

CITY LEADERSHIP WORKSHOP

VISION & GUIDING PRINCIPLES

Rating: 1=most important / 5=least important

| # | 1. Vibrant Downtown & Town Centers Rating Comments: | 2. Energized Commercial Corridors Rating Comments: | 3. Expanded Transportation Choices Rating Comments: | 4. Safe and Livable Neighborhoods Rating Comments: | 5. Sustainable Development Rating Comments: | Would you recommend adding any Guiding Principles for consideration? |
|----|---|--|--|--|--|---|
| 1 | 1 Designing a beautiful skyline is not a priority for me, but the others rank very high | 1 | 1 | 1 Designing homes so that eyes are on the street (kitchen, bedrooms to front of house) | 1 | |
| 2 | 2 | 3 | 1 | 1 | 2 | |
| 3 | 1 | 1 | 2 | 1 | 3 | |
| 4 | 1 | 1 | 1 | 1 | 1 | |
| 5 | 1 | 1 | 1 | 1 | 1 | |
| 6 | 1 | 1 | 1 | 1 | 1 | *Housing diversity *Jobs/Housing Balance |
| 7 | 1 | 2 | 1 | 1 | 2 | |
| 8 | 1 | 1 | 1 | This is a must! 3 | 1 | |
| 9 | 2 | 2 | 1 | 1 | 1 | |
| 10 | 1 | 1 | 1 | 1 | 1 | |
| 11 | 1 Key to 'growing up' | 2 *Making lemonade out of lemons* | 1 *Just do it* | 1 *Growing good neighbors-responsible for the health and safety of their neighborhoods* | 1 *Plan for 7 generations* | |
| 12 | 1 | 2 | 2 | 3 If giving priority to movement of people means more freeway and street lanes, I would not support that. If it means more light rail and walkability then I would rank it very high | 1 Stop developing in Natomas | |
| 13 | 1 Very important to support the downtown- CBS & Richards. Very important to have a vibrant downtown for jobs/revenue. Should have a beautiful skyline. | 1 Support small businesses and to provide services to people. Support ethnic corridor/districts. | 1 Need to resolve transit issues. Need to focus on alternative transportation | 1 Support weigh. Services. Parks need to be the neighborhood focus. | 1 | |
| 14 | 1 Support but in this order: jobs, housing, cultural, entertainment, shopping. Sometimes it's not in that order. Also, skyline should be a benefit not a goal, or else we have empty buildings | 3 Does this mean on doing a lot of what's already established? Can be good, if done right. | 2 How about promoting a CA bike community, like Holland | 1 Flood protection | 1 | Sacramento is missing a community identity - Like the "I love NY" campaign |
| 15 | 2 | 2 Trees. Remember one of the top interests in this survey - the urban forest. Barren concrete, asphalt, stucco clad corridors need to be cooled and softened with major infusion of planting-especially trees. | 1 Parking jump off; alternative vehicles. Consider including alternative means of transport, ie. Golf carts, electrically powered chairs, people movers - Think broadly; it's not just bikes, feet, autos, trains and big buses. | 1 Avoid demonizing the auto to the exclusion of planned parking that enables and supports people in getting to walkable environments. | 1 | |
| 16 | 2 It is very important to me to develop the downtown area into an area that people want to be in. K Street between 7th and the convention center especially. It doesn't feel like a place people can go to enjoy their time. | 2 Parking needs to be geared more towards visitors. For example, the meters in Old Sacramento should be removed and either no parking or increase the parking limit. | 1 Pathways should be safe for everyone at anytime. Lights, police, etc. Downtown is very walkable, in the busier intersections, lights could be timed to allow walkers an easier time to cross | 1 Lights are key in neighborhoods as well as keeping the streets and sidewalks maintained. | 1 Keeping the open space open is important in keeping people in Sacramento and into drawing new residents. | |
| 17 | 2 | 2 | 1 | 1 | 1 | Preserve the urban forest canopy |
| 18 | 4 | 3 | 1 | 2 | 5 | |
| 19 | 1 Entertainment venues need to co-exist with neighborhood residents. We are not yet a 24 hr City. Some of us need our sleep. | 1 Make new commercial corridors more bike friendly. There should be bike racks and bike lockers at public buildings. Improve bike lanes | 1 What about bicycles? Improve bike lanes. More bike racks at new businesses. Bike racks in place of parking spaces | 1 What about street-scape? More trees!! Improve growing strip for trees. | 1 | Trees. Preserve & Protect our Urban Forest! Nowhere in your Guiding Principles do you mention TREES!! Or Bicycles. We are the City of trees. The City needs to start being concerned about our Urban Forest. Trees just don't just grow on their own. They need support services. We need to reforest the Central City. |
| 20 | 2 | 2 | 3 Rational handicap access. Remember that there are people who cannot walk 1/4 mile-yet are not in wheelchairs. | 1 | 4 Which farmland would that be? In the city limits? | The next time you do one of these events; invite the "other" elected officials-school board, special districts, etc. They, too, represent constituencies. |
| 21 | | | 1 | 1 | | Open space and parks within neighborhoods |
| 22 | 1 B is not sound within Guiding Principles. A is critical to the future vision of the city. | 1 A needs to consider such areas as destinations not pathways from A to B | 2 A seems to negate B & C | 2 | 1 We must appreciate and respect the value of agriculture and open space to not only this City but also the State | |
| 23 | 1 But not "designing a beautiful skyline | 2 Corridors don't necessarily equate with great places | 1 Walkable!! | 1 Is midtown corridor or neighborhood same as Del Paso? | 1 | *Social Equity should be guiding principle *Create a sense of place that says "Sacramento" |
| 24 | 1 Reinforce areas as employment center. Establish an intensity of development, 24 hour City. | 2 Maximize mixed use development and densities | 1 Provide a variety of transportation choices. Accessibility to transit system to neighborhood in outlying areas. | 1 Create environments that are more compactly built and use space in an efficient but more aesthetic manner. | 2 Maintain quality of life, preserve and maintain open space. | |
| 25 | 2 | 2 | 1 | 1 Don't "develop out" the downtown neighborhoods | 2 Tree canopy, preservation/conservation | |
| 26 | 4 I feel that these 3 points may or may not complement each other. A beautiful skyline is different for each person and wouldn't making more jobs outside the center lead to less compact growth? | 1 | 3 How do you propose the people be moved more quickly - by adding more lanes or by adding more light rail and buses? | 2 | 1 | |
| 27 | 1 | 1 | 1 | 1 | 1 | *Citywide Technology *Security Cameras *Traffic Management Technology *Wireless Communication & Data Transmission |
| 28 | 1 | 2 | 1 | 1 No mention of library, critical to lively & livable neighborhoods | 1 Environmental issues need emphasis | |
| 29 | 1 | 2 | 1 Public Transit must go to all major work centers including large industrial parks presently not served. | 1 | 1 | Education. For cleaner air we must address the confluence of major transportation arteries flowing into the heart of the City. |
| 30 | 1 When a downtown is vibrant, people are attracted to come and stay. Look at San Diego with the Gas Lamp District, Horton Plaza & the new Statorim and the increasing amount of mixed use development. San Diego created a downtown, that is not just for tourists, but for all. | 1 If we were to energize the commercial corridor by re-designing the car oriented areas, we need to make sure that the new housing & development doesn't alter/work the same but also blends in with Sacramento. Create gatherings within the development is an attractive idea, as it will bring more people to that area. | 1 *Walkable* community is the key word. But in order to have walkable communities, more public transit is needed, as well as ensuring the safety of the public transit. Expanding LRT out to Natomas and the airport or even down to Elk Grove, would help decrease traffic congestion on I-5 and 99. | 1 With the use of flooding, I believe that we should make sure that our neighborhoods are safe and livable to live in, and not just for floods but any natural disaster that could occur. I also believe that more parks should be in neighborhoods to serve the residents. | 1 | Education. Design principles. The problem is that if we create a plan for areas knowing that there will be growth in certain areas of Sacramento, there should be set, clear guidelines for Sacramento. |
| 31 | 1 | 1 | 1 | 1 | 1 | Not all trees need to be saved, trees can be re-planted. Natomas needs office and work places-not become a bedroom community. |
| 32 | 1 | 1 | 1 | 1 | 1 | The real issue is <u>consumption</u> . Our need to conserve land, energy and natural resources is a result of our gluttonous, wasteful use of everything. We need to ask not what we want, but what do we need. |
| 33 | 1 | 1 | 1 | 1 | 1 | Arts and Entertainment are throughout City not only downtown area |
| 34 | 1 Develop small pocket type parks. Retain C3 zoning in the core; demand iconic buildings & design | 1 Slow traffic flow in the corridors - don't be afraid to mix traffic & pedestrians in public traffic areas | 1 Need to provide significantly more public transportation & make them connectable so that people can traverse the city NESW | 1 | 2 | Preservation of "notable" historic building |
| 35 | 1 | 3 Gathering places need to stay open later and needs to be varied beyond shopping. | 1 | 1 | 1 | |
| 36 | 1 | 3 | 1 | 2 | 1 | Plan to generate the revenue need to fund services |
| 37 | 1 Includes integration of core employment centers with housing & retail, a balance of housing for all parts of the workforce | 2 Important for economic development for all Sacramentans | 2 Please include taxicabs as a viable and important transportation choice, must be regulated but critical for urban living | 1 | 2 We must include sustainability in everything we do. | |
| 38 | 2 | 2 | 2 | 2 | 2 | Quality of Life - be more specific. Promote and link above to cultural arts and recreational facility and program development - helps promote economic development for residents and visitors. |
| 39 | 1 | 2 | 1 | 1 | | Fight Global Warming Promoting a vibrant local and regional economy. Promote a high quality of life: arts, culture, entertainment and recreation. |
| 40 | 1 | 1 | 1 | 1 | 1 | *Economic Development *Global Warming Strategies *Promote arts and recreation |
| 41 | 1 Need new, expanded sports/entertainment & arts options | 2 | 1 | 1 | 2 | |
| 42 | 2 | 2 | 1 | 1 | 2 | Integrate youth planning and implementation plans for positive citizenship. |
| 43 | 1 | 1 | 1 | 1 | 1 | No. The vision and guiding principles have gone through enough public review. |
| 44 | 1 | 1 | 1 | We need to consider the movement of freight or ideas. 1 | Variety of price levels in apartment/residential developments 1 | Once open space is lost it cannot be reclaimed. |
| 45 | 1 | 1 | 3 Cost vs. delivery Do not halt development for transportation | 1 | 3 | Develop Principle on Regionalism |

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|----|------------------------------------|---|-----------------------------------|--|------------------------------------|---|-----------------------------------|---|----------------------------|--|--|
| | Rating | Comments: | Rating | Comments: | Rating | Comments: | Rating | Comments: | Rating | Comments: | |
| 46 | 1 | Jobs, housing, culture, entertainment and shopping need to be vibrant throughout the city, not just downtown. | 1 | | 1 | | 1 | Quality of life- cultural & recreational facilities | 1 | | |
| 47 | 2 | | 1 | | 2 | | 1 | | 1 | Sustainable development is not just about resource conservation it is also about facilitatory development that results in stable, complete and enduring neighborhoods. | Neighborhoods are the heartbeat of the City. Safe & livable; unique & diverse; thriving commercial corridors; vibrant downtown & town centers; transportation choices |
| 48 | 3 | Do not focus just on skyline, make sure building is necessary, not just pretty. | 1 | | 1 | | 1 | Must set aside land for regional parks as well as community and neighborhood park. Also, must develop a funding mechanism for developing regional parks. | 1 | | |
| 49 | 2 | Don't focus on "skyline" to detriment of the livable city. Increase job opportunities in multiple modes outside the center city and increase living opportunities inside the center city. | 1 | Connect to transportation. Yes a network of community spaces in each sub-community. Create balance, where cars are one part of the accessibility question. Cars are good for a quick scan of options, but stores make money when people get out of their cars and interact with a range of options for shopping/entertainment. | 1 | Must be convenient. We need connectivity between all modes (walking, biking, cars, buses, trains) for the movement of people. Public transit has to become more convenient and technologically savvy to serve a more mobile and dynamic population. Random trips. | 2 | Let's not develop in the floodplains if we can help it. We need the range of housing options in all areas. All neighborhoods and sub-neighborhoods need access to community services/economic services. | 2 | Best Practice - Urban ecology. More important: Open space conservation for edge definition and natural systems/habitats; encourage community/building design to save energy and reduce pollution; planning and development to encourage public health. Thoughts: rather than increase, we should continue to improve our access points. Architectural character is important, while leaving possibility for and encouraging good current design. | Regionalism. Physical connectivity to the global marketplace. Airport. |
| 50 | 1 | | 1 | | 1 | Freight/Air Travel | 1 | | 1 | Healthy lifestyles | *Universal Access/Accessibility Aging *Link transportation, air quality and land use resource allocate 10% VMT red *Healthy lifestyles *Comprehensive downtown circulation |
| 51 | 2 | Why isn't Del Paso Heights a Town Center? It's an older commercial corridor. | 1 | Density should be equally applied throughout City when housing/jobs are located adjacent to services | 1 | | 2 | Density should be applied equally through City not just in downtown neighborhoods. | 1 | | |
| 52 | 3 | Yes, definitely for downtown not so much for town centers | 4 | May arterials and collectors that are commercial corridors which are badly needed for the movement of people. | 1 | | 2 | | 1 | | |
| 53 | 1 | "Skyline" was rated low on survey but most respondents probably did not see options presented by WRT in December workshop | 1 | | 1 | | 1 | | 1 | | |
| 54 | 2 | More important "height". | 2 | | 2 | | 1 | | 2 | | |
| 55 | 1 | | 1 | | 1 | | 1 | | 1 | | Be conscious of equitable access, availability, affordability. Please integrate under the concepts of heritage and culture, that a livable City needs art, artists, arts activities, arts support, art-influenced development. |
| 56 | 2 | Although I agree that we need a vibrant downtown, there needs to be more emphasis on outlying areas. | 1 | 2 and 4 should be joined at the hip. Neighborhoods should generally have ready access to commercial corridors that serve their needs. | 1 | Investment in transit will be the best way to get cars off the road. Support RT. Assessment! | 1 | | 1 | | |
| 57 | 1 | Exclude beautiful skyline | 1 | | 1 | Need SAFE transportation | 1 | Safe and livable are extremely important | 1 | Keep green land green. | |
| 58 | 2 | | 3 | | 1 | | 1 | | 1 | | Develop with thought to the needs of the disabled. |
| 59 | 2 | | 2 | | 1 | | 1 | | 1 | | |
| 60 | | Separate the items above | 1 | | 1 | | 1 | | 1 | | |
| 61 | 3 | | 5 | | 4 | | 2 | | 1 | | Realistic goals based on actual availability of land and feed back from those citizens by near the actual available land |
| 62 | 1 | Job opportunities should be increased outside cc to reduce congestion. Major job centers should be located along transit lines. What is the definition of a town center. Combining apples and oranges bullet 2 and 3 does not contribute to a town center | 2 | | 1 | Walkable communities need to emphasize more than just transit use. Need to address the built environment in relationship to pedestrian paths, street trees, set backs, building height, etc. | 1 | Need to provide direction on amenities to serve higher density housing and require amenities to be built at time of housing units. Need to better incorporate unit square footages into housing projects to account of variety. | 2 | | |
| 63 | 3 | Define town centers? Do we have town center examples? | 2 | | 2 | Need to make safer | 1 | | 1 | | |
| 64 | 1 | | 1 | | 1 | | 1 | | 1 | City should become a "green" | Great Healthy indicators for all |
| 65 | 1 | | 1 | Create a green city | 1 | | 1 | | 1 | Continue to add a tree canopy | |
| 66 | 3 | | 2 | | 2 | | 1 | Healthy, stable neighborhood; neighborhood capacity building; character and identity; maintaining civic engagement | 3 | | City Beautification |
| 67 | 1 | | 1 | | 2 | | 2 | | 1 | | *Riverfront life! *Regionalism |
| 68 | 1 | | 3 | | 1 | | 1 | | 3 | | |
| 69 | 1 | Two themes; Center for the Region / Jobs/housing rational (close to live-work) | 1 | I really like the 2nd principal, sense of place, identify very important | 1 | No higher priority than to offer more transit choices, we are more fully under per-capital rail/bus figures | 1 | | 1 | | Increase investments in urban ecosystem management solution (balance grey infrastructure with the green; Education and youth employment; combination credit for no greenhouse gases |
| 70 | 2 | Transit issues | 2 | Infrastructure | 2 | Police/ urban eco system/transit orientation vs. transit adjacent | 2 | | 1 | Economic size parcel. What about conservation easements? Economic parcels on farmland | Regional impact analysis |
| 71 | 2 | Infrastructure | | | 1 | Transit oriented not transit adjacent | 2 | | 2 | Conservatory easement | Regional cooperation opportunities (i.e., Facilities, transportation etc) |
| 72 | 2 | | 2 | | 1 | City should use influence along with League of CA Cities/ Influence CalTrans/ Less freeways, more mass transit | 2 | | 1 | Provide incentives. Use as foundation for others | |
| 73 | 2 | | 1 | | 1 | | 2 | Make sure the higher density neighborhoods can be safe and livable. Include the police and fire perspective. | 1 | | |
| 74 | 1 | | 3 | | 2 | | 2 | | 2 | | |
| 75 | 1 | Tax incentives to re-hab older structures | 2 | | 1 | | 1 | More police protection - currently very poor downtown! | 1 | | Increased police protection, especially downtown |
| 76 | 2 | Potential to diminish drive times (lessening emissions). Possibility of morphing into more segregated and unequal community services. | 1 | Less traffic may translate to better road conditions | 1 | | 1 | | 1 | Alternative energy options. Equality of services in all communities. | |
| 77 | 3 | A distinguished skyline shouldn't be a priority, if possible and encouraged, yes, but not at the expense of other redevelopment. Also, job centers outside downtown are only valuable if there is attractive, affordable housing near by for the workers, otherwise more congestion | 1 | Very important. This is an opportunity area to create good quality of life and create an attractive city, more so than a skyline. | 1 | Must be a priority - our air depends on it! | 1 | | 1 | Must be a top priority, preserve and enhance what we have. | |
| 78 | 1 | | 2 | | 1 | | 2 | | 1 | A sustainable city is first priority or there will be no cities in existence. Respect for nature, open space, cultural heritage will translate to safer neighborhoods. | |
| 79 | 2 | | 1 | | 3 | Culture & Arts. Alternative Fuel Options | 1 | | 2 | | |
| 80 | 1 | | 1 | | 1 | | 1 | | 1 | | Provision of suburban job centers to reduce congestion and provide employment opportunity |
| 81 | 2 | Keep jobs downtown, not concerned about skyline; more housing in parkways to attract residents; jobs outside city center is secondary and only when near transit. | 1 | Commercial corridors have a lot of potential | 1 | Need to connect major new job centers to transit, commercial centers, airport, arena to transit | 2 | | 3 | Conserving farmland should be outside city. Access to rivers key | Economically integrated neighborhoods (could be emphasized more in livable neighborhoods) |
| 82 | 2 | Not such an emphasis on skyline | 1 | | 1 | Transportation choices rate just under safety and ultimately may lead to the lack thereof if not successfully addressed. | 1 | Public safety ranks #1, including wide range of housing, as all residents should have access to safe housing | 1 | | Safety should rank #1! |
| 83 | 2 | | 1 | | 3 | | 2 | | 1 | Culture buried in #5 | |
| 84 | 1 2 | | 3 | | 1 | Invest not only in the systems but land uses around them. The transit systems must not be just for commuting. So investing in town centers/transportations modes are important. | 1 | | 1 | | Principles are great but executing them within the market may prove difficult |
| 85 | 1 | | 2 | | 2 | | 2 | | 4 | | |
| 86 | 2 | | 2 | | 3 | | 1 | | 1 | | |
| 87 | 1 | | 2 | | 1 | | 1 | | 2 | | |
| 88 | 1 | | 2 | | 2 | | 1 | | 1 | | Economic Development cuts across all - also sustainable development. |
| 89 | 2 | | 4 | | 3 | | 1 | | 1 | | |
| 90 | 1 | | 1 | | 1 | | 1 | | 1 | | More closely link community planning and economic development |
| 91 | 2 | | 2 | | 3 | | 1 | | 3 | | |
| 92 | 2 | | 1 | | 2 | | 3 | | 3 | | |
| 93 | 1 | | 2 | | 1 | | 1 | | 1 | | |
| 94 | 1 | | 2 | | 2 | | 1 | | 1 | | |
| 95 | 2 | | 2 | | 1 | | 1 | | 2 | Rated 2 because of last 2 issues vs. 3 | "Youth" specific principle |
| 96 | 1 | | 1 | | 1 | | | | | | |
| 97 | 3 | | 1 | | 2 | | 1 | | 2 | | |
| 98 | 1 | | 2 | These will follow # 1,4 and 5 | 2 | | 1 | | 1 | | |

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|----------------------|---------------------------------------|--|--|---|---|--|--|--|-----------------------------------|--|---|---|
| | Rating | Comments: | Rating | Comments: | Rating | Comments: | Rating | Comments: | Rating | Comments: | | |
| 99 | 1 | | 2 | | 1 | | 1 | | 2 | | *Integrated arts and culture throughout community *Capitalize on historic fabric and City assets *Value cultural resources (arts & culture) | |
| 100 | 1 | | 3 | | 2 | | 1 | | 1 | | Education | |
| 101 | 2 | | 5 | | 3 | | 1 | | 4 | | Address education | |
| 102 | 2 | Sub-goals are somewhat conflicting. Skyline is not as important as vibrant center with housing and mix of uses. | 1 | | 1 | | 1 | | 1 | | | |
| 103 | 3 | | 2 | | 1 | | 1 | | 1 | | | |
| 104 | 2 | Need more clarification | 2 | | 1 | Alternative needs to be detailed | 1 | | 2 | | | |
| 105 | 1 | | 2 | | 2 | | 1 | | 1 | | | |
| 106 | 1 | Conflicting vibrant downtown and outside city centers | 2 | | 1 | | 1 | | 1 | | Integrating arts and culture in the community - Quality of life | |
| 107 | | | 2 | | 3 | | 1 | | 3 | | | |
| 108 | 1 | | 1 | | 1 | | 1 | | 1 | | | |
| 109 | 5 | | 4 | | 2 | Reduce traffic congestion for better response times | 1 | Street design that promotes quick response times for emergency services. Ordinances (sprinkler ord. And set backs that improve access) | 3 | Codes & Ordinances that reduce fire life and property loss (i.e. residential sprinklers) | | |
| 110 | 3 | | 3 | | 3 | | 2 | | 2 | | | |
| 111 | 1 | | 3 | | 3 | | 1 | | 1 | | | |
| 112 | 2 | | 3 | | 2 | | 1 | | 1 | | | |
| 113 | 2 | | 2 | | 1 | Major factor for the rest | 1 | | 2 | | | |
| 114 | 2 | | 4 | Some of these streets are thoroughfares. How will this be impacted by the "energizing"? Could create traffic problems. | 2 | | 3 | | 2 | | | |
| 115 | 1 | | 2 | | 1 | | 2 | | 2 | | | |
| 116 | 1 | | 5 | Stop putting roadblocks on the few major thoroughfares. | 3 | | 1 | | 1 | | | |
| 117 | 1 | | 1 | | 2 | | 1 | | 1 | | | |
| 118 | 2 | | 2 | | 2 | | 1 | | 1 | | | |
| 119 | 1 | | 1 | | 1 | | 1 | | | | | |
| 120 | 2 | Not a "Malool" development among the group. | 3 | | 5 | Give us some roads! Consider the reality of how people choose and have to get to their work etc. and provide for that as well as the "politically" correct options of trolleys and buses | 2 | | 1 | | | |
| 121 | | Encourages fragmentation. Regional assets must appeal to all | 5 | | 3 | | 1 | | 1 | | | |
| 122 | 2 | | 3 | | 1 | | 2 | | 1 | | | |
| 123 | 1 | | 1 | | 1 | | 1 | | 1 | | | |
| 124 | 1 | | 1 | | 1 | | 1 | | 1 | | | |
| 125 | 3 | | 2 | | 4 | | 1 | | 1 | | | |
| 126 | 1 | A vibrant downtown is critical to our future | 1 | Attractive gathering places do not need to be commercial in nature. Parks and plazas are better gathering places. Broadway should be 1st priority | 1 | Biggest concern is the number of cars coming into CBD. Safe, convenient, reliable public transit is the <u>only</u> alternative. | 1 | Size of police force must be increased. Traditionally safe neighborhoods are beginning to feel unsafe. | 1 | | Affordable housing needs to be a separate Guiding Principle to emphasize its importance | |
| 127 | 1 | | 2 | | 3 | | 2 | | 2 | | | |
| 128 | 1 | | 3 | Needs more executive low-density housing | 2 | | 1 | | 1 | | | |
| 129 | 1 | | 1 | | 1 | | 1 | | 1 | | Housing choices | |
| 130 | 1 | Downtown Housing!!! In order to create 24 hr. downtown, safety, and sense of community | 4 | Vague Principle: "car-oriented" defined as??? | 3 | Public Transit should be convenient, clean, safe, etc, but growth and traffic will make public transportation most convenient form of transportation | 2 | Floor protection; affordable housing | 2 | Open spaces! | | |
| 131 | 1 | | 1 | | 2 | | 1 | | 1 | | | |
| 132 | 2 | | 4 | | 3 | | 1 | | 3 | | | |
| 133 | 1 | | 1 | Create facilities for young adult and college students which addresses life style conflicts with neighbors in residential areas. Eliminate need for late night parties which disturb residential neighborhoods. | 1 | Don't ignore needs of trucks for delivery of goods and services | 1 | | 1 | Provide infrastructure to support long term growth. | | |
| 134 | | | | | | Provide free public transportation, light rail and busses etc. As in Seattle, Portland, etc. | | | | | | |
| 135 | 1 | | 2 | | 1 | Focus appears to be on vehicular alternative - bus, train, etc. | 2 | | 1 | | | |
| 136 | 1 | Points of Interest are going to be unique in most cases won't be duplicated in mult. Town centers | 5 | Black box theaters appropriate for some; Restaurant | 3 | People movers-in and around downtown and to the downtown | 4 | | 2 | Protecting and providing access to rivers and cultural heritage | Arts & cultural resources component - incentives; public art, cultural facilities | |
| 137 | 1 | 1. A beautiful skyline alone is not enough. We need to know what is in those buildings (retail, office, residential, etc). 2. Focus needs to be on good distinctive, and effective design. | 1 | 1. Implement street diets (remove lanes, add bike lanes) 2. No | 1 | 1. Change car-centric paradigm 2. Revise zoning codes related to parking (eg. Make all current minimums into the maximums) 3. Increase service frequency of public transit. | 1 | 1. Moratorium on development in Natomas until flood protection is certain. | 1 | 1. Focus on green roofs for new development! 2. Provide incentives for green buildings 3. Preserve the "underground" Sacramento and create a tour to present the history of the City. | | |
| 138 | 1 | Encourage cultural opportunities | 3 | | 1 | | 2 | | 2 | | Yes, a cultural component | |
| 139 | 1 | | 2 | | 1 | | 1 | | 2 | | Ensuring that there is connection between this GP and what the economics of the Market actually are | |
| 140 | 1 | | 5 | | 3 | | 2 | | 4 | | | |
| 141 | 2 | | 2 | | 1 | | 2 | | 3 | | | |
| 142 | 1 | | 3 | | 4 | | 3 | | 1 | | | |
| 143 | 2 | | 2 | | 1 | Increase/accelerate light rail | 1 | | 1 | | Regional River Park as a city/wide destination | |
| 144 | 1 | Add multi modal transportation | 1 | | 1 | | 1 | This is critical to success | 1 | | Art in public spaces. Visual beauty. Create places to have fun! | |
| 145 | 1 | Plans for central city, railyards, Richards need to include housing for families, not just singles and empty nesters. Historic fabric and character should be included not every thing has to be huge. | 1 | Increase job opportunities in commercial corridors. Increase housing density while maintaining unique characteristics. Some of the density called for by the BluePrint can be along these commercial corridors. Corridors will work best with a good transit system that gets people out of their cars - density along the corridors will help make transit work. | 1 | Having real alternative to the car is critical to quality of life, public health and addressing problem of peak oil and global warming. We need a real transit system including neighborhood minibuses, local buses, regional buses, light rail. Transportation money should go the this not to new roads or road expansions, not to the proposed system of HOU lanes, commuter parking should be made very expensive to discourage people from driving to work and buses/light rail should be made safer and run more frequently. Good sidewalks and street lighting are part of this vision. Light rail and bus stops should be placed in well lighted public areas with housing adjacent. Current light rail stops (eg. 29th Street) are isolated and unsafe after dark. The MTP is still much too car oriented. The bulk of the regions financial resources are spent on cars, not transit. The City must really take a stand on SACOG to try to change that | 1 | Flood protection should be # 1 priority. We should not continue to build in Natomas until this is addressed. We should not repeat or continue the policy of development of North Natomas. It is not walkable, car demanded and characterless... In terms of public safety, there needs to be a funding mechanism to bring street lights to neighborhoods that don't have them. | 1 | This is critical if we are to survive. This means walkable communities. Sacramento should be able to thrive after peak. A bullet point about tree canopy should be included under sustainability. We all talk about the value of tree canopy but, at least in the central city we continue to approve programs that destroy tree canopy. We should also look at drought tolerant landscaping. All our planning should be mindful of global warming and peak oil. | | Maintain and enhance Sacramento's unique character and sense of place. * Maintain and rehabilitate what is part of the City's historic fabric. * Encourage fine green development, not just large projects * Encourage local one of a kind businesses * Better integrate our two rivers into real life of the community |
| Rating Totals | 1. Vibrant Downtown & Town | | 2. Energized Commercial Corridors | | 3. Expanded Transportation Choices | | 4. Safe and Livable Neighborhoods | | 5. Sustainable Development | | | |
| 1 | 84 | | 61 | | 93 | | 108 | | 94 | | | |
| 2 | 43 | | 51 | | 28 | | 29 | | 30 | | | |
| 3 | 10 | | 17 | | 19 | | 5 | | 11 | | | |
| 4 | 2 | | 6 | | 3 | | 1 | | 4 | | | |
| 5 | 1 | | 6 | | 1 | | 0 | | 1 | | | |
| Total Votes | 140 | | 141 | | 144 | | 143 | | 140 | | | |