

CITY LEADERSHIP WORKSHOP

Key Challenge No. 1: Infrastructure Financing

Rating: S=Support / NS=not support Y=Yes/N=No

A. Richard Boulevard -			B. Railyards -			C. Executive Airport -			Question 1 - Should the city invest in infrastructure improvements in advance of development in areas like Richards Boulevard as well as the larger downtown area?	Question 2 - How do we fund public transit improvements in order to provide the transportation choice envisioned in the smart Growth principles?	Question 3 - Does it make sense to have taller buildings in the Richards Boulevard area in exchange for better access and greater setbacks from the River?	Additional Thoughts?	
#	S/NS	Comments:	S/NS	Comments:	S/NS	Comments:	Y/N	Comments:	Y/N	Comments:	Y/N	Comments:	
1	S	Infrastructure is already there. Build grocery stores and other services - cleaners, etc.	S	New area to plan development. Build needed neighborhood services - grocery store.	NS	The airport is still needed. Map in book is wrong - golf course and residential area included in map. Keep airport! Hands off the airport!!	Y		Y		Y		All new buildings should have setbacks to protect growing area of urban forest - tree canopy.
2	S	We have to protect existing jobs.	S	I support the direction but I'm very concerned about the green scape accountability that we don't want to create artificial prewater land values that result in substantial subsidies.		I would like to see closure of the airport and action of the land uses as well designed water planned connectivity.							
3	S	Better access to transportation, business, residential, anchor "destination" park/museum complex.	S	Excellent use by business/residential, suburban sprawl, create new self-sustaining neighborhood and access to Richards Blvd.	NS	Long term value to community? Very few employers/businesses in this area to create commercial center. Light rail access is good.	Y			Bond initiative?	Y		
4	NS	We can ever seek to create campus space within the dense mixed use environment. I disagree with the preliminary conclusions. I see Richards as an adjacent or extension of our CBD and believe the dense, urban, mixed use is appropriate, maintain access to and a 100-200 foot buffer from the levy.	S	I strongly support the proposed use.	NS	I feel the airport is a huge under-utilization and would support rezoning the entire 540 acres.	Y			? Mitigate parking through financial investments.	Y		Why can't I have both?
5	S	We need more housing close to downtown.	S	There also should be an arts center.	S	It's pretty much status quo - but there should be public transit access.	Y			Increase airline franchise fees at the airport and increase parking fees at city lots.	N		
6	NS	Gold Rush Park?	S		NS	Economic Development - Poor current use.	Y				Y		
7	NS	Not enough open space dedicated to expanding Sutter's Landing Park/Zoo, or Gold Rush Park.	S		S		Y			1) 1/2 cent additional Sac Co Sales tax, mostly for transit and possible, 2) commuter tax, 3) developer fees that reward development close to transit.	Y		
8	S	It's fine as long as there is no heavy industry anywhere near the residential area. More Open space.	S	It supports Smart Growth.	S	Its good to maintain some "open space".	Y			Gas tax or something like that. Pollution tax and developer tax revenue.	Y		
9	S	Infill would be relatively cheap - in the long run. Would help hold an urban core. Want to see Gold Rush Park.	S	Absolutely, this would be a "signature" area for Sacramento and serve as an anchor for cultural tourism. Performing Arts Center.	S	I think there could be a better use for this land. Not airport related.	Y			Yes, but not at the expense of the downtown development.	Y		
10	S	Reduces commercial usage will facilitate traffic reduction - however, public transportation employment centers "green space" must all be developed simultaneously.	S	It is an effective traffic control of employment opportunities and public transportation are a part of 100% an add on to the development needs more green space.	S	Private aviation is expanding and there is need for smaller airport to handle this traffic w/o impacting the "International Airport".				Consider employment centers associated with public transit developer of such centers will pay a portion of cost.	Y		
11	NS	Gold Rush Park.	S		NS		Y			Sales tax, gas tax.	Y		
12	NS	Prefer Gold Rush! This town needs a large world class park!	S	Yahoo! This is a "no-brainer" forget the arena we need a large performance art center.	S	No real opinion.	Y	Gold Rush Park!		If not, the traditional dev'r pipeline, certainly not the "traditional tax increase"! But a .5 cents sales tax increase is fine to pay for transportation.	Y		Would support in exchange for but only for that reason.
13	S	Where does Gold Rush Park play into the Richards Plan?	S		NS	Surrounding area (golf course) should be developed for business-oriented use.	Y				Y		Where are parks, zoo and open space represented on illustrations?
14	S	Richards is very close to the Central City. It is a logical place to which the central city can expand high density here also allows preservation of the central city's lower density historic neighborhoods.	S	It is adjacent to the central city - a logical extension of it. It will be the site of the intermodal - comments made about preservation - transit for Richards apply here too. We need to jump start the intermodal.	NS	I support this in the short term, but I think we need to look at this area for infill development in the future. I think it is a much more reasonable place to develop than the Natomas Joint Vision area. I think within 10 years we need to move to alternate uses.	Y			Central city residents have been asking for a parking subcharge for commuters. This needs to happen to help pay for transit. We also need a 2nd Measure A that is devoted primary to transit not cars. Developers need to pay a transit fee. Lobby to get MTP to focus more on transit less on cars. It is currently at odds with the blueprint.	Y	Absolutely	
15	S	Also would include wider American River Parkway for open space and recreational use. Decrease housing as incompatible with industrial uses nearby.	S		NS	Entire site needs to be utilized for mixed use development - sales proceeds can fund needed infill infrastructure.				Impose transit / traffic development impact fee (regional).			
16	S	but have concerns: existing economic use and private ownership do not allow for easy transition to new patterns.	S	Levee/green field - should target for off patterns.	S	Minor adjustment to market trend.	Y			Fund with New Growth Impact fee? New development fees?	Y		
17	S	but, keep some industrial land for jobs.	S	but, ensure river parkway is significant in size.	NS	more intense use needed there, housing.	Y	only if they pay for themselves.		A new measure, a higher tax amount, or additional 1/2 cent.	Y	need significant river walk area.	
18	S	Better location for mixed use than industrial but need area to replace displaced industrial in city.	S	Finally!	NS	Should be converted to urban uses, airport uses can move to Mather & McClellan.	Y			Divert gas tax revenue.	Y		
19	S	Small Green Park and mixed use area.	S	More housing than original general plan.	S	Complete study on how to make better use of this land.	Y			Federal \$ tax allocate more to transit - Private funders.	Y		
20	S	The green belt along the river is good. Although with all that housing, more parks (including city parks) are needed.	S	The intermodal transit center will be very valuable to Sacramento.	S	I live under the airport. I don't fly, but I still think it should stay. Important asset to the community. Keep the airport!	Y			I hate to say it, but taxes will need to be raised. However, business should also share infrastructure expense.	Y	willing to pay for quality of life.	We are the City of Trees!
21	S	Why? Higher density near downtown current use is a waste. Need larger green corridor. Support concept of Gold Rush Park which will make us the destination we'd like to be. Decrease small open spaces and increase contiguous open spaces.	S	Reduce # of small open spaces and increase contiguous open spaces. Better connectivity with downtown. Integrate with Richards Blvd. Emphasize non-auto circulation.	NS	Higher density in a better use for this area in the long run. Find a different area for the airport.	Y			Citywide taxes for transit, regional parks.	Y		
22	S	but would prefer a denser development scheme to relieve density pressures in downtown neighborhood.	S	but would prefer a denser development scheme to relieve density pressures in down neighborhoods.	S	Like amenities a general aviation airport provides including educational connection to Sac City College.	Y			Divert revenue generated from increased parking fees solely dedicated to bolstering transit infrastructure like other urban areas (like SF) or local gas tax for transit infrastructure. Also need employer involvement to encourage transit use.	Y		
23	NS		S		NS								
24	S	Good housing, open more to river, create linkages - close enough to downtown but far enough to be a separate area.	S	Excellent adjacency to downtown Sacramento needs FUN places.	NS	Why not Mather? Conflicted. Not sure this is the proper place for major new development push.	Y			Bonds, tax credits, loans, user fees, developer fees, new markets tax credits, CDBG, home tax increment. Finance Richards Railyards must self finance.	Y		
25	S	I support the four preliminary conclusions of a new direction in that area.	S	I support the trend of creating a new urban neighborhood with increase in housing and shopping close.	NS	I feel the airport has gone pasted its need and should go in the direction of key challenges A & B.	Y			Include the developers and city, state and public funds.	N		
26	S		S	Take max advantage of our river assets.		Not certain - definitely feel this should be driven by comprehensive airport plan/vision.	Y			ASAP: Measure B; broader range of options; tax increment developer participation; parking disincentives; better understanding/quantification of "multiplier effect" of transit investments. "Total Cost" Resource Decision - Making Tools!	Y		Public education. Peer comparison data. Public has a very unrealistic view of what level of investment is necessary (above current levels) to support future visions!! This is very important public/community dialogue discussion!
27	NS	Unanswered concerns about current residents in low income housing and businesses now in place Even city of sac contemplates new offices in this area.	NS	Examples appear to be mostly considerable high-rise structures - appears to be a concrete jungle.	S	Unable to choose because map is wrong to include golf course and residences adjacent to airport land. Map outline is old. Moderate airport improvements/streetscape improvements are acceptable.	Y			Bonds, grants, developer fees, perhaps a moderate transit tax assessment.	Y		
28	S	Must include plan for branch library, fire station, school, etc.	S		S		N			Stop the war, cut the military budget, cut federal taxes, raise state and local taxes, where the money is actually well spent.	Y		
29	NS	Richards should be included in the railyard.	S	It is very close to downtown but still can be on its own.	S		Y			taxes	?		
30	S	Connects downtown to river.	S	Supports and connects downtown.	S	Sell land for houses and fund improvements a Mather.	Y			hotel tax.	Y		
31	S	Reinventing the area would make Sacramento more attractive to new residents.	NS	I'm not a fan of single family homes in the railyards. I think an entertainment center & park would better serve the city.	S	There needs to be continued support for the airport.	Y			Increase RT fares - use more funds from parking tickets.	Y	limit height of building to keep downtown as key,	
32	S	Increase housing will create more demand for commercial development in area - need grocery stores.	S	Together with increased housing in Richards Blvd. the railyard's increased housing will make a more livable area.	S		Y				Y		Note re: Richards & Railyard - significant issues re: capacity of combined sewer safety.
33	S	Higher density residential is better. Going "UP" eliminates sprawl (to a degree).	S		NS	Not sure this should be a general av airport - there are two other major runways in County - McClellan & Mather.	Y			Bonds - Federal dollars.	Y		

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34	S	Helps create a vibrant downtown and surrounding areas. Good to have greater densities close to CBD	S	Helps create a vibrant downtown surrounding areas. Good to have greater densities close to CBD.	NS	Airports should not be surrounded by residential areas. Airport is not the greatest and best use of this land.	Y		Y	Don't know all available options and legalities. Must, however, be fair to all citizens and not benefit few wealthy individuals. Why limit question to just public transit improvements.	Y		
35	S	Support, but; include strategies that address the social services highly prominent in this area. Connectivity to East, South - focus on gateways! 12th/16th/Evias.	S	Connectivity would be of concern. Open "K" street from 3rd to Old Sac; then second to Jibboom. "I" st. bridge needs	S	If folks were utilize/merge executive to Mather, that's the point of discussion.	Y		Y	Combination of regional bonds; subsidize ridership programs; increase public parking rates; discount passes to those residing in Central City.	Y		
36	S	Better use of what the river offers in terms of amenities.	S	Combined use of housing, retail and commercial is good.	S	But at some point, may be we should look at alternative sources/uses knowing that it takes 20+ years to accomplish.	Y		Y	Used tax (bond financing), CFD.	Y		
37	S	Protection of the American River Parkway would potentially be jeopardized by immediate adjacency of high intensity residential uses.	S		NS	Should relocate executive airport out of town and redevelop existing area similar to railyard intensity.	Y		Y		Y		
38	S		S		S		Y		Y	By increasing DOT taxes / all the above. Increase investors	Y		
39	S	Required infrastructure (stations, apparatus) and operations are more expensive. Additional fire prevention personnel (inspectors, public education, investigators) addition suppression personnel and admin staff are required to support the growth. Types of equipment may be different. Increase training costs.	S	Same	S	Same	Y		Y	Bonds, taxes, impact fees.	Y		
40	S		S	What about high ground water and toxicity.	S	Better compatibility with existing uses.	Y		Y	Fees, tax, measure B - 1/2 cent.	Y		
41	S	Decrease amount of multifamily.	S	jobs - housing. Urban = excitement.	NS	must protect airport - look at CLUP doesn't give many choices. Land is controlled by the Feds.	Y		Y	Redevelopment, federal grants, sales tax.	N	ground water is too high - a lot of land is fill - can it support tall buildings? What about the contaminated ground water?	
42	S		S	Needs to consider open space component	NS		N		Y		Y		
43	S	We have the opportunity to make some sense of this area.	S	I would have to include an arena.	NS	Do we really have a need for an airport in dense residential areas? I don't think so.	Y		Y	Taxes, bonds, stop the war!	Y		
44	S	Additional residential opportunities in areas where job growth is expected allow for recruitment of top-notch candidates for the jobs to be filled. More housing choices attract a larger pool of job applicants.	S		NS	with McClellan and Mather we don't need executive airport.	Y		Y	A tax increase seems unavoidable.	Y		
45	S	Old commercial corridor should be revitalized and residences built close proximity to river.	S	The largest parcel of vacant land adjacent to any downtown area in California!! No question.	NS	Is airport highest and best use of property, considering neighboring land use and proposed expansion of Sac International Airport, McClellan and Mather.	Y		Y		Y		
46	S	Density makes sense along river as way of preserving public access to riverfront.	S	Great opportunity to increase density and livability of urban core.	NS	Question viability and need to keep airport. Consider re-studying and transfer air traffic to Mather and McClellan.	N		Y		Y		
47	S	Develop it up than a 100 setback, the low income housing needs to stay.	S	We should develop this area for a better and bigger downtown area. No Arena!	NS	We need an airport if we want businesses/people to come to Sacramento.	Y		Y	Seek Federal and State funds and ask voters for a higher tax (1 cent) to pay for transport, developer fees.	Y		
48	S	Emphasis on "generally" I would like to see development at Gold Rush Park in this area as close as possible to as it was proposed. What I like is urban grid, denser development, open space preservation along riverfront.	S	Very exciting concept for urban living. I still don't favor building an arena downtown.	S	I want to keep executive airport as a general aviation facility and I like the focus on airport compatible development along Freepport.	Y		Y	Needs a dedicated funding source, i.e., new tax dedicated to this purpose.	Y		
49	S	With more transit opportunities - extended light rail more river parkway & parks.	S	Need more residential downtown first. More retail will create additional traffic problems before drawing people to the area to live.	S		Y	Should develop financing options, portion of property tax goes to an infrastructure fund.	Y	Sprawl tax! There needs to be a tangible benefit to publicly funded infrastructure projects. ie. Reduction in vehicle miles traveled.	Y	Great idea, more parks near river Gold Rush Park!	
50	S	As long as the parkway band is not too wide.	S		NS	I think there is opportunity to intensify the uses at the airport site. Certainly we should work with the County on this.	Y	the question is how to fund it.	Y	Grants, federal transportation.	Y		
51	S	Provides additional public safety and revitalized area.	S	Great opportunity for world class infill projects.	NS	Plan does not offer enough reuse.	Y	if funding mechanism doesn't risk general fund or enterprise funds.	Y	Bonds, grants, developer impact fees.	Y		
52	S/NS	Issues: setback - we need development along the river to provide "eyes on the river" to deter transient population - should not have "mandated" setback, should not have "greater setbacks" - need to provide for light industrial that currently exists -- who will build and maintain green space especially since the public has said they don't want high fees/taxes - shouldn't mandate things that we can't fund - developers can't fund everything or we won't have any affordable housing.	S				Y		N	Need balance - taller building mean higher costs for development - higher housing costs (use affordable housing).			
53	S	Opportunity for residents to work near home. Available transportation, great connection to downtown and adjacent neighborhood families can live healthiest lifestyle.	S	Opportunity to live, work & play in downtown Sac. All amenities available, ie., transportation, shopping, etc. Could also take advantage of possible tourist attraction - close to freeway and old Sac.	S	Airport can continue to operate. Minimum impact to existing traffic congestion on Freepport Blvd.	Y	maybe not sure. Contingent upon priorities of city -- where we stand with police and fire protection, etc	Y			Y	
54	S	This would be a good mixed use area that could easily be accessed from the downtown area.	S	Perfect compliment for additional downtown development.	NS	Is this the best use for this area all things considered.	Y		Y	Federal and State trans funds, grants.			
55	S	Creates 4 x more housing - more retail better jobs/housing balance.	S	Increased densities for all areas especially housing/retail and cultural/entertainment.	NS	Would like to see the airport gradually redevelop over the next 20/30 years.	Y	regional thru SACOG.	Y	Measure 'A', State bonds, Fed \$ perhaps a transit "fee" and investment in Transit not State Hwy systems.	Y		
56	S	Because of proximity to downtown and planned transit. However, still need light industrial and warehousing near downtown to provide for uses that support downtown.	S	Opportunity to expand the mixed use urban fabric of downtown and for a large amount of infill housing near the downtown job center. Also, adds to downtown as a major regional destination.	S	It is important to determine if Executive is still needed. If not, the whole site should be redeveloped. If it is, the proposed direction is appropriate.	Y		Y	Modest tax on a regional basis must have regional buy-in to attract outside funding.	Y	if we can afford to build them.	
57	S	density of development.	S	Density of development.	NS	There are many other opportunities for development.	Y		Y	Regional approach.	Y		
58	S	Ensure that public use along the river is not discouraged by adjacent property development.	S	Keep high rises east of I-5.	S		Y		Y	A mix of bonds and local taxes. Ensure that non-motorized transportation modes are included in the mix.	Y	Keep high rises as far east of I-5 as possible.	
59	S	Keep Dos Rios. Make parks and parkway bigger. Allow business that serve downtown to find encourage.	S	Need large public plaza.	S	Let it go - move on to projects that can happen.	N	Do a financing plan to have the future residents and businesses pay.	Y	Developer fees, new transit tax in 2010, federal and state funds.	Y	STOP THE WAR!	
60	S	But need to provide areas for heavy commercial uses. Need teeth to implement vision. Need to make sure the open space is incorporated into the plan.	NS	Need to address existing area before investing in new redeveloped areas - N Sac., Oak Park, and Del Paso.	S	The city has too many projects that need attention.	N	Need to devote to other areas that do not have big developers backing projects.	Y		Y		
61	S	Richards Blvd. should follow on the success and development of the Railyard. Need grocery stores.	S	The Railyards offer the best opportunity in the city for wide scale infill development/urban living.	S	Upgrade the Freepport Blvd. corridor to enhance existing aviation - supportive businesses.	Y		Y	Consider implementing a property tax shift - enact levies on land value as well as special transit sales tax. Land value capture.	Y	Limit height to 8 - 9 stories.	
62	S	Fantastic potential for mixed use. Open space.	S	Same as A. Create public spaces.	NS	Keep executive airport as is - later consider reuse of the property - need more focus and study.	Y	Need implementation plan (0-5, 5-15, 15+) that focus on financial and other needs.	Y	Need to consider county wide funding for transit - consider other funding sources - Federal and State.	Y	Yes, if better access and setbacks are achieved.	
63	S	Sustainable development. Richards is close to downtown densely developed area keeps development compact; support jobs/housing balance.	S	Sustainable development close to downtown make sense for more dense development; best use of large infill space.	S	Concerned about significant future development.	Y	if possible.	Y		Y	but perhaps less than full height of downtown buildings.	
64	S	The direction takes advantage of the recreational potential of this area so favorably located by the rivers. The increase in housing and mixed use creates opportunities to enjoy the river environs and the contiguous proposed development.	S	The current plan under utilizes this prime location. The new direction takes advantages of this location by scaling up the housing. The retail and other development to make this a magnet, adding even more value to the transportation / center.	NS	I attended one county community meeting regarding plans for the airport. It was marked by an absence of data and objective analysis. The Booz-Allen consultant report was particularly disappointing, more a promotional document than an analysis. Responsible analysis first.	Y	Developers should partner with the city to fund development.	Y	Tax breaks for developers, seek state and federal funding for environmentally beneficial development. Fees for instructive services?	Y		
65	S		S		S	Due to federal requirements - there is unlikely any other option.	Y		Y	city tax.	Y		
66	S	It is close to Downtown; close to the river.	S	Perfect location; extension to Downtown.	S	I support this if the airport remaining and we look at opportunities to develop on and around the airport. It is very important to support surrounding areas.	Y		Y	Federal funds; mini buses lots of trips.	Y		
67	S	The effective reuse of this area can produce the new dense communities we need sooner than in other areas of the city.	S	This is the region's key catalytic project that will serve as a template for how to proceed.	S	This is a long-term discussion that can really be addressed in years to come. This is a land bank for future general plans after 2030.	Y		Y	Additional region wide sales tax - & targeted user fees on auto uses. (i.e., parking).	Y		

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68	S	Higher density development combined with open space makes sense here. Question: why no mention of Gold Rush Park? That should be part of this discussion.	S	Suggestion: use this project as an opportunity to employ European-style district heating and cooling for sustainability and energy savings.	S	Keep general aviation services here. Okay to spruce up Freeport Blvd. frontage.	Y			Measure 'A' and possibly a new transit sales tax.	Y	
69	S	Great opportunity to expand housing that reaches river and downtown - links - but protect river with good park along river that is people oriented - "community" within city.	S	Must not take away CBD core renewal however needs added linkage to downtown grid and Sac river.	NS	Great opportunity to provide new community with jobs housing mix near light rail and bus corridor need to also include major open space/park.	Y			Assessment districts and other tax mechanisms.	Y	
70	S	This area can compliment our downtown area - housing and commercial along with retail uses.	S	Very important we complete the RRS infrastructure as noted by developer - the development of downtown is of utmost importance its the most important issue of these 3.	S	The airport is generally not being used to its potential - this land can be used for a better use next to residential.	Y			Increase in taxes on ballot to let voters decide.	Y	
71	S	Connecting downtown to river Public access to riverfront. Useable access to the river. Complements Sacramento's downtown district, facilitates revitalization of the Richards Blvd. area. Increase housing and density of development.	S	Extend attraction of river into core of city. Extension of downtown core area mixed use development of government, retail and housing needs close to the core area of the central business district.	S	Maintains current use of general aviation airport with coordinated effort with the county on the master plan - county airport system. Let's get it started!!	Y	regional sales tax Need taxes into the ballot!!		Undertaken a proactive role, soliciting developer interest and assessing in negotiating agreements between property owners and potential developers.	Y	Increase density and allowing more setbacks to river. Must maintain quality design control Do not set in stone be flexible. Better access to river / public access is a must!!
72	S	Public access at river is important. seize the opportunity for development of mixed housing / commercial.	S	Continue marina development from old town thru railyards up thru Richards Blvd.	S		Y			Infrastructure improvements for the good of the community and spread the cost combination user fees, taxes, bonds.	Y	
73	S	Let's not miss the opportunity to integrate new development with the riverfront.	S	Thomas enterprises recently made significant improvements to their first set of plans.	S	I like the idea of developing part of the airport with airport compatible uses, to help revitalize adjacent major streets.	Y	when development can afford to pay for infrastructure - have them do so. Use city investment/front funding on infill projects that often can't afford or coordinate infrastructure improvement.		Tip the balance from road subsidy to transit subsidy! Charge for SOV commuters to fund transit.	Y	
74	S	Close to DT core and transportation.	S	Adjacent to DT core and transportation.	S	We have excess general aviation capacity at Mather & McClellan. Reuse Executive to improve surrounding have values with retail entertainment jobs and housing choices.	Y	But developer should pay fair share		Sales tax increase.	Y	
75	S	But consider the river first.	S	This is a mid-term project, after bringing housing to downtown.	NS	1) do we really own the airport? 2) this project should be set as a later project. 3) this space is prime long-term for innovative infill. Use the airfield as land banking.	Y	If the areas we focus on are staged. Bang for buck and not all at once.		Special alternative transit assessment. Localized redevelopment areas around planned TOD.	Y	But still mid-rise. Not a new downtown. Also, sightlines must be considered.
76	S	Prefer the new direction incorporating mixed use and parks down to the river. Also green space.	S	Like the entertainment destination and interface with Richards.	S	Opportunity to improve Freeport Blvd. Opportunity with mixed use. Also, 24th Street -- compliments the future of the airport.	Y	Need to understand the potential and timing for ROI in broad sense.		Potential tax - must be realistic on use and regional priorities.	Y	
77	S	Building an energetic/thriving riverfront is needed. Don't like the sketch of a meandering pathway. Pathway should be close to the buildings. Transportation choices/parking key.	S	Parking. Transportation choices, urban design Appropriate, well designed streets will be key Support mix of uses with increased.	S	I agree to look at the options/viability of the airport verses its opportunity as a park, office center, mixed use town center.	Y			Invest more in alternative systems vs. roadway development. Prop. 13 should be look at again.	Y	
78	S	Include small/medium sized performing arts spaces - include outdoor.	S	Why emphasis on shopping? Let the mall be the mall, and create something unique.	S	During the "wait and see" time, why not invest in the ex. Airport as a destination attraction? And all Freeport.	Y			Very small gas Tax - 5 cents a gallon. Stop taking parking and ticket fees into G. F. - transportation. Good question.	Y	Clean up the permit timing issue. Listen to industry
79	S	Consistent with sustainability.	S	Same as A	S		Y				Y	Racial politics of growth used to be factored in
80	S	There is a hard line between Richards blvd. area and midtown not integrated. Zero single family homes. Megablocks and all high density does not a City make	S	Railyards can be high density and have special character.	S	Need more mixed use and infill in this area.	Y	Must share costs among us through taxes and bonds.		Don't know but we, entire community, all have to share in these costs. Federal \$\$ / Public Transp. Over HOV	N	Scale down from central city and railyards to river.
81	S		S		S		Y			bonds? Taxes.	Y	
82	S	I am supportive of infill development and this area will connect / extend the city to its riverfront and be more connected to the Natomas area.	S	Infill development! Intermodal facility will be better supported with higher density of housing and employment nearby.	NS	This is a unique facility, amenity to the immediate Sacramento region. Should preserve until absolutely need for infill - should designate urban reserve.	Y			SACOG! Should be providing a large percentage of these funds. Otherwise, Caltrans or taxes on people that live outside of Sacramento but work in the Sacramento. Ie. Cleveland City, OH	Y	How were these areas chosen. Illustrative examples meant for discussion purposes.
83	S	Do not have an opinion.	S	If it is developed correctly and with vision it could become Sac signature area.	S		Y			Transportation tax / rent the land out.	Y	I found it is interesting that the 3 questions are about Richards.
84	S	Tighter grid pattern needed on streets for better pedestrian activity, ok to build up in exchange for more green space.	S	This is a perfect area to create density with office/retail/housing.	NS	with exception -- this area should be an urban preserve and N. Natomas should remain greenspace/agri land. Add mixed use on 24th and Freeport.				Developer fees, employer financing, bonds.	Y	
85	?		S	The land is currently a tremendous waste. However, clean up would be astronomical.	S	This site provides a needed benefit to the Sac. Area.						
86	S	Public access to river, zoo's and museums, restaurants on river uses (houseboats, marina, recreation).	S	River open up to Sac River.	S	Start getting ready to develop.	Y				Y	
87	S	Good location.	S	Thomas already owns it all, let him do it.	NS	It is fine how it is.				no idea.	Y	
88	S	Capitalize in "River City", on river uses: marina recreation Public - accessible development up to and using the river need to include zoo (new) add museums.	S	Mixed use in each of the "district" new convention center, 1500 room hotels! Connectivity to old Sac and river is important.	NS		Y			Federal matching; assessments regional sales tax.	Y	not necessarily.
89	S	Compliments the nearby Railyards possible plan. Opportunities for museums, zoo.	S		NS	As long as the airport remain in the neighborhood, Freeport/24th.	N			Federal, state, assessments.	Y	
90	S	Public access.	S	Have a good mixture of a variety venues - a major convention center, larger hotels, etc.	S	Lot of history - convenient location for the corp business that need airplanes.	Y				Y	
91	S	Obviously funding area needs to be solved.	S	Obviously funding needs to be solved.	NS	This is a huge opportunity to improve a large area with smart growth in lieu of a underutilized airfield that the city receives very little benefit.	Y/N	on a case by case basis, some investment may make sense.		A new \$1/gallon gas tax that gets sliced several ways for transit capital and o/m, bikeways, LRT, walkability, etc.	N	
92	S	Transportation provided for outside users (visitors), developed new walk.	S	Transportation provided for outside users (visitors) - parking, public transit.	NS	Major regional park (central park style)	Y				N	
93	S	Need improvement.	S	Need better way to use the land for shopping, restaurant and jobs.			Y					Must include better transportation in/out access without congestion.
94	S		?	Why pay the money to move the rail station.	S		Y			Don't. To avoid "white flight" then build some roads!	Y	
95	S	I like the mixed use and green buffer to the river, but concerned about traffic congestion.	S	I like the place it creates.	S	No other options, executive airport offers unique opportunities to city.	Y	These whole investments lead to prop tax to reinvest into single redevelopment projects.		Taxes (gas, vehicle, property) grants, federal funding sources, master planning with developer investment.	Y	Need better access and large setbacks from the river.
96	S	I like higher density residential development with parkway along river, but where will industrial go? The parkway should extend on both sides of American and Sac Rivers with connectivity bridges.	S	Mixed use is key, but more employment focus is okay if Richards is residential.	NS	I think we should try to consolidate uses at other airport. If this airport is not necessary, open up for medium density residential given lack of transit connection.	Y			Use redevelopment funds where available. RT tax proposal a good option if feasible. Redevelopment revenues where available.	Y	I support high rise along river to take advantage of views.
97	NS	Need to keep some industrial / manufacturing, keep viable businesses, work with existing businesses. Don't wipe area clean.	S	Most flexibility due to exist. Condition city services to match development built into growth plan.	S	Can it does it support itself, how can revenues increase, how to increase more public access, needs financial analysis.		If better focused on what will be included and direction on development.		Cable/cell phone		Possibly - not at expense of losing all light industrial / manufacturing consider live / work / artist housing.
98	S	Concern of concentration design, level of high density - balance.	S		NS	Important asset and amenity for attracting and retaining businesses/individuals needing general aviation needs. Long term value may outweigh one-time financial gain.	N				Y	How tall?
99	S	Connections of many systems need to be developed between Richards and Railyards.	S	We need more choices: housing, transportation, recreation, arts/music, theatre, film, museums, art and crafts.	S	The executive airport seems to serve a very small segment of city residents is unsafe and inaccessible to most. Does not generate enough city revenue. Move this to our Sac. International airport area instead!	Y			Rise taxes! 8.25% = New York) we love NYC and its arts/entertainment.	Y	
100	S	Support contingent on sufficient funding of emergency services.	S	Support contingent on funding emergency services to handle impacts.	S	Same	Yes			Regional wide gasoline tax.	N	
101	S	Needs more specific	S	Connect A and B - under private development.	S	Work with County and Feds.	Y			Fed/State/local move funds to new priorities public transportation.	N	
102	S	Better use, great infill, adds to downtown core but better utilizes and enhances levee and river, integrates with railyards.	S	Better use focus on infill/downtown, links to transportation options (non-car), integrates with Richards.	S	Maintains current use/economy/jobs.	Y	but developers need to share an equal burden!		Public - private partnerships; streamlined processes for development; perks for nearby neighborhoods; focus on long term benefits.	Y	Richards and Railyards plans need to be complementary.
103	S	Needs to have more park space along river - also more active park space, not just passive space.	S		S	Please keep in mind a park use. Need more community input and discussion.	Y			Parking fee.	Y	
104	S	I think it is important to blend shopping with accommodations. It seems really efficient.	S	Basically, the same as A. I think it's good to draw more people to the downtown area.	NS	This seems excessive.	Y				Y	

	A. Richard Boulevard -		B. Railyards -		C. Executive Airport -		Question 1 - Should the city invest in infrastructure improvements in advance of development in areas like Richards Boulevard as well as the larger downtown area?	Question 2 - How do we fund public transit improvements in order to provide the transportation choice envisioned in the smart Growth principles?	Question 3 - Does it make sense to have taller buildings in the Richards Boulevard area in exchange for better access and greater setbacks from the River?	Additional Thoughts?		
#	S/NS	Comments:	S/NS	Comments:	S/NS	Comments:	Y/N	Comments:	Y/N	Comments:	Y/N	Comments:
105	S	The proximity to the core downtown district makes Richards Blvd. ripe for development.	S	In conjunction with redevelopment of K Street area - both with additional arts/culture, entertainment venues to revitalize night/weekend lifestyle downtown.	NS	When looking at the "big" picture, this doesn't strike me as the key priority area. Ideally, all of these identified areas would be targeted.	Y	The General Plan needs to identify priorities because the opportunity for infrastructure financing is limited. It is difficult to assess agreement/disagreement with each individual segment piecemeal. We need to analyze by looking at the "big picture".				
106	S	Promotes mixed use need density for LRT station ridership. Take advantage of river front amenity.	S	Highest and best use of location, consistent with city goals.	S	Airport is underutilized. It has room for additional facilities and use.	Y	if it tied to comprehensive development plan.		Proportionally based on benefit similar to flood protection improvements.	Y	
107	S	vs. Gold Rush Park or incorporate elements of Gold Rush Park.	S		S		Y	transit connections like trolley cars.		Parking tax and business tax. (detrimental to jobs downtown?)	Y	not really a river view impact as might be thought.
108	S	But no need for setback from levee. Top of levee and riverside of levee for recreation develop to top of levee on landside. High rise housing for beautiful river views. Go to 50 stories.	S	Housing, housing, housing.	NS	Redevelop into town center, excellent opportunity for redevelopment into neighborhood. Major lost opportunity if kept as airport. Also impacts community in flight zones. Don't renew lease start the 20 year time clock.	Y			Bond measures.	Y	why one or the other. Let's have both!
109	NS	Because private sector can bring infrastructure land and housing will take away from job and revenue potential.	S	Jobs, infrastructure and some residential will turn the railyards into a valuable city/community asset.	S	Higher and better use. Be carefully not to over develop residential impact surface road transportation.	Y			Job producing growth.	N	why can't we have both?
110	S	Because of the housing that will be produced.	S	It creates more housing and helps people live closer to downtown.	NS	It's unnecessary to add retail to an airport. Make it into an amusement park!	Y			I D K	Y	
111	NS	Concern with density access to transportation and other service, health, etc.	NS	Same	S	Seem ok	Y			?	N	no to tall buildings to get high density and no to building close to the river..
112	S	Increased green space along the river and urban heights and density is great. Protection of some industrial use is good and compatible with job/housing mix.	NS	I think there is too much retail proposed for the railyards and it will hurt J/K/L street redevelopment.	NS	I believe Executive Airport is not appropriate in its current location. Airport capacity exists @ Mather McClellan and Franklin Field. Executive Airport for housing and mixed use would meet Blueprint goals for urban development and existing infrastructure.	Y	I think there is too much retail proposed for the railyards and it will hurt J/K/L street redevelopment.		Continuation of Measure A and a new, improved Measure A. Entitlements, Fed and State funds are critical.	Y	
113	S	More open space, chance for more affordable housing.	S	Transportation improvement, connectivity with existing downtown.	S	However, need some thinking and action now beyond the county's master plan process. Great opportunities in converting the airport.	Y			Combination of taxing visitors, developers, and current residents. How about new TOT?	Y	
114	S	Provides appropriate density - plenty of area for job growth elsewhere - Gold Rush Park?	S	Same as Richards.	NS	Substantial opportunity lost - McClellan and Mather.	Y			Some how capture value gained by transit improvement.	Y	
115	S	Provides downtown housing.	S	Good location for high density development, close to capitol and downtown.	S	Maintain vital service for small aircraft, provide greenbelt and recreation facilities.	Y			Bond for capital costs, fire box fees should cover O & M costs.	Y	
116	S	Will produce high return immediately, authorize redevelopment to finance.	S	Railyards offer greatest return immediately, work to reinvest in other development vs City cost..	NS	Primarily residential...save for future..	Y			Reinvest portions of return from development - long term goal not mandate.	Y	
117	S	However, I don't know financing plan.	S		S		Y			Special transit assessment.	Y	
118	S	Need for evaluation of assessment districts - nexus for developer payment.	S	Arena viability? Emphasis what mixed use and senior - low income.		Not a lot of opportunities for mixed use.	Y			Beware of environmental issue that may be glossed over at outset to come back big time as development progresses.	Y	
119	S	Richards can go quicker than Railyards or the Airport.	S	This will provide a bigger return than the airport.			Y	Legal & regulatory constraints will inhibit the City's implementation places. Habitat requirements.			Y	Toxic regulations. Limitation of what can be done along the river.
120	S	Adjacent to downtown support greenbelt along American River. But what happens to existing warehouse development. More truck trips.	S	Good mixed use infrastructure costs very high.	NS	Support reuse of entire facility, move aviation to Mather Airport, gave up concept way too early.	Y	creative divert excess TOT.		All successful municipal transit systems are subsidized. Divert road funding, higher taxes, TOT.	Y	
121	S	Beautification of Sacramento. My only concern is what happens to existing buildings in the area. Also, what would the effects be on the river/waterway? How would it be financed (other than increased taxes).	S		NS	My own bias. I grew up near it and like having it there. You also don't state what the master plan is.	Y			Taxes to begin with, then hopefully pay for themselves as people start using them.	Y	
122	S	Concern about lost of jobs, tax base. Rail oriented warehousing (if there is an energy shortage eliminating trucking 20 yrs. Out)	S	Maintain jobs, tax base in light of this.	NS	Do financial analysis / cost breakdown. No leave it for private aviation. Businesses locate there for its availability.	Y	Mello Roos Dist.		Federal Government.	Y	
123	NS	May compete with Railyards.	S		S	Concerned about future development.	Y				N	
124	S	We need commercial/industrial uses close to downtown. Make use of the river! Leave a setback large enough to create a park, like area along the entire length of the river - Bus 80 - Sutters Landing Park to I-5!	S	could be a great location for a new zoo.	NS	Leave it alone. We need a general aviation facility to serve the downtown or urban business purposes. Neighbors do not want a change! This is a very hot issue for the folks who live there. A general aviation facility is irreplaceable if lost. There is lots of infill areas other than the airport.	Y			Tax the general population.	Y	
125	S	Allow commercial public use of river front, e.g. restaurants.	S	Include entertainment venue, i.e., only if transportation hub can support.	S	Keep airport to support private planes and encourage corporate use.	Y				Y	
126	NS	Four times more housing? The infrastructure will not support this. Traffic congestion would be unbearable.	S	A new intermodal transportation facility should reduce traffic congestion and air pollution.	S	Closing the airport to create residential housing space, commercial space (mixed use) is not viable. Traffic and pollution issues should be considered.	Y			Additional gasoline tax, alcohol tax, bonds.	Y	
127	S		S		S	Retain unique airport for region and increase economic development around airport.	Y			Measure A type taxes and/or small property, tax assessments throughout city.	Y	
128	S		S		NS		Y				Y	
129	S	? Why not any development on the river? Retail or entertainment/public accessible and need zoo's added too.	S	Opportunities for convention center, hotels, cultural facilities.	S	Exploring.	Y			Federal government matching assessments, i.e., property owners.		
130	S	I consider Richards Blvd. to be a part of the urban core and can support the intensity and density projects and industrial uses, support the green belt mix use up to 8 stories.	S	Same comments as A: include supporting the regional intermodal facility.	S	Executive airport relieve our major airports serves our state capitol.	N			This city can't afford to invest in infrastructure, it must be shared with the developer, unless state grants are available.	Y	
131	S		S		S		Y	facilitate infill development.		Neighborhoods may not be able to afford the improvements. It should be done by regional districts.	Y	
132	S	Because the area is vastly underutilized.	S	An eyesore that has valuable property needing good development.	S	Properly managed this can be another large source of revenue.	Y			Fuel taxes.	N	
133	S	I believe that some revitalization in the waterfront, with MF or mixed use development will be a great transition in Downtown Sacramento. use model cities like San Diego, San Antonio, Oakland, Jack London Square	S	and retail, will help attract and bring up the Downtown area, as well as bring more tourists into Sacramento.	Y		Y			Fuel taxes; bonds	Y	but how tall? Depend building limit?
134	S	This is terrific - mixed use, active - must have access to significant retail such as Raley's or Safeway - keep livable, walkable - esp. Terrific if have "river walk".	S	Increased housing rather than office space better balance with retail.	S	Sounds reasonable to look at parts of the airport for other use. I think there is a lot of "airport access overall" Intl, Mather, McClellan and Executive.	Y			Fuel taxes.	Y	
135	S	Close to river and downtown, it should promote residential shopping instead of driving out to a shopping center elsewhere.	S	It would provide another shopping/gathering place for youth. Good housing land-use keep "historical" look to it.	S		N			Use fuel taxes only for improvements.	N	
136	S	We need to make Richards Blvd area a mixed use higher density part of the city. Access to the river is important.	S	Railyards need to include a large "cultural" and entertainment component. Office/retail in proportion so that it doesn't over shadow downtown.	S	It doesn't make sense to have a small airport in the middle of the city. This is not highest and best use. This needs to be discussed.	Y	Pay now or pay later!		City/Region needs to pursue all funding (fed/state/etc.)	Y	absolutely.
137	S	Job creation, increased tax base, destination place, transit oriented development.	S	Same as A, esp. tying transit efficiencies together.	NS	Elitist indulgence, low community benefit, low to zero revenue tax, neg. impacts to area developments.	Y			Local tax increases, fare increases, increased fed share, redirect sales tax, redirect property taxes.	Y	
138	S	It provides more direct access to American River Pkwy, good transition between Railyards and River.	S	The downtown needs a commercial and entertainment district. Good transition between CBD and proposed multi-family in Richards Blvd. area.	S	Important to keep another air transportation option.	Y			Transit impact fee on development.	Y	
139	S		S	Hopefully create more jobs.	NS	Question of flood area? Noise and safety?	Y			Governor's salary hit, as well as budget.	Y	
140	S		S		NS	Too large of an infill opportunity to not at least pursue viability of selling land to expand existing international airport and using executive for housing and jobs.	Y			citywide assessment.	Y	
141	S	Proximity to downtown makes this logical and a benefit but need to include Gold Rush Park area.	S	We need a large venue for entertainment with good sound/seating.	S	clearly need to move this land to higher, better use, if it gets rid of the airport.	Y			Transit tax - developer fees.	Y	
142	S	Great plan.	S	Good use for an ugly and blighted area.	NS	General aviation airports should not be closed.	N			Financed by development, bonds and/or fuel taxes.	Y	
143	S	The area needs revitalization and will accommodate the first leg of the DNA light rail extension	S	This provides opportunity to create a new "energy" for downtown, bring more people downtown and create potential for transit ridership.	NS	This is an opportunity for infill development. It should be developed.	Y			Build transit ops and maintenance funds into development impact fee. Create transit-benefits fee, sort of like Mello-Roos	N	

Rating Totals	A. Richard Boulevard	B. Railyards	C. Executive Airport	Question 1	Question 2	Question 3
S	127	135	76	106	1	109
NS	13	5	58	8	0	11

A. Richard Boulevard -			B. Railyards -			C. Executive Airport -			Question 1 - Should the city invest in infrastructure improvements in advance of development in areas like Richards Boulevard as well as the larger downtown area?		Question 2 - How do we fund public transit improvements in order to provide the transportation choice envisioned in the smart Growth principles?		Question 3 - Does it make sense to have taller buildings in the Richards Boulevard area in exchange for better access and greater setbacks from the River?		Additional Thoughts?
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Total		140		140		134		114		1		120			
Votes															