



REPORT TO PLANNING COMMISSION City of Sacramento

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915 I Street, Sacramento, CA 95814-2671

STAFF REPORT
August 26, 2010

Honorable Members of the Planning Commission:

Subject: Northeast Line Implementation Plan (LR09-021)

Council District: 2

Recommendation: 1.) Initiate and direct staff to begin the process of rezoning of approximately 41 parcels located along Del Paso Boulevard and Arden Way; and 2.) review and comment on the proposed project.

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Presenters: Greg Sandlund, Associate Planner, (916) 808-8931

Department: Community Development

Division: Planning

Organization Number: 22001111

Description/ Analysis

Issue: The Northeast Line Implementation Plan is a planning effort to promote reinvestment, redevelopment, and revitalization along the light rail corridor that includes the Globe, Arden/Del Paso and Royal Oaks Stations.

The Plan includes specific strategies to address housing, economic development, the strategic financing of infrastructure, public safety, and design needs along the light rail corridor.

Specific actions included within the project are as follows:

- Rezone specified sites;
- Amend general plan land use designations;
- Expand the boundaries of the Del Paso Boulevard Special Planning District;
- Amend the Del Paso Boulevard Special Planning District;
- Amend the North Sacramento Design Guidelines;

- Adopt new North Sacramento Community Plan policies;
- Establish transit village districts;
- Establish an infrastructure finance strategy.

Policy Considerations: The Northeast Line Implementation Plan is implementing the 2030 General Plan, which amended land use designations in key opportunity areas, including light rail station areas and commercial corridors, to facilitate the revitalization of corridors and centers.

Environmental Considerations: No approval of the rezoning is requested at this point. At the time rezoning action is requested, staff will provide the appropriate discussion and findings to comply with the California Environmental Quality Act (CEQA).

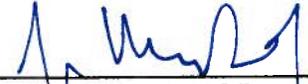
Rationale for Recommendation: The proposed rezones along Del Paso Boulevard will allow greater heights and densities than the base General Commercial (C-2) Zone as well as allow for expedited application review for transit friendly development. The proposed rezones along Arden Way will allow for neighborhood friendly and transit oriented uses within a quarter mile from the Del Paso/Arden and Royal Oaks Stations. A general map of the proposed rezones is provided in Attachment 2.

Financial Considerations: None

Respectfully submitted by: 

 Greg Sandlund
 Associate Planner

Recommendation Approved:



 Jim McDonald AICP
 Senior Planner

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Background

Project Background

The Globe, Arden/Del Paso, and Royal Oaks Stations were built as part of the light rail starter line in 1987. Much of the land used for the starter line was existing right of way from freight rail lines. Therefore, most of the surrounding land uses were industrial or heavy commercial and not supportive of transit.

In 2002, Regional Transit and the City of Sacramento collaborated to identify land use and policy changes for areas within a 1/4 mile of transit stations to support transit. This planning effort was called Transit for Livable Communities (TLC).

As a follow up to the TLC planning effort, the Northeast Line Light Rail Stations Plan was approved by the City Council in 2007. This plan was predominately an urban design document that recommended, among other things: streetscape improvements, revisions to the North Sacramento Design Guidelines, rezones and urban design schemes for the Globe, Arden/Del Paso and Royal Oaks Station. The plan also analyzed the necessary infrastructure improvements to support 30 years of growth in project area.

The 2030 General Plan, adopted in 2009, amended land use designations in key opportunity areas, including light rail station areas and commercial corridors, to facilitate the revitalization of corridors and centers. The TLC and Northeast Line Light Rail Stations Plan informed the identification of the 2030 General Plan land use designations for this area.

Project Description

The Northeast Line Implementation Plan is an effort to implement the previous planning efforts mentioned above and includes the following actions:

- ◆ Rezone specified sites;
- ◆ Amend general plan land use designations;
- ◆ Expand the boundaries of the Del Paso Boulevard Special Planning District;
- ◆ Amend the Del Paso Boulevard Special Planning District;
- ◆ Amend the North Sacramento Design Guidelines;
- ◆ Adopt new North Sacramento Community Plan policies;
- ◆ Establish transit village districts;
- ◆ Establish an infrastructure finance strategy.

Rezones and General Plan Amendments:

The project includes rezoning fourteen parcels along Del Paso Boulevard to add the Transit Overlay Zone. This overlay zone will allow greater heights and densities than the base General Commercial (C-2) Zone as well as allow for expedited application

review for transit friendly development. These zoning designations are consistent with the 2030 General Plan which was adopted on March 3, 2009.

A single site would be rezoned from the Standard Single Family (R-1) Zone to the General Commercial (C-2) Zone. Until recently, this site was used a firehouse. The C-2 designation would be consistent with adjacent and nearby parcels along Del Paso Boulevard.

Twenty six parcels, located between Del Paso Boulevard and the Royal Oaks Station, are proposed to be rezoned from the Standard Single Family (R-1) Zone to the Residential Mixed Use (RMX) Zone. The RMX zone would allow for neighborhood and transit friendly commercial uses along Arden Way. It would also allow for future multi-family housing to be located nearby the Del Paso/Arden and Royal Oaks stations. Rezoning these parcels will require an amendment to the general plan land use designations, from Traditional Low Density Residential to Urban Corridor Low.

Approximately 110 parcels located northwest of Del Paso Boulevard are proposed to have amended general plan designations. Ten of the 110 parcels would have land use designations changed from Urban Corridor Low to Employment Center Low Rise. The rest of the 110 parcels would have land use designations changed from Urban Low Density Residential to Employment Center Low Rise. The purpose of these land use amendments is to continue to allow viable industrial uses to operate and allow for a more gradual transition of the area from a predominantly an industrial area to one of a more commercial/residential nature.

Amend and Expand the Del Paso Boulevard Special Planning District:

The project includes an expansion of the Del Paso Boulevard Special Planning District to include parcels, one block deep, located along the north side of Arden Way as well as the parcels immediately south of the Royal Oaks Station. These parcels are proposed to be included in the Special Planning District (SPD) because of their location along a busy corridor and their close proximity to light rail stations. The expansion of the SPD into Arden Way will change to name of the SPD to the Del Paso/Arden Special Planning District.

Additionally, one parcel on the southwest edge of the SPD and twelve parcels north of Del Paso Boulevard, fronting El Monte Avenue, would be included in the SPD. These parcels are proposed to be included in the district because of their current non-residential uses and their close proximity to the commercial corridor.

The amendments to the Special Planning District will help to facilitate a more flexible and expedited planning application process. Additionally, multi-family developments with minimum densities would be allowed by right. The specific changes to the SPD would include the following:

- In C-2 zone, multi-family developments of three units or more can be reviewed with a ZAPR (Instead of a ZA special permit)
 - Allow a maximum density of 60 du/na

- Require that multi-family developments shall dedicate 50 square feet of open space per unit for private space, and 50 square feet of common space.
- Manufacturing uses in the C-2 Zone shall have an office other active commercial use consistent with the C-2 zone that fronts Del Paso Boulevard
- On lots greater than three thousand two hundred (3,200) square feet in size, a commercial use allowed in the RMX zone may occupy up to one hundred (100) percent of the building square footage subject to approval of a zoning administrator special permit.
- Specify that setbacks are not required in the C-2 SPD (they can be required through design review as necessary)
- Language that gives the City the authority to collect a fee in lieu of providing parking
- Continue to allow temporary parking lots with the same process as downtown

Design Review Guidelines Amendments: The project includes amendments to the North Sacramento Design Review Guidelines that incorporate design guidelines from the Northeast Light Rail Stations Plan. These new design guidelines would enhance the existing residential and commercial guidelines and also give specific guidance on transit friendly housing such as live-work lofts, row houses, and residential mixed use developments.

North Sacramento Community Plan Amendments: The project includes amending the North Sacramento Community Plan to include new policies resulting from the Northeast Line Implementation Plan effort as well as policies from the Northeast Light Rail Stations Plan. These policies are consistent with the existing 2030 General Plan policies. Policy additions include: those that designate the Northeast Line section of the North Sacramento Community Plan as a transit village plan; and the addition of a new map showing the Northeast Line station area.

Transit Village Districts: The project includes designation of the Globe, Arden/Del Paso, and Royal Oaks stations a transit village districts per the California Transit Village Development Planning Act of 1994 (Section 65460 *et al* of the State of California Government Code). The Northeast Line Section in the North Sacramento Community Plan chapter of the 2030 General Plan established as the Northeast Line “transit village plan” to satisfy the State’s legal requirements. Under State law, a transit village plan shall include land within ¼ mile from the station; should encourage development in close proximity to the transit station; should offer intermodal service; should include a mix of uses and housing types; and provide a number of benefits such as increased infill, greater transit ridership and live-travel opportunities. A transit village plan shall be prepared, adopted, and amended in the same manner as a general plan. The City’s

General Plan was adopted by City Council resolution and this transit village plan will be adopted through a resolution.

Infrastructure Finance Strategy: The infrastructure finance strategy will include specific recommendations for the public/private financing of prioritized infrastructure improvements in the study area. The recommendations will be for both short term and long term improvements that will help facilitate future development.

