

**Current Land Use Barriers to TOD in Rancho Cordova
As Compared to Sacramento Regional Reports on Best Practices and Recommendations for
Land Use Surrounding Transit Stations**

Senior Project

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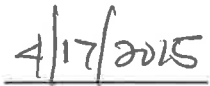
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Key Terms

Multimodal: in this case, the transportation of people for a single trip purpose such as commuting to work, with multiple means of transportation, such as bicycling and taking the light rail.

Municipal Zoning Codes, particularly the City of Rancho Cordova Municipal Zoning Code (referred to in this document as **Zoning**): the separation or division of a municipality into districts, the regulation of buildings and structures in such districts in accordance with their construction and the nature and extent of their use, and dedication of such districts to particular uses.

Premium transit: high quality transit, either rail or bus, that reduces transit travel times, enhances regional connectivity and provides improved transit amenities including traffic signal priority, passenger information systems and pre-boarding ticketing.

Sacramento Area Council of Governments (referred to in this paper as **SACOG**): encompassing six counties, the Sacramento Area Council of Governments includes representatives from El Dorado County, Placer County, Sacramento County, Sutter County, Yolo County, and Yuba County, along with various local jurisdictions including Rancho Cordova.

Sacramento Area Council of Governments' Regional Blueprint for 2050 (referred to in this paper as **Blueprint**): An extensive study initiated in 2002 of the linkages between transportation, land use, and air quality in the Sacramento Region.

Sacramento Metropolitan Area (referred to in this paper as **Sacramento Area**): Designated by the US Census as the Sacramento-Arden-Arcade-Yuba City, CA-NV Combined Statistical Area.

Sacramento Regional Transit District (referred to in this paper as **Sac RT**): The agency responsible for public transportation in the Sacramento area.

Sacramento Regional Transit; A Guide to Transit Oriented Development (TOD) (referred to in this paper as **TOD Guide**): a guide developed through case studies of best practices throughout North America for promoting transit oriented development, as a supplemental report to the regional Blueprint.

Sacramento Transportation and Air Quality Collaborative Report (referred to in this paper as **Collaborative Report**): a multi-volume report resulting from a multi-year effort to educate and facilitate stakeholder negotiations on transportation, air quality, and land use policy issues in Sacramento County.

Strip mall (referred to in this document as strip mall): a shopping mall consisting of stores and restaurants typically in one-story buildings, set back from the main road with large surface parking areas, and located on a busy road.

The City of Rancho Cordova (referred to in this paper as **Rancho Cordova** or the City): a jurisdiction incorporated in the early 2000s, from an existing community of the same name, located along highway 50, northeast of Sacramento City.

The Folsom Boulevard Specific Plan (referred to in this paper as **FBSP**): a tool for the systematic implementation of the general plan, establishing a link between implementing policies of the general plan and the individual development proposals in the defined area surrounding Folsom Boulevard within the City of Rancho Cordova. The zoning and land use policy of the FBSP supersedes any previous zoning of the parcels within the boundaries of the planning area.

The Metropolitan Transportation Plan and Sustainable Communities Strategy (referred to in this paper as **MTP/SCS**): The MTP is a 28 year plan for transportation improvements in the six-county region of the Sacramento Area, based on projections for growth in population, housing, and jobs. The MTP is created in conjunction with the SCS, a major new element of the MTP required by Senate Bill 375.

Transit Oriented Development (referred to in this document as **TOD**): a mixed-use residential and commercial area designed to maximize access to public transport, and often incorporates features to encourage transit ridership.

Transit Station Area (referred to in this document as **station area**): the area within one half mile radius of a major transit station, such as light rail or commuter rail station.

Transit Station Sphere of Influence (referred to in this document as **SOI**): a term designated by the TOD guide to refer to a transit station area.

Vehicle Miles Traveled (referred to in this document as **VMT**): a measurement of miles traveled by vehicles in a specified region for a specified time period.

Executive Summary

The vast majority of development in the Sacramento area is characterized by low density sprawl. Recent efforts by the Sacramento Area Council of Governments to address future challenges of congestion, fiscal viability, and air quality came in the form of the Sacramento Area Regional Blueprint and various subsequent reports. These reports aimed to provide the local jurisdictions within the Sacramento Area, the information they would need to inform their land use policy decisions. In addition to the information, some of these Blueprint-related reports provided recommendations based on best practice case studies from across North America, for implementation by local jurisdictions.

During this time, the Sacramento light rail network was undergoing major expansion along Folsom Boulevard (a major thoroughfare running parallel to highway 50 with speeds of between 40 and 45 MPH), and ultimately ending in the City of Folsom. This expanded light rail line was dubbed the Gold Line and brought four light rail stations right through the heart of Rancho Cordova, a suburban community of Sacramento which has the second largest employment base in Sacramento and had recently incorporated.

The majority of development along Folsom Boulevard through Rancho Cordova is low density strip mall commercial. There is both single and multi-family residential along the line as well as large office and industrial parks. Most of this development occurred long before Rancho Cordova became a city. The Rancho Cordova General Plan outlines a community desire to grow

in accordance with the regional Blueprint vision, and in order to better guide development along Folsom Boulevard, the Folsom Boulevard Specific Plan (FBSP) was created.

Despite these stated goals and values, the development that has occurred along Folsom Boulevard in recent years continues the pattern of low density, auto-oriented development that has contributed greatly to the sprawling landscape of Sacramento today. While statements made in the general plan and FBSP allude to a desire for transit oriented development consistent with the Blueprint vision, the land use policy and development standards clearly stand in the way of TOD.

The City of Rancho Cordova is a prime candidate for setting a regional example because of the large amount of employment in the City and a resident population which already chooses public transit for work trips more than the average resident of Sacramento County. With the Gold Line, a premium transit asset, running through the middle of Rancho Cordova, TOD if not fervently pursued around Gold Line stations could set back the SACOG regional Blueprint vision for 2050 of a nearly fourfold transit ridership increase.

This paper outlines major inconsistencies between Rancho Cordova's land use and development policies, and the regional Blueprint best practices and recommendations. Rancho Cordova's TOD guidelines are easily circumvented, some allowed land uses within the station areas conflict with TOD, parking requirements are too high, and Floor Area Ratios (FARs) are too low. If development continues as it has been, Rancho Cordova will continue to be an auto-oriented and dominated landscape, leaving the Gold Line as an underutilized and underperforming transit asset.

Introduction

There has been growing realization of the connections between transportation and land use patterns, and various resulting social, economic, and environmental impacts. Recently, concerns over the current tendency for low density growth and land uses which are oriented around the personal automobile as the main form of transportation, and the negative impacts this dependency poses to our quality of life in a community have emerged as important planning issues for major regional metropolitan areas in California, including the Sacramento Area. In the early 2000s, the Sacramento Area Council of Governments (SACOG) embarked on a regional visioning process (the Blueprint) which sought to provide high-quality data and modeling tools to jurisdictions so that decisions regarding future growth can be made with the best information available including effects on traffic congestion, air quality, and fiscal impacts. (Sacramento Area Council of Governments, 2010). This visioning process and data analysis continued through the 2035 Metropolitan Transportation Plan and Sustainable Communities Strategy (MTP/SCS) and various other collaborative support documents.

These documents outline best practices and recommendations for land uses surrounding transit stations, specially tailored for the Sacramento Area. While SACOG has no jurisdiction over land use, the regional entity does strongly recommend these practices be adopted by local jurisdictions in order to achieve regional goals of increasing transit use by nearly fourfold for reducing VMT, mitigating congestion, and increasing air quality. SACOG recognized that each jurisdiction would ultimately have to adapt these recommendations for their specific transit assets, fiscal feasibility, growth constraints, and community desires.

The City of Rancho Cordova, which is situated just north east of Sacramento, along highway 50, has a major light rail line with four stations within City limits, connecting Rancho Cordova with the greater Sacramento Area. Additionally, Rancho Cordova is the second largest employment center within the Sacramento Area according to the American Community Survey. With a premium transit asset and as such a large employment center, policy surrounding development of these station areas is of critical importance to the attainment of the regional Blueprint vision.

The study outlined herein focuses on land use and development policy within the City of Rancho Cordova, specifically for the areas within one half mile radius of these light rail stations. An area of one half mile radius was chosen based on recommendations from the various Blueprint related reports.

The Sacramento Blueprint

The Sacramento region faces projected growth estimating that the region will gain roughly 1.7 million new residents and 1 million new jobs between 2000 and 2050, (Sacramento Area Council of Governments, 2010), which will challenge the current transit and land use infrastructure and its capacity to handle the increased demand for travel. Confronted with the mounting strain of contemporary growth patterns on the region's systems, the Sacramento Area Council of Governments (SACOG) embarked on a unified visioning process for regional growth called the Regional Blueprint for 2050 (Blueprint). In December, 2004 the Board of Directors unanimously approved the preferred scenario of the Blueprint for regional long term growth and development. This Blueprint is a part of SACOG's Metropolitan Transportation Plan and Sustainable Communities Strategy (MTP/SCS) for 2035 and is intended to serve as part of the framework to guide local government in their land use and transportation planning. In an effort to attain the vision of the preferred growth scenario, the Blueprint laid out seven Growth Principles, adapted as follows:

- **Transportation Choices:** Developments should be designed to encourage people to sometimes walk, ride bicycles, ride the bus, ride light rail, take the train or carpool.
- **Mixed-Use Developments:** Buildings, homes and shops, entertainment, office and even light industrial uses near each other can create active, vital neighborhoods and should be encouraged.

- **Compact Development:** Creating environments that are more compactly built and use space in an efficient but aesthetic manner can encourage more walking, biking, and public transit use, and shorten auto trips.
- **Housing Choice and Diversity:** Providing a variety of places where people can live – apartments, condominiums, townhouses, and single-family detached homes on varying lot sizes – creates opportunities for the variety of people who need them.
- **Use of Existing Assets:** In urbanized areas, development on infill or vacant lands, intensification of the use of underutilized parcels, or redevelopment can make better use of existing public infrastructure.
- **Quality Design:** Good site and architectural design is an important factor in creating a sense of community and a sense of place.
- **Natural Resources Conservation:** This principle encourages the incorporation of public use open space within development projects, over and above state requirements.

These growth principles are intended to guide larger questions on: “how we should grow, where we should grow, how we should travel around the region, and how growth will affect our environmental and quality of life”. In addition to these principles, the Blueprint laid out recommendations for jurisdictions to model their land use and development policies off of to inspire a more cooperative shift in the manner in which the Sacramento region would answer these questions.

Implementation strategies are different for each jurisdiction. Some have incorporated the Blueprint principles into their general plan updates to guide future growth and

development and are conforming implementing codes to the general plan updates; others have initiated area-specific plans to implement Blueprint principles; while some jurisdictions created their own Blueprint implementation strategies to guide their planning and development review process. These individual local government's actions are occurring at different times and scales of effort. It is expected that local governments will make the final decisions on what specific changes to adopt after completing local planning processes. (Sacramento Area Council of Governments, 2010).

This Blueprint has been supplemented by four additional informational reports with varying degrees of recommendations specifically towards land use policy surrounding transit. While there are numerous other reports which supplement the Blueprint, these four reports have special emphasis on land use development policy around transit, and are the reports that this paper primarily focused on in addition to the Blueprint.

Land use and the zoning policies that guide development around transit are at the focus of this paper which seeks to address inconsistencies with what is actually occurring and the regional vision for growth. "Blueprint project research clearly shows that changes to local land use patterns could achieve significant benefits to the region's transportation system and air quality." (Sacramento Area Council of Governments, 2010). Special attention was paid to the Sacramento Regional Transit (Sac RT) network infrastructure, particularly the Gold Line light rail system (Gold Line) as it passes through the City of Rancho Cordova. This Gold Line extends from Downtown Sacramento's Sacramento Valley Station (a multi-modal station serving Amtrak and Regional Transit) to the recent extensions up to Historic Downtown Folsom.

Problem

The City of Rancho Cordova came to be during a time when SACOG, Sac RT, and various other local and regional entities were collaborating to provide: supportive research, data, and recommendations about the transportation and land use link, and how to best manage regional growth through promoting public transit investments. While Rancho Cordova existed as a community prior to the adoption of regional growth principles, and much of the development along Folsom Boulevard and the Gold Line had already taken place, incorporation gave Rancho Cordova a unique opportunity to capitalize on the vast efforts and research brought together by SACOG, and not only promote but direct future growth and development in a more efficient, fiscally responsible, and transit friendly manner.

Rancho Cordova's General Plan has stated a clear desire to develop in a manner consistent with the guiding principles and recommendations in the Blueprint. The Folsom Boulevard Specific Plan (FBSP) and recent amendment also use language consistent to the Blueprint in its vision statements. At the same time, development along Folsom Boulevard, including development directly adjacent to light rail stations, has continued the pattern of traditional, low density, auto-oriented development which is specifically discouraged in the Blueprint and supporting document's recommendations.

Since development is taking place in this manner, it must be consistent with the policies that govern development within the City. These inconsistencies between the stated objectives in the General Plan and FBSP, and what is currently being developed in the vicinity of light rail stations

in Rancho Cordova might have a major explanation lying in the details of the policy regarding allowed land uses and development guidelines for parcels within a one half mile radius of light rail stations.

Study Purpose

The Sacramento Area Council of Governments in collaboration with other regional and local entities has acknowledged the need to grow in a different manner than they have in the past; with the need to promote infill development, a variety of housing choice, and a concentration of density around premium transit assets such as the Gold Line light rail. Many of the local jurisdictions have stated commitments to the regional Blueprint vision in various planning and policy documents, including Rancho Cordova. However the recent development in Rancho Cordova around the light rail stations is plainly inconsistent with the regional Blueprint vision. The purpose of this study is to identify major inconsistencies between regional best practices recommendations for land use and the current land use policy in Rancho Cordova surrounding Gold Line stations.

Methodology

This paper evaluates current zoning in Rancho Cordova surrounding the four Gold Line light rail stations, as well as the development standards associated with such land uses and locations, in comparison to the best practices recommendations as outlined by regional reports and studies. Focus was paid to the land uses surrounding light rail stations in Rancho Cordova because of recent low density commercial development around the stations, the high level of jobs in the City, and the City's desire to achieve Blueprint principles, as expressed in the General Plan and FBSP.

Literature Review

The study started with an extensive review of regional analyses and reports, along with recent presentations prepared for SACOG regarding transportation planning and supportive land uses encouraging multi-modal and pedestrian friendly trips. The five documents most heavily focused on to inform this report are:

1. Special Report, Blueprint's Impacts on the Region and Resident's Quality of Life (SACOG)
2. Metropolitan Transportation Plan and Sustainable Communities Strategy (SACOG)
3. A Guide to Transit Oriented Development (Sacramento Regional Transit)
4. Sacramento TransitAction Plan, Regional Transit Master Plan (Sacramento Regional Transit)
5. Best Practices for Public Transportation (Sacramento Transportation and Air Quality Collaborative)

The main recommendations from these five documents are gathered and summarized later in this paper, and then used as a base for comparison against the policy outlined in Rancho Cordova's zoning code, allowed land uses, FBSP, and development guidelines.

Review of Rancho Cordova's Land Use Policy

The City of Rancho Cordova has extensive policy regarding the allowed land uses within one half mile of the Gold Line stations. Some parcels are governed by both the Folsom Boulevard Specific Plan (FBSP) and where that does not address issues, the city zoning code takes effect. Additionally, a third set of development guidelines can be elected for use at the discretion of the property owner which allows for an older version of the zoning code to take effect. Because of the sheer amount of codes and policy governing land use, only the codes and policies that pertain to parcels within one half mile of the four light rail stations were reviewed. This included a review of the General Plan, the FBSP, the zoning code, and development guidelines.

Comparison of Current Practices to the Recommended Best Practices

In order to determine why the development occurring around light rail stations in Rancho Cordova is auto-oriented with low densities despite the apparent pursuit of TOD and the Blueprint vision stated by the City's general plans, this study compared the main recommendations gathered from the five land use related Blueprint reports to a summary of development standards related to the allowed land uses for parcels within the station areas. Major discrepancies have been identified as a result of this comparison, and recommendations for better aligning the land use policies and development guidelines are outlined along with recommendations for future studies to further align Rancho Cordova's policies regarding land use, growth, and development standards with the regional Blueprint vision.

Background

Light Rail in Rancho Cordova

In the years leading up to the Blueprint, Sacramento had made large scale investments in the public transit infrastructure, including the installation of a light rail line in 1987 with the “Starter Line”, originally running 18.3 miles and connecting downtown with first ring suburban areas of the City of Sacramento, along both highways 80 and 50. In 1998 a massive expansion project brought the light rail system out to Rancho Cordova (a then, unincorporated suburban community of Sacramento) and re-designated it the “Gold Line”. In 2003 additional expansion brought a light rail line 6.3 miles out to South Sacramento dubbed the “Blue Line”. Subsequent to the planning efforts involved in the Blueprint, the Gold Line light rail was again extended through Rancho Cordova in 2004 and through Folsom in 2005. In 2006 the Gold Line light rail network was connected to the Sacramento Valley Station which served Amtrak and their Capitol Corridor, a major regional commuter rail line linking Sacramento with the Bay Area and Silicon Valley. In total, the light rail network operates over 38.6 miles in Sacramento. The Gold Line alone has 30 stations within its service overall, and within the City of Rancho Cordova are four Gold Line stations in order from Downtown Sacramento to Historic Downtown Folsom (west to east): Mather Field / Mills Station, Zinfandel Station, Cordova Town Center Station, and Sunrise Station.

The Gold Line extensions mainly brought light rail through an existing freight right-of-way, which are easily acquired but pose major challenges down the road with surrounding infrastructure connectivity and land use compatibility. “Despite best efforts, even well designed

projects often exist in areas that have weak real estate markets or even negative perceptions.”

This challenge poses a major hurdle in tackling existing and future land use issues of scale and compatibility along the Gold Line in Rancho Cordova. (Sacramento Regional Transit District, 2009)

Rancho Cordova Station History

Rancho Cordova was incorporated in 2003, but has been around as a community for much longer; Rancho Cordova became the community’s official name in 1955 with the establishment of a Post Office. Sacramento Regional Transit brought one station out to Rancho Cordova just over a decade after the first light rail line went up in Sacramento, then only a year after incorporation, Sac RT added three new stations in Rancho Cordova. All of these stations came in at a time when SACOG was working on Blueprint best practices for land use surrounding the station areas to encourage ridership and concentrate growth. Rancho Cordova made strong efforts to develop land use policy that would further the cooperative regional Blueprint vision. Sac RT had developed simple market reports on the current use of the Mather Field / Mills station and surrounding area, as well as projections for the three newly planned stations and their current surroundings. These reports described the station areas as follows:

Mather Field / Mills Station at the intersection of Folsom Blvd and Mather Field Rd. This station opened on September 6, 1998 and currently serves as a major bus transfer station.



Figure 1: Mather Field / Mills station, view from Folsom Boulevard.

This station was built with a *Park n' Ride* surface lot and capacity to hold approximately 235 parked cars. Adjacent to the station platform is Rancho Cordova's Historic Mills Station. This station was undergoing renovation to have 3,000 square feet of convenience retail and another 3,000 square feet of community space. Surrounding the station at the time were industrial properties to the southwest, office and retail to the north, and residential at mixed densities to the north and southeast. Along Folsom Blvd near the station are commercial strip malls with large surface parking lots facing the streets. This was the easternmost terminus of the Gold Line until June 11, 2004, when the extension to Sunrise was opened.

Zinfandel Station at the intersection of Folsom Blvd and Zinfandel Dr. Sac RT only owned the platform property, and planned this station to serve the residential neighborhoods to the north and commercial areas along the south of



Figure 2: Zinfandel station, view from Folsom Boulevard.

Folsom Blvd. Commercial uses in the area included Zinfandel Square shopping center with a mix of retail and office use, as well as smaller auto related retail and service stores, and a small two story motel. These commercial properties were low intensity strip malls much like the

properties near the Mather Field / Mills station, although much of this area office and retail was vacant. Sac RT had mentioned in the station report that if the Rancho Cordova incorporation project proceeded, this location might be attractive for civic facilities. This station opened on June 11, 2004.

Cordova Town Center Station at the intersection of Folsom Blvd and Olsen Dr. This station was planned to serve nearby lower density single family residential areas to the north (with some duplexes) as well as



Figure 3: Cordova Town Center station, view from Folsom Boulevard.

commercial and light to heavy industrial areas to the south along Folsom Blvd. There were noticeable vacancies within the commercial and industrial areas, though this Station area had the second largest employment density among Gold Line stations. Again, Sac RT only owned the platform property. This station opened on June 11, 2004.

Sunrise Station at the intersection of Folsom Blvd and Sunrise Blvd. This station was planned to serve nearby commercial and industrial properties and have a *Park n' Ride* surface lot and capacity to hold approximately 430 parked



Figure 4: Sunrise station, view from Folsom Boulevard.

cars. Directly across Folsom Blvd is a large, ten story hotel, with smaller motels nearby.

Adjacent to the station area was auto related retail, industrial flex space, and commercial strip

mall, all at low intensities. There were no residential uses within a quarter mile of this station and no residential development was expected between 2000 and 2010. Employment growth for the area was expected to outpace growth rates in all other station areas along the Gold Line light rail, and over the long term, Sac RT had suggested that the area could incorporate office and residential use. This station opened on June 11, 2004. This was the easternmost terminus of the Gold Line until October 15, 2005 when the extension to Historic Downtown Folsom station opened.

Table 1 highlights data about station and surrounding area conditions and projections, demographics, and market conditions in 2002. From this information we can build a better snapshot of the area during the time of their planning and development to use as a baseline scenario for development progress surrounding the four Rancho Cordova light rail stations.

Table 1 | Current and Planned Station Area Profiles (2002)

| | Mather Field / Mills | Zinfandel | Cordova Town Center | Sunrise |
|--|---|---|---|--|
| Station Overview | | | | |
| Average and Projected Daily Boardings | 2,273 | 130 | 69 | 676 |
| Park & Ride Capacity | 235 | N/A | N/A | 430 |
| Station Amenities | Pedestrian Shelters, Bike Lockers, Information Kiosks, Telephones | Pedestrian Shelters, Information Kiosks, Telephones | Pedestrian Shelters, Information Kiosks, Telephones | Pedestrian Shelters, Information Kiosks, Pedestrian Bridge, Telephones |
| Station Area Characteristics | | | | |
| Resident Population | 2,113 | 964 | 274 | 0 |
| Median Age | 30.1 | 34 | 39 | N/A |
| Average Household Size | 2.91 | 2.4 | 2.23 | N/A |
| Population Under 18 | 32.30% | 27.50% | 19.30% | N/A |
| Population 65 and Older | 8.60% | 9.90% | 18.50% | N/A |
| Median Household Income | \$35,852 | \$41,339 | \$39,375 | N/A |
| Median Family | \$39,948 | \$42,604 | \$43,333 | N/A |

| | | | | |
|--|--|---------------|-----------------------------|--------|
| Household Income | | | | |
| Per Capita Income | \$17,478 | \$18,885 | \$20,433 | N/A |
| Total Employment | 400 - 600 | 1,094 | 1,722 | 1,573 |
| Station Area Population and Employment Projections (2010) | | | | |
| Annual Population Growth Rate | 0% | N/A | 0% | 0% |
| Annual Employment Growth Rate | 0.30% | N/A | 0.40% | 0.90% |
| Lease and Rental Rates | | | | |
| 1 Bedroom Apartments | \$550 / Month | \$570 / Month | N/A | N/A |
| 2 Bedroom Apartments | \$660 / Month | \$686 / Month | N/A | N/A |
| Retail Leakage | Grocery Stores, Drug Stores, Proprietary Stores, Eateries | N/A | Grocery Stores, Eateries | N/A |
| Daily Auto Traffic Volumes | 37,941 | 21,417 | 17,718 | 17,718 |

Source: Sacramento Regional Transit, Transit for Livable Communities Station Economic Profiles, 2002

Rancho Cordova Stations Today

Mather Field / Mills Station



Figure 5: An aerial view of Mather Field / Mills station and surrounding infrastructure.

Mather Field / Mills Station at the intersection of Folsom Blvd and Mather Field Rd. This station currently serves as a major bus transfer center. As you can see from Table 2 below, service at this station runs from approximately 5:00 am to 11:30 pm on weekdays with peak hour train service approximately every 15 minutes and 5:45 am to 11:30 pm or 9:30 pm on Saturdays and Sundays respectively, with 30 minute service intervals. This station is classified by the TOD Guide to be a Commuter Station¹ and has a *Park n' Ride* surface lot, adjacent to the station platform.

The current land uses around this station have not significantly changed since the 2002 station report description, as illustrated by Figure 5 above. There is an abundance of traditional strip mall commercial, with large frontal parking lots, and directly south are large industrial and

¹ See station classifications and descriptions under the Regional Best Practices Section.

warehouse uses. The streetscape is still harsh for the pedestrian; with a lack of shade trees, street oriented commercial, narrow sidewalks (if any) and the large width and fast speeds of Folsom Blvd make navigating and traversing the area around this station a daunting task. The Historic Mills Station has been renovated, though no pedestrian serving uses are offered at this time. Directly across from the station over Folsom Blvd, the Folsom Lake College Rancho Cordova Center (a part of the greater Los Rios Community College district) will begin construction. This new campus will bring sidewalk improvements with shade trees, parking to the rear, and street front access in addition to the rear parking lot access. Construction began on April 30th, 2014.

Zinfandel Station



Figure 6: An aerial view of the Zinfandel station and surrounding infrastructure.

Zinfandel Station at the intersection of Folsom Blvd and Zinfandel Dr. This station opened on June 11, 2004 and does not serve as a major bus transfer station. Table 2 below again shows that service at this station runs from approximately 4:30 am to 11:30 pm on weekdays with peak hour train service approximately every 15 minutes and 5:45 am to 11:30 pm or 9:30 pm on Saturdays and Sundays respectively, with 30 minute service intervals. This station is classified by the TOD Guide to be an Urban Center Station.

This station's surrounding area continues to be auto orientated today. Large super-center stores, a strip mall set behind parking and a sea of asphalt completely surrounding the station for hundreds of feet are the characteristics of the station area. Even with the recent construction of a Walgreens Pharmacy, which opened in 2013, minimal pedestrian

enhancements were added, no new street trees, and the near street entrance is still set back along with the building from the sidewalk. Figure 6 above illustrates the station area character.

Cordova Town Center Station



Figure 7: An aerial view of Cordova Town Center station and surrounding infrastructure.

Cordova Town Center Station at the intersection of Folsom Blvd and Olsen Dr. This station opened on June 11, 2004 and does not serve as a major bus transfer station. Service at this station runs from approximately 5:00 am to 11:30 pm on weekdays with peak hour train service approximately every 15 minutes and 5:45 am to 11:30 pm or 9:30 pm on Saturdays and Sundays respectively, with 30 minute service intervals, as depicted by Table 2 below. This station is classified by the TOD Guide to be an Urban Center Station.

The station's surroundings are dominated by parking. While there is direct connection for pedestrians to a shopping center to the south, pedestrians must walk hundreds of feet from the station entrance to the nearest shopping store as shown in Figure 7.

Sunrise Station



Figure 8: An aerial view of the Sunrise station and surrounding infrastructure.

Sunrise Station at the intersection of Folsom Blvd and Sunrise Blvd. This station opened on June 11, 2004 and does not serve as a major bus transfer station. This was the easternmost terminus of the Gold Line until October 15, 2005 when the extension to Historic Downtown Folsom station opened. Service at this station, as shown by Table 2 below, runs from approximately 4:30 am to 11:30 pm on weekdays with peak hour train service approximately every 15 minutes and 5:45 am to 11:30 pm or 9:30 pm on Saturdays and Sundays respectively, with 30 minute service intervals. This station is classified by the TOD Guide to be an Urban Center Station and has a *Park n' Ride* surface lot, adjacent to the station platform.

As you can see from Figure 8 above, in the vicinity of the station are large scale hotels and motels to the north, with parking and large setbacks buffering the buildings from the street and station. To the south and east, most of the land is currently used for and zoned for industrial uses. These have no pedestrian value in their current and foreseeable use.

Current Transit Operations and Demographics Profile

Table 2 below further illustrates the daily operating schedule and headways of the Gold Line

light rail. Notice that weekday headways are 15 minutes throughout most of the day.

Additionally, according to Sac RT's Key Performance Report for December 2014, the Gold Line runs on time almost 99 percent of the time throughout the year. This is certainly timely and efficient service provided by Sac RT during the weekdays.

Table 2 | Gold Line Daily Operating Schedule (2015)

| Time in Service | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday |
|-----------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| 4:30 AM | 30 Minute Headways | 15 Minute Headways | 15 Minute Headways | 15 Minute Headways | 15 Minute Headways | 15 Minute Headways | 30 Minute Headways |
| 5:00 AM | | | | | | | |
| 5:30 AM | | | | | | | |
| 6:00 AM | | | | | | | |
| 7:00 AM | | | | | | | |
| 8:00 AM | | | | | | | |
| 9:00 AM | | | | | | | |
| 10:00 AM | | | | | | | |
| 11:00 AM | | | | | | | |
| 12:00 PM | | | | | | | |
| 1:00 PM | | | | | | | |
| 2:00 PM | | | | | | | |
| 3:00 PM | | | | | | | |
| 4:00 PM | | | | | | | |
| 5:00 PM | | | | | | | |
| 6:00 PM | | | | | | | |
| 7:00 PM | | | | | | | |
| 8:00 PM | 30 Minute Headways | 30 Minute Headways | 30 Minute Headways | 30 Minute Headways | 30 Minute Headways | 30 Minute Headways | |
| 9:00 PM | | | | | | | |
| 9:15 PM | | | | | | | |
| 9:30 PM | | | | | | | |
| 9:45 PM | | | | | | | |
| 10:00 PM | | | | | | | |
| 11:00 PM | | | | | | | |
| 11:15 PM | | | | | | | |
| 11:30 PM | | | | | | | |
| 11:45 PM | | | | | | | |
| 12:00 AM | | | | | | | |

Source: Sacramento Regional Transit Current Schedule, Gold Line, 2015

Current ridership of the Gold Line is second to the Blue Line light rail, serving the northern Sacramento region with many of the major *Park 'n Ride* commuter stations. Combined however, light rail ridership is almost equivalent to the entire ridership of Sac RT's bus network, with just over 49 percent of total ridership². With the volumes of boarding listed in Table 3 below, you can see that Mather Field / Mills station is by far the busiest, with just over 3,500 boardings (on and off) per day, which is almost 41 percent of all total boardings (on and off) at the four Rancho Cordova stations. The Zinfandel station comes in next with just over 2,100 boardings, or about 25 percent of Rancho Cordova station boardings. All four stations have seen a major decline in ridership since 2010, with an overall drop of 17.6 percent of boardings. The Mather Field / Mills station again comes out only losing about 10 percent of boardings daily. This downward trend coincides with the economic recession spurring massive budget cuts in 2009, leading to service cuts and rate hikes for Sac RT users that still plague the system today; rates were nearly doubled and transfers are no longer offered.

Table 3 | Average Weekday Ridership (2010 - 2014)

| Station | Fiscal Year 2010 | | Fiscal Year 2014 | | Fiscal Year 2010 / 2014 Variance | |
|-----------------------------|------------------|--------------|------------------|--------------|----------------------------------|--------------|
| | On Board | Off Board | On Board | Off Board | On Board | Off Board |
| Mather Field / Mills | 2,048 | 2,350 | 1,758 | 1,754 | -290 | -596 |
| Zinfandel | 1,236 | 1,201 | 1,064 | 1,119 | -172 | -82 |
| Cordova Town Center | 788 | 781 | 638 | 618 | -150 | -163 |
| Sunrise | 972 | 1,111 | 883 | 803 | -89 | -308 |
| Rancho Cordova Total | 5,044 | 5,443 | 4,343 | 4,294 | -701 | -1149 |

Source: Regional Transit Quarterly Ridership Report, third quarter, 2014

² Total ridership for Fiscal Year 2014, excluding para-transit services.

According to the American Community Survey, Rancho Cordova is the largest employment center next to the City of Sacramento, with nine percent of the total area employment. The next leading jobs area is Arden-Arcade, a Census Designated Place (CDP) not along the Gold Line, with just over eight percent of total area employment. The surrounding cities and CDPs of Folsom, La Riviera, Rosemont, and Gold River, which are along the Gold Line, all have significantly lower shares of jobs, with Folsom and La Riviera holding just over six and just over one percent of area employment respectively, while Rosemont and Gold River were not significant enough to be individually disaggregated. See table 4 below for a breakdown of 2011 Primary Employment by Place.

Table 4 | Total Primary Jobs (2011)

| | Total Primary Jobs | Share of Area Employment |
|--|--------------------|--------------------------|
| All Places (Cities, CDPs, etc.) | 539,164 | 100.0% |
| Sacramento City, CA | 282,380 | 52.4% |
| Rancho Cordova City, CA | 48,547 | 9.0% |
| Arden-Arcade CDP, CA | 43,484 | 8.1% |
| Folsom City, CA | 32,798 | 6.1% |
| Elk Grove City, CA | 24,181 | 4.5% |
| Carmichael CDP, CA | 15,558 | 2.9% |
| North Highlands CDP, CA | 14,757 | 2.7% |
| Citrus Heights City, CA | 14,682 | 2.7% |
| Florin CDP, CA | 9,318 | 1.7% |
| La Riviera CDP, CA | 7,124 | 1.3% |
| All Other Places (Cities, CDPs, etc.) | 46,335 | 8.6% |

Source: US Census OnTheMap data, 2011

To further support the fact that Rancho Cordova is a major employment center for the region, Table 5 below identifies the four major employers located in Rancho Cordova out of the top 16 major employers in the county. Within the entire Sacramento County, Rancho Cordova again ranks next to the City of Sacramento for the most major employers, according to Labor Market Info from the California Employment Development Department.

Table 5 | Top 15 Major Employers, Sacramento County (2015)

| Employer Name | Location | Industry |
|---------------------------------------|----------------|--|
| Aerojet Rocketdyne Inc | Rancho Cordova | Aerospace Industries (Mfrs) |
| Air Resources Board Tstg Off | Sacramento | Engineers-Environmental |
| Ampac Fine Chemicals Llc | Rancho Cordova | Chemicals-Manufacturers |
| California Prison Ind Auth | Folsom | State Govt-Correctional Institutions |
| California State University | Sacramento | Schools-Universities & Colleges Academic |
| Corrections Dept | Sacramento | State Govt-Correctional Institutions |
| Delta Dental Plan of Missouri | Rancho Cordova | Insurance |
| Dept of Transportation In Ca | Sacramento | Government Offices-State |
| Disabled American Veterans | Sacramento | Veterans' & Military Organizations |
| Employment Development Dept | Sacramento | Government-Job Training/Voc Rehab Svcs |
| Environmental Protection Agcy | Sacramento | State Government-Environmental Programs |
| Exposition & Fair | Sacramento | Government Offices-State |
| Gen Corp Inc | Rancho Cordova | Aerospace Industries (Mfrs) |
| Intel Corp | Sacramento | Semiconductor Devices (Mfrs) |
| Intel Corp | Folsom | Semiconductor Devices (Mfrs) |
| Mercy Hospitals Regional Rehab | Sacramento | Rehabilitation Services |

Source: California Employment Development Department, Labor Market Info

Rancho Cordova's industry mix is made up of quite a few basic sectors, including "Management of Companies and Enterprises" of which Rancho Cordova has almost triple the proportion of the Sacramento area overall. In total, as illustrated in Table 6 below, eight out of the 20 industry sectors categorized are proportionally more represented in Rancho Cordova versus the area as a whole.

Table 6 | Employment by Industry, Rancho Cordova (2002 - 2011)

| Jobs by NAICS Industry Sector | All Places (Cities, CDPs, etc.) | | Rancho Cordova city, CA | | Location Quotient | Basic Industries |
|---|---------------------------------------|-------|-------------------------------|--------|----------------------|---------------------|
| | Count | Share | Count | Share | | |
| Agriculture, Forestry, Fishing and Hunting | 1,065 | 0.2 % | 8 | 0.0 % | 0.083426 | Non-Basic |
| Mining, Quarrying, and Oil and Gas Extraction | 142 | 0.0 % | 2 | 0.0 % | 0.156423 | Non-Basic |
| Utilities | 5,468 | 1.0 % | 103 | 0.2 % | 0.209203 | Non-Basic |
| Construction | 19,819 | 3.7 % | 3,100 | 6.4 % | 1.737154 | Basic |
| Manufacturing | 19,159 | 3.6 % | 4,712 | 9.7 % | 2.731435 | Basic |
| Wholesale Trade | 13,911 | 2.6 % | 1,778 | 3.7 % | 1.419489 | Basic |
| Retail Trade | 51,156 | 9.5 % | 3,485 | 7.2 % | 0.756597 | Non-Basic |
| Transportation and Warehousing | 10,695 | 2.0 % | 584 | 1.2 % | 0.606444 | Non-Basic |
| Information | 10,978 | 2.0 % | 1,159 | 2.4 % | 1.172516 | Basic |
| Finance and Insurance | 23,858 | 4.4 % | 9,204 | 19.0 % | 4.284509 | Basic |
| Real Estate and Rental and Leasing | 6,755 | 1.3 % | 342 | 0.7 % | 0.562289 | Non-Basic |
| Professional, Scientific, and Technical Services | 39,004 | 7.2 % | 6,585 | 13.6 % | 1.875017 | Basic |

| | | | | | | |
|--|----------------|-------------|---------------|-------------|-------------|-----------|
| Management of Companies and Enterprises | 9,241 | 1.7% | 2,439 | 5.0% | 2.93124 | Basic |
| Administration & Support, Waste Management and Remediation | 29,588 | 5.5% | 4,317 | 8.9% | 1.62041 | Basic |
| Educational Services | 44,218 | 8.2% | 2,241 | 4.6% | 0.562861 | Non-Basic |
| Health Care and Social Assistance | 66,695 | 12.4% | 2,462 | 5.1% | 0.409971 | Non-Basic |
| Arts, Entertainment, and Recreation | 7,130 | 1.3% | 243 | 0.5% | 0.378508 | Non-Basic |
| Accommodation and Food Services | 35,918 | 6.7% | 1,909 | 3.9% | 0.590272 | Non-Basic |
| Other Services (excluding Public Administration) | 30,953 | 5.7% | 1,829 | 3.8% | 0.65625 | Non-Basic |
| Public Administration | 113,411 | 21.0% | 2,045 | 4.2% | 0.200261 | Non-Basic |
| Total Employment | 539,164 | 100% | 48,547 | 100% | 100% | |

In Table 7 below, you'll notice that in the workforce in Rancho Cordova from 2002 to 2011 has shed about 40 percent of their workforce age 54 and younger, while making a nearly equivalent gain in those aged 55 or older; the largest losses were workers aged 29 or younger.

Table 7 | Worker Ages, Rancho Cordova (2002 - 2011)

| | 2002 | | 2011 | | Change Since 2002 - 2011 | | Annual Average |
|--------------------------|--------|-------|--------|-------|--------------------------|---------|----------------|
| | Count | Share | Count | Share | Count | Percent | |
| Age 29 or younger | 14,393 | 26.8% | 9,764 | 20.1% | -4,629 | -32.2% | -3.2% |
| Age 30 to 54 | 33,122 | 61.7% | 30,109 | 62.0% | -3,013 | -9.1% | -0.9% |
| Age 55 or older | 6,210 | 11.6% | 8,674 | 17.9% | 2,464 | 39.7% | 4.0% |
| All Ages | 53,725 | 100% | 48,547 | 100% | | | |

Source: US Census OnTheMap data, 2011

Overall, wages paid to those who work in Rancho Cordova were estimated to be slightly higher in 2011 than in Sacramento County as a whole. Wages of \$1,250 per month or less were paid to 18 percent of the overall county workers compared to 12 percent of Rancho Cordova worker. This suggests that more of the workers who commute to Rancho Cordova could have slightly higher expendable income than the overall Sacramento County workers. Table 8 below illustrates the difference in worker wages.

Table 8 | Worker Wages, Rancho Cordova (2011)

| Worker Wages | Sacramento County | | Rancho Cordova | | Rancho Cordova Percent of County |
|-------------------------------------|-------------------|-----------------|----------------|---------------|----------------------------------|
| | Count | Share of County | Count | Share of City | |
| \$1,250 per month or less | 101,860 | 18.3% | 5,997 | 12.4% | 67.4% |
| \$1,251 to \$3,333 per month | 175,104 | 31.5% | 15,315 | 31.5% | 100.2% |
| More than \$3,333 per month | 279,183 | 50.2% | 27,235 | 56.1% | 111.8% |
| All Income Groups | 556,147 | 100% | 48,547 | 100% | |

Source: US Census OnTheMap data, 2011

Table 9 illustrates the distances that workers in Rancho Cordova commute. Proportionally more workers commuted between 10 and 24 miles to Rancho Cordova than workers in Sacramento County overall, as estimated for 2011 by the US Census. Even though the Gold Line connects the greater Sacramento region, key land uses and pedestrian infrastructure are missing from the Rancho Cordova station areas. Most employment is located across the freeway in large business and office parks, with limited or no direct, pedestrian friendly access to them from the light rail stations.

Table 9 | Worker Commute Distances, Rancho Cordova (2011)

| Distance | Sacramento County Count | Sacramento County Percent | Rancho Cordova Count | Rancho Cordova Percent | Rancho Cordova Location Quotient |
|------------------------------|-------------------------------|---------------------------------|----------------------------|------------------------------|---|
| Total Primary Jobs | 556,147 | 100% | 48,547 | 100% | 1.0 |
| Less than 10 miles | 249,044 | 45% | 18,780 | 39% | 0.9 |
| 10 to 24 miles | 152,332 | 27% | 16,346 | 34% | 1.2 |
| 25 to 50 miles | 47,773 | 9% | 3,782 | 8% | 0.9 |
| Greater than 50 miles | 106,998 | 19% | 9,639 | 20% | 1.0 |
| Greater than 10 miles | 307,103 | 55% | 29,767 | 61% | 1.1 |

Source: US Census OnTheMap data, 2011

With about 66,000 residents who are currently served to some extent by the Gold Line³, Rancho Cordova is also the third most populous place along the Gold Line, according to the American Community Survey. So in addition to being the second largest employment center in the area, Rancho Cordova also has a large current population who could potentially become regular patrons of the light rail network. Table 10 on the next page illustrates the population of both Sacramento County and Rancho Cordova. With the majority of housing in the town (approximately 60 percent) being single family with a typical density of about five units per acre, the City lacks a veritable mix of housing in the higher densities. (The City of Rancho Cordova, 2006). The majority of office and industrial centers are also currently at very low densities, and predominantly removed from easy access to transit.

³ Includes those who live outside of the ¼ mile station areas, but are able to access the stations either through the *Park n' Ride* services or through Sac RT's Bus network.

Table 10 | Population, Rancho Cordova (2000 - 2013)

| | 2000 | 2010 | 2013 | Population Increase 2000 - 2013 | Percentage Increase 2000 - 2013 |
|------------------------------|-----------|-----------|-----------|---------------------------------------|---------------------------------------|
| Rancho Cordova | 55,060 | 64,776 | 66,027 | 10,967 | 19.9% |
| Sacramento County | 1,223,499 | 1,418,788 | 1,435,207 | 211,708 | 17.3% |

Source: US Census 2010, DP-1, American Community Survey 5 year estimates, 2013

Residents of Rancho Cordova already choose public transit more than the average among residents of Sacramento County for work trips, by about 38 percent. With intensification of uses, and residential growth directed within ½ mile of the Rancho Cordova light rail stations, use of the system should increase even further. Table 11 shows a breakdown of work trip modes of Rancho Cordova and Sacramento County residents.

Table 11 | Work Trip Mode, Rancho Cordova (2013)

| | Sacramento County | Percent of County Total | Rancho Cordova | Percent of City Total | Rancho Cordova Location Quotient |
|--|----------------------|----------------------------|-------------------|-----------------------------|-------------------------------------|
| Workers 16 years and over | 593,695 | 100.0% | 28,151 | 100.0% | 1.0 |
| Car, truck, or van -- drove alone | 448,414 | 75.5% | 21,223 | 75.4% | 1.0 |
| Car, truck, or van -- carpooled | 71,990 | 12.1% | 3,534 | 12.6% | 1.0 |
| Public transportation (excluding taxicab) | 18,174 | 3.1% | 1,188 | 4.2% | 1.4 |
| Walked | 12,135 | 2.0% | 540 | 1.9% | 1.0 |
| Other means | 13,990 | 2.4% | 539 | 1.9% | 0.8 |
| Worked at home | 28,992 | 4.9% | 1,127 | 4.0% | 0.8 |

| | | |
|---|------|------|
| Mean travel time to work (minutes) | 25.7 | 24.4 |
|---|------|------|

Source: US Census, 2010, DP-1

Note: "Other means" category includes: Taxi, Motorcycle, Bicycle, Walking, and "Other method".

As shown in Table 12, residents of Rancho Cordova have an estimated median household income of about \$52,152 annually. This is only slightly less than the Sacramento County median of \$55,064.

Table 12 | Household Incomes, Rancho Cordova (2013)

| | Sacramento County | Rancho Cordova | Rancho Cordova Location Quotient |
|--|-------------------|----------------|----------------------------------|
| Total households | 517,243 | 23,618 | 1.00 |
| Less than \$10,000 | 30,785 | 1,328 | 0.94 |
| \$10,000 to \$14,999 | 30,184 | 1,186 | 0.86 |
| \$15,000 to \$24,999 | 51,742 | 2,332 | 0.99 |
| \$25,000 to \$34,999 | 51,762 | 2,782 | 1.18 |
| \$35,000 to \$49,999 | 71,138 | 3,853 | 1.19 |
| \$50,000 to \$74,999 | 95,542 | 4,383 | 1.00 |
| \$75,000 to \$99,999 | 66,406 | 3,124 | 1.03 |
| \$100,000 to \$149,999 | 71,373 | 3,274 | 1.00 |
| \$150,000 to \$199,999 | 27,954 | 923 | 0.72 |
| \$200,000 or more | 20,357 | 433 | 0.47 |
| Median household income (dollars) | \$55,064 | \$52,152 | 94.7% |

Source: ACS 5 year, 2013, DP03

Summary of Today's Demographic Profile

Overall, the city of Rancho Cordova has a strong employment base, the density of which is more important at influencing transit trips than residential areas, (Sacramento Transportation & Air Quality Collaborative, 2005). Additionally, those employed in Rancho Cordova are older and

slightly better paid than the average worker in Sacramento County. Residents of Rancho Cordova show a higher usage of public transit for their commute to work than the rest of Sacramento County also. The overall percentage of transit dependent riders in Sacramento will not change substantially enough to create the demand forecasted for transit, so most increases in public transportation ridership will have to come from the choice rider, automobile drivers who choose to use public transit for some of their daily trips. (Sacramento Transportation & Air Quality Collaborative, 2005). The Gold Line is a premium transit infrastructure which has the capacity to capture more trips throughout the day. The economic conditions in Rancho Cordova should help drive the market for that transit, but must be accompanied by the right land use policy to fully support transit oriented development surrounding the Gold Line.

Regional Best Practices Recommendations

The five regional planning documents this paper focuses on all have general guidelines for land uses to support transit oriented development around major regional fixed route transit assets, such as the Gold Line. All five documents: the Blueprint, the 2035 MTP/SCS, the TOD Guide, Collaborative Report, and the Transit Action Plan, have been carefully reviewed for their fundamental guidelines and recommendations. These have been summed up in Table 13, in the next section. These five reports clearly indicate that changes to local land use patterns could yield significant benefits to the transportation system on a region wide scale. (Sacramento Area Council of Governments, 2010).

Cities across North America have shown that realizing the goals of TOD requires cooperation between transit providers, local government, and decision makers at all levels. (Sacramento Regional Transit District, 2009). These five documents demonstrate consistency in their promotion of the regional Blueprint vision, and each promote that the same consistency be adopted by the individual jurisdictions within the Sacramento area. "Consistent policy presents a message of reliability to the private development community, [the] most valuable tool that the public sector can use to promote private development." (Sacramento Regional Transit District, 2009).

Station Typology

The TOD Guide also proposed land use frameworks classifying six station typologies: Urban Core / Downtown, Urban Center, Employment Center, Residential Center, Commuter Center, and Hi-Bus Corridor. The TOD Guide classifies the four Rancho Cordova Gold Line stations under either Urban Center or Employment Center, described further below:



Figure 9: Typical station area urban form of an Urban Center.

Urban Centers are envisioned as complete communities, reflected in their density and intensity. Today, many of the station areas that could become urban centers are already important places of activity. They include traditional retail crossroads, malls, and existing neighborhood centers. As complete

communities, these station areas express individual character as they evolve. Likewise, some may be transit supportive today while others may not have very strong Transit Oriented Development markets and will emerge over time. The Urban Center sphere of influence (SOI) reaches a half mile from the transit station. (Sacramento Regional Transit District, 2009).



Figure 10: Typical station area urban form of an Urban Center.

Employment Centers exist along several areas of existing and proposed transit alignments with an employment focus. It is expected that these areas will have a mixture of uses; however, the predominant activity will be employment based. These destination areas will not evolve to become as intense as the downtown or urban

centers. The transit Oriented Development market in these areas varies and may take time to evolve. The Employment Center Station's SOI reaches a half mile from the transit station. (Sacramento Regional Transit District, 2009).

Station Area Zoning

The land uses surrounding the four Rancho Cordova light rail stations are governed primarily by two documents from the City; the Rancho Cordova Municipal Zoning Code (Zoning) and the Folsom Boulevard Specific Plan (FBSP). The FBSP is the primary planning tool the City will use to guide future development along the Folsom Boulevard Corridor, the vision of which includes: increased density of housing and commercial land use, increased pedestrian, bicycle, and transit usage, and increased economic and social viability of the corridor as a dynamic, thriving urban community. (The City of Rancho Cordova, 2013). This specific plan takes precedent over and replaces the Zoning Code where overlap occurs. This plan does not extend to all parcels at a set radiant distance from the Folsom Boulevard Centerline, and so, does not cover all parcels

within the light rail station's sphere of influence (SOI) which according to the TOD Guide, extends at a one half mile radius from the transit station. Table 13 on the next page illustrates the zoning found within the SOI of the four Rancho Cordova stations. Maps which illustrate the station areas and their respective zoning are listed in the Appendix of this report.

Table 13 | Zoning by Station Area, Rancho Cordova (2015)

| Zoning | Zoning Long Name | Mather Field / Mills | Zinfandel | Cordova Town Center | Sunrise |
|------------------------|---|---------------------------------|------------------|--------------------------------|----------------|
| RD 5 | Residential Dwelling 5 | x | x | x | |
| RD 10 | Residential Dwelling 10 | x | x | x | x |
| RD 20 | Residential Dwelling 20 | x | x | x | x |
| RD 30 | Residential Dwelling 30 | x | | | |
| MDR (FBSP) | Medium Density Residential (Folsom Boulevard Specific Plan) | x | | | |
| HDR | High Density Residential | x | x | x | x |
| HDR (FBSP) | High Density Residential (Folsom Boulevard Specific Plan) | x | x | x | |
| RMH | Residential Mobile Home | x | | | x |
| RMU | Residential Mixed Use | | | | x |
| RMU (FBSP) | Residential Mixed Use (Folsom Boulevard Specific Plan) | x | | | |
| CMU | Commercial Mixed Use | | x | x | x |
| CMU (FBSP) | Commercial Mixed Use (Folsom Boulevard Specific Plan) | x | x | x | x |
| OIMU | Office / Industrial Mixed Use | | x | x | x |
| OIMU (FBSP) | Office / Industrial Mixed Use (Folsom Boulevard Specific Plan) | x | x | x | x |
| OPMU | Office Park Mixed Use | | x | x | x |
| GC | General Commercial | | | | x |
| LIBP | Light Industrial Business Park | | | | x |
| M-1 | Light Industrial / Manufacturing | | | | x |

Mather Field / Mills



Figure 11: Map of Mather Field / Mills station and SOI area, with zoning highlighted within concentric rings at 1/4 and 1/2 miles. See full map with legend in the appendix.

The Mather Field / Mills station area has 11 different zones within the SOI. As shown in Figure 11, the majority of that area is dedicated to single family residential use. The area abutting Folsom Boulevard is mixed use, and the area to the south west contains a large amount of land zoned as office / industrial mixed use.

One of the main issues with this area

surrounding the Mather Field / Mills station is the pedestrian circulation and connectivity.

Zinfandel and Cordova Town Center

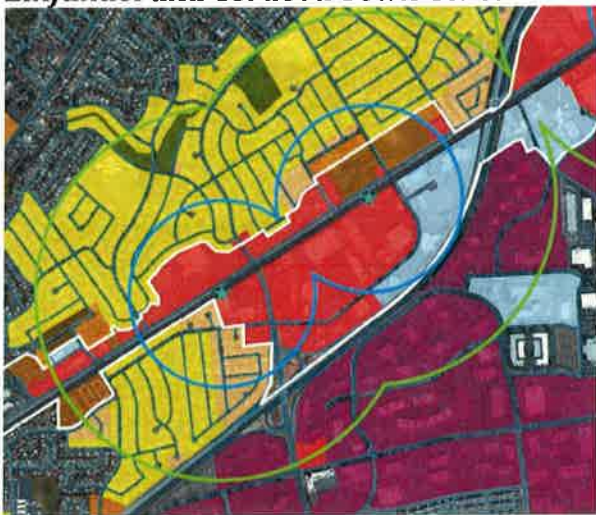


Figure 12: Map of Zinfandel and Cordova Town Center stations and SOI area, with zoning highlighted within concentric rings at 1/4 and 1/2 miles. See full map with legend in the appendix.

Both the Zinfandel and Cordova Town Center stations have significant overlap in their SOIs. These stations used to be designated under a town center plan, which was replaced with the Folsom Boulevard Specific Plan. Together, much of the station SOI area is residential single family use. Large swaths of land to the south east are zoned as industrial and business park, and the

majority of commercial mixed use is zoned right along Folsom Boulevard. Again the major issue with these station areas is pedestrian circulation and connectivity.

Sunrise



Figure 13: Map of Sunrise station and SOI area, with zoning highlighted within concentric rings at 1/4 and 1/2 miles. See full map with legend in the appendix.

The Sunrise station SOI area has minimal single family residential use, most of which can be discounted because of the freeway which separates these residential units from the majority of the station area. The most common zoning for this area is M-1, light industrial / manufacturing. Directly adjacent to the Sunrise station platform is a large industrial building with

no pedestrian value. Commercial land use is located to the north and west of the station.

Additionally, Rancho Cordova City Hall is located to the north of this station. As with the other three stations, pedestrian circulation and connectivity are the biggest issues, however this area also has a large number of non-transit supportive uses which are zoned to continue.

The majority of new ridership for Sac RT will come from automobile drivers choosing to use public transit (choice riders) as the overall percentage of transit dependent persons will not change substantially enough to fill the nearly 350 percent increase in ridership projected by the Blueprint. (Sacramento Transportation & Air Quality Collaborative, 2005). In order to get the choice rider to *choose* transit, strategic design changes need to be incorporated into the zoning and development standards governing land use surrounding transit. These changes need to be

crafted to foster a pedestrian friendly environment that works to leverage transit assets such as the Gold Line, in order to make substantial progress in capturing more “choice” riders.

From the customer’s perspective, higher densities that combine with a mix of land uses looks like more people, more jobs, more housing, and more services and activities in an area, all making it far more attractive for the choice rider. (Sacramento Transportation & Air Quality Collaborative, 2005).

Regional Recommendations

Rancho Cordova’s various planning documents express a similar interest in promoting the regional Blueprint vision through TOD. The Folsom Boulevard Specific Plan was set up to directly address the Blueprint’s many recommendations; however development along Folsom Boulevard Corridor and Gold Line has remained extremely auto oriented. Table 14 illustrates the best practices recommendations offered by the Blueprint and subsequent reports for use by the jurisdictions to inform their policies regarding land use surrounding transit stations, particularly a premium transit such as light rail.

Table 14 | Best Practices and Recommendations, Blueprint and Supplemental Documents

| Recommendations | | Blueprint | 2035 MTP/SCS | TOD Guide | Collaborative Report | Transit Action Plan |
|-----------------|--|-----------|-----------------|--------------|-------------------------|---------------------------|
| 1. | Create plans for transit areas with consideration for the expansion and phasing of increased densities over time, along with an overall vision for the area consistent with the Blueprint. | X | | | X | |
| 2. | Maximize densities in transit corridors through the adoption of minimum density and FAR standards. | | | X | X | X |
| 3. | High trip attractors such as Commercial, Office, and Mixed uses with the highest densities should be closest to the stations. | X | | X | X | |
| 4. | Avoid land uses that do not support transit, carefully consider urban form, and manage parking supplies. | X | | X | X | X |
| 5. | Promote infill, mixed uses and a variety of housing options along transit corridors through zoning and development standard updates. | X | X | X | X | X |
| 6. | Light rail stations should be destinations with supporting adjacent land uses designed to interact and connect with the stations and other pedestrian infrastructure. | | X | X | X | X |
| 7. | Develop flexibility in parking standards, including maximums which promote transit use, infill, and compact development. | | | X | X | X |
| 8. | Promote and create walkable and bike-able street infrastructure including interconnected short blocks, green space, and civic amenities around transit stations. | | X | X | X | X |

Comparison with Current City Policy

1. Creating a Plan

By creating a vision for an attractive community, both the Blueprint and Collaborative Report stress that local jurisdictions hold the power to put the Blueprint vision into action, and that each jurisdiction will have to craft their own implementation measures specific to their geographical, demographic, and economic circumstances. The City of Rancho Cordova has chosen to implement area-specific plans which incorporate visioning, guidelines, and regulation to govern the development of land in direct proximity of the Gold Line. However, the planning area boundary of the current Folsom Boulevard Specific Plan (FBSP) extends to only the parcels directly along Folsom Boulevard, with the exception of a few around some intersections. This boundary does not extend out to the one half mile radius that the TOD Guide recommends, and replaces a previous area-specific plan which extended a quarter mile radius around the four Gold Line stations in Rancho Cordova. By allowing owners of property to elect (instead of compel) to use the previous TOD zoning surrounding the station areas, the City has created an environment which continues to allow for development within the station areas that is not consistent with the Blueprint vision.

Even with the reduction of compulsory TOD standards outlined in the prior station area zoning code, the FBSP allows for further exceptions to its development guidelines by the City Council so long as the project would meet at least four of the following lenient set of conditions.

1. That it will fulfill a compelling community need, as indicated by an existing City goal, General Plan policy, budget priority, or other Council-adopted policy document.

This gives the City Council broad authority to interrupt City and Regional TOD priorities, which could detract from the viability of reaching the long term planning, economic, and environmental goals of the Blueprint.

2. If it will improve an existing blighted situation by removing 100 percent of the blight located on the subject property.

This exception condition will be easily achieved by many of the development types which do not create pedestrian friendly environments such as big box retail, and various other large footprint uses.

3. That it will provide unmet services to a currently underserved community.

This exception is vague and could be construed very liberally.

4. It would create at least 15 new permanent full-time jobs (or new jobs equivalent to at least 15 full time employees) or a minimum of one job per 500 square feet.

This condition would allow for large footprint retailers with few full time employees to be afforded an exception based on the number of part time workers they will employ, undercutting the benefits of full time employment.

5. That it will generate annual sales tax contributions to the City in excess of \$25,000.

This condition again will afford large footprint retailers an advantage in circumventing the TOD policies of the FBSP, because they can funnel greater amounts of sales tax revenue through their one store.

6. That the investments in property will increase the property tax revenue for the subject parcels by at least 250 percent.

Most investment in redeveloping the Folsom Boulevard Corridor will likely result in large scale land value increases. However this does not discourage large footprint retail shopping centers.

2. Maximize Density

Blueprint reports recommend establishing density minimums rather than maximums by individual jurisdictions, which Rancho Cordova's FBSP does, however the current development standards from the FBSP and applicable zoning surrounding the Rancho Cordova light rail stations' SOIs show low minimum densities that are not consistent with Blueprint related density standards. Table 15 illustrates just how different these minimum density standards are. Floor area ratio minimums within the station areas are 75 to 125 percent lower than Blueprint recommendations and similar differences in the minimum number of dwelling units per acre. This has aided in allowing recent development to occur at very pedestrian unfriendly densities.

Table 15 | Recommended and Allowed Densities

| | Collaborative | TOD Guide | | Current FBSP and Zoning* |
|----------|--------------------|--------------|-------------------|---|
| Land Use | Light Rail Station | Urban Center | Employment Center | Light Rail Station Areas up to one half mile radius |
| DU/AC | 9 | 15 - 20 | 10 - 15 | 2.1 - 6.1 |
| FAR | No Recommendation | 1 - 1.5 | 1 - 1.5 | 0 - .25 |

Source: Sacramento Regional Transit, A Guide to Transit Oriented Development; Sacramento Transportation & Air Quality Collaborative, Best Practices for Public Transportation; City of Rancho Cordova, Folsom Boulevard Specific Plan and Municipal Code

*Note: These are the minimum densities allowed within one half mile surrounding light rail stations in both the FBSP and Municipal Code. All minimum densities throughout the station area are relatively consistent with these minimums.

3. Attract the Trips

The Blueprint and supplemental reports recommend locating the highest densities and largest trip attractors closest to the transit stations, this includes land uses such as: hospitals and medical services, universities and colleges, public agency offices and services, public meeting halls, and major entertainment facilities. (Sacramento Transportation & Air Quality Collaborative, 2005). It is also important to locate services for the transit dependent populations along premium transit routes such as the Gold Line. Generally, the FBSP clusters the highest densities and trip attractors around the stations, however low minimum density standards that are prevalent throughout the FBSP allow for new construction to be low intensity, contrary to the recommendations by the Blueprint vision. Additionally, Commercial and Office uses are not always put closest to the stations, and the Sunrise station is surrounded by current industrial zoning allowing for development that is very unfriendly to the pedestrian.

4. Avoid Inappropriate Land Uses

Within the SOI of these stations are approximately 140 different allowed use categories called “use classifications” by the Zoning Code. These use classifications describe multiple uses having a similar



Figure 14: A few large foot print retailers sit across large parking lots directly adjacent to a Rancho Cordova light rail station.

characteristic, without listing each use individually and specifically. (The City of Rancho Cordova, 2014). There are approximately 141 different allowed use categories that apply to parcels within the station SOIs, 18 of which, when compared to the guidelines and recommendations from the regional planning documents, do not promote transit supportive development. These include allowed use categories such as “Retail, Warehouse Club”, “Agricultural Products Processing”, and “Furniture, Furnishings, and Appliance Stores”. According to the TOD Guide, land uses which support large foot prints, low intensities, large parking lots, and or non-pedestrian friendly uses should not be encouraged within walking distance of transit stations. They are classified in this paper as “Not Consistent” and should be evaluated for their efficacy in supporting transit oriented development, and realizing the Blueprint vision.

The number of allowed use categories by station are listed in Table 16 on the next page, this count is supplemented with the applicable FBSP allowed use categories. These allowed use categories are further detailed in Table 19 of the Appendix. Additionally, both the Zoning Code and FBSP allow for Administrative and Conditional Use Permits within the station SOIs. There

are a total of 109 different allowed use categories for parcels within the four station areas combined.

Table 16 | Number of Allowed Use Categories by Station Area

| Station | Total Allowed Uses within 1/2 Mile | Allowed Uses Consistent with Blueprint | Allowed Uses That Should Have Size Restrictions | Uses That Should Not be Allowed |
|--|------------------------------------|--|---|---------------------------------|
| Mather Field / Mills | 63 | 50 | 7 | 6 |
| Zinfandel and Cordova Town Center | 83 | 62 | 9 | 12 |
| Sunrise | 108 | 74 | 14 | 20 |

Source: City of Rancho Cordova Municipal Code, General Plan (2006), and Folsom Boulevard Specific Plan (2013)

5. Promote Mixed Use

“Evolving demographics and preferences held by specific demographic groups or generational cohorts are driving the change in housing preference and demand. Additionally, recent research suggests that not only will people want a choice in terms of location and housing product type, but also that a higher percentage of the population will choose to rent, and will rent for longer periods than has occurred historically.” (Sacramento Area Council of Governments, 2012).

Currently, Rancho Cordova is made up of approximately 60 percent low density single family residential housing. The City does currently allow for a large variety of housing types to be built under the Residential and Mixed Use zones. These include single family, multifamily, secondary dwelling units, apartments of varied densities, and various supportive housing types.

Inconsistencies with the Blueprint Vision come from the minimum density standards and parking standards required.

In addition to housing choices, real estate research forecasts that “there will be significant demand, especially by the large, retirement age baby boomer generation and the even larger Generation Y echo-boomer cohort (those born between 1978 and 1994) for new housing, including rentals and small lot homes, in mixed use communities close to public transit, employment, services, and amenities.” (Sacramento Area Council of Governments, 2012). Rancho Cordova has Mixed Use zoning within the Zoning Code, and has zoned parcels within the transit area as mixed use. Problems with implementation arise with the types of allowed uses and minimum densities in the development standards for these Mixed Use Zones.

6. Destination Light Rail

Both the TOD Guide and the Collaborative Report recommend that light rail stations should be designed as destinations with supporting adjacent land uses. Sacramento has made great investments in light rail, and



Figure 15: Rendering of Folsom Lake College Cordova Center, being constructed across from the Mather Field / Mills station. An example of development occurring with TOD principles.

the Gold Line is considered to be among the regions premium transit lines, with excellent timing, service operating hours, and coverage over a long distance, connecting the north eastern end of Sacramento with the downtown core and beyond. Table 17 illustrates that light rail is the only transit choice which could capture all types of rider, choice riders and transit dependent, frequent and occasional riders. Figure 15 above depicts how a new community college campus will look after it is constructed adjacent to a Rancho Cordova Gold Line station.

This development will incorporate TOD principles, and is designed to act as a destination anchor for light rail users.

Two of the Rancho Cordova light rail stations, Zinfandel and Cordova Town Center, are set adjacent to shopping centers with pedestrian connections set across large parking lots. These shopping centers are configured as strip malls and focus convenience around the automobile customer. The two other stations, Mather Field / Mills and Sunrise are set next to Park and Ride lots, and surrounded by industrial uses directly adjacent to the stations. Across Folsom Boulevard from the stations are a variety of uses including residential and commercial, however limited connectivity to surrounding employment centers along with an unattractive streetscape and high volumes of traffic on Folsom Boulevard do not make for a pedestrian friendly environment. While development standards for properties directly adjacent to transit stations are required for the most part to have pedestrian access to the station, parcels that do not directly abut the station have minimal design standards which orient development towards the pedestrian realm. Some major restrictions on pedestrian friendliness coming from the development standards include large minimum setbacks from streets, low minimum floor area ratios, and minimum parking standards.

As an established community, Rancho Cordova land use plans largely maintain the existing character and land use patterns already in existence. Adjustments in the MTP/SCS 2035 forecasts suggest that these areas will only see about 11 percent increase in housing, and a 33 percent increase in new jobs. (Sacramento Area Council of Governments, 2012). With nearly 40 percent of both new jobs and new housing needed to be developed around transit in order to

achieve the Blueprint vision, it will be crucial to ensure that the land uses and urban forms in these areas are updated to complement and support Sacramento's transit investments.

(Sacramento Regional Transit District, 2009). With the current development guidelines, these station areas will likely only realize the MTP/SCS 2035 projected growth, and not become the attractive "destinations" demanded by the choice rider.

Table 17 | Most Likely Transit Usage by Type of Rider

| Transit Type | Transit Dependent | | Choice Rider | |
|---------------------------|-------------------|----------|--------------|----------|
| | Occasional | Frequent | Occasional | Frequent |
| Light Rail | X | X | X | X |
| Bus Rapid Transit* | X | | X | X |
| Fixed Route | X | X | X | |
| Route Deviation | X | X | | |
| Demand Responsive | X | X | | |

Source: Table 3, Page 17, Best Practices for Public Transportation, 2005

*Note: Assumes premium pricing for rapid services

7. Develop Flexible Parking

As illustrated in Figure 14 above, surface parking currently dominates the urban landscape surrounding transit stations. The Blueprint and subsequent reports recommend heavily against allowing excessive parking that could detract from a pedestrian and transit friendly environment. "Parking may be the single most important development issue influencing transit ridership... It is recommended that jurisdictions modify their parking regulations to shift away from parking minimums and establish parking maximums in areas served by premium transit." (Sacramento Regional Transit District, 2009) Much of the parking to the south west of the Mather Field / Mills and Sunrise stations is for Park and Ride commuters, these lots are zoned

to transition into mixed use development. Another major asset for parking is along Folsom Boulevard itself.

The difference between Rancho Cordova parking maximums and the regional recommended parking maximums are quite pronounced, ranging from two to over four times higher than those recommended. Many of the parking minimums established by the City are about 50 to 75 percent greater than the recommended maximums. This excessive parking only serves to encourage auto oriented design, which detracts from the pedestrian experience.

Table 18 | Parking Minimums and Maximums

| General Zoning Category | Minimum Parking Standards | Maximum Parking Standards | Recommended Parking Max |
|----------------------------------|---------------------------|---------------------------|-------------------------|
| Residential Single Family | 2 / Unit | N/A | N/A |
| Residential Multi Family | 1.5 - 2 / Unit | 2.25 - 3 / Unit | .75 - 1 / Unit |
| Residential Mixed Use | 3.6 / 1,000 SF | 5.4 / 1,000 SF | .75 - 1 / Unit |
| General Commercial | 3.6 / 1,000 SF | N/A | 2 - 3 / 1,000 SF |
| Commercial Mixed Use | 3.6 / 1,000 SF | 5.4 / 1,000 SF | 2 - 3 / 1,000 SF |
| Office Mixed Use | 2.7 / 1,000 SF | 4.1 / 1,000 SF | 1 - 2 / 1,000 SF |

Source: City of Rancho Cordova Municipal Code, General Plan (2006), and Folsom Boulevard Specific Plan (2013); Sacramento Transportation & Air Quality Collaborative, Best Practices for Public Transportation

Notes: Parking minimums interpreted from the Municipal Code land use categories generally allowed within the listed General Zoning category. Maximums are only listed for FBSP planning area parcels. Recommended Parking data reflects the "Urban Center" and "Employment Center" station categories as described by the TOD Guide.

8. Create Paths Towards Walkability

Rancho Cordova's street infrastructure along Folsom Boulevard and the Gold Line is not comfortably walkable. The speed limit on Folsom Boulevard is 40 MPH (Sacramento County Department of Transportation, n.d.),



Figure 16: Large stretches of center median are fenced off to prevent midblock crossings.

with as much as seven lanes of traffic to cross from one side of Folsom Boulevard to the other.

While most of Folsom Boulevard near the station areas in Rancho Cordova has sidewalks and young street trees (which will eventually mature for shade), block lengths along Folsom Boulevard can range between approximately 600 to 1800 ft on the opposite side of the roadway than the Gold Line. Uninterrupted stretches of roadway along the Gold Line side of Folsom Boulevard can extend to nearly a mile long. "Frequent, interconnected streets increase the efficiency of transit circulation and offer more choices for pedestrians. Short block lengths keep walking distances short and provide alternative route options.

Grid-based street patterns (including modified grids) offer multiple access points to a station and form the overall development framework for long term transit supportive uses."

(Sacramento Transportation & Air Quality Collaborative, 2005). Figure 16 on the previous page depicts a long block, typical of Folsom Boulevard in Rancho Cordova, with a fence in the median to deter midblock crossings.

The TOD Guide recommends establishing maximum block lengths; current development standards make no mention of interrupting or creating smaller block lengths. Development standards for landscaping do not require the planting of shade trees along street frontage, and actually encourage unnavigable landscaping in the large setbacks between buildings and the street front. (The City of Rancho Cordova, 2014). It is important to ensure that within the development process, projects are oriented in relationship to the pedestrian, streets and transit. "By creating environments that are more compactly built and use space in an efficient, but more aesthetic manner, communities can encourage more walking, bicycle, or riding transit and discourage driving alone." (Sacramento Area Council of Governments, 2010).

Summary and Conclusion

Most travel projections still conclude that the personal automobile will be the predominant form of travel in Sacramento into the foreseeable future. However, significant reductions in projected Vehicle Miles Traveled (VMT) and vehicle trips can happen when development is constructed at densities and intensities that are higher than the current standards promote. (Sacramento Transportation & Air Quality Collaborative, 2005). Overall, the Sacramento Regional Blueprint, along with subsequent supporting reports, strongly suggests Transit Oriented Development as the preferred method of directing future growth. (Sacramento Regional Transit District, 2009). “The jurisdictions within Sacramento County should emphasize the development of a multi-modal transportation system in plans and programs” (Sacramento Transportation & Air Quality Collaborative, 2005).

What’s Happening in Rancho Cordova?

Rancho Cordova’s General Plan and Folsom Boulevard Specific Plan convey a message that is very pro transit and transit oriented development. Much of it even borrows language from the Blueprint. Yet development today is still occurring at densities and intensities that are not compatible with transit oriented development. So why is this?

Overall transit in Sacramento In 2011 ranked 12th in the nation for total unlinked passenger trips, and 10th for passenger miles amongst transit authorities that operate light rail. (American Public Transportation Association, 2013). When compared to Los Angeles or San Francisco, Sac RT is at about a fourth of their ridership; compared with Portland, which has a similar population size for the City, and a smaller population for the County, Sac RT is just about at about a third of their ridership. The ridership numbers of these metro areas are in line with the goals for the Sacramento region as described in the Sacramento Blueprint, and Sac RT had made major investments in its light rail system.

We've also seen that the City has a strong employment base, attracting commuters from all over Sacramento. The City is also currently served with a premium transit system operating on a fixed alignment with gated traffic interchanges that grant it priority right of way through intersections. The trains have high rider capacity and run on time at about 98 percent of all stops. More residents in Rancho Cordova use transit for their work trips than the average commuter in Sacramento as well. And yet, transit is still underutilized in Rancho Cordova. There are three common factors considered critical to the success of transit oriented development: land use, urban form, and parking. (Sacramento Transportation & Air Quality Collaborative, 2005).

For land use, Rancho Cordova has outlined specialized zoning and development standards along Folsom Boulevard to promote land uses which could and should support more use of the Gold Line. However much of the policies and development standards laid out in the zoning code and FBSP do not meet the minimum supportive recommendations outlined by the Blueprint and

subsequent reports. The ridership forecasting completed by Sac RT clearly demonstrates that transit service provided in isolation of land use will not be enough to make significant changes in the way people move in Sacramento. (Sacramento Regional Transit District, 2009).

Urban form is seriously lacking in the City. “The manner in which the neighborhood and community circulation system are designed is an important component of urban form that, if done correctly, can promote transportation efficiencies. The design of the local circulation system significantly affects the degree to which residents and employees in a neighborhood are able to satisfy their travel needs through some form other than the private automobile.”

(Sacramento Transportation & Air Quality Collaborative, 2005). All along Folsom Boulevard are long blocks with uninterrupted lengths of up to 1800 feet across from stations. Along the medium of these long stretches, are equally long stretches of fencing designed to prevent midblock crossings. If people are attempting midblock crossings, perhaps that should be taken as evidence that the block lengths are inappropriate to support pedestrian activity.

As we’ve seen from figures 5, 6, 7, 8, 14, and table 18, parking dominates the landscape and urban form surrounding the stations. The City still has parking minimums on the books, and where there are parking maximums, they are based off the minimums and are not close to the recommended standards for maximums. This inconsistency only serves to further auto dominance in a region built around the car. Some of the major incentives for auto use is flexibility, people being able to come and go as they please, but when Rancho Cordova supports this convenience through strong parking minimums, they do so at the detriment of transit.

Studies show that when users have reliable alternatives that provide similar levels of

convenience and flexibility, transit use gains viability. (Sacramento Transportation & Air Quality Collaborative, 2005).

Recommendations

Rancho Cordova has made strides towards promoting Transit Oriented Development (TOD), however they have taken many steps to undermine TOD as well. In their land use policy, the City allows uses which are plainly inconsistent with Blueprint principles, and allows densities that do not support transit ridership. While they are planting trees and adding sidewalks to the periphery of the stations and along Folsom Boulevard, the City has not attempted to tackle the large block lengths which by the very nature of their exhaustive lengths, are chiefly unnavigable by the pedestrian; and the City's parking standards are way out of alignment with Blueprint recommendations to support transit.

"Without planning or coordination, permitted uses in Transportation Planning Areas [such as Rancho Cordova's Gold Line station areas,] can fail to create complementary activities along a transit corridor or to meet the daily needs and interest of residents and employees."

(Sacramento Area Council of Governments, 2012). It is of absolute importance in achieving the Blueprint vision that the City of Rancho Cordova carefully reviews their planning, zoning, and development standards documents with SACOG planners and the Sacramento Transportation and Air Quality Collaborative in order to identify significant inconsistencies with what City regulations allow to be built and the Blueprint guidelines for TOD in addition to those outlined

below. Once identified, these inconsistencies should be reconciled along the side of transit and TOD.

Land Use Specific Recommendations

Within the one half mile radii of the four Gold Line stations in Rancho Cordova, there are currently 108 allowed land use categories within the 19 zones of the four station areas combined. After reviewing these use categories and their descriptions from the municipal code, 13 stood out as needing some form of revision to reduce the allowable size of the uses, while increasing the minimum densities in order to foster a more pedestrian scale of development. Another 21 land use categories as described by the municipal code would blatantly contradict regional recommendation number four: avoid inappropriate land uses. The land uses to avoid include large format retail, production facilities with little to no pedestrian interaction, and intensive manufacturing relying on lots of freight movement on and off the site, all of which detract from a pedestrian friendly environment which helps to foster transit usage. These 21 land use categories identified as inconsistent should be specifically prohibited from development within the one half mile radii of the four Gold Line stations in Rancho Cordova. Further details about the 108 currently allowed land use categories are listed in Table 19 of the Appendix.

Development Standards Specific Recommendations

Many of Rancho Cordova's development standards such as FARs, minimum and maximum densities, parking minimums, and etcetera are counter-productive to the development of TOD around the station areas according to regional recommendations. Current minimum FARs in the station areas are between none to one fourth FAR, recommended FAR minimums are between one and one and one half FAR within station areas. Residential minimum densities are allowed between 2.1 and 6.1 DU / Acre, where between 9 and 20 are recommended. And parking standards currently call for parking minimums with a small notation for parking maximums within the FBSP of 50 percent over the minimum. These required minimums are greater than the recommended maximums by up to four times. "The abundance of free parking eases accessibility for automobiles while placing uses further apart from one another, which decreases accessibility for pedestrians, bicyclists, and transit users." (Hananouchi, 2009). These excessive parking requirements need to be adjusted within the four station areas, from minimums to maximums, and reduced to resemble the Blueprint supplemental reports' recommended standards.

It is well understood that development challenges exist in established communities such as Rancho Cordova; residential and commercial financing and financial feasibility may not be easy, and the older auto oriented shopping centers and strip malls (even while in decline) may not be market ready for reuse projects. (Sacramento Area Council of Governments, 2012). This however cannot drive the planning goals, allowed uses, and development guidelines which govern these station areas, away from laying the foundation for long term economic vibrancy

and transit viability. Accommodating growth through infill and redevelopment will require some substantial structural changes in how land use, development, and the infrastructure are planned. The current system of land use planning and public infrastructure funding is geared to address only modest levels of infill.” (Sacramento Transportation & Air Quality Collaborative, 2005). As shown above, Rancho Cordova’s plans, zoning, and development standards are no different, accounting for only modest growth and intensification. Transitioning from low intensity and low density needs to start now, because the development that happens today will remain for years to come, and continue to shape the urban landscape and development surrounding the station areas in the future.

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Appendix

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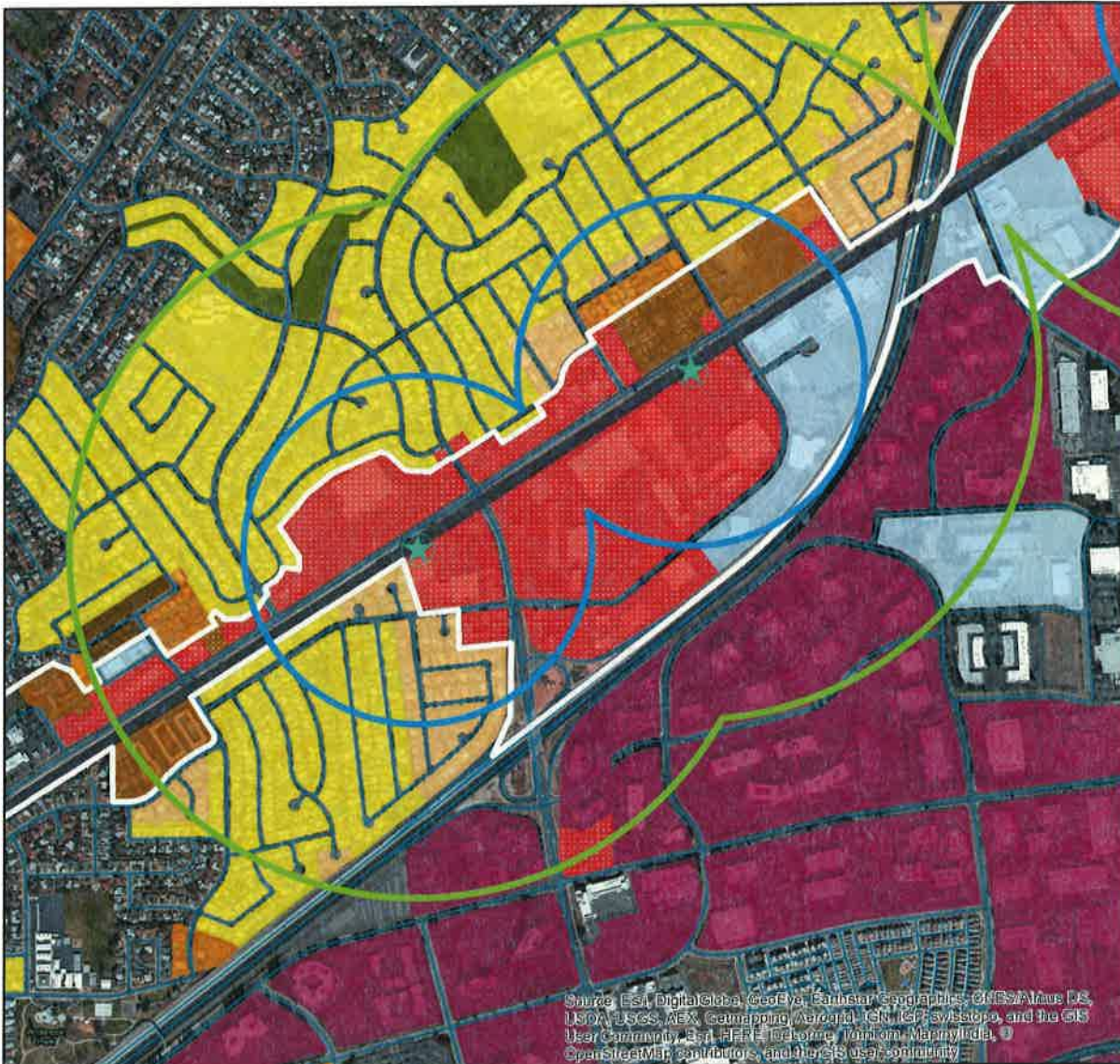
Figure 17: Mather Field / Mills Station Area Zoning Map



Legend

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|--|-----------------------|---------------|--|-------------|--|---------|--|------------|
| | City Boundary | Zoning | | LIBP | | POS (H) | | RMU |
| | 1/4 Mi of LRT Station | Zone | | M-1 | | RD 10 | | RMU (FBSP) |
| | 1/2 Mi of LRT Station | | | MDR (FBSP) | | RD 20 | | T |
| | FBSP Boundary | | | OIMU | | RD 25 | | T (FBSP) |
| | Light Rail Stations | | | OIMU (FBSP) | | RD 30 | | |
| | | | | OPMU | | RD 5 | | |
| | | | | POS | | RMH | | |
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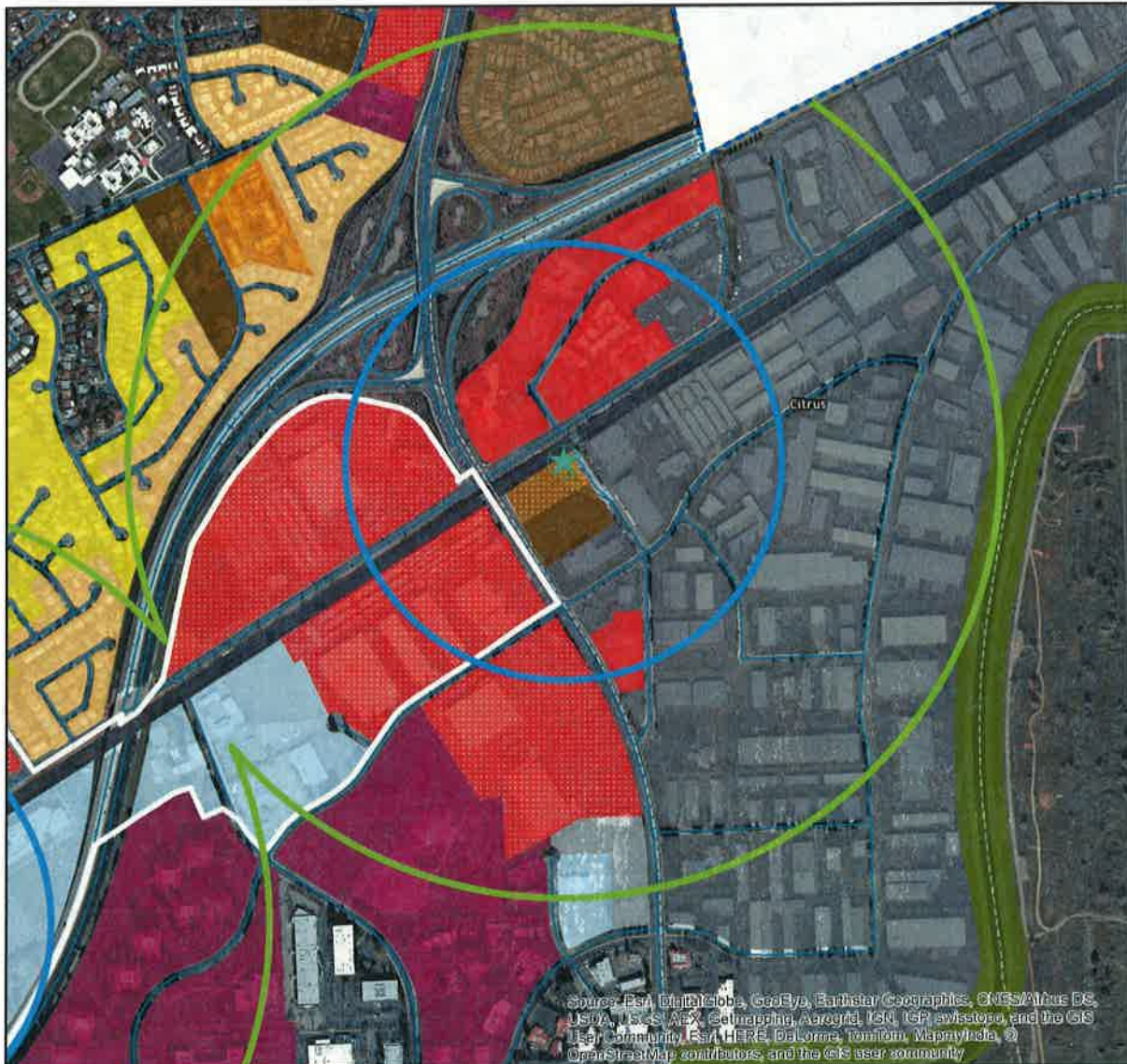
Figure 18: Zinfandel and Cordova Town Center Station Area Zoning Map



Legend

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| | City Boundary | Zoning | | LIBP | | POS (H) | | RMU |
| | 1/4 Mi of LRT Station | Zone | | M-1 | | RD 10 | | RMU (FBSP) |
| | 1/2 Mi of LRT Station | | | MDR (FBSP) | | RD 20 | | T |
| | FBSP Boundary | | | OIMU | | RD 25 | | T (FBSP) |
| | Light Rail Stations | | | OIMU (FBSP) | | RD 30 | | |
| | | | | OPMU | | RD 5 | | |
| | | | | POS | | RMH | | |
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Figure 19: Sunrise Station Area Zoning Map



Legend

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| | City Boundary | Zoning | | LIBP | | POS (H) | | RMU |
| | 1/4 Mi of LRT Station | Zone | | M-1 | | RD 10 | | RMU (FBSP) |
| | 1/2 Mi of LRT Station | | | MDR (FBSP) | | RD 20 | | T |
| | FBSP Boundary | | | OIMU | | RD 25 | | T (FBSP) |
| | Light Rail Stations | | | OIMU (FBSP) | | RD 30 | | |
| | | | | OPMU | | RD 5 | | |
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Table 19: Current Station Area Allowed Land Use Categories

| Land Use | Description | Consistency | Recommended Action |
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| Adult Day Care Home | "Adult day care home" is defined by state law as the provision of nonmedical care to six or fewer adults, including seniors, in the provider's own home, for a period of less than 24 hours at a time. Homes serving more than six adults are included in "Adult day care facilities." | Yes | Increase density standards and remove parking barriers if any exist. |
| Ambulance Service | "Ambulance service" means emergency medical care and transportation, including incidental storage and maintenance of vehicles. | If Small | Adjust sizing and density to promote a pedestrian scale within one half mile radius of light rail stations. |
| Animal Keeping, Domestic Pet | A. "Domestic pets" means small animals (no larger than the largest breed of dogs) customarily kept as pets within a dwelling unit. This classification includes dogs, cats, fish, and birds (excluding large tropical birds and poultry). | No | Remove from allowed land uses within one half mile radius of a light rail station. |
| Animal Keeping, Exotic Animal | B. "Exotic animals" means wild animals not customarily confined or cultivated by man for domestic or commercial purposes, but kept as a pet or for display, including potbelly pigs, snakes, reptiles, and large tropical birds (including peacocks). | No | Remove from allowed land uses within one half mile radius of a light rail station. |

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| Animal Keeping, Hens only | D. "Poultry" means domesticated birds (fowl) customarily kept for eggs or meat. This classification includes chickens, roosters, ducks, geese, turkeys, guinea fowl, and Cornish game hens. | No | Remove from allowed land uses within one half mile radius of a light rail station. |
| Animal Sales and Grooming | "Animal sales and grooming" means retail sales of domestic and exotic animals, bathing and trimming services, and boarding of said animals for a maximum period of 72 hours, conducted entirely within an enclosed building with no outdoor use. | Yes | Increase density standards and remove parking barriers if any exist. |
| Art, Antique, Collectable | "Art, antique, collectable" means retail sales uses including antique shops, art galleries, curio, gift, and souvenir shops, and the sales of collectible items including sports cards and comic books. Stores selling handcrafted items that are produced on the site are defined separately as "Artisan shops." | Yes | Increase density standards and remove parking barriers if any exist. |
| Artisan Shop | "Artisan shops" means retail stores selling art, glass, ceramics, jewelry, and other handcrafted items, where the facility includes an area for the crafting of the items being sold. | Yes | Increase density standards and remove parking barriers if any exist. |

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| Auto and Vehicle Sales and Rental | <p>"Auto and vehicle sales and rental" means retail establishments selling and/or renting automobiles, trucks, and vans. This use listing includes the sales and rental of mobile homes, recreation vehicles, and boats. May also include repair shops and the sales of parts and accessories, incidental to vehicle dealerships. It does not include the sale of auto parts/accessories separate from a vehicle dealership (see "Auto parts sales"), bicycle and moped sales (see "Retail, general"), tire recapping establishments (see "Vehicle services – major"), businesses dealing exclusively in used parts (see "Recycling facility – scrap and dismantling"), or "Service station," all of which are separately defined.</p> | If Small | Adjust sizing and density to promote a pedestrian scale within one half mile radius of light rail stations. |
| Auto and Vehicle Sales, Wholesale | <p>"Auto and vehicle sales, wholesale" means wholesale establishments selling new and used vehicles and used vehicle parts. This use is normally developed as part of an auto wrecking yard, junkyard, or salvage yard. Conventional automobile dealerships are listed under "Auto and vehicle sales and rental."</p> | No | Remove from allowed land uses within one half mile radius of a light rail station. |

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| Auto and Vehicle Storage | <p>“Auto and vehicle storage” means facilities for the storage of operative and inoperative vehicles for limited periods of time. Includes but is not limited to storage of parking tow-aways, impound yards, and storage lots for automobiles, trucks, buses, and recreation vehicles. Does not include vehicle dismantling (see “Auto vehicle dismantling”) or retail sales (see “Auto and vehicle sales, wholesale”).</p> | No | Remove from allowed land uses within one half mile radius of a light rail station. |
| Auto Parts Sales | <p>“Auto parts sales” means stores that sell new automobile parts, tires, and accessories. May also include minor parts installation (see “Vehicle services – minor”). Does not include tire recapping establishments, which are found under “Vehicle services – major” or businesses dealing exclusively in used parts, which are included under “Auto and vehicle sales, wholesale.”</p> | If Small | Adjust sizing and density to promote a pedestrian scale within one half mile radius of light rail stations. |
| Banks and Financial Services | <p>“Banks and financial services” means financial institutions such as banks and trust companies, credit agencies, holding (but not primarily operating) companies, lending and thrift institutions, and investment companies. Also includes automated teller machines (ATM).</p> | Yes | Increase density standards and remove parking barriers if any exist. |

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| Bed and Breakfast Inns | <p>"Bed and breakfast inns" means residential structures with one family in permanent residence with up to five bedrooms rented for overnight lodging, where meals may be provided subject to applicable health department regulations. A bed and breakfast inn with more than five guest rooms is considered a hotel or motel and is included under the definition of "Hotels and motels."</p> | Yes | Increase density standards and remove parking barriers if any exist. |
| Broadcasting and Recording Studios | <p>"Broadcasting and recording studios" means commercial and public communications uses including radio and television broadcasting and receiving stations and studios, with facilities entirely within buildings. Does not include transmission and receiving apparatus such as antennas and towers, which are under the definition of "Telecommunication facility."</p> | Yes | Increase density standards and remove parking barriers if any exist. |

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| Building Material Store and Yard | <p>“Building materials stores and yards” means retail establishments selling lumber and other large building materials, where most display and sales occur indoors. Includes stores selling to the general public, even if contractor sales account for a major proportion of total sales. Includes incidental retail ready-mix concrete operations, except where excluded by a specific zoning district. Establishments primarily selling electrical, plumbing, heating, and air conditioning equipment and supplies are classified in “Wholesaling and distribution.” Hardware stores are listed in the definition of “Retail, general,” even if they sell some building materials. Also see “Home improvement supplies” for smaller specialty stores.</p> | No | Increase density standards and remove parking barriers if any exist. |
| Bus and Transit Shelters | <p>“Bus and transit shelter” means a small structure designed for the protection and convenience of waiting transit passengers and that has a roof and usually two or three sides.</p> | Yes | Increase density standards and remove parking barriers if any exist. |
| Business Support Services | <p>“Business support services” means establishments primarily within buildings, providing other businesses with services such as maintenance, repair and service, testing, rental, etc.</p> | Yes | Increase density standards and remove parking barriers if any exist. |

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| | Support services include, but are not limited to: | | |
| Call Centers | "Call center" means an office equipped to handle a large volume of calls, especially for taking orders or servicing customers. | Yes | Increase density standards and remove parking barriers if any exist. |
| Car Washing and Detailing | "Car washing and detailing" means permanent, drive-through, self-service, and/or attended car washing establishments, including fully mechanized facilities. May include detailing services. Temporary car washes (e.g., fundraising activities generally conducted at a service station or other automotive-related business, where volunteers wash vehicles by hand, and the duration of the event is limited to one day) are not part of this use classification. | No | Remove from allowed land uses within one half mile radius of a light rail station. |
| Card Rooms | "Card rooms" means gambling establishments that offer card games for play by the public. | Yes | Increase density standards and remove parking barriers if any exist. |
| Caretaker Housing | "Caretaker housing" means a residence that is accessory to a site with a nonresidential primary use and that is needed for security, 24-hour care or supervision, or monitoring of facilities, equipment, or other conditions on the site. | Yes | Increase density standards and remove parking barriers if any exist. |

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| Check Cashing Businesses | <p>“Check cashing business” means an establishment that, for compensation, engages in the business of cashing checks, warrants, drafts, money orders, or other commercial paper serving a similar purpose. Also includes establishments primarily engaged in cashing payroll or personal checks for a fee or advancing funds on future checks. This classification does not include a state or federally chartered bank, savings association, credit union or similar financial institution (see “Banks and financial services”).</p> | Yes | Increase density standards and remove parking barriers if any exist. |
| Child Day Care Facility | <p>“Child day care facility” means a state-licensed facility which provides nonmedical care, protection, and supervision to more than 14 children under 18 years of age, on a less than 24-hour basis. Commercial or nonprofit child day care facilities include infant centers, preschools, sick-child centers, and school-age day care facilities. These may be operated in conjunction with a school or church facility, or as an independent land use.</p> | Yes | Increase density standards and remove parking barriers if any exist. |

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| Clubs, Lodges, and Private Meeting Halls | <p>"Clubs, lodges, and private meeting halls" means permanent, headquarters-type and meeting facilities for organizations operating on a membership basis for the promotion of the interests of the members, including facilities for business associations; civic, social and fraternal organizations; labor unions and similar organizations; political organizations; professional membership organizations; and other membership organizations.</p> | Yes | Increase density standards and remove parking barriers if any exist. |
| Recycling Facility - Collection Facility | <p>"Recycling facility – collection" means a recycling facility used for the acceptance by donation, redemption, or purchase of recyclable materials from the public that does not occupy more than 500 square feet. This classification may include a mobile unit, kiosk-type units that may include permanent structures, and unattended containers placed for the donation of recyclable materials. This also includes so-called "reverse vending machines," an automated mechanical device that accepts one or more types of empty beverage containers including, but not limited to, aluminum cans, glass bottles and plastic bottles, and issues a cash refund or a redeemable credit slip with value of not</p> | Yes | Increase density standards and remove parking barriers if any exist. |

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| | less than the container's redemption value as determined by the state. | | |
| Community Centers/Civic Uses | "Community centers/civic uses" means multipurpose meeting and recreational facilities typically consisting of one or more meeting or multipurpose rooms, kitchens and/or outdoor barbecue facilities that are available for use by various groups for such activities as meetings, parties, receptions, dances, etc. | Yes | Increase density standards and remove parking barriers if any exist. |
| Community Garden | "Community garden" means a site used for growing plants for food, fiber, herbs, or flowers, which is shared and maintained by city residents. | Yes | Increase density standards and remove parking barriers if any exist. |
| Convenience Stores | "Convenience stores" means easy-access retail stores of 5,000 square feet or less in gross floor area, which carry a range of merchandise oriented to convenience and travelers' shopping needs. These stores may be part of a service station or an independent facility. Also see "Neighborhood market" and "Grocery store/supermarket" for larger stores or stores oriented toward the daily shopping needs of residents. | Yes | Increase density standards and remove parking barriers if any exist. |
| Day Care Home (Adult Day Care, Family Day Care (Small), and Residential Care) | Day Care Home (Adult Day Care, Family Day Care – Small, and Residential Care). This classification includes Adult Day Care, Family Day Care – Small, and | Yes | Increase density standards and remove parking barriers if any exist. |

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| | Residential Care Home as defined by the State. Generally, these homes provides supervision and nonmedical care to six or fewer persons, in the provider's own home, on a less than 24-hour basis. | | |
| Drive-in and Drive-through Sales and Service | "Drive-in and drive-through sales and service" means facilities where food or other products may be purchased by motorists without leaving their vehicles. These facilities include fast-food restaurants, drive-through coffee, dairy products, photo stores, etc. | No | Remove from allowed land uses within one half mile radius of a light rail station. |
| Dwelling, Multifamily | "Dwelling, multifamily" means a building designed and intended for occupancy by three or more families living independently of each other, each in a separate dwelling unit, which may be owned individually or by a single landlord (e.g., apartment, apartment house, townhouse, condominium). | Yes | Increase density standards and remove parking barriers if any exist. |
| Dwelling, Second Unit | "Dwelling, second unit" means an attached or detached dwelling unit which provides complete independent living facilities for one or more persons, with permanent provisions for living, sleeping, eating, cooking, and sanitation sited on the same parcel as the primary dwelling unit. This | Yes | Increase density standards and remove parking barriers if any exist. |

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| | definition includes granny flats. | | |
| Dwelling, Single-Family | <p>“Dwelling, single-family” means a building designed exclusively for occupancy by one family on a single lot. This classification includes manufactured homes (defined in California Health and Safety Code Section 18007) and model homes for the first sale of homes within the subdivision.</p> | If Small | Adjust sizing and density to promote a pedestrian scale within one half mile radius of light rail stations. |
| Dwelling, Two-Family | <p>“Dwelling, two-family” means an attached building (e.g., duplex) designed for occupancy by two families living independently of each other, where both dwellings are located on a single lot. For the purposes of this title, this definition also includes halfplexes (two attached units, each with a separate lot). More than one two-family dwelling may be located on a single lot consistent with the density provisions of the General Plan. Does not include second dwelling units (see “Dwelling, second unit”).</p> | If Small | Adjust sizing and density to promote a pedestrian scale within one half mile radius of light rail stations. |

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| Emergency Shelter | “Emergency shelter” means any facility, the primary purpose of which is to provide temporary or transitional shelter for the homeless in general or for specific populations of the homeless. | Yes | Increase density standards and remove parking barriers if any exist. |
| Equipment Sales and Rental | “Equipment sales and rental” means service establishments with outdoor storage/rental yards, which may offer a wide variety of materials and equipment for rental (e.g., construction equipment). | No | Remove from allowed land uses within one half mile radius of a light rail station. |
| Event and Office Equipment Sales and Rental | No official description found in Municipal Code | If Small | Adjust sizing and density to promote a pedestrian scale within one half mile radius of light rail stations. |
| Family Day Care Home, Small | “Family day care home, small” means state-licensed facilities that provide nonmedical care and supervision of minor children for periods of less than 24 hours within a single-family residence. The occupant of the residence provides care and supervision generally to six or fewer children. As described in the California Health and Safety Code, small day care homes for children may provide services for up to eight children when specific conditions are met. | Yes | Increase density standards and remove parking barriers if any exist. |

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| Freight Yard/Truck Terminal | No official description found in Municipal Code | No | Remove from allowed land uses within one half mile radius of a light rail station. |
| Fuel Storage and Distribution | "Fuel storage and distribution" means a large-scale facility where fuel (such as propane and gasoline) is stored and distributed without retail sales. | No | Remove from allowed land uses within one half mile radius of a light rail station. |
| Furniture, Furnishings, and Appliance Stores | "Furniture, furnishings, and appliance stores" means stores engaged primarily in selling the following products and related services, including incidental repair services: draperies, floor coverings, furniture, glass and chinaware, home appliances, home furnishings, home sound systems, interior decorating materials and services, large musical instruments, lawn furniture, moveable spas and hot tubs, office furniture, other household electrical and gas appliances, outdoor furniture, refrigerators, stoves, and televisions. | No | Remove from allowed land uses within one half mile radius of a light rail station. |
| Garden Center/Plant Nursery | "Garden center/plant nursery" means establishments providing for the cultivation and sale of ornamental trees, shrubs, and plants, including the sale of garden and landscape materials (packaged and/or | No | Remove from allowed land uses within one half mile radius of a light rail station. |

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| | bulk sale of unpackaged materials) and equipment. | | |
| Grocery Stores/Supermarkets | “Grocery store/supermarket” means a retail business where the majority of the floor area open to the public is occupied by food products packaged for preparation and consumption away from the site of the store. These full-service businesses do not typically have limited hours of operation. See separate but related listings for “Neighborhood market” and “Convenience store.” | If Small | Adjust sizing and density to promote a pedestrian scale within one half mile radius of light rail stations. |
| Group Residential | “Group residential” means shared living quarters without separate kitchen and/or bathroom facilities for each room or unit. This classification includes residential hotels, dormitories, fraternities, sororities, convents, rectories, and private residential clubs but does not include living quarters shared exclusively by a family. This category includes boarding houses, which are defined as a building other than a hotel or restaurant where meals or lodging or both meals and lodging are provided for | Yes | Increase density standards and remove parking barriers if any exist. |

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| | compensation for four or more persons. | | |
| Guest House | "Guest house" means a detached structure accessory to a single-family dwelling, accommodating living/sleeping quarters, but without kitchen or cooking facilities. | Yes | Increase density standards and remove parking barriers if any exist. |
| Home Improvement Supplies | "Home improvement supplies" means establishments (retail or wholesale) that sell kitchen, bath, furnishings, carpeting, and other home-oriented supplies. Other retail uses are permitted if accessory to the primary use. These uses may include an expansive showroom. This category does not include the sale of lumber and does not permit the outdoor display of merchandise. This use classification is a subcategory of the larger building materials stores and yards use classification and may be combined with or separate from such uses. | If Small | Adjust sizing and density to promote a pedestrian scale within one half mile radius of light rail stations. |
| Home Occupations | Home Occupation. The conduct of business within a dwelling unit or residential site, employing occupants of the dwelling, with the business activity being subordinate to the residential use of the property. | Yes | Increase density standards and remove parking barriers if any exist. |

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| Hotels and Motels | <p>“Hotels and motels” means facilities with guest rooms or suites, provided without kitchen facilities, rented to the general public for transient lodging (less than 30 days). Hotels provide access to most guest rooms from an interior walkway and typically include a variety of services in addition to lodging; for example, restaurants, meeting facilities, personal services, etc. Motels provide access to most guest rooms from an exterior walkway. Also includes accessory guest facilities such as swimming pools, tennis courts, indoor athletic facilities, accessory retail uses, etc.</p> | Yes | Increase density standards and remove parking barriers if any exist. |
| Hotels and Motels, Extended Stay | <p>“Hotels and motels, extended stay” means facilities with guest rooms or suites, provided with kitchen facilities, rented to the general public for transient lodging (less than 30 days) or for longer periods of time. Hotels provide access to most guest rooms from an interior walkway and typically include a variety of services in addition to lodging; for example, restaurants, meeting facilities, personal services, etc. Motels provide access to most guest rooms from an exterior walkway. Also includes accessory guest facilities such as swimming</p> | Yes | Increase density standards and remove parking barriers if any exist. |

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| | pools, tennis courts, indoor athletic facilities, accessory retail uses, etc. | | |
| Indoor Amusement/Entertainment Facility | <p>“Indoor amusement/entertainment facilities” means establishments providing indoor amusement and entertainment services for a fee or admission charge, including dance halls and ballrooms and electronic game arcades, as primary uses. Four or more electronic games or coin-operated amusements in any establishment, or a premises where 50 percent or more of the floor area is occupied by amusement devices, are considered an electronic game arcade as described above; three or less machines are not considered a land use separate from the primary use of the site.</p> | Yes | Increase density standards and remove parking barriers if any exist. |
| Indoor Fitness and Sports Facility | <p>“Indoor fitness and sports facilities” means predominantly participant sports and health activities conducted entirely within an enclosed building. Typical uses include bowling alleys, billiard parlors, ice/roller skating rinks, indoor racquetball courts, indoor climbing facilities, soccer areas, athletic clubs, and health clubs. This use does not include special studios not a part of an athletic or health club (e.g., karate</p> | Yes | Increase density standards and remove parking barriers if any exist. |

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| | studio, dance studio, etc.). Also see "Schools, private and special/studio." | | |
| Libraries and Museums | "Libraries and museums" means public or quasi-public facilities including aquariums, arboretums, art exhibitions, botanical gardens, historic sites and exhibits, libraries, museums, and planetariums, which are generally noncommercial in nature. | Yes | Increase density standards and remove parking barriers if any exist. |
| Live-Work Facility | "Live-work facility" means a structure or portion of a structure: A. That combines a commercial or manufacturing activity allowed in the zone with a residential living space for the owner of the commercial or manufacturing business, or the owner's employee, and that person's household; B. Where the resident owner or employee of the business is responsible for the commercial or manufacturing activity performed; and C. Where the commercial or manufacturing activity conducted takes place | Yes | Increase density standards and remove parking barriers if any exist. |

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| | subject to a valid business license associated with the premises. | | |
| Maintenance and Repair, Small Equipment | “Maintenance and repair, small equipment” means establishments providing on-site repair and accessory sales of supplies for appliances, office machines, home electronic/mechanical equipment, bicycles, tools, or garden equipment, conducted entirely within an enclosed building. This classification does not include maintenance and repair of vehicles. | Yes | Increase density standards and remove parking barriers if any exist. |

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| Manufactured Home | <p>Manufactured Home. California Health and Safety Code Section 18007 defines a manufactured home as a structure that meets the following criteria:</p> <p>A. Transportable in one or more sections; B. When in the traveling mode, is eight body feet or more in width, or 40 body feet or more in length, or, when erected on site, is 320 or more square feet; C. Built on a permanent chassis; D. Designed to be used as a residential dwelling; E. Erected with or without a permanent foundation when connected to the required utilities; F. Includes the plumbing, heating, air conditioning, and electrical systems contained therein.</p> | If Small | Adjust sizing and density to promote a pedestrian scale within one half mile radius of light rail stations. |
| Manufacturing, Minor | <p>"Manufacturing, minor" means manufacturing, fabrication, processing, and assembly of materials from parts that are already in processed form and that, in their maintenance, assembly, manufacture, or plant operation, do not create excessive amounts of smoke, gas, odor, dust, sound, or other objectionable influences that might be obnoxious to persons conducting business on site or on an adjacent site. Uses include but are not limited to furniture manufacturing and cabinet shops, laundry and dry</p> | If Small | Adjust sizing and density to promote a pedestrian scale within one half mile radius of light rail stations. |

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| | cleaning plants, metal products fabrication, and food and beverage manufacturing, processing and assembly. Also see "Manufacturing, major" and "Manufacturing, small scale." | | |
| Manufacturing, Small Scale | "Manufacturing, small scale" means establishments manufacturing and/or assembling small products primarily by hand, including but not limited to jewelry, pottery and other ceramics, as well as small glass and metal art and craft products. This use category also includes minor manufacturing, so long as the activity occurs on a small scale and within spaces less than 20,000 square feet in size. Also see "Manufacturing, major" and "Manufacturing, minor." | If Small | Adjust sizing and density to promote a pedestrian scale within one half mile radius of light rail stations. |
| Massage Parlors | "Massage parlor" means an establishment where customers can receive a massage. | Yes | Increase density standards and remove parking barriers if any exist. |
| Medical Services, Extended Care | "Medical services, extended care" means residential facilities providing nursing and health-related care as a primary use with inpatient beds, such as board and care homes, convalescent and rest homes, extended care facilities, and skilled nursing facilities. Long-term personal care facilities that do not emphasize medical | Yes | Increase density standards and remove parking barriers if any exist. |

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| | treatment are included under "Residential care home." | | |
| Medical Services, General | "Medical services, general" means facilities primarily engaged in providing outpatient medical, mental health, surgical, and other personal health services, but which are separate from hospitals, including medical and dental laboratories, medical, dental and psychiatric offices, outpatient care facilities, and other allied health services. Counseling services by other than medical doctors or psychiatrists are included under "Offices." | Yes | Increase density standards and remove parking barriers if any exist. |
| Medical Services, Hospitals | "Medical services, hospitals" means hospitals and similar facilities engaged primarily in providing diagnostic services and extensive medical treatment, including surgical and other hospital services. These establishments have an organized medical staff, inpatient beds, and equipment and facilities to provide complete health care. May include on-site accessory clinics and laboratories, accessory retail uses (see the separate | Yes | Increase density standards and remove parking barriers if any exist. |

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| | definition of "Retail, accessory"), and emergency heliports. | | |
| Mobile Home | <p>"Mobile home" means a transportable structure which is built on a permanent chassis and designed as a dwelling when connected to the required utilities, and includes the plumbing, heating, air conditioning, and electrical systems contained therein (California Health and Safety Code Sections 18007 and 18008). A mobile home is included in the definition of "Manufactured home," and the minimum dimensions for a mobile home are eight feet wide, 40 feet long, and a total area of 320 square feet.</p> | Yes | Increase density standards and remove parking barriers if any exist. |

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| Mobile Home Park | “Mobile home park” means any site that is planned and improved to accommodate two or more mobile homes used for residential purposes, or on which two or more mobile home lots are rented, leased, or held out for rent or lease, or were formerly held out for rent or lease and later converted to a subdivision, cooperative, condominium, or other form of resident ownership, to accommodate mobile homes used for residential purposes. | Yes | Increase density standards and remove parking barriers if any exist. |
| Mortuaries and Funeral Homes | “Mortuaries and funeral homes” means funeral homes and parlors, where the deceased are prepared for burial or cremation and funeral services may be conducted. | Yes | Increase density standards and remove parking barriers if any exist. |
| Neighborhood Market | “Neighborhood market” means a pedestrian-oriented grocery/specialty market store offering food products packaged for preparation and consumption away from the site of the store and oriented to the daily shopping needs of surrounding residential areas. Neighborhood markets are less than 15,000 square feet in size and operate less than 18 hours per day. For larger stores, see “Grocery store/supermarket.” Neighborhood markets may include deli or beverage | Yes | Increase density standards and remove parking barriers if any exist. |

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| | tasting facilities that are ancillary to the market/grocery portion of the use. | | |
| Offices, Accessory | No official description found in Municipal Code | Yes | Increase density standards and remove parking barriers if any exist. |
| Offices, Business and Professional | Offices, Business and Professional. This use listing includes offices of administrative businesses providing direct services to consumers (e.g., insurance companies, utility companies), government agency and service facilities (e.g., post office, civic center), professional offices (e.g., accounting, attorneys, employment, public relations), and offices engaged in the production of intellectual property (e.g., advertising, architectural, computer programming, photography studios). This use does not include medical offices (see "Medical services"), temporary offices (see Chapter 23.922 RCMC, Temporary Uses), or offices that are incidental and | Yes | Increase density standards and remove parking barriers if any exist. |

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| | <p>accessory to another business or sales activity that is the primary use (see "Offices, accessory").</p> <p>Outdoor storage of materials is prohibited.</p> | | |
| Outdoor Commercial Recreation | <p>"Outdoor commercial recreation" means facilities for various outdoor participant sports and types of recreation where a fee is charged for use (e.g., amphitheaters, amusement and theme parks, golf driving ranges, health and athletic clubs with outdoor facilities, miniature golf courses, skateboard parks, stadiums and coliseums, swim and tennis clubs, water slides, zoos).</p> | Yes | Increase density standards and remove parking barriers if any exist. |
| Outdoor Entertainment Facility | <p>No official description found in Municipal Code</p> | Yes | Increase density standards and remove parking barriers if any exist. |
| Park and Ride Facility | <p>"Park and ride facility" means a designated area where a vehicle may be left in order to carpool with other commuters or to ride public transit.</p> | Yes | Increase density standards and remove parking barriers if any exist. |

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| Parking Facility | “Parking facility” means a parking lot or parking structure used for parking motor vehicles where the facility is the primary use of the site. Parking structures and lots that are developed in conjunction with another primary use of the site to satisfy the on-site parking requirements for the development are not included in this definition. | If Small | Adjust sizing and density to promote a pedestrian scale within one half mile radius of light rail stations. |
| Parks and Public Plazas | “Parks and public plazas” means public parks including playgrounds and athletic fields/courts and public plazas and outdoor gathering places for community use. If privately owned and restricted to the public (e.g., require payment of fee), the same facilities are included under the definition of “Outdoor commercial recreation.” | Yes | Increase density standards and remove parking barriers if any exist. |
| Pawnshops | “Pawnshop” means, consistent with RCMC 4.30.010, any room, store, building, or other place in which the business of pawn brokering, or the business of lending money upon personal property, pawns or pledges, or the business of purchasing articles from vendors or their assignees at prices agreed upon at or before the time of such purchase, is engaged in, carried on, or conducted. | Yes | Increase density standards and remove parking barriers if any exist. |

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| Personal Services | <p>"Personal services" means establishments providing nonmedical services as a primary use, including, but not limited to, barber and beauty shops, clothing rental, dry cleaning pick-up stores with limited equipment, home electronics and small appliance repair, laundromats (self-service laundries), shoe repair shops, and tailors. These uses may also include accessory retail sales of products related to the services provided, spas and hot tubs for rent, and tanning salons.</p> | Yes | Increase density standards and remove parking barriers if any exist. |
| Printing and Publishing | <p>"Printing and publishing" means establishments engaged in printing by letterpress, lithography, gravure, screen, offset, or electrostatic (xerographic) copying, and other establishments serving the printing trade including bookbinding, typesetting, engraving, photoengraving, and electrotyping. This use also includes establishments that publish newspapers, books, and periodicals, and establishments manufacturing business forms and binding devices. Does not include "quick printing" services or desktop publishing, which are included in "Business support services."</p> | Yes | Increase density standards and remove parking barriers if any exist. |

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| Professional Services | No official description found in Municipal Code | Yes | Increase density standards and remove parking barriers if any exist. |
| Public Safety Facility | “Public safety facility” means a facility operated by public agencies including fire stations, other fire prevention and firefighting facilities, and police and sheriff substations and headquarters, including interim incarceration facilities. | Yes | Increase density standards and remove parking barriers if any exist. |
| Broadcasting and Recording Studios | “Broadcasting and recording studios” means commercial and public communications uses including radio and television broadcasting and receiving stations and studios, with facilities entirely within buildings. Does not include transmission and receiving apparatus such as antennas and towers, which are under the definition of “Telecommunication facility.” | Yes | Increase density standards and remove parking barriers if any exist. |
| Recreational Vehicle Parks | “Recreational vehicle park” means a site where one or more lots are used, or are intended to be used, by campers with recreational vehicles or tents. Recreational vehicle parks may include public restrooms, water, sewer, and electric hookups to each lot and are intended as a higher density, more intensively developed use | No | Remove from allowed land uses within one half mile radius of a light rail station. |

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| | than campgrounds. May include accessory retail uses where they are clearly incidental and intended to serve RV park patrons only. | | |
| Religious Institutions | <p>"Religious institutions" means facilities operated by religious organizations for worship or the promotion of religious activities (e.g., churches, mosques, synagogues, temples) and accessory uses on the same site (e.g., living quarters for ministers and staff, child day care facilities which were authorized in conjunction with the primary use). Other establishments maintained by religious organizations, such as full-time educational institutions, hospitals, and other potentially related operations (e.g., recreational camp), are classified according to their respective activities.</p> | Yes | Increase density standards and remove parking barriers if any exist. |

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| Research and Development | <p>“Research and development” means indoor facilities for scientific research, and the design, development, and testing of electrical, electronic, magnetic, optical, and mechanical components in advance of product manufacturing, that are not associated with a manufacturing facility on the same site. Includes but is not limited to chemical and biotechnology research and development. Does not include computer software companies (see “Offices, business and professional”), soils and other materials testing laboratories (see “Business support services”), or medical laboratories (see “Medical services, general”).</p> | If Small | Adjust sizing and density to promote a pedestrian scale within one half mile radius of light rail stations. |
| Residential Care Home, Small | <p>“Residential care home (small)” means, consistent with the definitions of state law, a home that provides 24-hour nonmedical care for six or fewer persons 18 years of age or older, or emancipated minors, with chronic, life-threatening illness in need of personal services, protection, supervision, assistance, guidance, or training essential for sustaining the activities of daily living or for the protection of the individual. This classification includes, but is not limited to, rest homes, residential care facilities for the elderly,</p> | Yes | Increase density standards and remove parking barriers if any exist. |

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| | adult residential facilities, wards of the juvenile court, and other facilities licensed by the state of California. Convalescent homes, nursing homes, and similar facilities providing medical care are included under the definition of "Medical services, extended care." | | |
| Restaurants | "Restaurant" means a retail business selling food and beverages prepared and/or served on the site, for on- or off-premises consumption. Includes eating establishments where customers are served from a walk-up ordering counter for either on- or off-premises consumption and establishments where most customers are served food at tables for on-premises consumption, but may include providing food for take-out. Also includes coffee houses and accessory cafeterias as part of office and industrial uses. | Yes | Increase density standards and remove parking barriers if any exist. |
| Retail, Accessory | No official description found in Municipal Code | Yes | Increase density standards and remove parking |

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| | | | barriers if any exist. |
| Retail, General | <p>“Retail, general” means stores and shops selling multiple lines of merchandise. These stores and lines of merchandise include but are not limited to art galleries, bakeries (all production in support of on-site sales), clothing and accessories, collectibles, department stores, drug and discount stores, dry goods, fabrics and sewing supplies, florists and houseplant stores (indoor sales only; outdoor sales are plant nurseries and included in the definition of “Garden center/plant nursery”), furniture, home furnishings and equipment, general stores, gift shops, hardware, hobby materials, musical instruments, parts and accessories, newsstands, pet supplies, specialty shops, sporting goods and equipment, stationery, and variety stores.</p> | Yes | Increase density standards and remove parking barriers if any exist. |
| Retail, Warehouse Club | <p>“Retail, warehouse club” means retail stores that emphasize the packaging and sale of products in large quantities or volumes, some at discounted prices. Sites and buildings are usually large and industrial in character. Patrons may be required to pay membership fees.</p> | No | Remove from allowed land uses within one half mile radius of a light rail station. |

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| Schools, Private, Special/Studio | <p>"Schools, private and special/studio" includes private educational institutions (e.g., boarding schools, business, secretarial and vocational schools, colleges and universities, establishments providing for courses by mail or online), and special schools/studios (e.g., art, ballet and other dance, computers and electronics, drama, driver education, language, music, photography). Also includes facilities, institutions, and conference centers that offer specialized programs in personal growth and development (e.g., fitness training studios, gymnastics instruction, and aerobics and gymnastics studios, environmental awareness, arts, communications, management). Also see "Indoor fitness and sports facilities."</p> | Yes | Increase density standards and remove parking barriers if any exist. |
| Schools, Public | <p>"Schools, public" means public educational institutions such as community colleges, universities, elementary schools, middle/junior high schools, high schools, and military academies.</p> | Yes | Increase density standards and remove parking barriers if any exist. |
| Service Stations | <p>"Service station" means a retail business selling gasoline or other motor vehicle fuels. Vehicle services which are incidental to fuel services are included</p> | Yes | Increase density standards and remove parking barriers if any exist. |

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| | under "Vehicle services – minor." | | |
| Sexually Oriented Businesses | <p>"Sexually oriented business" means adult bookstores, adult motion picture theaters, adult live theaters, adult video stores, or any establishment that consists of a combination of such uses. An adult bookstore is a building or a portion thereof used by an establishment either (A) where 25 percent or more of the floor space of the area of the building open to the public, and actually used for the display of books, magazines, or other publications, is devoted to the sale of books, magazines, or other publications which are distinguished or characterized by their emphasis on matters explicitly depicting, describing, or relating to specified sexual activities as defined in RCMC 23.919.060 and which, because of their sexually explicit nature, may, pursuant to state law or county regulatory authority, be offered only to persons over the age of 18; or (B) where 25 percent or more of the total number of books, magazines, or other publications offered for sale</p> | Not Evaluated | No recommendation for this land use was determined. |

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| | <p>to the public consist of books, magazines, or other publications which are distinguished or characterized by their emphasis on matters explicitly depicting, describing, or relating to specified sexual activities as defined in RCMC 23.919.060 and which, because of their sexually explicit nature, may, pursuant to state law or county regulatory authority, be offered only to persons over the age of 18. An adult motion picture theater is a building or portion thereof or an area, open or enclosed, which regularly features motion pictures distinguished or characterized by an emphasis on matters depicting, describing, or relating to specified sexual activities as defined in RCMC 23.919.060 or specified anatomical areas as defined in RCMC 23.919.060. An adult live theater is a building or portion thereof or an area, open or enclosed, which regularly features live performances distinguished or characterized by an emphasis on matters depicting, describing, or relating to specified sexual activities as defined in RCMC 23.919.060 or specified anatomical areas</p> | | |
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| | <p>as defined in RCMC23.919.060 for observation by patrons or customers. An adult video store is a building or portion thereof used by an establishment either (A) where 25 percent or more of the floor space of the area of the building open to the public, and actually used for the display of videos, is devoted to the sale or rental of videos which are distinguished or characterized by their emphasis on matters explicitly depicting, describing, or relating to specified sexual activities as defined in RCMC 23.919.060, and which, because of their sexually explicit nature, may, pursuant to state law or county regulatory authority, be offered only to persons over the age of 18; or (B) where 25 percent or more of the total number of videos offered for sale or rental to the public consist of videos which are distinguished or characterized by their emphasis on matters explicitly depicting, describing, or relating to specified sexual activities as defined in RCMC 23.919.060, and which, because of their sexually explicit nature, may, pursuant to state law or county regulatory authority,</p> | | |
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| | be offered only to persons over the age of 18. | | |
| Smoke Shops | <p>"Smoke shop" means an establishment selling smoking, drug, and/or traditional or electronic tobacco paraphernalia or products where 15 percent or more of the total floor or shelf area is devoted to selling tobacco products (as defined in RCMC 4.07.030). Limited sales of tobacco products that commonly occur within convenience stores or service stations are not included in this definition. Smoking, as</p> | Yes | Increase density standards and remove parking barriers if any exist. |

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| | defined in RCMC 6.84.020(S), shall be prohibited within all smoke shops, unless the establishment has been formally permitted to operate a private smokers' lounge under applicable state and local laws. | | |
| Storage, Personal Storage Facility | "Storage, personal storage facility" means a structure or group of structures containing generally small, individual, compartmentalized stalls or lockers rented as individual storage spaces and characterized by low parking demand. | No | Remove from allowed land uses within one half mile radius of a light rail station. |
| Storage, Warehouse | "Storage, warehouse" means a facility for the storage of furniture, household goods, or other commercial goods of any nature. Includes cold storage. Does not include warehouse, storage, or mini-storage facilities offered for rent or lease to the general public (see "Storage, personal storage facility") or warehouse facilities in which the primary purpose of storage is for wholesaling and distribution (see "Wholesaling and distribution"). | No | Remove from allowed land uses within one half mile radius of a light rail station. |
| Storage, Yards | "Storage, yards" means the storage of various materials outside of a structure other than fencing, either as an accessory or principal use. | No | Remove from allowed land uses within one half mile radius of a light rail station. |

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| Tattoo Parlors | “Tattoo parlor” means any establishment that engages in the business of tattooing and/or branding human beings. | Yes | Increase density standards and remove parking barriers if any exist. |
| Telecommunications Facility | “Telecommunication facility” means a facility designed and/or used for the purpose of transmitting, receiving, or relaying voice and/or data signals from various wireless communication devices, including a transmission tower, antenna, and/or other facility designed or used for that purpose. Amateur radio transmission facilities, facilities operated exclusively as part of a public safety network, and facilities used exclusively for the transmission of television and/or radio broadcasts are not telecommunication facilities. | If Small | Adjust sizing and density to promote a pedestrian scale within one half mile radius of light rail stations. |
| Theaters and Auditoriums | “Theaters and auditoriums” means indoor facilities for public assembly and group entertainment, other than sporting events (e.g., civic theaters, facilities for “live” theater and concerts, exhibition and convention halls, motion picture theaters, auditoriums). Does not include outdoor theaters, concert and similar entertainment facilities, and indoor and outdoor facilities for sporting events; see “Outdoor commercial recreation.” | Yes | Increase density standards and remove parking barriers if any exist. |

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| Thrift Stores | “Thrift store” means a retail establishment selling secondhand goods donated by members of the public. | Yes | Increase density standards and remove parking barriers if any exist. |
| Transit Facilities | “Transit facilities” means maintenance and service centers for the vehicles operated in a mass transportation system. Includes buses, taxis, railways, etc. | Yes | Increase density standards and remove parking barriers if any exist. |
| Transit Stations and Terminals | “Transit stations and terminals” means passenger stations for vehicular and rail mass transit systems. | Yes | Increase density standards and remove parking barriers if any exist. |
| Transitional Housing | “Transitional housing” means housing containing sleeping, kitchen, and bathroom facilities that is used to ease the transition of homeless individuals to independent living within 24 months. Usually provided with supportive services to assist in finding and keeping permanent housing. | Yes | Increase density standards and remove parking barriers if any exist. |

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| Utility Facilities and Infrastructure | <p>“Utility facilities and infrastructure” includes the following:</p> <p>A. Fixed-base structures and facilities serving as junction points for transferring utility services from one transmission voltage to another or to local distribution and service voltages. These uses include any of the following facilities that are not exempted from land use permit requirements by Government Code Section 53091: electrical substations and switching stations, natural gas regulating and distribution facilities, public water system wells, treatment plants and storage, telephone switching facilities, wastewater treatment plants, settling ponds and disposal fields. These uses do not include office or customer service centers (classified in “Offices”) or equipment and material storage yards.</p> <p>B. Pipelines for potable water, reclaimed water, natural gas, and sewage collection and disposal, and facilities for the transmission of electrical energy for sale, including transmission lines for a public utility company. Also includes telephone, telegraph, cable television, and other communications transmission facilities</p> | Yes | <p>Increase density standards and remove parking barriers if any exist.</p> |
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| | utilizing direct physical conduits. | | |
| Vehicle Services, Major | <p>“Vehicle services – major” means the repair, alteration, restoration, towing, painting, cleaning (e.g., self-service and attended car washes), or finishing of automobiles, trucks, recreational vehicles, boats, and other vehicles as a primary use, including the incidental wholesale and retail sale of vehicle parts as an accessory use. This use includes major repair and body work repair facilities dealing with entire vehicles;</p> | If Small | <p>Adjust sizing and density to promote a pedestrian scale within one half mile radius of light rail stations.</p> |

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| | such establishments typically provide towing, collision repair, other body work, and painting services and may also include tire recapping establishments. | | |
| Vehicle Services, Minor | “Vehicle services – minor” means minor facilities that specialize in limited aspects of repair and maintenance (e.g., muffler and radiator shops, quick-lube, smog check). Does not include repair shops that are part of a vehicle dealership on the same site (see “Auto and vehicle sales”) or automobile dismantling yards, which are included under “Recycling facility – scrap and dismantling.” | Yes | Increase density standards and remove parking barriers if any exist. |
| Veterinary Facility | “Veterinary facility” means a veterinary facility that is primarily enclosed, containing only enough cage arrangements as necessary to provide services for domestic and exotic animals requiring acute medical or surgical care with accessory outdoor use that provides long-term medical care. Grooming and boarding of animals is allowed only if accessory to the facility use. | Yes | Increase density standards and remove parking barriers if any exist. |

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| Wholesaling and Distribution | <p>“Wholesaling and distribution” means establishments engaged in selling merchandise to retailers; to industrial, commercial, institutional, farm, or professional business users; or to other wholesalers; or acting as agents or brokers in buying merchandise for or selling merchandise to such persons or companies. Includes such establishments as agents, merchandise or commodity brokers, and commission merchants, assemblers, buyers and associations engaged in the cooperative marketing of farm products, merchant wholesalers, and stores primarily selling electrical, plumbing, heating and air conditioning supplies and equipment. [Ord. 13-2014 § 7; Ord. 15-2013 § 3; Ord. 13-2013 § 4 (Exh. B); Ord. 17-2013 § 3; Ord. 12-2011 § 3 (Exh. A); Ord. 7-2010 § 3 (Exh. A); Ord. 27-2008 § 1 (Exh. A § 10.1.020)].</p> | <p>No</p> | <p>Remove from allowed land uses within one half mile radius of a light rail station.</p> |
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Source: City of Rancho Cordova Municipal Code

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Table 20: Specific Land Use Consistency within Individual Station Areas

| Zoning | Allowed Uses | Consistency |
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| Mather Field / Mills Station | | |
| one quarter mile | | |
| RD 5 | Adult Day Care Home | Yes |
| RD 5 | Animal Keeping, Domestic Pet | No |
| RD 5 | Animal Keeping, Exotic Animal | No |
| RD 5 | Animal Keeping, Hens only | No |
| RD 5 | Caretaker Housing | Yes |
| RD 5 | Community Garden | Yes |
| RD 5 | Dwelling, Second Unit | Yes |
| RD 5 | Dwelling, Single-Family | Yes |
| RD 5 | Family Day Care Home, Small | Yes |
| RD 5 | Guest House | Yes |
| RD 5 | Home Occupations | Yes |
| RD 5 | Manufactured Home | If Small |
| RD 5 | Marijuana Cultivation, Indoor | If Small |
| RD 5 | Parks and Public Plazas | Yes |
| RD 5 | Public Safety Facility | Yes |
| RD 5 | Residential Care Home (Small) | If Small |
| RD 5 | Schools, Public | Yes |
| RD 5 | Transitional Housing | Yes |
| RD 10 | Adult Day Care Home | Yes |
| RD 10 | Animal Keeping, Domestic Pet | No |

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| RD 10 | Animal Keeping, Exotic Animal | No |
| RD 10 | Caretaker Housing | Yes |
| RD 10 | Community Garden | Yes |
| RD 10 | Dwelling, Multifamily ⁹ | Yes |
| RD 10 | Dwelling, Second Unit | Yes |
| RD 10 | Dwelling, Single-Family | Yes |
| RD 10 | Dwelling, Two-Family | Yes |
| RD 10 | Family Day Care Home, Small | Yes |
| RD 10 | Guest House | Yes |
| RD 10 | Home Occupations | Yes |
| RD 10 | Live-Work Facility | Yes |
| RD 10 | Manufactured Home | If Small |
| RD 10 | Marijuana Cultivation, Indoor | If Small |
| RD 10 | Parks and Public Plazas | Yes |
| RD 10 | Public Safety Facility | Yes |
| RD 10 | Residential Care Home (Small) | If Small |
| RD 10 | Schools, Public | Yes |
| RD 10 | Transitional Housing | Yes |

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| MDR (FBS P) | Day Care Home (Adult Day Care, Family Day Care (Small), and Residential Care) | Yes |
| MDR (FBS P) | Dwelling, Multifamily | Yes |
| MDR (FBS P) | Dwelling, Second Unit | Yes |
| MDR (FBS P) | Dwelling, Single-Family | Yes |
| MDR (FBS P) | Dwelling, Two-Family | Yes |
| MDR (FBS P) | Home Occupation | Yes |
| MDR (FBS P) | Live-Work Facility | Yes |
| MDR (FBS P) | Library, Museum | Yes |
| MDR (FBS P) | Park, Public Plaza | Yes |
| MDR (FBS P) | Public Safety Facility | Yes |
| MDR (FBS P) | Religious Institution | No |
| MDR (FBS P) | School - Public | No |
| MDR (FBS P) | School - Private, Special/Studio | No |
| RD 30 | Animal Keeping, Domestic Pet | No |

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| RD 30 | Animal Keeping, Exotic Animal | No |
| RD 30 | Caretaker Housing | Yes |
| RD 30 | Community Garden | Yes |
| RD 30 | Dwelling, Multifamily ⁹ | Yes |
| RD 30 | Dwelling, Second Unit | Yes |
| RD 30 | Dwelling, Single-Family | Yes |
| RD 30 | Dwelling, Two-Family | Yes |
| RD 30 | Family Day Care Home, Small | Yes |
| RD 30 | Group Residential | Yes |
| RD 30 | Home Occupations | Yes |
| RD 30 | Indoor Fitness and Sports Facility | Yes |
| RD 30 | Live-Work Facility | Yes |
| RD 30 | Manufactured Home | If Small |
| RD 30 | Marijuana Cultivation, Indoor | If Small |
| RD 30 | Parks and Public Plazas | Yes |
| RD 30 | Public Safety Facility | Yes |
| RD 30 | Residential Care Home (Small) | If Small |
| RD 30 | Schools, Public | Yes |
| RD 30 | Transitional Housing | Yes |
| HDR (FBS P) | Caretaker Housing | Yes |

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| HDR (FBS P) | Day Care Home (Adult Day Care, Family Day Care (Small), and Residential Care) | Yes |
| HDR (FBS P) | Dwelling, Multifamily | Yes |
| HDR (FBS P) | Home Occupation | Yes |
| HDR (FBS P) | Live-Work Facility | Yes |
| HDR (FBS P) | Park, Public Plaza | Yes |
| HDR (FBS P) | Public Safety Facility | Yes |
| HDR (FBS P) | School - Public | No |
| OIM U (FBS P) | Caretaker Housing | Yes |
| OIM U (FBS P) | Emergency Shelter | Yes |
| OIM U (FBS P) | Live-Work Facility | Yes |
| OIM U (FBS P) | Club, Lodge, Private Meeting Hall | Yes |
| OIM U (FBS P) | Indoor Amusement/Entertainment | Yes |

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| OIM U (FBS P) | Library, Museum | Yes |
| OIM U (FBS P) | Outdoor Commercial Recreation | Yes |
| OIM U (FBS P) | Public Safety Facility | Yes |
| OIM U (FBS P) | Religious Institution | No |
| OIM U (FBS P) | School - Public | No |
| OIM U (FBS P) | School - Private, Special/Studio | No |
| OIM U (FBS P) | Theater, Auditorium | If Small |
| OIM U (FBS P) | Park-and-Ride Facility | Yes |
| OIM U (FBS P) | Telecommunications Facility | If Small |
| OIM U (FBS P) | Transit Station or Terminal | Yes |
| OIM U | Artisan Shop | Yes |

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| (FBS P) | | |
| OIM U (FBS P) | Art, Antique, Collectable | Yes |
| OIM U (FBS P) | Bank, Financial Services | If Small |
| OIM U (FBS P) | Business Support Services | Yes |
| OIM U (FBS P) | Event and Office Equipment Sales and Rental | Yes |
| OIM U (FBS P) | Home Improvement Supplies | Yes |
| OIM U (FBS P) | Medical Services – General | Yes |
| OIM U (FBS P) | Medical Services – Hospital | Yes |
| OIM U (FBS P) | Office – Business and Professional | Yes |
| OIM U (FBS P) | Office – Accessory | Yes |
| OIM U (FBS P) | Personal Services | Yes |

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| OIM U (FBS P) | Retail – Accessory | Yes |
| OIM U (FBS P) | Retail – General | Yes |
| OIM U (FBS P) | Veterinary Facility | Yes |
| OIM U (FBS P) | Manufacturing – Small- Scale | If Small |
| OIM U (FBS P) | Printing and Publishing | Yes |
| OIM U (FBS P) | Research and Development | If Small |
| OIM U (FBS P) | Storage, Warehouse | No |
| RMU (FBS P) | Child Day Care Facility | Yes |
| RMU (FBS P) | Caretaker Housing | Yes |
| RMU (FBS P) | Day Care Home (Adult Day Care, Family Day Care (Small), and Residential Care) | Yes |
| RMU (FBS P) | Dwellin, Multifamily | Yes |

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| RMU (FBS P) | Emergency Shelter | Yes |
| RMU (FBS P) | Live-Work Facility | Yes |
| RMU (FBS P) | Club, Lodge, Private Meeting Hall | Yes |
| RMU (FBS P) | Community Center | Yes |
| RMU (FBS P) | Community Garden | Yes |
| RMU (FBS P) | Library, Museum | Yes |
| RMU (FBS P) | Park, Public Plaza | Yes |
| RMU (FBS P) | Public Safety Facility | Yes |
| RMU (FBS P) | Religious Institution | No |
| RMU (FBS P) | School - Public | No |
| RMU (FBS P) | School - Private, Special/Studio | No |
| RMU (FBS P) | Bank, Financial Services | If Small |
| RMU (FBS P) | Bed and Breakfast | Yes |
| RMU (FBS P) | Medical Services – Extended Care | Yes |

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| RMU (FBS P) | Medical Services – General | Yes |
| RMU (FBS P) | Medical Services – Hospital | Yes |
| RMU (FBS P) | Office – Accessory | Yes |
| RMU (FBS P) | Personal Services | Yes |
| CMU (FBS P) | Caretaker Housing | Yes |
| CMU (FBS P) | Dwellin, Multifamily | Yes |
| CMU (FBS P) | Live-Work Facility | Yes |
| CMU (FBS P) | Club, Lodge, Private Meeting Hall | Yes |
| CMU (FBS P) | Community Center | Yes |
| CMU (FBS P) | Indoor Amusement/Entertainment | Yes |
| CMU (FBS P) | Indoor Fitness and Sports Facility | Yes |
| CMU (FBS P) | Library, Museum | Yes |
| CMU (FBS P) | Park, Public Plaza | Yes |
| CMU (FBS P) | Public Safety Facility | Yes |

| | | |
|--------------------|---|----------|
| CMU (FBS P) | Religious Institution | No |
| CMU (FBS P) | School - Public | No |
| CMU (FBS P) | School - Private, Special/Studio | No |
| CMU (FBS P) | Theater, Auditorium | If Small |
| CMU (FBS P) | Park-and-Ride Facility | Yes |
| CMU (FBS P) | Transit Station or Terminal | Yes |
| CMU (FBS P) | Artisan Shop | Yes |
| CMU (FBS P) | Art, Antique, Collectable | Yes |
| CMU (FBS P) | Bank, Financial Services | If Small |
| CMU (FBS P) | Building Material Store and Yard | No |
| CMU (FBS P) | Business Support Services | Yes |
| CMU (FBS P) | Event and Office Equipment Sales and Rental | Yes |
| CMU (FBS P) | Hotel/Motel | Yes |
| CMU (FBS P) | Medical Services – General | Yes |

| | | |
|----------------------|------------------------------------|----------|
| CMU (FBS P) | Medical Services – Hospital | Yes |
| CMU (FBS P) | Office – Business and Professional | Yes |
| CMU (FBS P) | Office – Accessory | Yes |
| CMU (FBS P) | Personal Services | Yes |
| CMU (FBS P) | Restaurant | Yes |
| CMU (FBS P) | Retail – Accessory | Yes |
| CMU (FBS P) | Retail – General | Yes |
| CMU (FBS P) | Veterinary Facility | Yes |
| CMU (FBS P) | Auto Parts Sales | If Small |
| CMU (FBS P) | Manufacturing – Small-Scale | If Small |
| one half mile | | |
| RD 5 | Adult Day Care Home | Yes |
| RD 5 | Animal Keeping, Domestic Pet | No |
| RD 5 | Animal Keeping, Exotic Animal | No |
| RD 5 | Animal Keeping, Hens only | No |
| RD 5 | Caretaker Housing | Yes |
| RD 5 | Community Garden | Yes |

| | | |
|--------------|------------------------------------|----------|
| RD 5 | Dwelling, Second Unit | Yes |
| RD 5 | Dwelling, Single-Family | Yes |
| RD 5 | Family Day Care Home, Small | Yes |
| RD 5 | Guest House | Yes |
| RD 5 | Home Occupations | Yes |
| RD 5 | Manufactured Home | If Small |
| RD 5 | Marijuana Cultivation, Indoor | If Small |
| RD 5 | Parks and Public Plazas | Yes |
| RD 5 | Public Safety Facility | Yes |
| RD 5 | Residential Care Home (Small) | If Small |
| RD 5 | Schools, Public | Yes |
| RD 5 | Transitional Housing | Yes |
| RD 10 | Adult Day Care Home | Yes |
| RD 10 | Animal Keeping, Domestic Pet | No |
| RD 10 | Animal Keeping, Exotic Animal | No |
| RD 10 | Caretaker Housing | Yes |
| RD 10 | Community Garden | Yes |
| RD 10 | Dwelling, Multifamily ⁹ | Yes |
| RD 10 | Dwelling, Second Unit | Yes |
| RD 10 | Dwelling, Single-Family | Yes |
| RD 10 | Dwelling, Two-Family | Yes |
| RD 10 | Family Day Care Home, Small | Yes |

| | | |
|--------------|------------------------------------|----------|
| RD 10 | Guest House | Yes |
| RD 10 | Home Occupations | Yes |
| RD 10 | Live-Work Facility | Yes |
| RD 10 | Manufactured Home | If Small |
| RD 10 | Marijuana Cultivation, Indoor | If Small |
| RD 10 | Parks and Public Plazas | Yes |
| RD 10 | Public Safety Facility | Yes |
| RD 10 | Residential Care Home (Small) | If Small |
| RD 10 | Schools, Public | Yes |
| RD 10 | Transitional Housing | Yes |
| RD 20 | Animal Keeping, Domestic Pet | No |
| RD 20 | Animal Keeping, Exotic Animal | No |
| RD 20 | Caretaker Housing | Yes |
| RD 20 | Community Garden | Yes |
| RD 20 | Dwelling, Multifamily ⁹ | Yes |
| RD 20 | Dwelling, Second Unit | Yes |
| RD 20 | Dwelling, Single-Family | Yes |
| RD 20 | Dwelling, Two-Family | Yes |
| RD 20 | Family Day Care Home, Small | Yes |
| RD 20 | Group Residential | Yes |
| RD 20 | Home Occupations | Yes |

| | | |
|------------------|------------------------------------|----------|
| RD 20 | Indoor Fitness and Sports Facility | Yes |
| RD 20 | Live-Work Facility | Yes |
| RD 20 | Manufactured Home | If Small |
| RD 20 | Marijuana Cultivation, Indoor | If Small |
| RD 20 | Parks and Public Plazas | Yes |
| RD 20 | Public Safety Facility | Yes |
| RD 20 | Residential Care Home (Small) | If Small |
| RD 20 | Schools, Public | Yes |
| RD 20 | Transitional Housing | Yes |
| RD 30 | Animal Keeping, Domestic Pet | No |
| RD 30 | Animal Keeping, Exotic Animal | No |
| RD 30 | Caretaker Housing | Yes |
| RD 30 | Community Garden | Yes |
| RD 30 | Dwelling, Multifamily ⁹ | Yes |
| RD 30 | Dwelling, Second Unit | Yes |
| RD 30 | Dwelling, Single-Family | Yes |
| RD 30 | Dwelling, Two-Family | Yes |
| RD 30 | Family Day Care Home, Small | Yes |
| RD 30 | Group Residential | Yes |
| RD 30 | Home Occupations | Yes |
| RD 30 | Indoor Fitness and Sports Facility | Yes |

| | | |
|------------------|------------------------------------|----------|
| RD 30 | Live-Work Facility | Yes |
| RD 30 | Manufactured Home | If Small |
| RD 30 | Marijuana Cultivation, Indoor | If Small |
| RD 30 | Parks and Public Plazas | Yes |
| RD 30 | Public Safety Facility | Yes |
| RD 30 | Residential Care Home (Small) | If Small |
| RD 30 | Schools, Public | Yes |
| RD 30 | Transitional Housing | Yes |
| HDR | Animal Keeping, Domestic Pet | No |
| HDR | Animal Keeping, Exotic Animal | No |
| HDR | Caretaker Housing | Yes |
| HDR | Community Garden | Yes |
| HDR | Dwelling, Multifamily ⁹ | Yes |
| HDR | Dwelling, Second Unit | Yes |
| HDR | Family Day Care Home, Small | Yes |
| HDR | Group Residential | Yes |
| HDR | Home Occupations | Yes |
| HDR | Indoor Fitness and Sports Facility | Yes |
| HDR | Libraries and Museums | Yes |
| HDR | Live-Work Facility | Yes |
| HDR | Manufactured Home | If Small |
| HDR | Marijuana Cultivation, Indoor | If Small |
| HDR | Parks and Public Plazas | Yes |

| | | |
|----------------------|------------------------------------|----------|
| HDR | Public Safety Facility | Yes |
| HDR | Residential Care Home (Small) | If Small |
| HDR | Schools, Public | Yes |
| HDR | Transitional Housing | Yes |
| RMH | Animal Keeping, Domestic Pet | No |
| RMH | Animal Keeping, Exotic Animal | No |
| RMH | Caretaker Housing | Yes |
| RMH | Community Garden | Yes |
| RMH | Dwelling, Second Unit | Yes |
| RMH | Dwelling, Single-Family | Yes |
| RMH | Family Day Care Home, Small | Yes |
| RMH | Home Occupations | Yes |
| RMH | Indoor Fitness and Sports Facility | Yes |
| RMH | Infrastructure | Yes |
| RMH | Manufactured Home | If Small |
| RMH | Marijuana Cultivation, Indoor | If Small |
| RMH | Mobile Home | Yes |
| RMH | Mobile Home Park | Yes |
| RMH | Parks and Public Plazas | Yes |
| RMH | Public Safety Facility | Yes |
| RMH | Schools, Public | Yes |
| RMH | Transitional Housing | Yes |
| OIM U (FBS P) | Caretaker Housing | Yes |

| | | |
|----------------------|-----------------------------------|----------|
| OIM U (FBS P) | Emergency Shelter | Yes |
| OIM U (FBS P) | Live-Work Facility | Yes |
| OIM U (FBS P) | Club, Lodge, Private Meeting Hall | Yes |
| OIM U (FBS P) | Indoor Amusement/Entertainment | Yes |
| OIM U (FBS P) | Library, Museum | Yes |
| OIM U (FBS P) | Outdoor Commercial Recreation | Yes |
| OIM U (FBS P) | Public Safety Facility | Yes |
| OIM U (FBS P) | Religious Institution | No |
| OIM U (FBS P) | School - Public | No |
| OIM U (FBS P) | School - Private, Special/Studio | No |
| OIM U | Theater, Auditorium | If Small |

| | | |
|------------------------|---|----------|
| (FBS P) | | |
| OIM U (FBS P) | Park-and-Ride Facility | Yes |
| OIM U (FBS P) | Telecommunications Facility | If Small |
| OIM U (FBS P) | Transit Station or Terminal | Yes |
| OIM U (FBS P) | Artisan Shop | Yes |
| OIM U (FBS P) | Art, Antique, Collectable | Yes |
| OIM U (FBS P) | Bank, Financial Services | If Small |
| OIM U (FBS P) | Business Support Services | Yes |
| OIM U (FBS P) | Event and Office Equipment Sales and Rental | Yes |
| OIM U (FBS P) | Home Improvement Supplies | Yes |
| OIM U (FBS P) | Medical Services – General | Yes |

| | | |
|------------------------|---------------------------------------|----------|
| OIM U (FBS P) | Medical Services – Hospital | Yes |
| OIM U (FBS P) | Office – Business and Professional | Yes |
| OIM U (FBS P) | Office – Accessory | Yes |
| OIM U (FBS P) | Personal Services | Yes |
| OIM U (FBS P) | Retail – Accessory | Yes |
| OIM U (FBS P) | Retail – General | Yes |
| OIM U (FBS P) | Veterinary Facility | Yes |
| OIM U (FBS P) | Manufacturing – Small- Scale | If Small |
| OIM U (FBS P) | Printing and Publishing | Yes |
| OIM U (FBS P) | Research and Development | If Small |
| OIM U | Storage, Warehouse | No |

| | | |
|----------------------------|------------------------------------|-----|
| (FBS P) | | |
| CMU (FBS P) | Caretaker Housing | Yes |
| CMU (FBS P) | Dwellin, Multifamily | Yes |
| CMU (FBS P) | Live-Work Facility | Yes |
| CMU (FBS P) | Club, Lodge, Private Meeting Hall | Yes |
| CMU (FBS P) | Community Center | Yes |
| CMU (FBS P) | Indoor Amusement/Entertainment | Yes |
| CMU (FBS P) | Indoor Fitness and Sports Facility | Yes |
| CMU (FBS P) | Library, Museum | Yes |
| CMU (FBS P) | Park, Public Plaza | Yes |
| CMU (FBS P) | Public Safety Facility | Yes |
| CMU (FBS P) | Religious Institution | No |
| CMU (FBS P) | School - Public | No |
| CMU (FBS P) | School - Private, Special/Studio | No |

| | | |
|----------------------------|---|----------|
| CMU (FBS P) | Theater, Auditorium | If Small |
| CMU (FBS P) | Park-and-Ride Facility | Yes |
| CMU (FBS P) | Transit Station or Terminal | Yes |
| CMU (FBS P) | Artisan Shop | Yes |
| CMU (FBS P) | Art, Antique, Collectable | Yes |
| CMU (FBS P) | Bank, Financial Services | If Small |
| CMU (FBS P) | Building Material Store and Yard | No |
| CMU (FBS P) | Business Support Services | Yes |
| CMU (FBS P) | Event and Office Equipment Sales and Rental | Yes |
| CMU (FBS P) | Hotel/Motel | Yes |
| CMU (FBS P) | Medical Services – General | Yes |
| CMU (FBS P) | Medical Services – Hospital | Yes |
| CMU (FBS P) | Office – Business and Professional | Yes |
| CMU (FBS P) | Office – Accessory | Yes |

| | | |
|---|-------------------------------|----------|
| CMU (FBS P) | Personal Services | Yes |
| CMU (FBS P) | Restaurant | Yes |
| CMU (FBS P) | Retail – Accessory | Yes |
| CMU (FBS P) | Retail – General | Yes |
| CMU (FBS P) | Veterinary Facility | Yes |
| CMU (FBS P) | Auto Parts Sales | If Small |
| CMU (FBS P) | Manufacturing – Small-Scale | If Small |
| Zinfandel and Cordova Town Center Stations | | |
| one quarter mile | | |
| RD 5 | Adult Day Care Home | Yes |
| RD 5 | Animal Keeping, Domestic Pet | No |
| RD 5 | Animal Keeping, Exotic Animal | No |
| RD 5 | Animal Keeping, Hens only | No |
| RD 5 | Caretaker Housing | Yes |
| RD 5 | Community Garden | Yes |
| RD 5 | Dwelling, Second Unit | Yes |
| RD 5 | Dwelling, Single-Family | Yes |
| RD 5 | Family Day Care Home, Small | Yes |
| RD 5 | Guest House | Yes |
| RD 5 | Home Occupations | Yes |

| | | |
|--------------|------------------------------------|----------|
| RD 5 | Manufactured Home | If Small |
| RD 5 | Marijuana Cultivation, Indoor | If Small |
| RD 5 | Parks and Public Plazas | Yes |
| RD 5 | Public Safety Facility | Yes |
| RD 5 | Residential Care Home (Small) | If Small |
| RD 5 | Schools, Public | Yes |
| RD 5 | Transitional Housing | Yes |
| RD 20 | Animal Keeping, Domestic Pet | No |
| RD 20 | Animal Keeping, Exotic Animal | No |
| RD 20 | Caretaker Housing | Yes |
| RD 20 | Community Garden | Yes |
| RD 20 | Dwelling, Multifamily ⁹ | Yes |
| RD 20 | Dwelling, Second Unit | Yes |
| RD 20 | Dwelling, Single-Family | Yes |
| RD 20 | Dwelling, Two-Family | Yes |
| RD 20 | Family Day Care Home, Small | Yes |
| RD 20 | Group Residential | Yes |
| RD 20 | Home Occupations | Yes |
| RD 20 | Indoor Fitness and Sports Facility | Yes |
| RD 20 | Live-Work Facility | Yes |
| RD 20 | Manufactured Home | If Small |

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|----------------------------------|---|----------|
| RD 20 | Marijuana Cultivation, Indoor | If Small |
| RD 20 | Parks and Public Plazas | Yes |
| RD 20 | Public Safety Facility | Yes |
| RD 20 | Residential Care Home (Small) | If Small |
| RD 20 | Schools, Public | Yes |
| RD 20 | Transitional Housing | Yes |
| HDR (FBS P) | Caretaker Housing | Yes |
| HDR (FBS P) | Day Care Home (Adult Day Care, Family Day Care (Small), and Residential Care) | Yes |
| HDR (FBS P) | Dwelling, Multifamily | Yes |
| HDR (FBS P) | Home Occupation | Yes |
| HDR (FBS P) | Live-Work Facility | Yes |
| HDR (FBS P) | Park, Public Plaza | Yes |
| HDR (FBS P) | Public Safety Facility | Yes |
| HDR (FBS P) | School - Public | No |
| OIM U (FBS P) | Caretaker Housing | Yes |

| | | |
|----------------------------------|-----------------------------------|----------|
| OIM U (FBS P) | Emergency Shelter | Yes |
| OIM U (FBS P) | Live-Work Facility | Yes |
| OIM U (FBS P) | Club, Lodge, Private Meeting Hall | Yes |
| OIM U (FBS P) | Indoor Amusement/Entertainment | Yes |
| OIM U (FBS P) | Library, Museum | Yes |
| OIM U (FBS P) | Outdoor Commercial Recreation | Yes |
| OIM U (FBS P) | Public Safety Facility | Yes |
| OIM U (FBS P) | Religious Institution | No |
| OIM U (FBS P) | School - Public | No |
| OIM U (FBS P) | School - Private, Special/Studio | No |
| OIM U | Theater, Auditorium | If Small |

| | | |
|------------------------|---|----------|
| (FBS P) | | |
| OIM U (FBS P) | Park-and-Ride Facility | Yes |
| OIM U (FBS P) | Telecommunications Facility | If Small |
| OIM U (FBS P) | Transit Station or Terminal | Yes |
| OIM U (FBS P) | Artisan Shop | Yes |
| OIM U (FBS P) | Art, Antique, Collectable | Yes |
| OIM U (FBS P) | Bank, Financial Services | If Small |
| OIM U (FBS P) | Business Support Services | Yes |
| OIM U (FBS P) | Event and Office Equipment Sales and Rental | Yes |
| OIM U (FBS P) | Home Improvement Supplies | Yes |
| OIM U (FBS P) | Medical Services – General | Yes |

| | | |
|------------------------|---------------------------------------|----------|
| OIM U (FBS P) | Medical Services – Hospital | Yes |
| OIM U (FBS P) | Office – Business and Professional | Yes |
| OIM U (FBS P) | Office – Accessory | Yes |
| OIM U (FBS P) | Personal Services | Yes |
| OIM U (FBS P) | Retail – Accessory | Yes |
| OIM U (FBS P) | Retail – General | Yes |
| OIM U (FBS P) | Veterinary Facility | Yes |
| OIM U (FBS P) | Manufacturing – Small- Scale | If Small |
| OIM U (FBS P) | Printing and Publishing | Yes |
| OIM U (FBS P) | Research and Development | If Small |
| OIM U | Storage, Warehouse | No |

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|-------------------|---------------------------------------|-----|
| (FBS P) | | |
| CMU (FBS P) | Caretaker Housing | Yes |
| CMU (FBS P) | Dwellin, Multifamily | Yes |
| CMU (FBS P) | Live-Work Facility | Yes |
| CMU (FBS P) | Club, Lodge, Private Meeting Hall | Yes |
| CMU (FBS P) | Community Center | Yes |
| CMU (FBS P) | Indoor Amusement/Entertain ment | Yes |
| CMU (FBS P) | Indoor Fitness and Sports Facility | Yes |
| CMU (FBS P) | Library, Museum | Yes |
| CMU (FBS P) | Park, Public Plaza | Yes |
| CMU (FBS P) | Public Safety Facility | Yes |
| CMU (FBS P) | Religious Institution | No |
| CMU (FBS P) | School - Public | No |
| CMU (FBS P) | School - Private, Special/Studio | No |

| | | |
|-------------------|---|----------|
| CMU (FBS P) | Theater, Auditorium | If Small |
| CMU (FBS P) | Park-and-Ride Facility | Yes |
| CMU (FBS P) | Transit Station or Terminal | Yes |
| CMU (FBS P) | Artisan Shop | Yes |
| CMU (FBS P) | Art, Antique, Collectable | Yes |
| CMU (FBS P) | Bank, Financial Services | If Small |
| CMU (FBS P) | Building Material Store and Yard | No |
| CMU (FBS P) | Business Support Services | Yes |
| CMU (FBS P) | Event and Office Equipment Sales and Rental | Yes |
| CMU (FBS P) | Hotel/Motel | Yes |
| CMU (FBS P) | Medical Services – General | Yes |
| CMU (FBS P) | Medical Services – Hospital | Yes |
| CMU (FBS P) | Office – Business and Professional | Yes |
| CMU (FBS P) | Office – Accessory | Yes |

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|----------------------------|-------------------------------|----------|
| CMU (FBS P) | Personal Services | Yes |
| CMU (FBS P) | Restaurant | Yes |
| CMU (FBS P) | Retail – Accessory | Yes |
| CMU (FBS P) | Retail – General | Yes |
| CMU (FBS P) | Veterinary Facility | Yes |
| CMU (FBS P) | Auto Parts Sales | If Small |
| CMU (FBS P) | Manufacturing – Small-Scale | If Small |
| one half mile | | |
| RD 5 | Adult Day Care Home | Yes |
| RD 5 | Animal Keeping, Domestic Pet | No |
| RD 5 | Animal Keeping, Exotic Animal | No |
| RD 5 | Animal Keeping, Hens only | No |
| RD 5 | Caretaker Housing | Yes |
| RD 5 | Community Garden | Yes |
| RD 5 | Dwelling, Second Unit | Yes |
| RD 5 | Dwelling, Single-Family | Yes |
| RD 5 | Family Day Care Home, Small | Yes |
| RD 5 | Guest House | Yes |
| RD 5 | Home Occupations | Yes |

| | | |
|--------------|------------------------------------|----------|
| RD 5 | Manufactured Home | If Small |
| RD 5 | Marijuana Cultivation, Indoor | If Small |
| RD 5 | Parks and Public Plazas | Yes |
| RD 5 | Public Safety Facility | Yes |
| RD 5 | Residential Care Home (Small) | If Small |
| RD 5 | Schools, Public | Yes |
| RD 5 | Transitional Housing | Yes |
| RD 10 | Adult Day Care Home | Yes |
| RD 10 | Animal Keeping, Domestic Pet | No |
| RD 10 | Animal Keeping, Exotic Animal | No |
| RD 10 | Caretaker Housing | Yes |
| RD 10 | Community Garden | Yes |
| RD 10 | Dwelling, Multifamily ⁹ | Yes |
| RD 10 | Dwelling, Second Unit | Yes |
| RD 10 | Dwelling, Single-Family | Yes |
| RD 10 | Dwelling, Two-Family | Yes |
| RD 10 | Family Day Care Home, Small | Yes |
| RD 10 | Guest House | Yes |
| RD 10 | Home Occupations | Yes |
| RD 10 | Live-Work Facility | Yes |
| RD 10 | Manufactured Home | If Small |

| | | |
|------------------|------------------------------------|----------|
| RD 10 | Marijuana Cultivation, Indoor | If Small |
| RD 10 | Parks and Public Plazas | Yes |
| RD 10 | Public Safety Facility | Yes |
| RD 10 | Residential Care Home (Small) | If Small |
| RD 10 | Schools, Public | Yes |
| RD 10 | Transitional Housing | Yes |
| RD 20 | Animal Keeping, Domestic Pet | No |
| RD 20 | Animal Keeping, Exotic Animal | No |
| RD 20 | Caretaker Housing | Yes |
| RD 20 | Community Garden | Yes |
| RD 20 | Dwelling, Multifamily ⁹ | Yes |
| RD 20 | Dwelling, Second Unit | Yes |
| RD 20 | Dwelling, Single-Family | Yes |
| RD 20 | Dwelling, Two-Family | Yes |
| RD 20 | Family Day Care Home, Small | Yes |
| RD 20 | Group Residential | Yes |
| RD 20 | Home Occupations | Yes |
| RD 20 | Indoor Fitness and Sports Facility | Yes |
| RD 20 | Live-Work Facility | Yes |
| RD 20 | Manufactured Home | If Small |
| RD 20 | Marijuana Cultivation, Indoor | If Small |

| | | |
|----------------------------|---|----------|
| RD 20 | Parks and Public Plazas | Yes |
| RD 20 | Public Safety Facility | Yes |
| RD 20 | Residential Care Home (Small) | If Small |
| RD 20 | Schools, Public | Yes |
| RD 20 | Transitional Housing | Yes |
| HDR (FBS P) | Caretaker Housing | Yes |
| HDR (FBS P) | Day Care Home (Adult Day Care, Family Day Care (Small), and Residential Care) | Yes |
| HDR (FBS P) | Dwelling, Multifamily | Yes |
| HDR (FBS P) | Home Occupation | Yes |
| HDR (FBS P) | Live-Work Facility | Yes |
| HDR (FBS P) | Park, Public Plaza | Yes |
| HDR (FBS P) | Public Safety Facility | Yes |
| HDR (FBS P) | School - Public | No |
| HDR | Animal Keeping, Domestic Pet | No |
| HDR | Animal Keeping, Exotic Animal | No |
| HDR | Caretaker Housing | Yes |
| HDR | Community Garden | Yes |

| | | |
|--------------|--|----------|
| HDR | Dwelling, Multifamily ⁹ | Yes |
| HDR | Dwelling, Second Unit | Yes |
| HDR | Family Day Care Home, Small | Yes |
| HDR | Group Residential | Yes |
| HDR | Home Occupations | Yes |
| HDR | Indoor Fitness and Sports Facility | Yes |
| HDR | Libraries and Museums | Yes |
| HDR | Live-Work Facility | Yes |
| HDR | Manufactured Home | If Small |
| HDR | Marijuana Cultivation, Indoor | If Small |
| HDR | Parks and Public Plazas | Yes |
| HDR | Public Safety Facility | Yes |
| HDR | Residential Care Home (Small) | If Small |
| HDR | Schools, Public | Yes |
| HDR | Transitional Housing | Yes |
| OIM U | Caretaker Housing | Yes |
| OIM U | Clubs, Lodges, and Private Meeting Halls | Yes |
| OIM U | Community Centers/Civic Uses | Yes |
| OIM U | Entertainment Facility | Yes |
| OIM U | Indoor Fitness and Sports Facility | Yes |
| OIM U | Libraries and Museums | Yes |
| OIM U | Recreation | Yes |

| | | |
|--------------|---|----------|
| OIM U | Parks and Public Plazas | Yes |
| OIM U | Public Safety Facility | Yes |
| OIM U | Religious Institutions | Yes |
| OIM U | Special/Studios | Yes |
| OIM U | Schools, Public | Yes |
| OIM U | Theaters and Auditoriums | Yes |
| OIM U | Recording Studios | Yes |
| OIM U | Bus and Transit Shelters | Yes |
| OIM U | Park and Ride Facility | Yes |
| OIM U | Parking Facility | If Small |
| OIM U | Terminals | If Small |
| OIM U | Ambulance Service | If Small |
| OIM U | Art, Antique, Collectable | Yes |
| OIM U | Artisan Shops | Yes |
| OIM U | Services | Yes |
| OIM U | Business Support Services | Yes |
| OIM U | Call Centers | Yes |
| OIM U | Equipment Sales and Rental | Yes |
| OIM U | Supplies | No |
| OIM U | Maintenance and Repair, Small Equipment | Yes |

| | | |
|----------------------------------|---|----------|
| OIM U | Medical Services, General | Yes |
| OIM U | Medical Services, Hospitals | Yes |
| OIM U | Mortuaries and Funeral Homes ¹⁵ | Yes |
| OIM U | Professional | Yes |
| OIM U | Offices, Accessory | Yes |
| OIM U | Personal Services | Yes |
| OIM U | Restaurants | Yes |
| OIM U | Retail, Accessory | Yes |
| OIM U | Veterinary Facility | Yes |
| OIM U | Manufacturing, Minor | If Small |
| OIM U | Manufacturing, Small Scale | If Small |
| OIM U | Printing and Publishing | Yes |
| OIM U | Research and Development | If Small |
| OIM U | Storage, Warehouse | No |
| OIM U | Storage, Yards | No |
| OIM U | Distribution | Yes |
| OIM U (FBS P) | Caretaker Housing | Yes |
| OIM U (FBS P) | Emergency Shelter | Yes |
| OIM U | Live-Work Facility | Yes |

| | | |
|----------------------------------|---------------------------------------|----------|
| (FBS P) | | |
| OIM U (FBS P) | Club, Lodge, Private Meeting Hall | Yes |
| OIM U (FBS P) | Indoor Amusement/Entertain ment | Yes |
| OIM U (FBS P) | Library, Museum | Yes |
| OIM U (FBS P) | Outdoor Commercial Recreation | Yes |
| OIM U (FBS P) | Public Safety Facility | Yes |
| OIM U (FBS P) | Religious Institution | No |
| OIM U (FBS P) | School - Public | No |
| OIM U (FBS P) | School - Private, Special/Studio | No |
| OIM U (FBS P) | Theater, Auditorium | If Small |
| OIM U (FBS P) | Park-and-Ride Facility | Yes |

| | | |
|----------------------------------|---|----------|
| OIM U (FBS P) | Telecommunications Facility | If Small |
| OIM U (FBS P) | Transit Station or Terminal | Yes |
| OIM U (FBS P) | Artisan Shop | Yes |
| OIM U (FBS P) | Art, Antique, Collectable | Yes |
| OIM U (FBS P) | Bank, Financial Services | If Small |
| OIM U (FBS P) | Business Support Services | Yes |
| OIM U (FBS P) | Event and Office Equipment Sales and Rental | Yes |
| OIM U (FBS P) | Home Improvement Supplies | Yes |
| OIM U (FBS P) | Medical Services – General | Yes |
| OIM U (FBS P) | Medical Services – Hospital | Yes |
| OIM U | Office – Business and Professional | Yes |

| | | |
|----------------------------------|-----------------------------|----------|
| (FBS P) | | |
| OIM U (FBS P) | Office – Accessory | Yes |
| OIM U (FBS P) | Personal Services | Yes |
| OIM U (FBS P) | Retail – Accessory | Yes |
| OIM U (FBS P) | Retail – General | Yes |
| OIM U (FBS P) | Veterinary Facility | Yes |
| OIM U (FBS P) | Manufacturing – Small-Scale | If Small |
| OIM U (FBS P) | Printing and Publishing | Yes |
| OIM U (FBS P) | Research and Development | If Small |
| OIM U (FBS P) | Storage, Warehouse | No |
| CMU | Caretaker Housing | Yes |
| CMU | Dwelling, Multifamily | Yes |
| CMU | Dwelling, Single-Family | Yes |

| | | |
|------------|--|----------|
| CMU | Dwelling, Two-Family | Yes |
| CMU | Home Occupations | Yes |
| CMU | Live-Work Facility | Yes |
| CMU | Clubs, Lodges, and Private Meeting Halls | Yes |
| CMU | Community Centers/Civic Uses | Yes |
| CMU | Entertainment Facility | Yes |
| CMU | Indoor Fitness and Sports Facility | Yes |
| CMU | Libraries and Museums | Yes |
| CMU | Parks and Public Plazas | Yes |
| CMU | Public Safety Facility | Yes |
| CMU | Religious Institutions | Yes |
| CMU | Special/Studios | Yes |
| CMU | Schools, Public | Yes |
| CMU | Theaters and Auditoriums | Yes |
| CMU | Recording Studios | Yes |
| CMU | Bus and Transit Shelters | Yes |
| CMU | Park and Ride Facility | Yes |
| CMU | Parking Facility | If Small |
| CMU | Terminals | If Small |
| CMU | Grooming | Yes |
| CMU | Art, Antique, Collectable | Yes |
| CMU | Artisan Shops | Yes |
| CMU | Services | Yes |
| CMU | Bed and Breakfast Inns | Yes |
| CMU | Building Materials Stores and Yards | No |

| | | |
|------------|--|----------|
| CMU | Business Support Services | Yes |
| CMU | Furniture, Furnishings, and Appliance Stores | Yes |
| CMU | Nursery | Yes |
| CMU | Grocery Stores/Supermarkets | Yes |
| CMU | Supplies | No |
| CMU | Hotels and Motels | Yes |
| CMU | Maintenance and Repair, Small Equipment | Yes |
| CMU | Medical Services, General | Yes |
| CMU | Medical Services, Hospitals | Yes |
| CMU | Mortuaries and Funeral Homes ¹⁵ | Yes |
| CMU | Neighborhood Market | Yes |
| CMU | Professional | Yes |
| CMU | Offices, Accessory | Yes |
| CMU | Personal Services | Yes |
| CMU | Restaurants | Yes |
| CMU | Retail, Accessory | Yes |
| CMU | Retail, General | Yes |
| CMU | Retail, Warehouse Club | No |
| CMU | Veterinary Facility | Yes |
| CMU | Auto and Vehicle Sales and Rental | If Small |
| CMU | Auto Parts Sales | If Small |
| CMU | Manufacturing, Small Scale | If Small |
| CMU | Card Rooms | Yes |
| CMU | Check Cashing Businesses | Yes |
| CMU | Massage Parlors | Yes |
| CMU | Pawnshops | Yes |

| | | |
|--------------------|------------------------------------|-----|
| CMU | Smoke Shops | Yes |
| CMU | Tattoo Parlors | Yes |
| CMU | Thrift Stores | Yes |
| CMU (FBS P) | Caretaker Housing | Yes |
| CMU (FBS P) | Dwellin, Multifamily | Yes |
| CMU (FBS P) | Live-Work Facility | Yes |
| CMU (FBS P) | Club, Lodge, Private Meeting Hall | Yes |
| CMU (FBS P) | Community Center | Yes |
| CMU (FBS P) | Indoor Amusement/Entertainment | Yes |
| CMU (FBS P) | Indoor Fitness and Sports Facility | Yes |
| CMU (FBS P) | Library, Museum | Yes |
| CMU (FBS P) | Park, Public Plaza | Yes |
| CMU (FBS P) | Public Safety Facility | Yes |
| CMU (FBS P) | Religious Institution | No |
| CMU (FBS P) | School - Public | No |
| CMU (FBS P) | School - Private, Special/Studio | No |

| | | |
|--------------------|---|----------|
| CMU (FBS P) | Theater, Auditorium | If Small |
| CMU (FBS P) | Park-and-Ride Facility | Yes |
| CMU (FBS P) | Transit Station or Terminal | Yes |
| CMU (FBS P) | Artisan Shop | Yes |
| CMU (FBS P) | Art, Antique, Collectable | Yes |
| CMU (FBS P) | Bank, Financial Services | If Small |
| CMU (FBS P) | Building Material Store and Yard | No |
| CMU (FBS P) | Business Support Services | Yes |
| CMU (FBS P) | Event and Office Equipment Sales and Rental | Yes |
| CMU (FBS P) | Hotel/Motel | Yes |
| CMU (FBS P) | Medical Services – General | Yes |
| CMU (FBS P) | Medical Services – Hospital | Yes |
| CMU (FBS P) | Office – Business and Professional | Yes |
| CMU (FBS P) | Office – Accessory | Yes |

| | | |
|----------------------------|--|----------|
| CMU (FBS P) | Personal Services | Yes |
| CMU (FBS P) | Restaurant | Yes |
| CMU (FBS P) | Retail – Accessory | Yes |
| CMU (FBS P) | Retail – General | Yes |
| CMU (FBS P) | Veterinary Facility | Yes |
| CMU (FBS P) | Auto Parts Sales | If Small |
| CMU (FBS P) | Manufacturing – Small-Scale | If Small |
| OPM U | Caretaker Housing | Yes |
| OPM U | Dwelling, Multifamily | Yes |
| OPM U | Dwelling, Single-Family | Yes |
| OPM U | Dwelling, Two-Family | Yes |
| OPM U | Home Occupations | Yes |
| OPM U | Live-Work Facility | Yes |
| OPM U | Clubs, Lodges, and Private Meeting Halls | Yes |
| OPM U | Community Centers/Civic Uses | Yes |
| OPM U | Entertainment Facility | Yes |
| OPM U | Indoor Fitness and Sports Facility | Yes |

| | | |
|------------------|-----------------------------|----------|
| OPM U | Libraries and Museums | Yes |
| OPM U | Recreation | Yes |
| OPM U | Parks and Public Plazas | Yes |
| OPM U | Public Safety Facility | Yes |
| OPM U | Religious Institutions | Yes |
| OPM U | Special/Studios | Yes |
| OPM U | Schools, Public | Yes |
| OPM U | Theaters and Auditoriums | Yes |
| OPM U | Recording Studios | Yes |
| OPM U | Bus and Transit Shelters | Yes |
| OPM U | Park and Ride Facility | Yes |
| OPM U | Parking Facility | If Small |
| OPM U | Terminals | If Small |
| OPM U | Grooming | Yes |
| OPM U | Art, Antique, Collectable | Yes |
| OPM U | Artisan Shops | Yes |
| OPM U | Services | Yes |
| OPM U | Business Support Services | Yes |
| OPM U | Call Centers | Yes |
| OPM U | Grocery Stores/Supermarkets | Yes |

| | | |
|-------------------------|---|----------|
| OPM U | Hotels and Motels | Yes |
| OPM U | Medical Services, General | Yes |
| OPM U | Medical Services, Hospitals | Yes |
| OPM U | Mortuaries and Funeral Homes ¹⁵ | Yes |
| OPM U | Neighborhood Market | Yes |
| OPM U | Professional | Yes |
| OPM U | Offices, Accessory | Yes |
| OPM U | Personal Services | Yes |
| OPM U | Restaurants | Yes |
| OPM U | Retail, Accessory | Yes |
| OPM U | Veterinary Facility | Yes |
| OPM U | Manufacturing, Small Scale | If Small |
| OPM U | Research and Development | If Small |
| Sunrise Station | | |
| one quarter mile | | |
| RMU | Adult Day Care Home | Yes |
| RMU | Caretaker Housing | Yes |
| RMU | Dwelling, Multifamily | Yes |
| RMU | Dwelling, Second Unit | Yes |
| RMU | Dwelling, Single-Family | Yes |
| RMU | Dwelling, Two-Family | Yes |
| RMU | Family Day Care Home, Small | Yes |

| | | |
|------------|---|-----|
| RMU | Home Occupations | Yes |
| RMU | Live-Work Facility | Yes |
| RMU | Residential Care Home, Small | Yes |
| RMU | Transitional Housing | Yes |
| RMU | Clubs, Lodges, and Private Meeting Halls | Yes |
| RMU | Community Centers/Civic Uses | Yes |
| RMU | Libraries and Museums | Yes |
| RMU | Parks and Public Plazas | Yes |
| RMU | Public Safety Facility | Yes |
| RMU | Religious Institutions | Yes |
| RMU | Special/Studios | Yes |
| RMU | Schools, Public | Yes |
| RMU | Bus and Transit Shelters | Yes |
| RMU | Art, Antique, Collectable | Yes |
| RMU | Services | Yes |
| RMU | Bed and Breakfast Inns | Yes |
| RMU | Medical Services, Extended Care | Yes |
| RMU | Neighborhood Market | Yes |
| RMU | Professional | Yes |
| RMU | Offices, Accessory | Yes |
| RMU | Personal Services | Yes |
| RMU | Restaurants | Yes |
| RMU | Retail, Accessory | Yes |
| RMU | Retail, General | Yes |
| HDR | Animal Keeping, Domestic Pet | No |

| | | |
|------------|--|----------|
| HDR | Animal Keeping, Exotic Animal | No |
| HDR | Caretaker Housing | Yes |
| HDR | Community Garden | Yes |
| HDR | Dwelling, Multifamily ⁹ | Yes |
| HDR | Dwelling, Second Unit | Yes |
| HDR | Family Day Care Home, Small | Yes |
| HDR | Group Residential | Yes |
| HDR | Home Occupations | Yes |
| HDR | Indoor Fitness and Sports Facility | Yes |
| HDR | Libraries and Museums | Yes |
| HDR | Live-Work Facility | Yes |
| HDR | Manufactured Home | If Small |
| HDR | Marijuana Cultivation, Indoor | If Small |
| HDR | Parks and Public Plazas | Yes |
| HDR | Public Safety Facility | Yes |
| HDR | Residential Care Home (Small) | If Small |
| HDR | Schools, Public | Yes |
| HDR | Transitional Housing | Yes |
| GC | Caretaker Housing | Yes |
| GC | Dwelling, Multifamily | Yes |
| GC | Home Occupations | Yes |
| GC | Live-Work Facility | Yes |
| GC | Transitional Housing | Yes |
| GC | Clubs, Lodges, and Private Meeting Halls | Yes |

| | | |
|-----------|---|----------|
| GC | Indoor Amusement/Entertainment Facility | Yes |
| GC | Indoor Fitness and Sports Facility | Yes |
| GC | Libraries and Museums | Yes |
| GC | Public Safety Facility | Yes |
| GC | Recreational Vehicle Parks | No |
| GC | Religious Institutions | Yes |
| GC | Schools, Private and Special/Studios | No |
| GC | Schools, Public | Yes |
| GC | Theaters and Auditoriums | Yes |
| GC | Broadcasting and Recording Studios | Yes |
| GC | Bus and Transit Shelters | Yes |
| GC | Park and Ride Facility | Yes |
| GC | Parking Facility | If Small |
| GC | Transit Stations and Terminals | Yes |
| GC | Animal Sales and Grooming | Yes |
| GC | Art, Antique, Collectable | Yes |
| GC | Artisan Shops | Yes |
| GC | Banks and Financial Services | Yes |
| GC | Building Materials Stores and Yards | No |
| GC | Business Support Services | Yes |
| GC | Child Day Care Facility | Yes |
| GC | Convenience Stores | Yes |

| | | |
|-----------|--|-----|
| GC | Drive-in and Drive-through Sales and Service | Yes |
| GC | Equipment Sales and Rental | Yes |
| GC | Furniture, Furnishings, and Appliance Stores | Yes |
| GC | Garden Center/Plant Nursery | Yes |
| GC | Grocery Stores/Supermarket | Yes |
| GC | Home Improvement Supplies | Yes |
| GC | Hotels and Motels | Yes |
| GC | Hotels and Motels, Extended Stay | Yes |
| GC | Maintenance and Repair, Small Equipment | Yes |
| GC | Medical Services, General | Yes |
| GC | Medical Services, Extended Care | Yes |
| GC | Medical Services, Hospitals | Yes |
| GC | Mortuaries and Funeral Homes | Yes |
| GC | Neighborhood Market | Yes |
| GC | Offices, Business and Professional | Yes |
| GC | Offices, Accessory | Yes |
| GC | Personal Services | Yes |
| GC | Restaurants | Yes |
| GC | Retail, Accessory | Yes |
| GC | Retail, General | Yes |

| | | |
|--------------------|------------------------------------|----------|
| GC | Retail, Warehouse Club | No |
| GC | Veterinary Facility | Yes |
| GC | Auto and Vehicle Rental | Yes |
| GC | Auto and Vehicle Storage | No |
| GC | Auto Parts Sales | If Small |
| GC | Vehicle Services, Major | If Small |
| GC | Vehicle Services, Minor | Yes |
| GC | Manufacturing, Small Scale | If Small |
| GC | Wholesaling and Distribution | No |
| CMU (FBS P) | Caretaker Housing | Yes |
| CMU (FBS P) | Dwellin, Multifamily | Yes |
| CMU (FBS P) | Live-Work Facility | Yes |
| CMU (FBS P) | Club, Lodge, Private Meeting Hall | Yes |
| CMU (FBS P) | Community Center | Yes |
| CMU (FBS P) | Indoor Amusement/Entertainment | Yes |
| CMU (FBS P) | Indoor Fitness and Sports Facility | Yes |
| CMU (FBS P) | Library, Museum | Yes |

| | | |
|----------------------------|---|----------|
| CMU (FBS P) | Park, Public Plaza | Yes |
| CMU (FBS P) | Public Safety Facility | Yes |
| CMU (FBS P) | Religious Institution | No |
| CMU (FBS P) | School - Public | No |
| CMU (FBS P) | School - Private, Special/Studio | No |
| CMU (FBS P) | Theater, Auditorium | If Small |
| CMU (FBS P) | Park-and-Ride Facility | Yes |
| CMU (FBS P) | Transit Station or Terminal | Yes |
| CMU (FBS P) | Artisan Shop | Yes |
| CMU (FBS P) | Art, Antique, Collectable | Yes |
| CMU (FBS P) | Bank, Financial Services | If Small |
| CMU (FBS P) | Building Material Store and Yard | No |
| CMU (FBS P) | Business Support Services | Yes |
| CMU (FBS P) | Event and Office Equipment Sales and Rental | Yes |

| | | |
|----------------------------|---------------------------------------|----------|
| CMU (FBS P) | Hotel/Motel | Yes |
| CMU (FBS P) | Medical Services – General | Yes |
| CMU (FBS P) | Medical Services – Hospital | Yes |
| CMU (FBS P) | Office – Business and Professional | Yes |
| CMU (FBS P) | Office – Accessory | Yes |
| CMU (FBS P) | Personal Services | Yes |
| CMU (FBS P) | Restaurant | Yes |
| CMU (FBS P) | Retail – Accessory | Yes |
| CMU (FBS P) | Retail – General | Yes |
| CMU (FBS P) | Veterinary Facility | Yes |
| CMU (FBS P) | Auto Parts Sales | If Small |
| CMU (FBS P) | Manufacturing – Small- Scale | If Small |
| M-1 | Caretaker Housing | Yes |
| M-1 | Home Occupations | Yes |
| M-1 | Live-Work Facility | Yes |
| M-1 | Transitional Housing | Yes |

| | | |
|------------|--|----------|
| M-1 | Clubs, Lodges, and Private Meeting Halls | Yes |
| M-1 | Libraries and Museums | Yes |
| M-1 | Public Safety Facility | Yes |
| M-1 | Schools, Public | Yes |
| M-1 | Broadcasting and Recording Studios | Yes |
| M-1 | Bus and Transit Shelters | Yes |
| M-1 | Freight Yard/Truck Terminal | Yes |
| M-1 | Fuel Storage and Distribution | Yes |
| M-1 | Park and Ride Facility | Yes |
| M-1 | Parking Facility | If Small |
| M-1 | Transit Facilities | Yes |
| M-1 | Transit Stations and Terminals | Yes |
| M-1 | Utility Facilities and Infrastructure | Yes |
| M-1 | Building Materials Stores and Yards | No |
| M-1 | Business Support Services | Yes |
| M-1 | Equipment Sales and Rental | Yes |
| M-1 | Furniture, Furnishings, and Appliance Stores | Yes |
| M-1 | Garden Center/Plant Nursery | Yes |
| M-1 | Home Improvement Supplies | Yes |

| | | |
|----------------------|---|---------------|
| M-1 | Maintenance and Repair, Small Equipment | Yes |
| M-1 | Offices, Accessory | Yes |
| M-1 | Retail, Accessory | Yes |
| M-1 | Veterinary Facility | Yes |
| M-1 | Auto and Vehicle Rental | Yes |
| M-1 | Auto and Vehicle Storage | No |
| M-1 | Auto Parts Sales | If Small |
| M-1 | Car Washing and Detailing | No |
| M-1 | Vehicle Services, Major | If Small |
| M-1 | Vehicle Services, Minor | Yes |
| M-1 | Manufacturing, Minor | If Small |
| M-1 | Manufacturing, Small Scale | If Small |
| M-1 | Printing and Publishing | Yes |
| M-1 | Research and Development | If Small |
| M-1 | Storage, Personal Storage Facility | No |
| M-1 | Storage, Warehouse | No |
| M-1 | Wholesaling and Distribution | No |
| M-1 | Sexually Oriented Businesses | Not Evaluated |
| one half mile | | |
| RD 10 | Adult Day Care Home | Yes |
| RD 10 | Animal Keeping, Domestic Pet | No |
| RD 10 | Animal Keeping, Exotic Animal | No |

| | | |
|--------------|-------------------------------|----------|
| RD 10 | Caretaker Housing | Yes |
| RD 10 | Community Garden | Yes |
| RD 10 | Dwelling, Multifamily9 | Yes |
| RD 10 | Dwelling, Second Unit | Yes |
| RD 10 | Dwelling, Single-Family | Yes |
| RD 10 | Dwelling, Two-Family | Yes |
| RD 10 | Family Day Care Home, Small | Yes |
| RD 10 | Guest House | Yes |
| RD 10 | Home Occupations | Yes |
| RD 10 | Live-Work Facility | Yes |
| RD 10 | Manufactured Home | If Small |
| RD 10 | Marijuana Cultivation, Indoor | If Small |
| RD 10 | Parks and Public Plazas | Yes |
| RD 10 | Public Safety Facility | Yes |
| RD 10 | Residential Care Home (Small) | If Small |
| RD 10 | Schools, Public | Yes |
| RD 10 | Transitional Housing | Yes |
| RD 20 | Animal Keeping, Domestic Pet | No |
| RD 20 | Animal Keeping, Exotic Animal | No |
| RD 20 | Caretaker Housing | Yes |
| RD 20 | Community Garden | Yes |

| | | |
|--------------|------------------------------------|----------|
| RD 20 | Dwelling, Multifamily9 | Yes |
| RD 20 | Dwelling, Second Unit | Yes |
| RD 20 | Dwelling, Single-Family | Yes |
| RD 20 | Dwelling, Two-Family | Yes |
| RD 20 | Family Day Care Home, Small | Yes |
| RD 20 | Group Residential | Yes |
| RD 20 | Home Occupations | Yes |
| RD 20 | Indoor Fitness and Sports Facility | Yes |
| RD 20 | Live-Work Facility | Yes |
| RD 20 | Manufactured Home | If Small |
| RD 20 | Marijuana Cultivation, Indoor | If Small |
| RD 20 | Parks and Public Plazas | Yes |
| RD 20 | Public Safety Facility | Yes |
| RD 20 | Residential Care Home (Small) | If Small |
| RD 20 | Schools, Public | Yes |
| RD 20 | Transitional Housing | Yes |
| RMH | Animal Keeping, Domestic Pet | No |
| RMH | Animal Keeping, Exotic Animal | No |
| RMH | Caretaker Housing | Yes |
| RMH | Community Garden | Yes |
| RMH | Dwelling, Second Unit | Yes |

| | | |
|--------------|--|----------|
| RMH | Dwelling, Single-Family | Yes |
| RMH | Family Day Care Home, Small | Yes |
| RMH | Home Occupations | Yes |
| RMH | Indoor Fitness and Sports Facility | Yes |
| RMH | Infrastructure | Yes |
| RMH | Manufactured Home | If Small |
| RMH | Marijuana Cultivation, Indoor | If Small |
| RMH | Mobile Home | Yes |
| RMH | Mobile Home Park | Yes |
| RMH | Parks and Public Plazas | Yes |
| RMH | Public Safety Facility | Yes |
| RMH | Schools, Public | Yes |
| RMH | Transitional Housing | Yes |
| OIM U | Caretaker Housing | Yes |
| OIM U | Clubs, Lodges, and Private Meeting Halls | Yes |
| OIM U | Community Centers/Civic Uses | Yes |
| OIM U | Entertainment Facility | Yes |
| OIM U | Indoor Fitness and Sports Facility | Yes |
| OIM U | Libraries and Museums | Yes |
| OIM U | Recreation | Yes |
| OIM U | Parks and Public Plazas | Yes |
| OIM U | Public Safety Facility | Yes |

| | | |
|--------------|---|----------|
| OIM U | Religious Institutions | Yes |
| OIM U | Special/Studios | Yes |
| OIM U | Schools, Public | Yes |
| OIM U | Theaters and Auditoriums | Yes |
| OIM U | Recording Studios | Yes |
| OIM U | Bus and Transit Shelters | Yes |
| OIM U | Park and Ride Facility | Yes |
| OIM U | Parking Facility | If Small |
| OIM U | Terminals | If Small |
| OIM U | Ambulance Service | If Small |
| OIM U | Art, Antique, Collectable | Yes |
| OIM U | Artisan Shops | Yes |
| OIM U | Services | Yes |
| OIM U | Business Support Services | Yes |
| OIM U | Call Centers | Yes |
| OIM U | Equipment Sales and Rental | Yes |
| OIM U | Supplies | No |
| OIM U | Maintenance and Repair, Small Equipment | Yes |
| OIM U | Medical Services, General | Yes |
| OIM U | Medical Services, Hospitals | Yes |

| | | |
|----------------------------------|--|----------|
| OIM U | Mortuaries and Funeral Homes ¹⁵ | Yes |
| OIM U | Professional | Yes |
| OIM U | Offices, Accessory | Yes |
| OIM U | Personal Services | Yes |
| OIM U | Restaurants | Yes |
| OIM U | Retail, Accessory | Yes |
| OIM U | Veterinary Facility | Yes |
| OIM U | Manufacturing, Minor | If Small |
| OIM U | Manufacturing, Small Scale | If Small |
| OIM U | Printing and Publishing | Yes |
| OIM U | Research and Development | If Small |
| OIM U | Storage, Warehouse | No |
| OIM U | Storage, Yards | No |
| OIM U | Distribution | Yes |
| OIM U (FBS P) | Caretaker Housing | Yes |
| OIM U (FBS P) | Emergency Shelter | Yes |
| OIM U (FBS P) | Live-Work Facility | Yes |
| OIM U | Club, Lodge, Private Meeting Hall | Yes |

| | | |
|----------------------------------|----------------------------------|----------|
| (FBS P) | | |
| OIM U (FBS P) | Indoor Amusement/Entertainment | Yes |
| OIM U (FBS P) | Library, Museum | Yes |
| OIM U (FBS P) | Outdoor Commercial Recreation | Yes |
| OIM U (FBS P) | Public Safety Facility | Yes |
| OIM U (FBS P) | Religious Institution | No |
| OIM U (FBS P) | School - Public | No |
| OIM U (FBS P) | School - Private, Special/Studio | No |
| OIM U (FBS P) | Theater, Auditorium | If Small |
| OIM U (FBS P) | Park-and-Ride Facility | Yes |
| OIM U (FBS P) | Telecommunications Facility | If Small |

| | | |
|----------------------------------|---|----------|
| OIM U (FBS P) | Transit Station or Terminal | Yes |
| OIM U (FBS P) | Artisan Shop | Yes |
| OIM U (FBS P) | Art, Antique, Collectable | Yes |
| OIM U (FBS P) | Bank, Financial Services | If Small |
| OIM U (FBS P) | Business Support Services | Yes |
| OIM U (FBS P) | Event and Office Equipment Sales and Rental | Yes |
| OIM U (FBS P) | Home Improvement Supplies | Yes |
| OIM U (FBS P) | Medical Services – General | Yes |
| OIM U (FBS P) | Medical Services – Hospital | Yes |
| OIM U (FBS P) | Office – Business and Professional | Yes |
| OIM U | Office – Accessory | Yes |

| | | |
|----------------------------------|-----------------------------|----------|
| (FBS P) | | |
| OIM U (FBS P) | Personal Services | Yes |
| OIM U (FBS P) | Retail – Accessory | Yes |
| OIM U (FBS P) | Retail – General | Yes |
| OIM U (FBS P) | Veterinary Facility | Yes |
| OIM U (FBS P) | Manufacturing – Small-Scale | If Small |
| OIM U (FBS P) | Printing and Publishing | Yes |
| OIM U (FBS P) | Research and Development | If Small |
| OIM U (FBS P) | Storage, Warehouse | No |
| CMU | Caretaker Housing | Yes |
| CMU | Dwelling, Multifamily | Yes |
| CMU | Dwelling, Single-Family | Yes |
| CMU | Dwelling, Two-Family | Yes |
| CMU | Home Occupations | Yes |

| | | |
|------------|--|----------|
| CMU | Live-Work Facility | Yes |
| CMU | Clubs, Lodges, and Private Meeting Halls | Yes |
| CMU | Community Centers/Civic Uses | Yes |
| CMU | Entertainment Facility | Yes |
| CMU | Indoor Fitness and Sports Facility | Yes |
| CMU | Libraries and Museums | Yes |
| CMU | Parks and Public Plazas | Yes |
| CMU | Public Safety Facility | Yes |
| CMU | Religious Institutions | Yes |
| CMU | Special/Studios | Yes |
| CMU | Schools, Public | Yes |
| CMU | Theaters and Auditoriums | Yes |
| CMU | Recording Studios | Yes |
| CMU | Bus and Transit Shelters | Yes |
| CMU | Park and Ride Facility | Yes |
| CMU | Parking Facility | If Small |
| CMU | Terminals | If Small |
| CMU | Grooming | Yes |
| CMU | Art, Antique, Collectable | Yes |
| CMU | Artisan Shops | Yes |
| CMU | Services | Yes |
| CMU | Bed and Breakfast Inns | Yes |
| CMU | Building Materials Stores and Yards | No |
| CMU | Business Support Services | Yes |

| | | |
|------------|--|----------|
| CMU | Furniture, Furnishings, and Appliance Stores | Yes |
| CMU | Nursery | Yes |
| CMU | Grocery Stores/Supermarkets | Yes |
| CMU | Supplies | No |
| CMU | Hotels and Motels | Yes |
| CMU | Maintenance and Repair, Small Equipment | Yes |
| CMU | Medical Services, General | Yes |
| CMU | Medical Services, Hospitals | Yes |
| CMU | Mortuaries and Funeral Homes ¹⁵ | Yes |
| CMU | Neighborhood Market | Yes |
| CMU | Professional | Yes |
| CMU | Offices, Accessory | Yes |
| CMU | Personal Services | Yes |
| CMU | Restaurants | Yes |
| CMU | Retail, Accessory | Yes |
| CMU | Retail, General | Yes |
| CMU | Retail, Warehouse Club | No |
| CMU | Veterinary Facility | Yes |
| CMU | Auto and Vehicle Sales and Rental | If Small |
| CMU | Auto Parts Sales | If Small |
| CMU | Manufacturing, Small Scale | If Small |
| CMU | Card Rooms | Yes |
| CMU | Check Cashing Businesses | Yes |
| CMU | Massage Parlors | Yes |
| CMU | Pawnshops | Yes |
| CMU | Smoke Shops | Yes |
| CMU | Tattoo Parlors | Yes |

| | | |
|--------------------|------------------------------------|----------|
| CMU | Thrift Stores | Yes |
| CMU (FBS P) | Caretaker Housing | Yes |
| CMU (FBS P) | Dwellin, Multifamily | Yes |
| CMU (FBS P) | Live-Work Facility | Yes |
| CMU (FBS P) | Club, Lodge, Private Meeting Hall | Yes |
| CMU (FBS P) | Community Center | Yes |
| CMU (FBS P) | Indoor Amusement/Entertainment | Yes |
| CMU (FBS P) | Indoor Fitness and Sports Facility | Yes |
| CMU (FBS P) | Library, Museum | Yes |
| CMU (FBS P) | Park, Public Plaza | Yes |
| CMU (FBS P) | Public Safety Facility | Yes |
| CMU (FBS P) | Religious Institution | No |
| CMU (FBS P) | School - Public | No |
| CMU (FBS P) | School - Private, Special/Studio | No |
| CMU (FBS P) | Theater, Auditorium | If Small |

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| CMU (FBS P) | Park-and-Ride Facility | Yes |
| CMU (FBS P) | Transit Station or Terminal | Yes |
| CMU (FBS P) | Artisan Shop | Yes |
| CMU (FBS P) | Art, Antique, Collectable | Yes |
| CMU (FBS P) | Bank, Financial Services | If Small |
| CMU (FBS P) | Building Material Store and Yard | No |
| CMU (FBS P) | Business Support Services | Yes |
| CMU (FBS P) | Event and Office Equipment Sales and Rental | Yes |
| CMU (FBS P) | Hotel/Motel | Yes |
| CMU (FBS P) | Medical Services – General | Yes |
| CMU (FBS P) | Medical Services – Hospital | Yes |
| CMU (FBS P) | Office – Business and Professional | Yes |
| CMU (FBS P) | Office – Accessory | Yes |
| CMU (FBS P) | Personal Services | Yes |

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| CMU (FBS P) | Restaurant | Yes |
| CMU (FBS P) | Retail – Accessory | Yes |
| CMU (FBS P) | Retail – General | Yes |
| CMU (FBS P) | Veterinary Facility | Yes |
| CMU (FBS P) | Auto Parts Sales | If Small |
| CMU (FBS P) | Manufacturing – Small-Scale | If Small |
| OPM U | Caretaker Housing | Yes |
| OPM U | Dwelling, Multifamily | Yes |
| OPM U | Dwelling, Single-Family | Yes |
| OPM U | Dwelling, Two-Family | Yes |
| OPM U | Home Occupations | Yes |
| OPM U | Live-Work Facility | Yes |
| OPM U | Clubs, Lodges, and Private Meeting Halls | Yes |
| OPM U | Community Centers/Civic Uses | Yes |
| OPM U | Entertainment Facility | Yes |
| OPM U | Indoor Fitness and Sports Facility | Yes |
| OPM U | Libraries and Museums | Yes |

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| OPM U | Recreation | Yes |
| OPM U | Parks and Public Plazas | Yes |
| OPM U | Public Safety Facility | Yes |
| OPM U | Religious Institutions | Yes |
| OPM U | Special/Studios | Yes |
| OPM U | Schools, Public | Yes |
| OPM U | Theaters and Auditoriums | Yes |
| OPM U | Recording Studios | Yes |
| OPM U | Bus and Transit Shelters | Yes |
| OPM U | Park and Ride Facility | Yes |
| OPM U | Parking Facility | If Small |
| OPM U | Terminals | If Small |
| OPM U | Grooming | Yes |
| OPM U | Art, Antique, Collectable | Yes |
| OPM U | Artisan Shops | Yes |
| OPM U | Services | Yes |
| OPM U | Business Support Services | Yes |
| OPM U | Call Centers | Yes |
| OPM U | Grocery Stores/Supermarkets | Yes |
| OPM U | Hotels and Motels | Yes |

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| OPM U | Medical Services, General | Yes |
| OPM U | Medical Services, Hospitals | Yes |
| OPM U | Mortuaries and Funeral Homes ¹⁵ | Yes |
| OPM U | Neighborhood Market | Yes |
| OPM U | Professional | Yes |
| OPM U | Offices, Accessory | Yes |
| OPM U | Personal Services | Yes |
| OPM U | Restaurants | Yes |
| OPM U | Retail, Accessory | Yes |
| OPM U | Veterinary Facility | Yes |
| OPM U | Manufacturing, Small Scale | If Small |
| OPM U | Research and Development | If Small |
| LIBP | Caretaker Housing | Yes |
| LIBP | Libraries and Museums | Yes |
| LIBP | Recreation | Yes |
| LIBP | Public Safety Facility | Yes |
| LIBP | Religious Institutions | Yes |
| LIBP | Schools, Public | Yes |
| LIBP | Recording Studios | Yes |
| LIBP | Bus and Transit Shelters | Yes |
| LIBP | Park and Ride Facility | Yes |
| LIBP | Parking Facility | If Small |
| LIBP | Transit Facilities | Yes |
| LIBP | Terminals | If Small |

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| LIBP | Ambulance Service | If Small |
| LIBP | Artisan Shops | Yes |
| LIBP | Services | Yes |
| LIBP | Equipment Sales and Rental | Yes |
| LIBP | Supplies | No |
| LIBP | Maintenance and Repair, Small Equipment | Yes |
| LIBP | Medical Services, General | Yes |
| LIBP | Medical Services, Hospitals | Yes |
| LIBP | Mortuaries and Funeral Homes ¹⁵ | Yes |
| LIBP | Personal Services | Yes |
| LIBP | Restaurants | Yes |
| LIBP | Retail, Accessory | Yes |
| LIBP | Auto and Vehicle Sales and Rental | If Small |
| LIBP | Auto and Vehicle Sales, Wholesale | No |
| LIBP | Auto and Vehicle Storage | No |
| LIBP | Auto Parts Sales | If Small |
| LIBP | Service Stations | Yes |
| LIBP | Vehicle Services, Major | If Small |
| LIBP | Vehicle Services, Minor | Yes |
| LIBP | Manufacturing, Minor | If Small |
| LIBP | Manufacturing, Small Scale | If Small |
| LIBP | Printing and Publishing | Yes |
| LIBP | Research and Development | If Small |
| LIBP | Storage, Personal Storage Facility | No |

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| LIBP | Storage, Warehouse | No |
| LIBP | Storage, Yards | No |
| LIBP | Distribution | Yes |
| LIBP | Collection Facility | Yes |
| LIBP | Businesses | Yes |
| M-1 | Caretaker Housing | Yes |
| M-1 | Home Occupations | Yes |
| M-1 | Live-Work Facility | Yes |
| M-1 | Transitional Housing | Yes |
| M-1 | Clubs, Lodges, and Private Meeting Halls | Yes |
| M-1 | Libraries and Museums | Yes |
| M-1 | Public Safety Facility | Yes |
| M-1 | Schools, Public | Yes |
| M-1 | Broadcasting and Recording Studios | Yes |
| M-1 | Bus and Transit Shelters | Yes |
| M-1 | Freight Yard/Truck Terminal | Yes |
| M-1 | Fuel Storage and Distribution | Yes |
| M-1 | Park and Ride Facility | Yes |
| M-1 | Parking Facility | If Small |
| M-1 | Transit Facilities | Yes |
| M-1 | Transit Stations and Terminals | Yes |
| M-1 | Utility Facilities and Infrastructure | Yes |
| M-1 | Building Materials Stores and Yards | No |
| M-1 | Business Support Services | Yes |
| M-1 | Equipment Sales and Rental | Yes |

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| M-1 | Furniture, Furnishings, and Appliance Stores | Yes |
| M-1 | Garden Center/Plant Nursery | Yes |
| M-1 | Home Improvement Supplies | Yes |
| M-1 | Maintenance and Repair, Small Equipment | Yes |
| M-1 | Offices, Accessory | Yes |
| M-1 | Retail, Accessory | Yes |
| M-1 | Veterinary Facility | Yes |
| M-1 | Auto and Vehicle Rental | Yes |
| M-1 | Auto and Vehicle Storage | No |
| M-1 | Auto Parts Sales | If Small |
| M-1 | Car Washing and Detailing | No |
| M-1 | Vehicle Services, Major | If Small |
| M-1 | Vehicle Services, Minor | Yes |
| M-1 | Manufacturing, Minor | If Small |
| M-1 | Manufacturing, Small Scale | If Small |
| M-1 | Printing and Publishing | Yes |
| M-1 | Research and Development | If Small |
| M-1 | Storage, Personal Storage Facility | No |
| M-1 | Storage, Warehouse | No |
| M-1 | Wholesaling and Distribution | No |

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| M-1 | Sexually Oriented Businesses | Not Evaluat ed |
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