



Regional Transit

**Sacramento Regional
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A Public Transit Agency
and Equal Opportunity Employer

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Subject: Draft Sacramento 2030 General Plan Comments

Regional Transit (RT) staff has reviewed the Draft Sacramento 2030 General Plan and has the following comments:

Land Use & Urban Form Diagram

1. Please add DNA optional stations (Metro Air Park, 7th St/Railyards)
2. Along Southline Phase 2 alignment, the first station south of Meadowview should be west of the light rail tracks (not adjacent to the UP tracks); the next station at Franklin is on the south side of the light rail tracks and west of Franklin Blvd (not on the corner)
3. Please describe densities with dwelling units per net acre and per gross acre and define what is excluded in net versus gross

Land Use and Urban Design Element

1. Page 2 intro of Corridors (LU.6) – please add transit-friendly
2. Page 3 intro of Parks, Greenways, Recreation and Open Space (LU.9) – Can active spaces (such as plazas, amphitheatres, gathering areas, etc) be more accommodating in this category?
3. LU.1-1.1 – please define “compact, higher density”
4. LU.2-5.3 – how will this be accomplished? With financial contributions?
5. LU.2-6.1 – please add mixed-use to description; please define proximity to transit stops
6. LU.2-7.5 – please add “with connections to transit stops when available.”
7. Page 18 Land Use & Urban Form Designations – suggest adding employee per acre guidelines
8. Suburban Neighborhood Medium Density Development Standards – suggest adding “Major transit stop within ½ mile”
9. Suburban Neighborhood High Density Development Standards – suggest adding “Major transit stop within ¼ mile”
10. Traditional Neighborhood Medium Density Development Standards – suggest adding “Major transit stop within ½ mile”
11. Traditional Neighborhood High Density Development Standards – suggest adding “Major transit stop within ¼ mile”
12. Urban Neighborhood Low Density Development Standards – suggest adding “Major transit stop within ½ mile”
13. Urban Neighborhood Medium Density Development Standards – suggest adding “Major transit stop within ¼ mile”

14. Urban Neighborhood High Density Development Standards – suggest adding “Major transit stop within 1/8 mile”
15. LU.4-1.1 – please add encourage taking transit
16. LU.4-1.3 – please add transit access
17. LU.4-1.4 – please add transit shelters
18. LU.4-1.17 – please add transit stops
19. LU.4-2 – please add taking transit
20. LU.4-2.1 – first bullet, suggest adding “to transit, parks schools, shopping
21. LU.4.3.1 – please add transit
22. LU.4.4 – please add transit
23. Suburban Center Urban Form Guidelines – 8th bullet – please add transit shelters
24. Suburban Center Development Standards – suggest adding “Major transit stop within ¼ mile”
25. Traditional Center Development Standards – suggest adding “Major transit stop within ¼ mile”
26. Regional Commercial Center Urban Form Guidelines – 5th bullet – will lot coverage work with FARs? What takes precedence if not?
27. Regional Commercial Center Development Standards – suggest adding “Major transit stop within 1/8 mile”
28. Regional Commercial Center Development Standards – Are the densities listed on page 35 look like they’re under the wrong bullet – move to multi-family units instead of central public gathering spaces?
29. Regional Commercial Center Development Standards– the minimum and maximum FARs are a big range of difference
30. Urban Center Low Urban Form Guidelines – 11th bullet – please add transit shelters
31. Urban Center Low Development Standards – suggest adding “Major transit stop within ¼ mile”
32. Urban Center Low Development Standards – the minimum and maximum FARs are a big range of difference
33. Urban Center High Development Standards – suggest adding “Major transit stop within 1/8 mile”
34. Central Business District Urban Form Guidelines – 11th bullet – please add transit shelters
35. LU.5-1.2 – please rewrite: “...located near existing or planned transit stops...”
36. LU.5-2.2 – please add supports transit viability
37. LU.5-5.2 – please add streetcar; suggest defining TOD supportive densities; City will require review by whom?; please add review of projects around transit centers and major bus stops
38. Suburban Corridor Urban Form Guidelines – 10th bullet – please add transit shelters
39. Suburban Corridor Development Standards – suggest adding “Major transit stop within 1/2 mile”
40. Urban Corridor Low Urban Form Guidelines – 11th bullet – please add transit shelters
41. Urban Corridor Low Development Standards – suggest adding “Major transit stop within ¼ mile”

42. Urban Corridor High Urban Form Guidelines – 11th bullet – please add transit shelters
43. Urban Corridor High Development Standards – suggest adding “Major transit stop within 1/8 mile”
44. LU.6-1.11 – suggest adding “reduce street width and pedestrian islands” to list
45. LU.6-1.12 – please add “incorporating transit shelters into streetscape” to list
46. Employment Center Low Rise Development Standards – suggest adding “Major transit stop within 1/2 mile”
47. Employment Center Mid Rise Development Standards – suggest adding “Major transit stop within ¼ mile”
48. Industrial Urban Form Guidelines – 10th bullet – suggest adding “unless EPA is over **, then they are recommended”
49. LU.8-1.2 – please add that these services should be planned near good transit.

Mobility Element

1. M1.2.2 – bullet under a), suggest adding “...promote non-vehicular transportation and transit as part of a development project or a City-initiated project.”
2. M1.2.3 – please add transit stops/stations to list of activity centers
3. M1.3.6 – please add coordination with Sacramento Regional Transit
4. Goal M1.4 – suggest adding a policy that the City shall provide information for these programs through indoor/outdoor means such as kiosks, way finding, info signs, etc.
5. M1.4.1 – please add RT to list of agencies
6. Goal M2.1 – suggest adding a policy on transit connectivity: “the City shall provide direct pedestrian routes to transit stops and stations with amenities designed for a pleasant walking environment”
7. M2.1.2 – please incorporate that transit stops must connect to the curb from the sidewalks
8. M.2.1.3 – please add transit shelters
9. M.2.1.6 – suggest adding examples, such as entrances facing streets and opening to sidewalks
10. M2.1.8 – please replace “bus stops” with “transit stops and stations”
11. Public Transit – please rewrite last sentence: “Plans will be developed for all modes of transit, such as...” add light rail to list.
12. Goal M3.1 – suggest adding policy that City will work with transit providers to incorporate transit facilities into new private development and City project designs. Suggest including incorporation of transit infrastructure, electricity, fiber, etc.
13. M3.1.1 – suggest adding lifeline and lifestyle riders to the list
14. M3.1.4 – Comment: Fares are a financial and RT Board issue, unless the City is able to subsidize RT fares
15. M3.1.6 – Suggest expanding this to include “safe, clean, comfortable waiting environment” at all transit stops (not just stations) that meet transit providers’ standards
16. M3.1.7 – suggest adding that the City will provide reinforced bus pads at stops during street development or renovations. Comment: RT does not support Business Access Transit lanes as a “transit only lane” option; RT does not recognize them as an enhancement to bus service.

17. M3.1.8 – Why is this policy limited to just bus and light rail?
18. M3.1.11 – please revise: "...suitable for transit services."
19. Page 2-175 diagram – please add DNA's optional stations: Metro Air Park and 7th St/Railyards
20. M3.1.13 – Suggest revising: "Light Rail Extensions and Enhancements. The City shall support...South Sacramento and other improvements to facilities (such as Royal Oaks, Swanston and 65th St stations)."
21. Suggest adding a similar policy to support Transit Centers.
22. M4.1.2 – suggest rewriting: "balance impacts to the community and the environment with economic development"
23. M4.3 – comment on traffic control measures: they may turn gridded street patterns into neighborhoods of cul-de-sacs. This causes a problem for bus routing/scheduling and schedule adherence. RT recommends street calming where there is over 3,000 ADT, to facilitate continued or improved neighborhood service.
24. Goods Movement – Are grade separations from downtown freight trains being considered? The trains have an impact on bus schedules throughout the entire span of bus service (not just peak hours).
25. M9.1.2 – please add transit facilities
26. M9.1.3 – please add "...transportation and transit network."

RT staff would like to continue meeting with City staff to coordinate on our Transit Master Plan and the General Plan as needed. Thank you for the opportunity to comment. If you have further questions regarding these recommendations, please contact me at (916) 556-0513 or tcanfield@sacrt.com.

Sincerely,



Traci Canfield
Planner

- c: RoseMary Covington, AGM Planning and Transit Service Development, RT
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