

**COUNTY OF SACRAMENTO  
CALIFORNIA**

For the Agenda of:  
July 17, 2012  
Timed:

To: Board of Supervisors  
From: Community Development Department  
Subject: PLNP2008-00153. North Watt Avenue Corridor Plan. Request For General Plan Amendment, Community Plan Amendment, Rezone And Zoning Ordinance Amendment To Adopt The North Watt Avenue Corridor Via A Special Planning Area Ordinance, Which Will Provide Policy Framework To Guide Future Revitalization Activities Along The Watt Avenue Corridor, In The North Highlands community. Environmental Document: Final Environmental Impact Report (FEIR)

Supervisorial

Districts: Phil Serna, Susan Peters and Roberta MacGlashan

Contact: Tricia Stevens, Principal Planner, 874-2926; [stevenst@saccounty.net](mailto:stevenst@saccounty.net)

**Overview**

This North Watt Avenue Corridor Plan (NWACP) Special Planning Area (SPA) is a result of several years of community outreach and visioning. The NWACP provides for a comprehensive strategy to guide the transition of the North Watt area from an auto-oriented commercial district to a series of urban villages integrated within the North Highlands community. On March 26, 2012, the County Planning Commission (Planning Commission) took formal action to endorse the NWACP project (see Attachments 1 and 2). Following this hearing, an FEIR has been released and the NWACP SPA project is now ready for Board of Supervisors' (Board) review and final adoption.

**Recommendations**

1. **Certify** the FEIR as adequate and complete.
2. **Adopt** the Findings of Fact and Statement of Overriding Consideration (will be provided separately).
3. **Adopt** the General Plan and Community Plan Amendment Resolutions.
4. **Tentatively approve** the Zoning Ordinance Amendment (Attachment 3).
5. **Approve** an Air Quality Mitigation Plan (Attachment 4).
6. **Adopt** a Mitigation Monitoring and Reporting Program.
7. **Continue** the project, and direct staff to prepare all documents required for the final approval of the NWACP SPA project.

**Measures/Evaluation**

The success of the project will be re-evaluated as public and private investments occur over time. The Planning Division intends to provide the Board with periodic updates on the project.

**Fiscal Impact**

The project has been prepared based upon a funding approved by the Board.

## **BACKGROUND**

The NWACP was initiated to provide for a comprehensive planning strategy promoting high-quality infill growth, transportation choices, and infrastructure improvements for the North Watt Avenue corridor area. The Plan provides for a cohesive and coordinating strategy aimed at attracting both public and private investments to the area. The NWACP includes strategies to concentrate mixed uses nodes and residential development at the Elkhorn, North Highlands Town Center and Triangle District Centers. The plan also includes robust long term strategies to transform the Triangle District (strategically located adjacent to freeway 1-80, McClellan Park and the Watt Avenue light rail station) from a mostly light industrial area to Transit-Oriented Development area that combines residential, employment, shopping and services with improved transit service. On March 26, 2012, the Planning Commission reviewed the NWACP project and took action to recommend approval of all entitlements associated with the project. Upon receiving testimony for the public, the Planning Commission directed staff to amend the NWACP SPA document to address the following issues:

- Housing Element Sites: A special notation is now shown on the land use plan and new text has been added to the SPA to recognize the preservation of APNs 208-0142-020, 022, 030, 036 as vacant sites available for multi-family development, consistent with the Sacramento County Housing
- Triangle Area: The NWACP land use plan now designates APN 240-0550-019 as Subdistrict 3. The Land Use tables have been amended to allow M-1 industrial uses in Subdistricts 1 and 2 if the property was previously zoned for M-1 uses. This would allow existing industrial uses to continue as conforming uses.
- Minor Automotive Uses: The Land Use Table was amended to indicate Auto Service and Repair (minor) use as permitted with Footnotes (3) and (5).
- Future Overcrossing between Winona Way and McClellan Business Park: Based upon concerns raised by a representative of McClellan Business Park (MBP), the Circulation Concept Plan (Figure 4.1) was amended to delete the reference for a “Future Connection to McClellan Park”.
- Property Located at 3501 Q Street: Staff verified that parcel 3501 Q Street is not located within the boundary of the NWACP and therefore not subject to any provision of the SPA.
- Primary Auto Service Stations: The Land Use Table was amended to indicate a Use Permit requirement for all primary auto service stations.
- Bicycle Crossing: Figure 4.1 (Bicycle and Pedestrian Crossing) has been updated to show a future bicycle crossing designation between Winona Way and McClellan Business Park, consistent with the adopted Bikeways Master Plan.

Planning staff is currently processing the Watt Avenue Walmart (2006-0670) application which proposes the construction of 120,000 square feet of retail space on an 11.7± acre site located in Triangle Gateway District – Subdistrict 2 of the Corridor Plan. Staff believes that although the Walmart proposal deviates from the density requirements of the proposed NWACP, the proposal

offers the opportunity to redevelop an underutilized site that has become blighted within the Corridor area and can serve as a catalyst in incorporating the principles and concepts of the Corridor plan toward creating an “urban village” for the Triangle Gateway District – Subdistrict 2. In compliance with the Draft NWACP, the Walmart application includes a request for a Special Development Permit to deviate from the density requirements of the proposed Corridor Plan and SPA. Staff believes that this deviation is justified in that the proposed project is a catalyst for revitalization of the Triangle Area and as designed, creates the opportunity for future revitalization of an “urban village” as illustrated in the concept plans prepared for the Subdistrict 2. If action is taken on the corridor plan prior to or on the date as the Walmart project, Walmart will no longer require a General Plan Amendment and Rezone, and the action on Walmart would be approval of a Special Development Permit.

### **STAFF RECOMMENDATIONS**

The NWACP is now ready for Board review and adoption. Staff recommends **APPROVAL** of the project as recommended by the Planning Commission.

#### A. Recommended Actions:

1. **CERTIFY** the FEIR as adequate and complete.
2. **ADOPT** the Findings of Fact and Statement of Overriding Consideration (will be provided via a separate memo) for the approval of the General Plan Amendment, Community Plan Amendment and adoption of the NWACP SPA
3. **ADOPT** the attached General Plan Amendment Resolution, to amend the following components of the General Plan:
  - a. **APPROVE** a General Plan Amendment to change the General Plan designation from Agricultural Residential (36.18 acres), Commercial Offices (285.70 acres), Industrial Intensive (310.57 acres), Low Density Residential (68.30 acres), Medium Density Residential (11.28 acres), Recreation (8.74 acres) with a Mixed Use Corridor overlay to Transit Oriented Development with a Mixed Use Corridor overlay.
  - b. **APPROVE** a General Plan Amendment to change the General Plan Transportation Plan to add the “Smart Growth Street” designation for Watt Avenue from I-80 north to U Street.
4. **ADOPT** the attached Community Plan Amendment Resolution to amend the North Highlands-Foothill Farms Community Plan and to change designations of unincorporated parcels in the North Watt Avenue Corridor Plan area to Special Planning Area from Auto Commercial (AC) (9.03 acres), Business and Professional (BP) (6.84 acres), General Commercial (GC) (145.47 acres), Highway Travel Commercial (TC) (14.60 acres), Limited Commercial (LC) (59.96 acres), Shopping Center (SC) (53.19 acres), Recreation (O) (7.24 acres), Agricultural-Residential (AR-1) (0.10 acres), Residential Density 2 (RD-2) (32.80 acres), Residential Density 5 (RD-5) (5.43 acres), Residential Density 10 (RD-10) (0.16 acres), Residential Density

20 (RD-20) (9.27 acres), Residential Density 30 (RD-30) (5.37 acres), Mobilehome Subdivision (RM-1) (1.41 acres), Light Industrial (M-1) (293.68 acres), Office Park (MP) (25.14 acres), Special Planning Area (SPA) (55.24 acres), and Neighborhood Preservation Area (NPA) (0.28 acres), on approximately 722.29 acres.

5. **TENTATIVE APPROVAL** of the attached Zoning Ordinance to adopt the NWACP SPA ordinance as part of the Sacramento County Zoning Code and continue to a date 30 days after the approval of the General Plan amendment;
  6. **APPROVE** an Air Quality Mitigation Plan (Attachment 4); and,
  7. **ADOPT** a Mitigation Monitoring and Reporting Program.
- B. Recommended Findings: The staff recommendations are based upon the following considerations:
1. The request is consistent with the County General Plan including various policies which encourage infill development, transit oriented development, economic development, historical preservation and redevelopment.
  2. The North Watt Avenue Corridor Plan meets the intent of the County General Plan which places a greater emphasis on community design and the revitalization of the county's underutilized commercial corridors as mixed-use streets. The project is an important component of implementing County General Plan Policy LU-11 which indicates that *"It is the intent of the County to comprehensively plan for the revitalization of the 14 targeted commercial corridors and invest the resources necessary to: stimulate private investment; encourage development of vacant and underutilized parcels; support reuse and/or rehabilitation of abandoned or blighted buildings; encourage rezoning of excess industrial and commercial lands to allow for medium and high density residential or mixed use projects, and; avoid non transit supportive uses, such as industrial uses, low density residential, and uses that would necessitate large parking lots fronting on the street."*
  3. An Air Quality Mitigation Plan has been prepared for the project which requires the implementation of Plan-wide and project-specific emission reduction measures to achieve a minimum of 15 percent reduction in operational and areas source emissions, consistent with General Plan Policy AQ-4.
  4. Identified environmental effects and suggested mitigation measures have been taken into consideration in the recommended actions and conditions of approval.

## **MEASURES/EVALUATION**

The conditions of approval will be monitored and implemented when construction begins.

## **FINANCIAL ANALYSIS**

Application costs will be borne by applicant.

PLNP2008-00153. North Watt Avenue Corridor Plan. Request For General Plan Amendment, Community Plan Amendment, Rezone And Zoning Ordinance Amendment To Adopt The North Watt Avenue Corridor Via A Special Planning Area Ordinance, Which Will Provide Policy Framework To Guide Future Revitalization Activities Along The Watt Avenue Corridor, In The North Highlands community. Environmental Document: Final Environmental Impact Report (FEIR)

Page 5

Respectfully submitted,

APPROVED:  
BRADLEY J. HUDSON  
County Executive

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NAVDEEP S. GILL  
Assistant County Executive Officer

Attachments:

BOS RES – Resolution to amend the General Plan

EXH A-1 - Existing General Plan

EXH A-2 - Proposed General Plan

EXH B - Transportation Plan

BOS RES (CP) – Resolution to amend the North Highlands-Foothills Farms Community Plan

EXH A – Existing and Proposed Land Use

BOS ORD – Ordinance to amend the Zoning Code

BOS ATT 1 – Planning Commission Transmittal

BOS ATT 2 – Planning Commission Staff Report with Attachments

BOS ATT 3 – Revised Draft North Watt Avenue Corridor Plan – Version March 26, 2012

BOS ATT 4 – North Watt Avenue SPA Air Quality Mitigation Plan



**RESOLUTION NO. \_\_\_\_\_**

**RESOLUTION OF THE BOARD OF SUPERVISORS,  
OF THE COUNTY OF SACRAMENTO,  
STATE OF CALIFORNIA  
AMENDING THE SACRAMENTO COUNTY GENERAL PLAN**

**WHEREAS**, the County Planning Commission, after proper notice, conducted public hearings and made recommendations to the Board of Supervisors relating to amendments to the County General Plan; and

**WHEREAS**, the Board of Supervisors, after public notice and public hearings has determined that the General Plan of the County of Sacramento should be amended as herein set forth;

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Supervisors of the County of Sacramento does hereby amend the County General Plan, as amended, to include the following:

Exhibit “A-1” and “A-2” amends the General Plan Land Use Diagram to change the land use designation for unincorporated parcels in the North Watt Avenue Corridor Plan Special Planning Area from Agricultural Residential (36.18 acres), Commercial Offices (285.70 acres), Industrial Intensive (310.57 acres), Low Density Residential (68.30 acres), Medium Density Residential (11.28 acres), Recreation (8.74 acres) with a Mixed Use Corridor overlay to Transit Oriented Development with a Mixed Use Corridor overlay.

Exhibit “B” amends the General Plan Transportation Plan to add the “Smart Growth Street” designation for Watt Avenue from I-80 north to U Street.

**BE IT FURTHER RESOLVED** that Exhibit “A-1”, “A-2” and “B” are hereby incorporated into and made a part of this resolution amending the General Plan of Sacramento County.

On a motion by Supervisor \_\_\_\_\_, Seconded by Supervisor \_\_\_\_\_, the foregoing resolution was passed and adopted by the Board of Supervisors of the County of Sacramento, State of California, at a regular meeting thereof this \_\_\_\_\_ day of \_\_\_\_\_, 2012, by the following vote, to wit:

AYES: Supervisors:  
NOES: Supervisors:  
ABSENT: Supervisors:  
ABSTAIN: Supervisors:

\_\_\_\_\_  
CHAIRMAN OF THE BOARD OF SUPERVISORS  
OF SACRAMENTO COUNTY, CALIFORNIA

ATTEST: \_\_\_\_\_  
CLERK OF THE  
BOARD OF SUPERVISORS

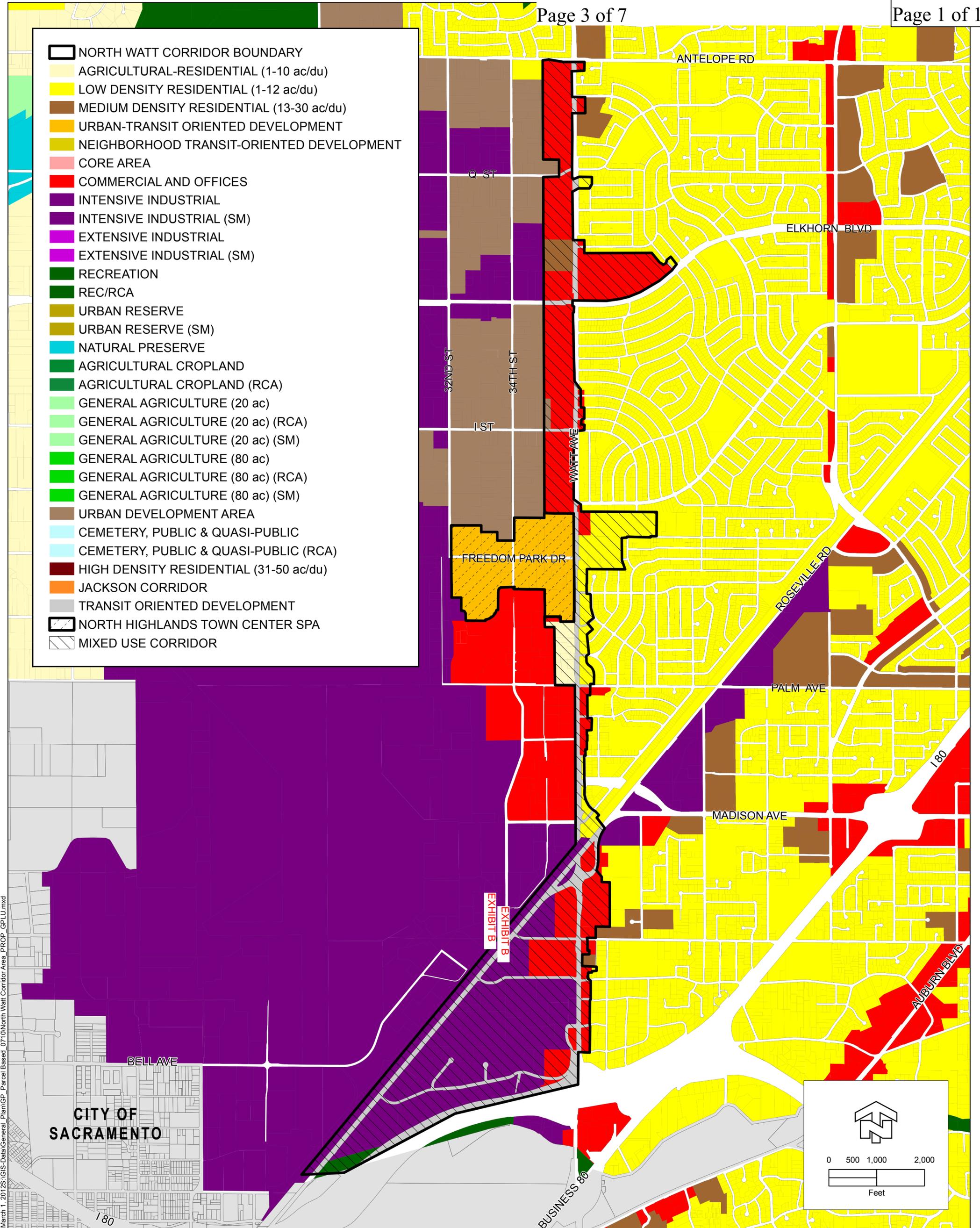


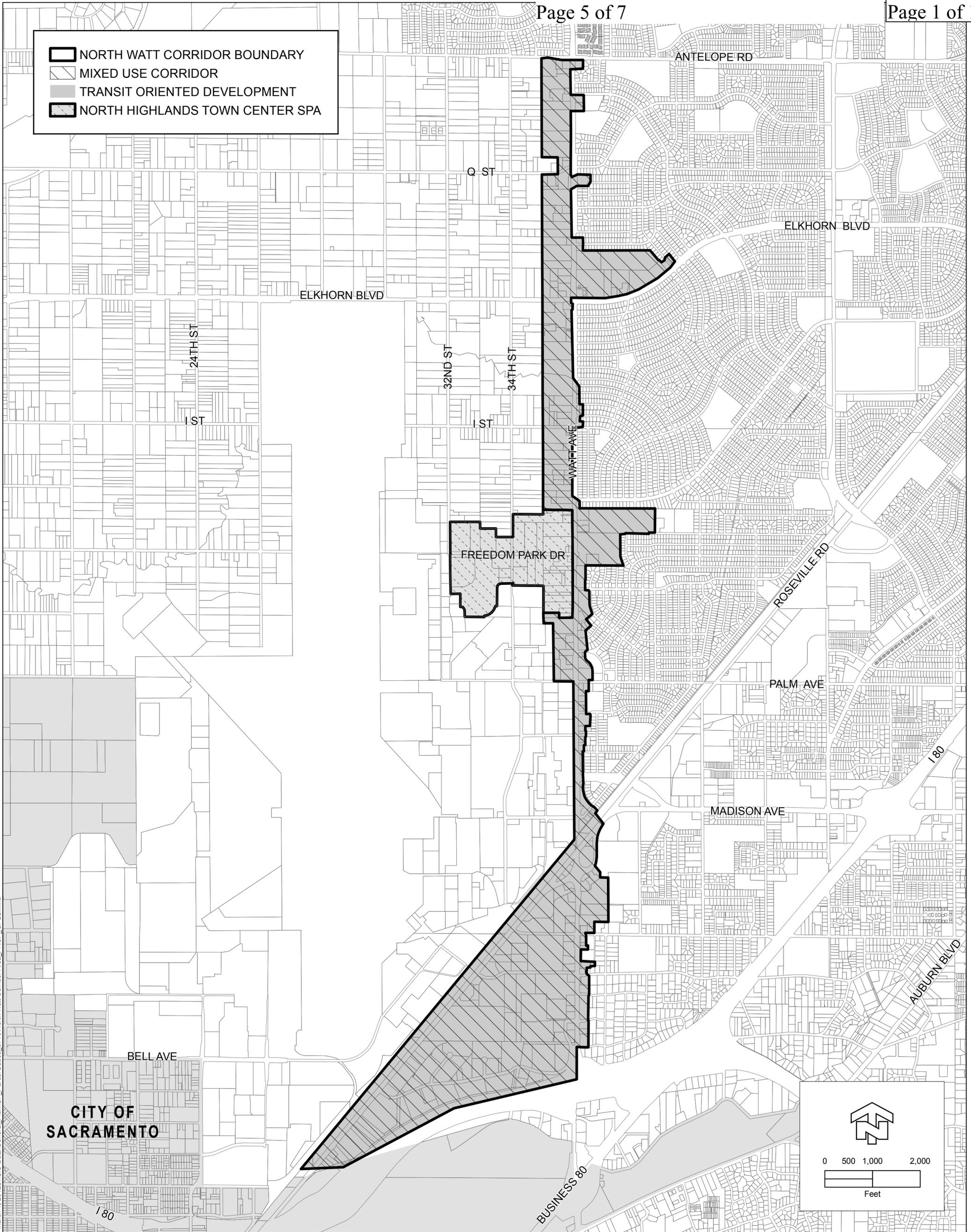
EXHIBIT A-1

North Watt Avenue Corridor Existing General Plan Land Use Designations

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-  NORTH WATT CORRIDOR BOUNDARY
-  MIXED USE CORRIDOR
-  TRANSIT ORIENTED DEVELOPMENT
-  NORTH HIGHLANDS TOWN CENTER SPA

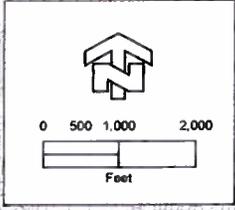
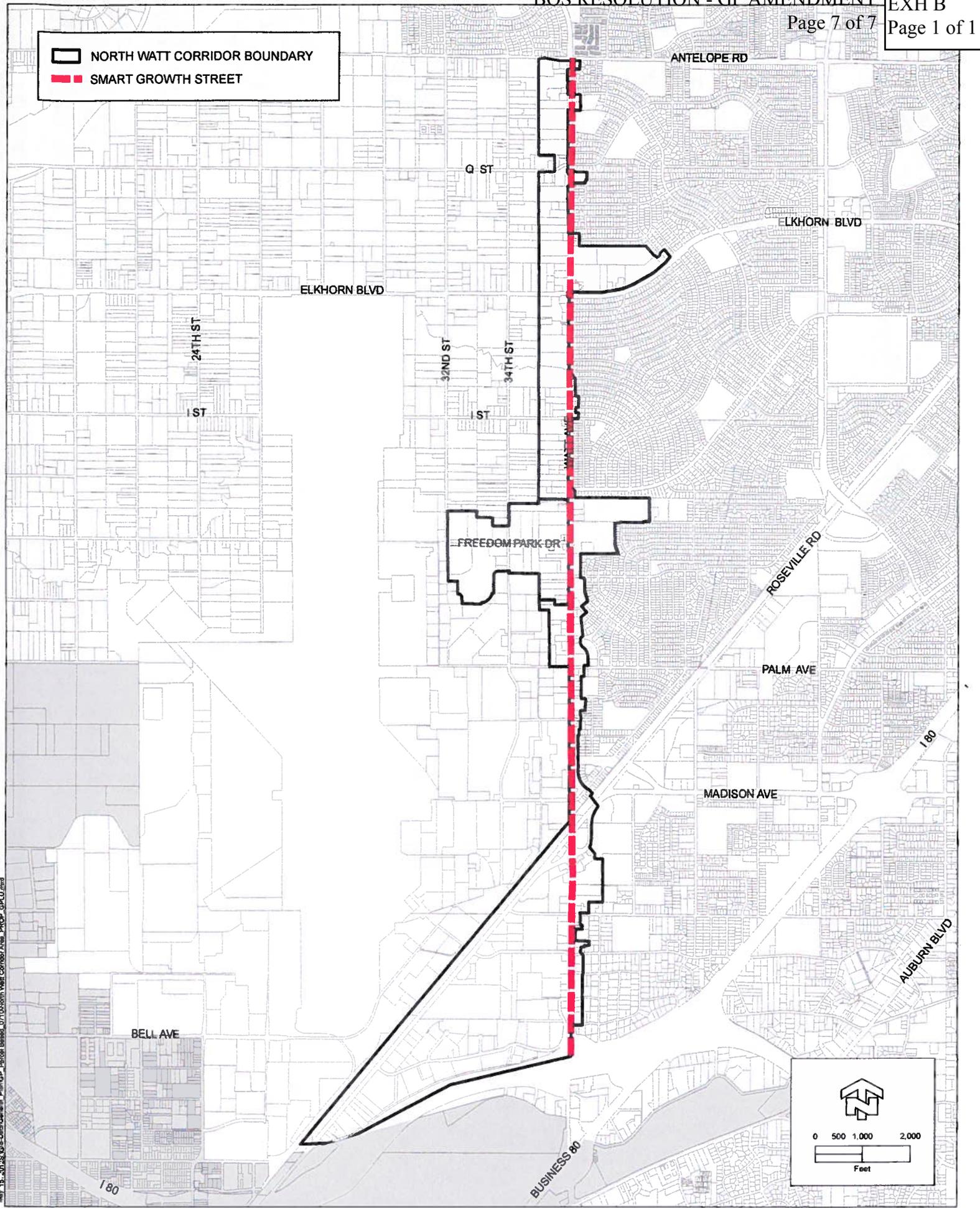


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 NORTH WATT CORRIDOR BOUNDARY

 SMART GROWTH STREET



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RESOLUTION NO. 2012-\_\_\_\_\_

**RESOLUTION OF THE BOARD OF SUPERVISORS OF THE  
COUNTY OF SACRAMENTO, STATE OF CALIFORNIA,  
AMENDING THE NORTH WATT AVENUE CORRIDOR PLAN PORTION  
OF THE NORTH HIGHLANDS-FOOTHILL FARMS COMMUNITY PLAN**

WHEREAS, the County of Sacramento has adopted the North Highlands-Foothill Farms Community Plan for the purpose of guiding the County of Sacramento, relative to the development of said community; and

WHEREAS, a public hearing on the North Watt Avenue Corridor Plan Special Planning Area project was conducted before the County Planning Commission on March 26, 2012; and

WHEREAS the County Planning Commission, on March 26, 2012, forwarded its recommendation to this Board; and

WHEREAS, public hearings on the North Watt Avenue Corridor Plan Special Planning Area project, were initiated before the County Board of Supervisors on \_\_\_\_\_; and

WHEREAS, during the \_\_\_\_\_ hearing, the Board of Supervisors took action to amend the North Highlands-Foothill Farms Community Plan and to incorporate the appropriate designations for the North Watt Avenue Corridor Plan area; and

NOW, THEREFORE, BE IT RESOLVED that the North Highlands-Foothill Farms Community Plan is amended as shown as on Page 2 of Exhibit "A" attached hereto; and

BE IT FURTHER RESOLVED that the Clerk of the Board of Supervisors and the Secretary of the County Planning Commission are directed to endorse said Community Plan to show that such plan has been amended, and that such amendment has been approved by the Board of Supervisors.

On a motion by Supervisor \_\_\_\_\_, Seconded by Supervisor \_\_\_\_\_, the foregoing resolution was passed and adopted by the Board of Supervisors of the County of Sacramento, State of California, at a regular meeting thereof this \_\_\_\_\_ day of \_\_\_\_\_, 2012, by the following vote, to wit:

AYES: Supervisors:

NOES: Supervisors:

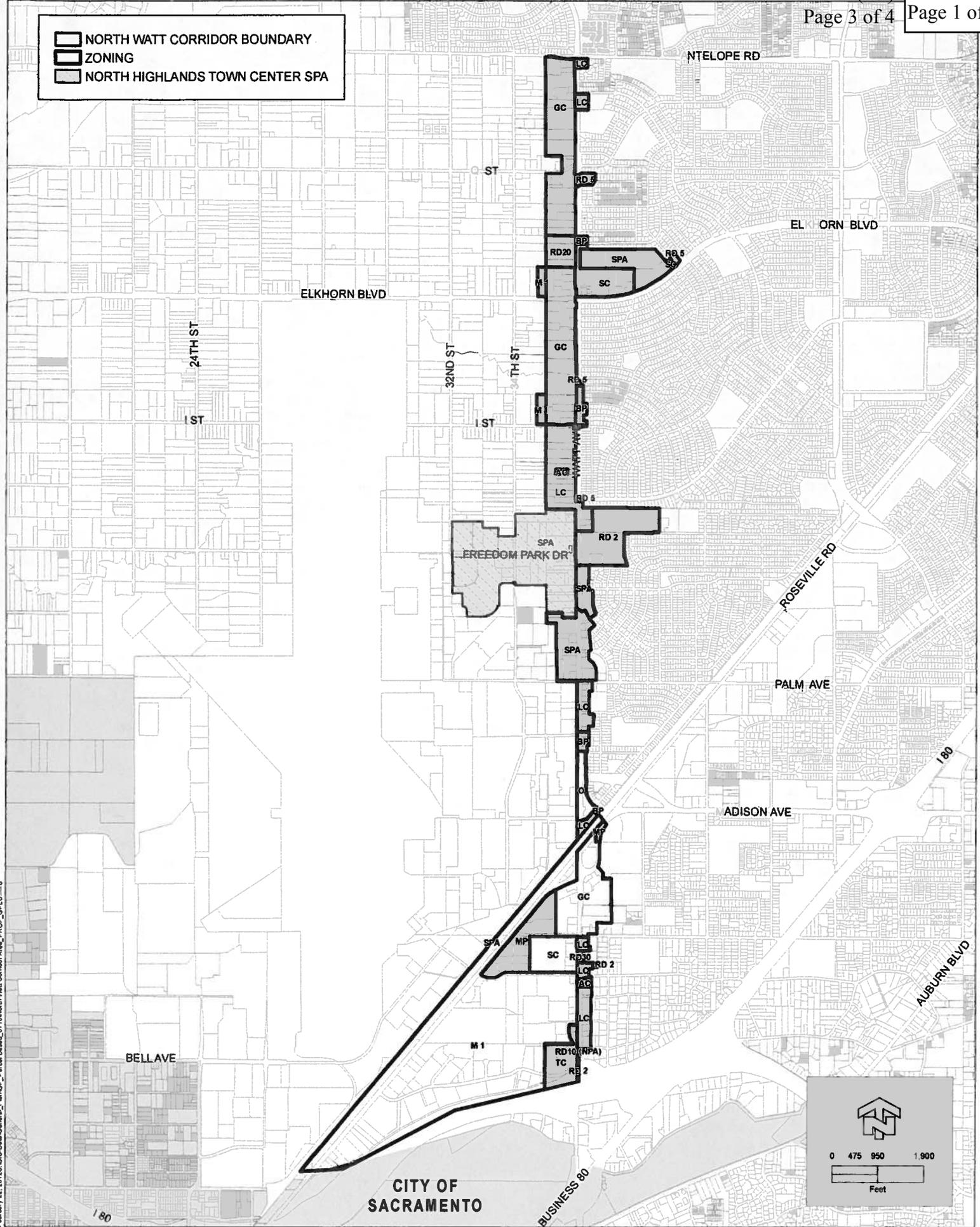
ABSENT: Supervisors:

ABSTAIN: Supervisors:

\_\_\_\_\_  
CHAIRMAN OF THE BOARD OF SUPERVISORS  
OF SACRAMENTO COUNTY, CALIFORNIA

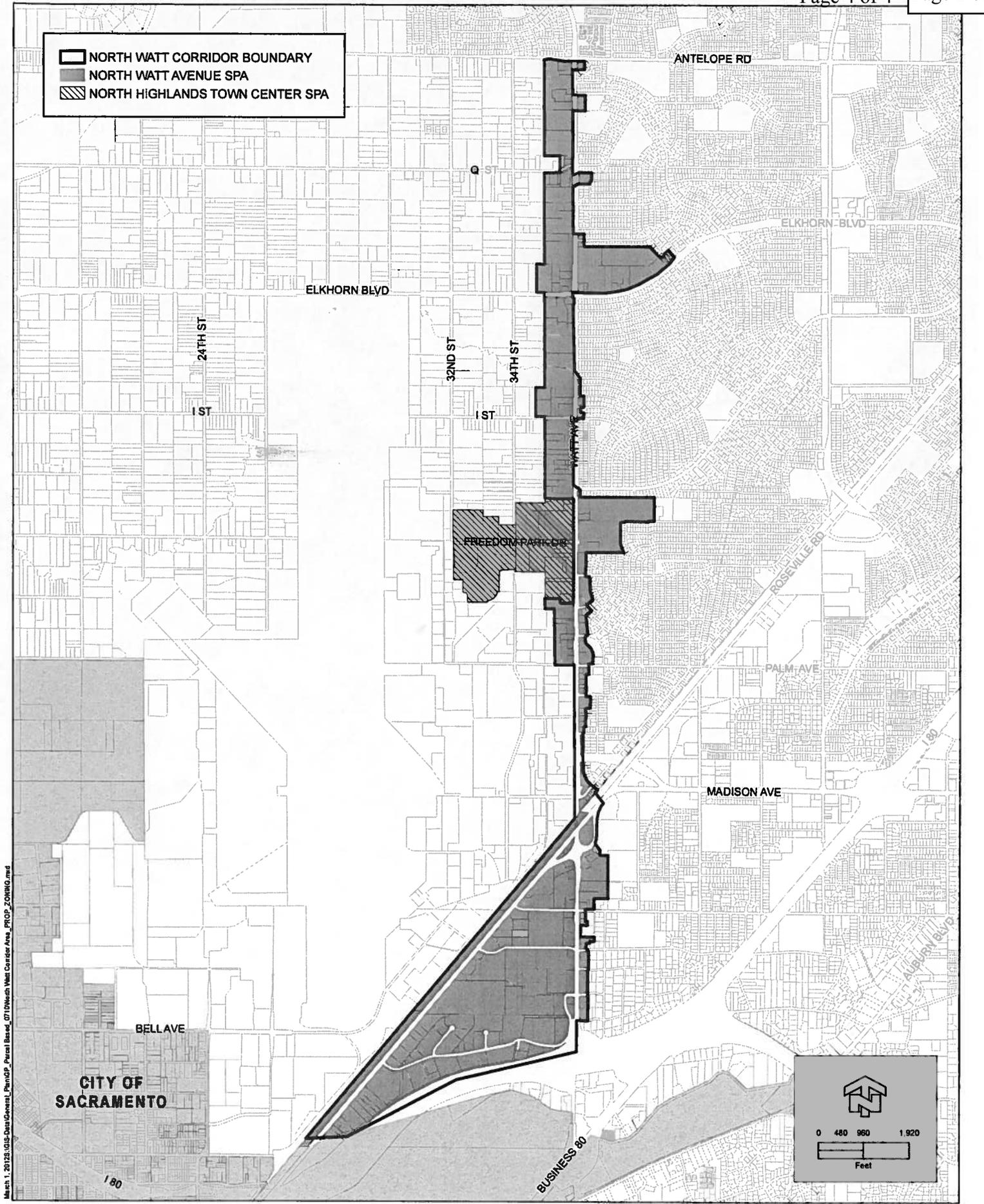
ATTEST: \_\_\_\_\_  
CLERK OF THE BOARD OF SUPERVISORS

-  NORTH WATT CORRIDOR BOUNDARY
-  ZONING
-  NORTH HIGHLANDS TOWN CENTER SPA



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EXHIBIT A (page 1) North Watt Avenue Corridor Existing Zoning



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North Watt Avenue Corridor Plan SPA  
PLNP2008-00143

**ORDINANCE NO. SCZ 2012-\_\_\_\_\_**

**AN ORDINANCE OF THE BOARD OF SUPERVISORS OF THE  
COUNTY OF SACRAMENTO AMENDING THE ZONING CODE  
OF SACRAMENTO COUNTY, ORDINANCE NO. 83-10, AS AMENDED, TO  
INCORPORATE THE NORTH WATT AVENUE CORRIDOR PLAN  
SPECIAL PLANNING AREA,  
IN TITLE VI, CHAPTER 12, ARTICLE 1.**

The Board of Supervisors of the County of Sacramento, State of California, ordains as follows:

SECTION 1: Title VI, Chapter 12, Article 1 is hereby added to the Zoning Code of Sacramento County as shown in the North Watt Avenue Corridor Plan Special Planning Area, dated March 26, 2012 and presented to this Board on July 17, 2012 with this ordinance to be incorporated herein.

SECTION 2: This ordinance shall take effect and be in full force on and after thirty (30) days from the date of its passage hereof, and, before expiration of fifteen (15) days from the date of its passage, it shall be published once with the names of the members of the Board of Supervisors voting for and against the same, said publication to be made in a newspaper of general circulation published within the County of Sacramento, State of California.

On a motion by Supervisor \_\_\_\_\_, seconded by Supervisor  
\_\_\_\_\_, the foregoing ordinance was passed and adopted by the Board of  
Supervisors of the County of Sacramento, State of California, at a regular meeting thereof this  
\_\_\_\_ day of \_\_\_\_\_, 2012 \_\_\_\_\_, by the following vote, to wit:

AYES: Supervisors  
NOES: Supervisors  
ABSENT: Supervisors  
ABSTAIN: Supervisors

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CHAIRPERSON, Board of Supervisors  
County of Sacramento, California

ATTEST: \_\_\_\_\_  
CLERK OF THE  
BOARD OF SUPERVISORS

**COUNTY OF SACRAMENTO  
INTER-OFFICE CORRESPONDENCE**

March 28, 2012  
(1 Hr 15 Min)  
Board Date: TBD

TO: BOARD OF SUPERVISORS

FROM: CYNDI LEE, Secretary   
County Planning Commission

SUBJECT: **08-GPB-CZB-ZOB-00153 (NORTH HIGHLANDS / STEVENS,  
MANOFF, SINGH) - GENERAL PLAN AMENDMENT, COMMUNITY  
PLAN AMENDMENT, REZONE AND ZONING ORDINANCE  
AMENDMENT**  
(Approval by the Planning Commission is a recommendation only. Final  
Approval is by Board of Supervisors)

**SACRAMENTO COUNTY COMMUNITY PLANNING AND  
DEVELOPMENT DEPARTMENT** – located Countywide.

The County Planning Commission, meeting in regular session on March 26, 2012, voted unanimously to recommend approval of the following requests:

**GENERAL PLAN AMENDMENT**

Recommended approval of a General Plan Amendment by Resolution No. **2012-COPC-0004** to change the General Plan designation from Agricultural Residential (36.18 acres), Commercial Offices (285.70 acres), Industrial Intensive (310.57 acres), Low Density Residential (68.30 acres), Medium Density Residential (11.28 acres), Recreation (8.74 acres) with a Mixed Use Corridor overlay to Neighborhood Transit Oriented Development with a Mixed Use Corridor overlay (Exhibit “1” and “2”), subject to the findings recommended by staff including amendments in addendum 1 and further amended by the Commission.

Recommended approval of a General Plan Amendment to change the General Plan Transportation Plan to add the “Smart Growth Street” designation for Watt Avenue from I-80 north to U Street, subject to the findings recommended by staff including amendments in addendum 1 and further amended by the Commission.

NORTH WATT AVENUE CORRIDOR PLAN  
08-GPB-CZB-ZOB-00153  
COUNTYWIDE

## COMMUNITY PLAN AMENDMENT AND REZONE

Recommended approval of a Community Plan Amendment and Corresponding Rezone to Special Planning Area from Auto Commercial (AC) (9.03 acres), Business and Professional (BP) (6.84 acres), General Commercial (GC) (145.47 acres), Highway Travel Commercial (TC) (14.60 acres), Limited Commercial (LC) (59.96 acres), Shopping Center (SC) (53.19 acres), Recreation (O) (7.24 acres), Agricultural-Residential (AR-1) (0.10 acres), Residential Density 2 (RD-2) (32.80 acres), Residential Density 5 (RD-5) (5.43 acres), Residential Density 10 (RD-10) (0.16 acres), Residential Density 20 (RD-20) (9.27 acres), Residential Density 30 (RD-30) (5.37 acres), Mobilehome Subdivision (RM-1) (1.41 acres), Light Industrial (M-1) (293.68 acres), Office Park (MP) (25.14 acres), Special Planning Area (SPA) (55.24 acres), and Neighborhood Preservation Area (NPA) (0.28 acres), on approximately 722.29 acres (Exhibit 3 and 4), subject to the findings recommended by staff including amendments in addendum 1 and further amended by the Commission.

## ZONING ORDINANCE AMENDMENT

Recommended approval of a Zoning Ordinance Amendment to create the North Watt Ave Special Planning Area, subject to the findings recommended by staff including amendments in addendum 1 and further amended by the Commission.

The County Planning Commission further recommended the following:

- a. Removal of property located at 3501 Q Street from the project boundaries.
- b. A Use Permit requirement for all primary auto service stations, and
- c. Include a bicycle crossing between Winona Way and McClellan Business Park, consistent with the adopted Bicycle Master Plan.

The County Planning Commission closed the public comment period, determined the Draft Environmental Impact Report was appropriate, and directed staff to respond to comments and prepare the Final Environmental Impact Report. The Commission also, recommended approval of the Air Quality Mitigation Plan and recommended adoption of the Mitigation Monitoring and Reporting Program.

CL:kr

Cc: In-house  
Planning Division

Control Nos.:PLNP2008-00153

**RESOLUTION NO. 2012-COPC-0004**

**RESOLUTION OF THE COUNTY PLANNING COMMISSION  
RECOMMENDING APPROVAL OF A GENERAL PLAN AMENDMENT TO THE  
BOARD OF SUPERVISORS OF SACRAMENTO COUNTY**

WHEREAS, the County Planning Commission, after proper notice, conducted public hearings relating to an amendment to the County General Plan; and

WHEREAS, after public input and due deliberation, the County Planning Commission has determined that said General Plan Amendment is appropriate and desirable;

NOW, THEREFORE, BE IT RESOLVED that the County Planning Commission of the County of Sacramento does hereby recommend approval of an amendment to the County General Plan, as amended, to include the following:

Exhibits "1" and "2" amends the General Plan Land Use Diagram to change the General Plan designation for properties located in the North Watt Avenue Corridor Plan area from Agricultural Residential (36.18 acres), Commercial Offices (285.70 acres), Industrial Intensive (310.57 acres), Low Density Residential (68.30 acres), Medium Density Residential (11.28 acres), Recreation (8.74 acres) with a Mixed Use Corridor overlay to Transit Oriented Development with a Mixed Use Corridor overlay.

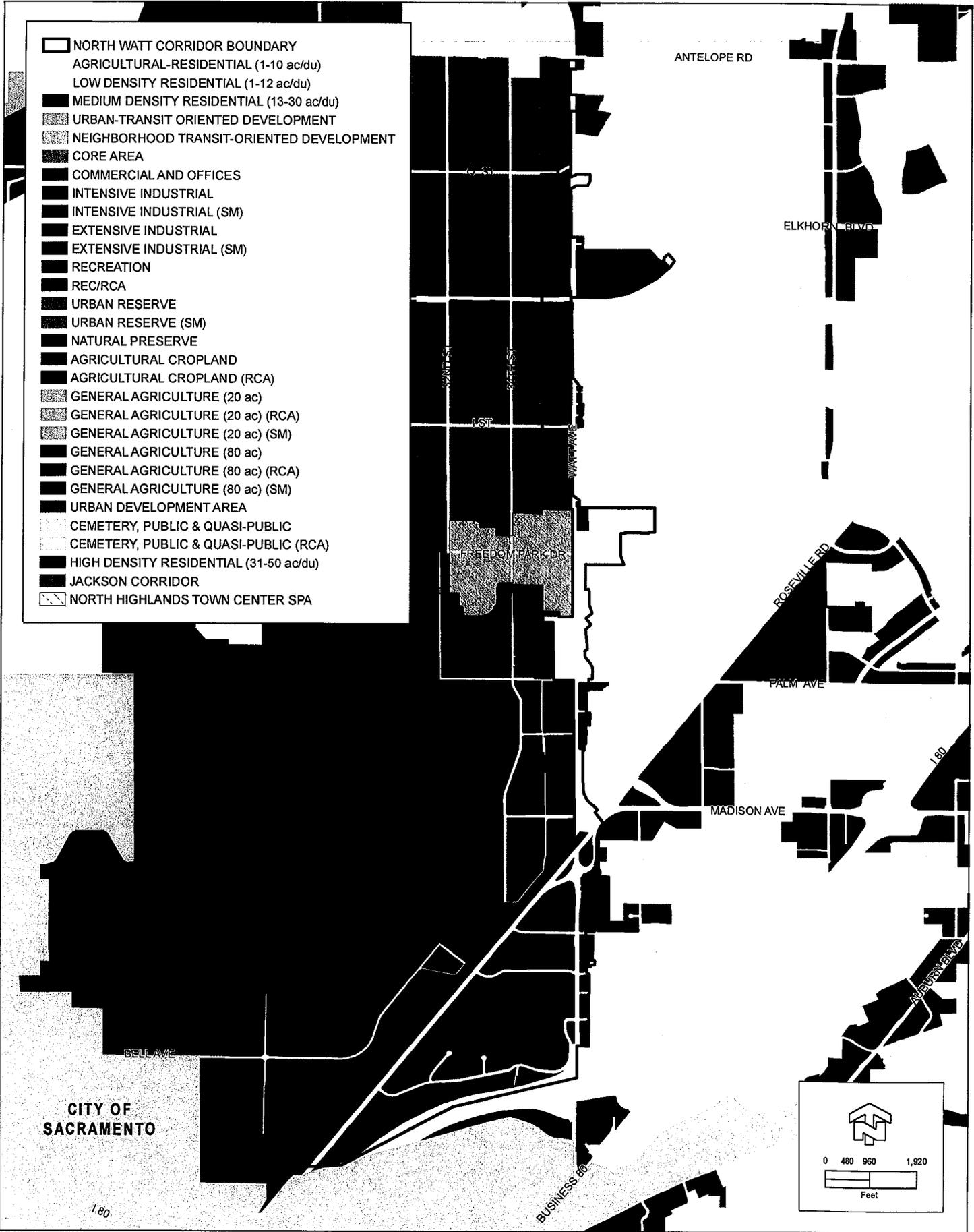
On a motion by Commissioner Guerra , Seconded by Commissioner Maxfield the foregoing resolution was passed and adopted by the County Planning Commission of the County of Sacramento, State of California, at a regular meeting thereof this 26th day of March, 2012, by the following vote, to wit:

AYES: Commissioners: Guerra, Hoshida, Maxfield, Schmidt, Laiewski  
NOES: Commissioners: None  
ABSENT: Commissioners: None  
ABSTAIN: Commissioners: None



CHAIRMAN OF THE  
COUNTY PLANNING COMMISSION  
OF THE COUNTY OF SACRAMENTO,  
STATE OF CALIFORNIA

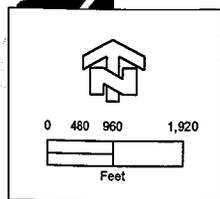
ATTEST:   
SECRETARY TO THE  
COUNTY PLANNING COMMISSION



- NORTH WATT CORRIDOR BOUNDARY
- AGRICULTURAL-RESIDENTIAL (1-10 ac/du)
- LOW DENSITY RESIDENTIAL (1-12 ac/du)
- MEDIUM DENSITY RESIDENTIAL (13-30 ac/du)
- URBAN-TRANSIT ORIENTED DEVELOPMENT
- NEIGHBORHOOD TRANSIT-ORIENTED DEVELOPMENT
- CORE AREA
- COMMERCIAL AND OFFICES
- INTENSIVE INDUSTRIAL
- INTENSIVE INDUSTRIAL (SM)
- EXTENSIVE INDUSTRIAL
- EXTENSIVE INDUSTRIAL (SM)
- RECREATION
- REC/RCA
- URBAN RESERVE
- URBAN RESERVE (SM)
- NATURAL PRESERVE
- AGRICULTURAL CROPLAND
- AGRICULTURAL CROPLAND (RCA)
- GENERAL AGRICULTURE (20 ac)
- GENERAL AGRICULTURE (20 ac) (RCA)
- GENERAL AGRICULTURE (20 ac) (SM)
- GENERAL AGRICULTURE (80 ac)
- GENERAL AGRICULTURE (80 ac) (RCA)
- GENERAL AGRICULTURE (80 ac) (SM)
- URBAN DEVELOPMENT AREA
- CEMETERY, PUBLIC & QUASI-PUBLIC
- CEMETERY, PUBLIC & QUASI-PUBLIC (RCA)
- HIGH DENSITY RESIDENTIAL (31-50 ac/du)
- JACKSON CORRIDOR
- NORTH HIGHLANDS TOWN CENTER SPA

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CITY OF SACRAMENTO



North Watt Avenue Corridor



**COUNTY OF SACRAMENTO  
CALIFORNIA**

**PLANNING COMMISSION REPORT**

Control No.: PLNP2008-00153  
Type: GPB-CZB-ZOB

**TO:** COUNTY PLANNING COMMISSION  
(Final Approval by Board of Supervisors)

**FROM:** COMMUNITY PLANNING AND DEVELOPMENT DEPARTMENT

**CONTACT:** *Tricia Stevens, Principal Planner, 874-2926; [stevens@sasscounty.net](mailto:stevens@sasscounty.net)  
Mark Manoff, Service Area Manager, 874-5381; [manoffm@sasscounty.net](mailto:manoffm@sasscounty.net)  
Surinder Singh, Senior Planner, 874-5462; [singhsu@sasscounty.net](mailto:singhsu@sasscounty.net)*

**PROJECT DESCRIPTION**

PLNP2008-00153. North Watt Avenue Corridor Plan. Request for General Plan Amendment, Community Plan Amendment, Rezone and Zoning Ordinance Amendment to adopt the North Watt Avenue Corridor via a Special Planning Area ordinance, which will provide policy framework to guide future revitalization activities along the Watt Avenue corridor, in the North Highlands community. Applicant: Sacramento County Community Planning and Development Department; APN: Countywide; Environmental Document: Draft Environmental Impact Report. District 1: Phil Serna; District 3: Susan Peters; District 4: Roberta MacGlashan

**APPLICANT:**

Sacramento County Community Planning and Development Department  
Planning Division  
827 7<sup>th</sup> Street, Room 230  
Sacramento, CA 95814

**NORTH WATT AVENUE CORRIDOR PLAN**  
PLNP2008-GPB-CZB-ZOB-00153

- DETAILED REQUEST:**
1. A **General Plan Amendment** to change the General Plan designation from Agricultural Residential (36.18 acres), Commercial Offices (285.70 acres), Industrial Intensive (310.57 acres), Low Density Residential (68.30 acres), Medium Density Residential (11.28 acres), Recreation (8.74 acres) with a Mixed Use Corridor overlay to Transit Oriented Development with a Mixed Use Corridor overlay.
  2. A **General Plan Amendment** to change the General Plan Transportation Plan to add the “Smart Growth Street” designation for Watt Avenue from I-80 north to U Street.
  3. A **Community Plan Amendment** and **Corresponding Rezone** to Special Planning Area from Auto Commercial (AC) (9.03 acres), Business and Professional (BP) (6.84 acres), General Commercial (GC) (145.47 acres), Highway Travel Commercial (TC) (14.60 acres), Limited Commercial (LC) (59.96 acres), Shopping Center (SC) (53.19 acres), Recreation (O) (7.24 acres), Agricultural-Residential (AR-1) (0.10 acres), Residential Density 2 (RD-2) (32.80 acres), Residential Density 5 (RD-5) (5.43 acres), Residential Density 10 (RD-10) (0.16 acres), Residential Density 20 (RD-20) (9.27 acres), Residential Density 30 (RD-30) (5.37 acres), Mobilehome Subdivision (RM-1) (1.41 acres), Light Industrial (M-1) (293.68 acres), Office Park (MP) (25.14 acres), Special Planning Area (SPA) (55.24 acres), and Neighborhood Preservation Area (NPA) (0.28 acres), on approximately 722.29 acres.
  4. A **Zoning Ordinance Amendment** to create the North Watt Ave Special Planning Area.

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**Overview:**

As part of an overarching countywide program aimed at implementing the General Plan, the North Watt Avenue Corridor Plan (NWACP) was initiated to provide for a comprehensive planning strategy promoting high-quality infill growth, transportation choices, and infrastructure improvements for the North Watt corridor area. The NWACP establishes a policy framework to guide the transition of the North Watt corridor area from an auto-oriented commercial district serving a former military base to a series of urban villages integrated within the North Highlands community. The Plan also provides for a cohesive and coordinating strategy aimed at attracting both public and private investments to the area. The NWACP includes strategies to concentrate mixed uses nodes and residential development at the Elkhorn, North Highlands Town Center and Triangle District Centers. The plan also includes robust long term strategies to transform the Triangle District (strategically located adjacent to freeway 1-80, McClellan Park and the Watt Avenue light rail station) from a mostly light industrial area to Transit-Oriented Development area that combines residential, employment, shopping and services with improved transit service.

**Summary of Significant Issues:**

The NWACP has taken shape through a collaborative process between community stakeholders, residential property owners and the County entities including Planning, Neighborhood Services, Transportation and Economic Development. The NWACP effort and community outreach was led by a Steering Committee consisting of representatives from the North Highlands Vision Task Force, North Highlands Community Advisory Council, McClellan Park, Antelope Chamber of Commerce, and SAFE Credit Union. The proposed SPA has been reviewed extensively by the Steering Committee and by the community at large. The SPA has been revised throughout the process to address public comments. It is believed that there is a consensus on the part of stakeholders that the proposed SPA meets the needs of the business community and the community at large. Several area residents have contacted staff to voice their concerns regarding the potential urbanization of the West of Watt area. It is important to note that the NWACP does not master plan West of Watt. This area will be subject to a separate master planning process.

**CPAC Recommendation:**

The North Highlands-Foothill Farms Community Planning Advisory Council (CPAC) met on November 22, 2011 and recommended **APPROVAL** (6-0) of the proposed project, including all new revisions proposed to the NWACP, as shown in Attachment "A". Many questions were raised during this meeting; however, no one spoke in opposition to this Corridor Plan.

**Planning Department Recommendation:**

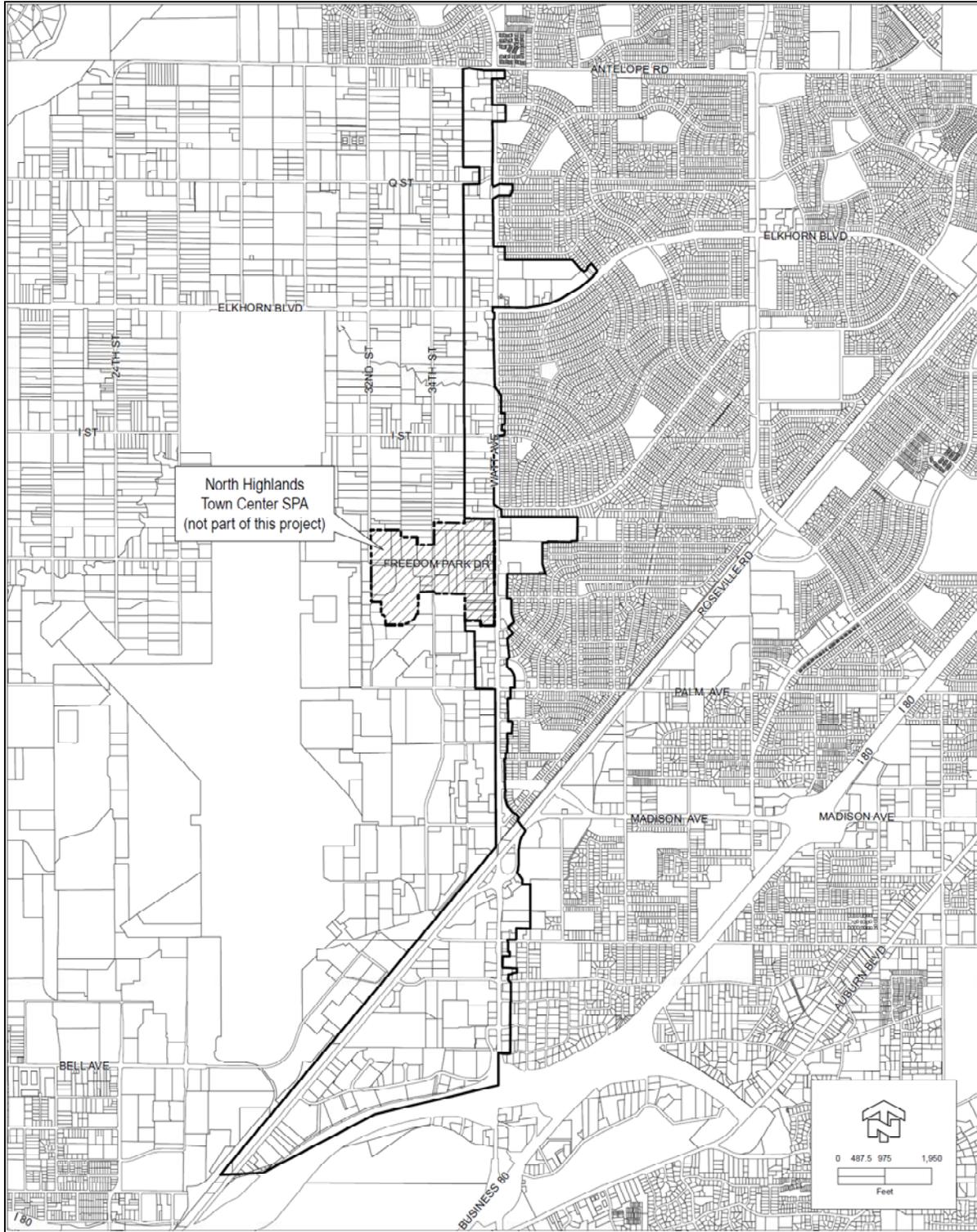
Staff is recommending **APPROVAL** of the proposed project.

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**I. LOCATION MAP**



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**II. ENVIRONMENTAL ANALYSIS**

- A. Environmental Setting: Watt Avenue is a major thoroughfare connecting Placer County with the Sacramento County communities of Vineyards, Antelope, North Highlands, Arden Arcade, and Elk Grove. The NWACP area consists of approximately 750 acres distributed along a 4-mile segment of Watt Avenue north of I-80 to Antelope Road, in the unincorporated community of North Highlands. The Corridor Plan area is bordered on the west by McClellan Business Park and the area known informally as “West of Watt.” Established single-family residential neighborhoods in the North Highlands community border the Corridor Plan area on the east.

The NWACP area can be generally characterized as an aging auto-oriented commercial corridor that was built to serve employees of the former McClellan Air Force Base. The NWACP consists of several commercial strips with buildings that are placed well back from Watt Avenue areas and large parking areas fronting the corridor. Many of the parcels within the corridor area are zoned for commercial and residential uses. The commercial and office designations include Limited Commercial (LC), Auto Commercial (AC), General Commercial (GC), Travel Commercial (TC) and Business and Professional (BP) zoning. The project area also includes a number of areas developed with single family residential (RD-5 and RD-10) and medium density residential (RD-20 and RD-30) uses.

- B. Environmental Effects and Suggested Mitigation Measures: The Draft Environmental Impact Report (DEIR) dated September 2011 identifies potential impacts associated with land use compatibility, water services, sewer services, ozone precursor and diesel particulate emissions caused by construction activities, ozone precursor and diesel particulate emissions caused by high traffic roadways and railroad, interior noise, biological resources, climate change emissions, prehistoric and historic archaeological resources and contamination sites are considered potentially significant impacts but could be reduced to a less than significant level with recommended mitigation measures. The DEIR also concludes that that impacts associated to airport safety zones, study road segments and intersections, study freeway facilities, fugitive dust, operational emissions, exterior noise, and historic architectural resources are considered significant and unavoidable.

Impacts associated with General Plan, Zoning Code, airport noise, navigable airspace, drainage and hydrology, fire and emergency services, law enforcement, solid waste, schools, park and recreation services, energy services, construction noise, formally evaluated historical resources and exposure to lead based paint and asbestos are considered less than significant.

**III. PROJECT ANALYSIS**

- A. History/Background: North Watt Avenue, similar to several other older commercial corridors in the county, reflects a historic pattern of auto-oriented design concepts rather than pedestrian oriented development. The corridor area currently consists of a

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range of shopping and services that are arranged in strip centers with good visibility to passing motorists on the street and parking located in the front. These auto oriented design concepts have limited safe and pleasant access for non-motorists such as bicyclists and pedestrians. Pedestrians crossings are now limited at signalized intersections while cyclists must contend with discontinued lanes, in some cases riding on the shoulder of the street.

The North Watt Corridor Plan was initiated in 2005 as part of overall strategy to address the revitalization of the North Watt Corridor and the North Highlands community, especially in the context of the 1995 closing of McClellan Air Force Base. The North Highlands community is intricately tied to McClellan Business Park and its success. Main components of this strategy include:

- Adoption of the McClellan Reuse Plan and Special Planning Area,
  - Adoption of the McClellan Redevelopment Area,
  - Adoption of the North Watt Avenue Beautification Master Plan and completion of major street improvements to the Avenue,
  - Adoption of the North Highlands Town Center Development Code (SPA) for the Freedom Park Drive area,
  - Development of the North Watt Corridor Plan for the entire Corridor, and
  - Future consideration of the West of Watt area (existing agricultural-residential and industrial area) as future urban growth area.
- B. Project Size and Boundaries: The North Watt Avenue Corridor is located along Watt Avenue from Interstate-80 on the south end to Antelope Road/U Street on the north end. The Corridor Plan consists of approximately 720 acres distributed along a 4-mile stretch of Watt Avenue located within the North Highlands community of the unincorporated Sacramento County. The Corridor Plan area is generally situated between the McClellan Business Park and an area informally called “West of Watt” to the west and single-family residential neighborhoods in the North Highlands community to the east.
- C. Purpose and Objectives of Corridor Plan: The NWACP program was initiated in 2005 to provide a comprehensive strategy to guide infill growth and public improvements along North Watt Avenue and throughout the Corridor Plan area within a planning horizon of 20 years. This is also an important component of the County General Plan implementation. The document has been crafted from the generous input of community residents, business representatives, and agency staff and is based on their goals and priorities. The Corridor Plan has been crafted based upon the following set of priorities that were identified by the community:
- a greater variety of housing types;
  - more efficient access to local destinations by walking, biking, transit, and driving;

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- improved aesthetics along North Watt Avenue, including updated architecture, signage, and site planning; revitalization of vacant lots and vacant or underutilized buildings;
  - incorporation of the aeronautic and agricultural history into design features (such as signage) to contribute to the visual expression of a positive community character;
  - new commercial centers, such as the North Highlands Town Center, that can better serve the community's needs for shopping, services, and entertainment, and strengthen local community by providing public gathering places; and
  - long term strategies to transform the Triangle District from a mostly light industrial area to Transit-Oriented Development area that combines residential, employment, shopping and services with improved transit service. This area is recognized as a key economic development opportunity site.
- D. North Watt Avenue Corridor Plan Planning Process: The NWACP has taken shape through a collaborative process between community stakeholders, residential property owners, Sacramento Housing and Redevelopment Agency (SHRA) and several County departments including Planning, Economic Development, Transportation and Neighborhood Services. The corridor planning effort and community outreach was led by a Steering Committee which consisted of representatives from the following entities: North Highlands Community Planning Advisory Council, North Highlands Vision Task Force, McClellan Business Park, SAFE Credit Union, Antelope Chamber of Commerce and North Highlands Park and Recreation District. Led by the Steering Committee, community outreach has consisted of the following components: stakeholder interviews, storefront workshops and community meetings.
- E. SPA Vision and Guiding Principles: The Corridor Plan is intended to guide infill growth and public improvements along North Watt Avenue and throughout the Corridor Plan area within a planning horizon of 20 years. The Corridor Plan recognizes the importance of Watt Avenue as a regional resource serving multiple jurisdictions and represents a comprehensive planning strategy promoting high-quality infill growth, transportation choices, and infrastructure improvements for the Corridor Plan area. The Corridor Plan identifies existing features suitable for preservation and enhancement, such as creek corridors traversing the area. Strategies for redevelopment of vacant and underutilized properties are suggested to increase employment and housing opportunities. The Vision Statement of the Corridor Plan states:
- The Corridor Plan is a comprehensive guide to the implementation of the community's vision for a vibrant, economically healthy corridor that enhances the quality of life in North Highlands and the greater Sacramento region.*
- The Corridor Plan seeks to achieve these goals by emphasizing the following principles:

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- Concentration of higher density/intensity mixed-use employment and residential infill development at the district centers (Elkhorn, North Highlands Town Center, and Triangle Gateway) and establishment of new residential mixed-use neighborhoods in districts outside the district centers;
  - Redevelopment of vacant and underutilized properties to promote the economic viability of the area;
  - An interconnected circulation system with multimodal transportation opportunities to support community and regional mobility and access;
  - Coordination with McClellan Business Park to encourage the continued growth of the regional employment center;
  - Preservation and enhancement of natural resources to promote long-term sustainability of the community;
  - Promotion of the area’s existing character to create a sense of place and attract regional visitation;
  - Provision of adequate infrastructure to support the proposed development; and
  - Endorsement of exemplary and sustainable urban design and construction resulting in high-quality buildings and an inviting public realm supporting a high level of pedestrian activity.
- F. North Watt Avenue Corridor Plan Project Description: The proposed NWACP project consists of a General Plan Amendment to amend the Land Use Diagram and Transportation Plan of the 2030 General Plan. The project proposes to add a “Smart Growth Street” designation for Watt Avenue from I-80 north to U Street. The project also includes a Community Plan Amendment and Rezone to change the existing zoning designations to the North Watt Avenue Special Planning Area (SPA) for approximately 722.29 gross acres of land located within the corridor plan area. Also included is a Zoning Ordinance Amendment to incorporate the NWA SPA as part of the County Zoning Code. Project boundaries are accurately depicted in the Location Map shown on page 5 of this report. Prior to the final approval of the project, the SPA document will be updated to show accurate boundaries of the plan area.
- G. Organization of the North Watt Avenue SPA: The NWA SPA is broken into six separate chapters, as described below:
1. **Introduction:** Provides an overview of the Plan’s purpose and brief description of the districts and district centers. This section includes a vision statement and guiding principles that will direct future development in the Corridor Plan area.
  2. **Land Use:** Provides a detailed description of the desired character for each district and district center. Defines proposed land use patterns and provides target densities and intensities. Identifies General Plan and zoning designations, including new mixed-use designations

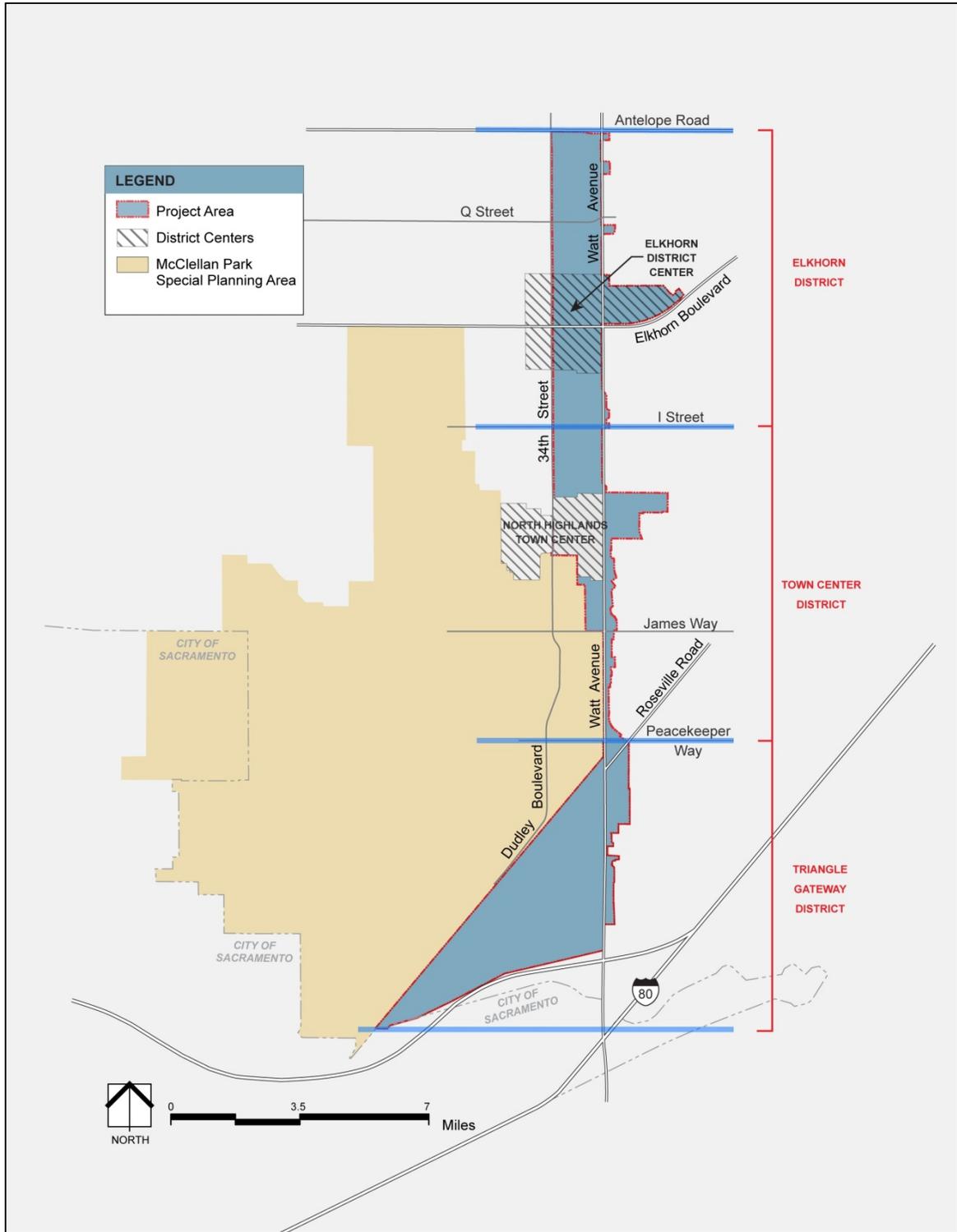
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3. **Urban Design:** This section includes text and illustrative graphics to define the standards and guidelines for infill development in the Corridor Plan area.
  4. **Circulation:** This section describes short-term and long-term alternatives for street improvements in the Corridor Plan area. Addresses auto, transit, neighborhood electric vehicle, bicycle, and pedestrian circulation and access.
  5. **Public Realm Design:** Addresses streetscape standards and improvements, landscaping and street trees, parks and open space, signage, and public art.
  6. **Infrastructure:** Addresses the sewer, water, and stormwater infrastructure improvements that will be necessary to support the proposed development.
- H. **Key Components of the North Watt Corridor Plan:** The NWA Corridor Plan has been prepared to establish a policy framework and standards in order to guide the transition of corridor from an auto-oriented commercial district serving a former military base to a series of urban villages integrated within the North Highlands community. To achieve that vision, the NWACP focuses of the following five key areas:
- Planning Area Districts and Vision
  - Land Use Plan
  - Circulation Plan
  - Land Use Tables
  - Development Standards and Design Guidelines
1. **Planning Area Districts and Vision:** The Corridor Plan area encompasses varied development patterns and land uses across a large, diverse area. For planning purposes, the Corridor Plan has been subdivided into three distinct districts (i.e., Elkhorn, Town Center, and Triangle Gateway) based on smart growth principles that promote higher residential densities and nonresidential intensities that support transit. The districts, centers and sub districts are depicted in Figure 1 on the next page. Development potential for each district is listed below.

District	Residential (Dwelling Units)	Retail (Square Feet)	Office (Square Feet)
<b>Elkhorn District:</b>			
Elkhorn District Center	945	204,750	198,230
Remainder of District	1,418	87,750	22,026
<i>SubTotal</i>	2,363	292,500	220,255
<b>NH Town Center District</b>			
NH Town Center	1,824	29,250	26,970
Remainder of District	456	263,250	107,880
<i>Subtotal</i>	2,280	292,500	134,850
<b>Triangle District</b>			
Triangle District Center	765	234,000	71,920
Remainder of District	1,785	351,000	287,680
<i>Subtotal</i>	2,550	585,000	359,600
<b>Corridor Plan Total</b>	<b>7,200</b>	<b>1,170,000</b>	<b>714,700</b>

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**Figure 1**  
**Districts and District Centers**



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- Elkhorn District and Elkhorn District Center: As shown in Figure 1, the Elkhorn District area is located between Antelope Road and I Street. The smaller Elkhorn District Center is envisioned as an employment and residential mixed-use center, with commercial/retail uses fronting onto Elkhorn Boulevard. Office and higher density residential development may be located above this commercial frontage and in the remainder of the district center. All development in the district center should be developed at sufficient densities and intensities to support local bus stops and one or more bus rapid transit stations. Areas north and south of the District Center, within the larger Elkhorn District, will be primarily residential, with some limited neighborhood-serving nonresidential uses.
- Town Center District and North Highlands Town Center: The North Highlands Town Center District is located between I street and Peacekeeper Way. Included in this district is the North Highland Town Center which is envisioned as the civic heart of the North Highlands community. As defined by the approved North Highlands Town Center Development Code, the Town Center area, located along Freedom Park Drive, will include civic, commercial/retail and residential uses. The Development Code also provides for improvements to Freedom Park Drive and upgrades to existing local streets. The area north of the North Highlands Town Center will include medium to higher density residential uses, with some limited nonresidential development, while the southern Town Center District area will include intensive development due to its proximity to major gateways into McClellan Business Park at James Way and Peacekeeper Way.
- Triangle Gateway District: Due to the area's close proximity to regional employment opportunities at McClellan Business Park and regional transit access at the Watt Avenue light rail station, the Plan envisions the Triangle Gateway District area as a Transit-Oriented Development area with a focus on regional retail and employment uses. The NWACP divides the Triangle Gateway district into three sub districts (1, 2, and 3). These sub districts provide a more fine-grained response to opportunities and constraints including the presence of the North Area Recovery Station and noise from air traffic in McClellan Business Park. Subdistrict 1, located at the northern tip, is not constrained by noise or proximity to the County's transfer station, and thus represents one of the better opportunities for residential development. Subdistrict 2 takes advantage of several vacant properties and past land assembly to create a mixed-use district with ground floor commercial/retail frontage on Watt and internal local streets. Subdistrict 3 is designed to capitalize on its proximity to I-80 and the two light rail transit stations, and includes higher intensity office uses, with residential potentially located at the southeast corner of the district.

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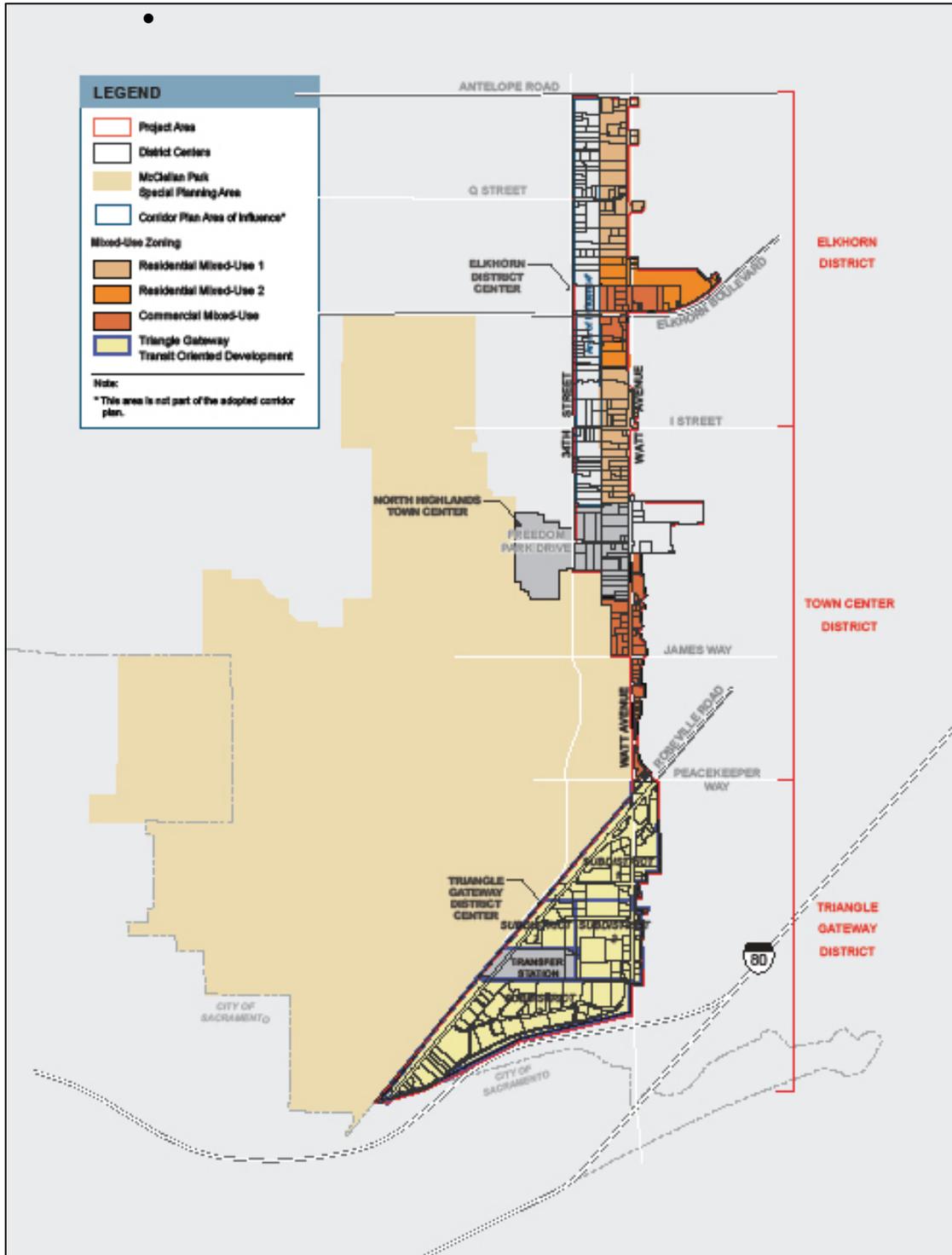
2. Land Use Plan: The NWACP will be designated as the North Watt Avenue Special Planning Area (SPA) under Title V of the Sacramento County Zoning Code. All properties with the Corridor Plan area will be rezoned to NWA SPA except for those properties located within the North Highlands Town Center SPA. These properties will be guided by the approved North Highland Town Center SPA. The NWA SPA has been prepared to complement the plans, goals, objectives of the North Highlands Town Center SPA. In addition to rezoning properties to the SPA, the NWACP also proposes another level of zoning generally consisting of more specific zoning designations for the mixed use developments to ensure orderly development within the corridor area. The four specific zoning designations include Residential Mixed-Use 1, Residential Mixed-Use 2, Commercial Mixed-Use and Transit-Oriented Development zones.

Figure 2 denotes the locations of these zones while the following section provides a summary of these specific zoning designations.

- Residential Mixed-Use 1 (RMU-1): The RMU-1 zoning designation is intended to promote the development of medium-density residential neighborhoods supported by small, neighborhood-serving service and retail nodes. Residential units may include a variety of housing types, including small-lot, single-family and duet homes; attached and detached townhouses; green court, garden, and tuck-under apartments and condominiums; and live-work units. Nonresidential uses are permitted in the RMU-1 zone, but are not required. Any nonresidential use must be located at an intersection of a collector or local street with Watt Avenue or 34th Street. Vertical or horizontal formats are permitted. If nonresidential uses are combined with residential uses in a single building, the nonresidential uses must be located on the ground floor fronting onto the street.
- Residential Mixed-Use 2 (RMU-2): The RMU-2 zoning designation is intended to promote the development of mixed-use residential neighborhoods with densities sufficient to minimize automobile dependence and support bus rapid transit. Residential units may include a variety of housing types, including attached townhouses; green court, garden, and tuck-under apartments and condominiums; and live-work units. Additional housing types are acceptable provided that they meet the development standards specified under RMU-2 zoning. RMU-2 neighborhoods will be predominantly residential, but may also include office, commercial/retail, or civic/public uses. Nonresidential uses are permitted in the RMU-2 zone, but are not required. Vertical or horizontal formats are permitted.

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Figure 2  
Proposed Zoning Exhibit

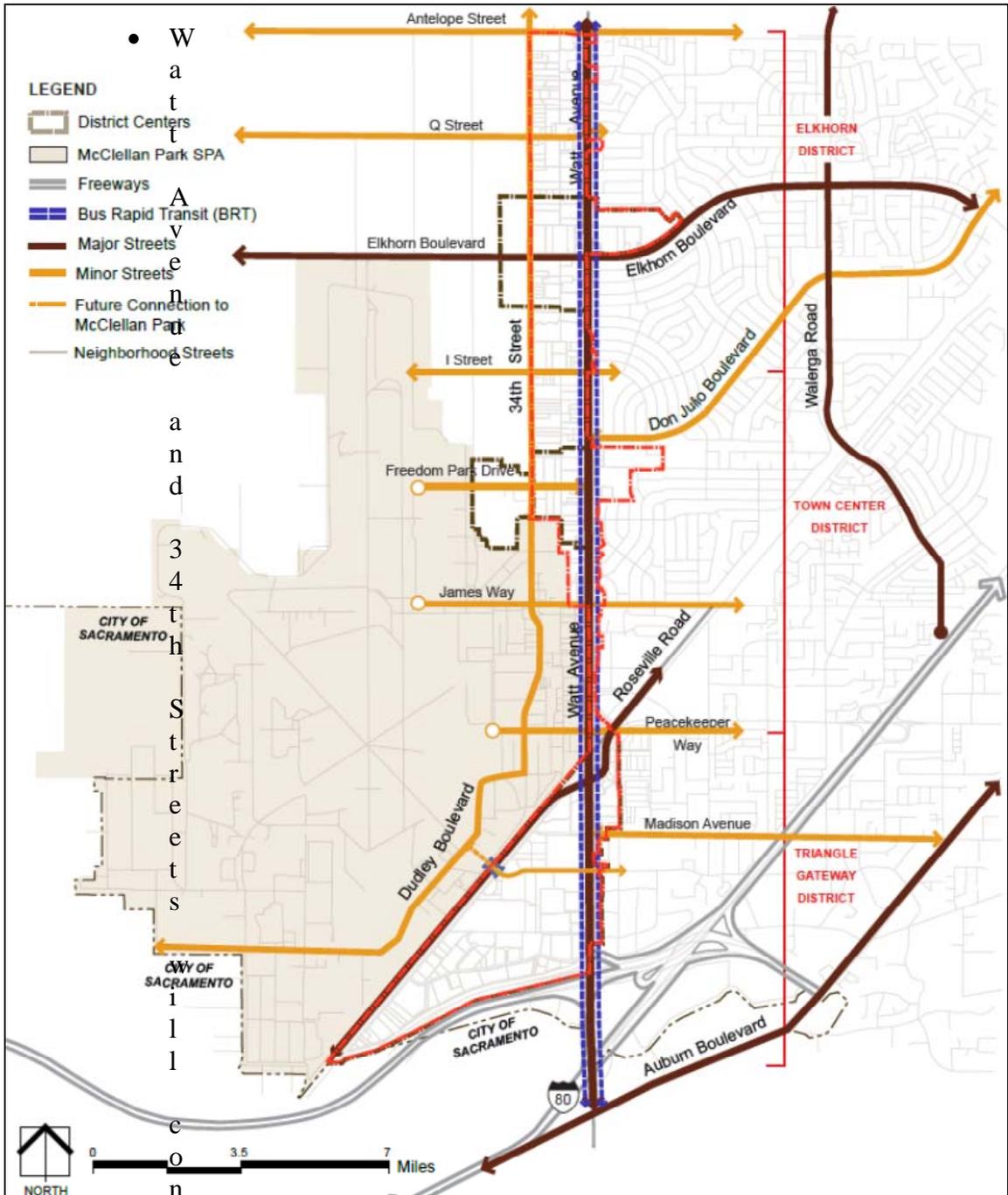


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- Commercial Mixed-Use (CMU): The CMU-2 zoning designation is intended to promote a shopping and service district concentrated along Elkhorn Boulevard. Development may be in vertical or horizontal formats, but ground floor commercial/retail or office uses are required on Elkhorn Boulevard. Residential units in the CMU zone may be constructed behind or above commercial street frontage. These units may also be “wrapped” by nonresidential uses at the ground floor level on Elkhorn Boulevard. Residential uses in the CMU zone may be located in stand-alone buildings if not adjacent to primary commercial street frontage on Elkhorn Boulevard.
  - Transit-Oriented Development (TOD): The TOD zoning designation is intended to promote higher density and intensity region-serving development near regional transit opportunities. Higher density residential uses are encouraged in Subdistrict 1 and may be green court or garden style apartments or condominiums, podium-style apartments or condominiums, or any other suitable residential model that meets the development standards of this zone. Commercial/retail, hotel, and entertainment uses are encouraged in Subdistrict 2. Office uses may be located anywhere in the TOD, but are particularly encouraged near Roseville Road or in the southern portion of the TOD near I-80.
3. Circulation Plan: The NWACP circulation framework has been devised to encompass the full range of mobility choices including local and regional bus rapid transit, automobiles, neighborhood electric vehicles, bicycles and pedestrian traffic. The plan focuses on North Watt Avenue and 34th Street, in particular, which are designed to accommodate many of the design features of “complete streets” that encourage walkability and transit use. The Circulation Plan, shown as Figure 3, identifies proposed improvements to other existing streets and the construction of new streets. The potential location and patterning of new streets are guided by the following principles:
- New streets and upgrades to existing streets should accommodate the full range of mobility options suitable to the type of street, as identified in the street sections. To accomplish this, it may be necessary for some streets to function at Level of Service F.
  - New streets should be designed as a modified grid system, with block perimeters no greater than 400 feet.
  - Existing streets should be extended, where warranted, to improve east-west connectivity through the Corridor Plan area. However, many of the streets on the west side of Watt Avenue will be local-serving only, since signalized cross-traffic should be minimized on Watt Avenue to increase efficiency.

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Figure 3  
Circulation Plan



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- Watt Avenue and 34th Streets will convey regional and local north-south traffic. New north-south streets should be designed to carry local traffic and terminate at major roads, parks, or open space corridors to discourage use as an alternative to Watt Avenue and 34th Streets.
- New streets should respect the location of existing creek corridors whenever possible. Creeks should not be undergrounded or rerouted simply to accommodate new street alignments. Where a creek or drainage corridor has been modified and does not represent a desirable alignment for the creek itself, this may be modified to enhance the sustainability of the open space corridor.

NWACP further identifies several near term transportation improvement plans for Watt Avenue and 34<sup>th</sup> Street. The four-lane section of Watt Avenue would be widened to six lanes and extended to Antelope Road. The six lanes would serve as travel lanes, with the outside lanes facilitating transit movement. The northbound and southbound lanes of Watt Avenue would be separated by a raised, landscaped median. Transit improvements would include transit signal priority and queue jumps. Pedestrian improvements include sidewalks and on-street Class II bicycle lanes to be installed along the entire length of Watt Avenue on both sides of the street. Near term roadway improvements planned for 34<sup>th</sup> Street (i.e. from Antelope Road to Peacekeeper Way) includes the installation of two paved travel lanes and Class II bicycle lanes, a landscape strip, and continuous sidewalks. The near term alternative preserves the existing right-of-way on 34th Street and creates a continuous landscape canopy along the street. Traffic calming measures would also be installed at key intersections to preserve the existing neighborhood character of the street and minimize cut-through traffic.

4. Land Use Tables: The Draft NWACP includes land use tables that list permitted and prohibitive uses for each of the following four zoning designations shown on the land use plan: Residential Mixed-Use 1, Residential Mixed-Use 2, Commercial Mixed-Use, and Transit-Oriented Development. Permitted uses are those uses that are allowed by right without the need for discretionary review by any hearing body including the County Planning Commission or Board of Supervisors. Prohibited uses are those not allowed under any condition within each of the four zoning categories.

Following the release of the Draft Corridor Plan in April 2009, staff has replaced each individual land use table, as shown in the Draft NWACP document, with an expanded single comprehensive land use table which now lists many new land uses. This new table is provided as Attachment “D”.

The revised land use table allows mixed use developments, single family residential and apartments in all districts while the following uses are prohibited for each zoning category:

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- Tattoo Parlors
- Pawn Shops
- Adult Uses
- Firearm Sales & Gunsmith
- Check Cashing
- Adult Theater & Entertainment
- Automobile Sales
- Automobile Towing
- Car Wash
- Major Auto Service and Repair

5. Development Standards and Design Guidelines: Chapter 3, Urban Design, of the NWACP, includes specific development standards and design guidelines that will promote the desired urban form and character and create a healthy community with defined districts and community destinations. The standards and guidelines have been prepared to promote the transit-supportive uses identified for the Elkhorn District Center and Triangle Gateway District and the creation of medium density mixed-use neighborhoods. The standards and guidelines have also been devised to promote the creation of local subdistricts reflecting the variety to be found in the Corridor Plan area. Chapter 3 also includes a chart for each specific district which speaks to “numeric” standards such as maximum height, setbacks, and distance from single family residential, and parking.

This chapter is supported by Chapter 5, “Public Realm Design,” for design standards and guidelines addressing the public realm, including streetscapes, landscaping, parks, open space, trails, signage, street furniture, and other improvements that will enhance the image and identity of the Corridor Plan area.

- I. Consistency with General Plan: The NWACP includes land use regulations, development densities and intensities, and design guidelines to accomplish the following key objectives: create a vibrant, mixed use village center that serves as a community amenity area for the North Watt Avenue corridor and greater North Highlands; encourage infill development that will complement and enhance the local economic base and quality of life; and, redevelop blighted and underutilized properties for productive uses.

The NWACP is an important component of implementing the County’s General Plan which places a greater emphasis on community design and the revitalization of the county’s underutilized commercial corridors as mixed use streets. The project meets the intent of General Plan Policy LU-11 which indicates that *“It is the intent of the County to comprehensively plan for the revitalization of the targeted commercial corridors and invest the resources necessary to achieve the following: stimulate private investment; encourage development of vacant and underutilized parcels; support reuse and/or rehabilitation of abandoned or blighted buildings; encourage rezoning of excess industrial and commercial lands to allow for medium and high*

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*density residential or mixed use projects, and; avoid non transit supportive uses, such as industrial uses, low density residential, and uses that would necessitate large parking lots fronting on the street.”*

Additionally, the NWACP has been initiated to implement several key planning and growth management strategies of the General Plan relating to the establishment of mixed use centers and infrastructure re-investment. The overall approach of the corridor planning program seeks to implement the following General Plan policies:

*LU-89. Support planning for and development of mixed use centers and urban villages along commercial corridors to improve quality of life by creating diverse neighborhood gathering places, supporting enhanced transit service and non-automotive travel, stimulating local economic development, eliminating blight and balancing land uses.*

*LU-90. Focus investment of County resources in commercial corridors to facilitate improvements to streetscapes, sidewalks, landscaping, undergrounding of utilities, and other infrastructure and public amenities to encourage and stimulate private investment.*

The character of the NWACP complies with General Plan Policy LU-20 which specifies “*Planning processes for existing communities, commercial corridors and new growth areas shall provide for distinct and identifying physical elements, which may include: gateways, signage, public art, common site or street layout, shared design qualities of buildings or infrastructure, or prominent landmarks or destinations*”. The NWACP is consistent with the Policy LU-23 “*Providing compact, mixed use developments shall be an integral part of all master planning efforts for new growth areas and commercial corridors*”. The SPA includes robust policies and design guidelines that support the development of these nodes as “community focal areas” and to create a sense of place for the community.

Many of the planning principles cited in smart street policies of the General Plan, including pleasant walking environments, streetscape features, and direct and multiple linkages for walking and biking have been incorporated into the design of the NWACP. An Air Quality Mitigation Plan has been prepared for the project which requires the implementation of Plan-wide and project-specific emission reduction measures to achieve a of 15.75 percent reduction in operational and areas source emissions, consistent with General Plan Policy AQ-4. The Air Quality Plan is provided as Attachment “C”.

This table on the next page of this report shows significant policies in the General Plan that are relevant to this project. The second column is a brief response as to whether or not the project is consistent with General Plan policies.

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**General Plan Consistency  
Land Use Policies**

<b>Key Policy</b>	<b>Consistency</b>
<b>LAND USE ELEMENT:</b>	
LU-3 It is the intent of the County to focus investment of public resources on revitalization efforts within existing communities, especially within commercial corridors, while also allowing planning and development to occur within strategic new growth areas.	Yes
LU-4 The County shall give priority to residential development on vacant or underutilized sites within existing urban areas which have infrastructure capacity available.	Yes
LU-6 Provide for the development of vacant or underutilized portions of commercial projects and industrial-office parks with medium or high-density residential uses or mixed-use development where appropriate, such as near existing or planned transit service.	Yes
LU-7 Provide for additional mixed use development in commercial parking areas where such uses would be compatible with surrounding uses and where parking demand can be appropriately accommodated or structured parking can be constructed.	Yes
LU-11 It is the intent of the County to comprehensively plan for the revitalization of the targeted commercial corridors and invest the resources necessary to achieve the following: stimulate private investment; encourage development of vacant and underutilized parcels; support reuse and/or rehabilitation of abandoned or blighted buildings; encourage rezoning of excess industrial and commercial lands to allow for medium and high density residential or mixed use projects, and; avoid non transit supportive uses, such as industrial uses, low density residential, and uses that would necessitate large parking lots fronting on the street.	Yes
LU-16 Apply the “Community Design Guidelines” and design review authority to all long-range planning efforts, including but not limited to Specific Plans, Comprehensive Plans, Community Plans, and Commercial Corridor Plans.	Yes
LU-17 Support implementation of the design review program on a project-by-project basis to ensure that all development applications positively contribute to the immediate neighborhood and surrounding community.	Yes
LU-18 Encourage development that compliments the aesthetic style and character of existing development nearby to help build a cohesive identity for the area.	Yes
LU-19 Incompatible urban land uses should be buffered from one another by methods that retain community character, and do not consume large land areas or create pedestrian barriers.	Yes
LU-20 Planning processes for existing communities, commercial corridors and new growth areas shall provide for distinct and identifying physical elements, which may include: gateways, signage, public art, common site or street layout, shared design qualities of buildings or infrastructure, or prominent landmarks or destinations.	Yes
LU-21 Promote a better balance of employment, neighborhood services, and different housing types by reviewing development projects and the surrounding community and designing new projects wherever feasible so that they maintain or improve the mix of uses in the community.	Yes
LU-23 Providing compact, mixed use developments shall be an integral part of all master planning efforts for new growth areas and commercial corridors.	Yes
LU-24 Support private development requests that propose pedestrian and transit-friendly mixed use projects in commercial corridors, town centers, and near existing or proposed transit stops.	Yes

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<b>Key Policy</b>	<b>Consistency</b>
LU-27 Provide safe, interesting and convenient environments for pedestrians and bicyclists, including inviting and adequately-lit streetscapes, networks of trails, paths and parks and open spaces located near residences, to encourage regular exercise and reduce vehicular emissions.	Yes
LU-37 Provide and support development of pedestrian and bicycle connections between transit stations and nearby residential, commercial, employment or civic uses by eliminating physical barriers and providing linking facilities, such as pedestrian overcrossings, trails, wide sidewalks and safe street crossings.	Yes
LU-39 Support implementation of the ADA Transitional Plan and the Pedestrian Master Plan to create a network of safe, accessible and appealing pedestrian facilities and environments.	Yes
LU-43 Parking areas shall be designed to: minimize land consumption, provide pleasant and safe pedestrian and bicycle movement, facilitate shared parking, allow for the possible reuse of surface parking lots through redevelopment; and, minimize parking lot street frontage.	Yes
LU-48. Discourage the establishment and build-out of linear, strip pattern, commercial centers.	Yes
LU-89 Support planning for and development of mixed-use centers and urban villages along commercial corridors to improve quality of life by creating diverse neighborhood gathering places, supporting enhanced transit service and non-automotive travel, stimulating local economic development, eliminating blight and balancing land uses.	Yes
LU-90 Focus investment of County resources in commercial corridors to facilitate improvements to streetscapes, sidewalks, landscaping, undergrounding of utilities, and other infrastructure and public amenities to encourage and stimulate private investment.	Yes
LU-91 Support district planning efforts that focus on specific areas in need of reinvestment and revitalization	Yes
LU-92 Support development of a bus rapid transit system and light rail expansion by encouraging appropriate land uses and densities along planned routes	Yes

**General Plan Consistency**  
**Circulation, Air Quality and Housing Element Policies**

<b>Key Policy</b>	<b>Consistency</b>
<b>CIRCULATION ELEMENT:</b>	
CI-1 Provide complete streets to provide safe and efficient access to a diversity of travel modes for all urban, suburban and rural land uses within Sacramento County except within certain established neighborhoods where particular amenities (such as sidewalks) are not desired. Within rural areas of the County, a complete street may be accommodated through roadway shoulders of sufficient width or other means to accommodate all modes of travel.	Yes
CI-3 Travel modes shall be interconnected to form an integrated, coordinated and balanced multi-modal transportation system, planned and developed consistent with the land uses to be served	Yes
CI-4 Provide multiple transportation choices to link housing, recreational, employment, commercial, educational, and social services.	Yes
CI-20 Promote transit services in appropriate commercial corridors and where population and employment densities are sufficient or could be increased to support those transit services	Yes

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<b>Key Policy</b>	<b>Consistency</b>
CI-32 Develop a comprehensive, safe, convenient and accessible bicycle and pedestrian system that serves and connects the County's employment, commercial, recreational, educational, social services, housing and other transportation modes.	Yes
CI-69 Incorporate public art into streetscape improvements to the extent feasible	Yes
CI-70 Smart Growth Streets shall incorporate features such as shade trees and plantings, well designed benches and other street furniture, trash receptacles, news racks, outdoor dining experiences, entertainment, public art, pedestrian scaled lighting fixtures, wayfinding signage, bicycle racks and other amenities as appropriate	Yes
CI-74 Evaluation of Smart Growth Street corridors and development within those corridors shall utilize multi-modal level of service standards, including pedestrian, bicycle, and transit modes of travel in addition to motor vehicle travel, to support and encourage overall mobility through improvement to all modes of travel.	Yes
CI-76 Smart Growth Street planning efforts shall develop a comprehensive strategy to reduce both the total amount of parking and total surface area dedicated to parking facilities. In general, reduced parking requirements and innovative parking solutions such as, shared parking, structured parking, parking maximums rather than minimums, on street parking, performance parking pricing, parking benefit districts and other innovative parking solutions will be strongly encouraged wherever feasible, while large surface parking lots will be strongly discouraged	Yes
CI-77 Planning processes for Smart Growth Street corridors shall consider road diets, pedestrian and bicycle enhancements, traffic calming measures and other feasible measures to create a corridor that equitably accommodates all users and modes of travel	Yes
CI-78 Establish connectivity standards to implement within Smart Growth Street corridors, to ensure safe, pleasant and direct travel between destinations for all users	Yes
<b>AIR QUALITY ELEMENT:</b>	
AQ-1 New development shall be designed to promote pedestrian/bicycle access and circulation to encourage community residents to use alternative modes of transportation to conserve air quality and minimize direct and indirect emission of air contaminants	Yes
AQ-4 Developments which meet or exceed thresholds of significance for ozone precursor pollutants as adopted by the Sacramento Metropolitan Air Quality Management District (SMAQMD), shall be deemed to have a significant environmental impact. An Air Quality Mitigation Plan shall be submitted to the County of Sacramento prior to project approval, subject to review and recommendation as to technical adequacy by the Sacramento Metropolitan Air Quality Management District	Yes
AQ-8 Promote mixed-use development and provide for increased development intensity along existing and proposed transit corridors to reduce the length and frequency of vehicle trips	Yes
AQ-20 Promote Cool Community strategies to cool the urban heat island, reduce energy use and ozone formation, and maximize air quality benefits by encouraging four main strategies including, but not limited to: plant trees, selective use of vegetation for landscaping, install cool roofing, and install cool pavements	Yes
<b>HOUSING ELEMENT:</b>	
HE-3 Utilize appropriate surplus federal, state, and County land within Sacramento County for affordable housing development.	Yes

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Key Policy	Consistency
HE-4 Support development proposals that seek to locate new market rate multi-family uses at strategic locations along transportation corridors and at transit stops and stations, or at other strategically located reuse and underdeveloped sites.	Yes
HE-5 Promote and facilitate the build-out of vacant and underutilized urban land through infill, reuse, and redevelopment activities, as appropriate, for housing including: 1. Support for a variety of housing types on vacant sites suitable for urban infill, in both residential only and mixed-use developments; and 2. Reuse of older commercial and retail properties, industrial and business office parks, and access surface parking areas of regional malls, to allow additional residential development within the existing urban area.	Yes

J. Summary of Project Related Issues: During the preparation of the NWACP, a number of issues relating to the corridor area were raised by area residents and business owners. Following is a summary of the main issues including a summary of how staff has addressed each issue. Staff believes these issues have been satisfactorily resolved. The NWACP has been revised to address many of these outstanding issues.

1. West of Watt Area: The 2030 General Plan designates the “West of Watt” area, located west of the NWACP area and north of McClellan Business Park, as new growth area thereby recognizing the area’s significant growth potential. The area consists of a large amount of Agricultural-Residential zoned land that was previously not recommended for urbanization due to conflicts with noise contours associated with the former McClellan Air Force Base. The decommissioning of this base has resulted in the shrinking of the noise contours thus allowing for future urban uses to be considered under the 2030 General Plan. The General Plan further designates the West of Watt Area as an Urban Development Area so that the area can be planned in a comprehensive manner instead of a piece meal approach.

During the preparation of the NWACP, staff received written and oral testimony from many West of Watt area residents expressing their concern regarding the preservation of their semi-rural lifestyle and atmosphere. Many of the residents chose to participate in the NWACP planning process in order to voice their opposition to any plans to urbanize the West of Watt area. West of Watt property owners also raised objections regarding the potential widening of 34<sup>th</sup> Street.

It is important to note that the NWACP does not master plan West of Watt. This area will be subject to a separate master planning process. The NWACP does not designate 34<sup>th</sup> Street for any widening and only includes a very conceptual discussion on future urban uses. These issues will be discussed in depth as part of a future separate planning process which will look at long term opportunities in the area given the reduced impacts from aircraft noise at McClellan Field.

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2. Non-Conforming Uses: New text has been included in the NWACP document to clarify the status of non-conforming uses and buildings as a result of the implementation of the new NWACP SPA ordinance. Modeled after a similar approach that was approved for several other corridor plans, the revised NWACP now includes the following new section and text:

***Non-Conforming Uses:***

- *Non-conforming use in an existing building (i.e., a use/business previously permitted by right requires a conditional use permit or is prohibited in Corridor Plan):* *The use/business can continue to operate indefinitely, or the same type of use/business may reoccupy the premises, as long as the vacancy period does not exceed 12 months for properties located in the Main Street District. Extensions of the vacancy period may be approved by the Planning Commission*
- *Remodel of a non-conforming building (includes major and minor remodels):* *A building non-conforming as to setbacks, height and other development and design standards may remodel as long as any expansion or improvements conform to the development and design standards in the Plan. Note: in most cases, the Corridor Plan provides for more flexibility in Development Standards and few buildings become non-conforming under the Plan.*
- *Demolition of a non-conforming building:* *New construction on vacant or demolished sites shall conform to the development and design standards in the Corridor Plan, per the Project Review process described in this section.*

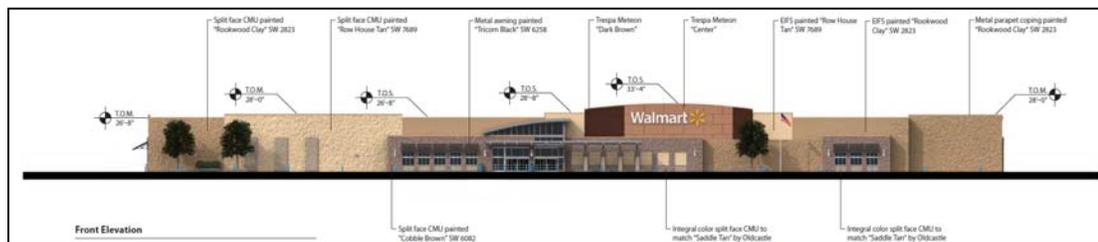
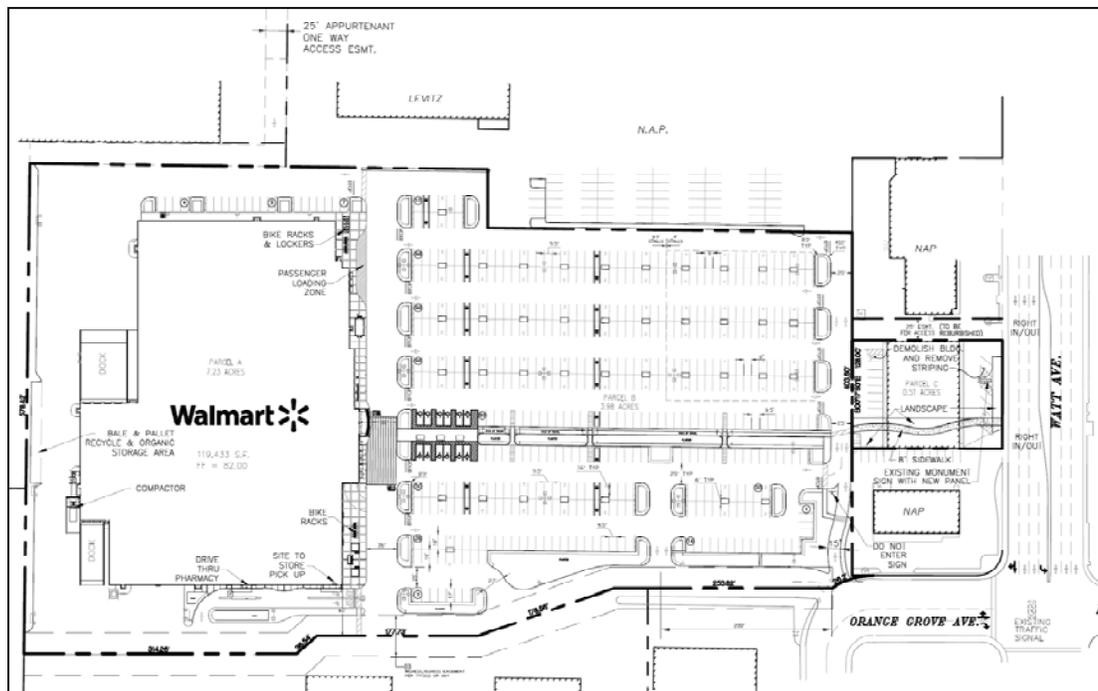
3. Land Use Plan Designation: Flexibility v. Mandatory: Concerns have also been expressed about the implementation of the NWACP Land Use Plan Map and whether the designations on this Map are mandatory or permissive. In order to resolve this conflict, staff added the following new text to clarify and emphasize the permissive and flexible nature of the plan.

*The Residential Mixed-Use 1 (RMU-1), Residential Mixed-Use 2 (RMU-2), Commercial Mixed-Use (CMU) and Transit Oriented Development (TOD) designations on the Land Use map are conceptual and reflect the overall objective of increasing the flexibility of uses. The North Watt Avenue Corridor Plan does not require or mandate a particular land use. For example, the RMU-2 (orange) area does not mandate that a residential component be included in all new developments, but provides the flexibility to include residential development in areas that it was previously not allowed. All future uses within each land use zones shall be guided by the Land Use Tables.*

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4. Pending Revitalization Plans for Triangle Districts: Planning staff is currently processing an application that proposes to construct a major retail store within the Triangle District of the North Watt corridor area. The project represents a significant effort to revitalize an underutilized area within the Triangle District. The proposed project is for a new Walmart store with a building area of approximately 120,000 square feet of retail space. The entire site encompasses 11.71 acres and will include an updated parking and landscaping area. The proposed site plan and design plans are presented on the next page.

**Proposed Walmart Site Plan & Elevation**



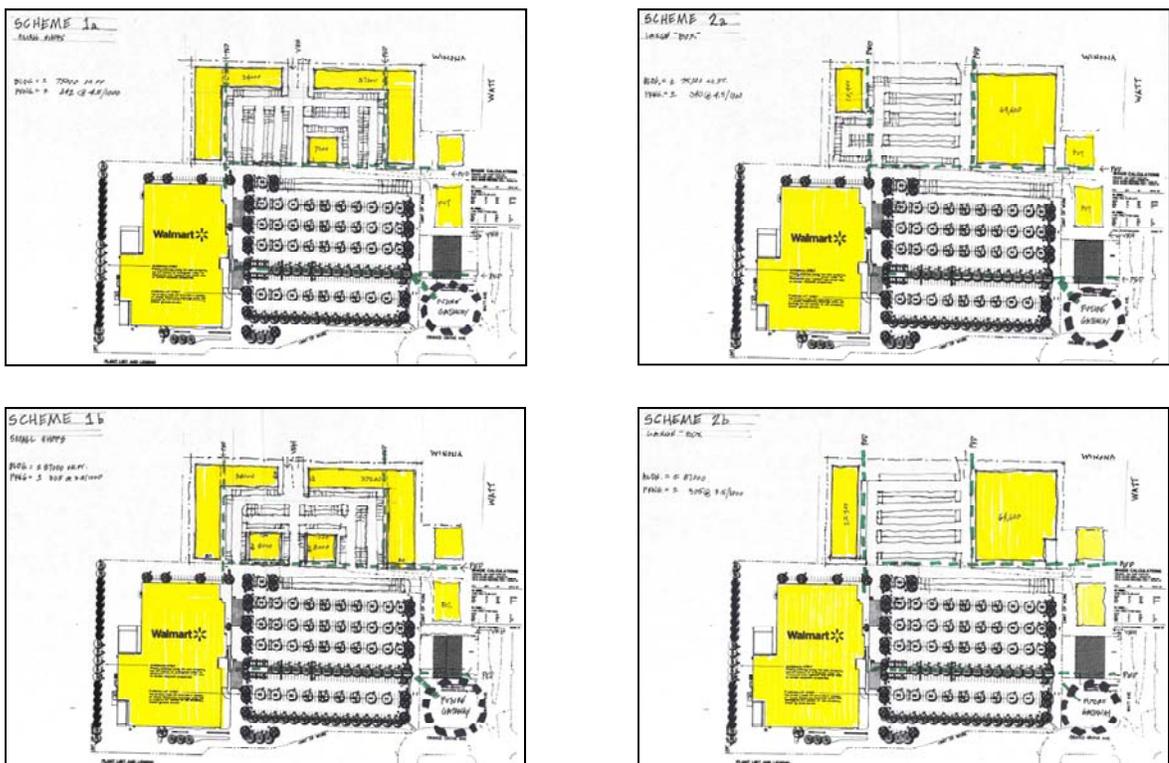
The Walmart project has been designed to meet many of the design concepts and objectives of the NWACP, including those that promote quality design and aesthetically pleasing projects. The proposal can serve as a catalyst in incorporating the principles and concepts of the corridor plan toward creating an

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“urban village” for the Triangle Gateway District – Subdistrict 2. When constructed, the Walmart project can spur additional private sector investment within the Triangle District area and accelerate the repositioning and competitiveness of the Watt Avenue corridor. Accelerated reinvestment in the area is also expected to benefit surrounding districts, neighborhoods, and the North Highlands community as well.

In response to the Walmart project, planning staff has also collaborated with the County Design Review Administrator to prepare several concepts plan to demonstrate the relationship of proposed Walmart project with its surrounding environment. These concepts plan offers an illustrative vision of how new uses can be designed to complement the proposed Walmart project. The concepts plans are illustrated below.

**Concepts Plan for the Triangle District**



5. North Area Recovery Station: The Department of Waste Management & Recycling (DWMR) expressed concerns regarding the potential siting of incompatible urban uses adjacent to the North Area Recovery Station, which is located within the central portion of the Triangle District. The NWACP designates a variety of urban uses around the transfer uses, including commercial, retail, office and residential uses. Future sensitive uses such as

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residential and day cares, may be subjected to odor and noise related nuisance impacts and may perceive the transfer station as an incompatible land use. The station is currently surrounded on three sides by light industrial uses, which are considered as compatible uses to the transfer station. In order to address this concern, staff has included a new 1,000 foot buffer requirement around the transfer station and included a new policy in the NWACP that would prohibit residential uses within the buffer area. The policy would also require special building design and treatment for any new retail and office uses proposed within the 1,000 foot buffer area. DWMR staff has reviewed this new requirement and is supportive of these land use restrictions. The following new section has been added to the NWACP to mitigate nuisance related issues surrounding the North Area Recovery Station:

**North Area Recovery Station Buffer Area**

*In order to protect the North Area Recovery Station (NARS) Buffer Area from potential nuisance related issues, a buffer zone area has been established measuring 1,000 feet from the recovery station parcel boundary. Residential uses are prohibited within this 1,000 feet buffer area. Retail uses are permitted only if customer entrances are strategically placed away from the recovery station facility. Office uses are permitted if building entrances and employee windows do not provide a direct view of the recovery station. Loading docks, utility infrastructure, and solid waste receptacles, can be placed within the buffer area and in proximity to NARS.*

**2.5.12 North Area Recovery Station Buffer Area Policy**

*Policy 2.12 Residential uses are prohibited within this 1,000 feet buffer of the North Area Recovery Station (NARS) property boundary, as shown in Exhibit XX. Retail uses are permitted in the 1,000 foot buffer zone area only if customer entrances are strategically placed away from the recovery station facility. Office uses are permitted in the 1,000 foot buffer area if building entrances and employee windows are placed accordingly without having a direct view of recovery station. Loading docks, utility infrastructure, and solid waste receptacles, can be placed within the buffer area and in proximity to NARS.*

6. **Revisions to the Floor Area Ratios and Density Requirements:** The NWACP includes minimum floor area ratios (FAR's) and residential densities to encourage higher intensities as properties redevelop. The Plan also includes maximum FAR's to allow for higher intensity development. For example, the NWACP recommends a 0.5 min and 1.0 max floor area ratio requirement for all properties designated as Residential Mixed Use 2 (RMU-2). The Plan includes 25-40 units per acre density requirement for all residential projects proposed within the RMU-2 area. Concerns were expressed that these minimums do not

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reflect current market realities and would be too expensive to achieve in the shorter term. A typical retail shopping center today is built at a FAR of 0.20 to 0.25. A FAR of 0.4 and above would likely necessitate structured parking. It should be noted that minimum floor area ratios has been a significant issue with other corridor plans. Minimum Floor Area Ratios were deleted from the Fulton Avenue and Florin Road plans while ratios were reduced for certain Fair Oaks Boulevard corridor districts.

In order to address this issue, staff has updated the floor area ratios and residential density requirements for the RM-2, CMU and TOD districts. The revised floor area ratios, as listed on the next page, have been crafted to comply with the density and intensity requirement of General Plan Policy LU-32. The policy also allows for deviation via the approval of a Special Development Permit. The revised floor area ratios and density requirements were presented to the general public and the North Highlands-Foothill Farms Community Planning Advisory Council (CPAC) on November 22, 2011. Staff did not receive any opposition to the proposed revisions.

**Revised Floor Area Ratios for the RM-2, CMU and TOD Districts:**

*All new projects shall comply with the following density and intensity standards, as required by General Plan Policy LU-32 (for bus rapid transit and other trunk facilities):*

- Residential:*
- Within 1/8 mile: 20 du/net acre*
  - Within 1/8-1/4 mile: 15 du/net acre*
  - Within 1/4-1/2 mile: 10 du/net acre*
- Non-Residential:*
- Within 1/8 mile: 0.65 FAR*
  - Within 1/8-1/4 mile: 0.5 FAR*
  - Within 1/4-1/2 mile: 0.4 FAR*

*When the Planning Manager of the Planning Division determines that a project does not meet the criteria set forth in the SPA, the project proponent shall make an application for a Special Development Permit subject to discretionary review by the Board of Supervisors. The Board of Supervisors shall be the appropriate hearing body to determine feasibility of consistency with the goals and objectives of the SPA. The Board may consider challenges to the proposed land use patterns defined in Chapter 2 of the North Watt Avenue Corridor Plan. The Special Development Permit will also allow consideration of deviations from the urban design standards outlined in Sections 3.2 and 3.3 of the Corridor Plan.*

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7. Process for Variation and Exceptions: Staff has included a new section in Chapter 2 of the NWACP to describe the project review process and granting of any variation or exception. The new section is also described below:

***2.6.6 Process for Variation and Exceptions (new section)***

*Chapter 2 contains Tables outlining Permitted and Restricted Uses in the Corridor Plan (SPA). Projects that are listed as permitted uses in Chapter 2 are subject to staff level (non-discretionary) development plan approval with review by the Planning Manager of the Planning Division to insure compliance with the criteria and standards set forth in the SPA, with the following exception:*

*When the Planning Manager of the Planning Division determines that a project does not meet the criteria set forth in the SPA, the project proponent shall make an application for a Special Development Permit subject to discretionary review by the Board of Supervisors. The Board of Supervisors shall be the appropriate hearing body to determine feasibility of consistency with the goals and objectives of the SPA. The Board may consider challenges to the proposed land use patterns defined in Chapter 2. The Special Development Permit will also allow consideration of deviations from the urban design standards outlined in Sections 3.2 and 3.3.*

8. Long Term Alternatives - Watt Avenue and 34<sup>th</sup> Street Circulation Improvement: The NWACP also identifies three separate alternative concept plans for the long term improvement of Watt Avenue and 34<sup>th</sup> Street. These plans are conceptual in nature and may be revised to respond to neighborhood growth trends and changing market conditions in the Corridor Plan Area. Appendix C of the NWACP, *Watt and 34<sup>th</sup> Long Term Circulation Alternatives*, discusses the three long term concepts alternatives for Watt Avenue and 34<sup>th</sup> Street. The plans may also be re-examined during the planning of West of Watt area.
9. Revised Land Use Tables: Staff has deleted the Permitted and Prohibited Uses sections of the North Watt Corridor Plan (see pages 2-45 thru 51 of the NWACP) and included a single comprehensive Land Use Table (provided as Attachment “D”) which lists all permitted, conditionally permitted and prohibited uses for the following four zoning categories proposed for the NWACP area: RMU-1, RM-2, CMU and TOD. This list includes a more extensive list of potential uses.
10. Development Cap: As described in the NWACP SPA document, the project area accounts for 7,200 potential new residential units, 1,170,000 square feet of retail, and 714,700 square feet of office. These numbers represent the maximum potential development envisioned for the entire corridor area. While individual projects can achieve the allowed intensity, the overall intensity (cap)

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cannot be exceeded. The goal is to monitor development so that the cap is not exceeded. The purpose of this cap is to provide parameters for future intensification for use in the environmental review and technical studies.

11. Traffic Impacts – Mitigation Measures, Phasing Plan and Overrides: The NWACP Draft Environment Impact Report (EIR) includes a mitigation measure (i.e., TC-1) which requires the preparation of an infrastructure phasing plan prior the approval of any development plan review or issuance of building permits for projects resulting in intensification of use or increased square footage. Staff is recommending alternative language that would waive this requirement for a period of five years from the date of the adoption of the NWACP. This alternative would allow revitalization projects to move forward without the need for additional studies or specific improvements, recognize that build out of the corridor is long term. The Director of Transportation or Community Planning and Development Department can require project specific studies for projects that have a significant effect on transportation systems. The alternative language, as provided below, was also adopted for the Fair Oaks Boulevard Corridor Plan. Staff is recommending that the following language be included in NWACP document:

*Prior to Development Plan Review or issuance of building permits for projects resulting in intensification of use or increased square footage associated with development pursuant to the North Watt Avenue Corridor Plan, the Sacramento County Municipal Services Agency (MSA) shall prepare, or facilitate the preparation of, a phasing plan that identifies thresholds of development for when necessary improvements are required. The phasing plan shall also identify a mechanism to track when thresholds are met so infrastructure improvements are constructed when needed.*

***The Phasing Plan or project specific analyses shall not be required for a period of five years from the date of adoption of the North Watt Avenue Corridor Plan. The purpose of this five year period is to allow for revitalization projects that support the project objectives to proceed without the need for additional studies or specific improvements, recognizing that build out of the Corridor is long-term over a 30 plus year timeframe. The Directors of Transportation and Community Planning and Development Department shall have the authority to require project specific studies for project that have a significant effect on transportation systems (new addition).***

*If private applicants/developers wish to proceed with development ahead of MSA's phasing plan, project specific analyses (i.e. sewer study, water study, traffic study) will be required to ensure that the existing infrastructure can accommodate the proposed development.*

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*Infrastructure improvements that are needed to accommodate proposed development shall be constructed prior to issuing building permits.*

The NWACP DEIR identifies several traffic related roadway measures that may be overridden since funding sources for the proposed improvements are identified in the Sacramento County Transportation Development Fee Program. Additional information pertaining to these overrides will be provided via a separate addendum.

**IV. STAFF RECOMMENDATIONS**

Staff recommends approval of all the requests in this application. The North Watt Avenue Corridor Plan (NWACP) is part of an overarching county wide program designed to provide for a comprehensive planning strategy promoting high-quality infill growth, transportation choices, and infrastructure improvements for the North Watt corridor area and the North Highlands community in general. This NWACP is also an important component of the County's General Plan implementation. The NWACP builds upon and supplements several of the following plans already approved on behalf of the North Highlands community: North Watt Beautification Master Plan, North Highlands Town Center Development Code, the North Highlands Community and Economic Development Strategy, and the McClellan/Watt Redevelopment Plan. The document has been crafted from the generous input of community residents, business representatives, and agency staff and is based on their goals and priorities. The Corridor Plan has been crafted based upon the following set of priorities that were identified by the community:

- a greater variety of housing types;
- more efficient access to local destinations by walking, biking, transit, and driving;
- improved aesthetics along North Watt Avenue, including updated architecture, signage, and site planning; revitalization of vacant lots and vacant or underutilized buildings;
- incorporation of the aeronautic and agricultural history into design features (such as signage) to contribute to the visual expression of a positive community character; and
- new commercial centers, such as the North Highlands Town Center, that can better serve the community's needs for shopping, services, and entertainment, and strengthen local community by providing public gathering places.

The plan also includes robust long term strategies to transform the Triangle District - strategically located adjacent to freeway 1-80, McClellan Park and the Watt Avenue light rail station - from a mostly light industrial area to Transit-Oriented Development area that combines residential, employment, shopping and services with improved transit service.

Planning Division is currently processing an application that proposes to construct a 120,000 square foot Walmart store within the Triangle District of the North Watt corridor area. The project represents a first significant step towards the implementation of the

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NWACP. The Walmart project has been designed to meet many of the design concepts and objectives of the NWACP, including those that promote quality design and aesthetically pleasing projects. The proposal can serve as a catalyst in incorporating the principles and concepts of the corridor plan toward creating an “urban village” for the Triangle Gateway District – Subdistrict 2. When constructed, the Walmart project can spur additional private sector investment within the Triangle District area and accelerate the repositioning and competitiveness of the Watt Avenue corridor. Accelerated reinvestment in the area is also expected to benefit surrounding districts, neighborhoods, and the North Highlands community as well.

The NWACP has been revised throughout the process to address public comments. It is believed that there is a consensus on the part of stakeholders that the proposed SPA meets the needs of the business community and the community at large. The North Highlands-Foothill Farms Community Planning Advisory Council (CPAC) met on November 22, 2011 and recommended unanimous approval of the proposed project, including all new revisions proposed to the NWACP, as shown in Attachment “D”. Many questions were raised during this meeting; however, no one spoke in opposition to this Corridor Plan.

For these reasons, staff recommends **APPROVAL** of this proposal.

- A. Recommended Planning Commission Actions: These actions are recommendations to the Board of Supervisors.
1. Environmental Documentation: A **DRAFT ENVIRONMENTAL IMPACT REPORT** was prepared for this project which concludes that this project will have potentially significant and unavoidable impacts related to airport safety zones, study road segments and intersections, study freeway facilities, fugitive dust, operational emissions, exterior noise, and historic architectural resources are considered significant and unavoidable
  2. General Plan Amendment: **APPROVE** a General Plan Amendment to change the General Plan designation from Agricultural Residential (36.18 acres), Commercial Offices (285.70 acres), Industrial Intensive (310.57 acres), Low Density Residential (68.30 acres), Medium Density Residential (11.28 acres), Recreation (8.74 acres) with a Mixed Use Corridor overlay to Transit Oriented Development with a Mixed Use Corridor overlay (Exhibit “1” and “2”).
  3. General Plan Amendment: **APPROVE** a General Plan Amendment to change the General Plan Transportation Plan to add the “Smart Growth Street” designation for Watt Avenue from I-80 north to U Street.
  4. Community Plan Amendment and Corresponding Rezone: **APPROVE** a Community Plan Amendment and Corresponding Rezone to Special Planning Area from Auto Commercial (AC) (9.03 acres), Business and Professional (BP) (6.84 acres), General Commercial (GC) (145.47 acres), Highway Travel Commercial (TC) (14.60 acres), Limited Commercial (LC) (59.96 acres), Shopping Center (SC) (53.19 acres), Recreation (O) (7.24 acres), Agricultural-

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Residential (AR-1) (0.10 acres), Residential Density 2 (RD-2) (32.80 acres), Residential Density 5 (RD-5) (5.43 acres), Residential Density 10 (RD-10) (0.16 acres), Residential Density 20 (RD-20) (9.27 acres), Residential Density 30 (RD-30) (5.37 acres), Mobilehome Subdivision (RM-1) (1.41 acres), Light Industrial (M-1) (293.68 acres), Office Park (MP) (25.14 acres), Special Planning Area (SPA) (55.24 acres), and Neighborhood Preservation Area (NPA) (0.28 acres), on approximately 722.29 acres (Exhibit 3 and 4).

5. Zoning Ordinance Amendment: APPROVE a **Zoning Ordinance Amendment** to create the North Watt Ave Special Planning Area.
  6. Air Quality Mitigation Plan: **APPROVE**
  7. Mitigation Monitoring and Reporting Program: **ADOPT**
- B. Recommended Findings: The staff recommendations are based upon the following considerations:
1. The request is consistent with the County General Plan including various policies which encourage infill development, transit oriented development, economic development, historical preservation and redevelopment.
  2. The North Watt Avenue Corridor Plan meets the intent of the County General Plan which places a greater emphasis on community design and the revitalization of the county's underutilized commercial corridors as mixed-use streets. The project is an important component of implementing County General Plan Policy LU-11 which indicates that *"It is the intent of the County to comprehensively plan for the revitalization of the 14 targeted commercial corridors and invest the resources necessary to: stimulate private investment; encourage development of vacant and underutilized parcels; support reuse and/or rehabilitation of abandoned or blighted buildings; encourage rezoning of excess industrial and commercial lands to allow for medium and high density residential or mixed use projects, and; avoid non transit supportive uses, such as industrial uses, low density residential, and uses that would necessitate large parking lots fronting on the street."*
  3. An Air Quality Mitigation Plan has been prepared for the project which requires the implementation of Plan-wide and project-specific emission reduction measures to achieve a minimum of 15 percent reduction in operational and areas source emissions, consistent with General Plan Policy AQ-4.
  4. Identified environmental effects and suggested mitigation measures have been taken into consideration in the recommended actions and conditions of approval.

V. ATTACHMENTS

- A. Draft North Watt Avenue Corridor Plan – November 22, 2011 – Revised Public Review Draft

**NORTH WATT AVENUE CORRIDOR PLAN**  
PLNP2008-GPB-CZB-ZOB-00153

- B. Mitigation Measures - North Watt Avenue Corridor Plan
- C. North Watt Avenue Corridor Plan Air Quality Mitigation Plan
- D. Revised Land Use Tables

VI. EXHIBITS

- 1. Existing General Plan Designations
- 2. Proposed General Plan Designations
- 3. Existing Zoning
- 4. Proposed Zoning

This staff report was prepared on March 6, 2012.

# North Watt Avenue Corridor Plan

Revised Public Review Draft  
November 2011

(includes revisions endorsed by the  
North Highlands/Foothill Farms CPAC)

*Prepared for*

County of Sacramento



*Prepared by*

EDAW | AECOM



**THE FULL TEXT OF THE  
NORTH WATT AVENUE CORRIDOR PLAN  
Revised Public Review Draft November 2011  
Appears as Attachment A to the  
County Planning Commission Documents for  
Item #6 on 03-26-2012**

**See also: Planning Division Web Site at**

<http://www.msa2.saccounty.net/planning/Pages/NorthWattCorridorPlan.aspx>

## **NORTH WATT AVENUE CORRIDOR PLAN MITIGATION MEASURES**

### **LU-1: North Area Recovery Station**

A policy shall be added to the North Watt Avenue Corridor Plan establishing a 1,000 foot North Area Recovery Station Buffer Zone. In consultation with and to the satisfaction of the Department of Waste Management & Recycling, specific land use restrictions and design guidelines shall be established for the NARS Buffer Zone.

### **PS-1: Public Service Infrastructure**

Prior to Development Plan Review or issuance of building permits for projects resulting in intensification of use or increased square footage associated with development pursuant to the North Watt Avenue Corridor Plan, the Sacramento County Municipal Services Agency (MSA) shall prepare, or facilitate the preparation of, a phasing plan that identifies thresholds of development for when necessary improvements are required. The phasing plan shall also identify a mechanism to track when thresholds are met so infrastructure improvements are constructed when needed.

If private applicants/developers wish to proceed with development ahead of MSA's phasing plan, project specific analyses (i.e. sewer study, water study, traffic study) will be required to ensure that the existing infrastructure can accommodate the proposed development. Infrastructure improvements that are needed to accommodate proposed development shall be constructed prior to issuing building permits.

### **PS-2: Water Supply**

When water supply thresholds are met, as identified in the MSA phasing plan, no further development in accordance with the Corridor Plan shall occur until additional water supply is secured to support future Corridor Plan development and necessary fire flows.

### **PS-2: Railroad Policy**

A policy shall be added to the North Watt Avenue Corridor Plan that requires Planning Division review of uses proposed adjacent to UP rail operations. The review is intended to result in appropriate conditions being placed on development projects in close proximity to rail operations so that safety and rail operations are fully considered and accommodated. Appropriate conditions may include requiring the placement of warning signage in suitable locations, installation of fencing or barriers along Roseville Road, or providing education to future property owners.

### **TC-1: Traffic Improvements**

Prior to Development Plan Review or issuance of building permits for projects resulting in intensification of use or increased square footage associated with development pursuant to the North Watt Avenue Corridor Plan, the Sacramento County Municipal Services Agency (MSA) shall prepare, or facilitate the preparation of, **a financing plan and** a phasing plan that identifies thresholds of development for when necessary improvements are required. The phasing plan shall also identify a mechanism to track when thresholds are met so infrastructure improvements are constructed when needed.

**The Phasing Plan or project specific analyses shall not be required for a period of five years from the date of adoption of the North Watt Avenue Corridor Plan. The purpose of**

**this five year period is to allow for revitalization projects that support the project objectives to proceed without the need for additional studies or specific improvements, recognizing that build out of the Corridor is long-term over a 30 plus year timeframe. The Directors of Transportation and Community Planning and Development Department shall have the authority to require project specific studies for project that have a significant effect on transportation systems (new addition).**

If private applicants/developers wish to proceed with development ahead of MSA's phasing plan, project specific analyses (i.e. sewer study, water study, traffic study) will be required to ensure that the existing infrastructure can accommodate the proposed development. Infrastructure improvements that are needed to accommodate proposed development shall be constructed prior to issuing building permits.

The following improvements shall be installed:

- (EP 1) North Watt Avenue / Don Julio Boulevard – provide the following improvements:
  - i. Widen the northbound approach to provide dual left-turn pockets, 2-through lanes, and 1-shared through/right lane, which is partially based on measure EP-6. The construction of a second left-turn pocket would require Don Julio Boulevard to provide 2-departing lanes for the west leg of the intersection. These lanes would eventually taper to 1-lane prior to or at the first downstream intersection;
  - ii. Widen the southbound approach to provide 1-right-turn pocket;
  - iii. Widen the eastbound approach to provide 1-left-turn pocket, 1-through lane, and dual right-turn pockets;
  - iv. Modify the signal timing splits and cycle length for the implementation of ITS signal coordination through the corridor.
- (EP 2) North Watt Avenue / Airbase Drive – modify the lane striping of the westbound approach to provide 1-left-turn pocket and 2-right-turn lanes.
- (EP 3) Elkhorn Boulevard / 34th Street – signalize the intersection. Widen the northbound and southbound approaches to provide an exclusive left-turn pocket and 1-shared-through/right lane. Allow protected left-turns on all approaches.
- (EP 4) 34th Street / Freedom Park Drive – signalize the intersection and widen all of the approaches to provide 1-left-turn pocket and 1-shared through/right lane. Allow protected left-turns on all approaches. The installation of a roundabout could also be analyzed as a possible option to improve the intersection operations.
- (EP 5) North Watt Avenue from Antelope Road to Elkhorn Boulevard – widen the roadway from 4-lanes to 6-lanes.
- (EP 6) North Watt Avenue from Elkhorn Boulevard to Don Julio Boulevard – widen the roadway from 4-lanes to 6-lanes.
- (CP 1-1) North Watt Avenue / Elkhorn Boulevard – widen the southbound approach to provide an exclusive right-turn pocket. This improvement may require relocating the traffic signal head at the northwest corner of the intersection.
- (CP 1-2) North Watt Avenue / Don Julio Boulevard – provide the following improvements:

- i. Widen the northbound approach to provide dual left-turn pockets. The construction of a second left-turn pocket would require Don Julio Boulevard to provide 2-departing lanes for the west leg of the intersection. These lanes would eventually taper to 1-lane prior to or at the first downstream intersection;
  - ii. Widen the eastbound approach to provide 1-left-turn pocket, 1-through lane, and dual right-turn pockets.
- (CP 1-3) North Watt Avenue / Freedom Park Drive – widen the southbound approach to provide an exclusive right-turn pocket. This improvement may require relocating a utility pole and traffic signal head at the northwest corner of the intersection. Modify the signal timing splits and cycle length for the implementation of ITS signal coordination through the corridor.
  - (CP 1-4) North Watt Avenue / A Street / James Way – widen the northbound and southbound approaches to provide an exclusive right-turn pocket. These improvements may require relocating a utility pole and traffic signal head at the northwest corner of the intersection and a traffic signal head at the southeast corner of the intersection.
  - (CP 1-5) Elkhorn Boulevard / 32nd Street – Installation of mitigation measure CP 1-7 will result in a redistribution of traffic from 32nd Street to 34th Street.
  - (CP 1-6) 34th Street / Q Street – signalize the intersection and widen all of the approaches to provide 1-left-turn pocket and 1-shared through/right lane. Allow protected left-turns on all approaches. The installation of a roundabout could also be analyzed as a possible option to improve the intersection operations.
  - (CP 1-7) Elkhorn Boulevard / 34th Street –signalize the intersection and widen the northbound and southbound approaches to provide 1-left turn pocket and 1-through-right turn lane. Allow protected left-turns on all approaches.
  - (CP 1-8) 34th Street / Freedom Park Drive – signalize the intersection and widen all of the approaches to provide 1-left-turn pocket and 1-shared through/right lane. Allow protected left-turns on all approaches. The installation of a roundabout could also be analyzed as a possible option to improve the intersection operations.
  - (CP 1-9) Dudley Boulevard / James Way – provide the following improvements:
    - i. Signalize the intersection;
    - ii. Modify the striping of the southbound approach to provide 1-left-turn pocket and 1-through/right lane;
    - iii. Modify the striping of the northbound approach to provide 1-left-turn pocket, 1-through lane and 1-right lane;
    - iv. Modify the striping on the eastbound approach to provide 1-left-turn lane and 1-through/right lane;
    - v. Modify the striping of the westbound approach to provide 1-left-turn lane, 1-through lane, and 1-right-turn pocket;
    - vi. Allow protected left-turns on all approaches.

- (CP 1-14) 32nd Street from Elkhorn Boulevard to Freedom Park Drive – installation of mitigation measure CP 1-7 will result in a redistribution of traffic from 32nd Street to 34<sup>th</sup> Street.
- (CP 2-1) North Watt Avenue / Antelope Road – modify the signal timing splits and cycle length for the implementation of ITS signal coordination through the corridor.
- (CP 2-2) North Watt Avenue / Don Julio Boulevard – Widen the eastbound approach to provide dual left-turn pockets and two through lanes.
- (CP 2-3) North Watt Avenue / A Street/James Way – provide the following improvements:
  - i. Provide an overlap phase for the eastbound right-turn movement during the northbound phase. This would require prohibiting northbound u-turn movements;
  - ii. Widen the northbound approach to provide an exclusive right-turn pocket.
- (CP 2-4) North Watt Avenue / Palm Street – modify the signal timing splits and cycle length for the implementation of ITS signal coordination through the corridor.
- (CP 2-5) Elkhorn Boulevard / 32nd Street – provide the following improvements:
  - i. Widen the westbound approach to provide a second left-turn pocket. Widening 32<sup>nd</sup> Street from 2- to 4-lanes between Freedom Park Drive and Elkhorn Boulevard as specified in roadway segment measure CP 2-12 would provide the additional required receiving lane on the south-leg of the intersection;
  - ii. Modify the signal timing splits and cycle length for the implementation of ITS signal coordination through the corridor.
- (CP 2-6) 34<sup>th</sup> Street / Q Street – widen the southbound and eastbound approaches to provide 1-shared through/left-turn lane and 1-right-turn pocket.
- (CP 2-12) 32nd Street from Elkhorn Boulevard to Freedom Park Drive – widen the roadway from 2-lanes to 4-lanes.

#### **AQ-1: Ozone Precursors and Diesel Particulates**

All future construction projects shall include an ozone precursor analysis. If the analysis results indicate that the project will generate ozone precursors that exceed the current Sacramento Metropolitan Air Quality Management District thresholds this mitigation shall apply. This mitigation may be modified if guidance from the Sacramento Metropolitan Air Quality Management District changes in the future.

- a. The project shall provide a plan for approval by the District demonstrating that the heavy-duty (50 horsepower [hp] or more) off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project wide fleet-average 20% NO<sub>x</sub> reduction and 45% particulate reduction compared to the most recent California Air Resources Board (ARB) fleet average. Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. The District's Construction Mitigation Calculator can be used to identify an equipment fleet that achieves this reduction.
- b. The project shall ensure that emissions from all off-road diesel powered equipment used on the project site do not exceed 40% opacity for more than three minutes in any one hour. Any

equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the lead agency and District shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. The District and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this section shall supersede other District or state rules or regulations.

- c. If at the time of construction, the District has adopted a regulation applicable to construction emissions, compliance with the regulation may completely or partially replace this mitigation. Consultation with the District prior to construction will be necessary to make this determination.

**AQ-2: Operational Emissions**

All development projects within the North Watt Avenue Corridor Plan shall comply with the SMAQMD endorsed Air Quality Mitigation Plan (7-16-2010), which requires implementation of reduction measures that will achieve a minimum of 15.75 percent reduction in operational and area source emissions, consistent with General Plan Policy.

**AQ-3:**

All projects within 500 feet of I-80 or the UP rail line which involve sensitive uses (residential uses, and those with concentrations of the very young, elderly, or infirm such as parks, daycares, nursing homes, or hospitals), shall develop a mitigation plan to reduce impacts associated with toxic air contaminants, in consultation with SMAQMD. The mitigation plan may include measures such as vegetative plantings, the installation of electrostatic filters, and/or site redesign.

**AQ-4:**

The following policy shall be added to the Corridor Plan: To avoid significant health impacts due to chronic pollutant exposure related to I-80, new sensitive uses (residential uses, and those with concentrations of the very young, elderly, or infirm such as parks, daycares, nursing homes, or hospitals) shall not be permissible within 200 feet of the nearest I-80 travel lane. The location of this restricted area may be altered consistent with any new protocols for major roadways that may be published by the Sacramento Metropolitan Air Quality Management District which alters the location of the evaluation criterion (currently 281 chances per million).

**NS-1: Traffic Noise Impacts to Residential Uses: Interior**

To ensure compliance with General Plan Noise Element standards of 45 dB L<sub>dn</sub> or less for residential interiors, the following measure shall apply: Any/all new residential construction shall be located at or beyond the 70 dB noise contours, as found in the Cumulative Plus Project conditions tables describing noise contour locations (Table NS-8 and Table NS-9 of this EIR).

Any departure or deviation from the above measure must be accompanied by an acoustical analysis, prepared by a qualified acoustical consultant and verified by the Division of Environmental Review and Assessment, substantiating that the General Plan Noise Element standard cited above is met.

**NS-2: Traffic Noise Impacts to Non-Residential Uses: Interior**

To ensure compliance with General Plan Noise Element standards for non-residential interiors, as indicated in Table I of the Sacramento County General Plan, the following measure shall apply:

Any/all new non-residential construction shall remain outside the 60 to 75 dB contour, as applicable, assuming a 25 dB standard construction reduction, unless sound resistant construction materials are utilized such that interior noise levels do not exceed the applicable noise level standards.

Any departure or deviation from the above measure must be accompanied by an acoustical analysis, prepared by a qualified acoustical consultant and verified by the Division of Environmental Review and Assessment, substantiating that the General Plan Noise Element standard cited above is met.

### **NS-3: Railroad Noise**

To ensure compliance with General Plan Noise Element standards for interior noise levels at sensitive residential receptors subjected to railroad noise, the following policy shall be added to the Corridor Plan:

No use shall be operated or constructed that would result in interior noise levels at sensitive residential receptors that exceed the General Plan Noise Element noise standards. Proponents applying for sensitive uses in close proximity to the Union Pacific Railroad shall submit a noise analysis substantiating compliance with interior noise standards of the General Plan Noise Element noise standards.

### **NS-4: Community Generated Noise**

To ensure compliance with General Plan Noise Element standards for non-transportation sources, the following policy shall be added to the Corridor Plan:

No use shall be operated so as to generate recurring noises that are unreasonably loud, cause injury, or create a nuisance to any person of ordinary sensitivities. No nonresidential use shall be operated so as to generate any noise in an adjacent residential area, as detected in that area without instruments, that is louder than the noise which could be generally expected from uses permitted in that area.

### **BR-1: Oak Tree Protection**

Prior to execution of redevelopment/ development projects within the Corridor Plan area, the project proponent(s) shall submit an arborist report for the project impact areas if appropriate habitat exists. The report shall include the species, diameter, dripline, and health of the trees, and shall be prepared by an ISA certified arborist. The report shall include an exhibit that shows the trees and their dripline in proximity to the project improvements. The report shall identify any tree that will be removed and quantify the dripline encroachment from project equipment or facilities.

- a. With the exception of the trees removed and compensated for through Part B below, all healthy native trees that are 6 inches dbh or larger on the project site, all portions of adjacent off-site healthy native oak trees that are 6 inches dbh or larger which have driplines that extend onto the project site, and all off-site healthy native oak trees that are 6 inches dbh or larger which may be impacted by utility installation and/or improvements associated with this project, shall be preserved and protected as follows:
  - i) A circle with a radius measurement from the trunk of the tree to the tip of its longest limb shall constitute the dripline protection area of each tree. Limbs must not be cut back in order to change the dripline. The area beneath the dripline is a critical portion of the root zone and defines the minimum protected area of each tree. Removing limbs that make up the dripline does not change the protected area.

- ii) Any protected trees on the site that require pruning shall be pruned by a certified arborist prior to the start of construction work. All pruning shall be in accordance with the American National Standards Institute (ANSI) A300 pruning standards and the International Society of Arboriculture (ISA) "Tree Pruning Guidelines."
- iii) Prior to initiating construction, temporary protective fencing shall be installed at least one foot outside the driplines of the protected trees within 100-feet of construction related activities, in order to avoid damage to the tree canopies and root systems. Where encroachment occurs, temporary high visibility protective fencing shall be installed a maximum of one foot outside the work areas in order to minimize damage to the tree canopies and root systems.
- iv) Any removal of paving or structures (i.e. demolition) that occurs within the dripline of a protected oak tree shall be done under the direct supervision of a certified arborist. To the maximum extent feasible, demolition work within the dripline protection area of the oak tree shall be performed by hand. If the certified arborist determines that it is not feasible to perform some portion(s) of this work by hand, then the smallest/lightest weight equipment that will adequately perform the demolition work shall be used.
- v) No signs, ropes, cables (except those which may be installed by a certified arborist to provide limb support) or any other items shall be attached to the protected trees. Small metallic numbering tags for the purpose of preparing tree reports and inventories shall be allowed.
- vi) No vehicles, construction equipment, mobile home/office, supplies, materials or facilities shall be driven, parked, stockpiled or located within the driplines of protected trees.
- vii) No grading (grade cuts or fills) shall be allowed within the driplines of protected trees, except for the minimum required for construction and streetscape improvements.
- viii) Drainage patterns on the site shall not be modified so that water collects or stands within, or is diverted across, the dripline of any protected tree.
- ix) No trenching shall be allowed within the driplines of protected trees. If it is absolutely necessary to install underground utilities within the dripline of a protected tree, the utility line shall be bored and jacked under the supervision of a certified arborist.
- x) The construction of impervious surfaces within the driplines of protected trees shall be stringently minimized. When it is absolutely necessary, a piped aeration system per County standard detail shall be installed under the supervision of a certified arborist.
- xi) All portions of any masonry wall that will encroach into the dripline protection area of any protected tree shall be constructed using grade beam wall panels and posts set no closer than 10 feet on center. Any wrought iron fencing shall be similarly installed, with posts set no closer than 10 feet on center. Posts shall be spaced in such a manner as to maximize the separation between the tree trunks and the posts in order to reduce impacts to the trees.
- xii) Trunk protection measures, per Sacramento County standards, shall be used for all protected trees where development/construction activity, including installation of any masonry wall and wrought iron fence, occurs within 10 feet of the trunk of a tree.

xiii) No sprinkler or irrigation system shall be installed in such a manner that sprays water or requires trenching within the driplines of protected trees. An above ground drip irrigation system is recommended.

xiv) Landscaping beneath oak trees may include non-plant materials such as bark mulch, wood chips, boulders, etc. The only plant species which shall be planted within the driplines of oak trees are those which are tolerant of the natural semi-arid environs of the trees. A list of such drought-tolerant plant species is available at the Division of Environmental Review and Assessment. Limited drip irrigation approximately twice per summer is recommended for the understory plants.

- b. To the maximum extent feasible, all on-site healthy native oak trees shall be protected and preserved. Any substantial (>20%) encroachment and/or removal of native oak trees shall be compensated by planting native trees (valley oak/*Quercus lobata*, interior live oak/*Quercus wislizenii*, blue oak/*Quercus douglasii*, and California black walnut), equivalent to the dbh inches lost, based on the ratios listed below, at locations that are authorized by the Division of Environmental Review and Assessment. On-site preservation of native oak trees that are less than 6 inches (<6 inches) dbh, may also be used to meet this compensation requirement. Encroachment of over 20 percent within the dripline radius of native trees will require compensatory mitigation based on the percentage of encroachment multiplied by the dbh. Encroachment over 50 percent will require compensation for the entire tree.

Equivalent compensation based on the following ratio is required:

- one preserved native oak tree < 6 inches dbh on-site = 1 inch dbh
- one deepot seedling (40 cubic inches or larger) = 1 inch dbh
- one 15-gallon tree = 1 inch dbh
- one 24-inch box tree = 2 inches dbh
- one 36-inch box tree = 3 inches dbh

Replacement tree planting shall be completed prior to the issuance of building permits or a bond shall be posted by the applicant in order to provide funding for purchase, planting, irrigation, and 3-year maintenance period, should the applicant default on replacement tree mitigation. The bond shall be in an amount equal to the prevailing rate of the County Tree Preservation Fund.

Prior to the approval of Improvement Plans or building permits, a Replacement Oak Tree Planting Plan shall be prepared by a certified arborist or licensed landscape architect and shall be submitted to the Environmental Coordinator for approval. The Replacement Oak Tree Planting Plan(s) shall include the following minimum elements:

1. Species, size and locations of all replacement plantings and < 6-inch dbh trees to be preserved;
2. Method of irrigation;
3. The Sacramento County Standard Tree Planting Detail L-1, including the 10-foot deep boring hole to provide for adequate drainage;
4. Planting, irrigation, and maintenance schedules;

5. Identification of the maintenance entity and a written agreement with that entity to provide care and irrigation of the trees for a 3-year establishment period, and to replace any of the replacement oak trees which do not survive during that period.
6. Designation of 20 foot root zone radius and landscaping to occur within the radius of oak trees < 6-inches dbh to be preserved on-site.

No replacement tree shall be planted within 15 feet of the driplines of existing oak trees or landmark size trees that are retained on-site, or within 15 feet of a building foundation or swimming pool excavation. The minimum spacing for replacement oak trees shall be 20 feet on-center. Examples of acceptable planting locations are publicly owned lands, common areas, and landscaped frontages (with adequate spacing). Generally unacceptable locations are utility easements (PUE, sewer, storm drains), under overhead utility lines, private yards of single family lots (including front yards), and roadway medians.

Oak trees <6 inches dbh to be retained on-site shall have at least a 20-foot radius suitable root zone. The suitable root zone shall not have impermeable surfaces, turf/lawn, dense plantings, soil compaction, drainage conditions that create ponding, utility easements, or other overstory tree(s) within 20 feet of the tree to be preserved. Trees to be retained shall be determined to be healthy and structurally sound for future growth, by an ISA Certified Arborist subject to Division of Environmental Review and Assessment approval.

If oak tree replacement plantings are demonstrated to the satisfaction of the Environmental Coordinator to be infeasible for any or all trees removed, then compensation shall be through payment into the County Tree Preservation Fund. Payment shall be made at a rate of \$325.00 per dbh inch removed but not otherwise compensated, or at the prevailing rate at the time payment into the fund is made.

## **BR-2: Potential Wetland Features**

Prior to execution of redevelopment/ development projects within the Corridor Plan area or installation of public service infrastructure, the project proponent(s) shall submit a wetland delineation to the Division of Environmental Review and Assessment for the project impact areas if appropriate habitat exists. The wetland delineation shall be prepared by a qualified biologist.

When a construction level project is proposed in the future, and appropriate habitat exists on the project site, to compensate for the loss of wetlands and Waters of the U.S., one of the following measures shall be implemented:

1. Preserve or create wetlands sufficient to result in no net loss of wetland acreage, and protect their required watersheds as is necessary for the continued function of wetlands on the project site. The project design, configuration, and wetland management plan shall provide reasonable assurances that the wetlands will be protected and their long-term ecological health maintained.
2. Where a Section 404 Permit has been issued by the Corps of Engineers, or an application has been made to obtain a Section 404 Permit, the Mitigation and Management Plan required by that permit or proposed to satisfy the requirements of the Corps for granting a permit may be submitted for purposes of satisfying Paragraph 1, provided a no net loss of wetlands is achieved.
3. Pay to the County an amount based on a rate of \$35,000 per acre of the unmitigated/uncompensated wetlands, which shall constitute mitigation for purposes of implementing adopted no net loss policies and CEQA required mitigation. The payment shall be collected by the Community Planning and Development Department at the time of

Improvement Plan or Building Permit approval, whichever occurs first, and deposited into the Wetlands Restoration Trust Fund.

### **BR-3: Riparian Habitat**

Where riparian habitat exists, the project proponent(s) of redevelopment/ development projects within the Corridor Plan area shall submit a biological assessment performed by a qualified biologist or botanist to the Division of Environmental Review and Assessment delineating the extent of on-site riparian habitat and shall ensure no net loss of habitat consistent with County Policies with the following mitigation:

1. Prior to initiating project construction install chain link fencing or a similar protective barrier at the limits of any on site riparian zone as dictated by the biological assessment in order to protect and preserve the riparian habitat. No earthwork shall be conducted within the protection area and fencing shall remain in place for the duration of all construction work.

Or,

2. Where preservation is found to be infeasible, prior to the issuance of building, grading or other improvement permits, the applicant shall prepare a re-vegetation plan for any altered riparian habitat, consistent with General Plan Policies, that compensates for riparian habitat removals.

The re-vegetation plan shall be prepared by a qualified biologist or botanist and provide quantifiable success criteria and include at least a one year monitoring and adaptive management program as well as implementation and funding mechanisms. The plan shall be subject to the approval of the Division of Environmental Review and Assessment.

Or,

3. Any mitigation required by the state or federal permitting agencies that compensates for the loss of riparian vegetation, functions and values and that provides for a native re-vegetation plan consistent with or exceeding the requirements of measure 1 above shall be deemed mitigation sufficient to reduce impacts to a less than significant level and may be utilized in place of items 1 and 2 above.

### **BR-4 Raptor Nesting Habitat**

Where appropriate raptor nesting habitat exists, if construction, grading, or project-related improvements are to occur between March 1 and September 15, a focused survey for raptor nests on the site and on nearby trees shall take place within ½ mile of the project site and shall be conducted by a qualified biologist within 14 days prior to the start of construction work (including clearing and grubbing). If active nests are found, the California Department of Fish and Game (CDFG) shall be contacted to determine appropriate protective measures. If no active nests are found during the focused survey, no further mitigation will be required.

### **HM-1: Contamination Sites**

Prior to the issuance of any building or grading permits on the properties listed in Table HM-1 or Table HM-2 the project applicant shall consult with the Sacramento County Environmental Management Department (EMD), to obtain a site evaluation and to determine the need for a Phase II Environmental Site Assessment, Soil Management Plan or a Health Risk Assessment. If said analyses are required, all site clean-up recommendations, in consultation with EMD, shall be completed prior to the issuance of any building or grading permit, unless EMD approves clearance due to extenuating circumstances.

### **CR-1: Evaluated Historical Architectural Resources**

Significant historical architectural resources within North Watt Avenue Corridor Plan shall be preserved in situ with all proposed modifications carried out to *The Secretary of Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings*. In the instance that demolition of a significant historical architectural resource is proposed, the applicant shall have a qualified architectural historian prepare a historical report with archival prints of the structure, including architectural details, for CRHR Criterion 3 eligible properties and/or preparation of public interpretation documents (video, articles, local history) for treatment of CRHR Criterion 1 eligible properties. All documentation shall be archived with the Sacramento Archives and Museum Collection Center (SAMCC) and the County of Sacramento.

### **CR-2: Unevaluated Historical Architectural Resources**

Properties that have not been subject to a previous architectural evaluation and are at least 50 years or older shall have a historic architectural study performed by a qualified, professional architectural historian if potential historic structures present on the project site are subject to demolition or otherwise impacted. The resulting report should include results of a background literature search and field survey, an historic context statement, and analysis of the potential significance of the noted resource, and recommendations for preservation and/or mitigation. If the structure is considered significant and demolition is proposed, mitigation documentation, as detailed in Mitigation Measure CR-1, shall be prepared, reviewed and endorsed by the Planning Division.

### **CR-3: Unanticipated Discoveries of Cultural Resources**

If subsurface deposits believed to be cultural or human in origin are discovered during construction, then all work must halt within a 200-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeology, shall be retained at the Applicant's expense to evaluate the significance of the find. If it is determined due to the types of deposits discovered that a Native American monitor is required, the Guidelines for Monitors/Consultants of Native American Cultural, Religious, and Burial Sites as established by the Native American Heritage Commission shall be followed, and the monitor shall be retained at the Applicant's expense.

Work cannot continue within the 200-foot radius of the discovery site until the archaeologist conducts sufficient research and data collection to make a determination that the resource is either 1) not cultural in origin; or 2) not potentially eligible for listing on the National Register of Historic Places or California Register of Historical Resources.

If a potentially-eligible resource is encountered, then the archaeologist, DERA, and project proponent shall arrange for either 1) total avoidance of the resource, if possible; or 2) test excavations or total data recovery as mitigation. The determination shall be formally documented in writing and submitted to DERA as verification that the provisions of CEQA for managing unanticipated discoveries have been met.

In addition, pursuant to Section 5097.97 of the State Public Resources Code and Section 7050.5 of the State Health and Safety Code, in the event of the discovery of human remains, all work is to stop and the County Coroner shall be immediately notified. If the remains are determined to be Native American, guidelines of the Native American Heritage Commission shall be adhered to in the treatment and disposition of the remains.

**CC-1: Residential Energy Sector Emission Reductions**

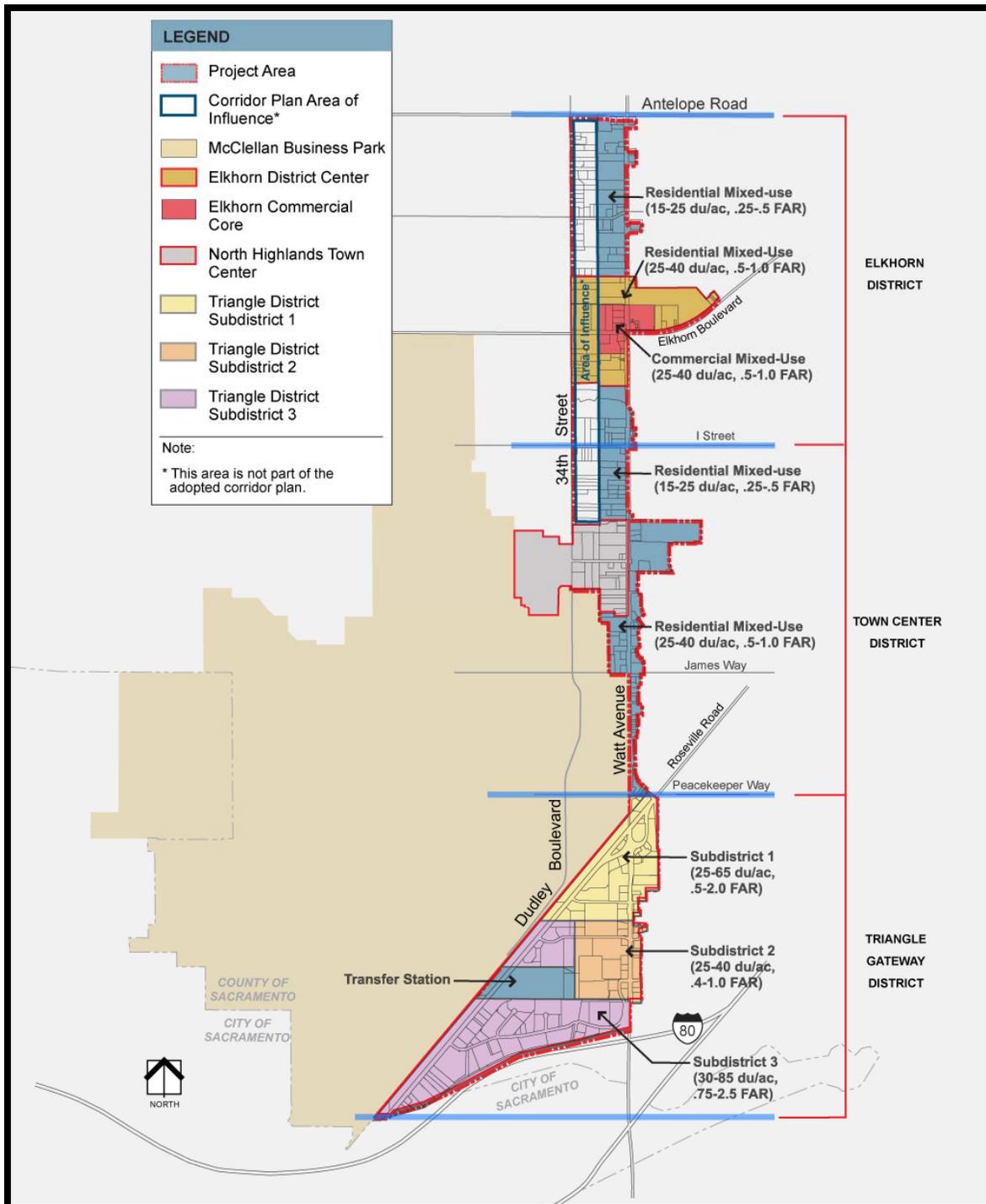
Add a policy to the North Watt Corridor Plan requiring that future applicants for residential projects reduce residential emissions by 0.25 MT CO<sub>2</sub> per capita. In consultation with the Division of Environmental Review and Assessment and Sacramento Metropolitan Air Quality Management District, applicants shall submit a plan detailing a set of quantitative and/or qualitative measures that achieve the reduction in CO<sub>2</sub> emissions per capita, prior to the issuance of building permits or prior to obtaining any discretionary entitlements. This mitigation may be modified to conform with current Sacramento County climate change standards, including but not limited to a Green Building Program and Climate Action Plan. Additionally, applicants may choose to submit revised, project-specific, residential energy-use emissions factors; however, the applicant will be required to provide adequate data to support the revised emission factor.

**CC-2: Commercial Energy Sector Emission Reductions**

Add a policy to the North Watt Corridor Plan requiring that future applicants for commercial projects reduce commercial emissions by 1.75 MT CO<sub>2</sub> per Kft<sup>2</sup>. In consultation with the Division of Environmental Review and Assessment and Sacramento Metropolitan Air Quality Management District, applicants shall submit a plan detailing a set of quantitative and/or qualitative measures that achieve the reduction in CO<sub>2</sub> emissions per Kft<sup>2</sup>, prior to the issuance of building permits or prior to obtaining any discretionary entitlements. This mitigation may be modified to conform with current Sacramento County climate change standards, including but not limited to a Green Building Program and Climate Action Plan. Additionally, applicants may choose to submit revised, project-specific, commercial energy-use emissions factors; however, the applicant will be required to provide adequate data to support the revised emission factor.

# Appendix H

## NORTH WATT AVENUE CORRIDOR OPERATIONAL AIR QUALITY MITIGATION PLAN



Prepared by: Department of Environmental Review and Assessment  
827 7<sup>th</sup> Street, Room 220  
Sacramento, CA 95624



**THE FULL TEXT OF THE  
Planning Commission Draft of the  
NORTH WATT AVENUE CORRIDOR  
OPERATIONAL AIR QUALITY MITIGATION  
PLAN**

**Appears as Attachment C of Item #6, in the  
County Planning Commission Documents  
of 03-26-2012**

**See also: Planning Division Web Site at**

<http://www.msa2.saccounty.net/planning/Pages/NorthWattCorridorPlan.aspx>

**Table I**  
**Permitted and Restricted Uses Table**

Use(1) Use, Service or facility	Residential Mixed Use 1 (RMU-1)	Residential Mixed Use 2 (RMU-2)	Commercial Mixed Use (CMU)	Transit Oriented Development Zone (TOD) Use Standard			Use Standard
				Subdistrict 1	Subdistrict 2	Subdistrict 3	
<b>A. Automotive Sales, Service, Repair</b>							
Auto Sales- New and Used	NA	NA	NA	NA	NA	NA	(2)(3)(4)
Auto Service and Repair ( <b>major</b> ) - Not attached to Auto Sales	NA	NA	C	NA	NA	C	(2)(5) (3)(4)
Auto Service and Repair ( <b>minor</b> ) - Not attached to Auto Sales	C	C	P	C	C	P	(5)(3)
Auto Rental or Lease Agency, Including Limousine Service	NA	NA	NA	NA	NA	NA	(3)
Auto Service Station, Primary	C	C	P	C	C	P	(6)
Auto Parts and Accessory Store	P	P	P	P	P	P	(5)(3)
Auto Towing and Storage	NA	NA	NA	NA	NA	NA	
Auto Wash, Self-Service or Automatic	NA	NA	NA	NA	NA	NA	(3)(5)(7)
Camper Shell–Sales, Repair, Rent	NA	NA	NA	NA	NA	NA	(3)(5)
Motorcycle, Sports Cycles, Trail Bikes, Jet Skis, Snowmobile, Ultra-Light, Moped – Sales, Rent, Service, Repair	NA	NA	NA	NA	NA	NA	(5)(3) (14)
<b>B. Business Services</b>							
Advertising Business	P	P	P	P	P	P	
Blueprint-Photostatting Service	P	P	P	P	P	P	
Computer Programming/Software and System Design	P	P	P	P	P	P	
Computer Sales, Rental and Lease	P	P	P	P	P	P	
Computer Service and Training	P	P	P	P	P	P	
Data Processing Service	P	P	P	P	P	P	
Delivery Service	P	P	P	P	P	P	(8)
Drafting Service	P	P	P	P	P	P	
Furniture Rental Agency	P	P	P	P	P	P	(8)
Janitorial Service	P	P	P	P	P	P	
Locksmith – Safe Repair Shop	P	P	P	P	P	P	
Messenger Service	P	P	P	P	P	P	
Office Machines and Equipment Sales and Minor Repair	P	P	P	P	P	P	
Photocopy Service	P	P	P	P	P	P	
Print Shop	P	P	P	P	P	P	
Remote Teller, Freestanding for Pedestrian Use	P	P	P	P	P	P	
Stenographic Service	P	P	P	P	P	P	
Studio–Radio, Television & Recording	P	P	P	P	P	P	
Ticket Agency	P	P	P	P	P	P	
<b>C. Health Services</b>							
Clinic, Child Family Guidance	P	P	P	P	P	P	
Clinic, Counseling	P	P	P	P	P	P	
Clinic, Diet Counseling with Incidental Sales of Diet Products	P	P	P	P	P	P	
Clinic; Kidney Dialysis	P	P	P	P	P	P	
Clinic, Physical Therapy	P	P	P	P	P	P	
Eyeglasses, Frames, Contact Lens – Sales and Service	P	P	P	P	P	P	

Use(1) Use, Service or facility	Residential Mixed Use 1 (RMU-1)	Residential Mixed Use 2 (RMU-2)	Commercial Mixed Use (CMU)	Transit Oriented Development Zone (TOD) Use Standard			Use Standard
				Subdistrict 1	Subdistrict 2	Subdistrict 3	
Hearing Aids – Sales and Service	P	P	P	P	P	P	
Laboratory – Medical, Dental or Optical	P	P	P	P	P	P	
Medical or Dental Office	P	P	P	P	P	P	
Orthopedic Appliances Sales/Service	P	P	P	P	P	P	
<b>D. Personal Services</b>							
Barber Shop	P	P	P	P	P	P	
Beauty Shop and Wig Sales	P	P	P	P	P	P	
Child Care Center	P	P	P	P	P	P	
Dressmaker / Tailor	P	P	P	P	P	P	
Reducing-Body Building/Aerobics Studio	P	P	P	P	P	P	
Shoe Shine Parlor	P	P	P	P	P	P	
Studio – Dance, Voice, Music, Gymnastics	P	P	P	P	P	P	
Social Center	P	P	P	P	P	P	
Massage	P	P	P	P	P	P	(18)
<b>E. Miscellaneous Services</b>							
Laundromat, Self-Service	P	P	P	P	P	P	
Laundry or Cleaning Agency, Retail (On-Site Cleaning Permitted)	P	P	P	P	P	P	
Mini storage	NA	NA	NA	NA	NA	NA	
Parking Lot or Garage as Primary Use	P	P	P	P	P	P	
Photography Studio, Including Incidental Processing	P	P	P	P	P	P	
Picture Framing Shop	P	P	P	P	P	P	
Travel Agency	P	P	P	P	P	P	
Kennel, Cattery, Boarding	C	C	C	C	C	C	
Veterinarian- Animal Hospital	P	P	P	P	P	P	
<b>F. Repair Services (See Section A for Auto Repair)</b>							
Appliance Repair Shop	P	P	P	P	P	P	
Electronic Equipment Repair	P	P	P	P	P	P	
Shoe Repair Shop	P	P	P	P	P	P	
<b>G. Eating, Drinking, Lodging</b>							
Soda Fountain-Ice Cream Parlor	P	P	P	P	P	P	
Restaurant-Coffee Shop-Cafeteria	P	P	P	P	P	P	(20)
Fast Food Restaurant	C	C	P	C	P	P	(20)
Bakery, Pastry Shop	P	P	P	P	P	P	
Bar-Tavern	P	P	P	P	P	P	(9)
Brew Pub (No Wholesale or Off-Site Sale of Beer, Wine or Alcohol)	P	P	P	P	P	P	(9)
Catering Service	P	P	P	P	P	P	
Delicatessen	P	P	P	P	P	P	
Hotel	C	C	C	C	C	C	
Motel	C	C	C	C	C	C	
<b>H. Entertainment/Recreation Services</b>							
Arcade – Electronic, Mechanical or Video Games	C	C	C	C	C	C	

Use(1) Use, Service or facility	Residential Mixed Use 1 (RMU-1)	Residential Mixed Use 2 (RMU-2)	Commercial Mixed Use (CMU)	Transit Oriented Development Zone (TOD) Use Standard			Use Standard
				Subdistrict 1	Subdistrict 2	Subdistrict 3	
Art Galley	P	P	P	P	P	P	
Art Studio	P	P	P	P	P	P	
Dance Hall-Ballroom- Discotheque	C	C	C	C	C	C	(9)(16)
Dancing as an Incidental Use in a Bar or Restaurant	C	C	C	C	C	C	(9)(16)
Library	P	P	P	P	P	P	
Live Dinner Theater	P	P	P	P	P	P	
Adult Theater and Entertainment	NA	NA	NA	NA	NA	NA	
Motion Picture Theater	P	P	P	P	P	P	
Museum	P	P	P	P	P	P	
Physical Fitness Studio	P	P	P	P	P	P	
Recreation Facility, Indoor	P	P	P	P	P	P	
Recreation Facility, Outdoor	C	C	C	C	C	C	
<b>I. Food, Drug Liquor Sales</b>							
Bakery, Pastry Shop	P	P	P	P	P	P	
Candy Store	P	P	P	P	P	P	
Certified Farmer's Market	P	P	P	P	P	P	
Convenience Store/Neighborhood Market (Less than 6,000 square feet in size)	P	P	P	P	P	P	
Nonprescription Drugs and Sundries	P	P	P	P	P	P	
Food Market Ancillary to Service Station	NA	NA	P	NA	P	P	
Groceries store/specialty foods	P	P	P	P	P	P	
Prescription Pharmacy	P	P	P	P	P	P	
Liquor Store	C	C	C	C	C	C	
<b>J. General Merchandise Sales</b>							
Thrift Store	C	C	P	C	C	P	
Building material and Lumber Sales	P	P	P	P	P	P	
General retail or department store	P	P	P	P	P	P	
<b>K. Home Accessories and Services</b>							
Antique Store	P	P	P	P	P	P	(8)
Appliance Store	P	P	P	P	P	P	(8)
Floor Covering, Drapery or Upholstery Store	P	P	P	P	P	P	(8)
Furniture Cleaning, Reuniting, Re-upholstery Shop	P	P	P	P	P	P	(8)
Upholstery Shop (no refinishing )	P	P	P	P	P	P	(8)
Furniture Store	P	P	P	P	P	P	(8)
Gardening-Landscape Supply Store	P	P	P	P	P	P	
Interior Decorators Service Yard and Workshop	P	P	P	P	P	P	(8)
Paint and Wallpaper Store	P	P	P	P	P	P	(8)
General Glass Sales, Services	P	P	P	P	P	P	(8)
<b>L. Recreation Equipment Sales</b>							
Athletic Equipment and Sporting Goods	P	P	P	P	P	P	
Bicycle Sales, Rent, Service	P	P	P	P	P	P	
Golf Cart – Sales, Repair, Rent	P	P	P	P	P	P	

Use(1) Use, Service or facility	Residential Mixed Use 1 (RMU-1)	Residential Mixed Use 2 (RMU-2)	Commercial Mixed Use (CMU)	Transit Oriented Development Zone (TOD) Use Standard			Use Standard
				Subdistrict 1	Subdistrict 2	Subdistrict 3	
Marine Supply and Boat Sales Store	P	P	P	P	P	P	(2)
Saddlery Shop	P	P	P	P	P	P	
Tackle Shop	P	P	P	P	P	P	
<b>M. Offices</b>	P	P	P	P	P	P	
<b>N. Public Facilities</b>							
Privately-Owned Uses within Public- and Government-Owned Buildings, Facilities and Groups	P	P	P	P	P	P	
Building and Facility owned by Federal and State Governments, and located on Federal and State owned property	P	P	P	P	P	P	
Public- and Government-Owned Buildings and Facilities Other than Federal and State	P	P	P	P	P	P	
Public and Government Uses, Other than Federal and State, within Privately-Owned Buildings, Facilities and Grounds	P	P	P	P	P	P	
Public Utility and Public Service Facility	P	P	P	P	P	P	
<b>O. Residential</b>							
Apartment-Multiple Family Dwelling, Condominium	P	P	P	P	P	P	(11)(17)
Home Occupation	P	P	P	P	P	P	
Residence of a Caretaker, Proprietor or Owner of a Permitted Use	P	P	P	P	P	P	
Residential Care Homes for Adults or Children	P	P	P	P	P	P	
Social Rehabilitation Center	C	C	C	C	C	C	
<b>P. Schools</b>							
Business School	P	P	P	P	P	P	
Charm, Culture School	P	P	P	P	P	P	
College and University	C	C	C	C	C	C	
Driving School	P	P	P	P	P	P	
Self-Defense, Judo, Boxing, Gymnastics, Swimming or Similar Activity	P	P	P	P	P	P	
<b>Q. Transportation Facilities and Services</b>							
Parking Lot/Garage (Primary Use)	P	P	P	P	P	P	
<b>R. Mixed-Use Developments</b>							
Apartment and Multi-Family (Mixed-Use)	P	P	P	P	P	P	(17)
<b>S. Industrial Uses</b>	NA	NA	NA	NA	NA	P	(19)
<b>Other Prohibited Uses</b>							
Tattoo Parlors	NA	NA	NA	NA	NA	NA	
Pawn Shop	NA	NA	NA	NA	NA	NA	
Adult Uses	NA	NA	NA	NA	NA	NA	(10)
Firearm Sales, gunsmith	NA	NA	NA	NA	NA	NA	
Check Cashing	NA	NA	NA	NA	NA	NA	

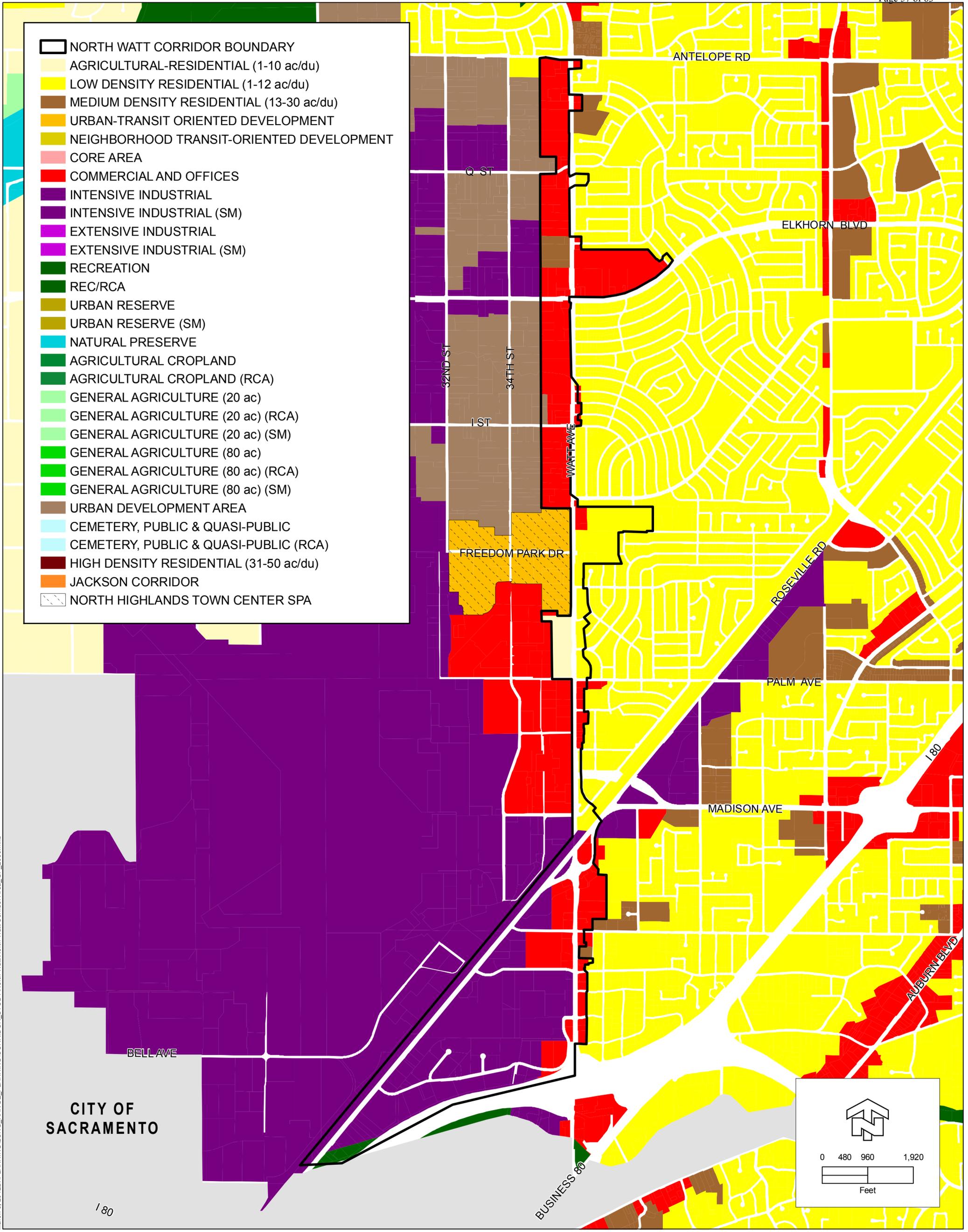
Table Abbreviations

P	Permitted
C	Conditionally Permitted with a Use Permit by the Planning Commission
C-B	Conditional to the BOS
NA	Not Allowed

Note: The prohibited uses that are listed at the bottom of the Use Table above will become non-conforming within 90-days after the approval of this plan.

- (1) All uses not listed within this table shall be subject to the Sacramento County Zoning Code Permitted Use Tables (Title II Sections 201-02 and 225-01).
- (2) For new auto sales and newer used vehicles or new major auto repair businesses, the following shall apply (not applicable to sites that have historically been used for auto sales).
  - (a) The permitted use shall include a building that conforms to the design regulations in Section III.C of this Ordinance (Building Design and Siting). The building shall be a minimum of 600 square feet in size and all utilities shall be permanently installed.
  - (b) The use shall have a minimum parcel size of 0.75 acres.
  - (c) No outdoor public address or loud speaker shall be permitted.
  - (d) Sales area lighting located within 100 feet of a residential zoned property shall not be operated between the hours of 10 PM and 7AM.
  - (e) Service areas shall not operate between the hours of 10 PM and 7 AM.
  - (f) See subsection D, item 1 for Landscaping Requirements.
- (3) Operation shall not be permitted between the hours of 10PM and 7AM. Extended hours may be permitted with a Conditional Use Permit.
- (4) For sites that have been historically used for auto sales in the AC underlying zone, additional landscaping per Section D.1 shall be provided if the site is vacant for 1 year or longer.
- (5) Permitted if the entire operation is conducted within a completely enclosed building or screened from view behind a fence or wall as set forth in Title III, Chapter 1, Article 5 of the Zoning Code.
- (6) Permitted subject to issuance of a conditional use permit by the Board of Supervisors upon recommendation of the Arden-Arcade Planning Commission.
- (7) To comply with General Plan Noise Element standards of 65 Db Ldn or less for residential/transient lodging outdoor activity areas and 45 dB Ldn or less for residential/transient lodging interiors.  
An acoustical analysis, prepared by a qualified acoustical consultant and verified by the Department of Environmental Review and Assessment, substantiating that the Interior noise level does not exceed 45 Db Ldn shall be provided.
- (8) Delivery and service vehicles must be secured in an enclosed garage or fenced yard during non-business hours.
- (9) Hours of operation shall not be permitted with the hours of 12AM and 10AM unless extended with a Conditional Use Permit
- (10) See Sacramento Zoning Code Chapter 25 Definitions for "Adult Uses."
- (11) When it is determined that the project does not meet the required Code development standards, the applicant may make application for a Special Development Permit for an alternative design, to be heard by the appropriate authority. It is recognized that there are many design alternatives to the standards contained herein that create a quality and compatible project.

- (12) New development shall comply with County landscape standards, the landscape standards in D. 2 (b) below.
- (13) All signage must be developed that conforms to current standards, see Section D, #2 for signage requirements. Electronic reader board signs will not be permitted.
- (14) Sale, installation and servicing are permitted provided the use is conducted completely within an enclosed building. The reconditioning of used merchandise for resale is permitted as an incidental use. Reconditioning of used merchandise for resale as the principle use of the premises subject to issuance of conditional use permit by the appropriate authority.
- (15) Permitted subject to approval of a Use Permit by the appropriate authority and to development standards set forth in Section 315-32 of the Zoning Code.
- (16) Permitted subject to issuance of a conditional use permit by the appropriate authority and provided a valid dancing license is obtained.
- (17) Thresholds for the level of review are in Section III Special Planning Area Ordinance, E. Project Review Process.
- (18) Refer to Sacramento County Code Section 4.36.000 for the Massage Establishment Operating Regulations.
- (19) All uses not listed within this table shall be subject to the Sacramento County Zoning Code Permitted Use Tables (Title II Sections 230-01 and 230-10).
- (20) These uses are permitted in the listed zones, if in compliance with design standards of Section 315-22 (a) and (b), for drive-up windows and remote tellers. A conditional use permit from the appropriate authority is required when the design standards of Section 315-22 (a) and (b) are not met, or if the drive-up window and/or the order station with amplified sound is located within 300 feet of a residential zone (RD-1 through RD-40), or if the drive-up window or order station without amplified sound is located within 75 feet of a residential zone (RD-1 through RD-40). If building size is 100 square feet, or less, then the Zoning Administrator shall be the appropriate authority.



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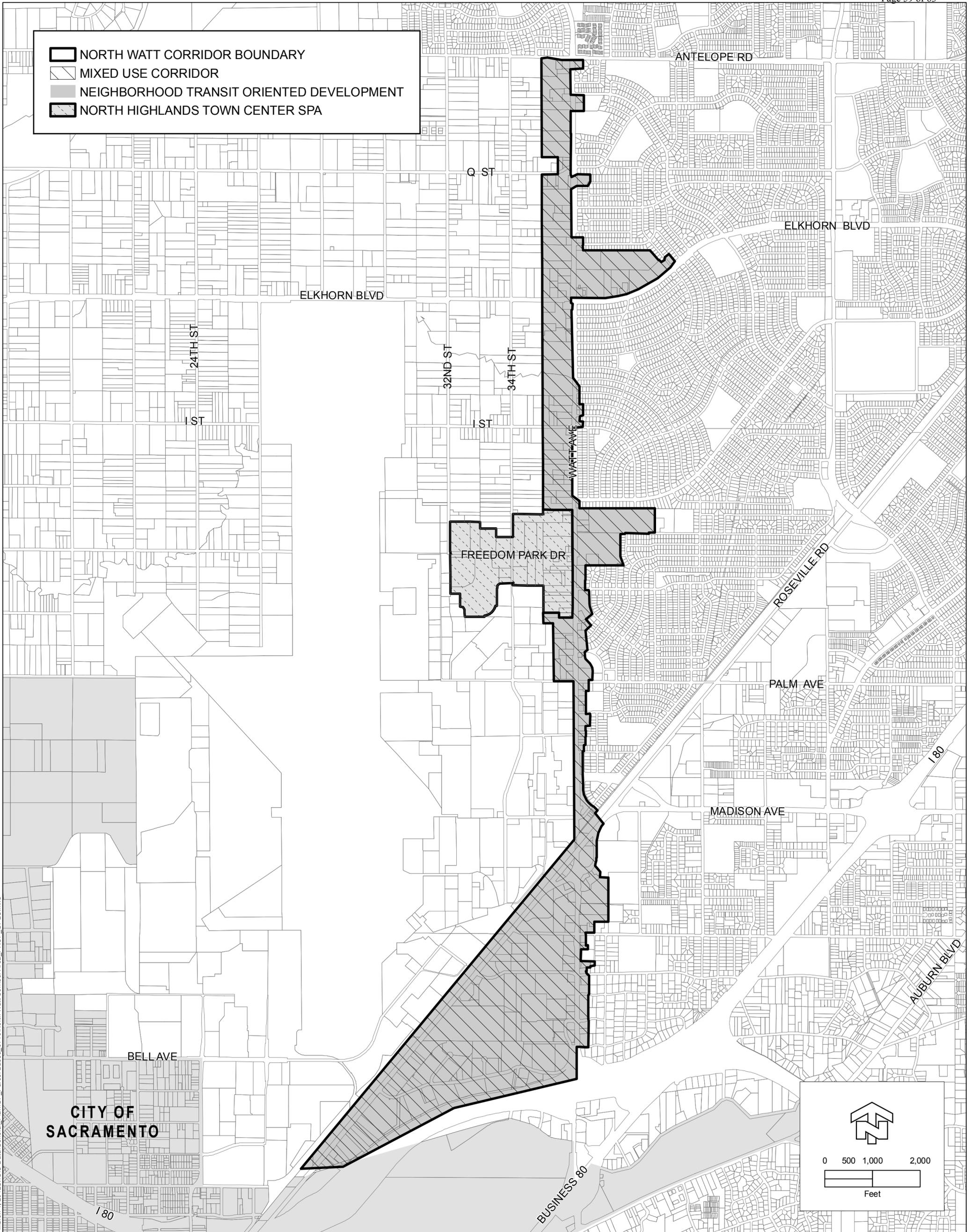
CITY OF SACRAMENTO

### North Watt Avenue Corridor



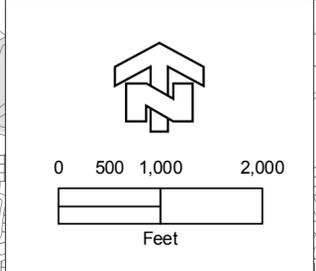
**Legend**

-  NORTH WATT CORRIDOR BOUNDARY
-  MIXED USE CORRIDOR
-  NEIGHBORHOOD TRANSIT ORIENTED DEVELOPMENT
-  NORTH HIGHLANDS TOWN CENTER SPA



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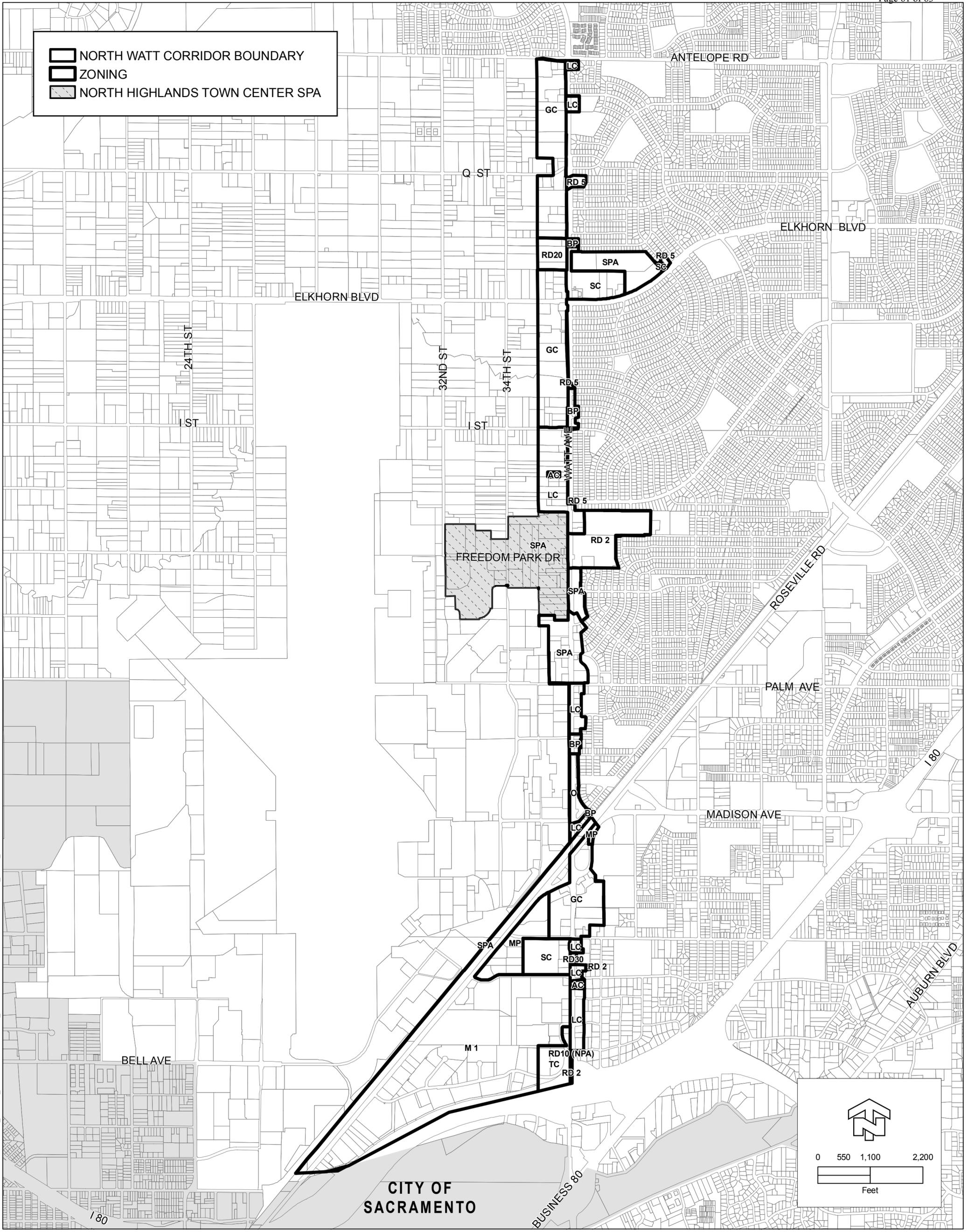
**CITY OF SACRAMENTO**



# North Watt Avenue Corridor Proposed General Plan Land Use Designations

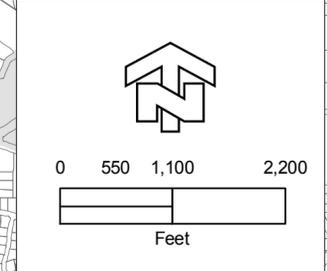


NORTH WATT CORRIDOR BOUNDARY
   
 ZONING
   
 NORTH HIGHLANDS TOWN CENTER SPA



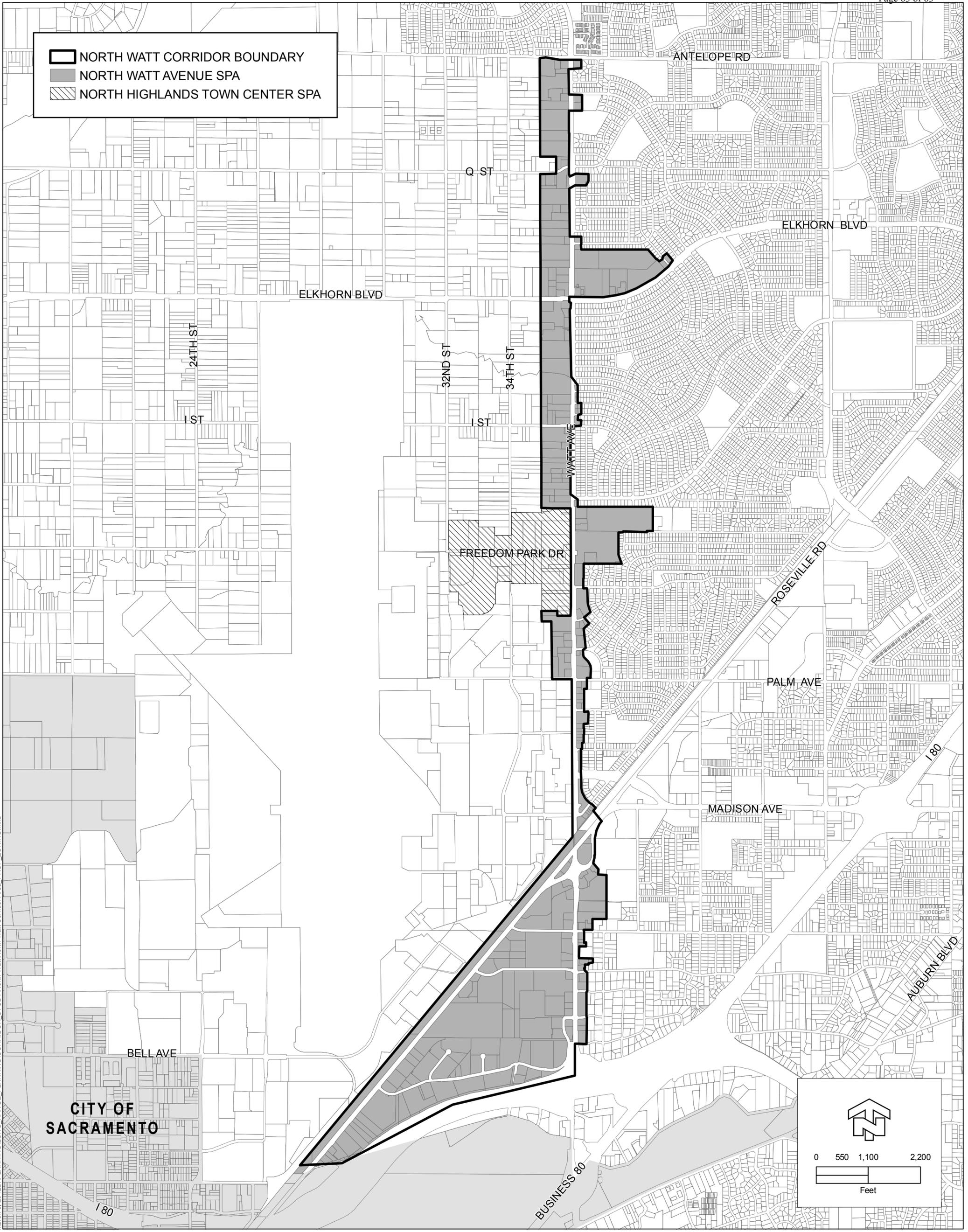
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### North Watt Avenue Corridor Existing Zoning





 NORTH WATT CORRIDOR BOUNDARY  
 NORTH WATT AVENUE SPA  
 NORTH HIGHLANDS TOWN CENTER SPA



March 5, 2012B:\PLANNING\LONG RANGE PLANNING\CORRIDOR\_STUDY\North Watt\North Watt Corridor Area\_PROP\_ZONING.mxd

# North Watt Avenue Corridor Proposed Zoning