows:

Plant nursery	Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform
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2. The “auto—sales, storage, rental” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Auto—sales, storage, rental	<p>Permitted with a conditional use permit if—</p> <p>1. Use is located within ¼ mile from the center of an existing or proposed light rail station platform and the entire business, including auto storage and display, is conducted within a building;</p> <p>2. Use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; or</p> <p>3. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform.</p>	PDC
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	Repair work is permitted if confined to a building.	
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3. The “auto—service, repair” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Auto—service, repair	<p>Permitted with a conditional use permit if—</p> <ol style="list-style-type: none"> 1. Use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; or 2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform. <p>Entire business shall be conducted within a building.</p> <p>No outdoor storage, overnight parking of vehicles, or display of merchandise is permitted in this zone. Auto service or repair work performed within 300 feet of property used or zoned for residential purposes shall not be conducted before 6:00 a.m. or after 10:00 p.m.</p>	PDC
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4. The “drive-through restaurant” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Drive-through restaurant	<p>Permitted with a conditional use permit if—</p> <ol style="list-style-type: none"> 1. Use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; or 2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform. <p>Subject to special use regulations in section 17.228.109.</p> <p>Prohibited in the Central City unless the drive-through facility is within 500 feet of freeway right-of-way.</p>	PDC
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5. The “equipment—rental, sales yard” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Equipment—rental, sales yard	Permitted with a conditional use permit if—	PDC
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	<ol style="list-style-type: none"> 1. Use is located within ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; or 2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform. <p>Repair work is permitted if confined to a building.</p> <p>Outdoor storage of any inventory or supplies in view of any public right-of-way is prohibited.</p>	
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6. The “gas station” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

<p>Gas station</p>	<p>Gas stations capable of simultaneously fueling not more than 10 vehicles are permitted with a conditional use permit if—</p> <ol style="list-style-type: none"> 1. Use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; or 2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform. <p>Gas stations capable of simultaneously fueling more than 10 vehicles are permitted with a conditional use permit if—</p> <ol style="list-style-type: none"> 1. Use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform and within 500 feet of a freeway right-of-way or roadway with six or more lanes, subject to special use regulations in section 17.228.127; or 2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform and within 500 feet of a freeway right-of-way or roadway with six or more lanes. <p>Repair work is permitted if confined to a building.</p>	<p>PDC</p>
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7. The “mini storage; locker building” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Mini storage; locker building	Subject to special use regulations in section 17.228.106, permitted with a conditional use permit if— <ol style="list-style-type: none"> 1. Use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; or 2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform. 	PDC
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8. The “mobilehome—sales, storage” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Mobilehome— sales, storage	Repair work is permitted if confined to a building	PDC
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9. The “plant nursery” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Plant nursery	Permitted with a conditional use permit if use is located within ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127	PDC
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10. The “cannabis cultivation” row in subsection B.3 (Conditional uses; industrial and agricultural uses) is amended to read as follows:

Cannabis cultivation	Permitted with a conditional use permit if— <ol style="list-style-type: none"> 1. Use is located within ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; or 2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform. Subject to special use regulations in section 17.228.900.	ZA/PDC
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11. The “cannabis manufacturing, nonvolatile” row in subsection B.3 (Conditional uses; industrial and agricultural uses) is amended to read as follows:

Cannabis manufacturing, nonvolatile	Permitted with a conditional use permit if— <ol style="list-style-type: none"> 1. Use is located within ½ mile from the center of an existing or proposed light rail station platform, 	ZA/PDC
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	subject to special use regulations in section 17.228.127; or 2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform. Subject to special use regulations in section 17.228.900.	
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B. Except as amended by subsection A above, all provisions of section 17.216.710 remain unchanged and in full effect.

SECTION 6.

A. Section 17.216.810 (C-3 zone) of the Sacramento City Code is amended as follows:

1. The “auto—sales, storage, rental” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Auto—sales, storage, rental	Permitted with a conditional use permit if— 1. Use is located within ¼ mile from the center of an existing or proposed light rail station platform and the entire business, including auto storage and display, is conducted within a building; 2. Use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; or 3. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform. Repair work is permitted if confined to a building.	PDC
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2. The “auto—service, repair” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Auto—service, repair	Permitted with a conditional use permit if— 1. Use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; or 2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform.	PDC
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	Entire business shall be conducted within a building. No outdoor storage or display of merchandise is permitted in this zone.	
	Repair work is permitted if confined to a building.	

3. The “gas station” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Gas station	<p>Gas stations capable of simultaneously fueling not more than 10 vehicles are permitted with a conditional use permit if—</p> <ol style="list-style-type: none"> 1. Use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; or 2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform. <p>Gas stations capable of simultaneously fueling more than 10 vehicles are permitted with a conditional use permit if—</p> <ol style="list-style-type: none"> 1. Use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform and within 500 feet of a freeway right-of-way or roadway with six or more lanes, subject to special use regulations in section 17.228.127; or 2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform and within 500 feet of a freeway right-of-way or roadway with six or more lanes. <p>Repair work is permitted if confined to a building.</p>	PDC
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B. Except as amended by subsection A above, all provisions of section 17.216.810 remain unchanged and in full effect.

SECTION 7.

A. Section 17.216.910 (C-4 zone) of the Sacramento City Code is amended as follows:

1. The “auto—sales, storage, rental” row in subsection A.2 (Permitted uses; commercial and institutional uses) is amended to read as follows:

Auto—sales, storage, rental	Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform
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2. The “auto—service, repair” row in subsection A.2 (Permitted uses; commercial and institutional uses) is amended to read as follows:

Auto—service, repair	Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform
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3. The “equipment—rental, sales yard” row in subsection A.2 (Permitted uses; commercial and institutional uses) is amended to read as follows:

Equipment—rental, sales yard	Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform; Repair work is permitted if confined to a building.
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4. The “gas station” row in subsection A.2 (Permitted uses; commercial and institutional uses) is amended to read as follows:

Gas station	Gas stations capable of simultaneously fueling not more than 10 vehicles are permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform; Repair work is permitted if confined to a building.
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5. The “mini storage; locker building” row in subsection A.2 (Permitted uses; commercial and institutional uses) is amended to read as follows:

Mini storage; locker building	Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform; Subject to special use regulations in section 17.228.106.
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6. The “plant nursery” row in subsection A.2 (Permitted uses; commercial and institutional uses) is amended to read as follows:

Plant nursery	Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform
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7. The “manufacturing, service, and repair” row in subsection A.3 (Permitted uses; industrial and agricultural uses) is amended to read as follows:

Manufacturing, service, and repair	Permitted if use is limited to 6,400 gross square feet; Use may include incidental, non-nuisance producing processing, packaging, fabricating entirely within a building.
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8. The “warehouse; distribution center” row in subsection A.3 (Permitted uses; industrial and agricultural uses) is amended to read as follows:

Warehouse; distribution center	Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform
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9. The “auto—sales, storage, rental” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Auto—sales, storage, rental	Permitted with a conditional use permit, subject to special use regulations in section 17.228.127, if— 1. Use is located within ¼ mile from the center of an existing or proposed light rail station platform and the entire business, including storage and display, is conducted within a building; or 2. Use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform.	PDC
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10. The “auto—service, repair” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Auto—service, repair	Permitted with a conditional use permit if use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127	PDC
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11. The “drive-through restaurant” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Drive-through restaurant	Permitted with a conditional use permit if— 1. Use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; or 2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform.	PDC
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	Prohibited in the Central City unless the drive-through facility is within 500 feet of freeway right-of-way. Subject to special use regulations in section 17.228.109.	
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12. The “equipment—rental, sales yard” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Equipment— rental, sales yard	Permitted with a conditional use permit if use is located within ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; Repair work is permitted if confined to a building.	PDC
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13. The “gas station” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Gas station	Gas stations capable of simultaneously fueling not more than 10 vehicles are permitted with a conditional use permit if use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127. Gas stations capable of simultaneously fueling more than 10 vehicles are permitted with a conditional use permit if— 1. Use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform and within 500 feet of a freeway right-of-way or roadway with six or more lanes, subject to special use regulations in section 17.228.127; or 2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform and within 500 feet of a freeway right-of-way or roadway with six or more lanes. Repair work is permitted if confined to a building.	PDC
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14. The “mini storage; locker building” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Mini storage; locker building	Permitted with a conditional use permit if use is located greater than ¼ mile but less than or equal to ½ mile from the	PDC
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	center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; Subject to special use regulations in section 17.228.106.	
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15. The “plant nursery” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Plant nursery	Permitted with a conditional use permit if use is located within ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127	PDC
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16. The “cannabis cultivation” row in subsection B.3 (Conditional uses; industrial and agricultural uses) is amended to read as follows:

Cannabis cultivation	Permitted with a conditional use permit if— 1. Use is located within ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; or 2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform. Subject to special use regulations in section 17.228.900.	ZA/PDC
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17. The “cannabis manufacturing, nonvolatile” row in subsection B.3 (Conditional uses; industrial and agricultural uses) is amended to read as follows:

Cannabis manufacturing, nonvolatile	Permitted with a conditional use permit if — 1. Use is located within ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; or 2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform. Subject to special use regulations in section 17.228.900.	ZA/PDC
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18. The “manufacturing, service, and repair” row in subsection B.3 (Conditional uses; industrial and agricultural uses) is amended to read as follows:

Manufacturing, service, and repair	Permitted with a conditional use permit if— 1. Use exceeds 6,400 square feet and is located within ½ mile from the center of an existing or proposed light rail	PDC
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	station platform, subject to special use regulations in section 17.228.127; or 2. Use exceeds 6,400 square feet and is located greater than ½ mile from the center of an existing or proposed light rail station platform. Use may include incidental, non-nuisance producing processing, packaging, fabricating entirely within a building.	
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19. A row for “warehouse; distribution center” is added to subsection B.3 (Conditional uses; industrial and agricultural uses) to read as follows:

Warehouse; distribution center	Permitted with a conditional use permit if use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127	PDC
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B. Except as amended by subsection A above, all provisions of section 17.216.910 remain unchanged and in full effect.

SECTION 8.

A. Section 17.220.110 (M-1 zone) of the Sacramento City Code is amended as follows:

1. The “auto—sales, storage, rental” row in subsection A.2 (Permitted uses; commercial and institutional uses) is amended to read as follows:

Auto—sales, storage, rental	Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform
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2. The “auto—service, repair” row in subsection A.2 (Permitted uses; commercial and institutional uses) is amended to read as follows:

Auto—service, repair	Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform
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3. The “equipment—rental, sales yard” row in subsection A.2 (Permitted uses; commercial and institutional uses) is amended to read as follows:

Equipment—rental, sales yard	Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform; Repair work permitted if confined to building.
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4. The “gas station” row in subsection A.2 (Permitted uses; commercial and institutional uses) is amended to read as follows:

Gas station	Gas stations capable of simultaneously fueling not more than 10 vehicles are permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform; Repair work permitted if confined to building.
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5. The “mini storage; locker building” row in subsection A.2 (Permitted uses; commercial and institutional uses) is amended to read as follows:

Mini storage; locker building	Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform; Subject to special use regulations in section 17.228.106.
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6. The “plant nursery” row in subsection A.2 (Permitted uses; commercial and institutional uses) is amended to read as follows:

Plant nursery	Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform
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7. The “wholesale store” row in subsection A.2 (Permitted uses; commercial and institutional uses) is amended to read as follows:

Wholesale store	Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform
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8. The “manufacturing, service, and repair” row in subsection A.3 (Permitted uses; industrial and agricultural uses) is amended to read as follows:

Manufacturing, service, and repair	Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform
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9. The “warehouse; distribution center” row in subsection A.3 (Permitted uses; industrial and agricultural uses) is amended to read as follows:

Warehouse; distribution center	Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform
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10. The “auto—sales, storage, rental” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Auto—sales, storage, rental	Permitted with a conditional use permit, subject to special use regulations in section 17.228.127, if— 1. Use is located within ¼ mile from the center of an existing or proposed light rail station platform and the entire business, including storage and display, is conducted within a building; or 2. Use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform.	PDC
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11. The “auto—service, repair” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Auto—service, repair	Permitted with a conditional use permit if use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127	PDC
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12. The “drive-through restaurant” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Drive-through restaurant	Permitted with a conditional use permit if— 1. Use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; or 2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform. Prohibited in the Central City unless the drive-through facility is within 500 feet of freeway right-of-way. Subject to special use regulations in section 17.228.109.	PDC
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13. The “equipment—rental, sales yard” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Equipment—rental, sales yard	Permitted with a conditional use permit if use is located within ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; Repair work permitted if confined to building.	PDC
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14. The “gas station” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Gas station	<p>Gas stations capable of simultaneously fueling not more than 10 vehicles are permitted with a conditional use permit if use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127.</p> <p>Gas stations capable of simultaneously fueling more than 10 vehicles are permitted with a conditional use permit if—</p> <ol style="list-style-type: none"> 1. Use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform and within 500 feet of a freeway right-of-way or roadway with six or more lanes, subject to special use regulations in section 17.228.127; or 2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform and within 500 feet of a freeway right-of-way or roadway with six or more lanes. <p>Repair work permitted if confined to building.</p>	PDC
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15. The “mini storage; locker building” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Mini storage; locker building	<p>Permitted with a conditional use permit if use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127;</p> <p>Subject to special use regulations in section 17.228.106.</p>	PDC
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16. The “plant nursery” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Plant nursery	<p>Permitted with a conditional use permit if use is located within ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127;</p>	PDC
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17. The “wholesale store” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Wholesale store	Permitted with a conditional use permit if use is located within ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127	PDC
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18. The “cannabis cultivation” row in subsection B.3 (Conditional uses; industrial and agricultural uses) is amended to read as follows:

Cannabis cultivation	Permitted with a conditional use permit if— <ol style="list-style-type: none"> 1. Use is located within ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; or 2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform. Subject to special use regulations in section 17.228.900	ZA/PDC
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19. The “cannabis manufacturing, nonvolatile” row in subsection B.3 (Conditional uses; industrial and agricultural uses) is amended to read as follows:

Cannabis manufacturing, nonvolatile	Permitted with a conditional use permit if— <ol style="list-style-type: none"> 1. Use is located within ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; or 2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform. Subject to special use regulations in section 17.228.900.	ZA/PDC
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20. A row for “warehouse; distribution center” is added to subsection B.3 (Conditional uses; industrial and agricultural uses) to read as follows:

Warehouse; distribution center	Permitted with a conditional use permit if use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127	PDC
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B. Except as amended by subsection A above, all provisions of section 17.220.110 remain unchanged and in full effect.

SECTION 9.

A. Section 17.220.210 (M-1(S) zone) of the Sacramento City Code is amended as follows:

1. The “auto—sales, storage, rental” row in subsection A.2 (Permitted uses; commercial and institutional uses) is amended to read as follows:

Auto—sales, storage, rental	Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform
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2. The “auto—service, repair” row in subsection A.2 (Permitted uses; commercial and institutional uses) is amended to read as follows:

Auto—service, repair	Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform
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3. The “equipment—rental, sales yard” row in subsection A.2 (Permitted uses; commercial and institutional uses) is amended to read as follows:

Equipment—rental, sales yard	Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform; Repair work permitted if confined to building.
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4. The “gas station” row in subsection A.2 (Permitted uses; commercial and institutional uses) is amended to read as follows:

Gas station	Gas stations capable of simultaneously fueling not more than 10 vehicles are permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform; Repair work permitted if confined to building.
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5. The “mini storage; locker building” row in subsection A.2 (Permitted uses; commercial and institutional uses) is amended to read as follows:

Mini storage; locker building	Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform; Subject to special use regulations in section 17.228.106.
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6. The “plant nursery” row in subsection A.2 (Permitted uses; commercial and institutional uses) is amended to read as follows:

Plant nursery	Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform
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7. The “wholesale store” row in subsection A.2 (Permitted uses; commercial and institutional uses) is amended to read as follows:

Wholesale store	Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform
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8. The “manufacturing, service, and repair” row in subsection A.3 (Permitted uses; industrial and agricultural uses) is amended to read as follows:

Manufacturing, service, and repair	Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform
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9. The “warehouse; distribution center” row in subsection A.3 (Permitted uses; industrial and agricultural uses) is amended to read as follows:

Warehouse; distribution center	Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform
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10. The “auto—sales, storage, rental” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Auto—sales, storage, rental	Permitted with a conditional use permit, subject to special use regulations in section 17.228.127, if— <ol style="list-style-type: none"> 1. Use is located within ¼ mile from the center of an existing or proposed light rail station platform and the entire business, including storage and display, is conducted within a building; or 2. Use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform. 	PDC
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11. The “auto—service, repair” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Auto—service, repair	Permitted with a conditional use permit if use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station	PDC
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	platform, subject to special use regulations in section 17.228.127	
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12. The “drive-through restaurant” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Drive-through restaurant	<p>Permitted with a conditional use permit if—</p> <ol style="list-style-type: none"> 1. Use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; or 2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform. <p>Prohibited in the Central City unless the drive-through facility is within 500 feet of freeway right-of-way.</p> <p>Subject to special use regulations in section 17.228.109.</p>	PDC
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13. The “equipment—rental, sales yard” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Equipment—rental, sales yard	Permitted with a conditional use permit if use is located within ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; Repair work permitted if confined to building.	PDC
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14. The “gas station” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Gas station	<p>Gas stations capable of simultaneously fueling not more than 10 vehicles are permitted with a conditional use permit if use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127.</p> <p>Gas stations capable of simultaneously fueling more than 10 vehicles are permitted with a conditional use permit if—</p> <ol style="list-style-type: none"> 1. Use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform and within 500 feet of a freeway right-of-way or roadway with six or more lanes, 	PDC
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	<p>subject to special use regulations in section 17.228.127; or</p> <p>2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform and within 500 feet of a freeway right-of-way or roadway with six or more lanes.</p> <p>Repair work permitted if confined to building.</p>	
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15. The “mini storage; locker building” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Mini storage; locker building	<p>Permitted with a conditional use permit if use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127;</p> <p>Subject to special use regulations in section 17.228.106.</p>	PDC
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16. The “plant nursery” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Plant nursery	<p>Permitted with a conditional use permit if use is located within ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127;</p>	PDC
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17. The “wholesale store” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Wholesale store	<p>Permitted with a conditional use permit if use is located within ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127</p>	PDC
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18. The “cannabis cultivation” row in subsection B.3 (Conditional uses; industrial and agricultural uses) is amended to read as follows:

Cannabis cultivation	<p>Permitted with a conditional use permit if—</p> <p>1. Use is located within ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; or</p>	ZA/PDC
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	2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform. Subject to special use regulations in section 17.228.900	
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19. The “cannabis manufacturing, nonvolatile” row in subsection B.3 (Conditional uses; industrial and agricultural uses) is amended to read as follows:

Cannabis manufacturing, nonvolatile	Permitted with a conditional use permit if— 1. Use is located within ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; or 2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform. Subject to special use regulations in section 17.228.900.	ZA/PDC
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20. A row for “warehouse; distribution center” is added to subsection B.3 (Conditional uses; industrial and agricultural uses) to read as follows:

Warehouse; distribution center	Permitted with a conditional use permit if use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127	PDC
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B. Except as amended by subsection A above, all provisions of section 17.220.210 remain unchanged and in full effect.

SECTION 10.

A. Section 17.220.310 (M-2 zone) of the Sacramento City Code is amended as follows:

1. The “auto—sales, storage, rental” row in subsection A.2 (Permitted uses; commercial and institutional uses) is amended to read as follows:

Auto—sales, storage, rental	Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform
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2. The “auto—service, repair” row in subsection A.2 (Permitted uses; commercial and institutional uses) is amended to read as follows:

Auto—service, repair	Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform
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3. The “equipment—rental, sales yard” row in subsection A.2 (Permitted uses; commercial and institutional uses) is amended to read as follows:

Equipment—rental, sales yard	Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform; Repair work permitted if confined to building.
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4. The “gas station” row in subsection A.2 (Permitted uses; commercial and institutional uses) is amended to read as follows:

Gas station	Gas stations capable of simultaneously fueling not more than 10 vehicles are permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform; Repair work permitted if confined to building.
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5. The “mini storage; locker building” row in subsection A.2 (Permitted uses; commercial and institutional uses) is amended to read as follows:

Mini storage; locker building	Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform; Subject to special use regulations in section 17.228.106.
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6. The “plant nursery” row in subsection A.2 (Permitted uses; commercial and institutional uses) is amended to read as follows:

Plant nursery	Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform
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7. The “wholesale store” row in subsection A.2 (Permitted uses; commercial and institutional uses) is amended to read as follows:

Wholesale store	Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform
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8. The “manufacturing, service, and repair” row in subsection A.3 (Permitted uses; industrial and agricultural uses) is amended to read as follows:

Manufacturing, service, and repair	Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform
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9. The “warehouse; distribution center” row in subsection A.3 (Permitted uses; industrial and agricultural uses) is amended to read as follows:

Warehouse; distribution center	Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform
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10. The “auto—sales, storage, rental” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Auto—sales, storage, rental	Permitted with a conditional use permit, subject to special use regulations in section 17.228.127, if— <ol style="list-style-type: none"> 1. Use is located within ¼ mile from the center of an existing or proposed light rail station platform and the entire business, including storage and display, is conducted within a building; or 2. Use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform. 	PDC
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11. The “auto—service, repair” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Auto—service, repair	Permitted with a conditional use permit if use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127	PDC
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12. The “drive-through restaurant” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Drive-through restaurant	Permitted with a conditional use permit if— <ol style="list-style-type: none"> 1. Use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; or 2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform. Prohibited in the Central City unless the drive-through facility is within 500 feet of freeway right-of-way.	PDC
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	Subject to special use regulations in section 17.228.109.	
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13. The “equipment—rental, sales yard” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Equipment— rental, sales yard	Permitted with a conditional use permit if use is located within ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; Repair work permitted if confined to building.	PDC
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14. The “gas station” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Gas station	<p>Gas stations capable of simultaneously fueling not more than 10 vehicles are permitted with a conditional use permit if use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127.</p> <p>Gas stations capable of simultaneously fueling more than 10 vehicles are permitted with a conditional use permit if—</p> <ol style="list-style-type: none"> 1. Use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform and within 500 feet of a freeway right-of-way or roadway with six or more lanes, subject to special use regulations in section 17.228.127; or 2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform and within 500 feet of a freeway right-of-way or roadway with six or more lanes. <p>Repair work permitted if confined to building.</p>	PDC
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15. The “mini storage; locker building” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Mini storage; locker building	Permitted with a conditional use permit if use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127;	PDC
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	Subject to special use regulations in section 17.228.106.	
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16. The “plant nursery” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Plant nursery	Permitted with a conditional use permit if use is located within ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127;	PDC
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17. The “wholesale store” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Wholesale store	Permitted with a conditional use permit if use is located within ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127	PDC
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18. The “cannabis cultivation” row in subsection B.3 (Conditional uses; industrial and agricultural uses) is amended to read as follows:

Cannabis cultivation	Permitted with a conditional use permit if— 1. Use is located within ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; or 2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform. Subject to special use regulations in section 17.228.900	ZA/PDC
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19. The “cannabis manufacturing, nonvolatile” row in subsection B.3 (Conditional uses; industrial and agricultural uses) is amended to read as follows:

Cannabis manufacturing, nonvolatile	Permitted with a conditional use permit if— 1. Use is located within ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; or 2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform. Subject to special use regulations in section 17.228.900.	ZA/PDC
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20. A row for “warehouse; distribution center” is added to subsection B.3 (Conditional uses; industrial and agricultural uses) to read as follows:

Warehouse; distribution center	Permitted with a conditional use permit if use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127	PDC
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B. Except as amended by subsection A above, all provisions of section 17.220.310 remain unchanged and in full effect.

SECTION 11.

A. Section 17.220.410 (M-2(S) zone) of the Sacramento City Code is amended as follows:

1. The “auto—sales, storage, rental” row in subsection A.2 (Permitted uses; commercial and institutional uses) is amended to read as follows:

Auto—sales, storage, rental	Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform
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2. The “auto—service, repair” row in subsection A.2 (Permitted uses; commercial and institutional uses) is amended to read as follows:

Auto—service, repair	Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform
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3. The “equipment—rental, sales yard” row in subsection A.2 (Permitted uses; commercial and institutional uses) is amended to read as follows:

Equipment—rental, sales yard	Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform; Repair work permitted if confined to building.
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4. The “gas station” row in subsection A.2 (Permitted uses; commercial and institutional uses) is amended to read as follows:

Gas station	Gas stations capable of simultaneously fueling not more than 10 vehicles are permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform; Repair work permitted if confined to building.
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5. The “mini storage; locker building” row in subsection A.2 (Permitted uses; commercial and institutional uses) is amended to read as follows:

Mini storage; locker building	Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform; Subject to special use regulations in section 17.228.106.
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6. The “plant nursery” row in subsection A.2 (Permitted uses; commercial and institutional uses) is amended to read as follows:

Plant nursery	Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform
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7. The “wholesale store” row in subsection A.2 (Permitted uses; commercial and institutional uses) is amended to read as follows:

Wholesale store	Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform
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8. The “manufacturing, service, and repair” row in subsection A.3 (Permitted uses; industrial and agricultural uses) is amended to read as follows:

Manufacturing, service, and repair	Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform
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9. The “warehouse; distribution center” row in subsection A.3 (Permitted uses; industrial and agricultural uses) is amended to read as follows:

Warehouse; distribution center	Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform
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10. The “auto—sales, storage, rental” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Auto—sales, storage, rental	Permitted with a conditional use permit, subject to special use regulations in section 17.228.127, if— 1. Use is located within ¼ mile from the center of an existing or proposed light rail station platform and the entire business, including storage and display, is conducted within a building; or	PDC
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	2. Use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform.	
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11. The “auto—service, repair” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Auto—service, repair	Permitted with a conditional use permit if use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127	PDC
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12. The “drive-through restaurant” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Drive-through restaurant	<p>Permitted with a conditional use permit if—</p> <ol style="list-style-type: none"> 1. Use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; or 2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform. <p>Prohibited in the Central City unless the drive-through facility is within 500 feet of freeway right-of-way.</p> <p>Subject to special use regulations in section 17.228.109.</p>	PDC
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13. The “equipment—rental, sales yard” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Equipment—rental, sales yard	Permitted with a conditional use permit if use is located within ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; Repair work permitted if confined to building.	PDC
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14. The “gas station” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Gas station	Gas stations capable of simultaneously fueling not more than 10 vehicles are permitted with a conditional use	PDC
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	<p>permit if use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127.</p> <p>Gas stations capable of simultaneously fueling more than 10 vehicles are permitted with a conditional use permit if—</p> <ol style="list-style-type: none"> 1. Use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform and within 500 feet of a freeway right-of-way or roadway with six or more lanes, subject to special use regulations in section 17.228.127; or 2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform and within 500 feet of a freeway right-of-way or roadway with six or more lanes. <p>Repair work permitted if confined to building.</p>	
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15. The “mini storage; locker building” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Mini storage; locker building	<p>Permitted with a conditional use permit if use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127;</p> <p>Subject to special use regulations in section 17.228.106.</p>	PDC
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16. The “plant nursery” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Plant nursery	<p>Permitted with a conditional use permit if use is located within ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127;</p>	PDC
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17. The “wholesale store” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Wholesale store	<p>Permitted with a conditional use permit if use is located within ½ mile from the center of an existing or proposed</p>	PDC
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	light rail station platform, subject to special use regulations in section 17.228.127	
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18. The “cannabis cultivation” row in subsection B.3 (Conditional uses; industrial and agricultural uses) is amended to read as follows:

Cannabis cultivation	Permitted with a conditional use permit if— 1. Use is located within ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; or 2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform. Subject to special use regulations in section 17.228.900	ZA/PDC
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19. The “cannabis manufacturing, nonvolatile” row in subsection B.3 (Conditional uses; industrial and agricultural uses) is amended to read as follows:

Cannabis manufacturing, nonvolatile	Permitted with a conditional use permit if— 1. Use is located within ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; or 2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform. Subject to special use regulations in section 17.228.900.	ZA/PDC
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20. A row for “warehouse; distribution center” is added to subsection B.3 (Conditional uses; industrial and agricultural uses) to read as follows:

Warehouse; distribution center	Permitted with a conditional use permit if use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127	PDC
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B. Except as amended by subsection A above, all provisions of section 17.220.410 remain unchanged and in full effect.

SECTION 12.

A. Section 17.220.510 (MIP zone) of the Sacramento City Code is amended as follows:

1. The “manufacturing, service, and repair” row in subsection A.2 (Permitted uses; industrial and agricultural uses) is amended to read as follows:

Manufacturing, service, and repair	Permitted if use is located greater than ½ mile from the center of an existing or proposed light rail station platform
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2. The “cannabis manufacturing, nonvolatile” row in subsection B.1 (Conditional uses; industrial and agricultural uses) is amended to read as follows:

Cannabis manufacturing, nonvolatile	Permitted with a conditional use permit if — 1. Use is located within ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; or 2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform. Subject to special use regulations in section 17.228.900.	ZA/PDC
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3. A row for “manufacturing, service, and repair” is added to subsection B.1 (Conditional uses; industrial and agricultural uses) to read as follows:

Manufacturing, service, and repair	Permitted with a conditional use permit if use is located within ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127	PDC
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B. Except as amended by subsection A above, all provisions of section 17.220.510 remain unchanged and in full effect.

SECTION 13.

A. Section 17.220.610 (MRD zone) of the Sacramento City Code is amended as follows:

1. The “drive-through restaurant” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Drive-through restaurant	Permitted with a conditional use permit if— 1. Use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; or	PDC
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	<p>2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform.</p> <p>Subject to special use regulations in section 17.228.109.</p>	
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2. The “equipment—rental, sales yard” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Equipment—rental, sales yard	<p>Permitted with a conditional use permit if —</p> <ol style="list-style-type: none"> 1. Use is located within ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; or 2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform. 	PDC
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3. The “gas station” row in subsection B.2 (Conditional uses; commercial and institutional uses) is amended to read as follows:

Gas station	<p>Gas stations capable of simultaneously fueling not more than 10 vehicles are permitted with a conditional use permit if—</p> <ol style="list-style-type: none"> 1. Use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; or 2. Use is located greater than ½ mile from the center of an existing or proposed light rail station. <p>Gas stations capable of simultaneously fueling more than 10 vehicles are permitted with a conditional use permit if—</p> <ol style="list-style-type: none"> 1. Use is located greater than ¼ mile but less than or equal to ½ mile from the center of an existing or proposed light rail station platform and within 500 feet of a freeway right-of-way or roadway with six or more lanes, subject to special use regulations in section 17.228.127; or 2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform and within 500 feet of a freeway right-of-way or roadway with six or more lanes. 	PDC
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4. The “cannabis manufacturing, nonvolatile” row in subsection B.3 (Conditional uses; industrial and agricultural uses) is amended to read as follows:

Cannabis manufacturing, nonvolatile	Permitted with a conditional use permit if— 1. Use is located within ½ mile from the center of an existing or proposed light rail station platform, subject to special use regulations in section 17.228.127; or 2. Use is located greater than ½ mile from the center of an existing or proposed light rail station platform. Subject to special use regulations in section 17.228.900.	ZA/PDC
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B. Except as amended by subsection A above, all provisions of section 17.220.610 remain unchanged and in full effect.

SECTION 14.

Section 17.228.127 is added to the Sacramento City Code to read as follows:

17.228.127 Development near existing or proposed light rail stations.

A conditional use permit shall not be granted for uses subject to this section unless the decision-maker, in addition to the findings required by section 17.808.200, makes one of the following findings:

A. A significant physical barrier exists between the project site and an existing or proposed light rail station that precludes a direct and convenient path of travel for pedestrians and bicyclists traveling to and from the project site and the light rail station, such as a freeway or a river, and there is no approved infrastructure planned to overcome the barrier; or

B. The proposed development includes all of the following:

1. The use has either—a) a minimum floor area ratio of 0.4 and an employee density equal to or greater than one employee per 250 square feet of building area; or b) a residential density of at least 15 dwelling units per net acre;

2. Pedestrian amenities such as lighting, awnings, canopies, benches, tree shading, and landscaping;

3. The building is designed with ground-floor street-facing facades, consisting of at least 75% transparent glass storefront windows or display windows;

4. The proposed development provides continuous, direct, convenient pedestrian walkways to transit, adjacent uses, and other uses on the same site;

5. Off-street vehicle parking is located beneath, to the rear, or interior side of the building and not in front of the building; and

6. The building's primary entrance has direct access to public streets and sidewalks.

SECTION 15.

A. Subsection A.4 is added to section 17.436.040 of the Sacramento City Code to read as follows:

4. Manufacturing, service, and repair. Manufacturing, service, and repair in the C-4 zone in an existing building within ½ mile from the center of an existing or proposed light rail station platform is not subject to section 17.228.127.

B. Except as amended by subsection A above, all provisions of section 17.436.040 remain unchanged and in full effect.

SECTION 16.

Section 17.608.020 of the Sacramento City Code is amended to read as follows:

17.608.020 General provisions.

A. Off-street parking requirement. Off-street vehicle and bicycle parking shall be provided and maintained for all existing and new development at the ratios specified in and in accordance with the standards and requirements of this chapter.

B. Parking to be provided on-site. Required off-street parking shall be provided and maintained on the same parcel or integrated development site as the land use it is intended to serve, except as provided in section 17.608.060. An integrated development site is a site consisting of two or more contiguous parcels sharing parking facilities with reciprocal access and parking easements or similar shared-parking agreements.

C. Calculation of the off-street parking requirement. The required number of off-street vehicle and bicycle parking spaces is rounded to the nearest whole number.

D. Expansion or change in use of existing buildings and structures that do not meet current parking requirements. The following rules apply to buildings and uses

that met all applicable parking requirements when constructed or established, but that do not meet current parking requirements, due to the later adoption of or amendments to these requirements.

1. Increases in building size. Additional vehicle and bicycle parking is required only when there is an increase in building size of 15% or more of the gross building square footage or, in the case of a residential project, an increase in the number of residential units by 15% or more.

2. Change in use. If a new use of a building or structure requires greater off- street parking than the previous use, additional off-street vehicle parking and bicycle parking is required in an amount equal to the difference between the parking required of the new use and the parking that would have been required of the prior use if current parking requirements had been applicable.

E. Restaurant outdoor seating. Square footage allocated to restaurant outdoor seating is not included in calculating the minimum off-street vehicle parking requirement for restaurants.

F. Affordable housing and senior housing.

1. The off-street vehicle parking requirement is reduced by 50% for each affordable housing unit and each senior housing unit.

2. The bicycle parking requirement is reduced by 50% for each senior housing unit.

3. For purposes of this section, an "affordable housing unit" is a housing unit restricted to occupancy by a lower or very low income household as defined in section 50079.5 of the California Health and Safety Code. A "senior housing unit" is a housing unit restricted to occupancy based on age requirements for older persons under section 51.3 of the California Civil Code.

G. Transit-oriented development.

1. There is no minimum off-street vehicle parking requirement for uses located within one-quarter mile from the center of an existing or proposed light rail station platform.

2. The off-street vehicle parking requirement is reduced by 50% for uses located greater than one-quarter mile but less than or equal to one-half mile from the center of an existing or proposed light rail station platform.

H. The California Building Code. The required number of spaces in off-street parking facilities that are restriped or redesigned to meet accessibility requirements may be reduced as necessary to comply with Title 24 of the California Building Code.

I. Exemptions for small lots. Off-street parking is not required for nonresidential uses on lots of 6,400 square feet or less.

J. Exemptions for nonresidential uses in residential mixed use development. Off-street parking is not required for nonresidential uses in mixed use buildings in which at least 50% of the building's square footage is devoted to residential uses.

K. Exemptions for adaptive reuse. Off-street vehicle and bicycle parking is not required for those portions of historic resources that are converted from nonresidential uses to residential uses.

L. Authority to require additional parking. The zoning administrator, planning director, planning and design commission, or city council may require greater or fewer off-street parking spaces than required by this chapter, or may impose other parking-related requirements, as a condition of a conditional use permit, variance, or site plan and design review.

SECTION 17.

This ordinance shall not apply to projects for which the city accepted a complete development application on or before October 1, 2018.

**Proposed Transit-Oriented Development Ordinance –
Frequently Asked Questions**

1. What is the purpose of the ordinance?

The purpose of the proposed transit-oriented development ordinance is to incentivize transit supportive uses near existing and proposed light rail stations, and to preserve transit areas for appropriate development opportunities.

2. How does the ordinance impact existing land uses?

Properties with active land uses regulated by the proposed ordinance will be able to continue to operate. However, if the use is discontinued, whether it is allowed to reopen depends on the use, as indicated below.

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

As indicated above, existing uses will be allowed to continue in operation for as long as they wish. If the use is a legal nonconforming use, or has a deemed conditional use permit, and subsequently the use goes out of operation for more than one year the use expires. However, a use may be re-established with a Zoning Administrator Conditional Use Permit regardless of length of vacancy if no other use occupied the same space during that time.

4. If a building, that has a nonconforming use or deemed conditional use permit, is destroyed by a disaster it will likely take more than a year to rebuild. What are the options to keep the use from expiring?

Within one year of the disaster the property owner/business can apply for a Zoning Administrator's Conditional Use Permit to extend the period of time that a nonconforming use/deemed conditional use permit may be discontinued before it expires. As part of the conditional use permit, the City may have specific conditions with timelines for moving forward with construction or establishing the use.

5. What incentives does the City propose to achieve the purpose of this ordinance?

The City is proposing the following incentives to encourage high-density housing and job-intensive uses to increase transit ridership:

- Building review incentives for multi-unit housing projects with 25 or more units (approved by the City Council in August 2018)
- Reduced parking requirements near transit stations
 - ¼ mile of a light rail station: no minimum required off-street vehicle parking
 - ½ mile of a light rail station: required off-street vehicle parking reduced by 50% on top of other existing reductions in the code, such as for affordable and senior housing

6. Why is the City not considering parking maximums?

Determining the appropriate maximum allowed amount of car parking spaces requires significant data collection and analysis, as well as outreach. This will be explored in a future effort.

7. What is a conditional use permit (CUP)?

A conditional use permit is a discretionary permit where the use may or may not be allowed by the City.

See Section 17.808.200 of the Planning and Development Code for additional information on conditional use permits.

8. How can I find the definition of these regulated land uses and what the City considers my existing or proposed land use to be?

Definitions of land uses can be found in Section 17.108 of the Planning and Development Code.

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

The restricted land uses in the proposed ordinance were identified because of their low employment intensity and/or auto-oriented features. These uses do not generate substantial light rail ridership and/or do not contribute to a healthy pedestrian environment.

10. How is the distance from the light-rail station measured?

Distance from a light rail station is measured from the center of the existing or future light rail station's platform.

11. How is the distance from a light rail station to an affected property determined?

Distance from the center of an existing or proposed light rail station platform is measured to the closest portion of a property. That is, if any part of a property is

within either just less than ¼ mile or just less than ½ mile then the property would be subjected to the proposed ordinance.

- 12. Only a small portion of my property is within a ½ mile of a light rail station. Does the ordinance apply to my entire property or just the portion within a ½ mile?**

The entire property would be subject to the ordinance.

- 13. My business is within a ½ mile of a light rail station but due to the freeway it is almost 2 miles walking distance away. Is my property still subject to this ordinance?**

Yes. If the use is ¼ mile or greater and less than ½ mile and subject to a conditional use permit (CUP) then decisionmakers will consider any barriers to walking and biking access between the property and light rail stations such as rail lines, rivers, highways, and bridges, as examples.

- 14. I submitted a planning application for a project, but it has not yet been approved. How will this ordinance affect my project if it is not approved before the ordinance takes effect?**

Initially staff proposed that projects with approved planning entitlements prior to the ordinance effective date would be exempt from the ordinance. Following additional outreach staff now recommends that any projects with planning applications submitted and received by October 1, 2018 will be exempt from the ordinance.

- 15. When would the ordinance go into effect if it is approved?**

The ordinance would go into effect 30 days after adoption by the City Council. The proposed ordinance is scheduled to be considered by the City Council on December 11, 2018.

- 16. Why is the City including cannabis cultivation and cannabis manufacturing uses in this ordinance but not cannabis delivery-only uses?**

Cannabis cultivation would require a conditional use permit within ½ mile of a light rail station because cannabis cultivation uses are similar to warehouse uses that take up large amounts of land and have few employees. Cannabis manufacturing would require a conditional use permit within ½ mile of a light rail station because it is like other manufacturing uses that would also be subject to this ordinance. Cannabis delivery-only services are not included in this ordinance because they are often smaller businesses that take up less space and thus have more opportunities to fill vacant building space in more areas of the City.

Transit-Oriented Development Ordinance Outreach Summary

Staff has reached out to multiple stakeholders including private businesses and individuals representing the following organizations:

- Property-Based Improvement Districts (PBIDs) 4/13/18
- North Sacramento Community Workshop 4/18/18
- Sacramento Regional Transit District 4/18/18, 8/17/18
- Tahoe Park Neighborhood Association 4/23/18
- North Natomas Neighborhood Coalition 5/09/18
- House Sacramento 5/10/18
- Office of United States Congresswoman Doris Matsui 5/10/18
- South Sacramento Community Workshop 5/10/18
- Walk Sacramento 5/10/18
- Sacramento Metropolitan Air Quality Management District 5/18/18
- Power Inn Alliance 6/21/18; 9/21/18
- Environmental Council of Sacramento (ECOS) 7/24/18
- Sacramento Area Council of Governments 8/17/18
- American Institute of Architects 9/04/18

The most common feedback received includes the following:

- There should be flexibility for decisionmakers
- Each light rail station should be considered independently from the others (context sensitive)
- Some auto-centric uses should be allowed if they are small
- Include more incentives to encourage walkable and bikeable transit-oriented development
- Focus on long-term possibilities for transit-oriented development but also be flexible and practical in the meantime by allowing temporary conditional use permits that expire over time

- Prohibiting uses can have unintended consequences, such as no uses (vacant buildings and vacant properties)
- Bicycle and pedestrian connections to light rail stations is important
- Add incentives to encourage more housing near light rail stations
- Develop specific plans or studies for each light rail station to maximize its potential

From: Gregory Aguirre
To: Tom Pace
Cc: Angel Anquiano; Marcus Adams; Stacia Cosgrove; Greg Sandlund; Matt Hertel; Ryan DeVore; Ryan Dodge
Subject: Re: TOD Ordinance
Date: Thursday, November 29, 2018 12:02:52 PM
Attachments: Screen Shot 2018-11-29 at 11.09.47 AM.png
Screen Shot 2018-11-29 at 11.09.11 AM.png
capital-rivers - Final.png

I appreciate your response to my inquiry and I'm aware of the 1/2 mile criteria; however, this is still too restrictive. In general the premise that "all" properties within a 1/2 mile radius or for that matter any radius does not provide for enough flexibility, is too onerous and potentially preclusive of uses that in fact would be beneficial to public transit system, public welfare, and the overall welfare of the community. The proposed TOD ordinance's "one-size fits all approach" is too blunt of a tool and I fear will not achieve the long term goals and desires of the community.

For example, transit centers routinely have considerable vehicle trips (as evidenced by most of the "park and ride" parking lots located near transit centers) because not everyone is close enough or able to walk or bike to a transit center and therefor must drive, take a taxi, or use ride-sharing. Particularly on days such as today where the weather precludes easy accessibility to the transit center via walking or biking. This is particularly the case when you get outside the core downtown area of Sacramento and into the less dense suburbs.

Just look at most (even outside the City limits) suburban RT locations and they are surrounded by often huge park n ride parking lots. Also, look at the Broadway light-rail station where there is an AutoZone adjacent to the station that is generating jobs, tax revenue, etc. You need retail and job generators to support residential and mixed-use and in more sub-urban areas mixed-use is most often economically not viable. Therefore, in these areas this new ordinance will stifle growth and new businesses in certain depressed areas that can use it the most. An example, on Stockton Blvd. there is a vacant lot that has been vacant for a very long time, has become a homeless / drug dealing haven and will likely "never" be viable for the "ideal" types of uses the City would like to see. Yet, there is a clean eco-friendly (recycles up to 90% of the water), family friendly carwash that will clean up this lot, provide jobs, and improve the surrounding area as well as hopefully help spur additional projects. This would now be prohibited by this blanket ordinance that does not provide for an appropriate amount of flexibility to take a holistic approach to land use and the impacts in each particular neighborhood and property.

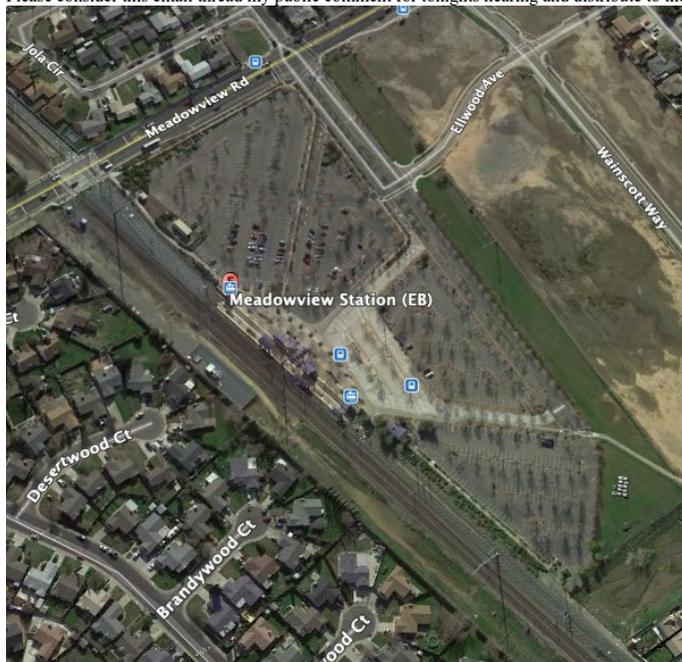
With respect to the blanket decision to extend the TOD ordinance to "high frequency" bus lines I'm not sure a comment at the Laws and Legislation Committee hearing constitutes "significant community discussion" and its apparent the direction has been provided to not support "all" CUP requests in these areas without an evaluation on a case-by-case basis or in other words a blanket policy. This is of serious concern given the requirement to ensure consistency with the General Plan as the bar is very high to make a determination that a project or proposed use is "detrimental to the public health, safety, convenience, or welfare of persons residing, working, visiting, or recreating in the surrounding neighborhood and will not result in the creation of a nuisance." therefore careful and serious analysis needs and should be taking place to ensure the proper decision is being made with input from the public.

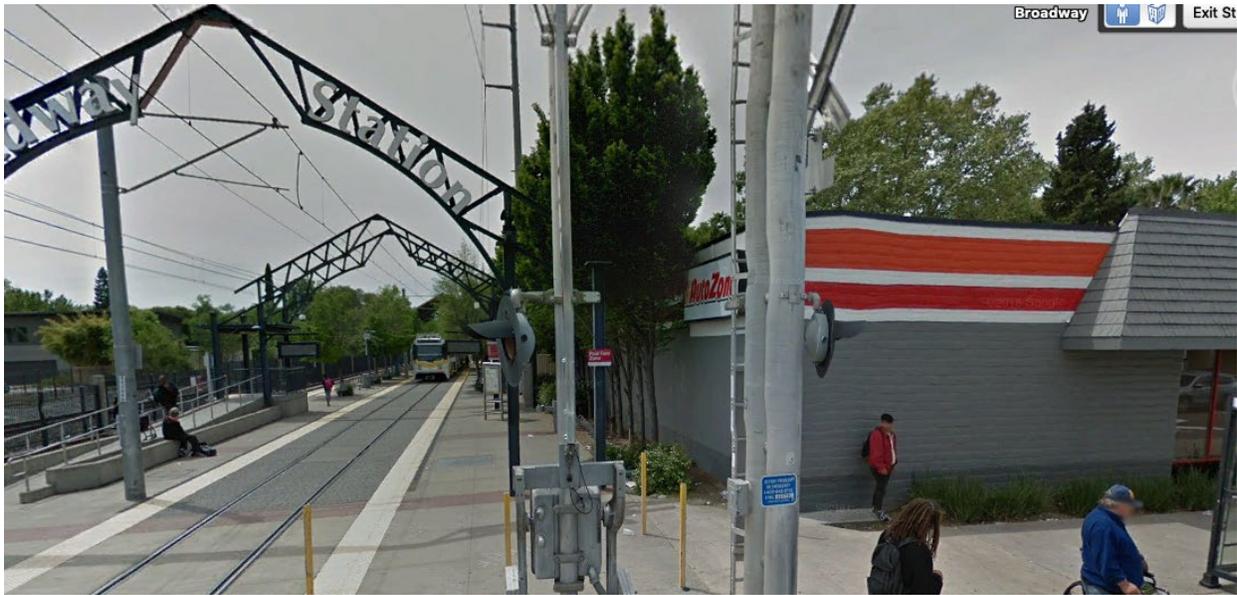
Additional examples of the restrictive nature of the Ordinance and lack of flexibility includes: in certain cases tech. oriented micro manufacturing would be prohibited, car washes (which use recycled water) and are eco friendly are precluded (even-though new ordinances are prohibiting folks from washing cars in their drive-ways, etc.), electrical vehicle charging stations would be prohibited, pharmacies w/drive-thru would potentially be prohibited although they are typically utilized by seniors and folks with ADA challenges, and the list goes on.... If the goal is to be forward thinking this ordinance does not take into consideration the future of autonomous vehicles and the potential uses / impacts that will have on transit centers or surrounding property needs / uses.

A well thought out TOD plan includes a smart "long-term" dimension providing for flexibility that doesn't compromise the ability of the future generations to meet their own needs. This means taking into consideration future uses, integration of technology and is designed to incorporate the auto in a cohesive and well planned way vs. a restrictive "one-size fits all approach" blanket ordinance. You can even look towards the CA DOT for direction as they include in their definition of a TOD "developments that facilitate transit use and reduce automobile dependent land uses without excluding the auto."

My recommendation to all is that this Ordinance be pulled from tonight's agenda and be revisited to ensure it truly is what is in the best long-term interest of the community and provides for the items I mentioned above.

Please consider this email thread my public comment for tonight's hearing and distribute to the commission for consideration. Thank you.





Greg Aguirre

Managing Director, Founder

Capital Rivers Commercial

p: 916.514.5225 x 101 m: 916.804.8046

f: 916.330.4113

a: 2901 K Street, Suite 210, Sacramento, CA 95816

w: www.capitalrivers.com e: greg@capitalrivers.com



BRE# 01337550

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On Nov 29, 2018, at 10:07 AM, Tom Pace <TPace@cityofsacramento.org> wrote:

Mr. Aguirre:

I appreciate your concerns regarding recent policy discussions about development near bus transit lines. As has been mentioned, the TOD ordinance does not apply to sites located outside ½ mile of a transit station. However, in the course of a significant community discussion about the ordinance, attention has been drawn to development along high-frequency bus routes, such as the ones that run along Stockton Boulevard and Florin Road. Similar concerns exist in these areas – namely, that the relatively few sites that are within a short walking distance of a transit stop are being used up for non-transit supportive uses like storage or gas stations.

Because mini-storage, gas stations, and certain other auto-oriented uses already require a conditional use permit, establishment of such uses is subject to a discretionary review process at the Planning and Design Commission. In order for the Commission to approve such uses, they need to find that the proposal is consistent with the general plan and the zoning regulations; is situated on a parcel that is physically suitable in terms of location, size, topography, access, and public services and utilities; and is not detrimental to the public health, safety, convenience, or welfare of persons residing, working, visiting, or recreating in the surrounding neighborhood and will not result in the creation of a nuisance.

Based on these criteria, there are relevant general plan policies that speak to supporting transit service by locating transit-supportive land uses and creating pedestrian-friendly environments along major streets, and there is concern about harming the public convenience and welfare by impeding the optimal functioning of our transit system by reducing potential bus ridership by located non-transit-oriented uses near bus lines (*see below for general plan information). The City already has the discretion to address transit-supportive development under existing regulations and policies. Proposals near high-quality transit corridors will be evaluated on a case-by-case basis using these existing criteria. I hope this information clarifies our approach.

*General Plan Online: <http://www.cityofsacramento.org/Community-Development/Resources/Online-Library/2035--General-Plan>

Goal LU 1.1, Policy LU 1.1.5

Goal LU 1.2

Goal LU 2.6, Policy LU 2.6.1

Goal LU 5.1, Policy LU 5.1.2

Goal LU 5.2, Policy LU 5.2.1

Goal LU 6.1, Policies LU 6.1.1, LU 6.1.2, LU 6.1.4, LU 6.1.8, LU 6.1.9, LU 6.1.10

Thomas S. Pace
Planning Director
City of Sacramento

Community Development Department
300 Richards Boulevard, 3rd Floor
Sacramento, CA 95811
[\(916\) 808-2691](tel:9168082691)

From: Gregory Aguirre <greg@capitalrivers.com>
Sent: Wednesday, November 28, 2018 3:51 PM
To: Angel Anguiano <AAnguiano@cityofsacramento.org>
Cc: Tom Pace <TPace@cityofsacramento.org>; Marcus Adams <MAAdams@cityofsacramento.org>; Stacia Cosgrove <SCosgrove@cityofsacramento.org>
Subject: Re: TOD Ordinance

Thank you. Yes, I would like to better understand how the staff is allowed to make a blanket decision to deny applications without going through the proper channels to approve this modification to the ordinance.

Greg Aguirre

Managing Director, Founder
Capital Rivers Commercial

p: [916.514.5225](tel:9165145225) x 101 m: [916.804.8046](tel:9168048046)
f: [916.330.4113](tel:9163304113)
a: 2901 K Street, Suite 210, Sacramento, CA 95816
w: www.capitalrivers.com e: greg@capitalrivers.com

[<image001.jpg>](#) [<image001.jpg>](#) [<image001.jpg>](#)



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On Nov 28, 2018, at 1:50 PM, Angel Anguiano <AAnguiano@cityofsacramento.org> wrote:

Hi Greg,

You are correct, the draft TOD ordinance does not discuss the prohibition of auto-oriented uses along high frequency bus lines. However, the Law and Legislation Committee tasked staff to look into analyzing this new policy.

I've cc'd Tom Pace, Planning Director, who can provide you with more information.

I've also cc'd my supervisors Stacia Cosgrove, Principal Planner and Marcus Adams, Senior Planner.

Angel Anguiano
City Planner | South Area | Planning Division
P: [\(916\) 808-5519](tel:9168085519) | aanguiano@cityofsacramento.org | cityofsacramento.org

From: Gregory Aguirre <greg@capitalrivers.com>
Sent: November 27, 2018 9:03 PM
To: Angel Anguiano <AAnguiano@cityofsacramento.org>
Cc: Marcus Adams <MAAdams@cityofsacramento.org>
Subject: Re: TOD Ordinance

Thank you for the information.

We have multiple clients that will be impacted by this proposed ordinance as well. My question is I don't see anywhere in the draft TOD ordinance or the staff report any mention of prohibiting auto-oriented uses on Stockton Blvd. and other corridors with "high frequency" bus lines, so why is it not included and being opened up for public comment?

How can the City make a decision to not support CUP requests based on something that came out of a Law and Legislation meeting despite the fact that it hasn't gone through the proper channels and approval process? I highly doubt the public is aware the City is taking this position and wouldn't expect the City to make that type of decision without first receiving City and Planning approvals and having sent out public notices.

Can you please clarify?

Greg Aguirre

Managing Director, Founder
Capital Rivers Commercial

p: [916.514.5225](tel:916.514.5225) x 101 m: [916.804.8046](tel:916.804.8046)
f: [916.330.4113](tel:916.330.4113)
a: 2901 K Street, Suite 210, Sacramento, CA 95816
w: www.capitalrivers.com e: greg@capitalrivers.com

[<image001.jpg>](#) [<image001.jpg>](#) [<image001.jpg>](#)



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On Nov 27, 2018, at 1:32 PM, Angel Anguiano <AAnguiano@cityofsacramento.org> wrote:

Hi Gregory,

I apologize for the delayed response. I provided this information to the applicant of Quick Quack Carwash. I thought you were affiliated with him and that information would have been shared with you.

Staff was given direction to not support CUP requests, as identified by the draft TOD ordinance, for auto-oriented uses on Stockton Boulevard and other corridors with "high frequency" bus lines, as shown on the attached map, characterized by 15-minute or less headways. This came about from a Law and Legislation meeting held on November 13th while the TOD Light Rail Ordinance was being discussed. Please see the link below to view the meeting.

If anything new develops between today and Thursday's Planning and Design Commission I will share that information with you. Please let me know if you have any new questions.

Law and Legislation Meeting:

http://sacramento.granicus.com/MediaPlayer.php?view_id=25&clip_id=4287&meta_id=539167

Regards,

Angel Anguiano

City Planner | South Area | Planning Division

[300 Richards Boulevard](#),

[3rd Floor Sacramento, CA 95811](#)

P: [\(916\) 808-5519](tel:916.808.5519) | anguiano@cityofsacramento.org | cityofsacramento.org

[<image002.jpg>](#)

From: Gregory Aguirre <greg@capitalrivers.com>

Sent: November 27, 2018 11:48 AM

To: Angel Anguiano <AAnguiano@cityofsacramento.org>

Subject: Re: TOD Ordinance

Hi Angel,

I am disappointed that I never heard back and the meeting is coming up quickly. Can you please respond and provide the requested info. prior to the meeting. I really don't want to have to submit a Freedom of Information request.

"Can you please clarify the Cities position with regards to the application of the TOD proposed ordinance to properties outside the TOD boundaries and also provide a copy of the draft TOD ordinance, and a copy of the video mentioned above."

Greg Aguirre

Managing Director, Founder

Capital Rivers Commercial

p: [916.514.5225](tel:916.514.5225) x 101 m: [916.804.8046](tel:916.804.8046)
f: [916.330.4113](tel:916.330.4113)
a: 2901 K Street, Suite 210, Sacramento, CA 95816
w: www.capitalrivers.com e: greg@capitalrivers.com

[<image003.jpg>](#) [<image003.jpg>](#) [<image003.jpg>](#)



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On Nov 20, 2018, at 9:17 AM, Greg Aguirre <greg@capitalrivers.com> wrote:

Hi Angel,

I have recently learned of the proposed TOD ordinance that will be going before the planning commission 11/29. My understanding is that in this ordinance it would prohibit any automotive related use within a half mile of any existing or proposed light rail station.

Further, and of much more concern, is that I understand Councilman Eric Guerra recommended these same rules apply to any properties near a buss stop or on a buss corridor. Although this is not part of the new proposed TOD I understand that the City is now making it a policy to recommend denial of all projects that fit the criteria effective now.

I sure hope this is not accurate and the City is not making these types of decisions based on a Councilmen's recommendation without including it in the TOD ordinance for review and approval by the Planning Commission.

I also understand there is a video of preliminary discussions of the proposal by staff and Council that is available.

Can you please clarify the Cities position with regards to the application of the TOD proposed ordinance to properties outside the TOD boundaries and also provide a copy of the draft TOD ordinance, and a copy of the video mentioned above.

Thank you and I would like to have this prior to the November PC hearing.

Greg Aguirre
Capital Rivers Commercial
[916.804.8046](tel:916.804.8046)

Sent from my iPhone

<RT High Frequency Routes.pdf><Draft Transit Oriented Development Ordinance Handout 10.25.18.pdf>

From: [SeamlessDocs](#)
To: [SacTOD](#)
Subject: [City of Sacramento] Comments and Questions TOD Submission
Date: Friday, November 16, 2018 7:56:42 AM
Attachments: [Comments_and_Questions_TOD_MAAy3rSxSMYIU7q2.pdf](#)



This document has been sent on behalf of City of Sacramento by SeamlessDocs.

Form Submission

Comments and Questions TOD

Full Name

First Name: Brian
Last Name: Kiley

Email

briankiley1@gmail.com

textarea_mAWEI2

TOD is a great idea, but instead of incentivizing buildings with more than 25 units, there should be an incentive to split parcels and build 3 story buildings with 3-4 units each, on small lots. That

would provide density, but with a finer grain more suitable to the neighborhoods. Montreal's plateau neighborhood is a good model for this.

User's Session Information

User's Session Information: IP
Address: 104.5.6.98
User's Session Information:
Referrer URL:
<https://www.cityofsacramento.org/Community-Development/Planning/Major-Projects/TOD-Ordinance>

Link to submission: <https://seam.ly/XUzNDhNR>

November 9, 2018

Mr. Jay Schenirer, Councilmember, City of Sacramento
Chair, Law and Legislation Committee
915 I Street, 5th Floor
Sacramento, CA 95814

Mr. Steve Hansen, Vice Mayor, City of Sacramento
Member, Law and Legislation Committee
915 I Street, 5th Floor
Sacramento, CA 95814

Mr. Jeff Harris, Councilmember, City of Sacramento
Member, Law and Legislation Committee
915 I Street, 5th Floor
Sacramento, CA 95814

Mr. Eric Guerra, Councilmember, City of Sacramento
Member, Law and Legislation Committee
915 I Street, 5th Floor
Sacramento, CA 95814

RE: Proposed City of Sacramento Ordinance on Transit-Oriented Development

Dear Chair and Members of the Law and Legislation Committee:

The Sacramento Metropolitan Air Quality Management District (Sac Metro Air District) is pleased to submit formally a letter of support for the proposed ordinance that will come before you for consideration.

The Sac Metro Air District is the local agency "...with the primary responsibility for the development, implementation, monitoring, and enforcement of air pollution control strategies, clean fuels programs, and *motor vehicle use reduction measures*..."¹ (emphasis mine). Reduction of motor vehicle use is necessary for the achievement of regional air quality and climate goals and these reductions happen, largely, through sound land-use decisions consistent with the Metropolitan Transportation Plan-Sustainable Communities Strategy. As California vests land-use decisions with local jurisdictions, the legislature has exhorted the Sac Metro Air District to "...represent the citizens of the Sacramento district in influencing the decisions of other public and private agencies whose action may have an adverse impact on air quality..."² We present this letter to the Committee in a spirit of partnership with the City of Sacramento as we work toward clean air and climate stabilization.

The Sacramento region has invested millions of dollars into a light rail transit network with the goals of improving mobility and air quality and achieving conformance with federal

¹ California Health and Safety Code §40961

² Ibid.

transportation requirements. The success of the light rail system relies heavily on surrounding supportive land uses that enable people to get to places where they live, work, shop or play without depending on individual vehicles. Transit-supportive land uses within a walking distance of one-quarter to one-half mile of light rail stations are essential to meeting regional air quality goals for both criteria air pollutants and greenhouse gases.

Clear, firm, explicit guidance is needed in the Zoning Code for the development community, the City Planning Division, the City Planning and Design Commission, the City Council, and the public at large to clarify which land uses are supportive of transit and which land uses need to be placed at a distance from light rail stations so that they do not impede transit ridership.

The Sac Metro Air District strongly supports the City's draft ordinance on Transit-Oriented Development (TOD). This proposed ordinance provides clear TOD development standards that eliminate ambiguity in the land uses that are appropriate near light rail stations. Sac Metro Air District staff have appreciated the opportunity to work with City planning staff on the draft ordinance, and we support the draft ordinance before you.

We ask that you support the draft TOD ordinance as well. The Sac Metro Air District views this as an important citywide step toward ensuring the development of transit-supportive uses near these important transportation investments. We look forward to working with you and City staff to develop more supportive steps in the 2040 General Plan Update to achieve the full benefits of transit-oriented development. These benefits include providing alternatives to automobile travel; promoting healthier lifestyles; reducing vehicle miles traveled, dependence on fossil fuels, and associated greenhouse gas emissions; and moving toward achievement of air quality and low-carbon goals. Should you have any questions or need further clarification, please do not hesitate to contact Mr. Paul Philley, AICP, Program Supervisor, CEQA and Land Use at pphilley@airquality.org or 916-874-4882. Thank you for considering this request.

Sincerely,



Alberto Ayala, Ph.D., M.S.E
Executive Director/Air Pollution Control Officer

cc: VIA EMAIL

Mr. Donald Terry, Chair
Board of Directors
Sacramento Metropolitan Air Quality Management District

Mr. Jaime Lemus, Interim Division Manager
Transportation and Climate Change Division

Sacramento Metropolitan Air Quality Management District

Mr. Paul Philley, AICP, Supervisor

CEQA and Land Use Section

Transportation and Climate Change Division

Sacramento Metropolitan Air Quality Management District

Ms. Teri Duarte, MPH, Land Use and Health Planner

CEQA and Land Use Section

Transportation and Climate Change Division

Sacramento Metropolitan Air Quality Management District

Comments and Questions TOD

Submitted On:
November 21st, 2018 @ 2:07pm

City of Sacramento

Full Name	Lynsay Carmichael
Email	Lynsay.Carmichael@arb.ca.gov
textarea_mAWEI2	I do not support this proposed ordinance. I would like to see the city focus more on improving the current transit system that is badly needing improvement and not ban businesses in my community. I think that we should have options and that transit should be a viable option however right now it is not in it's current state. People do not take transit because of the businesses in the neighborhood, they don't take transit because its not convenient and unsafe at times. Thank you.
User's Session Information	IP Address: 146.114.194.254 Referrer URL: https://www.cityofsacramento.org/SacTOD

Comments and Questions TOD

Submitted On:
November 27th, 2018 @ 11:46am

City of Sacramento

Full Name	Mary Bright
Email	mjbright@gmail.com
textarea_mAWEI2	<p>If you are so worried about our carbon footprint why have you excluded the cultivation ie- growing of Cannabis? The growing of organic Cannabis outdoors cleans the soil and the air. Thirty-three states and the District of Columbia currently have passed laws broadly legalizing marijuana in some form. The federal govt is about to pass the 2019 farm bill legalizing the growing of hemp. Why don't you make alcohol sales and consumption illegal? We definitely don't want all the drunks around the light rail.</p>
User's Session Information	<p>IP Address: 98.238.131.213 Referrer URL: https://www.cityofsacramento.org/SACTOD</p>

Comments and Questions TOD

Submitted On:
November 20th, 2018 @ 1:02pm

City of Sacramento

Full Name	steve holmes
Email	stevor_h@yahoo.com
textarea_mAWEI2	Quit with all the government INTRUSION into our lives! This sounds like another lamebrain steinberg idea, the person who probably still doesn't know how he'll spend the Prop U money. (yeah, just give us MORE MONEY and TRUST US as you would trust your parents because you're way too immature to be able to make adult decisions on your own)
User's Session Information	IP Address: 107.222.225.63 Referrer URL: http://www.cityofsacramento.org/sactod

Comments and Questions TOD

Submitted On:
November 28th, 2018 @ 9:55pm

City of Sacramento

Full Name	Arturo Baron
Email	arturo.m.baron@gmail.com
textarea_mAWEI2	I love it. I hope it gets approved!
User's Session Information	IP Address: 73.66.141.231 Referrer URL: http://www.cityofsacramento.org/SacTOD

Comments and Questions TOD

Submitted On:
November 16th, 2018 @ 8:38am

City of Sacramento

Full Name	Karin Nilsson
Email	kenilsson@gmail.com
textarea_mAWEI2	<p>Agree with the zoning restrictions. But disagree with the dropping of parking requirements.</p> <p>Light rail/transit in this area is not nearly developed enough to accurately assume that people will not own cars--we sell ourselves as a city with easy to access the Bay and Tahoe--not to mention that for more of the greater Sacramento area one still needs a car to shop, visit, get around. People may reduce to one car per household, and some will drop them, but many will still own them. The recent fire and flood evacuations in the State of California are enough to encourage me to keep my own car even if I begin to use transit to go to work every day.</p> <p>AND, if we develop more shopping, dining, and entertainment near Light Rail, people who don't live here are also going to come to it. They need places to park that are NOT on residential streets. I live one block from Broadway and the increase in the last 10 years of cars parking on my street while they visit the Brew Pubs and restaurants has grown considerably. Please encourage people to use transit, don't go into denial that people still use cars.</p>
User's Session Information	<p>IP Address: 108.204.122.176</p> <p>Referrer URL: http://www.cityofsacramento.org/SacTOD</p>

Comments and Questions TOD

Submitted On:
November 15th, 2018 @ 7:25pm

City of Sacramento

Full Name	Tommy Crabb
Email	campingone@comcast.net
textarea_mAWEI2	Sure looks like Sacramento s a lot like communist country you tell us where we can put our house on property we own. You light rail has people living under the raised area of the track " south area " . But that's ok I guess because the police are not making them move. If I was not 69 years old I would move out of Sacramento , even California.. Sad thing I was born here
User's Session Information	IP Address: 67.172.169.234 Referrer URL: http://www.cityofsacramento.org/SacTOD

Comments and Questions TOD

Submitted On:
November 17th, 2018 @ 2:13pm

City of Sacramento

Full Name	Steven Jordan
Email	slj46@comcast.net
textarea_mAWEI2	<p>Why am I not surprised. I used the www.cityofsacramento.org/SacTOD and got nothing. It doesn't seem to exist. S.O.B. from the city. As to your changes, is this going to cost me money? I am handicapped to the point where I can't walk 1/4 or 1/2 mile without using a walker to get to your light rail, which does not go anywhere near my doctors' offices or where I do my grocery shopping. Those are about the only places I go, anymore. You bureaucrats don't make changes in anything unless there is a profit to be made. My question is for the bottom line. Will I get a senior or handicapped discount from new system of whatever it is you are going to do?</p>
User's Session Information	<p>IP Address: 73.12.216.12 Referrer URL: https://www.cityofsacramento.org/Community-Development/Planning/Major-Projects/TOD-Ordinance</p>

Comments and Questions TOD

Submitted On:
November 16th, 2018 @ 11:27am

City of Sacramento

Full Name	larry barly
Email	barly@yahoo.com
textarea_mAWEI2	Great!! I am 100% in favor of the proposed ordinance.
User's Session Information	IP Address: 69.62.216.54 Referrer URL: http://www.cityofsacramento.org/SacTOD

Comments and Questions TOD

Submitted On:
November 27th, 2018 @ 11:28am

City of Sacramento

Full Name	Mohammad Sajid
Email	seameadowway@gmail.com
textarea_mAWEI2	If you are going to exclude Cannabis cultivation & Cannabis manufacturing, nonvolatile then you should also be excluding the sale and use of alcohol.
User's Session Information	IP Address: 98.238.131.213 Referrer URL: https://www.cityofsacramento.org/SACTOD

From: [Nell Hessel](#)
To: [Ryan Dodge](#); [Greg Sandlund](#)
Cc: [Nancy Bennett](#)
Subject: FW: Public Comment on TOD Ordinance - Please distribute immediately
Date: Thursday, November 29, 2018 12:10:50 PM
Attachments: [capital-rivers - Final.png](#)

FYI – see below.

Thank you and have a great day!

Nell A. Hessel, MPPA

Legislative Process Manager
City of Sacramento
Office of the City Clerk
New City Hall
915 I Street, 5th Floor
Sacramento, CA 95814
Desk Phone: (916) 808-5163
Cell Phone: (916) 996-0787
Email: NHessel@cityofsacramento.org

"Wherever you go, no matter what the weather, always bring your own sunshine." Anthony J. D'Angelo

"How wonderful is it that nobody need wait a single moment before starting to improve the world." Anne Frank

"Follow your dreams, they know the way." Unknown

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From: Marilyn Fisher <MFisher@cityofsacramento.org>
Sent: Thursday, November 29, 2018 12:07 PM
To: Mindy Cuppy <MCuppy@cityofsacramento.org>; Nell Hessel <NHessel@cityofsacramento.org>
Subject: FW: Public Comment on TOD Ordinance - Please distribute immediately

Please see email below.

Thank you!
Marilyn

From: Gregory Aguirre <greg@capitalrivers.com>
Sent: Thursday, November 29, 2018 12:05 PM
To: clerk <clerk@cityofsacramento.org>
Subject: Public Comment on TOD Ordinance - Please distribute immediately

Dear City Council and Planning / Design Commission,

I'm writing you in regards to the proposed changes to the Transit-Oriented Development Ordinance that is being presented to the Planning and Design Commission on November 29, 2018 and the City Council on December 11, 2018.

I have reviewed the proposed ordinance and before you take a vote want to make you aware of the following.

In general the premise that "all" properties within a 1/2 mile radius or for that matter any radius does not provide for enough flexibility, is too onerous and potentially preclusive of uses that in fact would be beneficial to public transit system, public welfare, and the overall welfare of the community. The proposed TOD ordinance's "one-size fits all approach" is too blunt of a tool and I fear will not achieve the long term goals and desires of the community.

For example, transit centers routinely have considerable vehicle trips (as evidenced by most of the "park and ride" parking lots located near transit centers) because not everyone is close enough or able to walk or bike to a transit center and therefor must drive, take a taxi, or use ride-sharing. Particularly on days such as today where the weather precludes easy accessibility to the transit center via walking or biking. This is particularly the case when you get outside the core downtown area of Sacramento and into the less dense suburbs.

Just look at most (even outside the City limits) suburban RT locations and they are surrounded by often huge park n ride parking lots. Also, look at the Broadway light-rail station where there is an AutoZone adjacent to the station that is generating jobs, tax revenue, etc. You need retail and job generators to support residential and mixed-use and in more sub-urban areas mixed-use is most often economically not viable. Therefore, in these areas this new ordinance will stifle growth and new businesses in certain depressed areas that can use it the most. An example, on Stockton Blvd. there is a vacant lot that has been vacant for a very long time, has become a homeless / drug dealing haven and will likely "never" be viable for the "ideal" types of uses the City would like to see. Yet, there is a clean eco-friendly (recycles up to 90% of the water), family friendly carwash that will clean up this lot, provide jobs, and improve the surrounding area as well as hopefully help spur additional projects. This would now be prohibited by this blanket ordinance that does not provide for an appropriate amount of flexibility to take a holistic approach to land use and the impacts in each particular neighborhood and property.

With respect to the blanket decision to extend the TOD ordinance to "high frequency" bus lines I'm not sure a comment at the Laws and Legislation Committee hearing constitutes "significant community discussion" and its apparent the direction has been provided to not support "all" CUP requests in these areas without an evaluation on a case-by-case basis or in other words a blanket policy. This is of serious concern given the requirement to ensure consistency with the General Plan as the bar is very high to make a determination that a project or proposed use is "detrimental to the public health, safety, convenience, or welfare of persons residing, working, visiting, or recreating in the surrounding neighborhood and will not result in the creation of a nuisance." therefore careful and serious analysis needs and should be taking place to ensure the proper decision is being made with input from the public.

Additional examples of the restrictive nature of the Ordinance and lack of flexibility includes: in certain cases tech. oriented micro manufacturing would be prohibited, car washes (which use recycled water) and are eco friendly are precluded (even-though new ordinances are prohibiting folks from washing cars in their drive-ways, etc.), electrical vehicle charging stations would be prohibited, pharmacies w/drive-thru would potentially be prohibited although they are typically utilized by seniors and folks with ADA challenges, and the list goes on.... If the goal is to be forward thinking this ordinance does not take into consideration the future of autonomous vehicles and the potential uses / impacts that will have on transit centers or surrounding property needs / uses.

A well thought out TOD plan includes a smart “long-term” dimension providing for flexibility that doesn’t compromise the ability of the future generations to meet their own needs. This means taking into consideration future uses, integration of technology and is designed to incorporate the auto in a cohesive and well planned way vs. a restrictive “one-size fits all approach” blanket ordinance. You can even look towards the CA DOT for direction as they include in their definition of a TOD “ developments that facilitate transit use and reduce automobile dependent land uses without excluding the auto.”

My recommendation to all is that this Ordinance be pulled from tonights agenda and be revisited to ensure it truly is what is in the best long-term interest of the community and provides for the items I mentioned above.

Greg Aguirre

Managing Director, Founder
Capital Rivers Commercial

p: 916.514.5225 x 101 m: 916.804.8046
f: 916.330.4113
a: 2901 K Street, Suite 210, Sacramento, CA 95816
w: www.capitalrivers.com e: greg@capitalrivers.com



BRE# 01337550

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College/Glen Neighborhood Association/Foundation

November 26, 2018

To: Eric Guerra, Councilmember
District 6

Attn: Erin Teague
Koy Saeteurn
Alejandro Caprera

Planning and Design Commission
TOD@cityofsacramento.org/SacTOD (916) 808-8744

From: Annette Deglow, President
College-Glen Neighborhood Association/Foundation
8424 Olivet Court, Sacramento, CA 95826 Home: 383-6621 / Cell: 806-3138

Regarding: **Proposed Transit-Oriented Development Ordinance**

I am writing to ask that you not support the proposed Transit-Oriented Development Ordinance. This ordinance would prohibit communities from having the benefit of access to gas stations, car shops, car dealerships, and drive-through restaurants simply because they are within an arbitrary distance of an existing or future light rail station in the City of Sacramento. This is not fair to the communities adjacent to the light rail lines.

Impact of Light Rail on Our Community: The presence of light rail has had a negative impact upon our community. The City's preference for anti-vehicle type businesses around the light rail system has resulted in the deterioration of the businesses along Folsom Boulevard between Howe Avenue and Watt Avenue. The vacancy rate is high. Those businesses that are in the area including check cashing stores, massage parlors, smoke shops, thrift stores, and overnight campers have caused neighborhood friendly businesses to leave the area while also discouraging other businesses from locating in the area. The City should end the preoccupation with discouraging businesses from locating along light rail simply because they are vehicle friendly and start encouraging quality neighborhood friendly businesses to establish themselves along the light rail lines.

Standards for Light Rail: Before establishing limits on businesses the City should clean up the general appearance of the light rail cars and passenger stations. The current advertisements on the rail cars are cluttered, junkie looking, and often dirty. The advertisements give a trashy look to the light rail cars and Sacramento Regional Transit.

Public Notice for Proposed Ordinance: The notice advising this proposed ordinance implies the zoning changes are being made to promote light rail. If the City is concerned about ridership for light rail, consider relocating the Zoo to Granite Regional Park adjacent to the light rail line. In addition, it seems prudent to clean up the current light rail system and encourage quality businesses, both vehicle and light rail friendly, to locate along the tracks. Implementing these strategies could boost ridership on the light rail system and enhance the services and businesses available to communities along the light rail lines.

Elton and Laura Allred
PO Box 38
Fiddletown, California 95629
Phone: 916-257-1134
LLALLRED2010@GMAIL.COM

November 16, 2018

City of Sacramento Development
300 Richards Boulevard, 3rd Floor
Sacramento, California 95811
Phone: 916-808-8744
Email: TOD@CITYOFSACRAMENTO.ORG

RE: November 2, 2018, Public Notice for Proposed Transit-Oriented Development Ordinance

Dear Sacramento City Planning Staff,

We are in receipt of the above referenced "Notice" and we would like clarification as to how the noticed ordinance will affect our properties.

Please research parcels commonly known as: 4180 Roseville Road, North Highlands, California 95660:

240-0540-055-000; 240-0540-046-000; 240-0540-003-000

We are not aware that our properties are within the Sacramento City limits. Please inform and confirm that our parcels, will or will not be affected, by this proposed ordinance.

We do not wish the above noted properties to have any changes to the enjoyment and use of them as a result of the proposed transit-oriented development ordinance.

Additionally, we respectfully request information as to how this ordinance will affect any current and future use of the above listed properties.

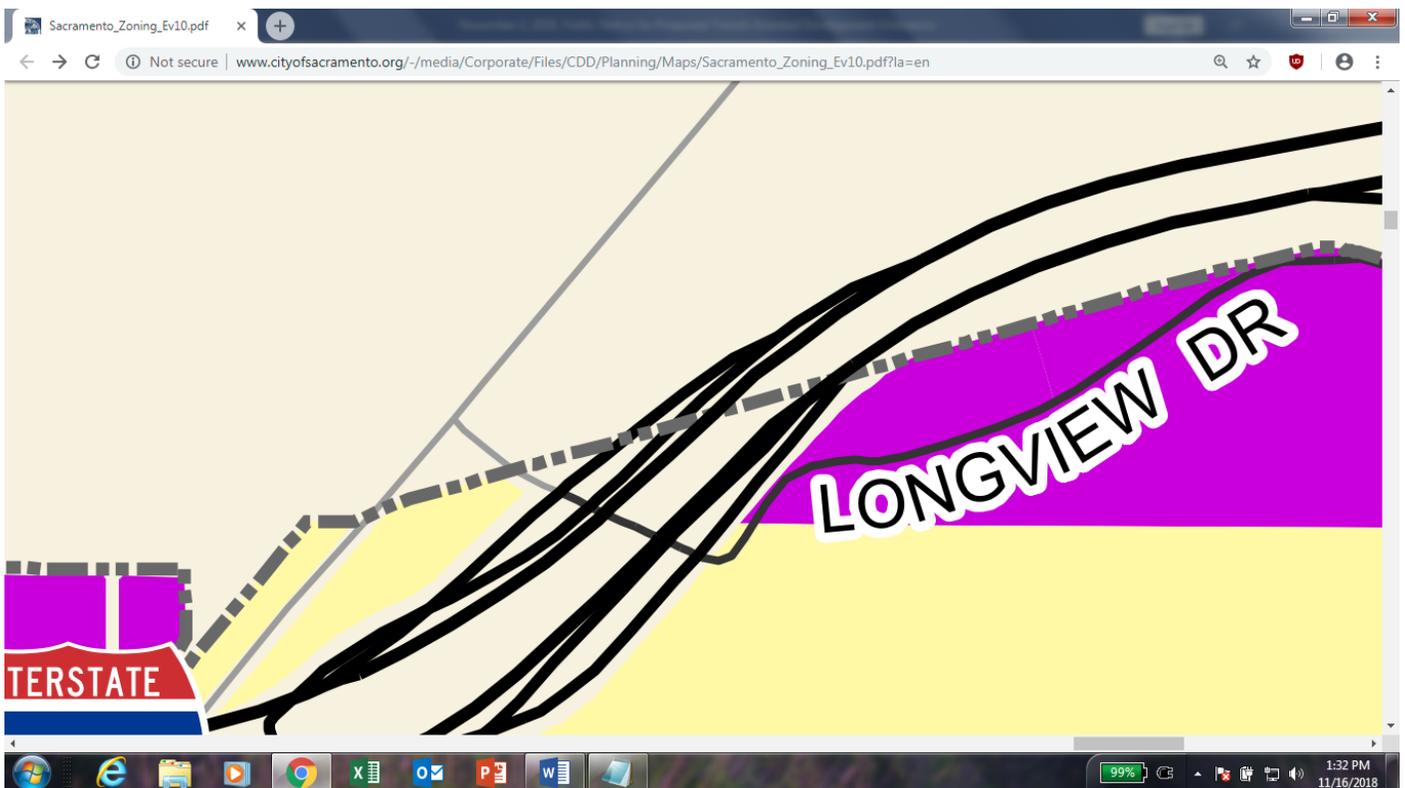
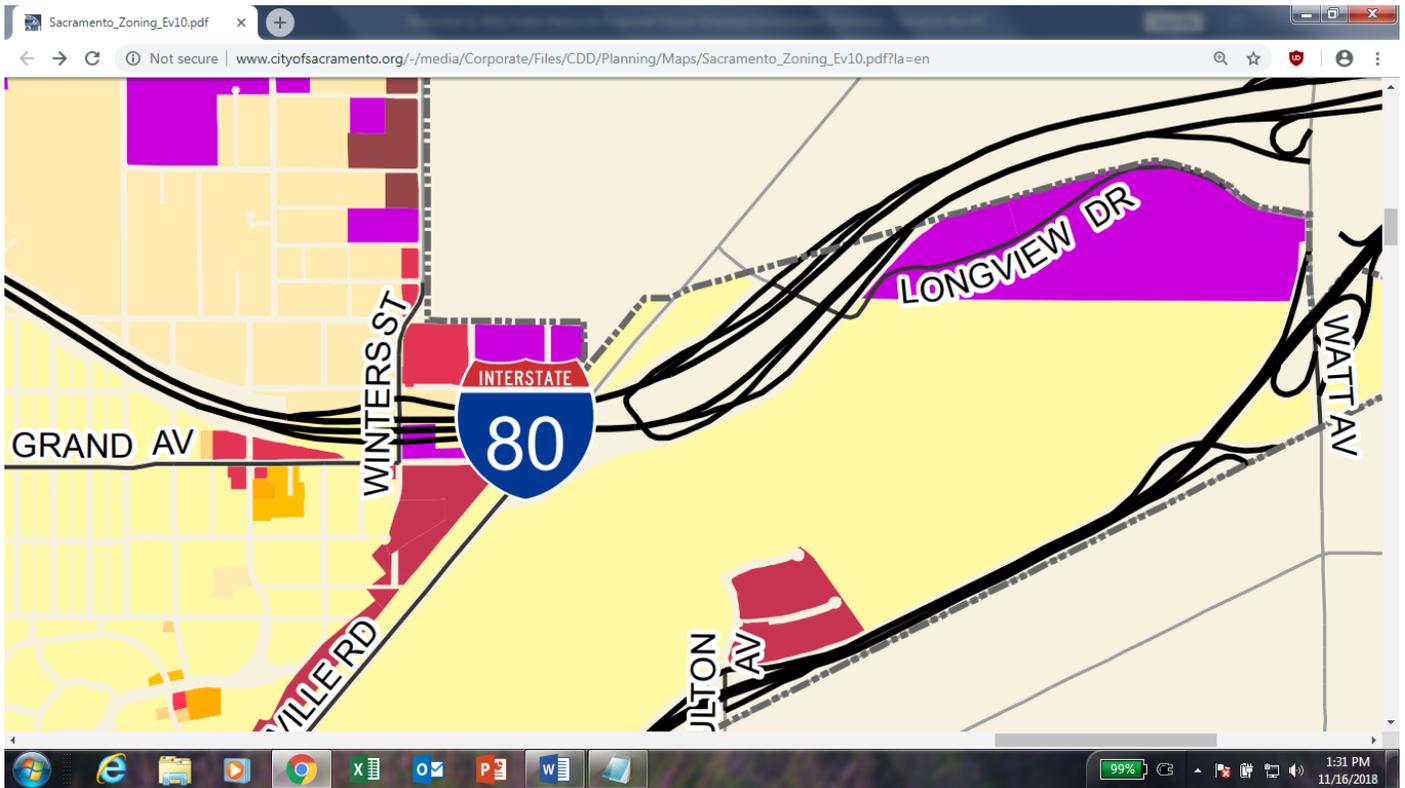
Please respond to the questions and comments contained within this email for the referenced notice as soon as possible, as time is of the essence based on your information.

Sincerely,

Elton and Laura Allred

Attachments: Sacramento City Map at parcel location.

4180 Roseville Road, North Highlands California 95660 and parcels previously referenced are outside of the Sacramento City Limits per the two below maps, at the intersection of Longview Drive and Roseville Roads.



November 26, 2018

TO: City of Sacramento Planning Department

CC: Mayor Darrell Steinberg, Councilman Jay Schenirer

RE: Transit-Oriented Development Ordinance

FR: Chris Thompson, homeowner, 2525 8th Ave.

I received the notice on the proposed Transit-Oriented Development Ordinance as an affected property owner.

I oppose this ordinance on the specific grounds that 1) the timing is apparently aimed at a certain Curtis Park developer and 2) it constitutes an unjustifiable “taking” of value in limiting economic uses by all property owners in the affected areas.

More generally, the ordinance is misguided because it is based on the erroneous premise that government can successfully compel the public to ride mass transit. There is no reasonable assumption that spending more money on fixed transit will increase demand for it. Light rail ridership is underperforming expectations and actually falling nationwide.

A study by our own UC Davis showed that as people use the increasingly popular ride hailing services like Uber and Lyft, they are less likely to use public transit. Any bet that trend is likely to keep growing, especially with the prospect of driverless cars? People want transportation services that incorporate mobility, flexibility and immediacy. Light rail fails on all those counts.

Investing in fixed-line transportation system infrastructure outside of densely populated urban areas – Sacramento never will be -- is a waste of public resources. Case in point: the much-vaunted, but seemingly rarely used, pedestrian bridge from Curtis Park to the Sacramento City College transit stop.

Light rail is the Maginot Line of transportation – an expensive folly that was obsolete the moment it was built. Future generations will ask, “What were they thinking?”

You aren't. You want to impose an onerous social engineering policy based on gauzy beliefs and feelings that aren't backed up by facts.

Please rethink and reject the ordinance.

From: [Brad](#)
To: [SacTOD](#)
Subject: Proposed transit oriented development ordinance
Date: Saturday, November 17, 2018 3:42:56 PM

I am AGAINST this proposed ordinance for my neighborhood.

Brad Warren
2775 17th st
Sacramento CA 95818

Sent from my iPhone

From: dmjonsson@aol.com
To: SacTOD; sullivangroupre@aol.com
Subject: Proposed Transit-Oriented Development Ordinance
Date: Tuesday, November 27, 2018 12:04:10 PM

To Whom it May Concern,

We are the owners of two buildings located at 918 R St and 1801 9th St. in Sacramento. We have been long time owners and tax payers of the City of Sacramento.

We are opposed to the newly proposed Transit-Oriented Development Ordinance.

We do not believe it is in the best interests of the City, or it's residents, to restrict economic activity by arbitrarily determining which businesses should be allowed near light rail stations. It is already hard enough to be a property owner in Sacramento, and hard enough for many small businesses to survive. This ordinance does nothing to address the more serious problem of small business being destroyed by giants like Amazon.

Sincerely,

David Mark Jonsson

Owner

The Jonsson Family Trusts
Spilman Properties LLC

Phone: 530-758-0547

From: [Sanchez, Normita](#)
To: [SacTOD](#)
Subject: RE: Property Proposal for the new changes
Date: Friday, November 16, 2018 6:28:00 AM

I received a letter from you, regarding the new changes around the property within ½ miles. I have been riding the light rail since I started working downtown that was in 2007, I don't drive to work unless its Saturday. I love riding the light rail cause it's so convenient for me. I have no problem for whatever it is you guys trying to do. I wish I can walk to the light rail station because I'm really so close to the station If I can just go straight without going around to walk to the over pass, I will be walking, because of the fence which is safety reason I can understand why they have to put the fence in between. Otherwise I will walk...So my answer for your concerned as one of the property home owners. I have no problem as a matter of fact please do, meaning will be easier for me to go the nearest restaurant, car dealers or any businesses that want to expand in the near future.

I appreciate the new information, please have a wonderful day. And I thank you very much.

Sincerely,

Normita S. Sanchez

Secretary of State

Program Technician II

Business Program Division



From: [SFBettJ](#)
To: [SacTOD](#)
Subject: Regarding the public notice for propose transit oriented development ordinance
Date: Saturday, November 17, 2018 10:22:18 AM

Greetings,

I am on my property here in a Thomas and received the notice from the city of Sacramento community development on November 2.

Thank you for the plane and clear description of the ordinance.

I would like to offer my comments for the record as I will not be able to attend the meeting due to work commitments.

I am first excited about improving transit infrastructure for Our City and making it easier for people to get around without having to rely upon cars for every trip.

I would like to share my concerns however with respect to how transit appears to be operating in Sacramento and the potential impacts this could have on our neighborhood.

Enforcement for farepaying writers appears to be very lax. What I do not want to see is people who are not paying their fair writing freely on the system. We have to ensure that everyone is paying their share.

Second what kind of safeguards are being built into the ordinance for on board security? As we can see from the bay area example there have been gangs that have started to roam the BART train and commit crimes against passengers. How is the planning department working to ensure safety of writers?

Third we have a growing homeless problem in Sacramento. What kind of guarantees are safeguards can't be put in place to make sure that homeless people are getting direct services they need and don't use rail to simply skate downtown and move the problem two different neighborhoods? Like Mani residence I want to see people who are homeless get the support they need to get off the streets, but it is in unfortunate truth that light rail simply provides a mean for them to escape one area and move to the other, which doesn't solve the root problem and simply degrades the new area in terms of health, refuse, and property crime.

These issues must be addressed, if not then it is possible that introducing light rail will actually cause property values to fall and not soft societal problems that need other care.

I would like to see this ordinance pass and light rail implemented, but only after a robust plan with proven results is put in place to reduce the growing homeless problem and put these people into a better wife track, and security measures instituted to insure light rail will be a safe and fare experience for all riders.

Are used to live in Portland Oregon and would encourage city planners to visit there to see how effective they have made the system for all residents and learn from their experience integrating rail and bus.

Best regards,

James Bettles
Owner
132 Luna grande cir 103
Sacramento CA 95834

Sent from my Somewhat Smart Phone



November 28, 2018

Via E-Mail

Chairperson Jia Wang-Connelly and Members of the Sacramento Planning Commission
300 Richards Blvd, 3rd Floor
Sacramento, CA 95811

Re: Concerns and Recommendations Regarding the Proposed Transit Oriented Development Ordinance (“TOD Ordinance”), Planning and Design Commission November 29, 2018, Public Hearing Item 04.

Dear Planning Commissioners:

We write today to provide our concerns and recommendations regarding the proposed TOD Ordinance that you are scheduled to consider during your November 29 meeting.

Unfortunately, Costco was unaware of the proposed TOD Ordinance until November 20 when City staff first reached out to one of our consultants. Having apparently missed out on over a year of work, hearings and development of the proposed TOD Ordinance, we have endeavored quickly to come up to speed and have carefully reviewed the proposed TOD Ordinance within the context of its underlying policies and goals. We believe that the draft Ordinance needs to be revised to achieve the desired policy goals and not unnecessarily frustrate complementary economic development and negatively impact City tax revenues. To that end, we offer some pertinent information and suggested revisions and respectfully request that you incorporate them into any direction given to staff or recommendation provided to the City Council.

Our concern centers on the proposed TOD Ordinance’s new, rather onerous and potentially preclusive regulations as to large format gas stations, i.e., those capable of simultaneously fueling more than 10 vehicles. The TOD Ordinance disfavors large format gas stations near light rail stations, with the stated goal of limiting auto-oriented uses that generate high levels of Vehicles Miles Traveled (VMT) while not encouraging transit use. We know of no evidence to support the implied assumption that gas stations near light rail stations would in fact discourage transit use. Indeed, transit centers routinely experience considerable vehicle trips as not everyone is close enough or able to walk or bike to transit centers and thus must drive, take a taxi or use a ridesharing company to get to the transit center and then take public transportation. Thus, having large format gas stations located near transit nodes will more likely minimize gas-related trips and VMT. Because the premise of the TOD Ordinance with respect to large format gas stations is not supported, we suggest that the changes to gas station regulations not be pursued.

If you do choose to retain proposed regulations as to large format gas stations, we strongly urge that you exempt membership-based gas stations such as Costco’s that are co-

located with a membership-based warehouse club store. These gas stations in reality decrease vehicle trips and VMT such that the goals of the TOD Ordinance would be enhanced by the suggested carve-out. A central tenet of Costco's membership business is to provide a range of goods and services to its members (e.g., consumer goods and foods, pharmacy, tire service and gas station) so that they do not have to travel to multiple locations to run their errands. VMT reduction is literally built into Costco's business model. Indeed, our records show that: (1) a whopping 37% of our members who visit the Costco gas station at our Sacramento location also purchase items from the warehouse store with which it is co-located, and (2) when such large format gas stations are added to existing Costco membership-based warehouse stores, those stores typically experience a 5-10% increase in warehouse sales and concomitant sales tax revenues. This evidence demonstrates that Costco's membership-based warehouse stores with large format gas stations not only significantly reduce vehicle trips and VMT, but also drive higher sales and sales tax revenue. The proposed TOD Ordinance's one-size-fits-all approach to restricting large format gas stations is too blunt a tool and one that could very well increase vehicle trips/VMT and reduce tax revenue. Accordingly, we recommend at a minimum that the TOD Ordinance be revised to exempt membership-based large format gas stations located near a related membership store from the proposed TOD Ordinance's new prohibitions, special use and locational restrictions.

Thank you in advance for your consideration of this letter and its recommendations. We look forward to working with you and City staff to revise the TOD Ordinance so that we can join you in advancing it to and supporting its passage by the City Council.

Very truly yours,

A handwritten signature in black ink, appearing to read "Jack Frank", with a long horizontal flourish extending to the right.

Jack Frank
Vice President of Real Estate Development

Cc: Howard Chan, City Manager
Marco Gonzalez, City Manager's Office of Innovation and Economic Development
Greg Sandlund, Principal Planner
Ryan Dodge, Associate Planner

From: [Lori Harder](#)
To: [SacTOD](#)
Subject: Support Proposed Transit-Oriented Development Ordinance
Date: Saturday, November 17, 2018 5:01:12 PM

I wanted to voice my support for the proposed zoning changes outlined in your November 2nd letter regarding appropriate uses around light rail stations.

If you haven't already done so, you may want to address situations whereby an existing business closes and whether or not the property owner could find a new tenant for same purpose, such as a gas station, car shop, etc., and/or if the property came up for sale could it be used again for same purpose.

Sincerely,

Lori Harder

From: [Matt Newcomer](#)
To: [SacTOD](#)
Subject: TOD Notice Dated November 2, 2018
Date: Thursday, November 15, 2018 2:48:59 PM

Hello,

I received your notice dated November 2.

I disagree with the proposal and the logic behind it. People take public transportation for the convenience of proximity to and from a destination, cost savings, necessity (those without a vehicle) and based on time of day. To exclude ban access to gas stations, car shops, dealerships, drive-through restaurants and warehouses only limits those services that serve the neighborhood for where we live. For example, banning access to a gas station does not remove the need for using a vehicle to travel to areas where there is no light rail service.

The City should focus on educating its residents on the benefits of and providing incentives to try public transportation.

Matt Newcomer
3701 College Ave

November 7, 2018

City of Sacramento
Law and Legislative Committee
City Hall
915 I Street
Sacramento, Ca 95814

Re: Proposed Transit Oriented Development Ordinance

Dear City of Sacramento Law and Legislative Committee Members:

Thank you for the opportunity to comment on the proposed Transit Oriented Development Ordinance. As part of an ongoing effort to monitor land use development activity in the region, track the implementation of shared goals for mobility, air quality, and quality of life, and offer constructive support to member agencies, SACOG began a dialogue with the City of Sacramento in January 2017 expressing concern about an increasing number of auto-oriented projects being proposed near the City's light rail stations. The conversation centered around a disconnect between the goals and policies of the City's General Plan that support transit oriented development and the zoning near the stations that is allowing auto-oriented uses in these areas. The proposed Transit Oriented Development Ordinance is a very positive and critical step towards addressing this issue. This ordinance is an important foundational piece for catalyzing TOD around the city's light rail stations and we would like to express support for the proposal.

The Proposed Transit Oriented Development Ordinance incentivizes transit supportive uses near light rail stations and preserves transit areas for appropriate development opportunities. Under this proposal, the auto-oriented uses that SACOG expressed concern about are prohibited within ¼ mile of transit stations and require a conditional use permit within ½ mile of transit stations. This type of specificity provides the clarity that is needed to support future development that conforms to the transit supportive policies in the general plan and provides the flexibility and time for market conditions to change by allowing existing uses to remain in place. In addition, the proposal incentivizes transit supportive uses by offering building review incentives for multifamily housing projects at least 25 units and removes parking requirements within ¼ mile and reduced by 50 percent within ½ mile, for housing or job intensive projects. By removing and reducing parking requirements near transit, this proposal reduces the development cost and increases the likelihood that development around stations will truly be transit oriented.

This ordinance is an important first step, but will not by itself guarantee transit oriented development around all the City's light rail stations. Realization of the region's TOD efforts will require many more steps and SACOG is committed to working with the City and other partners to achieve the public policy goals shared by both the City and the region. SACOG is currently working with the Air Resources Board on an infill pilot program aimed at incentivizing infill development, including around light rail station areas. In further support, SACOG sponsored a national ULI advisory services panel to examine the Florin and Meadowview light rail stations and recommend steps for catalyzing equitable TOD in those neighborhoods. Adopting this ordinance also furthers the City's leadership in SB 375 implementation and builds on the City's Carbon Zero vision, supporting the governor's executive order for carbon neutrality.

Auburn
Citrus Heights
Colfax
Davis
El Dorado County
Elk Grove
Folsom
Galt
Isleton
Live Oak
Lincoln
Loomis
Marysville
Placer County
Placerville
Rancho Cordova
Rocklin
Roseville
Sacramento
Sacramento County
Sutter County
West Sacramento
Wheatland
Winters
Woodland
Yolo County
Yuba City
Yuba County

On February 18, 2016, SACOG adopted the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). This is the region's second MTP to include a Sustainable Communities Strategy as required by SB 375. However, it is the third MTP adopted since the SACOG Board adopted the Blueprint in 2004 and, therefore, is the third MTP to proactively link land use, air quality, and transportation needs in the region. The MTP/SCS must be based on an ambitious but feasible land use pattern to be built over a 20+ year planning period, and it must conform with federal and state air quality regulations. The foundation for the MTP/SCS land use forecast is local government general plans, specific plans, and local policies and regulations. Other market and regulatory/policy variables are also considered.

The Blueprint vision is a complimentary regional planning effort. The Blueprint is based on the principles of smart growth and is intended to give a general direction for how the region should develop to reap the benefits of the Blueprint Preferred Scenario. The Blueprint's benefits of reduced vehicle miles traveled, housing to meet the needs of all residents, increased access to jobs and services, more transportation choices, and improved air quality and overall quality of life are the same as the performance goals the MTP/SCS strives to achieve. As you know, SACOG has no land use authority. As such, implementation of the SCS and the Blueprint depends greatly on the efforts of cities and counties to implement that vision through local plans and projects.

The City of Sacramento's General Plan is a great example of a plan that is aligned well with the Blueprint and MTP/SCS. Implementation of the General Plan will help the City and the region achieve the goals noted above. Specifically, because the City houses the majority of the light rail stations in the region, it has the opportunity to make a significant impact on our shared goals of reducing vehicle miles traveled and greenhouse gas emissions (GHG), and increasing transportation choice by supporting alternative modes of transportation. The General Plan includes policies to support and facilitate transit oriented development at all existing and future light rail stations and the MTP/SCS assumes that the City will actively implement these policies.

As you know, there is a strong connection between land use patterns, travel behavior, and air quality. Today, people who live or work within ¼ mile of light rail use transit at a rate four to six times higher than the balance of the region. Higher density housing and employment are one of the touchstones for making a transit oriented community work. Walkability is another key factor in encouraging transit use and creating successful transit oriented developments. Auto-oriented uses (such as auto sales and drive-through restaurants) near light rail stations contradict both the density and walkability needed to support transit use.

Given the superior transportation and air quality performance of these neighborhoods, land use and design decisions in these areas are critical for the region to meet federal and state air quality and GHG requirements, and to achieve the many benefits of the MTP/SCS outlined above. Vacant and underutilized land near light rail stations is limited, making the land use decisions there even more strategically important to these goals. Building transit oriented uses in these areas also facilitates the ability of Regional Transit to achieve greater fare box revenues that would facilitate better maintenance of the current system and expansion for more riders in the future.

Thank you for the opportunity to provide input and for your hard work to further the shared goals of the City and SACOG.

Sincerely,



James Corless
Executive Director

cc: Darrell Steinberg, Mayor
Howard Chan, City Manager
Ryan DeVore, Community Development Director
Tom Pace, Planning Director
Greg Sandland, Senior Planner

From: [EVELIA MARQUEZ](#)
To: [SacTOD](#)
Cc: [Edith Gonzalez](#)
Subject: Zoning changes
Date: Thursday, November 15, 2018 1:26:54 PM

I do not approve of the proposed zoning change to my property near the light rail station off Marconi and 80. I purchased this property solely based on ZONING/AREA. If the city buys it from me for what I paid for it, then go ahead, if not, I totally oppose this change!

I put all my retirement savings into buying this property, its unacceptable to all of a sudden make a change so drastic as this. This property was sold and advertised as a Cannabis facility and hence why I purchased it.

With all the regulations on getting licensed, there is to be no signage or any smell coming from it, how is that going to deter someone from taking the light rail? If you have a need for public transportation, that need won't go away due to what business are operating. So this proposal states the if someone needs public transportation they will not use it if its close to a gas station, car dealership, restaurant or cannabis warehouse, that is jus plain ridiculous as someone who needs the transportation won't mind using it because its adjacent to any of these business. Sacramento is supposed to progress not stop it on its tracks!

I strongly oppose this decision and Do Not want my property rezoned!

Evelia C. Marquez
RE/MAX Gold Commercial &
Residential Realtor_
(916) 320-3330 Direct

NAHREP 2018 Vice President
SAR Culture Committee
Florin Road Partnership Foundation 2018 Vice President

Thank you for the privilege of your business.

Comments and Questions TOD

Submitted On:
December 1st, 2018 @ 12:50pm

City of Sacramento

Full Name	Roberta Murray
Email	divinemsm@att.net
textarea_mAWEI2	I live in Curtis Park and am in favor of the Transit Oriented Development Ordinance.
User's Session Information	IP Address: 107.222.225.114 Referrer URL: https://www.cityofsacramento.org/Community-Development/Planning/Major-Projects/TOD-Ordinance

From: [Nell Hessel](#)
To: [Ryan Dodge](#); [Greg Sandlund](#)
Cc: [Nancy Bennett](#)
Subject: FW: Public Comment on TOD Ordinance - Please distribute immediately
Date: Thursday, November 29, 2018 12:10:50 PM
Attachments: [capital-rivers - Final.png](#)

FYI – see below.

Thank you and have a great day!

Nell A. Hessel, MPPA

Legislative Process Manager
City of Sacramento
Office of the City Clerk
New City Hall
915 I Street, 5th Floor
Sacramento, CA 95814
Desk Phone: (916) 808-5163
Cell Phone: (916) 996-0787
Email: NHessel@cityofsacramento.org

"Wherever you go, no matter what the weather, always bring your own sunshine." Anthony J. D'Angelo

"How wonderful is it that nobody need wait a single moment before starting to improve the world." Anne Frank

"Follow your dreams, they know the way." Unknown

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From: Marilyn Fisher <MFisher@cityofsacramento.org>
Sent: Thursday, November 29, 2018 12:07 PM
To: Mindy Cuppy <MCuppy@cityofsacramento.org>; Nell Hessel <NHessel@cityofsacramento.org>
Subject: FW: Public Comment on TOD Ordinance - Please distribute immediately

Please see email below.

Thank you!
Marilyn

From: Gregory Aguirre <greg@capitalrivers.com>
Sent: Thursday, November 29, 2018 12:05 PM
To: clerk <clerk@cityofsacramento.org>
Subject: Public Comment on TOD Ordinance - Please distribute immediately

Dear City Council and Planning / Design Commission,

I'm writing you in regards to the proposed changes to the Transit-Oriented Development Ordinance that is being presented to the Planning and Design Commission on November 29, 2018 and the City Council on December 11, 2018.

I have reviewed the proposed ordinance and before you take a vote want to make you aware of the following.

In general the premise that "all" properties within a 1/2 mile radius or for that matter any radius does not provide for enough flexibility, is too onerous and potentially preclusive of uses that in fact would be beneficial to public transit system, public welfare, and the overall welfare of the community. The proposed TOD ordinance's "one-size fits all approach" is too blunt of a tool and I fear will not achieve the long term goals and desires of the community.

For example, transit centers routinely have considerable vehicle trips (as evidenced by most of the "park and ride" parking lots located near transit centers) because not everyone is close enough or able to walk or bike to a transit center and therefor must drive, take a taxi, or use ride-sharing. Particularly on days such as today where the weather precludes easy accessibility to the transit center via walking or biking. This is particularly the case when you get outside the core downtown area of Sacramento and into the less dense suburbs.

Just look at most (even outside the City limits) suburban RT locations and they are surrounded by often huge park n ride parking lots. Also, look at the Broadway light-rail station where there is an AutoZone adjacent to the station that is generating jobs, tax revenue, etc. You need retail and job generators to support residential and mixed-use and in more sub-urban areas mixed-use is most often economically not viable. Therefore, in these areas this new ordinance will stifle growth and new businesses in certain depressed areas that can use it the most. An example, on Stockton Blvd. there is a vacant lot that has been vacant for a very long time, has become a homeless / drug dealing haven and will likely "never" be viable for the "ideal" types of uses the City would like to see. Yet, there is a clean eco-friendly (recycles up to 90% of the water), family friendly carwash that will clean up this lot, provide jobs, and improve the surrounding area as well as hopefully help spur additional projects. This would now be prohibited by this blanket ordinance that does not provide for an appropriate amount of flexibility to take a holistic approach to land use and the impacts in each particular neighborhood and property.

With respect to the blanket decision to extend the TOD ordinance to "high frequency" bus lines I'm not sure a comment at the Laws and Legislation Committee hearing constitutes "significant community discussion" and its apparent the direction has been provided to not support "all" CUP requests in these areas without an evaluation on a case-by-case basis or in other words a blanket policy. This is of serious concern given the requirement to ensure consistency with the General Plan as the bar is very high to make a determination that a project or proposed use is "detrimental to the public health, safety, convenience, or welfare of persons residing, working, visiting, or recreating in the surrounding neighborhood and will not result in the creation of a nuisance." therefore careful and serious analysis needs and should be taking place to ensure the proper decision is being made with input from the public.

Additional examples of the restrictive nature of the Ordinance and lack of flexibility includes: in certain cases tech. oriented micro manufacturing would be prohibited, car washes (which use recycled water) and are eco friendly are precluded (even-though new ordinances are prohibiting folks from washing cars in their drive-ways, etc.), electrical vehicle charging stations would be prohibited, pharmacies w/drive-thru would potentially be prohibited although they are typically utilized by seniors and folks with ADA challenges, and the list goes on.... If the goal is to be forward thinking this ordinance does not take into consideration the future of autonomous vehicles and the potential uses / impacts that will have on transit centers or surrounding property needs / uses.

A well thought out TOD plan includes a smart “long-term” dimension providing for flexibility that doesn’t compromise the ability of the future generations to meet their own needs. This means taking into consideration future uses, integration of technology and is designed to incorporate the auto in a cohesive and well planned way vs. a restrictive “one-size fits all approach” blanket ordinance. You can even look towards the CA DOT for direction as they include in their definition of a TOD “ developments that facilitate transit use and reduce automobile dependent land uses without excluding the auto.”

My recommendation to all is that this Ordinance be pulled from tonights agenda and be revisited to ensure it truly is what is in the best long-term interest of the community and provides for the items I mentioned above.

Greg Aguirre

Managing Director, Founder
Capital Rivers Commercial

p: 916.514.5225 x 101 m: 916.804.8046
f: 916.330.4113
a: 2901 K Street, Suite 210, Sacramento, CA 95816
w: www.capitalrivers.com e: greg@capitalrivers.com



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December 3, 2018
LR&A 18-057

*Sent Via E-mail
And First Class Mail*

Greg Sandlund and Ryan Dodge
Community Development Department
City of Sacramento
915 I Street
Sacramento, CA 95814

**RE: SMUD Headquarters Campus and the Proposed Transit Oriented
Development Ordinance**

Dear Mr. Sandlund and Mr. Dodge:

The Sacramento Municipal Utility District (SMUD), headquartered in the City of Sacramento adjacent to the 59th and 65th Street light rail stations, provides electricity to over 626,000 residential and commercial customers throughout a 900-square-mile service territory. As the 6th largest publicly-owned utility in the nation based on customer count, SMUD is widely recognized for its reliability, relatively low-cost power, and commitment to providing electricity from renewable sources.

With over 2000 employees, SMUD ranks among the top 20 employers in Sacramento County. Part of SMUD 's \$1.4 billion operations budget supports local suppliers of goods and services.

In 2008, SMUD established a new corporation yard in Sacramento County. But, SMUD decided to keep its headquarters in the City of Sacramento and recently invested \$78 million in the rehabilitation of its Headquarters Office building. Earlier this year, SMUD's Board of Directors adopted an HQ Campus Master Plan that identifies future investments in its HQ campus. SMUD staff is currently working with City staff to recognize SMUD's future campus development through the adoption of a Campus Site Plan. SMUD has had a pre-application meeting for this planning entitlement and plans to file an application with the City in February 2019. The Plan includes the development of a warehouse building on the old Kramer Carton site in the center of the HQ campus. While development of a warehouse is not anticipated in the initial phases of development, the warehouse is a critical component of SMUD's operations. While we consolidate uses on the main campus to dispose of property at 59th Street, a warehouse facility at or on our HQ campus will be necessary.

Greg Sandlund and Ryan Dodge
Community Development Department

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December 3, 2018
LR&A 18-057

In order for SMUD to move forward with the necessary uses that are critical to its operations, SMUD is requesting that its HQ Campus be exempt from the prohibition of warehouse uses within ¼ mile of a light rail station and the requirement for a conditional use permit for this use.

Thank you for your willingness to consider these amendments. SMUD looks forward to continuing to engage with the City on this subject.

Sincerely,



Beth Tincher
Legislative and Regulatory Affairs

cc: Steve Johns, SMUD