



EAST SACRAMENTO COMMUNITY PLAN

WELCOME TO
EAST SACRAMENTO



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Community Location

The East Sacramento Community Plan Area is located east of Downtown Sacramento. The East Sacramento Community Plan Area boundary encompasses approximately 7.1 square miles or 4,525 acres. The Plan Area is bounded on the north by the American River, on the south by the Gold Line Light Rail line and Jackson Highway, on the east by Watt Avenue, and on the west by Alhambra Boulevard. The Plan Area falls entirely within the city limits of Sacramento, with the exception of the easternmost corner falling within Sacramento County’s jurisdiction. Figure ES-1 shows the East Sacramento Plan Area boundary and neighborhoods. Other Sacramento community plan areas that border East Sacramento include North Sacramento on the north, Central City on the west, and Fruitridge Broadway on the south. Unincorporated Sacramento County (Rosemont) borders East Sacramento on the east.

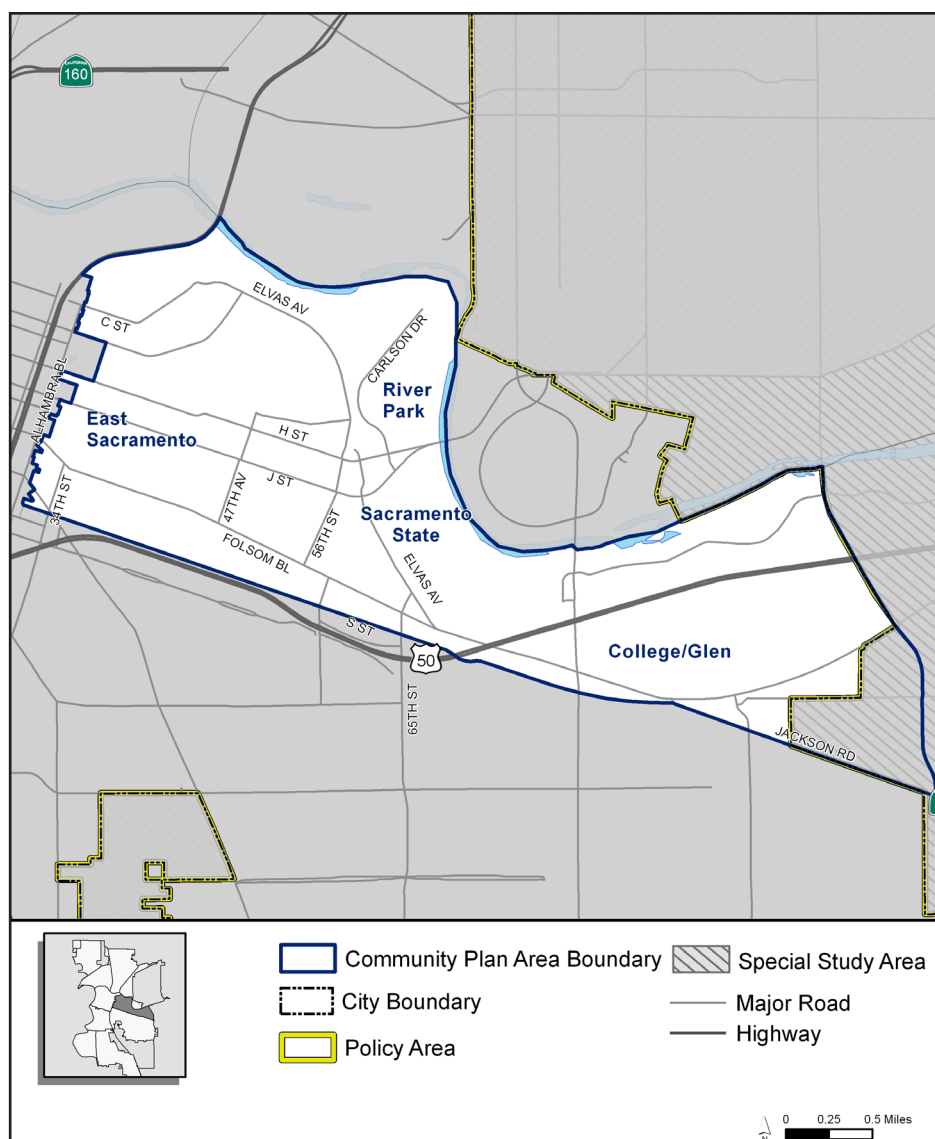


Figure ES-1
East Sacramento Boundary and
Neighborhoods



A community plan vision identifies how each community can contribute to Sacramento's citywide vision of becoming the most livable city in America. The community vision focuses on values and expectations specific to the community that can be accomplished by 2035, and beyond. Where the 2035 General Plan's goals, policies, and implementation programs define the roadmap of strategies to achieve the overall citywide vision, the community plan vision should be specific to each community and support the overall citywide vision. It can address community identity, economic health, neighborhood design and livability, mobility and connectivity, community safety and welfare, historic and cultural resources, access to open space and parks, and sustainability.

Community Vision

Community vision will be developed through a public process when the East Sacramento Community Plan is updated.

Community Profile

Development and Planning History

Development of East Sacramento neighborhoods and business districts began in the 1890s. Traditional neighborhoods east of Alhambra Boulevard were designed and built with streetcar lines that connected to Downtown Sacramento. Throughout the 1920s, residential development moved outward to the east converting agricultural land to residential uses. Later contributors to the area's eastern expansion included the development of the north/south line of Union Pacific railroad, the development of Highway Route 50, and Sacramento State.

As of 2008, the area is a connected group of stable residential neighborhoods. Redevelopment and infill is beginning to occur primarily around the light rail stations along the Gold Light Rail line, especially adjacent to the 65th Street/ University Village station.

Distinguishing Features

Predominant Land Uses

The East Sacramento Community Plan Area encompasses a diverse collection of traditional neighborhoods, centers, and transportation routes. Almost fully built-out, any remaining vacant land is scattered throughout the Plan Area. Four neighborhoods make up the Plan Area including East Sacramento, College/Glen, the Sacramento State campus and environs, and River Park. The majority of residential development in East Sacramento is made up of single-family homes in traditional neighborhoods.

Retail and commercial centers are distributed throughout the Community Plan Area and serve neighborhood service needs. Employment within East Sacramento is primarily office, followed by retail. The public sector, comprising local, state, and federal employees (e.g., teachers at local schools and Sacramento State), is a significant employer in the East Sacramento Plan Area. Major employment centers are Sacramento State, Mercy Medical Center, and industrial areas south of Folsom Boulevard. While industrial sectors employ the least number of people, they are still a significant source of jobs. East Sacramento has a relatively balanced jobs-to-housing ratio of 1.4 jobs for every housing unit in the Plan Area.

East Sacramento has small, scattered parks and recreation areas including Crescent Park (0.40 acre), East Lawn Children’s Park (0.35 acre), East Portal Park (7.48 acres), Glenbrook Park (19.22 acres), Hall Park (8.19 acres), Henschel Park (2.54 acres), McKinley Park (32.0 acres), Oki Park (14.27 acres), and River Park (3.0 acres).

Major Transportation Routes

Highway 50 and Business 80 are major freeways connecting the East Sacramento area to the greater Sacramento area and beyond. Connecting to these freeways are several north/south arterials including Alhambra Boulevard, Howe Avenue, and Watt Avenue, which provide automobile and bike access through the planning area and connect residents to surrounding communities and neighborhoods. Arterials such as Folsom Boulevard and Jackson Highway provide east/west access from the area to Sacramento County. Light rail transit (LRT) facilities run parallel to Highway 50 and Folsom Boulevard. The Union Pacific heavy rail line runs northwest/southeast through the area and is used primarily to transport freight.

Community Issues

Community issues will be developed when a future community planning process is undertaken.

Land Use and Urban Form Designations

The Land Use and Urban Design Element in Part 2 of the General Plan includes a diagram and set of designations that combine direction for both land use and urban form. The system includes components that address standards and guidelines for allowed uses, population density, and building intensity, as well as urban form criteria for the different neighborhoods and centers throughout the city. These components work together to define allowed uses and building intensities as well as the overall role of each area of the city, whether it’s for living (neighborhoods), gathering, commerce, and employment (centers), travel and commerce (corridors), preservation (open space), or a unique role (other district) such as a college. The land use and urban form designations for East Sacramento are illustrated in Figure ES-2. The Opportunity Areas section in this community plan includes a detailed discussion of land use and urban form for the 65th Street/University Village opportunity area. For a detailed explanation of land use and urban form designations for the entire community plan area refer to the Land Use and Urban Design Element in Part 2 of the General Plan.

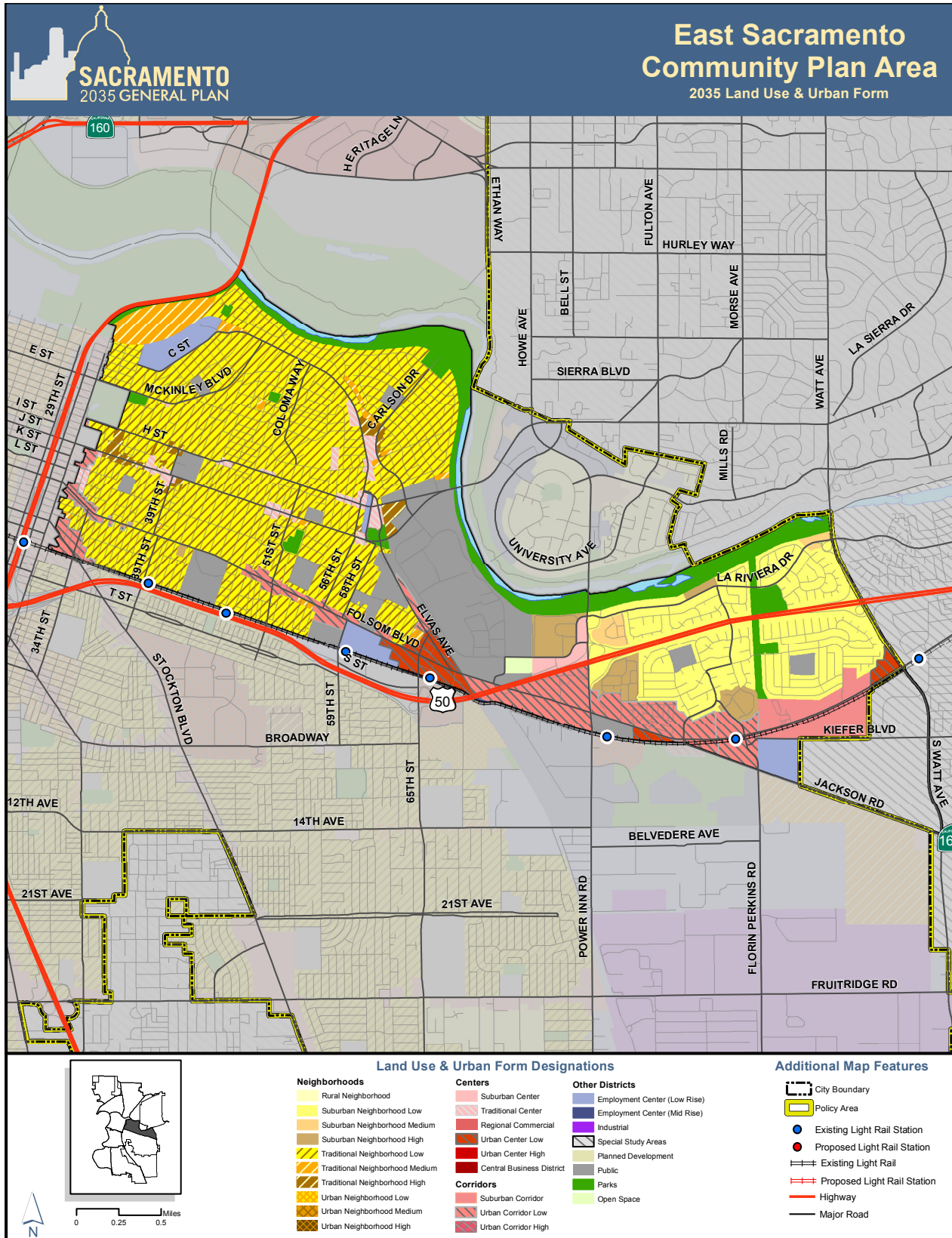


Figure ES-2
2035 General Plan Land Use & Urban Form Designations for the East Sacramento Community Plan Area

Community Policies

This section includes policies that are unique to the East Sacramento Community Plan Area. They are intended to supplement, but not repeat, citywide policies contained in Part 2 of the General Plan. The policies contained in the community plans are organized to mirror the structure of the citywide General Plan elements. The following policies are taken from previously adopted policy documents. Some of the policies in those policy documents that were outdated or overly general have been deleted. While the remaining policies have been edited slightly for consistency, the content of the policies has not been altered.

Land Use and Urban Design

There are no policies specific to East Sacramento that supplement the citywide General Plan policies. Please see the Land Use and Urban Design Element in Part 2 of the General Plan.

Historic and Cultural Resources

There are no policies specific to East Sacramento that supplement the citywide General Plan policies. Please see the Historic and Cultural Resources Element in Part 2 of the General Plan.

Economic Development

There are no policies specific to East Sacramento that supplement the citywide General Plan policies. Please see the Economic Development Element in Part 2 of the General Plan.

Housing

There are no policies specific to East Sacramento that supplement the citywide General Plan policies. Please see the Housing Element in Part 2 of the General Plan.

Mobility

There are no policies specific to East Sacramento that supplement the citywide General Plan policies. Please see the Mobility Element in Part 2 of the General Plan.



Utilities

There are no policies specific to East Sacramento that supplement the citywide General Plan policies. Please see the Utilities Element in Part 2 of the General Plan.

Education, Recreation, and Culture

There are no policies specific to East Sacramento that supplement the citywide General Plan policies. Please see the Education, Recreation, and Culture Element in Part 2 of the General Plan.

Public Health and Safety

There are no policies specific to East Sacramento that supplement the citywide General Plan policies. Please see the Public Health and Safety Element in Part 2 of the General Plan.

Environmental Resources

There are no policies specific to East Sacramento that supplement the citywide General Plan policies. Please see the Environmental Resources Element in Part 2 of the General Plan.

Environmental Constraints

There are no policies specific to East Sacramento that supplement the citywide General Plan policies. Please see the Environmental Constraints Element in Part 2 of the General Plan.

Transit Villages

65th Street/University Transit Village Plan (Government Code §65460 et seq.)

The 65th Street/University Transit Village is envisioned as a Neighborhood/University Mixed Use District which provides a lively mix of housing types, retail and employment uses to increase transit ridership and pedestrian activity. 65th Street is envisioned as a pedestrian scale Main Street which connects the University to the surrounding neighborhood and the 65th Street transit station. The design of the Transit Village will emphasize more convenient pedestrian connections for shoppers, employees and residents to the surrounding community, university, and station. In the future, the Transit Village is envisioned to continue its transition from an auto oriented commercial and industrial district to Transit Oriented Development. Financial and regulatory incentives will be provided to encourage development of

transit supportive and sustainable development consistent with the Transit Village Plan in a manner that avoids conflicts with existing industrial and service oriented uses.

The overall goal for the 65th Street/University Transit Village is to create a safe, lively mixed-use neighborhood that serves the University and the surrounding East Sacramento community. The following policies have been carried over from the 65th Street/University Transit Village Plan (2002). These policies have been edited slightly for consistency, but the content of the policies has not been altered. This 65th Street/University Transit Village Plan serves as the transit village plan for the 65th Street/University Transit Village Development District.

See Appendix ES-A for 65th Street/University Transit Village street cross sections and figures referenced below.

ES.TV 1.1 **Incompatible Uses.** The City shall discourage uses in the 65th Street/University Transit Village that might be detrimental to transit ridership such as those with low frequency patronage, or automobile related uses, such as warehouses, self-storage, service stations, or car sales lots. (RDR)

ES.TV 1.2 **Transit Supportive Uses.** The City shall encourage uses in the 65th Street/University Transit Village that have daily or frequent patronage, such as offices, hotels, or high-density residential development. (RDR)

ES.TV 1.3 **Functional Landscape.** The City shall require in the 65th Street/University Transit Village that a minimum of 10 percent of a site be landscaped with pervious surfaces. Landscaping that serves as a storm water treatment element and/or pedestrian plazas may be used to satisfy this requirement. (RDR)

ES.TV 1.4 **Transition to Neighborhoods.** The City shall require the design and scale of development in the 65th Street/University Transit Village to transition between the existing small scale residential neighborhood and higher density mixed uses near the 65th Street LRT station. (RDR)

ES.TV 1.5 **Screening and Buffering.** The City shall require new development in the 65th Street/University Transit Village to provide screening and buffering from adjacent industrial uses (e.g., SMUD substation, railroad tracks) in the form of landscaping, masonry walls, or parking lots (surface and structure) to reduce potential noise and visual impacts. (RDR)



- ES.TV 1.6** **Ground Floor Visibility.** The City shall require windows to be provided on the street level of new buildings in the 65th Street/University Transit Village as a visual link between business and pedestrians. A minimum of 60% of ground-floor commercial facades facing streets, sidewalks, pedestrian routes and public plazas shall be non reflective, transparent glazing. *(RDR)*

- ES.TV 2.1** **Housing Opportunities.** The City shall provide opportunities for low and moderate income housing in the 65th Street/University Transit Village, particularly in the Super Block and Station Block to serve the large employment population base created by SMUD and CSUS. *(RDR)*

- ES.TV 3.1** **Local Mobility Improvements.** The City shall ensure that streets, pedestrian and bikeway improvements in the 65th Street/University Transit Village are developed as shown on Figure 8 and as further described in the “65th Street Station Area Study.” *(RDR)*

Table ES-1 East Sacramento Opportunity Areas	
<i>Opportunity Area</i>	<i>Type</i>
Neighborhoods and Centers	
Cannery	Neighborhood
McKinley Village	Neighborhood
Granite Park ^a	Neighborhood
Mercy Medical Center	Center
65th Street/University Village ^a	Transit Center
Power Inn Industrial ^a	Center
Commercial Corridor Revitalization	
Folsom Boulevard	Corridor
Stockton Boulevard ^a	Corridor

SOURCE: City of Sacramento 2009

a. Partially located in Fruitridge Broadway Community Plan Area

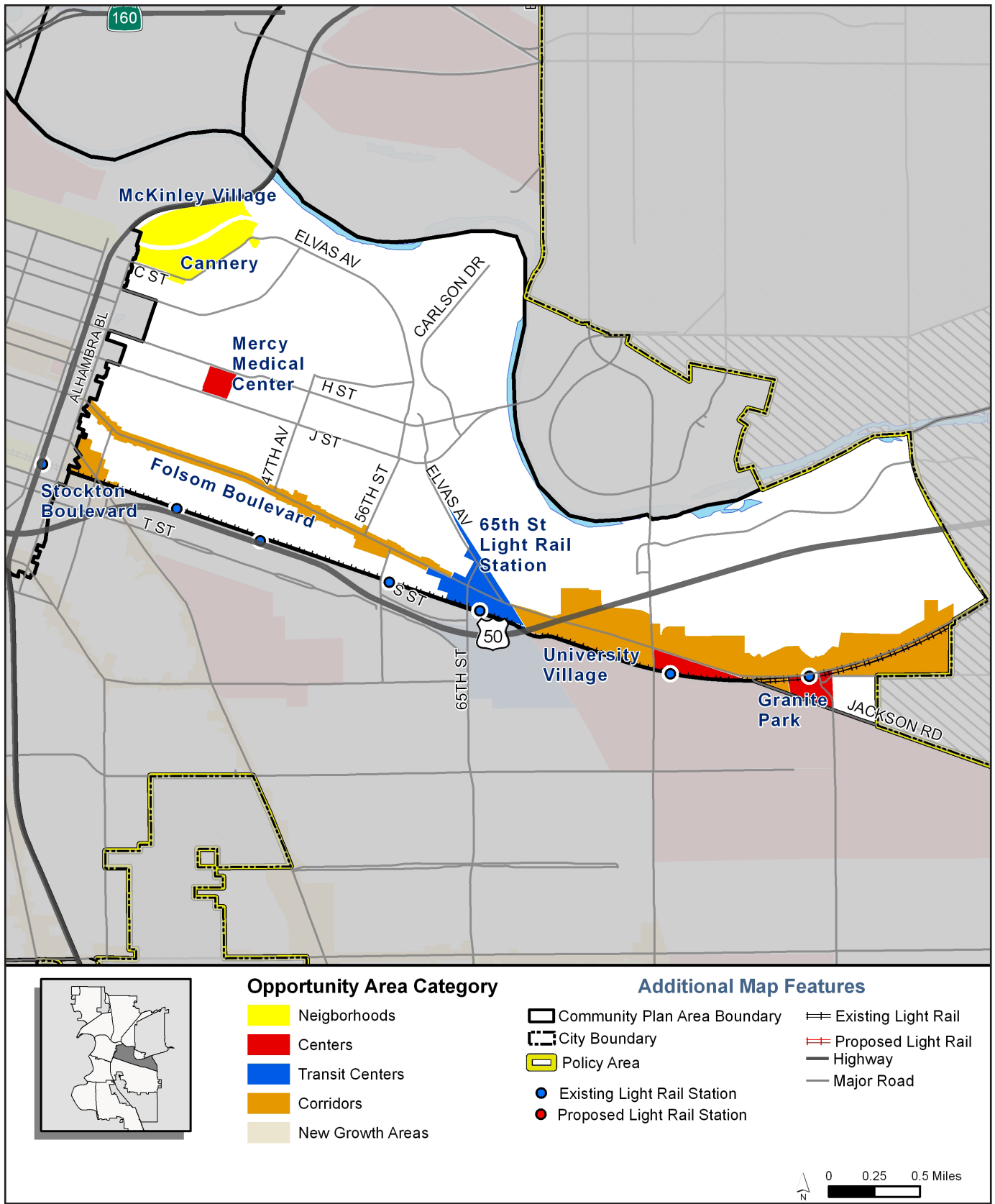


Figure ES-3
East Sacramento Opportunity Areas



Opportunity Areas

This section includes information about opportunity areas in the East Sacramento Community Plan Area. Table ES-1 lists each opportunity area that falls completely or partially within the community plan area. Figure ES-3 shows a map of all the opportunity area locations within the Community Plan Area. Additional urban form concepts and recommendations will continue to be developed and refined for each opportunity area as needs are assessed and development focus shifts throughout the East Sacramento Community Plan Area.

65th Street/University Village

The 65th Street/University Village Opportunity Area has been identified as a key potential infill and redevelopment area of the Fruitridge Broadway and East Sacramento Community Plan Areas. The concepts and recommendations for this area have been shaped and supported by community involvement and input, and are meant to guide future development toward further implementing the vision and guiding principles of the 2030 General Plan and Community Plans.

A full description of the 65th Street/University Village Opportunity Area can be found in the Fruitridge Broadway Community Plan.

Relevant Plans and Studies

The following section lists relevant plans and studies that have been prepared or adopted by local agencies and are directly pertinent to the East Sacramento Community Plan Area:

- “65th Street/University Transit Village Plan (2001) (Repealed)
- 65th Street Redevelopment Plan (2007)
- Redding Avenue Alternative Mode Improvements (2006)
- South 65th Street Area Plan (2004)
- “65th Street Station Area Study” (2010)
- Transit for Livable Communities
- Alhambra Corridor Plan
- Sacramento State Master Plan

Appendix ES-A: 65th Street/University Transit Village Figures

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- Figure 5 Folsom Boulevard between 62nd Street and 68th Street
- Figure 6 66th Street between Elvas Avenue and Folsom Boulevard
67th Street between Elvas Avenue and Folsom Boulevard
68th Street between Folsom Boulevard and Q Street
- Figure 7 59th Street between Folsom Boulevard and S Street
Elvas Avenue between 65th Street and Folsom Boulevard
- Figure 8 Elvas Avenue between J Street ramps and 65th Street
- Figure 9 Circulation Plan for 65th Street/University Transit Village

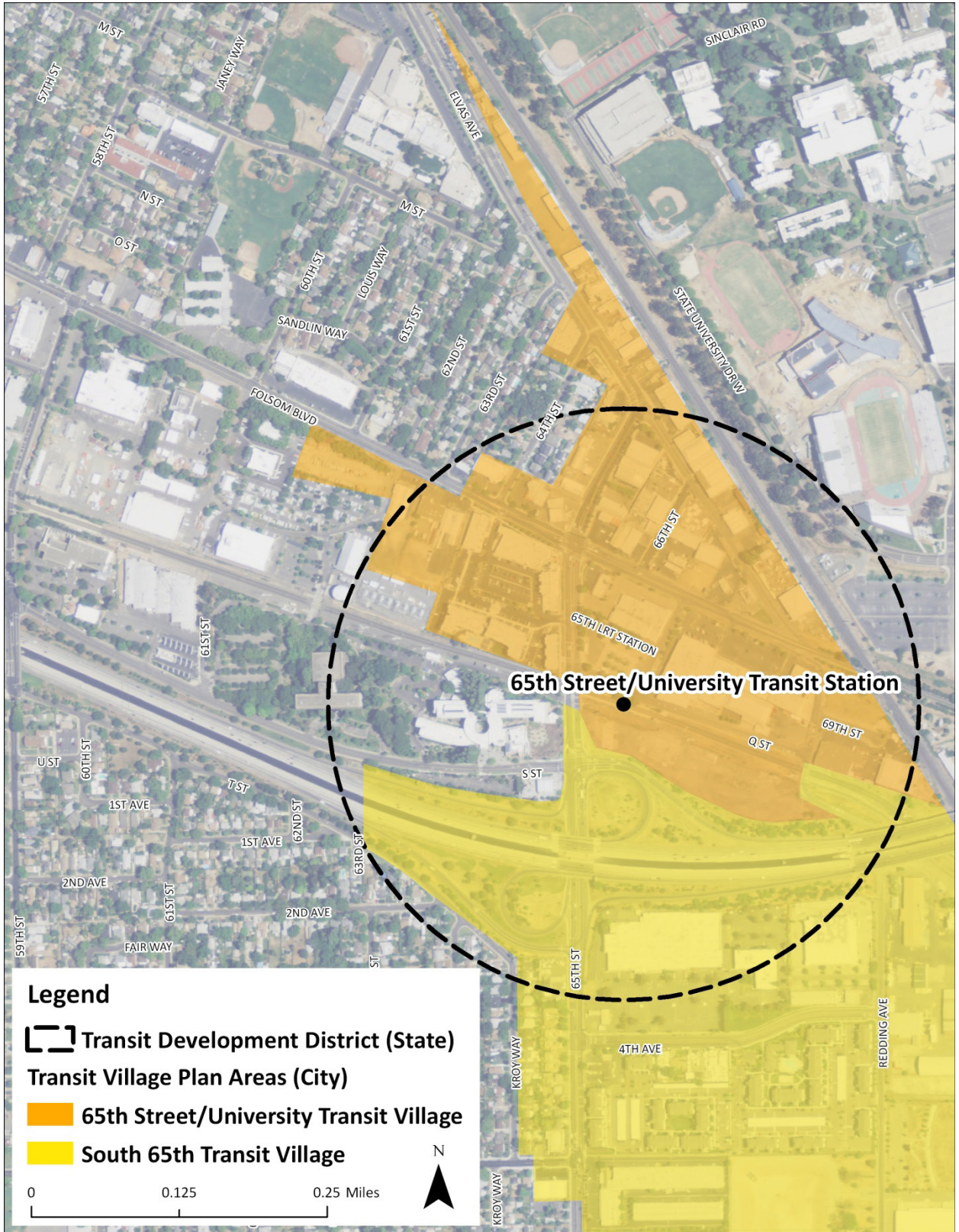


Figure 1: 65th Street/University Transit Village Boundary

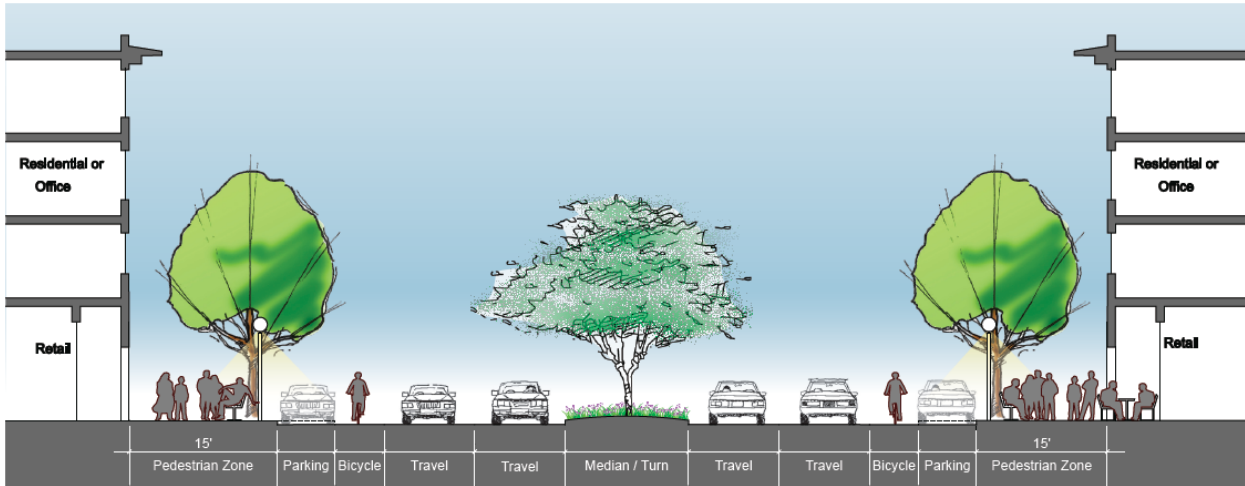


Figure 2: 65th Street between Elvas Avenue and Folsom Boulevard



Figure 3: 65th Street between Folsom Boulevard and Q Street

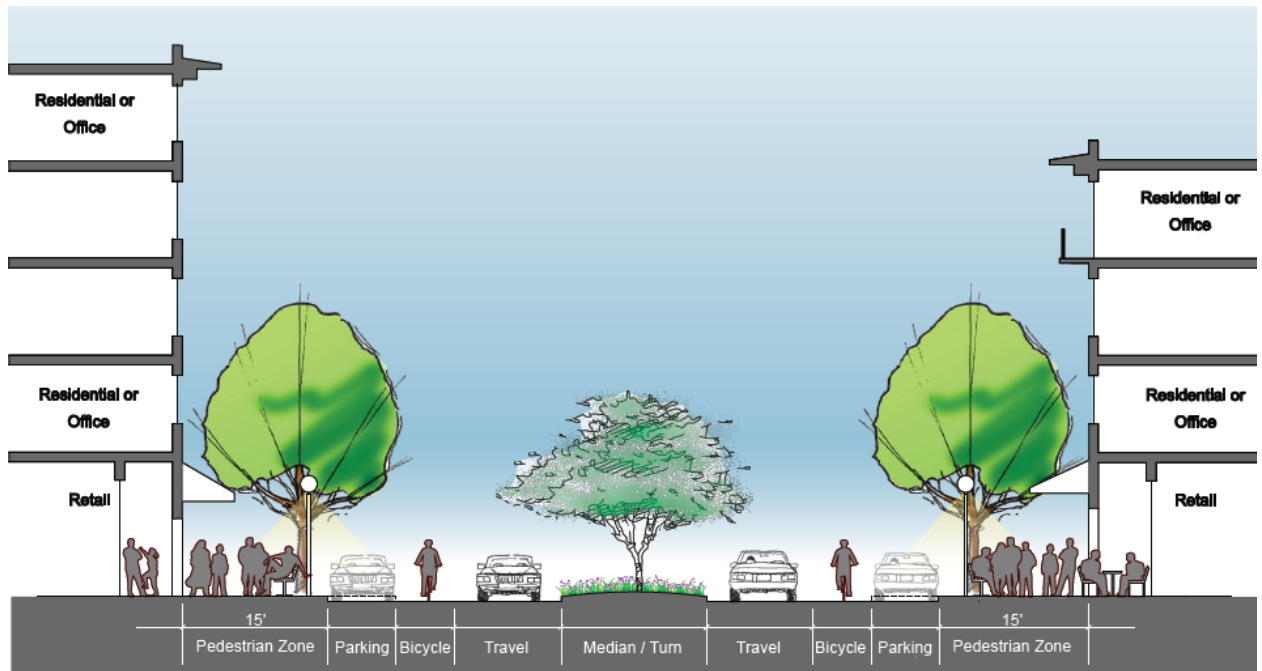


Figure 4: Folsom Boulevard between 59th Street and 62nd Street

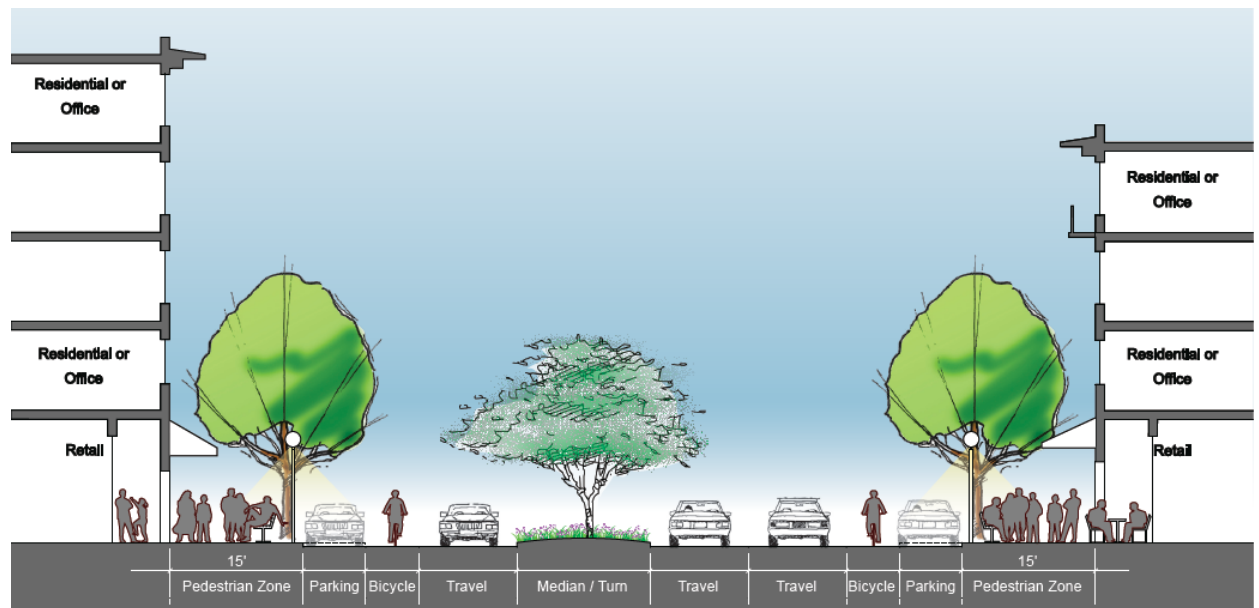


Figure 5: Folsom Boulevard between 62nd Street and 68th Street

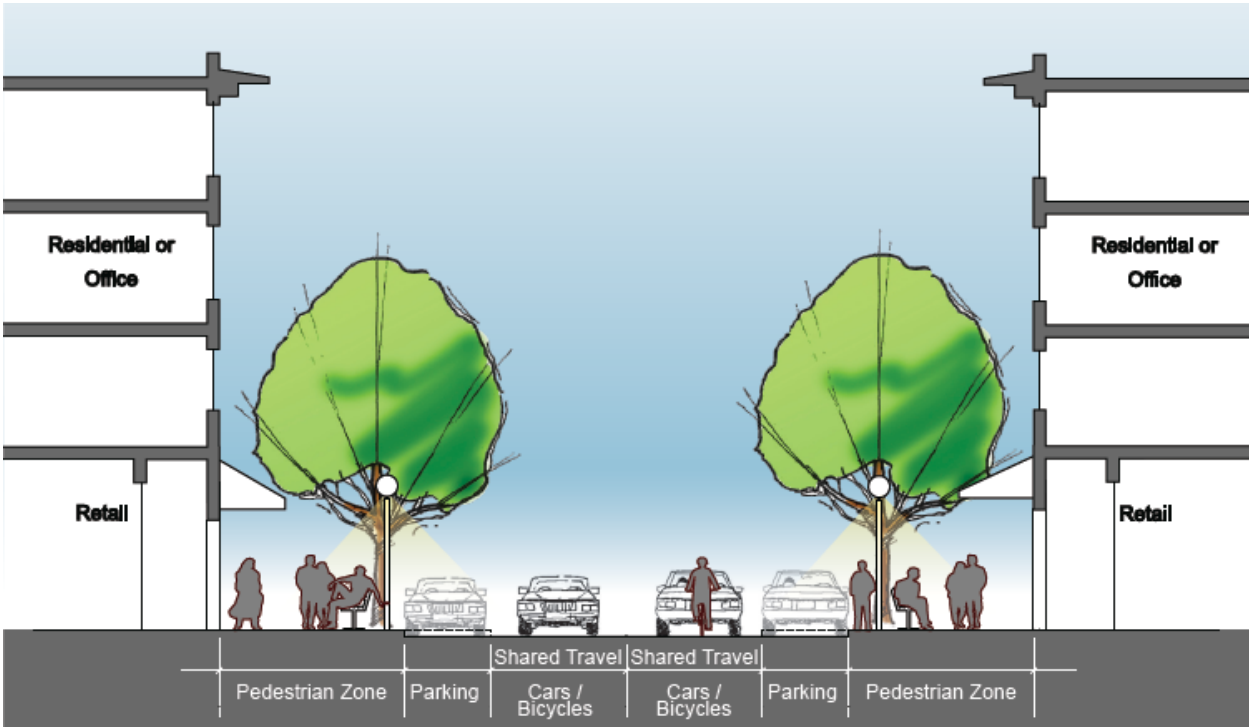


Figure 6: 66th Street between Elvas Avenue and Folsom Boulevard, 67th Street between Elvas Avenue and Folsom Boulevard, and 68th Street between Folsom Boulevard and Q Street

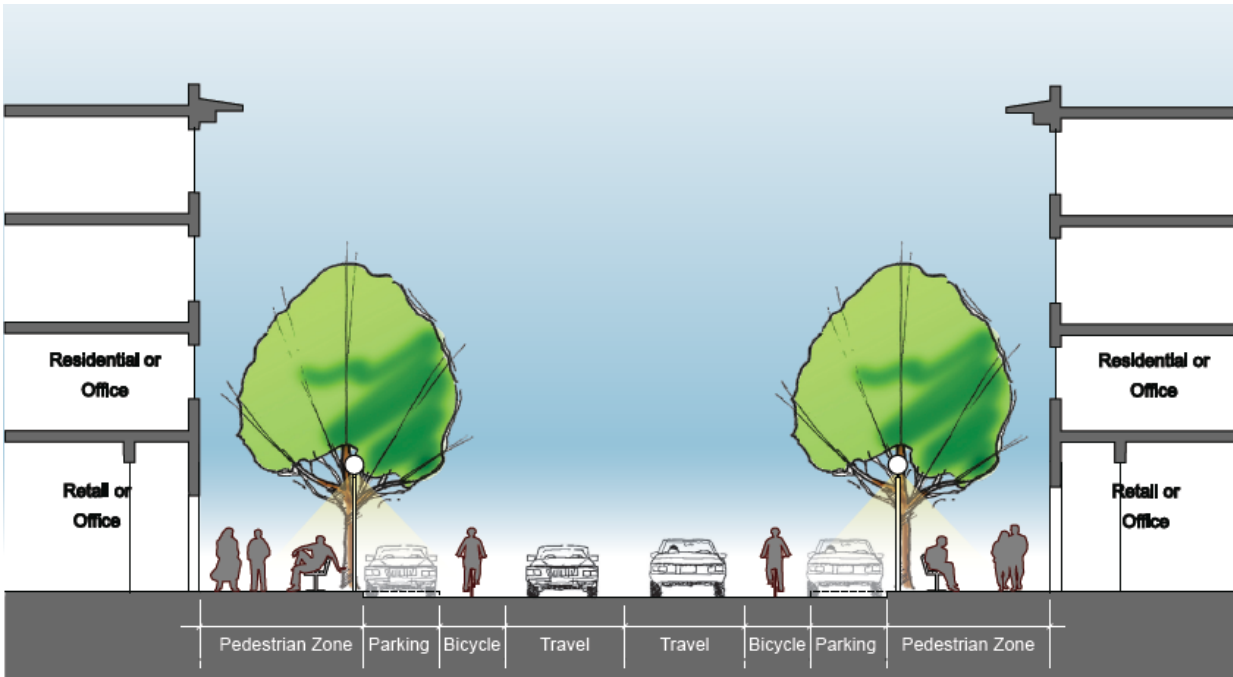


Figure 7: 59th Street between Folsom Boulevard and S Street, and Elvas Avenue between 65th Street and Folsom Boulevard

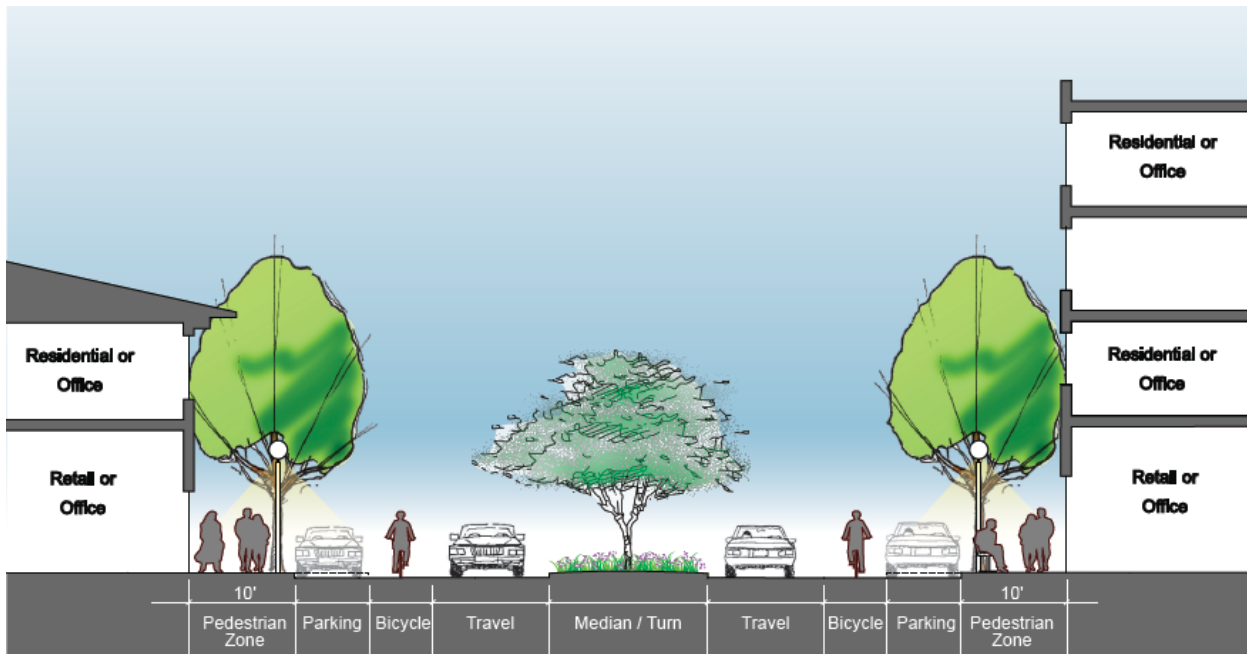


Figure 8: Elvas Avenue between J Street ramps and 65th Street



Figure 9: Circulation Plan for 65th Street/University Transit Village



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