



## City Council Report

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Sacramento, CA 95814

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**File ID:** 2020-00055

February 4, 2020

**Public Hearing Item 26**

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**Title: Transit-Oriented Development Ordinance Amendments (Noticed 01/24/2020;  
Passed for Publication 01/28/2020; Published 01/31/2020)**

**Location:** Citywide

**Recommendation:** 1) Conduct a public hearing and upon conclusion, adopt: a) a Resolution concluding the project is a subsequent project within the scope of the Master Environmental Impact Report for the 2035 General Plan, the project will not have any project-specific additional significant environmental effects not previously examined in the Master EIR, and no new mitigation measures or alternatives are required (per Public Resources Code 21157.1 and CEQA Guidelines 15177); b) an Ordinance amending section 15.148.160, amending various sections of title 17, adding section 17.104.130, adding article VII to chapter 17.220, and deleting chapter 17.340 of the Sacramento City Code, relating to transit-oriented development; and c) an Ordinance rezoning the 61 parcels identified in Exhibit A to M-T Industrial and Transit-Area Zone.

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**Presenter:** Ryan Dodge, Associate Planner, (916) 808-8044, Community Development Department

**Attachments:**

- 1-Description/Analysis
- 2-Ordinance Amendment Summary
- 3-Resolution for Environmental Review
- 4-Ordinance Amendment – Redline
- 5-Ordinance Amendment – Clean
- 6-Ordinance for Rezones
- 7-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, such as high-density housing and job-intensive office and retail uses.

On December 11, 2018, City Council adopted Ordinance No. 2018-0055 amending various sections of Title 17 of the Sacramento City Code, relating to Transit-Oriented Development (TOD), which became effective January 10, 2019. City Council requested staff to conduct additional outreach to affected property owners/businesses, particularly in industrial areas of the city, and return to City Council in the first quarter of 2019. City Council requested staff to return with recommended next steps in addressing concerns regarding significant barriers between properties with existing industrial uses and light rail stations. City Council also requested staff to revise the methodology used to measure distance between light rail stations and properties to be more context-sensitive to the variety of unique conditions across the light rail station system.

In early 2019, staff conducted outreach with business and property owners in Cannon Industrial Park near the Marconi/Arcade light rail station, Johnston Industrial Park near the Globe Avenue light rail station, and Erickson Industrial Park near the Swanson light rail station. Based on outreach conducted, City staff developed an initial framework for potential changes to the TOD Ordinance that would encourage existing industrial parks to thrive, while also providing flexibility for other types of land uses that over time may transition into a transit-supportive environment.

On April 2, 2019, City Council reviewed a proposed framework for revising the TOD Ordinance and directed staff to reevaluate the  $\frac{1}{4}$  and  $\frac{1}{2}$  mile distance from light rail stations and consider revising the TOD Ordinance distance to account for the length of time required to walk and bike from the light rail station to the property instead of “as the crow flies” distance. Attachment 2 illustrates the revised methodology for measuring distance from light rail stations. City Council also reviewed a proposed framework for a new zoning district, the M-T Industrial and Transit-Area Zone, that could be applied to areas that have long-standing industrial uses and lack pedestrian and bicycle infrastructure and neighborhood-serving amenities and services. The new zoning district would permit existing commercial and industrial uses, such as wholesale stores and manufacturing uses to continue to operate, allow higher-intensity residential, commercial, retail, office, and mixed uses by right, and prohibit auto centric uses, such as car dealerships, gas stations, and drive-through restaurants. Attachment 2 includes

highlights of the proposed new zoning district. Attachments 4 and 5 are the redline and clean versions of the proposed ordinance amendments.

**Policy Considerations:** The 2035 General Plan contains the following policies that provide supporting direction for the Transit-Oriented Development Ordinance Amendments and Rezoning of Parcels:

- **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 2.6.1: 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.
- **LU 7.2.5: Transitional Uses.** The City shall encourage development of transitional uses (e.g., housing and retail) between industrial areas and transit centers/stops.
- **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 revised Transit-Oriented Development Ordinance and Rezoning of Parcels will increase high-density housing and job opportunities and will support existing industrial uses near light rail stations.

**Environmental Considerations:** To comply with the California Environmental Quality Act (CEQA), the City has prepared an initial study for the project that concludes that the project would not result in any additional significant environmental effect not previously analyzed in the Master EIR for the City of Sacramento 2035 General Plan, certified by the City on March 3, 2015. Pursuant to Public Resources Code section 21157.1 and CEQA Guidelines section 15177, the project is a subsequent project within the scope of the Master EIR and no additional environmental review or mitigation measures or alternatives is required. The initial study was circulated for a 30-day public review and comment period from November 25, 2019 to December 26, 2019. The Initial Study is available on the City of Sacramento's website: <https://www.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports>

**Sustainability:** The proposed revisions to the Transit-Oriented Development Ordinance and Rezoning of Parcels are consistent with General Plan goals and policies to support transit-oriented development and infill development. Allowing housing, commercial and mixed-use by right in industrial areas near light rail stations could lead to a reduced dependence on the use of private automobiles.

**Commission/Committee Action:** On June 27, 2019, the Planning and Design Commission, and on July 23, 2019, the Law and Legislation Committee reviewed and commented on the proposed Transit-Oriented Development Ordinance Amendments and Rezoning of Parcels.

On December 12, 2019, the Planning and Design Commission recommended the City Council approve the proposed Transit-Oriented Development Ordinance Amendments and Rezoning of Parcels.

On January 7, 2020, the Law and Legislation Committee recommended approval of the proposed Transit-Oriented Development Ordinance Amendments.

**Rationale for Recommendation:** Revising the TOD Ordinance measuring distance methodology more accurately identifies transit-supportive uses that are within ¼ mile or ½ mile walking or biking distance from a light rail station. The proposed new zoning district would permit certain existing commercial and industrial uses to operate near transit stations while encouraging the areas to transition to higher-intensity residential, commercial, and mixed uses that support walkable, transit-oriented districts. The proposed new zone would permit uses that increase transit ridership, such as high-density housing and job-intensive office and retail uses,

and prohibit auto-oriented uses, such as drive-through restaurants, auto body shops, and gas stations, and low-intensity employment uses such as mini storage and warehouse uses, within ¼ mile from light rail stations.

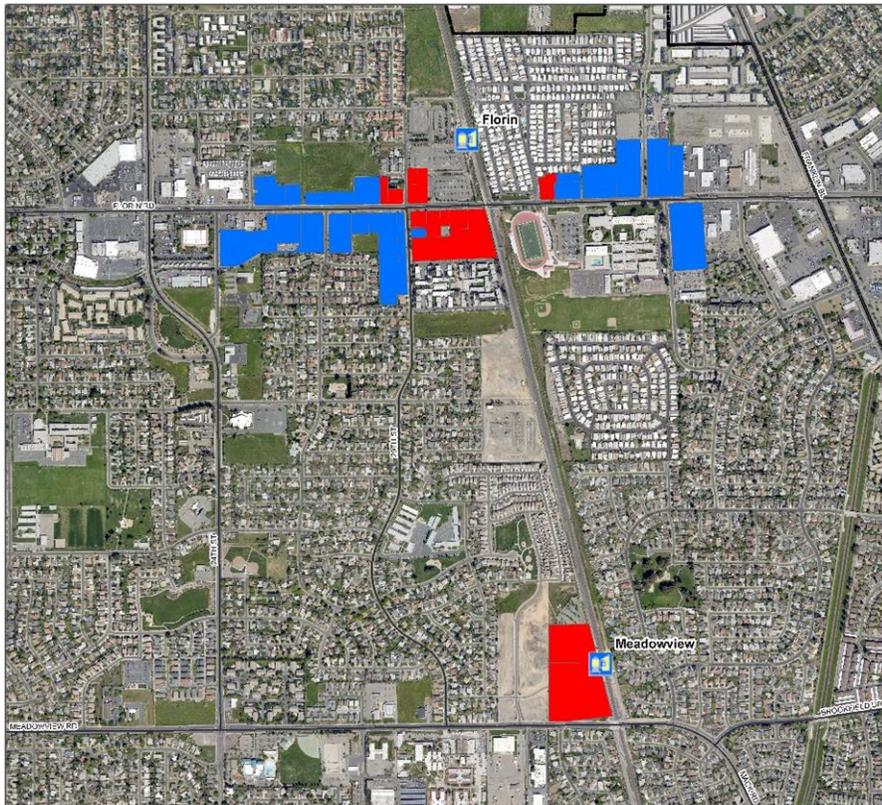
**Financial Considerations:** Not applicable.

**Local Business Enterprise (LBE):** Not applicable.

**PROPOSED CHANGES TO THE TOD ORDINANCE**

**Methodology of measuring distance to and from light rail stations**

- **Existing:**
  - Some land uses, when located at a specified distance from the center of an existing or proposed light rail station platform, are regulated in the land use tables of some of the base zoning districts. Locations of land uses are regulated based on the following radius ('as the crow flies') distances:
    - Within ¼ mile
    - Greater than ¼ mile but less than or equal to ½ mile
    - Within ½ mile from the center of an existing or proposed light rail station platform
- **Proposed:**
  - Parcels within actual ¼ mile (red colored polygons below) or ½ mile (blue colored polygons below) biking/driving/walking distance along streets and pathways would be subject to the ordinance.



### **Definition clean-up**

- Remove the following phrase from the definition of “dwelling, duplex” since the land use is not currently regulated in the land use tables as stated: “Regulation of this use varies, depending on the distance from a light rail station.”

### **Transit Overlay Zone**

- **Existing:**
  - The Transit Overlay Zone applies to properties within ½ mile of a light rail station and the property is either zoned as C-2 (General Commercial Zone) or RMX (Residential Mixed Use).
- **Proposed:**
  - Repeal the Transit Overlay Zone. The TOD ordinance that was approved in December 2018 makes this overlay zone redundant in the Planning and Development Code.

### **TOD – Special Use Regulations 17.228.127**

- **Existing:**
  - For uses subject to this special use regulation if located within ½ mile from a light rail station they are required to get a conditional use permit (CUP) with the limitations stated in the special use regulation, which will not be granted unless the project meets at least one of the following:
    - Significant barrier. There is a significant barrier that greatly increases the distance someone must travel to reach the site from the nearest light rail station. As an example, a property may be within ¼ mile radius of a light rail station but due to a highway, the actual traveling distance is greater than ½ mile. Note that the project applicant still must go through the CUP process even if staff has confirmed that there is a significant barrier.
    - TOD development standards. If there is no significant barrier then the project has six items of requirements relating to floor area ratio, employee density, residential density (if a mixed-use project), building appearance, pedestrian amenities, and transportation facilities. The requirements apply to both a change of land use in an existing building and new buildings.
- **Proposed:**
  - If there is a significant barrier between a light rail station and a property, then the Transit-Oriented Development special use regulation (17.228.127) does not apply, although a conditional use permit for the land use may or may not still be required. The proposed methodology at the beginning of this document of measuring distance to and from light rail stations would eliminate the need for project sponsors to either be subject to special use regulation 17.228.127 or

## Attachment 2 – Ordinance Amendment Summary

need to go through the CUP process if there is a significant barrier between properties and light rail stations. The methodology only includes properties that are within ½ mile from a light rail station, so properties greater than ½ mile from a light rail station would not be subject to the special use regulations.

- Remove the requirement that development projects shall provide awnings and canopies. Awnings and canopies would still be allowed, but not required.
- Add the option of providing vehicle parking on top of structures.
- Parking in front of buildings would be allowed for existing buildings but not for new buildings or additions.
- Remove the employee density requirement (one employee per every 250 square feet of building area).
- Remove the floor area ratio (FAR) requirement (minimum of 0.4 FAR).
- Reduce the requirement of transparent storefront windows from 75% to 50% and make it apply to new buildings and additions only (not existing buildings).
- Clarify that only new buildings and additions (and not existing buildings) are required to have direct access to public ways and sidewalks.
- Clarify that if another use is exempt from needing a CUP under certain conditions that the other use's exemption overrules this special use regulation so that no CUP would be required.

### **Standards for uses within one-quarter mile of a light rail station**

- Clarify that the existing standards apply only to new developments and not to changes of use.
- Remove the requirement that development projects shall provide awnings and canopies. Awnings and canopies would still be allowed, but not required.

### **Parking regulations near light rail stations**

- Clarify that the off-street vehicle parking requirements (none required within ¼ mile and 50% reduction within ½ mile) are measured by radius and not by actual biking/driving/walking distance.

**PROPOSED NEW INDUSTRIAL AND TRANSIT-AREA (M-T) ZONING DISTRICT**

**Industrial and Transit-Area (M-T) Zone**

- The purpose of the M-T zone is to allow commercial and industrial uses to continue to operate near light rail stations in areas that were historically zoned for commercial and industrial uses, while simultaneously encouraging the area to transition to a community that relies less on driving and more on walking, bicycling, and transit use. To this end, the M-T zone permits uses that increase transit ridership, such as high-density housing and job-intensive office and retail uses, and limits low-density auto-oriented uses.
  - Permitted by right
    - Residential Uses
      - Dormitory
      - Dwelling, multi-unit
      - Residential care facility
      - Residential hotel
      - Temporary residential shelter
    - Commercial and Institutional Uses
      - Adult entertainment business
      - Amusement center, indoor
      - Athletic club; fitness studio
      - Cannabis testing
      - Childcare center
      - College extension
      - Commercial service
      - Community market
      - Hotel; motel
      - Laundromat, self-service
      - Library; archive
      - Museum
      - Non-profit organization, food preparation for off-site consumption
      - Non-profit organization, food storage and distribution
      - Office
      - Restaurant
      - Retail store (if use does not exceed 40,000 gross square feet)
      - School—dance, music, art, martial arts
      - School, vocational

## Attachment 2 – Ordinance Amendment Summary

- Theater
- Temporary commercial building
- Transit vehicle—service, repair, storage
- Veterinary clinic; veterinary hospital
- Wholesale store
- Industrial and Agricultural Uses
  - Aquaculture
  - Community garden, private
  - Contractor storage yard
  - Laboratory, research
  - Manufacturing, service, and repair
  - Market garden
  - Passenger terminal
  - Railroad ROW
  - Solar energy system, commercial (city property)
  - Terminal yard, trucking
  - Tractor or heavy truck sales, storage, rental
  - Tractor or heavy truck service, repair
  - Warehouse; distribution center
- Permitted with a conditional use permit (CUP)
  - Residential Uses
    - Mobilehome park
  - Commercial and Institutional Uses
    - Adult-related establishment
    - Alcoholic beverage sales, off-premises consumption
    - Assembly—cultural, religious, social
    - Bar; nightclub
    - Cannabis dispensary
    - College campus
    - Kennel
    - Non-profit organization, meal service facility
    - Nonresidential care facility
    - Outdoor market
    - Retail store (if exceeds 40,000 gross square feet)
    - School, K-12

## Attachment 2 – Ordinance Amendment Summary

- Industrial and Agricultural Uses
  - Antenna; telecommunications facility
  - Cannabis cultivation
  - Cannabis distribution
  - Cannabis manufacturing, nonvolatile
  - Heliport; helistop
  - Public utility yard
  - Recycling facility
  
- Height, density, floor area ratios, and setbacks
  - Maximum height would be 70 feet
  - Density. Defers to the General Plan
  - No lot coverage requirement
  - Floor area ratios. Defers to the General Plan
  - No minimum front-yard or street side-yard setbacks.
  - Limitations on interior side-yard setbacks and rear-yard setbacks
  
- Development standards
  - Pedestrian amenities, including lighting, benches, and trees would be required

## **RESOLUTION NO.**

Adoption Date

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

#### **BACKGROUND**

A. On December 12, 2019, the City Planning and Design Commission conducted a public hearing for which notice was given pursuant Sacramento City Code Section 17.812.030(B), and forwarded to the City Council a recommendation to approve the Transit-Oriented Development Ordinance Amendments and Rezoning of Parcels.

B. On February 4, 2020, the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Section 17.812.030(B) and received and considered evidence concerning the Transit-Oriented Development Ordinance Amendments and Rezoning of Parcels.

#### **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, infill development, complete and well-structured neighborhoods, sustainable development patterns, transit-oriented development, centers served by transit, transitional uses, 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 November 25, 2019 and published in the Daily Recorder on November 27, 2019. The Notice established a thirty-day comment period, beginning on November 25, 2019 and ending on December 26, 2019.

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.

**ORDINANCE NO.**

Adopted by the Sacramento City Council

Date Adopted

**AN ORDINANCE AMENDING SECTION 15.148.160, AMENDING VARIOUS SECTIONS OF TITLE 17, ADDING SECTION 17.104.130, ADDING ARTICLE VII TO CHAPTER 17.220, AND DELETING CHAPTER 17.340 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.**

Section 15.148.160 of the Sacramento City Code is amended to read as follows:

**15.148.160 C-2 and C-4 commercial, M-1, ~~and M-2,~~ and M-T industrial zones.**

Within the C-2 and C-4 (commercial), M-1, ~~and M-2,~~ and M-T (industrial) zones, signs are subject to the following regulations:

A. On-Site Signs.

1. One detached sign for each developed parcel not exceeding one square foot of sign area for each lineal foot of street frontage abutting the developed portion of such parcel, provided that:

a. Where a developed parcel has in excess of ~~three hundred (300)~~ feet of street frontage, one additional detached sign may be erected for each additional ~~three hundred (300)~~ feet of street frontage in excess of the first ~~three hundred (300)~~ feet of street frontage abutting the developed portion of such parcel.

b. Where a developed parcel is allowed to have more than one detached sign under these regulations, the distance between such detached signs on each parcel shall be not less than ~~three hundred (300)~~ feet.

c. Subject to the provisions of Article IV of this chapter, the total area of all detached signs on each parcel shall not exceed one square foot of sign area for each lineal foot of street frontage of the developed portion of such parcel.

2. Two attached signs are allowed for each occupancy. Such signs shall not exceed a total aggregate area of ~~three~~ square feet of sign area for each front foot of building occupancy. Such signs may be placed flat against a building, may be projected or nonprojected signs and may be located on an architectural projection or attached to the underside of an architectural projection subject to the provisions of ~~Sections 15.148.460 and 15.148.470 of this chapter.~~

3. The maximum height limit for detached signs ~~shall be~~ as follows:

a. In C-2 and C-4 zones: ~~thirty five (35)~~ feet;

b. In M-1, ~~and~~ M-2, and M-T zones: ~~forty (40)~~ feet.

No height limit is specified for signs placed flat against the wall of a building or for other attached signs provided the sign complies with all other provisions of this chapter ~~are complied with.~~

B. Off-Site Signs. Except as otherwise prohibited by this chapter, off-site signs are allowed in the C-2, C-4, M-1, ~~and~~ M-2, and M-T zones as follows:

1. All off-site signs shall be detached signs.

2. No off-site sign shall be located nearer than ~~five hundred (500)~~ feet ~~to from~~ any other off-site sign on the same side of the street as such off-site sign. When an off-site sign is located on one street but is oriented to be viewed primarily from another street, no such sign shall be located nearer than ~~five hundred (500)~~ feet ~~to from~~ any other off-site sign on the same side of the street on which it is located or any other off-site sign located on the nearest side of the street to which said sign is oriented.

3. An off-site sign shall not exceed ~~three hundred (300)~~ square feet in area.

4. The maximum height limit for an off-site sign shall be ~~thirty (30)~~ feet in the C-2 zone and ~~thirty five (35)~~ feet in the C-4, M-1, ~~and~~ M-2, and M-T zones.

5. No off-site sign shall be located in the area bounded by Interstate 5 to the west, 17th Street to the east, H Street to the north, and Q Street to the south.

C. General Provisions Relating to Location. No sign shall be located nearer than five feet to an interior property line nor shall any sign be located nearer than five feet to any common wall or other point common to two separate occupancies on the same parcel. This regulation, ~~however, shall~~ **does** not apply to signs painted on or otherwise attached flat against the wall or architectural projection of a building on the same parcel.

With the exception of off-site signs, a sign may be located within or project into a required front or street sideyard setback area. However, no sign may project into or over an abutting public right-of-way except as otherwise provided in this chapter. Off-site signs shall be located so as to provide and maintain the same front and street sideyard setbacks as are required for a building on the same parcel.

### **SECTION 3.**

Section 17.104.130 is added to the Sacramento City Code to read as follows:

#### **17.104.130 Measuring distance from a light rail station.**

A. Measurements under division II of this title. When applying division II of this title, distance from an existing or proposed light rail station platform is measured along the shortest route using existing public ways from the center of the light rail station platform to the nearest property line of the affected parcel.

B. Measurements under all other divisions of this title. When applying all divisions of this title other than division II, distance from an existing or proposed light rail station is measured in a straight line from the center of the light rail station platform to the nearest property line of the affected parcel.

### **SECTION 4.**

A. The definition of “dwelling, duplex” in section 17.108.050 of the Sacramento City Code is amended to read as follows:

“Dwelling, duplex” means a dwelling containing two dwelling units, or a pair of single-unit dwellings sharing a common wall. ~~Regulation of this use varies, depending on distance from a light rail station.~~

B. Except as specifically amended in subsection A above, all provisions of section 17.108.050 remain unchanged and in full effect.

**SECTION 5.**

Article VII of chapter 17.220 (Industrial and Manufacturing) is added to the Sacramento City Code to read as follows:

**Article VII. M-T Zone—M-T Industrial and Transit-Area Zone**

**17.220.700 M-T zone—Purpose.**

The purpose of the M-T zone is to allow commercial and industrial uses to continue to operate near light rail stations in areas that were historically zoned for commercial and industrial uses, while simultaneously encouraging the area to transition to a community that relies less on driving and more on walking, bicycling, and transit use. To this end, the M-T zone permits uses that increase transit ridership, such as high-density housing and job-intensive office and retail uses, and limits low-density auto-oriented uses.

**17.220.710 M-T zone—Permitted uses.**

A. Permitted uses. The following uses are permitted by right in the M-T zone, subject to the limitations specified:

<b><u>Use</u></b>	<b><u>Limitations</u></b>
<b><u>1. Residential Uses</u></b>	
<u>Dormitory</u>	<u>Subject to special use regulations in section 17.228.111</u>
<u>Dwelling, multi-unit</u>	<u>Subject to special use regulations in section 17.228.117</u>
<u>Residential care facility</u>	
<u>Residential hotel</u>	<u>Subject to special use regulations in section 17.228.112</u>
<u>Temporary residential shelter</u>	<u>Subject to special use regulations in section 17.228.600 et seq.</u>
<b><u>2. Commercial and Institutional Uses</u></b>	
<u>Adult entertainment business</u>	<u>Subject to special use regulations in section 17.228.102</u>

<u>Amusement center, indoor</u>	
<u>Athletic club; fitness studio</u>	
<u>Cannabis testing</u>	<u>Subject to special use regulations in section 17.228.910</u>
<u>Childcare center</u>	<u>Subject to special use regulations in section 17.228.113</u>
<u>College extension</u>	
<u>Commercial service</u>	
<u>Community market</u>	<u>Subject to special use regulations in section 17.228.124</u>
<u>Hotel; motel</u>	
<u>Laundromat, self-service</u>	
<u>Library; archive</u>	
<u>Museum</u>	
<u>Non-profit organization, food preparation for off-site consumption</u>	<u>Entire business, including storage and display, must be conducted within a building</u>
<u>Non-profit organization, food storage and distribution</u>	<u>Entire business, including storage and display, must be conducted within a building</u>
<u>Office</u>	
<u>Restaurant</u>	
<u>Retail store</u>	<u>This use is limited to 40,000 gross square feet; if use exceeds this limitation, a conditional use permit is required</u>
<u>School—dance, music, art, martial arts</u>	
<u>School, vocational</u>	
<u>Theater</u>	

<u>Temporary commercial building</u>	<u>Subject to special use regulations in section 17.228.126</u>
<u>Transit vehicle—service, repair, storage</u>	
<u>Veterinary clinic; veterinary hospital</u>	<u>Entire business to be conducted within a building, and no outdoor boarding of animals is allowed.</u>
<u>Wholesale store</u>	
<u>3. Industrial and Agricultural Uses</u>	
<u>Aquaculture</u>	<u>Subject to special use regulations in section 17.228.810 et seq.</u>
<u>Community garden, private</u>	<u>Subject to special use regulations in section 17.228.810 et seq.</u>
<u>Contractor storage yard</u>	
<u>Laboratory, research</u>	
<u>Manufacturing, service, and repair</u>	
<u>Market garden</u>	<u>Subject to special use regulations in section 17.228.810 et seq.</u>
<u>Passenger terminal</u>	
<u>Railroad ROW</u>	<u>May be used for railroad tracks or spur tracks;</u> - <u>Loading and unloading platforms or structures may be located on a railroad right-of-way only if: (i) the abutting property is located within a C-4 or M zone, and (ii) no residential zoning is within 300 feet of said facility on the same side of the right-of-way</u>

<u>Solar energy system, commercial (city property)</u>	<u>Allowed in this zone and exempt from the provisions of this title</u>
<u>Terminal yard, trucking</u>	
<u>Tractor or heavy truck sales, storage, rental</u>	
<u>Tractor or heavy truck service, repair</u>	
<u>Warehouse; distribution center</u>	

B. Conditional uses. The following uses in the M-T zone require approval of a conditional use permit, subject to the conditions specified:

<u>Use</u>	<u>Limitations</u>	<u>Approval Required by: Planning and Design Commission (PDC); Zoning Administrator (ZA); or City Council (CC)</u>
<u>1. Residential Uses</u>		
<u>Mobilehome park</u>	<u>Subject to special use regulations in section 17.228.115</u>	<u>PDC</u>
<u>2. Commercial and Institutional Uses</u>		
<u>Adult-related establishment</u>	<u>Subject to special use regulations in section 17.228.103</u>	<u>PDC</u>
<u>Alcoholic beverage sales, off-premises consumption</u>	<u>Subject to special use regulations in section 17.228.108</u>	<u>PDC</u>

<u>Assembly—cultural, religious, social</u>		<u>PDC</u>
<u>Bar; nightclub</u>	<u>Subject to special use regulations in section 17.228.108</u>	<u>PDC</u>
<u>Cannabis dispensary</u>	<u>Subject to special use regulations in section 17.228.920</u>	<u>ZA/PDC</u>
<u>College campus</u>		<u>PDC</u>
<u>Kennel</u>		<u>PDC</u>
<u>Non-profit organization, meal service facility</u>		<u>PDC</u>
<u>Nonresidential care facility</u>		<u>PDC</u>
<u>Outdoor market</u>	<u>In granting a conditional use permit the Zoning Administrator may consider the traffic, parking, noise, hours of operation, and any applicable development standards related to the proposed outdoor market</u>	<u>ZA</u>
<u>Retail store</u>	<u>Permitted with a conditional use permit if use exceeds 40,000 gross square feet; permitted by right if use does not exceed 40,000 gross square feet</u>	<u>PDC</u>
<u>School, K-12</u>		<u>PDC</u>
<u>3. Industrial and Agricultural Uses</u>		
<u>Antenna; telecommunications facility</u>	<u>Subject to special use regulations in section 17.228.300 et seq.</u>	<u>PDC</u>

<u>Cannabis cultivation</u>	<u>Subject to special use regulations in section 17.228.900</u>	<u>ZA/PDC</u>
<u>Cannabis distribution</u>	<u>Subject to special use regulations in section 17.228.900</u>	<u>ZA/PDC</u>
<u>Cannabis manufacturing, nonvolatile</u>	<u>Subject to special use regulations in section 17.228.900</u>	<u>ZA/PDC</u>
<u>Heliport; helistop</u>	<u>Subject to special use regulations in section 17.228.114</u>	<u>PDC</u>
<u>Public utility yard</u>		<u>PDC</u>
<u>Recycling facility</u>	<u>Subject to special use regulations in section 17.228.400 et seq.</u>	<u>ZA/PDC</u>

C. Accessory uses. The following uses are permitted in the M-T zone when accessory to a permitted or conditional use, subject to the limitations specified:

<u>Use</u>	<u>Limitations</u>
<u>Accessory antenna</u>	
<u>Childcare, in-home (family day care home)</u>	
<u>Common area</u>	

<u>Family care facility</u>	
<u>Family day care facility</u>	
<u>Home occupation</u>	<u>Subject to special use regulations in section 17.228.200 et seq.</u>
<u>Private garden</u>	<u>Subject to special use regulations in section 17.228.810 et seq.</u>
<u>Recycling facility, convenience</u>	<u>Subject to special use regulations in section 17.228.400 et seq.</u>
<u>Tasting room, on-site</u>	<u>Limited to on-site consumption and off-site sales of malt beverages or wine produced on the premises</u>
<u>Urban beekeeping</u>	<u>Subject to section 9.44.330</u>
<u>Watchperson's quarters</u>	<u>The structure is limited to 1,000 square feet</u>

D. Prohibited uses. All uses not listed as permitted, accessory, or conditional uses are prohibited in the M-T zone.

**17.220.720 M-T zone—Height, density, lot coverage, and floor area ratios.**

A. Height. The maximum height is 70 feet.

B. Density. The minimum and maximum densities are established in the general plan.

C. Lot coverage. There is no lot coverage requirement.

D. Floor area ratios. The minimum and maximum floor area ratios are established in the general plan.

**17.220.730 M-T zone—Setbacks.**

A. Front-yard setback. There is no minimum front-yard setback.

B. Street side-yard setback. There is no minimum street side-yard setback.

C. Interior side-yard setback.

1. Unless paragraph 2 of this subsection applies, there is no minimum interior side-yard setback.

2. If the interior side-yard lot line abuts the side of an R- or OB-zoned lot and is not separated by an alley, the minimum side-yard setback is 5 feet.

D. Rear-yard setback.

1. Unless paragraph 2 of this subsection applies, no minimum rear-yard setback is required.

2. If the rear lot line abuts the side of an R- or OB-zoned lot and is not separated by an alley, the minimum rear-yard setback is 15 feet.

E. Levee setback. A minimum 20-foot setback from the landside toe of any flood control levee is required for development less than 5 acres in size. A minimum 50-foot setback is required from the landside toe of any flood control levee for development 5 acres or greater in size. No primary or accessory structures may encroach into the levee setback.

**17.220.740 M-T zone—Special development standards for new development.**

A. Pedestrian amenities. The following pedestrian amenities must be included in the site design of all new development:

1. Entries. The primary building entrance must be oriented to and visible from the street. Direct pedestrian connections must be provided from the street to the building entrance. Entries must incorporate overhangs, recessed openings, canopies, or other features to emphasize the entrance.

2. Windows. New buildings must be designed with ground-floor street-facing facades that include transparent glass storefront windows or display windows that are equal to or greater in size than 50% of the product of the interior height of the ground floor and the width of the building's street frontage.

3. Pedestrian-oriented lighting must be provided along all street-facing facades and walkways with a minimum illumination of ¼ foot-candles from one-half hour before dusk to one-half hour after dawn.

B. Open Space. New nonresidential development greater than 10,000 gross square feet must provide open space at a ratio of one square foot for every 100 square feet of gross floor area. Open space must be—

1. In the form of courtyards or plazas improved with trees, shrubs, living ground cover, decorative paving, seating, waste bins, and pedestrian-oriented lighting; and

2. Located on the same development site as the building it serves.

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**17.220.750 M-T zone—Generally applicable development standards.**

A. For architectural design guidelines and exceptions to the height and area standards, see chapter 17.600.

B. For parking requirements, see chapter 17.608.

C. For landscaping and paving requirements, see chapter 17.612.

D. For recycling and solid waste disposal regulations, see chapter 17.616.

E. For wall, fence, and gate regulations, see chapter 17.620.

F. For residential accessory structure and use regulations, see chapter 17.624.

G. For sign standards and regulations, see chapter 15.148.

H. For historic preservation program generally, see chapter 17.604. For preservation design review of development projects, see section 17.808.100 et seq.

**17.220.760 M-T zone—Site plan and design review.**

A. General.

1. For development projects not located in a historic district and not involving a landmark, no tentative map, parcel map, or permit shall be approved or issued unless an application for site plan and design review of the proposed project is approved in accordance with chapter 17.808 or the project is exempt under section 17.808.160.

2. As used in this subsection A, “permit” means a building permit, a demolition permit, a sign permit, a grading permit, a paving permit, an encroachment permit, and a certificate of occupancy.

B. Historic districts and landmarks.

1. For development projects located in a historic district or involving a landmark, no person shall commence construction or otherwise undertake a

development project, and no tentative map, parcel map, or permit shall be approved or issued unless an application for site plan and design review of the proposed project is approved in accordance with chapter 17.808 or the project is exempt under section 17.808.160.

2. As used in this subsection B, “permit” means a building permit, a demolition permit, a sewer or water connection or disconnection, a sign permit, a grading permit, a paving permit, an encroachment permit, and a certificate of occupancy.

## **SECTION 6.**

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

### **17.228.127 Development near existing or proposed light rail stations.**

A. Conditional use permits. A conditional use permit shall not be granted for uses subject to this section unless the decision-maker, ~~in addition to~~ makes the findings required by section 17.808.200; ~~makes one of and all~~ 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 project includes pedestrian amenities such as lighting, benches, tree shading, and landscaping;~~

~~2. If the project includes the construction or reconstruction of a residential or mixed-use building with one or more dwelling units, or an addition to an existing residential or mixed-use building with one or more dwelling units, the project has 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; and~~

~~3. If the project includes the construction or reconstruction of one or more buildings or an addition to an existing building—~~

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

3a. ~~New The~~ buildings adjacent to the street ~~are is~~ designed with ground-floor street-facing facades that include, consisting of at least 75% transparent glass storefront windows or display windows that are equal to or greater in size than 50% of the product of the interior height of the ground floor and the width of the building's street frontage;

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

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

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

B. Exemption. If a use is expressly exempt from the requirement to secure a conditional use permit under any other provision of this title, this section shall not apply.

**SECTION 7.**

A. Subsection A of section 17.228.400 (Recycling facility—General) is amended to read as follows:

A. Zones and permit required. Recycling facilities are permitted in the zones listed in the table below, subject to the permit specified and the other requirements of this chapter:

Type of Facility	Zones Permitted	Permit Required
Convenience recycling facility	SC, C-1, C-2, C-3, C-4, M-1, M-2, M-1(S), M-2(S), <u>M-T</u>	Administrative permit
Minor recycling facility	C-4, M-1, M-2, M-1(S), M-2(S), <u>M-T</u>	Zoning administrator conditional use permit
Major recycling facility	C-4, M-1, M-2, M-1(S), M-2(S), <u>M-T</u>	Planning and design commission conditional use permit
Greenwaste facility	A	Zoning administrator conditional use permit

	C-4, M-1, M-2, M-1(S), M-2(S), <u>M-T</u>	Planning and design commission conditional use permit
Temporary recycling at manufacturing facility	C-4, M-1, M-2, M-1(S), M-2(S), <u>M-T</u>	Zoning administrator conditional use permit

B. Except as amended in subsection A above, all provisions of section 17.228.400 remain unchanged and in full effect.

**SECTION 8.**

A. Subsection B of section 17.228.900 (Cannabis production) is amended to read as follows:

B. Cannabis production may only be established in the A, C-2, C-4, M-1, M-1(S), M-2, M-2(S), MIP, ~~and MRD~~, and M-T zones, except as follows:

1. Cannabis cultivation may not be established in the MIP or MRD zones.
2. Cannabis distribution may not be established in the A zone.
3. Nonvolatile cannabis manufacturing may not be established in the A zone.

B. Except as amended in subsection A above, all provisions of section 17.228.900 remain unchanged and in full effect.

**SECTION 9.**

A. Subsection A of section 17.228.910 (Cannabis testing) is amended to read as follows:

A. Cannabis testing may only be established in the C-2, C-4, M-1, M-1(S), M-2, M-2(S), MIP, ~~and MRD~~, and M-T zones.

B. Except as amended in subsection A above, all provisions of section 17.228.910 remain unchanged and in full effect.

**SECTION 10.**

Chapter 17.340 of the Sacramento City Code, which establishes and sets forth the parameters for the TO Zone—Transit Overlay, is deleted.

**SECTION 11.**

Section 17.600.160 of the Sacramento City Code is amended to read as follows:

**17.600.160 Standards for ~~uses~~ new development within one-quarter mile of a light rail station.**

The following standards apply to ~~uses~~ new development within ¼ mile of a light rail station:

- A. The development shall provide pedestrian amenities such as ~~awnings, canopies, lighting,~~ benches, tree shading, and landscaping;
- B. The ground level of the building shall avoid areas of blank walls that are viewable from the street;
- C. The site design shall provide continuous, direct, convenient transit and pedestrian linkages, including walkways between principal entrances of buildings and adjacent lots;
- D. Vehicle parking shall be located to the rear or interior side of the building and not in front of the building; and
- E. The building’s primary entrance shall have direct access to public streets and sidewalks.

**SECTION 12.**

Section 17.700.050 of the Sacramento City Code is amended to read as follows:

**17.700.050 Occupancy calculation methods.**

The following chart shall be used to estimate the total number of full-time employees expected to occupy a development project under this chapter:

<b>Zoning</b>	<b>Area</b>	<b>No. of Employees Per 1,000 Gross Sq. Ft. of Floor Area</b>	
SC	Shopping center	City-wide	3.3
C-1	Limited commercial	City-wide	3.3
C-2	General commercial	City-wide	3.3
C-3	Central business district	Central city	4.0

<b>Zoning</b>		<b>Area</b>	<b>No. of Employees Per 1,000 Gross Sq. Ft. of Floor Area</b>
HC	Highway commercial	City-wide	3.3
OB	Office building	Central city	4.0
OB	Office building	Point West	4.0
OB	Office building	South Natomas	4.4
OB	Office building	Remainder of city	3.3
OB-2	Office building	City-wide	4.0
OB-3	Office building	City-wide	4.0
EC30,40	Employment center	City-wide	3.3
EC45,50	Employment center	City-wide	4.0
EC65,80	Employment center	City-wide	4.4
C-4	Heavy commercial	City-wide	2.0
M-1	Light industrial	City-wide	2.0
M-2	Heavy industrial	City-wide	2.0
MIP	Manufacturing industrial park	City-wide	2.0
MRD	Manufacturing research and development	City-wide	2.9
<u>M-T</u>	<u>Industrial and Transit--Area</u>	<u>City-wide</u>	<u>2.0</u>

**ORDINANCE NO.**

Adopted by the Sacramento City Council

Date Adopted

**AN ORDINANCE AMENDING SECTION 15.148.160, AMENDING VARIOUS SECTIONS OF TITLE 17, ADDING SECTION 17.104.130, ADDING ARTICLE VII TO CHAPTER 17.220, AND DELETING CHAPTER 17.340 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.**

Section 15.148.160 of the Sacramento City Code is amended to read as follows:

**15.148.160 C-2 and C-4 commercial, M-1, M-2, and M-T industrial zones.**

Within the C-2 and C-4 (commercial), M-1, M-2, and M-T (industrial) zones, signs are subject to the following regulations:

A. On-Site Signs.

1. One detached sign for each developed parcel not exceeding one square foot of sign area for each lineal foot of street frontage abutting the developed portion of such parcel, provided that:

a. Where a developed parcel has in excess of 300 feet of street frontage, one additional detached sign may be erected for each additional 300 feet of street frontage in excess of the first 300 feet of street frontage abutting the developed portion of such parcel.

b. Where a developed parcel is allowed to have more than one detached sign under these regulations, the distance between such detached signs on each parcel shall be not less than 300 feet.

c. Subject to the provisions of Article IV of this chapter, the total area of all detached signs on each parcel shall not exceed one square foot of sign area for each lineal foot of street frontage of the developed portion of such parcel.

2. Two attached signs are allowed for each occupancy. Such signs shall not exceed a total aggregate area of three-square feet of sign area for each front foot of building occupancy. Such signs may be placed flat against a building, may be projected or nonprojected signs and may be located on an architectural projection or attached to the underside of an architectural projection subject to the provisions of sections 15.148.460 and 15.148.470.

3. The maximum height limit for detached signs is as follows:

a. In C-2 and C-4 zones: 35 feet;

b. In M-1, M-2, and M-T zones: 40 feet.

No height limit is specified for signs placed flat against the wall of a building or for other attached signs provided the sign complies with all other provisions of this chapter.

B. Off-Site Signs. Except as otherwise prohibited by this chapter, off-site signs are allowed in the C-2, C-4, M-1, M-2, and M-T zones as follows:

1. All off-site signs shall be detached signs.

2. No off-site sign shall be located nearer than 500 feet from any other off-site sign on the same side of the street as such off-site sign. When an off-site sign is located on one street but is oriented to be viewed primarily from another street, no such sign shall be located nearer than 500 feet from any other off-site sign on the same side of the street on which it is located or any other off-site sign located on the nearest side of the street to which said sign is oriented.

3. An off-site sign shall not exceed 300 square feet in area.

4. The maximum height limit for an off-site sign shall be 30 feet in the C-2 zone and 35 feet in the C-4, M-1, M-2, and M-T zones.

5. No off-site sign shall be located in the area bounded by Interstate 5 to the west, 17th Street to the east, H Street to the north, and Q Street to the south.

C. General Provisions Relating to Location. No sign shall be located nearer than five feet to an interior property line nor shall any sign be located nearer than five feet to any common wall or other point common to two separate occupancies on the same parcel. This regulation does not apply to signs painted on or otherwise attached flat against the wall or architectural projection of a building on the same parcel.

With the exception of off-site signs, a sign may be located within or project into a required front or street sideyard setback area. However, no sign may project into or over an abutting public right-of-way except as otherwise provided in this chapter. Off-site signs shall be located so as to provide and maintain the same front and street sideyard setbacks as are required for a building on the same parcel.

### **SECTION 3.**

Section 17.104.130 is added to the Sacramento City Code to read as follows:

#### **17.104.130 Measuring distance from a light rail station.**

A. Measurements under division II of this title. When applying division II of this title, distance from an existing or proposed light rail station platform is measured along the shortest route using existing public ways from the center of the light rail station platform to the nearest property line of the affected parcel.

B. Measurements under all other divisions of this title. When applying all divisions of this title other than division II, distance from an existing or proposed light rail station is measured in a straight line from the center of the light rail station platform to the nearest property line of the affected parcel.

### **SECTION 4.**

A. The definition of “dwelling, duplex” in section 17.108.050 of the Sacramento City Code is amended to read as follows:

“Dwelling, duplex” means a dwelling containing two dwelling units, or a pair of single-unit dwellings sharing a common wall.

B. Except as specifically amended in subsection A above, all provisions of section 17.108.050 remain unchanged and in full effect.

### **SECTION 5.**

Article VII of chapter 17.220 (Industrial and Manufacturing) is added to the Sacramento City Code to read as follows:

**Article VII. M-T Zone—M-T Industrial and Transit-Area Zone**

**17.220.700 M-T zone—Purpose.**

The purpose of the M-T zone is to allow commercial and industrial uses to continue to operate near light rail stations in areas that were historically zoned for commercial and industrial uses, while simultaneously encouraging the area to transition to a community that relies less on driving and more on walking, bicycling, and transit use. To this end, the M-T zone permits uses that increase transit ridership, such as high-density housing and job-intensive office and retail uses, and limits low-density auto-oriented uses.

**17.220.710 M-T zone—Permitted uses.**

A. Permitted uses. The following uses are permitted by right in the M-T zone, subject to the limitations specified:

Use	Limitations
1. Residential Uses	
Dormitory	Subject to special use regulations in section 17.228.111
Dwelling, multi-unit	Subject to special use regulations in section 17.228.117
Residential care facility	
Residential hotel	Subject to special use regulations in section 17.228.112
Temporary residential shelter	Subject to special use regulations in section 17.228.600 et seq.
2. Commercial and Institutional Uses	
Adult entertainment business	Subject to special use regulations in section 17.228.102
Amusement center, indoor	
Athletic club; fitness studio	

Cannabis testing	Subject to special use regulations in section <a href="#">17.228.910</a>
Childcare center	Subject to special use regulations in section <a href="#">17.228.113</a>
College extension	
Commercial service	
Community market	Subject to special use regulations in section <a href="#">17.228.124</a>
Hotel; motel	
Laundromat, self-service	
Library; archive	
Museum	
Non-profit organization, food preparation for off-site consumption	Entire business, including storage and display, must be conducted within a building
Non-profit organization, food storage and distribution	Entire business, including storage and display, must be conducted within a building
Office	
Restaurant	
Retail store	This use is limited to 40,000 gross square feet; if use exceeds this limitation, a conditional use permit is required
School—dance, music, art, martial arts	
School, vocational	
Theater	
Temporary commercial building	Subject to special use regulations in section <a href="#">17.228.126</a>

Transit vehicle—service, repair, storage	
Veterinary clinic; veterinary hospital	Entire business to be conducted within a building, and no outdoor boarding of animals is allowed.
Wholesale store	
3. Industrial and Agricultural Uses	
Aquaculture	Subject to special use regulations in section <a href="#">17.228.810</a> et seq.
Community garden, private	Subject to special use regulations in section <a href="#">17.228.810</a> et seq.
Contractor storage yard	
Laboratory, research	
Manufacturing, service, and repair	
Market garden	Subject to special use regulations in section <a href="#">17.228.810</a> et seq.
Passenger terminal	
Railroad ROW	May be used for railroad tracks or spur tracks;  Loading and unloading platforms or structures may be located on a railroad right-of-way only if: (i) the abutting property is located within a C-4 or M zone, and (ii) no residential zoning is within 300 feet of said facility on the same side of the right-of-way
Solar energy system, commercial (city property)	Allowed in this zone and exempt from the provisions of this title

Terminal yard, trucking	
Tractor or heavy truck sales, storage, rental	
Tractor or heavy truck service, repair	
Warehouse; distribution center	

B. Conditional uses. The following uses in the M-T zone require approval of a conditional use permit, subject to the conditions specified:

Use	Limitations	Approval Required by: Planning and Design Commission (PDC); Zoning Administrator (ZA); or City Council (CC)
1. Residential Uses		
Mobilehome park	Subject to special use regulations in section <a href="#">17.228.115</a>	PDC
2. Commercial and Institutional Uses		
Adult-related establishment	Subject to special use regulations in section <a href="#">17.228.103</a>	PDC
Alcoholic beverage sales, off-premises consumption	Subject to special use regulations in section <a href="#">17.228.108</a>	PDC
Assembly—cultural, religious, social		PDC

Bar; nightclub	Subject to special use regulations in section <a href="#">17.228.108</a>	PDC
Cannabis dispensary	Subject to special use regulations in section <a href="#">17.228.920</a>	ZA/PDC
College campus		PDC
Kennel		PDC
Non-profit organization, meal service facility		PDC
Nonresidential care facility		PDC
Outdoor market	In granting a conditional use permit the Zoning Administrator may consider the traffic, parking, noise, hours of operation, and any applicable development standards related to the proposed outdoor market	ZA
Retail store	Permitted with a conditional use permit if use exceeds 40,000 gross square feet; permitted by right if use does not exceed 40,000 gross square feet	PDC
School, K-12		PDC
3. Industrial and Agricultural Uses		
Antenna; telecommunications facility	Subject to special use regulations in section <a href="#">17.228.300</a> et seq.	PDC

Cannabis cultivation	Subject to special use regulations in section 17.228.900	ZA/PDC
Cannabis distribution	Subject to special use regulations in section 17.228.900	ZA/PDC
Cannabis manufacturing, nonvolatile	Subject to special use regulations in section 17.228.900	ZA/PDC
Heliport; helistop	Subject to special use regulations in section 17.228.114	PDC
Public utility yard		PDC
Recycling facility	Subject to special use regulations in section 17.228.400 et seq.	ZA/PDC

C. Accessory uses. The following uses are permitted in the M-T zone when accessory to a permitted or conditional use, subject to the limitations specified:

Use	Limitations
Accessory antenna	
Childcare, in-home (family day care home)	
Common area	

Family care facility	
Family day care facility	
Home occupation	Subject to special use regulations in section <a href="#">17.228.200</a> et seq.
Private garden	Subject to special use regulations in section <a href="#">17.228.810</a> et seq.
Recycling facility, convenience	Subject to special use regulations in section <a href="#">17.228.400</a> et seq.
Tasting room, on-site	Limited to on-site consumption and off-site sales of malt beverages or wine produced on the premises
Urban beekeeping	Subject to section <a href="#">9.44.330</a>
Watchperson's quarters	The structure is limited to 1,000 square feet

D. Prohibited uses. All uses not listed as permitted, accessory, or conditional uses are prohibited in the M-T zone.

**17.220.720 M-T zone—Height, density, lot coverage, and floor area ratios.**

- A. Height. The maximum height is 70 feet.
- B. Density. The minimum and maximum densities are established in the general plan.
- C. Lot coverage. There is no lot coverage requirement.
- D. Floor area ratios. The minimum and maximum floor area ratios are established in the general plan.

**17.220.730 M-T zone—Setbacks.**

- A. Front-yard setback. There is no minimum front-yard setback.
- B. Street side-yard setback. There is no minimum street side-yard setback.
- C. Interior side-yard setback.

1. Unless paragraph 2 of this subsection applies, there is no minimum interior side-yard setback.

2. If the interior side-yard lot line abuts the side of an R- or OB-zoned lot and is not separated by an alley, the minimum side-yard setback is 5 feet.

D. Rear-yard setback.

1. Unless paragraph 2 of this subsection applies, no minimum rear-yard setback is required.

2. If the rear lot line abuts the side of an R- or OB-zoned lot and is not separated by an alley, the minimum rear-yard setback is 15 feet.

E. Levee setback. A minimum 20-foot setback from the landside toe of any flood control levee is required for development less than 5 acres in size. A minimum 50-foot setback is required from the landside toe of any flood control levee for development 5 acres or greater in size. No primary or accessory structures may encroach into the levee setback.

**17.220.740 M-T zone—Special development standards for new development.**

A. Pedestrian amenities. The following pedestrian amenities must be included in the site design of all new development:

1. Entries. The primary building entrance must be oriented to and visible from the street. Direct pedestrian connections must be provided from the street to the building entrance. Entries must incorporate overhangs, recessed openings, canopies, or other features to emphasize the entrance.

2. Windows. New buildings must be designed with ground-floor street-facing facades that include transparent glass storefront windows or display windows that are equal to or greater in size than 50% of the product of the interior height of the ground floor and the width of the building's street frontage.

3. Pedestrian-oriented lighting must be provided along all street-facing facades and walkways with a minimum illumination of ¼ foot-candles from one-half hour before dusk to one-half hour after dawn.

B. Open Space. New nonresidential development greater than 10,000 gross square feet must provide open space at a ratio of one square foot for every 100 square feet of gross floor area. Open space must be—

1. In the form of courtyards or plazas improved with trees, shrubs, living ground cover, decorative paving, seating, waste bins, and pedestrian-oriented lighting; and
2. Located on the same development site as the building it serves.

**17.220.750 M-T zone—Generally applicable development standards.**

- A. For architectural design guidelines and exceptions to the height and area standards, see chapter [17.600](#).
- B. For parking requirements, see chapter [17.608](#).
- C. For landscaping and paving requirements, see chapter [17.612](#).
- D. For recycling and solid waste disposal regulations, see chapter [17.616](#).
- E. For wall, fence, and gate regulations, see chapter [17.620](#).
- F. For residential accessory structure and use regulations, see chapter [17.624](#).
- G. For sign standards and regulations, see chapter [15.148](#).
- H. For historic preservation program generally, see chapter [17.604](#). For preservation design review of development projects, see section [17.808.100](#) et seq.

**17.220.760 M-T zone—Site plan and design review.**

- A. General.
  1. For development projects not located in a historic district and not involving a landmark, no tentative map, parcel map, or permit shall be approved or issued unless an application for site plan and design review of the proposed project is approved in accordance with chapter [17.808](#) or the project is exempt under section [17.808.160](#).
  2. As used in this subsection A, “permit” means a building permit, a demolition permit, a sign permit, a grading permit, a paving permit, an encroachment permit, and a certificate of occupancy.
- B. Historic districts and landmarks.
  1. For development projects located in a historic district or involving a landmark, no person shall commence construction or otherwise undertake a

development project, and no tentative map, parcel map, or permit shall be approved or issued unless an application for site plan and design review of the proposed project is approved in accordance with chapter 17.808 or the project is exempt under section 17.808.160.

2. As used in this subsection B, “permit” means a building permit, a demolition permit, a sewer or water connection or disconnection, a sign permit, a grading permit, a paving permit, an encroachment permit, and a certificate of occupancy.

## **SECTION 6.**

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

### **17.228.127 Development near existing or proposed light rail stations.**

A. Conditional use permits. A conditional use permit shall not be granted for uses subject to this section unless the decision-maker makes the findings required by section 17.808.200 and all the following findings:

1. The project includes pedestrian amenities such as lighting, benches, tree shading, and landscaping;

2. If the project includes the construction or reconstruction of a residential or mixed-use building with one or more dwelling units, or an addition to an existing residential or mixed-use building with one or more dwelling units, the project has a residential density of at least 15 dwelling units per net acre; and

3. If the project includes the construction or reconstruction of one or more buildings or an addition to an existing building—

a. New buildings adjacent to the street are designed with ground-floor street-facing facades that include transparent glass storefront windows or display windows that are equal to or greater in size than 50% of the product of the interior height of the ground floor and the width of the building’s street frontage;

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

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

d. The primary entrance has direct access to public ways and sidewalks.

B. Exemption. If a use is expressly exempt from the requirement to secure a conditional use permit under any other provision of this title, this section shall not apply.

**SECTION 7.**

A. Subsection A of section 17.228.400 (Recycling facility—General) is amended to read as follows:

A. Zones and permit required. Recycling facilities are permitted in the zones listed in the table below, subject to the permit specified and the other requirements of this chapter:

<b>Type of Facility</b>	<b>Zones Permitted</b>	<b>Permit Required</b>
Convenience recycling facility	SC, C-1, C-2, C-3, C-4, M-1, M-2, M-1(S), M-2(S), M-T	Administrative permit
Minor recycling facility	C-4, M-1, M-2, M-1(S), M-2(S), M-T	Zoning administrator conditional use permit
Major recycling facility	C-4, M-1, M-2, M-1(S), M-2(S), M-T	Planning and design commission conditional use permit
Greenwaste facility	A	Zoning administrator conditional use permit
	C-4, M-1, M-2, M-1(S), M-2(S), M-T	Planning and design commission conditional use permit
Temporary recycling at manufacturing facility	C-4, M-1, M-2, M-1(S), M-2(S), M-T	Zoning administrator conditional use permit

B. Except as amended in subsection A above, all provisions of section 17.228.400 remain unchanged and in full effect.

**SECTION 8.**

A. Subsection B of section 17.228.900 (Cannabis production) is amended to read as follows:

B. Cannabis production may only be established in the A, C-2, C-4, M-1, M-1(S), M-2, M-2(S), MIP, MRD, and M-T zones, except as follows:

1. Cannabis cultivation may not be established in the MIP or MRD zones.
  2. Cannabis distribution may not be established in the A zone.
  3. Nonvolatile cannabis manufacturing may not be established in the A zone.
- B. Except as amended in subsection A above, all provisions of section 17.228.900 remain unchanged and in full effect.

### **SECTION 9.**

A. Subsection A of section 17.228.910 (Cannabis testing) is amended to read as follows:

A. Cannabis testing may only be established in the C-2, C-4, M-1, M-1(S), M-2, M-2(S), MIP, MRD, and M-T zones.

B. Except as amended in subsection A above, all provisions of section 17.228.910 remain unchanged and in full effect.

### **SECTION 10.**

Chapter 17.340 of the Sacramento City Code, which establishes and sets forth the parameters for the TO Zone—Transit Overlay, is deleted.

### **SECTION 11.**

Section 17.600.160 of the Sacramento City Code is amended to read as follows:

#### **17.600.160 Standards for new development within one-quarter mile of a light rail station.**

The following standards apply to new development within ¼ mile of a light rail station:

A. The development shall provide pedestrian amenities such as lighting, benches, tree shading, and landscaping;

B. The ground level of the building shall avoid areas of blank walls that are viewable from the street;

C. The site design shall provide continuous, direct, convenient transit and pedestrian linkages, including walkways between principal entrances of buildings and adjacent lots;

D. Vehicle parking shall be located to the rear or interior side of the building and not in front of the building; and

E. The building’s primary entrance shall have direct access to public streets and sidewalks.

**SECTION 12.**

Section 17.700.050 of the Sacramento City Code is amended to read as follows:

**17.700.050 Occupancy calculation methods.**

The following chart shall be used to estimate the total number of full-time employees expected to occupy a development project under this chapter:

<b>Zoning</b>	<b>Area</b>	<b>No. of Employees Per 1,000 Gross Sq. Ft. of Floor Area</b>	
SC	Shopping center	City-wide	3.3
C-1	Limited commercial	City-wide	3.3
C-2	General commercial	City-wide	3.3
C-3	Central business district	Central city	4.0
HC	Highway commercial	City-wide	3.3
OB	Office building	Central city	4.0
OB	Office building	Point West	4.0
OB	Office building	South Natomas	4.4
OB	Office building	Remainder of city	3.3
OB-2	Office building	City-wide	4.0
OB-3	Office building	City-wide	4.0
EC30,40	Employment center	City-wide	3.3
EC45,50	Employment center	City-wide	4.0
EC65,80	Employment center	City-wide	4.4
C-4	Heavy commercial	City-wide	2.0
M-1	Light industrial	City-wide	2.0
M-2	Heavy industrial	City-wide	2.0
MIP	Manufacturing industrial park	City-wide	2.0

<b>Zoning</b>		<b>Area</b>	<b>No. of Employees Per 1,000 Gross Sq. Ft. of Floor Area</b>
MRD	Manufacturing research and development	City-wide	2.9
M-T	Industrial and Transit-Area	City-wide	2.0

**ORDINANCE NO.**

Adopted by the Sacramento City Council

Date Adopted

**AMENDING TITLE 17 OF THE SACRAMENTO CITY CODE TO REZONE VARIOUS PARCELS OF REAL PROPERTY IN THE CANNON INDUSTRIAL PARK AND ON RAILROAD DRIVE NORTH OF DEL PASO BOULEVARD FROM GENERAL COMMERCIAL ZONE (C-2), LIGHT INDUSTRIAL ZONE (M-1), AND HEAVY INDUSTRIAL ZONE (M-2) TO INDUSTRIAL AND TRANSIT-AREA ZONE (M-T).**

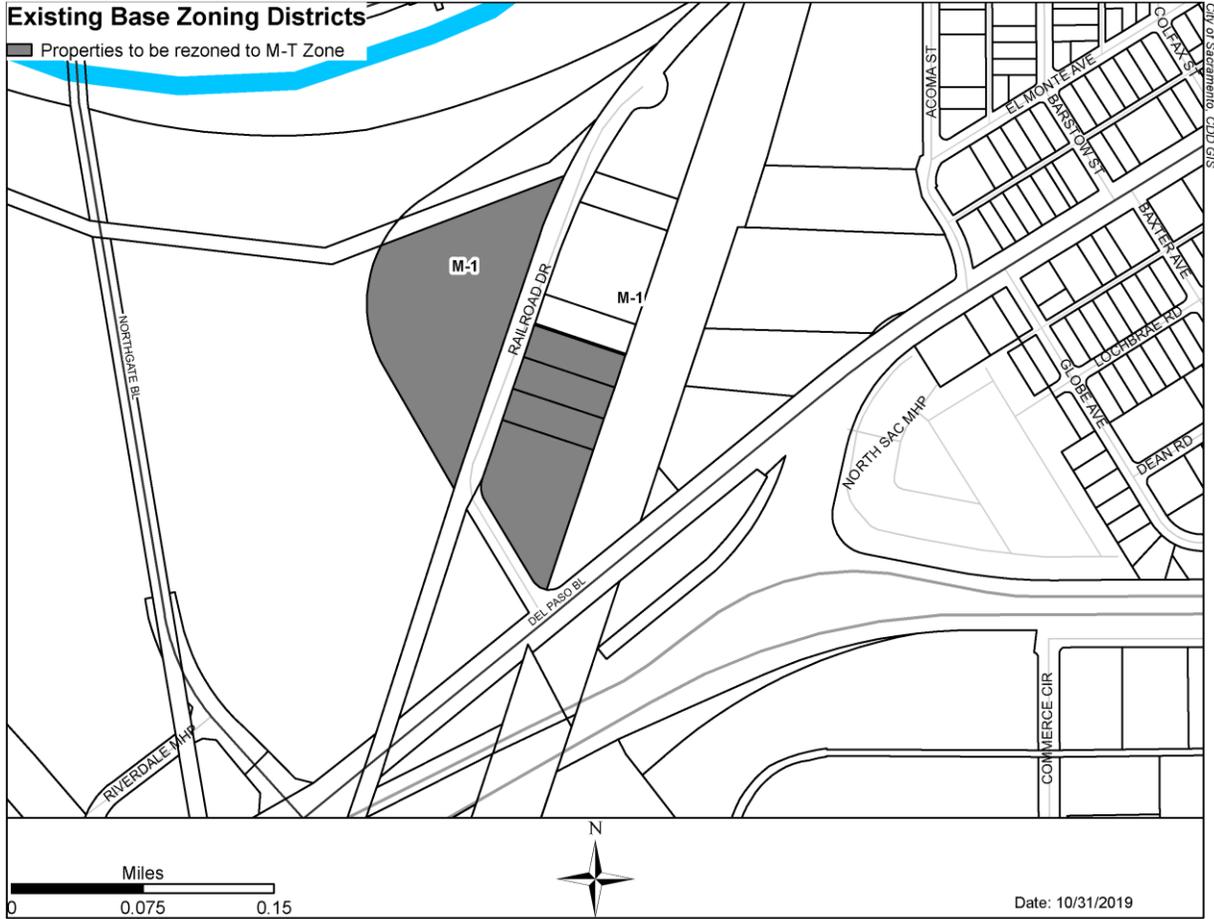
BE IT ENACTED BY THE COUNCIL OF THE CITY OF SACRAMENTO:

- Section 1. Title 17 of the Sacramento City Code (the Planning and Development Code) is amended to rezone the properties generally located in Cannon Industrial Park and on Railroad Drive north of Del Paso Boulevard, depicted, identified by APN and address, and from the existing zone to the proposed zone as set forth in the attached Exhibit A.
  
- Section 2. The rezoning of the property is consistent with the applicable general plan land use designation, use, and development standards; the goals, policies, and other provisions of the general plan and any applicable specific plan; and promotes the public health, safety, convenience, and welfare of the city.
  
- Section 3. The City Clerk of the City of Sacramento is hereby directed to amend the official zoning maps, which are a part of the Planning and Development Code, to conform to the provisions of this Ordinance.
  
- Section 4. Exhibit A is part of this ordinance.

**Table of Contents:**

Exhibit A – Existing Zoning and Proposed Properties to be Rezoned – 3 pages





ID	PARCEL NUMBER (APN)	STREET NUMBER	STREET NAME	CITY	STATE	ZIP CODE	EXISTING ZONE	PROPOSED ZONE
1	26504110020000		16TH ST	SACRAMENTO	CA	95815	M-2	M-T
2	26503900070000	1804	ACADEMY WAY	SACRAMENTO	CA	95815	C-2	M-T
3	26503900110000	1804	ACADEMY WAY	SACRAMENTO	CA	95815	C-2	M-T
4	26502800790000	2709	ACADEMY WAY	SACRAMENTO	CA	95815	M-1	M-T
5	26502800350000	2720	ACADEMY WAY	SACRAMENTO	CA	95815	M-2	M-T
6	26502800760000	2751	ACADEMY WAY	SACRAMENTO	CA	95815	M-1	M-T
7	26502800590000	2801	ACADEMY WAY	SACRAMENTO	CA	95815	M-1	M-T
8	26504110010000	2939	ACADEMY WAY	SACRAMENTO	CA	95815	M-2	M-T
9	26504120150000	3000	ACADEMY WAY	SACRAMENTO	CA	95815	M-1	M-T
10	26504010090000	3001	ACADEMY WAY	SACRAMENTO	CA	95815	M-1	M-T
11	26504010080000	3005	ACADEMY WAY	SACRAMENTO	CA	95815	M-1	M-T
12	26504020010000	3008	ACADEMY WAY	SACRAMENTO	CA	95815	M-1	M-T
13	26504010060000	3011	ACADEMY WAY	SACRAMENTO	CA	95815	M-1	M-T
14	26503900130000	3012	ACADEMY WAY	SACRAMENTO	CA	95815	C-2	M-T
15	26503900090000	3019	ACADEMY WAY	SACRAMENTO	CA	95815	C-2	M-T
16	26503900120000	3025	ACADEMY WAY	SACRAMENTO	CA	95815	C-2	M-T
17	26503900080000		ACADEMY WAY	SACRAMENTO	CA	95815	C-2	M-T
18	26503900140000		ACADEMY WAY	SACRAMENTO	CA	95815	C-2	M-T
19	26503900150000		ACADEMY WAY	SACRAMENTO	CA	95815	C-2	M-T
20	26503900180000		ACADEMY WAY	SACRAMENTO	CA	95815	M-1	M-T
21	26504020020000		ACADEMY WAY	SACRAMENTO	CA	95815	M-1	M-T
22	26504020050000		ACADEMY WAY	SACRAMENTO	CA	95815	M-1	M-T
23	26504020060000		ACADEMY WAY	SACRAMENTO	CA	95815	M-1	M-T
24	26504110030000		ACADEMY WAY	SACRAMENTO	CA	95815	M-1	M-T
25	26504120030000		ACADEMY WAY	SACRAMENTO	CA	95815	M-2	M-T
26	26503900210000		ACADEMY WY	SACRAMENTO	CA	95815	C-2	M-T
27	26504120160000		ACADEMY WY	SACRAMENTO	CA	95815	M-1	M-T
28	26504120170000		ACADEMY WY	SACRAMENTO	CA	95815	M-2	M-T
29	26501930090000	1550	JULIESSE AVE	SACRAMENTO	CA	95815	M-1	M-T
30	26501910180000	1551	JULIESSE AVE	SACRAMENTO	CA	95815	M-1	M-T
31	26502800580000	1554	JULIESSE AVE	SACRAMENTO	CA	95815	M-1	M-T
32	26501910190000	1565	JULIESSE AVE	SACRAMENTO	CA	95815	M-1	M-T
33	26502800390000	1590	JULIESSE AVE	SACRAMENTO	CA	95815	M-1	M-T
34	26503600100000	1601	JULIESSE AVE	SACRAMENTO	CA	95815	M-1	M-T
35	26504010110000	1633	JULIESSE AVE	SACRAMENTO	CA	95815	M-1	M-T
36	26504010100000	1641	JULIESSE AVE	SACRAMENTO	CA	95815	M-1	M-T
37	26503600090000	1600	KATHLEEN AVE	SACRAMENTO	CA	95815	M-1	M-T
38	26503600120000	1630	KATHLEEN AVE	SACRAMENTO	CA	95815	M-1	M-T
39	26503600020000	1636	KATHLEEN AVE	SACRAMENTO	CA	95815	M-1	M-T
40	26504010020000	1636	KATHLEEN AVE	SACRAMENTO	CA	95815	M-1	M-T
41	26504010130000	1636	KATHLEEN AVE	SACRAMENTO	CA	95815	M-1	M-T
42	26504010030000	1644	KATHLEEN AVE	SACRAMENTO	CA	95815	M-1	M-T
43	26504010040000	1648	KATHLEEN AVE	SACRAMENTO	CA	95815	M-1	M-T
44	26504010150000	1700	KATHLEEN AVE	SACRAMENTO	CA	95815	M-1	M-T
45	26503730240000	1701	KATHLEEN AVE	SACRAMENTO	CA	95815	M-1	M-T
46	26504010140000	1704	KATHLEEN AVE	SACRAMENTO	CA	95815	M-1	M-T
47	26503730230000	1705	KATHLEEN AVE	SACRAMENTO	CA	95815	M-1	M-T
48	26503730260000	1709	KATHLEEN AVE	SACRAMENTO	CA	95815	M-1	M-T
49	26503730270000	1717	KATHLEEN AVE	SACRAMENTO	CA	95815	M-1	M-T
50	26504010070000	1728	KATHLEEN AVE	SACRAMENTO	CA	95815	M-1	M-T
51	26503730170000	1729	KATHLEEN AVE	SACRAMENTO	CA	95815	M-1	M-T
52	26503900020000		KATHLEEN AVE	SACRAMENTO	CA	95815	C-2	M-T
53	26503900160000		KATHLEEN AVE	SACRAMENTO	CA	95815	C-2	M-T
54	26503600110000		KATHLEEN ST	SACRAMENTO	CA	95815	M-2	M-T
55	26502320170000	2978	LA ROSA RD	SACRAMENTO	CA	95815	M-1	M-T
56	27402000100000	1900	RAILROAD DR	SACRAMENTO	CA	95815	M-1	M-T
57	27402000050000	1940	RAILROAD DR	SACRAMENTO	CA	95815	M-1	M-T
58	27402000060000	1950	RAILROAD DR	SACRAMENTO	CA	95815	M-1	M-T
59	27401900160000	1955	RAILROAD DR	SACRAMENTO	CA	95815	M-1	M-T
60	27402000070000	1960	RAILROAD DR	SACRAMENTO	CA	95815	M-1	M-T
61	27402000110000		RAILROAD DR	SACRAMENTO	CA	95815	M-1	M-T

**From:** [Christopher Taylor](#)  
**To:** [Ryan Dodge](#)  
**Cc:** [Christopher C. Taylor](#); [Jeff Taylor](#); [Timothy Taylor](#); [Bud Applegate](#); [David Riegels](#); [Jake Joseph Taylor](#); [Jeanne Lacy](#)  
**Subject:** Proposed Rezones of Property in and around the Cannon Industrial Park  
**Date:** Wednesday, December 11, 2019 5:16:46 PM

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Ryan,

Thank you for taking the time to talk to me today about the proposed rezone of the property in the Cannon Industrial Park area. As I mentioned we own several parcels with warehouse, service, distribution, bare land, auto repair, general storage and other uses in this area.

I was happy to hear from you that the City is working to lessen the drastic effect that the December 11, 2018 Transit-Oriented Development Ordinance had on this area. I understand the purpose behind trying to get more densely populated uses near light rail stations but the area around Juliesse Ave, Academy Way and Kathleen Ave does NOT lend themselves to drawing the type of usage that you are looking for with this restrictive Transit-Oriented Development Ordinance zoning plan. Our family has owned much of our property in this area for 100+ years and we know what can and cannot be developed on this property. This is a very difficult area to develop and tenant needs in this area are limited. Any action by the City that LIMITS our ability to build or bring in a tenant is going to have the disastrous effect of making sure NOTHING is developed in the area.

I don't know if our properties lie within the 1/4 mile distance from the light rail station. I am asking you to please consider our need to have all the flexibility that we possibly can have to develop our bare ground and to continue to lease our existing buildings to the broadest possible range of tenants in this area. I can't make the December 12 Planning and Design Commission meeting so I ask that you please include this letter in the record for that meeting (and any subsequent meeting on this issue) and that you also please do whatever you can to represent our needs on rolling back the restrictions from the December 11, 2018 Transit-Oriented Development Ordinance.

Ryan, thanks for being so willing to talk to me on the phone today and please keep me posted on the status of making the zoning as flexible as possible for this area. We appreciate any help that you can give us.

Sincerely,

Chris Taylor  
Taylor Brothers and Lacy LLC, Juliesse Investors LLC, Cannon Industrial Warehouses LLC

--  
Christopher C. Taylor  
1825 Bell Street Suite 100  
Sacramento, CA 95825

(916) 296-2037 (Cell), (916) 929-3003 (Office), (916) 929-2890 (Fax)

**From:** [Brad](#)  
**To:** [Ryan Dodge](#)  
**Subject:** Re: Sacramento City Planning And Design Commission Public Notice (Transit-Oriented Development)  
**Date:** Wednesday, November 27, 2019 4:30:02 PM

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Please note that I am against the proposed transit oriented development amendments.  
Brad Warren  
2776 17th St.  
Sac CA 95818

Sent from my iPhone

On Nov 27, 2019, at 9:21 AM, Ryan Dodge <[RDodge@cityofsacramento.org](mailto:RDodge@cityofsacramento.org)> wrote:

SACRAMENTO CITY PLANNING AND DESIGN COMMISSION  
PUBLIC NOTICE

Notice is hereby given that the City of Sacramento Planning and Design Commission is scheduled to consider the following project at a Planning and Design Commission meeting on December 12, 2019 at 5:30 p.m. at City Hall, 915 I Street, 1st Floor, Sacramento, California.

**SUBJECT:** Transit-Oriented Development  
**LOCATION:** Citywide  
**PROJECT:** Amendments to the City Code and Rezoning of  
Parcels

Currently, the City's transit-oriented development ordinance prohibits auto-oriented uses (e.g. drive-through restaurants; auto-service, repair; etc.) and certain industrial and low-employment generating uses (e.g. mini-storage; warehouse; etc.) within ¼ mile of an existing or proposed light rail station and requires a conditional use permit for auto-oriented, industrial and low-employment generating uses greater than ¼ mile but within ½ mile of an existing or proposed light rail station.

The City is considering amending this ordinance and other provisions of the city code to —

1. establish a new zoning district—the M-T Industrial and Transit-Area Zone—which would allow commercial and industrial uses to operate near certain light rail stations (within ½ mile), while also permitting uses that increase transit ridership, such as multi-unit housing and job-intensive office and retail uses, and limiting low-density auto-oriented uses;
2. define the City's method for measuring distance from light rail stations when reviewing development projects. For purposes of the use

restrictions (i.e. when a conditional use permit is required), distance will be measured along the shortest route using existing public ways. This will result in fewer properties subject to the City’s transit-oriented development ordinance. For all other purposes under title 17 of the city code (the Planning and Development Code), distance will be measured in a straight line—i.e. “as the crow flies”;

3. repeal the City’s existing transit overlay zone (TO Zone—Transit Overlay, chapter 17.340 of the City Code), which was established in 2013 to allow a mix of moderate- to high-density residential and nonresidential uses by right, within walking distance of an existing or proposed light rail station. This ordinance is now duplicative of other provisions in the City Code governing transit-oriented development; and
4. refine existing special use regulation 17.228.127 to apply to new buildings only (with the exception of the pedestrian amenities requirement, which would also apply to existing buildings when there is a change of use), and eliminate employee density and floor area ratio requirements, including the refinement of development standards to ensure any new commercial or industrial use near light rail is designed in a pedestrian-friendly way so as to encourage transit ridership.

In addition to the ordinance amendments outlined above, the City is proposing to rezone 61 parcels in two industrial areas of the City—Cannon Industrial Park (55 parcels) and Railroad Drive (6 parcels)—as M-T Industrial and Transit Area Zone.

*Why is the City proposing these changes?* At the time the city adopted its existing transit-oriented development ordinance, the City of Sacramento City Council directed staff to monitor implementation, conduct additional outreach to affected property owners and businesses (particularly in industrial areas of the City), recommend next steps in addressing significant physical barriers between industrial properties and light rail stations, and recommend revisions to how the distance between properties and light rail stations is measured.

At the hearing set forth on the first page of this notice, the City of Sacramento Planning and Design Commission will consider the following actions with respect to the Project:

**Staff Recommendation:** Conduct a public hearing and upon conclusion adopt a motion recommending the city council: 1) Adopt a resolution concluding the project is a subsequent project within the scope of the Master Environmental Impact Report for the 2035 General Plan, the project will not have any project-specific additional significant environmental effects not previously examined in the Master EIR, and no new mitigation measures or alternatives are required (per Public Resources Code 21157.1 and CEQA Guidelines 15177); 2) Adopt an ordinance amending section 15.148.160,

amending various sections of title 17, adding section 17.104.130, adding article VII to chapter 17.220, and deleting chapter 17.340 of the Sacramento City Code, relating to transit-oriented development; and 3) Adopt an ordinance rezoning the 61 parcels identified in the attachment to M-T Industrial and Transit-Area Zone.

**ENVIRONMENTAL:** To comply with the California Environmental Quality Act (CEQA), the City has prepared an initial study for the project that concludes that the project would not result in any additional significant environmental effect not previously analyzed in the Master EIR for the City of Sacramento 2035 General Plan, certified by the City on March 3, 2015. Pursuant to Public Resources Code section 21157.1 and CEQA Guidelines section 15177, the project is a subsequent project within the scope of the Master EIR and no additional environmental review or mitigation measures or alternatives is required. The initial study was circulated for a 30-day public review and comment period from November 25, 2019 to December 26, 2019. The Initial Study is available on the City of Sacramento's website: <https://www.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports>

The December 12, 2019 Planning and Design Commission agenda and staff report for this project will be posted to the City's meetings and agenda webpage: <https://www.cityofsacramento.org/Clerk/Meetings-and-Agendas>.

If you challenge the adoption of the Transit-Oriented Development Ordinance Amendments or any of the related actions in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the City of Sacramento at, or prior to, the public hearing.

If you have any concerns, questions or objections, or need further information, please contact Ryan Dodge, Associate Planner, 916-808-8044 or [rdodge@cityofsacramento.org](mailto:rdodge@cityofsacramento.org) at the Community Development Department.

<Exhibit A Existing Zoning and Proposed Properties to be Rezoned.pdf>

**From:** [Brad](#)  
**To:** [Ryan Dodge](#)  
**Subject:** Re: Sacramento City Planning And Design Commission Public Notice (Transit-Oriented Development)  
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*Why is the City proposing these changes?* At the time the city adopted its existing transit-oriented development ordinance, the City of Sacramento City Council directed staff to monitor implementation, conduct additional outreach to affected property owners and businesses (particularly in industrial areas of the City), recommend next steps in addressing significant physical barriers between industrial properties and light rail stations, and recommend revisions to how the distance between properties and light rail stations is measured.

At the hearing set forth on the first page of this notice, the City of Sacramento Planning and Design Commission will consider the following actions with respect to the Project:

**Staff Recommendation:** Conduct a public hearing and upon conclusion adopt a motion recommending the city council: 1) Adopt a resolution concluding the project is a subsequent project within the scope of the Master Environmental Impact Report for the 2035 General Plan, the project will not have any project-specific additional significant environmental effects not previously examined in the Master EIR, and no new mitigation measures or alternatives are required (per Public Resources Code 21157.1 and CEQA Guidelines 15177); 2) Adopt an ordinance amending section 15.148.160,

amending various sections of title 17, adding section 17.104.130, adding article VII to chapter 17.220, and deleting chapter 17.340 of the Sacramento City Code, relating to transit-oriented development; and 3) Adopt an ordinance rezoning the 61 parcels identified in the attachment to M-T Industrial and Transit-Area Zone.

**ENVIRONMENTAL:** To comply with the California Environmental Quality Act (CEQA), the City has prepared an initial study for the project that concludes that the project would not result in any additional significant environmental effect not previously analyzed in the Master EIR for the City of Sacramento 2035 General Plan, certified by the City on March 3, 2015. Pursuant to Public Resources Code section 21157.1 and CEQA Guidelines section 15177, the project is a subsequent project within the scope of the Master EIR and no additional environmental review or mitigation measures or alternatives is required. The initial study was circulated for a 30-day public review and comment period from November 25, 2019 to December 26, 2019. The Initial Study is available on the City of Sacramento's website: <https://www.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports>

The December 12, 2019 Planning and Design Commission agenda and staff report for this project will be posted to the City's meetings and agenda webpage: <https://www.cityofsacramento.org/Clerk/Meetings-and-Agendas>.

If you challenge the adoption of the Transit-Oriented Development Ordinance Amendments or any of the related actions in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the City of Sacramento at, or prior to, the public hearing.

If you have any concerns, questions or objections, or need further information, please contact Ryan Dodge, Associate Planner, 916-808-8044 or [rdodge@cityofsacramento.org](mailto:rdodge@cityofsacramento.org) at the Community Development Department.

<Exhibit A Existing Zoning and Proposed Properties to be Rezoned.pdf>