Attachment 6-Redlined Version of the revised Draft 2040 General Plan (unformatted)

Redlined Draft – PDC November 29, 2023

1. INTRODUCTION

Sacramento is a diverse and welcoming city with a rich history, strategic location within the Central Valley, and a bright future. The city is an historic community deeply rooted in the story of California and a dynamic modern destination that is a regional hub for business, arts, culture, and innovation. Sacramento is one of the fastest growing cities in California, located in one of the most livable regions in the U.S.

Looking to the future, Sacramento is projected to add 69,000 new homes and 77,000 new jobs by 2040. For the community to continue to flourish, Sacramento will need to ensure that this growth happens in ways that are both sustainable and equitable. This will mean promoting a compact development pattern with new growth strategically concentrated to support efficient delivery of public services and infrastructure and to reduce vehicle miles traveled and greenhouse gas emissions. Equally, it will require a focus on fostering complete neighborhoods that provide for residents' daily needs within easy walking or biking distance from home and that offer a range of housing types to suit the needs of people of all ages and at all stages of life. It will also mean building community resilience in the face of climate change, forging inclusive economic development, and taking action to address the inequities of past practices so that everyone has an opportunity to achieve their full potential in Sacramento. In rising to meet these challenges and turning them into opportunities for an even brighter future, the Sacramento 2040 General Plan seeks to foster a more sustainable, equitable, and prosperous city for all.

Sacramento Profile

The capital of California since ~~1858~~1854, Sacramento is a modern city and the metropolis of a region that encompasses El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba counties. Its location in the fertile Central Valley at the confluence of the Sacramento and American Rivers allowed farming, food processing, and transportation to play a pivotal role in the early development of the community. Today, food and agriculture continue to be important drivers of the local economy. Increasingly, innovation and technology are shaping economic and community development in Sacramento and there is a growing number of companies involved in high-tech manufacturing, software development, biotechnology, and medical research. The city is home to numerous top-ranked post-secondary educational institutions that are valuable contributors of ideas and talent, and it is an important regional transportation hub, served by an international airport, a deep-water shipping port, two major interstate freeways, freight and passenger rail lines, and an extensive regional commuter bus and light rail system.

Sacramento has a diverse and growing population. The city has seen sustained population growth over decades, and between 2010 and 2020, Sacramento added 44,000 new residents, a robust increase over a period that includes the Great Recession years. This growth has been fueled in large part by an out-migration from the San Francisco Bay Area spurred by rapidly rising housing costs and accelerated by the COVID-19 pandemic. Immigration from overseas also contributes, with new residents arriving from Asia, Central America, and Europe, with Mexico, the Philippines, India, China, Ukraine, and Russia chief among them. In 2020, nearly 55 percent of the population identified as Black, Indigenous, and people of color

(BIPOC), non-white. Between 2010 and 2020, population increased to approximately 500,000, but the age composition stayed roughly the same. Sacramento boasts a rich cultural offering too, home to an active and historic Downtown, numerous world-class performing arts venues and professional sports teams, and a burgeoning creative arts scene. The walkable streets and historic homes of Midtown attract visitors to Sacramento, and riverfront open spaces offer an array of recreational activities and amenities.

Scope and Purpose of the General Plan

What is a General Plan

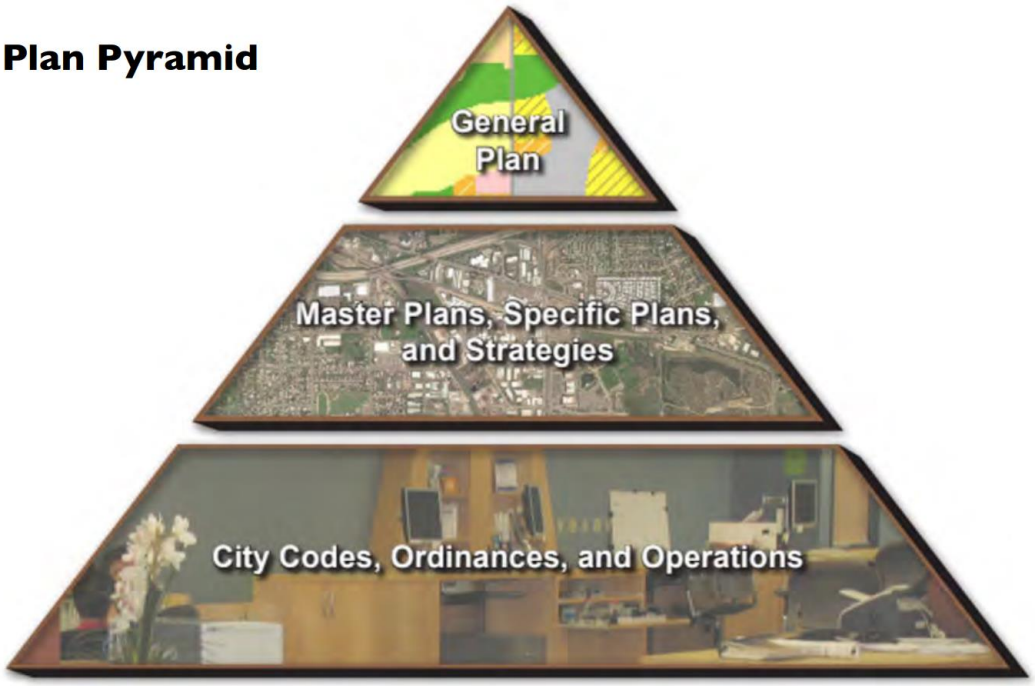
The 2040 General Plan was adopted in compliance with the requirements of California Government Code Section 65300. The General Plan is a legal document and much of its content is established by statutory requirements relating to background data, analysis, maps, and exhibits. The legal adequacy of the General Plan is critical, since many City actions and programs are required to be consistent with the General Plan.

California Government Code section 65300 requires each city and county to adopt a General Plan "for the physical development of the county or city, and any land outside its boundaries which… bears relation to its planning." The Sacramento General Plan can be considered a blueprint for development and conservation — a set of policies that guide the City's land use and capital investment decisions for the next two decades. The Sacramento General Plan serves to:

- Establish a long-range vision that reflects the aspirations of the community and outlines steps to achieve it;
- Guide decision-making related to development, housing, transportation, environmental quality, public services, parks, open space, and agricultural conservation;
- Help Sacramento achieve compliance with applicable State and regional policies, including housing production and environmental regulations
- Allow City departments, other public agencies, and private developers to design projects that will enhance the community, preserve environmental resources, and minimize hazards; and
- Provide the basis for establishing and setting priorities for detailed programs, such as the Planning and Development Code and future specific plans.

Due to the broad and long-range nature of the General Plan, there will be instances where more detailed studies will be necessary to implement the General Plan's policies, as illustrated in **Figure I-1**.

Figure I-1
General Plan Pyramid



General Plan Requirements

California grants local authorities power over land use decisions. As a result, cities have considerable flexibility in preparing their general plans so long as State requirements are met. The California Government Code establishes both the content of general plans and rules for their adoption and subsequent amendment. Together, state law and judicial decisions establish three overall guidelines for general plans. General plans should be:

- **Comprehensive.** The general plan must be geographically comprehensive, applying throughout the entire incorporated area and the Sphere of Influence. The general plan must also address the full range of issues that affect the city's physical development.
- **Internally Consistent.** The general plan must fully integrate its separate parts and relate them to each other without conflict. "Horizontal" consistency applies as much to figures and diagrams as to the general plan text. It also applies to data and analysis as well as policies. All adopted portions of the general plan, whether required by state law or not, have equal legal weight. None may supersede another, so the general plan must resolve conflicts among the provisions of each element.
- **Long Range.** Because anticipated development will affect the city and the people who live, work, and study here for years to come, state law requires every general plan to take a long-term perspective. This General Plan uses the year 2040 as its planning horizon.

The Sacramento General Plan contains four parts: **Part 1:** Introduction to the 2040 General Plan and Sustainability and Equity; **Part 2:** Citywide Goals and Policies; **Part 3:** Community Plans and Special Study Areas; and **Part 4:** Administration and Implementation. As shown on **Table I-1**, the General Plan covers all eight "elements" required under state law — land use, circulation, housing, conservation, open space, noise, safety, and environmental justice — in addition to several optional elements of local importance to

the community, including economic development, and historic and cultural resources. All elements, regardless of whether they are mandatory or optional, carry equal weight.

Housing Elements are required by state law to be updated more frequently than the General Plan, and to facilitate that, the City publishes its Housing Element under a separate cover. The City of Sacramento Housing Element was most recently adopted in 2021, and will be next updated in 2029, consistent with the State-defined cycle. State law also requires that implementation of the General Plan be "vertically" consistent, meaning all actions related to zoning, subdivision approval, housing allocations, and capital improvements must be consistent with the General Plan.

Table I-1: Correspondence Between State-Mandated Elements and General Plan Chapters

Part/Chapter	*State Required Elements*	*Optional Elements*
Part 1: Introduction to the 2040 General Plan and Sustainability and Equity		
1. Introduction	--	
2. Sustainability and Equity	--	
Part 2: Citywide Goals and Policies		
3. Land Use and Placemaking	Land Use	
4. Historic and Cultural Resources	--	Historic Preservation
5. Economic Development	--	Economic Development
6. Environmental Resources and Constraints	Conservation, Noise, Safety (Hazards)	Air Quality
7. Environmental Justice	Environmental Justice	Air Quality, Community Health
8. Mobility	Circulation (Transportation)	
9. Public Facilities and Safety	Circulation (Utilities/Facilities), Safety (Fire/Emergency)	
10. Youth, Parks, Recreation, & Open Space	Open Space	
Part 3: Community Plans and Special Study Areas		
11. Community Plans & Special Study Areas	--	
Part 4: Administration and Implementation		
12. Implementation		
Appendices		
Appendix A: Vision & Guiding Principles		
Appendix B: Glossary & Acronyms		
Appendix C: Photograph/Illustration Credits		

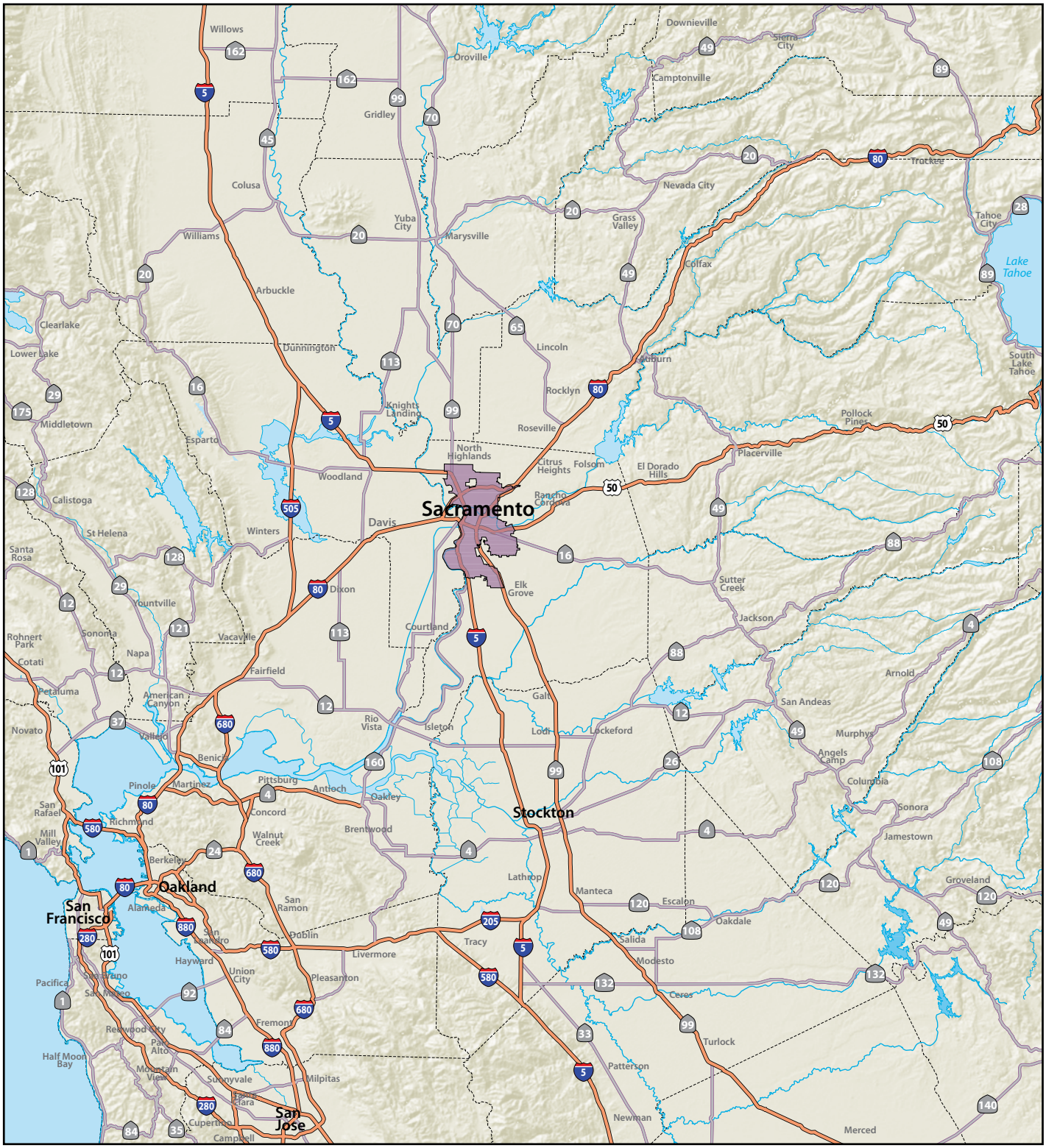
Planning Area

REGIONAL LOCATION

Sacramento is located in the northern part of the Central Valley, roughly halfway between San Francisco to the west and Lake Tahoe to the east. Major highways providing regional access to and through Sacramento include Interstate 80 and U.S. Highway 50 (east/west), and Interstate 5 and U.S. Highway 99 (north/south). Amtrak serves Sacramento's passenger rail needs, while Sacramento International Airport provides domestic and international flights through most major airlines. Within the city and surrounding region, Sacramento Regional Transit (SacRT) is the primary transit provider of bus and light rail service. The regional location of the planning area is shown on **Map I-1**.

Map I-1

Regional Location



PLANNING AREA

The planning area is defined as the land area addressed by the General Plan, including land within City limits and the Sphere of Influence (SOI) outside City limits; both are subsequently discussed. The planning area comprises approximately 113,572 acres (197 square miles) of incorporated and unincorporated land, encompassing land within City limits, the SOI, and five special study areas as shown on **Map I-2**. The planning area boundary was determined in response to state law, which requires each city to include all territory within the boundaries of the incorporated area as well as "any land outside its boundaries which in the planning agency's judgement bears relation to its planning,"[1] within the general plan planning area. While the City only has jurisdiction within City limits, it can establish future land use and zoning in the SOI to indicate desired uses and intensity in the event of future annexation.

City Limits

The City limits encompasses approximately 64,425 acres (101 square miles) of incorporated land within the legal jurisdiction of the City of Sacramento. The existing uses within the City limits include residential, commercial, and industrial developments, as well as public facilities including parks, schools, and hospitals.

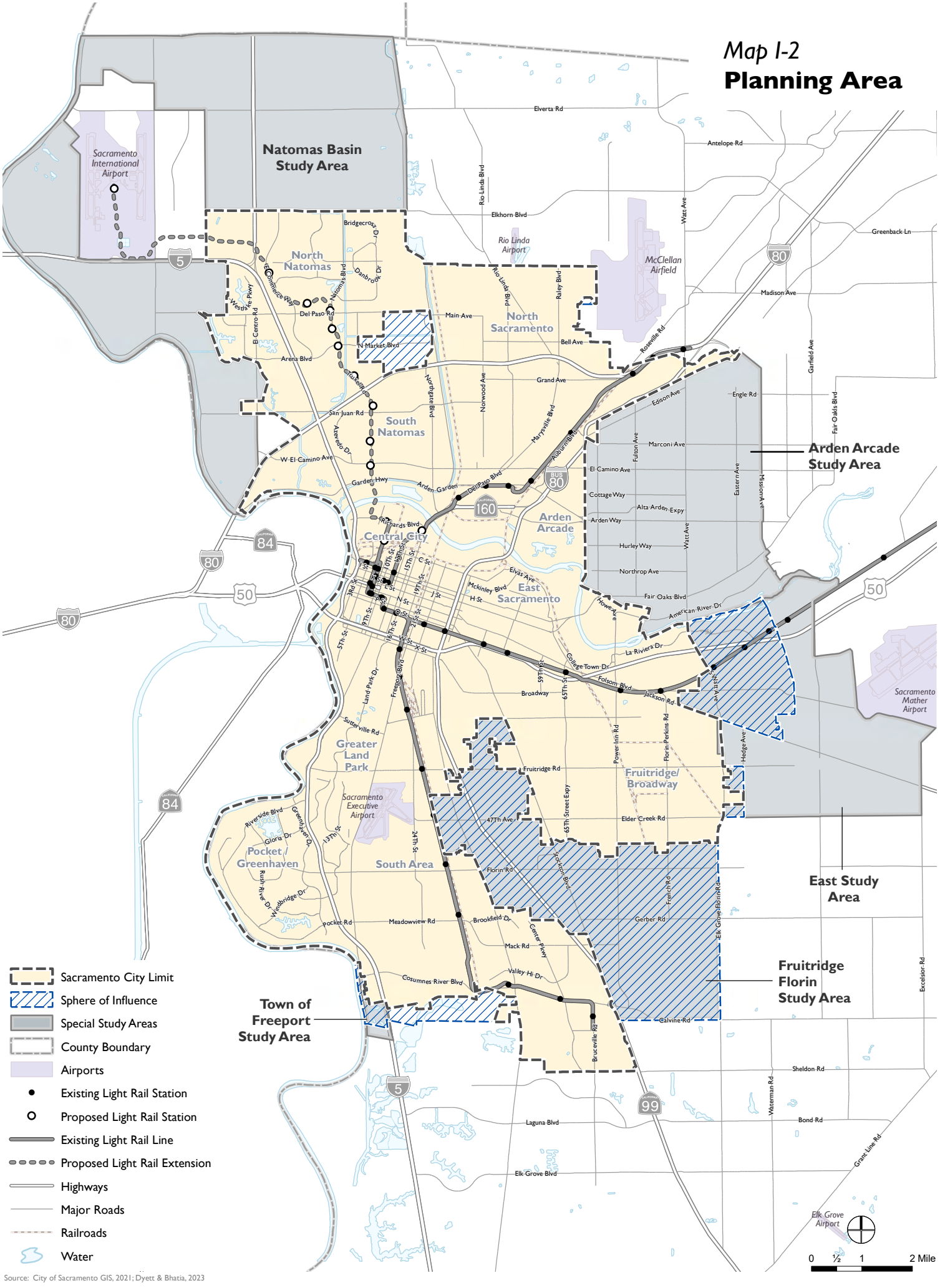
Sphere of Influence (SOI)

The SOI is an area outside of Sacramento's jurisdictional boundary, or City limits, that designates the City's probable future boundary and service area. Sacramento's SOI encompasses 14,018 acres (22 square miles) outside of City limits. The Sacramento Local Agency Formation Commission (LAFCo) has jurisdiction over defining Sacramento's SOI and acts on annexations and the approval of service contracts outside City limits. The purpose of the SOI is to coordinate and shape logical and orderly development while discouraging urban sprawl and the premature conversion of agricultural and open space lands by preventing overlapping jurisdictions and duplication of services. While the LAFCo cannot tell agencies what their planning goals should be, on a regional level, the LAFCo for each California county helps coordinate efficient provision of services for the benefit of area residents and property owners.

Special Study Areas

The planning area also includes five special study areas: the Natomas Basin Study Area, the Arden Arcade Study Area, the East Study Area, the Fruitridge/Florin Study Area, and the Town of Freeport Study Area. These are unincorporated locations adjacent to City limits where careful coordination between the City and the County is required to plan for natural resource protection and the efficient delivery of services. Collectively, the special study areas total approximately 47,610 acres (74 square miles), approximately 74 percent of which lies outside City limits and the SOI.

[1] California Government Code Section 65300.



Source: City of Sacramento GIS, 2021; Dyett & Bhatia, 2023

Planning Context

HISTORICAL DEVELOPMENT PATTERN

Sacramento's early and modern settlements were shaped by its geographic features, including the Sacramento and American rivers, and its verdant flora and fauna. The Sacramento Valley was first settled by Nisenan (Southern Maidu) and Plains Miwok Native Americans. Archaeological and linguistic studies show that the region's earliest inhabitants were hunter-gatherers who subsisted on acorns, seeds, and other plants, as well as land animals and fish; they practiced religion, built villages with distinct architecture, and manufactured a wide variety of tools and crafts.

European exploration into the Sacramento Valley began in the early 1800s via colonization and the establishment of missions. One of these explorers, a Spaniard name Gabriel Moraga is responsible for naming the valley region "Sacramento," which means "the Holy Sacrament." In 1839, John Sutter established Sutter's Fort on a land grant from the Mexican government, in what was, at the time, Nisenan territory.

After the discovery of gold in the Sierras, Sacramento quickly became a transportation hub for prospectors and supplies on their way to the gold fields. Sutter had an official plan for the city prepared and the citizens of Sacramento adopted a City charter in 1849. In 1850, Sacramento became the first incorporated city in California. During the California Gold Rush and through the 1800s, the city's location along the river ports, and later the railroad, played a prominent role in making Sacramento a major distribution point; a commercial and agricultural center; a terminus for wagon trains, stagecoaches, riverboats, the telegraph, the Pony Express, and the First Transcontinental Railroad; and in 1854, the state capital of California. Rail expansion continued in the late 19th century and early 20th century, facilitating local as well as regional travel. Battery operated streetcars were introduced in 1891, and in an era before the automobile, development of the city's first suburbs followed streetcar lines. By 1911, Sacramento had eight streetcar lines. The "streetcar suburbs" to the east and south, including Land Park, Curtis Park, Oak Park, Tahoe Park and East Sacramento, had an estimated population of 15,000 and were annexed into the City, thereby tripling the city's land area.

Following World War II, Sacramento began a period of unprecedented growth aided by the growing post-war economy, strong housing demand, and the national trend toward suburbanization. From 1946 to 1970, the City of Sacramento added nearly 60,000 acres of land in the Natomas, Northgate, Gardenland, and North Sacramento areas, expanding almost seven times its 1945 size of just over 9,000 acres. This massive post-war expansion was made possible by the dramatic growth in automobile ownership and the development of freeways, such as Interstates 80 and 5 and U.S. 50, which allowed quick travel to once outlying areas. The freeways, however, also disrupted existing neighborhoods and displaced residents, as land was cleared for this new infrastructure and new barriers were created between historically connected neighborhoods. With the advent of the automobile, neighborhoods became less dense and blocks grew larger, scaled to the speed of a car rather than the pedestrian. Land uses became more segregated, increasing Sacramento's car dependence. As many residents moved out to the new suburbs, retailers followed them and built a new kind of development suited to the suburban lifestyle: the shopping mall. In 1954, Sacramento's first large shopping mall, Country Club Shopping Center, opened. This was soon followed by others such as Southgate and Florin Center and then by smaller strip malls along commercial corridors in subsequent decades.

Annexation of the Pocket and the Natomas areas led to significant population growth throughout the 1970s, '80s, '90s and into the early 2000s. In tandem with post-war suburban development,

redevelopment in Downtown Sacramento resulted in a dramatic decrease in population. Urban renewal projects saw properties condemned as "blighted." These properties were expropriated from homeowners and tenants in order to facilitate demolition, which effectively removed entire non-White communities from the downtown area, particularly the West End (an area west of the State Capitol redeveloped in the 1950s/60s). However, revisions to the Capitol Area Plan in 1977 and 1997 ushered in new mixed-use and residential developments that have helped revitalize the central city. The expansion of the light rail system in the mid-2000s has also created new opportunities for transit-oriented development along extensions of the SacRT Blue and Gold Lines. More recently, the advent of online shopping and e-commerce have resulted in a reduced demand for physical retail space, and there are opportunities to reimagine some older shopping centers.

GENERAL PLAN EVOLUTION

Smart growth principles have long been central to long-range planning in Sacramento. In 1988, the City adopted a General Plan that laid out a set of smart growth principles to guide sustainable and balanced development that makes efficient and effective use of land resources and existing infrastructure. In 2009, a comprehensive update (2030 General Plan) carried these principles forward with a focus on promoting infill development and reuse of underutilized properties, as well as on intensifying development near transit and mixed-use activity centers. An important theme of the 2030 General Plan was "Living Lightly" and it incorporated strategies to reduce Sacramento's carbon footprint as well as a program calling for the City to prepare and adopt a climate action plan, which was subsequently adopted in two phases in 2010 and 2012. A technical update to the General Plan was adopted in 2015 (the 2035 General Plan), which incorporated the Climate Action Plan into the General Plan and refreshed the Technical Background Report. The 2040 General Plan is the most current iteration of this comprehensive planning document.

General Plan Update Process

In 2019, the City embarked on a comprehensive update of the General Plan to guide Sacramento in its next era of growth and development in a sustainable and equitable manner. The General Plan Update focused on updating policies and programs to reflect changed conditions and priorities and to address new state laws. Important cornerstones of the 2040 General Plan Update include a focus on Sacramento's neighborhoods, a new environmental justice element as required by California Government Code 65302(h), and bold action to address an accelerating climate crisis. In parallel, a new Climate Action and Adaptation Plan was prepared to establish Sacramento as a leader in climate action.

The General Plan Update process involved four main phases. Phase 1 focused on identifying issues and opportunities to address in updating the General Plan and culminated in a Vision and Guiding Principles, adopted by City Council in November 2019, that describe Sacramento's shared values and its aspirations for the future. Phase 2 explored key strategies necessary to achieve the vision. The strategies were refined through input from community members and decision-makers and distilled into a preferred plan concept and key strategies to guide preparation of the 2040 General Plan. Phase 3 saw the creation of draft goals, policies, and implementing actions based on the approved vision and key strategies from prior phases. Phase 4 involved public review of the draft documents, additional community outreach to raise awareness in the community and solicit feedback on the draft documents, and formal hearings before the Planning and Design Commission and the City Council prior to adoption of the plans and certification of the Master Environmental Impact Report (MEIR).

MILESTONE DOCUMENTS

The update process involved the preparation of several documents: the Policy Document, Technical Background Report, and Master Environmental Impact Report.

Policy Document. The Policy Document is the essence of the General Plan. It contains the goals, policies, and implementing actions that will guide City decision-making and investments for the next two decades. The Policy Document was revised comprehensively to reflect extensive community input on issues, opportunities, and priorities as well as to address new state law.

Technical Background Report. Along with the Policy Document, the Technical Background Report will be part of the General Plan. This document does not represent adopted City policy, but it provides a profile and analysis of existing conditions and trends within Sacramento and the surrounding area as of 2018; it addresses several State planning law requirements for general plans; and it provides a foundation for policy in the Policy Document. It also serves as the environmental setting for the MEIR; however, it is not part of the MEIR. The Technical Background Report was published in November 2020 and is available on the City's website at this link: https://rb.gy/jrv07.

Master Environmental Impact Report

In parallel with the General Plan Update, the City is also preparing a MEIR. The purpose of the MEIR is to identify and evaluate the potentially significant impacts that could occur as a result of the adoption and implementation of the 2040 General Plan, including cumulative effects, growth-inducing effects, and irreversible significant effects on the environment.

The City Council reviews and considers the MEIR during the General Plan Update process to understand the potential environmental implications associated with implementing the General Plan. The MEIR is not part of the General Plan; however, it is intended to streamline project-level California Environmental Quality Act (CEQA) review for subsequent projects that are consistent with the General Plan.

Additionally, the following supporting documents are incorporated by reference into the 2040 General Plan: the City of Sacramento Annex to the Sacramento County Local Hazard Mitigation Plan (LHMP); and the Sacramento Climate Action and Adaptation Plan (CAAP), including the Vulnerability Assessment it contains. Copies of all referenced materials are available for review at the City of Sacramento Community Development Department and on the City's website.

COMMUNITY INVOLVEMENT

Community involvement was an integral and ongoing component of the General Plan Update process; a particular focus was on outreach to disadvantaged and linguistically isolated communities. The ideas and feedback gathered through the community outreach process directly informed the vision set forth in this General Plan and the strategies incorporated to achieve it. Major outreach efforts included:

- **Stakeholder Interviews:** At the beginning of the project work, a series of interviews was conducted with a variety of local stakeholders, including property owners, advocacy groups, developers, business owners, public agency staff, elected officials, and others. These interviews elicited candid input on planning issues and provided a broad sense of the major issues of concern and desired outcomes for the General Plan Update.
- **Phase 1 Citywide Workshops:** Broad-based community engagement for the General Plan Update kicked off with a series of citywide workshops in different locations throughout the

community. The purpose of these workshops were to build awareness about the project and to solicit input from community members on critical issues and opportunities for Sacramento, especially mobility, land use, climate change, and environmental justice. As part of this outreach, the City also conducted a series of pop-up events in hard-to-reach communities and created a toolkit for community members and neighborhood organizations to host their own self-led "meetings in a box" to share their ideas and proposals for the future of the city. Input from these activities was used to craft the General Plan's Vision and Guiding Principles and to inform all subsequent planning work.

- **Phase 1 Community Plan Workshops:** After establishing the Vision and Guiding Principles, the focus shifted to Sacramento's neighborhoods with a series of workshops held in each of the 10 Community Plan areas. At these workshops, residents participated in small group discussions to identify neighborhood-specific priorities and issues.
- **Interest-Based Focus Groups:** At the beginning of Phase 2, meetings were held with neighborhood associations, advocacy groups, and other stakeholder groups to assess and refine key strategies for land use, mobility, and climate change; incorporate unique stakeholder perspectives; and build common, collaborative ground.
- **Phase 2 Citywide Workshops:** Amid the ongoing COVID-19 pandemic, a virtual citywide workshop ran from May-June 2020 through the City's website. The virtual workshop presented the key strategies for the 2040 General Plan which were developed based on the adopted Vision and Guiding Principles and community input. Informational videos and interactive online activities in English, Spanish, and Mandarin Chinese, were used to solicit feedback. Working with local high schools, youth ambassadors from a variety of cultural and linguistic backgrounds were recruited to help their linguistically isolated relatives and neighbors participate in the virtual workshop activities.
- **Scientific Survey:** As part of Phase 2 outreach activities, a scientific survey was conducted by a professional polling firm to gauge support for the key strategies from a statistically valid sample of the population.
- **Phase 2 Community Plan Workshops:** The second round of meetings on the Community Plan Areas were conducted virtually, given COVID-19 safety protocols. These meetings included an online interactive workshop series focused on neighborhood-specific strategies for each of the 10 Community Plan Areas.
- **Youth Engagement Program:** Through a three-month long summer program, youth representatives developed an informational video and online questionnaire about Sacramento's future approach to climate change issues, collecting more than 300 responses from local residents and helping to inform the early direction of the Climate Action and Adaptation Plan.
- **Environmental Justice Working Group:** An Environmental Justice Working Group met throughout the planning process to provide insight on how historic practices have disproportionately impacted low-income and minority communities; share input on strategies for addressing these practices and their outcomes; and help refine policies and implementing actions related to environmental justice and equity for inclusion in the General Plan Update. The group was comprised of more than 25 representatives from community-based organizations, public agencies, and other participants who work to foster equity and inclusion within Sacramento.
- **Phase 4 Community Outreach:** In Phase 4, the Public Review Draft of the General Plan was released for public review. To support the public review process, additional outreach was conducted to raise awareness in the community, build understanding of the content of the proposed plans, and solicit community feedback to present to City decision-makers. Phase 4

Community Outreach. Community engagement activities included webinars, a several months-long virtual open house, and pop-up events around the community with a focus on harder to reach areas.

- **Decision-Maker Meetings:** Meetings with both the Planning and Design Commission and the City Council were held at key milestones in the process to report on progress and receive direction for the upcoming phase. Specific input was also sought from various commissions such as the Active Transportation Commission, Parks and Community Enrichment Commission, Preservation Commission, the Sacramento Youth Commission, and the Disabilities Advisory Commission.

Vision

The guiding Vision of the General Plan, as adopted by City Council in November 2019, was crafted from extensive Phase 1 community input. The accompanying Guiding Principles can be found in Appendix A of the General Plan.

In 2040, the City of Sacramento will be a national model of sustainable, equitable growth and community development.

Sacramento will continue to be a dynamic regional center of culture, diversity, jobs, food, and beautiful parks and trees, and will cultivate inclusive access to opportunity and healthy living. The General Plan seeks to direct growth and change into commercial and transit corridors, building on the city's existing assets and character. Pedestrian, bicycle and transit options will be prioritized over automobiles.

Every neighborhood will be a desirable place to live, with safe streets, extensive tree canopy, a range of housing choices, mixed-use neighborhood centers, great schools, parks and recreation facilities, and convenient connections to jobs, services, and nature. Every resident will feel the freedom to walk and bike safely and comfortably. Sacramento's neighborhoods will be affordable and inclusive, and every resident will have the opportunity to thrive.

As California's capital, Sacramento will continue to be a primary center for government, employment, education, and culture. The city's economy will continue to strengthen, diversify, and participate in changing global industries.

Sacramento will be a leader in bold, equitable climate action and the green economy, taking steps to cut waste, pollution, and carbon emissions. Through its continued progress toward Sacramento's 2045 climate neutrality goal, the city will also achieve other, interconnected goals: healthy, climate-safe homes, green spaces and tree canopy for all, an efficient zero-emissions transportation system, clean air, and a thriving, sustainable economy. Recognizing the future challenges of climate change, Sacramento will build resilience for all its communities, especially the most vulnerable.

Sacramento will ensure that residents of all ages and abilities have access to a range of reliable, environmentally responsible transportation options. Sacramento will invest in its aging infrastructure and prioritize carbon-neutral transport, and will have clean air, water, and "complete" streets. Sacramento will also invest in its human capital today, prioritizing investment in youth, the adults and leaders of 2040.

Sacramento will ensure the just and equitable treatment of all neighborhoods and people, address historical inequities, and ensure broad community participation and ownership in public processes, as well as accountability in implementing plans. Sacramento will continue to celebrate its cultural and ethnic diversity

and will foster the arts, protect historic, cultural, and natural resources, and cultivate its extensive urban forest, parks and riverways.

General Plan Organization

The 2040 General Plan addresses the eight state-mandated topics as well as several additional topics of local importance. The 2021-2029 Housing Element, which fulfills the state requirement for a certified housing element, was adopted in 2021 and published separately. The General Plan is organized into four parts, as follows:

PART 1: INTRODUCTION TO THE 2040 GENERAL PLAN AND SUSTAINABILITY AND EQUITY

- **Introduction.** The Introduction contains the General Plan's vision and guiding principles and an overview of its organization, and describes Sacramento's regional location and planning boundaries, the planning process, how the 2040 General Plan relates to other plans and regulations, and how to use, revise, and amend the plan. This chapter also includes a policy index intended as a navigational aid to help users find policies and actions on key topics and themes quickly and easily.
- **Sustainability and Equity.** This section discusses two themes that are integral to the 2040 General Plan and are woven throughout the General Plan: sustainability and equity. It includes a summary of key initiatives the City has already undertaken to address these themes. It also identifies a series of indicators that can be used to monitor toward the community wide objectives of the General Plan and help ensure that growth contributes incrementally to a more sustainable and equitable city.

PART 2: CITYWIDE GOALS AND POLICIES

The eight topical elements of the General Plan set out citywide goals and policies are as follows:

- **Land Use and Placemaking.** This Element combines land use, a required topic by state law, and an additional topic that is a closely related priority for the community: placemaking. This Element describes the existing land use pattern and provides an explanation of the General Plan's approach to citywide growth, presenting policies and standards for land use designations and development intensities, urban design, green building, arts, culture, and placemaking.
- **Historic and Cultural Resources.** This Element covers historic and cultural resources, which is a topic of local importance. This Element describes preservation efforts to date, and presents policies for the preservation, adaptation, and reuse of historic and cultural resources.
- **Economic Development.** This Element addresses a topic of local importance, providing an overview of the population and employment context in Sacramento, and outlining goals and policies to foster a dynamic local economy, innovation, business resilience, and inclusive economic development.
- **Environmental Resources and Constraints.** This Element satisfies the legal requirements for addressing the topic of noise and identifies noise sources, quantifies future noise levels through a contour map, and establishes measures to address noise issues. It addresses the requirements for the conservation, including water, energy, vegetation, wildlife, and air to improve the environmental well-being of the community. It also addresses Safety Element requirements for

community protection from wildfires, flooding, seismic events, dam inundation, and climate change.

- **Environmental Justice.** This Element satisfies the legal requirements in planning for "disadvantaged communities" identified under Senate Bill (SB) 535 (2012, De Leon). Consistent with SB 1000 (2016), this element addresses the topics of air quality and pollution exposure; safe and sanitary homes; healthy food access; and civic engagement and investment prioritization.
- **Mobility.** The Element satisfies the statutory requirements for the general plan circulation element in part, providing a circulation diagram that identifies the city's major transportation routes and thoroughfares ~~and transportation routes~~ as well as a policy framework that seeks to balance walking, bicycling, transit service, and driving within an equitable, sustainable multimodal circulation system. It also addresses the regional movement of people and goods by road, rail, and air.
- **Public Facilities and Safety.** This Element satisfies legal requirements for public safety related to urban fires as well as the location and extent of public utilities, including water, sewer, stormwater, and electricity. This Element also provides background information and a policy framework related to police and fire services, schools, and libraries.
- **Youth, Parks, Recreation, and Open Space.** This Element satisfies the legal requirements for addressing open space for environmental and scenic conservation, as well as topics of community importance: youth, parks, and recreation. It includes background information and policies relating to youth programs, parks and recreation, and open space conservation and access.

PART 3: COMMUNITY PLANS AND SPECIAL STUDY AREAS

Part 3 of the General Plan provides policy direction for ten Community Plan Areas and five Special Study Areas. This part of the General Plan contains policies and procedures for maintaining the Community Plans in a manner consistent with the citywide goals and policies. The introduction to Part 3 is organized as follows:

- Community Plans Overview
- Community Plan Organizing Goal and Policies
- Special Study Areas
- The ten Community Plans are as follows:
- Arden Arcade
- Central City
- East Sacramento
- Fruitridge/Broadway
- Greater Land Park
- North Natomas
- North Sacramento
- Pocket/Greenhaven
- South Area
- South Natomas

- The five Special Study Areas are as follows:
- Arden Arcade Study Area
- East Study Area
- Fruitridge-Florin Study Area
- Natomas Basin Study Area
- Town of Freeport Study Area

PART 4: ADMINISTRATION AND IMPLEMENTATION

The Administration and Implementation part of the General Plan contains procedures for maintaining and carrying out the General Plan in a systematic and consistent manner. The Administration and Implementation part of the General Plan is organized as follows:

- Introduction
- Implementation Programs
- General Plan Maintenance and Monitoring

APPENDICES

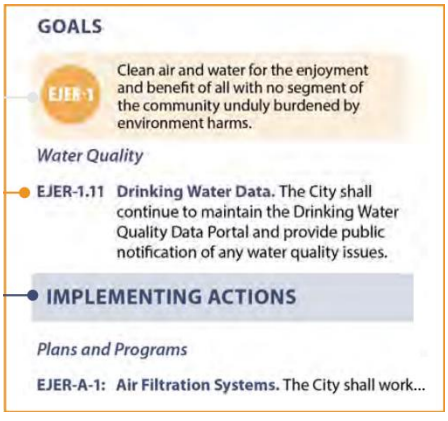
The following information is contained in Appendices A–C:

- Vision & Guiding Principles
- Glossary & Acronyms
- Photograph/Illustration Credits

POLICY STRUCTURE

Each element of this General Plan includes brief background information to establish the context for the goals and policies in the element. This background material is not a comprehensive statement of existing conditions. Each element also contains the goals, policies, and implementing actions that will be used by the City to guide future land use, development, and environmental protection decisions. Within this structure, Goals describe general desired results that the community seeks to create through the implementation of the General Plan. The Policies and Actions establish the "who," "how," and "when" for carrying out the "what" and "where" of Goals. Policies and implementing actions both support the Goals, described on the right.

- A **goal** is statement that describes a desired future condition or "end" state. Goals are intended to be broad statements of community aspirations.
- A **policy** is a clear and unambiguous statement that guides a specific course of action for decision-makers to achieve a desired goal. General Plan policies guide City staff and decision-makers in their review of land development projects and in decision-making about City actions.
- An implementing **action** is a measure, procedure, or technique intended to implement one or more policies to help reach a specified goal. Typically, an action is a discrete



item done once and completed. For implementing actions, this Plan lists both the timeframe and responsible department/agencies for implementation.

How to Use the General Plan

The City's General Plan is intended for use by all members of the community including residents, businesses, developers, City staff, and decision-makers. The organization of the 2040 General Plan allows users to find topics or sections that interest them and to quickly review City policies; although, users should be aware that the policies throughout all elements are interrelated and should be examined comprehensively and must be considered together when making planning decisions.

For Sacramento residents, the General Plan indicates the general types of uses that are permitted throughout the city, the long-range plans and actions that may affect neighborhoods, and the policies the City will use to evaluate development applications. The General Plan indicates how the City will attract businesses that provide goods and services to meet daily needs and new jobs that are closely matched to educational skills and that lessen the need to commute. The General Plan informs residents how the City plans to improve mobility and transportation infrastructure, continue to provide adequate public services, and protect valued open spaces and environmental resources. Cumulatively, the General Plan identifies the actions the City will take to foster a more sustainable, equitable, and prosperous city for all.

For Sacramento businesses, the General Plan outlines the measures the City will take to protect investments and encourage future success. Expectations for the city's business areas are spelled out, while policies ensure that business operations will be compatible with other businesses and nearby residential areas.

For developers within the city, or those moving homes or businesses to the city, the General Plan introduces the community, provides background information, and outlines development regulations. It is important to review all maps and policies throughout this General Plan and the Sacramento Planning and Development Code to get a complete perspective on how and where development may take place.

The General Plan is also a tool to help City staff, the Planning & Design Commission, other boards and commissions, and the City Council make land use and public investment decisions. Future development decisions must be consistent with the General Plan. Finally, the General Plan is also intended to help other public agencies, from the California Department of Transportation (Caltrans) to the Sacramento Area Council of Governments (SACOG), to local school districts, as they contemplate future actions in and around Sacramento.

POLICY INDEX

Many of the issues central to the 2040 General Plan cut across topics and, as such, are addressed in more than one Element. To help the user find policies and implementing actions related to these central themes quickly and easily, **Table 1-2** summarizes them in an index organized by central themes. Under each topic, the related policy/action number is shown at left, with a short description of the policy/action content at right. Policy/Action numbers are keyed to the Element in which they appear.

Table 1-2: Policy Index

NUMBER	*DESCRIPTION*
Active Transportation Network	
LUP-1.1	Compact Urban Footprint
LUP-2.2	Interconnected City
LUP-2.5	Design for Connectivity
LUP-4.1	Transit-Supportive Development
LUP-4.9	Enhanced Pedestrian Environment
LUP-4.10	Multi-Modal Access
LUP-5.2	Shopping Centers as Focal Points
LUP-5.3	Mixed-Use Neighborhood Centers
LUP-8.1	Unique Sense of Place
LUP-8.9	People-Friendly Design
AA-LUP-1	Cal Expo
CC-LUP-8	Temporary Alley Closures
ES-LUP-1	Sacramento State Connections
SA-LUP-4	Corridor Revitalization
~~ES-M-1~~	~~Sacramento State Pedestrian Connections~~
~~ES-TV-2~~	~~Local Mobility Improvements~~
M-1.1	Street Classification System
M-1.2	User Prioritization
M-1.3	Healthy Transportation System Options
M-1.4	Designing to Move People
M-1.5	Street Design Standards
M-1.6	Transit Integration
M-1.7	Fine-Grained Network
M-1.8	Vacation of Public Right-of-Way
M-1.11	Increase ~~Bicycling~~Bicycling and Walking
M-1.12	Light Rail Transit (LRT) Station Access Improvements
M-1.13	Walkability
M-1.14	Walking Facilities
M-1.15	Improve Walking Connectivity
M-1.16	Barrier Removal
M-1.17	Improve ~~Bicycling~~Bicycling Connectivity
M-1.18	Bicycling Safety
M-1.19	Walking Safety
M-2.9	Advocacy and Events
M-2.10	Curbside Management
M-3.2	Street Design
M-4.1	Application of Safety
M-4.2	Safer Driving Speeds

Table 1-2: Policy Index

NUMBER	*DESCRIPTION*
M-4.3	Vision Zero
M-4.4	Collaborative Safety Solutions
M-4.5	Safety-Related Training
M-4.8	Detour Facilities
M-4.9	Safe Routes to School
M-A.7	Roadway Reallocations
M-A.9	Transportation Demand Management (TDM) Ordinance
ES-M-1	Sacramento State Pedestrian Connections
ES-TV-2	Local Mobility Improvements
NS-M-1	Roadway Reallocations
NS-M-3	Bicycle Resources
PG-M-1	Transit Connections
SA-M-1	Roadway Reallocations
~~SN-M-3~~	~~Roadway Reallocations~~
SN-M-~~4~~3	American River Parkway Connections
YPRO-1.15	Path Connections
YPRO-1.16	River Parkways
YPRO-2.3	School Facilities
YPRO-2.4	Library Services
YPRO-3.3	Health Programming and Events
ES-YPRO-2	Two Rivers Trail
FB-YPRO-3	Granite Regional Park Pedestrian Access
FB-YPRO-4	George Sim Park Access
LP-YPRO-3	City ~~Cemetary~~Cemetery Pedestrian Access
SA-YPRO-2	Franklin Boyce Park Access
SA-YPRO-3	Joint Use Agreements
SN-YPRO-6	Connections to East Levee Road Trails
Aesthetics	
LUP-4.6	Compatibility with Adjoining Uses
LUP-4.7	Visual and Physical Character
LUP-4.15	Vacant Property
LUP-4.16	Compatibility Between Light Industrial and Residential Uses
LUP-5.1	Evolving Regional Commercial Centers
LUP-6.5	Neighborhood Form
LUP-6.5	Established Neighborhoods
LUP-6.7	Architectural Variations
LUP-7.5	Industrial Aesthetics

Table 1-2: Policy Index

NUMBER	*DESCRIPTION*
LUP-8.1	Unique Sense of Place
LUP-8.6	Prominent Corner Architecture
LUP-8.7	Distinctive Urban Skyline
LUP-8.8	Iconic Sense of Place
LUP-8.9	People-Friendly Design
LUP-8.10	Responsiveness to Context
LUP-8.11	Neighborhood and Transitions
LUP-8.13	Continuity of Streetscape Design
LUP-8.14	Streetscape Beautification
LUP-8.15	Setbacks from Rivers and Creeks
SN-LUP-5	Riverfront Landscaping
LUP-A-.10 12	Design Guidelines Update
NN-LUP-2	Town Commercial Center Placemaking
NN-LUP-8	Open Space Buffers
SN-LUP-2	Northgate Boulevard Placemaking
PG-ED-1	Freeport Boulevard Revitalization
HCR-1.7	Contextual Features
HCR-1.3	Compatibility with Historic Context
HCR-1.1	Preservation of Historic and Cultural Resources, Landscapes, and Site Features and Landscaping
HCR-1.11	Energy Retrofits of Historic Resources
YPRO-1.24	Welcoming Amenities
YPRO-1.26	Maintenance of Existing Facilities
SN-YPRO-6	Connections to East Levee Road Trails
NN-YPRO-3	Park Placemaking
Air Quality	
LUP-1.1	Compact Urban Footprint
LUP-1.7	Regional Growth Strategy
LUP-6.12	Reconnecting Communities
HCR-1.19	Access to Energy Retrofits
ERC-4.1	Regional Coordination
ERC-4.2	Air Quality Awareness
ERC-4.3	Project Design
ERC-4.4	Sensitive Uses
ERC-4.5	Construction Emissions
ERC-4.6	Gas-Powered Landscaping Equipment
ERC-4.7	Operational Emissions
ERC-10.8	Alternative Paving Materials
ERC-A.6	Landscape Maintenance Ordinance

Table 1-2: Policy Index

NUMBER	*DESCRIPTION*
~~AA-EJ-1~~	~~Tree Planting In Parking Lots~~
EJ-1.1	Air Quality Monitoring
EJ-1.2	Community Air Protection
EJ-1.3	Data-Informed Efforts
EJ-1.4	Impact Assessment
EJ-A.2	Air Filtration Systems
EJ-A.4~~5~~	Amortization ~~Ordinace~~Ordinance
EJ-A.~~5~~6	Performance Zoning
AA-EJ-1	Tree Planting in Parking Lots
M-1.27	Electric Vehicle (EV) Strategy
M-1.28	Zero-Emission Vehicle (ZEV) Capital
M-1.29	Shared Zero-Emission Vehicles (ZEVs)
M-1.30	Public Electric Vehicle (EV) Infrastructure Deployment
M-1.31	Private Electric Vehicle (EV) Infrastructure Deployment
M-1.33	Electric Vehicle (EV) Car Share and Electric Bike Share
M-1.34	Electric Mobility (E-Mobility) Hubs
M-1.35	Zero-Emission Vehicle (ZEV) First
M-1.36	Electric Vehicles in New Development
M-1.37	Electric Vehicle (EV) Charging in Existing Development
M-1.38	Electric Vehicles (~~Evs~~EVs), and Energy Resiliency
M-5.6	Goods Movement Facilities
M-5.7	Zero-Emission Fleets
M-5.8	Zero-Emission Delivery
M-5.12	Zero-Emission Aircraft
CC-M-2	Employee Parking
City-sponsored Educational Resources	
LUP-9.1	Cultural and Entertainment Centers
LUP-9.5	Arts Education
LUP-11.4	Community Education
HCR-1.3	Compatibility with Historic Context
HCR-1.4	Historic Districts
HCR-1.5	Historic Surveys and Context Statements
HCR-1.13	Indigenous Cultures
HCR-1.14	Archaeological, Tribal, and Cultural Resources
HCR-1.16	Endemic Traditions
HCR-1.17	Evaluation of Archeological Resources

Table 1-2: Policy Index

NUMBER	*DESCRIPTION*
HCR-A.4	Historic Context Statements and Survey
HCR-A.8	Conditions for Resource Discovery
HCR-A.9	Native American Cultural Resources
LP-HCR-1	Greater Land Park Historic Resources
NN-HCR-1	Preservation of the Witter Ranch Historic Farm
E-1.5	Technical Assistance
E-2.6	Sustainable Business Programs
E-2.7	Small Business/Startup Support
E-2.10	Business-to-Business Commerce
E-4.5	Labor Force Skills Development
E-4.8	~~Entrepeneurship~~Entrepreneurship and Social Enterprise Training
E.4.9	New Graduate Workforce Integration
E-A.1	Prioritizing Digital Skills Training
E-A.2	Aligning Education and Training
E-A.4	Paid and Volunteer Job Programs
E-A.4	Life-Long Learning
E-A.6	Workforce Preparedness Program
ERC-2.4	Native and Climate-Adapted Plants
ERC-2.5	Environmental Awareness
ERC-3.8	Public Education
ERC-4.2	Air Quality Awareness
ERC-5.5	Publicize Voluntary Programs
ERC-8.7	Extreme Heat Education
ERC-8.8	Heat Waves
ERC-A.2	Tree Education
ERC-A.3	CERT Training
EJ-1.10	Education
EJ-5.1	Equity Education
M-1.27	Electric Vehicle (EV) Strategy
M-2.6	Transit/Event Coordination
PFS-2.8	Emergency Preparedness Programs
PFS-5.7	Organic Waste Collection Services
YPRO-3.2	Health Information
AA-YPRO-1	Del Paso Regional Park Educational Programs
Climate Change Mitigation	
LUP-1.1	Compact Urban Footprint
LUP-4.13	Future-Ready Gas Stations
LUP-10.1	Existing Structure Reuse

Table 1-2: Policy Index

NUMBER	*DESCRIPTION*
LUP-10.2	Promote Green Buildings
LUP-11.1	Net--Positive Energy Future
LUP-11.2	Balanced Local Water Cycle
LUP-11.7	Building Materials
LUP-11.8	Construction Processes
LUP-11.9	Product Circularity
LUP-11.10	Demonstration and Leadership
LUP-A-.57	Sustainability and DeCcarbonization Standards
LUP-A-.810	Planning and Development Code Update
HCR-1.11	EnergeyEnergy Retrofits of Historic Resources
ERC-2.2	Biological Resources
ERC-2.3	Onsite Preservation
ERC-2.4	Native and Climate-Adapted Plants
ERC-2.13	Climate Change-related Habitat Shifts
ERC-2.14	Climate Change-related Habitat Restoration and Enhancement
ERC-3.10	Parking Lot Shading
ERC-3.11	Planting
ERC-5.56	Renewable Energy
ERC-9.1	Communitywide GHG Reduction
ERC-9.2	Additional GHG Emissions Program
ERC-9.3	Lead by Example in Design of Buildings
ERC-9.4	Carbon-Neutral Buildings
EJ-3.2	Supplemental Funding Sources for Building Rehabilitation
EJ-3.4	Healthy Environment
PFS-3.2	Utility Sustainability
PFS-3.9	Methane Recovery
YPRO-1.20	Sustainable Design
SA-YPRO-06	Food-Anchored Resiliency Hubs
Community Engagement and Collaboration	
LUP-1.12	Deed Notice
LUP-5.2	Shopping Centers as Focal Points
LUP-9.3	Assembly Facilities and Event Centers
LUP-11.5	Human-Ecosystems Connection
LUP-11.6	Community Connections
LUP-A.3-4	Fruitridge-Florin Annexation
EJ-A.4	Community-Led Planning
CC-LUP-2	Local Retail

Table 1-2: Policy Index

NUMBER	*DESCRIPTION*
CC-LUP-3	Old Sacramento Waterfront Community Uses
CC-LUP-4	Old Sacramento Retail Visioning
CC-LUP-7	Old Sacramento Cultural Arts District
NS-LUP-1	Del Paso Boulevard Activation and Placemaking Improvements
NS-LUP-2	Del Paso Creative Activation
NS-LUP-3	Engage North of I-80
SA-LUP-13	Coordination
PG-ED-1	Freeport Boulevard Revitalization
HCR-1.6	Early Project Consultation
HCR-1.13	Indigenous Cultures
HCR-1.15	Treatment of Native American Human Remains
HCR-1.16	Endemic Traditions
HCR-1.17	Evaluation of Archeological Resources
E-1.6	Growth in Opportunity Areas
E-2.2	Access to Capital
E-2.3	Neighborhood Development Action Team
E-2.8	Public Procurement
E-2.9	Local Pilot Projects
E-2.10	Business-to-Business Commerce
E-A.4	Paid and Volunteer Job Programs
E-A.4	Life-Long Learning
E-A.6	Workforce Preparedness Program
E-A.7	Development Incentives
ERC-1.1	Clean Water Programs
ERC-4.2	Air Quality Awareness
ERC-5.5	Publicize Voluntary Programs
EJ-1.2	Community Air Protection
EJ-1.9	Household Hazardous Waste Collection Programs
EJ-2.3	Open Air Food Sales
EJ-2.4	Expanded Reach of Food Distribution
EJ-2.5	Food Assistance Programs
EJ-2.6	Food Recovery Program
EJ-2.7	Partner with Farmers
EJ-2.11	Home-Based Food Enterprises
EJ-2.13	Public-Private Partnerships
EJ-2.17	Healthy Food Promotion
EJ-2.18	Youth Food Literacy
EJ-2.19	Farm-to-Fork

Table 1-2: Policy Index

NUMBER	*DESCRIPTION*
EJ-4.1	Meaningful Relevant Engagement
EJ-4.2	Innovative Methods
EJ-4.3	Community Partners
EJ-4.4	Capacity Building
EJ-4.5	Increasing Participation of Underserved Communities
EJ-4.6	Community Oversight
EJ-4.7	Sustained Engagement
EJ-4.8	Community Ownership and Accountability
EJ-A.1	Retailer Incentive Program
NS-EJ-1	Neighborhood Clean Up
NS-EJ-2	Tree Planting
M-2.2	Wider Participation
M-2.5	On-Site Childcare
M-2.6	Transit/Event Coordination
M-2.9	Advocacy and Events
M-4.4	Collaborative Safety Solutions
M-A.2	Online Truck Maps
PFS-1.2	Community-Based Policing
PFS-1.3	Communication with Residents and Businesses
PFS-1.4	Community Programs
PFS-2.9	Neighborhood Preparedness
PFS-6.1	Access and Availability
PFS-6.2	Public/Private Collaboration
SA-PFS-2	Community Relations
YPRO-1.14	Collaborative Efforts
YPRO-1.22	Community Input
YPRO-1.27	Volunteer Programs
YPRO-2.6	Community Partnerships
YPRO-3.3	Health Programming and Events
YPRO-3.4	Activity Programming
YPRO-A.1	Youth, Parks, & Community Enrichment (YPCE) Parks Plan Update
YPRO-A.2	Park Audits
YPRO-A.5	~~Gang Reduction~~Violence Prevention and Youth Development
CC-YPRO-3	Sacramento River Waterfront Recreation and Access
LP-YPRO-1	William Land Park Improvements
LP-YPRO-2	Zoo Site Redevelopment

Table 1-2: Policy Index

NUMBER	*DESCRIPTION*
~~NN-YPRO-3~~	~~Park Placemaking~~
SA-YPRO-~~0~~6	Food-Anchored Resiliency Hubs
Environmental Hazards	
LUP-8.15	Setbacks from Rivers and Creeks
NN-LUP-8	Open Space Buffers
HCR-1.9	Disaster Preparedness
HCR-1.19	Access to Energy Retrofits
HCR-A.1	Preservation Emergency Response
HCR-A.5	Post-Disaster Plan
ERC-6.1	Protection from Flood Hazards
ERC-6.2	Flood Management Planning Coordination
ERC-6.3	~~Floodplain~~ Floodway Capacity
ERC-6.4	Floodplain Requirements
ERC-6.5	Community Rating System
ERC-6.6	Flood Regulations
ERC-6.7	Flood Hazard Risk Evaluation
ERC-6.8	Interagency Levee Management
ERC-6.9	Levee and Floodway Encroachment Permit
ERC-6.10	Levee Setbacks for New Development
ERC-6.11	Unobstructed Access to Levees
ERC-6.12	Flood Risk Notification
ERC-7.1	Expansive Soils and Liquefaction
ERC-7.2	Seismic Stability
ERC-8.1	Cooling Design Techniques
ERC-8.2	Large Heat Islands
ERC-8.3	Urban Heat Pilots
ERC-8.4	Municipal Cool Roof Retrofits
ERC-8.5	Cool Libraries
ERC-8.6	Heat-Reducing Public Amenities
ERC-8.7	Extreme Heat Education
ERC-8.8	Heat Waves
ERC-8.9	Cooling Centers
ERC-A.3	CERT Training
ERC-A.4	Heat Reduction in the Public Realm
Ej-1.5	Compatibility with Hazardous Materials Facilities
EJ-1.6	Risk from Hazardous Materials Facilities
EJ-1.7	Transportation Routes
EJ-1.8	Site Contamination
EJ-1.9	Household Hazardous Waste Collection Programs

Table 1-2: Policy Index

NUMBER	*DESCRIPTION*
EJ-1.10	Education
PFS-1.6	Fire Prevention Programs and Suppression
PFS-1.7	Water Supply for Fire Suppression
PFS-1.8	Fire Hazards
PFS-1.13	Development Fees for Facilities and Services
PFS-1.14	Development Review
PFS-2.1	Hazard Mitigation Planning
PFS-2.2	Critical Infrastructure
PFS-2.3	Evacuation Routes
PFS-2.4	Post-Disaster Response
PFS-2.5	Communitywide Resilience
PFS-2.6	Emergency Operations Center
PFS-2.7	Emergency and Disaster Preparedness Exercises
PFS-2.8	Emergency Preparedness Programs
PFS-2.9	Neighborhood Preparedness
PFS-2.10	Sacramento Alert
PFS-A.1	Fire Department Strategic Plan
PFS-A.2	Police Master Strategic Plan
NS-PFS-1	Western Avenue Detention Pond
NS-~~PSF~~PFS-2	Historic Magpie Creek
NS-~~PSF~~PFS-4	Historic Magpie Creek Channel Modifications
NS-~~PSF~~PFS-5	Historic Magpie Creek Material Replacement
NS-~~PSF~~PFS-6	Historic Magpie Creek Enhancement
NS-~~PSF~~PFS-7	Historic Magpie Creek Support
SA-PFS-6	Flood Control Improvements
SA-YPRO-5	Laguna Floodplain Open Space
Equitable Access to Facilities, Services, and Amenities	
LUP-2.8	Co-Location of Community Facilities
LUP-2.9	Expanded Emergency Care Facilities
LUP-6.12	Reconnecting Communities
LUP-A.6	Future High-Frequency Transit Routes
NS-LUP-3	Engage North of I-80
SA-LUP-11	Jacinto Creek Development
E-1.6	Growth in Opportunity Areas
E-2.1	Investments for Inclusive, Equitable Growth
E-2.3	Neighborhood Development Action Team
E-2.4	Access to Labor and Jobs
E-3.5	Local Business Coordination
E-A.4	Paid and Volunteer Job Programs

Table 1-2: Policy Index

NUMBER	*DESCRIPTION*
E-A.4	Life-Long Learning
ERC-1.1	Clean Water Programs
ERC-1.5	Drinking Water Data
ERC-1.19	Access to Energy Retrofits
ERC-2.5	Environmental Awareness
ERC-3.8	Public Education
ERC-4.2	Air Quality Awareness
ERC-5.3	Water Efficiency Training
ERC-5.5	Publicize Voluntary Programs
ERC-6.5	Community Rating System
ERC-8.6	Heat-Reducing Public Amenities
ERC-A.2	Tree Education
ERC-A.3	CERT Training
EJ-A.4	Community-Led Planning
EJ-A.~~8~~9	Community Input Database
M-1.9	Equitable Processes and Outcomes
M-1.25	First/Last-Mile Solutions
PFS-2.9	Neighborhood Preparedness
YPRO-1.10	Parkland Access Standard
YPRO-1.11	Enhancing Access to Parks
YPRO-1.12	Parks Programming
YPRO-2.1	Access to Quality Public Facilities and Programs
YPRO-2.3	School Facilities
YPRO-2.4	Library Services
YPRO-3.5	Youth Participation
YPRO-A.2	Park Audits
YPRO-A.3	Mobile ~~Health~~ Wellness Clinics
YPRO-A.4	Youth Internships
NN-YPRO-2	Organized Sports and Recreational Facilities
SN-YPRO-6	Connections to East Levee Road Trails
Healthy Built Environment	
LUP-1.1	Compact Urban Footprint
LUP-1.10	Adjacent Development
LUP-2.1	Overall Balance of Uses
LUP-4.14	Elimination of Parking Minimums
LUP-4.16	Compatibility Between Light Industrial and Residential Uses
LUP-5.2	Shopping Centers as Focal Points
LUP-6.1	Neighborhoods as a Basic Unit

Table 1-2: Policy Index

NUMBER	*DESCRIPTION*
LUP-6.9	Design Around Open and Green Space
LUP-6.12	Reconnecting Communities
LUP-7.1	Heavy Industry
LUP-8.1	Unique Sense of Place
LUP-8.9	People-Friendly Design
LUP-8.10	Responsiveness to Context
LUP-11.3	Local Human and Ecological Context
LUP-A.6	Future High-Frequency Transit Routes
NN-LUP-7	Landscape Freeway Buffers
NN-LUP-8	Open Space Buffers
NN-LUP-9	Easements in Buffer Areas
SA-LUP-10	Industrial Relocation
~~Sn~~SN-LUP-4	Drive-through Commercial
HCR-1.10	Demolition
HCR-1.19	Access to Energy Retrofits
ERC-2.2	Biological Resources
ERC-2.3	Onsite Preservation
ERC-2.4	Native and Climate-Adapted Plants
ERC-3.1	Urban Forest Plan
ERC-3.2	Tree Canopy ~~Extension~~Expansion
ERC-3.3	Tree Protection
ERC-3.4	Private Streets
ERC-3.5	Tree List
ERC-3.6	Urban Forest Maintenance
ERC-3.7	Trees of Significance
ERC-3.8	Public Education
ERC-3.9	Watering and Irrigation
ERC-3.10	Parking Lot Shading
ERC-3.11	Planting
ERC-4.1	Regional Coordination
ERC-4.2	Air Quality Awareness
ERC-4.3	Project Design
ERC-4.4	Sensitive Uses
ERC-4.5	Construction Emissions
ERC-4.7	Operational Emissions
ERC-8.1	Cooling Design Techniques
ERC-8.2	Large Heat Islands
ERC-8.3	Urban Heat Pilot Projects
ERC-8.4	Municipal Cool Roof Retrofits

Table 1-2: Policy Index

NUMBER	*DESCRIPTION*
ERC-8.5	Cool Libraries
ERC-8.6	Heat-Reducing Public Amenities
ERC-8.7	Extreme Heat Education
ERC-8.8	Heat Waves
ERC-8.9	Cooling Centers
ERC-9.12	Regenerative Food System
ERC-10.1	Exterior Noise Standards
ERC-10.2	Noise Source Control
ERC-10.3	Interior Noise Standards
ERC-10.4	Interior Noise Review for Multiple, Loud, Short-Term Events
ERC-10.5	Interior Vibration Standards
ERC-10.6	Effects of Vibration
ERC-10.7	Vibration
ERC-10.8	Alternative Paving Materials
ERC-10.9	Construction Noise Controls
ERC-10.10	Airport Land Use Compatibility
ERC-10.11	Hazardous Noise Protection
ERC-A.7	Cooling Landscape Standards
EJ-2.1	New Healthy Food Grocers
EJ-2.2	Grocery Access
EJ-2.8	Community and Home Gardening
EJ-2.9	Urban Agriculture in New Development
EJ-2.10	Urban Agriculture Incentive Zone
EJ-2.11	Home-Based Food Enterprises
EJ-2.15	Limit ~~Food Swaps~~Unhealthy Food Establishments
EJ-2.16	Discourage Unhealthy Uses
EJ-3.2	Supplemental Funding for Sources for Building Rehabilitation
EJ-3.3	Healthy Homes
EJ-3.4	Healthy Environment
M-1.2	User Prioritization
M-1.3	Healthy Transportation System Options
M-1.11	Increasing Bicycling and Walking
M-1.13	Walkability
M-1.14	Walking Facilities
M-1.15	Improve Walking Connectivity
M-1.16	Barrier Removal
M-1.17	Improve Bicycling Connectivity
M-1.18	Bicycling Safety

Table 1-2: Policy Index

NUMBER	*DESCRIPTION*
M-1.19	Walking Safety
M-4.1	Application of Safety
M-4.2	Safer Driving Speeds
M-4.3	Vision Zero
M-4.4	Collaborative Safety Solutions
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FB-YPRO-2	Army Depot Park
FB-YPRO-5	Morrison Creek Project
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SN-YPRO-1	Gardenland Park Access
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ERC-2.6	Wetland Protection
ERC-2.7	Annual Grasslands
ERC-2.8	Wildlife Corridors
ERC-2.9	Habitat Assessments
ERC-2.10	Agency Coordination
ERC-2.11	Natomas Basin Habitat Conservation Plan
ERC-2.12	Support Habitat Conservation Plan Efforts
ERC-2.13	Climate Change-related Habitat Shifts
ERC-2.14	Climate Change-related Habitat Restoration and Enhancement
ERC-3.10	Parking Lot Shading
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ERC-9.7	Emergency Power
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ERC-9.9	Onsite Alternative Energy Creation
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M-1.30	Public Electric Vehicle (EV) Infrastructure Deployment
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M-1.33	Electric Vehicle (EV) Car Share and Electric Bike Share
M-1.34	Electric Mobility (E-Mobility) Hubs
M-1.35	Zero-Emission Vehicle (ZEV) First
M-1.36	Electric Vehicles in New Development
M-1.37	Electric Vehicle (EV) Charging in Existing Development
M-1.38	Electric Vehicles (EVs) and Energy Resiliency
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M-2.4	Shared Shuttles
M-2.5	On-Site Childcare
M-2.6	Transit/Event Coordination
M-2.14	Parking Supply
M-2.15	Incentives for Zero-Emission Vehicles (ZEVs)
M-2.16	Shared Parking
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M-2.18	Technology to Optimize Parking Utilization
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LUP-4.15	Vacant Property
LUP-5.3	Mixed-Use Neighborhood Centers
LUP-5.4	Neighborhood Shopping Center Revitalization
LUP-6.2	Range of Residential Development Intensities
LUP-6.3	Variety of Housing Types
LUP-6.6	New Growth Neighborhoods
LUP-7.4	Live/Work Options
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SA-LUP-5	Florin Road Reinvestment and Economic Development
SA-LUP-12	Mixed-Use Corridor
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PFS-A.3	Sewer Long Range Plan Updates
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YPRO-1.25	Municipal Golf Courses
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HCR-2.6	Coordination with Other Entities
HCR-A.2	Heritage Tourism Plan
E-2.8	Public Procurement
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ERC-1.2	Clean Watershed
ERC-2.6	Wetland Protection
ERC-2.7	Annual Grasslands
ERC-2.9	Habitat Assessments
ERC-2.10	Agency Coordination
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EJ-2.2	Grocery Access
EJ-3.1	Resource Optimization
EJ-3.2	Supplemental Funding for Sources for Building Rehabilitation
EJ-3.3	Healthy Homes
EJ-A.~~10~~11	Healthy Food Initiatives ~~Leadership~~Partnership
M-2.4	Shared Shuttles
M-2.6	Transit/Event Coordination
M-2.7	Free or Discounted Transit Passes
M-2.9	Advocacy and Events
M-5.10	Aviation Facilities
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PFS-1.3	Communication with Residents and Businesses
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PFS-3.1	Provision of Adequate Facilities
NN-PFS-1	Coordinate with Other Agencies
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LUP-5.6	Local Business Preservation
LUP-6.12	Reconnecting Communities
LUP-9.1	~~Cultutral~~Cultural and Entertainment Centers
LUP-9.7	Anti-Displacement Strategies
LUP-A.2	Local Bonus Program
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HCR-1.13	Indigenous Cultures
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E-2.4	Access to Labor and Jobs
E-2.5	Opportunity Zones
E-2.7	Small Business/Startup Support
E-4.2	Inclusive Economic Development Investments
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E-A.4	Life-Long Learning
E-A.6	Workforce Preparedness Program
ERC-2.5	Environmental Awareness
ERC-5.1	~~Careful Stewardship and Efficient Consumption of Water and Energy~~Active Water Conservation Program
ERC-8.6	Heat-Reducing Public Amenities
EJ-1.1	Air Quality Monitoring
EJ-1.2	Community Air Protection
EJ-1.3	Data-Informed Efforts
EJ-2.1	New Healthy Food Grocers
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EJ-2.3	Open Air Food Sales
EJ-2.4	Expanded Reach of Food Distribution
EJ-2.5	Food Assistance Programs
EJ-2.10	Urban Agriculture Incentive Zone
EJ-2.11	Home-Based Food Enterprises
EJ-2.14	Financial Incentives
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EJ-2.17	Healthy Food Promotion
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EJ-2.20	Evaluating Health Impacts
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EJ-3.2	Supplemental Funding for Sources for Building Rehabilitation
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EJ-4.6	Community Oversight
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EJ-5.6	Embedding Racial Equity
EJ-A.4	Community-Led Planning
EJ-A.~~6~~7	Healthy Food Zoning
M-1.10	Community Engagement
PFS-6.5	Broadband Access
PFS-6.6	Net Neutrality
YRPO-1.3	Parkland Service Standard
YPRO-1.24	Welcoming Amenities
YPRO-A.3	Mobile ~~Health~~ Wellness Clinics
YPRO-A.7	Performance-Based Prioritization
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LUP-7.4	Live/Work Options
LUP-9.1	Cultural and Entertainment Centers
LUP-9.3	Assembly Facilities and Event Centers
LUP-7.6	Industrial Conversion
PG-LUP-1	Town Centers
E-3.4	Shared Infrastructure
E-A.5	Cluster Development Strategy
ERC-9.6	Resiliency Hubs
M-1.32	Supportive Infrastructure in the Public Right-of-Way
M-1.34	Electric Mobility (E-Mobility) Hubs
M-2.11	Passenger Pick-Up/Drop-Off
M-2.16	Shared Parking
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M-A.6	Sacramento Valley Station Regional Governance Structure
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PFS-1.10	Cooperative Delivery of Services
PFS-3.11	Joint-Use Facilities
PFS-6.3	Co-Location
YPRO-1.7	Co-Located Joint-Use Facilities
YPRO-2.2	Co-Location of Community-Serving Facilities

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LUP-A.2	Local Bonus Program
NN-LUP-2	~~Town~~ Commercial Center Placemaking
SA-LUP-5	Florin Road Reinvestment and Economic Development
SN-LUP-3	Truxel Road Site Design
ERC-2.3	Onsite Preservation
ERC-3.4	Private Streets
ERC-3.11	Planting
ERC-4.3	Project Design
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ERC-9.4	Carbon-Neutral Buildings
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FB-ED-1	Development Incentives
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M-1.15	Improve Walking Connectivity
M-1.40	Contributions from New Development
M-3.4	Cul-de-Sacs
PFS-1.7	Water Supply for Fire Suppression
PFS-1.8	Fire Hazards
PFS-1.13	Development Fees for Facilities and Services
PFS-1.14	Development Review
PFS-3.6	Combined Sewer System Rehabilitation and Improvements
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LUP-5.3	Mixed-Use Neighborhood Centers
LUP-5.4	Neighborhood Shopping Center Revitalization
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LUP-5.6	Local Business Preservation
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LUP-A-~~.9~~11	Home Occupation Regulations
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CC-LUP-2	Local Retail
CC-LUP-3	Old Sacramento Waterfront Community Uses
CC-LUP-4	Old Sacramento Retail Visioning
CC-LUP-5	Old Sacramento Access and Views
CC-LUP-6	Old Sacramento River Views
CC-LUP-7	Old Sacramento Cultural Arts District
FB-LUP-2	Stockton Business Revitalization
FB-LUP-3	Light Industrial on Stockton Boulevard
FB-LUP-4	Army Depot Special Planning District
SA-LUP-3	Neighborhood Serving Land Uses Around Commercial Corridors
SA-LUP-6	South Area Food Culture
HCR-2.6	Coordination with Other Entities
HCR-3.3	Heritage Tourism
HCR-A.3	Education and Awareness
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E-1.2	Business Attraction and Expansion
E-1.3	Tradable Industries
E-1.4	Suitable Buildings and Sites
E-1.6	Growth in Opportunity Areas
E-1.7	Destination for Businesses
E-1.8	Economic Development Strategic Plan
E-1.9	Nighttime Economy
E-2.1	Investments for Inclusive, Equitable Growth
E-2.2	Access to Capital
E-2.5	Opportunity Zones
E-2.6	Sustainable Business Programs
E-2.7	Small Business/Startup Support
E-2.8	Public Procurement
E-2.9	Local Pilot Projects
E-3.3	Small Business Lending
E-3.5	Local Business Coordination
E-3.6	Economic Gardening
E-4.4	Local Business Needs Assessment
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EJ-2.1	New Healthy Food Grocers
EJ-2.7	Partner with Farmers
EJ-2.11	Home-Based Food Enterprises
Ej-2.12	Regional Food Hub
EJ-2.14	Financial Incentives
EJ-2.19	Farm-to-Fork
EJ-A.1	Retailer Incentive Program
FB-ED-2	Florins-Perkins Industrial Area
FB-ED-3	Local Business Sponsorship
FB-ED-4	Stockton Boulevard Business Participation
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M-2.2	Wider Participation
PFS-5.1	Solid Waste Reduction
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LUP-6.5	Established Neighborhoods
LUP-6.10	Care Facilities
LUP-9.5	Arts Education
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PG-LUP-1	Town Centers
E-4.6	Education and Training Systems
E-4.7	Barriers to Workforce Participation
E-4.8	~~Entrepeneurship~~Entrepreneurship and Social Enterprise Training
E-A.4	Life-Long Learning
ERC-9.6	Resiliency Hubs
EJ-2.2	Grocery Access
M-1.4	Designing to Move People
M-4.1	Application of Safety
M-4.2	Safer Driving Speeds
M-4.3	Vision Zero
YPRO-2.7	Child/Older Adult Care
YPRO-3.3	Health Programming and Events
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LUP-4.16	Compatibility Between Light Industrial and Residential Uses
LUP-7.2	Industrial Uses Along Rivers
LUP-7.3	Production, Distribution, and Repair
LUP-A.6	Future High-Frequency Transit Routes
HCR-1.19	Access to Energy Retrofits
ERC-1.1	Clean Water Programs
ERC-1.2	Clean Watershed
ERC-1.3	Runoff Contamination
ERC-1.4	Construction Site Impacts
ERC-2.1	Conservation of Water Resources in Open Space Areas
ERC-4.1	Regional Coordination
ERC-4.2	Air Quality Awareness
ERC-4.3	Project Design
ERC-4.4	Sensitive Uses
ERC-4.5	Construction Emissions
ERC-4.6	Gas-Powered Landscaping Equipment
ERC-5.2	Reducing Storm Runoff
ERC-9.1	Communitywide GHG Reduction
ERC-9.2	Additional GHG Emission Programs
ERC-9.12	Regenerative Food System
NN-ERC-1	Fisherman'' s Lake Buffer
NS-ERC-1	McClellan Heights and Park Homes Plan Noise Area
NS-EJ-1	Neighborhood Clean Up
EJ-1.1	Air Quality Monitoring
EJ-1.2	Community Air Protection
EJ-1.3	Data-Informed Efforts
EJ-1.4	Impacts Assessment
EJ-1.5	Compatibility with Hazardous Materials Facilities
EJ-1.6	Risks from Hazardous Materials Facilities
EJ-1.7	Transportation Routes
EJ-1.8	Site Contamination
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M-1.25	First/Last-Mile Solutions
M-1.26	Bus Stop Design
M-1.27	Electric Vehicle (EV) Strategy
M-1.28	Zero-Emission Vehicle (ZEV) Capital
M-1.29	Shared Zero-Emission Vehicles (ZEVs)
M-1.30	Public Electric Vehicle (EV) Infrastructure Deployment
M-1.31	Private Electric Vehicle (EV) Infrastructure Deployment
M-1.32	Supportive Infrastructure in the Public Right-of-Way
M-1.33	Electric Vehicle (EV) Car Share and Electric Bike Share
M-1.34	Electric Mobility (E-Mobility) Hubs
M-1.35	Zero-Emission Vehicle (ZEV) First
M-1.36	Electric Vehicles in New Development
M-1.37	Electric Vehicle (EV) Charging in Existing Development
M-1.38	Electric Vehicles (Evs) and Energy Resiliency
M-2.3	Vehicle Miles Traveled (VMT) as Metric
M-2.4	Shared Shuttles
M-2.5	On-Site Childcare
M-2.6	Transit/Event Coordination
M-2.14	Parking Supply
M-2.15	Incentives for Zero-Emission Vehicles (ZEVs)
M-2.16	Shared Parking
M-2.17	Parking Management Strategy
M-2.18	Technology to Optimize Parking Utilization
M-2.19	Optimizing Residential Utilization
M-5.7	Zero-Emission Fleets
M-5.8	Zero Emission Delivery
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M-A.5	Regional Vehicle Miles Traveled (VMT) Mitigation
M-A.9	Transportation Demand Management (TDM) Ordinance
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ERC-A.4	Heat Reduction in the Public Realm
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SN-LUP-2	Northgate Boulevard Placemaking
HCR-1.7	Contextual Features
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NS-M-4	Walking Improvements and Connections
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SN-M-4	American River Parkway Connections
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YPRO-2.3	School Facilities
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FB-YPRO-3	Granite Regional Park Pedestrian Access
FB-YPRO-4	George Sim Park Access
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SN-YPRO-3	Garden Highway Crossings
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ERC-1.4	Construction Site Impacts
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ERC-1.6	Groundwater -Management
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Youth	
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YPRO-2.3	School Facilities
YPRO-2.4	Library Services
YPRO-2.7	Child/Older Adult Care
YPRO-3.5	Youth Participation
YPRO-A.1	Youth, Parks, & Community Enrichment (YPCE) Parks Plan Update
YPRO-A.2	Park Audits
YPRO-A.4	Youth Internships
YPRO-A.5	~~Gang Reduction~~Violence Prevention and Youth Development
LP-YPRO-5	Pool Access
PG-YPRO-4	Pool and Neighborhood Center Access
SA-YPRO-~~0~~6	Food-Anchored Resiliency Hubs

2. SUSTAINABILITY AND EQUITY

Throughout the 2040 General Plan Update community outreach process, sustainability and equity emerged as the overarching themes. Sustainability and equity are the foundation of the 2040 General Plan. In November 2019, City Council adopted the guiding Vision of the General Plan which states, "In 2040, the City of Sacramento will be a national model of sustainable, equitable growth and community development." The goals, policies, actions, contained within this General Plan guides the commitment to sustainability and equity for the next 20 years.

Sacramento is poised to see significant growth over the next two decades; the city is projected to add over 69,000 new homes, 200,000 new residents, and 76,000 new jobs. A critical challenge will be managing this growth sustainably and equitably in ways that benefit the whole community, increasing opportunity and prosperity for all.

Local government plays an essential leadership role in protecting and enhancing the environment, economy, and social equity that are essential to the ability of communities to consistently thrive over time. As the urgency of the climate crisis accelerates, it will be essential to manage growth and facilitate investments in our community that minimize greenhouse gas (GHG) emissions while strengthening community resilience to the effects of climate change. Achieving the communitywide objectives of the 2040 General Plan will require the commitment and creativity of all Sacramentans and be dependent upon the broad-based collaboration of all of Sacramento's communities. Engaging all segments of the community — particularly traditionally underrepresented and marginalized groups — is essential to ensuring that sustainability and equity are inextricably intertwined.

This section provides a summary of several key City initiatives already underway to address sustainability and equity. It also identifies a series of indicators that can be used to monitor and evaluate the effectiveness of the General Plan in fostering a sustainable and equitable city. An index with specific policies related to all major topics, including sustainability and equity, can be found at the end of Chapter 1, Introduction.

DEFINING SUSTAINABILITY AND EQUITY

Sustainability means meeting the needs of the present without compromising the ability of future generations to meet their own needs. Sustainability is about sustaining and integrating how we manage the economy, environment, and social equity, to minimize, mitigate, and adapt to short- and long-term impacts on the environment and the quality of life for residents.

Regardless of one's identity, **equity** is when all people have just treatment, access to opportunities necessary to satisfy their essential needs, advance their well-being and achieve their full potential, while identifying and eliminating barriers that have prevented the full participation of some groups.

Recent City Initiatives

In recent years, the City has demonstrated its commitment to sustainability and equity. A few notable examples include:

- Establishment of City's Office of Diversity & Equity
- Formation of the City Council's Racial Equity Committee
- Establishment of the City's Office of Climate Action & Sustainability and the Climate Work Plan
- Development of an Inclusive Economic Development Strategy and Action Plan and formation of the Inclusive Economic and Community Development Investment Committee
- Establishment of the Neighborhood Development Action Team
- Preparation of a Climate Action and Adaptation Plan
- Early Climate Action implementation, including the adoption of a New Building Electrification Ordinance

1.1 Indicators

Indicators offer a way to measure progress toward our guiding vision in the General Plan, which states that, "In 2040, the City of Sacramento will be a national model of sustainable and equitable growth and community development." Regularly measuring progress on sustainability and equity indicators will help evaluate whether implementation of the General Plan has been contributing to a more sustainable and equitable city. Furthermore, the evaluation will provide insight for how the City might modify implementing actions to better achieve the community-wide objectives of the General Plan in a sustainable and equitable way.

Table 2-1 identifies a series of indicators that can be used to measure progress toward the vision for Sacramento in 2040 and to guide future policy decisions. For each indicator, the table shows the baseline against which progress will be measured and the target(s) to be achieved. The table also indicates how the metric will be calculated. To be effective, indicators should be relevant, easy to understand, reliable, and readily measurable. The indicators set forth in **Table 2-1** are generally measured using publicly available data sources – including data from City departments, regional agencies, various State offices, and the U.S. Census Bureau. These indicators will be tracked on an annual basis.

Each year, the City prepares a General Plan Progress Report to highlight accomplishments, report on current challenges, and measure the success of the General Plan in guiding the City toward its vision. Incorporating updated information on these General Plan indictors into the Annual Progress Report can be an effective way to report out on progress to decision-makers and community members.

Table 2-1: Indicators

Indicator	*Why It Matters*	*Baseline Data Source*	*Baseline*	*Target*
Mode Share	The single-occupant vehicle is the dominant mode of transportation in Sacramento, which leads to traffic congestion, air pollution, and GHG emissions that contribute to global warming. Amid growing climate and equity concerns, it is essential to incentivize and inspire a behavioral shift to other travel modes by working to make our roads safer, make transit service more frequent and reliable, and make active transportation modes like walking and bicycling more convenient and attractive.	Commute trips from US Census data, 2020	Drove alone: 71.9%, Carpooled: 10.1% Public transit (no taxi): 3.0% Walked: 3.0% Bicycle: 1.4% Worked from home: 8.9% Taxi, motorcycle, other: 1.4%	2030: Active Transportation mode share of 6% 2045: Active Transportation mode share of 12% 2030: Transit mode share of 11%
VMT Per Capita	Reducing vehicle miles travelled (VMT) means people will drive shorter distances and less often. Not only will this save Sacramentans time while reducing congestion and pollution, but it can also lead to better health outcomes. People who walk, cycle, or take transit instead of driving will get more exercise, and an increase in physical activity reduces the risk of chronic disease. Reducing VMT also reduces exposure to crashes and reduces the risk of injury and death.	SACSIM Transportation model, 2016	7,991 miles per person per year	2030: 6,393 miles per person per year 2045: 5,625 miles per person per year
Households with Zero Emission Vehicles	On-road transportation accounted for about 57 percent of Sacramento's total greenhouse gas emissions in 2016, so reducing transportation emissions is critical to achieving carbon neutrality. Because SMUD has committed to eliminate GHG emissions from their power	California Energy Commission, 2022	4,060 ZEVs sold in Sacramento	2025:11% ZEV registration rate 2030: 28% ZEV registration rate 2045:100% ZEV registration rate

Table 2-1: Indicators

Indicator	*Why It Matters*	*Baseline Data Source*	*Baseline*	*Target*
	supply by 2030, Zero Emission Vehicles (ZEVs), such as battery-electric, plug-in hybrid electric, and hydrogen fuel cell electric vehicles that do not produce polluting exhaust will provide a direct solution to auto-related emissions.			
Number of Public EV chargers	Nearly half of Sacramento residents are renters and those who live in multi-unit buildings may not have ready access to EV charging equipment or the ability to install it. Publicly available EV charging infrastructure is critical to ensuring broad based, equitable access to infrastructure that supports clean vehicle use.	US DOE Alternative Fuels Data Center, 2023	296 publicly accessible EV charging stations	2025: 3,230 public EV chargers in Sacramento 2030: 8,150 public EV chargers in Sacramento
Percent urban tree canopy in Disadvantaged Communities (DACs)	Sacramento ranks among the "greenest" cities in the world due to its extensive tree canopy, which has environmental, economic, and health benefits for local residents. Yet, canopy coverage is not uniform across the city (Map ERC-1) and neighborhoods with the least tree canopy are more likely to be home to lower-income communities of color. Particularly in view of projected significant increases in average summertime temperatures and Urban Heat Island impacts, expanding the tree canopy is important for building community resilience to the effects of climate change.	GIS analysis: Tree canopy cover raster averaged within DACs, 2018.	20.30%	2030: Urban Tree Canopy Cover of 25% 2045: Urban Tree Canopy Cover of 35%

Table 2-1: Indicators

Indicator	*Why It Matters*	*Baseline Data Source*	*Baseline*	*Target*
Healthy food access in DACs	Lack of access to healthy food resources can lead to a higher risk of obesity and diabetes. Hunger also makes it difficult to focus at school or work, and because food is one of the most basic needs, food insecurity can force people to make choices that place food above other necessities, like medicine or other basics. By and large, Sacramento neighborhoods have good access to healthy food, but neighborhoods without a grocery store, farmers market, or healthy food vendor within a half mile walking distance from home are disproportionately low-income neighborhoods of color (MAP EJ-4).	US Census data (tract level) and spatial analysis in GIS, 2022	77 Census tracts lacking a healthy food retail sales point within a half mile of home also have average household incomes that are lower than the citywide median and rate of poverty that are higher than the citywide median	2040: 20% reduction in the number of DACs lacking a healthy food retail sales point within a half mile of home
ParkScore Rating (rates Sacramento based on five characteristics of an effective park system: access, investment, acreage, amenities, and equity)	Regular physical activity and access to nature, leisure, and cultural options is linked to improved mood, reduced stress, and an enhanced sense of wellness in adults and children. In general, Sacramentans have access to a wide range of parks and recreational facilities close to home, but there are some neighborhoods – including lower income neighborhoods of color – where residents don't have walking access to a park within a half-mile of where they live (Map YPRO-1). Improving access for historically underserved residents in particular is an important part of the strategy for a sustainable and equitable Sacramento.	Trust for Public Land, 2022	59.3 points	2040: 69.4 points

Table 2-1: Indicators

Indicator	*Why It Matters*	*Baseline Data Source*	*Baseline*	*Target*
Infill Development in Corridors and Centers	Corridors and centers offer some of the best opportunities to accommodate infill development. An interconnected network of mixed-use corridors and centers with a range of housing, employment, educational, cultural, and recreational options is the cornerstone of a sustainable and equitable city. It will help diversify the housing supply and address affordability, while also supporting the vitality of local businesses, laying the foundation for high-frequency transit, and making it easier to get around without a car.	The targets for this indicator are measured in new development approved; reporting a baseline value is not applicable.		2040: 48,990 new housing units in corridors and centers 2040: 72,200 new jobs in corridors and centers.
Share of residents spending more than 30 percent of income on housing (housing burden)	High housing cost burden forces people to make trade-offs between paying the rent or mortgage and other daily essentials, like food, medical care, transportation, and bills. This undermines their economic security and overall well-being. Renters, older adults, people with disabilities, and people of color are more likely to experience housing burden. Addressing housing security is foundational for building an equitable city.	US Census data (5-year ACS) for renters/owners, 2018	50% of renters and 34% of owners experience housing burden	2040: 30% of renters and 14% of owners experience housing burden

3. LAND USE AND PLACEMAKING

The physical development pattern of a city profoundly influences quality of life for its residents. An integrated mix of residential, employment, commercial, and service uses, together with open space within the community, provides a solid foundation that supports a good quality of life for people of all ages, abilities, ethnicities, and income levels. It reduces time spent commuting or running errands and makes it easier to get around without a car, minimizing pollution and greenhouse gas emissions. Increasing the mix of uses and the intensity of development in certain areas creates focal points with activities and amenities that bring people together throughout the day and contributes to a greater sense of place. Separating incompatible land uses minimizes potential conflicts and promotes public health and safety.

Sacramento is projected to see significant growth in the coming years, and with careful land use planning, new development can help make Sacramento a model of sustainable, equitable growth and community development. This Element provides a comprehensive framework to guide development and conservation in Sacramento over time, establishing land use designations, development intensity standards, and a range of goals, policies, and implementing actions that will guide decision-making for the next 10 to 20 years. This Element satisfies the statutory requirements for the General Plan Land Use Element, as set forth in state law, and addresses placemaking, sustainable design, and the arts — topics of importance to residents of Sacramento.

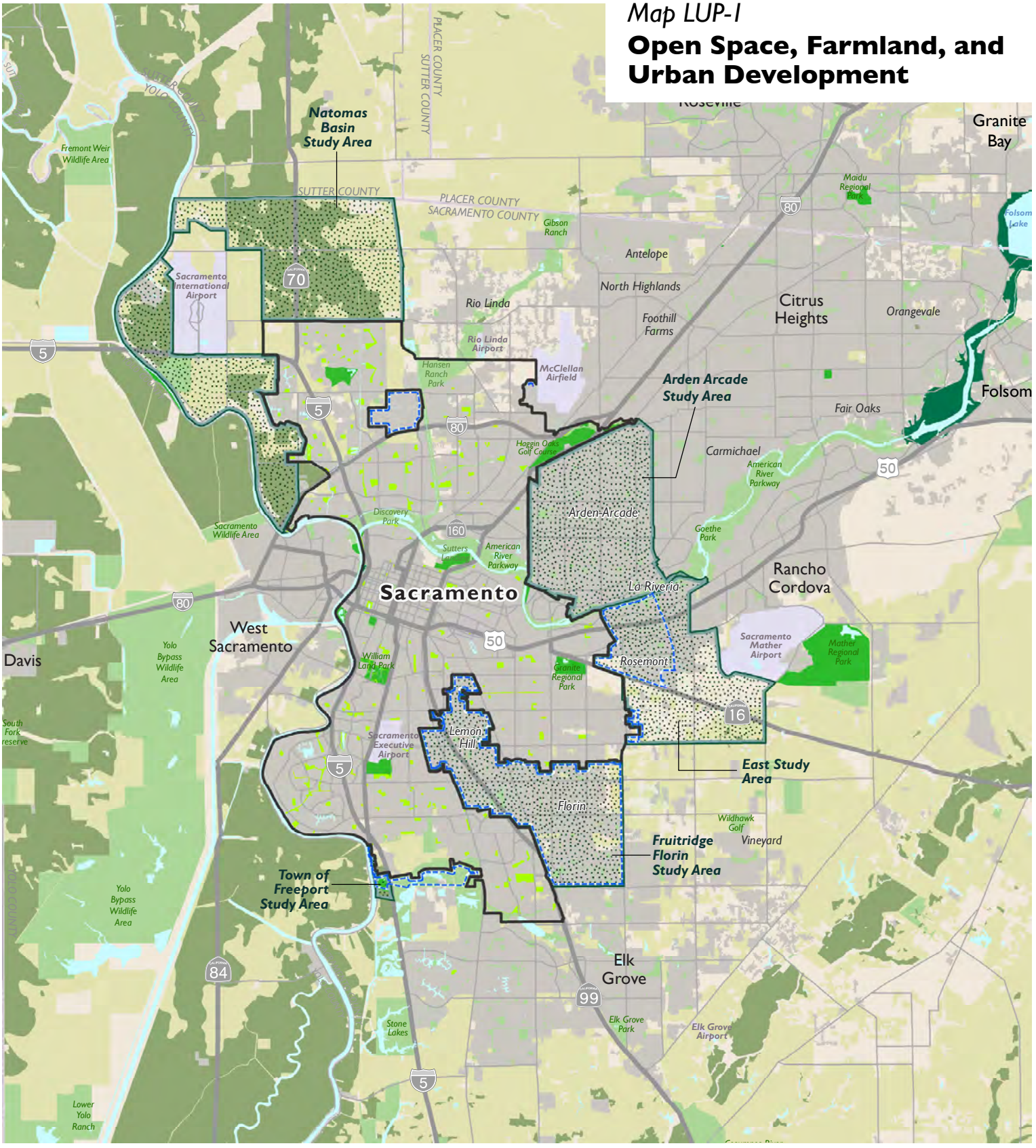
Growth and Change

Sacramento is the urban heart of a region with over 1.5 million acres of some of the most fertile farmland in the United States. Moreover, the city is located at the confluence of two major rivers that provide water, commerce, and recreation for millions. (See **Map LUP-1**). These natural resources also provide rich habitat to sustain a variety of fish and wildlife critical to our ecosystems. Preserving these important resources while accommodating growth has long been a priority for Sacramento, and as such, City planning efforts are guided by "smart growth" principles that aim to promote a compact development footprint, helping to minimize urban sprawl and pollution while supporting the efficient delivery of public services. The City also collaborates with other jurisdictions in the area on a regional strategy for conservation and development, outlined in the Sacramento Region Blueprint prepared by the Sacramento Area Council of Governments (SACOG).

The 2040 General Plan, including policies in this section, provides for strategic growth and change that seeks to concentrate new growth within the existing City limits. The City has an interest in promoting responsible land and resource-efficient planning in areas within its current or future Sphere of Influence (SOI). Annexations or provision of municipal services to areas outside the City limit would only be considered when adequate planning measures are in place to ensure the orderly development of those areas.

Map LUP-1

Open Space, Farmland, and Urban Development



Sacramento City Limit
Sphere of Influence
Special Study Areas
Counties
Airports

Parks and Open Space
State Park or Forest
Regional Park
City of Sacramento Park
Other Park/Protected Open Space

Farmland
Prime Farmland
Other Farmland
Urban/Built-Up Land
Other Land*

Water
Highways
Major Roads

**This category may include low density rural development, heavily forested land, mined land, or government land with restrictions on use.*

0 ¾ 1½ 3 Miles

Source: SACOG Open Data Portal, 2021; City of Sacramento GIS Data, 2021; ESRI Parks Data, 2018; California Protected Areas Database, 2018; Farmland Mapping & Monitoring Program, 2018 & 2016; Dyett & Bhatia, 2023

GOAL AND POLICIES

GOAL LUP-1: A COMPACT URBAN FOOTPRINT AND SUSTAINABLE DEVELOPMENT PATTERN WITH INFRASTRUCTURE THAT SUPPORTS EFFICIENT DELIVERY OF PUBLIC SERVICES WHILE PROTECTING SURROUNDING OPEN SPACE LANDS.

LUP-1.1 **Compact Urban Footprint.** The City shall promote a land- and resource-efficient development pattern and the placement of infrastructure to support efficient delivery of public services and conserve open space, reduce vehicle miles traveled, and improve air quality.

LUP-1.2 **Logical Boundaries.** The City shall ensure logical City boundaries that facilitate the ability to efficiently provide City services, address economic development needs, social and economic interdependencies, and optimize municipal costs and revenues.

LUP-1.3 **New Growth Annexation.** The City shall strategically plan for the annexation of any new growth areas by considering land use, circulation, housing, climate change, infrastructure capacity, and public facilities and services needs, and analyze the associated fiscal impacts.

LUP-1.4 **City Services Prior to Annexation.** Prior to the provisions of City services to new development in unincorporated areas, the City shall require that the unincorporated properties be annexed into the City. Alternatively, the City may provide utility service to properties in advance of annexation only if the annexation process has been initiated and the landowner and City have executed a conditional agreement for services that stipulates minimum standards for the development of roads and urban infrastructure and criteria and conditions for annexation into the City.

LUP-1.5 **Surplus Land Disposition.** The City shall periodically audit municipal land holdings and assess opportunities for more efficient use and management, using criteria including the provision of affordable housing and emergency shelter space, economic development and revitalization objectives, business operations, opportunities to create more park space or park connections, and applicable federal and state law to identify surplus properties and disposition strategies where appropriate.

LUP-1.6 **Growth and Change Evaluation.** The City shall monitor regional and municipal growth trends and review remaining capacity under the General Plan every five years, adjusting as needed to accommodate projected land use, population, and employment, subject to the evaluation of environmental impacts. As part of this five-year review, ensure alignment of the General Plan with the regional growth strategy to optimize opportunities for CEQA streamlining and eligibility for regional funding.

LUP-1.7 **Regional Growth Strategy.** The City shall continue to take a leadership role in defining and implementing a regional growth strategy, collaborating with the Sacramento Area Council of Governments (SACOG) and other stakeholders in the region on initiatives for sustainable growth, transit-oriented infill development, enhanced air quality, economic prosperity, and social equity.

LUP-1.8 **Jobs-Housing Balance.** The City shall encourage a balance between job type, the workforce, and housing development to reduce the negative impacts of long commutes and provide a range of employment opportunities for all city residents.

LUP-1.9 **Advocacy.** The City shall advocate for a fair share of regional funding, grants, and public investments commensurate with its role in the region and the growth targets for the city identified in the Regional Transportation Plan/Sustainable Community Strategy prepared by the Sacramento Area Council of Governments (SACOG).

LUP-1.10 **Adjacent Development.** The City shall review new development proposals in adjacent jurisdictions during the environmental review process to identify and avoid potential land use, circulation, or other conflicts with existing and planned development in the city of Sacramento.

LUP-1.11 **Coordinate to Protect Farmland.** The City shall continue to work with Sacramento County and other adjacent jurisdictions to implement conservation plans, preserve farmland and protect critical habitat outside the city.

LUP-1.12 **Development Adjacent to Agriculture.** The City shall require open space or other appropriate buffers for new development abutting productive agricultural areas to protect the viability of active agricultural operations outside of the city and ensure compatibility of uses with residents in adjacent areas.

LUP-1.13 **Airport Land Use Compatibility.** The City shall work with the Sacramento County Airport System (SCAS) and the Airport Land Use Commission (ALUC) to ensure that new development near the area's airports is compatible with airport operations, adopted ALUC policies, and applicable Airport Land Use Compatibility Plans.

LUP-1.14 **Deed Notice.** The City shall continue to require that all new development within an airport-defined over-flight zone provides deed notices to future residents and property owners upon transfer of title concerning airport over flights and noise.

LUP-1.15 **Homeowner Notification.** The City shall require that purchasers of newly constructed homes located in the vicinity of agricultural operations be provided notification of such activities by way of their deeds and/or escrow documentation.

Land Use Framework

EXISTING LAND USE AND CITY STRUCTURE

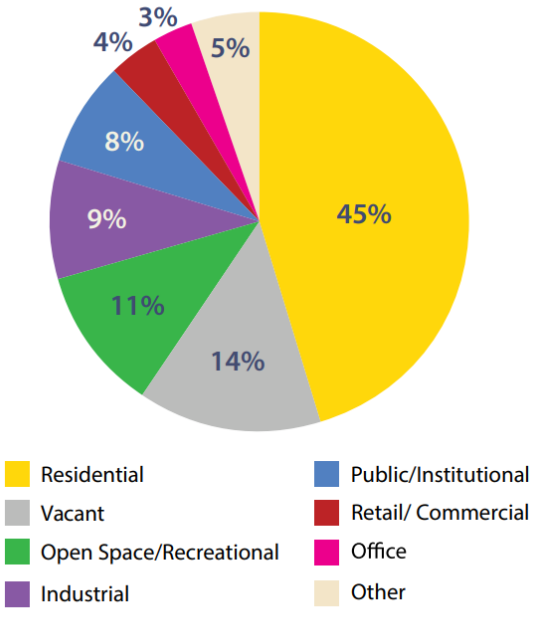
The Sacramento and American Rivers have shaped the urban form and development pattern of the city since its inception. With the discovery of gold in the Sierras in 1849, Sacramento developed rapidly as a transportation hub for prospectors and supplies arriving from San Francisco on their way to the gold fields. To facilitate transport, the city's original street grid was oriented to the Sacramento River, rather than on the one-square mile gridiron plan aligned to cardinal points common throughout the American West. The lettered streets North B through Y (now Broadway) all extended in straight lines to the waterfront and the city's earliest businesses were established along J Street, the main route from the river to the gold fields. This pattern remains largely intact in the

Central City today. Early urban development proceeded along both banks of the American River, as evidenced today by the tighter, more walkable grid of streets found in these older areas of Sacramento. High water levels and flooding along the Sacramento and American Rivers in the winter and early spring also influenced the development of the city, and it is only with the construction of flood control projects, including an extensive network of levees, that Sacramento has been able to expand to its current form.

As shown in **Map LUP-2**, the central portion of the city is largely developed today, with vacant land at its northern, eastern, and southern edges. **Figure LUP-1** shows the percentage of existing land uses in the city, and **Figure LUP-2** compares Sacramento's proportion of single-unit versus multi-unit housing types with that of two other major California cities. Residential land uses account for more than 45 percent of the total existing land use in the city, comprised predominantly of single-unit residential uses. Sixty-seven percent of the existing homes in the city are single-unit residences, while only 33 percent are multi-unit structures. Other comparable California cities tend to have a more even balance. Commercial uses make up about 4 percent of existing land uses and are concentrated primarily along arterial corridors such as Stockton Boulevard, Florin Road, Franklin Boulevard, Broadway, Arden Way, and Northgate Boulevard. Office uses occupy about 3 percent of the land within the City limits and are generally located in areas with ready access to freeways. Industrial uses account for 9 percent of land use within the city, with a large concentration in the eastern portion of the city around Florin-Perkins Road and important clusters in the Railyards area, the Pell-Main Industrial Park, and around McClellan Airfield. Institutional uses, including the State Capitol and several college and university campuses, occupy about 8 percent of land within the city. Open space accounts for 11 percent of land, with parks integrated into neighborhoods throughout the city, and a large riverfront open space on the north bank of the American River.

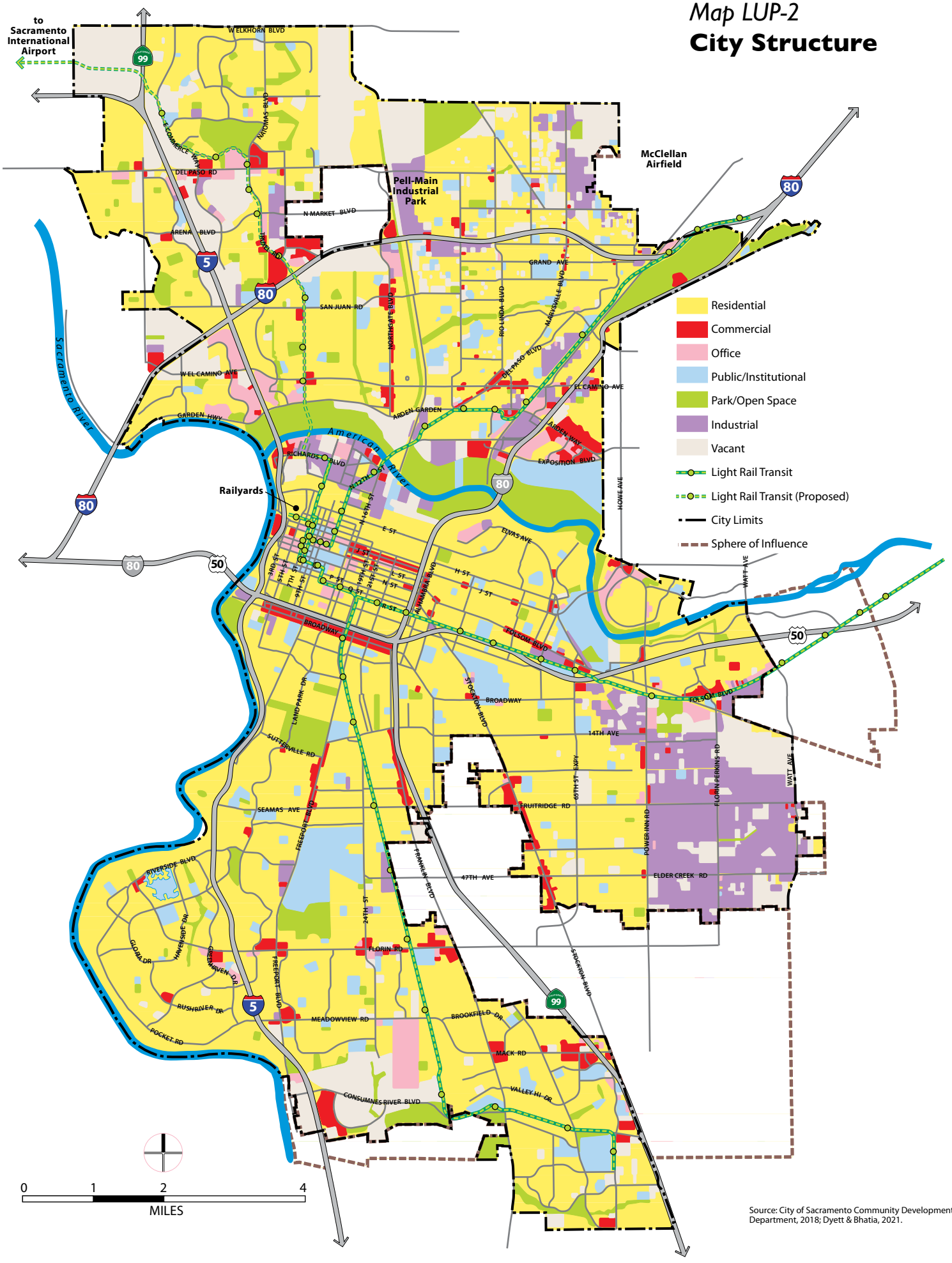
The rise of e-commerce and changing consumer preferences is presenting opportunities to re-imagine some of the city's older commercial corridors, developed in the post-War period when the construction of freeways led to decades of suburban, auto-oriented growth. Since 2010, annual e-commerce sales have consistently outpaced conventional brick-and-mortar retail in Sacramento and in cities across the nation, resulting in decreased demand for physical retail space in conventional shopping centers. Underutilized strip mall developments with low-slung buildings and large parking lots along commercial corridors offer opportunities to add higher concentrations of housing, jobs, shops, services, and entertainment uses which can help to broaden the range of housing types in the city, support local retail vitality, and lay the foundation for high-frequency, reliable transit. In residential neighborhoods adjacent to these corridors, the addition of accessory dwelling units (ADUs) and smaller-scale housing can further bolster vitality and sustainability on the corridors.

Figure LUP-1
Existing Land Use



Source: City of Sacramento, 2023

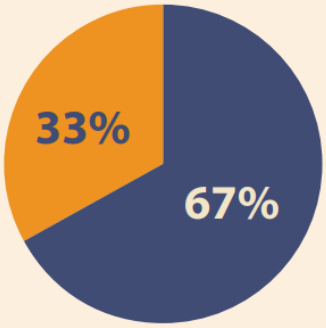
Map LUP-2
City Structure



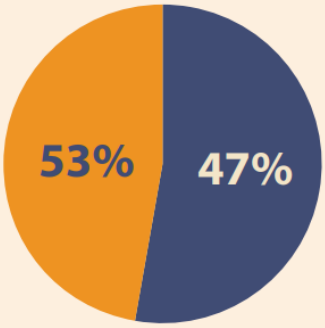
Source: City of Sacramento Community Development Department, 2018; Dyett & Bhatia, 2021.

Figure LUP-2
Housing Types

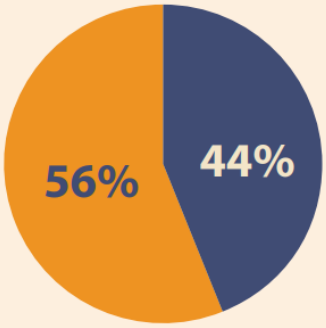
Sacramento
Population: 508,517
Total Housing Units: 195,749



Oakland
Population: 429,114
Total Housing Units: 171,829



Long Beach
Population: 467,353
Total Housing Units: 175,235



Source: U.S. Census Bureau, American Community Survey 5-Year Data (2014-2018), Table B25001

DEVELOPMENT POTENTIAL

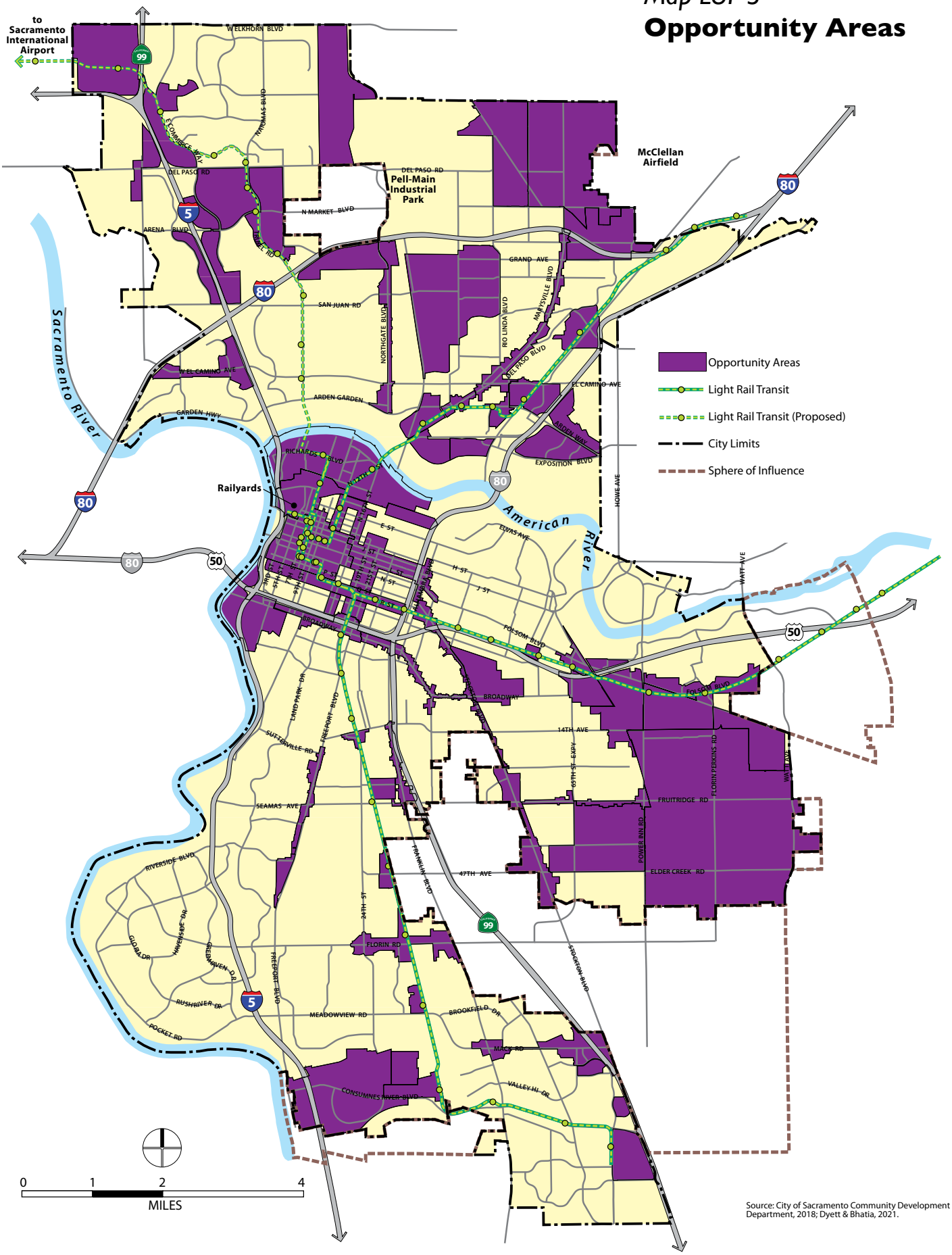
As a largely built out city, new growth in Sacramento will be accommodated primarily through infill development on vacant and underutilized properties. Underutilized properties are those where the value of the land is worth more than the buildings and structures on it, giving the owner an incentive to redevelop with new uses ~~that command higher rents or sale prices~~. For example, a shopping center with vacancies and large surface parking lots could be considered underutilized and therefore redeveloped with other uses to serve community needs, such as housing that in turn would provide more customers for the other stores and restaurants in the area. Within Sacramento, areas with the most potential to accommodate new development over the next 20 years are shown as opportunity areas in **Map LUP-3**. Overall, buildout of the General Plan is projected to result in approximately 69,000 new homes and 77,000 new jobs by 2040. This translates to a ratio of 1.12 jobs per home in Sacramento in 2040, which means that while Sacramento will still remain a major employment center in the region, attracting workers from surrounding communities each day, there will be more opportunities for people who work in the city to live here too.

LAND USE VISION AND CONCEPT

The General Plan outlines a vision and strategy to guide Sacramento into the next era of its growth and evolution. It seeks to leverage foreseeable change in the opportunity areas (as shown in **Map LUP-3**) to foster an interconnected network of mixed-use corridors and centers that support a range of housing, employment, educational, cultural, and recreational options for people of all ages, abilities, ethnicities, and income levels. The intent is to promote greater integration of uses along the corridors and in centers to broaden the range of housing types in the city, support the vitality of local businesses, lay the foundation for high-frequency transit, and make it easier to get around without a car. At the same time, it also seeks to enhance the quality of life and sense of place in all neighborhoods.

Map LUP-3

Opportunity Areas



Source: City of Sacramento Community Development Department, 2018; Dyett & Bhatia, 2021.

Residential neighborhoods, centers, and corridors are the land use components that, together, form a concept that represents the future urban structure of the city. The envisioned relationship between these components is shown in **Map LUP-4**.

Residential neighborhoods form the basic fabric of the community. These are areas of the city characterized primarily by housing, parks, and community facilities. Neighborhoods are a result of historic development patterns, subdivision boundaries, and local landmarks. Each neighborhood has its own distinct sense of place, defined by the buildings, streets, public places, and history, as well as by the people who live there.

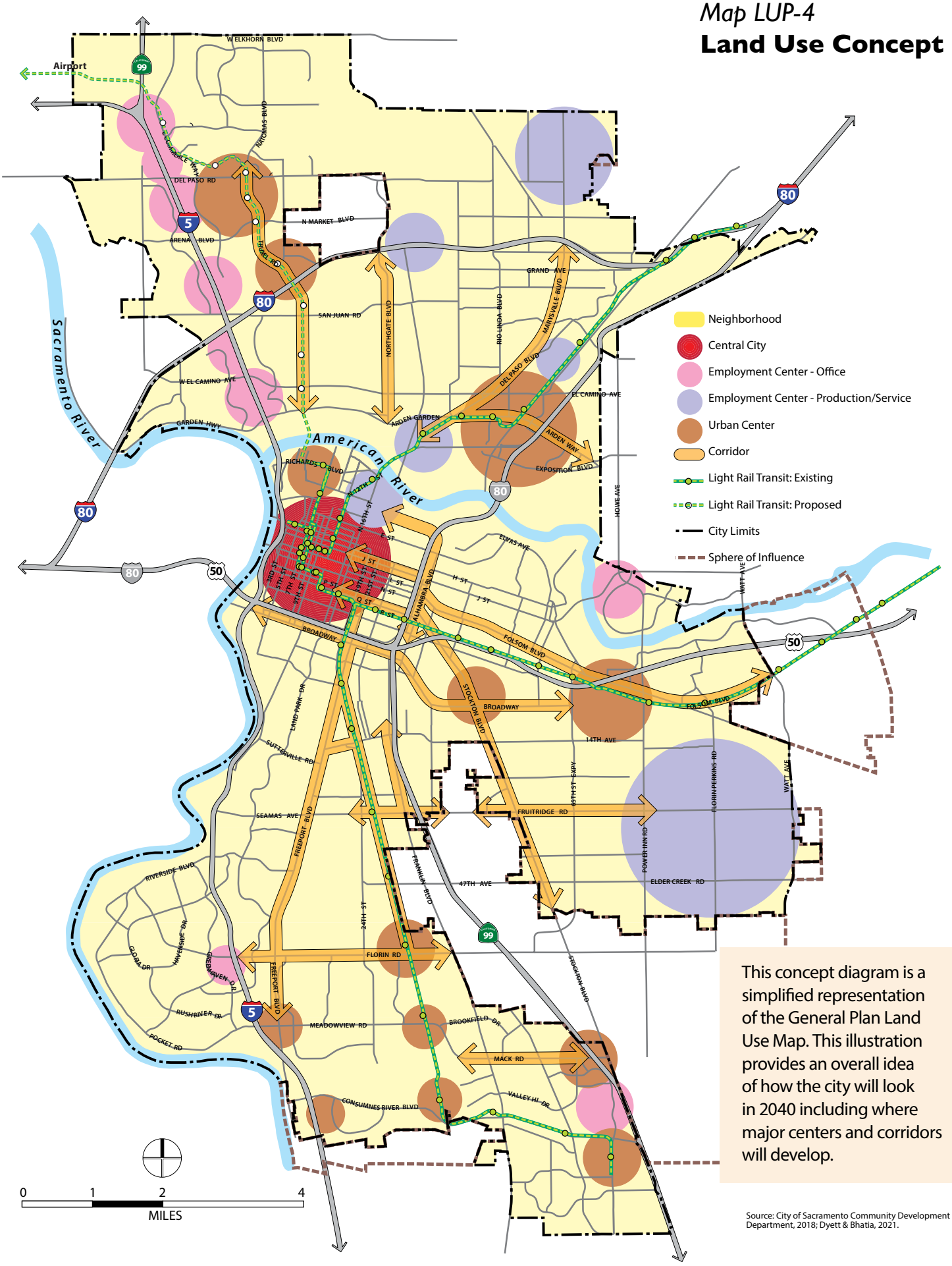
Centers are major activity hubs with a vital mix of employment, commercial, residential, entertainment, and institutional uses. They are dynamic destinations that draw people from around the city and the wider region. In Sacramento, the Central City is the primary center for commerce, culture, living, and government. There are three additional broad types of centers envisioned for the city:

- Urban Center: These centers offer an array of choices for living, working, shopping, and enjoying free time in various locations throughout the city. With thoughtful transitions to surrounding neighborhoods, these are areas that can accommodate higher-density housing and anchor high-frequency transit routes.
- Employment Center - Office: Located in areas with easy access to the regional transportation network, these centers have a focus on professional offices, health care, and education with a range of supportive commercial, retail, residential, and entertainment uses with public open spaces.
- Employment Center - Production/Service: These centers feature the city's premier industrial and manufacturing areas and can accommodate new job-generating businesses and supportive uses, including live/work developments and employee housing.

Corridors are major thoroughfares that connect the city's neighborhoods and centers, tying the community together. They have the potential to link residents to key destinations around town with safe, convenient connections for transit, bicycling, and walking, and provide opportunities for higher-density housing, shops and business that cater to daily needs. Examples of key corridors include Stockton Boulevard, Broadway, Florin Road, Franklin Boulevard, Arden Way, Del Paso Boulevard, Marysville Boulevard, Northgate Boulevard, Mack Road, and Truxel Road. Several of these corridors are among the city's primary transit routes and all have significant capacity for infill development, which will help transform these areas into vibrant, walkable, and transit-supportive neighborhoods.

Map LUP-4

Land Use Concept



This concept diagram is a simplified representation of the General Plan Land Use Map. This illustration provides an overall idea of how the city will look in 2040 including where major centers and corridors will develop.

Source: City of Sacramento Community Development Department, 2018; Dyett & Bhatia, 2021.

LAND USE DESIGNATIONS

The General Plan Land Use Diagram (**Map LUP-5**) illustrates the long-term vision for development in Sacramento, designating the location and range of activities that may take place throughout the city to achieve the vision. The land use designations, shown as colors on the diagram and described below, allow for a range of activities within each designation. The designations are implemented through detailed use classifications and standards contained in the applicable land use regulations, including but not limited to specific plans, zoning districts, overlay zones, special planning districts, and other regulations and guidelines. (See, e.g., Sacramento Planning and Development Code, §§ 17.100.010, 17.104.020, as may be amended).

The Land Use Diagram (**Map LUP-5**) is a graphic representation of policies in the General Plan and is to be used in conjunction with General Plan policies and the following maps and figure: **Map LUP-6** Maximum Floor Area Ratio (FAR) – All Development; **Figure LUP-5** Sliding Floor Area Ratio Scale; **Map LUP-7** Minimum Floor Area Ratio – Mixed-Use and Non-Residential Development; and **Map LUP-8** Minimum Residential Density. Together, these maps provide direction for land use and development intensities citywide.

Residential Designations

The **Rural Residential (RR)** designation is intended to preserve low-intensity residential neighborhoods adjacent to rural and undeveloped land. Allowable uses include detached residential uses normally associated with urban/rural interface areas, limited neighborhood-serving commercial uses, and compatible public and quasi-public uses.

The **Neighborhood (N)** designation applies throughout Sacramento's established residential neighborhoods and in newly annexed areas in the north of the city where primarily residential development is planned. The N designation is intended to maintain and enhance livability and sense of place. The N designation is primarily comprised of residential uses, with some complementary neighborhood-serving commercial and public uses.

Allowable uses include the following:

- Detached and attached residential dwelling units
- Neighborhood support uses (schools, parks, libraries, community centers, and care facilities)
- Neighborhood-serving commercial and employment uses like corner markets, coffee shops, hair salons, shops, gyms, and fitness centers
- Office uses
- Assembly facilities
- Compatible public and quasi-public uses

Mixed-Use Designations

The **Residential Mixed-Use (RMU)** designation is intended to foster vibrant, walkable areas with a high-intensity mix of residential, commercial, office, and public uses, where daily errands can be accomplished on foot, by bicycle, or by transit. The RMU designation applies principally in the Central City and the corridors.

Allowable uses include the following:

- A full range of residential, retail, employment, entertainment, cultural, and personal service uses serving a communitywide market, such as restaurants, apparel stores, specialty shops, theaters, bookstores, hotels and motels, and research and development facilities
- General offices and community institutional uses, such as banks, financial institutions, care facilities, and medical and professional offices
- Assembly facilities
- Compatible public and quasi-public uses

The **Commercial Mixed-Use (CMU)** designation is intended to foster vibrant retail and commercial centers of varying scales throughout the community. The designation applies to existing regional, community, and neighborhood shopping centers and provides for their redevelopment with a wide range of commercial and/or residential uses to complement existing development.

Allowable uses include the following:

- A full range commercial uses, including retail, dining, entertainment, offices, lodging, recreational, and cultural facilities
- Attached residential dwelling units
- Compatible public, quasi-public, and special uses

The **Office Mixed-Use (OMU)** designation is intended to provide space for job centers, office buildings, and business parks, with complementary commercial and service uses that cater to employees throughout the day. This designation applies in areas with good access to the regional transportation system outside of the Central City.

Allowable uses include the following:

- Professional and service-oriented offices
- Commercial support uses such as restaurants, coffee shops, dry cleaners, gyms and fitness centers, markets, hotels, and business support services
- Residential development in either a mixed-use or standalone format
- Care facilities
- Assembly facilities
- Compatible public and quasi-public uses

The **Employment Mixed-Use (EMU)** designation is intended to buffer residential uses from more intense industrial and service commercial activities and to provide compatible employment uses near higher-density and mixed-use ~~in proximity to~~ housing. This designation provides for a range of light industrial and high technology uses. ~~Generally t~~The EMU designation generally applies to industrial areas that are next to residential neighborhoods, including McClellan Airfield, Pell-Main Industrial Park, Cannon Industrial Park, and portions of the Sacramento Railyards, River District, and the Power Inn Business Improvement District.

Allowable uses include the following:

- Light/advanced manufacturing, production, distribution, repair, testing, printing, research, and development

- Service commercial uses that do not generate substantial noise or odors
- Accessory office uses
- Retail and service uses that provide support to employees
- Compatible residential uses such as live-work spaces or employee housing
- Hotels and motels
- Care facilities
- Assembly facilities
- Compatible public and quasi-public uses

The **Industrial Mixed-Use (IMU)** designation provides for manufacturing, warehousing, and other employment-generating uses that may produce loud noise or odors and tend to have a high volume of truck traffic. Building intensities in this designation tend to be lower, and uses may require staging and support spaces, often outdoors. The IMU designation applies in the Power Inn/Army Depot area.

Allowable uses include the following:

- Industrial or manufacturing that may occur within or outside a building
- Office, retail, and service uses that provide support to the employees
- Assembly facilities
- Care facilities
- Compatible public and quasi-public uses

This designation should not be located next to a residential neighborhood without substantial buffers (i.e., office uses, regional parks, greenways, or open space). Supportive office, retail, and service uses that cater to employee needs are ~~also~~ allowed~~able~~. Compatible public, quasi-public, and special uses are also permitted.

Public/Quasi-Public Designations

The **Public/Quasi-Public (P/QP)** designation provides for governmental, utility, institutional, educational, cultural, religious, and social facilities and services that complement Sacramento's neighborhoods, centers, and corridors. The P/QP designation applies to various locations throughout the community, often within a well-landscaped setting.

Allowable uses include the following:

- Government buildings
- Public and private schools
- Schools/colleges
- Hospitals
- Cemeteries
- Airports
- Transportation and utility facilities
- Other compatible public and quasi-public uses

The **Open Space (OS)** designation includes areas that are intended to remain open with limited or no development, including largely unimproved open spaces used primarily for passive recreation, resource protection, and/or hazard avoidance. The OS designation is intended to preserve natural features, establish quality living environments, and maintain boundaries and buffers between

communities and incompatible uses.

Allowable uses include the following:

- Natural underdeveloped parks
- Woodland~~s~~ preserves
- Habitat and wetlands
- Agriculture
- Floodplains
- Areas with permanent open space easements
- Buffers between urban areas
- Compatible public and quasi-public uses

The **Parks and Recreation (PR)** designation includes ~~greenways~~parkways, public parks, and other areas primarily used for recreation. Typically, these areas are characterized by a high degree of managed green space ~~open area~~ and a limited number of buildings. Recreational facilities in the PR designation frequently include sports fields, playground equipment, picnic areas, sitting areas, concession businesses, open turf and natural areas, trails, and golf courses.

Allowable uses include the following:

- Parks (neighborhood, community, and regional parks)
- ~~Greenways~~ Parkways and trails
- Golf courses, and commercial recreation facilities ~~with an emphasis on outdoor~~
- Compatible public and quasi-public uses

Parks and recreation facilities are also allowable in other designations.

The **Special Study Area (SSA)** designation is applied to five potential annexation areas (shown on **Map I-2**) that may become part of the City in the future after additional studies have identified the fiscal and service delivery implications on City functions. These include Arden Arcade Study Area, East Study Area, Fruitridge-Florin Study Area, Natomas Basin Study Area, and Town of Freeport Study Area. The future land uses will include a combination of several land use designations applied in conjunction with a General Plan amendment. (See Part 3 of the 2040 General Plan for a discussion of these areas).

BUILDING INTENSITY AND POPULATION DENSITY

State law requires that the General Plan establish standards for building intensity and population density within the planning area.

Building Intensity

Building intensity standards are established by floor area ratio (FAR) for nonresidential and mixed-use development. For residential development, building intensity standards are established by minimum building density and maximum FAR.

FAR is calculated by dividing the net~~gross~~ building area (N~~G~~BA) by the total net lot area (NLA) (both expressed in square feet). N~~G~~BA is the gross~~total~~ building area of a site less the floor area of accessory

dwelling units (ADUs), junior accessory dwelling units (JADUs), and ~~structured~~ parking structures~~areas and open space (common, public, and private)~~. Net lot area is the total lot size, excluding publicly dedicated land,~~:~~ private streets which meet City standards, and other public use areas. (See **Figure LUP-3**).

The formula for FAR is:

FAR = NG~~G~~BA / NLA

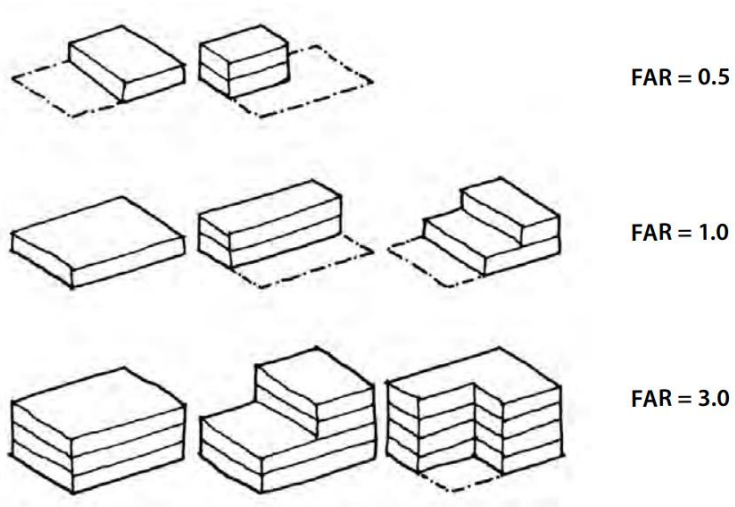
Example: A NG~~G~~BA of 3,000~~43,560~~ square feet and NLA of 5,000~~43,560~~ square feet would yield an FAR of 0.6~~1.0~~. (3,000~~43,560~~ / 5,000~~43,560~~ = FAR 0.6~~1.0~~)

Building density for residential land uses is expressed as the number of permanent residential dwelling units per acre of land. Building intensity standards are shown on **Maps LUP-6**, **LUP-7**, ~~and~~ **LUP-8**, and **Figure LUP-5**. **Map LUP-6** shows the maximum FAR allowable on a site inclusive of both residential and non-residential uses. **Figure LUP-5** shows a sliding FAR scale, applicable to residential uses in the single-unit and duplex dwelling zones, which limits single-unit dwellings to a FAR of 0.4 and grants additional increments of building area that increase proportionally to the number of units proposed on a lot. **Map LUP-7** shows the minimum required FAR throughout the city for mixed-use and non-residential development. **Map LUP-8** shows the minimum required density for residential uses throughout the city.

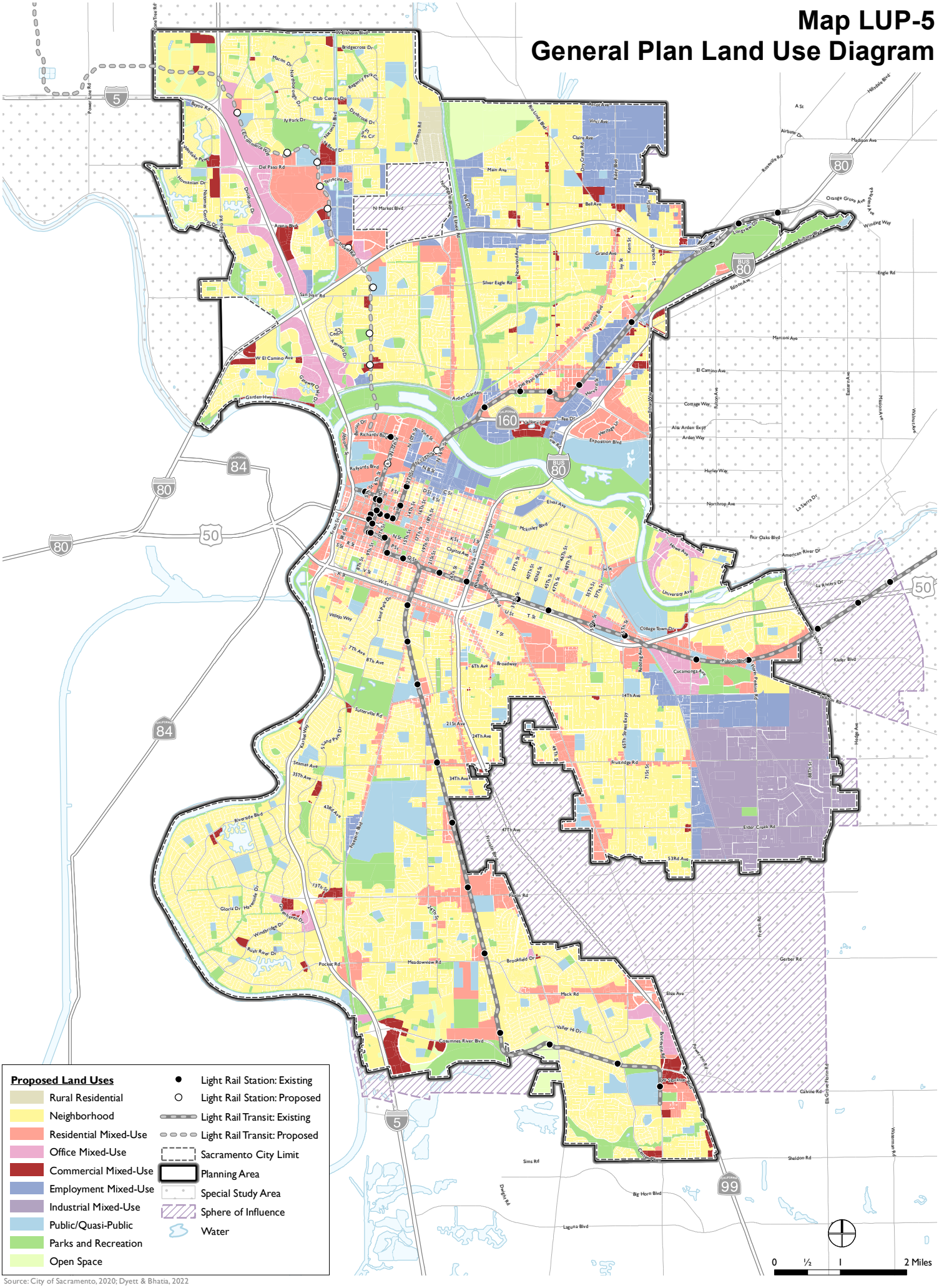
The building intensity standards are intended to provide more flexibility and innovation in building design. Minimum density standards apply in all areas where residential development is permitted, as shown on **Map LUP-8**. Especially for multi-unit residential developments, a primarily FAR-based system could incentivize the design and construction of smaller units, potentially resulting in units that are more affordable by design.

For all land uses, in addition to the standards set forth in this General Plan, the City's Planning and Development Code also applies, including standards for density and FAR that are within the ranges authorized by this General Plan.

Figure LUP-3
Visualizing FAR

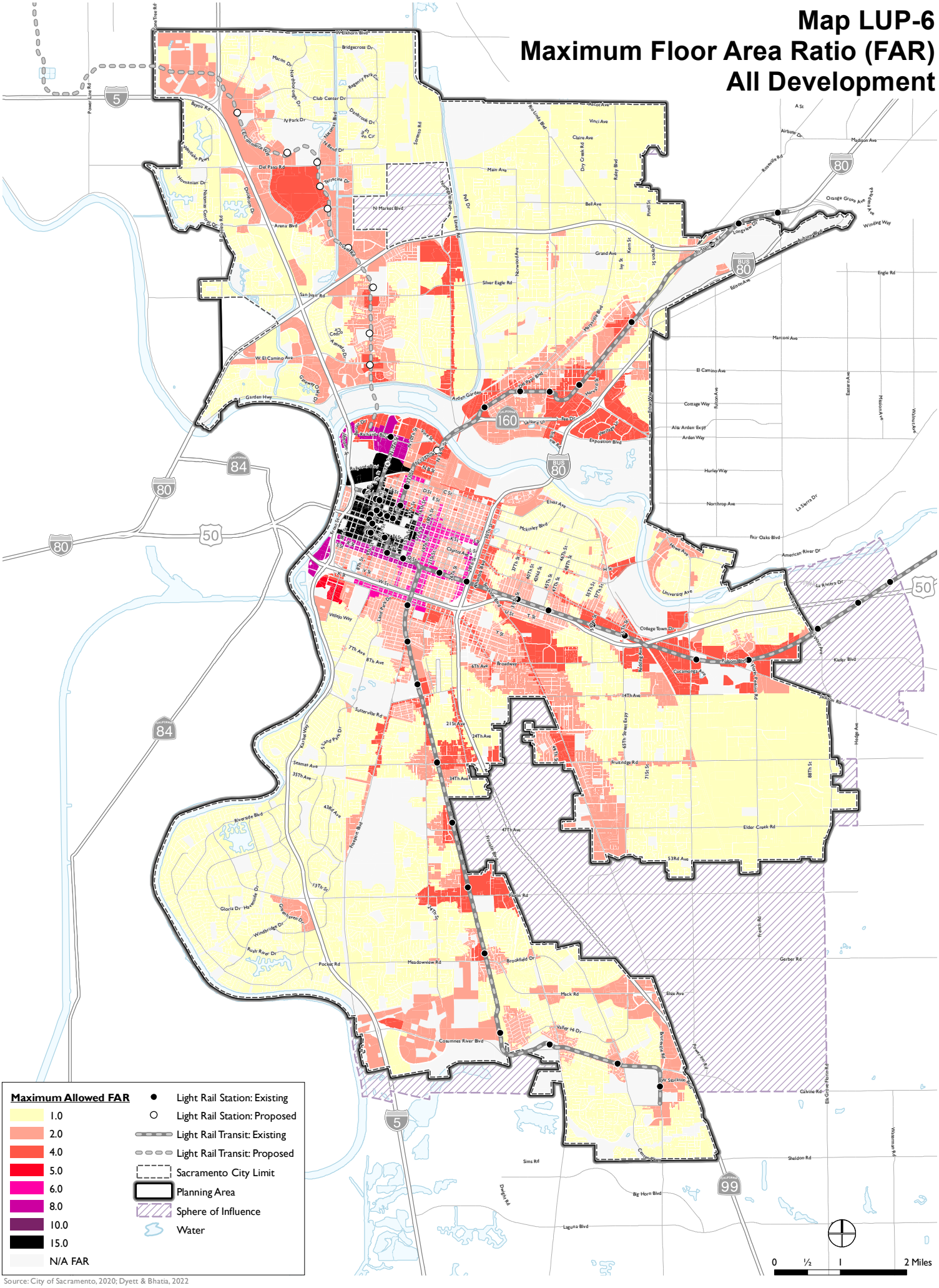


Map LUP-5
General Plan Land Use Diagram



Source: City of Sacramento, 2020; Dyett & Bhatia, 2022

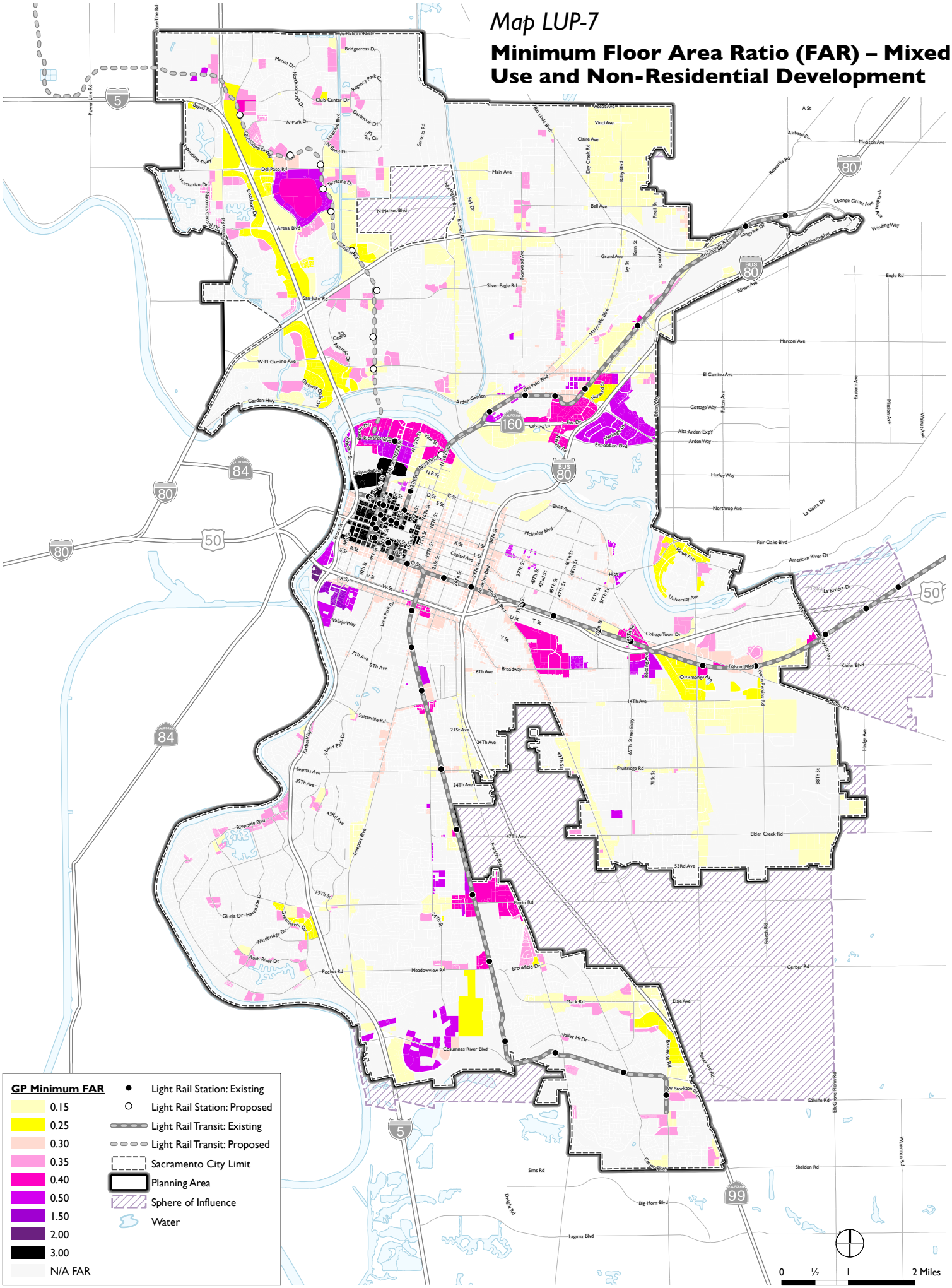
Map LUP-6
Maximum Floor Area Ratio (FAR)
All Development



Source: City of Sacramento, 2020; Dyett & Bhatia, 2022

Map LUP-7

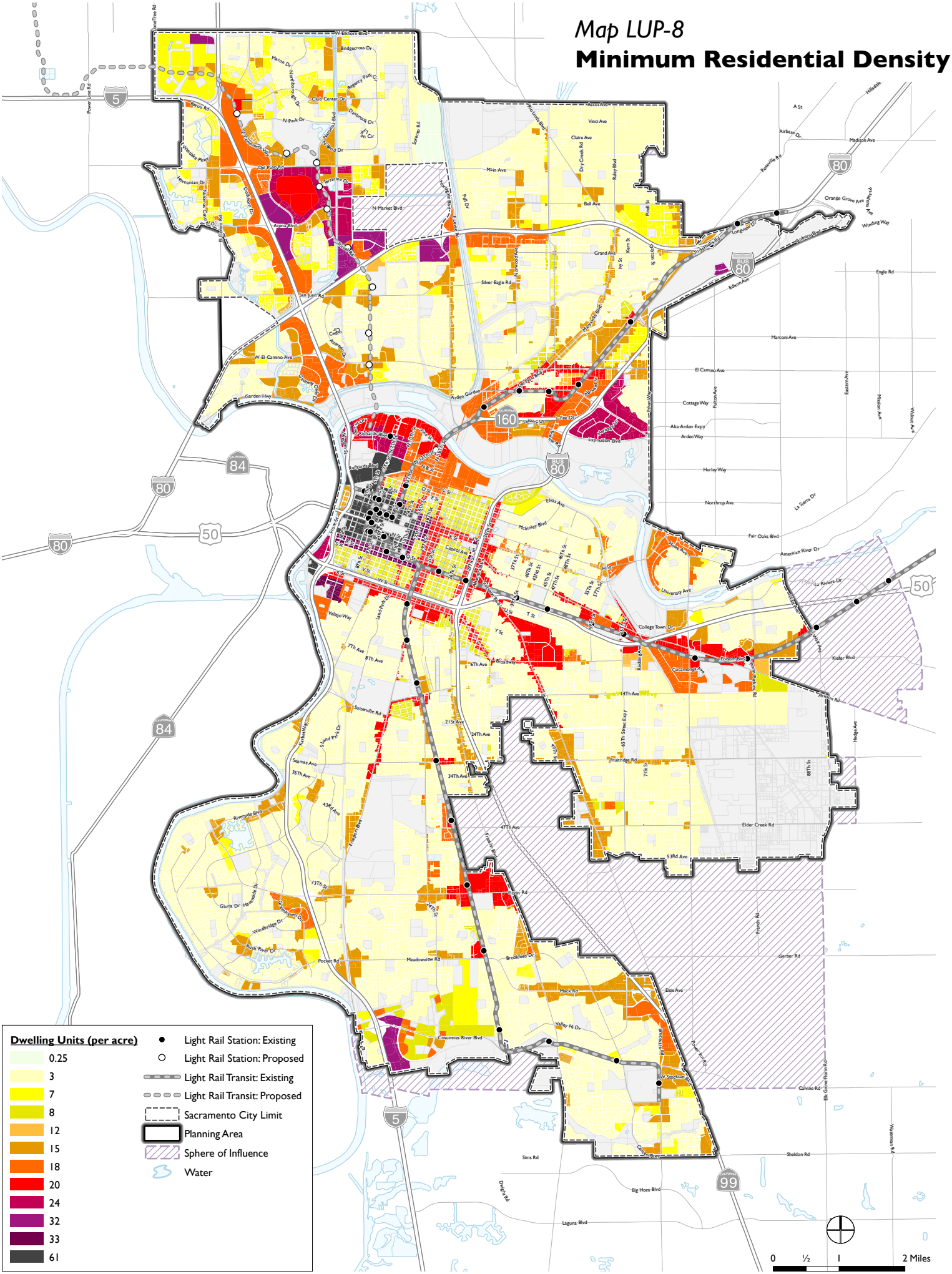
Minimum Floor Area Ratio (FAR) – Mixed-Use and Non-Residential Development



Source: City of Sacramento, 2020; Dyett & Bhatia, 2022

Map LUP-8

Minimum Residential Density



Source: City of Sacramento, 2020; Dyett & Bhatia, 2022

Population Density

Population density is measured in persons per acre. The number of persons per acre of a site is derived from the building intensity of a site, measured in FAR. The FAR multiplied by the lot area in acres multiplied by 43,560 square feet per acre yields the building area per acre. Building area per acre is divided by the assumed residential unit size of 1,000 square feet to yield the assumed units per acre. Units per acre is multiplied by the average population of 2.43 people per unit, which yields people per acre.

The formula for population density is:

PD = ((FAR x A x 43,560)/1,000) x 2.43,
where PD is population density, FAR is floor area ratio, and A is acres.

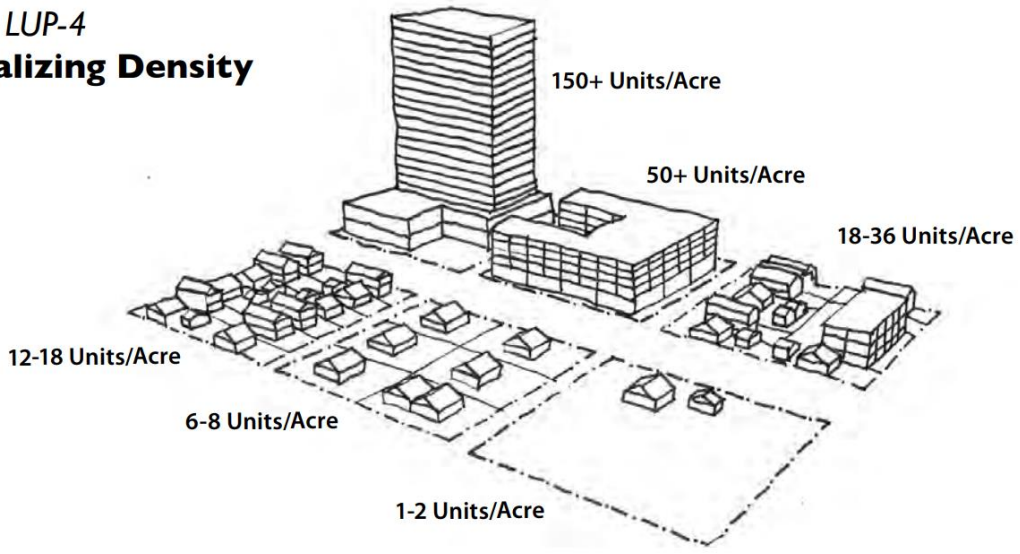
Example: An FAR of 1.0 on 1.0 acres would yield ((1.0 x 1.0 x 43,560)/1,000) x 2.43, or 105.85 people per acre.

Map LUP-8 specifies minimum residential density standards for all areas where housing is permitted. Minimum population density may be obtained by applying average household size to the minimum residential density specified. Maximum population density for all areas is established on **Map LUP-6** through the Maximum FAR map.

The policies in this section support a balanced mix of land uses that will serve to foster a connected and thriving community. Additionally, policies in this section also support the revitalization of corridors and centers that are integrated with the surrounding neighborhoods and address the diverse needs of the community.

For additional policies that support revitalization, please see the Economic Development Element.

Figure LUP-4
Visualizing Density



GOAL AND POLICIES

GOAL LUP-2: BALANCED AND CONNECTED COMMUNITY WITH THRIVING NEIGHBORHOODS AND CENTERS AND DEVELOPMENT INTENSITIES LINKED TO TRANSIT.

LUP-2.1 **Overall Balance of Uses.** The City should encourage a balance and a mix of employment, residential, commercial, cultural, and tourism-related uses, as well as a full range of amenities and services necessary to support a thriving city.

LUP-2.2 **Interconnected City.** The City should establish a network of interconnected activity centers, corridors, parks, and neighborhoods that promotes walking, bicycling, and mass transit use as viable alternatives to private vehicles.

LUP-2.3 **Diverse Centers and Corridors.** The City shall encourage the development of centers and corridors that address diverse community needs, support local market opportunities, are well-served by transit, and are well-integrated with the surrounding neighborhoods.

LUP-2.4 **Development Intensity Linked to Transit.** The City shall plan for higher development intensities around current and planned transit to optimize public investments and support an accessible, convenient network.

LUP-2.5 **Design for Connectivity.** The City shall require that all new development maximizes existing and new connections with surroundings and with centers, corridors, parks, and neighborhoods to enhance efficient and direct pedestrian, bicycle, and vehicle movement. When feasible, grid patterns should be utilized to facilitate multiple routes.

LUP-2.6 **Employment Clusters.** The City should strengthen employment centers and clusters by facilitating the concentration of office, industrial, and commercial uses in these areas and by supporting enhanced transit access to them.

LUP-2.7 **Evolving Office Needs.** The City shall support office developments that align with the evolving needs of target industry sectors, including but not limited to the following:

- Headquarter and business services;
- Health and life sciences;
- The c~~C~~lean economy;
- The creative economy;
- Advanced technology; and
- Future mobility.

LUP-2.8 **Co-Location of Community Facilities.** The City shall promote the co-location of parks, schools, police and fire facilities, health services, and other community facilities to support community interaction, enhance neighborhood identity, and leverage limited resources. The integration of these uses into commercial, office, and mixed commercial-residential structures should be encouraged.

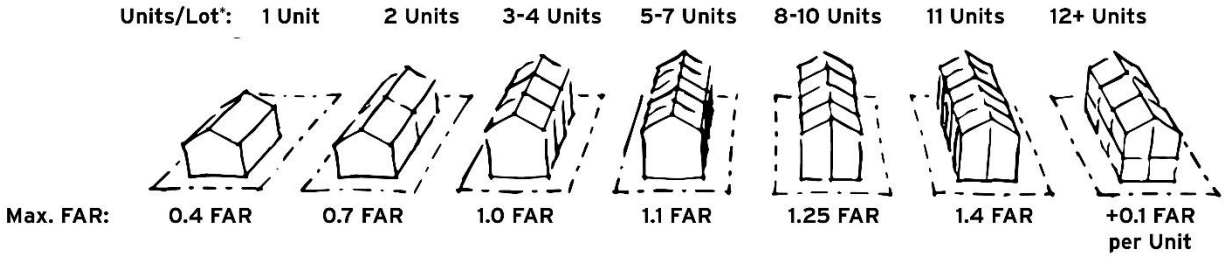
LUP-2.9 **Expanded Emergency Care Facilities**. The City shall support the efforts of the health care sector to provide expanded emergency health services throughout Sacramento, especially north of the American River.

GOAL AND POLICIES

GOAL LUP-3: FLEXIBLE DEVELOPMENT STANDARDS TO PROMOTE REVITALIZATION IN CORRIDORS AND CENTERS.

LUP-3.1 **Maximum FAR.** The City shall regulate maximum building intensity using floor area ratio (FAR) standards consistent with **Map LUP-6** and **Figure LUP-5,** which applies to residential uses in the single-unit and duplex zones**.** Maximum FAR standards shown in **Map LUP-6** apply to both residential and non-residential uses.

Figure LUP-5
Sliding FAR Scale



**Units per lot does not include ADUs.*

LUP-3.2 **Sliding Floor Area Ratio Scale.** Additional building area may increase proportionally to the number of units proposed on a lot, consistent with **Figure LUP-5**.

LUP-3.3 **Allowed Net Building Area for Small Lots**. The City shall permit up to 2,000 square feet of net building area per lot or the maximum allowed by the Sliding FAR Scale (**Figure LUP-5**), whichever is greater.

~~**LUP-3.2**~~**LUP-3.4** **Exemption from Sliding Floor Area Ratio Scale for Remodels and Additions.** Remodels and additions to existing single-unit, duplex, and neighborhood-scale multi-unit dwellings are exempt from the limits established by the Sliding Floor Area Ratio Scale (**Figure LUP-5**).

~~**LUP-3.3**~~**LUP-3.5** **Flexibility for Multi-Parcel Developments.** Where a developer proposes a development project on multiple parcels and some or all of the parcels have different General Plan residential densities or floor area ratios (FARs), the City may, at the discretion of the Community Development Director, calculate the net General Plan density or FAR range and apply that net density or FAR range to the net developable area of the entire project site. Some individual parcels may be zoned for

densities/FARs that exceed the maximum allowed FAR under this policy, provided that the net density/FAR of the project as a whole is within the allowed range.

~~LUP-3.4~~LUP-3.6 **Minimum FAR.** The City shall regulate minimum building intensity using floor area ratio (FAR) standards consistent with **Map LUP-7**. Minimum FAR standards apply to new mixed-use and non-residential development.

~~LUP-3.5~~LUP-3.7 **Minimum Density.** City shall regulate minimum density standards using **Map LUP-8**. Minimum density standards apply to new standalone residential development.

~~LUP-3.6~~LUP-3.8 **Development Intensity at Less than the Minimum FAR.** A development with a floor area ratio (FAR) at less than the required minimum may be deemed consistent with the General Plan if the City finds any of the following:

1. ~~(1)~~ The use involves no building or by its nature normally conducts a substantial amount of its operations outdoors;
2. ~~(2)~~ The initial site development is being phased and an overall development plan demonstrates compliance with the FAR standard;
3. ~~(3)~~ The use is temporary and would not interfere with long-term development of the site consistent with the FAR standard;
4. ~~(4)~~ The building size or lot coverage is constrained beyond what is otherwise allowed by the zoning designation of the site, due to the existence of an overlay zone or because of environmental features, such as wetlands; or
5. ~~(5)~~ The site is less than one acre and the project includes commercial uses.

~~LUP-3.7~~LUP-3.9 **Minimum Standards for Renovations and Expansions.** The City shall permit renovations and expansions of existing development that fall below the allowable minimum density or floor area ratio (FAR), provided that the density or FAR is not reduced and the proposed use does not substantially undermine the long-term vision of the General Plan.

~~LUP-3.8~~LUP-3.10 **Exemptions for Historic Structure Conversions.** Where a developer proposes to convert a non-residential historic structure/building to residential use, the City shall not require compliance with minimum density or minimum FAR regulations set forth in this General Plan.

~~LUP-3.9~~LUP-3.11 ~~Interim~~ **Zoning Inconsistency.** Zoning is consistent with the General Plan if it is compatible with the objectives, policies, general land uses, and programs specified in the plan. (Cal. Gov't Code, § 65860(a)(2).) Zoning is compatible with the objectives, policies, general land uses, and programs specified in the plan if, considering all its aspects, it will further the objectives and policies of the general plan and not obstruct their attainment. (See also Sacramento City Code, § 17.104.100.C, as may be amended.) If zoning becomes inconsistent with the general plan due to amendment to the general plan and the City receives a development application, the City will proceed in accordance with California Government Code section 65860.

~~In areas where zoning has not been brought into consistency with the General Plan, the City shall allow property owners to develop consistent with the existing zoning if only a ministerial/administrative permit is required. For property owners requiring a discretionary permit, the City shall allow property owners to do either of the following:~~

~~**1.** (1) Develop consistent with the existing zoning, provided the City makes a finding that approval of the project would not interfere with the long-term development of the area consistent with the General Plan, or~~

~~**2.** (2) Develop under the General Plan designation, in which case the City will facilitate rezoning consistent with the General Plan.~~

Integrating Infill Development

INCENTIVIZING INFILL

Efficient Transit Service

Transit service is most efficient when it operates along straight routes with dense concentrations of people and destinations, so the network of corridors anchored by centers depicted on **Map LUP-4** and **Map M-1** is a critical component of the 2040 land use strategy.

While strategic infill development presents enormous opportunities, it also brings challenges. Infill development is inherently more expensive than greenfield development due to a variety of factors, including the higher cost of land acquisition, to the need to remediate contamination of formerly industrial sites, and the need to upgrade substandard infrastructure. In previously developed areas, it may also be necessary to acquire multiple adjacent parcels to enable development at a financially viable scale. To address these challenges, the General Plan incorporates strategies to reduce complexity for infill development and to support financial feasibility for infill development. These strategies complement the FAR-based system for regulating building intensity and form.

PROMOTING WALKABILITY

Site planning that encourages fine-grained development (i.e., small blocks and building footprints) helps to achieve a more pedestrian-friendly environment and provides opportunities for access and connectivity to surrounding streets and neighborhoods. Orienting buildings and active uses to public spaces and public streets further contributes to pedestrian friendliness by providing visual interest for those on foot. This pedestrian-friendly development is envisioned to occur in the corridors and centers.

Policies in this section promote infill development in strategic locations which is integral to the land use framework of the 2040 General Plan. Concentrating new activity-generating uses such as shops, services, and places of employment in the corridors and centers along with high-density housing can help create a development pattern that supports frequent, reliable transit and reduces the need for vehicle use. It can also help to broaden the range of housing types available in the community, while also offering a reduced carbon footprint. Infill development can also help create vibrant, walkable environments in the corridors and centers, facilitating upgrades to aging infrastructure and presenting opportunities for urban greening as new development takes place.

GOAL AND POLICIES

GOAL LUP-4: WALKABLE, TRANSIT-ORIENTED CENTERS AND CORRIDORS THAT CONCENTRATE NEW JOBS, HOUSING, AND ENTERTAINMENT OPPORTUNITIES TO SUPPORT FREQUENT, RELIABLE TRANSIT SERVICE AND FOSTER CONNECTED, ACCESSIBLE NEIGHBORHOODS.

Incentivizing Infill

LUP-4.1 **Transit-Supportive Development.** The City shall encourage increased residential and commercial development intensity within ½-mile ~~one-quarter mile~~ of existing high-frequency bus stops and existing and planned light rail stations and~~,~~ commu~~n~~ter rail stations~~, and high-frequency bus stops~~ to support more frequent, reliable transit service and vibrant, walkable neighborhoods.

LUP-4.2 **Incentivizing Infill.** The City shall consider a range of incentives to attract development to centers, corridors, and sites, including the following:

- Prioritization of capital investment strategies for infrastructure, services, and amenities to support development;
- Economic incentives (e.g., fee reductions, regulatory exemptions, or tools such as enhanced infrastructure financing districts (EIFDs), Opportunity Zones, and Enterprise Zones);
- Streamlined development review, environmental review, and permitting processes;
- By-right entitlements for development projects consistent with applicable zoning;
- Ministerial approval of infill housing and mixed-use projects consistent with objective development and design standards;
- Public-private partnerships; and
- Proactive solicitation of development.

LUP-4.3 **Anchor Institutions.** With respect to anchor institutions (colleges, medical centers, and public agencies), the City shall encourage the integration of uses and amenities in and around these campuses that increase economic opportunity, neighborhood vitality, and quality of life. Such uses and amenities may include the following:

- Housing,
- Retail,
- Neighborhood services,
- Arts/culture venues, athletic facilities,
- Parks,
- Improved pedestrian/bikeway connections,
- "Green" infrastructure, or
- Other publicly accessible facilities.

LUP-4.4 **Public Uses and Services**. The City shall promote incorporation of public- and neighborhood-serving uses and services near transit stations and bus stops, as appropriate. Such uses may include the following:

- Post offices,
- Pharmacies,
- Childcare facilities,
- Community meeting rooms, as well as
- Retail and services that cater to the daily needs of local residents.

LUP-4.5 **Efficient Parcel Utilization.** The City shall promote the aggregation of small and irregular shaped parcels along high-quality transit corridors into larger development sites to facilitate their reuse as transit-oriented, higher-intensity residential, mixed-use developments.

Promoting Walkability

LUP-4.6 **Compatibility with Adjoining Uses.** The City shall ensure that the introduction of higher-intensity mixed-use development along major arterial corridors is compatible with adjacent land uses, particularly residential uses, by requiring features such as the following:

- Buildings set back from rear or side yard property lines adjoining single-unit dwelling residential uses;
- Building heights stepped back from sensitive adjoining uses to maintain appropriate transitions in scale and to minimize impacts to privacy and solar access;
- Landscaped off-street parking areas, loading areas, and service areas screened from adjacent residential areas to the degree feasible; or
- Lighting shielded from view and directed downward to minimize impacts on adjacent residential uses.

LUP-4.7 **Visual and Physical Character.** Using development standards and design standards/guidelines, the City shall promote development patterns and streetscape improvements that transform the visual and physical character of automobile-oriented corridors to create a positive impact on the human and natural systems that interact with them.

LUP-4.8 **Buildings that Engage the Street.** The City shall require that buildings be oriented to actively engage and enhance the public realm through techniques such as building orientation, build-to and setback lines, façade articulation, ground-floor transparency, and location of parking.

LUP-4.9 **Enhanced Pedestrian Environment.** The City shall require the design of sidewalks in commercial and mixed-use areas to promote walkability and pedestrian activity, with widths wide enough to provide for free and clear pedestrian use, activation of

building frontages with displays, landscaping, and seating areas for cafes and restaurants.

LUP-4.10 **Multi-Modal Access.** The City shall require that new development provide bicycle, pedestrian, and transit access where appropriate to reduce the need for onsite parking and to improve the pedestrian experience within corridors and centers with street trees and landscaping.

LUP-4.11 **Shared Parking,** Driveways, and Alley Access. The City shall encourage the creation of shared parking areas and shared vehicular driveways for access along arterial corridors to minimize the number of driveways and curb cuts. The City should also encourage the use of adjacent alleys for vehicular access.

LUP-4.12 **Drive-Through Restaurants.** The City shall prohibit new drive-through restaurants within ½-mile ~~¼ mile~~ walking distance ~~of existing and proposed light rail stations~~from the center of an existing or proposed light rail station platform and high-frequency transit stops.

LUP-4.13 **Future-Ready Gas Stations.** The City shall prohibit the establishment of new gas stations or the expansion of new fossil fuel infrastructure at existing gas stations unless the project proponent provides ~~high-speed~~ 50kW or greater Direct Current Fast Charger (DCFC) electric vehicle charging stations on site at a ratio of at least 1 new charging station per ~~13~~ new gas fuel ~~pumps~~nozzle.

LUP-4.14 **Elimination of Parking Minimums.** The City shall not require new or existing development to provide off-street parking spaces.

LUP-4.15 **Vacant Property.** The City shall develop regulations, mechanisms, programs, or incentives to facilitate the development or temporary active use of vacant buildings and property.

LUP-4.16 **Compatibility Between Light Industrial and Residential Uses.** The City shall develop appropriate design guidelines and development standards to promote compatibility between light industrial and larger employment uses and surrounding residential uses.

Thriving Commercial Mixed-Use Centers

Sacramento features a range of regional, community, and neighborhood shopping centers that cater to different needs throughout the community. Regional retail centers in the city, with their boutique brands, cineplex theaters, restaurants, and brewpubs, draw consumers from Sacramento and surrounding communities. The General Plan seeks to bolster the vitality of these centers as they adopt an experiential retail model or seek to incorporate sports venues, hotels, housing, and offices onsite.

As redevelopment occurs in these centers, there are opportunities for site design to focus on establishing walkable districts with pedestrian-scaled architecture and family-friendly activities, amenities, and public spaces. Site design can also incorporate transit to facilitate easy access from

other parts of the community and it should integrate with surrounding residential neighborhoods where applicable. Community and neighborhood centers can provide shops and services for local residents within easy walking or bicycling distance from home. The policies in this section support the development of these centers as focal points in the community, with a range of shops, services, amenities, events, and programming that draw people and encourage interaction.

GOAL AND POLICIES

GOAL LUP-5: ATTRACTIVE, THRIVING COMMERCIAL CENTERS THAT ARE WELL-LOCATED TO SERVE THE NEEDS OF SACRAMENTO RESIDENTS, WORKERS, AND VISITORS.

LUP-5.1 **Evolving Regional Commercial Centers.** The City shall promote housing and employment uses at existing regional commercial centers to enhance retail viability, establish pedestrian-oriented shopping districts, create more attractive buildings and public spaces, support transit viability, and reduce vehicle trips. The City shall facilitate the ~~redevelopment~~ replacement of surface parking, drive aisles, and shared parking facilities~~, and existing buildings~~ to ~~accomplish~~ further this policy.

LUP-5.2 **Shopping Centers as Focal Points.** The City shall encourage existing regional and neighborhood shopping centers to integrate amenities, events, and programming that strengthen their role as destinations for area residents to shop and gather. Features to integrate may include the following:

- Pedestrian amenities;
- Electric vehicle charging;
- Bike parking;
- Traffic-calming features;
- Plazas and public areas;
- Shade trees;
- Lighting;
- Public art;
- Farmers markets;
- Retail and other services that provide for everyday needs; and
- Community events.

LUP-5.3 **Mixed-Use Neighborhood Centers.** The City shall promote the development of strategically located mixed-use neighborhood centers that accommodate local-serving commercial, employment, entertainment, and cultural uses; provide diverse housing opportunities; are within walking distance of surrounding residents; and are efficiently served by transit.

LUP-5.4 **Neighborhood Shopping Center Revitalization.** In areas where existing neighborhood shopping centers have reached the end of their economic life, the City shall support revitalization through the introduction of housing and/or the attraction of essential services to the site, such as medical clinics, a grocery store, banks, and cultural/educational uses to provide for the daily needs of area residents and ensure the vitality of the site over time.

LUP-5.5 **Neighborhood Commerce.** The City shall support geographically well-distributed neighborhood-oriented commercial centers or "main streets" to improve local access to stores, cafés and restaurants, and other neighborhood commercial uses and services.

LUP-5.6 **Local Business Preservation.** The City shall strive to prevent the conversion of existing neighborhood retail uses and local businesses through business retention and anti-displacement strategies.

Complete and Inclusive Neighborhoods

Historically, Sacramento's residential areas were designed as complete neighborhoods. Prior to the widespread adoption of the automobile and the use of Euclidean zoning, duplexes, triplexes, and small apartments were built alongside detached single-family homes, with neighborhood-serving "main streets" a short walk away. However, starting in the 1920s, cities throughout the U.S. began to use zoning to regulate what kinds of housing could be built, often using minimum home sizes as a proxy to achieve racially and socioeconomically segregated neighborhoods. By the 1960s, single-family zoning dominated most of the land area of U.S. cities, severely restricting what could be built. Communities with only detached single-family homes took up more space and pushed out City limits, creating sprawl and increasing car dependence and pollution. Sacramento reflects these nationwide patterns, with the majority of the city's residential areas zoned for single-unit homes only, even as older residential areas feature duplexes, triplexes, fourplexes, and bungalow courts.

Policies in this section promote complete and inclusive neighborhoods throughout Sacramento that contain all the places and services residents need for everyday life within easy access from home. They include housing that is accessible to people of all ages, races, and abilities; affordable to all income levels; and within easy walking and bicycling distance of schools, childcare, dentists, hair salons, parks, and corner grocery stores. Policies support the gradual increase of smaller-scale multi-unit housing that can provide more attainable housing options for residents, as well as help reduce car dependence and climate impacts. This includes accessory dwelling units, duplexes, triplexes, fourplexes, and bungalow courts that can be more affordable by virtue of their smaller size. These smaller-scale housing types are often referred to as "missing middle" housing because they sit in the middle of a spectrum between detached single-unit homes and mid-rise apartment buildings and because supply of these types is so limited.

For additional policies related to neighborhood walkability, see the Mobility Element.

GOAL AND POLICIES

GOAL LUP-6: A CITY OF HEALTHY, LIVABLE, "COMPLETE NEIGHBORHOODS" THAT PROVIDE FOR RESIDENTS' DAILY NEEDS WITHIN EASY WALKING OR BIKING DISTANCE FROM HOME.

LUP-6.1 **Neighborhoods as a Basic Unit.** Recognizing Sacramento's neighborhoods as foundational elements of the city's urban structure, the City shall work to enhance their livability through the development of plans and programs.

LUP-6.2 **Range of Residential Development Intensities.** The City shall allow for a range of residential development intensities throughout the community to cultivate a mix of housing types at varying sales price points and rental rates, provide options for residents of all income levels, and protect existing residents from displacement.

LUP-6.3 **Variety of Housing Types.** The City shall promote the development of a greater variety of housing types and sizes in all existing and new growth communities to meet the needs of future demographics and changing household sizes, including the following:

- Single-unit homes on small lots,
- Accessory dwelling units,
- Tiny homes,
- Alley-facing units,
- Townhomes,
- Lofts,
- Live-work spaces,
- Duplexes,
- Triplexes,
- Fourplexes,
- Cottage/Bungalow courts,
- Neighborhood-scale multi-unit buildings, and
- Senior and student housing.

LUP-6.4 **Neighborhood Form.** The City shall recognize the patterns in existing neighborhoods by developing defined transitions between these neighborhoods and adjoining areas, and by requiring that new development, both private and public, consider the existing physical characteristics of buildings, streetscapes, open spaces, and urban form of the neighborhood in its design. Designs may be traditional or contemporary but should contribute to the livability of the neighborhood.

LUP-6.5 **Established Neighborhoods.** The City should encourage new development to respect the pedestrian-scale, pre-automobile form, and lush urban forest that typifies established neighborhoods and contributes to their sense of place.

LUP-6.6 **New Growth Neighborhoods.** The City shall ensure that new residential growth areas include neighborhoods with a mix of residential types, sizes, and densities, such as single-, duplex-, and multi-unit dwellings.

LUP-6.7 **Architectural Variations.** The City should encourage building placement variations, roofline variations, architectural projections, and other embellishments to enhance the visual interest along residential streets.

LUP-6.8 **Gated Communities.** The City shall discourage the creation of new gated private streets in residential communities to promote social cohesiveness and maintain street network efficiency, adequate emergency response times, and convenient travel routes for all street users.

LUP-6.9 **Design around Open and Green Space.** The City should encourage large-scale, small-lot, single- and multi-unit residential projects to be designed in group dwellings around open space, greenery, and/or recreational features and facilitate access for residents.

LUP-6.10 **Care Facilities**. The City shall encourage the development of older adult daycare facilities, assisted living facilities, hospice, childcare, and other care facilities in appropriate areas throughout Sacramento.

LUP-6.11 **Home-Based Businesses.** The City shall encourage home businesses to support workforce participation and lower need for vehicular travel by eliminating commutes for more workers and supporting "complete neighborhoods" by allowing residents to provide services locally.

LUP-6.12 **Reconnecting Communities.** The City shall support efforts and opportunities to reconnect communities that were disconnected by large infrastructure projects and developments, including but not limited to freeways, railways, and buildings.

Industrial Areas

Industrial uses in Sacramento include heavy and light industrial activities, as well as airport-related uses, warehousing, distribution, and building materials and vehicle-oriented uses. With approximately 46 percent of all industrial land in the regional market concentrated in the city, Sacramento plays an important role in the sector. The Power Inn Road area has the single largest concentration of industrial uses in the city and the region, while other clusters are located north of Downtown Sacramento along the American River, along I-80 in North Natomas and North Sacramento, and near both Sacramento McClellan Airport and Sacramento Executive Airport.

The city's industrial sector is undergoing a period of significant transition as some older, centrally located industrial areas are evolving. A plan is in place to transform the Sacramento Railyards into a regional destination for employment, commerce, sports, entertainment, education, culture, and tourism. Developments like the Mill at Broadway are repurposing older industrial structures along West Broadway for workforce housing, while the River District is positioned to redevelop with a mix of residential, government and private office, and retail uses.

Still, demand for industrial space remains strong in the city, driven by new and emerging industries and by spillover demand from the San Francisco Bay Area. This includes advanced manufacturing; research and development in sectors like life sciences and bioscience; legal cannabis cultivators, distributors, and manufacturers; as well as logistics and warehousing seeking to take advantage of freeway access, air freight facilities, and proximity to a robust consumer base. New industrial spaces will be needed to help both small, high-growth firms and established, medium-sized firms grow and create skilled jobs in emerging sectors. Flexible workspace models that provide for shared lab spaces and co-working environments can provide affordable options to firms as they scale their operations.

Policies in this section recognize the importance of the industrial sector to the local and regional economy, and support both light and heavy industrial uses in appropriate locations.

GOAL AND POLICIES

GOAL LUP-7: INDUSTRIAL OPPORTUNITIES IN SUITABLE LOCATIONS TO PROVIDE EMPLOYMENT FOR SACRAMENTO RESIDENTS AND PROMOTE INCLUSIVE ECONOMIC GROWTH IN THE CITY.

LUP-7.1 **Heavy Industry.** The City shall support the continued operation and expansion of heavy industrial activities, focusing them in the Power Inn area in the eastern part of the city, subject to performance standards for industrial development and operation that prohibit creation of noise, odor, or other harmful emissions beyond the boundaries of the site.

LUP-7.2 **Industrial Uses Along Rivers.** The City shall prohibit new heavy industrial uses along the American River Parkway and prevent incompatible industrial development adjacent to the American and Sacramento Rivers.

LUP-7.3 **Production, Distribution, and Repair.** The City shall maintain sufficient land in areas designated for industrial uses to accommodate a wide range of production, distribution, and repair-oriented light industrial uses, including the following:

- Research and development,
- Manufacturing, and
- Food processing.

LUP-7.4 **Live/Work Options.** The City shall allow for the introduction of compatible residential and commercial uses, such as live-work units, artisan shops/studios, brew pubs, coffee shops, and tasting rooms, in Employment Mixed-Use areas.

LUP-7.5 **Industrial Aesthetics.** The City shall encourage the development and maintenance of well-designed industrial and light industrial properties and structures that meet adopted standards for visual quality and design, especially where interfacing with other uses.

LUP-7.6 **Industrial Conversion.** As market conditions permit, the City shall allow the conversion of existing industrial, warehousing, and distribution facilities to flex space (i.e., artist live/work, small scale manufacturing, production), business incubators (i.e., light industrial and research and development uses) that provide new jobs and comparable employment opportunities without the environmental impacts of traditional industrial uses.

Placemaking, Green Building, and the Arts

SENSE OF PLACE

Both the natural and built environment contribute to Sacramento's unique sense of place. The Sacramento and American Rivers have shaped urban form and development patterns, and still today the riverfront open spaces and lush tree canopy in older areas of the city weave natural elements into the urban landscape. Plentiful farmers markets and the burgeoning local farm-to-table culture made

possible by the wealth of farmland in the surrounding area help maintain a sense of connection to the land. The iconic Downtown skyline visible on entering the city, historic landmarks and districts, and walkable neighborhoods are also essential elements of Sacramento's distinct identity. The General Plan aims to preserve and enhance these qualities with targeted placemaking strategies.

Policies in this section articulate a vision for building and site design that influence our experiences of places and establish a relationship with existing surrounding uses. In much of the city, blocks are relatively small in scale, which helps establish a fine-grained, walkable street grid punctuated by public spaces. Promoting this block scale in areas planned for new development will help unify new and old, and ensuring that neighborhoods and districts maintain visual transitions can help provide orientation. Corner buildings with distinctive architectural features can help create distinctive urban form. Buildings that provide visibility from the outside, such as through storefront windows and residential stoops, make places feel more alive and interesting to pedestrians and passersby. Similarly, identifying and promoting well-designed gateways into Sacramento, such as on highways into the city, at the Sacramento Valley Station, and other points of entry, can help to enhance the sense of place. Utilizing public art, signage, trees and landscaping, and buildings that define space can all help to define gateways and provide welcoming visual cues of arrival.

Please also see the Environmental Resources and Constraints Element for policies related to maintaining and expanding Sacramento's tree canopy.

GOAL AND POLICIES

GOAL LUP-8: A UNIQUE AND VARIED SENSE OF PLACE, DEFINED BY DISTINCTIVE NATURAL AND URBAN ELEMENTS THAT CONTRIBUTE TO LOCAL QUALITY OF LIFE AND HOMETOWN PRIDE.

LUP-8.1 **Unique Sense of Place.** The City shall promote quality site, architectural, and landscape design that include the following:

- Connected walkable blocks;
- Distinctive parks and accessible open spaces;
- Tree-lined streets; and
- Varied architectural styles.

LUP-8.2 **River as Signature Feature.** The City shall require new development along the Sacramento and American Rivers to use the natural river environment as a key feature to guide the scale, design, and intensity of development, and to maximize visual and physical access to the rivers, subject to the public safety requirements of local, state, and federal agencies and plans, including the American River Parkway Plan, the Local Maintaining Agencies (LMA), and the Central Valley Flood Protection Board (CVFPB).

LUP-8.3 **River Access and Ecology.** The City shall strive to balance the provision of river access and continued recreational and tourist-oriented activities with efforts to protect, restore, and enhance the ecological setting along the Sacramento and American Rivers.

LUP-8.4 **Enhanced City Gateways.** The City shall ensure that public improvements and private development work together to enhance the sense of entry at key gateways to the city and use gateway design to strengthen the sense of arrival into Sacramento and

districts and neighborhoods within the city. Gateway design elements may include the following:

- Streetscape design,
- Signage,
- Building massing, and
- Similarly-themed design elements.

LUP-8.5 **Development Adjacent to Freeways and Railroad Corridors**. The City shall promote high-quality design of buildings along freeway and railway corridors, including promoting techniques such as the following:

- Requiring extensive landscaping and trees along the freeway fronting elevation in consultation with City staff, the Sacramento Metropolitan Air Quality Management District, and Caltrans;
- Establishing a consistent building line, articulating and modulating building elevations and heights, and varying the use of materials and color to create visual interest; and
- Including design elements that reduce noise and provide for filtering, ventilation, and exhaust of vehicle air emissions.

LUP-8.6 **Prominent Corner Architecture.** The City shall encourage new development at key intersections and/or gateways to incorporate distinctive architectural features, such as prominent entries or corner towers.

LUP-8.7 **Distinctive Urban Skyline.** The City shall guide development of a distinctive urban skyline that reflects the vision of Sacramento with a prominent central core containing the city's tallest buildings, complemented by smaller-scale urban centers and corridors with mid- and high-rise development.

LUP-8.8 **Iconic Sense of Place**. The City shall encourage the development of iconic buildings and sites in key locations with architecture, site planning, and landscaping to enhance gateways and create new landmarks and focal features that contribute to the city's structure and identity.

LUP-8.9 **People-Friendly Design.** The City shall require people-friendly design to be incorporated into buildings and spaces, including elements and features such as the following:

- Human scale, tree-shaded pedestrian passageways;
- Resting areas;
- Seating;
- Gathering places; and
- Other measures with demonstrated benefits for health and quality of life.

LUP-8.10 **Responsiveness to Context.** The City shall require building and site design that respects and responds to the local context, including use of local materials and plant

species where feasible, responsiveness to Sacramento's climate, and consideration of cultural and historic context of Sacramento's neighborhoods, corridors, and centers.

LUP-8.11 **Neighborhood and Transitions.** The City shall ensure that development standards facilitate transitions between areas that border one another so that neighborhoods and districts maintain their own unique qualities.

LUP-8.12 **Design of Privately-Developed Public Spaces.** The City should encourage public spaces in private development, where feasible, to include the following features:

- Lined with active uses at-grade and located near building entrances, windows, outdoor seating, patios, or balconies that overlook park spaces, and other areas with strong pedestrian activity;
- Completely visible from at least one street frontage and as feasible, be at least 50 percent visible from a secondary street frontage;
- Primarily defined by adjacent buildings, which will contribute to the unity and environmental quality of the space;
- Located at the same grade level as the public sidewalk when possible. Where changes in grade are an important element of the overall design and programming, clear and direct access from the public sidewalk should be accommodated, and universal accessibility provided;
- Reflective of the design and placemaking elements of the surrounding area using architectural styles, signage, colors, textures, materials, and other elements;
- Constructed with low impact and permeable paving materials to efficiently manage the stormwater and minimize the area's heat island effect;
- Connected to bike and pedestrian facilities and be a part of an interconnected shared pathway or parkway system where feasible;
- Wayfinding signage;
- Site furnishing that allows for resting; and
- Tree canopy covering at least ~~equivalent to~~ 50 percent of the public space.

LUP-8.13 **Continuity of Streetscape Design.** The City shall encourage continuity in streetscape/landscape design especially along major streets and avenues that traverse the city north to south and east to west.

LUP-8.14 **Streetscape Beautification**. To strengthen community identity, the City shall undertake and encourage streetscape improvement and beautification projects that incorporate unified landscaping and pedestrian amenities in corridors, centers, and neighborhoods. Amenities should include the following:

- Bus shelters,
- Public art, and
- Pedestrian safety treatments such as

- Sidewalk bulb-outs and
- Widening and improved crosswalks, and
- Branded decorative elements such as street lighting, concrete pavers, and tree grates.

LUP-8.15 **Setbacks from Rivers and Creeks.** The City shall ensure adequate building setbacks from rivers and creeks, increasing them where possible to protect natural resources.

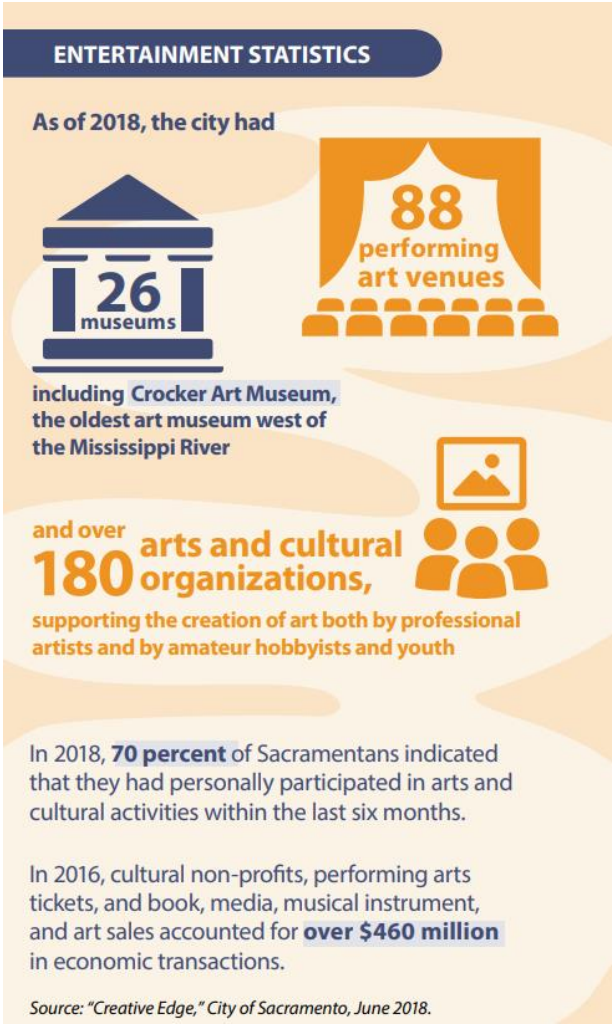
ARTS, CULTURE, AND ENTERTAINMENT

Sacramento is the region's premier destination for arts, culture, and entertainment. The city features a wide range of museums, galleries, and performing arts venues at various scales that engage people from all walks of life. This thriving local arts scene enriches the lives of residents, draws in visitors and tourists, and supports a robust network of musicians, actors, and visual artists throughout the Sacramento region. Supporting the development of cultural and entertainment centers positions Sacramento to attract top arts and entertainment talent.

Sacramento's vibrant arts ecosystem has been supported by arts education in its public schools, colleges, and non-profit community groups, as well as through flexibility in the City's zoning regulations that has allowed live-work studios and artist lofts. Sacramento has also been able to foster a robust arts scene because of its relative affordability compared with other cities in California. Art studios and live-work spaces, performing arts venues, and warehouse galleries have had relatively low rents over the past several decades; however, rising land and housing prices mean that many of these artists and spaces are at risk of displacement. Exploring options for anti-displacement strategies will be a vital strategy for protecting Sacramento's art scene in future years.

Not only do the arts make a difference to the lives and well-being of residents, but they are an important contributor to the local economy. Sacramento's Creative Edge Plan lays out goals, strategies, and actions to strengthen and support Sacramento's creative economy, including through expanded educational opportunities, prioritizing diversity and equity in arts funding, and ensuring that arts and cultural opportunities exist in all of Sacramento's neighborhoods, not just Downtown. Prioritizing permanent and temporary installations of art in public places throughout the city can help create unique and well-loved places and make art a part of residents' daily lives.

The City's Art in Public Places program, established in 1977, has a collection of more than 650 artworks, more than 60 percent of which are by local and regional artists. Two percent of eligible City and County capital improvement project budgets are set aside for the commission, purchase, and installation of these artworks throughout Sacramento. Continuation of this program can further enrich public life in Sacramento. The policies in this section strive to cultivate the arts, culture, and entertainment in Sacramento to foster a vibrant arts ecosystem and distinguish Sacramento as a destination city.



GOAL AND POLICIES

GOAL LUP-9: ARTS, CULTURE, AND ENTERTAINMENT THAT ENRICHES NEIGHBORHOOD QUALITY OF LIFE, STRENGTHENS COMMUNITY IDENTITY, AND CONTRIBUTES TO ECONOMIC PROSPERITY.

LUP-9.1 Cultural and Entertainment Centers. The City shall support the equitable development of cultural, art, entertainment, and recreational facilities and events in the city to attract visitors, support a quality of life for residents, celebrate and strengthen Sacramento's unique identity.

LUP-9.2 **Destination City**. To leverage the economic potential of Sacramento's cultural and entertainment assets, the City shall grow, support, promote, and attract marquee arts, culture, and entertainment events that distinguish Sacramento as a destination in the region and the state.

LUP-9.3 **Assembly Facilities and Event Centers**. The City shall encourage and support the development of assembly facilities for social, cultural, entertainment, sports, educational, and religious activities. The design and programming of these facilities should reflect the diversity of the community.

LUP-9.4 **Vibrant Arts Ecosystem.** The City shall foster a vibrant arts and creative ecosystem by striving to provide equitable access to creative opportunities and expression for all residents by promoting access to capital, infrastructure, professional development, mentoring, and other arts programming.

LUP-9.5 **Arts Education.** The City shall work to ensure that an array of arts education programming is offered within reasonable walking, biking, and transit access to improve engagement of youth and older adults. Collaborations between other civic partners (healthcare institutions, community centers, parks, juvenile justice, etc.), local artists, and community-based arts organizations should be fostered to ensure equitable access to arts education programming for older adults and youth.

LUP-9.6 **Artist Enclaves/Live-Work Studios.** The City shall support and encourage the development, reuse, and conversion of areas and buildings to create art districts that could include the following:

- Live-work studios;
- Spaces for performance, exhibition, rehearsal, production, and retail; and
- Affordable residential enclaves for artists and their families.

LUP-9.7 **Anti-Displacement Strategies.** The City shall strive to prevent displacement and pursue placekeeping ~~consider anti-displacement~~ strategies for artists and creative businesses along with special incentives that drive consumer engagement within arts districts.

LUP-9.8 **Public Art.** The City shall infuse the public realm with temporary and permanent public art installations, activations, and signature design elements through continuation of the Art in Public Places Program, recognizing the value of public art to do the following:

- Add visual variety and richness;
- Delight, surprise, amuse, and inspire;
- Educate and inform;
- Engage and involve;
- Promote neighborhood identity; and
- Celebrate Sacramento's heritage and environment.

SUSTAINABLE BUILDINGS AND DESIGN

While Sacramento's buildings house residents, enable commerce, and create life and interest through architecture, they also account for sizeable shares of communitywide greenhouse gas (GHG) emissions and solid waste. Energy used in residential, commercial, and industrial buildings accounted for 37 percent of Sacramento's total GHG emissions in 2016. Construction- and demolition-related waste is a major contributor to landfills, with 600 million tons of debris sent to landfills nationwide in 2018. California's Energy Code (Code of Regulations, Title 24, Parts 6 and 11) and Sacramento's City Code incorporate performance standards to target reductions in solid waste, pollution, and energy use. Despite on-going challenges with reducing GHG emissions from buildings, Sacramento has strived to lead by example in new construction.

Achieving community goals for sustainability and GHG reduction will require a continued focus on improving the performance of both new and existing buildings in Sacramento. Actively promoting the retrofit and adaptive reuse of older buildings in need of rehabilitation over the construction of new ones will help reduce the amount of solid waste sent to landfills as well as the energy expended in manufacturing and transporting new building materials. In turn, this reduces GHG emissions from building construction.

Aiming for net-zero energy (NZE) or net-positive design of buildings — meaning that buildings produce the same amount or more energy than they consume, such as by generating solar or geothermal energy — is an increasingly achievable standard in many new construction contexts. Electrification of new buildings — requiring that they use electricity instead of gas for heating, cooking, and appliances — has the potential to reduce Sacramento's greenhouse gas emissions by nearly 135,000 metric tons of carbon dioxide equivalent (MTCO2e) by 2045, while transitioning existing buildings to carbon-free electricity is projected to eliminate another nearly 380,000 MTCO2e in the same timeframe. Building electrification is the lynchpin strategy of the City's Climate Action and Adaptation Plan (CAAP).

In addition to considering GHG emissions and energy efficiency of buildings, policies in this section support sustainability objectives by promoting the development of buildings that weave aspects of social equity, ecological generation, responsible resource stewardship, and human health and well-being into their designs. Incorporating these considerations makes each development project an active player in not only reducing harmful social and ecological impacts, but in positively and actively contributing to resilient built environments that co-exist with their surrounding natural environments and support the community it serves.

Please see the Environmental Resources and Constraints Element and the Climate Action and Adaptation Plan for additional policies, strategies, and measures related to energy use in buildings.

GOALS AND POLICIES

GOAL LUP-10: SUSTAINABLE BUILDING AND "GREEN" DESIGN PRACTICES IN PUBLIC AND PRIVATE DEVELOPMENT THAT REDUCE PER CAPITA ENERGY USE, WASTE, AND POLLUTANTS.

LUP-10.1 **Existing Structure Reuse.** The City shall encourage the retention of existing structures and promote their adaptive reuse and renovation with green building technologies to retain the structures' embodied energy, sequester carbon, increase energy efficiency, and limit the generation of waste.

LUP-10.2 **Promote Green Buildings.** The City shall partner with the Sacramento Municipal Utility District (SMUD), Grid Alternatives, American Institute of Architects, North State Building Industry Association, and other organizations and public agencies to raise awareness and promote adoptions of innovative green building technologies in both new and existing buildings.

GOAL LUP-11: CREATE BUILT AND NATURAL ENVIRONMENTS WITHIN THE CITY THAT PRIORITIZE, SUPPORT, PROMOTE, AND EMBRACE SOCIAL EQUITY, ECOLOGICAL REGENERATION, RESPONSIBLE RESOURCE STEWARDSHIP, AND HUMAN HEALTH AND WELL-BEING.

LUP-11.1 **Net-Positive Energy Future.** The City shall support and promote projects that demonstrate responsible energy use and an acceleration of renewable energy generation toward a net-positive energy future.

LUP-11.2 **Balanced Local Water Cycle.** The City shall support and promote project goals and implementation that demonstrate sustainable water resource use, including water conservation and reuse, to build climate resilience and uphold a balanced local water cycle.

LUP-11.3 **Local Human and Ecological Context.** The City shall support and promote project goals and implementation that are informed by and respond to the local human and ecological context (past, present, and projected future) and strive for ecological and cultural health and regeneration.

LUP-11.4 **Community Education.** The City shall encourage, support, and partner with other organizations in the education of community members in regenerative design policies and practices, both human and ecological, and educate on how to implement regenerative, climate adaptive, as well as pro-health and pro-equity strategies in all sectors.

LUP-11.5 **Human-Ecosystems Connection.** The City shall support and promote planning and development that provide equitable opportunities for human connection and interaction with natural ecosystems.

LUP-11.6 **Community Connection.** The City shall support and promote planning and development that creates and encourages opportunities for community connection and interaction, relationship building and cross-cultural awareness, support, and respect.

LUP-11.7 **Building Materials.** The City shall support and promote the use of benign; responsibly- and ethically-sourced; and low-carbon and/or carbon-sequestering building materials and products.

LUP-11.8 **Construction Processes.** The City shall encourage onsite construction processes that reduce environmental harm and support sustainable methods.

LUP-11.9 **Product Circularity.** The City shall support and promote locally manufactured materials and products that embody product circularity.

LUP-11.10 **Demonstration of Leadership.** The City shall demonstrate leadership in the above policies under this goal in City-owned buildings, properties, and projects, and share successes and lessons learned broadly within and beyond the city of Sacramento to accelerate adoption across all sectors of the development community and building industry.

IMPLEMENTING ACTIONS

Plans and Programs

LUP-A-1 **Area of Concern.** The City shall work with Sacramento Local Agency Formation Commission (LAFCo) to designate the Natomas Basin Study Area as an Area of Concern to provide the City with greater influence on land use decisions and other governmental actions that directly and indirectly affect the city of Sacramento in this important area beyond its Sphere of Influence.

Responsible Entity: Community Development Department

Timeframe: Near-term (2024-2029)

LUP-A-2 **Local Bonus Program.** The City shall amend the Planning and Development Code to establish a local bonus program for development projects providing regulated affordable housing, including those with less than 5 units that would not qualify under the state density bonus law (CA Govt Code Sections 65915-65918).

Responsible Entity: Community Development Department

Timeframe: Near-term (2024-2029)

Planning Studies and Reports

~~**LUP-A-2**~~**LUP-A-3** **Citywide Municipal Services Review.** The City shall work with Sacramento Local Agency Formation Commission (LAFCo) to prepare and adopt a citywide Municipal Services Review (MSR) to identify the existing capacity and means of financing the probable demand for services based on the build out of the General Plan.

Responsible Entity: Community Development Department

Timeframe: Near-term (2024-2029)

~~**LUP-A-3**~~**LUP-A-4** **Fruitridge-Florin Annexation**. The City shall study the feasibility of annexing the Fruitridge-Florin Study Area with a view of streamlining the delivery of public services, addressing infrastructure needs, promoting neighborhood revitalization, and improving the quality of life for local residents. The study should

involve outreach to area residents and consider fiscal and environmental impacts as well as inclusive economic development opportunities. Based on the results of the study, the City shall consider an annexation application with the Sacramento Local Agency Formation Commission (LAFCo) if appropriate.

Responsible Entity: Community Development Department

Timeframe: Mid-term (2030-2035)

~~LUP-A-4~~LUP-A-5 **Special Studies.** The City shall map and track major planning actions, such as rezonings, in a database keyed to the year action was taken. Use this data to pinpoint areas which require special studies and possible amendment on the General Plan land use map.

Responsible Entity: Community Development Department

Timeframe: Ongoing

LUP-A-6 **Future High-Frequency Transit Routes.** The City shall reevaluate land use designations and maximum development intensities as new high-frequency transit routes are established by transit agencies, including Sacramento Regional Transit District (SacRT), Sacramento Area Council of Governments (SACOG), and San Joaquin Regional Rail Commission.

Responsible Entity: Community Development Department

Timeframe: Ongoing

Regulations, Standards, and Development Review

~~LUP-A-5~~LUP-A-7 **Sustainability and De~~C~~carbonization Standards.** The City shall evaluate best practices to guide the development of more prescriptive sustainability and carbonization standards for City buildings, infrastructure, and facilities.

Responsible Entity: Department of Utilities (lead), Office of Climate Action and Sustainability (support), Department of Public Works (support)

Timeframe: Ongoing

~~LUP-A-6~~LUP-A-8 **Beyond Climate Resiliency Measures.** The City shall evaluate cost-effective opportunities to accelerate voluntary efforts of the private development industry to go above and beyond baseline state-mandated climate resiliency measures, such as incentive programs and other measures.

Responsible Entity: Office of Climate Action and Sustainability (lead), Community Development Department (support)

Timeframe: Near-term (2024-2029)

~~LUP-A-7~~LUP-A-9 **Net-Zero Energy or Net-Positive Design.** The City shall assess the feasibility of requiring or incentivizing net-zero energy (NZE) or net-positive design for new buildings and significant retrofitting of existing privately-owned buildings and identify incentives for NZE and net-positive design ~~in adaptive reuse projects~~.

Responsible Entity: Community Development Department

Timeframe: Near-term (2024-2029)

~~LUP-A-8~~LUP-A-10 **Planning and Development Code Update.** The City shall update the Planning and Development Code to implement the 2040 General Plan, including amendments to:

- Rezone parcels for consistency with the 2040 General Plan land use, intensity, and density diagrams;
- Remove maximum residential density standards from single-unit, duplex dwelling, multi-unit, commercial, and industrial zones and replace them with floor area ratio-based intensity standards and minimum residential density standards;
- Broaden the range of housing types allowed by-right within single-unit and duplex dwelling residential zones;
- Update development standards for missing-middle housing types, such as accessory dwelling units, duplexes, triplexes, fourplexes, and bungalow courts;
- Require new residential development of a certain size to include a variety of housing types and sizes;
- Establish requirements for electric vehicle (EV) charging infrastructure in new and expanded gas stations citywide;
- Establish incentives to promote efficient parcel utilization and consolidation, particularly in transit-oriented development (TOD) areas;
- Prohibit new drive-through restaurants in areas where a strong pedestrian and transit orientation is desired;
- Allow for flexibility of new commercial uses in neighborhood-oriented commercial centers; and
- Establish incentives to facilitate the retrofit of existing shopping centers with pedestrian amenities, EV charging, bike parking, traffic-calming features, plazas and public areas, shade trees, lighting, public art, farmers markets, retail and other services that provide for everyday needs, and community events.

Responsible Entity: Community Development Department

Timeframe: Near-term (2024-2029)

~~LUP-A-9~~LUP-A-11 **Home Occupation Regulations**. The City shall evaluate changes to the home occupation regulations in the Planning and Development Code to allow home businesses by-right and expand eligible home business permits to allow greater variety of home businesses as part of a strategy to remove barriers to entrepreneurship, support

workforce participation, promote walkability, lower vehicle miles travelled, and allow residents to provide services locally.

Responsible Entity: Community Development Department

Timeframe: Near-term (2024-2029)

~~**LUP-A-10**~~**LUP-A-12** **Design Guidelines Update.** The City shall review its development design guidelines and standards for consistency with the 2040 General Plan goals, policies, and standards.

Responsible Entity: Community Development Department

Timeframe: Near-term (2024-2029)

4. HISTORIC AND CULTURAL RESOURCES

Sacramento's historic and cultural resources include not only buildings, monuments, places, landscapes, and archaeological remains, but also traditional customs, important infrastructure, and sites where important events once took place. Collectively, these resources tell the story of our shared heritage. As Sacramento looks forward to its next era of growth, it is essential to celebrate the contributions of all segments of the population so that all community members can take pride in their identity and transmit that to future generations. By preserving and enhancing our diverse historic and cultural resources, we can help foster a distinctive sense of place and lay the foundation for an economically viable, socially equitable, and environmentally sustainable city.

The Historic and Cultural Resources Element of the General Plan establishes a comprehensive framework to identify and protect valuable historic and cultural resources, thoughtfully integrate new infill development into the existing urban fabric, and encourage community education and appreciation of the city's historic and cultural resources. Although not required under state law, this Element underscores the City's commitment to these important community resources. Related strategies for placemaking, infill compatibility, and inclusive economic development are addressed in the Land Use and Placemaking and Economic Development Elements.

Historic Context

Sacramento's physical and cultural development has been shaped by varied and overlapping elements throughout its history. Its location at the confluence of the Sacramento and American Rivers within a fertile valley has made it a center of human settlement since the first Native American peoples came to the area. What is now the city of Sacramento occupies the ancestral homelands of the Nisenan and Plains Miwok peoples. These cultures that thrived at the rivers' confluence still exist today and are part of the past, present, and future of the city. Following the arrival of Europeans, the large native population was reduced first by disease and later by enslavement, or forced removal, following the discovery of gold in 1849. Sacramento quickly became a hub of non-native transportation and commerce in the region, growing further in importance with its selection as the State capital in 1854. Development continued with the arrival of the railroads and construction of streetcar lines in the late 19th and early 20th Centuries, while the agricultural abundance of the Central Valley and influx of residents from diverse, multi-ethnic backgrounds contributed to the city's economic vitality and rich cultural diversity. These multi-faceted layers of history have contributed to Sacramento's unique physical landscape, which today includes a wide range of housing and other building types and a variety of architectural styles.

Existing Resources, Districts, and Landmarks

Sacramento has a rich legacy of historically and culturally significant buildings, structures, objects, sites, and districts that contribute to its distinctive sense of place and help to tell the story of the community. This section summarizes the large and diverse range of historic and cultural resources in the city of Sacramento that have been formally designated by the federal, state, and local governments. While there are a large number of designated historic resources, many properties have not yet been evaluated for potential historic significance, including those that are currently under 50 years of age but will become "age-eligible" for historic evaluation in the future. For example, historic resources may be identified in mid-century modern residential neighborhoods and areas that were annexed into the city during the 20th and 21st Centuries to the north, south, and east of the Central City.

ARCHAEOLOGICAL RESOURCES

Archaeological ~~S~~sites recorded in the region include village sites, smaller occupation or special use sites, and lithic scatters. Native American habitation sites within what is now the city of Sacramento are concentrated in locations with higher spots along the rivers, creeks, and sloughs that provided water and sources of food. Recent discoveries in the city have helped further understanding of the settlement pattern and lives of the original inhabitants of the area.

NATIONAL REGISTER OF HISTORIC PLACES

The National Register of Historic Places is the nation's most comprehensive inventory of historic resources. The National Register is administered by the National Park Service and includes buildings, structures, sites, objects, and districts that possess historic, architectural, engineering, archaeological, or cultural significance at the national, state, or local level, including those identified as National Historic Landmarks. Typically, resources over 50 years old are eligible for listing in the National Register if they meet the listing criteria for significance and if they retain sufficient historic integrity.

CALIFORNIA REGISTER OF HISTORICAL RESOURCES

The California Office of Historic Preservation oversees the California Register of Historical Resources (California Register). Resources listed on the California Register may also be listed on the Sacramento Register or the National Register of Historic Places. Some resources are listed automatically on the California Register by virtue of being listed on the National Register of Historic Places, one of the federal preservation programs administered by the National Parks Service, or by being listed as a California Historical Landmark (number 770 and above). Resources can also be listed on the California Register by action of the State Historical Resources Commission through a nomination process administered by the California Office of Historic Preservation. The city of Sacramento contains California State Landmarks such as Sutter's Fort, the Sacramento City Cemetery, railroad buildings, hotels, banks, residences, churches, and the California Capitol complex.

The California Register of Historical Resources is an inventory of significant architectural, archaeological, and historical resources in the State of California. California Historical Landmarks and National Register-listed properties are automatically listed in the California Register. In addition to

the properties listed on the National Register, and therefore also listed on the California Register, the city of Sacramento currently contains 13 properties that are solely listed on the California Register.

CALIFORNIA POINTS OF HISTORICAL INTEREST

California Points of Historical Interest are "sites, buildings, features, or events that are of local (city or county) significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other value." Points of Historical Interest designated after December 1997 and recommended by the State Historical Resources Commission are also listed in the California Register. California Points of Historical Interest in the city of Sacramento include the Curran Farmhouse, Eastern Star Hall, George Hack House, River Mansion, St. Elizabeth's Church, and Edwin Whitter Ranch.

~~CALIFORNIA REGISTER OF HISTORICAL RESOURCES~~

~~The California Register of Historical Resources is an inventory of significant architectural, archaeological, and historical resources in the State of California. California Historical Landmarks and National Register-listed properties are automatically listed in the California Register. In addition to the properties listed on the National Register, and therefore also listed on the California Register, the city of Sacramento currently contains 13 properties that are solely listed on the California Register.~~

SACRAMENTO REGISTER OF HISTORIC AND CULTURAL RESOURCES

The Sacramento Register of Historic and Cultural Resources is established through Title 17 of the City Code. Criteria for listing a property on the Sacramento Register are included in the City Code and are similar to those for listing on the National or California Registers. The Sacramento Register records adopted landmarks; adopted historic districts; special planning districts, survey areas, and individual resources; and pending Sacramento Register nominations.

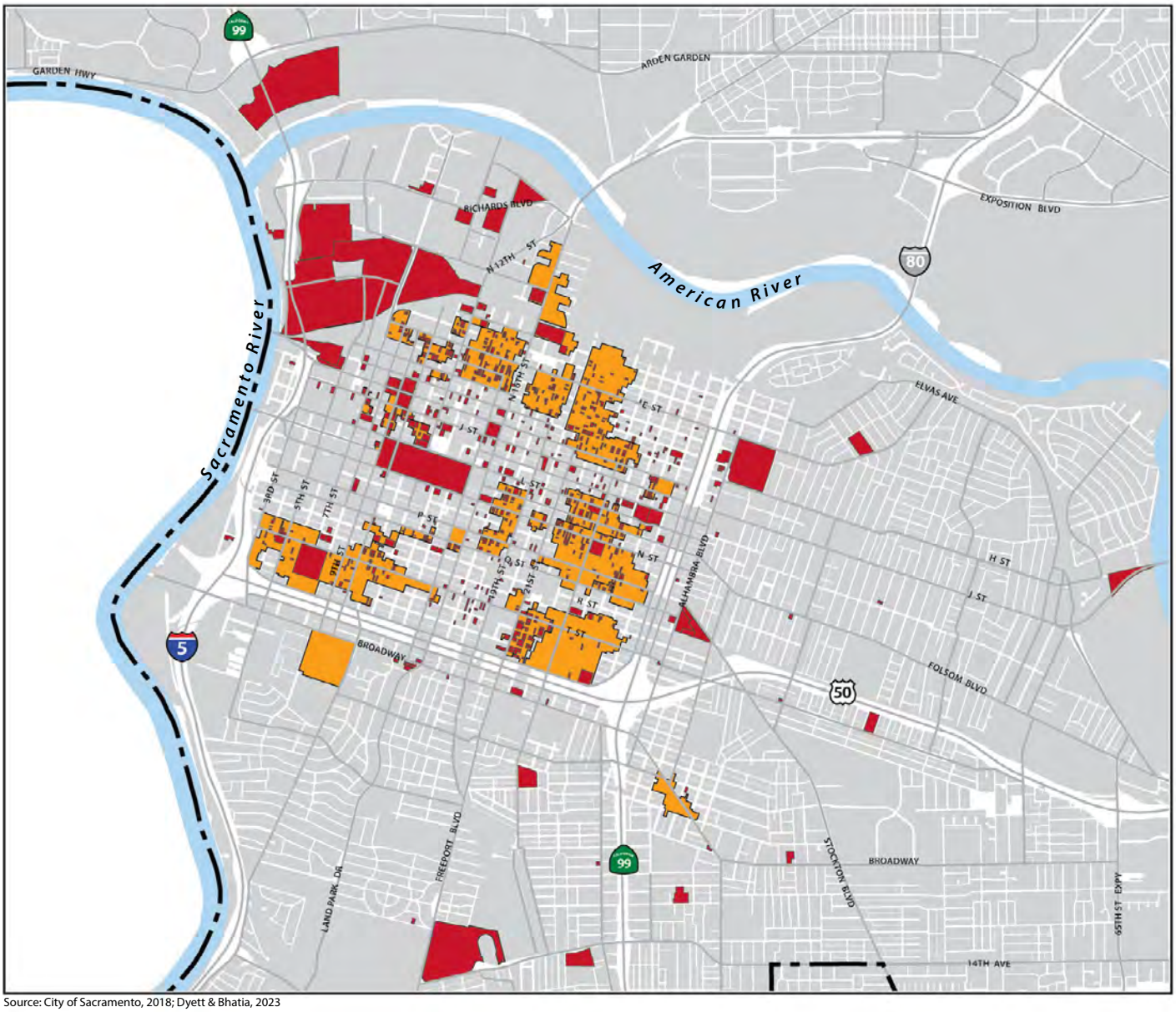
To date, over 800 individually landmarked historic and cultural resources have been listed on the Sacramento Register, together with 30 historic districts (see **Map HCR-1**). Most of the city's existing locally designated historic districts are in geographical proximity to each other and are concentrated within the Central City, which contains Sacramento's original 1848 street grid. The historic districts include tree-lined residential neighborhoods, vibrant commercial corridors, government and civic centers, and industrial hubs, all of which reflect the broad spectrum of Sacramento's evolution and physical development from the earliest decades of the capital city's founding to the mid-twentieth century. More than 1,400 contributing resources to City-designated historic districts were added to the Sacramento Register following the completion of the Historic District Plans project in late 2019, and two historic districts were removed from the Sacramento Register.

Preservation Framework

The City of Sacramento's commitment to preserving its historic built environment is evident in the number of individual efforts that have been made to recognize, catalogue, and protect historic properties since the City's historic preservation program began in the 1970s. The historic preservation program started in 1974 with the City Council's adoption of Sacramento's first preservation ordinance. This was followed by the appointment of the first Preservation Board in 1975. Since then, the historic preservation program has evolved into a citywide Certified Local

Government program with a seven-member Preservation Commission and a Historic and Cultural Resources Element of the City's General Plan. New programs, including the Mills Act program and Historic Places Grant program, have been implemented to help residents maintain historic buildings and provide financial incentives for historic preservation projects throughout the city. Together, these varied efforts comprise a robust local preservation program that helps Sacramento reach its historic preservation goals.

Map HCR-1: **Historic Districts and Landmark Parcels**



Source: City of Sacramento, 2018; Dyett & Bhatia, 2023

Historic District

Landmark Parcels

Sacramento City Limit

0 1/2 1 2

MILES

CERTIFIED LOCAL GOVERNMENT STATUS

Sacramento is a Certified Local Government Program (CLG). The program – formed by a partnership between the National Park Service, California State Office of Historic Preservation, and local governments across California – awards annual federal grants to assist with the implementation of local historic preservation programs.

HISTORIC PRESERVATION ORDINANCE

The City's historic preservation regulations are located in Chapter 17.604 of the City Code. This chapter establishes the City's preservation program and preservation commission, and designates staff to implement the program. The chapter also sets forth mechanisms to identify significant historic, prehistoric, and cultural resources, structures, districts, sites, landscapes and properties within the city; provides mechanisms and procedures to protect and encourage the preservation of the city's historic and cultural resources; and provides standards, criteria, and processes, consistent with state and federal preservation standards and criteria, for the identification, protection, and assistance in the preservation, maintenance, and use of historic and cultural resources.

PRESERVATION COMMISSION

The City's Preservation Commission consists of seven members of the public, most of whom are architects, design professionals, or historians. The Commission is responsible for developing and recommending historic preservation policies and programs to City Council; reviewing, nominating, and recommending properties for listing on the Sacramento Register; and considering and acting on proposed development projects that may impact historic resources.

PRESERVATION SITE PLAN AND DESIGN REVIEW PROCESS

Proposed development and construction projects involving properties that are designated historic landmarks, potentially eligible historic resources, or located within a historic district are reviewed by City historic preservation staff through the City's Preservation Site Plan and Design Review process (SPDR). This ensures that projects are consistent with the Secretary of the Interior's Standards, relevant historic district plans, development standards, design guidelines; and the City Planning and Development Code (i.e., title 17 of the Sacramento City Code). Permits to demolish or relocate buildings or structures that are at least 50 years old are also reviewed by City preservation staff.

PROGRAMS AND INCENTIVES

The City of Sacramento's historic preservation ordinance is supplemented by several wide-ranging programs and financial incentives. These programs aid Sacramento's overall preservation-related efforts by enhancing public education and awareness of the city's important historic and cultural places, expanding the range of historic resources that receive recognition, and providing sources of funding to support preservation projects.

HISTORIC PRESERVATION PROGRAMS AND INCENTIVES

Mills Act

The Mills Act Historical Property Contract Program is intended to offset the cost of preserving historic properties by offering property owners a property tax reduction in exchange for agreeing to preserve and maintain their historic building. A property must be listed on the Sacramento Register of Historic and Cultural Resources, the California Register of Historical Resources, or the National Register of Historic Places to be eligible for the program.

Sacramento Historic Property Plaque Program

Owners of historical properties that have been designated by the City of Sacramento as either a Historic Landmark or a Contributing Resource within a City-designated Historic District are eligible to apply for a Sacramento Historic Property Plaque.

Old Sacramento Special Sign District

The Old Sacramento Special Sign District ordinance, Chapter 15.152 of the City Code, sets sign regulations to preserve and maintain the historic character of the Old Sacramento Historic District, which is a National Historic Landmark. These regulations help Old Sacramento recapture the physical environment as it appeared during the Gold Rush era of the late 1800s.

Historic Places Grant Program

The City of Sacramento administers the Historic Places Grant Program. The grant program is a matching grant program that funds projects between $1,000 and $24,999 and is intended to facilitate the preservation of historic properties (residential and commercial structures and sites) throughout the city of Sacramento.

STANDARDS AND GUIDELINES

Some change is inevitable as historic buildings continue to be used over time. Recognizing this, historic preservation design standards and guidelines are valuable tools intended to help property owners, residents, developers, and design professionals carry out projects at historic properties that enable continued and new uses, while retaining the characteristics that make the properties historically significant.

Secretary of the Interior Standards for the Treatment of Historic Properties

The Secretary of the Interior's Standards for the Treatment of Historic Properties (SOI Standards) provides standards and guidance for designing and reviewing proposed work on historic properties. The SOI Standards are used by federal agencies and are also frequently used by local government bodies across the country, including the City of Sacramento, to review proposed rehabilitation work on historic properties under local preservation ordinances.

Historic District Plans Design Standards

The Sacramento Historic District Plans were adopted in 2019 and provide a basis for managing growth and change in many of the city's historic districts by guiding alterations to existing buildings and new development that respect the historic character that defines these special places. To this end, the Historic District Plans provide design standards that are tailored to the distinctive characteristics of each individual historic district. The Historic District Plans are based on and consistent with the SOI Standards, so consistency with the Historic District Plans is typically considered a project that is consistent with the SOI Standards.

Historic District Objective Design Standards

Following the passage of Senate Bill 35 (2017, Wiener) and Senate Bill 330 (2019, Skinner), the City of Sacramento developed Historic District Objective Design Standards. These Objective Design Standards reflect the need to speed up and streamline new housing construction in Sacramento while recognizing the distinctive physical characteristics and significance of the City's historic districts.

Resource Preservation

Preservation of historic resources and the overall context in which they are located is an important City objective. The policies in this section aim to preserve historic and cultural resources and support the City actively protecting, maintaining, and identifying historic and cultural resources, including consultation with appropriate organizations and individuals early in the planning and development process to identify opportunities and minimize potential impacts to historic and cultural resources.

GOALS AND POLICIES

GOAL HCR-1: HISTORIC AND CULTURAL RESOURCES THAT ENRICH OUR SENSE OF PLACE AND OUR UNDERSTANDING OF THE CITY'S PREHISTORY AND HISTORY.

HCR-1.1 Preservation of Historic and Cultural Resources, Landscapes, and Site Features ~~and Landscaping~~. The City will continue to promote the preservation, restoration, enhancement, and recognition of historic and cultural resources throughout the city.

HCR-1.2 Maintenance and Preservation. The City will continue to encourage maintenance and preservation of historic and cultural resources to promote the continued vitality of its neighborhoods.

HCR-1.3 Compatibility with Historic Context. The City will continue to review new development, alterations, and rehabilitation/remodels for compatibility with the surrounding historic context and consistency with design guidelines/standards, including the Historic District Plans. The City shall pay special attention to the scale, massing, and relationship of proposed new development to complement surrounding historic environments.

HCR-1.4 Historic Districts. The City will continue to establish and maintain historic districts to provide for the preservation and restoration of those areas that are of historic significance.

HCR-1.5 **Historic Surveys and Context Statements**. Where historic resource surveys are outdated, or for areas that have not been surveyed, the City shall seek funding to conduct new historic resource surveys and/or prepare context statements. In these efforts, the potential eligibility of all properties 45 years and older for listing in National, California, or Sacramento registers shall be evaluated.

HCR-1.6 **Early Project Consultation**. The City will continue to strive to minimize impacts to historic and cultural resources by consulting with property owners, land developers, tribal representatives, and the building industry early in the development review process as needed.

HCR-1.7 **Contextual Features.** The City shall promote the preservation, rehabilitation, restoration, and/or reconstruction, as appropriate, of contextual features related to historic resources, including maintenance and reconversion of parkway strips to landscaping; maintenance and replication of historic sidewalk patterns; use of historic streetlamps and street signs; and maintenance or restoration of historic park features.

HCR-1.8 **Ongoing Maintenance**. The City shall support the maintenance and safety of historic properties and resources through a combination of education and incentives, to avoid the need for major and costly rehabilitation, and to reduce risks to historic properties that are suffering from deferred maintenance.

HCR-1.9 **Disaster Preparedness**. The City shall seek to minimize or avoid adverse impacts to historic and cultural resources from natural disasters. To this end, the City shall promote seismic safety, flood protection, and other building retrofit programs that preserve, enhance, and protect these resources consistent with their historic design character.

HCR-1.10 **Demolition.** Consistent with Secretary of the Interior Standards, the City shall consider demolition of historic resources as a last resort, to be permitted only if rehabilitation or adaptive reuse of the resource is not feasible; demolition is necessary to protect the health, safety, and welfare of its residents; or the public benefits outweigh the loss of the historic resource.

HCR-1.11 **Energy Retrofits of Historic Resources**. The City shall provide information and incentives to encourage energy efficiency retrofits to historic buildings in a manner that will protect the building's significant features and characteristics.

HCR-1.12 **Incentives for Rehabilitation and Adaptive Reuse of Historic Resources.** The City shall continue to encourage and support restoration and adaptive reuse through implementation of Mills Act contracts, grant programs, and other preservation incentive programs.

HCR-1.13 **Indigenous Cultures.** The City shall seek ways to recognize the peoples who first lived in, traveled, and traded in what is now the Sacramento area, by working with tribal representatives to preserve their identity, culture, and artifacts. Methods for recognizing tribal history and imagery may include, but are not limited to, the following:

- Public art that provides a Native American perspective including works by Native artists;

- Naming of parks and places that reflects local Native American heritage and/or restores tribal names;
- Parks and recreation programming that increases awareness of tribal heritage and culture (including through interpretive displays) and allows opportunities for craft sharing;
- Incorporation of traditional native plants into landscape design palettes.

HCR-1.14 **Archaeological, Tribal, and Cultural Resources**. The City shall continue to comply with federal and State regulations and best practices aimed at protecting and mitigating impacts to archaeological resources and the broader range of cultural resources as well as tribal cultural resources.

HCR-1.15 **Treatment of Native American Human Remains**. The City shall treat Native American human remains with sensitivity and dignity and ensure compliance with the associated provisions of California Health and Safety Code and the California Public Resources Code. The City shall collaborate with the most likely descendants identified by the Native American Heritage Commission.

HCR-1.16 **Endemic Traditions**. The City shall seek ways to recognize the endemic traditions of various communities in Sacramento, including African American, Hispanic, Native, and Asian American communities, to promote the retention of Sacramento's intangible cultural heritage, which may include oral traditions, performing arts, social practices and festive events, legacy businesses, knowledge and practices concerning nature and the universe, and traditional craftsmanship.

HCR-1.17 **Evaluation of Archeological Resources**. The City shall work in good faith with interested communities to evaluate proposed development sites for the presence of sub-surface historic, archaeological, and tribal cultural resources that may be present at the site. These efforts may include the following:

- Consideration of existing reports and studies,
- Consultation with Native American tribes as required by Sstate law,
- Appropriate site-specific investigative actions, and
- Onsite monitoring during excavation if appropriate.

HCR-1.18 **Evaluation of Potentially Eligible Built Environment Resources**. The City shall continue to evaluate all buildings and structures 50 years old and older for potential historic significance prior to approving a project that would demolish or significantly alter the resource.

HCR-1.19 **Access to Energy Retrofits.** The City shall continue to work with federal, State, and regional agencies and partners to seek funding opportunities for economically disadvantaged property owners to pursue climate-adaptive energy retrofits and electrification of existing historic buildings.

GOAL HCR-2: A COMPREHENSIVE, CITYWIDE PRESERVATION PROGRAM THAT IDENTIFIES, PROTECTS, AND ASSISTS IN THE PRESERVATION OF SACRAMENTO'S HISTORIC AND CULTURAL RESOURCES.

HCR-2.1 **Administration of Functions and Programs.** The City shall retain qualified Preservation staff, including a Preservation Director, and provide support to administer the City's preservation functions and programs, including the Preservation Commission.

HCR-2.2 **Certified Local Government.** The City shall maintain its federal status as a Certified Local Government (CLG) and make full use of its authority to designate local landmarks and historic districts and apply for state and federal historic preservation grants.

HCR-2.3 **Sacramento Register.** The City shall maintain and update the Sacramento Register of Historic and Cultural Resources on a regular basis, including proactively identifying and listing additional unidentified landmarks and historic districts, and deleting resources that do not meet the criteria for listing.

HCR-2.4 **Incorporating Preservation into Comprehensive Planning**. The City shall continue to consider historic and cultural resources in its current and long-term comprehensive planning efforts. To this end, the City shall incorporate specific preservation goals, policies, and programs into Community Plan and Specific Plan updates and neighborhood planning efforts, as appropriate.

HCR-2.5 **Code Compliance.** The City's Code Enforcement, Building, and Preservation Planning Division staff shall work collaboratively to identify historic properties under code enforcement actions and facilitate repair work that brings historic properties into compliance, consistent with preservation best practices, including utilizing the State Historical Building Code to support preservation goals.

HCR-2.6 **Coordination with Other Entities**. The City should coordinate, network with, and support public, quasi-public, and private entities (e.g., Sacramento Housing and Redevelopment Agency, Capitol Area Development Authority, Native American Tribes) in their preservation efforts.

HCR-2.7 **Funding and Financing Mechanisms**. As part of its preservation efforts, the City shall explore funding and financing mechanisms, such as public/private partnerships with business, education, and advocacy groups, in order to facilitate the preservation, rehabilitation, and/or adaptive reuse of historic resources.

Public Involvement

Broad-based public involvement is essential to historic preservation. Feedback from the public and the articulation of their values ensures that the important elements of Sacramento's history are preserved while adequately responding to an evolving world and the desire for change. It also ensures that historic preservation efforts reflect Sacramento's rich diversity so that the full range of the city's history may be told and recognized.

EDUCATION AND AWARENESS

Sacramento's historic preservation efforts are supported by several local organizations and community groups. These range from university and college students, such as the Public History Program, to non-profits like Preservation Sacramento and Sacramento Modern, and neighborhood

groups such as East Sacramento Preservation. These groups advocate for historic preservation, provide valuable input about new City development plans and policies, and enhance local awareness and understanding of historic preservation through educational programs and events.

HERITAGE TOURISM

Heritage tourism contributes to Sacramento's economy in a variety of ways. Many historic buildings and sites – such as the State Capitol, Tower Bridge, Sutter's Fort, and Old Sacramento Waterfront – have become icons that define Sacramento's image, both locally and around the world. Sacramento's history also provides the foundation for many of the city's most recognizable and beloved cultural institutions, including the Crocker Art Museum and California State Railroad Museum, and inspires the development of heritage-related events and activities throughout the year. Places, attractions, and events that are grounded in Sacramento's history and culture attract visitors to Sacramento, create new jobs and business opportunities, aid in the protection of historic resources, and provide benefits that improve the lives of local residents.

A large part of a successful preservation program is the local support of its community and their belief in the importance of the history and prehistory contributing to local sense of place, culture, and economic development. The policies in this section support and provide for increasing public awareness and appreciation of the value of Sacramento's historic and cultural resources.

GOAL AND POLICIES

GOAL HCR-3: INCREASED AWARENESS AND APPRECIATION OF THE CITY'S HERITAGE AND ITS HISTORIC AND CULTURAL RESOURCES AND THE CONTRIBUTION THEY MAKE TO LOCAL SENSE OF PLACE, CULTURE, AND ECONOMIC DEVELOPMENT.

HCR-3.1 **Education and Awareness. The** City shall foster an awareness of the importance of preserving the city's heritage and cultural and historic resources in a manner that embraces and celebrates the community's social and cultural diversity. This can include the following:

- The use of placemaking strategies that commemorate places of special social historical significance through public art practices,
- Community planning policies, and/or
- Cultural heritage celebrations.

HCR-3.2 **School Programming.** The City shall encourage and provide technical assistance to public and private schools in integrating local and architectural history into their curricula.

HCR-3.3 **Heritage Tourism**. The City shall work with the local tourism industry, property owners, businesses, non-profit organizations, and other public agencies to develop and promote Heritage Tourism opportunities, integrating efforts with ongoing initiatives for economic development and promotion of the creative economy.

HCR-3.4 **Recognizing Preservation Efforts**. The City shall support and recognize private and public preservation work by celebrating the stewards of historic and scenic resources

who have completed particularly admirable rehabilitation projects and to others who have made special contributions to the preservation effort.

HCR-3.5 **Economic Benefits**. The City shall increase awareness of the economic benefits of preservation by providing information to owners of historic properties.

HCR-3.6 **Public Participation**. The City shall continue to encourage public participation in the process for evaluating and preserving historic and cultural resources.

HCR-3.7 **Old Sacramento Special Sign District**. The City shall continue to implement the City's Old Sacramento special sign district regulations to recognize and promote the historic ambience of Old Sacramento historic district.

HCR-3.8 **Provision of Information**. The City shall continue to incorporate information on historic resources into its Geographic Information System (GIS), Automated Permit System (APS), website, and video production. The City shall make information available on its website.

IMPLEMENTING ACTIONS

Plans and Programs

HCR-A.1 **Preservation Emergency Response**. The City shall incorporate historic preservation and historic resource surveys and evaluation into existing and future mitigation, response, and recovery processes.

Responsible Entity: Community Development Department (lead); Office of Emergency Management (support)

Timeframe: Mid-term (2030-2035)

HCR-A.2 **Heritage Tourism Plan**. Through its Preserve America Community designation, the City shall develop and implement a Heritage Tourism Plan, partnering with public agencies, non-profit organizations, and private entities as appropriate.

Responsible Entity: Community Development Department (lead); Office of Innovation and Economic Development (support)

Timeframe: Long-term (2036-2040)

HCR-A.3 **Education and Awareness**. The City shall take actions to foster an awareness of the importance of preserving the city's heritage and cultural and historic resources. Such actions may include the following:

- Identification and recognition of historic resources through its plaques and markers, murals, and other placemaking programs;
- Networking with other agencies, regional universities and colleges, Preservation Sacramento, Sacramento Modern, Native American tribes, and other organizations to promote historic preservation;
- Exploring opportunities to partner with local historic, cultural, community, and business organizations to establish and operate interpretive programs,

such as walking/audio tours or "story poles;" home tours; permanent displays and signage; informational pamphlets; banners; and special events celebrating local history and culture; and

- Maintaining an accurate and up-to-date preservation website and pamphlets to promote the appreciation, maintenance, rehabilitation, and preservation of Sacramento's historic and cultural resources.

Responsible Entity: Community Development Department

Timeframe: Mid-term (2030-2035)

Planning Studies and Reports

HCR-A.4 Historic Context Statements and Survey. The City shall strive to expand, complete, and update historic context statements and surveys to maintain a basis for evaluating the significance of properties. These historic context statements and surveys should include the following:

- The history of underrepresented communities and Black, Indigenous, and People of Color groups in Sacramento, and
- The city's developing corridors (Stockton Boulevard, Franklin Boulevard, Freeport Boulevard, Northgate Boulevard, Del Paso Boulevard, etc.)
- Additional context statements and surveys shall be prepared in support of future General Plan Updates and Specific Plans.
- Responsible Entity: Community Development Department
- Timeframe: Ongoing
- Post-Disaster Plan. The City shall develop a plan for post-disaster demolition and repair that protects historic resources against unnecessary loss of historic fabric and speculative demolitions.

Responsible Entity: Community Development Department

Timeframe: Long-term (2036-2040)

Regulations, Standards, and Development Review

HCR-A.5 **Incentives and Enforcement.** The City shall continue to incentivize the use and maintenance of historic properties through the following:

- Regulatory, technical, and financial incentives and enforcement programs to promote the maintenance;
- Rehabilitation, preservation, and interpretation of the city's historic and cultural resources; and
- Discouraging neglect of listed historic properties. Examples may include the Historic Places Grant Program, the Bronze Plaque Program, and Mills Act Program.

Responsible Entity: Community Development Department

Timeframe: Ongoing

HCR-A.6 **Guidance Documents**. The City shall develop planning and design guidance documents to assist property owners with understanding appropriate rehabilitation and energy efficiency retrofit options for historic and potentially eligible properties that will comply with the Secretary of the Interior's Standards for the Treatment of Historic Properties.

Responsible Entity: Community Development Department

Timeframe: Long-term (2036-2040)

HCR-A.7 **Conditions for Resource Discovery**. The City shall establish and implement procedures for the protection of historic, archaeological, and tribal cultural resources, consistent with the following:

- In the event any materials, items, or artifacts are discovered during excavation at a project site that may have historic, archeological, or tribal cultural resources, the project proponent and/or contractors should cease all work in the vicinity of the discovery, notify the City's Preservation Director or Manager of Environmental Planning Services, and coordinate with the City to determine the appropriate response, including further efforts for discovery and treatment of potential resources.
- In the event any human remains are discovered during excavation, the project proponent and/or contractors shall comply with state law, including notifying the Sacramento County Coroner and following all procedures required by state law, including notifying the Native American Heritage Commission in the event the remains are determined to be Native American in origin.

Responsible Entity: Community Development Department

Timeframe: Near-term (2024-2029)

HCR-A.8 **Native American Cultural Resources.** The City will explore creating a program for granting access to or transferring excess municipal land holdings to Native American tribes for ceremonial purposes, or if Native American cultural resources are located or planned to be located on the parcel. The City will conduct outreach with Native American tribes throughout the program development process.

Responsible Entity: Community Development Department (lead), Department of Public Works (support)

Timeframe: Near-term (2024-2029)

5. ECONOMIC DEVELOPMENT

Sacramento is the economic center of the region and a dynamic hub for business and innovation. The city boasts an extensive transportation network of roadways, railways, waterways, and an airport that connects it to the surrounding region, the state, and the nation. As the local economy continues to transition from a service-based economy toward one focused on growth driven by knowledge, technology, and innovation, the Economic Development Element seeks to foster a diverse range of businesses in established and emerging industry sectors; catalyze sustained and inclusive economic growth that creates opportunities for all residents; cultivate a business environment conducive to innovation and the exchange of ideas; and prepare the local workforce to succeed in the 21st Century economy. These actions are integral to creating a more sustainable, equitable, and prosperous city for all.

The Economic Development Element of the General Plan establishes a framework to foster growth strategies that leverage community assets and guide investments in human capital and infrastructure over time. Although not required under state law, this Element recognizes the transformative potential of growth and seeks to harness it to increase opportunity and improve the quality of life in the community. Other strategies important for economic development are included in the Land Use and Placemaking; Environmental Justice; Mobility; Public Facilities and Safety; and Youth, Parks, Recreation, and Open Space Elements.

Economic Profile

BUSINESS AND INDUSTRY

Sacramento features a diverse range of businesses across an array of industry sectors, with strong employment concentrations in the government/education, healthcare and social assistance, professional and technical services, and retail-trade sectors. The city has seen strong, sustained job growth since the end of the 2008 Great Recession, expanding its employment base at a faster rate than the region as a whole and solidifying its position as the region's premier employment center. Anchored by its universities and colleges, Sacramento is also a growing center for entrepreneurial activity and innovation, with opportunities for growth in emerging industry sectors such as food and agriculture; advanced manufacturing, information, and communication technology; future mobility; clean economy; as well as life sciences and health services, as research and development activity translates into marketable products and the creation of new companies.

Jobs in the greater Sacramento area are largely concentrated in three major areas: Downtown Sacramento, which has nearly half of all employment in the city, Arden Arcade Community Plan Area, and the northern portion of Stockton Boulevard in the Fruitridge-Broadway Community Plan Area. There is also significant potential to accommodate new employment-oriented development in the Opportunity Areas identified on **Map LUP-3**.

WORKFORCE CHARACTERISTICS

Among the nation's 100 largest metropolitan areas, Sacramento stands out as productive and prosperous. Median household income ranks in the top 25 percent and average worker productivity is among the highest in the U.S. Since 2006, however, the share of households that do not earn enough to cover basic living expenses — including housing, transportation, and childcare costs — has consistently been greater than 30 percent.[1] This statistic shows that a significant share of the population continues to struggle while the region as a whole enjoys prosperity. This segment of the population also has lower average levels of educational attainment and includes a disproportionate share of Black and Latino residents, indicating a need for workforce development and entrepreneurial initiatives that focus on equity and are responsive to historic trends of disempowerment. Collectively, these trends underscore the critical importance of preparing a broader, more diverse population for in-demand jobs — particularly youth and people of color — so that all Sacramentans are equipped with the resources and skills needed in the 21st Century economy.

Business Attraction and Development

Policies in this section seek to focus business attraction and development activities on key industry sectors that have an existing presence in the region as well as potential for future growth. A fundamental part of this strategy involves fostering strong concentrations, or "clusters," of specialized and interdependent businesses and institutions. These industry "clusters" can spark innovation, catalyze employment growth, and create a competitive advantage. Through the policies outlined in this section, the City seeks to support business growth and expansion by working to ensure that adequate sites and buildings are available, by providing technical assistance and funding to businesses, and by marketing and promoting opportunities in Sacramento.

For additional policies that encourage land use patterns to strengthen employment clusters and revitalization of corridors and centers, please see the Land Use and Placemaking Element.

GOAL AND POLICIES

GOAL E-1: A DYNAMIC, RESILIENT ECONOMY WITH A DIVERSE ARRAY OF BUSINESS IN ESTABLISHED AND EMERGING INDUSTRY SECTORS.

E-1.1 Strengthening Employment Clusters. The City should endeavor to actively recruit and consider ways to add and to build on existing employment clusters in Sacramento, including those in the following key sectors:

[1] Parilla, J., Liu, S., Gootman, M. (2018). Charting a Course to the Sacramento Region's Future Economic Prosperity. The Brookings Institution.

- Food and agriculture;
- Advanced manufacturing, information and communication technology;
- Future mobility;
- Clean economy; and
- Life sciences and health services.

E-1.2 **Business Attraction and Expansion**. The City should endeavor to focus business attraction and retention/expansion efforts on emerging industries in the region that demonstrate strong growth potential and pay higher than average wages.

E-1.3 **Tradable Industries**. The City should endeavor to attract and nurture businesses that generate the majority of their revenue from the sale of products or services outside the region in order to increase the flow of capital into the community and maximize positive impacts on output, employment, and wages in Sacramento.

E-1.4 **Suitable Buildings and Sites**. The City should endeavor to anticipate the demands for commercial and industrial growth and employ regulatory and policy mechanisms and incentives to maintain sites and buildings in suitable locations as an attraction to major employers.

E-1.5 **Technical Assistance**. The City should continue to offer technical assistance and funding to support the establishment and growth of businesses in key sectors.

E-1.6 **Growth in Opportunity Areas**. The City should endeavor to work with property owners, particularly those in Opportunity Areas (see **Map LUP-3**), to encourage development projects that generate local jobs and further inclusive economic development objectives.

E-1.7 **Destination For Business**. The City should endeavor to position itself as a destination for business by actively promoting Sacramento's assets and collaborating with the Greater Sacramento Economic Council (GSEC), the State of California, colleges, hospitals, and other local and regional business and employment groups.

E-1.8 **Economic Development Strategic Plan.** The City should endeavor to maintain an economic development strategic plan to guide the City's strategic economic development initiatives, periodically reviewing and updating it to keep current with market conditions and economic trends.

E-1.9 **Nighttime Economy.** The City shall support the nighttime economy to help foster a vibrant and well-managed nightlife in Sacramento.

Sustained and Inclusive Growth

Policies in this section seek to foster "quality growth" that leads to long-term value and broad-based wealth creation in the community, rather than short-term profit extraction. Central to this objective is increasing access to economic opportunity and empowering all residents to participate productively in the local economy through intentional investments in under-resourced neighborhoods and people. The policies in this section support City efforts to lead by example with procurement practices and pilot projects that nurture small businesses and minority and women-

owned enterprises and foster local business growth. These approaches can help ensure that no segment of the community is left behind and that Sacramento can leverage all its economic assets for equitable and sustainable growth.

GOAL AND POLICIES

GOAL E-2: SUSTAINED, INCLUSIVE GROWTH THAT GENERATES LONG-TERM, SHARED VALUE IN THE COMMUNITY AND CREATES ECONOMIC OPPORTUNITIES FOR ALL RESIDENTS.

E-2.1 **Investments for Inclusive, Equitable Growth**. The City should make intentional investments to increase and diversify economic growth in an inclusive and equitable manner that focuses on neighborhoods and their unique needs.

E-2.2 **Access to Capital**. The City should work with regional and local partners to increase access to capital for growing companies, targeting venture capital and angel investors.

E-2.3 **Neighborhood Development Action Team**. The City shall strive to increase the quality of life and economic growth of people, businesses and places and facilitate equitable investments and resources toward Sacramento's historically disenfranchised and disinvested neighborhoods through an interdepartmental Neighborhood Development Action Team.

E-2.4 **Access to Labor and Jobs**. The City should endeavor to foster job growth in areas with higher population density and existing or planned transit connections to improve access to labor for employers and access to jobs for residents, particularly residents of low-income neighborhoods.

E-2.5 **Opportunity Zones**. The City should consider use of development agreements and other mechanisms to help ensure that inclusive economic objectives are achieved as development occurs in Opportunity Zones (as defined in Tax Cuts and Jobs Act of 2017) and throughout the city.

E-2.6 **Sustainable Business Programs**. The City should continue to support ongoing efforts of the Business Environmental Resource Center (BERC) efforts to advance sustainable business programs.

E-2.7 **Small Business/Startup Support**. The City should support the development and retention of small business startups and new firms — particularly minority/women/veteran-owned businesses — by providing assistance with business planning, expansion, and access to capital.

E-2.8 **Public Procurement**. The City should evaluate the public procurement process with an eye towards stimulating small business development, targeting minority/women/veteran-owned businesses in particular, and coordinating with anchor institutions such as universities, hospitals, public agencies, and school districts to foster more equitable procurement practices.

E-2.9 **Local Pilot Projects**. The City should consider encouraging large and established businesses to pilot the products and services of startup businesses to increase the number of successful startups that are able to launch and grow in Sacramento.

E-2.10 **Business-to-Business Commerce**. The City should consider promoting strategies to increase local business-to-business commerce as a way of helping local firms to mature and expand.

Innovation and Collaboration

Policies in this section seek to facilitate cross-sector collaboration and establish a business environment conducive to innovation and growth. The City hopes to play an important role in laying the groundwork for innovation by setting development standards that promote construction of appropriate facilities and amenities, fostering cooperation between business and government, and making investments in infrastructure and technology. These actions can support the exchange of ideas and facilitate relationships, transactions, and coordination across industry sectors and between the public, private, and civic sectors of the economy.

GOAL AND POLICIES

GOAL E-3: A BUSINESS ENVIRONMENT CONDUCIVE TO GROWTH, INVESTMENT, COLLABORATION, AND THE EXCHANGE OF IDEAS.

E-3.1 **State-of-the-Art Business and Industrial Areas**. The City should endeavor to encourage the planning and development of well-designed business and industrial areas that meet modern standards in terms of parcel size, location, and access to high-speed internet service and emerging technologies.

E-3.2 **Innovation and Growth**. The City should endeavor to support innovation and growth by fostering business incubators, accelerators, shared working spaces, and networking organizations.

E-3.3 **Small Business Lending**. The City should endeavor to work with financial institutions to promote small business lending opportunities that support and encourage local entrepreneurship and business growth.

E-3.4 **Shared Infrastructure**. The City should endeavor to coordinate investments in infrastructure and amenities with public, private, and institutional stakeholders and pursue the development of shared infrastructure through the development of innovation districts, applied research centers, and technology parks as part of a concerted cluster development strategy.

E-3.5 **Local Business Coordination**. The City should work to coordinate and align economic development initiatives among local economic development groups, chambers of commerce, property business improvement districts, civic leadership organizations, universities, and public agencies to stimulate the growth and expansion of local businesses and address the City's economic development needs.

E-3.6 **Economic Gardening**. The City should foster economic gardening (locally-grown and owned businesses) by promoting entrepreneurship and partnerships that facilitate the growth and expansion of in-demand industries.

E-3.7 **Investments in Technology.** The City should consider pursuing public/private technology infrastructure projects that support business and municipal efficiency.

Education, Training, and Empowerment

People are Sacramento's most critical economic asset. As the knowledge-based economy grows, the city will continue to attract well-educated workers from outside the region; however, sustainable and equitable growth hinges on our ability to prepare the local workforce — particularly youth, women, and people of color — with the skills needed to succeed in the emerging job market and to better connect workers with job opportunities. This will require coordination and collaboration between government, educational institutions, employers, and community-based organizations to tailor education and training to in-demand skills, including entrepreneurship and social enterprise. Equally, it will require removing barriers to workforce participation for disadvantaged and under-resourced residents and expanding opportunities for internship and mentoring. Policies in this section support the dedication of City resources to foster vibrant, livable neighborhoods and improve the health and economic security of all residents.

GOAL AND POLICIES

GOAL E-4: A WORKFORCE EQUIPPED WITH THE RESOURCES AND SKILLS NEEDED TO SUCCEED IN THE 21ST CENTURY ECONOMY.

E-4.1 **Coordinated Economic and Community Development**. The City should coordinate economic and community development investments to maximize efforts in improving economic opportunity and upward mobility.

E-4.2 **Inclusive Economic Development Investments**. The City should invest in projects and programs that advance inclusive economic development and reduce inequities.

E-4.3 **Educational Attainment**. The City should endeavor to support efforts to enhance education, increase high school graduation rates, and improve workforce-readiness.

E-4.4 **Local Business Needs Assessment**. The City should endeavor to continually assess business workforce needs and other requirements, using the findings to assist in developing a qualified workforce that meets the demands of established and emerging business and industry clusters within the city (e.g., food and agriculture; future mobility; clean economy; and life sciences and health services).

E-4.5 **Labor Force Skills Development**. The City should endeavor to partner with educational institutions, employers, and community-based organizations such as Sacramento Employment and Training Agency (SETA) and others to develop a local labor force with skills to meet the needs of the area's businesses and industries.

E-4.6 **Education and Training Systems**. The City should work to attract professional, vocational, and technical institutions and engage employers in the development of education and training systems that equip Sacramentans with the skills and knowledge needed to succeed in an advanced economy.

E-4.7 **Barriers to Workforce Participation**. The City should endeavor to collaborate with regional and local partners to identify and address barriers to workforce participation and access to training. Solutions to explore may include the following:

- Two-generation programs that link education, job training, and career-building for low-income parents with supports for their children;
- Bridge programs that prepare people with low academic skills for further education and training;
- Transitional jobs programs that provide short-term subsidized employment.

E-4.8 **Entrepreneurship and Social Enterprise Training**. The City should endeavor to support education and training in entrepreneurship and social enterprise as an alternative pathway to traditional jobs so that individuals can see themselves as job creators, not just employees.

E-4.9 **New Graduate Workforce Integration**. The City should consider collaborating with employers and higher education institutions to expand programs that connect new college graduates and current students with job and internship opportunities in Sacramento to better integrate them into the local workforce and retain them after graduation.

Social Enterprise

A **Social Enterprise** is a revenue-generating business with a primarily social mission. Profits are reinvested either in the business or in the community to achieve social goals, rather than paid out to shareholders and owners. Examples include Goodwill, Micro Lenders, or companies providing Fairtrade products.

IMPLEMENTING ACTIONS

Plans and Programs

E-A.1 **Prioritizing Digital Skills Training**. The City shall strive to work with community colleges, universities, and workforce and economic development groups to increase investment in digital skills training to both grow the pool of high-skill technical workers and expand the number of workers with basic digital literacy.

Responsible Entity: Office of Innovation and Economic Development

Timeframe: Mid-term (2030-2035)

E-A.2 Aligning Education and Training. The City should consider establishing forums/channels for discussion and action on better aligning secondary and post-secondary education and training with the needs of local businesses.

Responsible Entity: Office of Innovation and Economic Development

Timeframe: Mid-term (2030-2035)

E-A.3 **Paid and Volunteer Job Programs.** The City should expand programs that provide paid and volunteer jobs and internships for local youth and for economically, physically, and socially disadvantaged people, continuing to work with federal, State, and regional partners to seek funding opportunities for strategic workforce and economic development programs.

Responsible Entities: Office of Innovation and Economic Development (lead); Youth, Parks, & Community Enrichment (support)

Timeframe: Ongoing

E-A.4 **Life-Long Learning**. The City should identify and market local life-long learning opportunities, including work-study programs, internships, online learning, and expanded curriculum offerings, in collaboration with educational institutions, businesses, and non-profit organizations.

Responsible Entity: Office of Innovation and Economic Development

Timeframe: Ongoing

E-A.5 **Cluster Development Strategy**. The City should consider developing and implementing a coordinated cluster development strategy to promote strong concentrations of specialized businesses and related institutions with synergies that spark innovation and job growth.

Responsible Entity: Office of Innovation and Economic Development

Timeframe: Mid-term (2030-2035)

Planning Studies and Reports

E-A.6 **Workforce Preparedness Program**. The City should consider studying the feasibility of developing a workforce preparedness program that creates pathways to jobs and economic opportunities for disadvantaged, underserved Sacramentans, targeting in-demand and emerging industry sectors.

Responsible Entity: Office of Innovation and Economic Development

Timeframe: Near-term (2024-2029)

E-A.7 **Development Incentives**. The City shall periodically consult with real estate brokers, business leaders, and other informed stakeholders to understand the needs of prospective businesses and institutions in target sectors and employment clusters. The City should endeavor to use this information to develop incentives that attract these targets and to update land use regulations to ensure that the spaces they require are available in Sacramento.

Responsible Entity: Office of Innovation and Economic Development (lead); Community Development Department (support)

Timeframe: Ongoing

E-A.8 **Sustainable Procurement Policy**. The City should periodically review and update the Sustainable Procurement Policy, considering ways to further incorporate the principles of "circular procurement."

Responsible Entity: Finance Department

Timeframe: Ongoing

E-A.9 **Competitiveness Assessment**. The City should endeavor to regularly assess Sacramento's competitiveness as a place to do business and maintain development regulations and fees accordingly.

Responsible Entities: Office of Innovation and Economic Development (lead); Community Development Department (support)

Timeframe: Ongoing

City Data and Services

E-A.10 **Municipal Open Data.** The City should endeavor to expand the range and type of municipal data available on its open data portals to spur data-driven innovation and entrepreneurship.

Responsible Entities: Office of Innovation and Economic Development (lead); Community Development Department (support); Information Technology Department (support)

Timeframe: Long-term (2036-2040)

6. ENVIRONMENTAL RESOURCES AND CONSTRAINTS

A rich diversity of life around us offers greater opportunities for healthy living, economic prosperity, and adaptive responses to growing challenges such as climate change. At the same time, the environment around us poses risks to human health and property that are compounded by the warming of the climate, which is bringing hotter average daytime temperatures, increased rainfall, and more extreme weather events. As Sacramento continues to grow and evolve, the General Plan seeks not only to preserve and enhance environmental resources in and around the city, but also to provide protection from natural hazards and to build communitywide resilience to climate change.

This Element satisfies the statutory requirements for the Noise Element of the General Plan in full and the statutory requirements for the Conservation and Safety Elements in part. Water supply is addressed in the Public Facilities and Safety Element, along with police, fire, and emergency evacuation and response. Protection from hazards related to pollution exposure is addressed in the Environmental Justice Element.

Environmental Resources

The City of Sacramento is committed to the protection of its environmental resources, which are crucial to the welfare of current and future generations. This section includes policies that provide framework for the preservation and maintenance of these environmental resources. The environmental resource topics covered in this section include water quality, wildlife and habitat, urban forest, air quality, and the conservation of water and energy.

WATER RESOURCES

As urban development in the city and the region continues, a continued focus on water quality protection and pollution prevention will be essential. Water quality in the Sacramento and American Rivers is influenced by numerous natural and human activity-related sources including from soil erosion, runoff, and pollution. Additionally, groundwater basins can be overdrawn without proper management, leading to less storage capacity, poor water quality, less overall available water, and even ground subsidence, in which less water in the ground causes soil to compact and sink. Groundwater levels can also be impacted by urban places that contain extensive impermeable surfaces like asphalt and concrete, which restrict water infiltration into the soil. California's groundwater is regulated under the 2014 Sustainable Groundwater Management Act, which requires preparation and maintenance of a groundwater sustainability or management plan. Clean water is essential in sustaining present and future generations, as well as fisheries, plants, and animals that are part of the ecosystem, and t~~T~~he City's continued participation in regional groundwater initiatives will help to ensure that Sacramento's groundwater remains a clean, sustainable water resource. Policies in this section support effective stewardship of water resources through a framework for protecting and enhancing surface and groundwater quality.

GOAL AND POLICIES

GOAL ERC-1: RESPONSIBLE MANAGEMENT OF WATER RESOURCES THAT PRESERVES AND ENHANCES WATER QUALITY AND AVAILABILITY.

ERC-1.1 **Clean Water Programs.** The City shall promote environmental stewardship and pollution prevention activities with outreach, assistance, and incentives for residents and businesses.

ERC-1.2 **Clean Watershed.** The City shall continue ongoing Sacramento and American River source water protection efforts (e.g., Pups in the Park, Keep Our Waters Clean), based on watershed sanitary survey recommendations, in partnership with private watershed organizations and local, State, and federal agencies.

ERC-1.3 **Runoff Contamination**. The City shall protect surface water and groundwater resources from contamination from point (single location) and non-point (many diffuse locations) sources, as required by federal and State regulations.

ERC-1.4 **Construction Site Impacts**. The City shall require new development to protect the quality of water bodies and natural drainage systems through site design (e.g., cluster development), source controls, stormwater treatment, runoff reduction measures, best management practices (BMPs), Low Impact Development (LID), and hydromodification strategies to avoid or minimize disturbances of natural water bodies and natural drainage systems caused by development, implement measures to protect areas from erosion and sediment loss, and continue to require construction contractors to comply with the City's erosion and sediment control ordinance and stormwater management and discharge control ordinance.

ERC-1.5 **Drinking Water Data**. The City shall continue to maintain the Drinking Water Quality Data Portal and provide public notification of water quality issues.

ERC-1.6 **Groundwater Management**. The City shall promote sustainable groundwater management practices through continued participation in regional initiatives and relevant Groundwater Sustainability Agencies.

BIOLOGICAL RESOURCES

Even within the urban context of Sacramento, there are important natural habitats that support valuable plant and wildlife species, particularly along the river and creek corridors and within the Natomas Basin. In the surrounding area there are also annual grasslands, riparian woodlands, oak woodlands, ponds, freshwater marshes, seasonal wetlands, and vernal pools. Conservation and protection of these important biological resources are integral to a healthy human population and contribute to regional economic advantages such as quality of life. Policies in this section seek to preserve, restore, and protect Sacramento's diverse biological resources, including open spaces, habitat, biodiversity, and sensitive species.

Please see the Land Use and Placemaking Element for policies that also preserve and protect these resources through regulation of land use and site design standards.

GOAL AND POLICIES

GOAL ERC-2: THRIVING RIVERS, WILDLIFE, AND NATURAL OPEN SPACES THAT CONTRIBUTE TO PUBLIC HEALTH, LIVABILITY, AND PROTECTION OF THE ENVIRONMENT FOR FUTURE GENERATIONS.

ERC-2.1 **Conservation of Water Resources in Open Space Areas**. The City shall continue to preserve, protect, and provide appropriate access to designated open space areas along the American and Sacramento Rivers, floodways, and undevelopable floodplains, provided access would not disturb sensitive habitats or species, and ~~The City~~ shall support efforts to conserve and, where feasible, create or restore areas that provide important water quality and habitat benefits such as creeks, riparian corridors, buffer zones, wetlands, ~~undeveloped~~ open space areas, levees, and drainage canals for the purpose of protecting water resources and habitats in the city's watersheds, creeks, and the Sacramento and American Rivers.

ERC-2.2 **Biological Resources**. The City shall ensure that adverse impacts on sensitive biological resources, including special-status species, sensitive natural communities, sensitive habitat, and wetlands are avoided, minimized, or mitigated to the greatest extent feasible as development takes place.

ERC-2.3 **Onsite Preservation**. The City shall encourage new development to preserve and restore onsite natural elements that contribute to the community's native plant and wildlife species value. For sites that lack existing natural elements, encourage planting of native species in preserved areas to establish or re-establish these values and aesthetic character.

ERC-2.4 **Native and Climate-Adapted Plants**. The City shall promote regenerative landscape practices, including use of native/climate-appropriate or climate-adapted plants, and focus education efforts to homeowners and design/construction professionals.

ERC-2.5 **Environmental Awareness**. The City should partner with the Water Forum, public agencies and non-profit groups to offer programs that foster local environmental awareness and encourage the protection and restoration of natural resources. A particular focus of these efforts should be on connecting youth from lower-income communities of color with nature in both urban and non-urban contexts.

ERC-2.6 **Wetland Protection.** The City shall preserve and protect wetland resources including creeks, rivers, ponds, marshes, vernal pools, and other seasonal wetlands, to the extent feasible. If not feasible, the mitigation of all adverse impacts on wetland resources shall be required in compliance with State and Federal regulations protecting wetland resources, and if applicable, threatened or endangered species. Additionally, the City shall require either on- or off-site permanent preservation of an equivalent amount of wetland habitat to ensure no-net loss of value and/or function.

ERC-2.7 **Annual Grasslands.** The City shall preserve and protect native grasslands and vernal pools that provide habitat for rare and endangered species. If not feasible, the mitigation of all adverse impacts on annual grasslands shall comply with State and Federal regulations protecting foraging habitat for those species known to utilize this habitat.

ERC-2.8 **Wildlife Corridors.** The City shall preserve, protect, and avoid impacts to natural, undisturbed habitats that provides movement corridors for sensitive wildlife species. If corridors are adversely affected, damaged habitat shall be replaced with habitat of equivalent value or enhanced to enable the continued movement of species.

ERC-2.9 **Habitat Assessments.** The City shall consider the potential impact on sensitive plants and wildlife for each project requiring discretionary approval. If site conditions are such that potential habitat for sensitive plant and/or wildlife species may be present, the City shall require habitat assessments, prepared by a qualified biologist, for sensitive plant and wildlife species. If the habitat assessment determines that suitable habitat for sensitive plant and/or wildlife species is present, then either (1) protocol-level surveys shall be conducted (where survey protocol has been established by a resource agency), or, in the absence of established survey protocol, a focused survey shall be conducted consistent with industry-recognized best practices; or (2) suitable habitat and presence of the species shall be assumed to occur within all potential habitat locations identified on the project site. Survey Reports shall be prepared and submitted to the City and the California Department of Fish and Wildlife (CDFW) or the United States Fish and Wildlife Service (USFWS) (depending on the species) for further consultation and development of avoidance and/ or mitigation measures consistent with state and federal law.

ERC-2.10 **Agency Coordination.** The City shall coordinate with State and Federal resource agencies (e.g., California Department of Fish and Wildlife (CDFW), U.S. Army Corps of Engineers, and United States Fish and Wildlife Service (USFWS) to protect areas containing rare or endangered species of plants and animals.

ERC-2.11 **Natomas Basin Habitat Conservation Plan.** The City shall continue to participate in and support the policies of the Natomas Basin Habitat Conservation Plan for the protection of biological resources in the Natomas Basin.

ERC-2.12 **Support Habitat Conservation Plan Efforts.** The City shall encourage and support regional habitat conservation planning efforts to conserve and manage habitat for special status species. New or amended Habitat Conservation Plans should provide a robust adaptive management component sufficient to ensure that habitat preserves are resilient to climate change effects/impacts and to ensure their mitigation value over time. Provisions should include, but are not limited to: greater habitat ranges and diversity; corridors and transition zones to accommodate retreat or spatial shifts in natural areas; redundant water supply; elevated topography to accommodate extreme flooding; and flexible management and fee structure.

ERC-2.13 **Climate Change-related Habitat Shifts**. The City shall support the efforts of The Natomas Basin Conservancy and other habitat preserve managers to adaptively manage wildlife preserves to ensure adequate connectivity, habitat range, and diversity of topographic and climatic conditions are provided for species to move as climate shifts.

ERC-2.14 **Climate Change-related Habitat Restoration and Enhancement.** The City shall support active habitat restoration and enhancement to reduce impact of climate change stressors and improve overall resilience of habitat within existing parks and open space in the city. The City shall support the efforts of Sacramento County to improve the resilience of habitat areas in the American River Parkway.

URBAN FOREST

The benefits of trees are vast and well-established. Trees cool the streets and the city which reduces the urban heat island effect; help conserve energy; improve air quality, and absorb and sequester carbon dioxide from the atmosphere and produce oxygen; help capture rainwater; prevent erosion; protect the quality of surface waters; provide habitat; make it more pleasant to exercise and play outside; reduce stress; beautify streetscapes and spaces; and have economic benefits for the community. As shown on **Map ERC-1**, tree canopy varies greatly across Sacramento neighborhoods. This variation is based on many factors, including predominant land use, housing tenure, when the neighborhood was developed, streetscape design, and proximity and extent of parks and open spaces. Higher levels of tree canopy have been shown to increase property values, and wealthier neighborhoods in Sacramento typically have higher tree canopy levels.

A healthy urban forest, comprised of public and privately maintained trees throughout the community, is an integral component of a sustainable and equitable city. Yet trees in cities face a variety of threats, including increasing summer heat and frequent droughts, pests, storm events, challenges in funding maintenance costs, soil compaction and extensive paving which damage their longevity, and some conflicts with underground and overhead utilities and development activity. Policies in this section intend to sustain and enhance the city's urban forest, a valuable environmental resource that distinguishes Sacramento as a "City of Trees" and greatly benefits city residents.

GOAL AND POLICIES

GOAL ERC-3: A WELL-MAINTAINED, RESILIENT, HEALTHY, EXPANSIVE AND EQUITABLE URBAN FOREST FOR AN ENVIRONMENTALLY SUSTAINABLE FUTURE.

ERC-3.1 **Urban Forest Plan**. The City shall maintain and implement an Urban Forest Plan.

ERC-3.2 **Tree Canopy Expansion**. The City should strive to achieve a 25 percent urban tree canopy cover by 2030 and 35 percent by 2045. Prioritize tree planting and tree maintenance in areas with the lowest average canopy cover and explore strategies to reduce barriers to tree planting in disadvantaged communities and improve tree health.

ERC-3.3 **Tree Protection**. The City shall encourage public agencies and require private development projects to consider alternatives to removals of healthy trees whenever feasible and to evaluate the longer-term consequences of the inability to meet tree canopy objectives when conducting project analyses and environmental documents. Ensure adequate protections during construction to protect existing tree roots and structure.

ERC-3.4 **Private Streets**. The City shall, when private streets are approved, require inclusion of trees unless clearly infeasible. If street trees are not feasible, locations within the development should be identified for inclusion of green space and tree canopy.

ERC-3.5 **Tree List.** The City shall maintain and update a list of desirable trees that suit soil and climate conditions in specific areas of Sacramento. Consider carbon sequestration potential of selected species. ~~Continue to explore and promote~~Select tree species that demonstrate ~~greater~~ adaptiveness to projected climate change impacts, including the ability to thrive:

- In higher temperatures;~~,~~
- With reduced water use;~~,~~
- With grey and recycled water;~~,~~ and
- With increased pest and disease prevalence ~~resistance~~.

ERC-3.6 **Urban Forest Maintenance**. The City shall continue to plant, manage, and care for all trees on City property and within the public right-of-way to maximize their safe and useful life expectancy and continue to ~~explore~~ prioritize the selection of tree species that are adapted to future climate conditions.

ERC-3.7 **Trees of Significance**. The City shall promote stewardship of city trees and private protected trees and ensure that the design of development projects provides for the retention of these trees where possible. Where removal cannot be avoided, the City shall require replacement or appropriate remediation.

ERC-3.8 **Public Education**. The City should collaborate with community-based organizations and neighborhood organizations, particularly in underserved areas, to facilitate tree plantings and promote the importance and benefits of trees and of the urban forest through awareness, partnerships, and efforts that educate residents on the best practices for planting and maintaining trees.

ERC-3.9 **Watering and Irrigation**. The City shall encourage appropriate watering practices and irrigation to minimize needed water use and support healthy tree growth; support responsible tree irrigation during droughts to minimize tree stress and loss; and convert irrigation in parks and streetscapes where needed.

ERC-3.10 **Parking Lot Shading**. The City shall review and amend the Parking Lot Shading Design and Maintenance Guidelines and Parking Lot Shading Ordinance as needed to promote tree health, growth, and maintenance of trees to reduce urban heat island impacts.

ERC-3.11 **Planting**. The City ~~should~~ shall encourage development to provide trees with appropriate irrigation methods and adequate growing space; site trees to reduce building heat and provide shade to public walkways to the extent feasible; and include appropriate soil treatment methods to promote healthy thriving trees.

AIR QUALITY

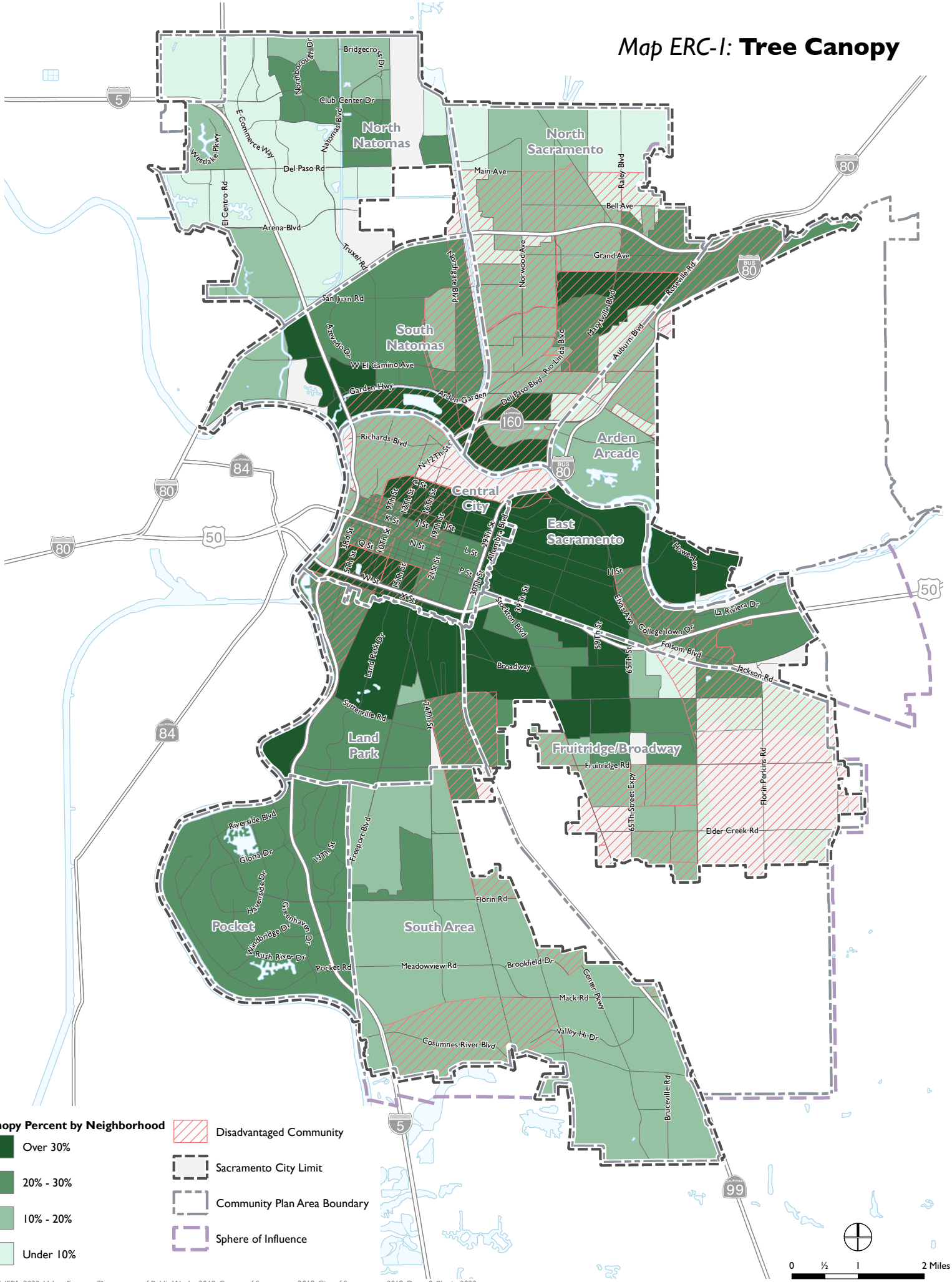
Sacramento is located in a valley bounded by the Northern Coast Mountain Ranges to the west and the Northern Sierra Nevada Mountains to the east, which creates a barrier to airflow that can trap air pollutants in the valley. Residents are exposed to a variety of air pollutants, including diesel exhaust from trucks and cars, smoke from residential wood combustion, and emissions and particulate matter from vehicle travel along freeways and major arterials. Smoke from wildfires is also a periodic source of air pollution and can exacerbate ambient conditions.

Policies in this section seek to ensure clean, fresh air for all residents by supporting and expanding existing work undertaken by the City and other regional agencies. These efforts include promoting

construction materials and requiring construction measures that minimize pollution, minimizing pollution exposure near sensitive receptors, monitoring, publicizing air quality data, and continuing to collaborate and coordinate with regional agencies.

For air quality policies intended to reduce the compounded health risks in disadvantaged communities, please see the Environmental Justice Element. Supporting increased use of zero- and low-emission vehicles is also a strategy for improving air quality and achieving long-term climate action objectives; for policies on zero and low-emission vehicles, please see the Mobility Element.

Map ERC-1: **Tree Canopy**



Canopy Percent by Neighborhood

- Over 30%
- 20% - 30%
- 10% - 20%
- Under 10%

- Disadvantaged Community
- Sacramento City Limit
- Community Plan Area Boundary
- Sphere of Influence

Source: CalEPA, 2022; Urban Forestry/Department of Public Works, 2018; County of Sacramento 2018; City of Sacramento, 2019; Dyett & Bhatia, 2022

GOAL AND POLICIES

GOAL ERC-4: COLLABORATIVE ACTION TO ADDRESS AIR POLLUTION.

ERC-4.1 **Regional Coordination**. The City shall support air quality planning efforts led by other local, regional, and State agencies while simultaneously leveraging City authority and resources to focus on reducing air pollution burden in disadvantaged communities.

ERC-4.2 **Air Quality Awareness.** The City shall cooperate with the Sacramento Metropolitan Air Quality Management District (SMAQMD), Sacramento Area Council of Governments (SACOG), Sacramento Municipal Utility District (SMUD), and other groups to promote public access to air quality monitoring data and awareness about impacts of indoor and outdoor air quality on health and protective strategies.

ERC-4.3 **Project Design**. The City shall promote the incorporation of new technologies, materials, and design and construction techniques in private development projects that minimize air pollution, noise, excess heat, and other forms of pollution and its impacts.

ERC-4.4 **Sensitive Uses**. The City shall consult, as appropriate, with the Sacramento Metropolitan Air Quality Management District (SMAQMD) in evaluating exposure of sensitive receptors to toxic air contaminants, and will impose conditions, as appropriate, on projects to protect public health and safety.

ERC-4.5 **Construction Emissions**. The City shall ensure that construction and grading activities minimize short-term impacts to air quality by employing appropriate measures and best practices. Refer to Basic Construction Emissions Control Practices (BMPs) recommended by the Sacramento Metropolitan Air Quality Management District (SMAQMD).

ERC-4.6 **Gas-Powered Landscaping Equipment**. The City shall ~~explore~~ encourage alternatives to gas-powered landscaping equipment that would reduce exposure to air and sound pollution caused by the use of these machines.

ERC-4.7 **Operational Emissions.** The City shall require development projects that exceed Sacramento Metropolitan Air Quality Management District (SMAQMD) ROG and NOX operational thresholds to incorporate design or operational features that reduce emissions equal to 15 percent from the level that would be produced by an unmitigated project.

WATER AND ENERGY CONSERVATION

Water is a precious resource, even in riverine Sacramento. Changing climatic conditions in the region, including rising average daily temperatures and changing precipitation patterns, are projected to increasingly strain the availability of water as the city continues to grow in coming decades. The California State legislature has mandated long-term water conservation throughout the state, and robust water conservation programs that address residential, commercial, and industrial water use will be needed to achieve targets. The City has an ongoing water conservation program and has long been committed to implementing water conservation measures for all of its customer sectors in collaboration with regional partners. Rebate offerings include both indoor and outdoor water

conservation incentives for all customer types, and the City will continue to regularly conduct outreach campaigns, water efficiency trainings, and other programs related to water conservation. The City also maintains and regularly updates an Urban Water Management Plan to support long-term resource planning and water supply sustainability.

Energy, too, is indispensable to our daily lives and our energy choices impact the natural systems around us in many ways. The Sacramento Municipal Utilities District (SMUD) provides electrical service, and Pacific Gas and Electric (PG&E) provides natural gas to Sacramento residents. SMUD is actively working to expand renewable energy supply and incentivize fuel-switching from fossil fuels to cleaner electricity. SMUD runs energy efficiency programs that offer retrofits, rebates, and energy audits to residential and commercial customers. There are also many other regional and State programs to help local residents and businesses defray the costs of installing energy-efficient upgrades. The City's Climate Action and Adaptation Plan (CAAP) is also an important tool for promoting energy efficiency throughout the community, outlining bold actions the City will take to champion the responsible management of water and energy. Policies in this section seek to promote careful stewardship and reduced consumption of water and energy.

GOAL AND POLICIES

GOAL ERC-5: CAREFUL STEWARDSHIP AND EFFICIENT CONSUMPTION OF WATER AND ENERGY.

ERC-5.1 **Active Water Conservation Program**. The City shall continue to implement an active water conservation program to enhance the efficient use of the resource, consistent with ~~s~~State law, the objectives of the Climate Action and Adaptation Plan (CAAP), and the Water Conservation Plan. To achieve State-mandated water conservation standards, the City shall monitor use, conduct studies, and research, develop, and implement incentives and programs to increase water efficiency and/or reduce water consumption. When implementing the Water Conservation Program a prioritization of program elements that enhance water affordability and promote livability in the City will be a factor.

ERC-5.2 **Reducing Storm Runoff**. The City shall encourage project designs that minimize drainage concentrations, minimize impervious coverage, utilize pervious paving materials, utilize low impact development (LID) strategies, and utilize Best Management Practices (BMPs) to reduce stormwater runoff.

ERC-5.3 **Water Efficiency Training**. The City shall support the development of partnerships and collaborations to train and educate City staff, maintenance professionals, designers, contractors, and property managers about water efficiency.

ERC-5.4 **Municipal Energy and Water Efficiency**. The City shall continue to implement energy and water conservation measures in City facilities and operations, conducting municipal energy benchmarking on City facilities in an effort to continually improve municipal energy efficiency.

ERC-5.5 **Publicize Voluntary Programs**. The City shall connect businesses and residents with voluntary programs that provide energy and water efficiency audits, retrofit installations, rebates, and financing assistance by publishing information on the City's website.

ERC-5.6 **Renewable Energy**. The City shall promote energy conservation throughout the community and encourage the use of renewable energy systems and technologies to supplement or replace traditional building energy systems with the goal of converting to carbon-free energy use by 2045. As part of this effort, the City shall publicize and promote the availability of programs such as Sacramento Municipal Utility District's (SMUD's) Community Solar, Neighborhood SolarShares, and Commercial SolarShares programs.

ERC-5.7 **Onsite Water Reuse**. The City shall explore the feasibility of requiring onsite reuse of greywater and blackwater for end uses such as toilet flushing and irrigation to offset supplies of potable water and support more resilient and sustainable water management.

Environmental Constraints

The City of Sacramento is committed to the protection of life and property from the impacts of environmental constraints. A safe environment enhances community character, residents' quality of life, and contributes to a city's livability and economic productivity. The environmental constraints covered in this section include natural hazards (flooding, seismic and geologic), urban heat, climate change, and noise. A detailed analysis of risk factors and strategies for addressing hazards is included in the City's Local Hazard Mitigation Plan (LHMP), which is incorporated by reference into the Public Facilities and Safety Element.

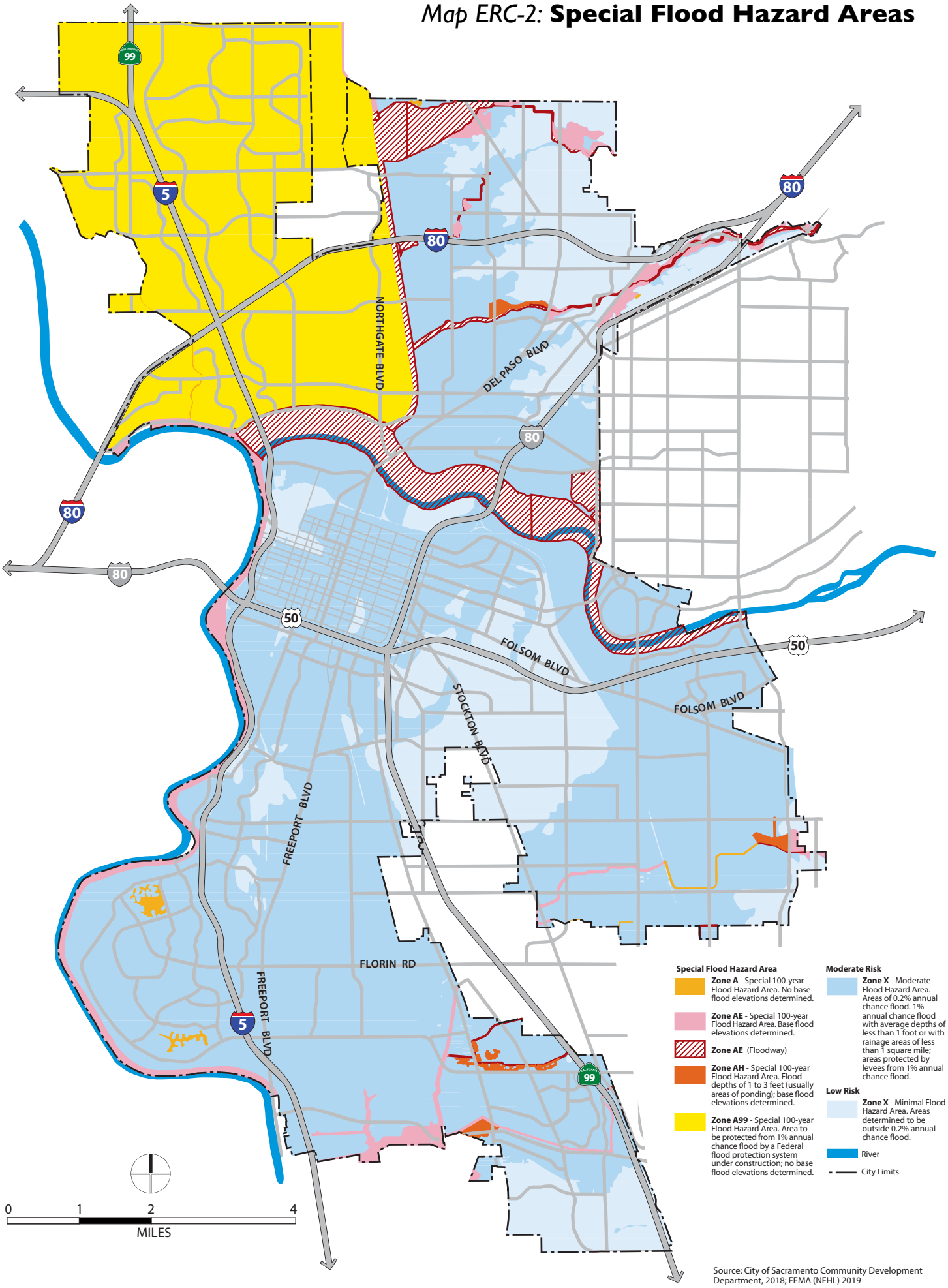
FLOODING HAZARDS

Throughout its history, Sacramento has experienced significant, sometimes devastating, flooding. In response, the Sacramento region has developed flood protection and control facilities that include a comprehensive system of dams, over 1,100 miles of levees, overflow weirs, drainage pumping plants, and flood control bypass channels. Floods in Sacramento often occur as a result of severe weather and excessive rainfall, either in the city or in areas upstream of the city. Additionally, climate change has the potential to affect the frequency, magnitude, and duration of flood events.

Efforts to manage flood risk include maintaining a Floodplain Management Ordinance, as well as supporting the Sacramento Area Flood Control Agency (SAFCA) in implementing projects that will ultimately provide a 200-year level of flood protection or greater. **Map ERC-2** shows the special flood hazard areas as determined by the Federal Emergency Management Agency (FEMA). The General Plan Technical Background Report also includes this map for the city of Sacramento along with the definition of each flood zone.

Policies in this section seek to protect life and property from flood hazards by requiring enforcement of safety standards, state-of-the-art site design and construction methods, and mitigation to minimize the impacts of new development. Policies also protect Sacramento residents and businesses by requiring maintenance of existing flood control infrastructure and collaboration with other public agencies in implementing projects that will ultimately provide a 200-year level of flood protection or greater.

Map ERC-2: **Special Flood Hazard Areas**



Special Flood Hazard Area

- **Zone A** - Special 100-year Flood Hazard Area. No base flood elevations determined.
- **Zone AE** - Special 100-year Flood Hazard Area. Base flood elevations determined.
- **Zone AE** (Floodway)
- **Zone AH** - Special 100-year Flood Hazard Area. Flood depths of 1 to 3 feet (usually areas of ponding); base flood elevations determined.
- **Zone A99** - Special 100-year Flood Hazard Area. Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no base flood elevations determined.

Moderate Risk

- **Zone X** - Moderate Flood Hazard Area. Areas of 0.2% annual chance flood. 1% annual chance flood with average depths of less than 1 foot or with rainage areas of less than 1 square mile; areas protected by levees from 1% annual chance flood.

Low Risk

- **Zone X** - Minimal Flood Hazard Area. Areas determined to be outside 0.2% annual chance flood.
- River
- City Limits

Source: City of Sacramento Community Development Department, 2018; FEMA (NFHL) 2019

GOAL AND POLICIES

GOAL ERC-6: PROTECTION OF LIFE AND PROPERTY FROM FLOODING HAZARDS.

ERC-6.1 **Protection from Flood Hazards**. The City shall strive to protect life, the natural environment, and property from natural hazards due to flooding.

ERC-6.2 **Flood Management Planning Coordination**. The City shall work with local, regional, State, and federal agencies to do the following:

- Maintain an adequate information base; monitor long-term flood safety; and assess long-term flood event probabilities;
- Prepare risk assessments that account for urbanization and the effects of climate change;
- Identify strategies to mitigate flooding impacts; and
- Participate in regional planning efforts.

ERC-6.3 ~~**Floodplain**~~ **Floodway Capacity**. The City shall preserve urban creeks and rivers to maintain and, where feasible, expand existing floodplain capacity while enhancing environmental and habitat quality and recreational opportunities.

ERC-6.4 **Floodplain Requirements**. The City shall regulate development within floodplains in accordance with State and federal requirements and maintain the City's eligibility under the National Flood Insurance Program.

ERC-6.5 **Community Rating System**. The City shall continue its participation in the Federal Emergency Management Agency's (FEMA's) Community Rating System program, which gives property owners discounts on flood insurance.

ERC-6.6 **Flood Regulations**. The City shall continue to regulate new development in accordance with State requirements for 200-year level of flood protection and federal requirements for 100-year level of flood protection.

ERC-6.7 **Flood Hazard Risk Evaluation**. The City shall require evaluation of potential flood hazards prior to approval of development projects and shall require new development located within a Special Flood Hazard Area to be designed to meet federal and State regulations and minimize the risk of damage in the event of a flood.

ERC-6.8 **Interagency Levee Management**. The City shall coordinate with local, regional, State, and federal agencies to ensure new and existing levees are adequate in providing flood protection and coordinate to achieve local certification of levees for 200-year flood protection by 2025.

ERC-6.9 **Levee and Floodway Encroachment Permit**. The City shall require applicants to secure an encroachment permit from the Central Valley Flood Protection Board for any project that falls within the jurisdiction regulated by the Board (e.g., levees, designated floodways).

ERC-6.10 **Levee Setbacks for New Development**. The City shall require adequate setbacks from flood control levees and prohibit new development from using levees as a primary access point, consistent with local, regional, State, and federal design and management standards.

ERC-6.11 **Unobstructed Access to Levees**. The City shall provide unobstructed access, whenever feasible, on City-owned land adjacent to levees for maintenance and emergencies.

ERC-6.12 **Flood Risk Notification**. The City shall annually notify owners of residential development protected from flooding by a levee, reminding them of the risk and require all new developments protected by levees to include a notice within the deed stating that the property is protected by flooding from a levee and that the property may be subject to flooding if the levee fails or is overwhelmed.

SEISMIC AND GEOLOGIC HAZARDS

While California is considered a seismically active region, there are no known faults within the city or the greater region. Moreover, Sacramento does not commonly experience strong ground shaking as a result of earthquakes. Isolated areas within the city, however, have soil types and other conditions which could result in structural damage induced by seismic activity. Policies in this section protect the public from seismic and geologic hazards by requiring enforcement of safety standards, state-of-the-art site design and construction methods, and mitigation to minimize the impacts of new development.

GOAL AND POLICIES

GOAL ERC-7: PROTECTION OF LIFE AND PROPERTY FROM SEISMIC HAZARDS.

ERC-7.1 **Expansive Soils and Liquefaction**. In areas of expansive soils and high liquefaction risk, the City shall continue to require that project proponents submit geotechnical investigation reports and demonstrate that the project conforms to all recommended mitigation measures prior to City approval.

ERC-7.2 **Seismic Stability**. In accordance with the California Building Code, the City shall regulate structures intended for human occupancy to ensure they are designed and constructed to retain their structural integrity when subjected to seismic activity.

URBAN HEAT

On a summer day in Sacramento, the city can feel 15 to 20 degrees Fahrenheit hotter than surrounding undeveloped rural areas. This is because key elements of the urban environment, including paved streets, parking lots, and buildings absorb and amplify the heat of the sun, unlike vegetation and soil of rural areas. Even after the sun goes down, these surfaces hold heat, causing high daytime temperatures to linger into the night. Additionally, corridors of tall buildings can trap heat close to the ground where people interact, and human activities like driving cars and operating factories produce “waste heat” that can aggravate the problem. Urban heat has serious implications for human health, energy consumption, infrastructure, and the environment. Extreme heat can cause heat-related illnesses (e.g, heat stroke), exacerbate asthma and cardiac disease, and even lead to death. Young children, older adults, outdoor workers, people experiencing homelessness, and those

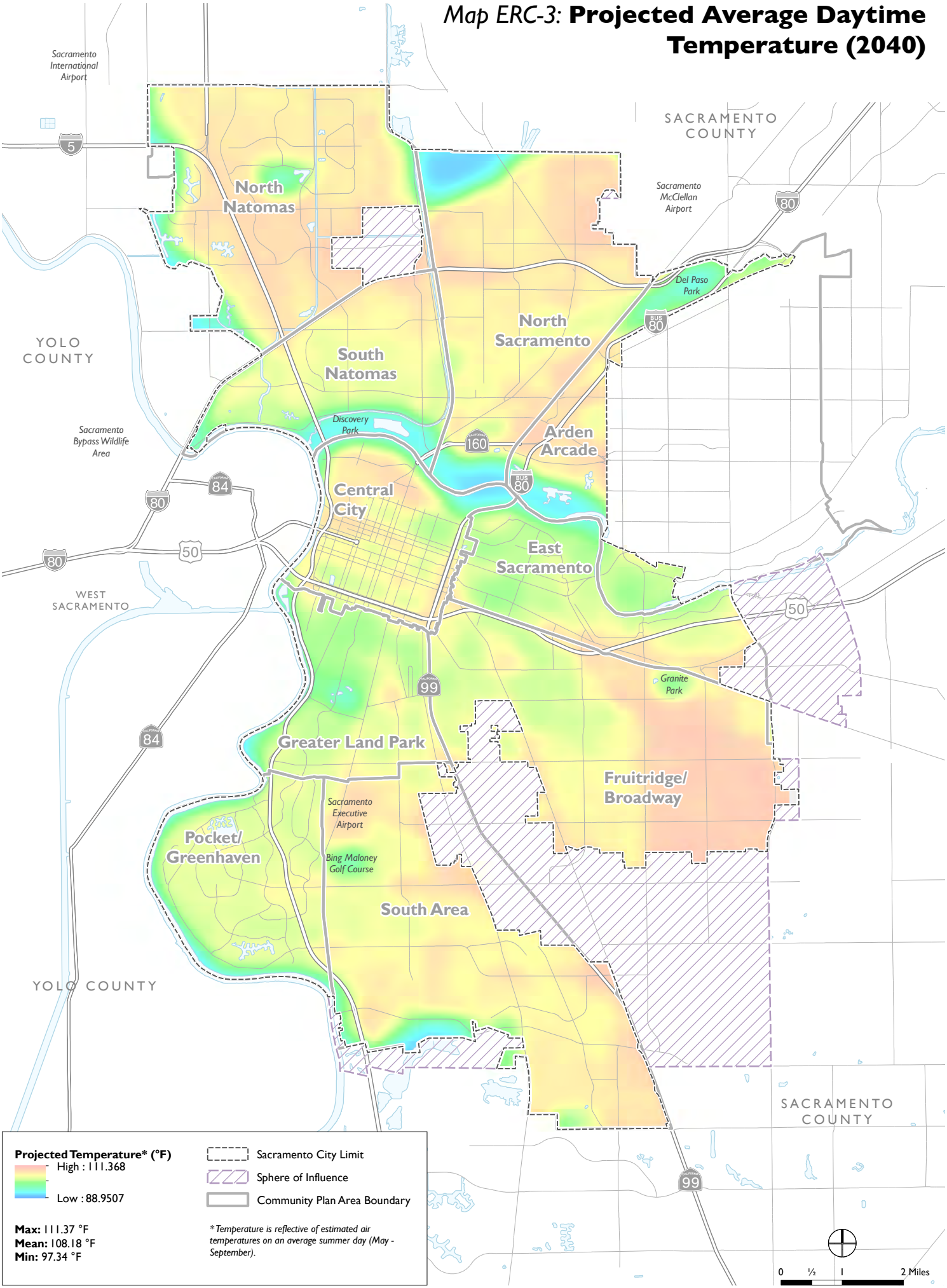
with underlying health conditions are particularly susceptible to heat-related problems, but anyone can experience minor to severe health complications. In the United States, more people die each year from extreme heat than are killed by storms, floods, and wildfires combined.

As temperatures continue to rise with climate change, the effects of urban heat will be felt even more acutely. **Map ERC-3** shows projected average summertime temperature throughout Sacramento in 2040. While neighborhoods throughout the city will feel the effects of increased urban heat, some neighborhoods will be more impacted than others. The lowest projected temperatures are in leafy neighborhoods with mature tree canopy coverage and plentiful parks and green spaces, like Land Park, Curtis Park, and East Sacramento. By contrast, neighborhoods with fewer trees and green spaces will experience higher temperatures. Many of these neighborhoods tend to have higher concentrations of lower-income households and people of color and are located adjacent to the areas with the hottest projected temperatures - locations with large expanses of asphalt and concrete, such as Executive Airport, the former Sleep Train Arena site, the Railyards, and several active industrial areas. Proximity to these large "urban heat islands" in combination with lack of trees and green spaces leads to more intense heat, and the higher levels of pollution in these neighborhoods also compounds the health risk for residents. **Map ERC-4** overlays the highest projected temperatures with areas with low tree canopy coverage and areas with the highest cumulative environmental justice impacts, shown on the map as a "High Composite Score," based on analysis of 68 different indicators such as pollution, demographic and health variables, housing conditions, access to healthy food and recreational facilities, neighborhood conditions, and transportation safety. Please see **Map EJ-5** in the Environmental Justice Element for a citywide map of these composite scores, showing communities most cumulatively impacted by environmental justice issues. These layers are used to create three tiers for priority intervention areas: areas with both low tree canopy and a high composite score are the most critical places to provide urban heat interventions. Areas with only high composite scores, followed by areas with low tree canopy, should be prioritized second and third, respectively.

Building community resilience to the effects of climate change is a critical consideration. This includes efforts to inform and empower residents to plan for and respond effectively to environmental challenges, as well as efforts to create resiliency hubs and neighborhood resilience plans.

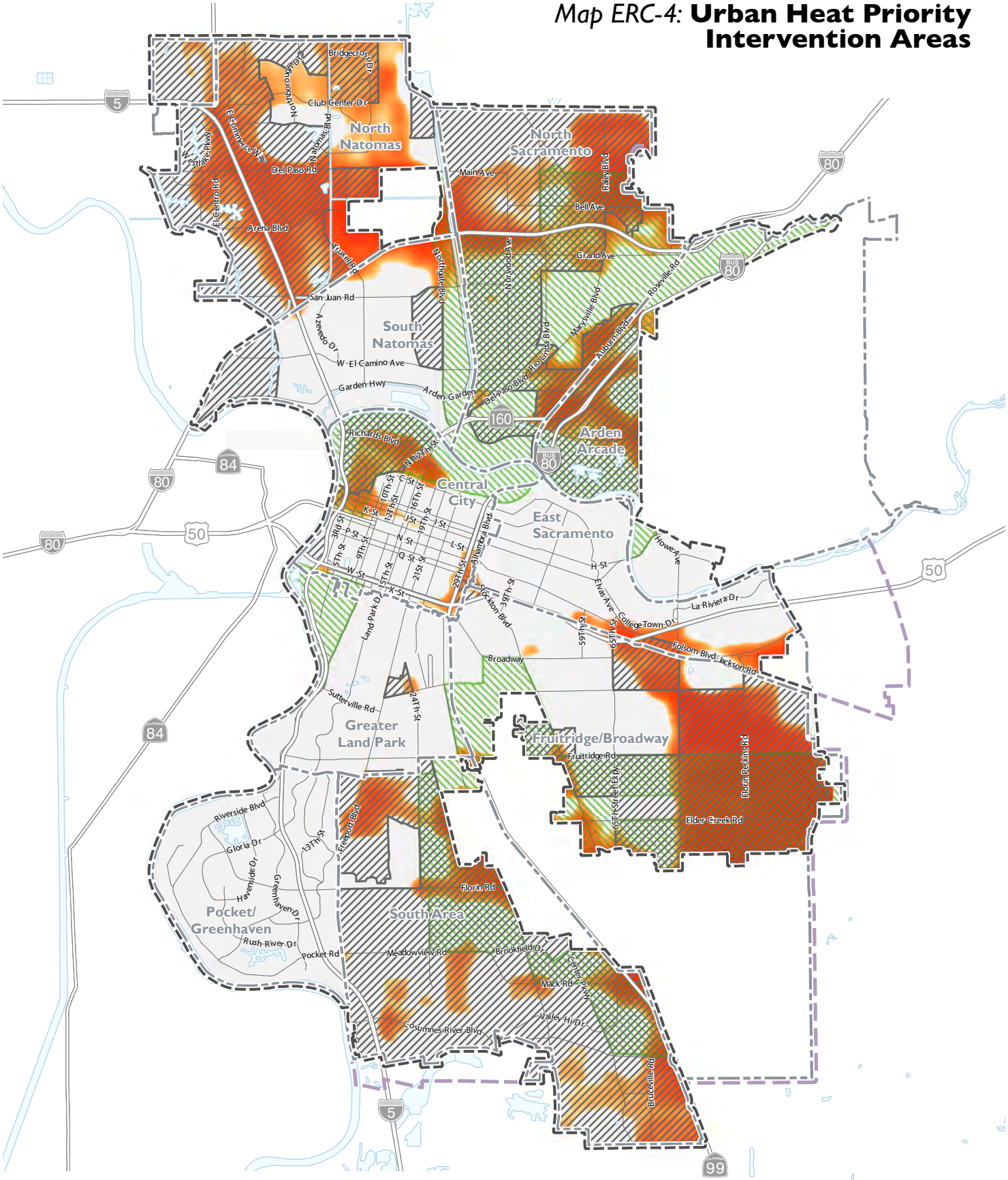
Studies have shown that 25 percent tree canopy coverage in urban areas can reduce temperatures by as much as 8 degrees compared with bare, unplanted areas. While it can take years for newly planted trees to grow to maturity and provide substantial canopy, there are also solutions that can have a more immediate effect, such as the use of UV-reflective treatments and coatings on roofs and building surfaces, porous pavement, misters, and evaporative cooling towers. The California Building Code requires the use of cool roofing strategies for all new development and major remodels in the Sacramento region. Code requirements can be satisfied through the use of specialized materials to reflect more of the sun's light and emit heat rather than absorb it or through the installation of attic insulation materials and other techniques for ensuring that energy performance standards are met. The Building Code also identifies voluntary measures that can be applied for energy saving and heat reduction beyond the mandatory requirements. At the ground level, reflective treatments and coatings can also be used on building materials and pavements in combination with shade trees and

Map ERC-3: **Projected Average Daytime Temperature (2040)**



Source: Natural Capital Project, Stanford University, 2021; NASA, 2018-2021; USGS, 2018-2021; County of Sacramento, 2018; City of Sacramento, 2018; Dyett & Bhatia, 2021

Map ERC-4: **Urban Heat Priority Intervention Areas**



Tier 1: Low Canopy and High Composite Score*

Tier 2: High Composite Score

Tier 3: Low Tree Canopy

Heat Islands (Top 1/3rd Hottest Areas)
Projected Temperature (°F)
High: 111.368
Low: 109.888

Sacramento City Limit

Community Plan Area Boundary

Sphere of Influence

*Please refer to Map EJ-5 for more details on the High Composite Score.

Source: Eviction Lab, 2016; CalEPA, 2018; US Census Bureau ACS, 2014-2019; Datadiversitykids.org (Brandeis University), 2020; US EPA EJSCREEN, 2020; FEMA, 2020; CoStar, 2020; Urban Displacement Project (UC Berkeley), 2020; TIMS SafeTrec (UC Berkeley), 2020; Statewide Database (UC Berkeley), 2020; Trust for Public Land, 2021; NASA DEVELOP - Langley, 2021; HUD, 2019; US DHHS, 2021; City of Sacramento, 2020; Dyett & Bhatia, 2021

0 ½ 1 2 Miles

landscaping to reduce heat. Landscaping, building features, and site design techniques that provide passive cooling and reduce energy demand are also beneficial and can be implemented as new development occurs. Policies in this section provide support for reducing urban heat, in particular on vulnerable neighborhoods, large urban heat islands, and opportunity areas that will see significant new development.

GOAL AND POLICIES

GOAL ERC-8: IMPROVED RESILIENCE TO THE EFFECTS OF HEAT.

ERC-8.1 **Cooling Design Techniques**. Through design guidelines and other means, in all new development the City shall promote the use of tree canopy, cool pavements, landscaping, building materials, and site design techniques that provide passive cooling and reduce energy demand. In particular, the City shall promote the use of voluntary measures identified in the California Green Building Code (Title 24, Part 11 of the California Code of Regulations) to minimize heat island effects, including hardscape and roof materials with beneficial solar reflectance and thermal emittance values and measures for exterior wall shading.

ERC-8.2 **Large Heat Islands.** The City should work with property owners and businesses identified in urban heat island hot spots, informed by **Map ERC-4,** to address the urban heat island effect and reduce ambient temperatures in surrounding residential areas. City actions may include the following:

- Facilitating coordinated action among property owners; and
- Providing information and incentives for cost-effective heat reduction strategies, including front yard tree plantings and vegetation where streets lack room for street trees.

ERC-8.3 **Urban Heat Pilot Projects**. The City should continue to pursue pilot projects to test the use of new materials (e.g., landscaping, building materials, and site design techniques) in City infrastructure projects that can mitigate urban heat when implemented at scale.

ERC-8.4 **Municipal Cool Roof Retrofits**. The City should evaluate cool roofing options and plan for the retrofit of municipal facilities in coordination with energy efficiency upgrades, including administrative offices, community centers, and maintenance buildings. City buildings located in the most vulnerable areas, informed by **Map ERC-4**, should be prioritized for retrofits.

ERC-8.5 **Cool Libraries**. The City shall work with the Sacramento Public Library (SPL) to facilitate the incorporation of cooling techniques into neighborhood library facilities, including the application of cool roofing materials, cool paving treatments, landscaping, and shading amenities as funding allows.

ERC-8.6 **Heat-Reducing Public Amenities**. The City shall strive to install heat-reducing public amenities in areas most affected by urban heat, prioritizing the areas with vulnerable populations. Amenities could include the following:

- Drinking water fountains or bottle refilling facilities in public parks, at community facilities, transit centers, or other appropriate locations.
- Splash pads, sprinklers, fountains, and other water features in public parks, where appropriate.
- Shade structures and shading elements in parks and public facilities, where appropriate.
- Additional trees planted in passive landscape areas in parks and public facilities.

ERC-8.7 **Extreme Heat Education**. The City should work with community organizations and the Office of Emergency Management to provide information and services to residents to manage heat.

ERC-8.8 **Heat Waves**. The City shall work with labor organizations, the business community, and County and State health and safety agencies to publicize programs and standards for preventing heat-related illness in employees who work outdoors and publicize precautions for preventing heat-related illness during heat waves.

ERC-8.9 **Cooling Centers**. The City shall continue to open and operate City Cooling Centers in coordination with Office of Emergency Management during extreme heat events.

CLIMATE CHANGE

Climate change refers to long-term shifts in weather patterns, including temperature and precipitation. Over the course of the Earth's history, climate shifts have occurred naturally, but since the 1800s, human activities have been the main driver of climate change, primarily due to burning fossil fuels like coal, oil, and gas. Burning fossil fuels generates greenhouse gas (GHG) emissions that act like a blanket wrapped around the Earth, trapping the sun's heat and raising temperatures. As climate change progresses, it will continue to increase the frequency and severity of extreme heat events, urban heat island effect, flooding, droughts, and wildfires that will both individually and collectively have increasing impacts on vulnerable populations, critical services, and infrastructure in Sacramento. While comprehensive, coordinated actions to reduce GHG emissions can help mitigate the extent of these impacts over the long term, additional actions must be taken to address the people, places, and infrastructure most at risk and to leverage other opportunities to effectively and equitably build climate resilience in Sacramento's communities.

The City of Sacramento recognizes the urgent need for bold action to reduce GHG emissions. The City's Climate Action and Adaptation Plan (CAAP), prepared in parallel with this General Plan, lays out strategies and specific measures for achieving a pathway to carbon neutrality by 2045, with bold actions that will cut waste, pollution, and carbon emissions communitywide and a commitment to building resilience for all its communities, especially the most vulnerable. The policies in this section support the City's goal of achieving carbon neutrality by 2045 and strengthening resilience to the effects of climate change which are fundamental objectives that underlie policies throughout the General Plan.

GOAL AND POLICIES

GOAL ERC-9: CLIMATE LEADERSHIP AND BOLD ACTION TO ACHIEVE CARBON NEUTRALITY BY 2045, AGGRESSIVELY REDUCE EMISSIONS BY 2030, AND INCREASE CLIMATE RESILIENCE COMMUNITYWIDE.

ERC-9.1 **Communitywide GHG Reduction**. The City shall implement the Climate Action and Adaptation Plan (CAAP), a qualified greenhouse gas (GHG) reduction plan that meets the requirements of the California Environmental Quality Act (CEQA) Guidelines 15183.5(b), to reduce community and municipal emissions consistent with the state's GHG reduction goals.

ERC-9.2 **Additional GHG Emission Programs**. The City shall continue to evaluate the feasibility and effectiveness of new policies, programs, and regulations that contribute to achieving the City's long-term greenhouse gas (GHG) emissions reduction goals. Efforts should build on the strategies articulated in the Climate Action and Adaptation Plan (CAAP).

ERC-9.3 **Lead By Example in Design of City Buildings**. The City shall require Net-Zero Energy or net-positive design for all newly constructed City-owned buildings to raise the profile of sustainable design in the community and encourage adoption of related strategies and technology.

ERC-9.4 **Carbon-Neutral Buildings**. The City shall work to transition fossil fuel-powered buildings to electric power communitywide, implementing a phased strategy that targets new construction starting in 2023 and progressively incorporating measures to ensure the electric powered retrofit of existing buildings by 2045.

ERC-9.5 **Climate Change Assessment and Monitoring**. The City shall continue to assess and monitor climate change impacts and adaptive capacity and strive for improvement.

ERC-9.6 **Resiliency Hubs**. The City shall continue to establish new resiliency hubs, informed by **Map ERC-4**, that provide safe breathing spaces for outdoor workers, older adults, people experiencing homelessness, and other vulnerable populations during wildfire smoke events, and cooling and warming centers for extreme weather events and power outages. When feasible, these hubs should be co-located at existing community spaces that already serve the most vulnerable communities.

ERC-9.7 **Emergency Power**. The City shall evaluate options for ensuring emergency power at critical facilities and community facilities such as resiliency hubs, including the following:

- Microgrids,
- Solar capture and storage,
- Distributed energy, and
- Back-up generators.
- The City should consider the ability to reduce utility costs and carbon emissions in the assessment.

ERC-9.8 **Microgrid Energy Systems.** The City should explore the use of district-scale microgrids for energy generation and backup for infill and new development areas in coordination and partnership with the Sacramento Municipal Utility District (SMUD).

District Energy

District-scale energy systems use a centrally located facility to generate energy for multiple buildings within the area, creating a hyper-local energy district. District infrastructure refers to the infrastructure needed to support this type of energy distribution, which can rely on very low- or zero-carbon inputs to power the systems, such as solar, biofuels, or geothermal power. These systems can be applied to college or hospital campuses, airports, or office parks, and offer many advantages, including more efficient energy delivery, a reduced carbon footprint, and stability in energy pricing and cost effectiveness.

ERC-9.9 **Onsite Alternative Energy Creation.** The City shall support and encourage alternative energy creation and onsite energy production, such as thermal systems, onsite photovoltaic, wind turbines, and other emerging technologies.

ERC-9.10 **Private Ventures**. The City shall consider supporting private ventures in implementing district infrastructure systems, with the Department of Utilities and Community Development Department providing oversight.

ERC-9.11 **Neighborhood Resilience**. The City shall facilitate and coordinate with community organizations for the development of neighborhood-level resilience plans to improve initial emergency response, subsequent recovery, and ongoing self-sufficiency throughout the city. The City should provide resources, training, and information, prioritizing disadvantaged communities (DACs) and vulnerable areas of the city for creation of these plans.

ERC-9.12 **Regenerative Food System.** The City shall encourage regenerative agriculture practices in urban agriculture uses, including carbon-sequestering practices.

NOISE

Sound shapes the way we experience the places we live, work, and play. A pleasant, healthy noise environment can reduce stress, improve health, and enhance quality of life in the community. In an urban environment, noise is a part of everyday life, but thoughtful planning and design can minimize unwanted noise. In Sacramento, the largest source of noise is generated by vehicle traffic on freeways and surface streets. This will continue to be the noise source that affects most people in the Sacramento area. Other sources of noise include non-road transportation noises, like rail and airports; stationary point-source noises from commercial or industrial operations; and places where trucks congregate, including truck stops, repair facilities, and distribution hubs.

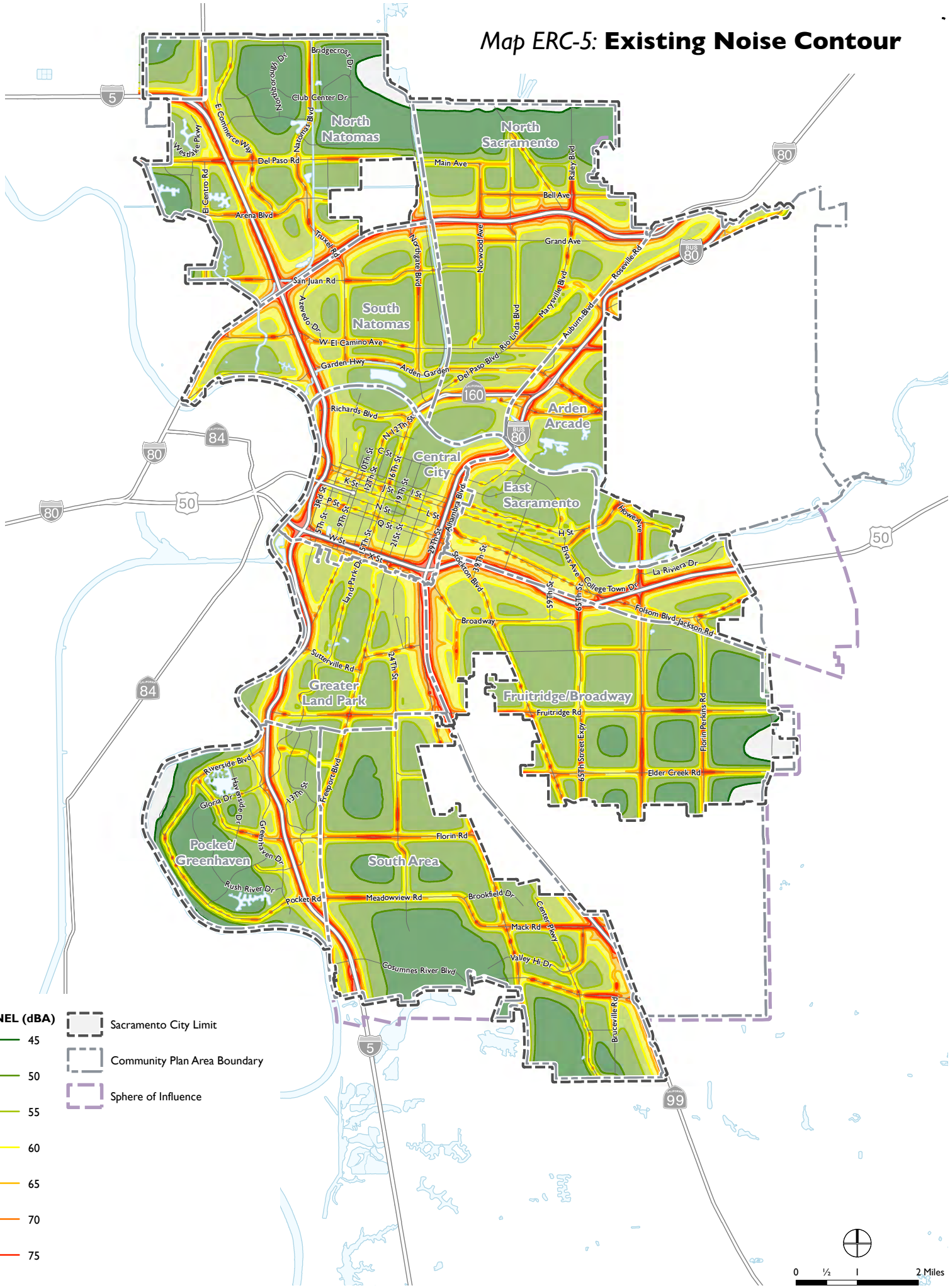
When noise levels are reported, they are typically expressed as a measurement over time to account for variations in noise exposure. Levels also account for varying degrees of sensitivity to noise during daytime and nighttime hours. The Community Noise Equivalent Level (CNEL) and Day-Night Noise Level (Ldn) both reflect noise exposure over an average day with weighting to reflect this sensitivity. As part of the General Plan process, existing and future noise sources were evaluated. Ambient noise monitoring was conducted to assess current noise levels in Sacramento at a variety of land uses

proximate to major noise sources. Short-term daytime noise measurements were taken adjacent to major noise sources in the city. These measured noise levels included major noise sources (traffic and/or train pass-bys) in addition to non-traffic noise sources. **Map ERC-5** reflects the existing noise level contours for 60, 65, 70, and 75 dBA. **Map ERC-6** shows projected noise level contours at buildout of General Plan land uses in 2040.

In a vibrant city, some noise is inevitable. Making sure that noise-sensitive land uses, such as schools and housing, are separated from noisy uses is important to ensuring a pleasant, healthy noise environment for all. Land uses have different levels of compatibility relative to noise, and the State of California mandates that general plans include noise level compatibility standards for the development of land as a function of a range of noise exposure values. **Table ERC-1 i**dentifies noise level compatibility standards and interior noise standards to be used to guide land use planning decisions within a given contour. The City Code also contains regulations intended to ensure best practices in siting new development.

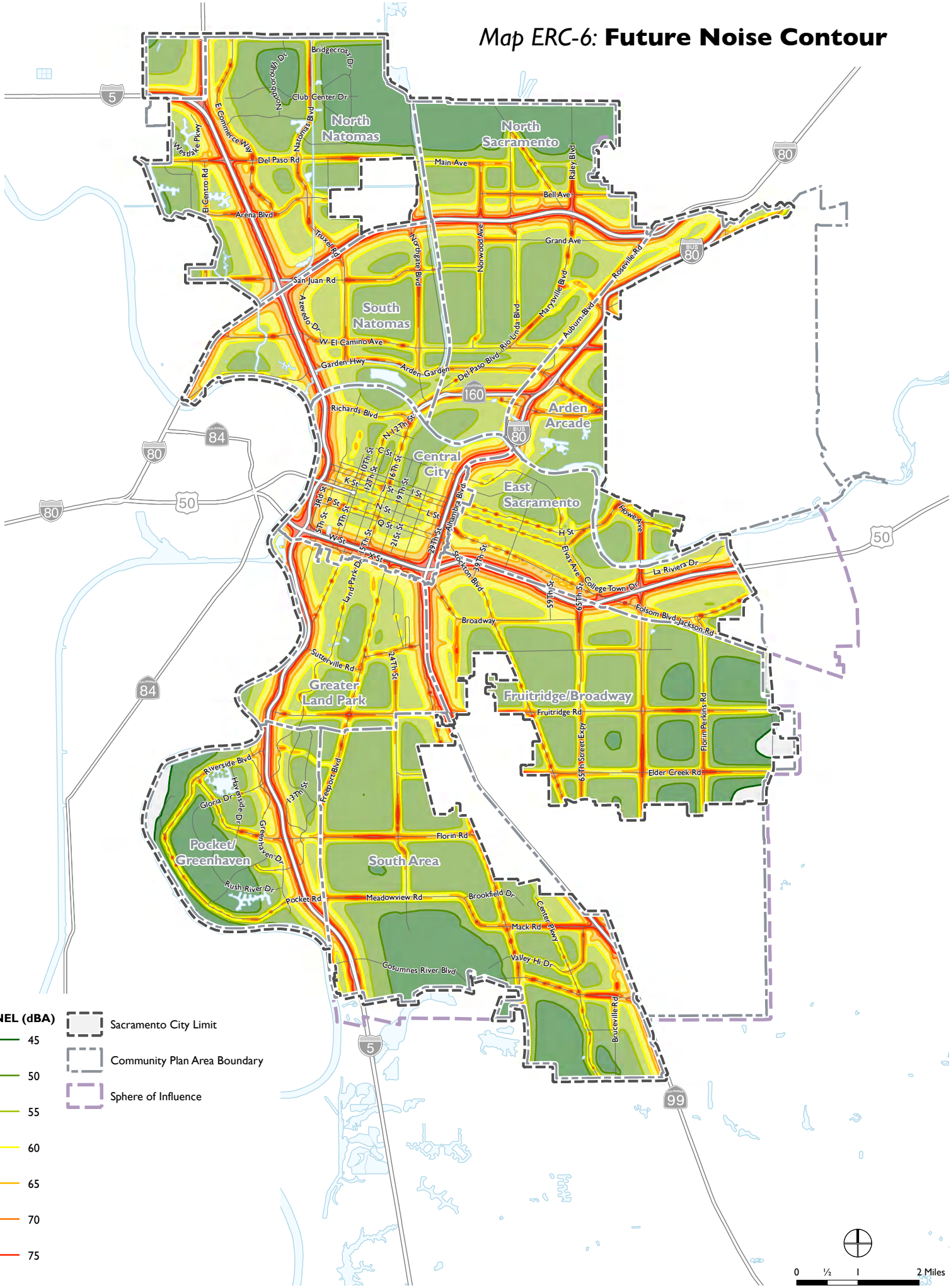
The policies in this section seek to promote a pleasant, healthy noise environment and to protect residents, businesses, and visitors from noise hazards by establishing exterior and interior noise standards. Higher exterior noise standards are allowed for residential infill projects and mixed-use developments, as long as the interior noise standard is maintained. Mixed-use projects will be assessed for onsite noise sources to ensure compatibility of uses. The policies in this section also require mitigation of construction noise impacts and the reduction of noise from vehicles and aircrafts.

Map ERC-5: **Existing Noise Contour**



Source: DUDEK, 2023; County of Sacramento 2018; City of Sacramento, 2019; Dyett & Bhatia, 2023

Map ERC-6: **Future Noise Contour**



CNEL (dBA)

- 45
- 50
- 55
- 60
- 65
- 70
- 75

- Sacramento City Limit
- Community Plan Area Boundary
- Sphere of Influence

0 ½ 1 2 Miles

Source: DUDEK, 2023; County of Sacramento 2018; City of Sacramento, 2019; Dyett & Bhatia, 2023

Table ERC-1: Exterior Noise Compatibility Standards for Various Land Uses

LAND USE TYPE	*HIGHEST LEVEL OF NOISE EXPOSURE THAT IS REGARDED AS "NORMALLY ACCEPTABLE" [a] (LDN[b] OR CNEL[c])*
Residential—Low-Density Single-Family, Duplex, Mobile Homes	60 dBA [d, e]
Residential—Multi-family [g]	65 dBA
Urban Residential Infill [h] and Mixed-Use Projects [i, j]	70 dBA
Transient Lodging—Motels, Hotels	65 dBA
Schools, Libraries, Churches, Hospitals, Nursing Homes	70 dBA
Auditoriums, Concert Halls, Amphitheaters	Mitigation based on site-specific study
Sports Arena, Outdoor Spectator Sports	Mitigation based on site-specific study
Playgrounds, Neighborhood Parks	70 dBA
Golf Courses, Riding Stables, Water Recreation, Cemeteries	75 dBA
Office Buildings—Business, Commercial, and Professional	70 dBA
Industrial, Manufacturing, Utilities, Agriculture	75 dBA

Source: Governor's Office of Planning and Research, State of California General Plan Guidelines 2003, October 2003.

a As defined in the California Office of Planning and Research Guidelines, "Normally Acceptable" means that the "specified land use is satisfactory, based upon the assumption that any building involved is of normal conventional construction, without any special noise insulation requirements.

b Ldn, or day-night average sound level, is an average 24-hour noise measurement that factors in day and night noise levels.

c CNEL, or Community Noise Equivalent Level, measurements are a weighted average of sound levels gathered throughout a 24-hour period.

d Applies to the primary open space area of a detached single-family home, duplex, or mobile home, which is typically the backyard or fenced side yard, as measured from the center of the primary open space area (not the property line). This standard does not apply to secondary open space areas, such as front yards, balconies, stoops, and porches.

e dBA, or A-weighted decibel scale, is a measurement of noise levels.

f The exterior noise standard for the residential area west of McClellan Airport known as McClellan Heights/Parker Homes is 65 dBA.

g Applies to the primary open space areas of townhomes and multi-family apartments or condominiums (private year yards for townhomes; common courtyards, roof gardens, or gathering spaces for multi-family developments). These standards shall not apply to balconies or small attached patios in multistoried multi-family structures.

h Applies to the Central City and areas with a Residential Mixed-Use designation.

i All mixed-use projects located anywhere in the City of Sacramento.

j See notes d and g above for definition of primary open space areas for single-family and multi-family developments.

GOAL AND POLICIES

GOAL ERC-10: A HEALTHY SOUND ENVIRONMENT CONDUCIVE TO LIVING AND WORKING.

ERC-10.1 **Exterior Noise Standards**. The City shall require noise mitigation for all development where the projected exterior noise levels exceed those shown in Table ERC-1, to the extent feasible.

ERC-10.2 **Noise Source Control**. The City should require noise impacts in new developments to be controlled at the noise source where feasible, as opposed to the receptor end, using techniques including but not limited to the following:

- Site design,
- Building orientation,
- Building design, and
- Hours of operation.

ERC-10.3 **Interior Noise Standards**. The City shall require new development to include noise attenuation to assure acceptable interior noise levels appropriate to the land use, as follows:

- 45 dBA Ldn for residential, transient lodgings, hospitals, nursing homes, and other uses where people normally sleep; and
- 45 dBA Leq (peak hour with windows closed) for office buildings and similar uses.

ERC-10.4 **Interior Noise Review for Multiple, Loud, Short-Term Events**. In cases where new development is proposed in areas subject to frequent, high-noise events (such as aircraft over-flights, or train and truck pass-bys), the City shall evaluate interior noise impacts at proposed sensitive receptors. The evaluation shall incorporate measures necessary to meet the 45 dBA Ldn standard.

ERC-10.5 **Interior Vibration Standards**. The City shall require construction projects that are anticipated to generate significant vibration levels to use appropriate methods (i.e., type of equipment, low-impact tools, modifying operations, increasing setback distance, vibration monitoring) to ensure acceptable interior vibration levels at nearby residential and commercial uses based on the current City or Federal Transit Administration (FTA) criteria.

ERC-10.6 **Effects of Vibration**. The City shall consider potential effects of vibration when reviewing new residential and commercial projects that are proposed in the vicinity of rail lines or light rail lines.

ERC-10.7 **Vibration.** The City shall consider the potential for vibration-induced damage associated with construction activities, highways, and rail lines in close proximity to historic buildings and archaeological sites. Where there is potential for substantial vibration-induced damage, the City shall require preparation of a Pre-Construction Survey and Vibration Management and Monitoring Plan, prepared by a qualified historic preservation specialist or structural engineer to document existing conditions, present

appropriate methods to avoid or reduce potential vibration damage, monitor for excessive vibration, and ensure any damage is documented and repaired.

ERC-10.8 **Alternative Paving Materials**. The City shall continue to explore opportunities to use alternative pavement materials such as rubberized asphalt and porous pavement on residential roadways in order to reduce noise generation, extend maintenance cycles, and improve air quality and stormwater management.

ERC-10.9 **Construction Noise Controls**. The City shall limit the potential noise impacts of construction activities on surrounding land uses through noise regulations in the City Code that address permitted days and hours of construction, types of work, construction equipment, and sound attenuation devices.

ERC-10.10 **Airport Land Use Compatibility**. The City shall restrict new residential development within the 65 dBA CNEL airport noise contour, or in accordance with plans prepared by the Airport Land Use Commission and shall only approve noise-compatible land uses.

ERC-10.11 **Hazardous Noise Protection**. The City shall discourage outdoor activities or uses in areas within the 70 dBA CNEL airport noise contour where people could be exposed to hazardous noise levels.

IMPLEMENTING ACTIONS

Plans and Programs

ERC-A.1 **Urban Forest Plan.** The City shall develop and implement an Urban Forest Plan as a primary planning tool for the protection, expansion, maintenance, sustainability, and enhancement of Sacramento's urban forest.

Responsible Entity: Department of Public Works (lead); Community Development Department (support); Youth, Parks, and Community Enrichment (support)

Timeframe: Near-term (2024-2029)

ERC-A.2 **Tree Education.** The City shall develop informational materials to provide to residents and businesses to support the City's tree canopy, including, but not limited to, the following:

- Information for new residents and businesses on tree benefits, planting guidance, tree selection and care, available programs, and water-wise irrigation;
- Guidance on tree planting to maximize building energy conservation;
- Guidance to plant and maintain healthy trees in parking lots; and
- Options and strategies to convert paved areas to tree planting areas.

Responsible Entity: Department of Public Works (lead); Community Development Department (support)

Timeframe: Near-term (2024-2029)

ERC-A.3 **CERT Training.** The City shall expand the Community Emergency Response Training (CERT) program to address community and neighborhood preparedness for climate impacts. Pilot implementation of the updated program in disadvantaged communities and areas with populations most vulnerable to climate impacts.

Responsible Entity: Sacramento Fire Department

Timeframe: Near-term (2024-2029)

Planning Studies and Reports

ERC-A.4 **Heat Reduction in the Public Realm.** The City should explore opportunities to amend development standards and guidelines so as to promote the use of heat mitigation strategies to reduce temperatures in the public realm, particularly on active transportation networks, commercial corridors, near light rail transit (LRT) stations, and along transit corridors. Requirements may include the incorporation of the following:

- Building design strategies (varied building heights; setbacks from sidewalks; vertical and horizontal shade features);
- Minimize areas of reflective hard surfaces and maximize permeable surfaces;
- Cooling building and pavement materials, treatments, and coatings;
- Multiple layers of shading to maximize coverage throughout the day; and
- Street trees, and landscaping.

Responsible Entity: Community Development Department

Timeframe: Near-term (2024-2029)

ERC-A.5 **Bus Shelter Design.** The City shall encourage Sacramento Regional Transit District (SacRT) to study the feasibility of designing and installing bus shelters that are designed to offer protection and relief from heat, including the incorporation of shade trees.

Responsible Entity: Department of Public Works

Timeframe: Mid-term (2030-2035)

ERC-A.6 **Landscape Maintenance Ordinance.** The City shall study the feasibility of a landscape maintenance ordinance that would phase out the use of gas-powered landscaping equipment. This feasibility study shall include the following:

- Account for and identify potential alternatives to achieve comparable landscaping results when gas-powered landscaping equipment is no longer allowed.
- Consider potential solutions to equity impacts on the landscaping workforce as the industry shifts to accommodate the phasing out of gas-powered landscaping equipment.
- Identify a landscaping industry- and workforce-informed process and criteria for determining the extent of phasing out gas-powered landscaping equipment and how to equitably shift industry practices in response.

Responsible Entity: Community Development Department (lead); Office of Innovation and Economic Development (support)

Timeframe: ~~Mid-term (2030-2035)~~Near-term (2024-2029)

Regulations, Standards, and Development Review

ERC-A.7 **Cooling Landscape Standards**. The City shall prepare a Landscape Manual or enhance landscape standards to mitigate urban heat island effects. Such standards could include the following:

- A climate appropriate planting palette and recommended plant mix,
- Targets for street tree canopy,
- Shade structure coverage, and
- Asphalt paving coverage.

Responsible Entity: ~~Department of Public Works (lead),~~ Community Development Department (~~support~~lead)~~;~~, Department of Youth Parks and Community Enrichment (support)

Timeframe: ~~Mid-term (2030-2035)~~Near-term (2024-2029)

ERC-A.8 **Heat-Resilient Design Techniques**. The City shall evaluate the feasibility of updating design guidelines, standards, and the municipal code to ~~promote~~ require building materials and site design techniques to minimize areas of reflective hard surfaces that provide passive cooling and reduce energy demand.

Responsible Entity: Community Development Department

Timeframe: ~~Long-term (2036-2040)~~Mid-term (2030-2035)

ERC-A.9 **Minimum Tree Requirements.** The City shall review and amend the planning and development code as necessary to require minimum levels of tree planting in new development and significant remodels and improve tree canopy inclusion. Review the following topics at a minimum:

- Requirements for trees in setback areas, particularly located to shade sidewalks and streets, particularly in new single-unit dwelling developments and subdivisions;
- Opportunities to provide incentives or requirements for inclusion of trees in front, back and side yards, particularly when sited to provide shade for sidewalks and streets;
- Tree plantings in site plan review to place trees to maximize energy conservation;
- Chapter 12.56 of the City Code related tree permits for ministerial development project review; and
- Solar panel installation requirements to minimize potential conflicts with tree planting.

Responsible Entity: Community Development Department (lead); Department of Public Works (support)

Timeframe: Near-term (2024-2029)

ERC-A.10 **Parking Lot Shade Ordinance.** The City shall update the Parking Lot Shade Ordinance and Guidelines to ease compliance, improve site plan review and inspection, monitoring, and to strengthen requirements for ongoing maintenance and replacement of trees in parking lots. Identify when and how shading requirements may be satisfied through alternate methods such as canopies and solar arrays.

Responsible Entity: Department of Public Works (lead); Community Development Department (support)

Timeframe: Mid-term (2030-2035)

ERC-A.11 **Street Standards for Tree Canopy**. The City shall update Street Standards with objective design standards for shade trees along roadways to optimize tree canopy and provide solutions for various street functions and conditions.

Responsible Entity: Department of Public Works (lead); Community Development Department (support)

Timeframe: Near-term (2024-2029)

7. ENVIRONMENTAL JUSTICE

Community health, quality of life, and access to opportunity are all shaped by the natural, built, and social environments that define the neighborhoods in which we live. Sacramento is known for its tree-lined streets, livable neighborhoods, and farmers markets selling fresh produce direct from the Central Valley, but these assets are not enjoyed equally throughout the community. As in many cities throughout the U.S., past practices have led to a disproportionate distribution of assets, leading to disparities in health and opportunity for low-income residents and communities of color. This Element outlines actions the City will take to promote public health, engage community members in decision-making, and enrich the quality of life for all residents. It focuses on addressing inequities and empowering all residents to reach their full potential.

This Element satisfies the statutory requirements for the Environmental Justice Element of the General Plan. It is organized around five key goals: clean air, water, and soil; access to healthy food; safe and sanitary housing; active engagement in civic life; and public and private investments that address long-standing inequities, empower disadvantaged residents, and build neighborhood resilience. Related strategies for access to natural open space and opportunities for physical activity are addressed in the Youth, Parks, Recreation, and Open Space Element. Safe and sanitary housing issues are also addressed in the Housing Element, while land use compatibility is addressed in the Land Use and Placemaking Element. Active transportation and roadway safety are addressed in the Mobility Element. Education, training, and employment are addressed in the Economic Development Element.

Background

WHAT IS ENVIRONMENTAL JUSTICE?

At its core, environmental justice is an affirmation that all people are entitled to live, work, and play in a clean and healthy environment regardless of race, gender, sexual orientation, age, ability, nationality, culture, or income. Throughout California and beyond, low-income communities and communities of color have historically experienced discrimination, negligence, and political and economic disempowerment. As a result, these groups struggle today with a disproportionate burden of pollution and health impacts, as well as disproportionate social and economic disadvantages such as poverty or housing instability. This situation is considered environmental injustice, and it contributes to health disparities (e.g., disproportionate rates of asthma, lead poisoning, and obesity) among populations of different races, ethnicities, and socioeconomic status. Environmental justice aims to deter, reduce, and eliminate the pollution burdens for populations and communities experiencing the adverse effects of that pollution, so that the unique or compounded health risks of the pollution are not disproportionately borne by disadvantaged communities.

LEGACY OF PAST PRACTICES

An understanding of the detrimental impacts that past practices have had on Sacramento residents and communities is essential for advancing environmental justice and planning for an equitable future. These impacts stem largely from a complex history of institutional policies rooted in racism and discrimination. No one actor was responsible for creating and perpetuating injustice; rather, these systems were upheld by many public agencies, private organizations, and individual property owners over decades. As in many cities throughout the U.S., spatial concentrations of race and poverty in Sacramento were largely shaped by patterns of appropriation, including:

- The dispossession and forced displacement of the indigenous Nisenan, Maidu, Miwok, and Me-Wuk peoples from their ancestral land;
- The use of racially restrictive covenants in property deeds, which kept people who were not white from buying or even occupying land in certain neighborhoods;
- Redlining, which was the federally sanctioned practice of refusing to insure mortgages in and near Black neighborhoods;
- Suburban development, an auto-centric form of development that was largely off-limits to Black, Indigenous, and people of color (BIPOC), and which led to patterns of public and private investment in suburban roads and amenities coupled with disinvestment in the city center, where many ethnic enclaves were concentrated due to the segregated housing market;
- Urban renewal where local redevelopment agencies condemned areas as "blighted" and expropriated properties from homeowners and tenants in these areas in order to facilitate demolition, effectively removing entire non-white communities from the Downtown area, particularly the West End (an area west of the State Capitol redeveloped in the 1950s/60s); and
- The construction of freeways such as Interstate 5 and State Route 99 which divided and displaced communities of color while making those who remained more vulnerable to increased exposure to air pollution, urban heat island effects, and noise pollution.

The effects of these practices have been pervasive, with distinct geographic and racial patterns of disparities in income, education, health, wealth, and housing between residents in different neighborhoods.

DISADVANTAGED COMMUNITIES IN SACRAMENTO

Under California law (SB 1000, The Planning for Healthy Communities Act), the General Plan must address environmental justice with policies for issues that affect disadvantaged communities (DACs) – areas within the city that experience disproportionate levels of pollution, socioeconomic stress, historic disinvestment, and adverse health outcomes. The responsibility for identifying DACs lies with the California Environmental Protection Agency (CalEPA). CalEPA has developed CalEnviroScreen, a methodology that helps identify areas that are most affected by many sources of pollution and where people are often especially vulnerable to pollution's effects. CalEnviroScreen uses data on 21 indicators of pollution, environmental quality, and socioeconomic and public health conditions, which are categorized into two main groups of indicators: pollution burden and population characteristics. An overall CalEnviroScreen score is calculated for each of the state's 8,000 census tracts based on their pollution burden and population characteristics scores. Census tracts are then scored and ranked based on publicly available data from a variety of federal, State, regional,

and local sources. The scores are mapped so that different communities can be compared; an area with a high score is one that experiences a much higher burden than areas with low scores. Under SB 535, a DAC is defined as an area scoring in the top 25 percent (75th – 100th percentile) of all California census tracts for pollution burden and socioeconomic factors as measured in CalEnviroScreen.

Out of a total of 174 census tracts in the planning area, 51 are designated as DACs by the State and 41 of these are located within the City limit. Designated DACs, shown in **Map EJ-1**, are generally concentrated in the northern, central, and eastern parts of the planning area close to freeways and industrial areas, but are also found in the Fruitridge Florin area and the South Area; around 30 percent of Sacramento's residents live in a DAC. Those who live in a DAC tend to be slightly younger (median age of 32.9) as compared to the city as a whole (median age of 34.9) with lower levels of educational attainment (11.6 percent of the population ages 25 and older have a bachelor's degree or higher in DACs vs. 36.9 percent citywide). DACs also have a higher percentage of residents of color (75.5 percent overall, ranging from 47.8 to 91.9) than the city of Sacramento as a whole (59.1 percent communities of color citywide). **Table EJ-1** displays the scoring results used by the State to identify DACs; this includes census tracts within the highest 25th percentile of overall scores in CalEnviroScreen 4.0, as well as census tracts identified in the 2017 DAC designation as disadvantaged, regardless of their scores in CalEnviroScreen 4.0. While these CalEnviroScreen 4.0 indicators are a useful first step in identifying DACs, the data does not address other factors that characterize environmental justice topic areas defined in state law, including risk of displacement, healthy food access, or racial inequity. Though some of these issues are not directly linked to pollution burden and exposure, they do shape the environment and circumstances that affect people's health outcomes and life expectancy, well-being, and access to opportunity.

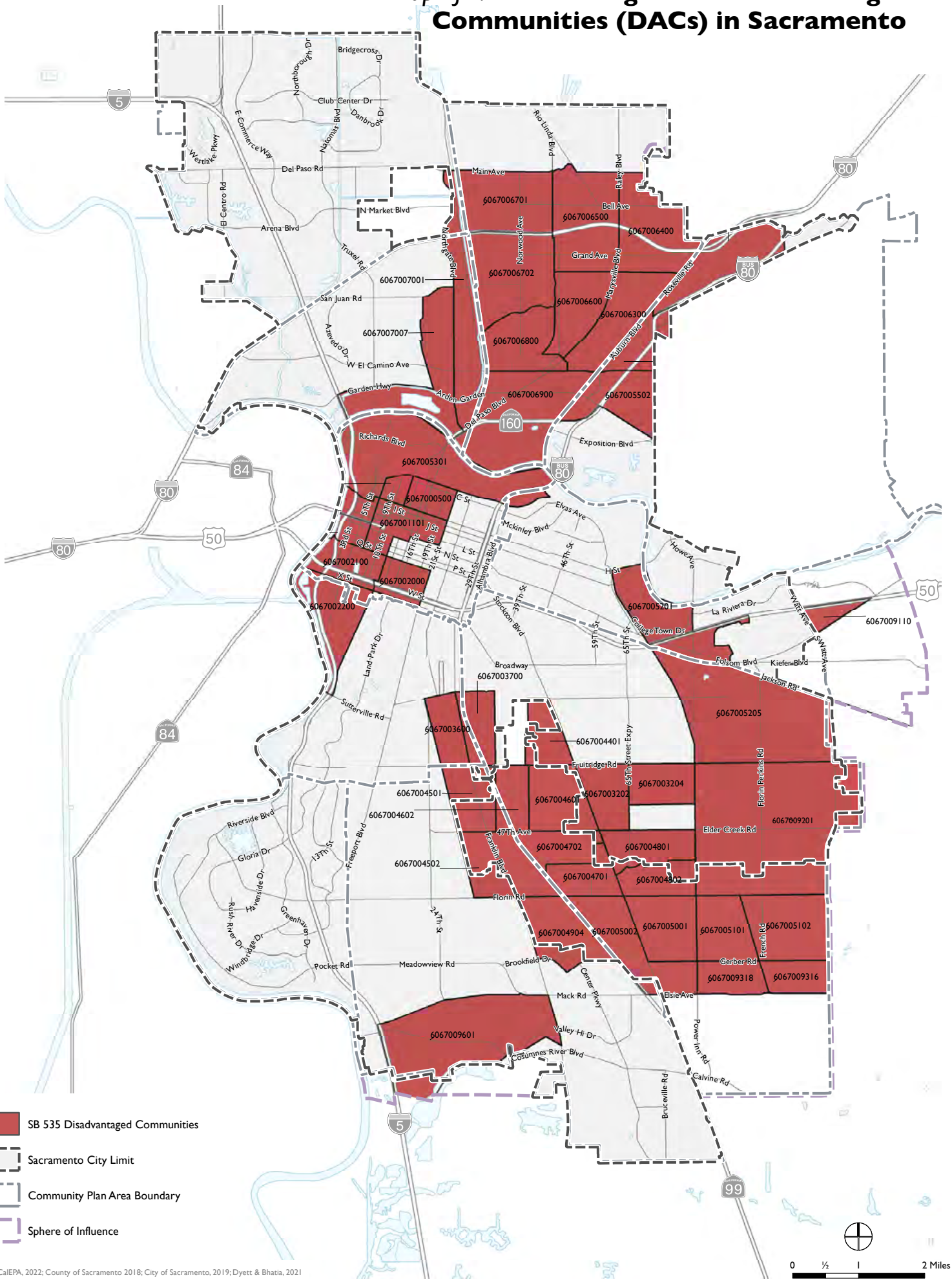
For more information about how the CalEnviroScreen 4.0 percentile rankings were developed, please visit https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40.

Table EJ-1: CalEnviroScreen Scores of DAC's in the Planning Area

CENSUS TRACT	WITHIN CITY LIMIT	CALENVIROSCREEN PERCENTILE	POLLUTION BURDEN PERCENTILE	POPULATION CHARACTERISTICS PERCENTILE	DENSITY (RESIDENTS PER ACRE)
6067000500	Y	80.36	75.72	74.79	16.17
6067000600	Y	82.83	74.13	80.23	11.28
6067000700	Y	95.55	77.77	98.90	20.17
6067000800	Y	67.85	66.55	61.25	12.02
6067001101	Y	78.30	75.69	71.47	6.66
6067002000	Y	88.63	82.24	83.98	10.25
6067002100	Y	69.38	90.69	46.68	5.48
6067002200	Y	78.90	91.23	59.32	7.59
6067003202	Y	75.97	33.84	97.77	12.49
6067003204	Y	78.24	37.00	98.34	12.56
6067003600	Y	80.50	53.91	91.05	8.82
6067003700	Y	80.57	47.49	95.35	12.79
6067004401	Y	70.94	26.29	97.84	11.08
6067004501	Y	83.50	46.00	98.74	7.78
6067004502	Y	93.34	65.00	99.58	8.08
6067004601	Y	77.67	40.86	95.93	14.54
6067004602	Y	86.85	54.30	98.41	17.58
6067004701	Y	85.68	60.73	94.43	9.55
6067004702	Y	88.35	57.27	98.52	13.08
6067004801	Y	70.61	32.45	93.26	12.84
6067004802	Y	80.24	44.08	96.66	14.76
6067004904	Y	80.60	57.78	88.30	9.48
6067005001	N	81.58	45.97	97.19	14.07
6067005002	Y	92.52	70.23	97.78	9.40
6067005101	N	81.59	53.37	93.18	7.47
6067005102	N	66.54	34.42	84.32	6.10
6067005201	Y	77.52	74.96	70.71	7.33
6067005205	Y	91.33	94.37	75.67	1.09
6067005301	Y	98.80	98.11	90.76	1.03
6067005502	Y	93.04	83.61	91.52	8.17
6067005505	N	79.19	46.72	94.35	12.34
6067006101	N	81.11	68.15	81.45	7.07
6067006102	N	76.89	52.03	87.12	10.45
6067006201	N	85.73	64.07	92.39	13.37
6067006202	Y	90.57	76.49	91.77	9.05
6067006300	Y	88.91	64.67	96.13	7.42
6067006400	Y	94.13	76.91	97.44	6.54
6067006500	Y	84.09	57.66	93.81	7.28
6067006600	Y	80.98	44.93	96.96	13.53

CENSUS TRACT	WITHIN CITY LIMIT	CALENVIROSCREEN PERCENTILE	POLLUTION BURDEN PERCENTILE	POPULATION CHARACTERISTICS PERCENTILE	DENSITY (RESIDENTS PER ACRE)
6067006701	Y	80.30	47.36	95.15	11.51
6067006702	Y	85.16	57.14	95.55	8.16
6067006800	Y	79.80	43.00	96.68	11.73
6067006900	Y	93.51	71.19	98.65	3.71
6067007001	Y	82.88	65.28	86.74	5.08
6067007007	Y	79.74	77.49	72.35	5.93
6067007413	Y	92.28	90.12	83.56	5.30
6067009110	N	77.60	43.40	94.40	13.63
6067009201	Y	70.47	86.81	51.68	0.37
6067009316	N	70.59	41.47	85.29	14.64
6067009318	N	81.20	49.98	94.81	7.53
6067009601	Y	61.26	25.43	85.26	3.59

Map EJ-1: **State Designated Disadvantaged Communities (DACs) in Sacramento**



Source: CalEPA, 2022; County of Sacramento 2018; City of Sacramento, 2019; Dyett & Bhatia, 2021

Promoting Public Health

The link between community design and public health has long been established. Modern city planning practices emerged from the need to foster safer, healthier urban environments in an age of industrialization. Today, clean air and water, access to fresh food, and suitable housing options remain the foundational elements of a sustainable and equitable city, and they represent the building blocks for economic and social opportunity. The General Plan recognizes the rich resources that Sacramento offers and incorporates strategies to enhance access for all.

AIR QUALITY AND POLLUTION EXPOSURE

Pollution exposure occurs when people come into contact with air, food, water, and/or soil pollutants in the course of daily life. In an urban environment, pollution can come from a variety of different sources, including solid waste facilities that emit toxic gases, storage tanks that leak hazardous chemicals into groundwater and soil, agricultural operations using pesticides, cars and trucks emitting exhaust, or stationary sources such as diesel generators emitting exhaust. Ongoing exposure to pollution can worsen existing health conditions and lead to absences from work or school. Long-term pollution exposure can even result in reduced life expectancy. Based on an analysis of CalEnviroScreen data, Sacramento is most affected by issues related to air quality and hazardous materials, particularly in areas of the city adjacent to former and current industrial activities.

AB 617

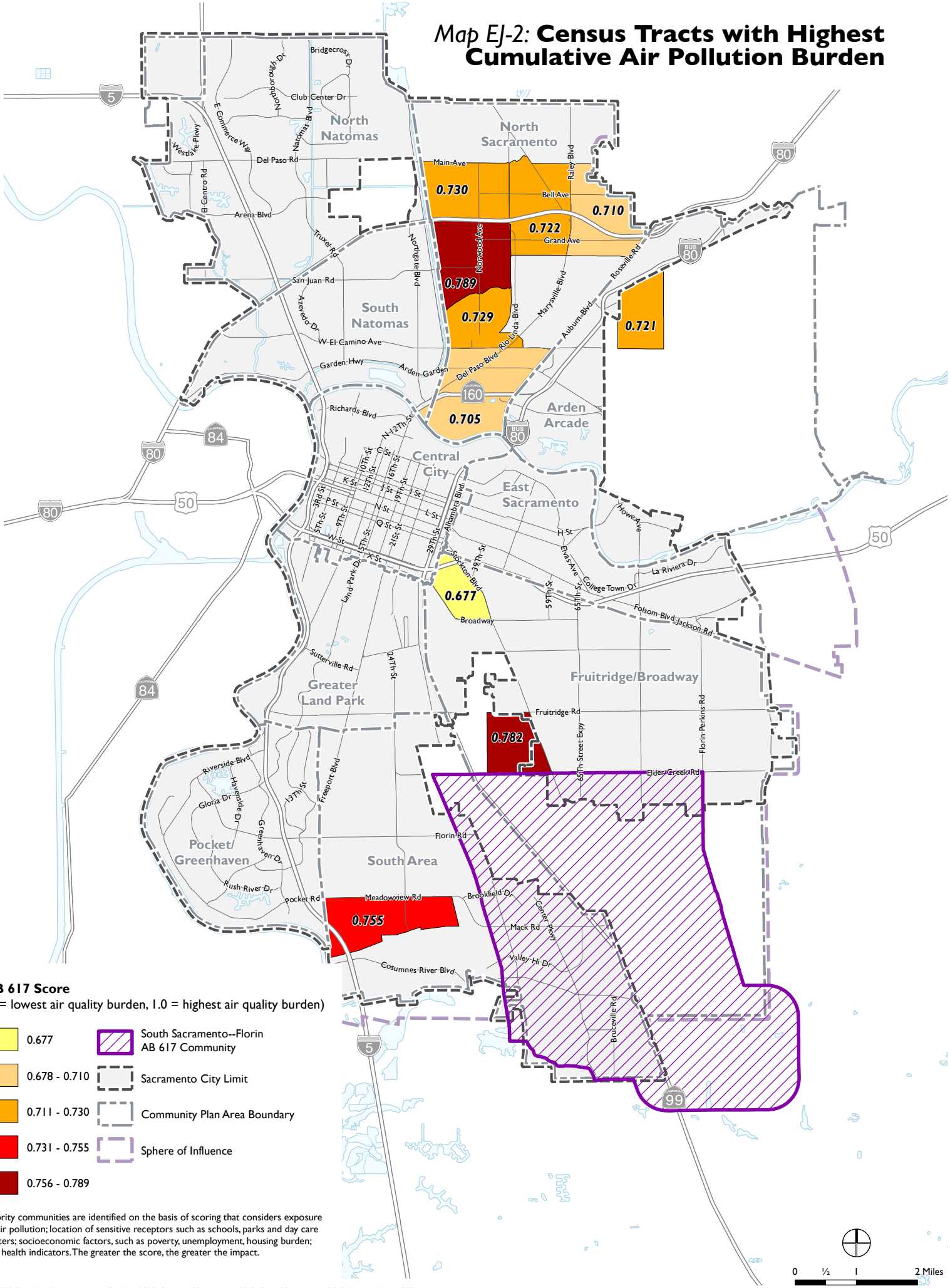
~~In response to Assembly Bill (AB) 617 (Chapter 136, Statutes of 2017), the California Air Resources Board (CARB) identifies and selects underserved communities with the highest cumulative air pollution burden, working with them to develop and implement local air monitoring plans and/or community emission reduction plans. Priority communities are identified on the basis of scoring that considers exposure to air pollution; location of sensitive receptors such as schools, parks, and day care centers; socioeconomic factors, such as poverty, unemployment, housing burden; and health indicators. CARB selected the South Sacramento–Florin community in 2018 to be one of the first 10 communities in California to develop and implement a community air monitoring plan. North Sacramento, Oak Park/Fruitridge, and Meadowview have been identified for future community air monitoring plans. Areas of Sacramento most impacted by poor air quality are shown on **Map EJ-2**.~~

In 2017, Governor Brown signed Assembly Bill 617 (C. Garcia, Chapter 136, Statutes of 2017) to develop a new community-focused program to more effectively reduce localized exposure to air pollution and preserve public health. This bill directs the California Air Resources Board (CARB) to work with local air districts and community organizations to identify and select underserved communities with the highest cumulative air pollution burden. CARB selected the South Sacramento–Florin community in 2018 to be one of the first 10 communities in California to develop and implement a community air monitoring plan. Other community areas within the City of Sacramento have also been identified and nominated by Sacramento Metropolitan Air Quality Management District (SMAQMD) for consideration into the state program. **Map EJ-2** shows areas of Sacramento with the highest cumulative air pollution burden. Data is also available on the Sacramento Municipal Utilities District's (SMUD) Sustainable Communities Resource Priorities Map.

Sacramento is located within the Sacramento Valley Air Basin (Basin), which is under the jurisdiction of the Sacramento Metropolitan Air Quality Management District (SMAQMD). The Basin is designated

as in “non-attainment” for select State air quality standards, which means that air pollutant emissions exceed acceptable levels for the region, primarily due to fine particles of pollution from diesel-powered trucks, buses, cars, ships, and locomotive engines, typically concentrated near ports, railyards, and freeways. SMAQMD maintains air quality monitoring sites located throughout the Basin, including eight active sites in Sacramento County. Air pollutant concentrations and meteorological information are continuously recorded at these stations and data is then used by scientists to help forecast daily air pollution levels.

Map EJ-2: **Census Tracts with Highest Cumulative Air Pollution Burden**



AB 617 Score
(0 = lowest air quality burden, 1.0 = highest air quality burden)

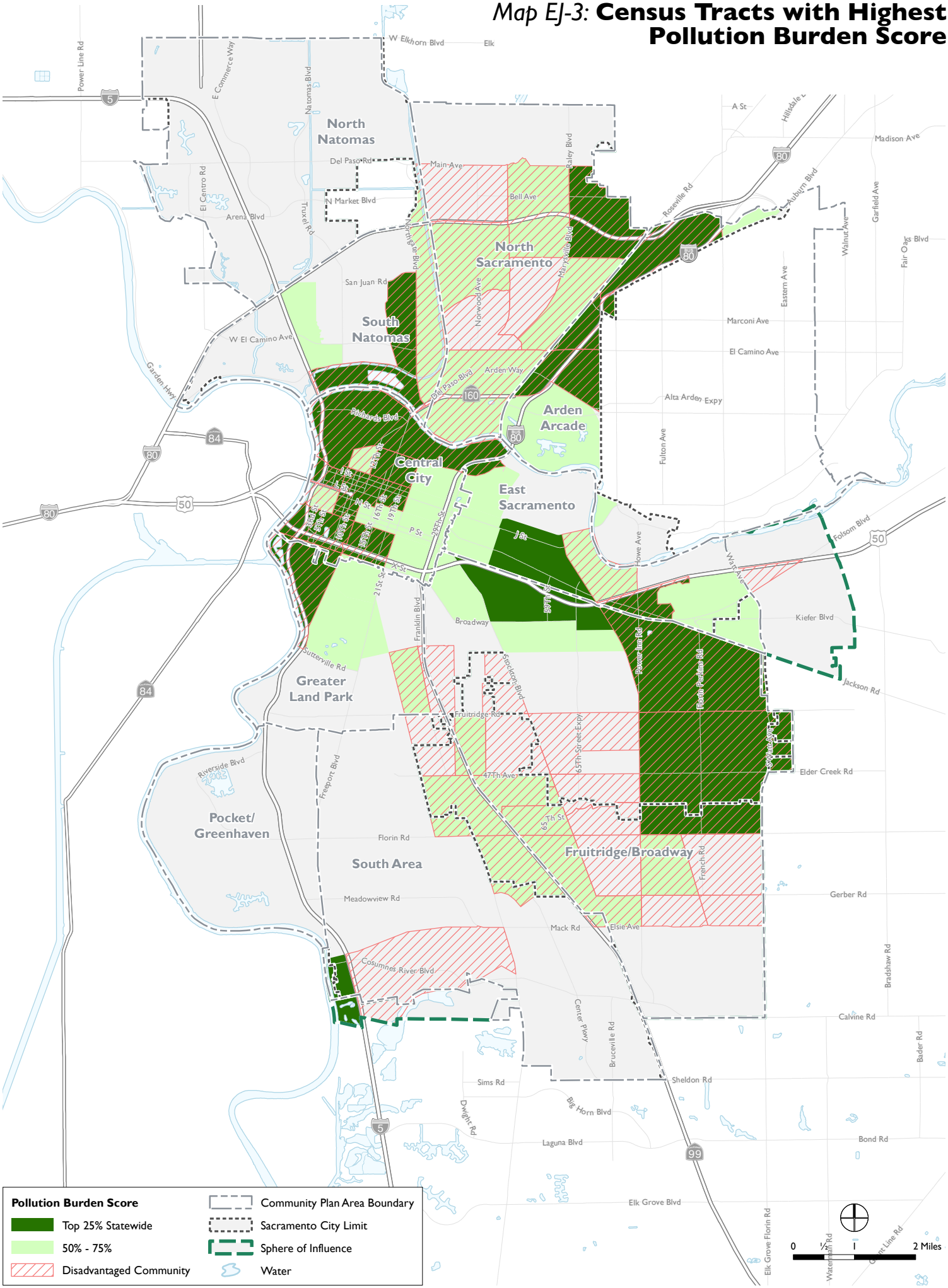
0.677	South Sacramento--Florin AB 617 Community
0.678 - 0.710	Sacramento City Limit
0.711 - 0.730	Community Plan Area Boundary
0.731 - 0.755	Sphere of Influence
0.756 - 0.789	

Priority communities are identified on the basis of scoring that considers exposure to air pollution; location of sensitive receptors such as schools, parks and day care centers; socioeconomic factors, such as poverty, unemployment, housing burden; and health indicators. The greater the score, the greater the impact.

0 ½ 1 2 Miles

Source: 2020 Suitability Analysis Update, October, 2020; County of Sacramento 2018; City of Sacramento, 2019; Dyett & Bhatia, 2021

Map EJ-3: **Census Tracts with Highest Pollution Burden Score**



Pollution Burden Score

- Top 25% Statewide
- 50% - 75%
- Disadvantaged Community

- Community Plan Area Boundary
- Sacramento City Limit
- Sphere of Influence
- Water

Source: CA OEHHA, 2021; CalEPA, 2022; City of Sacramento, 2019; Dyett & Bhatia, 2022.

Environmental hazards may also be present in landfills, factories or facilities that release toxic chemicals, sites that have been contaminated in the past, pesticides, or other sources of pollution. Federal, State, and local regulatory requirements and site-specific contingency and evacuation plans help to reduce potential threats. In Sacramento, clusters of hazardous materials sites can be found in areas of past and present industrial activity, including Downtown near the Railyards, Upper Land Park, Old North Sacramento/Noralto, and Granite Park. **Map EJ-3** shows tracts in Sacramento that are most affected by four indicators: toxic releases, cleanup sites, hazardous waste, and solid waste. With the exception of East Sacramento, populations that live in census tracts with an oversaturation of environmental hazards are also more likely to be lower-income and have lower average life expectancies.

The policies in this section prioritize City action on hazardous materials and waste, air pollution, and coordination with SMAQMD, focusing efforts on air filtration systems, meeting local air quality standards, using new technologies and techniques, and raising public awareness of air quality and improvement actions.

GOAL AND POLICIES

GOAL EJ-1: CLEAN AIR, WATER, AND SOIL WITH NO SEGMENT OF THE COMMUNITY DISPROPORTIONATELY BURDENED BY ENVIRONMENT CONDITIONS.

Air Quality

EJ-1.1 **Air Quality Monitoring.** The City shall collaborate with the Sacramento Metropolitan Air Quality Management District (SMAQMD) to support the expansion of air quality monitoring efforts in Sacramento, prioritizing locations in the north and south of the city that have been identified with community input as a high priority for air pollution control initiatives.

EJ-1.2 **Community Air Protection.** On an ongoing basis, the City shall support the Sacramento Metropolitan Air Quality Management District (SMAQMD), community members, businesses, and other stakeholders in implementation of AB 617 and other Community Emissions Reduction Programs (CERPs), which may include developing and implementing community air monitoring plans, community emissions reduction plans, and other air pollution control initiatives. Supportive City actions may include the following:

- Participation on steering committees and technical advisory committees;
- Support or guidance for pilot programs; or
- Leveraging related City activities and grant programs to maximize the impact of actions in disadvantaged communities.

EJ-1.3 **Data-Informed Efforts.** The City shall collaborate with the Sacramento Metropolitan Air Quality Management District (SMAQMD), community organizations, and other stakeholders, and use air quality monitoring data to inform area-specific improvement actions outside of AB 617-related efforts and other Community Emissions Reduction Programs (CERPs). Such actions may include the following:

- Prioritizing areas for the installation of indoor air filtration rated MERV 13 or greater in existing buildings containing sensitive populations;
- Prioritizing areas for capital investments with co-benefits for air quality, such as planting trees, planting vegetation barriers along high-volume roadways, and installing ~~tree planting and installation of~~ electric vehicle (EV) charging infrastructure;
- Integrating air quality improvement actions into planning efforts, such as new specific plans, master plans, or area plans that will guide development in impacted areas; or
- Limiting the establishment of new sources of air pollutants in areas with elevated levels of pollutant concentrations unless appropriate mitigation is implemented.

EJ-1.4 Impact Assessment. The City shall continue to use the Sacramento Metropolitan Air Quality Management District (SMAQMD) modeling tools and guidance documents, as appropriate, to identify and mitigate air quality impacts from proposed development projects.

Hazardous Materials

EJ-1.5 Compatibility with Hazardous Materials Facilities. The City shall ensure that future development of treatment, storage, or disposal facilities is consistent with the County's Hazardous Waste Management Plan, and that land uses near these facilities, or proposed sites for the storage or use of hazardous materials, are compatible with their operation.

EJ-1.6 Risks from Hazardous Materials Facilities. The City shall review proposed facilities that would produce or store hazardous materials (gas, natural gas, or other fuels) to identify and require feasible mitigation for any significant risks. The review shall consider, at a minimum, the following:

- Presence of seismic or geologic hazards;
- Presence of hazardous materials;
- Proximity to residential development and areas in which substantial concentrations of people exist, particularly disadvantaged communities (DACs) already overburdened by pollution; and
- Nature and level of risk and hazard associated with the proposed project.

EJ-1.7 **Transportation Routes.** The City shall restrict transport of hazardous materials within Sacramento to designated routes.

EJ-1.8 **Site Contamination**. The City shall ensure buildings and sites are or have been investigated for the presence of hazardous materials and/or waste contamination before development, where applicable. The City shall continue to require remediation and construction techniques for adequate protection of construction workers, future occupants, adjacent residents, and the environment, and ensure they are adequately protected from hazards associated with contamination.

EJ-1.9 **Household Hazardous Waste Collection Programs**. The City shall continue to provide household hazardous waste collection programs to encourage proper disposal of products containing hazardous materials or hazardous waste.

EJ-1.10 **Education.** The City shall continue to educate and inform residents and businesses on how to reduce or eliminate the use of hazardous materials and products, and shall encourage the use of safer, nontoxic, environmentally friendly equivalents. Use accessible and culturally/linguistically relevant methods to increase awareness and participation.

HEALTHY FOOD RESOURCES

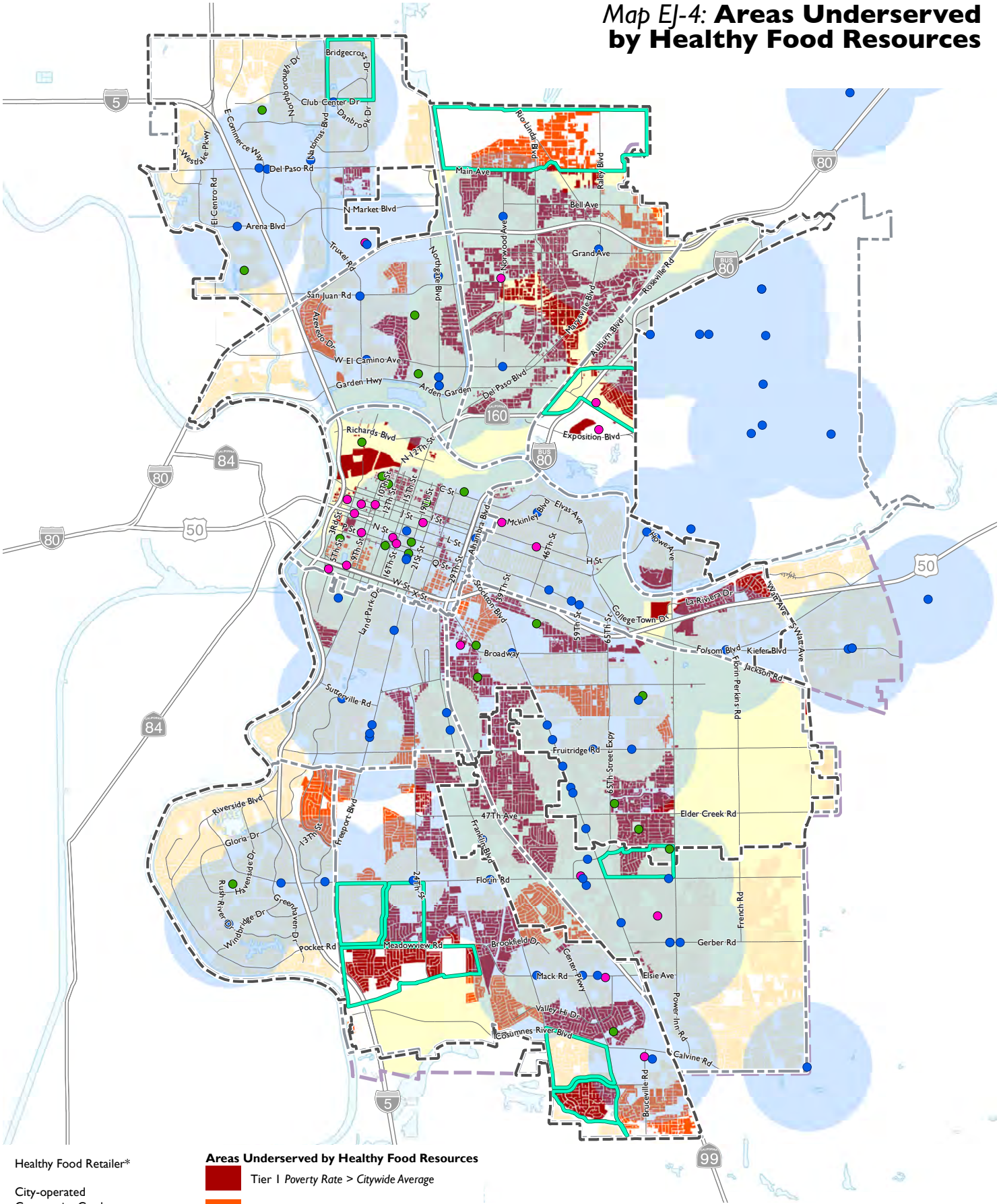
Increasingly, Sacramento is considered America's "farm-to-fork" capital. There are over 1.5 million acres of farmland in the surrounding region that provide produce to a network of year-round and seasonal farmers markets throughout the city, including the largest Certified Farmers Market in the state. Yet, amid these unmatched agricultural riches, healthy food remains out of reach for some Sacramento residents. Lack of access to healthy food resources can lead to a higher risk of obesity and diabetes. Hunger also makes it difficult to focus at school or work. As food is one of the most basic needs, food insecurity can force people to make choices that place food above other necessities, like medicine or other basics. Policies in the Environmental Justice Element aim to increase access to healthy food throughout the city, particularly in underserved areas, so that people can meaningfully participate in and benefit from local food production and distribution.

Map EJ-4 shows access to grocery stores, farmers markets, and other sources of healthy food from residential areas of Sacramento. While most neighborhoods have access to a source of healthy food within proximity of home, the map highlights underserved areas of the city, including some areas identified as "food deserts" by the United States Department of Agriculture (USDA). Notably, residents of the tier 1 underserved areas shown are disproportionately low-income people of color.

The grocery store is the primary source of healthy food for most Sacramentans, providing access to a wide variety of nutritious and relatively affordable produce and other foods. Large chain grocery retailers locate new stores based on a set of criteria that include parcel size, proximity to major arterial corridors, and size and spending power of the local customer base. As a result, it is a challenge for low-income neighborhoods to attract and retain new stores. Mission-driven grocery store operators that specialize in providing healthy food to low-income communities, and food co-ops, which are owned and operated by local residents or employees, have also emerged as an alternative that can provide healthy, culturally relevant food while also empowering area residents economically.

Supporting a fine-grained network of food distribution points, as well as creative food distribution ideas, can also help to improve access. For example, libraries, schools, parks, and even large parking lots can become sites where sales or distribution of fresh food can occur. Urban agriculture and community gardens can also help to improve food sovereignty and fresh food accessibility by making it easier for people to grow their own food. Additionally, home-based food enterprises, in which private residences can prepare, cook, and serve food to consumers, represent another strategy that can serve as a source of healthy food and opportunity for entrepreneurship.

Map EJ-4: **Areas Underserved by Healthy Food Resources**



- Healthy Food Retailer*
- City-operated Community Garden
- Farmers Market
- USDA Low Income/Access (2019)**
- Healthy Food Retailer 1-mile Radius
- SB 535 Disadvantaged Communities

Areas Underserved by Healthy Food Resources

- Tier 1 *Poverty Rate > Citywide Average*
- Tier 2 *Household Income < Citywide Median*
- Tier 3 *Underserved Residential Area*
- Sacramento City Limit
- Community Plan Area Boundary
- Sphere of Influence

* Locations of existing healthy food retail sales points were identified using 2019 Co-Star data and verified using Google.
** "Low-income" is defined by the poverty rate and median family income of a tract. "Low-access" means a significant number or share of the population in the tract had limited access to a food store (supermarket, supercenter, or large grocery store)—i.e., they lived more than 1 mile from a food store in urban areas or more than 10 miles in rural areas.
Note on Tiers: According to Census ACS 2016-2020 5-Year Estimates, citywide median household income is $65,847 and citywide poverty rate is 15.7%.

0 ½ 1 2 Miles

Source: BAE, 2019 (verified via Google Search, 12/14/2022); USDA, 2019; Census ACS 2016-2020; County of Sacramento 2019; City of Sacramento, 2019; Dyett & Bhatia, 2022

Finally, regional efforts to develop a regional food hub, which encompasses aspects of food aggregation, packing, processing, storage, marketing and distribution capacity and facilities, offer great opportunities to strengthen the food system and improve access to healthy foods. Food hubs can help connect locally produced and source-identified foods to local markets by creating new market channels between growers and consumers. As the food hub and local food system scale expands, it can serve larger markets, such as institutional and wholesale buyers, and even markets outside of the Sacramento region.

Rancho San Miguel Market

In 2022, the City partnered with Rancho San Miguel Markets, a 100 percent employee-owned food co-op, to open a new location in the Oak Park neighborhood. This collaboration brought a culturally-relevant grocery store to a historically disinvested area of the city.

Source: The Sacramento Bee

The policies in this section focus on improving access to and awareness of healthy foods. Access is addressed through policies that aim to support retailers and food grocers, while also expanding opportunities for food distribution and regional collaboration. Policies on healthy food promotion, youth food literacy, and promoting the city as the Farm-to-Fork capital aim to facilitate and improve awareness of healthy foods and how to use them.

GOAL AND POLICIES

GOAL EJ-2: EQUITABLE ACCESS TO FRESH, HEALTHY, AND AFFORDABLE FOOD AND WIDER ACCESS TO HEALTHY FOOD RESOURCES IN DISADVANTAGED COMMUNITIES.

Healthy Food Access

EJ-2.1 **New Healthy Food Grocers.** The City should leverage tax and fee deferral/reduction, California Food Financing Initiative funding, and other economic development grant monies to attract new healthy food grocers and co-ops and help them establish and/or make necessary improvements. As a priority, efforts should be focused in areas underserved by healthy food retail with good access to the transportation network, such as along Meadowview Road, Franklin Boulevard, and Marysville Boulevard where grocery stores and food co-ops are most economically viable.

EJ-2.2 **Grocery Access.** The City should partner with the Sacramento Regional Transit District (SacRT) and other community partners to promote and improve access to groceries. Strategies may include increasing transit access, connecting residents with on-going food assistance programs, and promoting the use of app-based microtransit and home delivery services among seniors, people with disabilities, families with children, and residents of areas underserved by healthy food retail.

EJ-2.3 **Open Air Food Sales**. In underserved areas shown on **Map EJ-4**, the City should collaborate with community-based organizations (CBOs), including but not limited to faith-based organizations, to establish community markets on publicly-owned sites such as libraries, schools, or community center parking lots and promote the sale and

distribution of fresh food via farmers markets, farm stands, grocery trucks, or other regular healthy food sales events.

EJ-2.4 **Expanded Reach of Food Distribution**. The City should support the efforts of local organizations to expand the reach of food distribution. Strategies may include the following:

- Exploring cost-effective options such as promoting the use of volunteers at food banks;
- Permitting extended hours at distribution points;
- Facilitating the siting of new distribution points; and
- Helping to facilitate informal food distribution efforts in the community.

EJ-2.5 **Food Assistance Programs**. The City shall increase community awareness of and participation in existing federal food assistance programs, such as the Women, Infants, and Children (WIC) nutrition program and the Supplemental Nutrition Assistance Program (SNAP). Approaches can include the following:

- Providing information in City newsletters, on the City's website, and at community centers and other City facilities;
- Explaining to merchants the incentive to registering to accept WIC and SNAP payments (e.g., immediate expansion of market of potential customers); and
- Exploring the feasibility of requiring the acceptance of food assistance programs at farmers markets.

EJ-2.6 **Food Recovery Program.** The City shall participate in the regional edible food recovery program pursuant to SB 1383, intended to reduce organic waste in the community and divert consumable food to those in need by collecting and redistributing unused food from commercial edible food generators such as grocery stores, supermarkets, big box stores, restaurants, corporate kitchens, and food wholesalers and distributors.

EJ-2.7 **Partner with Farmers.** The City should engage with local growers and community-based (CBOs) organizations on ways to expand regional Community Supported Agriculture (CSA) as an alternative source of fresh and healthy fruits and vegetables for Sacramento residents, particularly those with limited mobility, limited income, or those furthest from existing grocery stores.

EJ-2.8 **Community and Home Gardening**. The City shall support community and home gardening efforts, particularly in disadvantaged communities (DACs) and communities historically underserved by healthy food retail. Support may include the following:

- Connecting residents to existing resources such as local community gardens and organizations that offer workshops on gardening basics, or
- Cooking easy, healthy meals with fresh produce.

EJ-2.9 **Urban Agriculture in New Development**. The City shall promote rooftop gardens, edible gardens, and other sustainable agricultural landscaping alternatives within multi-unit, commercial, and industrial developments.

EJ-2.10 **Urban Agriculture Incentive Zone**. The City shall continue to implement the Urban Agriculture Incentive Zone to facilitate activation of vacant and undeveloped spaces and improve access to fresh, healthy, and affordable foods.

EJ-2.11 **Home-Based Food Enterprises**. The City should work with the County to promote the availability of permits for home-based food enterprises (e.g., Cottage Food Operations). The City should focus outreach and promotional efforts in disadvantaged communities (DACs) and historically underserved areas where home-based operations can serve as both a source of healthy food and an opportunity for entrepreneurship.

EJ-2.12 **Regional Food Hub**. The City should participate in efforts to establish a regional food hub that could support a variety of efforts, including but not limited to aggregating crops from small local producers; packaging, processing, storage, and distribution services; and food business incubator programs. Participation may include the following:

- Assistance with site selection,
- Long-term lease of surplus City properties, and/or
- Procurement/purchasing contracts.

EJ-2.13 **Public-Private Partnerships**. The City should support efforts to form creative public-private partnerships for expanding urban agriculture access, including but not limited to the following:

- Providing land for growing food,
- Facilitating water access,
- Expanding private community gardens, and
- Leveraging other creative assets.

EJ-2.14 **Financial Incentives.** The City shall pursue financial incentives to support the provision of healthy and culturally relevant food options in existing retailers in disadvantaged communities (DACs) and historically underserved areas.

EJ-2.15 **Limit ~~Food Swamps~~Unhealthy Food Establishments.** The City shall explore mechanisms to limit ~~food swamps~~unhealthy food establishments, ~~which are environments that are saturated with unhealthy food establishments,~~ especially in disadvantaged communities (DACs) and historically underserved areas.

EJ-2.16 **Discourage Unhealthy Uses.** The City should discourage the establishment of new drive-through restaurants, alcohol permits for off-site sales, and tobacco sales points near food deserts, schools, and pedestrian priority areas.

Healthy Food Awareness

EJ-2.17 **Healthy Food Promotion.** With community partners, the City shall expand efforts to promote healthy eating throughout the community by preserving and promoting

community gardens, demonstration gardens, and free and culturally relevant nutrition and cooking classes at Sacramento community centers. Efforts should be prioritized in disadvantaged communities (DACs) and historically underserved areas, with an emphasis on supporting low-cost, practical, and culturally relevant strategies for healthy eating.

EJ-2.18 **Youth Food Literacy**. The City shall support efforts to increase food literacy among children and youth, through collaboration with schools, hospitals, community groups and other partners to develop and deliver programs, activities, and events.

EJ-2.19 **Farm-to-Fork**. The City shall promote Sacramento as America's Farm-to-Fork capital with support for festivals, events, and programs that highlight the city's access to fresh, healthy food, and encourage healthy eating and nutrition. Efforts should consider focusing events in disadvantaged communities (DACs) and historically underrepresented areas.

EJ-2.20 **Evaluating Health Impacts**. The City may use best available data tools, including but not limited Healthy Places Index, the Centers for Disease Control and Prevention (CDC) Social Vulnerability Index, and CalEnviroScreen, when evaluating health impacts from proposed projects in disadvantaged and historically underserved communities.

SAFE AND SANITARY HOUSING

Access to safe, sanitary housing is important for everyone. Beyond being a source of shelter, a home gives families a sense of safety, security, and peace of mind. Many housing factors have a profound influence on a person's health and well-being, such as whether or not housing is located in a resource-rich, complete neighborhood; is of high quality and free from health hazards; is affordable and not a financial burden; or is a place where people can remain if they so choose.

The Housing Element of the General Plan outlines the City's strategy and commitment for how it will meet the housing needs of everyone in the community. It contains goals, policies, and programs that focus on expanding the housing stock and offering a wider range of housing choices for everyone in Sacramento. Many of these goals, policies, and programs address key environmental justice and housing topics, including the following:

- Increasing overall housing production;
- Increasing affordable housing and workforce housing production;
- Advancing equity and inclusion;
- Protecting residents from displacement, preserving existing housing stock;
- Providing housing for people experiencing homelessness; and
- Increasing accessible housing.

To support the strategies in the Housing Element, the policies in this section focus on how the City can help coordinate interagency and interdepartmental efforts to address safe and sanitary housing needs for residents impacted by a cumulative burden of socioeconomic and environmental factors.

GOAL AND POLICIES

GOAL EJ-3: COORDINATION OF RESOURCES TO ENSURE STABLE, SAFE, AND SANITARY HOUSING FOR ALL SACRAMENTANS.

EJ-3.1 **Resource Optimization.** The City shall coordinate across municipal departments and with relevant partner agencies including the Sacramento Housing and Redevelopment Agency (SHRA), the Sacramento Municipal Utility District (SMUD), Sacramento Metropolitan Air Quality Management District (SMAQMD), Sacramento Area Council of Governments (SACOG), Capitol Area Development Authority (CADA), Sacramento County, and others, to optimize the use of grant monies, incentives, financial resources, staffing, investments, and programs in addressing displacement and tenant protections; sanitary housing and maintenance issues; environmental hazards in homes and neighborhoods; and other concerns related to stable, safe, and sanitary housing.

EJ-3.2 **Supplemental Funding Sources for Building Rehabilitation**. The City shall prioritize identification of supplemental funding sources/resources and partner programs for retrofit, rehabilitation, electrification, and lead abatement projects that address health and safety in housing occupied by low-income renters and homeowners, including air quality improvements. Partner programs could include those with the Sacramento Housing and Redevelopment Agency (SHRA), Sacramento Municipal Utility District (SMUD), and other community-based organizations (CBOs). Supplemental funding sources could include loans and grants available from the Strategic Growth Council (SGC), California Environmental Protection Agency (CalEPA), California Air Resources Board (CARB), California Department of Housing and Community Development (HCD), U.S. Department of Housing and Urban Development (HUD), and other entities.

EJ-3.3 **Healthy Homes.** The City shall continue to work with the Sacramento Housing and Redevelopment Agency (SHRA) and community organizations to promote safe and sanitary housing by providing owners and occupants with information and resources. Efforts may include the development and dissemination of healthy home checklists or conducting trainings, workshops, or audits.

EJ-3.4 **Healthy Environment**. In private and non-profit housing projects, the City should promote and seek ways to incentivize the inclusion of features and amenities that support and enhance the health of occupants and the environment, including, but not limited to:

- Energy-efficient and all-electric appliances;
- Green infrastructure, such as green roofs or appropriate tree planting;
- Community gardens; and
- Active transportation infrastructure.

Engaging and Empowering the Community

Meaningful participation of all people in decisions that affect their lives and communities is a critical component of environmental justice and a prerequisite for a sustainable and equitable city. Across the U.S., the communities most impacted by environmental issues have historically been left out of

decision-making process, and the result has been a pattern of underinvestment and disinvestment in the most socioeconomically disadvantaged communities. Undoing the harm caused by inequitable practices will require a sustained effort to engage and empower historically underrepresented communities and a targeted focus of investments and actions in areas that are cumulatively most affected by environmental, social, and economic burdens.

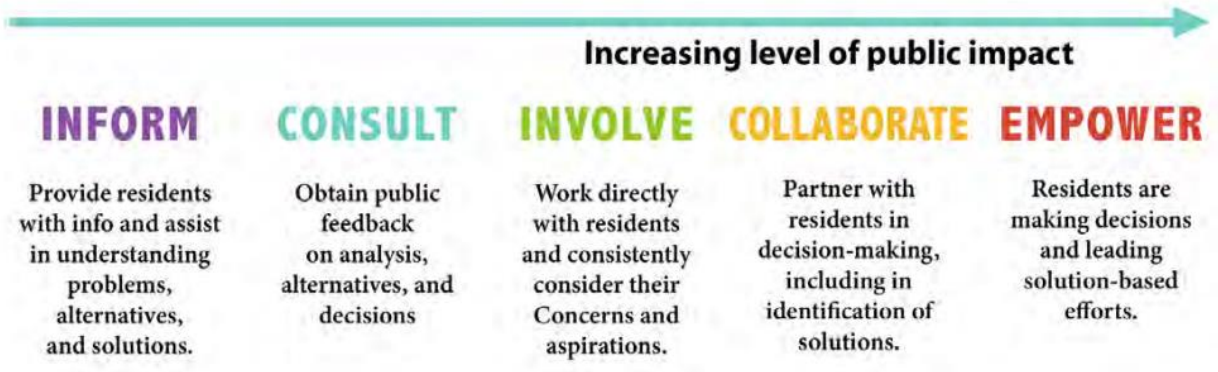
CIVIC ENGAGEMENT AND ACCOUNTABILITY

The City is committed to ensuring the just and equitable treatment of all neighborhoods and people, addressing historical inequities, and ensuring broad community participation and ownership in public processes, as well as accountability in implementing plans. Achieving inclusive, authentic community engagement and closing equity gaps requires direct participation by impacted communities in the development and implementation of solutions and policy decisions that directly affect them. As shown in **Figure EJ-1**, community engagement can be conducted on a spectrum that ranges from informing to power sharing. This spectrum can also be thought of as a series of steps essential for building capacity for community collaboration and governance.

Inclusive, transparent, and accountable governance that facilitates participation in planning efforts is a key component of civic engagement. To sustain engagement and promote a culture of civic participation, feedback loops can be built in to show how the community's input directly influenced the process. Accountability also means reducing the burden of participation — this can mean coordinating internally across City departments to share relevant community outreach findings and to provide a coordinated response to community concerns. Accountability can also be built through increased representation of disadvantaged communities on decision-making bodies or on oversight committees that ensure follow-up on commitments to the community.

The policies in this section seek to improve civic engagement through capacity building and developing community partners, especially in historically underserved and underrepresented areas of the city.

Figure EJ-1
Community Engagement Spectrum



Credit: graphic designed by Local Initiatives Support Corporation (LISC), based on the framework developed by the International Association for Public Participation (IAP2)

GOAL AND POLICIES

GOAL EJ-4: ACTIVE PARTICIPATION OF ALL SEGMENTS OF THE COMMUNITY - PARTICULARLY HISTORICALLY UNDERREPRESENTED GROUPS - IN CIVIC LIFE AND IN THE DEVELOPMENT AND IMPLEMENTATION OF SOLUTIONS FOR NEIGHBORHOOD PRIORITIES.

Civic Engagement

EJ-4.1 **Meaningful, Relevant Engagement.** The City shall design and implement public engagement processes and events that encompass the following:

- Emphasize participation from low-income communities and communities of color;
- Are centered on and driven by neighborhood and resident priorities;
- Are relevant and rooted in existing conditions;
- Emphasize the collaborative exchange of ideas; and
- Provide meaningful opportunities for participants to influence outcomes.

EJ-4.2 **Innovative Methods**. The City shall explore innovative strategies for increasing community involvement in civic processes and ownership of outcomes, tailoring strategies to best reach target audiences. Strategies to explore may include the following:

- Participatory budgeting,
- Participatory action research, or
- Other approaches that emphasize the active participation of community members most affected by the questions at issue.

EJ-4.3 **Community Partners**. The City shall partner with community-based organizations (CBOs) and culture brokers on an ongoing basis to develop and implement effective outreach programs, increase opportunities for community involvement in civic processes, and build a deeper understanding of city governance within the community. The City shall seek opportunities to support community partners in these efforts, such as by providing technical assistance, data, meeting spaces, and other support services as feasible.

EJ-4.4 **Capacity Building.** The City should enlist and strengthen the capacity of community members and groups so that historically marginalized community members participate in local decision-making and engage meaningfully in planning efforts.

EJ-4.5 Increasing Participation of Underserved Communities**. The City shall increase the pa**rticipation of socioeconomically disadvantaged residents and other traditionally underrepresented groups in city planning and decision-making processes. Strategies may include the following:

- Holding public meetings and outreach activities at culturally appropriate neighborhood gathering places, at accessible times and venues, and/or at community events;
- Employing a wide range of outreach methods and activities, including pop-up events, focus groups, community workshops, and online surveys; or
- Providing transportation vouchers, interpretation and translation services, childcare, food, or monetary compensation, or other methods that remove barriers to participation.

Accountability

EJ-4.6 **Community Oversight**. The City shall explore opportunities to increase community oversight of and input into City policies and practices, such as the creation and ongoing support of community-led advisory committees such as the Environmental Justice Collaborative Governance Committee (EJCGC).

EJ-4.7 **Sustained Engagement**. The City shall maintain communication channels that allow for ongoing dialogue with neighborhood groups and individual residents; use this information to inform development of City programs, projects, and services; and share this information across departments to optimize the effectiveness of efforts.

EJ-4.8 **Community Ownership and Accountability.** Recognizing that community ownership of decisions is fundamental for successful planning and implementation, the City shall emphasize collaborative decision-making throughout the community engagement process and empower disadvantaged and under-represented community members to participate at all phases of the decision-making process. The City shall also build accountability into engagement processes by systematically reporting out to the community on the results and informing participants of how their input has influenced outcomes.

INVESTMENT PRIORITIZATION

As in cities throughout the U.S., spatial concentrations of racial and socioeconomic disparity in Sacramento have been shaped largely by patterns of appropriation and disinvestment. These inequities can only be redressed with a deliberate and sustained effort over time. By embedding equity in City operations, departmental priorities, deployment of resources and planning efforts, and public and private investments, Sacramento can forge a path to a more sustainable and equitable city.

Prioritizing Disadvantaged Communities and Communities Cumulatively Impacted by Environmental Justice Issues

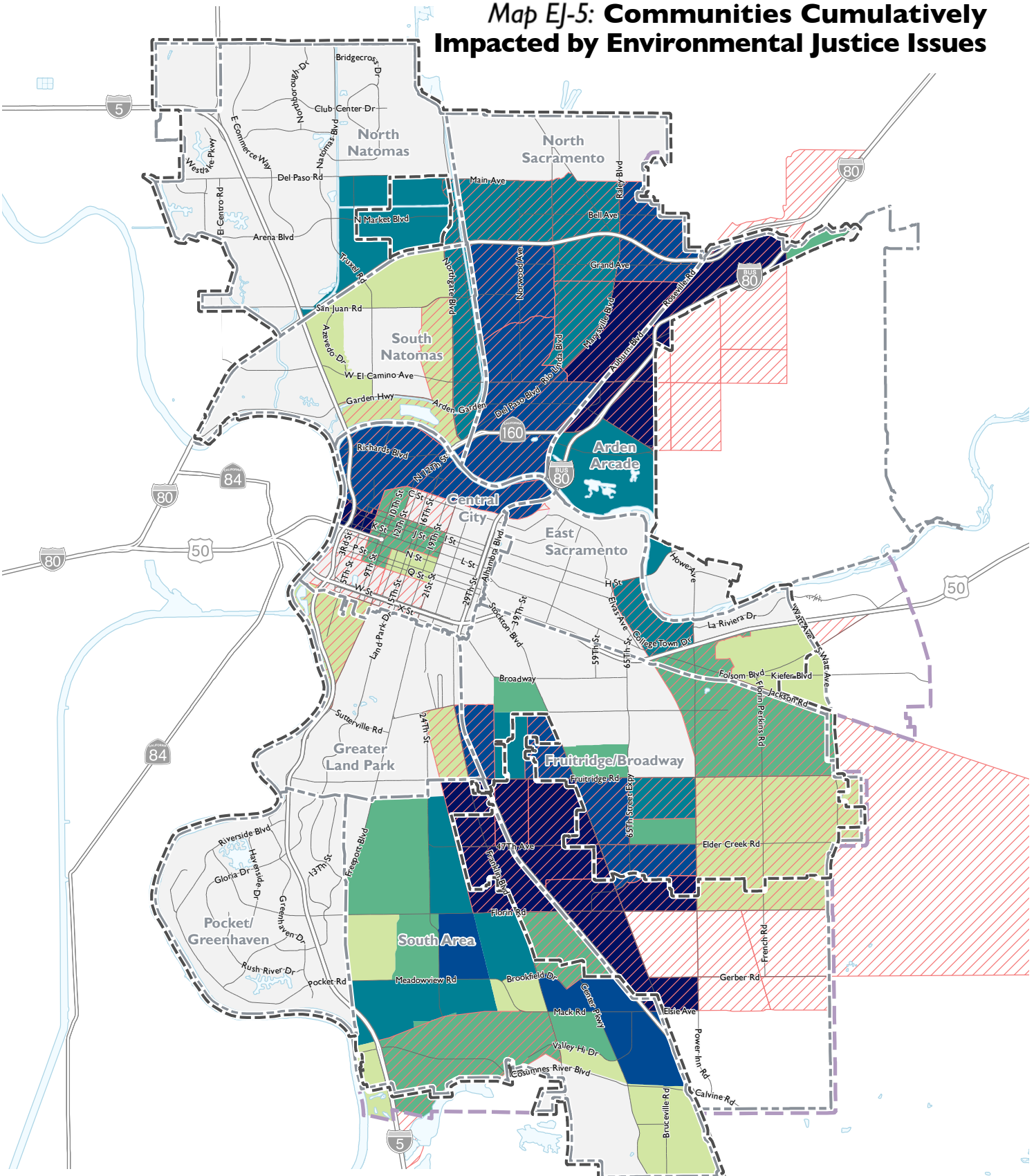
As described above, distinct patterns of disproportionate burden by geography, income, and race exist across the city for a multitude of environmental and community health issues. The locations and populations affected by each individual issue vary, but when viewed in aggregate it is clear that certain communities within Sacramento are cumulatively impacted by multiple factors. An earlier section of this element discusses DACs in Sacramento as defined by CalEPA, which identifies which communities may be most affected by environmental pollutants through its tool, CalEnviroScreen. While CalEnviroScreen accounts for 21 indicators that include pollution, demographic, and health variables, it is limited in capturing the full scope of cumulative environmental justice impacts to

communities. As such, to compliment **Map EJ-1**, which shows the DACs identified through CalEnviroScreen, **Map EJ-5** represents additional analysis and shows the most cumulatively impacted communities based on a composite analysis of 68 factors including the indicators used in CalEnviroScreen, in addition to variables such as housing conditions, access to healthy food and recreational facilities, neighborhood conditions, transportation safety, and race. **Map EJ-5** builds off of **Map EJ-1**, which identifies areas in addition to DACs. These maps can be used to help guide future investments and actions by the public, private, and non-profit sectors in DACs and other areas cumulatively impacted by environmental justice issues. In decision-making processes, City officials and staff can also use these maps to help prioritize interventions that redress burden, build capacity, and empower the most vulnerable and historically underserved communities in Sacramento.

Operationalizing Equity

Without deliberate and intentional action, the inequities that exist in our community can easily be perpetuated in municipal operations and decision-making. The City aims to operationalize equity by supporting educational efforts about the root causes of inequity and by integrating equity analysis tools across departments, boards, and other appointed organizations. Operationalizing equity can also mean considering how well City staff and services reflect the diversity of Sacramento's people and cultures, as well as considering how work plans and budgeting processes could aggravate or compound existing environmental and socioeconomic burdens. The City's Office of Diversity and Equity already works to operationalize equity by using the theory of change and racial equity analysis

Map EJ-5: **Communities Cumulatively Impacted by Environmental Justice Issues**



EJ Composite Score (Top 50%)

- 91% - 100% (Most Disadvantaged)
- 81% - 90%
- 71% - 80%
- 61% - 70%
- 50% - 60%

- SB 535 Disadvantaged Community
- Sacramento City Limit
- Community Plan Area Boundary
- Sphere of Influence

0 ½ 1 2 Miles

Source: Eviction Lab, 2016; CalEPA, 2021; US Census Bureau ACS, 2016-2020; Datadiversitykids.org (Brandeis University), 2020; US EPA EJSCREEN, 2020; FEMA, 2020; CoStar, 2020; Urban Displacement Project (UC Berkeley), 2020; TIMS SafeTrec (UC Berkeley), 2020; Statewide Database (UC Berkeley), 2020; Trust for Public Land, 2021; NASA DEVELOP - Langley, 2021; HUD, 2022; US DHHS, 2021; City of Sacramento, 2020; Dyett & Bhatia, 2022

from the Government Alliance on Race and Equity (GARE) to guide the development of staff training and resources. The GARE theory of change emphasizes normalizing conversations about race, developing a shared understanding of commonly held definitions of implicit bias and institutional and structural racism.

The policies in this section support efforts to invest in and continue to operationalize equity, especially in internal City practices. The policies emphasize investment in education, training, cross-departmental collaboration, and thoughtful investments that address long-standing inequities.

GOAL AND POLICIES

GOAL EJ-5: INVESTMENTS THAT ADDRESS LONG-STANDING INEQUITIES, EMPOWER DISADVANTAGED RESIDENTS, AND BUILD NEIGHBORHOOD RESILIENCE.

EJ-5.1 **Equity Education.** The City shall invest in ongoing capacity-building equity training for City staff, boards, and elected officials to do the following:

- Learn national best practices for normalizing, organizing, and operationalizing racial equity;
- Increase collective understanding of the role of government in addressing racial inequity with an intersectional approach that centers on race, but includes all marginalized identities;
- Develop consistent onboarding processes that include equity-centered community engagement and racial equity approach; and
- Organize collective and citywide coordinated action to address root causes of systemic racial inequity, identify opportunities to address it, and identify equity outcomes that measure performance and provide transparent community indicators.

EJ-5.2 **Internal Practices**. The City shall annually audit municipal hiring practices, policies, and protocols with the goal of identifying areas of improvement for workforce diversity beyond federally required Equal Employment Opportunity reports and moving toward the workforce equity goals of the Race & Gender Equity Action Plan's (RGEAP) department assessment and annual reporting strategies.

EJ-5.3 **Cross-Functional Action Team**. With participation of staff from City departments and partner agencies, the City shall maintain a cross-functional neighborhood development action team responsible for coordinating resources, actions, and investments aimed at increasing the quality of life and economic growth of people, businesses, and places in Sacramento's historically disenfranchised and disinvested neighborhoods.

EJ-5.4 **Racial, Gender, and LGBTQ+ Equity**. The City shall place racial, gender, and LGBTQ+ equity at the core of its values, policies, and practices and promote a culture of acceptance within the City organization.

EJ-5.5 **Investment Prioritization.** The City shall prioritize investments in infrastructure and interventions that address long-standing inequities, empower disadvantaged residents, and build neighborhood resilience.

EJ-5.6 **Embedding Racial Equity**. The City shall leverage and apply the racial equity analysis from the Government Alliance on Race and Equity (GARE) to embed racial equity in City practices, both internally and externally.

IMPLEMENTING ACTIONS

Plans and Programs

EJ-A.1 **Retailer Incentive Program.** The City should evaluate developing a program to incentivize and assist business owners to stock fresh and healthy food at affordable prices in areas underserved by healthy food resources (shown on **Map EJ-4**) where convenience stores and other retail outlets exist (such as Meadowview and North Sacramento). Program elements could include the following:

- Funding for refrigeration equipment;
- Business counseling and technical assistance;
- Nutritional education; and
- Store design support.

Responsible Entity: Office of Innovation and Economic Development (lead) Community Development Department (support)

Timeframe: Mid-term (2030-2035)

EJ-A.2 **Air Filtration Systems.** The City shall explore opportunities to accelerate the installation of air filtration systems in existing buildings in partnerships with the Sacramento Metropolitan Air Quality Management District (SMAQMD) and other partners in the Sacramento region. Schools, nursing homes, and other sensitive uses within disadvantaged communities (DACs) and areas most affected by air quality issues should be prioritized.

Responsible Entity: Office of Climate Action and Sustainability (lead); Community Development Department (support)

Timeframe: Near-term (2024-2029)

EJ-A.3 **Diverse Representation.** The City shall develop and implement a coordinated plan to increase diversity on City boards and commissions and in City-sponsored activities and events. Steps should include the following:

- Developing a proactive recruitment program reaching out to numerous communities.
- Recruiting individuals from underrepresented populations, including, but not limited to, communities of color, youth, and low-income populations, to represent their communities.
- Reporting annually to the City Council on the diversity of City boards, commissions, and committees.

Responsible Entity: City Clerk's Office (lead); City Manager's Office (support); Youth, Parks, and Community Enrichment Department (support); Community Development Department (support); Public Works (support)

Timeframe: Ongoing

EJ-A.4 **Community-Led Planning.** Pilot a community-led planning grant program focused on addressing the needs of people within disadvantaged and/or historically underserved communities. The planning process would include documenting community vision for a specific neighborhood, concerns keeping the people in that neighborhood from thriving, and potential actions to increase community resiliency, equity, and/or inclusive economic development. These actions could include regulatory fixes to City ordinances, education and training on City programs and opportunities, infrastructure improvements, or others. Pending funding and staff availability, the planning effort should be accompanied by funding and staff time to address some near-term implementation as well as include a final document (or action plan) with a list of short and longer-term actions that can be used to support grant applications, advocacy to government officials, and guide ongoing community collaborations.

Responsible Entity: Community Development Department (lead); Office of Innovation and Economic Development (support)

Timeframe: Near-term (2024-2029)

Regulations, Standards, and Development Review

~~EJ-A.4~~**EJ-A.5** **Amortization Ordinance**. The City shall study the feasibility of an amortization ordinance that would phase out polluting industries currently located near sensitive receptors. The study should identify a process and criteria for determining which industries to amortize.

Responsible Entity: Community Development Department

Timeframe: Mid-term (2030-2035)

~~EJ-A.5~~**EJ-A.6** **Performance Zoning.** The City shall develop zoning standards applicable to new and existing industrial and manufacturing developments to minimize or avoid adverse effects related to air quality, noise, or safety on sensitive populations in disadvantaged communities and other areas of the city where industrial and manufacturing uses are near residential uses, such as the Robla neighborhood.

Responsible Entity: Community Development Department

Timeframe: Near-term (2024-2029)

~~EJ-A.6~~**EJ-A.7** **Healthy Food Zoning.** The City shall update the Zoning Code to promote and protect healthy food options. Possible amendments to the code include the following:

- Incorporate zoning controls that prohibit tobacco sales points near schools and other areas;

- Clearly defining "healthy food grocery stores" to ensure that businesses meeting that description have access to incentives developed with them in mind;
- Include standards and incentives flexible enough to accommodate "alternative" grocery stores, which use less space, require less parking, and focus on the day-to-day needs of nearby residents; or
- Preserve grocery store uses in underserved areas through zoning designations.

Responsible Entity: Community Development Department

Timeframe: Mid-term (2030-2035)

~~EJ-A.7~~EJ-A.8 **Racial Equity Analysis.** The City shall pilot and develop capacity in applying a racial equity analysis from Government Alliance on Race and Equity (GARE) and other equity centered strategies for preventing racism and for identifying new options to remedy long-standing inequities.

Responsible Entity: City Manager's Office (lead); Community Development Department (support)

Timeframe: Near-term (2024-2029)

City Data and Services

~~EJ-A.8~~EJ-A.9 **Community Input Database.** The City shall expand the use of Customer Relationship Management (CRM) software to efficiently track and respond to resident inquiries and to streamline collection and management of community input. This should involve the following:

- Determining which departments need software licenses;
- Establishing protocols for the collection and use of community input;
- Providing training to staff on use of database; and
- Designating responsibility of database management.

Responsible Entity: Information Technology Department (lead), Office of Innovation and Economic Development (support)

Timeframe: Near-term (2024-2029)

Financing and Budgeting

~~EJ-A.9~~EJ-A.10 **Outreach Funding.** The City shall study the feasibility of establishing funding that City departments draw on for community outreach. The intent would be to provide a source of funding to supplement departmental budgets and grant funding in order to ensure that City objectives for community outreach can be achieved.

Responsible Entity: Office of Innovation and Economic Development (lead); City Manager's Office (support); Department of Finance (support)

Timeframe: Near-term (2024-2029)

~~EJ-A.10~~EJ-A.11 **Healthy Food Initiatives Partnership.** The City shall identify partners and coordinate closely with other agencies who together would be responsible in assessing, designing, and implementing City healthy food initiatives. City staff will engage in cross-departmental and inter-agency coordination, program administration, and community relations.

Responsible Entity: City Manager's Office (lead); Community Development Department (support); Youth, Parks, and Community Enrichment Department (support); Department of Finance (support)

Timeframe: Near-term (2024-2029)

8. MOBILITY

The General Plan promotes mobility and transportation choices for all Sacramentans with an integrated approach to land use and transportation. This Mobility Element of the General Plan outlines a strategy for mobility and access improvements that enhance transportation safety, bolster connectivity, and shift trips to active modes, public transit, and high-occupancy vehicles to meet the needs of all users citywide. Equally, it recognizes the need to prioritize investments in disadvantaged areas with the highest need as part of the roadmap to a sustainable and equitable city.

There is a strong connection between the way people move in and around the city and the type and location of land uses. Clustering most of the city's housing and job growth in centers and along corridors and near transit creates synergies between land use and transportation, reduces car trips and land needed for parking, and can provide the concentration of people necessary to support more frequent transit services, reduce vehicle miles traveled, and reduce greenhouse gas (GHG) emissions. This is especially important since 57 percent of the city's GHG emissions are from gas-powered cars, trucks, and buses moving around the city.

This Element satisfies the statutory requirements for the general plan circulation element in part, providing a circulation diagram that identifies the city's major thoroughfares and transportation routes as well as a policy framework to balance walking, bicycling, transit service, and driving within a multimodal network. It also addresses the regional movement of people and goods by road, rail, and air. This Element discusses standards and proposals that meet demands resulting from changes in land use in this General Plan. The related topic of land use synergies with transit, including transit-oriented development, is addressed in the Land Use and Placemaking Element. Access to parks and recreational facilities and promotion of active, healthy lifestyles are addressed in the Youth, Parks, Recreation and Open Space Element. Airport compatibility is addressed in the Environmental Resources and Constraints Element. Transport of hazardous materials is addressed in the Environmental Justice Element, and emergency evacuation is addressed in the Public Facilities and Safety Element.

A Multimodal System

EQUITABLE AND SUSTAINABLE MOBILITY

An equitable, sustainable multimodal circulation system ensures that people who live, work, and visit Sacramento can choose the transportation mode that works best for the trip they want to take; that the benefits and burdens of the system are distributed fairly throughout the community; that emergency vehicles can reach emergencies in a reasonable time; and that greenhouse gases are not being generated by unnecessary car trips. **Map M-1** shows proposed roadway changes that will prioritize walking, biking, and transit over automobiles. These segments were selected based on early community input, traffic modeling results, Vision Zero corridors, and high-frequency transit corridors. Additional consideration was given to minimize gridlock and ensure continued operation of the transportation network. The proposed future roadway reallocations shown in Map M-1 do not include the roadway

segments identified for reductions as part of Grid 3.0, the Central City Specific Plan, the Broadway Complete Streets Project, the North 12th Street Complete Streets Project, the Vision Zero Top 5 Corridor Study, and the Stockton Boulevard Corridor Plan. As funding is available the City plans to study implementation of these proposed changes that can provide many benefits, including improving transit frequency and reliability, slowing drivers down, and creating more comfortable space for those walking and biking. Some general travel lanes on some roadways used primarily by cars can be reallocated to other users who need space too.

A complete streets approach that balances the needs of all users of the street is integral to achieving this. System-wide, a complete streets approach means emphasizing a diversity of modes and users across the network and assessing whether the system can accommodate the needs of all travelers, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. In 2019, the Sacramento City Council adopted a Complete Streets Policy (Resolution 2019-0460), affirming the City's commitment to provide a complete, connected multimodal transportation network that contributes directly to the safety, health, economic vitality, and quality of life of all residents especially the most vulnerable, those walking and rolling.

Working toward an equitable, sustainable multimodal transportation system requires a focus on enhancing the viability and variety of options for travel within the system. As the City seeks to focus on infill development in existing centers and corridors, having multimodal options will become increasingly important to accommodate and support intensifying uses and traffic on existing roadway infrastructure. Accommodating active transportation modes and transit within denser, activity-rich mixed-use areas — and especially around light rail stations — to make it easier to get around without driving and parking is especially important for achieving communitywide sustainability objectives. Sacramento is well-positioned to support frequent, reliable transit given its pattern of linear commercial arterials with significant capacity for redevelopment and the extensive light rail system that connects the city from north to south and east to west.

Complete Streets Act

The California Complete Streets Act (Assembly Bill 1358) of 2008 requires cities to consider the needs of all users of the street in the planning, design, construction, operation, and maintenance of transportation networks. The City of Sacramento has previously adopted a comprehensive "complete streets" policy that applies to city projects as well as to private developments within the city and guides its approach to the transportation system:

Existing (2022) City of Sacramento policy: The City of Sacramento shall approach every transportation improvement and project phase as an opportunity to apply a Complete Streets framework to create safer, more accessible streets for all roadway users, while upholding the City's Design Procedures Manual.

CIRCULATION DIAGRAM AND STREET CLASSIFICATIONS

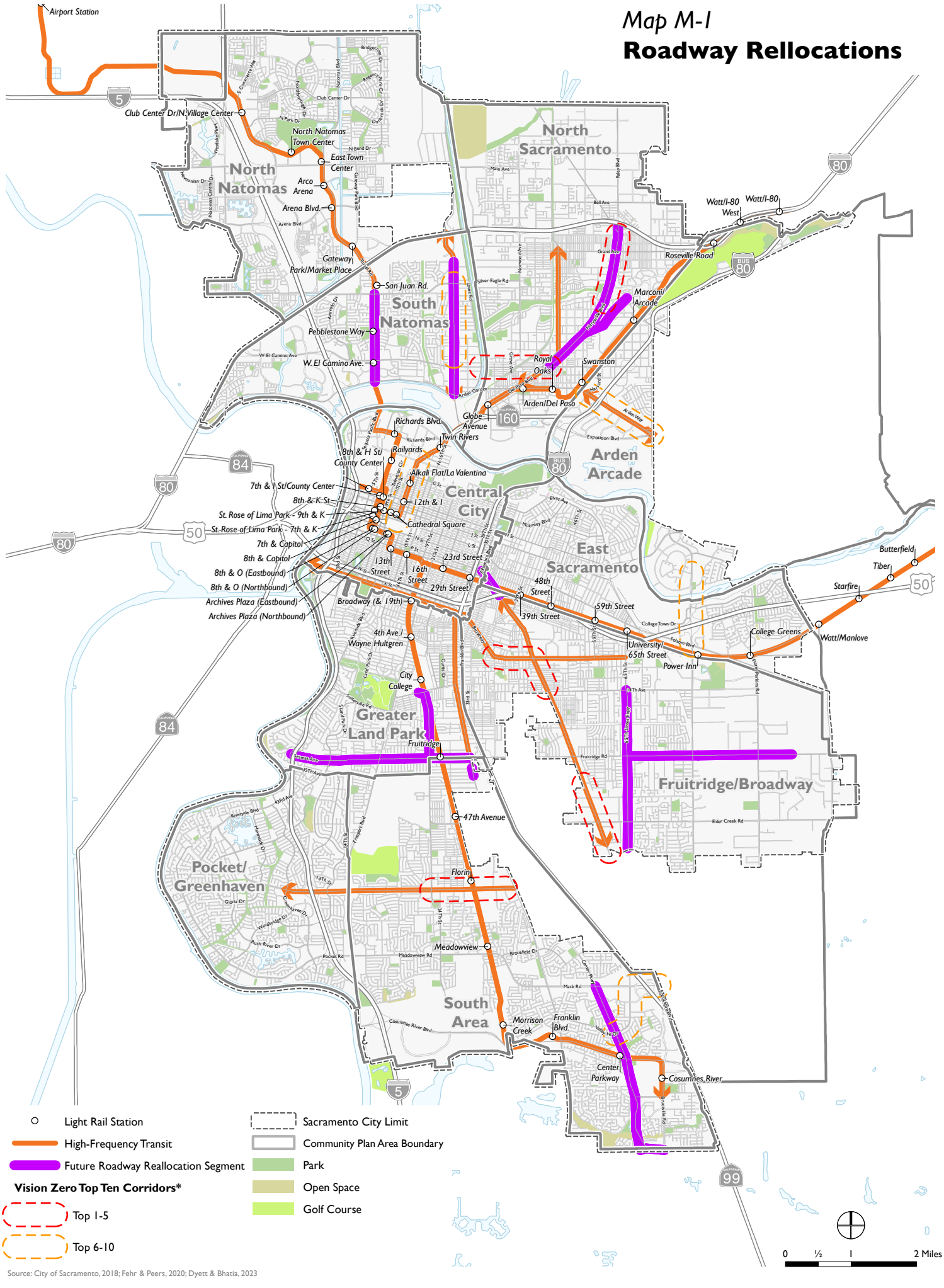
Map M-~~1~~2a and ~~1~~2b shows the circulation system that supports development consistent with the Land Use Diagram (**Map LUP-5**) located in the Land Use and Placemaking Element. The circulation system is represented by a set of street classifications that have been developed to guide the planning, design, construction, operation, and maintenance of the network. Based on these generalized characteristics, streets often vary in terms of right-of-way, roadway width, number of lanes, intersection and traffic signal spacing, speed, and other factors. In addition, they may contain elements such as pedestrian or bicycle

infrastructure to comply with a Complete Streets-based approach to mobility.

The street classifications are as follows:

- Major and Minor Arterial: Provides mobility and regional connectivity
- Major and Minor Collector: Connects local streets to arterials

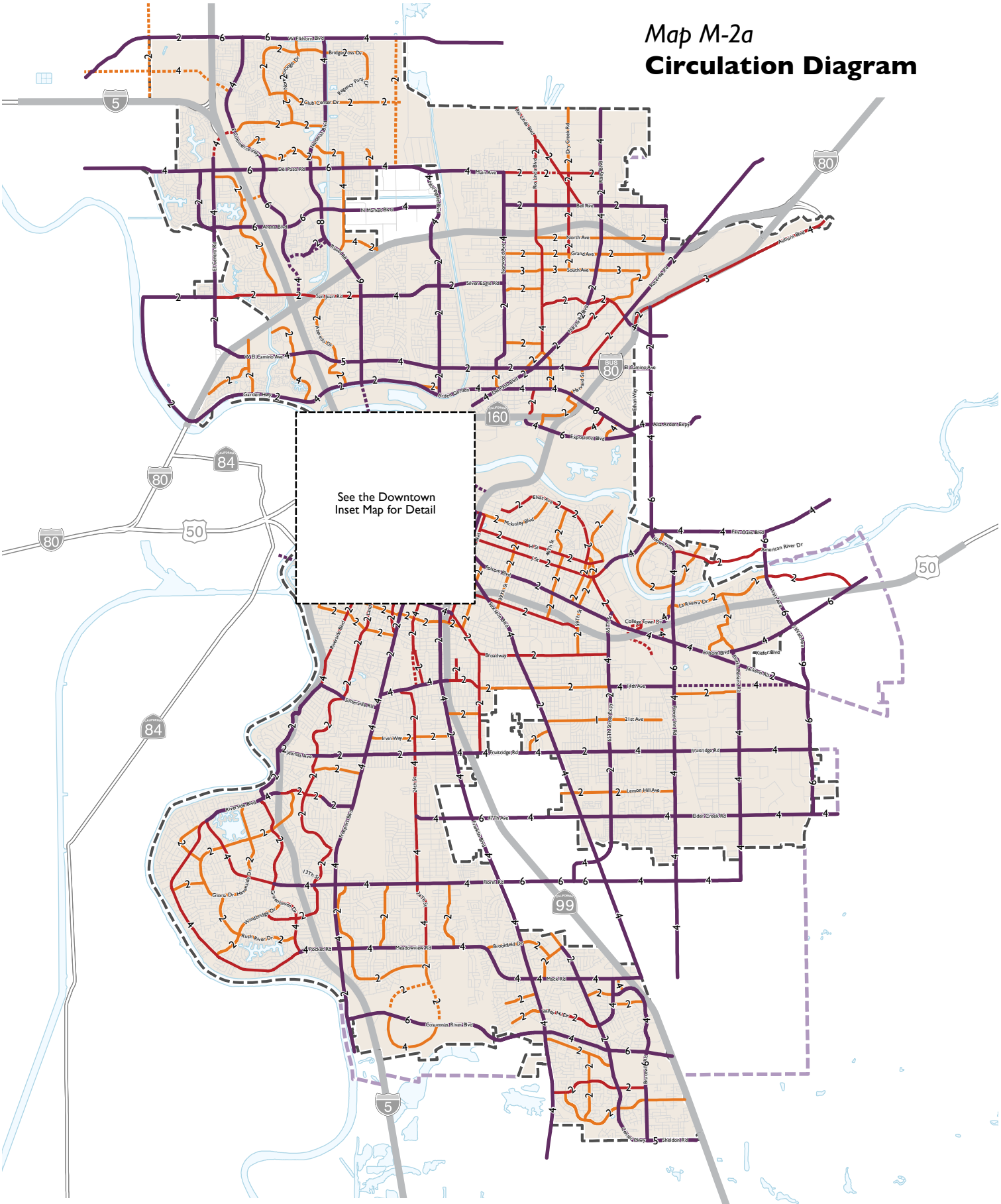
Map M-1
Roadway Rellocations



Source: City of Sacramento, 2018; Fehr & Peers, 2020; Dyett & Bhatia, 2023

Map M-2a

Circulation Diagram



Existing Roadways
- Freeway
- Arterial
- Major Collector
- Minor Collector
- Local Road

Planned Roadways
- Arterial
- Major Collector
- Minor Collector
- Local
- Number of Lanes

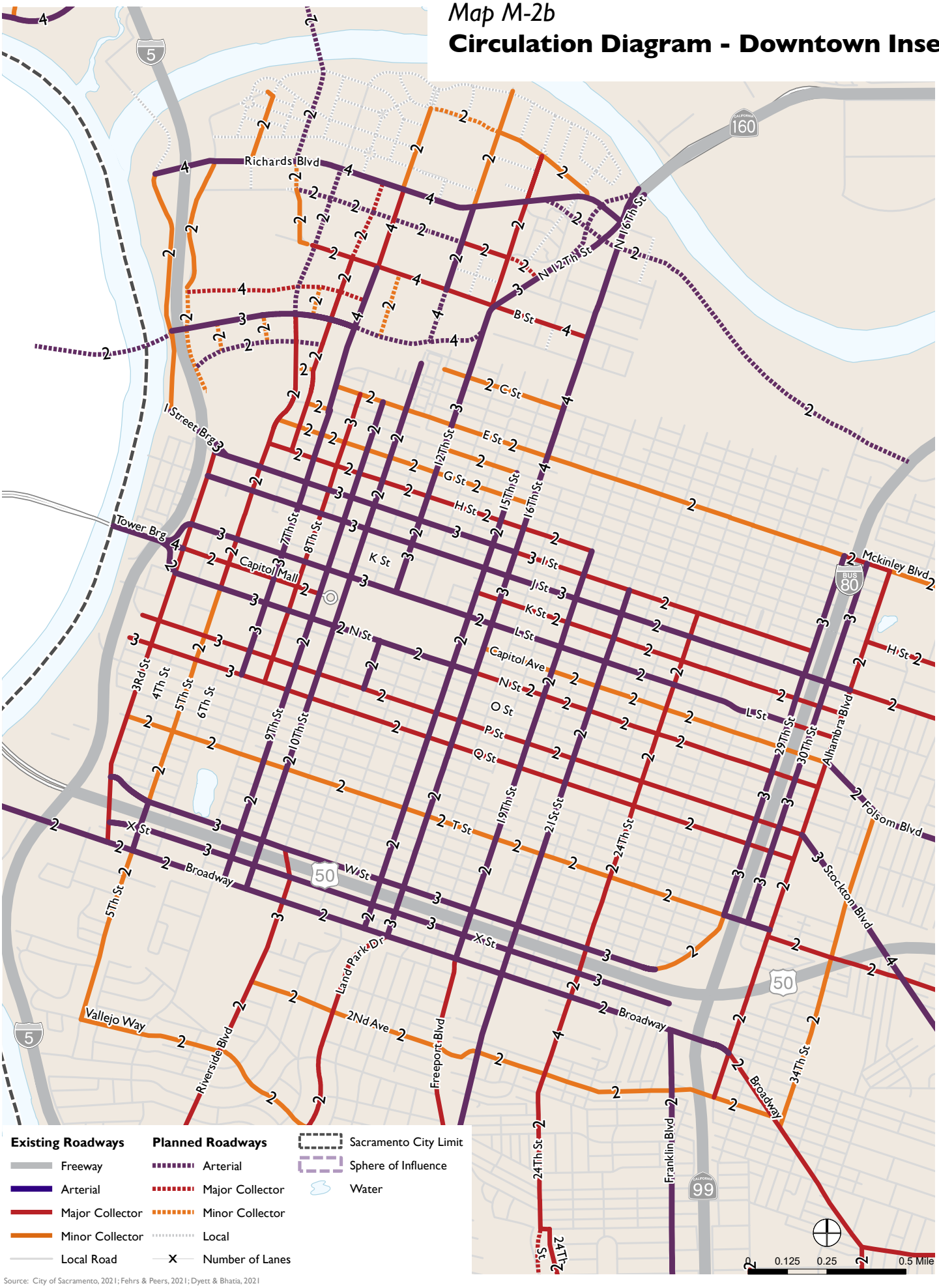
- Sacramento City Limit
- Sphere of Influence
- Water

0 ½ 1 2 Miles

Source: City of Sacramento, 2021; Fehrs & Peers, 2021; Dyett & Bhatia, 2023

Map M-2b

Circulation Diagram - Downtown Inset



Source: City of Sacramento, 2021; Fehrs & Peers, 2021; Dyett & Bhatia, 2021

- Local Residential: Serves residential land uses
- Local Commercial: Serves commercial land uses
- Local Industrial: Serves industrial land uses

Geometry of Successful Transit Service

The General Plan seeks to focus new development along several key corridors, and has identified ~~that are~~ strong candidates for investing in existing and/or new frequent, reliable transit service routes ~~(shown on **Map M-3**)~~ based on their geometry and other factors (selections are shown on Map M-3). The Sacramento Regional Transit District (SacRT) provides primary transit service on these corridors and the City will need to collaborate with SacRT to refine the candidate network and prioritize corridors for frequent service as development conditions warrant and SacRT's funding allows. Implementation of frequent service would also be contingent on the City's management of corridor operations to provide for adequate speed and reliability, including through signalization timing, intersection design, the creation of transit-only lanes, and the strategic placement of stops and stations.

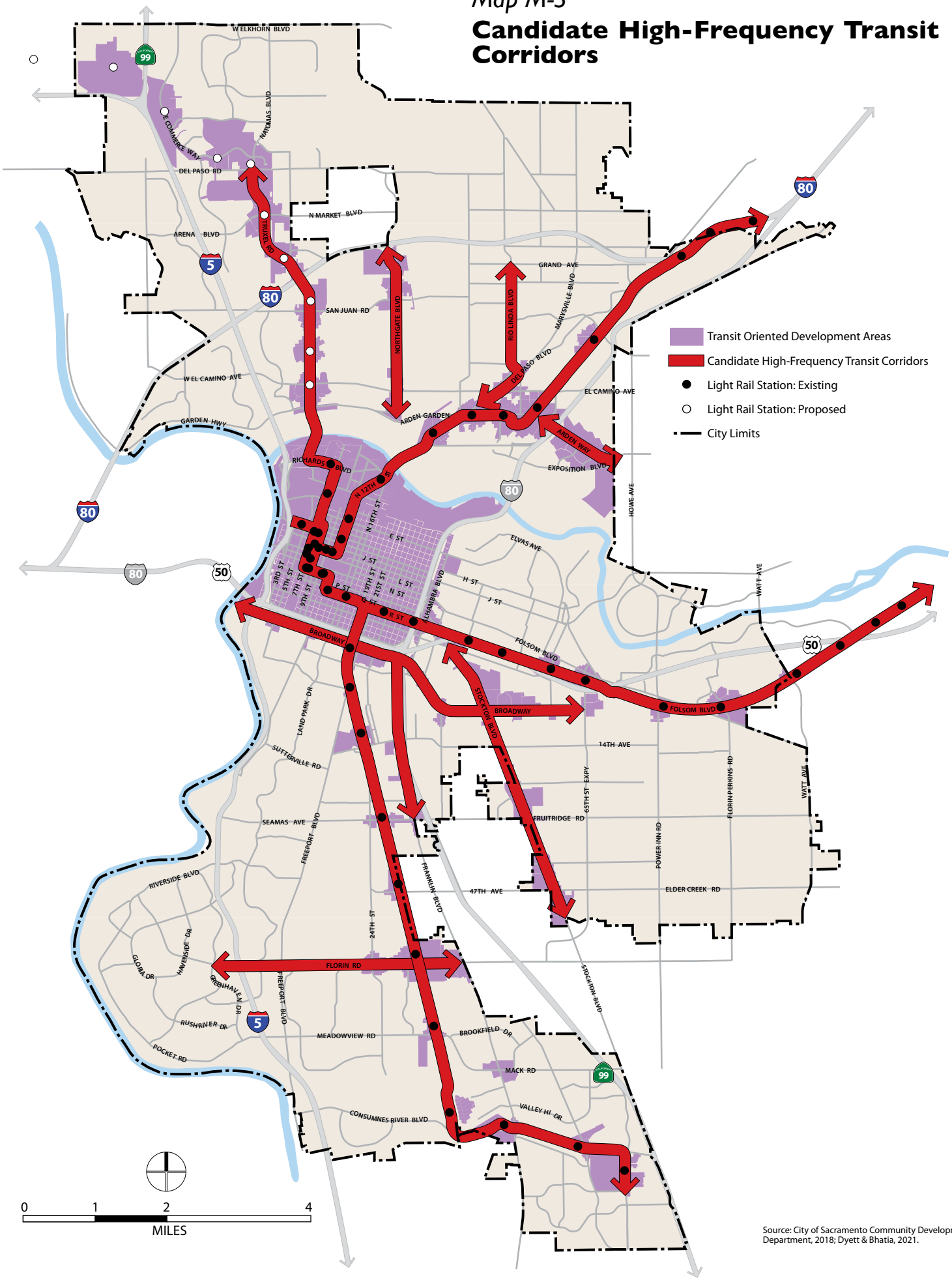
Transit is typically more efficient and convenient when it runs on relatively straight routes along a network of corridors, without meandering routes that add time to the journey. Improving accessibility to transit routes can also help make increased transit frequency more economically feasible for transit providers. Given the higher cost to provide more frequent transit service, it is helpful to plan strategically and select corridors with specific characteristics that can set up higher-frequency service for success. **These characteristics include, but are not limited to, the following:**

- They are linear paths through areas that are relatively dense and walkable.
- They serve developed areas, not passing through large undeveloped areas.
- They connect with each other to form a network. Everywhere that frequent lines intersect, the number of potential trips served is multiplied by the connection. As a result, a network of intersecting routes is more useful than a set of parallel ones.
- They have anchors. On average, transit tends to empty out toward the end of the line, because it is going to fewer places. Efficient transit planning, and thus efficient transit-oriented development, puts major destinations at the ends of lines so that more people will use the capacity all the way to the end of the line.
- They do not compete with each other.

~~The General Plan seeks to focus new development along several key corridors that are strong candidates for frequent, reliable transit service (shown on **Map M-3**) based on their geometry and other factors. The Sacramento Regional Transit District (SacRT) provides primary transit service on these corridors and the City will need to collaborate with SacRT to refine the candidate network and prioritize corridors for frequent service as development conditions warrant and SacRT's funding allows. Implementation of frequent service would also be contingent on the City's management of corridor operations to provide for adequate speed and reliability, including through signalization timing, intersection design, the creation of transit-only lanes, and the strategic placement of stops and stations.~~

Map M-3

Candidate High-Frequency Transit Corridors



Source: City of Sacramento Community Development Department, 2018; Dyett & Bhatia, 2021.

ELECTRIC VEHICLES

Achieving a better modal balance that involves a higher share of trips made by active and shared modes will take time and sustained efforts. Vehicle trips will continue to constitute a significant portion of the overall trips made in Sacramento so ensuring that as many of those trips as possible are zero-emission trips is essential for achieving long-term climate action and mobility objectives while also promoting healthier transportation options, particularly for residents of disadvantaged communities. This General Plan seeks to catalyze a shift to electric and zero-emission vehicles in both the near and long term by expanding access to vehicle charging infrastructure, shared electric vehicles, incentives, and information.

Sacramento was an early adopter of electric vehicle (EV) technology, first implementing an EV Parking Program that provides discounts to EV drivers in City-owned parking garages in 1994. The City has achieved national recognition for its Fleet Sustainability Policy, which commits Sacramento to aggressively incorporating low-emission vehicles and zero-emission vehicles (ZEV) into its fleet of public safety and maintenance vehicles and exploring other fuel efficiency and emissions reduction strategies. The City is a member of the Sacramento Area plug-in EV (PEV) Collaborative, engaged in rolling out a regional EV Readiness and Infrastructure Plan, and the City ranks among the highest densities of public fast charging infrastructure in the nation. The City also supports innovative, public-private initiatives such as the Green Tech Mobility Hub in Del Paso Heights, which provides clean car share vehicles, charging stations, an electric shuttle, solar powered benches and a kiosk with community information and charging stations for smartphones and laptops to residents at a diverse community in North Sacramento. Ensuring equitable access to ZEVs and charging infrastructure is critical for widespread adoption. This will require a continued focus on expanding public fast vehicle charging infrastructure for renters or those who do not have access to a garage as well as incentives for employers and residential building managers to retrofit existing buildings with charging stations. It will also involve expanding EV car share for people who cannot afford or choose not to buy a car of their own and building out a network of E-Mobility Hubs throughout the city.

MAINTENANCE AND FUNDING

The city's transportation network is vast and aging, and keeping the transportation network in good repair is necessary for all modes of travel; buses travel more efficiently and on schedule, and bicycling is safer and more comfortable. Every other year, the City examines all its arterials and one-third of its local streets and uses the results to prepare a report on pavement conditions to guide investments with finite maintenance funding. A key challenge for Sacramento is that existing revenue streams do not fully cover operations and maintenance costs, and this same funding is also used to support implementation of improvements for safety and mobility throughout the city.

Major transportation projects are often funded with a mix of federal, state, and regional sources. Competitive grant funding is used to pay for the bulk of capital improvements planned in Sacramento. New development may be required to pay impact fees, and/or be required to pay for or directly construct or improve transportation infrastructure to address project-specific impacts. With limited resources and limited funding, and seeking to balance the diverse range of mobility needs within the community, the City developed a Transportation Priorities Plan with extensive community input to lay out a comprehensive citywide approach to prioritize implementation of transportation projects.

The policies in this section incorporate strategies that prioritize mobility and connectivity for active and shared transportation modes to foster a better balance within the entire system through system planning, design, and operations; supporting active transportation; collaborating to improve transit service; supporting the adoption of zero- and low-emission vehicles; and committing to find maintenance and funding for this work.

GOAL AND POLICIES

GOAL M-1: AN EQUITABLE, SUSTAINABLE MULTIMODAL SYSTEM THAT PROVIDES A RANGE OF VIABLE AND HEALTHY TRAVEL CHOICES FOR USERS OF ALL AGES, BACKGROUNDS, AND ABILITIES.

System Planning, Design, and Operations

M-1.1 **Street Classification System.** The City shall maintain a street classification system that considers the role of streets as corridors for movement but ~~also reflects~~ prioritizes a context-sensitive Complete Streets concept that enables connected, comfortable, and convenient travel for those walking, rolling, and taking transit.

M-1.2 **User Prioritization.** The City shall prioritize mobility, comfort, health, safety, and convenience for those walking, followed by those bicycling and riding transit, ahead of design and operations for those driving.

M-1.3 **Healthy Transportation System Options**. The City shall plan and make investments to foster a transportation system that improves the health of Sacramento residents through actions that make active transportation, non-motorized modes, high-occupancy, and zero-emission vehicles (ZEVs) viable, attractive alternatives to ~~the private~~ automobiles that use internal combustion engines.

M-1.4 **Designing to Move People.** In planning, designing, and managing the transportation system, the City shall prioritize person throughput to shift trips to more efficient travel modes and upgrade the performance of limited street space.

M-1.5 **Street Design Standards.** The City shall maintain street design and operations standards that ~~manage~~ prioritize comfort and travel time for walking, bicycling, and transit, while managing vehicle speeds and traffic volumes ~~and provide for comfortable walking and bicycling travel~~, updating them as best practices evolve.

M-1.6 **Transit Integration.** Wherever feasible, the City shall design buildings, the public realm, streets, and pedestrian access to integrate transit into existing neighborhoods and proposed developments and destinations such as schools, employment centers,

commercial centers, major attractions, and public walking spaces to improve access for users by transit.

M-1.7 **Fine-Grained Network.** As new development and redevelopment occurs, the City shall seek opportunities to create a finer-grained network of streets and walking and bicycling connections, especially within a 1/2-mile walk of light rail stations and transit stops.

M-1.8 **Vacation of Public Right-of-Way.** The City shall recognize that streets, alleys, bikeways, sidewalks, and other public rights-of-way play an important role in facilitating connectivity in a multimodal system and ensure that any approvals for vacating public right-of-ways include considerations of opportunities for enhanced connectivity.

M-1.9 **Equitable Processes and Outcomes.** The City shall ensure that the transportation system is planned and implemented with an equitable process to achieve equitable outcomes and investments so that all neighborhoods one day will have similar levels of transportation infrastructure such as sidewalks, marked low-~~-~~stress crossings, and bikeways.

M-1.10 **Community Engagement**. The City shall continue to engage the community in decisions that affect mobility, including planning, design outcomes and implementation, with a particular focus on planning with, and not for, historically marginalized, disadvantaged communities and environmental justice communities.

Active Transportation

M-1.11 **Increase Bicycling and Walking.** The City shall strive to increase bicycling and walking citywide so that it can meet its equity, reduced vehicle miles traveled, and sustainability goals.

M-1.12 **Light Rail Transit (LRT) Station Access Improvements**. Through the development approval process and public and private investments, the City shall foster additional walking and bicycling connections to light rail stations and strengthen existing connections to enhance first/last-mile connectivity and make it easier to travel between the station and surrounding neighborhoods and destinations. As feasible, connections should include pedestrian-level streetlighting and tree shading.

M-1.13 **Walkability.** The City shall design streets to ~~promote~~ prioritize walking by including design elements such as the following:

- Grid networks that provide high levels of connectivity;
- Closely spaced intersections;
- Frequent and low-stress crossings;
- Wide, unobstructed walkable sidewalks;
- Separation from vehicle traffic;
- Street trees that provide shading; and
- Minimal curb cuts.

M-1.14 **Walking Facilities.** The City shall work to complete the network of tree-shaded sidewalks throughout the city, to the greatest extent feasible, ~~through development project improvements and grant funding to~~ by building new sidewalks and crossings, especially within the high-injury network, in disadvantaged communities, near high-ridership transit stops, and near important destinations, such as schools, parks, and commercial areas. Walking facilities should incorporate shade trees.

M-1.15 **Improve Walking Connectivity.** The City shall require new subdivisions, new multi-unit dwelling developments, and new developments along commercial corridors to include well-lit, tree-shaded walkways where feasible, that provide direct links to the public realm or adjacent public destinations such as transit stops and stations, schools, parks, and shopping centers.

M-1.16 **Barrier Removal.** The City shall remove barriers to walking, where feasible, and work with utility companies to remove barriers to allow people of all abilities to move with comfort and convenience throughout the city, including through the following:

- Provision of curb ramps, crosswalks, and overpasses;
- Relocation of infrastructure or street furniture that impedes travel pathways;
- Reducing or consolidating driveways and curb cuts; and
- Creation of additional walking entrances to important destinations like schools, parks, and commercial areas.

M-1.17 **Improve Bicycling Connectivity**. The City shall plan and seek funding for a continuous, low-stress bikeway network consisting of bicycling-friendly facilities that connect neighborhoods with destinations and activity centers throughout the city.

M-1.18 **Bicycling Safety**. When designing projects, the City shall prioritize designs that strengthen the protection of people bicycling such as improvements that increase visibility of bicyclists, increase bikeway widths, raise bikeways, design safer intersection crossings and turns, and separate bikeways from driving traffic wherever feasible.

M-1.19 **Walking Safety**. When designing projects, the City shall prioritize designs that encourage walking and improve walking safety best practice designs and considerations for efficiencies in walking.

Transit Service

M-1.20 **High-Frequency Transit Service**. The City shall collaborate with the Sacramento Regional Transit District (SacRT) to facilitate implementation of high-frequency transit service on a network of interconnected corridors with characteristics that best support high-frequency transit service and those characteristics that meet ~~c~~City goals, managing corridor operations to provide for adequate transit vehicle speed and reliability.

M-1.21 **Extension of Transit Service.** The City shall coordinate with the Sacramento Regional Transit District (SacRT) to plan for the extension of frequent transit service and other related transit improvements that are comfortable, convenient, and interconnected ~~to~~

from the Greater Land Park, North Natomas, Pocket/Greenhaven, South Area, and South Natomas Community Plan Areas~~,~~ to ~~and~~ areas with concentrated employment. This may include frequent bus service provided by SacRT as an interim solution along routes ultimately planned for light rail service.

M-1.22 **Increase Transit Ridership.** The City shall support work to increase transit ridership citywide.

M-1.23 **Transit Priority.** Where appropriate, the City shall support transit by incorporating features such as bus bulbs, traffic signal priority, queue jumps, and other solutions into priority corridors to improve transit speed, reliability, and operating efficiency while reducing passenger delay.

M-1.24 **Transit-Only Lanes**. Where appropriate, the City shall support implementation of transit-only lanes to facilitate high-frequency reliable bus and/or light rail service to and between major destinations, job centers, residential areas, and intermodal facilities in Sacramento.

M-1.25 **First/Last-Mile Solutions**. The City shall support "first-mile, last-mile solutions" such as e-bikes/e-scooters as well as multimodal transportation services, public realm improvements (e.g., bicycle parking infrastructure), and other innovations in the areas around transit stations and major bus stops (transit stops) to maximize multimodal connectivity and access for transit riders.

M-1.26 **Bus Stop Design**. The City shall encourage the Sacramento Regional Transit District (SacRT) to implement bus shelter design that encourages transit use, informed by ADA-compliance, bus stop placement, and passenger safety best practices. Where feasible, the City should collaborate with SacRT on bus stop designs for major corridor improvement projects.

Zero- and Low-Emissions Vehicles

M-1.27 **Electric Vehicle (EV) Strategy**. In the near-term, the City shall use the EV Strategy to accelerate EV adoption, guide investment in EV infrastructure, and raise awareness of public charging options.

M-1.28 **Zero-Emission Vehicle (ZEV) Capital.** The City shall strive to be the ZEV Capital of California, to achieve equitable access to ZEV technologies and benefits across the community, including job training and employment opportunities, and strengthen the local ecosystem of ZEV innovation and industry.

M-1.29 **Shared Zero-Emission Vehicles (ZEVs).** The City shall promote shared ZEV options, especially for local trips, that can reduce vehicle trips and the need for personal vehicle ownership, prioritizing low-income and high-need neighborhoods lacking transit and other transportation options.

M-1.30 **Public Electric Vehicle (EV) Infrastructure Deployment**. The City shall strategically deploy public City-owned EV charging infrastructure to catalyze a transition to zero-

emission vehicle use, prioritizing areas where barriers to adoption exist, including supporting charging infrastructure at regional intermodal facilities.

M-1.31 **Private Electric Vehicle (EV) Infrastructure Deployment**. The City shall encourage private property owners to first install EV charging infrastructure on their property before requesting the City to install EV charging infrastructure in the public right-of-way to serve their property. The City shall prioritize the public right-of-way for public use first.

M-1.32 **Supportive Infrastructure in the Public Right-of-Way.** The City shall provide the use of public rights-of-way near transit stations, major activity centers, and high demand curb locations where appropriate for electric vehicle (EV) charging infrastructure and other facilities that support emerging mobility technologies. Curbside charging in the public right-of-way shall only be allowed where pedestrian safety and accessibility needs can be met while also minimizing conflicts with other users, street trees, and transit infrastructure.

M-1.33 **Electric Vehicle (EV) Car Share and Electric Bike Share**. The City shall facilitate the establishment or expansion of EV car share and electric bike share programs, with priority given to disadvantaged neighborhoods with lower-than-average levels of electric vehicle ownership in conjunction with efforts to increase access to EVs and electric bicycles in these locations.

M-1.34 **Electric Mobility (E-Mobility) Hubs.** The City shall support transit agencies, e-mobility operators, transportation network companies (TNCs), and other interested parties to create and operate intermodal e-mobility hubs that serve as connectivity centers offering a suite of integrated electrified mobility solutions and supportive active transportation elements such as bike parking. E-mobility hubs should be located in areas with a concentration of employment, housing, shopping, education, and/or recreational uses based on siting criteria that include transit access, intermodal transfer options, active transportation infrastructure, parcel size, socioeconomic equity, and potential to catalyze new development.

M-1.35 **Zero-Emission Vehicle (ZEV) First**. The City shall maintain a ZEV First commitment and continue to use the Fleet Sustainability Policy to guide the management of the municipal vehicle fleet, including refuse collection trucks, street sweepers, police cruisers and other vehicles to improve air quality, reduce greenhouse gas (GHG) emissions, and achieve cost savings.

M-1.36 **Electric Vehicles (EVs) in New Development**. The City shall support minimum levels of EV infrastructure readiness and installation in new development and incentivize additional levels of EV charging, and EV car share, beyond City Code minimums.

M-1.37 **Electric Vehicle (EV) Charging in Existing Development**. The City will collaborate with local and regional partners to encourage the installation of EV charging in private development, prioritizing the expansion of charging in existing multi-unit and affordable housing, as well as promote available rebates, incentives, and programs.

M-1.38 **Electric Vehicles (EVs), and Energy Resiliency**. The City will support innovative vehicle-to-grid technologies and encourage the deployment of integrated energy generation, storage, and vehicle technologies for energy reliability, flexibility, and cost benefits.

Maintenance and Funding

M-1.39 **Maintain the Street System.** The City shall maintain streets and shared-use paths using a pavement management system and maintenance program for public streets and shared-use paths throughout the city based on available funding.

M-1.40 **Contributions from New Development.** The City shall require new development to construct or pay a proportionate share of the cost of improvements based on mobility-related impacts of the new development.

M-1.41 **Funding.** The City shall assess the level of funding shortfalls to meet identified transportation policy objectives and explore options to reduce the shortfalls, including actions to ensure adequate shares of regional funding, identification of new funding sources, and prioritization of funding opportunities.

Reduced Reliance on Single-Occupant Vehicles

Reducing our reliance on single-occupant vehicles will take more than infrastructure and building bikeways, sidewalks, and transit stations. Our driving habits are firmly entrenched, and a robust framework of programs and regulations are needed to incentivize a behavioral shift.

Transportation Demand Management (TDM) refers to a set of strategies that result in increased efficiency in a transportation system by changing travel behavior. The implementation of TDM programs can encourage transit, bicycling, carpooling, and walking. The City has adopted a TDM ordinance, called the transportation systems management (TSM) program, which establishes requirements for employers to reduce vehicle miles traveled (VMT) and traffic congestion and improve air quality. Sacramento also boasts several well-established Transportation Management Associations (TMAs), which are independent non-profit associations of employers and building managers that work collaboratively with the City and the business community to coordinate TDM programs. Sacramento TMA's provide a wide range of programs and incentives from employee commuter tax benefit programs, bicycle repair subsidies, fix it stations, and ride together programs to teleworking resources and transportation improvement grants that support employers in installing amenities or creating innovative solutions that reduce employment-related VMT.

The curbside is the public space in a transportation network "where movement meets access." Curb space has traditionally been used to accommodate private vehicle storage or on-street parking; however, cities are increasingly recognizing the changing demand for curbside use generated by transit boarding, emergency vehicle access, pedestrians, bicycles, bicycle infrastructure, taxis, transportation network companies (TNCs), private vehicle parking, and delivery vehicles as well as the need to satisfy the requirements of federal and State disability access laws. The General Plan envisions development and deployment of a Curbside Management Plan that balances the needs of different curbside users and incorporates best practices such as the following:

- Collecting data to analyze the use of the curb by time of day;
- Ensuring that pick-up/drop-off areas and commercial delivery areas are located appropriately;
- Configuring roadways to ensure that they do not interfere with bikeways;
- Accounting for general parking uses; and
- Incorporating "flex spaces" that can allow a curb space to play many roles (such as loading, parking, or public space) over time depending on demand.

For most people in Sacramento, the automobile remains the primary mode of transportation. As such, adequate private vehicle parking is important to retain to support the economic vitality of many commercial districts. Continuing to prioritize space for car parking, however, limits space for housing, businesses, parks, and other land uses that benefit residents and contribute to the local tax base. With growing numbers of people working from home and shopping online, and car ownership rates among younger generations decreasing, and especially if driverless cars become a reality, it is likely that the need for parking spaces will decrease further in the future, particularly in transit-rich areas as service becomes more frequent and reliable. The convergence of these factors makes it important to adopt a strategic approach to parking management that builds on actions the City has already implemented. The policies in this section supports the development of a progressive parking strategy that identifies additional measures to use existing off- and on-street parking more effectively that will be implemented on an incremental basis in response to evolving conditions. The policies in this section also seek to reduce reliance of single-occupant vehicles. Strategies covered by this section include transportation demand management, curbside management, and parking management.

GOAL AND POLICES

GOAL M-2: REDUCED RELIANCE ON SINGLE-OCCUPANT VEHICLES.

Transportation Demand Management

M-2.1 **Transportation Demand Management (TDM).** The City should promote the greater use of Transportation Demand Management strategies by employers and residents to reduce dependence on single-occupancy vehicles with the target that 17 percent of all trips are made by transit and, active transportation, and pooled shared modes by 2030 and 23 percent of all trips are made by transit and, active transportation, and pooled shared modes by 2045.

M-2.2 **Wider Participation.** The City should encourage Transportation Management Associations (TMAs), public agencies, major employers, and school districts to expand and increase participation in programs that reduce vehicle miles traveled (VMT) and increase regional average vehicle occupancy. When designing rewards and incentives, prioritize opportunities to support local businesses.

M-2.3 **Vehicle Miles Traveled (VMT) as Metric.** Consistent with state law, the City shall evaluate transportation California Environmental Quality Act (CEQA) impacts using vehicle miles traveled or other metrics as determined by the City, and shall not rely on automobile delay, as described by level of service or similar measures of vehicular delay as a measure of environmental significance. Local Transportation Analyses (LTA) shall

continue to be required when necessary to aid in conditioning project entitlements for needed operational improvements.

M-2.4 **Shared Shuttles.** The City shall encourage employers to partner with the Sacramento Regional Transit District (SacRT) and local Transportation Management Associations (TMAs) to connect employment areas with the multimodal transit stations, light rail stations, and other major destinations, and to offer employees training and incentives for use of shuttles.

M-2.5 **Onsite Childcare.** As a Transportation Demand Management (TDM) strategy, the City shall encourage large scale employers to provide onsite childcare services within employment districts to reduce or avoid vehicle trips associated with child pick-up and drop-off.

M-2.6 **Transit/Event Coordination**. The City shall encourage collaboration between transit partners and event producers to promote awareness of additional and timely transit service before and after large events.

M-2.7 **Free or Discounted Transit Passes.** The City shall partner with transit agencies to provide free or more affordable transit passes for low-income residents, youth, and/or senior citizens.

M-2.8 **Micro-Transit Service.** The City shall encourage the Sacramento Regional Transit District (SacRT) in efforts to expand and enhance on-demand micro-transit service for areas with limited fixed-route transit service in Sacramento, focusing on disadvantaged communities as a priority and to connect to major transit stations.

M-2.9 **Advocacy and Events.** The City shall encourage Transportation Management Associations (TMAs), transit agencies, and other community partners to lead promotional campaigns and events that encourage use of transit and active modes of transportation for work, shopping, entertainment, and tourism-related trips within and into and out of Sacramento. Events may include May is Bike Month, Sunday Streets, Car-Free Saturdays, Spare the Air, and others.

Curbside Management

M-2.10 **Curbside Management.** The City shall manage the use of curb spaces to meet multimodal demands safely and efficiently.

M-2.11 **Passenger Pick-Up/Drop-Off.** The City shall plan and price accordingly passenger pick-up/drop-off locations within the public right-of-way for transit, autonomous vehicles, transportation network companies, and micro-transit to limit traffic disruptions, congestion and increase safety by identifying and designating specific locations for safer pick-ups and drop-offs.

M-2.12 **Innovative Mobility Solutions and Curb of the Future**. The City shall establish and maintain standards for prioritizing the use of the curb and shall pilot new projects and adopt new technology to facilitate mobile solutions of the future.

M-2.13 **Curb and Mobility Use Data**. The City may implement technologies for inventory and curb usage data to monitor the effectiveness of curbside management guidelines and provide evidence to support or make changes to curb space designations and/or management strategies.

Parking Management

M-2.14 **Parking Supply**. The City shall balance on-street and off-street parking supply with objectives for reducing vehicle miles traveled (VMT), improving air quality, supporting economic vitality, and fostering a high quality of life throughout the city.

M-2.15 **Incentives for Zero-Emission Vehicles (ZEVs).** The City shall continue to lead by example by continuing to incentivize the use of ZEVs, such as providing incentives for ZEV parking or charging in City parking lots and structures.

M-2.16 **Shared Parking.** Through the development review process, the City shall encourage project applicants proposing duplex, multi-unit, mixed-use, and non-residential projects to first explore shared-use of existing parking spaces that can be available for dual uses before proposing to construct new parking facilities.

M-2.17 **Parking Management Strategy.** The City shall continue to deploy a parking management strategy that optimizes the use of existing supply, minimizes the need for the construction of new parking facilities, and promotes the use of active modes of transportation, public transit, and high-occupancy vehicles. Program components could include the following:

- Adjusting parking management strategies based on goals and needs;
- Adjusting parking meter hours and pricing for effective management;
- ~~Eliminating City-mandated parking minimums;~~
- Managing rights-of-way to accommodate e-bike/e-scooter services;
- Implementing parking maximums along established transit corridors;
- Allowing unbundled parking in conjunction with strategies to reduce the need for private automobiles;
- Incorporating or facilitating technology such as smart-phone apps and wayfinding signage that direct drivers to open parking spaces in real-time, automated and/or stacked parking systems, or parking technologies that improve parking efficiency in mixed-use centers and corridors;
- Supporting the use of alternative modes by providing alternative programs in lieu of monthly parking passes and discounts; and
- Improving branding, communications, and wayfinding signage.

M-2.18 **Technology to Optimize Parking Utilization.** The City shall invest in new technologies that facilitate the efficient management and turnover of parking supply, including solutions that facilitate payments and provide real-time information on the location of available spaces in City on-street and off-street parking inventory.

M-2.19 **Optimizing Residential Utilization.** The City shall update the Residential Permit Parking Program to ensure that any request for the issuance of residential permits shall be considered only after a determination that priority was first given to the use or availability of existing onsite parking for single-unit and duplex-dwellings residences such as garages, carports, and driveway space for personal vehicles to increase the availability of on-street parking.

Neighborhood Streets as Places

Local or neighborhood streets are an important component of the public realm – a place where neighbors converse and children learn to ride bikes. Specific choices in street design, maintenance, and policy can provide opportunities to increase the use of Sacramento's streets for more than just mobility – to foster neighborhood connections and a sense of community. Trees, landscaping, and green stormwater infrastructure on streets not only add interest and beauty, but can also help to reduce the impact of hot summertime temperatures, and reduce carbon emissions, and noise. Using a combination of regulations and design strategies, such as crosswalks, speed lumps, on-street parking, and sidewalk plantings can help limit traffic speed and volumes on local streets and optimize their value for neighborhood life. These strategies can enhance walkability and include promoting a grid pattern of streets that maximizes direct connections to destinations and completing the citywide sidewalk network.

Streets can be further used to their full potential as public spaces by closing streets to cars for events, festivals, and block parties. The City of Sacramento issues special event permits for block parties, which allows residents to temporarily utilize the public right-of-way to create a safe, vehicle-free environment for neighborhood gatherings. The policies in this section promote safety, multimodal accessibility, and creative use of neighborhood streets, fostering them as places where residents and visitors choose to spend time.

Traffic Calming

Traffic calming on residential streets slow down drivers and can reduce vehicle traffic, making it more pleasant for people walking and bicycling. Traffic calming measures can include speed lumps, narrow lanes, trees and pocket parks, and sidewalk bulbouts. The City of Sacramento uses a combination of these techniques to make streets friendlier for all users, making sure that traffic calming does not inhibit access for emergency vehicles or people using walkers, wheelchairs, or strollers.

GOAL AND POLICIES

GOAL M-3: STREETS DESIGNED AND MAINTAINED AS PLACES THAT CONTRIBUTE TO QUALITY OF LIFE.

M-3.1 **Local Streets.** The City shall provide a slow speed network of local-serving neighborhood streets. Existing street trees should be maintained and replaced, new trees installed where feasible, and street trees should be incorporated into new neighborhood streets.

M-3.2 **Street Design.** The City shall ensure street design and potential redesign opportunities for existing streets minimize driver speed as appropriate within residential

neighborhoods and incorporate street trees wherever possible without compromising connectivity for emergency access or people bicycling, walking, and using mobility devices.

M-3.3 **Traffic.** The City shall support planning and managing traffic from the perspective of the adjacent uses, using traffic management and traffic calming techniques.

M-3.4 **Cul-de-Sacs.** The City shall discourage the use of cul-de-sacs in new development, favoring the application of grid networks to disperse traffic and promote connectivity. If cul-de-sacs are permitted, then the development shall have cut-throughs for people walking and bicycling.

M-3.5 **Open Street Events.** The City shall encourage regular citywide and neighborhood-specific "open street" events and repurposing of the public right-of-way for promoting recreation, active transportation, and a sense of community. Event planning shall consider transit access and seek to minimize disruption of transit service.

M-3.6 **Outdoor Dining Program.** The City shall continue the development of an outdoor dining program that may incorporate portions of sidewalks, parking spaces, parkways, and streets to provide a path for merchants, community organizations, and business owners to expand indoor spaces to useful space outdoors that may otherwise be underutilized.

Safety

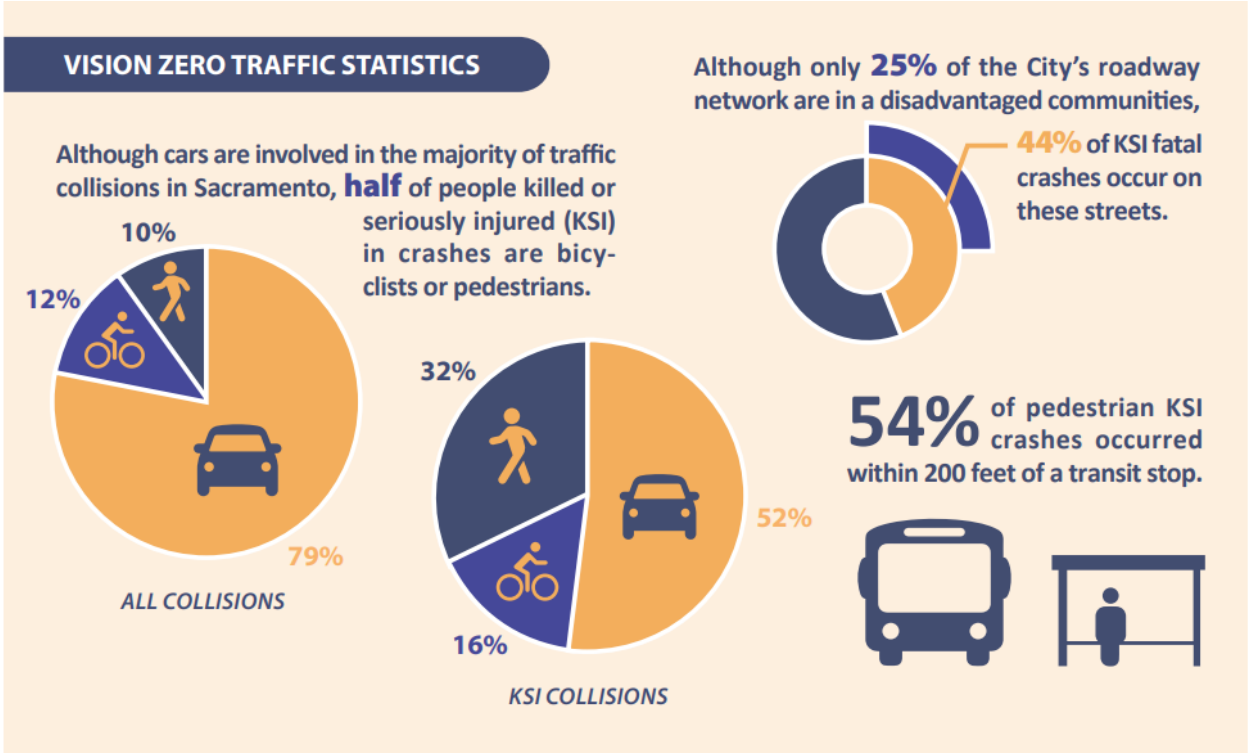
Safety is critical for mobility. To ensure a truly varied and viable range of transportation options, people must feel comfortable and secure on the street, no matter their mode of travel. For decades, however, streets were designed to move cars quickly and efficiently, prioritizing driving speed and convenience without regard to the impact on the safety and convenience of other modes of transportation. Increased driving speeds pose a higher safety risk to others on the road, especially to pedestrians and bicyclists. Data from the U.S. Department of Transportation shows that the risk of fatalities significantly increases with increased driver speeds. Driving at unsafe speeds is the most common crash factor in Sacramento. Although cars are involved in the vast majority of traffic crashes in the city, half of the people killed or seriously injured in crashes between 2009 and 2015 were people walking or bicycling, and over half of these crashes occurred near a transit stop. In addition, the proportion of serious injury or death to residents of disadvantaged communities is notably higher than in other parts of the city.

Designing safer streets requires a multi-faceted approach, involving engineering, education, and enforcement. Reducing driver speeds, unbiased enforcement of speed limits, and implementing street enhancements that improve safety for people walking, bicycling and otherwise rolling — such as separated bikeways, enhanced crosswalks, and street lighting — are integral to building a safer transportation system. **Map M-1** Roadway Reallocations shows street segments throughout the city that have been identified as places where excessive roadway capacity — in other words, too many vehicle travel lanes — could be repurposed as spaces to prioritize walking, bicycling, and transit use. These could take the form of improvements such as wider sidewalks, protected bike lanes, bulb-out transit stops, and bus-only lanes, and will require further community outreach, study, and roadway design. Construction and event detour signage and facilities that provide a clear route of passage for

all modes can also heighten safety for those walking and bicycling. The City has adopted a number of programs designed to reduce collisions, including the Vision Zero Action Plan, Pedestrian Crossing Guidelines, the Speed Lump Program, and the Public Right-of-Way Accessibility Program. The policies in this section aim to create safer streets citywide and incorporate strategies that build on those programs to foster a safer transportation system.

Vision Zero

Originating in Sweden in the 1990s and increasingly adopted by major cities in the U.S., Vision Zero is based on the conviction that **everyone has the right to move safely** in their communities, and that policy makers, transportation planners, and engineers all share the responsibility to ensure safe systems for travel. It is inevitable that people will sometimes make mistakes, so the Vision Zero approach incorporates policies and design strategies to ensure those mistakes do not result in severe injuries or fatalities. **Vision Zero emphasizes managing speed, centering equity, and engaging the community.** The City of Sacramento's Vision Zero Action Plan recognizes that crashes are preventable incidents that can and must be addressed systematically. It lays out a collaborative and data-driven strategy to eliminate traffic fatalities and serious injuries by 2027, focusing on the City's Top 5 and Top 10 highest injury corridors, as well as a high injury network (HIN), comprised of the corridors with the highest numbers of crashes involving a fatality or serious injury.



GOAL AND POLICIES

GOAL M-4: A SAFER TRANSPORTATION SYSTEM.

M-4.1 **Application of Safety.** The City shall design, plan, and operate streets using complete streets principles to ensure the safety and mobility of all users.

M-4.2 **Safer Driving Speeds.** The City shall work to maximize the safety of the transportation network by designing streets for lower driving speeds and enforcing speed limits in an unbiased manner as well as promoting safer driving behavior.

M-4.3 **Vision Zero.** The City shall utilize a data-driven, "vision zero" approach to eliminate all traffic fatalities and severe injuries by 2027, while increasing safety, health, and equitable mobility for all.

M-4.4 **Collaborative Safety Solutions.** The City shall collaborate with educational institutions, senior living facilities, community organizations, and other interested parties when developing and implementing programs and improvements that increase safety and encourage the use of active transportation and transit modes.

M-4.5 **Safety-Related Training.** The City shall encourage ongoing transportation safety-related training and support for City staff responsible for street design and transportation enforcement activities.

M-4.6 **Rail Crossings.** When designing improvements near rail crossings, the City shall collaborate with rail agencies to improve safety at street-grade intersections with rail crossings and in the vicinity of light rail stations through design, planning, and operation.

M-4.7 **Integrated Goods Movement.** The City shall work to ensure that the goods movement sector is integrated with the rest of the transportation system in such a way that does not endanger the health and safety of residents and other roadway users.

M-4.8 **Detour Facilities**. The City shall design, implement, and maintain construction, work zone, or special event diversions and/or detour facilities to provide comfortable and convenient passage, prioritizing mobility for active transportation and transit for the duration of construction, work zones, or special events.

M-4.9 **Safe Routes to School.** The City shall assess opportunities to develop and support Safe Routes to School programming.

Regional Connectivity

Sacramento is a major regional transportation hub within the Central Valley and a critical link in a Northern California economic mega-region that extends from the San Francisco Bay Area to Sacramento and the northern San Joaquin Valley. With a collective annual economic output of $10 billion, people and goods move regionally by rail, road, and air, making connections, transfers, and deliveries that directly impact local quality of life and the environment. As such, the City has a vested interest in the planning and operation of the regional transportation system. Sacramento's regional

transportation facilities, shown on **Map M-4**, include Interstate 5 (I-5), I-80, Business Loop 80, U.S. 50, State Route 99 (SR-99), SR-16, SR-84, SR-160, and SR-275/Tower Bridge; Union Pacific Railway tracks that carry both freight and passengers; a regional intermodal station; and four airports, including Sacramento International Airport and three general aviation fields. All of these facilities are managed by entities other than the City. The policies in this section support regional connectivity and close coordination with other agencies and jurisdictions in the region and beyond to ensure a high level of regional connectivity critical for economic and social development.

Regional Transit

Every day over 136,000 people commute to jobs in Sacramento from within the city and the wider region, while more than 100,000 residents commute to jobs outside the city, some as far away as the Bay Area. The overwhelming majority of these trips are made by car. With the Capital Corridor passenger rail service connecting Sacramento to the Bay Area and Placer County, and the planned Valley Rail Sacramento Extension Project (expanding passenger rail services between Sacramento and the San Joaquin Valley with four new stops in the city), there are opportunities to shift more of these trips to transit, reducing vehicle miles traveled, congestion, air pollution, and GHG emissions. Regional transit trips terminate at the Sacramento Valley Station (SVS), which is also envisioned as the northern terminus of the California High Speed Rail project linking Northern and Southern California. An overhead concourse bridging the tracks is planned at the SVS to complement the existing passenger tunnel, providing vertical access to the platforms from both the station and the public plaza in the planned Railyards Historic Shops District. As part of the project, EV charging stations for regional buses will be provided to help catalyze the electrification of intra-regional transit.

Map M-4

Regional Connectivity

Source: City of Sacramento Community Development Department, 2018; Dyett & Bhatia, 2021.

GOAL AND POLICIES

GOAL M-5: CONNECTIONS TO THE REGIONAL TRANSPORTATION NETWORK THAT FACILITATES THE MOVEMENT OF PEOPLE AND GOODS.

Regional Mobility

M-5.1 **Regional Mobility System.** The City shall partner with regional mobility partners to plan and operate a cohesive regional mobility system, including the following:

- Sacramento Area Council of Governments (SACOG),
- Sacramento Regional Transit District (SacRT),
- Yolo County Transportation District,
- California Department of Transportation (Caltrans),
- Freight rail operators,
- Regional passenger rail and bus operators,
- Adjacent cities and unincorporated areas, and
- Local transit operators.

M-5.2 **Sacramento Valley Station.** The City shall work to establish Sacramento Valley Station as the premier regional transit hub of Northern California, linking regional rail, light rail, bus, and high-speed rail service, and plan for the expansion of rail service to strengthen connections between Sacramento, the Central Valley, the Bay Area, Northern California, and beyond.

M-5.3 **Bridges.** The City shall maintain existing bridges and plan and seek funding for new bridges, when appropriate, to improve multimodal connectivity and provide for emergency evacuation routes.

M-5.4 **Rail Operations Impacts**. The City shall proactively coordinate with rail operators to minimize negative impacts and maximize benefits to Sacramento from any existing and future rail service that runs through the city.

M-5.5 **Regional Advocacy**. The City shall advocate for dedicated goods movement funding and collaborate with regional partners to designate freight corridor investment priorities, including dedication of separate freight and rail corridors where appropriate.

Goods Movement

M-5.6 **Goods Movement Facilities**. The City shall support improvements to regional goods movement facilities that facilitate local economic development and limit environmental impacts, including investments in technology, such as blockchain, that improve tracking and coordination at intermodal freight facilities.

M-5.7 **Zero-Emission Fleets.** The City shall coordinate with public agencies in the Sacramento region to catalyze the development and deployment of zero-emission medium- and

heavy-duty vehicle fleets, buses, and lighter duty electric bicycles, and shall support development of shared charging hubs and resources, and prioritization of zero-emission vehicle (ZEV) technologies for goods movement in the city.

M-5.8 **Zero-Emission Delivery**. The City shall encourage delivery services to use zero-emission travel such as electric trucks, cars, and cargo bikes.

M-5.9 **Truck Route Design**. The City shall design streets designated as truck routes so that the pavement, roadway width, and curb return radii support anticipated heavy vehicle use.

Aviation

M-5.10 **Aviation Facilities**. Through its own regulations and collaboration with other responsible agencies, the City shall work to foster the compatibility of general and commercial aviation facilities with surrounding uses.

M-5.11 **Aviation Services**. The City shall work with the Sacramento County Airport System (SCAS) to plan for a full range of aviation services and promote airline service that meets the present and future needs of residents and the business community.

M-5.12 **Zero-Emission Aircraft.** The City shall collaborate with the Sacramento County Airport System (SCAS) to facilitate the expansion of zero-emission aircraft trainers and vehicles in the region.

M-5.13 **Efficient Ground Connections**. The City shall encourage fast and climate-friendly ground connections to air transport facilities, including the Green Line light rail transit (LRT) extension to the Sacramento International Airport, and zero-emission equipment and vehicles for airport operations.

M-5.14 **Helicopter Use**. The City shall maintain designated areas for helicopter use.

M-5.15 **Drones**. The City shall support regulation of the use of model aircraft and civil unmanned aircraft systems at the State and County level to address operation for commercial, recreational and public safety purposes.

Supporting Goals through Data, Technology, and Innovation

Evolving technology continues to change the way we travel, inform our travel choices, and expand our options. Technology also helps the City manage the transportation system more effectively. Sacramento is a regional leader in developing and deploying advanced technologies that enhance mobility, improve safety, and reduce traffic congestion for residents, commuters, and tourists alike. The City adopted an Intelligent Transportation Systems (ITS) Master Plan in 2019 to guide municipal investments in mobility technology and innovation to improve system performance, safety, and sustainability. Sacramento has installed more than 100 miles of fiber optic cable that together with detection technology and connected infrastructure at traffic signals will allow access to data in real-time to proactively manage traffic flow, reduce congestion along major corridors, and improve safety by alleviating stop-and-go conditions and helping to avoid vehicle-bicycle and vehicle-pedestrian conflicts. Data such as vehicle speed, travel time, congestion, delay, and origin-destination will be collected,

compiled, and processed to inform system management and investment decisions. The City also facilitates the broader use of beneficial technologies through collaboration with other public agencies, institutions, and private sector partners. In 2017, the City launched the Autonomous Transportation Open Standards Lab (ATOS), a public-private consortium dedicated to speeding the development of autonomous vehicle technology. ATOS has resulted in an array of public-private partnerships and pilot projects to date and is helping to create a regulatory environment to make it easy for companies to test their products in Sacramento. The policies in this section envision a continued focus on data, technology, and innovation to improve mobility and support decision-making.

GOAL AND POLICIES

GOAL M-6: MOBILITY PLANNING AND CHOICES INFORMED BY DATA, TECHNOLOGY, AND INNOVATION.

M-6.1 **Pioneer New Mobility Technologies**. The City shall support the adoption of new mobility technologies that meet City goals around safety, climate, and equity, including intelligent transportation systems, autonomous vehicles, low- and zero-emission vehicles, and supporting infrastructure.

M-6.2 **Mobility Partnerships**. The City shall seek out opportunities to collaborate and partner with public agencies, non-profit operators, and private sector entities to accelerate adoption of new technology or access funding streams where shared goals, cost savings, and the potential for economies of scale exist.

M-6.3 **Mobility Data Access**. The City shall request data from mobility providers and outside transportation agencies to track and influence the adoption of innovative mobility solutions including but not limited to shared micro-mobility, on-demand micro-transit, and autonomous vehicles (Avs). The City may use the data to review and adjust City requirements, policy, and facilities, such as roadway design or parking standards, to ensure safety and access for all users and modes.

M-6.4 **System Management**. The City shall expand the use of data and analytics to monitor metrics such as speed, travel times, counts, and related key metrics to improve the mobility experience, enhance street safety, better manage the transportation system, and understand existing travel patterns.

M-6.5 **Data-Driven Prioritization.** The City shall use data as a key metric to evaluate mobility strategies, prioritizing projects and programs.

M-6.6 **Innovation for System Performance**. The City shall evaluate opportunities to incorporate new materials, technologies, or design features that improve the transportation system, including materials that will have a longer life cycle, require less maintenance, and are climate friendly.

M-6.7 **Data to Spur Innovation**. The City shall explore opportunities to make anonymized transportation data collected by the City publicly available to spur data driven innovation and entrepreneurship.

M-6.8 **Data from Private Operators**. The City shall require private transportation companies and autonomous vehicle operators to share data that supports the City's ongoing transportation planning work and permit monitoring, with a focus on equity and access for all.

IMPLEMENTING ACTIONS

Plans and Programs

M-A.1 **Transportation Investment Priorities**. The City shall use the Transportation Priorities Plan in conjunction with the General Plan update ensuring the outcomes align with the General Plan goals.

Responsible Entity: Department of Public Works

Timeframe: Near-term (2024-2029)

M-A.2 **Online Truck Route Maps.** The City shall create easily understood truck route maps, potentially through online applications, to be distributed to interested parties.

Responsible Entity: Department of Public Works

Timeframe: Near-term (2024-2029)

Planning Studies and Reports

M-A.3 **High Injury Network**. The City shall continue to annually assess progress toward the adopted actions of the Vision Zero Action Plan and, as warranted, update the High Injury Network and associated intervention priorities.

Responsible Entity: Department of Public Works

Timeframe: Ongoing

M-A.4 **Curb Space Management Plan.** The City shall develop a plan for managing curb space throughout the city's commercial, mixed-use, and higher-density areas to facilitate the following:

- Balanced supply and promotion of efficient package and food deliveries;
- Delivery of goods to restaurants/retail;
- Safe pick-up/drop-off of passengers by transit, taxis, and on-demand shared ride services;
- The safe movement of pedestrians and bicyclists; and
- Support and prioritization of zero-emission vehicle activities and goods deliveries over internal combustion engine vehicles.

Responsible Entity: Department of Public Works

Timeframe: Near-term (2024-2029)

M-A.5 **Regional Vehicle Miles Traveled (VMT) Mitigation.** The City shall complete a study, with input from regional and state partners, to assess the feasibility of regional VMT mitigation measures, including banks, exchanges, and impact fees.

Responsible Entity: Department of Public Works

Timeframe: Mid-term (2030-2035)

M-A.6 **Sacramento Valley Station Regional Governance Structure**. The City shall investigate the creation of a regional governance structure and operational model for the Sacramento Valley Station to provide for a sustainable operating framework.

Responsible Entity: Department of Public Works

Timeframe: Near-term (2024-2029)

M-A.7 **Roadway Reallocations.** As funding is available, the City shall study implementation of roadway reallocations to prioritize walking, bicycling, and transit use in the locations shown on **Map M-1** as well as other locations that align with the Transportation Priorities Plan and are determined to be appropriate for reallocation. Preparation of the studies will provide opportunities for community input and feedback on streetscape design.

Responsible Entity: Department of Public Works

Timeframe: Ongoing

M-A.8 **Bus Rapid Transit.** As funding is available, the City shall study implementation of Bus Rapid Transit along corridors, such as Stockton Boulevard. Preparation of studies will provide opportunities for community input and feedback.

Responsible Entity: Department of Public Works

Timeframe: Near-term (2024-2029)

Regulations, Standards, and Development Review

M-A.9 **Transportation Demand Management (TDM) Ordinance.** The City shall update the existing Transportation Systems Management Program requirements in the City Code to promote wider adoption of transportation demand management strategies. The update should include a fee structure to support staffing for regular monitoring/reporting and provide for enforcement with meaningful penalties for non-compliance.

Responsible Entity: Department of Public Works

Timeframe: Near-term (2024-2029)

M-A.10 **Street Design Standards Update**. The City shall review and update City Street Design Standards as needed to ensure they adequately support objectives for prioritizing people throughput, safety, and efficient transportation management.

Responsible Entity: Department of Public Works

Timeframe: ~~Mid-term (2030-2035)~~Near-term (2024-2029)

9. PUBLIC FACILITIES AND SAFETY

Responsive public safety services and reliable utility infrastructure are integral to maintaining and strengthening quality of life in Sacramento. Public safety services rooted in community-based approaches help to ensure that neighborhoods remain safe, engaged, and ready to respond in the event of an emergency. Reliable utility infrastructure underpins the community's daily activities and ensures that life and work can run smoothly. These essential services provide the backbone of a resilient community, helping people, businesses, and government not only maintain essential functions and bounce back from adversity but also move towards enhanced well-being. It is critical that we make wise investments in public facilities and safety to provide for our community's existing and future needs.

The Public Facilities and Safety Element establishes a framework to guide planning and decision-making for public facilities and safety that support a sustainable and equitable city. It satisfies a requirement for the Circulation Element of the General Plan by identifying the location of public utilities and facilities. This Element discusses the maintenance and proactive planning of the utility infrastructure and services that will serve current daily demands as well as meet the demands resulting from changes in land use in this General Plan. Additionally, it satisfies requirements for the Safety Element by addressing risks associated with urban fires, incorporating strategies to help ensure resilience in the face of climate change, and incorporating the Local Hazard Mitigation Plan by reference, as it may be amended from time to time.

The Local Hazard Mitigation Plan (LHMP) for the City of Sacramento planning area was developed in accordance with the Disaster Mitigation Act of 2000 (DMA 2000) and followed FEMA's 2011 Local Hazard Mitigation Plan guidance. The LHMP incorporates a process where hazards are identified and profiled, the people and facilities at risk are analyzed, and mitigation actions are developed to reduce or eliminate hazard risk. The implementation of these mitigation actions, which include both short- and long-term strategies, involve planning, policy changes, programs, projects, and other activities. The most recent plan can be found at the following hyperlink here: Local Hazard Mitigation Plan Annex for the City of Sacramento.

Government Code 65302(g) requires that the Safety Element address climate adaptation and resilience strategies applicable to the City. The LHMP also incorporated strategies to help adapt to the impacts of climate change identified in the plan. In addition to this, as part of the 2040 General Plan Update process, a Climate Change Vulnerability Assessment was prepared to inform and support additional policies and actions in the General Plan and Climate Action and Adaptation Plan. Policies and actions that address climate change resilience and adaptation in the City of Sacramento are found in this Public Facilities and Safety Element, the Environmental Resources and Environmental Constraints Element, and the Historic and Cultural Resources Element. These policies and actions, in addition to actions from the LHMP and other new actions, are compiled and organized in the Climate Action and Adaptation Plan. Related topics of protection from natural and human-made hazards are addressed in the Environmental Resources and Constraints Element.

Police and Fire Services

The City of Sacramento provides law enforcement, fire protection, and emergency medical services to Sacramento residents and businesses. Making sure that all community members have adequate protection in an emergency is a top priority of the City.

LAW ENFORCEMENT AND CRIME PREVENTION

Sacramento is served by the Sacramento Police Department (SPD), which provides a full range of law enforcement services including traffic enforcement, investigations, and support functions such as communications, evidence collection, crime scene analysis, training, administration, and records keeping. The SPD has expanded community policing programs in recent years to enhance community safety and civic engagement to strengthen trust within the community it serves. Community policing encourages interactive, collaborative partnerships between law enforcement agencies, their officers, and community members. The SPD is also a nationwide leader in the utilization and implementation of Crime Prevention Through Environmental Design (CPTED) strategies, which focus on designing environments to prevent crime and improve quality of life by engineering the built environment to provide natural surveillance, natural access control, territorial reinforcement, and maintenance. A well-developed CPTED plan can both increase community safety and deter future criminal activity. Additionally, the SPD is increasingly making use of technology to improve analytical and responsive capabilities, and to continually foster transparency. The General Plan incorporates strategies for the continuation of community policing and CPTED, and it anticipates the ongoing evaluation and implementation of additional new "smart city" technologies to assist with crime prevention and enforcement as opportunities emerge.

FIRE PREVENTION AND PROTECTION

Fire and emergency medical services for Sacramento are provided by the Sacramento Fire Department (SFD). SFD has responsibility for responding to and mitigating incidents involving fires, medical emergencies, hazardous materials, and technical and water rescue within the city. The department also provides a full range of support services including fire prevention, public education, fire investigation, and domestic preparedness planning and response. SFD strives to achieve National Fire Protection Association standards for the organization and deployment of fire suppression operations and adjusts staffing and equipment levels as needed, based on an ongoing assessment of activity in the city and calls for service. SFD also operates community outreach and education programs, and provides training for City employees and residents, such as Community Emergency Response Team (CERT) training, terrorism awareness training, and emergency preparedness training. The General Plan envisions continuation of these programs, which help connect the Fire Department to the community and play an important role for citywide prevention, mitigation, preparedness, response, and recovery for natural or humanmade disasters.

Community-oriented policing initiatives

Department of Community Response. In July 2020, City Council created the Department of Community Response (DCR) to establish a new response model for 911 calls. The DCR has established partnerships with neighborhood resource coordinators and other community members.

The Sacramento Community Police Review Commission. In 2015, City Council established the Community Police Review Commission to further facilitate community members' sharing their opinions regarding the police department with the City Council.

EFFICIENT DELIVERY OF SERVICES

Delivering police and fire services efficiently requires proactive planning, cooperation, and wise use of resources across departments. To effectively protect every Sacramentan, police and fire services must be located strategically to maximize coverage of the city and provide sufficient response times. Considering growth projection and community needs, the SFD and SPD have both identified a need for new stations, equipment, and personnel, which will be funded in part by the contribution of impact fees from new development projects as they are approved. Co-locating police facilities with other facilities such as fire stations, to the greatest extent feasible helps to maximize use of City land and dollars and focuses staff and equipment where they are most needed to effectively address most anticipated types of emergencies. The continued application of new technologies can also bolster efficient delivery of services into the future. Policies in this section provide for a range of strategies to optimize resources and deliver responsive police and fire services as the city continues to grow and evolve.

More information about wildfire hazards can be found in the Environmental Resources and Constraints Element and in the Local Hazard Mitigation Plan.

GOAL AND POLICIES

GOAL PFS-1: RESPONSIVE POLICE AND FIRE SERVICES THAT ENSURE A HIGH LEVEL OF PUBLIC SAFETY.

Law Enforcement and Crime Prevention

PFS-1.1 **Crime and Law Enforcement.** The City shall continue to work cooperatively with the community, regional law enforcement agencies, local government agencies, and other entities to provide quality police service that protects the long-term health, safety, and well-being of the community.

PFS-1.2 **Community-Based Policing.** The City shall continue to employ community-based policing strategies and encourage the establishment of neighborhood watch programs in partnerships with community groups to address neighborhood crime.

PFS-1.3 **Communication with Residents and Businesses**. The City shall maintain communication with the community to improve relationships and community member satisfaction, while continually exploring innovative means of communication.

PFS-1.4 **Community Programs.** The City shall continue to provide community programs, volunteer opportunities, and public safety education to residents of appropriate age.

PFS-1.5 **CPTED Strategies.** The City shall continue to promote Crime Prevention through Environmental Design (CPTED) strategies in the design of new developments, including the following:

- Provision of adequate public lighting;
- Windows overlooking streets and parking lots; and
- The creation of paths to increase pedestrian activity within both private development projects and public facilities to enhance public safety.

Fire Prevention and Protection

PFS-1.6 **Fire Prevention Programs and Suppression.** The City shall deliver fire prevention programs that protect the public through education, adequate inspection of existing development, and incorporation of fire safety features in new development.

PFS-1.7 **Water Supply for Fire Suppression**. The City shall ensure that adequate water supplies are available for fire suppression throughout the city and shall require development to construct all necessary fire suppression infrastructure and equipment.

PFS-1.8 **Fire Hazards.** The City shall continue to require private property owners to remove excessive/overgrown vegetation (e.g., trees, shrubs, weeds) and rubbish to the satisfaction of the Fire Department to prevent and minimize fire risks to surrounding properties. The City shall continue to remove excessive/overgrown vegetation from City-owned property.

PFS-1.9 **Equipment, Facilities, and Staffing.** The City shall locate and maintain police and fire equipment, facilities, and staffing at locations and levels that allow for effective service delivery.

Efficient Delivery of Services

PFS-1.10 **Co-Location of Facilities.** The City shall seek to co-locate municipal public-safety facilities to promote efficient use of space and provision of police and fire services within dense, urban areas of the city.

PFS-1.11 **Critical Facilities.** The City shall locate new critical municipal facilities, such as fire stations, police stations, emergency operations centers, emergency shelters, communications networks, and other emergency service facilities and utilities so as to minimize exposure to flooding, seismic, geologic, wildfire, and other hazards. Critical community facilities, such as hospitals and health care facilities, should also be similarly located.

PFS-1.12 **Cooperative Delivery of Services**. The City shall maintain mutual aid relationships with the County of Sacramento and other local, State, and federal agencies that promote regional cooperation in the delivery of services and allow for supplemental aid from other police and fire personnel in the event of emergencies.

PFS-1.13 **Technology to Improve Public Safety**. The City shall evaluate, and seek to invest in, and incorporate new technologies and innovations that enhance the efficient, cost-effective delivery of public safety services.

PFS-1.14 **Timing of Services.** The City shall monitor the pace of residential and commercial growth in Sacramento and make best efforts to match that growth with commensurate increases in public safety personnel, equipment, and facilities.

PFS-1.15 **Development Fees for Facilities and Services.** The City shall require development projects to contribute fees to ensure the provision of adequate police and fire services.

PFS-1.16 **Development Review.** The City shall continue to require new development projects to incorporate safety features and include the Sacramento Police Department (SPD) and the Sacramento Fire Department (SFD) in the development review process to ensure that projects are designed and operated in a manner that minimizes the potential for criminal activity and fire hazards and maximizes the potential for responsive police and fire services.

Emergency Management

Protecting residents, property, and the environment in times of disaster involves ensuring that all parts of Sacramento are accessible for both evacuation and emergency access as well as undertaking emergency preparedness activities that help protect the health, safety, and welfare of the general public both during and after natural, technological, or attack-related emergencies. Proactive planning and coordination with a range of public and private sector partners as well as various City departments is essential for effective management and response. The City recognizes the importance of emergency preparedness through the design and implementation of its Emergency Operations, Pre-Disaster Recovery, Comprehensive Floodplain Management Plan, and Operational Area plans. These plans are based on the functions and principles of the Standardized Emergency Management System (SEMS) and the National Incident Management System (NIMS). The City of Sacramento is also a signatory to the Sacramento Countywide Local Hazard Mitigation Plan (LHMP), which outlines a plan for reducing and/or eliminating natural risks in the community based on an assessment of risks associated with earthquakes, wildfire, flooding, drought, landslide, insect infestation, extreme weather, severe wind, levee failure, disease outbreak, and other hazards.

Policies in this section are intended to mitigate the effects of hazards, prepare for measures to be taken which will preserve life and minimize damage, enhance response during emergencies and provide necessary assistance, and establish a recovery system in order to return the community to a normal state of affairs. They will guide the Sacramento City Manager's Office of Emergency Management (SacOEM), which conducts all-hazard preparation, mitigation, response, and recovery for the whole community, implementing a multi-pronged approach to disaster planning, preparation, and response.

GOAL AND POLICIES

GOAL PFS-2: EFFECTIVE EMERGENCY PREPAREDNESS FOR AND RESPONSE TO NATURAL AND HUMAN-MADE HAZARDS.

PFS-2.1 **Hazard Mitigation Planning**. The City shall continue to use the Local Hazard Mitigation Plan, Comprehensive Floodplain Management Plan, Emergency Operations Plan, and Operational Area Plan to guide actions and investments addressing disasters such as

flooding, dam or levee failure, hazardous material spills, epidemics, fires, extreme weather, major transportation accidents, earthquakes, and terrorism.

PFS-2.2 **Critical Infrastructure.** The City shall protect and maintain critical infrastructure such as emergency shelters, fire stations, police stations, emergency operations centers, communications networks, and other emergency service facilities and utilities to ensure continuity of essential operations, including, but not limited to, uninterrupted public safety services during flooding, seismic, geologic, wildfire, and other hazards.

PFS-2.3 **Evacuation Routes.** The City shall partner with Caltrans and neighboring jurisdictions on measures to protect critical evacuation routes such as I-5, I-80, Highway 50, and State Route 99 and work with local agencies to develop contingency plans for operations when these and other roads are inoperable due to flooding or wildfire.

PFS-2.4 **Post-Disaster Response.** The City shall plan for the continuity of operations for critical facilities following a disaster to help prevent interruption of emergency response related to life, property, and environment preservation.

PFS-2.5 **Communitywide Resilience.** The City shall plan to accommodate the whole community during disaster preparedness, response, and recovery, including members of at-risk populations with access and functional needs concerns.

PFS-2.6 **Emergency Operations Center.** The City shall ensure operational readiness of the Emergency Operations Center (EOC) and coordinate applicable training to EOC assigned staff.

PFS-2.7 **Emergency and Disaster Preparedness Exercises.** The City shall coordinate with local and regional jurisdictions on an ongoing basis to conduct emergency and disaster preparedness exercises to test operational and emergency plans.

PFS-2.8 **Emergency Preparedness Programs.** The City shall sponsor and support educational programs regarding emergency response, disaster preparedness protocols and procedures, and disaster risk reduction.

PFS-2.9 **Neighborhood Preparedness.** Encourage community-based approaches to emergency preparedness and response, especially in higher-risk communities with more significant barriers to personal mobility, transportation, and other resources necessary for disaster response.

PFS-2.10 **Sacramento Alert.** The City shall promote and encourage participation in Sacramento Alert, the regional early warning notification system used to notify residents by phone, text, or email of the need to evacuate or shelter-in-place in the event of an emergency and the location of evacuation centers.

Utility Infrastructure

Public utilities provide the largely invisible yet critically important infrastructure that supports quality of life and economic opportunity in the community. The City of Sacramento provides domestic

water treatment and distribution, wastewater collection, and stormwater systems. These systems are complemented by other regional agencies and organizations that provide additional sewage and stormwater collection and treatment, as well as by stormwater detention and water quality systems that are increasingly required to be installed in new development. Ensuring that this infrastructure operates in ways that minimize adverse impacts on the environment, protect public health, and optimize benefit to the community is essential for a sustainable and equitable city.

Policies in this section provide for proactive planning and maintenance of utility systems, with investments made strategically to ensure that built capacity matches need and that improvements to accommodate new development are balanced with the need to maintain quality services for existing residents and businesses. Policies are also intended to improve the sustainability, resilience, and energy efficiency of its facilities, infrastructure, and operations consistent with the goal of achieving carbon neutrality by 2045.

GOAL AND POLICIES

GOAL PFS-3: EFFICIENT, ~~HIGH~~ HIGH-QUALITY UTILITY INFRASTRUCTURE AND SERVICES TO MEET THE NEEDS OF RESIDENTS AND BUSINESS THROUGHOUT THE CITY.

Utility Infrastructure / Service

PFS-3.1 **Provision of Adequate Utilities.** The City shall continue to provide reliable water, wastewater, and stormwater drainage utility services.

PFS-3.2 **Utility Sustainability.** The City shall continue to improve the sustainability, resilience, and energy efficiency of its facilities, infrastructure, and operations consistent with the Climate Action and Adaptation Plan and the goal of achieving carbon neutrality by 2045.

PFS-3.3 **Development Impacts.** Through the development review process, including through development impact fees and offsite improvements constructed by new development, the City shall ensure that adequate public utilities and services are available to serve new development.

PFS-3.4 **Water Distribution System Management.** The City shall maintain and periodically update the Water Distribution System Master Plan to guide rehabilitation, replacement, and management of the potable water distribution system.

PFS-3.5 **Water Treatment Capacity and Infrastructure.** The City shall plan, secure funding for, and procure sufficient water treatment capacity and infrastructure to meet projected maximum daily water demands. Options to explore may include the following:

- Expansion or rehabilitation of existing treatment plant infrastructure;
- Development and management of groundwater wells; and
- Collaboration on regional water supply solutions.

PFS-3.6 **Combined Sewer System Rehabilitation and Improvements.** In keeping with its Combined Sewer System (CSS) Long Term Control Plan (LTCP), the City shall continue

to rehabilitate and improve the CSS to decrease flooding, CSS outflows, and Combined System Overflows (CSOs). Through these improvements and requirements for new development, the City shall also ensure that development in the CSS area does not result in increased flooding, CSS outflows or CSOs or reduce the overall percentage of flow routed to the Sacramento River Water Treatment Plant (SRWTP).

PFS-3.7 **Rate and Fee Studies.** The City shall periodically conduct rate and fee studies to ensure adequate funds are collected to maintain and expand utility systems as needed to support projected growth, implementing rate and fee increases as needed.

PFS-3.8 **Capital Improvement Programming**. The City shall give high priority in capital improvement programming to funding the rehabilitation or replacement of critical infrastructure that has reached the end of its useful life, considering probability and risk of infrastructure failure. In prioritizing rehabilitation and replacement projects for inclusion in the Capital Improvement Program (CIP), the City shall consider the potential for projects and locations to support inclusive economic development and climate adaptation objectives and serve to build healthy, climate-resilient, sustainable, and inclusive communities.

PFS-3.9 **Methane Recovery.** The City shall support the efforts of the Sacramento Regional County Sanitation District (Regional San) to develop and maintain methane recovery facilities and coordinate efforts to evaluate and minimize methane emissions.

Location and Design of Facilities

PFS-3.10 **Meet Projected Needs.** The City shall foster the orderly and efficient expansion of facilities and infrastructure to adequately meet projected needs, comply with current and future regulations, and maintain public health, safety, and welfare. Infrastructure and facility planning should discourage over-sizing of infrastructure that could induce growth at the edges of the city beyond what is anticipated in the General Plan.

PFS-3.11 **Joint-Use Facilities.** Wherever feasible, the City shall pursue the development of joint-use water, stormwater quality, flood control and other utility facilities as appropriate in conjunction with schools, parks, bike paths, golf courses, and other suitable uses to achieve economy and efficiency in the provision of services and facilities.

PFS-3.12 **Safe and Compatible Utility Design**. The City shall ensure that public utility facilities are designed to be safe and compatible with adjacent uses.

PFS-3.13 **Impacts to Environmentally Sensitive Lands**. The City shall consider the impacts on environmentally sensitive areas and habitats when locating and designing municipal utilities.

PFS-3.14 **Underground Utilities.** The City shall require new development to underground utility lines wherever feasible and coordinate with electricity and telecommunications providers to underground existing overhead lines where feasible.

PFS-3.15 **Adequate Drainage Facilities.** The City shall ensure that all new municipal drainage facilities are adequately sized and constructed to accommodate stormwater runoff,

including incorporating "green infrastructure" design and Low Impact Development (LID) techniques, where appropriate, stormwater treatment features, and, if applicable, trash capture devices for its stormwater facilities.

PFS-3.16 **Stormwater Design in Private Development.** The City shall require proponents of new development and redevelopment projects to submit drainage studies that adhere to City stormwater design requirements and incorporate measures, including "green infrastructure", Low Impact Development (LID) techniques, stormwater treatment, and, if applicable, trash capture devices, to prevent on- or off-site flooding and improve runoff water quality.

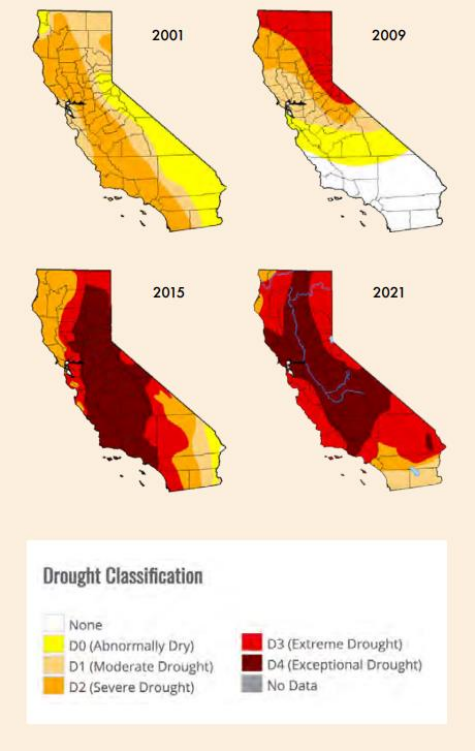
PFS-3.17 **Regional Stormwater Facilities.** The City shall coordinate efforts with Sacramento County and other agencies in the development of regional stormwater facilities.

Water Supply

Sitting at the confluence of the American and Sacramento Rivers and in a climate famous for its hot, dry summers, Sacramento is a place that knows the value of water. Water sources are becoming ever more precious each year; ensuring that Sacramento's water supply is stable, clean, and reliable is critical for the safety of all Sacramentans. Particularly as the climate becomes hotter and drier and rainfall becomes less predictable, policies in this section seek to provide for careful management of water supply, as well as the conservation and efficient use of water.

Recent California Droughts

Over the past 20 years, California has experienced four multi-year droughts. From 2001 to 2002 and from 2007 to 2009, parts of Sacramento County were classified as being in "severe drought." From 2012 to 2016 and again beginning in 2020, Sacramento County experienced periods of "severe drought," "extreme drought," and "exceptional drought," the most severe category of drought. The drought from 2012 through 2016 was the longest drought in California's recorded history. Sacramento's Urban Water Management Plan lays out strategies to ensure the conservation and efficient use of water supplies and sufficient future water availability.



GOAL AND POLICIES

GOAL PFS-4: A RELIABLE SUPPLY OF HIGH-QUALITY WATER THAT MEETS PROJECTED NEEDS WITHIN THE CITY'S PLACE OF USE.

PFS-4.1 **Exercise and Protect Water Rights.** The City shall exercise and protect its water rights and entitlements in perpetuity.

PFS-4.2 **Water Supply Sustainability.** The City shall maintain a surface water/groundwater conjunctive use program, which uses more surface water when it is available and more groundwater when surface water is limited.

PFS-4.3 **Surface Water Supply.** The City shall continue to explore and advance options for diverting, treating, and conveying surface water to be able to continue fully meeting potable supply demand.

PFS-4.4 **Groundwater Infrastructure.** The City shall maintain investment in groundwater infrastructure to provide for water supply reliability. Groundwater sustainability, cost effectiveness, and the quality of the resource shall be factored into groundwater investments.

PFS-4.5 **Comprehensive Water Supply Planning.** The City shall prepare and implement an Urban Water Management Plan, updating it on a 5-year cycle, to ensure a reliable, long-term water supply and service under projected future conditions.

PFS-4.6 **Recycled Water.** The City shall continue to monitor the feasibility of utilizing recycled water where appropriate, cost effective, safe, and environmentally sustainable.

PFS-4.7 **Water Supply During Emergencies.** The City shall, to the extent feasible, maintain adequate water supply during emergencies in accordance with the Water Master Plan and the Urban Water Management Plan.

PFS-4.8 **New Development.** The City shall ensure that water supply capacity is in place prior to granting building permits for new development.

Waste Management

Diverting waste from landfills by promoting reduction, reuse, recycling, and composting of materials can substantially reduce greenhouse gas emissions. Recycling and waste prevention programs reduce energy and transportation needed to manufacture and ship resource-intensive products and packing. Composting food and yard waste reduces the amount of methane produced in landfills. Moreover, the combination of waste management and diversion strategies can extend the life of existing landfills. Commitment to responsible waste management and diversion is part of Sacramento's move toward a "circular economy," a model of production and consumption that involves sharing, reusing, repairing, refurbishing, and recycling existing materials and products, and has additional benefits of promoting entrepreneurship and innovation.

The City's Recycling and Solid Waste Division (RSW) provides garbage, recycling, and organic waste collection, as well as street sweeping services to residential customers in the city of Sacramento. RSW also manages several programs such as bulky item pickups, appliance and household hazardous waste disposal, and provides educational resources about backyard composting. Commercial waste and recycling services are provided by franchised waste haulers. The policies in this section seek to build on the innovative approaches already employed by the City to expand reduction, reuse, recycling, and composting activities; ensure compliance with state law; and promote cost-effective strategies for greenhouse gas reduction and sustainability.

Waste Reduction Laws in California

Landfills are a significant source of greenhouse gas emissions and beginning in the late 1980's, the State passed several laws aimed at reducing the quantity of waste sent to landfills. The landmark Assembly Bill (AB) 341, passed in 2011, mandated commercial recycling and established the statewide diversion goal of 75 percent. AB 1826, passed in 2014, mandated commercial organics recycling. Organics like food scraps, yard trimmings, paper, and cardboard make up half of what is deposited in landfills. Reducing short-lived climate super pollutants like methane will have the most immediate impact on the climate crisis we are starting to see in cities and counties throughout California. To reduce statewide methane emissions in various sectors of California's economy, in 2016, the State signed into law Senate Bill (SB) 1383, the most comprehensive waste reduction mandate to be adopted in California in the last 30 years. SB 1383 requires the State to reduce organic waste disposal, including disposal of food waste, green waste, and paper products, by 75 percent by 2025, an amount equivalent to more than 20 million tons annually. The law also requires the State to increase edible food recovery by 20 percent over the same timeframe. This will have significant policy and legal implications for local governments on a statewide level.

GOAL AND POLICIES

GOAL PFS-5: SENSIBLE WASTE MANAGEMENT THAT REDUCES DISPOSAL IN LANDFILLS AND SUPPORTS COST-EFFECTIVE SUSTAINABILITY EFFORTS.

Solid Waste

PFS-5.1 **Solid Waste Reduction.** The City shall reduce the amount of solid waste that is disposed in landfills by promoting source reduction and recycling throughout Sacramento and by expanding the range of programs and information available to local residents and businesses, consistent with State requirements.

PFS-5.2 **Collection and Recycling Services.** The City shall provide for continued solid waste collection and recycling services in Sacramento, including contracting with franchise waste haulers, and ensuring adequate transfer station facilities capacity and the availability of adequate landfill capacity to meet future needs.

PFS-5.3 **Mixed and Organic Recycling.** The City shall increase waste diversion by requiring participation in mixed recycling and organic recycling programs, including through implementation of Climate Action and Adaptation Plan (CAAP) Measure W-1 for organic waste reduction.

PFS-5.4 **Regional Recycling Market Development Zone.** The City shall continue to participate in the Sacramento Recycling Market Development Zone (RMDZ) Program, which provides attractive loans, technical assistance, and free product marketing to businesses that use materials from the waste stream to manufacture their products.

PFS-5.5 **Recycled Materials in New Construction.** The City shall encourage the use of recycled materials in new construction. Methods shall include promoting the availability of materials at Certified Construction and Demolition (C&D) Debris Sorting Facilities and the reuse store at the Sacramento Recycling and Transfer Station.

PFS-5.6 **Bulky Item and Appliance Disposal**. The City shall continue to provide programs that allow residential households to schedule two appointments per year for the collection of large refuse items.

PFS-5.7 **Organic Waste Collection Services.** The City shall provide, in conjunction with the mandatory organics container program, education and outreach to residents on the topic of backyard composting of yard waste and scraps.

PFS-5.8 **Household Hazardous Waste Disposal.** The City shall continue to promote the safe disposal of household hazardous waste, e-waste, and batteries through public education.

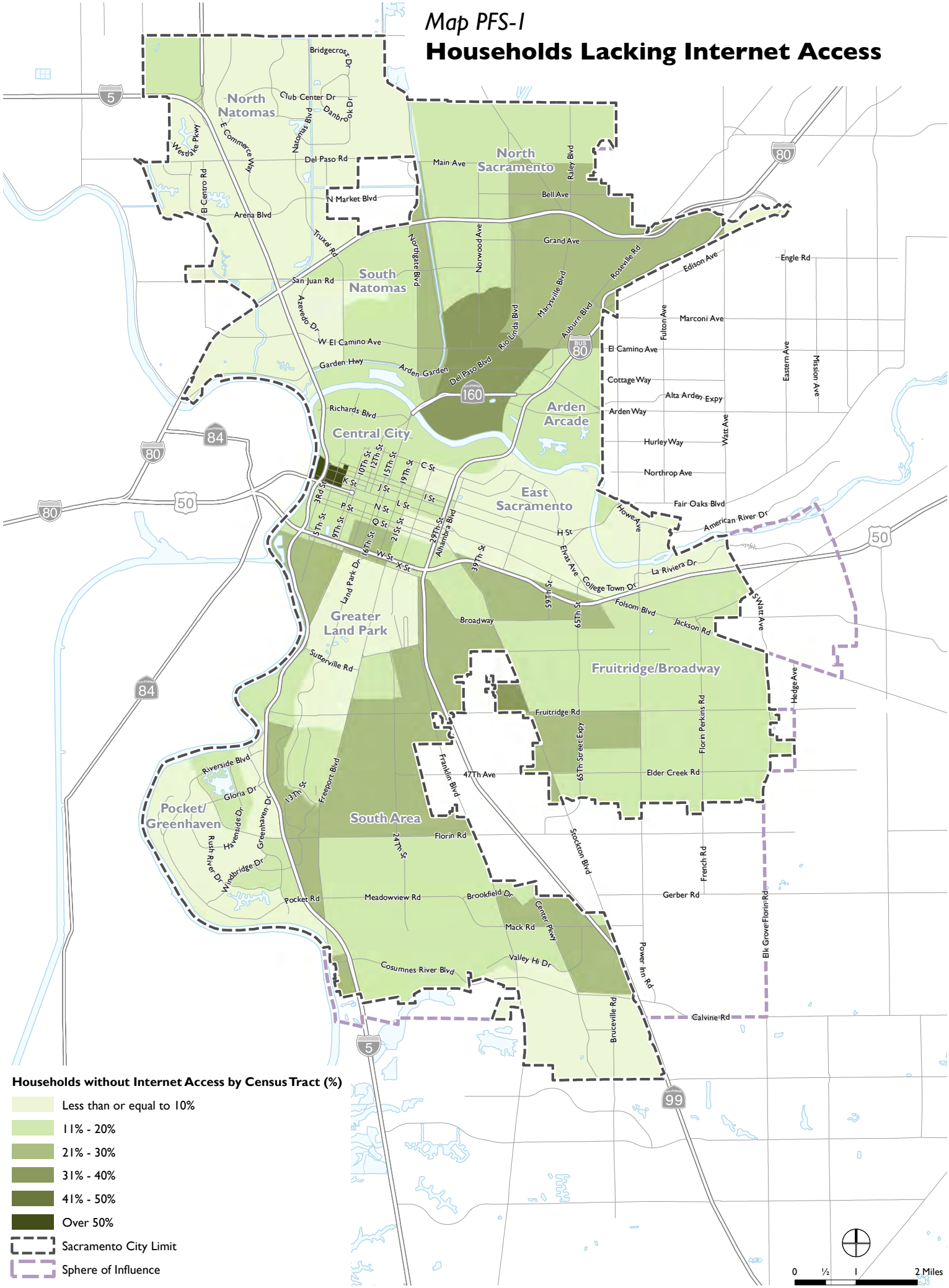
PFS-5.9 **Targeted Technical Assistance**. The City may coordinate with franchise waste haulers to provide education, in appropriate languages, to property managers and building owners of commercial and multi-unit properties to implement best practices for waste diversion and reduce contamination.

Telecommunications

Reliable access to the internet and telecommunications systems plays an increasingly important part in daily and civic life, helping people to work, learn, access services, and stay connected to friends and family. It is also critical for municipal operations and the health of the local economy. Expanding access to reliable, high-speed internet service is a priority for Sacramento. The City was among the first in the U.S. to see deployment of 5G home broadband internet service, but even as access to reliable, high-speed internet is expanding rapidly in Sacramento, there are still households without access to the internet or to computers at home (see **Map PFS-1**). The policies in this section articulate a strategy for leveraging emerging technologies, streamlining regulations, and forging public-private partnerships to help provide services more efficiently, meet diverse community needs, foster digital equity, and reduce resource consumption.

Map PFS-1

Households Lacking Internet Access



Households without Internet Access by Census Tract (%)

- Less than or equal to 10%
- 11% - 20%
- 21% - 30%
- 31% - 40%
- 41% - 50%
- Over 50%
- Sacramento City Limit
- Sphere of Influence

0 ½ 1 2 Miles

Source: US Census Bureau, 2017; County of Sacramento, 2021; City of Sacramento, 2020; Dyett & Bhatia, 2021

GOAL AND POLICIES

GOAL PFS-6: STATE-OF-THE-ART TELECOMMUNICATION INFRASTRUCTURE AND SERVICES THROUGHOUT THE CITY THAT CONNECT SACRAMENTO HOUSEHOLDS, BUSINESSES, AND PUBLIC AGENCIES TO EACH OTHER, THE NATION, AND THE WORLD.

PFS-6.1 **Access and Availability.** The City shall work with service providers to expand access to and availability of a wide range of state-of-the-art telecommunication systems and services for households, businesses, institutions, and public agencies throughout the city.

PFS-6.2 **Public/Private Collaboration.** The City shall explore public/private technology infrastructure projects that support business and municipal efficiency.

PFS-6.3 **Adequate Facilities and Service.** The City should work with utility companies to leverage City infrastructure to close gaps to allow areas that are not served by current telecommunication technologies to obtain service and explore providing strategic long-range planning of telecommunication facilities for newly developing areas, as feasible.

PFS-6.4 **Co-Location.** The City shall encourage compatible co-location of telecommunication facilities such as existing macro sites and shall work with communication service providers to provide opportunities for siting telecommunications facilities on City-owned property, such as existing light poles, and in public rights-of-way.

PFS-6.5 **Broadband Access.** The City shall work to expand broadband internet access throughout Sacramento, prioritizing efforts to improve access for students, residents, and businesses in disadvantaged communities. Strategies may include the following:

- Expanding the City's middle-mile conduit and fiber optic network to provide opportunities for broadband service providers to leverage City infrastructure in underserved areas;
- Expanding the availability of free Wi-Fi in City parks, libraries, community centers, transit stops, and other publicly accessible facilities;
- Establishing a microwave network consisting of radios mounted on top of City structures to provide backhaul for public Wi-Fi and city infrastructure connectivity;
- Pursuing funding opportunities, including but not limited to federal grants;
- Leveraging the Citizen Broadband Radio Service (CBRS) band of the wireless spectrum to establish high-speed wireless networks when necessary; and
- Partnering with telecommunications and cable providers to offer discounted wireless and broadband plans to low-income customers.

PFS-6.6 **Net Neutrality.** In negotiating agreements for the use of public rights-of-way, the City shall work with providers to expand service to underserved communities and require adherence to the principal of net neutrality or unfiltered access to internet information for all new agreements.

PFS-6.7 **City Operations/Public Services.** The City shall continue to use telecommunications and collaboration tools to enhance the performance of internal City operations and the delivery of public services.

PFS-6.8 **Telecommunication Infrastructure Improvements**. The City shall endeavor to incorporate state-of-the-art telecommunication systems and services (e.g., internet) for public use in City-owned public buildings and improve gaps in infrastructure to support telecommunication systems.

IMPLEMENTING ACTIONS

Plans and Programs

PFS-A.1 **Fire Department Strategic Plan.** The City shall prepare a Standards of Coverage Plan to assess options for locating facilities to most efficiently provide service within the Sacramento Fire Department's (SFD's) jurisdiction.

Responsible Entity: Sacramento Fire Department

Timeframe: Near-term (2024-2029)

PFS-A.2 **Police Master Strategic Plan.** The City shall update the Police Master Strategic Plan to identify and address staffing and facility needs, service goals, and deployment strategies.

Responsible Entity: Sacramento Police Department

Timeframe: Near-term (2024-2029)

PFS-A.3 **Sewer Master Plan Updates**. The City shall review and update Sewer Long Range Plans as needed to accommodate the land use and development pattern of the 2040 General Plan, prioritizing long range plans for the sewer basins where significant new growth is projected.

Responsible Entity: Department of Utilities

Timeframe: Ongoing

PFS-A.4 **Stormwater Master Planning**. The City shall implement a stormwater master plan program to do the following:

- Identify facilities needed to prevent 10-year event street flooding and 100-year event structure flooding;
- Ensure that public facilities and infrastructure are designed pursuant to approved basin master plans;
- Ensure that adequate land area and any other elements are provided for facilities subject to incremental sizing (e.g., detention basins and pump stations); and
- Incorporate the use of "green infrastructure," Low Impact Development (LID) techniques, stormwater treatment controls, and, if applicable, trash capture devices.

Responsible Entity: Department of Utilities

Timeframe: Ongoing

Planning Studies and Reports

PFS-A.5 **Onsite Non-Potable Water Reuse.** The City shall assess the feasibility of onsite water reuse for new commercial development.

Responsible Entity: Department of Utilities

Timeframe: Near-term (2024-2029)

PFS-A.6 **Water Treatment Facilities.** The City shall explore options for expanding and enhancing water treatment capacity and processes as needed to serve projected maximum daily water demands with high-quality supply. Potential projects include long-term, reliable and safe water supply and supporting infrastructure projects.

Responsible Entity: Department of Utilities

Timeframe: Ongoing

PFS-A.7 **Telecommunications Infrastructure in New Development.** The City shall explore the feasibility of establishing engineering guidelines for the installation of state-of-the-art internal telecommunications technologies in new development.

Responsible Entity: Community Development Department (lead); Department of Utilities (support); Department of Public Works (support); Department of Information Technology (support)

Timeframe: Near-term (2024-2029)

Regulations, Standards, and Development Review

PFS-A.8 **Municipal Telecommunications Team.** The City shall establish a telecommunications team to collaborate on priorities, design, implementation, and cost-sharing for City investments in communication conduit and infrastructure.

Responsible Entity: Information Technology Department (lead); Department of Utilities (support); Public Works Department (support)

Timeframe: Mid-term (2030-2035)

PFS-A.9 **Periodic Review.** The City shall review and consider modifying building codes and development standards to facilitate the inclusion of evolving state-of-the-art telecommunication technologies and facilities, including during the three-year California Building Code update cycle.

Responsible Entity: Community Development Department (lead); Department of Utilities (support)

Timeframe: Ongoing

10. YOUTH, PARKS, RECREATION, AND OPEN SPACE

The residents of the city of Sacramento enjoy access to an extensive parks and recreation system that includes regional, communitywide, and neighborhood facilities. Throughout the community, Sacramento's parks serve as neighborhood anchors and valuable gathering places. Together with community centers, neighborhood gardens, schools, and libraries, they provide important opportunities for enhancing public health, community bonds, and quality of life. As Sacramento continues to grow, it will be increasingly important to ensure access for residents of all neighborhoods to a full range of recreational facilities and services that strengthen neighborhoods, empower youth to fulfill their potential, and support the needs of our diverse community.

The Youth, Parks, Recreation, and Open Space Element outlines a collaborative framework to guide decision-making and investment in parks, recreation programs, youth services, and natural open space areas that contribute to a sustainable and equitable city. Related strategies for promoting art, culture, and entertainment are included in the Land Use and Placemaking Element, together with strategies to guide the design of public spaces. Related strategies for supporting urban agriculture efforts in the city can be found in the Environmental Justice Element. Related strategies for expansion of the urban forest and preservation of riparian open space are included in the Environmental Resources and Constraints Element, while off-street shared-use paths are addressed in the Mobility Element.

Parks and Open Space

PARKS AND OPEN SPACE SYSTEM

The General Plan provides an overarching framework for the provision of parks, recreation, and open space facilities in the community. The Parks Plan acts as Sacramento's primary implementing tool for parks planning, bridging the City's General Plan and Capital Improvement Plan. The city of Sacramento strives to maintain a goal of 8.50 acres per thousand residents of neighborhood and community parks, regional parks, parkways and open space. With plans to add over 648 acres to the existing 4,330 acres of public parkland, the service level would be 7.64 acres of park land per thousand residents in 2040. The City Code requires that new residential developments either dedicate land for new park facilities or pay an in-lieu fee that can be used for acquisition of new parkland. Additionally, new development is subject to a Park Development Impact Fee (PIF), which can be used to finance the development of new or existing neighborhood and community parks within the service area of the development's project site and regional parks and citywide facilities. The PIF funds 5.0 acres of park land per thousand residents within the majority of the city, comprised of 3.5 acres of neighborhood and community parks and 1.5 acres of citywide parks and open spaces. Within the Central City, the PIF funds 3.25 acres of park and open space per thousand residents, comprised of 1.75 acres of neighborhood and community parks and 1.5 acres of citywide parks and open spaces. However, in order to maintain the 8.50 acres per thousand residents level of

service for all parkland, the City will need to seek additional sources of funding for acquisition and development of parkland.

~~Sacramento has established a standard of providing 5 acres of City park and open space land per thousand residents citywide, comprised of 3.5 acres of neighborhood and community parks and 1.5 acres of citywide parks and open spaces. Recognizing that land is at a premium within the Central City, the standard applicable within that area is 3.25 acres of park and open space per thousand residents, comprised of 1.75 acres of neighborhood and community parks and 1.5 acres of citywide parks and open spaces. The City is currently providing 7.34 acres of park and open space land per thousand residents citywide, with plans to add 248 acres of new facilities in the coming years. The City Code requires that new residential developments either dedicate land for new park facilities or pay an in-lieu fee that can be used for acquisition of parkland. Additionally, new development is subject to a Park Impact Fee (PIF), which can be used to finance the development of new neighborhood and community parks within the service area of the project site. This will ensure at least 6.32 acres of park land per thousand residents in 2040, which is higher than the citywide park and open space standards.~~

ACCESS TO PARKS

While the amount of parkland is an essential consideration in planning for parks and recreational facilities, the quality and accessibility of these spaces is equally important. A city should have parks with a distribution and form that allow the facilities to serve as a point of focus for residential neighborhoods, and be easily accessible for children, teenagers, families, people of various abilities, and older adults from their homes whether they choose to walk, ride, roll or take transit. As shown on **Map YPRO-1**, most residential areas of the city have a park or open space facility within a half-mile or 10-minute walk from home; however, there are some neighborhoods where residents cannot walk to a park easily, either because there are no parks close by or because there is a barrier in the way, such as a fence, road, waterway, or railway tracks.

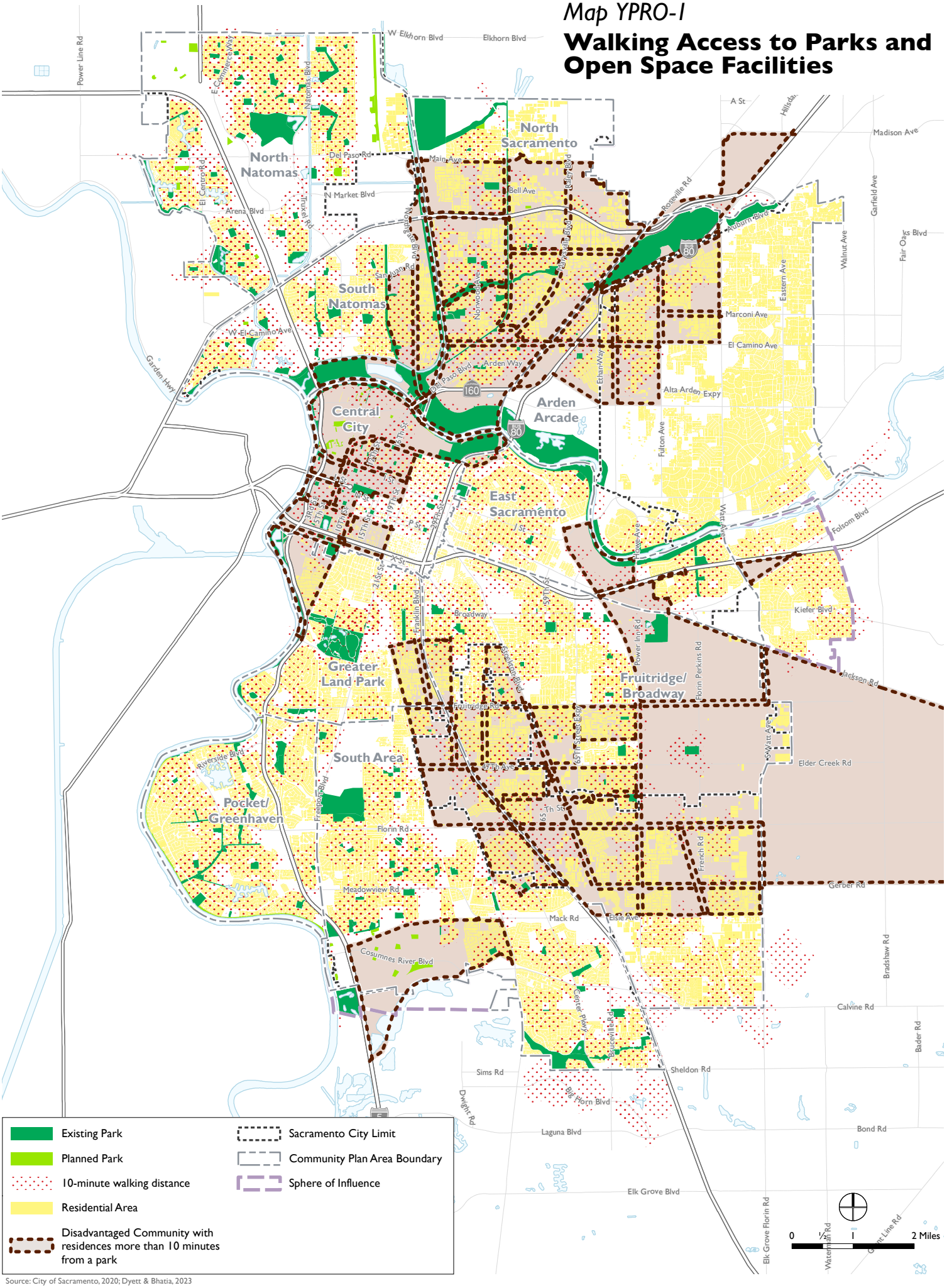
MAINTENANCE AND ADMINISTRATION

Parks maintenance and operations are funded through a combination of mechanisms, including an annual parcel tax on properties located within the Neighborhood Parks Maintenance Community Facilities District (CFD), a Park Impact Fee (PIF) applied to new residential and non-residential development, and voter-approved Measure U funds. In the provision of parks and recreational facilities, having a range of strategies can help deliver maintenance and cost savings to optimize the use of municipal resources, such as co-locating park and recreational facilities with other public and institutional uses; encouraging volunteer initiatives and sponsorship opportunities; pursuing public-private partnerships; maintenance agreements; and incentivizing new developments to provide publicly-accessible facilities.

The policies in this section seek to increase access to parks and open space throughout the community, with a priority on disadvantaged communities and areas with less access. Recognizing that park accessibility is not just a question of physical connections, policies in this section also focus on design, programming, maintenance, funding, and community involvement to activate and encourage use of parks.

Map YPRO-1

Walking Access to Parks and Open Space Facilities



Source: City of Sacramento, 2020; Dyett & Bhatia, 2023

GOAL AND POLICIES

GOAL YPRO-1: AN INTEGRATED SYSTEM OF PARKS, OPEN SPACE AREAS, SHARED-USE PATHS, AND RECREATIONAL FACILITIES THAT ARE WELCOMING, WELL-MAINTAINED, SAFE, AND ACCESSIBLE TO ALL THE DIVERSE COMMUNITIES OF SACRAMENTO.

Parks and Open Space System

YPRO-1.1 **Range of Experiences.** The City shall provide a range of parks and recreational facilities and strive to ensure an equitable distribution of high-quality facilities throughout Sacramento.

YPRO-1.2 **Youth, Parks, & Community Enrichment (YPCE) Parks Plan**. The City shall refer to the YPCE Department's Parks Plan as the primary guide for locating and planning park improvements. YPCE will update the Parks Plan periodically to ensure it reflects projected community needs for all Sacramento residents.

YPRO-1.3 **Parkland Service Standard.** The City shall evaluate, as needed, the equitable increase of public park acreage to serve the needs of the current and future residents with high-quality facilities. The City shall continue to strive to achieve a parkland service standard of 8.5 acres of ~~neighborhood and community~~ parkland per 1,000 residents, which includes neighborhood parks, community parks, regional parks, open space, and parkways.

YPRO-1.4 **Parkland Dedication Requirements.** The City shall continue to require that new residential development projects contribute toward the provision of adequate parks and recreational facilities to serve the new residents, either through the dedication of parkland, the construction of public and/or private recreation facilities, or the payment of parkland in-lieu fees, consistent with the Quimby Ordinance. To achieve the level of service for all parkland in all areas of the city, the City shall seek other funding resources to prioritize park needs in park deficit areas.

YPRO-1.5 **Incentivizing Onsite Public Facilities.** The City shall continue to provide Park Impact Fee (PIF) credit for development projects that provide publicly accessible parks, plazas, and parkways onsite that promote active or passive recreational opportunities and serve as neighborhood gathering points.

YPRO-1.6 **Underutilized Land.** As feasible, the City shall acquire, lease, or otherwise obtain rights to the use of ~~odd-shaped or~~ underutilized vacant parcels for park or open space, focusing efforts first in park deficient ~~underserved disadvantaged~~ communities.

YPRO-1.7 **Co-Located Joint-Use Facilities.** The City shall continue to facilitate the development of new parks or expansion of existing parks and recreational facilities by co-locating with and joint use of new or existing public and institutional facilities (e.g., schools, libraries, cultural facilities, and stormwater detention basins) in order to efficiently provide for community needs and offset operations and maintenance costs, prioritizing disadvantaged communities with an existing deficit of park or recreation facilities.

YPRO-1.8 **Non-Conventional Park Solutions**. In densely built out urban areas of the city where the provision of large park spaces is not feasible, the City shall explore creative solutions to provide neighborhood park and recreation facilities that serve the needs of local residents and employees. Such solutions may include the following:

- Publicly accessible, privately-owned open spaces and plazas;
- Rooftop play courts and gardens;
- Freeway underpass, utility corridor, and wide landscape medians;
- Conversion of rails to rails with trails;
- Pocket parks~~/small public places~~ and pedestrian areas in the public right-of-way; and
- The provision of neighborhood and community-serving recreational facilities in regional parks.

YPRO-1.9 **Timing of Services.** The City shall monitor the pace and location of new development through the development review process and long-range planning efforts to strive to ensure that development of parks~~, and community and~~ recreation programming, and community-serving facilities and services keeps pace with growth.

Facility Access, Programming, and Safety

YPRO-1.10 **Parkland Access Standard.** In residential areas that do not have an accessible park or recreational open space within a 10-minute walk, the City shall evaluate the equitable increase of public park acreage, prioritizing communities with an existing deficit of high-quality facilities.~~The City shall strive to provide accessible public park or recreational open space within a 10-minute walk of all residences in Sacramento.~~

YPRO-1.11 **Enhancing Access to Parks.** The City shall pursue strategies that increase community access to parks and recreational facilities, including the following:

- Expanding joint-use agreements with schools and educational institutions;
- Removing of physical barriers to access (e.g., fences); and
- Providing a choice of legible and navigable routes to and from park areas through the installation of new or improved multi-use shared paths, wayfinding signage, and coordination with public transit.

YPRO-1.12 **Parks Programming.** The City shall continue to create high-quality, ~~inclusive~~ equitable programming that encourages the use of the park facilities by a variety of users, including older adults, youth, and people with disabilities throughout the day and evenings. Programming should include the following:

- Organized sports,
- Fitness,
- Youth leadership and workforce development,

- Volunteer activities, and
- Arts and cultural activities catering to the interests of the community that the park facilities serve.

Opportunities should be taken to incorporate local Native American heritage and culture.

YPRO-1.13 Park Safety. The City shall continue to use Crime Prevention Through Environmental Design (CPTED) landscaping and lighting, ~~among other techniques,~~and efforts that support the Park Ranger program, to ensure that parks and open spaces are designed and maintained with safety as a priority without compromising accessible and inclusionary design ~~to maximize the personal safety of users and maintain the visibility of play areas~~.

YPRO-1.14 Collaborative Efforts. The City shall implement community-based crime prevention strategies ~~and recreation programming~~ in coordination with the City's Park Ranger program, neighborhood groups, local residents, and Property and Business Improvement Districts (PBIDs), concurrent with the C~~e~~ity's Public Safety Services resolution to help improve safety and encourage positive ~~use~~ activation of parks and facilities.

YPRO-1.15 Path Connections. The City shall ~~preserve~~ maintain existing and pursue new connections to local and~~,~~ regional~~, and state~~ shared-use paths, especially when connecting to public parkland.

YPRO-1.16 River Parkways. The City shall ~~coordinate~~ collaborate with the Park Ranger program, ~~with~~ the Sacramento County Department of Regional Parks and other agencies and organizations to secure funding to increase ranger patrols and maintain and enhance the American River and Sacramento River parkways and multi-use shared path corridors.

YPRO-1.17 Waterway Recreation and Access. The City shall work with regional partners, State agencies, non-profit and community groups, private landowners, and land developers to manage, preserve, improve, and enhance use and access to the Sacramento and American River Parkways, urban waterways and riparian corridors to increase public access for active and passive recreation and habitat values.

YPRO-1.18 Miller Regional Park/Sacramento Marina. The City shall implement the West Broadway Specific Plan proposed improvements to Miller Regional Park and support long-term goals for enhancement of the Miller Regional Park/Sacramento Marina as a recreational connection to the Sacramento River waterfront and Sacramento Parkway.

Design, Amenities, and Programming

YPRO-1.19 Integrated Parks and Recreation System. The City shall continue to provide an integrated system of parks, open space areas, and recreational facilities that are safe, connect diverse communities, acknowledge neighborhood context, protect and provide access to nature, integrate with adjacent developments, and make efficient use of land and open space.

YPRO-1.20 Sustainable Design. The City shall design and construct parks, public spaces, and recreational facilities for flexible use, energy/water efficiency, reduced greenhouse gas emissions and air pollution, adaptability for long-term use, and ease and cost of maintenance.

YPRO-1.21 Climate-Resilient Design. The City shall ensure that the design of parks and open spaces balance~~s sunlight access with trees,~~ climate-adaptive design, such as resilient landscaping in place of impervious surfaces, climate-adaptive tree canopy, shade structures, drinking fountains, and cooling amenities, such as water spray areas, that provide respite from higher temperatures to reduce urban heat islands and overexposure to heat.

YPRO-1.22 Community Input. The City shall provide ongoing opportunities for public engagement and input into the parks and recreation planning process, including priorities for amenities, facilities, programming, and improvements.

YPRO-1.23 Organized Sports and Recreational Facilities. The City shall develop and maintain quality facilities (e.g., multi-field and multi-court sports complexes, skateparks, pump tracks, and challenge courses) for a variety of organized and recreational sports, prioritizing the needs of youth between the ages of 10 and 24, and particularly for youth in disadvantaged communities, in order to ensure opportunities for youth development, recreation, social development, and life and wellness skill building.

YPRO-1.24 Welcoming Amenities. In its parks and recreational facilities, the City shall incorporate amenities that invite the use of park facilities by all community members, including benches, accessible park paths and facilities, shaded seating, pathway lighting and restrooms that make it easier for older adults and families to enjoy the facilities.

YPRO-1.25 Municipal Golf Courses. The City shall support the maintenance and improvement of its municipal golf courses to ensure the City's courses remain competitive in the marketplace and encourage play.

Maintenance and Funding

YPRO-1.26 Maintenance of Existing Facilities. The City shall maintain and improve existing parks and recreational facilities to ensure safer, more attractive facilities that are responsive to community needs, prioritizing equitable capital improvements and new parks maintenance projects in disadvantaged communities.

YPRO-1.27 Volunteer Programs. The City shall continue to engage local residents, businesses, and community-based organizations in the stewardship and maintenance of parks and facilities through the Park Volunteer Program, Earth Day, Adopt-a-Park, Creek Week programs, and other collaborative partnerships and initiatives.

YPRO-1.28 Fee Benchmarking. The City shall periodically review Quimby in-lieu parkland dedication fees, park development impact fees, application review fees, and user fees and charges to ensure they are adequately providing for community needs and are competitive within the region.

YPRO-1.29 **Leveraging Grant Funds**. The City shall leverage municipal funds to access grants for the acquisition of parkland in park deficient areas, planning, construction and maintenance of parks and recreational facilities in underserved, disadvantaged communities from federal and state government agencies, philanthropic organizations, and private partners.

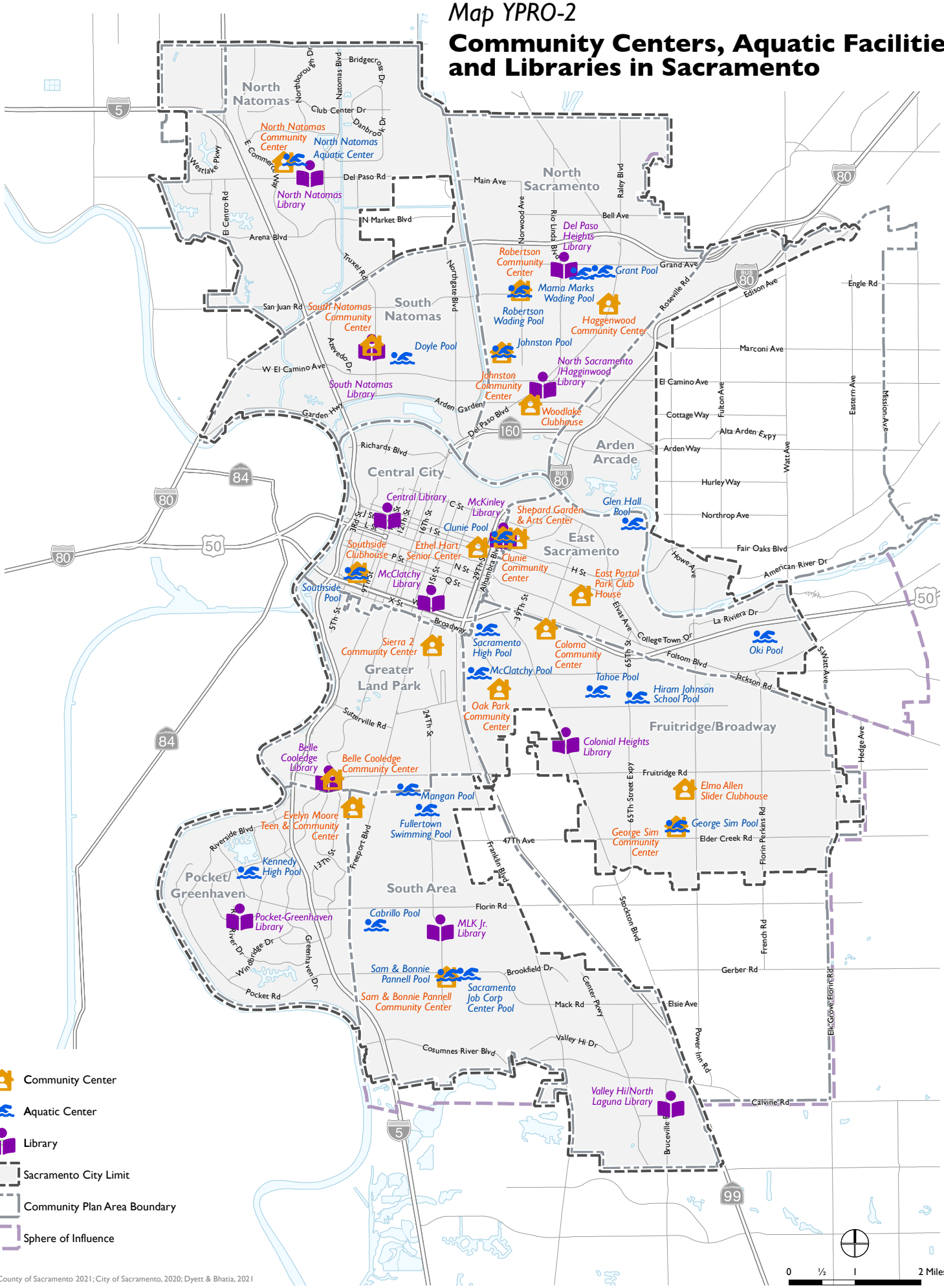
YPRO-1.30 **Park Financing Strategies**. The City shall continue to explore new funding strategies to facilitate land acquisition, construction, and maintenance of parks and recreational facilities, such as public-private partnerships that make strategic use of public investment for community benefit. In particular, these efforts should focus on facilitating the development of new parks in underserved disadvantaged communities.

Community Facilities

Community facilities such as schools, libraries, and community centers are foundational elements of thriving neighborhoods. In order to have meaningful, lasting, positive impacts for their users, public facilities and community services should be well-integrated and inclusive of the communities they serve. The location of various community facilities throughout Sacramento is shown on **Map YPRO-2**. Policies in this section seek to strengthen the role of community facilities in daily life and increase access to a range of services that contribute to quality of life for residents through partnerships with other public agencies and community organizations.

Map YPRO-2

Community Centers, Aquatic Facilities, and Libraries in Sacramento



Source: County of Sacramento 2021; City of Sacramento, 2020; Dyett & Bhatia, 2021

GOAL AND POLICIES

GOAL YPRO-2: PUBLIC FACILITIES LOCATED, DESIGNED, AND PROGRAMMED TO MAKE A VITAL CONTRIBUTION TO NEIGHBORHOOD QUALITY OF LIFE.

YPRO-2.1 **Access to Quality Public Facilities and Programs**. The City shall strive to ensure that community centers, arts/cultural facilities, older adult care facilities, and other public facilities and programs are distributed equitably and conveniently throughout Sacramento and that the programs are accessible to all residents.

YPRO-2.2 **Co-Location of Community-Serving Facilities**. Whenever feasible, the City shall co-locate City facilities with other public facilities (schools, ~~post offices, hospitals/clinics~~libraries, drainage facilities, utility providers) so that multiple services may be delivered from a single location.

YPRO-2.3 **School Facilities**. The City shall continue to coordinate with school districts in facility planning efforts to ensure the optimal use of existing sites and adequate advanced planning for embedding new school sites and facilities in the neighborhoods they serve. In addition to each school district's criteria and the school siting guidelines of the California Department of Education, the following City criteria should be applied by school districts in identifying new school sites:

- Locate elementary schools on sites that are safely and conveniently accessible, transit-supportive, and away from heavy traffic, excessive noise, and incompatible land uses;
- Locate school sites centrally with respect to their planned attendance areas;
- Locate schools in areas where established and/or planned walkways, bicycle paths, or greenways link schools with surrounding uses; and
- Locate, plan, and design new schools to be compatible with adjacent uses.

YPRO-2.4 **Library Services**. The City shall work with the Sacramento Public Library Authority to ensure adequate library services and facilities are maintained for all residents and promote the siting of facilities in accessible locations with the greatest potential for positive neighborhood impact.

YPRO-2.5 **Digital Literacy and Access**. The City shall support the Sacramento Public Library Authority in expanding access to digital resources and information tools and in delivering language, literacy, and workforce skills development programs and services.

YPRO-2.6 **Community Partnerships**. The City shall seek opportunities to partner with public and private entities to provide community services that support families and meet the diverse needs of community members of all ages, backgrounds, and interests.

YPRO-2.7 **Child/Older Adult Care**. The City shall encourage the development of reasonably priced high-quality childcare and older adult care facilities and services in a variety of settings, including in residential neighborhoods and near work sites.

Community Enrichment

Parks and recreation have an important role to play in advancing community enrichment. Cities are increasingly recognizing that facilities, programming, and services also have a profound effect on physical health, psychological health, personal development, and the quality of our social interactions. Regular physical activity and access to leisure and cultural options are linked to improved mood, reduced stress, and an enhanced sense of wellness in adults and children. In turn, this can help older adults live independently, younger people reach their full potential, and people of all ages build valuable life skills.

The City strives to provide accessible facilities and programs that support the health and well-being of its residents, including sponsoring health-focused events and collaborating with public and non-profit partners in public health and social services.

Nearly a quarter of the city's population was born overseas, and programs that celebrate cultural diversity and cater to the varied needs of Sacramentans can help welcome newcomers into the community and build bonds between neighbors. As community needs continue to grow and evolve, City programs and services can support by evolving its programming to closely reflect the diversity of the community, including programs that offer language and job skill enhancement. The City also recognizes the diversity of age within Sacramento and strives to provide programming and opportunities for both youth and older adults.

Policies in this section seek to promote active, healthy lifestyles throughout Sacramento with a wide range of facilities, programs, and services to exercise the body, the mind, and the spirit. The policies in this section also seek to support and celebrate Sacramento residents by striving to provide programming that reflects the diversity of the community.

Sacramento Youth Commission

Established in 1993, the Sacramento Youth Commission (SYC) is a 22-member youth-led legislative body which provides recommendations and advice to the City Council, the youth development policy manager, and the YPCE Department on all matters pertaining to youth. SYC conducts an annual review of the City's operating budget and capital improvement plan for youth programs and projects, and members encourage youth to actively participate in community affairs and City programs. Any individual between 14 and 22 years of age who attends a high school in Sacramento City limits or lives in Sacramento City limits can apply. SYC participants gain an understanding of the workings of city government and have the opportunity to develop their leadership skills while making a positive impact on their communities.

GOALS AND POLICIES

GOAL YPRO-3: ACTIVE, HEALTHY LIFESTYLES AND HEALTH EQUITY FOR ALL SACRAMENTANS, INCLUDING ACCESS TO HEALTH FACILITIES, GOODS, AND SERVICES THAT HELP TO ENSURE WELL-BEING FOR RESIDENTS OF ALL AGES, ABILITIES, AND INCOMES.

YPRO-3.1 Health Data and Programming. The City shall collaborate with the Sacramento County Department of ~~Public Health and~~ Health Services to monitor and maintain data related

to health outcomes and risk factors, and to use this data to inform new programs to serve the local community.

YPRO-3.2 **Health Information.** The City should provide and promote courses, seminars, and informational resources about health and healthy lifestyles at City facilities, including libraries, community centers, centers for older adults, parks, and recreational facilities. Prioritize resources for efforts in disadvantaged communities.

YPRO-3.3 **Health Programming and Events.** The City should seek opportunities to partner with public agencies, advocacy groups, and local businesses to organize programming and events that promote healthy lifestyles, food choices, and work environments. Events may include health challenges, bike-to-work days, and sponsored lunchtime events.

YPRO-3.4 **Activity Programming.** The City should coordinate with local businesses, community-based organizations, and school districts to support a year-round calendar of community events in City parks and neighborhood venues. Events should be geared toward families and youth, and contain components of physical activity, healthy food, arts, and music.

YPRO-3.5 **Youth Participation.** The City shall work to increase participation of youth from lower-income communities of color in existing recreational programs through outreach, promotional activities, and increasing subsidized or free program spots. Where feasible, add new recreation and youth development programming to diversify the list of programs that are offered.

YPRO-3.6 **Private Commercial Recreational Facilities**. The City shall encourage the development of private commercial recreational facilities, such as fitness centers, yoga, dance and martial arts studios, and rock-climbing gyms, to help meet recreational interests of Sacramento's residents, workforce, and visitors.

YPRO-3.7 **Inclusive and Accessible Recreational Needs**. In plans for new residential developments, the City shall require that project proponents address the recreational needs of future residents, including children, youth, older adults, and people with disabilities, and reflect the cultural diversity of the local population.

YPRO-3.8 **Cooling Centers**. The City shall continue to activate cooling centers at the community centers, aquatic centers, and water spray parks to help residents cope with higher temperatures. City parks shall be designed with materials and other strategies that offer cooling benefits to the residents.

GOAL YPRO-4: ARTS, CULTURE, AND LEARNING OPPORTUNITIES THAT CELEBRATE SACRAMENTO'S DIVERSE, MULTICULTURAL COMMUNITIES, ENHANCE QUALITY OF LIFE, AND ENRICH COMMUNITY CULTURE.

YPRO-4.1 **Interpretation and Celebration.** The City shall provide recreation, programming, special events and venues, and educational opportunities that honor, interpret, and celebrate the diversity, history, cultural heritage, and traditions of Sacramento and that respond to the diverse interests, needs, ages, and cultural backgrounds of local residents.

YPRO-4.2 **Recreational Programs.** The City shall endeavor to provide youth development, leadership, recreation, and community enrichment programs that promote wellness, social interaction, lifelong learning, skill development, personal enrichment, and positive relationships.

YPRO-4.3 **Varied Locations and Settings, and Affordability.** The City shall provide arts, culture, and recreation programs in a variety of locations and settings to make participation convenient and accessible. This may include the following:

- Expanding the range of activities and programs provided in City parks and public facilities,
- Exploring opportunities to provide programs and services in neighborhood settings, and
- Ensuring that events and venues are accessible by multiple transportation modes, are affordable to residents of all income demographics, and conducted in multiple languages.

YPRO-4.4 **Youth-Centered Events**. The City shall seek out opportunities for meaningfully and authentically involving young people – particularly from disadvantaged communities – in the planning and implementation of youth-centered events that develop confidence and leadership skills while also building community connections.

YPRO-4.5 **Volunteering.** The City shall expand opportunities for residents to volunteer their time and talents to contribute to community health and quality of life, including volunteer opportunities that encourage residents to socially connect across generations and cultures at the neighborhood level and citywide.

YPRO-4.6 **Empowering Linguistically-Isolated Communities.** The City shall continue to provide English language learning programs for non-native speakers, interpretation, and translation services, and assistance in accessing community services and programs as part of an effort to endeavor to empower linguistically-isolated communities in Sacramento.

YPRO-4.7 **City-Owned Resources.** The City shall enhance the quality of existing City-owned arts and cultural resources and facilities through reinvestment, communications, and marketing.

IMPLEMENTING ACTIONS

Plans and Programs

YPRO-A.1 **Youth, Parks, & Community Enrichment (YPCE) Parks Plan Update.** The Parks Plan 2040 shall provide policy recommendations toward meeting the city's parkland and facility level of service goals; incorporate design guideline standards for park and recreation facilities; and strengthen access to parks and recreational facilities. The update should incorporate key priorities, implementation actions, and funding mechanisms and be undertaken with robust community engagement.~~The City shall update the YPCE Parks Plan to identify locations for new neighborhood and community~~

~~parks as needed to satisfy community needs; incorporate standards for new non-conventional park facilities; and strengthen access to parks and recreational facilities by transit. The update should incorporate priorities, phasing, and funding mechanisms and be undertaken with robust community engagement.~~

Responsible Entity: Youth, Parks, & Community Enrichment Department

Timeframe: Near-term (2024-2029)

YPRO-A.2 Park Audits. The City shall collaborate and support community-based organizations and neighborhood groups to conduct safety, maintenance, and access audits in City parks and recreational facilities. The ~~community~~ park audits should be conducted in neighborhoods throughout the city with the participation of Youth, Parks, & Community Enrichment (YPCE), Police Department, and other relevant City staff to identify and prioritize park safety and access improvements.

Responsible Entity: Youth, Parks, & Community Enrichment Department

Timeframe: Ongoing

YPRO-A.3 Mobile ~~Health~~ Wellness Clinics. Explore the feasibility of a neighborhood program that provides mobile health ~~clinics~~ services, healthy food, or workshops in disadvantaged~~s~~ communities, run by medical service providers or Sacramento County Department of Health Services, but hosted in local neighborhood facilities such as schools, parks, community centers, and library parking lots.

Responsible Entity: Youth, Parks, & Community Enrichment Department

Timeframe: Long-term (2036-2040)

Planning Studies and Reports

YPRO-A.4 Youth Internships. The City shall assess the feasibility of expanding its youth workforce programs to hire and train youth for seasonal work at City parks and recreational facilities throughout the year. The assessment should evaluate options to involve youth in program planning and work within recreation programs as a way to provide employment and life skills training and to strengthen connections between youth and their community.

Responsible Entity: Youth, Parks, & Community Enrichment Department

Timeframe: Near-term (2024-2029)

YPRO-A.5 Violence Prevention and Youth Development. As part of a comprehensive strategy to improve the overall health and well-being of youth, young adults, families, and communities and promote prosocial decisions, the City shall study evidence based programming and best practices to coordinate funding and programs, along with community engagement programming and other initiatives for optimal impact in targeted areas of Sacramento.

Responsible Entity: Office of Violence Prevention (lead); Youth, Parks, & Community Enrichment Department (~~lead~~support); Office of Diversity and Equity (support)~~; Office of Violence Prevention (support)~~

Timeframe: Near-term (2024-2029)

Regulations, Standards, and. Development Review

YPRO-A.6 **Joint Use Standards.** The City shall develop and periodically update standards for the development of joint-use school and community facilities.

Responsible Entity: Youth, Parks, & Community Enrichment Department

Timeframe: Near-term (2024-2029)

YPRO-A.7 **Performance-Based Prioritization.** The Department of Youth, Parks, & Community Enrichment (YPCE) shall update the park project programming guide to incorporate a performance-based system for equitably prioritizing parks and recreation investments that links facility improvement priorities to safety standards, funding availability, disadvantaged communities, public health, and recreational goals through a ranking scale that includes measured public health outcomes.

Responsible Entity: Youth, Parks, & Community Enrichment Department

Timeframe: Near-term (2024-2029)

11. COMMUNITY PLAN AREAS AND SPECIAL STUDY AREAS

Introduction

This part of the Sacramento 2040 General Plan provides policy direction for two specific types of geographic areas: community plan areas and special study areas. The policy direction in this part of the General Plan supplements the citywide goals and policies contained in Part 2 of the General Plan.

COMMUNITY PLANS OVERVIEW

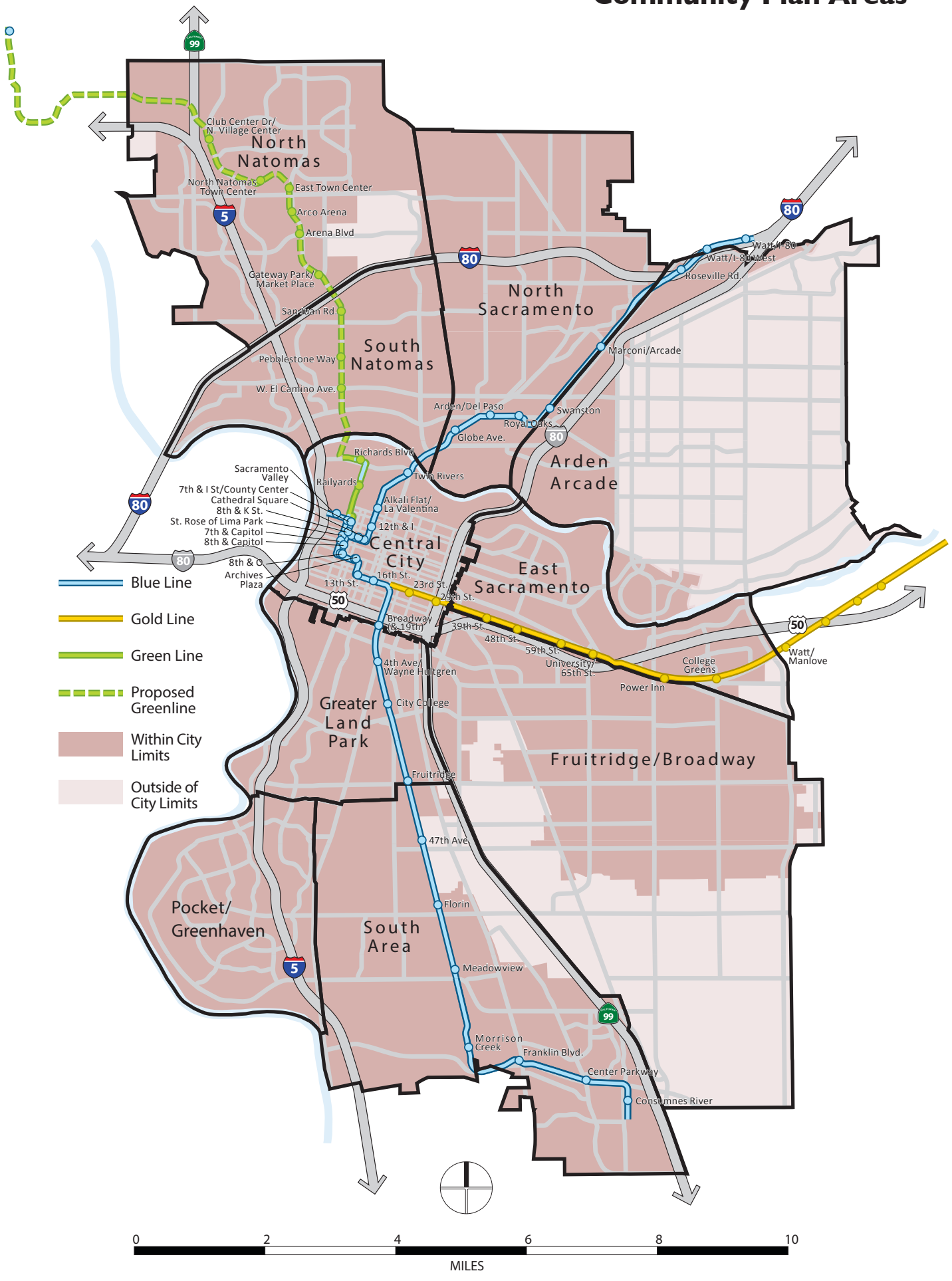
Within the city of Sacramento are 10 community plan areas. These community plan areas are listed below, and their boundaries are shown in **Map CP-1**:

- Arden Arcade
- Central City
- East Sacramento
- Fruitridge/Broadway
- Greater Land Park
- North Natomas
- North Sacramento
- Pocket/Greenhaven
- South Area
- South Natomas

Each of the community plan areas has unique characteristics, local landmarks, beloved neighborhoods, and community groups that bring people together. Each of the community plan areas also has its own issues and opportunities: places that need improved bicycle connections, vacant sites ripe for development, transit corridors that could be the centerpieces of more vibrant streets. Some of these issues and opportunities overlap with the city as a whole, and some are specific to the community plan area. In many cases, a community plan area's issues and opportunities can be mostly addressed in citywide policies in the main body of the General Plan; however, some that pertain to more specific issues of a community plan area—a particular street that could benefit from development incentives or a particular park that could be better used, for example—require more specific policies. The Community Plans address these types of issues and contain policies that apply only within the boundaries of each community plan area. These policies complement and amplify the General Plan and address community priorities and location-specific opportunities, and, per State law requirements, must be consistent with the citywide goals and policies.

Map CP-1

Community Plan Areas



The City of Sacramento has a long history of using community plans to provide policy direction for the various areas of the city. In the 1960s, the City Council adopted the city's first set of twenty-one community plans. In the 1970s, the City Council redrew community plan boundaries, reducing the number of community plan areas to eleven and establishing a policy basis for the City to eventually update all of its community plans according to the new boundaries. When the City adopted the 1988 citywide General Plan there were seven adopted community plans: Pocket (1979); Central City (1980); Airport Meadowview (1984); North Sacramento (1984); South Sacramento (1986); North Natomas (1986); and South Natomas (1988). The City adjusted community plan boundaries again for the 2030 General Plan Update, reducing the number of community plan areas from eleven to ten.

In preparing these updated community plans, community input was gathered over the course of the planning process, which included the following:

- **In-person community meetings** in each of the 10 community plan areas in August 2019;
- **Virtual open houses** with community plan area-specific proposals for community members to comment on in October 2020;
- **Community-led engagement** using "meetings in a box," an engagement toolkit designed for use by community groups, neighborhood associations, or friends to gather at a convenient time and location to share their ideas and proposals for the future of the city; and
- **Ongoing correspondence** from individuals and neighborhood organizations as well as citywide outreach activities.

Each of the 10 community plans is organized as follows:

Community Location

Each community plan begins with a brief description of the plan boundaries and area.

Development and Planning History

This background section describes the area's history and current characteristics.

Community Vision

The community vision distills feedback from community outreach into a vision statement for the community in 2040.

Community Issues and Opportunities

This section includes a list of the major issues and opportunities for the community plan area identified by residents, with annotations noting where these issues are addressed within the General Plan; sections describing land use and placemaking; economic development; mobility; and youth, parks, recreation and open space policies and how they are expected to impact the community, both at the General Plan and Community Plan level.

Community Policies

At the end of each community plan are the collected policies for each area. Land use, development intensity, roadway allocation, and park access maps are included in each section, where relevant.

These are not regulatory maps, but are zoom-ins of the maps included in the main body of the General Plan, and are intended to help to clarify the plans and show these topics at a neighborhood scale.

Relevant Plans and Studies

The City conducts studies and produces reports to collect and evaluate information related to specific issues. These studies and reports are undertaken at the direction of the City Council, as needed, to address a specific issue or topic for a community plan area. This section lists the relevant plans and studies that are directly pertinent to the community plan area.

Community Plan Organizing Goal and Policies

The following goal and policies provide direction for the preparation, update, and amendment of community plans, as well as the role of community plans.

GOAL

GOAL CP-1.1: MAINTAIN COMMUNITY PLANS THAT PROVIDE COMMUNITY SPECIFIC POLICY DIRECTION WITHIN THE FRAMEWORK OF CITYWIDE GENERAL PLAN GOALS AND POLICIES.

Policies

CP 1.1.1 **Community Plan Intent.** The City shall adopt and periodically update a community plan chapter for each community plan area that supplements citywide policies, to reflect community- and neighborhood-specific issues and provide conceptual direction for the development of identified opportunity areas.

CP 1.1.2 **Community Involvement.** The City shall ensure that the process for updating community plans includes broad community involvement by such groups as plan area residents, property owners, business owners, civic and community groups, public and nonprofit agencies, and City departments.

CP 1.1.3 **Community Plan Consistency.** The City shall ensure that every community plan is consistent with citywide General Plan goals and policies and does not include duplicate or redundant policies and standards addressed in the citywide General Plan.

CP 1.1.4 **Land Use Direction.** The City shall not prepare or adopt separate community plan land use diagrams (land use, minimum density, minimum FAR, and maximum FAR maps) as part of the community planning process. Community plans shall refer to and be consistent with the General Plan Land Use Diagrams. As community plans are prepared, updated, or amended, the City shall review the citywide Land Use Diagrams and shall amend the diagrams, as appropriate, using the designations in the citywide Land Use and Placemaking Element to reflect community issues related to infill, redevelopment, reuse, and new growth.

SPECIAL STUDY AREAS

Beyond the boundaries of the 2040 General Plan, the City has defined Special Study Areas that are adjacent to existing city limits. These unincorporated areas are of interest to the City, as the planning of the areas necessitates a coordinated effort by the City and County (**Map SSA-1**). In some cases, part or all of these areas may eventually be annexed by the City. For each Special Study Area, the discussion includes a brief description of existing conditions, background information that explains why the area is considered a "special study area," and information related to managing the future of the areas through City and County coordination. The five Special Study Areas are listed below:

- Arden Arcade Study Area
- East Study Area
- Fruitridge Florin Study Area
- Natomas Basin Study Area
- Town of Freeport Study Area

These areas are mapped and described at the end of this chapter.

11. ARDEN ARCADE COMMUNITY PLAN

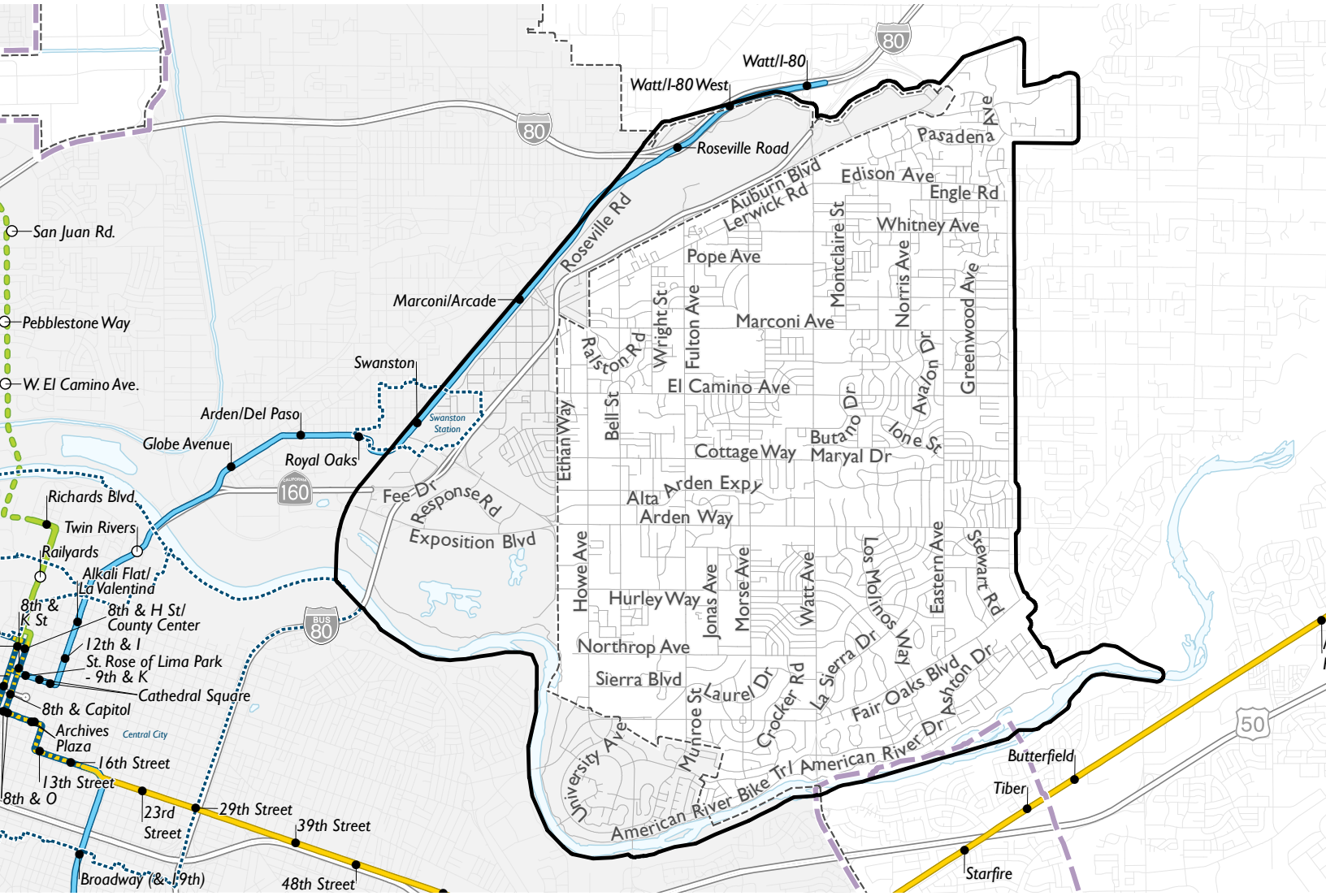
Introduction

COMMUNITY LOCATION

The Arden Arcade Community Plan Area straddles the northeast border of the City of Sacramento and Sacramento County. Approximately 6 square miles of the 22-square-mile Area is within the City limit. As shown in **Map CP-AA-1**, it is bounded loosely by the American River to the south, Arden Creek to the north, the California Exposition and State Fair ("Cal Expo") and Arden Fair Mall to the west, and Fair Oaks Boulevard, Ethan Way and Auburn Boulevard to the east; the remainder of the Area is in unincorporated Sacramento County. Unincorporated areas of Arden Arcade are some of the most intensely developed areas of unincorporated Sacramento County, containing suburban residential neighborhoods and developed commercial corridors. (These areas are included as part of this Community Plan Area due to the overlap in provision of public services and utilities to the unincorporated community; for example, the City has American River water rights that have a fixed boundary that includes some unincorporated areas adjacent to the city such as Arden Arcade.) Interstate 80 ("I-80") runs in the north-south direction near the eastern edge of the community alongside the Sacramento Regional Transit (SacRT) Blue Line light rail, connecting Arden Arcade to Downtown Sacramento and the greater city. Major thoroughfares include Watt Avenue, Marconi Avenue, Arden Way, and Fair Oaks Boulevard. The most prominent landmarks within Arden Arcade are Point West, Arden Fair Mall, the American River Parkway, and Cal Expo, which has been home to the California State Fair since 1968.

Map CP-AA-1

Arden Arcade Community Plan Area Boundary



Source: City of Sacramento, 2018; Dyett & Bhatia, 2023

Arden Arcade Community Plan Area Boundary

Sacramento City Limit

Specific Plan Area

Sphere of Influence

Water

Light Rail

Existing Light Rail Station

Proposed Light Rail Station

Existing Route

Blue Line

Blue/Gold Line

Gold Line

Green Line

Proposed Route

Proposed Green Line Extension

0 ½ 1 2 Mile

DEVELOPMENT AND PLANNING HISTORY

Arden Arcade is home to over 101,000 residents, approximately 12,500 of whom are residents of the city of Sacramento, and about 21,500 jobs within City limits, the majority of which are in the professional and business services; trade, transportation, and utilities; and education and health sectors. The area was largely agricultural for the first part of the twentieth century; the incorporated areas of Arden Arcade were annexed by the City of Sacramento between 1949 and 1970. Incorporated Arden Arcade is made up of nine neighborhoods (Del Paso Park, Ben Ali, Swanston Estates, Arden Fair, Point West, Cal Expo, Campus Commons, and Sierra Oaks), office and retail space, and approximately 600 acres of parks and open spaces, including Del Paso Regional Park, Haggin Oaks Golf Course, and University Park. A small portion in this part of the city is also serviced by Fulton El Camino Recreation and Park District. The area has the second-largest proportional concentration of multifamily housing units out of any Community Plan Area after Central City. It has abundant access to neighborhood services and open spaces, but also has Sacramento's highest retail vacancy rate.

MAJOR TRANSPORTATION ROUTES

Business 80 is the largest roadway connecting Arden Arcade to the greater Sacramento area and beyond. Auburn Boulevard is a major north/south corridor and follows the City limits on the north. Major east/west corridors include State Route 160, Arden Way, El Camino Avenue, and Marconi Avenue. Arterials provide automobile and bike access through the Plan Area and connect residents to surrounding communities and neighborhoods. The SacRT Blue Line light rail extends along the western edge of Arden Arcade, parallel to the Union Pacific Railroad line, which is still used to transport freight.

Community Vision

IN 2040, Arden Arcade is a clean and safe community with bustling businesses and job centers, well-connected transportation systems, and charming residential areas. The neighborhoods of Arden Arcade reflect the diversity of their residents, with a wide range of affordable and varied housing options that support a vibrant, welcoming community. Partially located within the city of Sacramento, Arden Arcade has seamless connectivity and integration with the small businesses, street grid, and recreational amenities of the adjacent unincorporated County. Existing assets and new investments in infrastructure and transportation have helped to reinforce the prosperity of the mixed-use corridor along Arden Way. Pedestrian- and bicycle-friendly designs are integrated into an efficient network with the SacRT Blue Line light rail and frequent bus service, ensuring that travelers of all ages and abilities are connected to essential resources and key destinations via tree-lined streets. This ease of accessibility and the economic success of new businesses, professional services, and local retailÑincluding grocery stores and farmers' marketsÑhave reinvigorated community spaces that are safe, clean, and inviting, while complementing regional attractions like Cal Expo and Arden Fair Mall. Residents take pride in how clean the streets and public spaces are, and how little crime there is in Arden Arcade. Robust public services, including additional resources for people with mental health illnesses and after-school programs and youth mentorships for area youth, help to foster a compassionate community atmosphere. Energetic residents enjoy Arden Arcade's many parks and open space areas, including Del Paso Regional Park and American River access points, with fresh, clean air, and expansive tree canopy.

Community Issues and Opportunities

The following local planning issues and opportunities are synthesized from community input gathered over the course of the planning process, which included an in-person Community Plan Area meeting in August 2019, a virtual open house conducted in October 2020, community-led "meetings in a box," and ongoing correspondence from individuals and neighborhood organizations as well as citywide outreach activities. The colored dots next to each paragraph and shown in the legend below indicate where readers can find policies and information related to each community issue and opportunity.

Housing Quality and Affordability - Around 50 percent of housing units in Arden Arcade are single-unit homes, and home sale and rental prices are, on average, higher in this area than in Sacramento as a whole. There are opportunities for more of a variety of different housing types, including affordable housing. In some areas of Arden Arcade, there are many people experiencing homelessness, and some residents want to ensure that proposed shelters provide important social services. New housing should recognize a wide spectrum of need across income ranges. Some existing low-income housing is out of compliance with codes and requires upgrades.

Expanded Tree Canopy - Arden Arcade has comparatively lower tree canopy coverage than other areas and high vulnerability to extreme heat, as well as some of the highest rates of asthma hospitalizations in Sacramento, presenting opportunities for targeted policies to improve the health and well-being of residents through expanded tree planting.

Connectivity - Convenient, connected, and enjoyable transportation options that make it easier to get around without a car in Arden Arcade are major community priorities, and providing community members with more options to get around can help to reduce high traffic volumes currently experienced in areas near the highway and Arden Fair Mall. Shady, tree-lined corridors and more connected walking and cycling paths can make walking and biking feel more comfortable in the community. Residents also identified a need for more frequent transit service as well as more accessible transit options for seniors and people with disabilities. In previous planning efforts, residents have identified strong desire to overcome barriers to walking and biking that are currently created by the heavy rail tracks.

Public Services - Increased public services, including additional resources for people with mental health illnesses, after-school programs and youth mentorships, and a culture and arts venue (such as a community theater) present opportunities to promote community cohesion and support vulnerable populations.

Community Safety - Reducing crimes such as graffiti and littering and improving the feeling of safety are priorities in Arden Arcade. There have also been several fire-related incidences in the community; improving emergency response and public safety are important issues for residents.

Neighborhood Beautification - While Arden Arcade is home to several natural open space resources, including the American River Parkway, many residents felt these resources could be better utilized. Some noted that trash and graffiti along highways and in open spaces inhibits use and comfort in public spaces. Increased maintenance, community clean up, neighborhood beautification, and better access

could increase usability of the American River Parkway and other local parks and open spaces, as well as foster community spaces as comfortable gathering places.

Parks Access and Amenities - Residents noted that regular maintenance including clean up and safety inspections of green spaces, parks, and recreation facilities, planting more trees, and use of drought-tolerant, native plants could contribute to the sustainability and quality of life in the community. Some areas lack access to parks within an easy walking distance, particularly the portion of Arden Arcade within the City limits. Del Paso Regional Park is widely considered an underutilized resource due to its location near the City boundary and barriers to access. Some residents would like to cultivate parks as vibrant destinations by allowing community events at parks and attracting commercial uses such as restaurants around the edges of parks.

Community Identity - Split between incorporated and unincorporated areas, Arden Arcade nonetheless has a strong sense of identity. Many residents of the unincorporated area of Arden Arcade are strongly in favor of maintaining the current City boundaries, keeping the majority of the Arden Arcade Community Plan Area unincorporated.

Contextual Topic Areas

LAND USE AND PLACEMAKING

In Part 2 of the General Plan, the Land Use and Placemaking Element includes a land use diagram as well as maps that show maximum floor area ratio (FAR), minimum FAR, and minimum density standards across the city. Together, these maps provide direction for land use and development intensities citywide. Development in Arden Arcade is subject to these citywide development standards, and close-ups of these land use designations and development intensities for the Arden Arcade Community Plan Area are provided in **Maps CP-AA-2** through **CP-AA-5** for ease of reference.

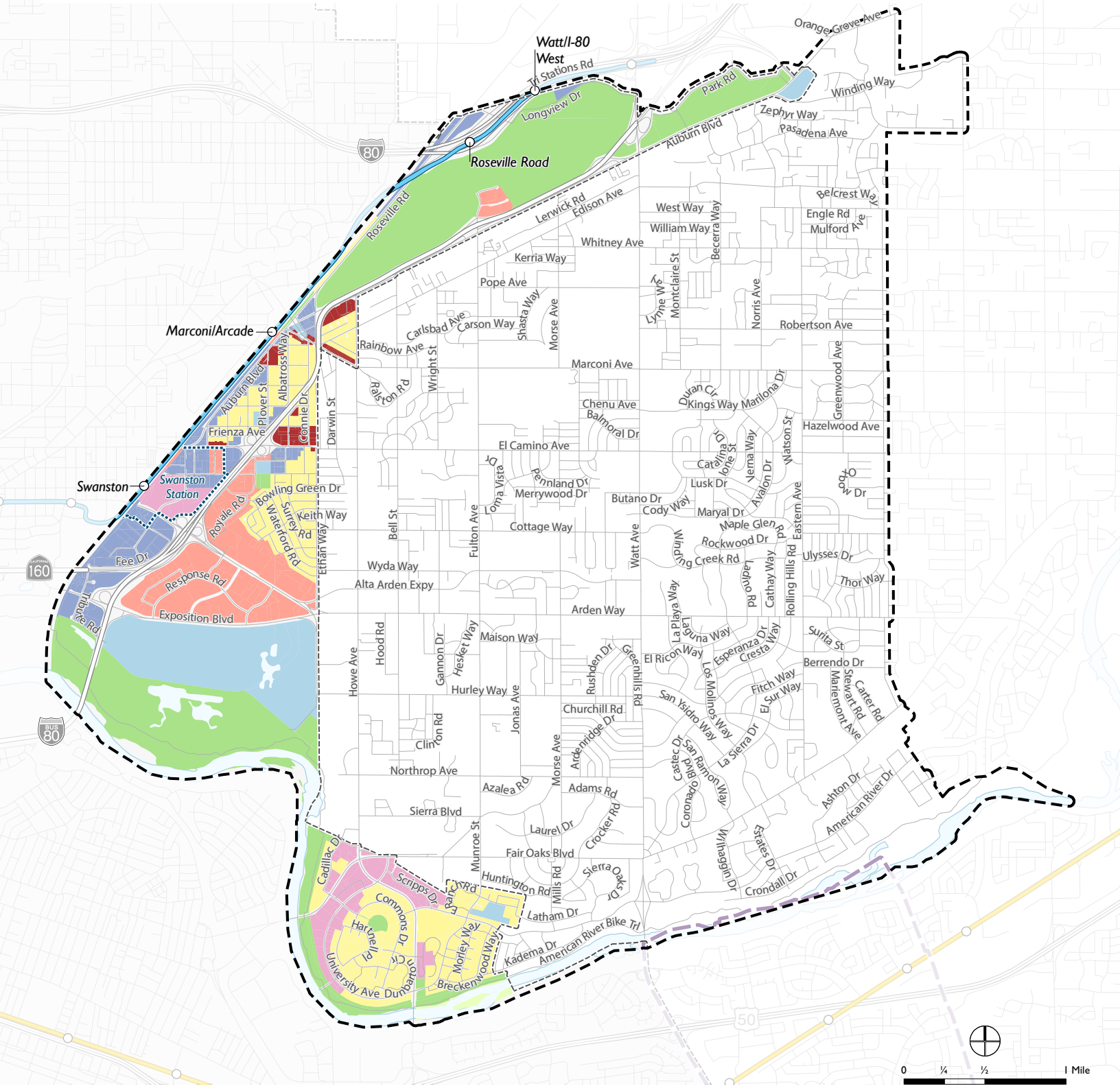
These standards and designations seek to encourage the production of more affordable housing in Arden Arcade; facilitate vibrant mixed-use development in vacant and underutilized lots; and support retail vitality and more frequent, reliable transit with higher intensities and more homes near transit stations.

Land use designations establish the type of future development envisioned throughout the Planning Area. In Arden Arcade, mixed-use areas are clustered near light rail to incentivize multi-unit housing in proximity to transit to support more frequent/reliable service. Maximum allowed development intensities, shown as FAR allowed on each parcel, control the size and bulk of development but allow wider ranges of housing types to be built throughout Arden Arcade. Higher-intensity development is clustered along important transit corridors, with lower intensities planned for existing neighborhoods and further from transit.

The Housing Element, published under separate cover, contains numerous policies and programs addressing homelessness, ensuring affordable housing choices for people of all ages and income levels, and preventing displacement, which are important community priorities. See the Land Use and Placemaking Element for land use designations that describe allowed and desired uses, as well as for goals, policies, and actions that promote the development of a wider variety of affordable housing types, and strengthening Sacramento's sense of place.

Map CP-AA-2

Arden Arcade Land Use



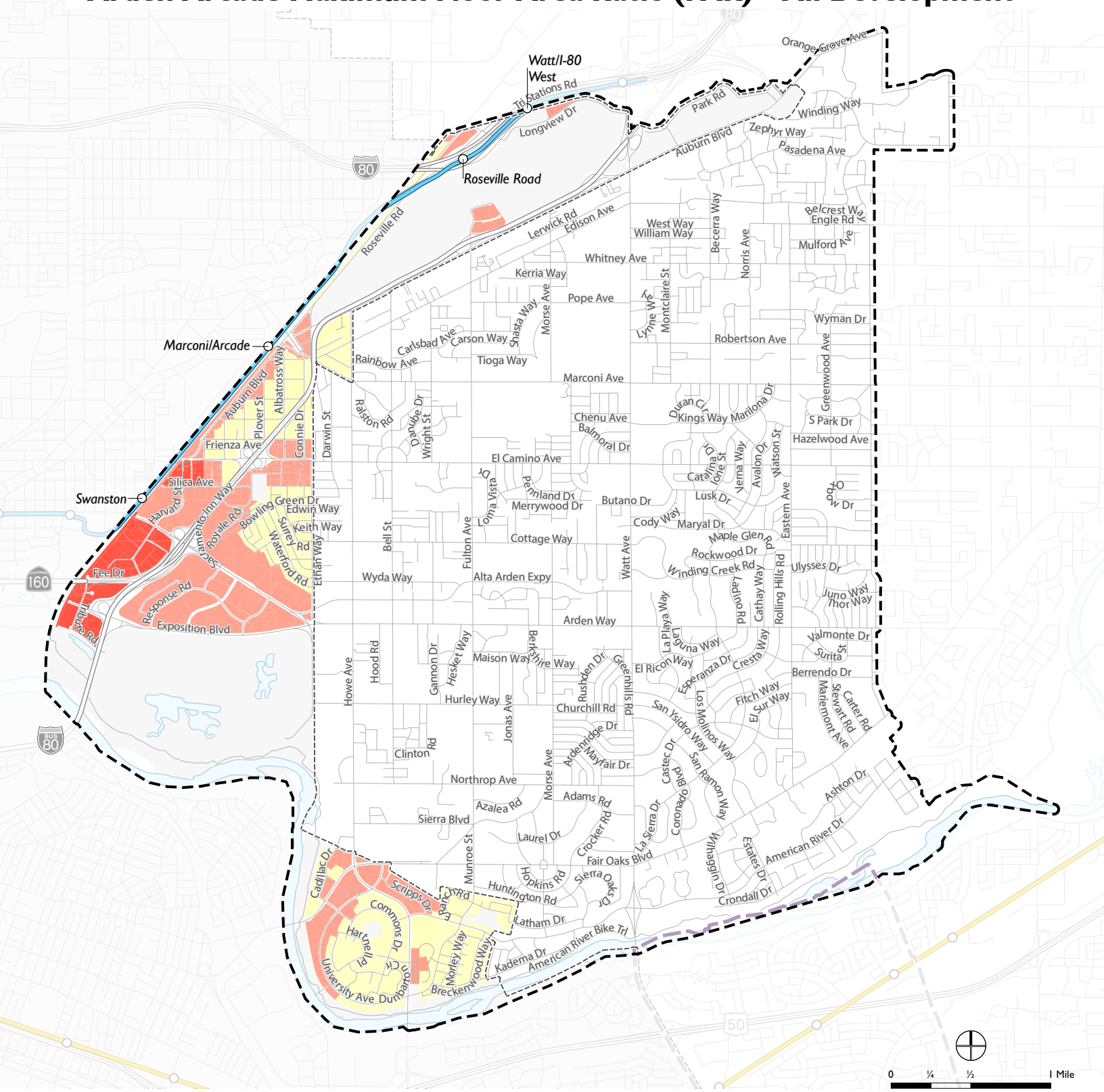
Land Use Designations

- Rural Residential (RR)
- Neighborhood (N)
- Residential Mixed-Use (RMU)
- Office Mixed-Use (OMU)
- Commercial Mixed-Use (CMU)
- Employment Mixed-Use (EMU)
- Industrial Mixed-Use (IMU)
- Public/Quasi-Public (PQP)
- Parks and Recreation (PR)
- Open Space (OS)
- Specific Plan Areas
- Sacramento City Limit
- Arden Arcade Community Plan Area Boundary
- Sphere of Influence
- Water
- Blue Line

Source: City of Sacramento, 2018; Dyett & Bhatia, 2022

Map CP-AA-3

Arden Arcade Maximum Floor Area Ratio (FAR) - All Development



Maximum Allowed FAR

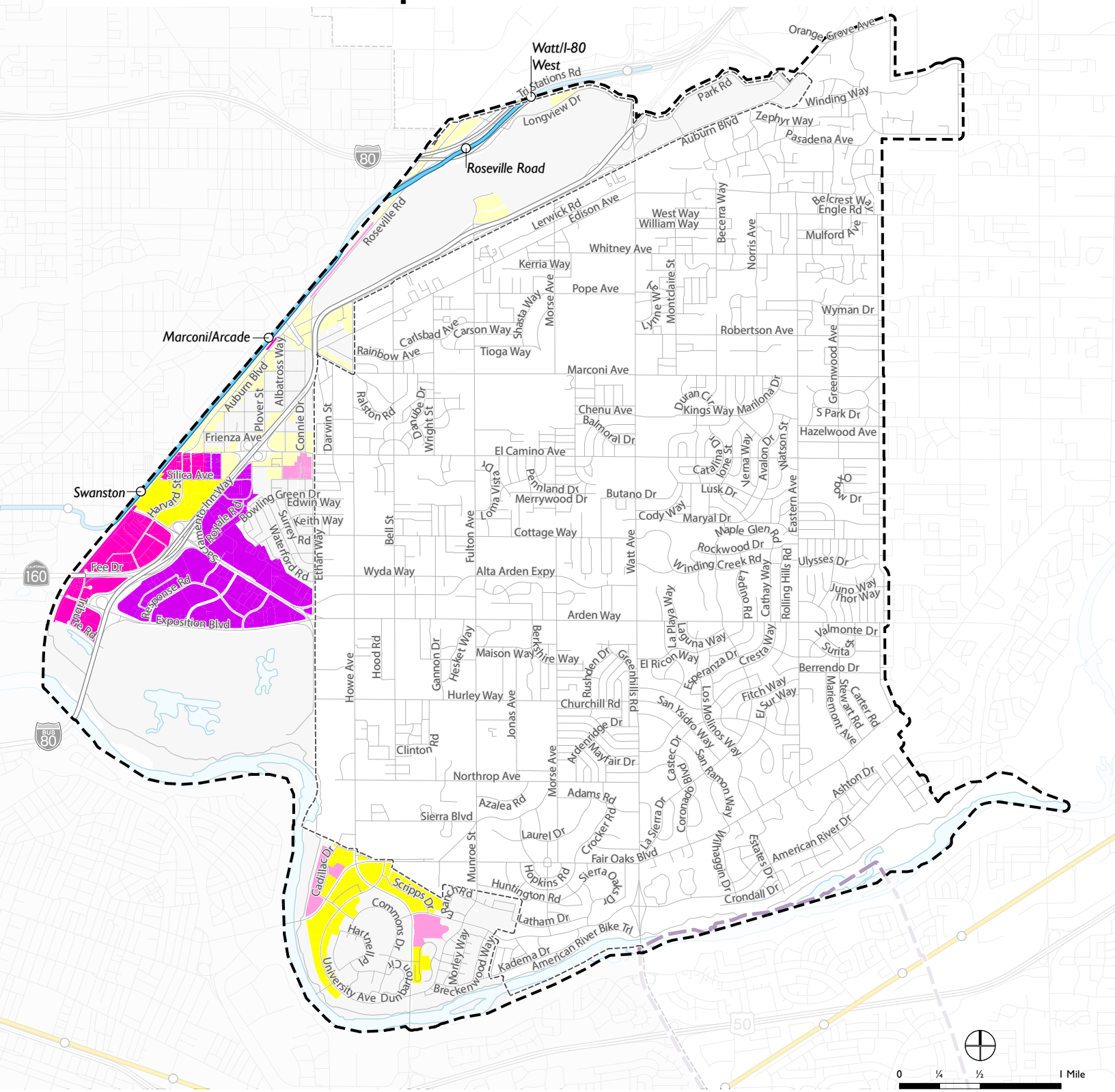
- 1.0
- 2.0
- 4.0
- 5.0
- 6.0
- 8.0
- 10.0
- 15.0
- N/A FAR

- Sacramento City Limit
- Arden Arcade Community Plan Area Boundary
- Sphere of Influence
- Water
- Blue Line

Source: City of Sacramento, 2018; Dyett & Bhatia, 2022

Map CP-AA-4

Arden Arcade Minimum Floor Area Ratio (FAR) - Mixed-Use and Non-Residential Development



Minimum Allowed FAR

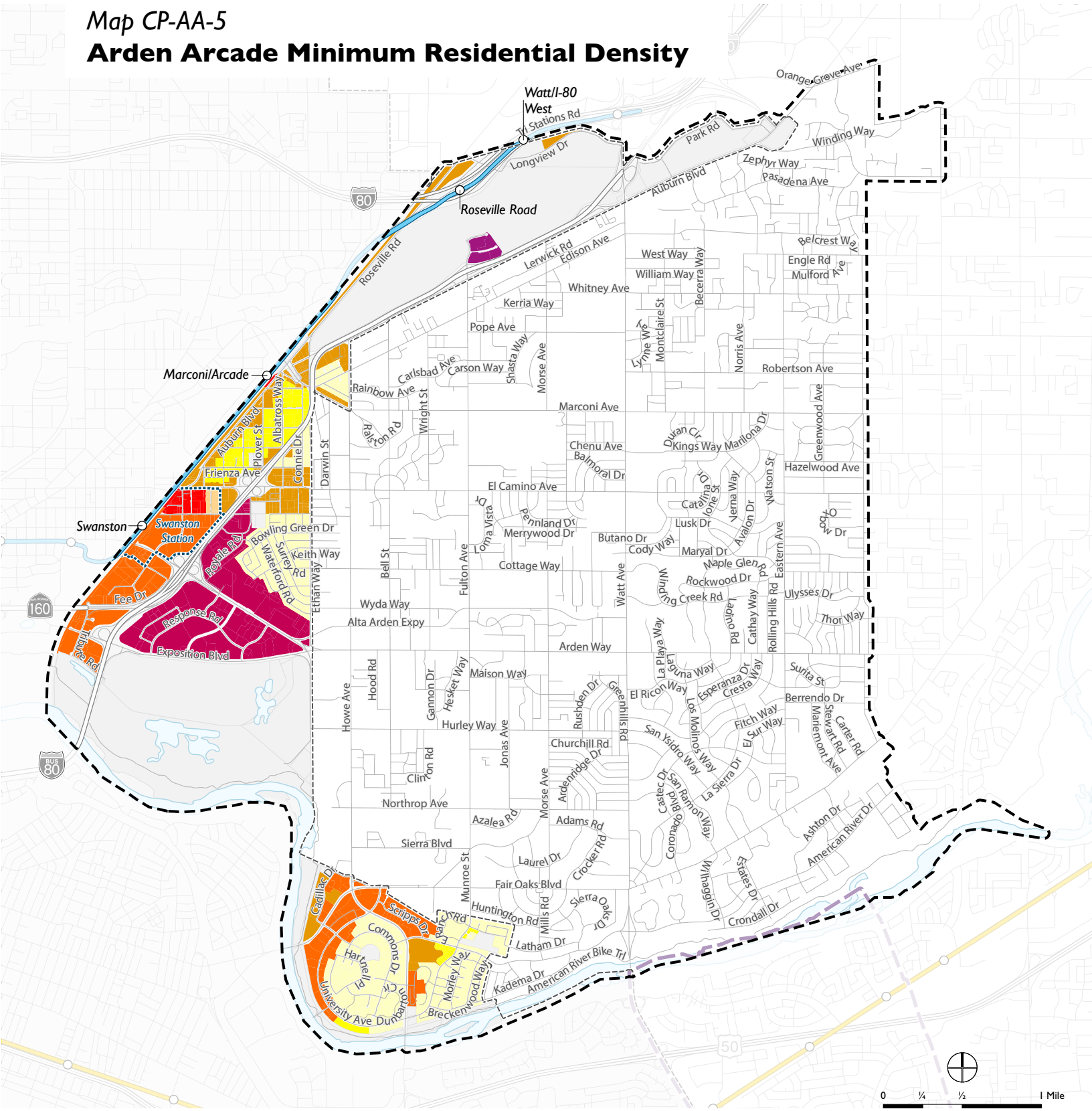
0.15	0.50
0.25	1.50
0.30	2.00
0.35	3.00
0.40	N/A FAR

- Sacramento City Limit
- Arden Arcade Community Plan Area Boundary
- Sphere of Influence
- Water
- Blue Line

Source: City of Sacramento, 2018; Dyett & Bhatia, 2022

Map CP-AA-5

Arden Arcade Minimum Residential Density



Dwelling Units (per acre)

0.25	18
3	20
7	24
8	32
12	33
15	61

- Specific Plan Areas
- Sacramento City Limit
- Arden Arcade Community Plan Area Boundary
- Sphere of Influence
- Water
- Blue Line

Source: City of Sacramento, 2018; Dyett & Bhatia, 2022

MOBILITY

Improving transportation safety, transit reliability, and bicycling and walking connectivity are major priorities for the Arden Arcade community. Segments of both Arden Way and Howe Avenue are Vision Zero Top 10 Corridors, which are the streets in the city with the highest numbers of fatal and serious crashes involving people walking, bicycling, or driving. The segment on Arden Way is in a disadvantaged community.

Improvements and interventions identified in the Mobility Element, Pedestrian Master Plan, Bicycle Master Plan, and Transportation Priorities Plan will help to address gaps in walking and bicycling networks, including connections to transit. Enacting these policies present opportunities to enhance safety, support public health and recreation, and create attractive ways to travel that are healthy, lower cost, and climate-friendly.

Additional policies around transportation safety, transit frequency and reliability, and pedestrian and bicycle infrastructure can be found in the Mobility Element.

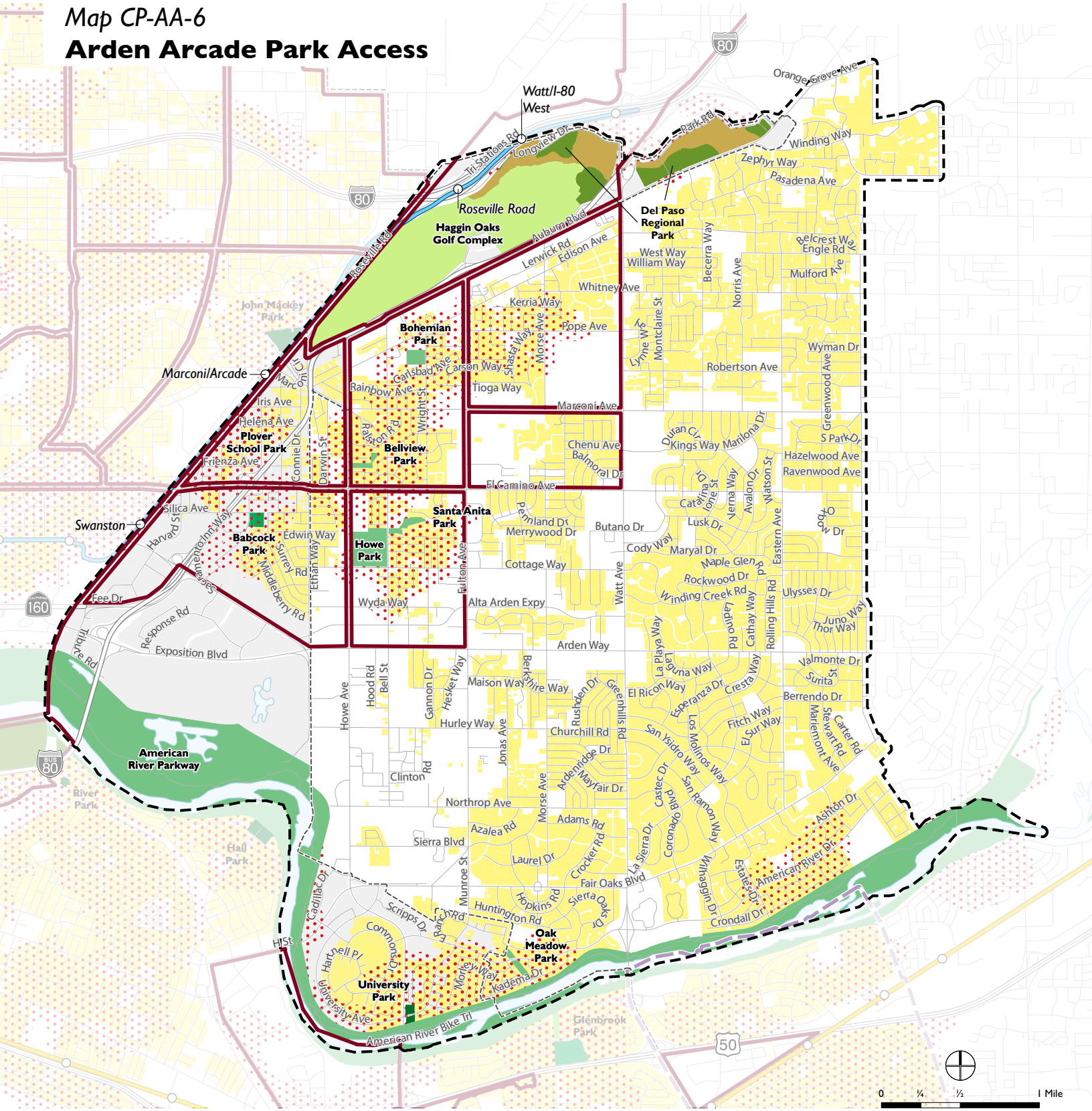
PARK ACCESS

Arden Arcade within the City limits, has one natural habitat area, one regional park, one golf course, and one neighborhood park for a total of 600 acres of recreational space. The majority of this parkland is within the Del Paso Regional Park located on the edge of the Community Plan Area and is less accessible to residents. There are also 21 non-City owned parks within the unincorporated area of the County, mostly operated and maintained by Fulton El Camino Recreation and Park District. There are significant portions of residential areas which do not have a park within easy walking distance, particularly for lower income residents in the north-west part of the community plan area, which is in the City limits. **Map CP-AA-6** illustrates accessibility to parks within the Community Plan Area. In some cases, lack of access is due to a lack of nearby parks, and in others, it is due to barriers such as Business Route 80; or a lack of infrastructure (i.e. missing sidewalks or crosswalks), or a lack of available public transit. Addressing barriers to access where possible and creating new parks for underserved areas can help to improve park access. Del Paso Regional Park, which many residents consider an underutilized asset, could better serve the community by improving pedestrian connections and offering more nature-oriented programming. Building on existing programs at Mira Loma High School and expanding to partnerships with additional area schools to further study Arcade Creek could expand opportunities for area youth to interact with the valuable nature area at Del Paso Regional Park. Increasing partnership with Twin Rivers School District to provide access to their schoolyards after school hours would also help provide access to additional park space.

Additional policies addressing park maintenance, programming, and access can be found in the Youth, Parks, Recreation, and Open Space Element.

Map CP-AA-6

Arden Arcade Park Access



10-minute Walking Access to a Park

Existing Parks

City Facility

- Neighborhood
- Community
- Parkway
- Regional

Other Public Facility

- Golf Course
- Natural Habitat Area
- Non-City Parks

- SB 535 Disadvantaged Community
- Residential Area
- Sacramento City Limit
- Arden Arcade Community Plan Area Boundary
- Water

- Blue Line
- Gold Line

Source: City of Sacramento, 2018; Dyett & Bhatia, 2022

Community Policies

The policies below address issues specific to Arden Arcade and supplement Citywide policies; many of the issues and opportunities of Arden Arcade are common to many areas of Sacramento and are addressed at the citywide level.

Land Use and Placemaking

AA-LP-1 **Cal Expo.** The City shall continue to support Cal Expo in considering and evaluating options for reuse of its property, including the improvement of active transportation connections to the area.

Historic and Cultural Resources

There are no historic and cultural resource policies specific to Arden Arcade 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 economic development policies specific to Arden Arcade that supplement the citywide General Plan policies. Please see the Economic Development Element in Part 2 of the General Plan.

Environmental Resources and Constraints

There are no environmental resources and constraints policies specific to Arden Arcade that supplement the citywide General Plan policies. Please see the Environmental Resources and Constraints Element in Part 2 of the General Plan.

Environmental Justice

AA-EJ-1 **Tree Planting in Parking Lots.** The City shall work with landowners, property management, and transit operators to ensure that future major reuse plans for currently under-shaded parking lots increase tree canopy and include other urban heat interventions. The effort should consider public, private and community collaborations that can facilitate actions to improve air quality and reduce the urban heat island effect in Arden Arcade.

Mobility

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

Public Facilities and Safety

AA-PFS-1 **Neighborhood Clean-Up**. The City shall communicate with local organizations, residents and businesses to address illegal dumping in Arden Arcade by promoting use of the City's 311 system and support ongoing efforts to proactively deter illegal dumping and provide resources to alleviate blight and investigate complaints.

Youth, Parks, Recreation, and Open Space

AA-YPRO-1 Del Paso Regional Park Educational Programs. The City will support collaborative efforts with area elementary, middle, high schools, and colleges to expand educational uses of Del Paso Regional Park and Arcade Creek, including through botanical and art programs, wildlife and water study, and creek clean-up days.

AA-YPRO-2 New Park Site. The City shall work with Twin Rivers Unified School District, Fulton El Camino Recreation and Park District and the community to identify a site for a new neighborhood park in the underserved neighborhood of Swanston Estates and possibly pursue a joint use agreement.

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 Arden Arcade Community Plan:

- Marconi Station Technical Background Report (2012)
- American River Parkway Plan (2008)
- Swanston Station Transit Village Specific Plan (2007)

11. CENTRAL CITY COMMUNITY PLAN

COMMUNITY LOCATION

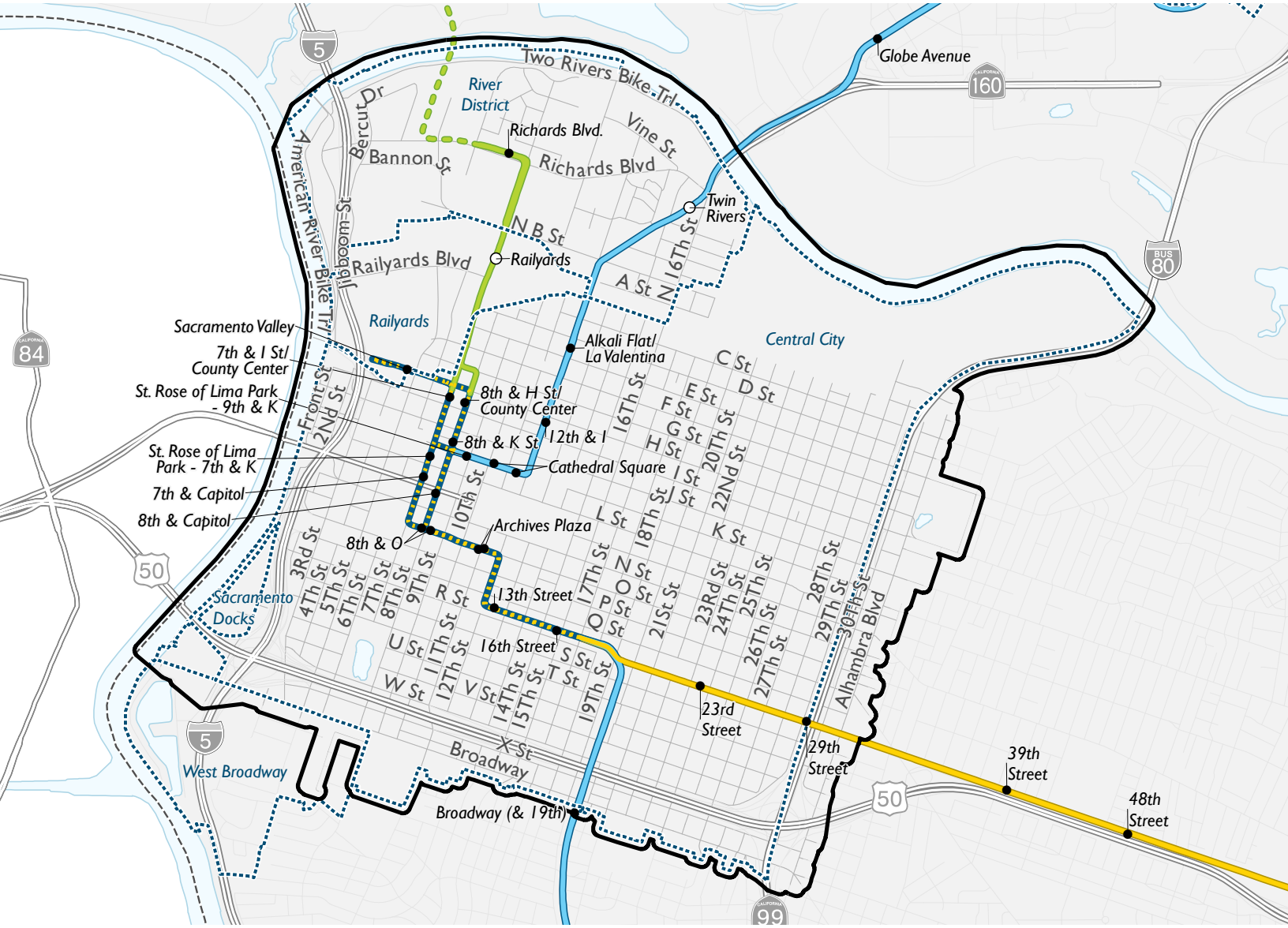
The Central City Community Plan Area encompasses about seven square miles at the core of the City of Sacramento, and includes Downtown, Midtown, Old Sacramento Waterfront, the Railyards, and River District. As shown on **Map CP-CC-1**, the area is bounded by the American River to the north, the Sacramento River to the west, Alhambra Boulevard to the east, and Broadway to the south. Interstate 5 (I-5) extends north-south by the western boundary of the community and Highway 50 extends east-west by the southern boundary. The Central City is a destination for tourists, rich with cultural and recreational attractions, and is the regional hub for economic and government institutions. Central City boasts important landmarks such as Old Sacramento Waterfront, K Street, Crocker Art Museum, the State Capitol, Downtown Commons (DOCO) and the Golden 1 Center, the Convention Center, Memorial Auditorium, the SAFE Credit Union Performing Arts Center, Midtown, Sutter's Landing Regional Park, and Sutter's Fort.

DEVELOPMENT AND PLANNING HISTORY

The Central City is home to the earliest settled area of modern Sacramento – Sutter's Fort, which was established in 1840 by John Augustus Sutter. Sutter's settlement became an important trading port along the Sacramento River, and following the discovery of gold in 1849, Sutter laid out a grid of streets extending from the bustling riverfront embarcadero and named the new town Sacramento. In 1879, Sacramento was established as the State Capitol, and a series of major floods and rebuilding processes as well as the introduction of a streetcar line in the 1870s spurred rapid growth within and beyond the Central City through the late nineteenth and first half of the twentieth century. Following WWII, physical and economic decline in Downtown as well as a loss in tax revenue due to booming suburban development in Sacramento's further neighborhoods led the City to undertake redevelopment and urban renewal efforts in the Central City. Urban renewal projects such as the construction of Interstate 80 (I-80), I-5, and the K Street Mall, as well the corresponding demolition of the West End neighborhood and displacement of its residents (this history is described in more detail in the Environmental Justice Element, and the accompanying report, "Race and Place in Sacramento"), resulted in major changes to the Central City's physical and social character. By the early 2000s, major zoning and land use regulations had transformed the Central City into the bustling urban downtown familiar to residents today.

Map CP-CC-1

Central City Community Plan Area Boundary



Source: City of Sacramento, 2018; Dyett & Bhatia, 2023

- Central City Community Plan Area Boundary
- Sacramento City Limit
- Specific Plan Area
- Sphere of Influence
- Water

Light Rail

- Existing Light Rail Station
- Proposed Light Rail Station

Existing Route

- Blue Line
- Blue/Gold Line
- Gold Line
- Green Line

Proposed Route

- Proposed Green Line Extension

0 ¼ ½ 1 Mile

Today, as a major regional employment center, the Central City is home to approximately 35,500 residents and over 117,000 jobs, the majority of which are in government, professional and business services. As the State capital and urban core of Sacramento, the Central City has the highest concentration of office space and government jobs, as well as the most multi-family housing of any community plan area in the city. The Central City houses 30 historic districts, including Old Sacramento Waterfront, which is a designated National Historic Landmark District. Residents enjoy access to a robust transit network, including the SacRT Blue, Gold, and Green Lines, several bus routes, and the Sacramento Valley Station, as well as pedestrian-oriented retail and commercial areas, and tree-lined streets and alleys built atop a historic grid. Small plazas, city parks, and waterfront areas such as Tiscornia Park and Sutter's Landing Park provide residents with a range of open space and recreation opportunities.

In 2018, the City adopted the Central City Specific Plan (CCSP), a policy document with a planning horizon of twenty years that implements the General Plan, providing an overarching vision, as well as strategies and actions for catalyzing the development of a modern, inclusive, interconnected and mature urban center in the Central City with 10,000 new housing units. Other Specific Plans within the Community Plan Area include the River District Specific Plan, the Railyards Specific Plan, and the West Broadway Specific Plan.

MAJOR TRANSPORTATION ROUTES

Regional access to and from the Central City is provided by I-5, I-80, Highway 160, and Highway 99. The Central City street network is laid out in a grid pattern with numbered streets running north/south and lettered streets running east/west. Major streets that connect the Central City with outlying areas include 15th Street and 19th Street running south; 16th Street and 21st Street running north (to C Street); J Street running east; I Street running west; and Capitol Avenue running east/west. In addition to these major streets, the I Street Bridge and Tower Bridge connect Sacramento with the City of West Sacramento. The Central City is also the convergence of the Blue and Gold Line light rail tracks that connect Downtown with northeastern, eastern, and southern Sacramento.

Community Vision

IN 2040, the Central City is the vibrant urban core of Sacramento, one of the most livable cities in the United States. With tree-lined streets, thriving businesses, and a dynamic mix of historic and contemporary architecture, the Central City is a wonderful place to live and work. An array of housing choices in both Downtown and Midtown cater to residents of all backgrounds and income levels and allow people to stay in the community their whole lives. Historic single-unit homes, duplexes, and triplexes co-exist with row houses, condos, apartment buildings, supportive housing, and senior housing, fostering a thriving, diverse community. New and infill developments built around transit link the amenities and bustle of Downtown with the beauty of the Sacramento and American Rivers. Old Sacramento Waterfront continues to be a regional draw and offers both tourist-oriented and community-centric shops and entertainment.

As the seat of government for California, the thousands of State employees who commute in to work from all over the region can arrive comfortably on the light rail or the extensive bus network; many people employed in the Central City also call the community home. Slower driver speeds; car-free areas; and a variety of connected, convenient and frequent transit optionsÑbuses on dedicated lanes, light rail and commuter rail; protected bikeways; separated sidewalks; and well-managed

car/bike/scooter-sharingÑare available to lessen driving dependency and support the sustainability-forward, active lifestyle of the Central City residents. Music venues, theaters, art studios, and prominent murals showcase Central City's culture. Fresh, local foods are available from farmers' markets, community gardens, and local restaurants and cafés. The Central City's abundant housing, tree-lined streets, walking paths, and clean, vibrant public parks combine to create unsurpassed urban living, a welcoming blend of Sacramento's rich history and its dynamic future.

Community Issues and Opportunities

The following local planning issues and opportunities are synthesized from community input gathered over the course of the planning process, which included an in-person Community Plan Area meeting in August 2019, a virtual open house conducted in October 2020, community-led "meetings in a box," and ongoing correspondence from individuals and neighborhood organizations as well as citywide outreach activities. The colored dots next to each paragraph and shown in the legend below indicate where readers can find policies and information related to each community issue and opportunity.

Transit-Oriented Development - The Central City boasts the best levels of transit service in the city of Sacramento, presenting important opportunities for further transit-oriented development that will help the City achieve communitywide goals for sustainability, climate action, and economic resilience. Relatively high land values make high density/intensity infill development more financially feasible; many community members would like to see more development intensity in Midtown, on the T Street corridor, on the east side of 12th Street, and near transit stations.

Preservation and Reuse - The Central City has an array of beautiful historic districts and landmarks that make an important contribution to sense of place. Many residents are eager to maintain and preserve historic buildings and sites and are interested in adaptive reuse of historic buildings in instances when the building's original use becomes impractical or infeasible. Reuse of older buildings could provide cost-effective sites for important amenities and services in a manner that enhances the existing built environment and celebrates the city's heritage. Some community members would also like to see new development be designed to be compatible with existing historic resources. Old Sacramento is seen as an important asset for the city, and many locals would like to see the district, which now caters mainly to tourists and visitors, have more community-centric attractions and amenities.

Housing - The Central City has the highest percentage of multi-unit housing out of any community plan area, but is experiencing ongoing gentrification, with many low-income residents either already or in the process of becoming priced out of the area, a top concern for Central City residents. Special attention should be made to ensure that residents can comfortably age in place and that persons of all backgrounds can thrive in a healthy environment without worrying about being priced out of the area. A wider range of affordable housing options and tenant protections can help prevent displacement.

Active Transportation and Connectivity - The Central City has a robust mix of land uses, and a variety of mobility options that make it relatively easy to live and get around without a car. Many community members would like to build on these successes to further improve car-free options and multi-modal connections to reduce the number of cars in the Central City; expand bicycling, walking

and transit infrastructure, including bike parking, street lighting, shade trees, transit signage, and increased transit frequency; and increase bike- and scooter-share options. Many residents expressed a vision for being "tailpipe free" in 2040.

Curbside Management - New mobility platforms, and shared mobility services are quickly arriving to Sacramento. As mobility, transportation, and delivery services develop and come online, the curb will be impacted differently and competing interests regarding use of the curb is expected. Although emerging services including, Transportation Network Company (TNC) rideshare companies, carshare, and rideable services help people with getting around the dense urban core of Sacramento, community members have expressed concerns with safe loading and unloading, and appropriate use of bike lanes and sidewalks would improve safety and comfort, particularly in heavily trafficked areas within the Central City.

Transportation Safety - With so many people walking, scooting, and bicycling in the Central City, transportation safety is a high priority for residents. 12th Street is one of Sacramento's top 10 corridors in the city involving the highest numbers of fatal and serious crashes involving people walking, bicycling, or driving.

Arts and Neighborhood Beautification - The Central City's rich arts and cultural scene is a point of pride for the community. It includes the historic R Street District, home to the Warehouse Artist Lofts as well as an array of theater companies including Celebration Arts, Capital Stage, Sacramento Theater Company and B Street Theatre. A burgeoning contemporary dance scene and many live music venues present local and national talent, while murals by local, national, and international artists adorn walls throughout the area. Museums and cultural treasures, like the Latino Center of Art and Culture and Brazilian Center for Cultural Exchange, contribute to the area's cultural vitality. The City's Art in Public Places program boasts iconic sculptures throughout the area. Implementation of the strategies and policies identified in the Creative Edge Plan will expand opportunities to integrate Sacramento's public art program into the planning, funding, and design of capital improvement projects, cementing the Central City's identity as a regional cultural destination. Community members would also like to see improved maintenance of public facilities such as parks, community gardens, restrooms, tree canopies, and wayfinding signage to ensure that streetscapes are vibrant and attractive, and that neighborhoods will continue to be pleasant to both look at and live in. It is becoming increasingly difficult for artists to find affordable creative space in the Central City.

Affordable and Attractive Retail - Central City residents value their neighborhood shops, cafes, and restaurants, particularly from local businesses that cater primarily to residents. There is also a desire for more dense, walkable neighborhoods with mixed-use office and retail spaces like those along J Street bordering the Boulevard Park and Midtown neighborhoods. New goods and services located within neighborhoods that cater to healthy and active lifestyles, such as affordable retail, grocery, and restaurant options, are desirable to many community members.

Park Access and Amenities - Parks are critical to sense of place and a connection with nature in the Central City. Because the Central City is an urban environment, available land is constrained; therefore, creating new parks is difficult. Despite this, there are creative opportunities for residents to experience park space in privately owned public spaces, such as rooftop patios and gardens, outdoor dining converted from on-street parking spaces, and activating alleys into small public places. Features like these could ensure that even residents who are not within easy walking distance of a park, such as in the Newton Booth and Richmond Grove neighborhoods, would have access to

park spaces and recreation areas. Residents would also like to see more consistent maintenance of existing parks, as well as more litter receptacles and safe and clean public restrooms in parks.

Public Services and Facilities - Residents emphasized the need for more support services for mental health, substance abuse, and employment, coupled with increased housing options for people experiencing homelessness, and asked for increased enforcement of unpermitted camping and loitering throughout the Central City.

Environmental Justice and Hazardous Site Remediation - Disadvantaged communities—areas in California that most suffer from a combination of economic, health, and environmental burdens including poverty, high unemployment, air and water pollution, presence of hazardous wastes, and high incidence of asthma and heart disease—are located throughout a large portion of the Central City. Additional housing resources, transit options, and accessibility considerations are of critical concern for these communities, as well as for seniors and people with disabilities. Former industrial uses in the Railyards district and other locations within the Central City has left soil and water pollution that must be cleaned up before development can occur so that no residents or tenants faces unhealthy living conditions. The Railyards Specific Plan outlines goals and policies to ensure that public health, safety, and the environment are protected in that area.

Contextual Topic Areas

LAND USE AND PLACEMAKING

In Part 2 of the General Plan, the Land Use and Placemaking Element includes a land use diagram as well as maps that show maximum floor area ratio (FAR), minimum FAR, and minimum density standards across the city. Together, these maps provide direction for land use and development intensities citywide. Development in the Central City area is subject to these citywide development standards, and close-ups of these land use designations and development intensities for the Central City Community Plan Area are provided in **Maps CP-CC-2** through **CP-CC-5** for ease of reference.

Land use designations and development intensities, as well as land use and urban design policies in the CCSP and this General Plan, are regulatory tools that are meant to encourage the type of mixed-use development patterns that community members would like to see, as well as to stimulate housing production near high-frequency transit, along commercial corridors, and near Downtown; foster walkable environments; and facilitate the production of a wider variety of housing at different price points, including affordable housing. Maximum allowed development intensities, shown as a FAR allowed on each parcel, control the size and bulk of development but allow wider ranges of housing types to be built throughout the Central City. Higher intensity development is permitted throughout most of the Community Plan Area, while maintaining lower intensities that are in character with historic districts farther from transit. Work by the local Property and Business Improvement Districts (PBIDs) finance maintenance, improvements, and programs that help to promote local businesses and foster vibrant parks and mixed-use places.

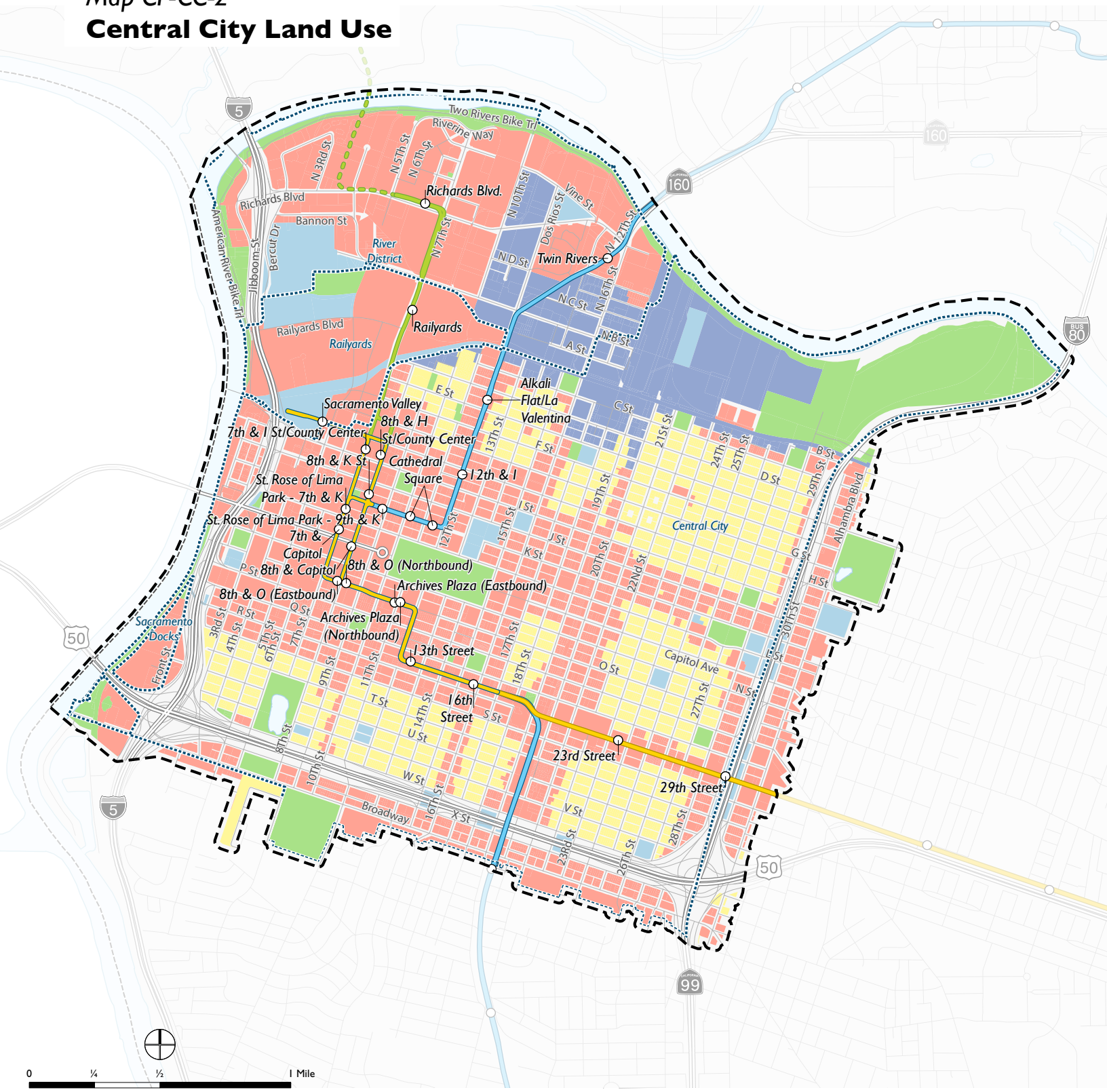
Land Use policies in this Community Plan complement citywide policies in the Land Use and Placemaking Element and in the Housing Element meant to promote availability of a wider range of housing types, improve housing affordability, and build in anti-displacement measures. The Central City, Railyards, River District, and West Broadway specific plans, plus the Sacramento Valley Station Area Plan, are implementation tools of the Central City Community Plan in addressing specific land use,

placemaking, and economic development priorities. Collectively, these plans articulate a vision of the Central City—echoed in this community plan—as the urban core of Sacramento that balances a revitalized riverfront; ample employment uses; cultural, historical, and tourist destinations; major sporting events; diverse and walkable neighborhoods with a variety of housing options available to a wide range of income levels and preferences; and an efficient, convenient, and climate-friendly transportation system connects riders to a mix of uses.

For a detailed explanation of land use designations, refer to the Land Use and Placemaking Element of the General Plan. For additional policies related to housing affordability, homelessness, and gentrification, see the Housing Element. For specific plan policies and actions related to housing production and variety, as well as neighborhood-specific anti-displacement measures, see the CCSP.

Map CP-CC-2

Central City Land Use



0 ¼ ½ 1 Mile

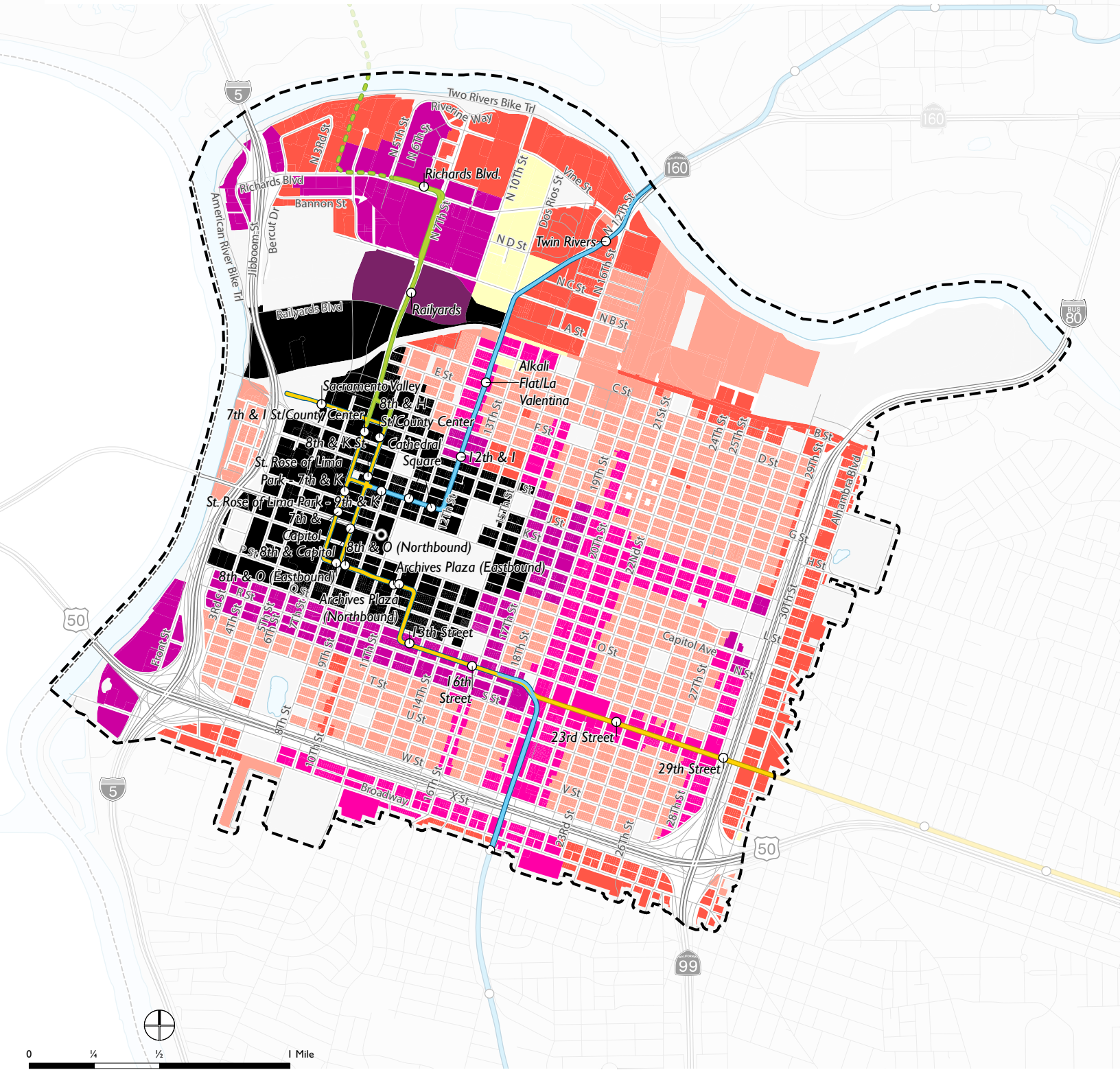
Land Use Designations

- Rural Residential (RR)
- Neighborhood (N)
- Residential Mixed-Use (RMU)
- Office Mixed-Use (OMU)
- Commercial Mixed-Use (CMU)
- Employment Mixed-Use (EMU)
- Industrial Mixed-Use (IMU)
- Public/Quasi-Public (PQP)
- Parks and Recreation (PR)
- Open Space (OS)
- Specific Plan Areas
- Sacramento City Limit
- Central City Community Plan Area Boundary
- Sphere of Influence
- Water
- Blue Line
- Blue/Gold Line
- Gold Line
- Green Line
- Proposed Green Line Extension

Source: City of Sacramento, 2018; Dyett & Bhatia, 2022

Map CP-CC-3

Central City Maximum Floor Area Ratio (FAR) - All Development



Maximum Allowed FAR

- 1.0
- 2.0
- 4.0
- 5.0
- 6.0
- 8.0
- 10.0
- 15.0
- N/A FAR

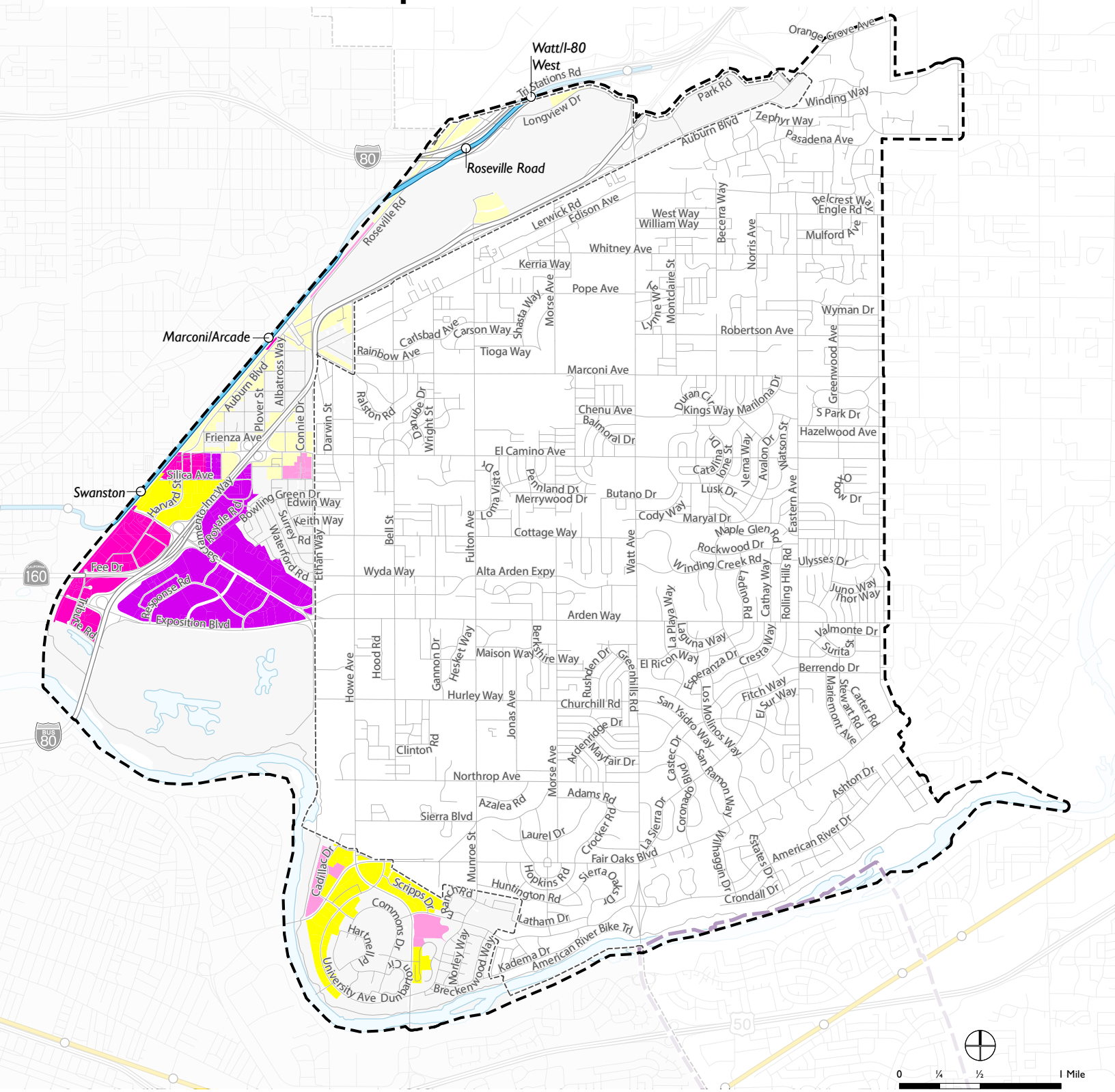
- Sacramento City Limit
- Central City Community Plan Area Boundary
- Water

- Blue Line
- Blue/Gold Line
- Gold Line
- Green Line
- Proposed Green Line Extension

Source: City of Sacramento, 2018; Dyett & Bhatia, 2022

Map CP-AA-4

Arden Arcade Minimum Floor Area Ratio (FAR) - Mixed-Use and Non-Residential Development



Minimum Allowed FAR

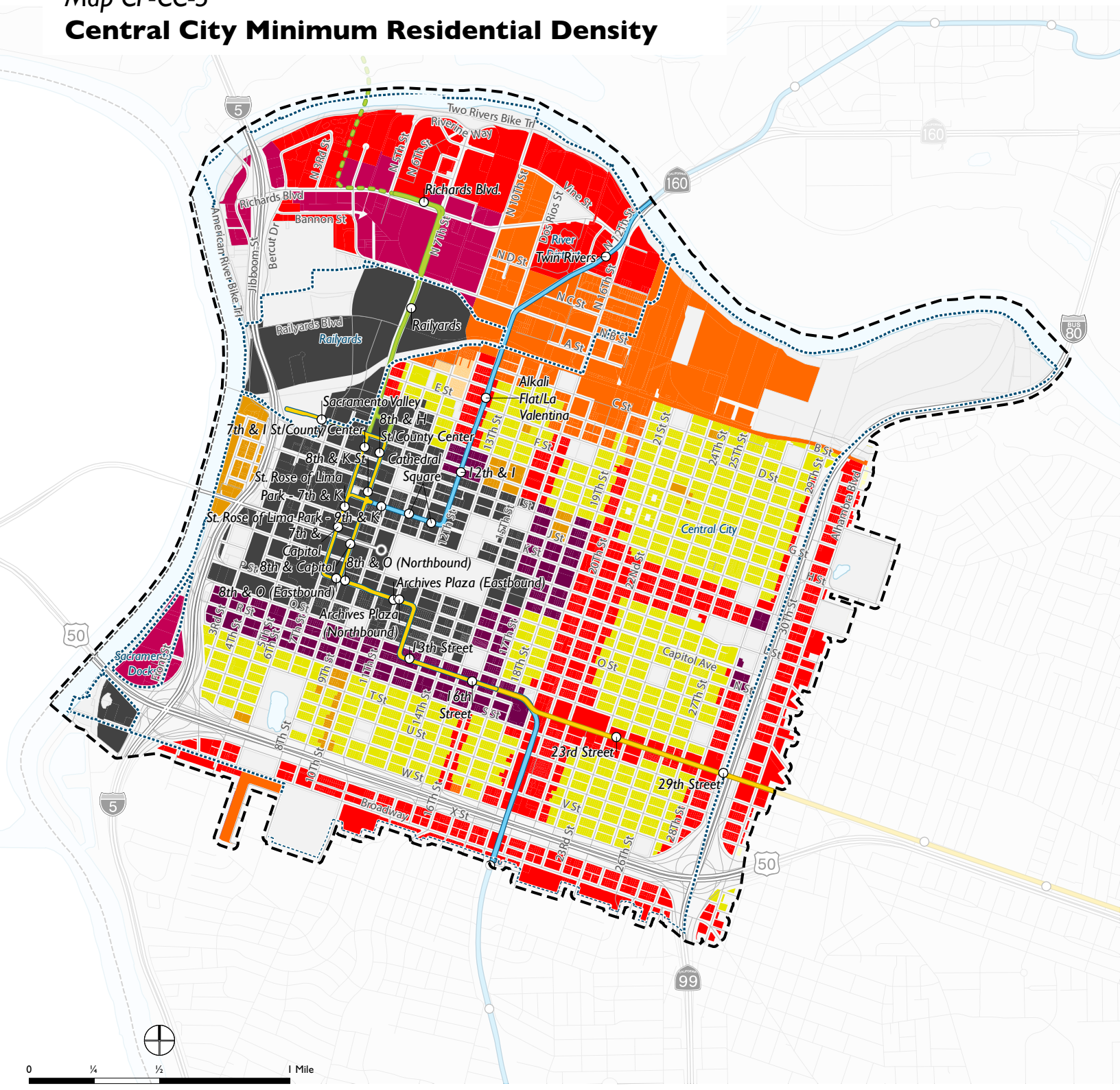
0.15	0.50
0.25	1.50
0.30	2.00
0.35	3.00
0.40	N/A FAR

- Sacramento City Limit
- Arden Arcade Community Plan Area Boundary
- Sphere of Influence
- Water
- Blue Line

Source: City of Sacramento, 2018; Dyett & Bhatia, 2022

Map CP-CC-5

Central City Minimum Residential Density



Dwelling Units (per acre)

0.25	18
3	20
7	24
8	32
12	33
15	61

- Specific Plan Areas
- Sacramento City Limit
- Central City Community Plan Area Boundary
- Sphere of Influence
- Water
- Blue Line
- Blue/Gold Line
- Gold Line
- Green Line
- Proposed Green Line Extension

Source: City of Sacramento, 2018; Dyett & Bhatia, 2022

MOBILITY

Several roadway changes were already approved in the CCSP, including the Broadway Complete Streets project and the North 12th Street Complete Streets project. **Map CP-CC-6** shows the additional planned roadway reallocations for the Central City Community Plan Area, which are street segments throughout the city that have been identified as places where excessive roadway capacity—in other words, too many vehicle travel lanes—that could be repurposed as spaces to prioritize walking, bicycling, and transit use. These could take the form of improvements such as wider sidewalks, protected bike lanes, bulb-out transit stops, and bus-only lanes, and will require further community outreach, study, and roadway design.

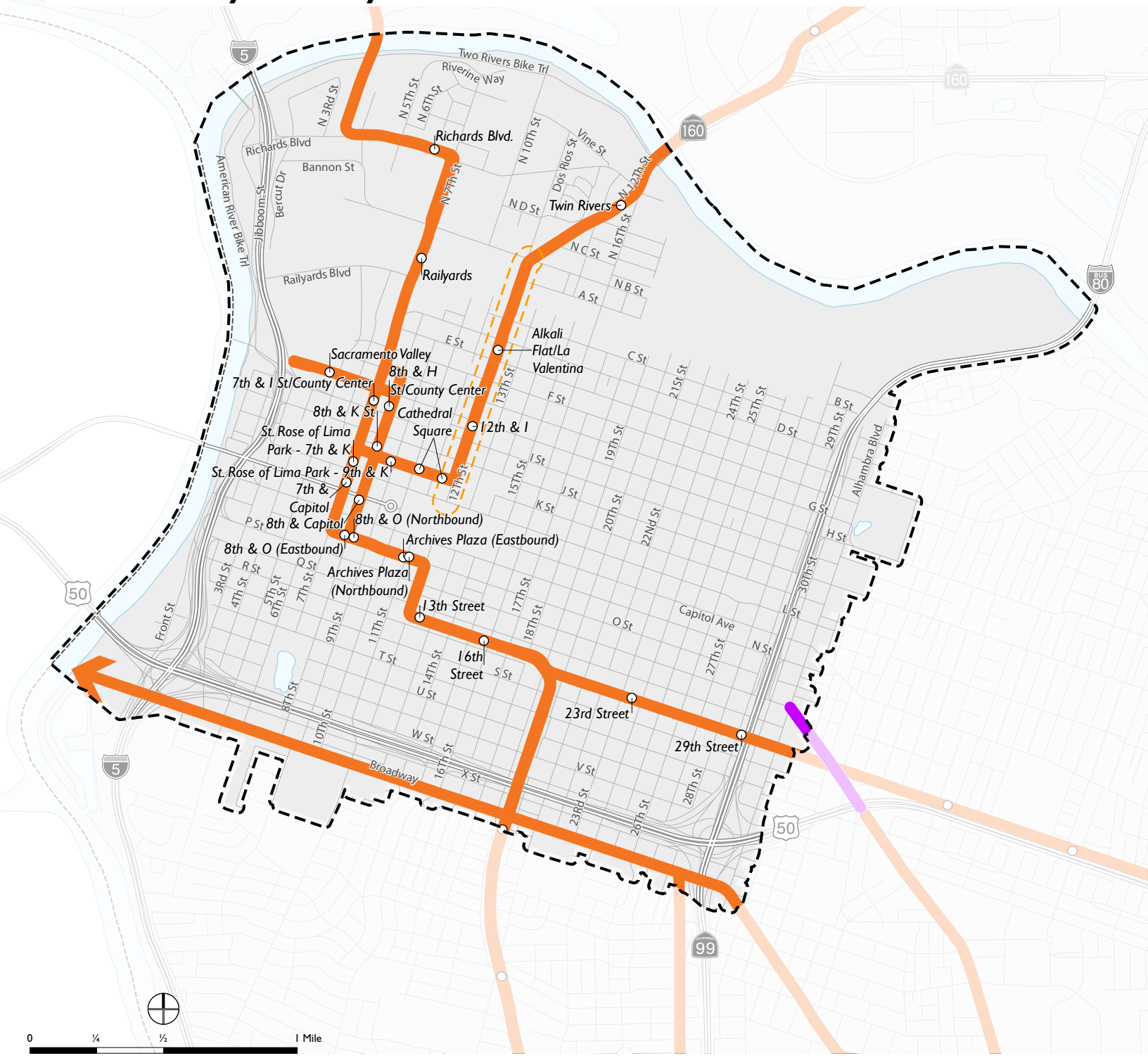
Improvements and interventions identified in the Mobility Element, CCSP, Pedestrian Master Plan, Bicycle Master Plan, and the Transportation Priorities Plan will help to address gaps in walking and bicycling networks, including connections to transit and use of emerging technologies such as scooters, e-bikes, and other technologies.

In particular, the CCSP contains a number of policies relating to connecting gaps in the bicycling network with separated bikeways, improving traffic signage, and connecting gaps in the sidewalk network while enhancing pedestrian infrastructure. Additionally, the CCSP mobility chapter outlines policies for promoting transit as the preferred mode of transportation within the Central City. Additional policies around electric vehicle charging, transportation safety, transit frequency and reliability, curbside management, and pedestrian and bicycle infrastructure can be found in the Mobility Element.

Enacting these policies present opportunities to enhance safety, support public health and mobility, and create attractive ways to travel that are healthy, lower cost, and climate friendly.

Map CP-CC-6

Central City Roadway Reallocations



Light Rail Station

High-Frequency Transit

Future Roadway Reallocation Segment

Vision Zero Top Ten Corridors*

Top 6-10

Sacramento City Limit

Central City Community Plan Area Boundary

Water

*Corridors with the highest numbers of fatal and serious crashes involving pedestrians, bicyclists, and motorists.

Source: City of Sacramento, 2018; Dyett & Bhatia, 2022

PARKS ACCESS

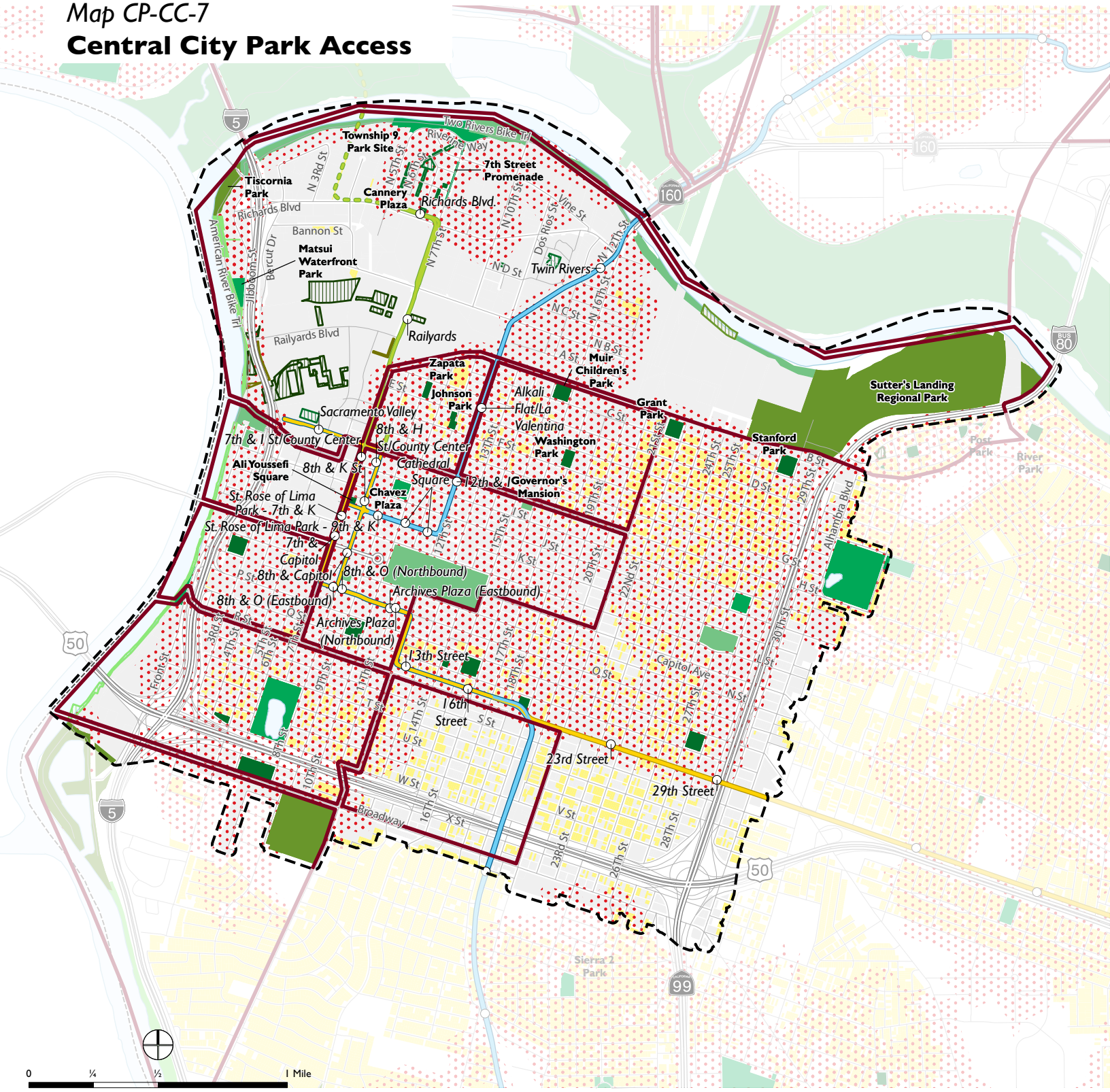
The Central City has 12 community parks, 11 neighborhood parks, three regional parks, and the Sacramento River Parkway, for a total of 310 acres of parks and open space. However, when it comes to neighborhood serving parks there is still a need and there are gaps in service provision in the southeast corner of the Plan Area. Given the more intensive, urban nature of the Central City, future parks in the Plan Area may be smaller, more compact, and more urban in character than parks in suburban portions of the city. Several of the Central City's most beloved parks and open spaces are managed by the State of California, including Capitol Park, Old Sacramento Historic Park, and Sutter's Fort State Historic Park; these resources contribute to parks access for Central City residents.

Residents in some neighborhoods, particularly the Newton Booth and Richmond Grove neighborhoods, lack park access within a 10-minute walk, as shown in **Map CP-CC-7**. The CCSP identifies creative strategies to increase park access, despite the Central City's limited land availability, which include creating small community gathering spaces such as tot lots, parklets, and community gardens; and exploring joint use agreements and partnerships with schools, businesses, and institutions in the Central City.

Policies in this Community Plan complement citywide policies and actions in the Youth, Parks, Recreation, and Open Space Element, which includes policies to support equitable, accessible parks, and maintenance, including within the Central City.

Map CP-CC-7

Central City Park Access



10-minute Walking Access to a Park

Existing Parks

City Facility

- Neighborhood
- Community
- Parkway
- Regional

Other Public Facility

- Non-City Parks

Proposed Parks

- Neighborhood
- Parkway
- Regional
- Bike Easement
- TBD

- SB 535 Disadvantaged Community
- Residential Area
- Sacramento City Limit
- Central City Community Plan Area Boundary
- Water

- Blue Line
- Blue/Gold Line
- Gold Line
- Green Line
- Proposed Green Line Extension

Source: City of Sacramento, 2018; Dyett & Bhatia, 2022

Community Policies

The policies below address issues specific to the Central City and supplement citywide policies; many of the issues and opportunities of the Central City are common to many areas of Sacramento and are addressed at the citywide level.

Land Use and Placemaking

CC-LUP-1 **Central Business District.** The City shall strengthen the role of the Central City as the regional center of the greater Sacramento area for living, commerce, culture, and government.

CC-LUP-2 **Local Retail.** The City shall support efforts by the Downtown Sacramento Partnership, the Midtown Association, the River District, the R Street Partnership, the Handle District and other community organizations to conserve and promote locally-owned, community-oriented retail and commercial uses within the Central City by facilitating the use and activation of open space and the public right-of-way for uses such as pop-up markets and sidewalk sales, expanded outdoor dining, food trucks and other types of pop-up food sales, and closed street events and festivals.

CC-LUP-3 **Old Sacramento Waterfront Community Uses.** The City shall collaborate with the Downtown Sacramento Partnership to promote opportunities for community-oriented uses in Old Sacramento Waterfront, such as museum nights, arts and craft fairs, farm-to-table restaurants, outdoor concerts and year-round jazz events, science fairs and exhibits, expanded community theater, public talks and workshops, and youth-oriented play spaces.

CC-LUP-4 **Old Sacramento Retail Visioning.** The City shall collaborate with the Downtown Sacramento Partnership to conduct a retail visioning process for Old Sacramento, particularly looking at enhancing opportunities for artists, antique dealers, and the creative community to locate in Old Sacramento and help to shape its future.

CC-LUP-5 **Old Sacramento Access and Views.** The City shall collaborate with the State of California, SacRT, and the Downtown Sacramento Partnership to improve arrival experiences into Old Sacramento, particularly considering wayfinding and arrival experience for those arriving by foot, bike, or transit, such as through clear signage and direct access routes.

CC-LUP-6 **Old Sacramento River Views.** The City should continue to collaborate with the State to improve open access and views to the Sacramento River and the Embarcadero from Old Sacramento, including by promoting uses along the waterfront that connect residents and visitors to the water.

CC-LUP-7 **Old Sacramento Cultural Arts District.** The City should explore media and marketing partnerships with the Old Sacramento Waterfront, Golden 1 Center, the Crocker Art Museum, the California Auto Museum, and the Museum of Science and Curiosity (MOSAC) to form a downtown cultural arts district.

CC-LUP-8 **Temporary Alley Closures.** The City shall discourage temporary alley closures for private use in an effort to develop an active and cohesive alley system that better integrates pedestrian, bicycle, and vehicular access.

Historic and Cultural Resources

CC-HCR-1 **Old Sacramento Waterfront.** The City shall continue to promote the development and improvement of historic "Old Sacramento Waterfront" as a major tourist, entertainment, and cultural area in the region, promoting a variety of uses that contribute to a dynamic and active district that engages tourists, families, and business and convention travelers.

Economic Development

There are no economic development policies specific to the Central City that supplement the citywide General Plan policies. Please see the Economic Development Element in Part 2 of the General Plan.

Environmental Resources and Constraints

There are no environmental resources and constraints policies specific to the Central City that supplement the citywide General Plan policies. Please see the Environmental Resources and Constraints Element in Part 2 of the General Plan.

Environmental Justice

There are no environmental justice policies specific to the Central City that supplement the citywide General Plan policies. Please see the Environmental Justice Element in Part 2 of the General Plan.

Mobility

CC-M-1 **Employee Parking.** The City shall continue to work with large employers to reduce parking within the Central City by promoting use of mobility services to transport employees to parking lots on the periphery of the Central City.

CC-M-2 **Curbside Management.** The City shall assist in the development and deployment of technologies that collects data on real-world use of the curb by identifying a pilot project. The pilot along with the data will help to develop new curbside management guidelines to optimize the use of curb space in Central City, including the identification and proper management of competing interests.

CC-M-3 **Traffic Calming.** When making street improvements, the City shall recognize that speed is the greatest factor in collisions and that this community seeks to slow driver speeds on the streets in their Community Plan Area. Staff should apply speed reduction measures as funding allows.

Public Facilities and Safety

There are no public facilities and safety policies specific to the Central City that supplement the citywide General Plan policies. Please see the Public Facilities and Safety Element in Part 2 of the General Plan.

Youth, Parks, Recreation, and Open Space

CC-YPRO-1 **New Park Site.** The City shall work with the community to identify a site for a new neighborhood serving park in the underserved Newton Booth/Richmond Grove neighborhood.

CC-YPRO-2 **Activate Existing Parks.** The City shall continue developing the Sutter's Landing Regional Park ~~as active~~ with recreation uses and enhancing existing neighborhood parks serving the R Street Corridor (Southside, Roosevelt, Fremont, Winn) with recreation amenities and facilities to serve future residents.

CC-YPRO-3 **Sacramento River Waterfront Recreation and Access.** The City shall continue to collaborate with ~~regional partners,~~ State agencies, private landowners, business districts, civic institutions, and other stakeholders to manage, preserve, improve, and enhance recreation and access along the Sacramento River waterfront from Tiscornia Park to Frederick Miller Regional Park.

CC-YPRO-4 **Park Amenities**. When planning new parks or substantial renovations to existing parks the City shall design park amenities to be family-friendly and, include changing stations in public restrooms, drinking fountains with lower spigots for children, and ADA compliant features to help bolster the Central City's status as a cultural and family-friendly destination.

CC-YPRO-5 **Organized Sports and Recreational Facilities.** The City shall develop and maintain quality facilities (including multi-use sports courts and fields) for a variety of organized sports to ensure active recreation opportunities are met for the growing community needs in the Central City.

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 Central City Community Plan:

- Sacramento Historic District Plans (2019)
- Central City Specific Plan (2018)
- Central City Urban Design Guidelines (2018 update)
- Broadway Complete Streets Plan (2016)
- Railyards Design Guidelines (2016)
- Railyards Specific Plan (2016)
- River District Specific Plan (2011)
- River District Design Guidelines (2011)
- Downtown/ Riverfront Streetcar Draft EIR (2008)
- Central City Parking Master Plan (2006)
- Alkali Flat/Mansion Flats Strategic Neighborhood Action Plan (2005)

11. EAST SACRAMENTO COMMUNITY PLAN

COMMUNITY LOCATION

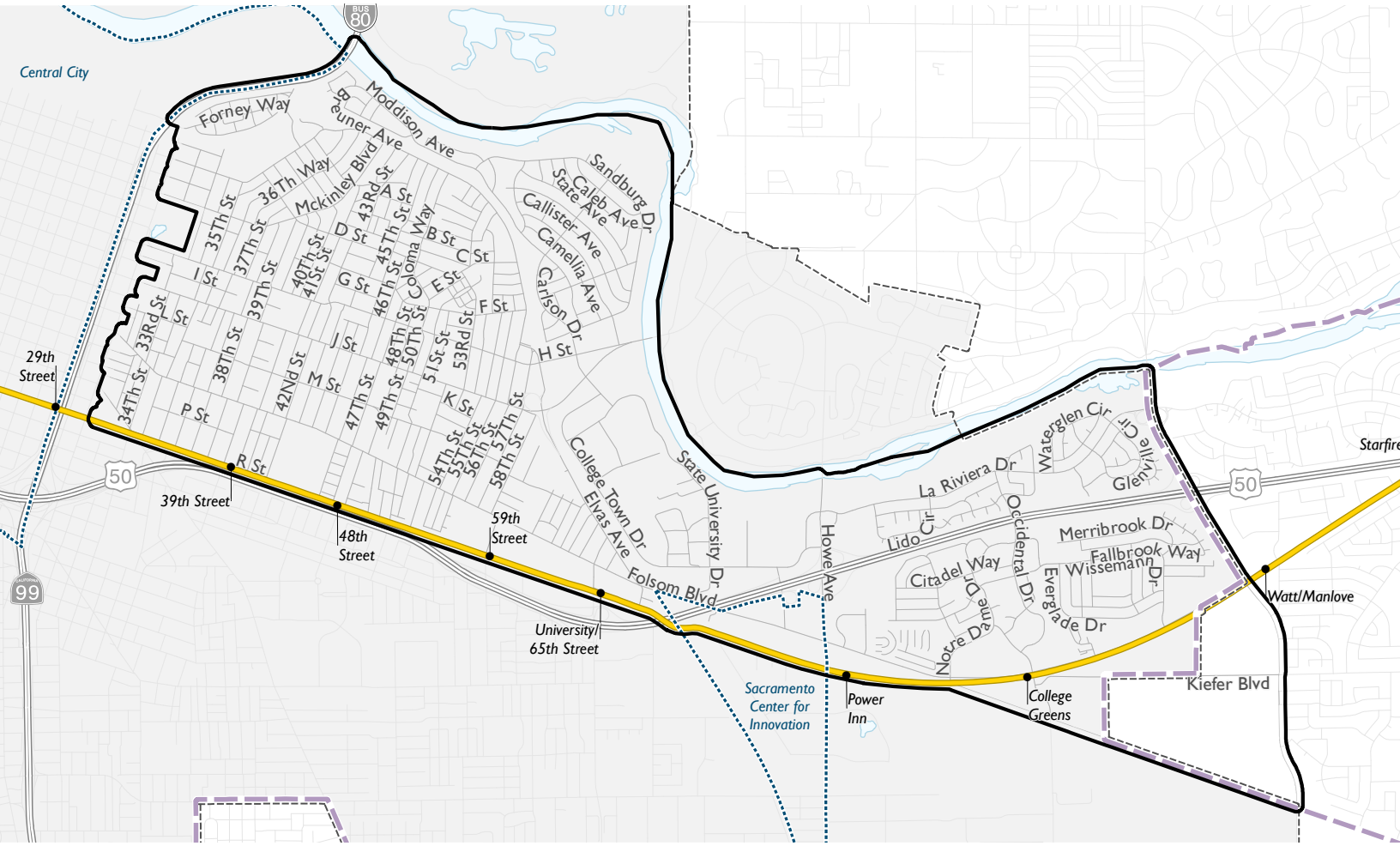
The East Sacramento Community Plan Area encompasses about seven square miles in the central-east part of the City of Sacramento. Located immediately east of the Central City, four distinct neighborhoods make up the Plan Area: East Sacramento, College/Glen, the Sacramento State campus and environs, and River Park. As shown on **Map CP-ES-1**, it is located next to the Central City. The Plan Area is bounded to the south by the Sacramento Regional Transit (SacRT) Gold Line light rail tracks and Jackson Road, to the east and west by Alhambra Boulevard and Watt Avenue respectively, and to the north by the American River. The easternmost corner is outside of City limits and falls within Sacramento County's jurisdiction. East Sacramento is characterized primarily by leafy older suburbs in the western portion, the California State University – Sacramento (Sacramento State) campus in the center, and a mix of light industrial, large commercial, and housing, including student housing to the east. The southern edge of the Planning Area, with the SacRT Gold Line running through, has been the focus of significant transit-oriented developments in recent years, with hundreds of new units approved for construction in proximity to the light rail stations. McKinley Park is a major community focal point, with large trees, a duck pond, and a famous Rose Garden. Walkable, neighborhood-oriented retail corridors along Folsom Boulevard and J Street are gathering places for local families, with some of Sacramento's most beloved local shops. Other important landmarks in East Sacramento include the Mercy Medical Center, The Cannery, East Portal Park, Glen Hall Park, and East Lawn Children's Park. During the winter holidays, the light displays in the Fab Forties neighborhood draw visitors from all over the region.

DEVELOPMENT AND PLANNING HISTORY

East Sacramento is one of the oldest areas of Sacramento. Development began in the 1890s, as neighborhoods were built along a streetcar line (operational between 1870 and 1947) that connected the new outlying suburbs to the Downtown. Through the 1920s, residential uses expanded eastward, converting once agricultural land into neighborhoods. Sacramento State, constructed in 1951, further shaped the area's economic and urban development, and remains an important landmark in the community. Today, East Sacramento's development is once again linked to transit, with major mixed-use projects planned around the 65th Street/University Light Rail Station and redevelopment of the Sacramento Municipal Utility District (SMUD) corporation yard at the 59th Street Light Rail Station, as well as opportunities to add more housing, retail, and office uses at the Power Inn Road Light Rail Station.

Map CP-ES-1

East Sacramento Community Plan Area Boundary



Source: City of Sacramento, 2018; Dyett & Bhatia, 2023

East Sacramento Community Plan Area Boundary

Sacramento City Limit

Specific Plan Area

Sphere of Influence

Water

Light Rail

Existing Light Rail Station

Existing Route

Gold Line

0 ¼ ½ 1 Mile

East Sacramento is home to approximately 32,600 residents and 22,200 jobs. Of the Plan Area's 14,900 housing units, approximately 75 percent are single unit and 25 percent are multi-unit, with student housing and multi-unit buildings located in the eastern portion of the Plan Area. Home purchase and rental prices are relatively higher in East Sacramento than in the city of Sacramento as a whole. Employment is primarily in education and health, government, and professional and business services. While industrial sectors employ the least number of people, they are still a significant source of jobs in the area. The community is home to a multitude of small businesses and restaurants, many of which are located along vibrant commercial corridors, such as Folsom Boulevard and J Street. The community enjoys access to the American River Parkway and a mature tree canopy. 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), 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 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 Vision

IN 2040, East Sacramento is an inclusive, diversity-driven place that blends the amenities of urban living with a deep sense of community. Family-friendly neighborhoods each have their own unique character, and conscious planning efforts to address housing affordability have resulted in a wider variety of housing types for rent and for sale that are supportive of multi-generational living and the ability to comfortably age in place and enjoy East Sacramento at all stages of life. Conveniently located next to downtown, getting around East Sacramento and other parts of the city for daily tasks is quick, easy, and convenient. There are reliable bus and light rail connections, ample electric vehicle charging stations, and continuous walking infrastructure with lush, tree-lined streets and public spaces. Getting to and from local institutions and job centers like Sacramento State and Mercy Medical Center is seamless, and a continuous low-stress bike network with plenty of secure bike parking connects the community with the rest of Sacramento's bikeways. Workers and students commuting into East Sacramento can take transit, walk, or bike with ease and comfort. Families walk, swim, and bird watch along the American River Parkway, and East Sacramento's many beloved parks are active, well-maintained, and full of mature trees. With good schools, comfortable connections, walkable neighborhoods, and a verdant urban forest, East Sacramento is a welcoming haven with a unique feel and a high quality of life.

Community Issues and Opportunities

The following local planning issues and opportunities are synthesized from community input gathered over the course of the planning process, which included an in-person Community Plan Area meeting in August 2019, a virtual open house conducted in October 2020, community-led "meetings

in a box," and ongoing correspondence from individuals and neighborhood organizations as well as citywide outreach activities. The colored dots next to each paragraph and shown in the legend below indicate where readers can find policies and information related to each community issue and opportunity.

Integrating Transit-Oriented Development. East Sacramento's established neighborhoods are well-loved by local residents and the 2040 General Plan seeks to preserve and enhance the quality of life that distinguishes them. In the eastern and southern portions of the Plan Area near the light rail tracks, however, underutilized industrial and commercial properties present opportunities for transit-oriented mixed-use development, particularly along Folsom Boulevard, Alhambra Boulevard, and Elvas Avenue. Residents would like to see development that brings small, local businesses to the community and takes advantage of synergies with Sacramento State as well as East Sacramento's excellent transit connections.

Supporting Transit Use. East Sacramento is one of Sacramento's most walkable communities, with relatively good sidewalk infrastructure and beautiful tree-lined streets. The community is also well served by transit. To better support transit use and reduce the need for driving, residents suggested an emphasis on improving access to stations, adding secure bicycle parking, and enhancing intermodal transit connections.

Sacramento State Connections. Bicycling improvements around Sacramento State, and the Hornet Shuttle connects the Sacramento State campus to transit and to popular student housing areas that provide more sustainable options for getting around, but the Sacramento State area remains less well-connected to bicycle, pedestrian, and transit infrastructure than the rest of the Community Plan Area. Many students, staff, and faculty members still find private vehicles the most convenient way to get to campus. There are opportunities to expand convenient non-auto transportation options to and from campus, such as shuttles that connect travelers to campus from the light rail; to improve walking and bicycling connections; and to discourage driving to campus.

Transportation Safety. Street safety for all users, including older adults, people with disabilities, and those who walk and bicycle, is a key priority for East Sacramento community members. Some community members suggested traffic calming measures on east-west corridors, and adding safety improvements at intersections along high traffic corridors.

Bicycling Connections. East Sacramento is home to many enthusiastic bicyclists, and its neighborhoods have some of the highest percentages of bicycle commuters in the city. While there have been improvements in bicycling infrastructure such as buffered bike lanes on segments of C Street and Elvas Avenue, residents would like to see protected bike lanes continued throughout the community to create a network of more comfortable cycling. Connections could be improved along Folsom Boulevard, 65th Street, J Street, and roads near the Capital City Freeway, some of which have disconnected or unbuffered bike lanes. Better crossings at intersections under the freeway, over the river, and across busy arterials could help create continuous bike routes, better linking East Sacramento to the rest of the city.

Railroad Crossings. Improved or additional connections under or over the railroad tracks would reduce barriers between the greater East Sacramento area and the River Park neighborhood. Some residents noted that additional bridges over rivers could improve connections to the rest of the city.

Park Access and Amenities. Local parks such as Oki Park, East Portal, and Glenbrook contribute to the uniqueness and livability of East Sacramento. Community members believe that these assets could be improved with additional maintenance, public facilities, shaded areas, and age-friendly amenities. Some residents, particularly in the lower-income southern neighborhoods of the Community Plan Area, are not currently within easy walking distance to a park. There are opportunities for creative ways to increase park access, such as converting parking areas into public parks and encouraging new residential developments to include small public parks onsite.

River Access and Amenities. The American River is a valuable community asset that is overseen by Sacramento County. With increased maintenance of existing facilities, services, additional river access points, and more shaded gathering areas, it could be an even greater asset to the East Sacramento Community Plan Area. The City is currently implementing the Two Rivers Trail in partnership with the County, which will increase access along the river.

Housing Choice. East Sacramento is a desirable place to live, and home sale prices and rentals are comparatively higher than citywide averages. During the outreach process, many community members expressed a desire to see their community be more inclusive and even more diverse with a wider array of housing choices. While the best opportunities for new housing development are on vacant and underutilized parcels adjacent to light rail stops, residents acknowledged there may be opportunities for small-scale multi-unit housing such as duplexes, fourplexes, cottage courts, and garden apartments, to help to respond to community needs by providing options for people to live in East Sacramento throughout different stages of life, from singles and young families to older adults.

Contextual Topic Areas

LAND USE AND PLACEMAKING

In Part 2 of the General Plan, the Land Use and Placemaking Element includes a land use diagram as well as maps that show maximum Floor Area Ratio (FAR), minimum FAR, and minimum density standards across the city. Together, these maps provide direction for land use and development intensities citywide. Development in East Sacramento is subject to these citywide development standards, and close-ups of these land use designations and development intensities for the East Sacramento Community Plan Area are provided in **Maps CP-ES-2** through **CP-ES-5** for ease of reference.

Land use designations and allowed development intensities are regulatory tools that can help foster communitywide objectives such as transit-oriented development, sustainable land use and transportation patterns, retail vitality, and complete neighborhoods with walking access to goods and services when applied in certain areas.

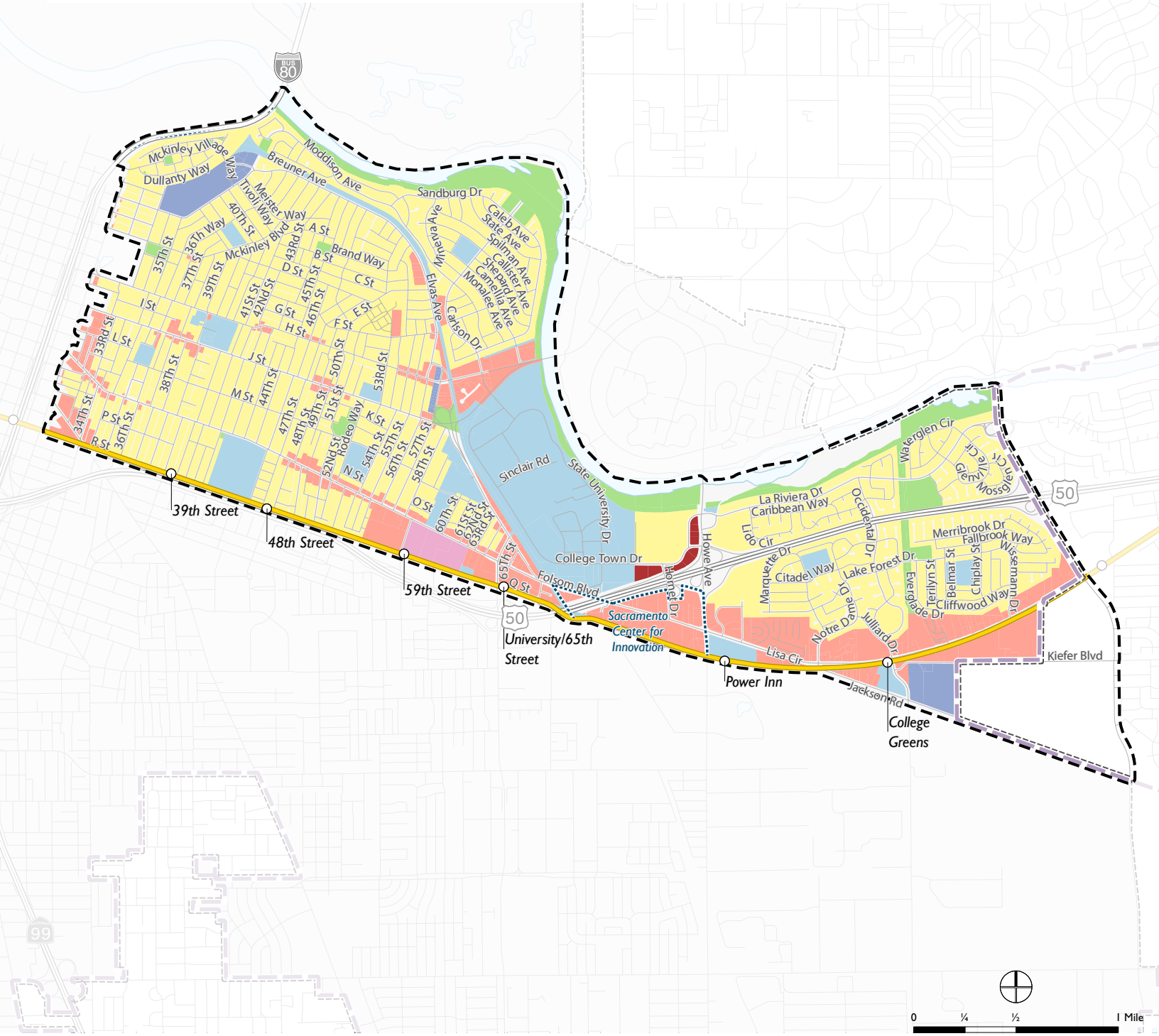
In East Sacramento, new mixed-use development will be concentrated near SacRT Gold Line light rail stations and the Sacramento State campus, where the allowable development intensities in proximity to transit will incentivize a lively mix of multi-unit housing, retail, and employment uses, as well as increase transit ridership, support retail vitality, and promote pedestrian activity. Maximum allowed development intensities, which are shown as a FAR allowed on each parcel, regulate the size and bulk of development, but also allow wider ranges of housing types that are more affordable for more people to be built throughout East Sacramento. Lower intensities designed to mirror existing conditions apply to existing residential neighborhoods that are further from transit. Many of the mixed-use designations and higher-intensity allowances are applied in areas with existing lower-

intensity uses and large parking lots to encourage more efficient utilization of land with a mix of housing, commercial, and office development. Additionally, the Commercial Mixed-Use designation, applied in several of East Sacramento's beloved community-serving commercial areas, is intended to preserve space for local and community-oriented businesses.

See the Land Use and Placemaking Element for land use designations that describe allowable and desired uses, as well as for goals, policies, and actions that promote the development of affordable housing choices for people of all ages and income levels. For additional policies related to addressing local retail conservation and enhancement, see the Economic Development Element.

Map CP-ES-2

East Sacramento Land Use



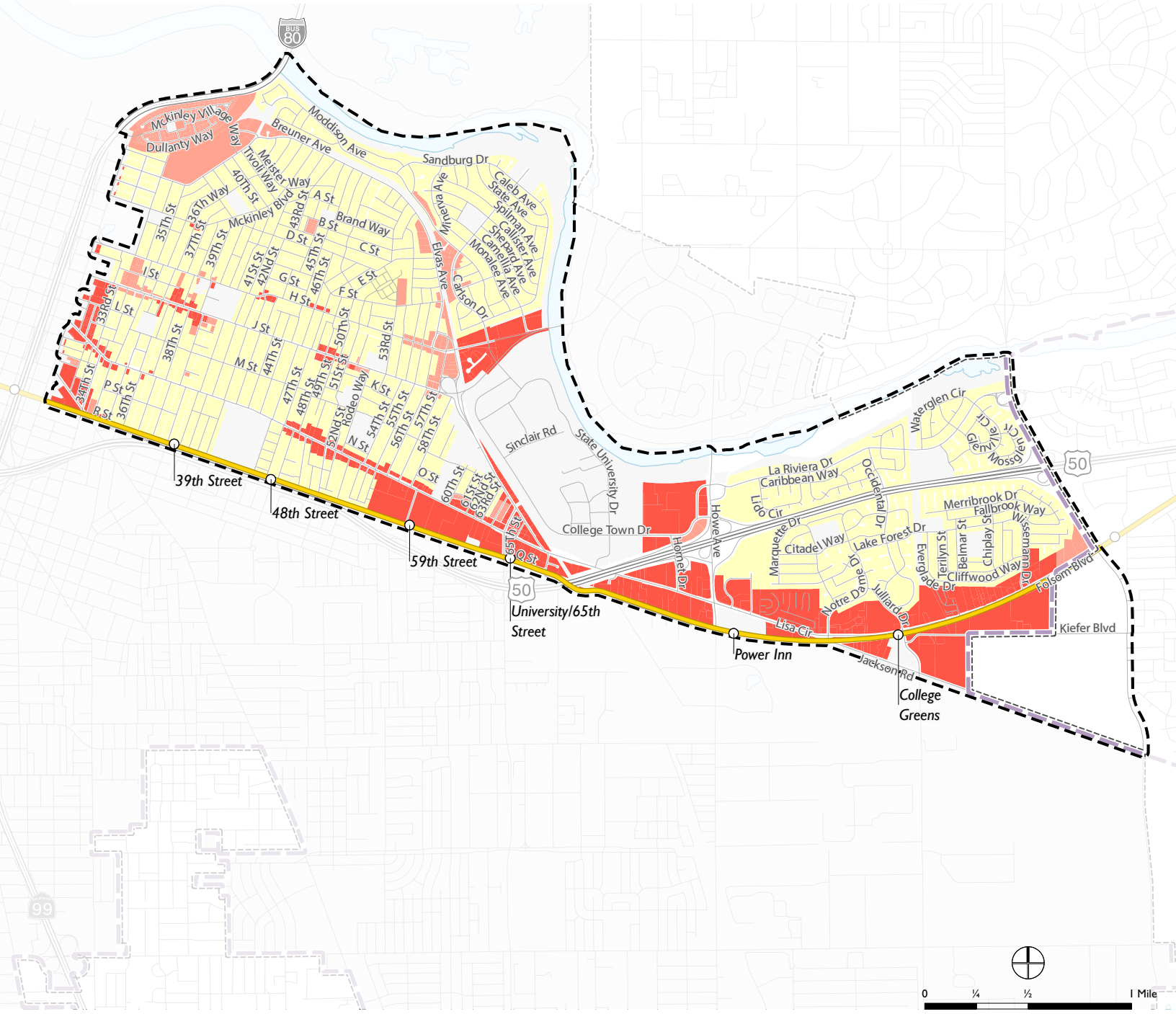
Land Use Designations

- Rural Residential (RR)
- Neighborhood (N)
- Residential Mixed-Use (RMU)
- Office Mixed-Use (OMU)
- Commercial Mixed-Use (CMU)
- Employment Mixed-Use (EMU)
- Industrial Mixed-Use (IMU)
- Public/Quasi-Public (PQP)
- Parks and Recreation (PR)
- Open Space (OS)
- Specific Plan Areas
- Sacramento City Limit
- East Sacramento Community Plan Area Boundary
- Sphere of Influence
- Water
- Gold Line

Source: City of Sacramento, 2018; Dyett & Bhatia, 2022

Map CP-ES-3

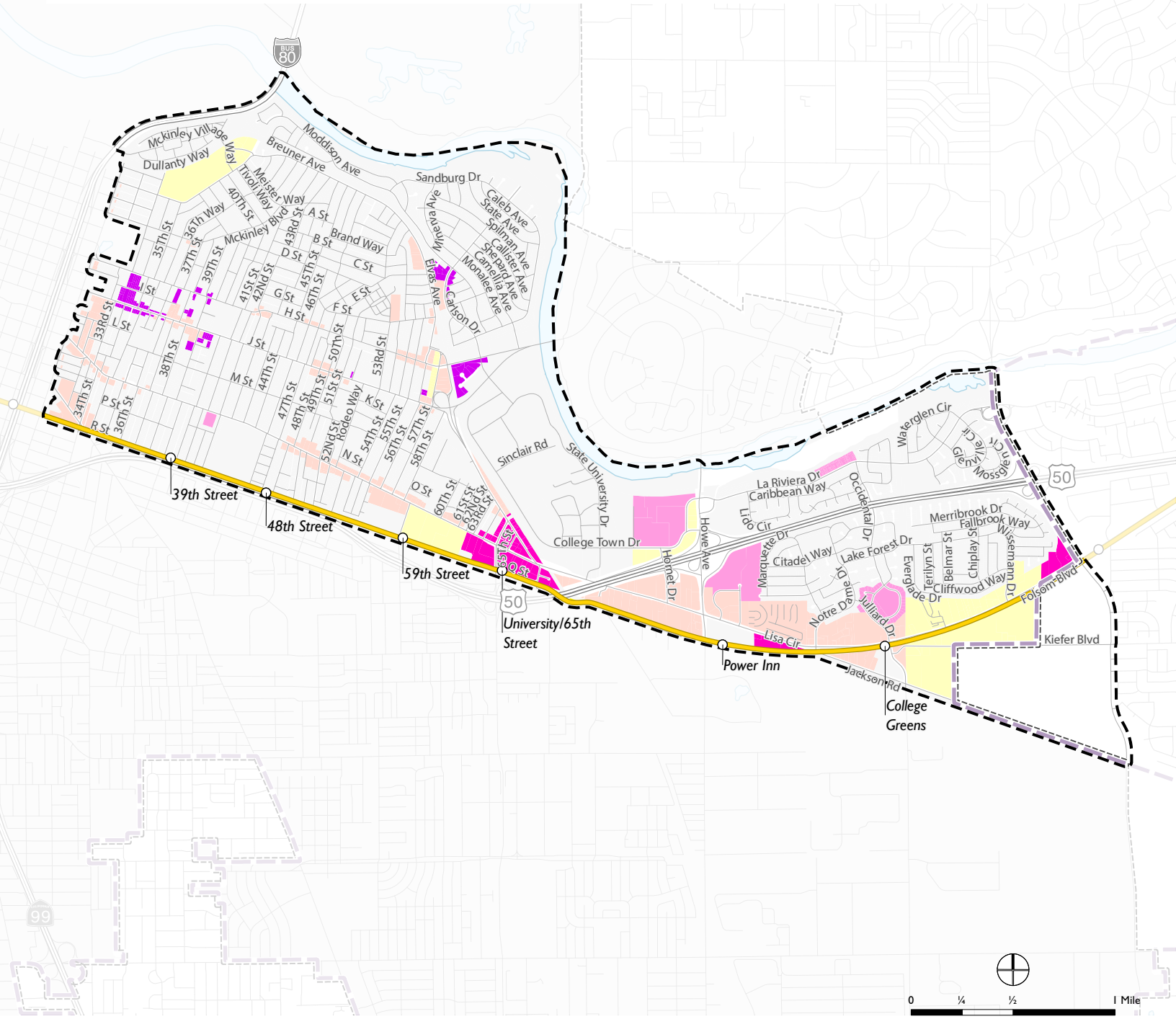
East Sacramento Maximum Floor Area Ratio (FAR) - All Development



Source: City of Sacramento, 2018; Dyett & Bhatia, 2022

Map CP-ES-4

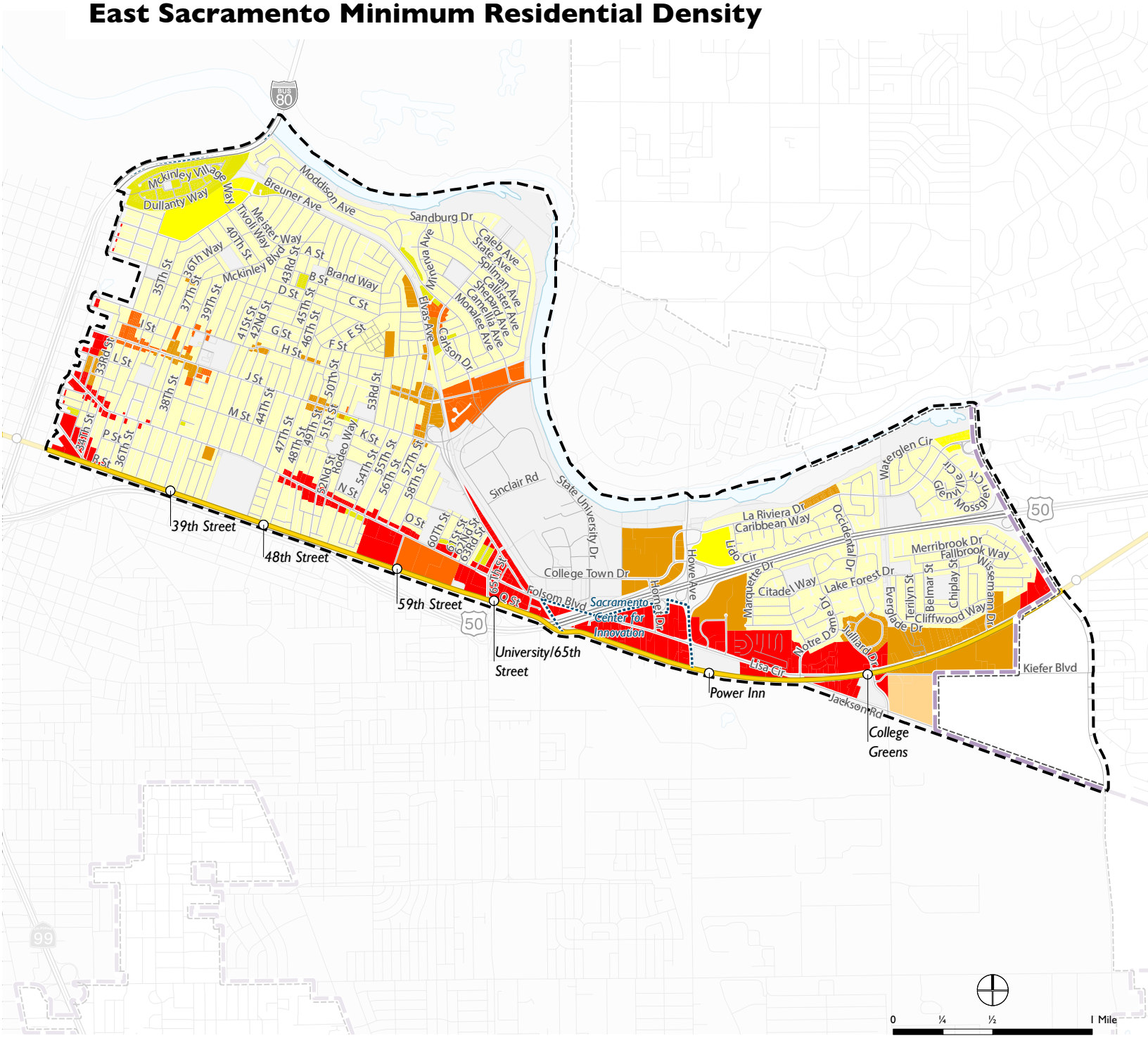
East Sacramento Minimum Floor Area Ratio (FAR) - Mixed-Use and Non-Residential Development



Source: City of Sacramento, 2018; Dyett & Bhatia, 2022

Map CP-ES-5

East Sacramento Minimum Residential Density



Dwelling Units (per acre)

0.25	18	Specific Plan Areas	Gold Line
3	20	Sacramento City Limit	
7	24	East Sacramento Community Plan Area Boundary	
8	32	Sphere of Influence	
12	33	Water	
15	61		

Source: City of Sacramento, 2018; Dyett & Bhatia, 2022

MOBILITY

East Sacramento enjoys access to the SacRT Gold Line, and its older development patterns have resulted in a walkable street grid within neighborhoods. Improving walking and bicycling connectivity between neighborhoods and to other destinations in the city, and improving transportation connections, transit reliability, and access to EV charging stations are major priorities for the East Sacramento community.

The portion of Howe Avenue within East Sacramento is designated as a Vision Zero Top 10 Corridor (streets in the city with the highest numbers of fatal and serious crashes involving pedestrians, bicyclists, and motorists). Additional roadways in East Sacramento are part of the City's High Injury Network, where most serious crashes take place most often, including H Street, J Street, Carlson Drive, Folsom Boulevard, and Elvas Avenue. Roadway reallocations that would give more space to transit, or those walking and biking along Folsom Boulevard and Elvas Avenue, were part of recent community engagement and are already approved by City Council. Specific designs would be based on community feedback through significant public outreach. **Map CP-ES-6** shows the planned roadway reallocations for the East Sacramento Community Plan Area, street segments throughout the city that have been identified as places where excessive roadway capacity—in other words, too many vehicle travel lanes—could be repurposed as spaces to prioritize walking, bicycling, and transit use. These could take the form of improvements such as wider sidewalks, protected bike lanes, bulb-out transit stops, and bus-only lanes, and will require further community outreach, study, and roadway design.

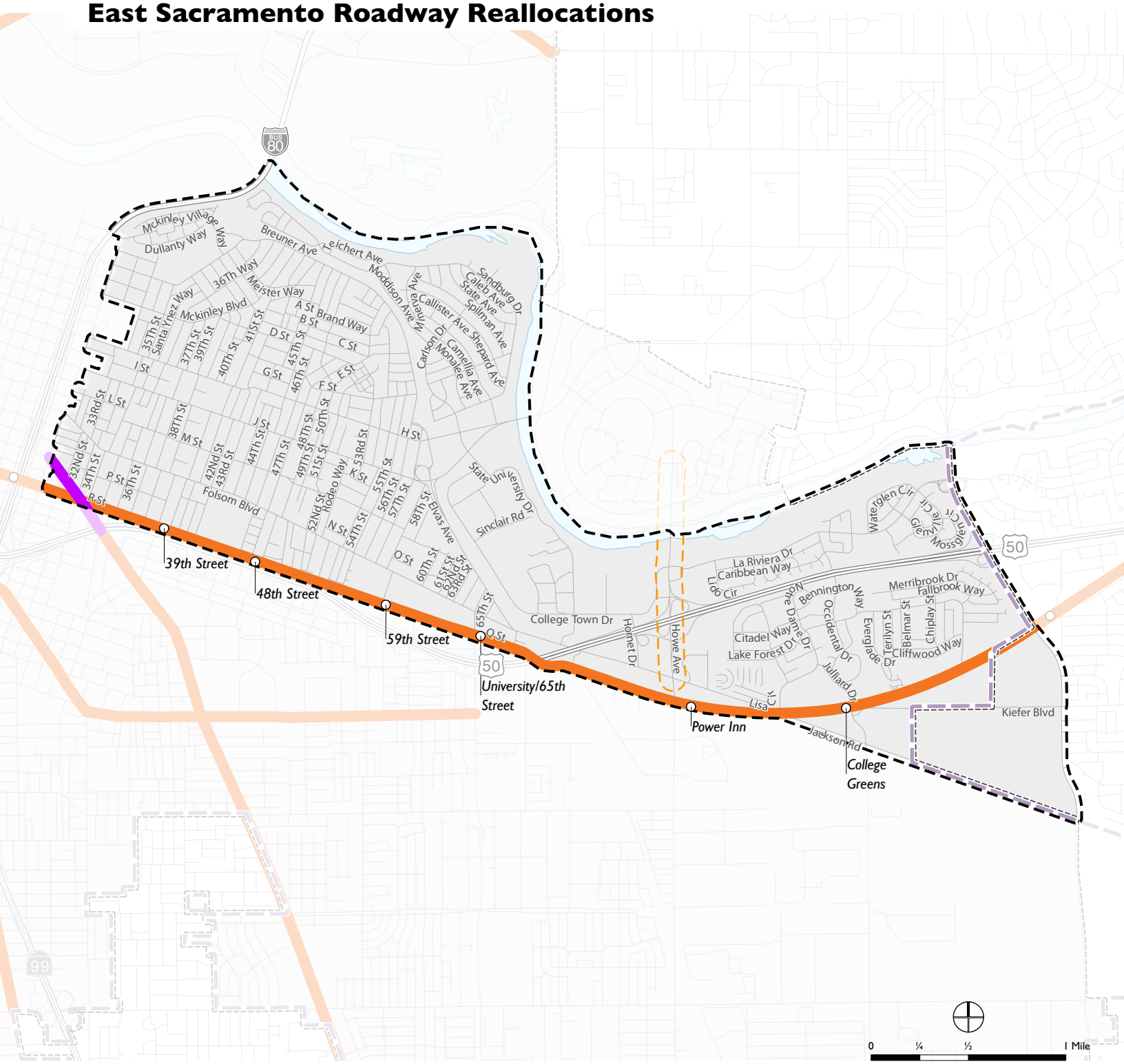
Priorities for filling gaps in the walking and bicycling networks—especially discontinuous sidewalks, bikeways, and direct connections to the 59th Street, Power Inn, and College Greens light rail stations from surrounding neighborhoods, as well as from the College/Glen neighborhood — have been identified in the Pedestrian Master Plan and the Bicycle Master Plan, and will help to achieve community goals of better walking and biking connectivity and successful transit-oriented development within East Sacramento.

Sacramento State operates the Hornet Shuttle system, with routes that connect students from campus to the College/Glen neighborhood, the 65th Street/University Light Rail Station, and Arden Arcade.

Additional policies that address community priorities pertaining to transportation safety, electric vehicle infrastructure, transit frequency and reliability, and pedestrian and bicycle amenities can be found in the Mobility Element.

Map CP-ES-6

East Sacramento Roadway Reallocations



- Light Rail Station
- High-Frequency Transit
- Future Roadway Reallocation Segment
- **Vision Zero Top Ten Corridors***
  - Top 6-10
- Sacramento City Limit
- East Sacramento Community Plan Area Boundary
- Sphere of Influence
- Water

*Corridors with the highest numbers of fatal and serious crashes involving pedestrians, bicyclists, and motorists.

Source: City of Sacramento, 2018; Dyett & Bhatia, 2022

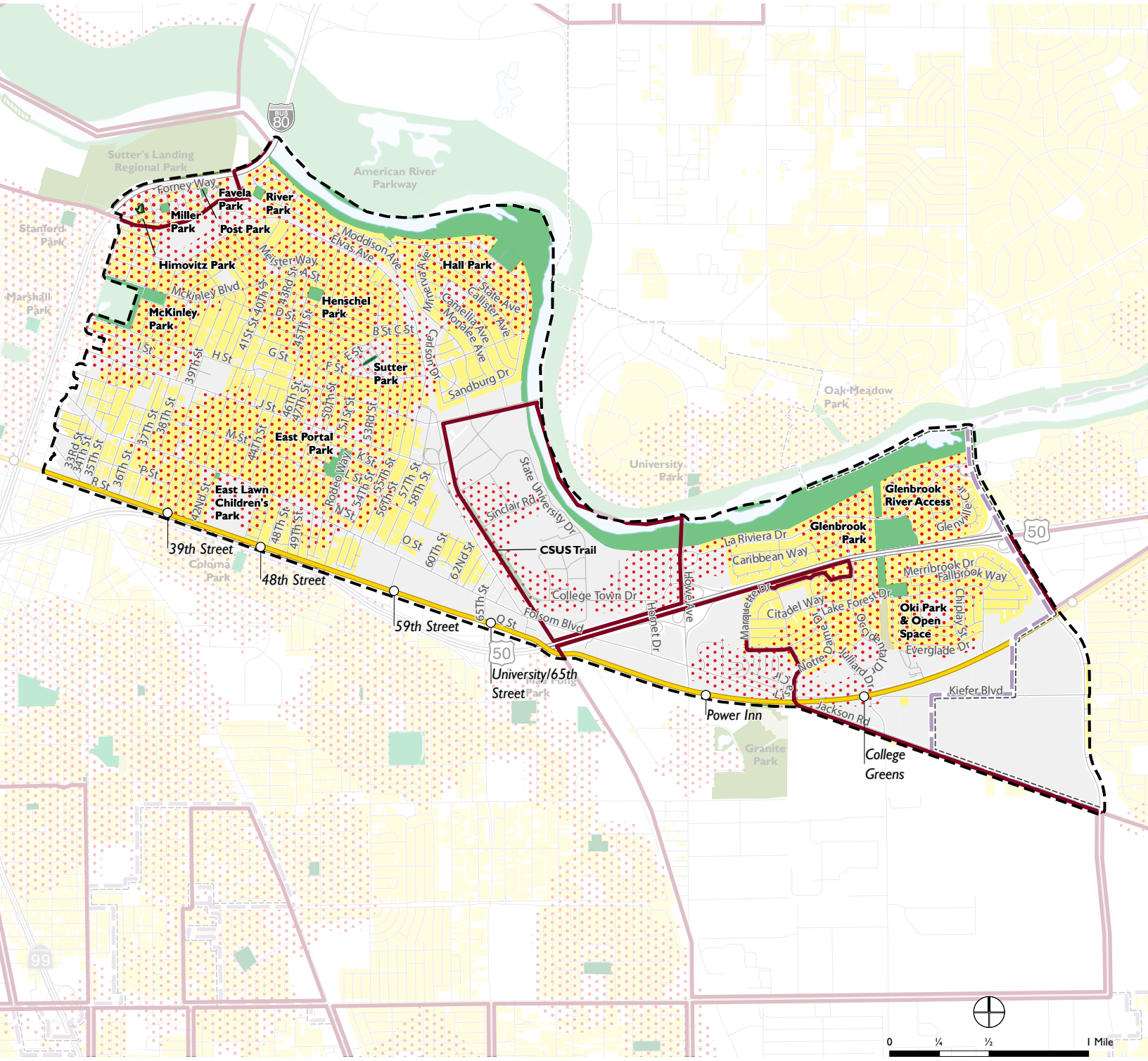
PARK ACCESS

East Sacramento has many beautiful and well-used parks, including four community parks, nine neighborhood parks, and the Glenbrook River Access parkway for a total of 58 acres of green space. This represents about 1.78 acres per thousand residents~~, which is lower than the citywide goal of five acres per thousand residents~~. However, convenient access to nearby McKinley Park, regional parks and parkways owned and operated by non-City entities generally provides excellent recreational opportunities for residents, particularly from the close proximity to the American River Parkway, which offers water access and trail connections to the rest of the city, although access is limited for some residents by the freeway, and railroad tracks. There are also some residential areas in the River Park, East Sacramento, and College/Glen neighborhoods, including a disadvantaged community in the southeastern portion of the Community Plan Area that do not have a park within easy walking distance of home (see **Map CP-ES-7**). The western portion of the Community Plan Area is well established, with limited available land for new parks. The city is exploring other strategies, such as improving connections to existing parks on either side of Highway 50.

For additional policies related to equitable, accessible parks, including age-friendly facilities and use of vacant lots, see the Youth, Parks, Recreation, and Open Space Element.

Map CP-ES-7

East Sacramento Park Access



10-minute Walking Access to a Park

Existing Parks

City Facility

- Neighborhood
- Community
- Parkway
- Regional

Other Public Facility

- Open Space
- Non-City Parks

Proposed Parks

- Regional
- TBD

- SB 535 Disadvantaged Community
- Residential Area
- Sacramento City Limit
- East Sacramento Community Plan Area Boundary
- Sphere of Influence
- Water

- Blue Line
- Gold Line

Source: City of Sacramento, 2018; Dyett & Bhatia, 2022

Community Policies

These policies address issues specific to East Sacramento; many of the other community priorities of East Sacramento are common to many areas of Sacramento and are addressed with citywide policies.

Land Use and Placemaking

ES-LUP-1 **Sacramento State Connections.** The City shall collaborate with Sacramento State University to facilitate better integration between the campus and surrounding community, including through promoting synergistic land uses that support students and research, land uses that support frequent transit and active modes of transportation, and improved gateways and campus identity.

Historic and Cultural Resources

There are no historic and cultural resources 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 economic development 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.

Environmental Resources and Constraints

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

Environmental Justice

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

Mobility

ES-M-1 **Sacramento State Pedestrian Connections.** The City should advocate for Sacramento State University to build protected pedestrian and bicycle connections through parking lots and school facilities on the east side of campus that provide direct paths to the center of campus.

ES-M-2 **Sacramento State Transport.** The City should work with Sacramento State University and SacRT to improve connections between Hornet Shuttle service, light rail, and high frequency bus routes.

Transit Village

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.

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), which was repealed in 2010 (Resolution 2010-624). These policies have been edited slightly for consistency, but the content of the policies has not been altered.

ES-TV-1 **Transit Supportive Uses.** Through zoning and other mechanisms, the City shall promote uses along the Gold Line light rail line that have daily or frequent patronage, such as offices, hotels, shops, services, or high-density residential development and shall discourage auto-oriented and low patronage uses that do not support transit use.

ES-TV-2 **Local Mobility Improvements.** The City shall ensure that streets and pedestrian and bikeway improvements in the 65th Street/University Transit Village are developed as shown on Figure 9 in Appendix ES-A and as further described in the "65th Street Station Area Study."

Public Facilities and Safety

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

Youth, Parks, Recreation, and Open Space

ES-YPRO-1 **Improve Park Access.** The City shall explore opportunities to improve park access for the disadvantaged College/Glen neighborhood, such as identifying a new park site or a strategy to improve open space access, such as through redevelopment of vacant lots, joint-use agreements, ~~with pocket parks~~ or better connectivity to existing parks.

ES-YPRO-2 **Two Rivers Trail.** The City shall continue to collaborate with Sacramento County to implement the Two Rivers Trail in the American River Parkway.

ES-YPRO-3 **River Amenities.** The City shall collaborate with the Sacramento County Regional Parks Department to help ensure the provision of more trash cans, picnic areas, and ADA-accessible access points along the American River in East Sacramento.

ES-YPRO-4 **Exercise Equipment.** The City shall conduct community outreach to identify an appropriate site for age-friendly outdoor exercise equipment.

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:

- SMUD Headquarters Campus Master Plan Draft EIR (2018)
- Sacramento State Master Plan (2015)
- Sacramento Center for Innovation Specific Plan (2013)

APPENDIX ES-A: 65TH STREET/UNIVERSITY TRANSIT VILLAGE FIGURES TABLE OF FIGURES

Figure ES-1: 65th Street/University Transit Village Boundary

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

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

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

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

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

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

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

Figure ES-1: 65th Street/University Transit Village Boundary

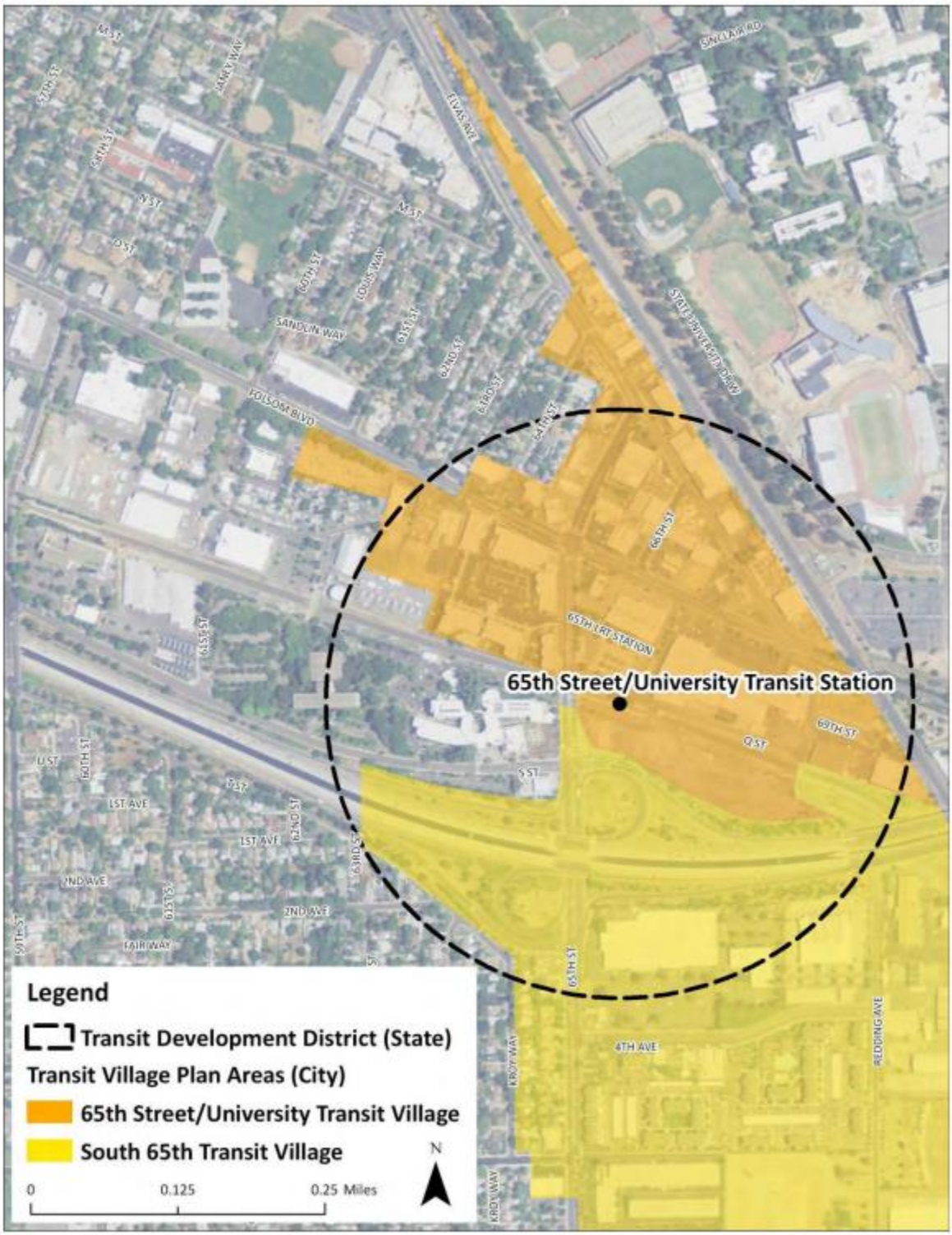


Figure ES-2: 65th Street Between Elvas Avenue and Folsom Boulevard

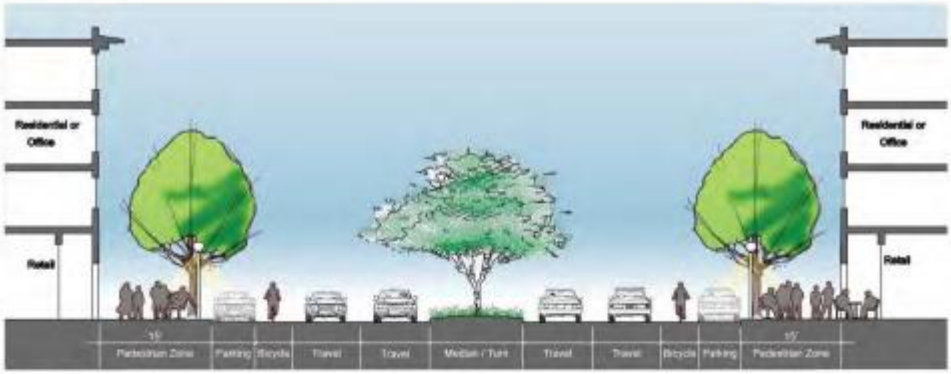


Figure ES-3: 65th Street Between Folsom Boulevard and Q Street

Figure ES-4: Folsom Boulevard Between 59th Street and 62nd Street

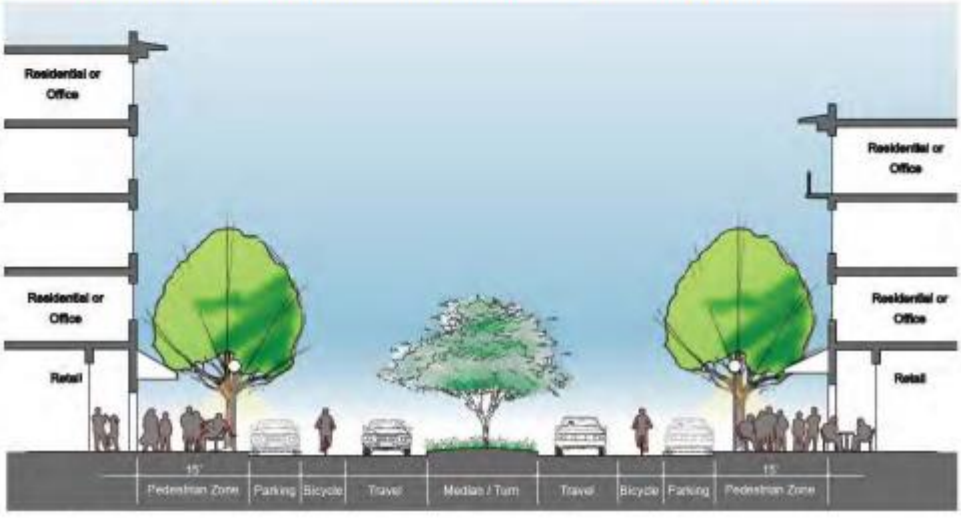


Figure ES-5: Folsom Boulevard between 62nd Street and 68th Street

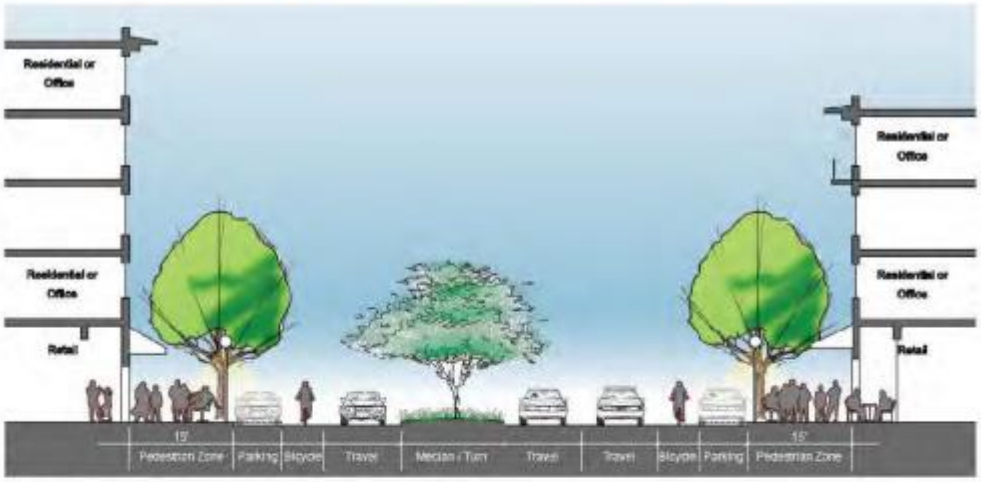


Figure ES-6: 66th Street Between Elvas Avenue and Folsom Boulevard
67th Street Between Elvas Avenue and Folsom Boulevard
68th Street Between Folsom Boulevard and Q Street

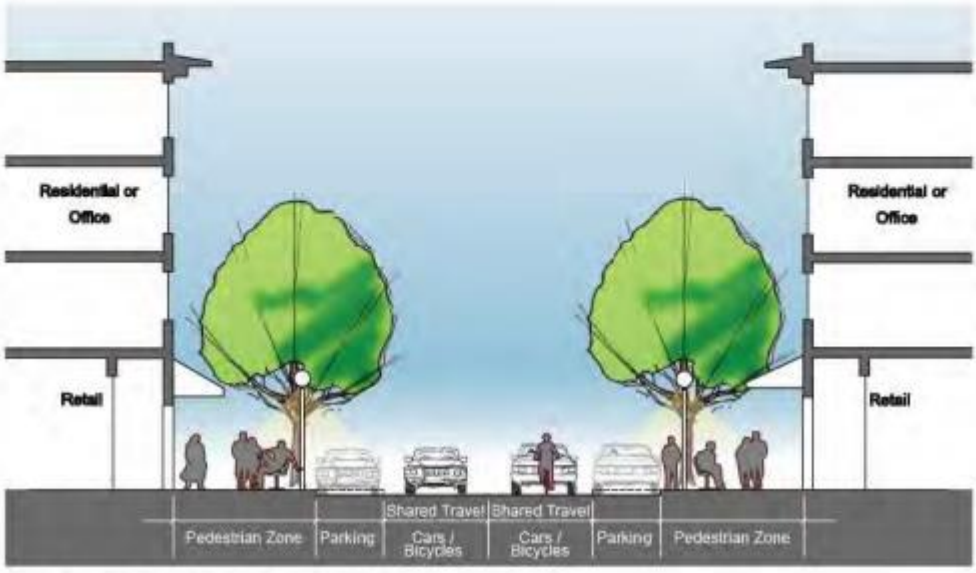


Figure ES-7: 59th StreetBetween Folsom Boulevard and S Street
Elvas Avenue Between 65th Street and Folsom Boulevard

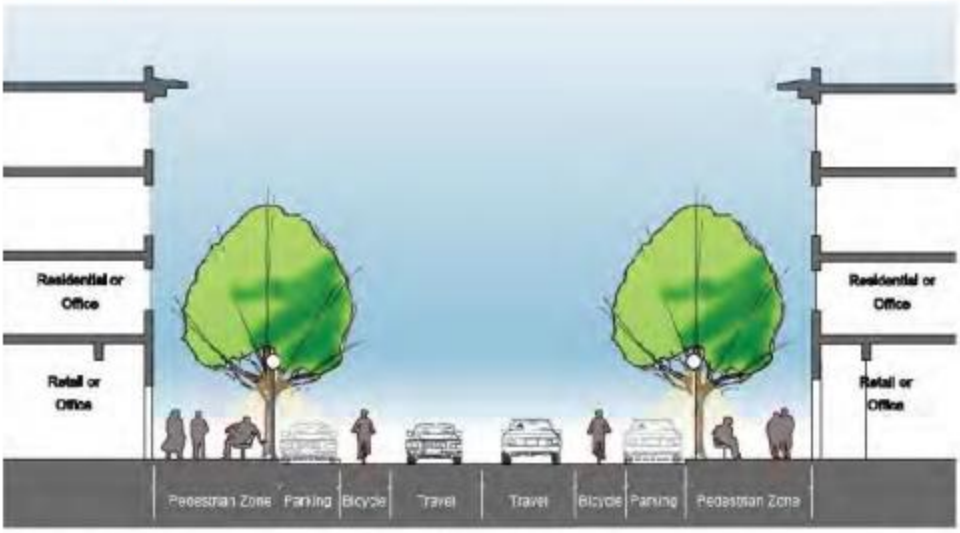


Figure ES-8: Elvas Avenue Between J Street ramps and 65th Street

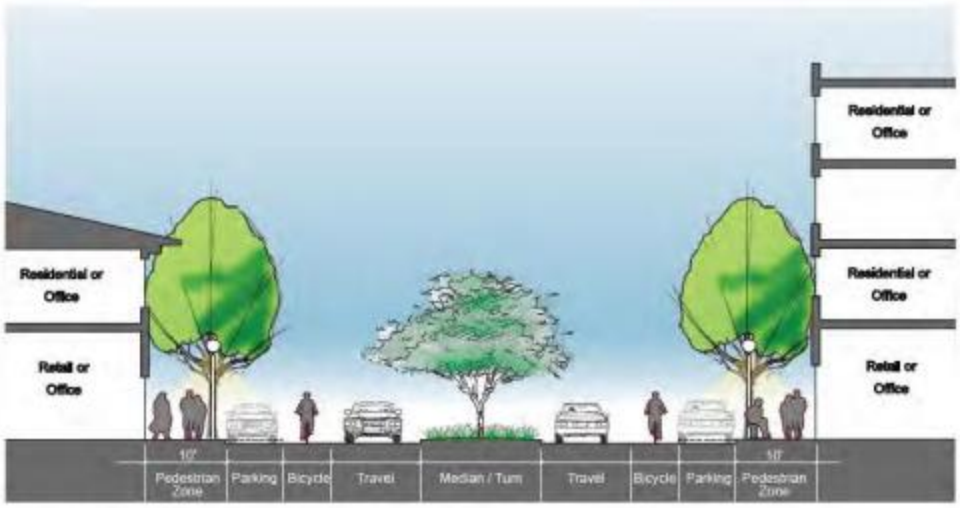


Figure ES-9: Circulation Plan for 65th Street/University Transit Village

11. FRUITRIDGE/BROADWAY COMMUNITY PLAN

COMMUNITY LOCATION

The Fruitridge/Broadway Community Plan Area is to the southeast of Central City, encompassing 28 square miles of land in both the City of Sacramento and in unincorporated Sacramento County. As shown in **Map CP-FB-1**, the Plan Area is bounded by State Route 99 to the west; the Sacramento Regional Transit (SacRT) Gold Line light rail tracks and Jackson Road to the north; Elk Grove, Florin Road, and South Watt Avenue to the east; and Calvine Road in unincorporated Sacramento County to the south. The incorporated part of the Plan Area covers more than half of the total area (15 square miles) and terminates at the City Limit just north of Florin Road. Notable landmarks and neighborhoods in the community include the UC Davis Medical Center, Tahoe Park, Granite Regional Park, Sacramento Center for Innovation, and the Oak Park neighborhood.

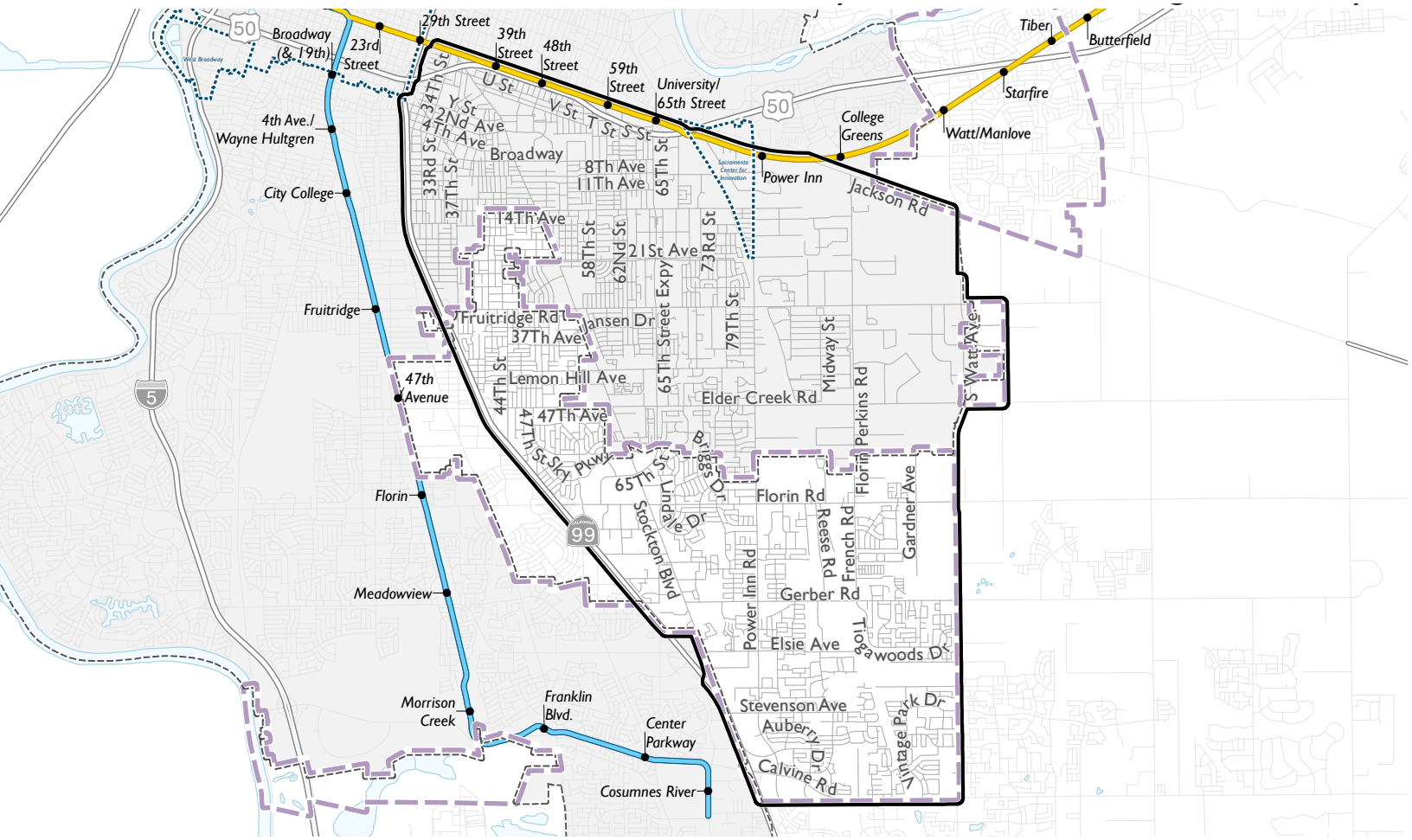
DEVELOPMENT AND PLANNING HISTORY

Fruitridge/Broadway's earliest development history is linked to Sacramento's streetcar line, which ran from 1890 to 1943. Connected to Downtown by streetcar, agricultural areas southeast of the Central City's grid developed into residential "streetcar suburbs," where commuters lived. These new suburbs, including Oak Park and Elmhurst, were developed in phases during the first half of the twentieth century. As private automobiles overtook streetcars as the primary form of transportation, the development in Fruitridge/Broadway expanded further away from streetcar lines. By 1947, Sacramento's streetcars were removed, and most of the housing and commercial development, including The Army Depot (now the Depot Business Park) and Proctor and Gamble, were auto-oriented. In the 1950s, the construction of State Route 99 and Highway 50 further shaped the urban design of the community, separating neighborhoods and limiting access, such as between Oak Park and Central City. Today, Highway 99 marks the western edge of the Fruitridge/Broadway Community Plan Area.

The Community Plan Area contains seventeen residential neighborhoods, home to over 153,000 residents, 67,000 of whom live within the city of Sacramento. The area has approximately 42,000 jobs, the majority of which are in education and health; trade, transportation, and utilities; and government. Of the 23,504 housing units within incorporated Fruitridge/Broadway, 80 percent are single unit, and 15 percent are multi-unit, with relatively lower home sale and rental prices than the city of Sacramento as a whole. Fruitridge/Broadway also hosts Sacramento's largest concentration of industrial space, including the 2,500-acre Florin-Perkins Industrial Area, Depot Business Park, and Granite Regional Office Park; extensive auto-oriented retail and commercial space; and a variety of open spaces, including Granite Regional Park, McClatchy Park, and Tahoe Park. The Community Plan Area is the future home of Aggie Square, a planned innovation hub on the UC Davis Sacramento Campus for which the first phase of construction began in 2022.

Map CP-FB-1

Fruitridge/Broadway Community Plan Area Boundary



Source: City of Sacramento, 2018; Dyett & Bhatia, 2023

Fruitridge/Broadway Community Plan Area Boundary

Sacramento City Limit

Specific Plan Area

Sphere of Influence

Water

Light Rail

Existing Light Rail Station

Existing Route

Blue Line

Gold Line

0 ½ 1 2 Mile

The 65th Street/University Light Rail Station was the focus of two transit village planning efforts. The 65th Street/University Transit Village Plan was adopted in 2002 and the South 65th Street (Transit Village) Area Plan was adopted in 2004. The South 65th Street (Transit Village) Area Plan fell within the boundaries of the Fruitridge/Broadway Community Plan. An overarching objective of these efforts has been to foster transit-oriented development and create a walkable, interconnected, neighborhood mixed-use district, and enhance the visual quality of the neighborhood. The Fruitridge/Broadway Community Plan incorporates policy direction from these efforts. See Appendix FB-A for South 65th Transit Village street cross sections and figures.

In 2013, the City adopted the Sacramento Center for Innovation Specific Plan (SCI SP). The SCI SP was developed in partnership with Sacramento State (CSUS), the Power Inn Alliance, and SMUD in an effort to transform the SCI area from an industrial, underutilized, eclectic mix of uses to a hub of innovative, employee-intensive and supportive uses that would take advantage of the area's proximity to Sacramento State University.

MAJOR TRANSPORTATION ROUTES

Regional access is provided by Highway 50, State Route 16, and State Route 99. Major thoroughfares include Fruitridge Road, 47th Avenue/Elder Creek Road, Florin Road, Stockton Boulevard, Florin Perkins/French Road, and 65th Street. The SacRT Gold Line is also an important mode of access to Downtown and the greater city, with stations in the north of the Plan Area at 39th Street, 48th Street, 59th Street, 65th Street, and Power Inn Road. Stockton and Broadway are also important transit corridors with higher frequency bus service.

Community Vision

IN 2040, Fruitridge/Broadway is a dynamic, family-friendly community where a range of economic opportunities contribute to a high quality of life. Fruitridge/Broadway is one of Sacramento's major job centers, with thriving medical, research, and industrial areas that are connected seamlessly by light rail, high-quality bus routes, low-stress bikeways and comfortable walkways. The transportation system is efficient, safe, and accessible for travelers of all modes, with low-speed local streets that are easy to cross and pleasant to walk along. Broadway, Fruitridge Road, and Stockton Boulevard are vibrant mixed-use corridors that are exciting both to visit and to live in. Other nodes with shops, restaurants, and gathering places are embedded in Fruitridge/Broadway's clean, tree-lined, walkable neighborhoods. Community-serving businesses like grocery stores and farm stands thrive on a strong sense of identity in the area's diverse neighborhoods, which integrate a wide range of affordable and inclusive housing options, including higher density development and smaller homes designed for residents at all stages of life. Anti-displacement measures ensure that residents can live in the community their whole lives. Parks and green spaces are within easy walking and biking distance of many homes, and community gardens, abundant fruit trees, and edible landscapes bolster community health and bring neighbors together. Active engagement and citizen involvement ensure that all development is fundamentally community-oriented, fostering regionally-recognized hubs of culture, innovation, and economic activity and contributing to the prosperity and pride of Fruitridge/Broadway.

Community Issues and Opportunities

The following local planning issues and opportunities are synthesized from community input gathered over the course of the planning process, which included an in-person Community Plan Area

meeting in August 2019, a virtual open house conducted in October 2020, community-led "meetings in a box," and ongoing correspondence from individuals and neighborhood organizations as well as citywide outreach activities. The colored dots next to each paragraph and shown in the legend below indicate where readers can find policies and information related to each community issue and opportunity.

Transit-Oriented Infill Development The Fruitridge/Broadway area has many well-established residential neighborhoods, but vacant and underutilized commercial properties along several key commercial corridors—Broadway, Stockton Boulevard, and Fruitridge Road—present opportunities for infill development. These corridors are already important transit routes, and promoting a more intense mix of housing, jobs, and commercial uses along them can support more frequent, reliable transit service, help foster walkable environments, and reduce the need for driving. Residents also cited Depot Park, New Brighton, Power Inn, 59th Street Station, and the 34th Street and Broadway intersection as other potential opportunities for transit-oriented redevelopment.

Housing Affordability and Displacement Fruitridge/Broadway has some of the more affordable neighborhoods in Sacramento. Although average home sales prices and rental rates are lower in than citywide averages, they are rising quickly, and many residents are concerned about displacement as a result of new development, particularly given that many neighborhoods in Fruitridge/Broadway are at risk of or are currently experiencing gentrification. Homelessness is also an increasingly visible issue. A critical challenge will be integrating new development that can bring new jobs, housing options, and quality of life improvements for area residents while maintaining the existing social fabric of the community and family-friendly character of Fruitridge/Broadway.

First Mile/Last Mile Connectivity - Although Stockton Boulevard has some of the most frequent bus service in the city and the Gold Line light rail service is accessible from stations just north of Plan Area, transit is still not readily accessible from all neighborhoods of Fruitridge/Broadway. Residents would like to see improved connectivity within the Plan Area, including better walking and bicycling connections and "feeder" bus service to provide better access to schools, jobs, and other destinations, especially during peak commute hours. Residents also believe that transit service could be enhanced with more signage, enclosures for bus stops, wheelchair accessibility, and Park-and-Ride parking lots.

Transportation Safety - Fruitridge/Broadway has two of Sacramento's top five Vision Zero corridors, identified as having the highest numbers of fatal and serious crashes involving people walking, bicycling, and driving: Broadway and Stockton Boulevard between Martin Luther King Jr. Boulevard and 13th Avenue and along South Stockton Boulevard between McMahon Drive and Patterson Way. The City's Vision Zero Top 5 Corridor Plan includes planned improvements for these corridors. Residents would also like to see improvements for those walking and bicycling near the 65th Expressway, Power Inn Light Rail Station, Granite Park, Broadway, Florin Perkins Road, and 14th Avenue. Suggested improvements included slowing driver speeds, supporting walking and bicycling comfort and convenience, and installing traffic calming measures.

Park Access and Amenities - The variety of parks in Fruitridge/Broadway, including Tahoe Park, Granite Regional Park, Oak (Community Center) Park, and C.K. McClatchy Park, are important contributors to community identity and livability in Fruitridge/Broadway. Although not all residents live within a short walking and biking distance of a park, there are opportunities to improve park access by addressing barriers such as fencing and discontinuous sidewalks. Many residents expressed desire for a linear park, potentially along Morrison Creek or the 21st Avenue median. Residents valued tree-shaded walking paths throughout the Community Plan Area where they can

exercise, play, or travel to work, school, or shopping areas. Residents also noted that existing community pool facilities are closed most of the year, presenting an opportunity to broaden access to pools by expanding open hours.

Healthy Food Access - While Fruitridge/Broadway is relatively well-served by healthy food retailers, there are also corridors within the Plan Area that are oversaturated with unhealthy food retail such as tobacco, fast food, and alcohol. Because unhealthy foods are often less expensive than healthy foods, residents who live in areas with higher concentrations of fast food tend to have higher rates of obesity, diabetes, and other chronic disease. Fruitridge/Broadway community members would like future development to include more healthy food retailers that are affordable to low-income residents, including grocery stores, farmers' markets, and community-oriented solutions such as community gardens and edible landscaping.

Air Quality - Flanked by freeways and containing several major arterial roadways as well as industrial activities, a focus on air quality is a priority for residents. Residents of many census tracts in the area experience elevated rates of asthma and cardiovascular disease. Citywide policies to reduce sources of air pollution and incorporate mitigation measures into new projects are addressed in the Environmental Resources and Constraints Element. On a neighborhood level, identifying areas to plant trees and place electric vehicle chargers can address air quality impacts and provide co-benefits such as shade and mobility options. There are opportunities for tree planting at some large institutions, including the UC Davis Medical Center and Sacramento County offices near Granite Regional Park, where there are currently large parking lots with limited shade near disadvantaged communities or near important transit routes.

Inclusive, Accessible Outreach - Fruitridge/Broadway residents care about their neighborhoods and seek wider opportunities to participate in planning for new development and quality-of-life improvements. Outreach should include input from a variety of voices within the community, including linguistically isolated residents, and draw clear links between the planning decisions and local quality-of-life considerations to encourage participation.

LAND USE AND PLACEMAKING

In Part 2 of the General Plan, the Land Use and Placemaking Element includes a land use diagram as well as maps that show maximum floor area ratio (FAR), minimum FAR, and minimum density standards across the city. Together, these maps provide direction for land use and development intensities citywide. Development in the Fruitridge/Broadway area is subject to these citywide development standards, and close-ups of these land use designations and development intensities for the Fruitridge/Broadway Community Plan Area are provided in **Maps CP-FB-2** through **CP-FB-5** for ease of reference.

These maps seek to promote mixed-use development along transit corridors and major thoroughfares in Fruitridge/Broadway to incentivize multi-unit housing and employment generating uses in proximity to transit and support more frequent/reliable service. In the eastern part of the Community Plan Area, land use and FAR regulations seek to promote a mix of employment-oriented uses, including industrial-sector growth within the Army Depot Special Planning District. New development is envisioned primarily on vacant and infill sites such as large surface parking lots. In established residential neighborhoods, there are fewer sites available for development and the land use and intensity regulations allow for a range of smaller scale housing.

The Housing Element, published under separate cover, contains policies and programs addressing

homelessness, ensuring affordable housing choices for people of all ages and income levels, and preventing displacement, which are important community priorities. See the Land Use and Placemaking Element for land use designations that describe allowed uses, as well as for goals, policies, and actions that promote the development of a wider variety of more affordable housing types.

Sacramento Center for Innovation (SCI) Specific Plan

The Sacramento Center for Innovation (SCI) Specific Plan (SP) area is comprised of 240 acres, located southeast of California State University Sacramento and west of Granite Regional Park Development Area. This area is a key potential infill and redevelopment area of the Fruitridge/Broadway Community Plan. Under the plan, the area is intended to be a well-designed center of innovation with retail, office, flex space, research and development, and advanced manufacturing that attracts innovative businesses such as clean technology and bio-technology enterprises.

The following recommendations for the SCI SP 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 2040 General Plan and Community Plan.

- In the SCI SP area, encourage the replacement of low intensity industrial uses, commercial uses, and vacant land with higher-intensity development that supports job creation and workforce development.
- In the SCI SP area, provide for large mixed-use office and employment centers that include support retail and service uses, in addition to residential uses.

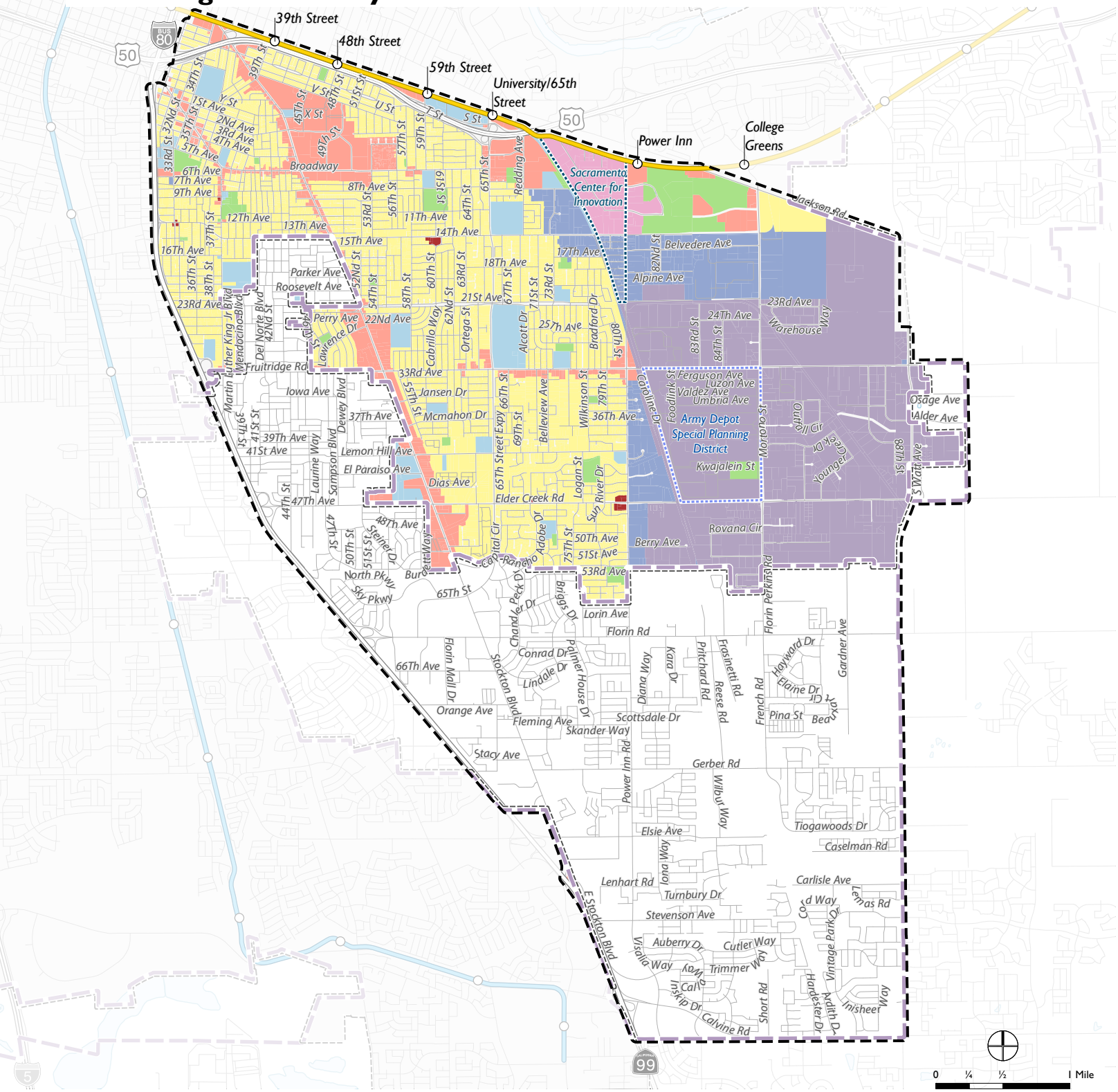
Implementation of the SCI specific plan will assist the City in achieving the plan's vision to transform the area from an auto-oriented industrial area into a multi-modal, intensive employment center that maximizes opportunities for walking, bicycling, and transit use.

South 65th Street Transit Village Plan

The South 65th Street Transit Village is envisioned as a mixed-use district which provides direct bicycle and pedestrian connections to the 65th Street Transit Center, CSUS, and the 65th Street/University Transit Village area (located north of Hwy 50), by way of improvements to Redding Avenue and 65th Street. The South 65th Street Transit Village is less urban in scale, less dense, and more residential than the 65th Street/University Transit Village. At the same time, 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 transition from an auto oriented commercial and industrial district to Transit Oriented Development. Financial and regulatory incentives may 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 South 65th Street Transit Village Plan serves as the transit village plan for the South 65th Street Transit Village Development District. See Appendix FB-A for South 65th Transit Village street cross sections and figures.

Map CP-FB-2

Fruitridge/Broadway Land Use



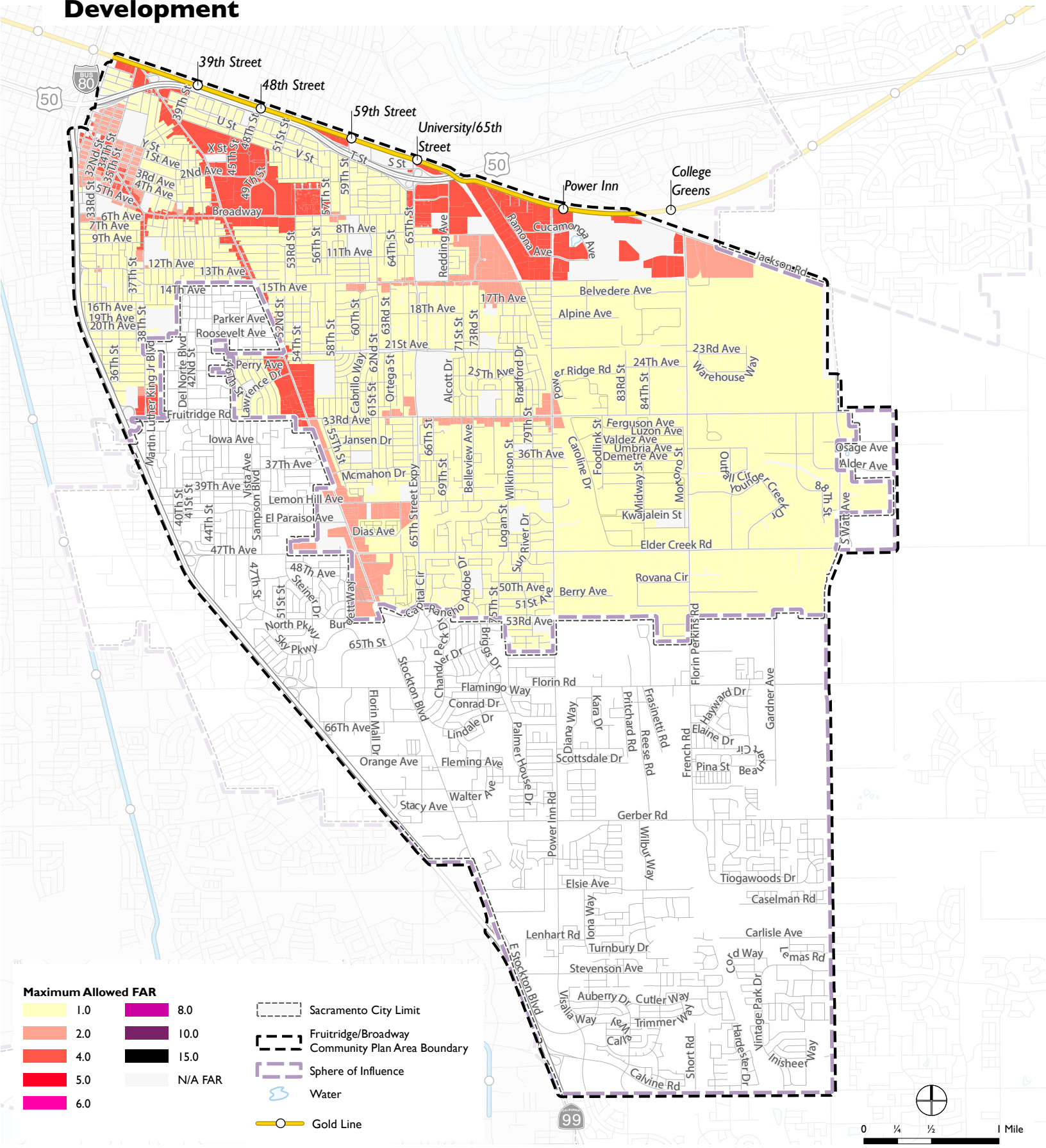
Land Use Designations

- Rural Residential (RR)
- Neighborhood (N)
- Residential Mixed-Use (RMU)
- Office Mixed-Use (OMU)
- Commercial Mixed-Use (CMU)
- Employment Mixed-Use (EMU)
- Industrial Mixed-Use (IMU)
- Public/Quasi-Public (PQP)
- Parks and Recreation (PR)
- Open Space (OS)
- Specific Plan Area
- Relevant Plan/Study Area
- Sacramento City Limit
- Fruitridge/Broadway Community Plan Area Boundary
- Sphere of Influence
- Water
- Gold Line

Source: City of Sacramento, 2018; Dyett & Bhatia, 2022

Map CP-FB-3

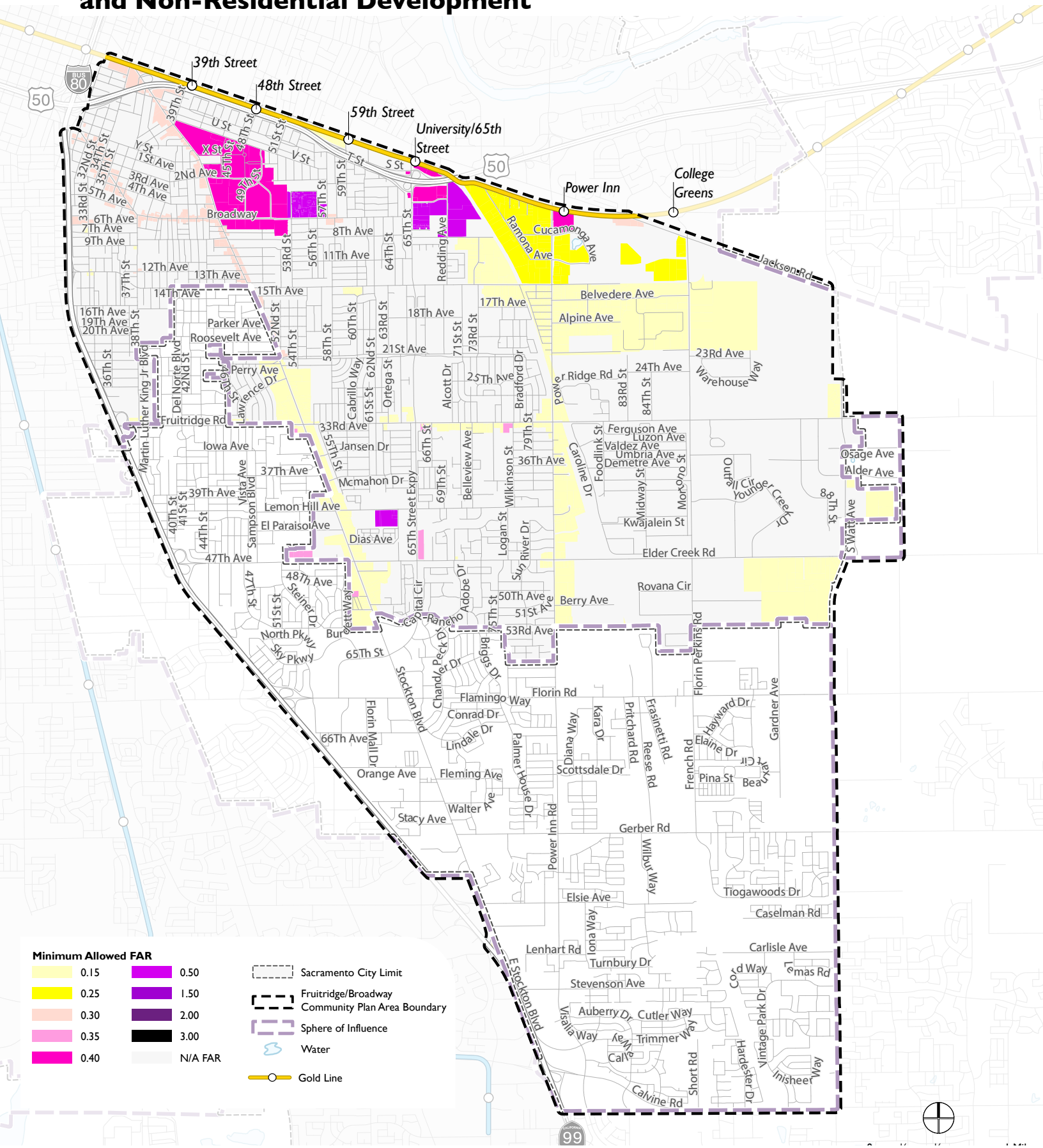
Fruitridge/Broadway Maximum Floor Area Ratio (FAR) - All Development



Source: City of Sacramento, 2018; Dyett & Bhatia, 2022

Map CP-FB-4

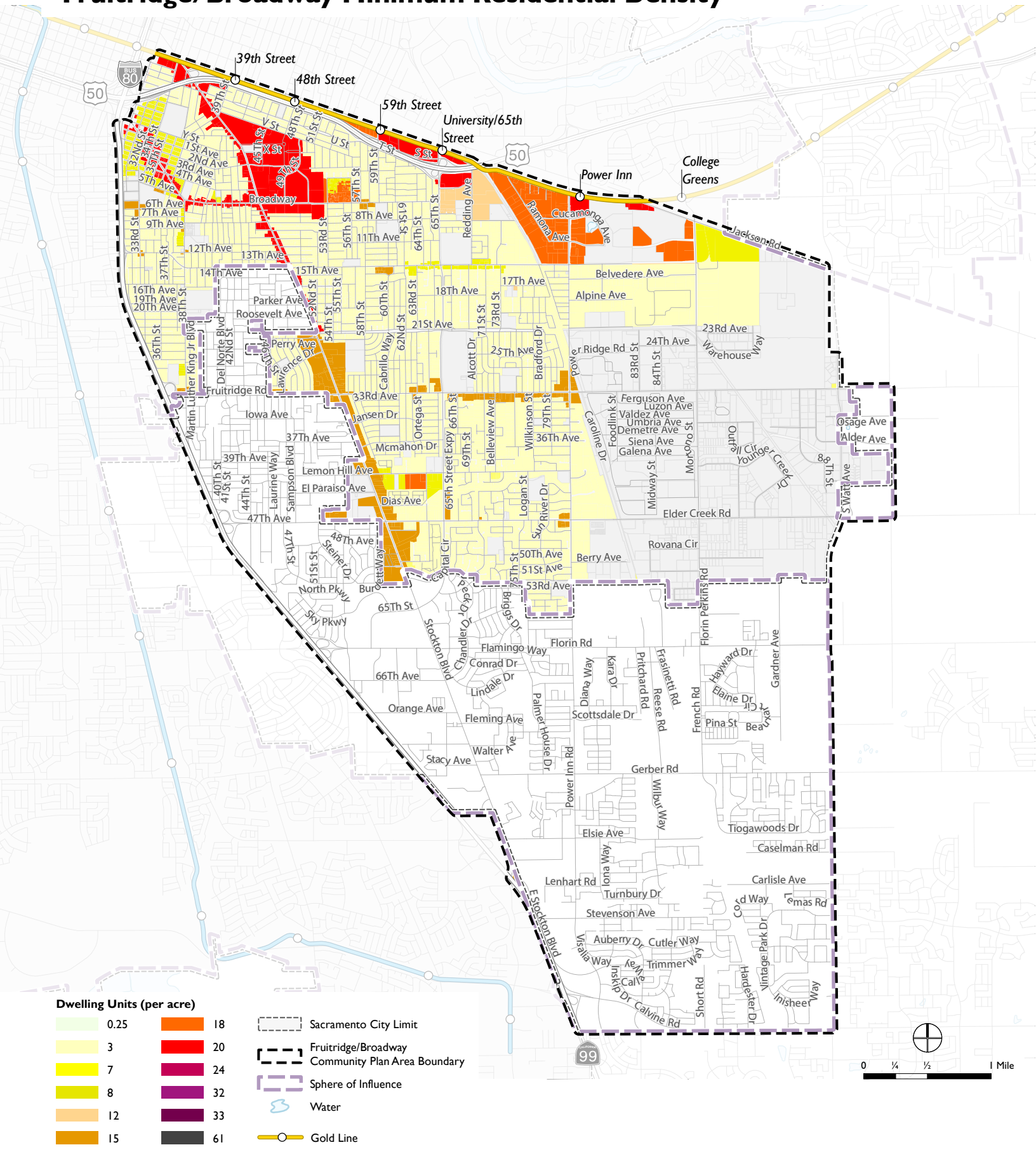
Fruitridge/Broadway Minimum Floor Area Ratio (FAR) - Mixed-Use and Non-Residential Development



Source: City of Sacramento, 2018; Dyett & Bhatia, 2022

Map CP-FB-5

Fruitridge/Broadway Minimum Residential Density



Source: City of Sacramento, 2018; Dyett & Bhatia, 2022

MOBILITY

Improving walking and bicycling connectivity, transportation safety, and transit access are major priorities for the Fruitridge/Broadway community. Segments of Stockton Boulevard and Broadway are Vision Zero Top 5 Corridors, which are streets in the city with the highest numbers of fatal and serious crashes involving people walking, bicycling, and driving. Vision Zero is guided by the recognition that speed is the most significant factor in traffic crashes, and therefore slowing driver speeds is critical to improving roadway safety. The City of Sacramento's Vision Zero Top 5 Corridor Plan plans for roadway redesigns on Stockton Boulevard and Broadway that will lower driving speeds and improve walking and bicycling infrastructure. Roadway reallocations on the 65th Street Expressway and Fruitridge Road—both of which are critical mobility connectors—may provide for greater access for those walking, bicycling, or using transit. Traffic studies indicated that these streets may have excess vehicle capacity; further study of these proposed roadway reallocations will include opportunities for community input and feedback on street design. **Map CP-FB-6** shows the planned roadway reallocations for the Fruitridge/Broadway Community Plan Area, which are street segments throughout the city that have been identified as places where excessive roadway capacity—in other words, too many vehicle travel lanes—could be repurposed as spaces to prioritize walking, bicycling, and transit use. These could take the form of improvements such as wider sidewalks, protected bike lanes, bulb-out transit stops, and bus-only lanes, and will require further community outreach, study, and roadway design.

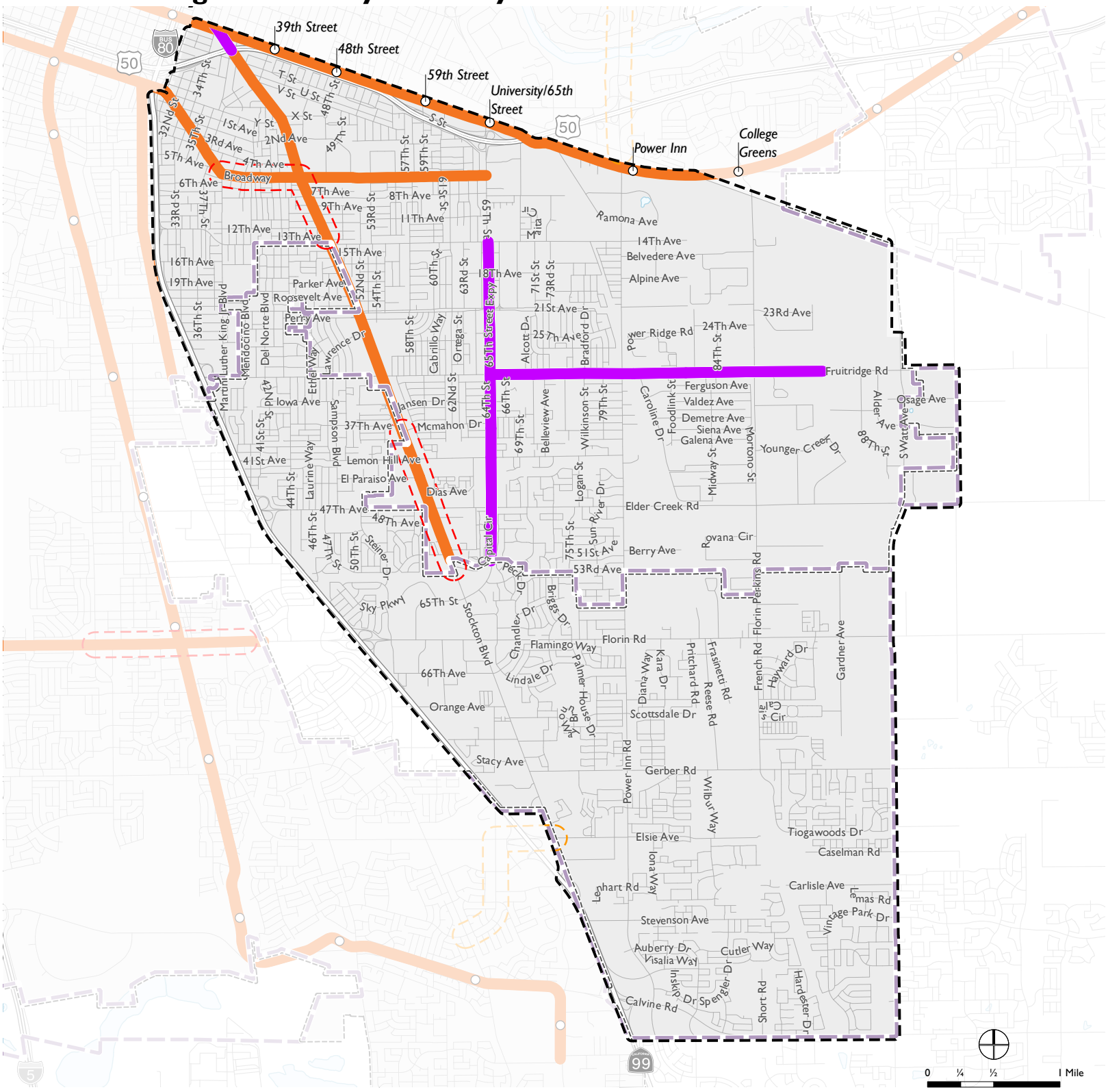
Improvements and interventions identified in the Mobility Element, Pedestrian Master Plan, Bicycle Master Plan, and the Transportation Priorities Plan will help to address gaps in walking and bicycling networks, including connections to transit, and help achieve community goals for healthy, lower cost, and air-quality-friendly ways of travel.

First mile/last mile mobility solutions—such as bike share and e-bikes, scooters, and on-demand shuttle services—can help people get to/from home, school, parks, or work via transit more easily. Light rail stations at the northern edge of the Community Plan Area and high-frequency bus service along Stockton Boulevard present opportunities for improving walking, scooting, bicycling and transit connections, including through expansions of SacRT's SmaRT Ride program, to these transit-rich areas.

Additional policies around transportation safety, transit access, and pedestrian and bicycle infrastructure can be found in the Mobility Element.

Map CP-FB-6

Fruitridge/Broadway Roadway Reallocations



- Light Rail Station
- High-Frequency Transit
- Future Roadway Reallocation Segment

Vision Zero Top Ten Corridors*

- Top 1-5
- Top 6-10

- Sacramento City Limit
- Fruitridge/Broadway Community Plan Area Boundary
- Sphere of Influence

Source: City of Sacramento, 2018; Dyett & Bhatia, 2022

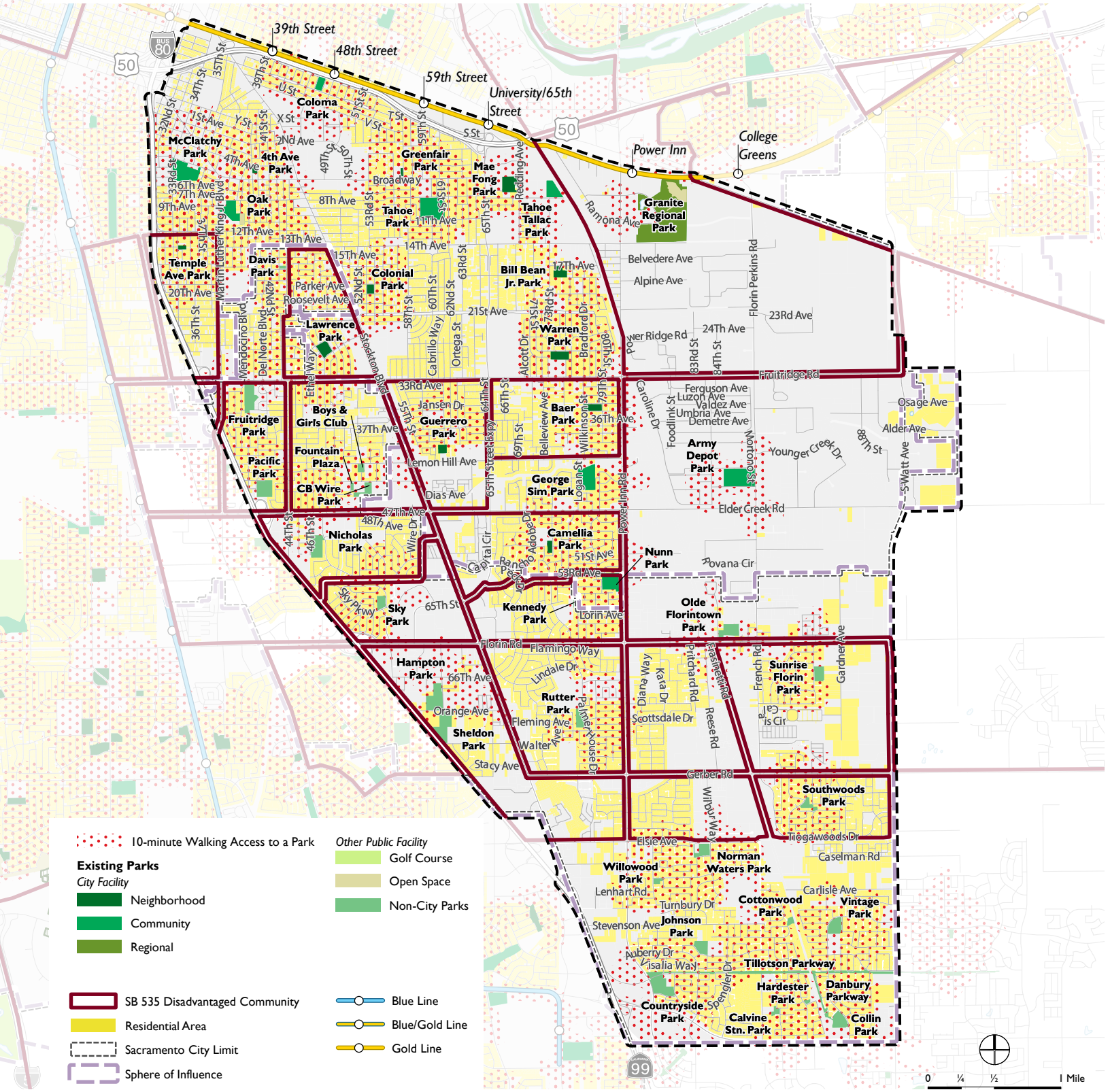
PARK ACCESS

Fruitridge/Broadway has 10 community parks, 10 neighborhood parks, and 1 regional park for a total of 218 acres. This represents about 3.2 acres per thousand residents~~, which is lower than the citywide goal of 5 acres per thousand residents~~. There are also 26 non-city owned parks in the unincorporated area, primarily operated by the Southgate Recreation and Park District, available for Fruitridge/Broadway residents to use. As shown on **Map CP-FB-7**, however, there are several residential areas, particularly in the Avondale, South Oak Park, Tahoe Park South, and Tallac Village neighborhoods, that do not have a park within easy walking distance of home. For some residents of the Tahoe Park South neighborhood, for example, the closest park is nearly a mile away. In other areas, barriers to access such as missing crosswalks or fencing prevent residents from accessing their neighborhood green spaces. Removing barriers to access where possible, improving pedestrian and bicycle connections to existing parks such as Granite Regional Park, and creating new parks in underserved areas can help to increase park access. There is also an opportunity to create a linear parkway with shared paths along Morrison Creek, as well as the 21st Avenue median. Collaborations with local Property Business Improvement Districts, including Oak Park Business Association, the Power Inn Alliance, and the Stockton Boulevard Partnership, could help to activate parks with sponsored programming, events, and festivals.

Policies in this Community Plan complement Citywide policies and actions in the Youth, Parks, Recreation, and Open Space Element, which includes policies to improve park/community center access, programming, lighting, and maintenance, including within Fruitridge/Broadway.

Map CP-FB-7

Fruitridge/Broadway Park Access



Source: City of Sacramento, 2018; Dyett & Bhatia, 2022

Community Policies

The policies below address issues specific to Fruitridge/Broadway and supplement citywide policies; many of the issues and opportunities of Fruitridge/Broadway are common to many areas of Sacramento and are addressed at the citywide level.

Land Use and Placemaking

FB-LUP-1 **Transit-Supportive Uses**. Through zoning and other mechanisms, the City shall promote uses along Stockton Boulevard, Broadway, and the Gold Line light rail that have daily or frequent patronage, such as offices, hotels, shops, services, or high-density residential development and shall discourage auto-oriented and low patronage uses that do not support transit use.

FB-LUP-2 **Stockton Boulevard Revitalization.** The City shall continue to develop and implement the Stockton Boulevard Plan to extend revitalization programs for Stockton Boulevard to the area between Alhambra Boulevard and Riza Avenue, with the objectives of improving the quality of life and economic opportunity for existing residents and businesses along the corridor, increasing community ownership, and building local capacity.

FB-LUP-3 **Light Industrial on Stockton Boulevard**. The City shall work with property and business owners to gradually relocate non-conforming light-industrial uses (such as junk yards) from Stockton Boulevard to appropriate industrial areas.

FB-LUP-4 **Army Depot Special Planning District**. The City should entertain amendments or updates to the Army Depot Special Planning District (SPD) to allow additional industrial and office development to align with the goals of the General Plan.

FB-LUP-5 **City/County Coordination.** On an ongoing basis, the City shall coordinate land use and transportation planning initiatives with Sacramento County efforts in unincorporated parts of the Community Plan Area to further mutual objectives and optimize the use of public funds. Coordination may involve participation in technical advisory committees, sharing details of pending development projects, and aligning investments and infrastructure improvements.

Historic and Cultural Resources

There are no historic and cultural resource policies specific to Fruitridge/Broadway that supplement the citywide General Plan policies. Please see the Historic and Cultural Resources Element in Part 2 of the General Plan.

Economic Development

FB-ED-1 **Development Incentives.** Recognizing the importance of the Fruitridge/Broadway area for Sacramento's economic development, the City shall provide financing options and economic incentives to support development projects in the Community Plan Area. The Community Development Department and Office of Innovation and Economic Development should coordinate to determine eligibility of individual projects for available programs and incentives.

FB-ED-2 **Florins-Perkins Industrial Area.** The City shall promote the Florin-Perkins Industrial Area for new businesses and industries, particularly those which are labor-intensive and provide job opportunities for local residents.

FB-ED-3 **Local Business Sponsorship.** The City shall support the Oak Park Business Association, the Power Inn Alliance, and the Stockton Boulevard Partnership in efforts to activate their respective districts through events, festivals, and activities, with an emphasis on programming that reflects the cultural diversity of the Sacramento community.

FB-ED-4 **Stockton Boulevard Business Participation**. The City shall work with Stockton Boulevard merchants and property owners to identify and implement programs and incentives to support business vitality and economic sustainability along the corridor.

Environmental Resources and Constraints

FB-ERC-1 **Tree Planting and Maintenance.** The City shall encourage anchor institutions such as UC Davis and Sacramento County to increase tree planting, drought-tolerant landscaping, and other interventions to improve air quality and reduce urban heat island effect in Fruitridge/Broadway.

Environmental Justice

There are no environmental justice policies specific to Fruitridge/Broadway that supplement the citywide General Plan policies. Please see the Environmental Justice Element in Part 2 of the General Plan.

Mobility

FB-M-1 **SmaRT Rides.** The City should encourage the Sacramento Regional Transit District (SacRT) to explore the feasibility of expanding the SmaRT Ride (microtransit) service area to Fruitridge/Broadway.

FB-M-2 **Pedestrian Environment.** The City shall ensure the pedestrian environment along 65th Street, 4th Avenue, Redding Avenue, and San Joaquin Street east of Redding Avenue is improved by providing separated sidewalks, planters, street trees, on-street parking where feasible, bike lanes, decorative lighting, and street crossing improvements (including decorative and textured paving).

Public Facilities and Safety

FB-PFS-1 **Storm System Impacts**. The City shall work with project applicants in the South 65th Street Transit Village area to identify storm drainage options and practices that will reduce impacts to the existing system.

Youth, Parks, Recreation, and Open Space

FB-YPRO-1 **Granite Regional Park Expansion**. The City shall evaluate the expansion of Granite Regional Park, including the possible acquisition of the east basin or the dedication of land in the west basin to parkland.~~The City shall expand Granite Regional Park by either acquiring the east basin and planning for a nature preserve with open space and trails or working with a non-profit to develop it as an open space or botanical garden.~~

FB-YPRO-2 **Army Depot Park.** The City shall further develop Army Depot Park by developing additional little league fields for active recreation.

FB-YPRO-3 **Granite Regional Park Pedestrian Access**. The City shall improve pedestrian and bicycle access to Granite Regional Park by identifying pedestrian access points on the north and south sides of the park, where applicable.

FB-YPRO-4 **George Sim Park Access.** The City shall assess options for improving pedestrian access to George Sim Park where pedestrian access from nearby neighborhoods is poor, as citywide priorities allow.

FB-YPRO-5 **Morrison Creek Project.** The City shall continue the Morrison Creek Parkway Project as citywide priorities allow by installing shared paths, which can promote opportunities for recreation, education, and travel as well as by planting native drought-tolerant vegetation.

FB-YPRO-6 **UC Davis Medical Center Events.** The City should coordinate with UC Davis to ensure that campus events are accessible to the larger community.

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 Fruitridge/Broadway Community Plan:

- Stockton Boulevard Corridor Plan (2021)
- UC Davis Sacramento Campus Long Range Development Plan Update (2020)
- Vision Zero Action Plan (2018)
- Granite Regional Park Planned Unit Development (2014)
- Sacramento Center for Innovation Specific Plan (2013)
- 65th Street Station Area Plan (2009)
- Oak Park Design Guidelines (2007)
- 65th Street Pedestrian and Bicycle Accessibility Study (2006)
- 65th Street Station Block Development Strategy (2006)
- Sacramento State Destination 2010 Initiative (2004)
- Tahoe Park Strategic Neighborhood Action Plan (2000)

APPENDIX FB-A: SOUTH 65TH TRANSIT VILLAGE FIGURES

Table of Figures

FIGURE 1: South 65th Transit Village Boundary

FIGURE 2: Two lane street with parking

FIGURE 3: Two lane street with bicycle and parking lanes

FIGURE 4: San Joaquin Street between Redding Avenue and Business Drive

FIGURE 5: Broadway between 65th Street and Redding Avenue

FIGURE 6: Circulation Plan for South 65th Transit Village

Figure FB-1: South 65th Transit Village Boundary

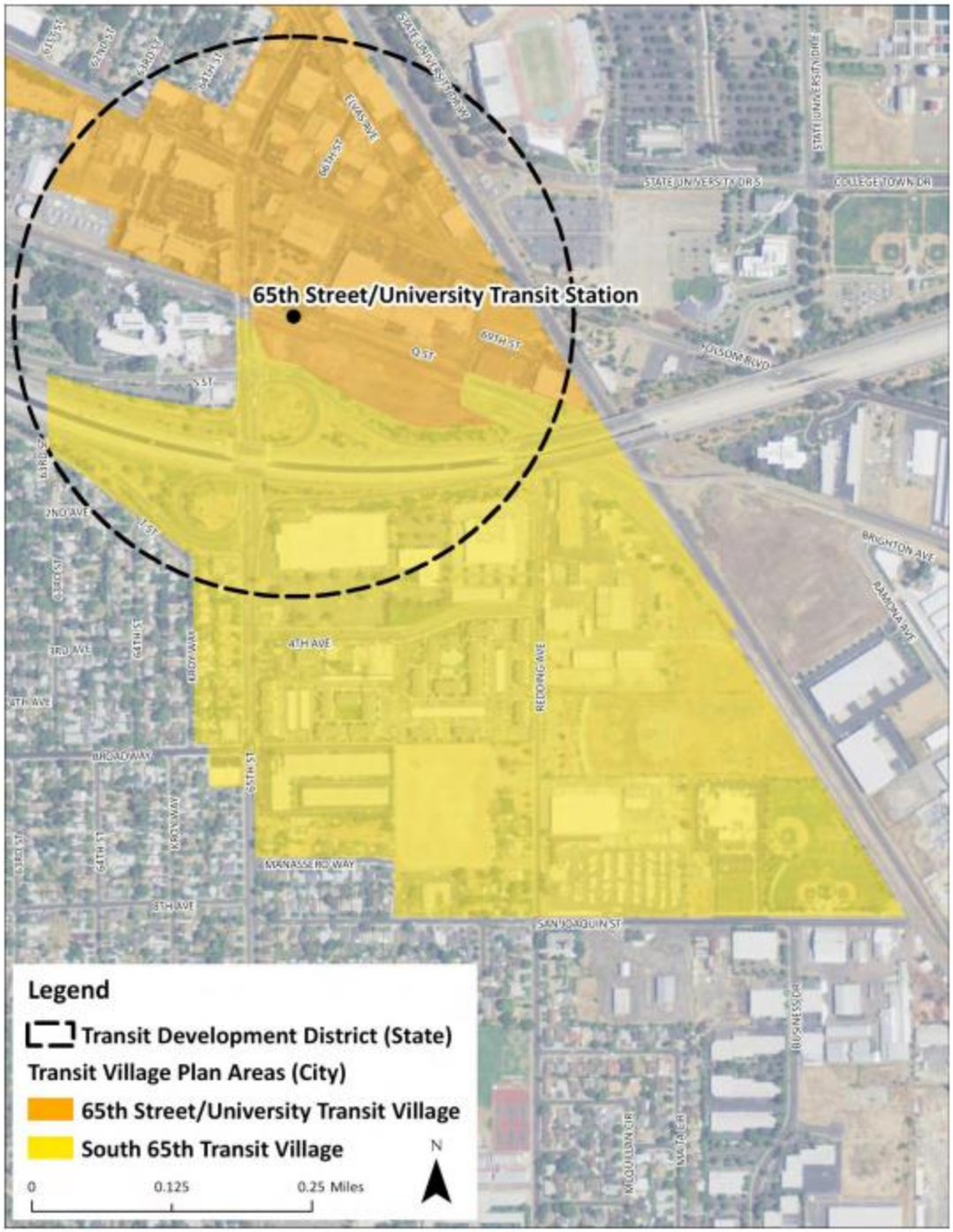


Figure FB-2: Two Lane Street with Parking

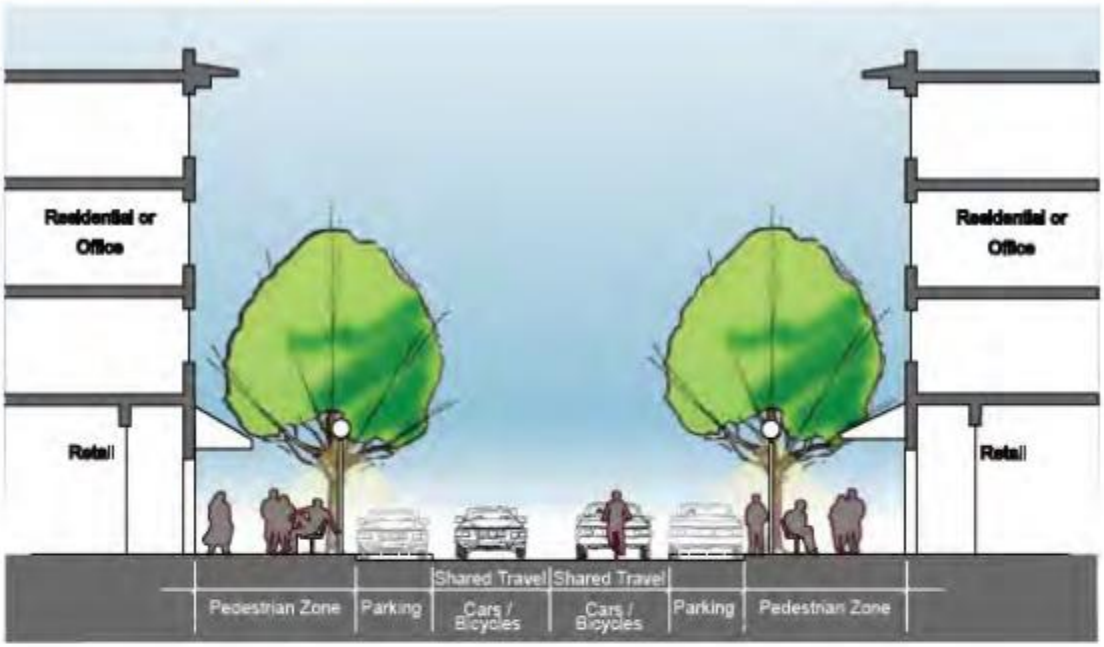


Figure FB-3: Two Lane Street with Bicycle and Parking Lanes

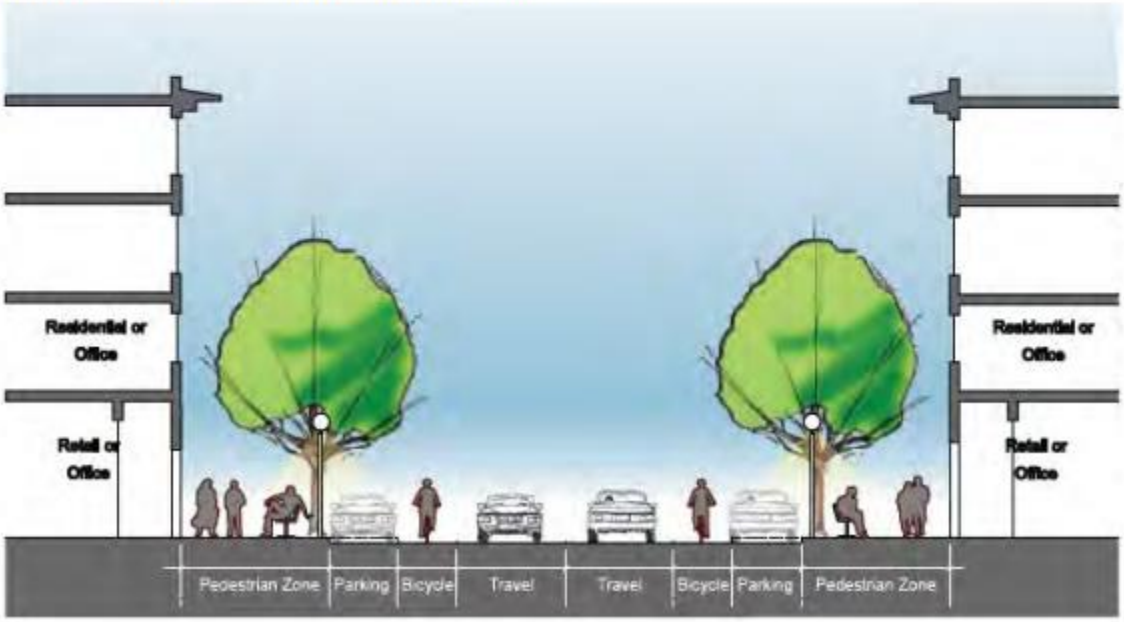


Figure FB-4: San Joaquin Street between Redding Avenue and Business Drive

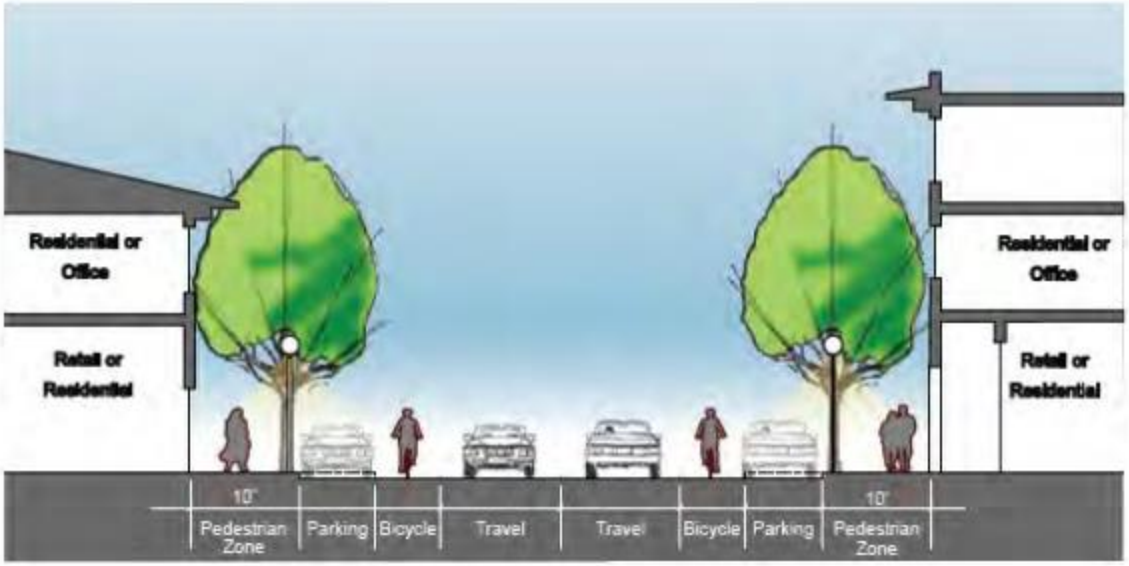


Figure FB-5: Broadway Between 65th Street and Redding Avenue

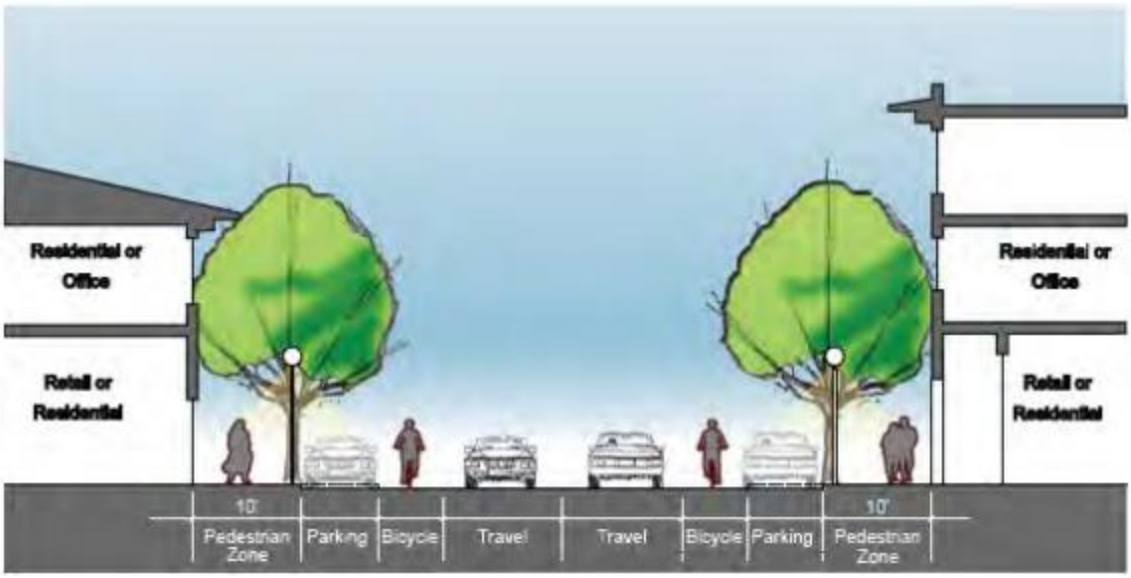


Figure FB-6: Circulation Plan for South 65th Transit Village

11. GREATER LAND PARK COMMUNITY PLAN

COMMUNITY LOCATION

The Greater Land Park Community Plan Area encompasses about 7 square miles of the city of Sacramento, just south of the Downtown, and is bounded by Broadway to the north, State Route 99 to the east, 35th Street to the south, and the Sacramento River to the west. **Map CP-LP-1** shows its location within the city.

The Sacramento Regional Transit (SacRT) Blue Line has four stops within Greater Land Park, providing direct access to Downtown and to the rest of the city. Major commercial corridors include Freeport Boulevard, Franklin Boulevard, 24th Street, and Sutterville Road; Broadway is just out of the Community Plan Area to the north, but is easily accessible and often associated with Greater Land Park.

William Land Park, home to Fairytale Town, Funderland, and the Sacramento Zoo are located at the center of the community. Other notable destinations include Curtis Park, Sacramento City College, the Sacramento Marina/Miller Regional Park, the Sacramento Historic City Cemetery, the Belle Cooledge Community Center and Library, and the Tower Theatre, which is adjacent to the Greater Land Park Community Plan Area.

DEVELOPMENT AND PLANNING HISTORY

Greater Land Park was established in the late 1840s as a settlement called "Sutterville," and grew in a mosaic pattern as farms were converted into housing developments. The community was originally connected to Downtown Sacramento via streetcars that ran from Downtown along both Riverside Boulevard and 21st Street, operated by Pacific Gas & Electric Company. In the 1920s, the construction of William Land Park further increased the area's appeal. William Land, an influential entrepreneur and former Mayor of Sacramento (1897–1901), donated money for purchase and dedication of the park. In the 1940s, the streetcar system was replaced by bus lines, and the remainder of agricultural uses in the area were converted to automobile-oriented housing developments. In the 1960s, the construction of Highway 50 and State Route 99 separated Greater Land Park from nearby Midtown, Downtown, and Oak Park. In 2003, SacRT opened the first phase of the Blue Line extension, bringing light rail service south from the 16th Street Station and reestablishing Greater Land Park's transit connection to Downtown.

Today, Greater Land Park is a community of approximately 33,800 residents and 17,500 jobs, the majority of which are in government, education, and health. Some of the many notable businesses in the area include Gunther's Ice Cream, Vic's Ice Cream, the Japanese grocery store Oto's Marketplace, New Helvetia and Fountainhead brewing companies, Lalo's Restaurant, Marie's Donuts, and Freeport Bakery. The Greater Land Park Community Plan Area contains nine residential neighborhoods,

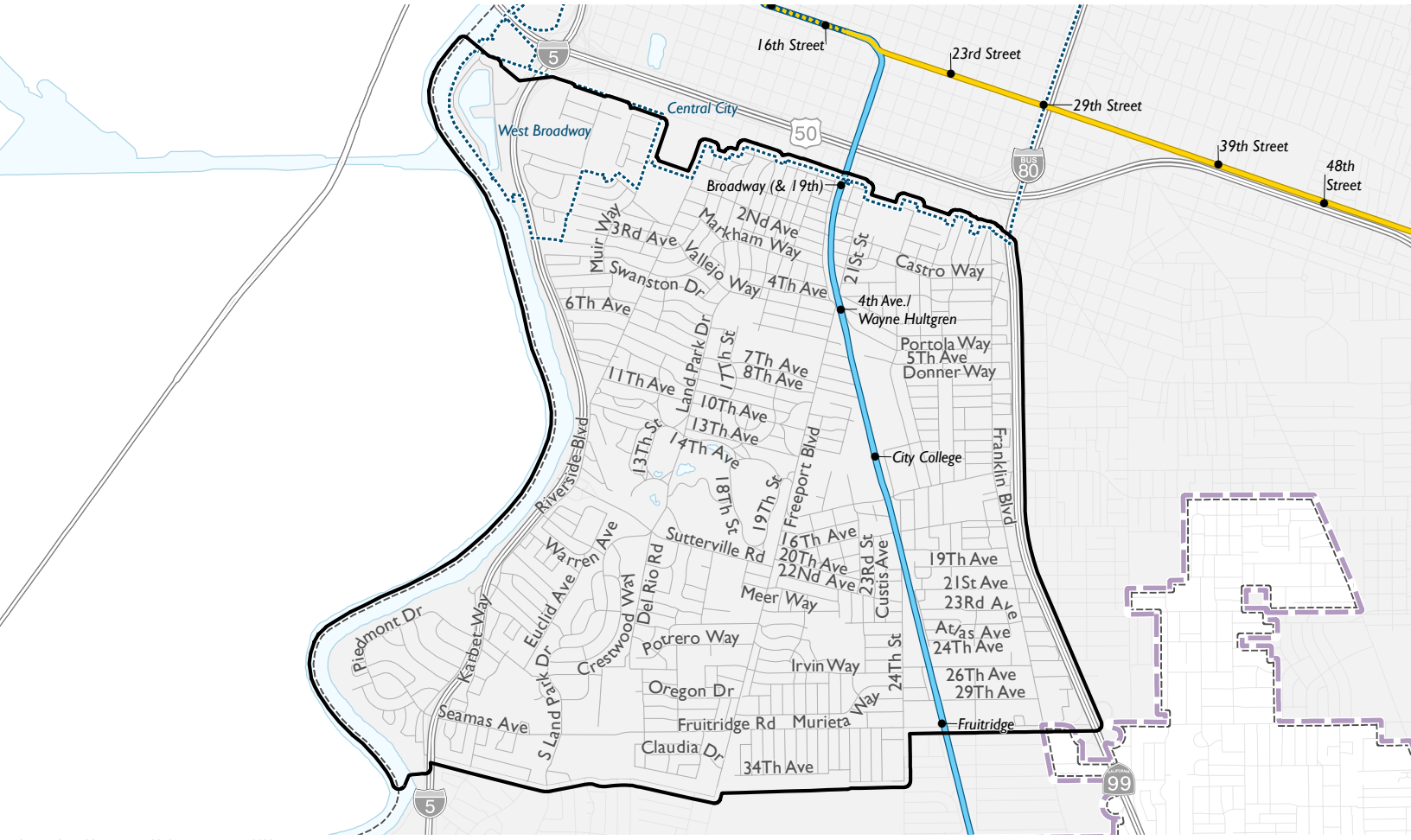
including Land Park, Upper Land Park, Curtis Park, Carleton Tract, North City Farms, Hollywood Park, Mangan Park, South Land Park, and Little Pocket.

MAJOR TRANSPORTATION ROUTES

Regional access to and from Land Park is provided by I-5 on the west, Business 80/Highway 50 on the north, and Highway 99 on the east. Several north/south arterials connect to these freeways including Riverside Boulevard, Land Park Drive, Freeport Boulevard, 12th Avenue, and Franklin Boulevard, which provide automobile and bike access through the Plan Area and connect residents to surrounding communities and Downtown Sacramento. East/west arterials such as Fruitridge Road/Seamas Avenue, Sutterville Road/12th Avenue, and Broadway provide access from the Plan Area to surrounding communities and neighborhoods. The Blue Line light rail line is located east of Freeport Boulevard and connects Land Park with South Sacramento and the Central City.

Map CP-LP-1

Greater Land Park Community Plan Area Boundary



Source: City of Sacramento, 2018; Dyett & Bhatia, 2023

Greater Land Park Community Plan Area Boundary
Sacramento City Limit
Specific Plan Area
Sphere of Influence
Water

Light Rail
Existing Light Rail Station

Existing Route
Blue Line
Blue/Gold Line
Gold Line

0 ¼ ½ 1 Mile

ran from Downtown along both Riverside Boulevard and 21st Street, operated by Pacific Gas & Electric Company. In the 1920s, the construction of William Land Park further increased the area's appeal. William Land, an influential entrepreneur and former Mayor of Sacramento (1897–1901), donated money for purchase and dedication of the park. In the 1940s, the streetcar system was replaced by bus lines, and the remainder of agricultural uses in the area were converted to automobile-oriented housing developments. In the 1960s, the construction of Highway 50 and State Route 99 separated Greater Land Park from nearby Midtown, Downtown, and Oak Park. In 2003, SacRT opened the first phase of the Blue Line extension, bringing light rail service south from the 16th Street Station and reestablishing Greater Land Park's transit connection to Downtown.

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COMMUNITY VISION

IN 2040, the Greater Land Park community is vibrant and sustainable, with abundant cultural diversity that enlivens and enriches everyday life. The area has a thriving mix of commercial and professional services, with vibrant retail centers that provide pleasant daytime and nighttime shopping and entertainment experiences. Local businesses some of which have been serving the community for over a century Ñanchor revitalized corridors bustling with housing, shops, and professional services that let residents work and complete daily errands close to home. The community's housing stock reflects the diverse needs of residents, with options for people at all stages of life, and the built environment reflects the history and architectural diversity of Greater Land Park's past. It is easy to get around without a car, thanks to frequent, reliable light rail and bus service and an interconnected network for walking and bicycling that connects destinations in Greater Land Park with the Central City. Natural open spaces and a lush urban forest create ample recreational opportunities and support healthy living, with native plants frequented by pollinators. There are frequent connections from the neighborhoods to the Sacramento River, where people walking can stroll along the levee and commuters can bicycle along the river to get to work. Community activities and citizen involvement support and improve the charm of Greater Land Park's neighborhoods, economic districts, and public spaces.

Community Issues and Opportunities

The following local planning issues and opportunities are synthesized from community input gathered over the course of the planning process, which included an in-person Community Plan Area meeting in August 2019, a virtual open house conducted in October 2020, community-led "meetings in a box," and ongoing correspondence from individuals and neighborhood organizations as well as citywide outreach activities. The colored dots next to each paragraph and shown in the legend below indicate where readers can find policies and information related to each community issue and opportunity.

Enhancing Cherished Qualities - Community members see Greater Land Park as one of Sacramento's most desirable areas to live. Residents overwhelmingly want to maintain the positive qualities of Greater Land Park and to enhance the community rather than change it.

Infill Development - Infill development along Greater Land Park's corridors – including Freeport Boulevard, Franklin Boulevard, Sutterville Road, and some areas south of Broadway - could connect existing local businesses, and enhance Greater Land Park's sense of community. Capitalizing on proximity to light rail and to Downtown with greater development intensity along corridors would support the City's goals to reduce GHG emissions by encouraging walking, bicycling, and transit use. Infill redevelopment could also open up new opportunities for living in Greater Land Park and further support the vitality of local businesses. Many residents see the Tower District and Broadway corridor as the creative "fringe" of the Central City and would like to see it enhanced as a multicultural live/work arts destination.

Historic Preservation - Preservation and enhancement of historic landmarks, cultural resources, and sense of place is a priority for the community. Within the Greater Land Park Community Plan Area, Sacramento City College and Sacramento City Cemetery are adopted Historic Districts; the Tower District, West Curtis Oaks, and Broadway and 17th Street have been the subject of historic district surveys. These resources enrich the sense of place and history within Greater Land Park. If

new historic districts are adopted following completion of surveys, the City will update the Historic District Plans to include the adopted districts, which would include design standards that would be used to determine the appropriateness of any development project. The plans would also include standards and guidelines for signage within these districts, another community concern.

Housing - Approximately 83 percent of the housing stock in Greater Land Park is single-unit residential, and average housing sales prices are higher than in most other areas. Residents expressed interest in seeing a wider variety of housing types in Greater Land Park, particularly smaller homes that can be affordable by design and allow younger Sacramentans to stay in the area. Many community members wanted to see higher density housing allowed near transit routes and walkable neighborhood centers, including additional student housing in the Carleton Tract neighborhood, close to Sacramento City College. Addressing homelessness is another priority for Greater Land Park community members; some residents advocated for more shelter and permanent housing options and additional support services for people experiencing homelessness.

Mobility:

- **Transit** - Many areas of Greater Land Park are within short walking distance to transit, provided by the Blue Line light rail and complemented by bus routes that run along Franklin Boulevard, Freeport Boulevard, Land Park Drive, Sutterville Road, and Broadway. Increased frequency of bus service – especially in the east-west direction – better timed transfers, access to real-time transit information, and accessibility for seniors and people with disabilities, would help improve the usability of the transit system for a wider range of residents.
- **Active Transportation** - Many Greater Land Park residents love to walk and bicycle, and they see improvements to walking and bicycling infrastructure as a major community priority. Walking and bicycling improvements, such as closing gaps in the walking and bicycling networks, planting more shading street trees along commercial corridors, installing pedestrian-oriented street lighting and pedestrian bulb-outs, adding more crosswalks, and closing streets for events and festivals are community priorities.
- **Safety** - Several streets in Greater Land Park are designated as part of the High Injury Network identified as part of the City's Vision Zero program, where the highest number of severe and fatal crashes happen. These routes include Freeport Boulevard, Franklin Boulevard, 24th Street, Sutterville Road, Fruitridge Road, Riverside Boulevard, 21st Street, and 5th Street. Reducing driver speeds, increasing traffic enforcement, and adding traffic calming interventions along Sutterville Road, Fruitridge Road, Freeport Boulevard, Land Park Drive, and 24th Street are community priorities.
- **Connectivity** - Addressing the access issues under I-5 between Greater Land Park's neighborhoods and the Sacramento River Parkway is another important community goal; improvements to existing connections could help to better tie neighborhoods and the river together.
- **Environmental Justice** - Upper Land Park, the neighborhood in the northwestern portion of the community, is designated as a Disadvantaged Community (DAC), with concentrations of vulnerable populations, including young children and individuals living in poverty. These residents experience high air pollution levels from nearby highways, high rates of asthma, poor access to healthy food and parks, and less tree canopy coverage than other neighborhoods. Efforts to shift transportation trips away from cars to walking, biking, and transit, increase access to healthy food, and encourage tree planting at public school sites can help to address these issues.

- **River Connections** - Interstate 5 (I-5) cuts most of Greater Land Park off from access to the Sacramento River, with few crossing opportunities. New and better connections to the river would open up access to the Sacramento River Parkway and the wider trail system, improving both recreational and commuting opportunities, including at Sutterville Road, Riverside Boulevard/25th Avenue, and Seamas Avenue.

Parks and Recreational Amenities - Parks and recreational attractions are important contributors to community character in Greater Land Park, enhancing quality of life and drawing in visitors from around the region. Some residents would like to see better utilization of Greater Land Park's recreational assets, such as concerts at Miller Park. The Sacramento Zoo may relocate someday, which would create an opportunity for new recreational facilities like a botanical garden to open in William Greater Land Park. Improving circulation, landscaping, lighting, benches, signage, and historic park amenities could make the beloved park even more vibrant and attractive. Residents would also like to see a new community center with programming for older adults, more trails for walking and running, and park amenities such as bocce ball and pickle ball courts.

Park Access - While the plan area has a variety of distinctive parks, the distribution of these parks throughout the Community Plan Area is inconsistent. Some neighborhoods lack park access within an easy 10-minute walk, however, better utilization of local school fields and playgrounds, many of which are currently inaccessible to the community, could help to increase access to recreational facilities. Finally, the plan to turn a former City tree nursery in Mangan Park into a new privately operated horticulture center presents an exciting opportunity to combine new park amenities with improved food access and workforce development for the community. The new center will be used for raising vegetables, flowers, and herbs, as well as for training youth in horticultural practices.

Contextual Topic Areas

LAND USE AND PLACEMAKING

In Part 2 of the General Plan, the Land Use and Placemaking Element includes a land use diagram as well as maps that show maximum floor area ratio (FAR), minimum FAR, and minimum density standards across the city. Together, these maps provide direction for land use and development intensities citywide. Development in Greater Land Park is subject to these citywide development standards, and close-ups of these land use designations and development intensities for the Greater Land Park Community Plan Area are provided in **Map CP-LP-2** through **CP-LP-5** for ease of reference.

These designations and standards seek to support existing business areas with higher-intensity, mixed-use infill development in underutilized parcels along corridors; allow for more frequent, reliable bus service; and promote the production of a wider variety of transit-convenient housing at different price points, including affordable housing. Stepping down heights and intensity from higher intensity uses along corridors and transitioning into neighborhoods can help to ensure compatibility between new infill development and existing buildings in established residential neighborhoods. Within these neighborhoods, promoting a mix of new smaller-scale multi-unit housing types, including Accessory Dwelling Units (ADUs), can complement existing single-unit homes and provide housing for a wider range of people at different income levels and stages of life.

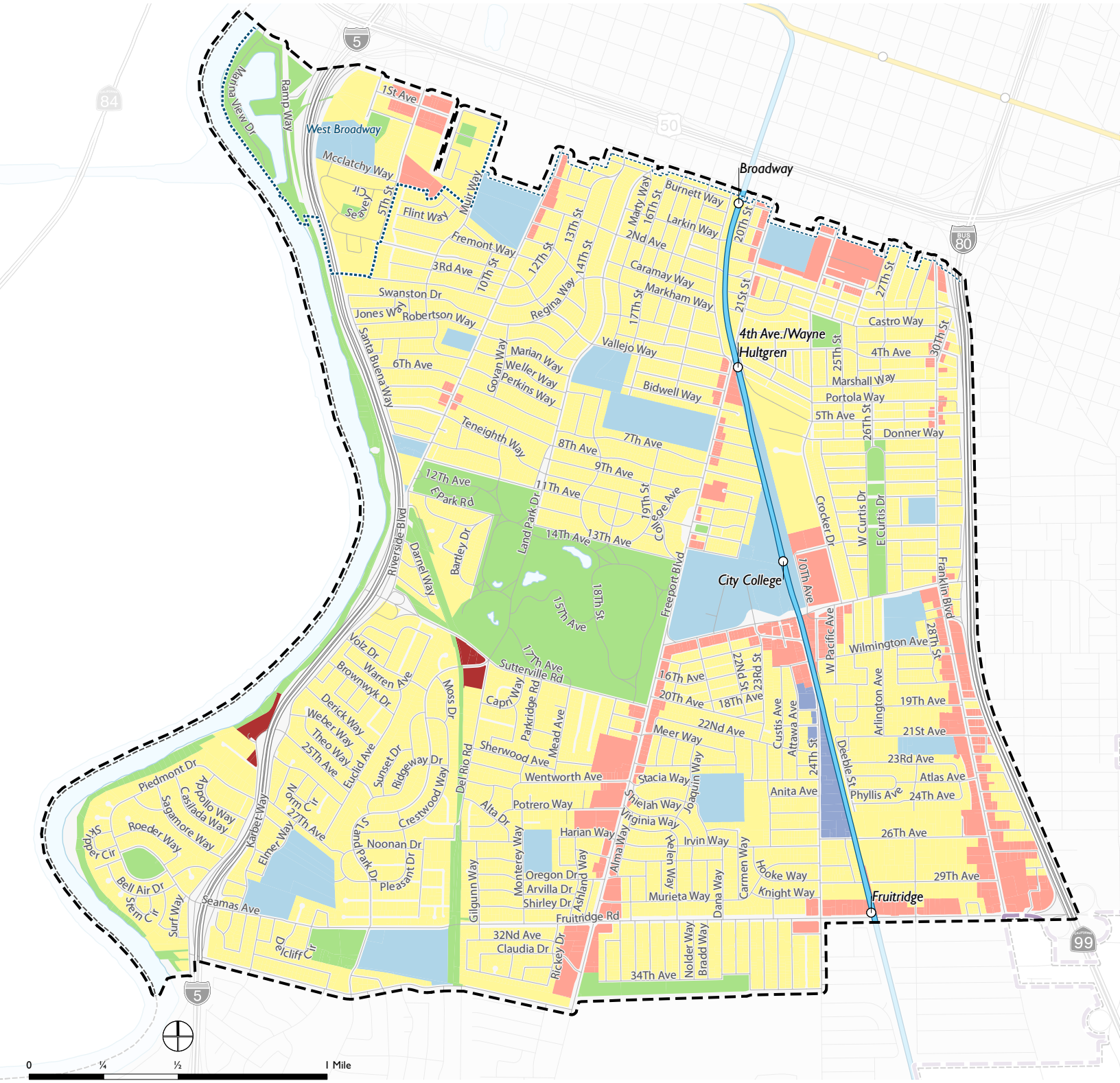
Greater Land Park's commercial corridors, including Freeport Boulevard, Sutterville Road, Franklin Boulevard, and Fruitridge Road, are home to multi-cultural social centers, global cuisine, street food,

night life, and shops. With easy transit service and access to Downtown's job centers, they can support a range of mixed-use development, including pedestrian retail shopping and entertainment in dynamic mixed-use development, multiunit residential buildings, townhomes, low- to mid-rise office buildings, and commercial and retail buildings. The Residential Mixed-Use (RMU) designation complements planned land uses in the West Broadway Specific Plan, which plans for a new neighborhood at the northwest corner of the Greater Land Park Community Plan Area. Along Sutterville Road, RMU areas may be particularly well-suited to more student housing in underutilized lots around Sacramento City College. More residents and employees close to bus and light rail lines can support more frequent and reliable transit by providing more potential riders.

Land Use policies in this Community Plan complement the citywide policies in Land Use and Placemaking Element, and policies in the Housing Element meant to promote availability of a wider range of housing types, improve housing affordability, and build in anti-displacement measures. Additional policies in the Economic Development Element will help to address sustainable and equitable economic development, including by promoting the revitalization and rehabilitation of older commercial areas.

Map CP-LP-2

Greater Land Park Land Use



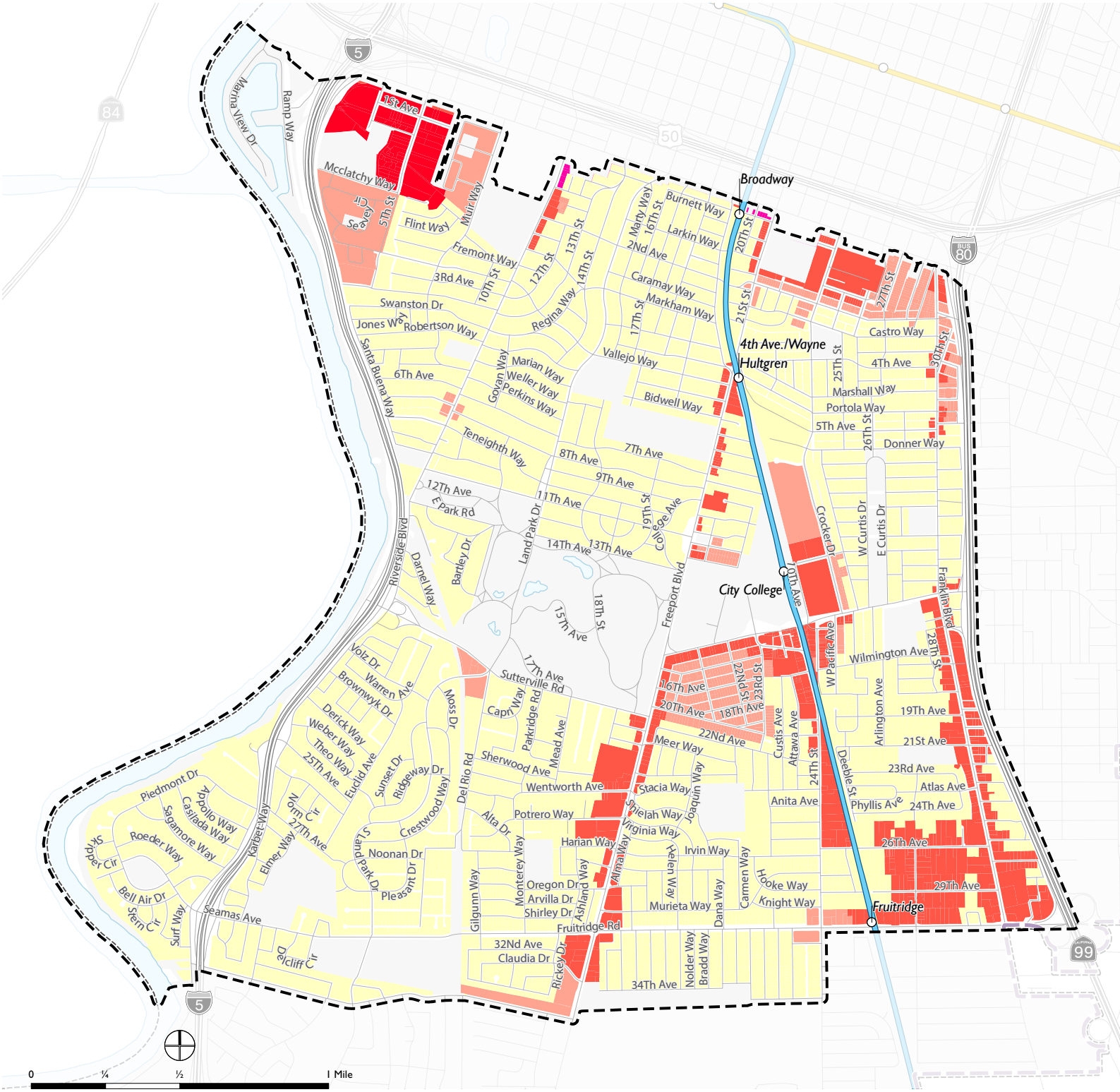
Land Use Designations

- Rural Residential (RR)
- Neighborhood (N)
- Residential Mixed-Use (RMU)
- Office Mixed-Use (OMU)
- Commercial Mixed-Use (CMU)
- Employment Mixed-Use (EMU)
- Industrial Mixed-Use (IMU)
- Public/Quasi-Public (PQP)
- Parks and Recreation (PR)
- Open Space (OS)
- Specific Plan Areas
- Sacramento City Limit
- Greater Land Park Community Plan Area Boundary
- Sphere of Influence
- Water
- Blue Line

Source: City of Sacramento, 2018; Dyett & Bhatia, 2022

Map CP-LP-3

Greater Land Park Maximum Floor Area Ratio (FAR) - All Development



Maximum Allowed FAR

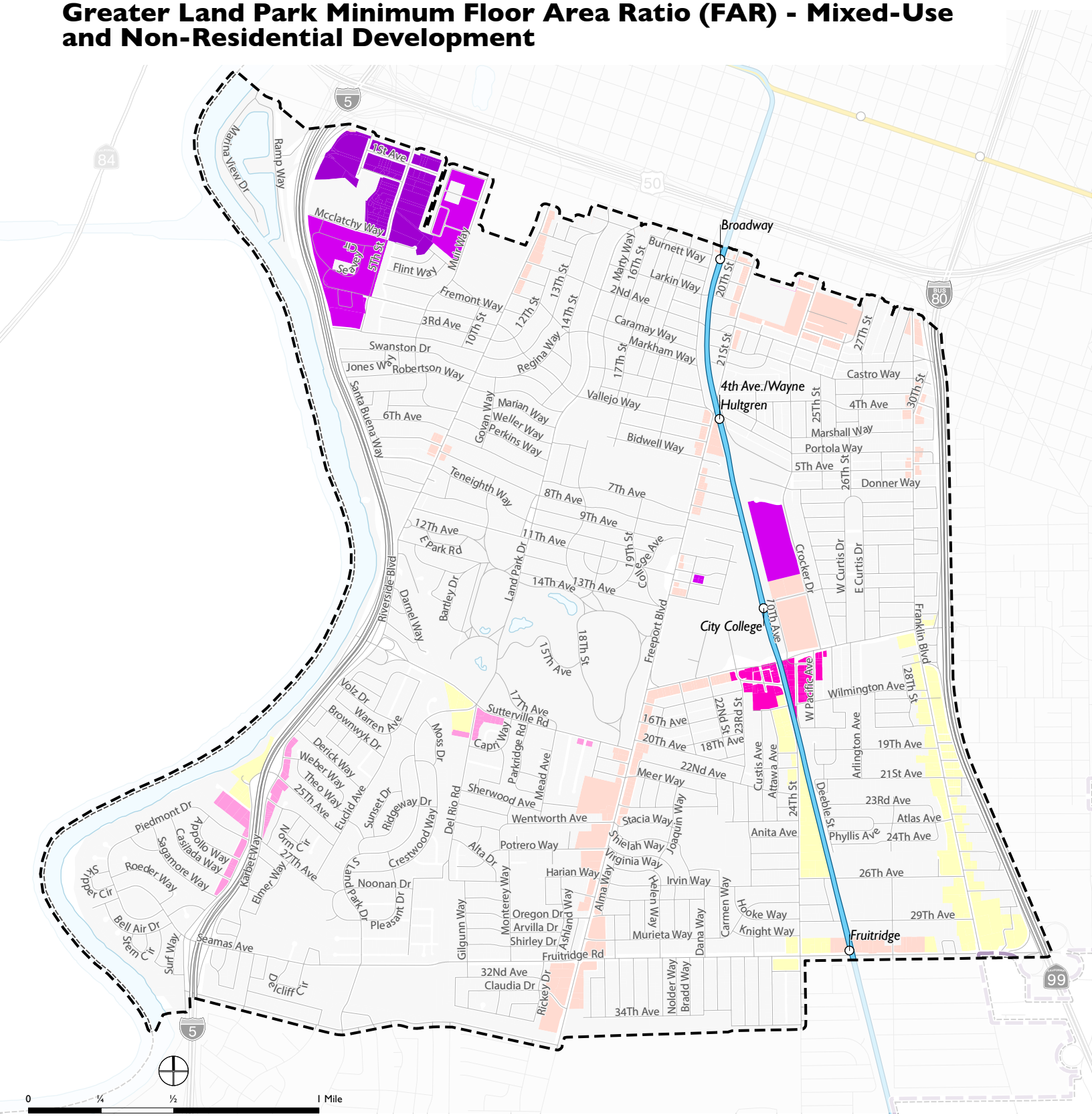
- 1.0
- 2.0
- 4.0
- 5.0
- 6.0
- 8.0
- 10.0
- 15.0
- N/A FAR

- Sacramento City Limit
- Greater Land Park Community Plan Area Boundary
- Sphere of Influence
- Water
- Blue Line

Source: City of Sacramento, 2018; Dyett & Bhatia, 2022

Map CP-LP-4

Greater Land Park Minimum Floor Area Ratio (FAR) - Mixed-Use and Non-Residential Development



Minimum Allowed FAR

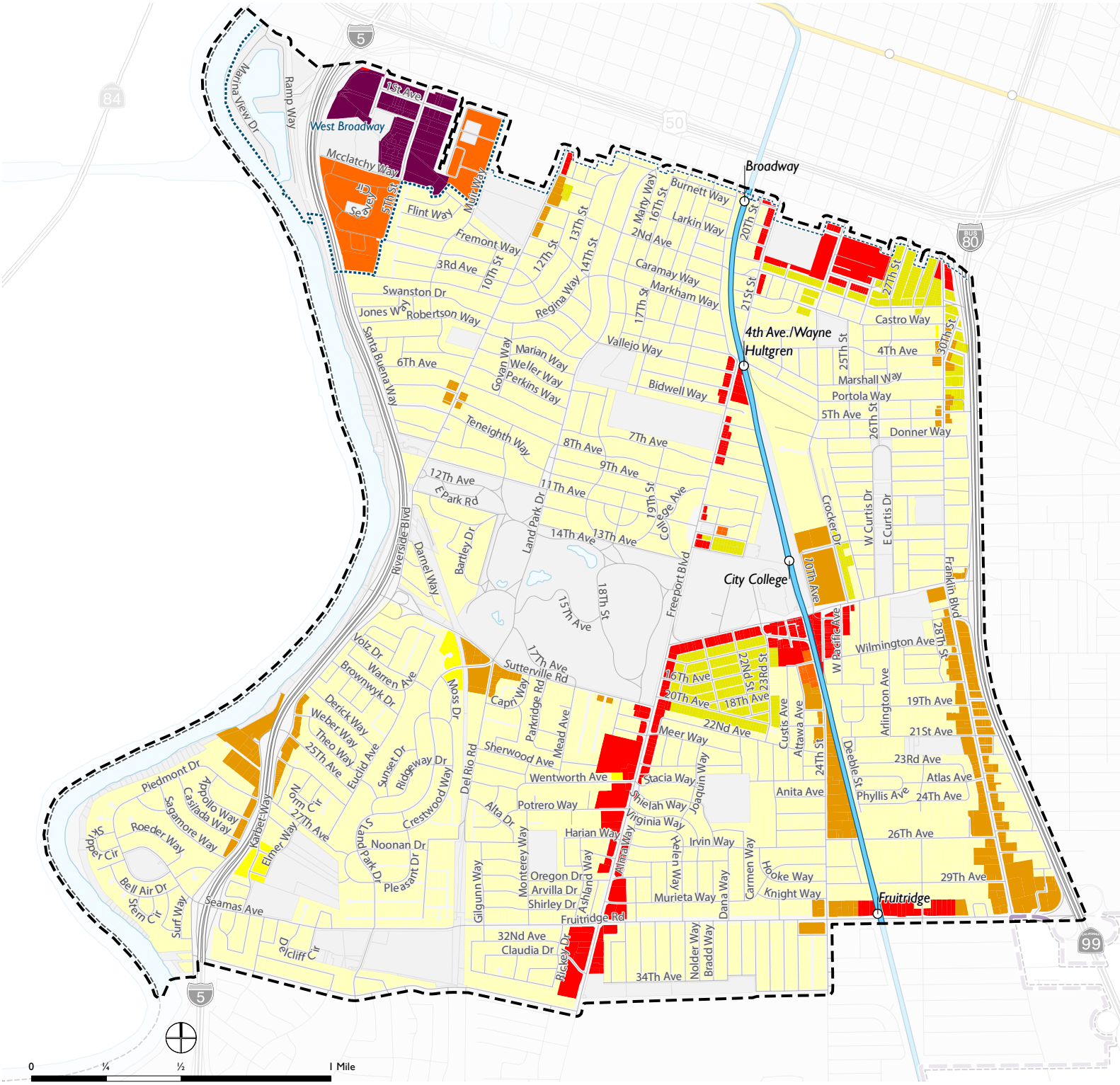
0.15	0.50
0.25	1.50
0.30	2.00
0.35	3.00
0.40	N/A FAR

- Sacramento City Limit
- Greater Land Park Community Plan Area Boundary
- Sphere of Influence
- Water
- Blue Line

Source: City of Sacramento, 2018; Dyett & Bhatia, 2022

Map CP-LP-5

Greater Land Park Minimum Residential Density



Source: City of Sacramento, 2018; Dyett & Bhatia, 2022

MOBILITY

Land use changes go hand-in-hand with mobility improvements, as corridor-based infill development and high-frequency transit service support each other. Along Seamas Avenue/Fruitridge Boulevard, Land Park Drive, and 24th Street—all of which are envisioned as mixed-use corridors—removing some travel lanes can help make roads safer by providing more space for people walking and bicycling. Traffic analysis indicates that some of these roads have excess car capacity, and space can be reallocated without worsening traffic congestion. Along these corridors, better bicycling, transit, and walking infrastructure can help to support existing businesses and create more pleasant, livable streets for new residents and for residents in nearby existing neighborhoods. This work would build on planned improvements along Franklin Boulevard, which have already been approved by City Council. As a next step, the corridors with planned lane reductions will be studied further and community outreach will be conducted to gather feedback on proposed designs. **Map CP-LP-6** shows the planned roadway reallocations for the Greater Land Park Community Plan Area, which are street segments throughout the city that have been identified as places where excessive roadway capacity—in other words, too many vehicle travel lanes—could be repurposed as spaces to prioritize walking, bicycling, and transit use. These could take the form of improvements such as wider sidewalks, protected bike lanes, bulb-out transit stops, and bus-only lanes, and will require further community outreach, study, and roadway design.

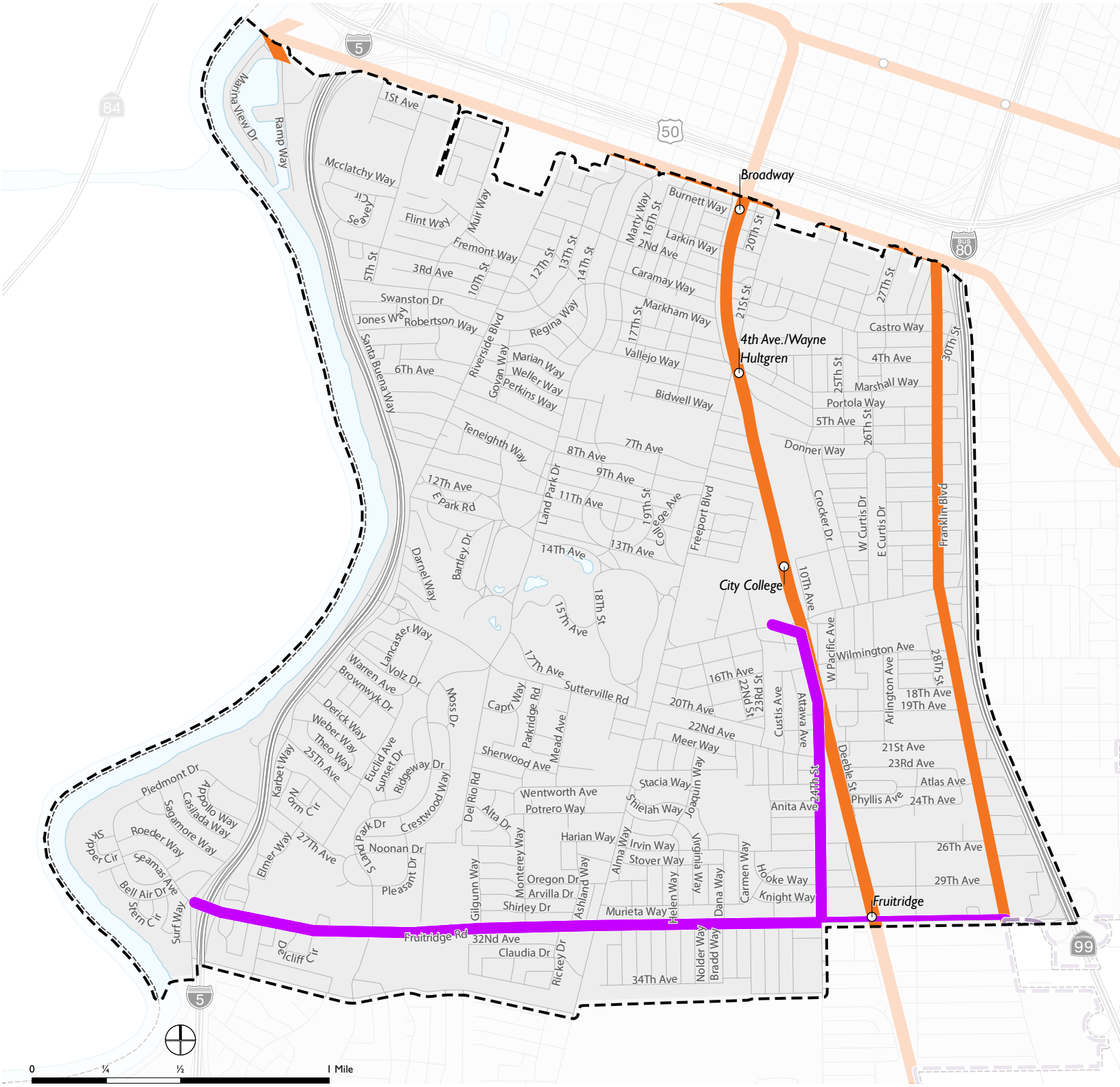
Building on work planned in the Pedestrian Master Plan, the Bicycle Master Plan, the Mobility Element, the West Broadway Specific Plan, and the Transportation Priorities Plan, there are opportunities to enhance safety and create more choices for mobility for residents of all ages and abilities by filling gaps in the walking and bicycling networks.

The Bicycle Master Plan also includes two new planned off-street shared use paths that connect Greater Land Park to the Sacramento River Parkway: one up Darnel Way off of Sutterville Road, and one from Crate Avenue, just south of Broadway (also planned for in the West Broadway Specific Plan). Construction of these two connections will significantly increase pedestrian and bicycle access to the river, Downtown, and the wider region.

Additional policies around transportation safety, transit frequency and reliability, and pedestrian and bicycle infrastructure can be found in Mobility Element.

Map CP-LP-6

Greater Land Park Roadway Reallocations



- Light Rail Station
- High-Frequency Transit
- Future Roadway Reallocation Segment
- Sacramento City Limit
- Greater Land Park Community Plan Area Boundary
- Sphere of Influence
- Water

Source: City of Sacramento, 2018; Dyett & Bhatia, 2022

Community Policies

The policies below address issues specific to Greater Land Park and supplement citywide policies; many of the issues and opportunities of Greater Land Park are common to many areas of Sacramento and are addressed at the citywide level.

Land Use and Placemaking

LP-LUP-1 **Transit Oriented Development.** The City shall promote higher intensity, transit-oriented development along Freeport Boulevard, Fruitridge Road and Franklin Boulevard to support frequent, reliable transit close to bus stops and the Blue Line light rail stations. A mix of residential, retail and commercial, and office land uses is desired along these corridors to support business vitality.

LP-LUP-2 **Student Housing.** The City shall promote the development of student housing in the Carleton Tract neighborhood south of Sacramento City College to serve student needs and promote a more walkable campus experience.

Historic and Cultural Resources

LP-HCR-1 **Greater Land Park Historic Resources.** The City shall endeavor to preserve and enhance the historic resources within Greater Land Park, including neighborhoods with significant concentrations or continuity of buildings with historic integrity and meet one of the city's historical significance criteria.

Economic Development

There are no economic development policies specific to Greater Land Park that supplement the citywide General Plan policies. Please see the Economic Development Element in Part 2 of the General Plan.

Environmental Resources and Constraints

There are no environmental resources and constraints policies specific to Greater Land Park that supplement the citywide General Plan policies. Please see the Environmental Resources and Constraints Element in Part 2 of the General Plan.

Environmental Justice

There are no environmental justice policies specific to Greater Land Park that supplement the citywide General Plan policies. Please see the Environmental Justice Element in Part 2 of the General Plan.

Mobility

There are no mobility policies specific to Greater Land Park that supplement the citywide General Plan policies. Please see the Mobility Element in Part 2 of the General Plan.

Public Facilities and Safety

There are no public facilities and safety policies specific to Greater Land Park that supplement the citywide General Plan policies. Please see the Public Facilities and Safety Element in Part 2 of the General Plan.

Youth, Parks, Recreation, and Open Space

LP-YPRO-1 William Land Park Improvements. The City shall collaborate with the Land Park Community Association, the Land Park Volunteer Corps, and other community members on planning improvements to William Land Park, and shall coordinate with volunteers for maintenance and conservation of the park's fountains, gardens, and memorials.

LP-YPRO-2 Zoo Site Redevelopment. If the Sacramento Zoo is relocated out of William Land Park, the City shall organize an inclusive process to develop a shared vision for reuse of the site that maximizes public benefit.

LP-YPRO-3 City Cemetery Pedestrian Access. The City shall evaluate walkability to the Sacramento Historic City Cemetery as City priorities allow.

LP-YPRO-4 Sacramento City College Facilities. The City shall explore partnering with Sacramento City College to provide access to sports fields to increase access to recreational spaces for local residents and community groups.

LP-YPRO-5 Pool Access. The City shall explore options for providing access to swim facilities for Greater Land Park residents, especially youth. Options to explore may include a joint-use agreement with McClatchy High School or increasing access to existing pools, such as Southside Park pool.

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 Greater Land Park Community Plan:

- Franklin Boulevard Complete Street Project (Ongoing)
- West Broadway Specific Plan (2019)
- Sacramento City College Facilities Master Plan Update (2014)

11. NORTH NATOMAS COMMUNITY PLAN

COMMUNITY LOCATION

The North Natomas Community Plan Area is 15-square miles, and is bounded by Elkhorn Boulevard to the north, ~~the Natomas East Main Drainage Canal~~Steelhead Creek on the east, Interstate 80 (I-80) to the south, and the West Drainage Canal, Fisherman's Lake, and Interstate 5 (I-5) to the west (**Map CP-NN-1**). The Community Plan Area includes the Greenbriar (Northlake) and Panhandle new growth areas, as well as the unincorporated areas that include land between the Panhandle and I-80, also known as "The Pan," and an area adjacent to Westlake.

Important landmarks in North Natomas include ~~Natomas Marketplace, the Town Center and adjacent~~the North Natomas Community Center and Aquatic Center, Benvenuti Performing Arts Center, North Natomas Regional Park, the Promenade Mall, and the former Sleep Train Arena site, now planned to be redeveloped as a teaching hospital and medical school for California Northstate University.

DEVELOPMENT AND PLANNING HISTORY

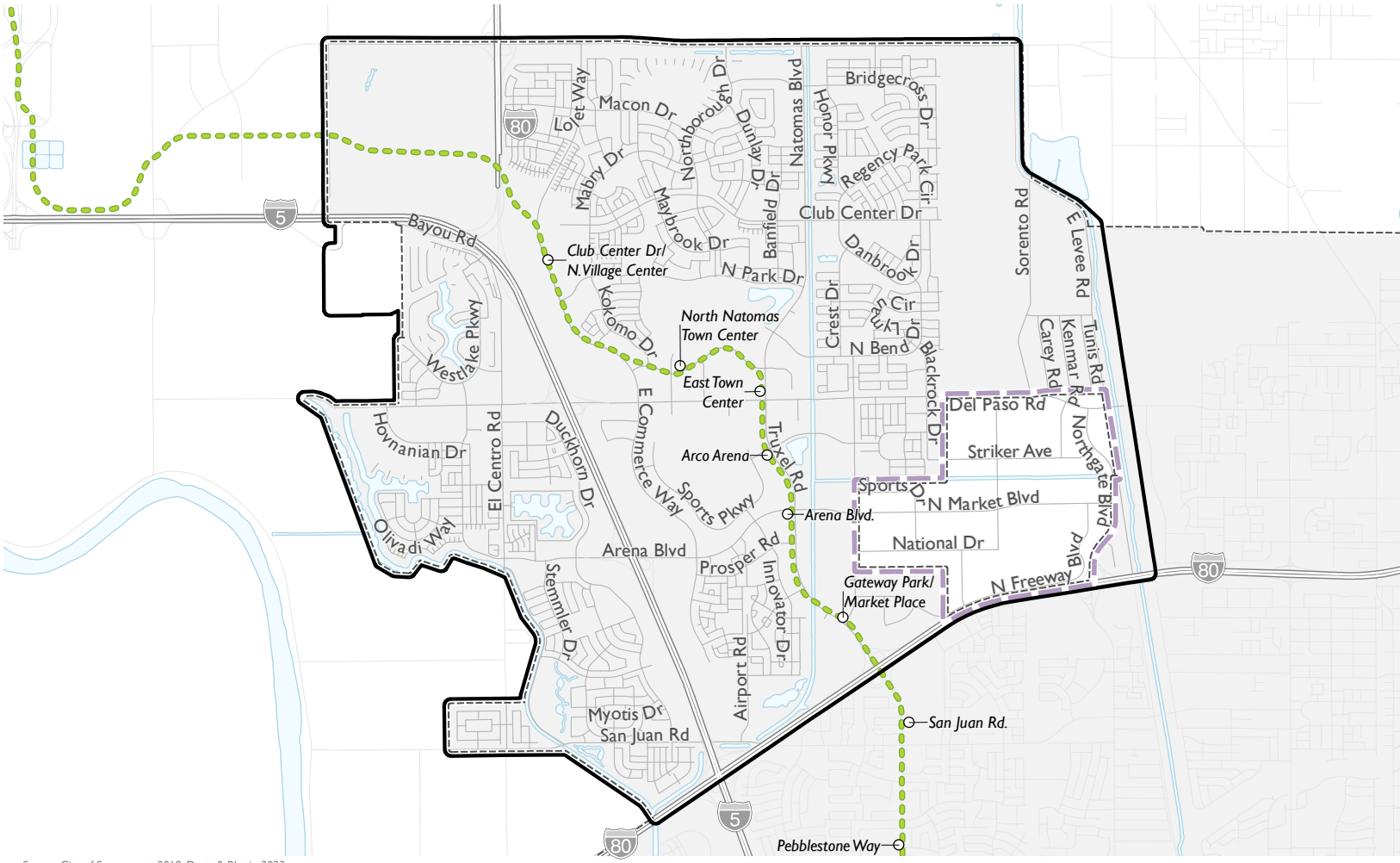
The area is historically a floodplain for the Sacramento River. Levees, however, were first built between 1912 and 1915, and ranching began in the area shortly after. The Witter Ranch Historic Farm is one of the last intact and best examples of a ranch in the Natomas area, with most of its structures constructed in the 1920s. North Natomas was annexed by the City of Sacramento in the 1960s, and has developed quickly since the 1990s, when the City of Sacramento, working with FEMA and the Sacramento Area Flood Control Agency, participated in a flood control plan that allowed the eventual lifting of development restrictions in the area. FEMA reinstated a de facto development moratorium in 2008 with revised flood maps, but authorization of federal funding in 2014 to upgrade flood protection for the Natomas Basin allowed the City to obtain new flood maps that let construction recommence. The Natomas Basin Habitat Conservation Plan (NBHCP), adopted in 2003, was also critical in allowing new development to go forward in Natomas while simultaneously preserving, restoring, and enhancing habitat in the Natomas Basin, such as different types of landscapes that serve as important habitat for species such as Swainson's Hawk and the giant garter snake. The NBHCP applies to the 53,537-acre interior of the Natomas Basin, located in the northern portion of Sacramento County and the southern portion of Sutter County. The Natomas Basin area includes all of North and South Natomas, plus considerable land to the west and north in unincorporated areas of Sacramento and Sutter Counties. The NBHCP is a multi-species conservation program that provides for biological conservation in conjunction with economic development and the continuation of agriculture within the Natomas Basin.

The North Natomas Plan Area is home to approximately 60,000 people~~, of whom about 48,800 are residents of the city of Sacramento and the remaining are residents of the unincorporated county~~. Today, North Natomas is characterized by mostly low-density single-unit housing developments

organized largely in residential subdivisions, with office parks and auto-oriented retail shopping centers near the freeways and along major arterials. However, of its 18,000 housing units, about 29 percent are multi-unit, primarily garden-style apartments located along major thoroughfares. Much of North Natomas's housing was developed via planned communities that built and dedicated public services to serve new residents concurrently with housing construction. Unlike the rest of North Natomas, Valley View Acres, a community located north of Del Paso Road and west of Steelhead Creek, is the only neighborhood in the city with a Rural Residential land use designation, which is intended to support low-intensity residential neighborhoods adjacent to rural and undeveloped land. Major employment sectors for North Natomas's 11,000 total jobs include trade, transportation, and utilities; education and health; and leisure and hospitality. Several major projects are planned for North Natomas, including an extension of the SacRT Green Line light rail, which will connect North Natomas to both Downtown and to the airport; the redevelopment of the former Sleep Train Arena, home of the Sacramento Kings from 1988 to 2016 (formerly "Arco Arena"); and a planned unit development of mixed-income housing in the Panhandle area, which the City of Sacramento annexed in 2019. Incorporated North Natomas contains 13 culturally diverse neighborhoods, an Aquatics Complex, which features an Olympic-sized pool in the North Natomas Regional Park, and overall is well-served by a variety of parks and recreation areas, which provide community members with the highest amount of park acreage per resident of any community plan area in Sacramento.

Map CP-NN-1

North Natomas Community Plan Area Boundary



Source: City of Sacramento, 2018; Dyett & Bhatia, 2023

North Natomas Community Plan Area Boundary

Sacramento City Limit

Sphere of Influence

Water

Light Rail

Proposed Light Rail Station

Proposed Route

Proposed Green Line Extension

0 ¼ ½ 1 Mile

MAJOR TRANSPORTATION ROUTES

Regional access to and from North Natomas is provided by I-5/Highway 99 running north/south and I-80 running east/west. I-5 splits from Highway 99 just ~~north~~ south of the Sacramento cCity limits to continue west. National Drive (future), Commerce Parkway, Natomas Boulevard, and Truxel Road provide north/south connections from the community to surrounding areas. Club Center Drive, Del Paso Road, Arena Boulevard, North Market Boulevard, and San Juan Road provide east/west connections to surrounding areas. Light rail transit (LRT) is proposed to run along Truxel Road before turning west to the Sacramento International Airport.

Sacramento Regional Transit (SacRT) has a number of bus routes including Route 11, 13, and 113 bus lines that connect to Downtown, Arden, and the Del Paso Light Rail Station. ~~North Natomas Jibe, a local transportation management association, provides a commuter bus shuttle service.~~ The area also has many ~~is rich in~~ shared-use paths such as the Jackrabbit Trail and the Fisherman's Lake Parkway providing low stress, off-street active transportation travel.

Community Vision

IN 2040, North Natomas exemplifies a culturally diverse, healthy, and friendly place to live, with safe neighborhoods, walkable and bikeable streets, vibrant and unique public spaces and attractions, and high-quality new development. Community-responsive investments in light rail, reliable bus service, and bikeshare systems diversify transportation modes and are complemented by an integrated and well-connected pedestrian and bicycle network that links the area's parks, shops, and job centers. The transportation network also makes connections to Downtown and the rest of Sacramento seamless.

Tree-lined mixed-use corridors along Del Paso Road and Truxel Road feature attractive retail options and exciting entertainment opportunities such as grocery stores, music and entertainment venues, fine dining restaurants, and locally owned breweries, both fostering and thriving on a strong community identity. Redevelopment of the former Sleep Train Arena site has helped to create even stronger employment opportunities, creating a complete community that provides job options within walking and biking distance and stimulating local job growth and economic opportunity. Vibrant mixed-use neighborhoods have varied and affordable housing types, from higher density development to smaller homes, and are designed to meet a wide range of needs. Neighborhoods are well connected to schools, parks, and nearby communities.

Comfortable and inviting public gathering spaces throughout North Natomas bring the community together to engage in multicultural collaboration and celebrate diversity at events and activities enjoyed by residents of all ages and backgrounds. The ~~Town Center shopping center and~~ North Natomas Regional Park, featuring the Community Center and Aquatic Complex, builds on the energy of one of the beautiful new Green Line light rail stations, and creates a focal point for the community. North Natomas' many other parks have amenities for people of all ages, from active playgrounds to outdoor exercise equipment, to shaded benches along walking paths. In turn, this active involvement of the community defines and preserves local character and values. Protection of key parks, natural areas, and environmental resources, along with measures to address flood risks, tie together the pride and potential of the region.

Community Issues and Opportunities

The following local planning issues and opportunities are synthesized from community input gathered over the course of the planning process, which included an in-person Community Plan Area meeting in August 2019, a virtual open house conducted in October 2020, community-led "meetings in a box," and ongoing correspondence from individuals and neighborhood organizations as well as citywide outreach activities. The colored dots next to each paragraph and shown in the legend below indicate where readers can find policies and information related to each community issue and opportunity.

Community Gathering Spaces - Many residents expressed a need for more defined town centers with a stronger sense of place. New public plazas, community gardens, and arts and cultural spaces, particularly built into existing and new facilities ~~at the Town Center and~~such as the North Natomas Regional Park, could help give residents a place to gather or come together. The community center and Aquatic Complex will continue to provide an opportunity for local residents to engage with one another through programming, activities, and events for youth, families, and older adults, as well as through swim lessons, and water sports and recreation.

Placemaking - As one of Sacramento's newest communities, North Natomas has had little time to develop a layered sense of place. Many residents voiced a need for more unique elements in North Natomas to create a distinctive identity for the area, such as public art, interesting landscaping, and coherent design elements, especially tied into community gathering spaces, to help to enhance the sense of place and create stronger focal points for the North Natomas community.

Infill and Redevelopment - North Natomas has some of Sacramento's biggest opportunities for infill and redevelopment. The redevelopment plans of the former Sleep Train Arena, which includes plans for a hospital, housing, and other employment opportunities present an opportunity to affirm North Natomas as a regional destination and employment center. This new development will be closely linked with transit to support communitywide sustainability and climate action goals; transit needs the proximity to intensive land uses to support frequent and reliable service, and the development needs the transit to be sustainable and minimize traffic generation. Additionally, vacant and underutilized properties along the I-5 corridor, Del Paso Road, and Truxel Road are opportunities for infill development that make use of existing infrastructure and community resources. As part of these developments, community members would like to see more grocery stores and unique local restaurants, retail, and small businesses like microbreweries.

Growth and Services - Ensuring that public services keep pace with new development is a priority for North Natomas residents. Some community members would like to see a more visible police presence, including a new police station, as well as healthcare resources and a hospital. Residents have also voiced a potential need for additional schools, especially in the Panhandle area, where new housing development is planned. The Financing Plan for North Natomas ensures that new facilities are paid for and provided concurrent with new development.

Residential Growth in Adjacent Unincorporated Areas - Ensuring that new development in adjacent areas of unincorporated Sacramento County is built in a thoughtful and sustainable way is a priority for North Natomas residents. Current proposals near North Natomas include the Upper Westside and Grandpark Specific Plans, which together propose development of over 30,000 new

homes, plus new commercial, mixed-use, and park spaces. North Natomas residents want to see preservation of natural areas, including wildlife habitats and corridors within the unincorporated area consistent with the HCP; and want new development to have a compact form, integrated with existing development within the city so as to minimize traffic impacts and utility demand, and take advantage of opportunities for improved bicycle and pedestrian connectivity.

Improving Alternatives to Driving: Transit Connections to the Rest of Sacramento - While North Natomas is served by existing SacRT bus routes, the pilot SmaRT Ride Natomas-North Sacramento on demand transit, and the Jibe Express shuttle, it lacks frequent, reliable service within the area and connecting to destinations outside the area. A long-term plan to extend the Green Line of the light rail system through North Natomas would connect Downtown Sacramento to the Sacramento International Airport; in the interim, the area may be a candidate for more robust and frequent rapid bus service. Residents want to ensure that new transit is connected to residential areas via shared-use walking and bicycling paths.

*The Jibe Express suspended service after this community input was collected.

Improving Alternatives to Driving: Active Transportation - Offering viable alternatives to driving for travel within North Natomas, especially shared-use paths for walking and bicycling, represents an opportunity to alleviate traffic and provide environmentally friendly options to get around for all ages and abilities. North Natomas has access to several beautiful north-south shared use paths, including Fisherman's Lake Parkway, Jackrabbit Trail, and the East Drainage Connector Trail. Residents would like to see better walking and bicycling connectivity throughout North Natomas in the east-west direction, including comfortable and convenient passage across I-5. Additional street trees would make walking more comfortable in hot Sacramento summers, and the community is interested in exploring new modes of transportation such as shared and pooled mobility. Together with mixed-use transit-oriented development that breaks down the separation of uses, local connectivity improvements will enhance mobility options and reduce the need for driving short distances within the community.

Housing - Housing prices and rental rates in North Natomas are, on average, higher than prices in other parts of Sacramento. Ensuring long-term housing affordability for current and future residents of North Natomas is a key community priority; adding some higher density housing in transit-oriented areas along the future light rail alignment would help to support frequent transit and vibrant retail and community spaces, while increasing housing options for residents. Community members also cited the need for adequate housing options that reflect the diverse needs of the community, including senior and multi-unit housing. Unhoused residents have concentrated along Del Paso Road.

Park Amenities - The multitude of parks and natural areas in North Natomas, including North Natomas Regional Park, Witter Ranch Park, and Westlake Community Park, are big contributors to livability and community identity. Residents hope to see regular maintenance and enhancements to existing parks, such as additional lighting and restrooms, outdoor exercise equipment, an all-weather sports field, and/or an integrated bicycle network, to promote these areas as valued gathering places and focal points in the community. Residents would also like more community gardens and more trees in parks to make outdoor

environments more pleasant for gathering, especially as Sacramento is expected to experience higher daily temperatures in the future. Residents are also advocating for accessible parks for all ages, drought-tolerant landscaping, and the preservation of wildlife habitat.

Flood Protection - North Natomas is an extremely flood-prone area and is dependent on the levees and on stormwater infrastructure for flood protection. The Sacramento Area Flood Control Agency (SAFCA), the US Army Corps of Engineers and Central Valley Flood Protection Board/Department of Water Resources are continuing to work to provide a minimum of 200-year level flood protection to the Natomas Basin. SAFCA has largely completed its Natomas Levee Improvement Program (NLIP), which improved approximately 18 miles of the 42-mile levee system protecting the Natomas Basin. The Federally authorized American River Common Features Natomas Basin Project is improving the basin's remaining 24 miles of levees protecting the Natomas Basin. Additional flooding preparedness programs could complement these efforts.

LAND USE AND PLACEMAKING

In Part 2 of the General Plan, the Land Use and Placemaking Element includes a land use diagram as well as maps that show maximum floor area ratio (FAR), minimum FAR, and minimum density standards across the city. Together, these maps provide direction for land use and development intensities citywide. Development in North Natomas is subject to these citywide development standards, and close-ups of these land use designations and development intensities for the North Natomas Community Plan Area are provided in **Maps CP-NN-2** through **CP-NN-5** for ease of reference.

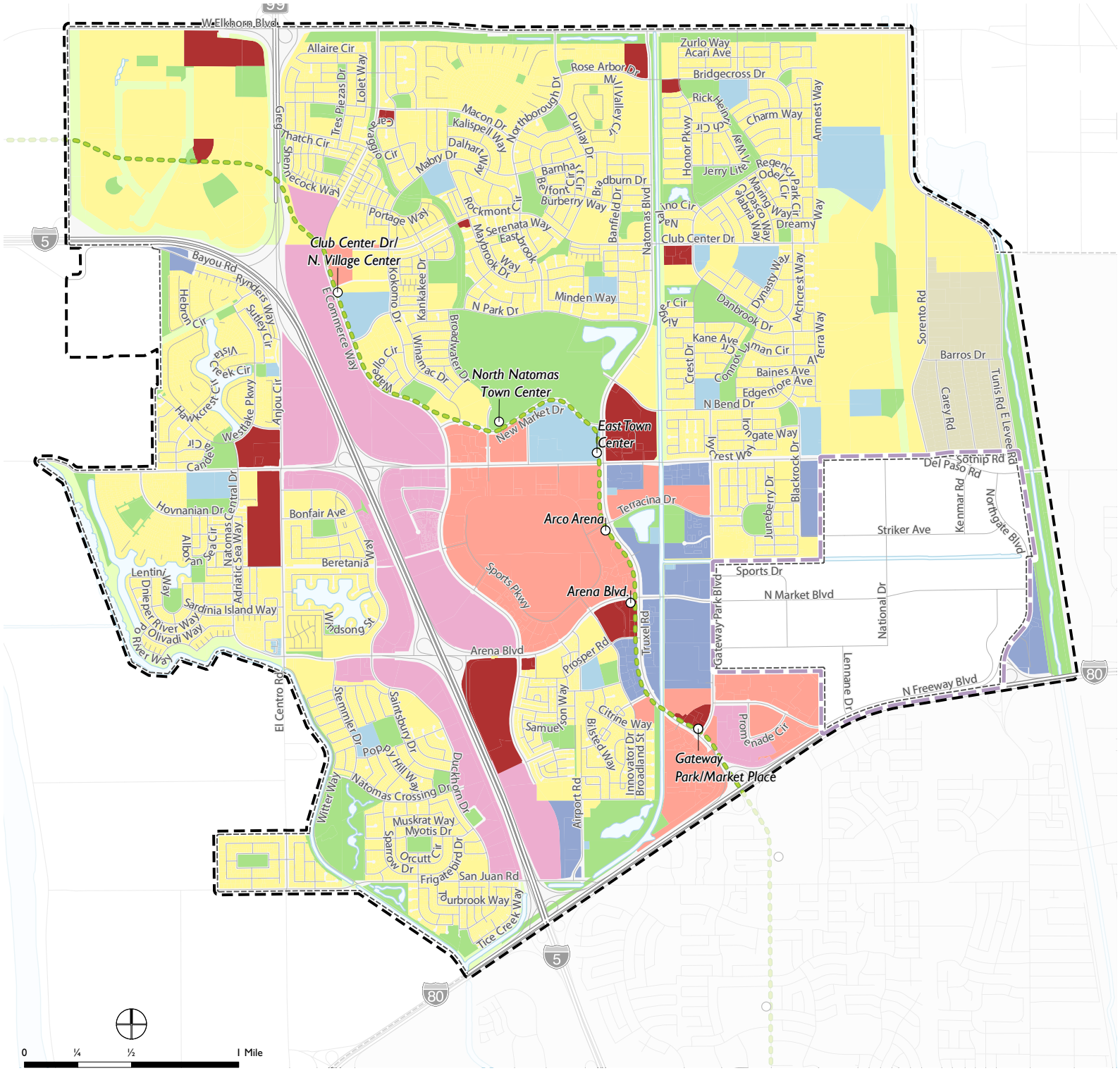
These designations and standards seek to achieve some of North Natomas resident's biggest priorities, including establishing a stronger sense of place, improving transit reliability, and creating more walkable and bikeable communities. North Natomas has several opportunities for new residential, office, commercial, and mixed-use development, notably at the former Sleep Train Arena, in vacant parcels along I-5, and in the Greenbriar and Panhandle areas. Mixed-use designations and higher-intensity allowances are applied in areas along the proposed light rail extension with existing lower-intensity uses and large parking lots to support frequent transit and encourage better utilization of land, creating more walkable, bikeable places; these key transit-oriented nodes would also be ideal spots for vibrant community gathering places surrounded by unique businesses. The ~~Town Center shopping center, with a planned second phase extending into the vacant parcel at the east of the existing development, ties into future light rail stations and with more intensive uses of the~~ North Natomas Regional Park brings many amenities to the community, such as a farmer's market~~s~~, dog parks, bikeways, walkways, the North Natomas Aquatic Center, and Stage at Lawn Amphitheater ~~and amphitheaters~~; adjacencies to the future redevelopment of the Sleep Train Arena and to the American River College Natomas Center and Inderkum High School help to support frequent transit and vibrant commercial areas. Lower intensities, with primarily residential uses, are planned for existing neighborhoods and further from transit; a few remaining Rural Residential lots help to buffer sensitive uses like the Witter Ranch Historic Farm. Along I-5, the Plan envisions office uses with good access to the regional transportation network. Open space buffers along the edge of the community can help to ease transitions between urbanized areas and rural land, as well as provide open spaces and connections between developed lands.

Additional policies addressing housing quality, affordability, and homelessness can be found in the Housing Element; see the Land Use and Placemaking Element for more policies related to housing

development, as well as citywide policies related to infill and transit-oriented development, supporting small businesses, and strengthening sense of place, including in North Sacramento.

Map CP-NN-2

North Natomas Land Use



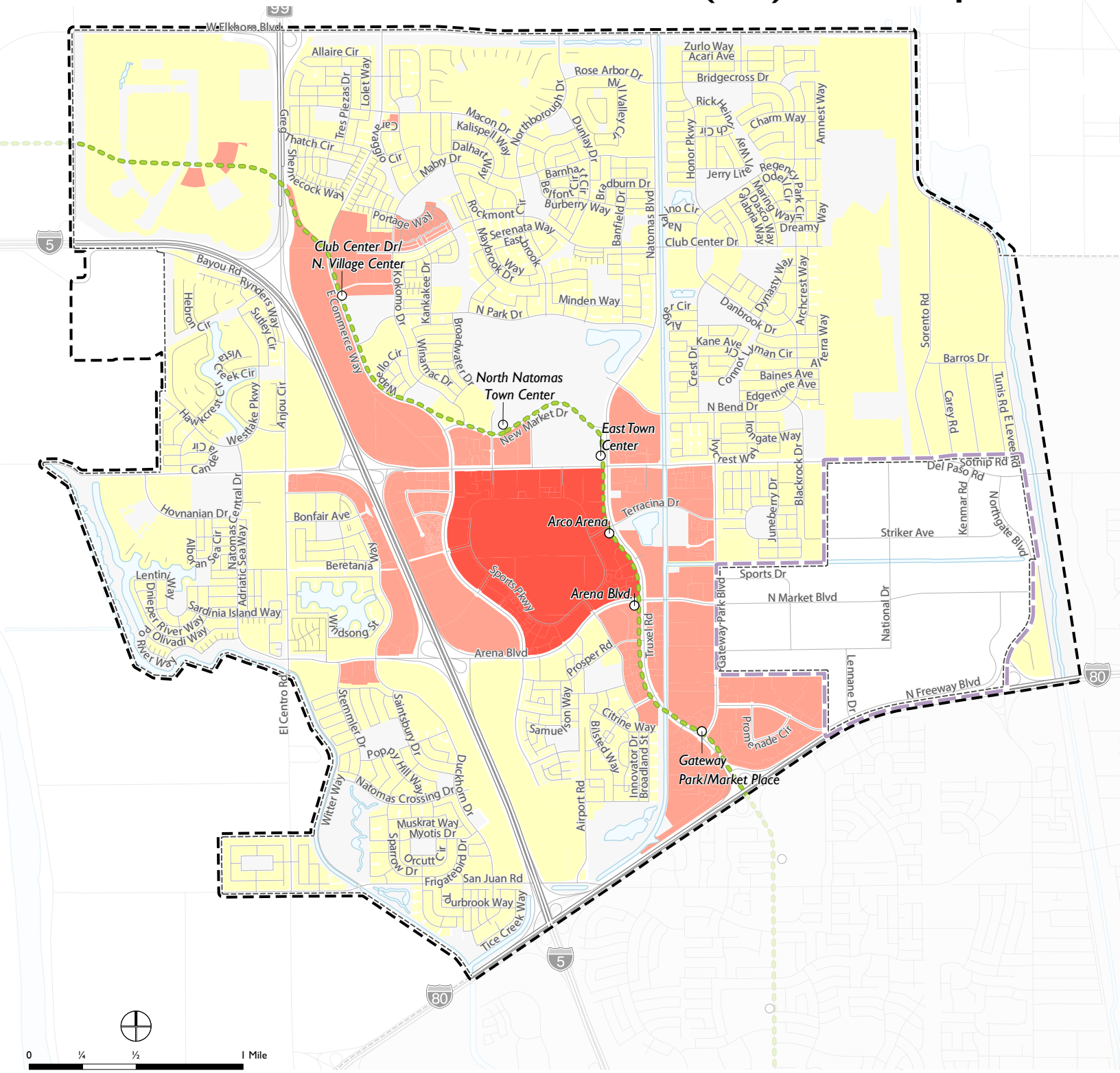
Land Use Designations

- Rural Residential (RR)
- Neighborhood (N)
- Residential Mixed-Use (RMU)
- Office Mixed-Use (OMU)
- Commercial Mixed-Use (CMU)
- Employment Mixed-Use (EMU)
- Industrial Mixed-Use (IMU)
- Public/Quasi-Public (PQP)
- Parks and Recreation (PR)
- Open Space (OS)
- Sacramento City Limit
- North Natomas Community Plan Area Boundary
- Sphere of Influence
- Water
- Proposed Green Line Extension

Source: City of Sacramento, 2018; Dyett & Bhatia, 2022

Map CP-NN-3

North Natomas Maximum Floor Area Ratio (FAR) - All Development



Maximum Allowed FAR

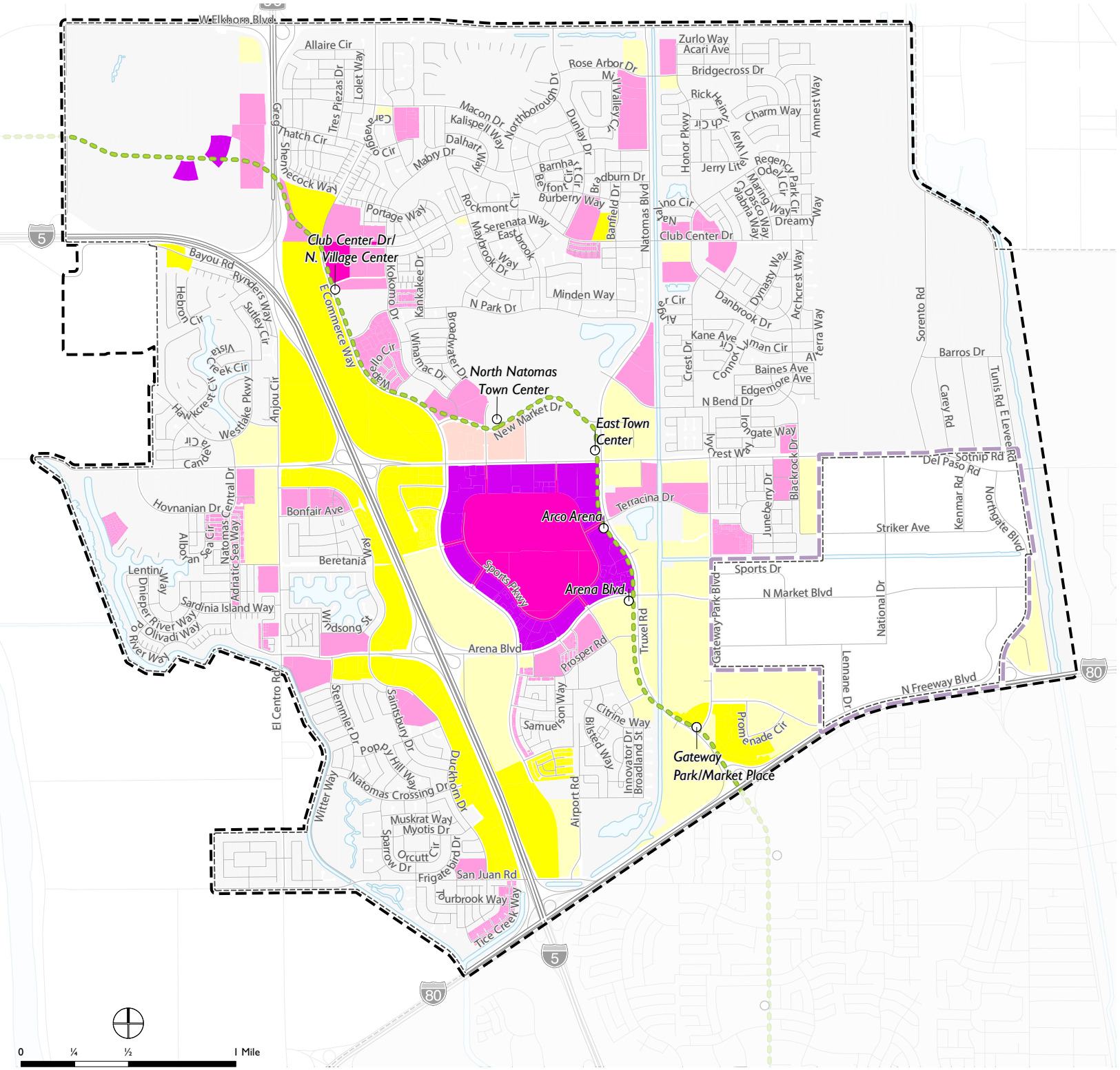
- 1.0
- 2.0
- 4.0
- 5.0
- 6.0
- 8.0
- 10.0
- 15.0
- N/A FAR

- Sacramento City Limit
- North Natomas Community Plan Area Boundary
- Sphere of Influence
- Water
- Proposed Green Line Extension

Source: City of Sacramento, 2018; Dyett & Bhatia, 2022

Map CP-NN-4

North Natomas Minimum Floor Area Ratio (FAR) - Mixed-Use and Non-Residential Development



Minimum Allowed FAR

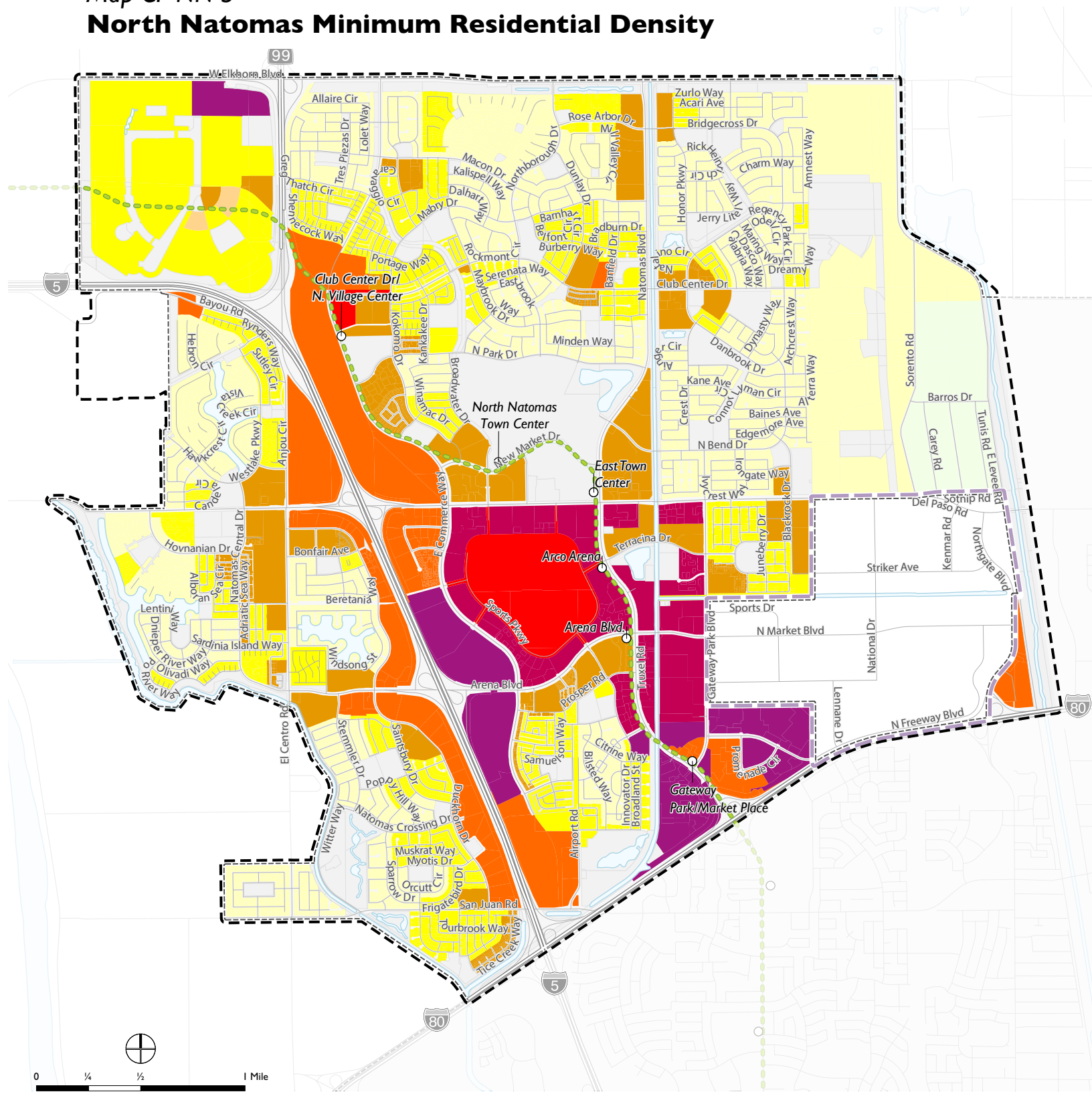
0.15	0.50
0.25	1.50
0.30	2.00
0.35	3.00
0.40	N/A FAR

- Sacramento City Limit
- North Natomas Community Plan Area Boundary
- Sphere of Influence
- Water
- Proposed Green Line Extension

Source: City of Sacramento, 2018; Dyett & Bhatia, 2022

Map CP-NN-5

North Natomas Minimum Residential Density



Dwelling Units (per acre)

0.25		18	
3		20	
7		24	
8		32	
12		33	
15		61	

- Sacramento City Limit
- North Natomas Community Plan Area Boundary
- Sphere of Influence
- Water
- Proposed Green Line Extension

Source: City of Sacramento, 2018; Dyett & Bhatia, 2022

MOBILITY

For the North Natomas Community Plan Area, there are two overarching mobility considerations: improving access to areas outside the community, including Downtown, and traveling within the community. In 2022, both are relatively easy by driving but are difficult by bicycle, foot, or transit; improving the convenience and viability of car-free travel is a priority for the community.

The planned extension of the Green Line light rail would connect North Natomas to South Natomas and Downtown. Direct bus connections to future light-rail stations and more intensive mixed-use development in the area around the stations can increase transit access and connectivity for the North Natomas community. In the near to mid-term, Truxel Road is a good candidate for more frequent transit service as it connects existing and planned higher intensity existing and planned land uses in North Natomas with Downtown Sacramento and can help establish the ridership demand for light rail service along the corridor in the future. ~~The Jibe Express Shuttle Service is operated by the North~~Additionally, Natomas Jibe~~,~~ is a Natomas-based nonprofit organization that works with local residents, businesses, and schools ~~with the mission~~ to foster transportation behaviors that enhance~~s our~~ community through advocacy, programs, placemaking, education, and services. ~~Jibe Express also provides emergency ride home service for walkers, bikers, and transit riders.~~

There are existing and planned walking and bicycling improvements in North Natomas. The planned walking and bicycling improvements include shared-use paths along Airport Road, San Juan Road, and the Natomas Crossing path that includes a bridge over I-5.

Some of the area's streets are part of the City's High Injury Network, the streets with the highest number of severe and fatal crashes, including San Juan Road, Truxel Road, and Del Paso Road. The City recognizes that speed is the most significant factor in traffic crashes, and therefore slowing driver speeds is critical to improving roadway safety in North Natomas. Improvements and interventions identified in the Mobility Element, Pedestrian Master Plan, Bicycle Master Plan, and the Transportation Priorities Plan will help to address traffic safety, and help achieve community goals for healthy, lower cost, and climate-friendly ways of travel.

PARK ACCESS

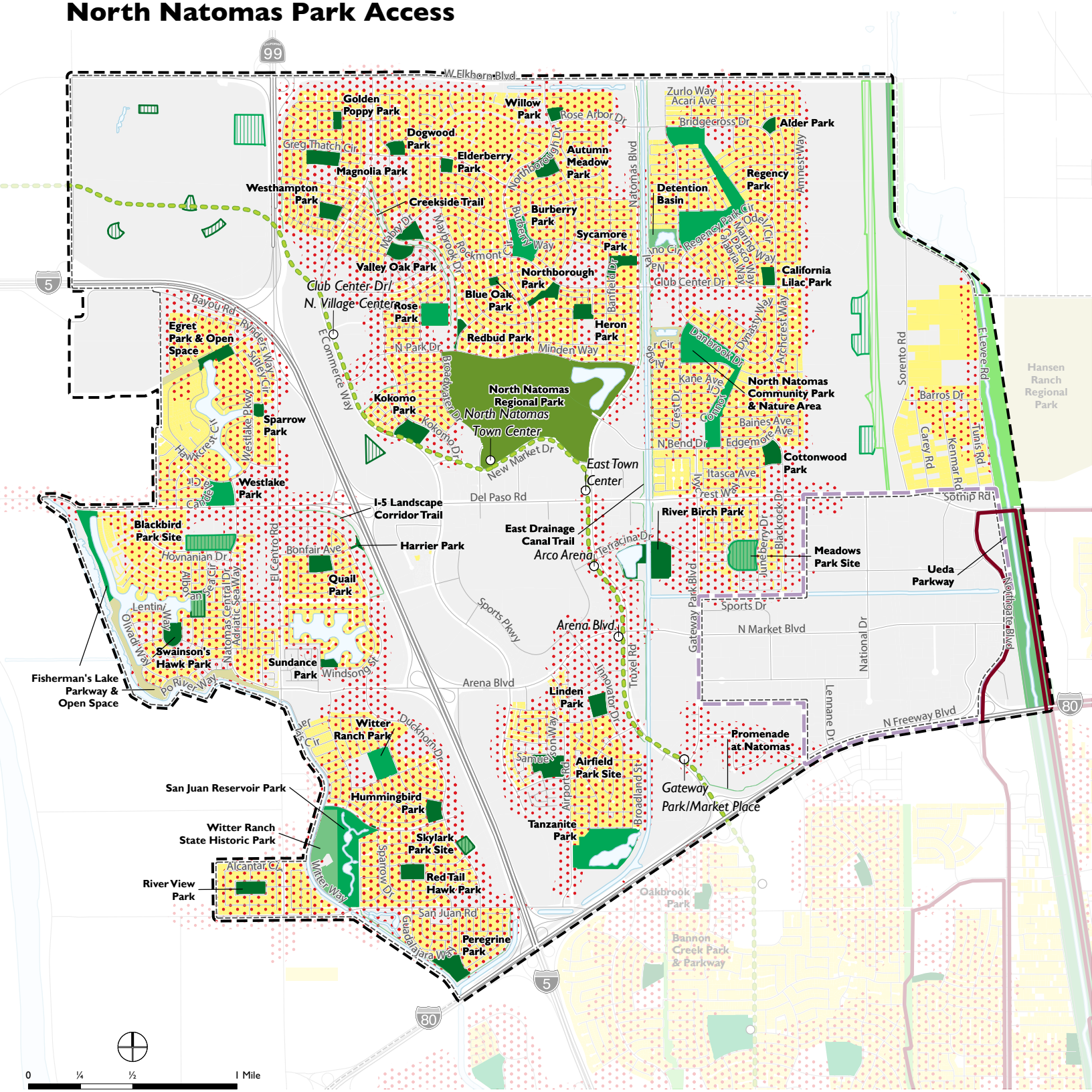
North Natomas is well-served by parks, with nine community parks, 30 neighborhood parks, two open space parks, one parkway, and one regional park for a total of 632 acres. At about 12 acres per thousand residents~~, the area exceeds the citywide goal of 5 acres per thousand~~. Almost all residents within North Natomas have access to a park within a 10-minute walk, as shown in Map CP-NN-7. Additionally, all new large developments are required to include new park space in their development plans. This will allow for the completion of the Ninos Parkway, which will provide a north-south connection through the Panhandle development.

~~Today (2021),~~ North Natomas has lower tree canopy coverage than many other areas of the city; much of the difference is due to the relative immaturity of the trees that have been planted more recently, concurrent with development that only began in the 1990s. It is expected that the tree canopy will mature by 2040. Undeveloped areas mostly comprise of former ranching lands, which are primarily treeless open fields. Additionally, more gathering spaces, and more unique park amenities like sculptures and public art could help to make local parks into the community focal points that many residents envision. Habitat conservation is also important to many North Natomas residents. The existing Habitat Conservation Plan, which applies to the entire area of North Natomas, helps to preserve important open space for local wildlife.

Additional policies addressing park amenities, gathering spaces, maintenance, and access can be found in the Youth, Parks, Recreation, and Open Space Element.

Map CP-NN-6

North Natomas Park Access



10-minute Walking Access to a Park

Existing Parks

City Facility

- Neighborhood
- Community
- Parkway
- Regional

Other Public Facility

- Open Space
- Non-City Parks

Proposed Parks

- Neighborhood
- Community
- Parkway

- SB 535 Disadvantaged Community
- Residential Area
- Sacramento City Limit
- North Natomas Community Plan Area Boundary
- Sphere of Influence
- Water
- Proposed Green Line Extension

Source: City of Sacramento, 2018; Dyett & Bhatia, 2022

Community Policies

The policies below address issues specific to North Natomas and supplement Citywide policies; many of the issues and opportunities of North Natomas are common to many areas of Sacramento, and are addressed at the citywide level.

Land Use and Placemaking

NN-LUP-1 **Mixed Use Nodes.** The City shall continue to ~~promote~~ increase mixed-use, high-intensity activity centers near planned light rail stops that serve as focal points of the North Natomas Community, and include commercial, employment, residential, civic, and park uses.

NN-LUP-2 ~~**Town**~~ **Commercial Center Placemaking.** The City shall leverage development opportunities to strengthen the sense of place within commercial centers of North Natomas ~~at the Natomas Town Center~~ and to ensure that it is connected to the community's street, transit, and pedestrian/bicycle systems and contains shaded places for gathering, public art, and cultural and performing arts events.

NN-LUP-6 **Financing Plan.** The City shall require all property owners in the Plan area to: 1) participate equitably in the financing mechanisms necessary to finance the design, engineering, and construction of all library, fire, police, street, traffic, water, sewer, drainage improvements and all monitoring programs provided for in this Plan, and 2) pay an equitable share of all the costs incurred in the process of development of the Financing Plan. Guarantees for this shall be via development agreements or other means acceptable to the City staff. All property owners in North Natomas will be required to reimburse the City in an equitable manner for all planning expenses incurred in developing this Community Plan and related documents. The costs will be divided equally by each acre receiving urban land use designations by this Plan. Payment of this cost will be a condition of the development agreements.

NN-LUP-7 **Landscape Freeway Buffers.** The City shall maintain a 100-foot-wide landscaped freeway buffer along the north side of I-80, the east and west sides of I-5 (From I-80 to the 99 interchange) and along the east side of the 99. Financing the landscaping will be included in the infrastructure costs for the Community.

NN-LUP-8 **Open Space Buffers.** The City shall maintain open space buffers at least 200 feet wide adjacent to agricultural and open space areas to the north and west of the Community Plan Area to minimize land use conflicts between urban uses and agricultural operations or, in the event that agricultural areas are rezoned to urban uses, to provide green space for heat reduction, flood control, and recreation. Allowed uses within the buffer include shared use paths and bikeways, linear parks and open space, drainage canals or detention basins, irrigation canals, public roads, utilities, and maintenance roads.

NN-LUP-9 **Easements in Buffer Areas.** The City shall pursue easements or other mechanisms with property owners in greenbelt and buffer areas to provide:

- Open space opportunities for trails and wildlife viewing;
- Shared use paths to link community plan areas, neighborhood, school/park, and community park sites, and widen other buffer areas as part of habitat conservation or other useable open space; and
- Buffers around Witter Ranch and Fisherman's Lake from proposed development adjacent to those sites.

Historic and Cultural Resources

NN-HCR-1 **Preservation of the Witter Ranch Historic Farm.** The City shall support the preservation of the Witter Ranch area, including approximately 25 acres presently defined by Assessor's Parcel No. 225-0180-002, and the Witter Ranch Historic Farm, as a historic site of cultural and educational value. The public access to the ranch shall be preserved from San Juan Road via Witter Way, and a drain and detention basin along the eastern boundary shall help to buffer the ranch from adjacent urban uses.

Economic Development

There are no economic development policies specific to North Natomas that supplement the citywide General Plan policies. Please see the Economic Development Element in Part 2 of the General Plan.

Environmental Resources and Constraints

NN-ERC-1 **Fisherman's Lake Buffer.** The City shall ensure that the buffer along the east side of Fisherman's Lake from Del Paso Road to El Centro Road is designed to optimize the value of the buffer and its features for special-status species:

- **Buffer Area.** A buffer minimum of 300 feet in radius around each Swainson's hawk nesting tree will be provided (known nesting trees as of 2004). The width of the buffer outside the 300-foot radius around the nesting trees shall be a minimum of 300 feet wide in the northern section and 200 feet wide in the southern section measured from the eastern boundary of RD 1000 property (see Figure NN-1 for a general map of the buffer). Pursuant to the Natomas Basin Habitat Conservation Plan, the buffer will be a minimum of 250 feet wide, measured from the eastern edge of the lake, along the entire length of the lake from Del Paso Road to El Centro Road.
- **Buffer Uses.** The buffer shall include two areas: the nesting tree buffer area around the Swainson's hawk nesting trees; and the rest of the buffer area. ~~Uses allowed in the buffer will be guided by Table 13-1, entitled 350-foot-wide buffer option.~~
- **Nesting Tree Buffer Area.** The uses allowed in the nesting tree buffer area shall be those that provide the conditions to support the likely success of the

Swainson's hawk in continuing to use the existing nesting trees, as well as providing open space for other special-status species.

- **Other Buffer Area.** The allowable uses in the other buffer area shall provide open space for special status species, as well as other purposes. The uses include all those uses allowed in the nesting tree buffer area; pedestrian trails and bikeways not subject to closure; public and maintenance roadways; and other public uses, (e.g., detention basin, fire station). The other buffer area is defined as the open space buffer extending from El Centro Road north to the southernmost nesting tree radius on the east side of Fisherman's Lake.

Figure NN-1: Fisherman's Lake Study Area

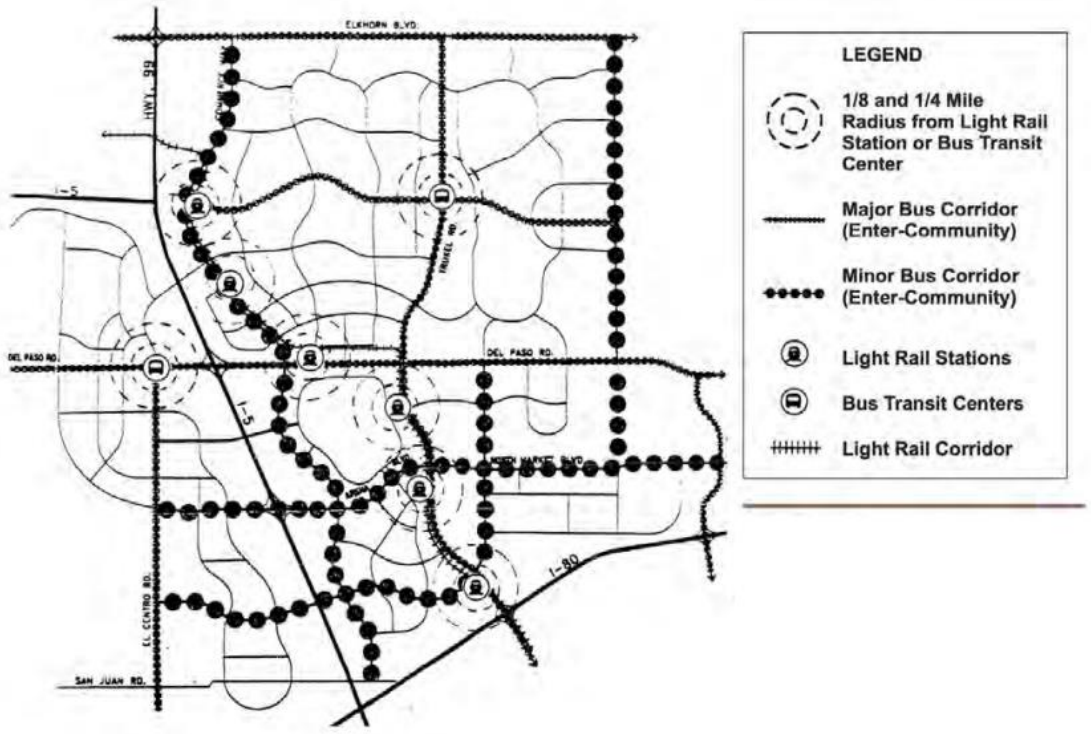
Environmental Justice

There are no environmental justice policies specific to North Natomas that supplement the citywide General Plan policies. Please see the Environmental Justice Element in Part 2 of the General Plan.

Mobility

NN-M-1 **Light Rail Corridor.** The City shall acquire and maintain right-of-way for a light rail corridor as shown on **Figure NN-2**, which reflects the Regional Transit adopted alignment for the Downtown Natomas Airport extension (DNA) plus 400 feet on either side of the alignment centerline. The light rail corridor is approximately 800 feet wide. Desirable land use opportunities at the following selected locations may justify minor variations to the alignment and should be considered in future light rail studies and dedications: (a) Truxel Road/I 80 interchange between I-80 and Loop Road, (b) Arena Boulevard between Loop Road and Del Paso Road, (c) north side of Del Paso Road from Arena Boulevard to East Commerce Way, and (d) East Commerce Way between Del Paso Road and Highway 99.

Figure NN-2: Conceptual Transit Corridors Map



NN-M-2 **Light Rail Right-of-Way.** The City shall base the alignment right-of-way on the needs of the light rail system and designed to not preclude use by other intermediate capacity technologies, such as express buses or electric trolley buses.

NN-M-3 **High-~~ -~~Frequency Transit.** The City should encourage and collaborate with the Sacramento Regional Transit District (SacRT) to plan and implement high-~~-~~frequency, connected, and convenient transit in North Natomas, as well as to the North Sacramento Community Plan Area and the wider city.

NN-M-4 **Transit Center.** The City shall encourage the Sacramento Regional Transit District (SacRT) to locate bus transit centers in North Natomas. ~~of at least two acres each, with between 50 and 100 joint-use parking spaces, near the corner of Truxel Road and Terracina Drive and at the corner of Del Paso and El Centro Roads.~~

NN-M-5 **Light Rail Stations.** The City shall encourage transit-oriented development around existing and planned light rail stations. ~~The City shall plan for six light rail stations. The area around each station will include a variety of land uses at sufficient intensity to provide a ridership base adequate to make the transit system function. Also, as reflected in Table CP-NN-1, each station will have a theme to reflect the specific uses that distinguish it from other stations. The number of acres shown with each station includes the number of acres needed for the station, bus staging area, and exclusive park-n-ride lots.~~

~~Table CP-NN-1: North Natomas Light Rail Station Themes~~

~~Proposed DNA Station (2009)~~	~~Station (location)~~	~~Theme~~	~~Specific/Unique Uses and Features~~
~~Gateway Park/ Natomas Marketplace Station~~	~~Truxel and I-80~~	~~Regional Travel~~	~~Hotel/motel and other travel commercial, proximity to interstate freeway system, light rail system and Downtown~~
~~Arena Boulevard Light Rail Station~~	~~Arena and Truxel~~	~~South Village Center~~	~~Primarily residential neighborhood station~~
~~Former Sleep Train Arena Redevelopment Light Rail Station~~	~~Truxel at Sports Complex~~	~~Sports Complex~~	~~Employment center and residential uses~~
~~East Town Center Light Rail Station~~	~~East Commerce— North~~	~~Main Street~~	~~Smaller scale mixture of uses with residential to the east, employment to the west, and commercial at the station~~
~~North Natomas Town Center Light Rail Station~~	~~Del Paso Boulevard~~	~~Town Center~~	~~Center of the community, intensified version of all uses, including commercial, residential, employment, civic, and park uses~~
~~Club Center Drive/ North Village Light Rail Station~~	~~East Commerce— South~~	~~North Village Center~~	~~Primarily residential neighborhood station~~

Public Facilities and Safety

NN-PFS-1 **Coordinate with Other Agencies.** The City shall ensure that the Natomas Comprehensive Drainage Plan (CDP) is operated as designed over time, by requiring that the CDP be consistent with other agencies' drainage and/or flood control plans. Specifically, the plan must be consistent with Sacramento Area Flood Control Agency's (SAFCA's) Reclamation District 1000, and the U.S. Army Corps of Engineer's Flood Control Plans. The plan must accommodate present and future flows as agreed between the responsible agencies. All agencies must agree to the design flow for present and future condition. If future flows require additional facilities, the cost of improvements will be the responsibility of the agency where the flows originate.

NN-PFS-2 **Drainage Facilities.** The City shall require that all phased drainage facilities be part of the Comprehensive Drainage Plan (CDP) and approved prior to implementation.

NN-PFS-3 **Development Agreements.** The City shall require that all phased drainage facilities are implemented in accordance with the Finance Plan. Development agreements formalizing financial commitments for the Comprehensive Drainage Plan (CDP) shall be in place prior to approval of any phased incremental development.

NN-PFS-4 **Operational Drainage Facilities.** The City shall ensure that adequate drainage facilities are in place and operational before each new increment of development is approved for construction.

Youth, Parks, Recreation, and Open Space

~~**NN-YPRO-1 Innovation Park.** When redeveloping the Sleep Train Area site, the City should work with the developer to include a centrally located community and neighborhood park to develop parkland concurrent with development phases that serve new residents and the wider community.~~

NN-YPRO-~~2~~1 Ninos Parkway. The City shall implement the ~~N~~northern ~~S~~section above Interstate 80 of the Ninos Parkway as part of the Panhandle Planned Unit Development (PUD) and connect~~ing~~ the Ninos Parkway to ~~the Natomas East Main Drainage Canal and Hansen Ranch~~Steelhead Creek and Walter S. Ueda Parkway.

NN-YPRO-2 Organized Sports and Recreational Facilities. The City shall develop and maintain quality facilities (including sports courts and fields) for a variety of organized sports to ensure active recreation opportunities are met for the growing community needs in North Natomas.

~~**NN-YPRO-3 Park Placemaking.** When planning amenities for new or existing parks in North Natomas, the City shall consider including, or shall collaborate with developers and the community to promote inclusion of artist-designed benches and drinking fountains, gazebos, architecturally interesting restrooms, water features, native, drought-tolerant, agricultural plants and trees, and sculpture and public art, especially those that can also be used as play places for youth.~~

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 North Natomas Community Plan:

- North Natomas Regional Park Master Plan Amendment and Community Center and Aquatics Complex Project (2018)
- Panhandle Annexation (2018)
- Greenbriar Planned Unit Development Guidelines (2017)
- North Natomas Development Primer (2015)
- North Natomas Freeway Landscape Guidelines (2004)
- Natomas Basin Habitat Conservation Plan (2003)

11. NORTH SACRAMENTO COMMUNITY PLAN

COMMUNITY LOCATION

Located in the northeastern part of the city, the North Sacramento Community Plan Area encompasses about 13 square miles within the city of Sacramento. As shown on **Map CP-NS-1**, the area is bounded by the City limit to the north, ~~the Natomas East Main Drainage Canal~~Steelhead Creek to the west, the American River to the south, and Auburn Boulevard to the east. Interstate 80 extends east-west through the northern portion of North Sacramento, and the area is well connected to Downtown by the Sacramento Regional Transit District (SacRT) Blue Line. The Del Paso-Marysville Boulevard corridor is a primary thoroughfare of the community, and important landmarks in North Sacramento include Hansen Ranch Regional Park, Grant Union High School, the American River Parkway, and the Sacramento Northern Parkway.

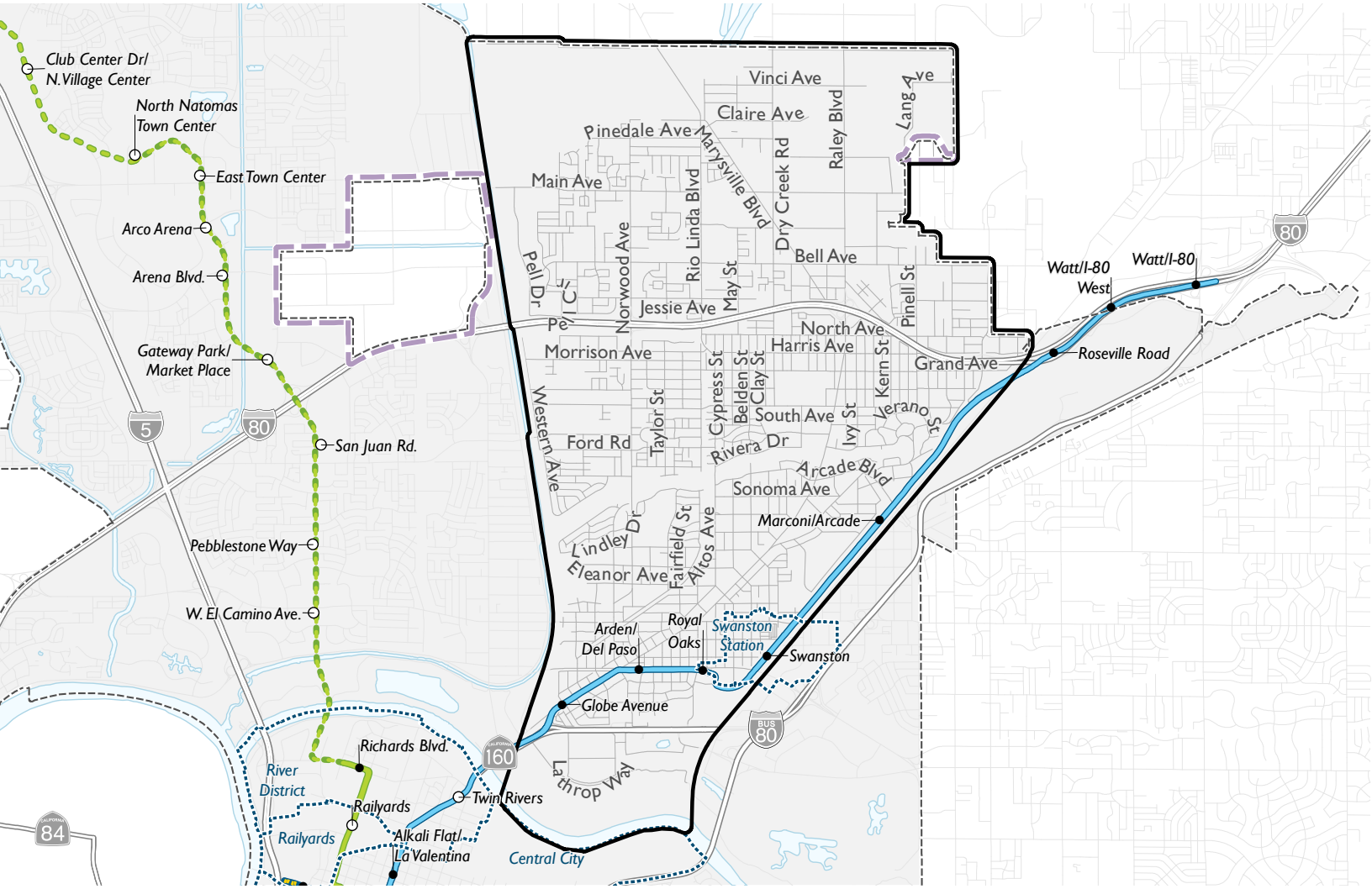
DEVELOPMENT AND PLANNING HISTORY

The history of the North Sacramento area pre-dates the 1849 incorporation of the city of Sacramento. In 1913, the North Sacramento Land Company sought to induce further growth by forming the first power and water companies in the area and providing rail transportation to the area north of the American River. In 1924, the city of North Sacramento was incorporated. Incorporation brought with it an increase in public improvements, which in turn added to further growth. In 1934, the widening of the 16th Street Bridge allowed for a greater flow of traffic into the area, providing for the building of many of the residential structures in North Sacramento during this 1920 to 1950s era. Annexations by the City of Sacramento in 1947, 1950, 1955, and 1962 essentially surrounded North Sacramento. In June 1964, the two cities merged as a result of a majority vote. McClellan Air Force Base (AFB), located at the eastern edge of North Sacramento, opened in 1936 and impacted surrounding land uses as they exist today. Prior to closing in 2001, McClellan AFB covered 3,000 acres with over 3 million square feet of buildings. It was a major economic generator for Sacramento, employing over 18,000 military and civilian workers and acting as a catalyst for industrial, commercial, retail, and residential development in surrounding areas. McClellan AFB officially closed on July 13, 2001, and has been converted to McClellan Park, a private industrial park with corporate aviation, freight, technology, and other industrial sectors.

During the 1960s, the California Department of Transportation (Caltrans) identified a need for an alternate route to relieve the overcrowding of what is today Business 80. Caltrans acquired the necessary right-of-way from the American River north to the existing Del Paso Regional Park, parallel to the South Pacific Railroad right-of-way. As a result of a shift in the political winds in the 1970s, the bypass project was abandoned. Instead, the right-of- way that Caltrans had secured was put to use for the construction of the Sacramento Regional Transit (SacRT) light rail transit facilities, including stations, tracks, and bridges. This new system of transportation brought with it new land use opportunities for the North Sacramento Community Plan Area.

Map CP-NS-1

North Sacramento Community Plan Area Boundary



Source: City of Sacramento, 2018; Dyett & Bhatia, 2023

North Sacramento Community Plan Area Boundary

Sacramento City Limit

Specific Plan Area

Sphere of Influence

Water

Light Rail

Existing Light Rail Station

Proposed Light Rail Station

Existing Route

Blue Line

Blue/Gold Line

Green Line

Proposed Route

Proposed Green Line Extension

0 ½ 1 2 Mile

The North Sacramento Community Plan Area represents a diversity of suburban residential, light industrial, and contemporary offices uses. There is some vacant land in North Sacramento, but parcels are oddly shaped and lack infrastructure, which limits the major development potential and constrains the ability to develop many sites.

Due to its proximity to Downtown Sacramento, the area is attractive as an employment center. Light industrial areas are concentrated on State Route 160, Raley Boulevard, and in the northwestern part of the Plan Area. Industrial areas include Raley Industrial Park, Pell/Main Industrial Park, Cannon Industrial Park, Erikson Industrial Park, and Johnson Business Park. Industrial sectors employ more people than office or retail sectors, and only a small portion work in the public sector. McClellan Business Park (formerly McClellan AFB), is on the eastern border and continues to have a significant impact on land uses within the Plan Area, particularly the light industrial sectors.

North Sacramento includes over 60,000 residents, 20 City parks and open spaces, and around 16,500 jobs. Del Paso Boulevard is home to many beloved local businesses and restaurants, and with ready access to the Blue Line light rail, many residents see growth along Del Paso Boulevard as a top priority for North Sacramento. The over 455 acres of public parkland, Johnston Community Center, Hagginwood Library, and Del Paso Heights Library, are important community gathering spaces, the 3 parkways with bike trails that connect the north and south parts of the Community Plan to the east and west of the Community Plan the Walter Ueda, the Sacramento Northern and American River parkways, and several community parks give residents access to open space and recreation opportunities.

Access to the light rail line has made important contributions to North Sacramento, and many residents believe Del Paso Boulevard is their most significant asset for moving the community forward. Vacant and underutilized parcels along the corridor present opportunities for infill development that can help to build the transit ridership base and allow for more frequent, more reliable transit service while also supporting the vitality of local retail shops and services. Infill development can also help catalyze other improvements important to the community, including system upgrades to water, sewer and stormwater drainage infrastructure. Addressing all these issues will help facilitate inclusive economic development and improve quality of life throughout North Sacramento.

MAJOR TRANSPORTATION ROUTES

I-80 and State Route 160 are the largest roadways connecting the North Sacramento area to the greater Sacramento area and beyond. Connecting to these freeways are several arterials that provide automobile and bike access through the Plan Area and connect residents to surrounding communities and neighborhoods. Del Paso Boulevard, Norwood Avenue, Marysville Boulevard, Rio Linda Boulevard, and Raley Boulevard run north/south, and Arden Way, State Route 160, Bell Avenue, Main Avenue, and El Camino Avenue run east/west, providing connections across the community. The Blue Line light rail line extends through the southeastern part of North Sacramento along Del Paso Boulevard and Arden Way before running parallel to the Union Pacific Railroad line, which is used to transport freight.

COMMUNITY VISION

IN 2040, North Sacramento is a welcoming community with working families and diverse neighborhoods, appealing housing options, and quick, convenient, accessible transportation connections to key destinations in the city. Del Paso Boulevard, the local main street, is a vibrant

corridor lined with multi-unit housing developments, landscaping, trees, and locally-owned businesses that serve the everyday needs of residents. Residents have collaborated with city leaders to guide this positive growth and build a model of quality, multicultural, intergenerational living in North Sacramento. Streets have safety improvements and are comfortable to walk and bike along: continuous and well maintained shared-use paths connect the community and link up to the regional trail system; pedestrian-friendly sidewalks and convenient and frequently marked crosswalks, including along the major corridors of El Camino Avenue, Del Paso Boulevard, and Marysville Boulevard, make walking for daily errands and exercise easy and pleasant. Education and job training programs prepare North Sacramento residents of all ages for a range of professional and technical jobs. Clean, tree-filled green spaces with playgrounds, dog parks, walking paths, and programming for all ages complement community members' active lifestyles.

Community Issues and Opportunities

The following local planning issues and opportunities are synthesized from community input gathered over the course of the planning process, which included an in-person Community Plan Area meeting in August 2019, a virtual open house conducted in October 2020, community-led "meetings in a box," and ongoing correspondence from individuals and neighborhood organizations as well as citywide outreach activities. The colored dots next to each paragraph and shown in the legend below indicate where readers can find policies and information related to each community issue and opportunity.

Housing Stock and Affordability - Today, nearly 75 percent of existing homes in North Sacramento are single-unit homes. More housing and a wider variety of unit types can help ensure quality housing choices for people of all ages and income levels. There are areas in North Sacramento that suffer from substandard renter-occupied and owner-occupied housing stock. Measures to help prevent displacement of current residents such as low-cost rehabilitation of the current housing stock must come hand-in-hand with new development.

Transit-Oriented Development - New housing and mixed-use development that takes advantage of vacant and underutilized parcels on Del Paso and Marysville Boulevard, as well as near the Swanston Light Rail Station, can provide more affordable living options as well as more households to support more frequent, reliable transit service and local economic growth and development.

Connectivity - Another key community priority is building connectivity within neighborhoods to jobs, schools, recreational and open spaces and ensuring that there are convenient, well-connected, and enjoyable active transportation and transit options for all ages and abilities. Access to and from light rail by residents is important. Biking access to the American River Parkway, Ueda Parkway, Sacramento Northern Parkway, and Del Paso Regional Park could be improved, and a planned shared use trail along Dry Creek could further improve bicycle connectivity. More bike repair shops and complete bikeways throughout the community would improve bike mobility for community members. Residents also reported concerns about walking conditions along Bell Avenue, Silver Eagle Road, Ford Road, Marysville Boulevard and many other streets throughout the neighborhoods.

Transportation Safety - North Sacramento has two of the city's five corridors identified as having the highest numbers of fatal and serious crashes involving people walking, bicycling, and driving: Marysville Boulevard and El Camino Avenue; both have planned safety improvements.

Park Access and Amenities - With 23 public parks, residents would like to see more high-quality parks and consistent park maintenance standards and upkeep of the parks, including park programming that benefits residents. Some advocated to include more parks in park deficient areas, including specialized parks (i.e., dog parks, community gardens, pocket parks) and programmable green spaces with benches and exercise stations to activate the neighborhoods with more recreation opportunities. Residents in several neighborhoods lack easy walking access to a neighborhood park and have suggested new parks or off-street shared use paths to access existing parks. For example, Del Paso Regional Park is a considerable asset for this community and needs better connectivity to provide improved access for residents, potentially through a shared-use trail connecting Dry Creek, ~~the Natomas East Main Drainage Canal~~Steelhead Creek, and Arcade Creek, and Del Paso Regional Park. Residents would like better lighting in existing parks. The City also provides several aquatic facilities in North Sacramento, including Johnston Park pool, Mama Marks Park wading pool and Robertson Park splash pad, all of which need upgrades and renovations to better serve the residents.

Neighborhood Beautification, Arts, and Ecological Enhancement - Residents would like to preserve and enhance North Sacramento's existing natural landscapes and unique ecology, including creeks and oak tree areas, prime agricultural land, urban greening efforts, and an abundance of community gardens. North Sacramento also has a thriving arts scene that could be further spotlighted, including organizations like the Broad Room Creative Collective, The Rink, Third Eye Gallery, and Big Idea Theater. There are opportunities for increased community cleanup efforts, and neighborhood beautification projects such as urban greening and drought-tolerant landscaping.

Infrastructure - Development potential in North Sacramento has been limited by historic disinvestment and infrastructure deficiencies, including the risk of flooding and inadequate water and stormwater drainage systems. Prioritizing upgrades to these systems could help facilitate new economic opportunities.

Environmental Justice - Noise and air pollution from roadway traffic, freight trains and airplane overflights, as well as high rates of asthma hospitalizations and cancer diagnoses, poor air quality, and health disparities between certain North Sacramento neighborhoods and the rest of the city present opportunities for equitable policies to improve the well-being of residents with cleaner land, air, and water. Access to healthy and fresh food can help prevent diet-related chronic diseases in State-defined disadvantaged communities. Illegal dumping occurs regularly in the Plan Area, and community members would like to see higher rates of code enforcement.

Economic Development - Local economic development that empowers residents is important to the North Sacramento community. Community members identified additional youth and job development programs for professional and technical industries as a priority

over the next 10-20 years. North Sacramento is home to a higher-than-average concentration of creative professionals, including software developers, photographers, editors, authors, designers, and fine artists; supporting and leveraging these types of jobs is important for local economic development.

Contextual Topic Areas

LAND USE AND PLACEMAKING

In Part 2 of the General Plan, the Land Use and Placemaking Element includes a land use diagram as well as maps that show maximum floor area ratio (FAR), minimum FAR, and minimum density standards across the city. Together, these maps provide direction for land use and development intensities citywide. Development in North Sacramento is subject to these citywide development standards, and close-ups of these land use designations and development intensities for the North Sacramento Community Plan Area are provided in **Maps CP-NS-2** through **CP-NS-5** for ease of reference.

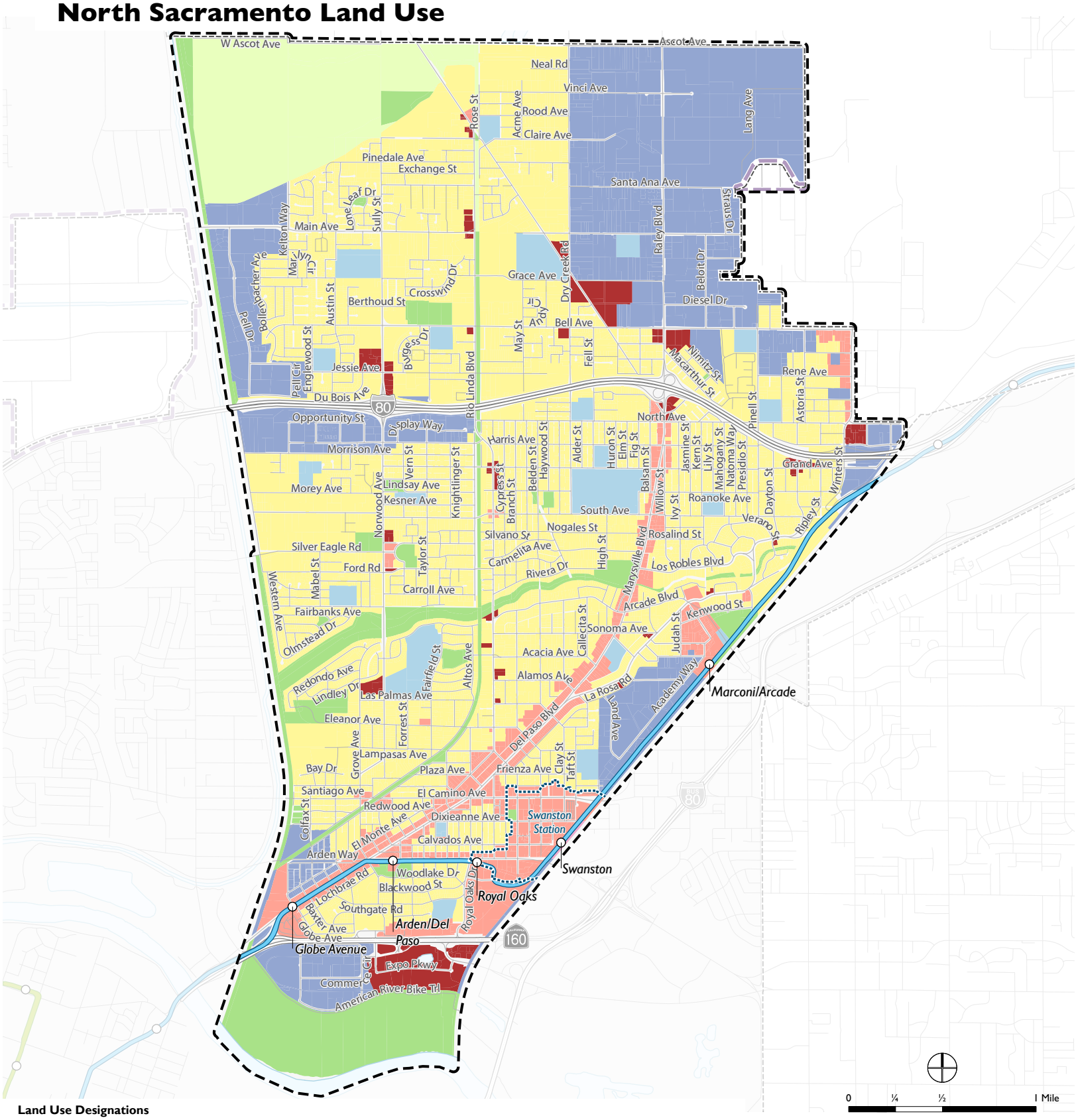
These designations and standards seek to promote investments and growth along Del Paso Boulevard and Marysville Boulevard; facilitate infill development on vacant and underutilized lots and spur the production of more affordable housing. Land use designations also aim to reduce conflict between residential and industrial uses, particularly in the Robla area, with Employment Mixed-Use Areas that promote light manufacturing and creative businesses, helping to transition from industrial activities and buffer residential uses.

Land use designations in North Sacramento are intended to promote mixed-use areas near light rail and bus service to incentivize diverse multi-unit housing that supports more frequent, reliable, service and bolsters retail vitality. Maximum allowed development intensities, shown as FAR allowed on each parcel, control the size and bulk of development but allow wider ranges of housing types to be built throughout North Sacramento. Higher intensity development is permitted along important transit corridors, with lower maximum intensities for established neighborhoods farther from public transit routes.

Land Use policies in this Community Plan complement Citywide policies in the Land Use and Placemaking Element, and in the Housing Element meant to promote availability of a wider range of housing types, improve housing affordability, and build anti-displacement measures. Additional policies in the Economic Development Element, will help to address equitable economic development, including by coupling business development and attraction efforts with workforce development strategies to ensure that local residents are equipped with the skills needed to perform in new job sectors. Elsewhere, Citywide Infill Housing Design Standards help to ensure compatibility between new infill housing development and existing buildings. For a full list of land use designations, please refer to the Land Use and Placemaking Element.

Map CP-NS-2

North Sacramento Land Use



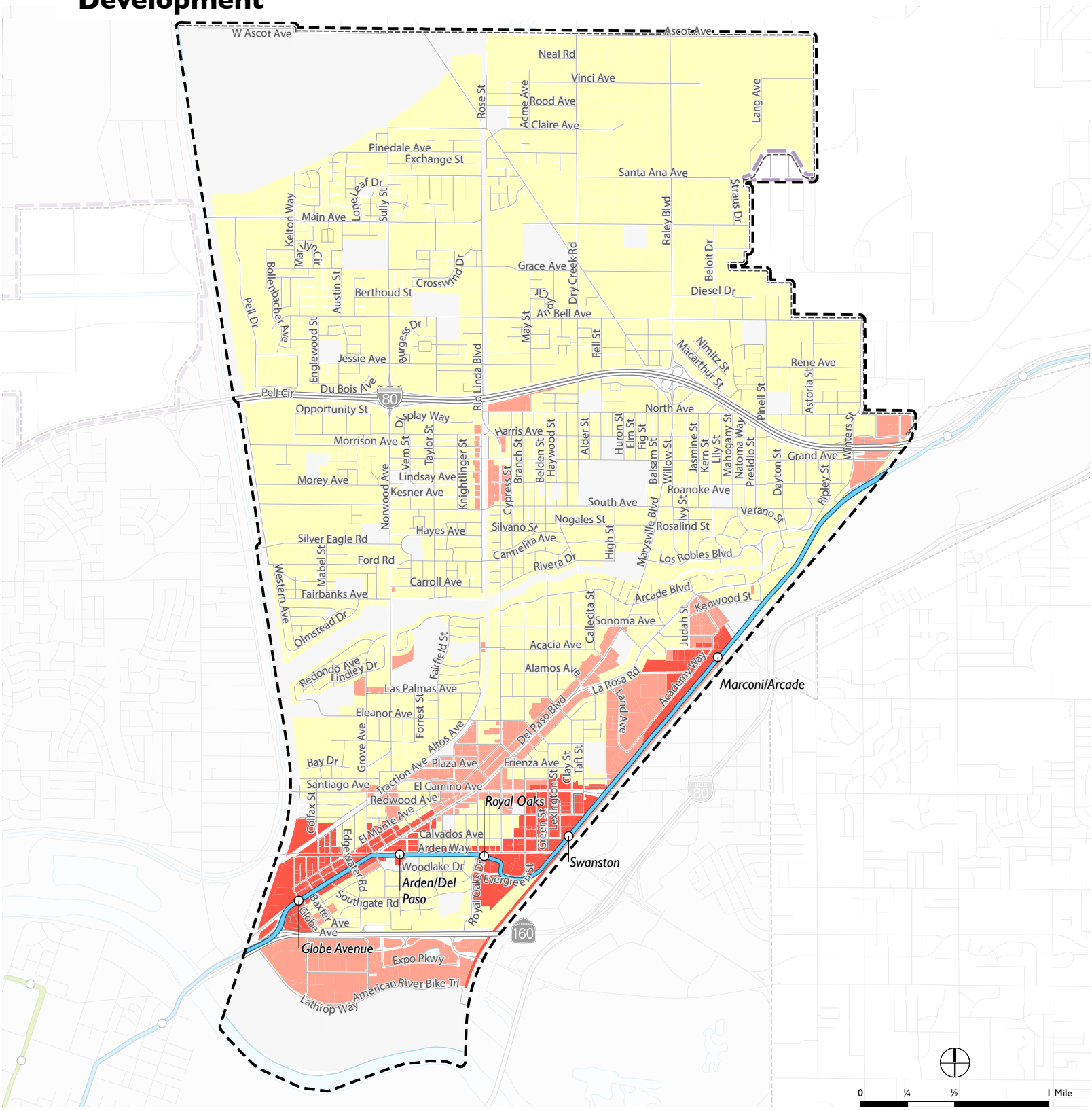
Land Use Designations

- Rural Residential (RR)
- Neighborhood (N)
- Residential Mixed-Use (RMU)
- Office Mixed-Use (OMU)
- Commercial Mixed-Use (CMU)
- Employment Mixed-Use (EMU)
- Industrial Mixed-Use (IMU)
- Public/Quasi-Public (PQP)
- Parks and Recreation (PR)
- Open Space (OS)
- Specific Plan Areas
- Sacramento City Limit
- North Sacramento Community Plan Area Boundary
- Sphere of Influence
- Water
- Blue Line

Source: City of Sacramento, 2018; Dyett & Bhatia, 2022

Map CP-NS-3

North Sacramento Maximum Floor Area Ratio (FAR) - All Development



Maximum Allowed FAR

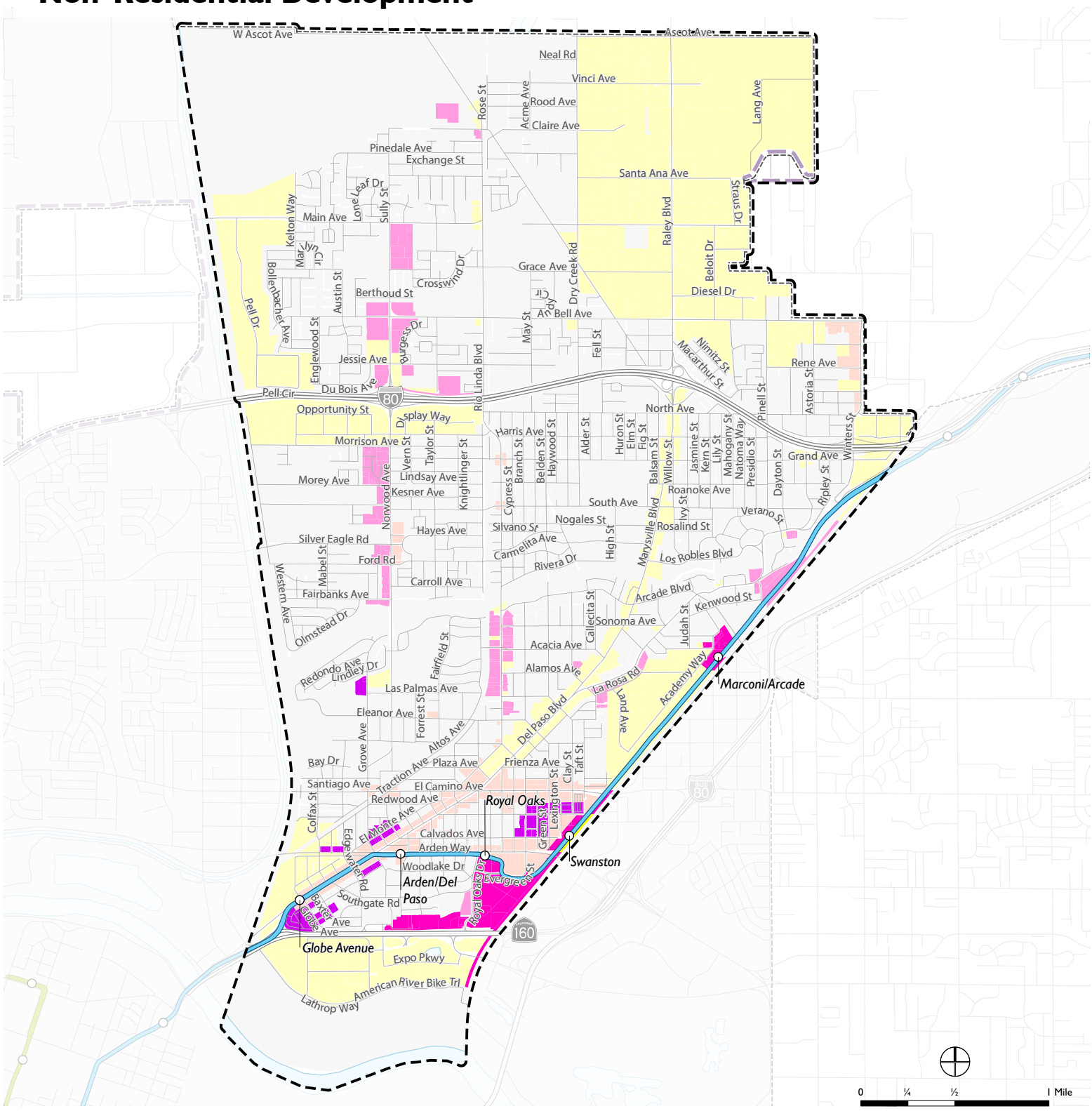
- 1.0
- 2.0
- 4.0
- 5.0
- 6.0
- 8.0
- 10.0
- 15.0
- N/A FAR

- Sacramento City Limit
- North Sacramento Community Plan Area Boundary
- Sphere of Influence
- Water
- Blue Line

Source: City of Sacramento, 2018; Dyett & Bhatia, 2022

Map CP-NS-4

North Sacramento Minimum Floor Area Ratio (FAR) - Mixed-Use and Non-Residential Development



Minimum Allowed FAR

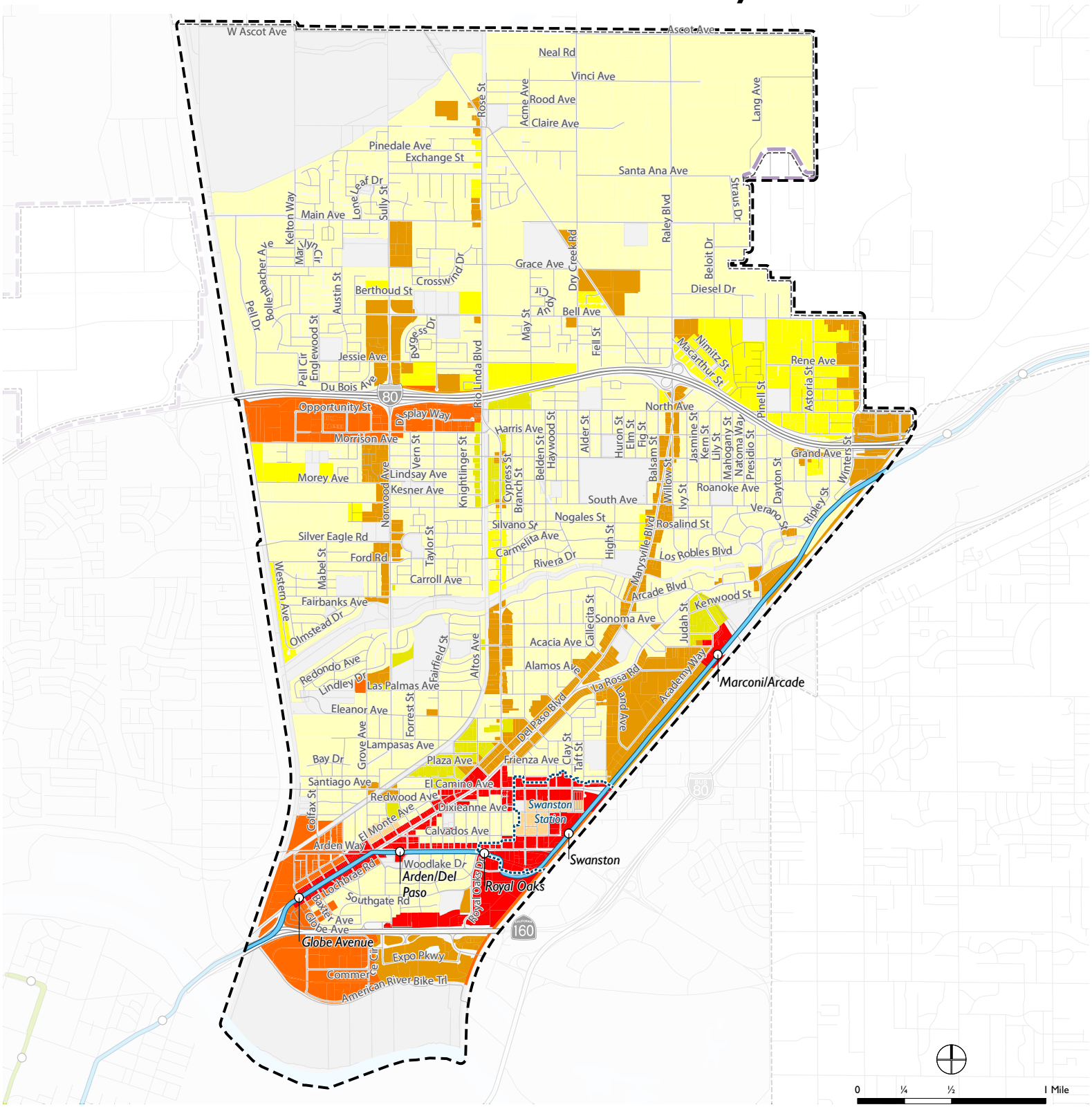
0.15	0.50
0.25	1.50
0.30	2.00
0.35	3.00
0.40	N/A FAR

- Sacramento City Limit
- North Sacramento Community Plan Area Boundary
- Sphere of Influence
- Water
- Blue Line

Source: City of Sacramento, 2018; Dyett & Bhatia, 2022

Map CP-NS-5

North Sacramento Minimum Residential Density



Dwelling Units (per acre)

0.25	18	Specific Plan Areas	Blue Line
3	20	Sacramento City Limit	
7	24	North Sacramento Community Plan Area Boundary	
8	32	Sphere of Influence	
12	33	Water	
15	61		

Source: City of Sacramento, 2018; Dyett & Bhatia, 2022

MOBILITY

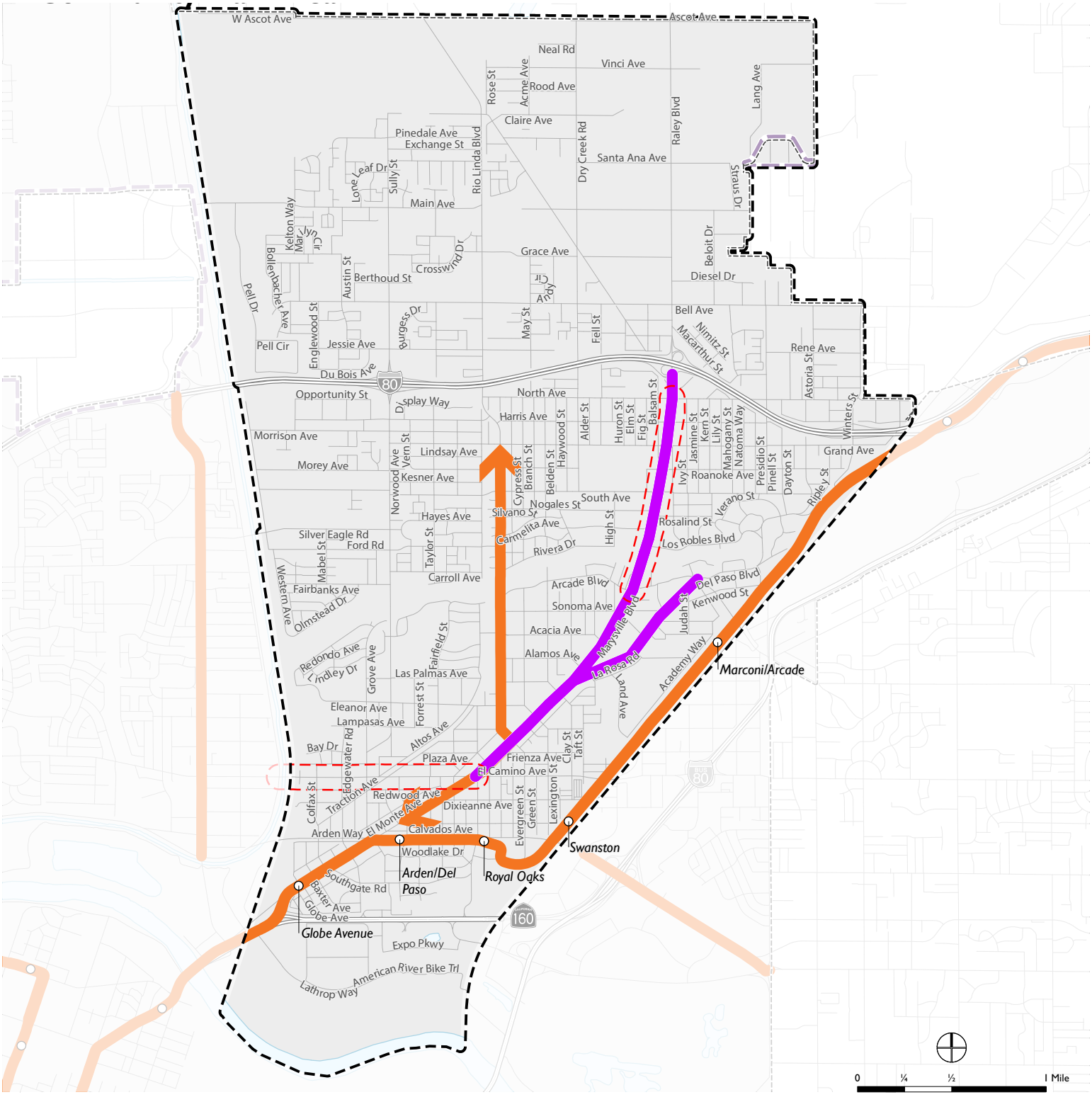
Improving active transportation safety, transit reliability, and bicycling and walking connectivity are major priorities for the North Sacramento community. Traffic modeling indicates an opportunity to reallocate roadway space along Del Paso and Marysville Boulevards to give space to walking, bicycling, and transit; calm traffic; and make streets safer for all users. This work builds on planned improvements along El Camino Avenue and Marysville Boulevard. El Camino Avenue and Marysville Boulevard are part of the Vision Zero Top 5 Corridors—the streets in the city with the highest numbers of fatal and serious crashes involving people walking, bicycling and driving—and both are in or adjacent to disadvantaged communities. As a next step, the City will seek funding to begin preliminary design and environmental clearance and community outreach will continue to gather feedback on proposed designs. **Map CP-NS-6** shows the existing and planned roadway reallocations for the North Sacramento Community Plan Area, which are street segments throughout the city that have been identified as places where excessive roadway capacity—in other words, too many vehicle travel lanes—could be repurposed as spaces to prioritize walking, bicycling, and transit use. These could take the form of improvements such as wider sidewalks, protected bike lanes, bulb-out transit stops, and bus-only lanes, and will require further community outreach, study, and roadway design.

Improvements and interventions identified in the Mobility Element, Pedestrian Master Plan, Bicycle Master Plan, Swanston Station Transit Village Specific Plan, and the Transportation Priorities Plan will help to address gaps in the walking and bicycling networks, including discontinuous sidewalks, bikeways, and street connections. Enacting these policies present opportunities to enhance safety, support public health and create attractive ways to travel that are safe, economical, and climate friendly (zero-carbon). Increased access to bicycle resources can also help to build bicycling confidence and encourage increased ridership.

Additional policies related to transportation safety and connectivity can be found in the Mobility Element.

Map CP-NS-6

North Sacramento Roadway Reallocations



Light Rail Station

High-Frequency Transit

Future Roadway Reallocation Segment

Vision Zero Top Ten Corridors*

Top 1-5

Sacramento City Limit

North Sacramento Community Plan Area Boundary

Sphere of Influence

Water

*Corridors with the highest numbers of fatal and serious crashes involving pedestrians, bicyclists, and motorists.

Source: City of Sacramento, 2018; Dyett & Bhatia, 2022

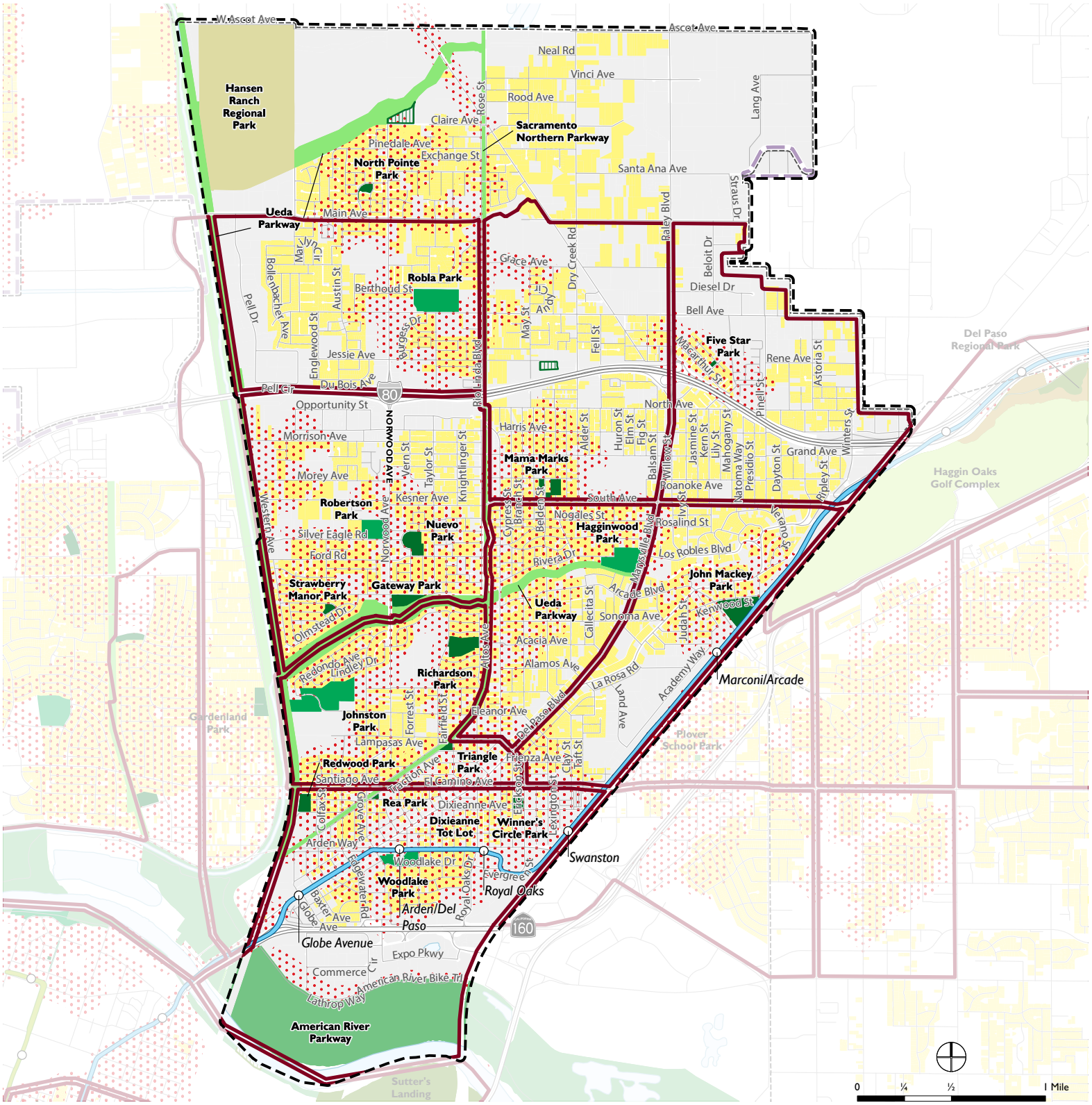
PARK ACCESS

North Sacramento has six community parks, 12 neighborhood parks, one open space park, and two parkways for a total of 455 acres. However, many residents in the northern and eastern parts of the Community Plan Area do not have a park within a 10-minute walking distance (see **Map CP-NS-7**), and in other areas, there are physical barriers preventing access, such as freeways, fencing, or missing sidewalks. Removing barriers to access where possible and adding more parks and open space will help address this challenge. Solutions can include pursuing joint use agreements with school districts for use of their facilities after school hours; adding shared use trails or enhancing bike networks for increased access to existing parks; developing new high-quality parks for underserved areas, where possible; or increasing amenities available at existing parks can help increase park access. There are also opportunities to create recreational and open spaces along underutilized creeks and vacant lots that can be developed into new City parks in park deficient areas for North Sacramento residents. Appropriate areas should be identified where specialized and multicultural amenities can be included such as a clubhouse and community gardens. Through partnerships and creative solutions, new park, park enhancements, and open space access can be achieved.

For additional policies related to equitable, accessible parks, and parks maintenance, see the Youth, Parks, Recreation, and Open Space Element in Part 2 of the General Plan.

Map CP-NS-7

North Sacramento Park Access



10-minute Walking Access to a Park

Existing Parks

City Facility

- Neighborhood
- Community
- Parkway
- Regional

Other Public Facility

- Golf Course
- Open Space
- Natural Habitat Area
- Non-City Parks

Proposed Parks

- Neighborhood
- Regional

- SB 535 Disadvantaged Community
- Residential Area
- Sacramento City Limit
- North Sacramento Community Plan Area Boundary
- Sphere of Influence
- Water

- Blue Line
- Green Line
- Proposed Green Line Extension

Source: City of Sacramento, 2018; Dyett & Bhatia, 2022

Community Policies

The policies below address issues specific to North Sacramento Community Plan Area and supplement citywide policies. Many of the issues and opportunities relevant to North Sacramento are also common to many other areas of Sacramento and are addressed at the citywide level.

Land Use and Placemaking

NS-LUP-1 **Del Paso Boulevard Activation and Placemaking Improvements.** The City shall collaborate with the Del Paso Boulevard Partnership and Arts Culture and Creative Economy Commission to facilitate activities that will improve pedestrian and commercial experiences along the Del Paso Boulevard commercial corridor. This includes but is not limited to façade improvements, landscaping, public art, outdoor dining, and pedestrian-oriented streetscape amenities.

NS-LUP-2 **Del Paso Creative Activation.** The City shall collaborate with the North Sacramento Chamber of Commerce, the Del Paso Boulevard Partnership, Grant Union High School, artists and neighborhood arts and cultural groups to conduct arts and cultural asset mapping in the neighborhood and along the corridor to identify barriers/opportunities for creative activation. Such conversations could yield new projects along the Boulevard. A monthly art walk, for example, could feature outdoor stages, temporary art installations to support local businesses and to highlight local artists, and a pilot "youth art walk" program to feature art and performances by students from Grant Union High School.

NS-LUP-3 **Engage North of I-80.** The City shall engage the neighborhoods north of I-80 in an effort to assess community needs and identify the appropriate level of planning study required for the area.

Historic and Cultural Resources

There are no historic and cultural resource policies specific to North 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 economic development policies specific to North Sacramento that supplement the citywide General Plan policies. Please see the Economic Development Element in Part 2 of the General Plan.

Environmental Resources and Constraints

NS-ERC-1 **McClellan Heights and Parker Homes Plan Noise Area.** The City shall prohibit new residential development within the 65 CNEL McClellan Airport noise exposure contour. New residential development within the McClellan Airport Planning Area boundaries located between the 60 and 65 CNEL noise exposure contours shall be subject to the following conditions:

- Compliance with the City's General Plan Environmental Justice and Environmental Resources and Constraints elements, which establish minimum noise insulation to protect persons from excessive noise within the

interior of new residential dwellings, including detached single-family dwellings that limit noise to 45 Ldn, with windows closed, in any habitable room.

- Notification in the form of requiring developments requesting tentative maps to provide formal written disclosures, recorded deed notices, or in the Public Report prepared by the California Department of Real Estate disclosing the fact to prospective buyers that the parcel is located within the 60 CNEL noise contour of the McClellan Airport and is subject to periodic excessive noise from aircraft overflights.

Environmental Justice

NS-EJ-1 **Neighborhood Clean-Up.** The City shall communicate with local organizations, residents, and businesses to address illegal dumping in North Sacramento by promoting use of the City's 311 system. Support ongoing efforts to proactively deter illegal dumping and provide resources to alleviate blight and investigate complaints.

NS-EJ-2 **Tree Planting.** The City shall collaborate with community-based organizations (CBOs) and neighborhood organizations to facilitate tree plantings in North Sacramento and promote the importance and benefits of trees and of the urban forest through awareness, partnerships, and efforts that educate residents on the best methods of planting and maintaining trees.

Mobility

NS-M-1 **Street Extensions**. The City shall plan for the following street extensions concurrent with new development adjacent to each alignment: Ascot Avenue between Dry Creek Road and Sully Street, Main Avenue between Marysville Boulevard and Rio Linda Boulevard, and Norwood Avenue/Sully Street between Claire Avenue and Ascot Avenue. Ensure new streets conform to the City's Street Design Standards and Urban Forest Plan.

NS-M-2 **Bicycle Resources.** The City shall continue to support community efforts to offer, promote, and expand access to bikes, bike skills, and bike repair.

NS-M-3 **Walking Improvements and Connections.** The City shall continue to invest in walking improvements in North Sacramento Community Plan Area, working closely with the communities to ensure the community needs are addressed.

NS-M-4 **Traffic Calming.** When making street improvements, the City shall recognize that speed is the greatest factor in collisions and this should be addressed in the North Sacramento Community Plan Area. Staff should apply speed reduction measures as funding allows.

NS-M-5 **High-Frequency Transit.** The City should encourage and collaborate with the Sacramento Regional Transit District (SacRT) to plan and implement high-frequency, connected, and convenient transit to the North Natomas Community Plan Area and the wider city.

NS-M-6 **Street Improvements.** The City shall continue to seek funding to carry out improvements as prioritized in the Transportation Priorities Plan for streets that lack sidewalks and street lighting, are under heavy use by pedestrians, or will not be improved through new development and assessment districts.

Public Facilities and Safety

NS-PFS-1 **Western Avenue Detention Pond.** The City shall work with landowners to study the feasibility of a detention pond or other drainage solution to address flooding west of Western Avenue in City drainage basin 157.

NS-PFS-2 **Historic Magpie Creek.** Per Resolution No. 93-428, the City shall ensure that development adjacent to the existing "channelized" canals located south and west of Historic Magpie Creek will provide a minimum of 15 feet greenspace/buffer on both sides of the channel on the top of the bank. A multipurpose trail (suitable for maintenance access) will be required on at least one side of the channel. This trail will be continuous between subdivisions. The width of the trail (minimum recommended width is 12 feet) shall be in addition to the 15-foot buffer width. Examples of typical cross sections and plan views are shown in **Figure NS-1** and **Figure NS-2**.

NS-PSF-3 **Historic Magpie Creek Channel Modifications.** The City shall construct modifications to the creek channel for the purpose of flood conveyance at the expense of the developer and will be maintained by the city. Maintenance of the creek right-of-way (ROW) that is not needed for flood conveyance will be funded by a maintenance district or other acceptable funding mechanism.

NS-PFS-4 **Historic Magpie Creek Material Replacement.** The City shall replace channelized/concrete canals with "natural" materials, wherever possible, once the Diversion canal is completed.

NS-PFS-5 **Historic Magpie Creek Enhancement.** The City shall provide opportunities for the preservation and enhancement of natural areas/features along Historic Magpie Creek.

NS-PFS-6 **Historic Magpie Creek Support.** The City shall support the Army Corps of Engineers' Magpie Creek Diversion project and the eventual removal of the local Magpie Creek Floodplain.

NS-PFS-7 **Assessment Districts.** The City shall encourage property owners to form assessment districts in order to support the provision of infrastructure.

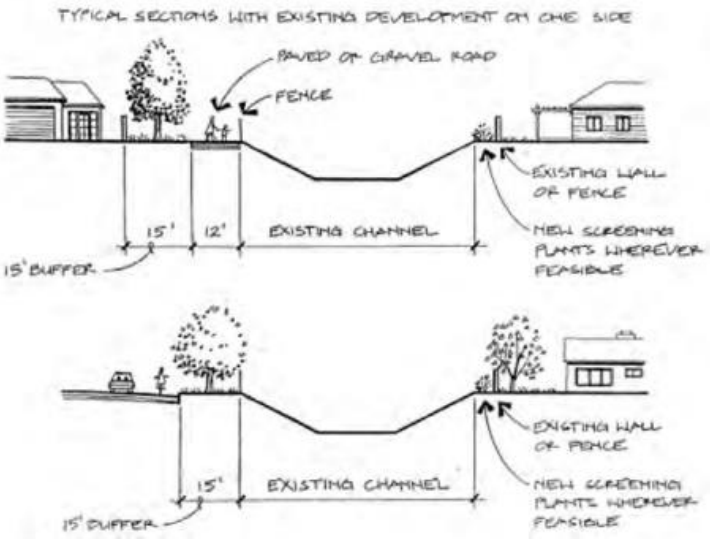


Figure NS-1
Lower Historic Magpie Creek

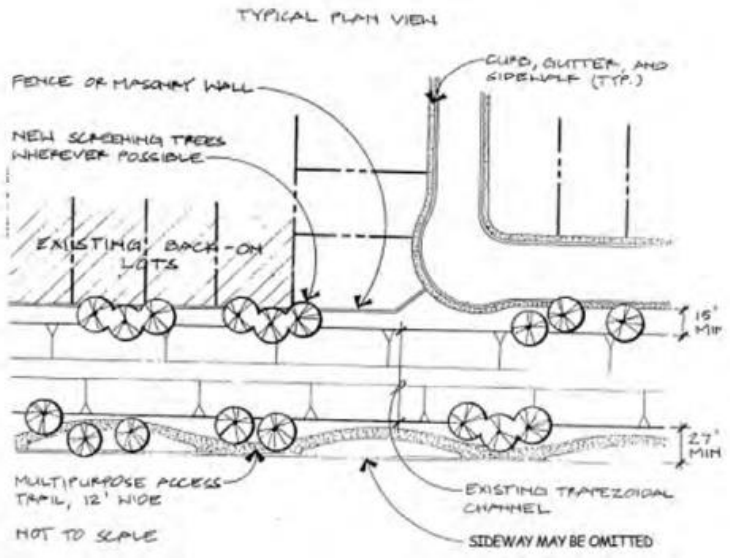


Figure NS-2
Lower Historic Magpie Creek

Youth, Parks, Recreation, and Open Space

NS-YPRO-1 **Walter S. Ueda Parkway Access.** The City shall work with local landowners to create new pedestrian access points and improve access to Walter S. Ueda Parkway from adjacent neighborhoods.

NS-YPRO-2 **Hagginwood Park Access.** When planning pedestrian improvements or in the event of adjacent new development, the City shall recognize that completing the sidewalk network within a 10-minute walk of ~~near~~ Hagginwood Park to improve pedestrian access from nearby neighborhoods is a community priority.

NS-YPRO-3 **Robla Park Clubhouse and Signage.** The City shall study the feasibility of building a clubhouse and community center at Robla Park, per the existing Parks Plan, and install interpretive signage to highlight the ecological function of the wetland on the west side of the park.

NS-YPRO-4 **New Park Site.** As part of Parks Plan 2040, the City shall work with the community to identify park deficient and underserved areas and identify solutions for new park delivery, including acquisition of vacant parcels, joint use agreements with schools, increased pedestrian and bike paths to access existing parks, and other alternatives.

NS-YPRO-5 **Joint-Use Agreement.** The City shall pursue a joint-use agreement with the Twin Rivers Unified School District that allows for community use of ~~Castori Elementary School~~select school fields and playgrounds ~~during non-school hours~~ to improve park access to surrounding neighborhoods.

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 North Sacramento Community Plan:

- Northeast Line Light Rails Station Plan (2007)
- Norwood Area Circulation and Infrastructure Plan (2007)
- McClellan Heights/Parker Homes Land Use Infrastructure Plan (2007)
- Swanston Station Transit Village Specific Plan (2007)
- North Sacramento Residential and Commercial Design Guidelines (2007)
- Del Paso Heights Design Guidelines (2007)
- McClellan Airport Comprehensive Land Use Plan (1992)

11. POCKET/GREENHAVEN COMMUNITY PLAN

COMMUNITY LOCATION

Located in the southwest portion of the city, the Pocket/Greenhaven Community Plan Area encompasses approximately eight square miles within the City of Sacramento in a "pocket" of land created by a bend in the Sacramento River. As shown in **Map CP-PG-1**, the area is bounded to the north by 35th Avenue, to the east by Freeport Boulevard, and to the south and west by the Sacramento River. Freeport Boulevard, Pocket Road, Florin Road, Riverside Boulevard, and Greenhaven Drive are primary thoroughfares of the community, and the area is home to Pocket Transit Center, which facilitates transfers between buses that connect along Florin Road and up to Downtown, including some peak-hour only commuter buses. Some important landmarks in Pocket/Greenhaven include the Pocket Canal Parkway, John F. Kennedy High School, Lake Crest Village and Promenade Shopping Centers, and Robbie Waters Pocket Greenhaven Library. The Greater Land Park Community Plan Area borders Pocket/Greenhaven to the north, and the South Area Community Plan Area borders Pocket/Greenhaven on the east.

DEVELOPMENT AND PLANNING HISTORY

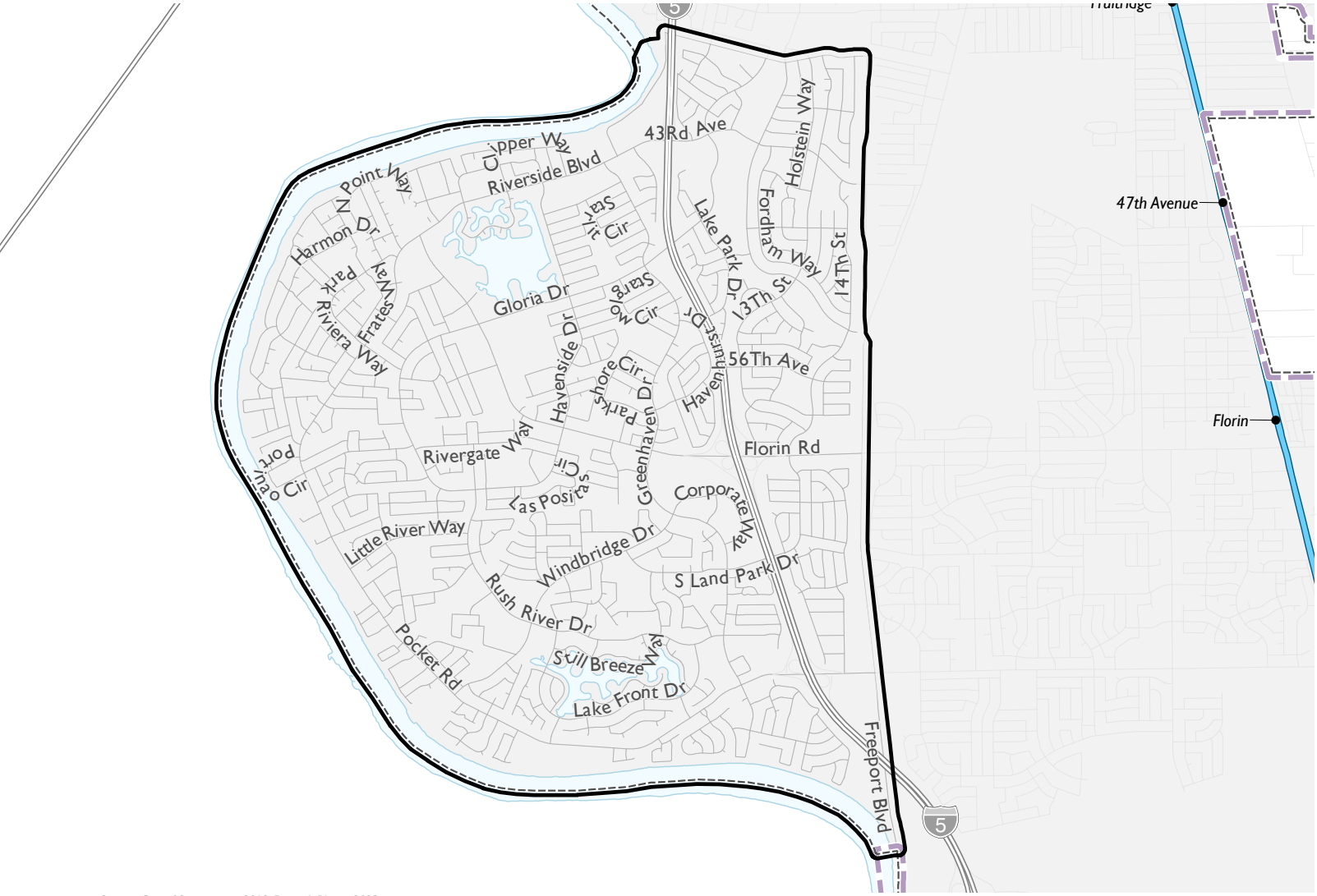
Pocket/Greenhaven is home to approximately 45,700 residents and 6,500 jobs. As a primarily residential community, many of the jobs in the community are in the education and healthcare sector. Annexed by the City of Sacramento in 1959, the "Pocket Area," as this Community Plan Area has historically been called, was largely agricultural with a few scattered farmhouses until the mid-1960s. The completion of I-5 and the connection of Florin Road to Riverside Boulevard in the mid-1970s increased access to the Pocket area, and the area's population doubled following these transportation milestones. The majority of Pocket/Greenhaven's development dates to the 1970s and 1980s. Today, Pocket/Greenhaven is comprised of four primarily suburban neighborhoods; some health care, religious, and educational institutions; neighborhood-serving retail and commercial centers; and a variety of parks and waterfront areas, including the Ellsworth C. Zacharias Park and the Sacramento River Parkway, which provide residents with open space and recreation options.

MAJOR TRANSPORTATION ROUTES

I-5 is the major north/south roadway connecting the Pocket/Greenhaven Area to the greater Sacramento area and beyond. Connecting to this freeway are several arterials (e.g., Pocket Road, Florin Road) that provide automobile and bike access through the community and connect residents to surrounding communities and neighborhoods. Sacramento Regional Transit (SacRT) provides bus service throughout the Plan Area. In addition to roadways, the Pocket/Greenhaven Area has several parkways and greenbelts that provide for pedestrian and bike path connections.

Map CP-PG-1

Pocket/Greenhaven Community Plan Area Boundary



Source: City of Sacramento, 2018; Dyett & Bhatia, 2023

Pocket/Greenhaven Community Plan Area Boundary

Sacramento City Limit

Sphere of Influence

Water

Light Rail

Existing Light Rail Station

Existing Route

Blue Line

0 ¼ ½ 1 Mile

COMMMUNITY VISION

IN 2040, Pocket/Greenhaven is a serene community enriched by an array of family-friendly amenities, with good schools, tree-filled parks and community gardens, and active community centers. Mixed-use town centers like Lake Crest Village and Promenade Shopping Center have community-serving shops and plazas that are important community gathering places, with food, retail, and jobs, where neighbors run into each other and friends meet for coffee. On both sides of I-5, getting around Pocket/Greenhaven and connecting to the rest of the city without a car is easy, with continuous protected and shaded pathways for walking and bicycling, and roads with lower traffic speeds and well-marked crosswalks. Bus service is frequent, reliable, and conveniently located along the major thoroughfares of Freeport Boulevard, Pocket Road, Florin Road, Riverside Boulevard, and Greenhaven Drive, and is easily accessible from community nodes like ACC Care Center (Asian Community Nursing Home), John F. Kennedy High School, Sojourner Truth Park, and the mixed-use town centers. Residents have easy access to the Sacramento River Bike Trail and the Del Rio Bike Trail, and enjoy watching the sun set over the river from the levee on summer evenings. Public spaces are lushly planted and well-maintained; dog parks, community pools, and the waterfront are easy to access; and waterways and adjacent parks like the Pocket Canal Parkway and Garcia Bend Park are clean and well-loved, enriching community members' active lives. Flood prevention infrastructure and disaster planning have helped to minimize the danger of flooding from the Sacramento River, and strong community-police engagement and collaboration have helped maintain Pocket's feel as a safe community for everyone. Community stakeholders and city leaders have worked together to support safe, vibrant, and environmentally-conscious living in Pocket/Greenhaven.

Community Issues and Opportunities

The following local planning issues and opportunities are synthesized from community input gathered over the course of the planning process, which included an in-person Community Plan Area meeting in August 2019, a virtual open house conducted in October 2020, community-led "meetings in a box," and ongoing correspondence from individuals and neighborhood organizations as well as citywide outreach activities. The colored dots next to each paragraph and shown in the legend below indicate where readers can find policies and information related to each community issue and opportunity.

Community Enhancement - Pocket/Greenhaven is a largely built-out community, with residents who love to live here and love the neighborhood feel of the area. While there are some improvements that people would like to see, residents overwhelmingly want to enhance the qualities of their community they love, not transform them.

Placemaking and Town Centers - Residents would like to see more coffee shops, plazas, and for development to be accompanied by trees and shady outdoor gathering spaces. There are opportunities to turn some existing shopping centers, including along Florin Road and in underutilized sites along Freeport Boulevard, into "town centers," with a well-designed and vibrant mix of retail, commercial, office, and residential uses and amenities like benches, tables, plants, and public art.

Neighborhood Connectivity - The physical fabric of Pocket/Greenhaven is separated by I-5, making areas to the east of I-5 feel disconnected from the rest of the Community Plan Area. Residents would like to see better wayfinding, lighting, and public art to create low stress walking and bicycling connections across the freeway.

Housing - Pocket/Greenhaven is largely built out with little land available for new development, but there is some opportunity for infill housing on underutilized lots and accessory dwelling units that can provide housing options for young professionals, new families, or older adults who wish to age in place.

Homelessness - Finding stable housing for people experiencing homelessness is a concern for Pocket/Greenhaven residents, and support services, many of which are located Downtown, may not be readily accessible.

Transportation Safety - While Pocket/Greenhaven is generally considered a quiet area, improving conditions for those walking and bicycling is a key priority for many community members. Residents cited that drivers go too fast and expressed a desire for bikeways, sidewalks, and crosswalks, particularly along Greenhaven Drive, Riverside Boulevard, Florin Road, Rush River Drive, Fruitridge Road, and areas surrounding parks. Freeport Boulevard, which was previously State Route 160 built to Caltrans standards before the State relinquished it around 2000, would also benefit from safety improvements and placemaking interventions.

Sustainable Mobility - Many community members want more sustainable mobility options in their community to lessen the impacts of car usage. Active transportation, facilitated by better connectivity over the canals and I-5 and to the river, could help people get around the area without cars. Transit and EV charging could help with connections to the rest of the city. Some residents advocated for electric vehicle charging stations, commuter park-and-ride lots, express buses or river taxis to connect to downtown, and more frequent and conveniently located bus options, especially for seniors who may depend on transit to get around town.

Age-Friendly Community - Almost one quarter of Pocket/Greenhaven residents are age 65 or over. Facilities for older adults, including the ACC Care Center, are renowned for assisted and accessible living facilities. Residents cited the need for more housing types that are appropriate for older adults to comfortably age within the community, including group houses and communal living, and smaller houses with universal design features. There are opportunities for more community centers with services and programming for older adults as well. In addition, residents expressed a need for more reliable paratransit service and convenient access to bus transit for older adults.

Community Facilities -- Pocket/Greenhaven is generally well-served by parks and community services, including Pocket Canal Parkway, Garcia Bend Park, Sacramento River Bike Trail, community centers, and community gardens, featuring green spaces, recreational activities, and opportunities to socialize with neighbors. Residents identified the need for some additional community spaces, potentially including a junior high school, a community center and pool, dog parks, community gardens, and the need for regular maintenance and cleanup of existing parks and park restrooms. Residents are interested in more recreation programming and activities in parks. Residents are also interested in accessing the levees for recreation, and many would like to see the levee trail fully connected along the length of the Pocket/Greenhaven to Downtown, with landscaping.

Flood Planning and Infrastructure - Many Pocket/Greenhaven community members expressed concerns about flood safety infrastructure and natural disaster planning; the community is bordered on three sides by the Sacramento River and depends on the levees for flood protection. Structural improvements to the levees are underway to provide the community with a 200-year level of flood protection by 2025.

Contextual Topic Areas

LAND USE AND PLACEMAKING

In Part 2 of the General Plan, the Land Use and Placemaking Element includes a land use diagram as well as maps that show maximum floor area ratio (FAR), minimum FAR, and minimum density standards across the city. Together, these maps provide direction for land use and development intensities citywide. Development in Pocket/Greenhaven is subject to these citywide development standards, and close-ups of these land use designations and development intensities for the Pocket/Greenhaven Community Plan Area are provided in **Maps CP-PG-2** through **CP-PG-5** for ease of reference.

Pocket/Greenhaven is a community of established neighborhoods with few opportunities for large scale new development. To help achieve community objectives for placemaking, land use and development intensity standards are designed to preserve and enhance the neighborhood livability that residents value and to foster "town centers" that serve as activity hubs and gathering places within existing shopping centers. As shown on the **Map CP-PG-2**, these town centers are primarily located along Florin Road and Freeport Boulevard, and could accommodate a wider mix of uses and amenities while preserving the community-serving retail focus. Limited office and residential uses in these areas can help to support retail, as well as future high-frequency bus service along Florin Road. As shown on **Map CP-PG-5**, low maximum FARs are maintained throughout Pocket/Greenhaven. Future "town centers" are envisioned as maintaining the primarily residential feeling of the community, while allowing flexibility in new development, including in encouraging housing options that include smaller unit sizes and Accessory Dwelling Units that can help older adults stay in the community even if they want to downsize.

Land Use policies in this Community Plan complement Citywide policies in the Land Use and Placemaking Element and in the Housing Element meant to promote availability of a wider range of housing types, improve housing affordability, and help residents experiencing homelessness. Additional policies in the Economic Development Element will help to address equitable economic development, including revitalizing older commercial areas. Please refer to the Land Use and Placemaking Element for a full list of land use designations.

Map CP-PG-2

Pocket/Greenhaven Land Use

0 ¼ ½ 1 Mile

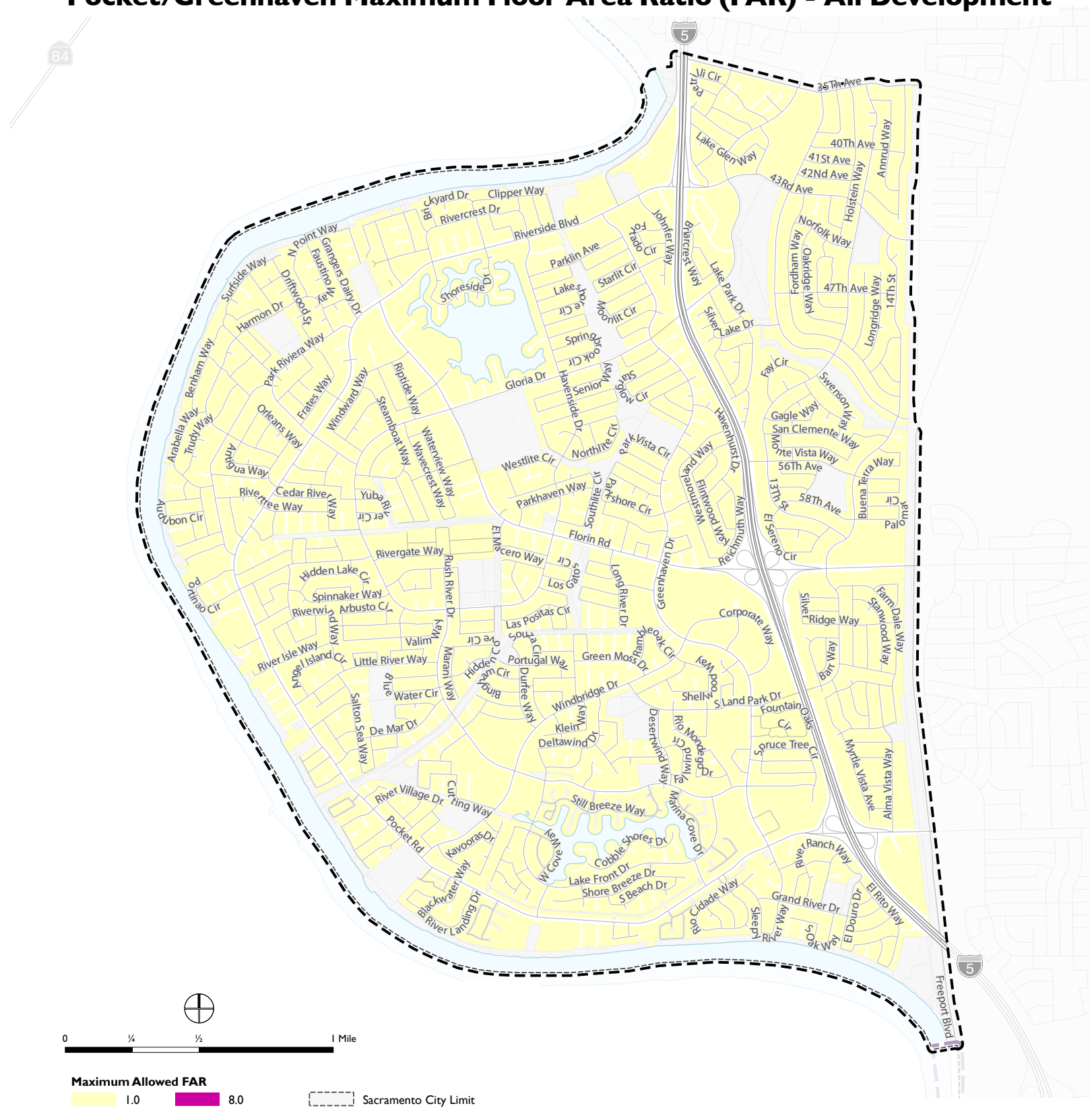
Land Use Designations

- Rural Residential (RR)
- Neighborhood (N)
- Residential Mixed-Use (RMU)
- Office Mixed-Use (OMU)
- Commercial Mixed-Use (CMU)
- Employment Mixed-Use (EMU)
- Industrial Mixed-Use (IMU)
- Public/Quasi-Public (PQP)
- Parks and Recreation (PR)
- Open Space (OS)
- Sacramento City Limit
- Pocket/Greenhaven Community Plan Area Boundary
- Sphere of Influence
- Water

Source: City of Sacramento, 2018; Dyett & Bhatia, 2022

Map CP-PG-3

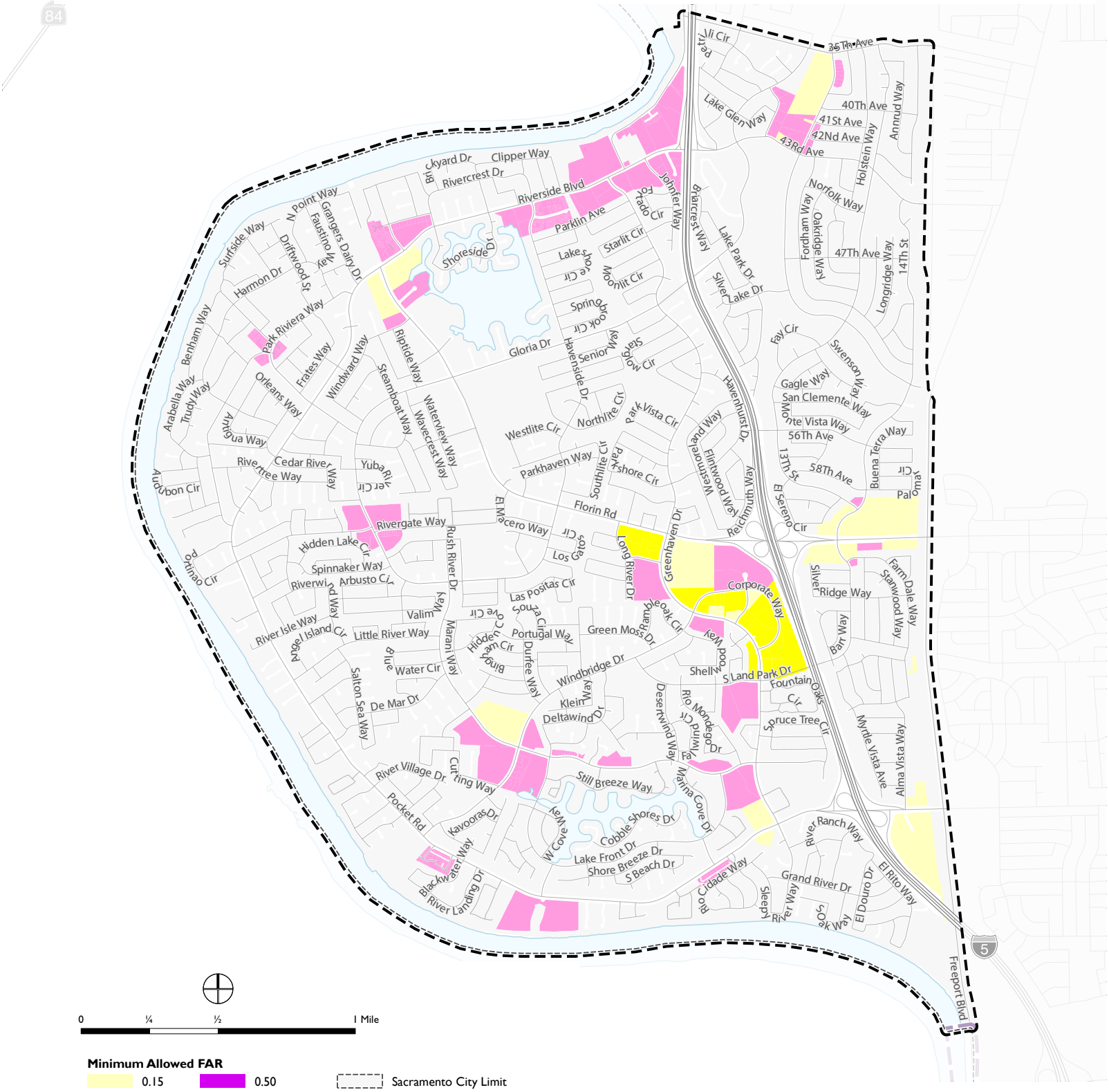
Pocket/Greenhaven Maximum Floor Area Ratio (FAR) - All Development



Source: City of Sacramento, 2018; Dyett & Bhatia, 2022

Map CP-PG-4

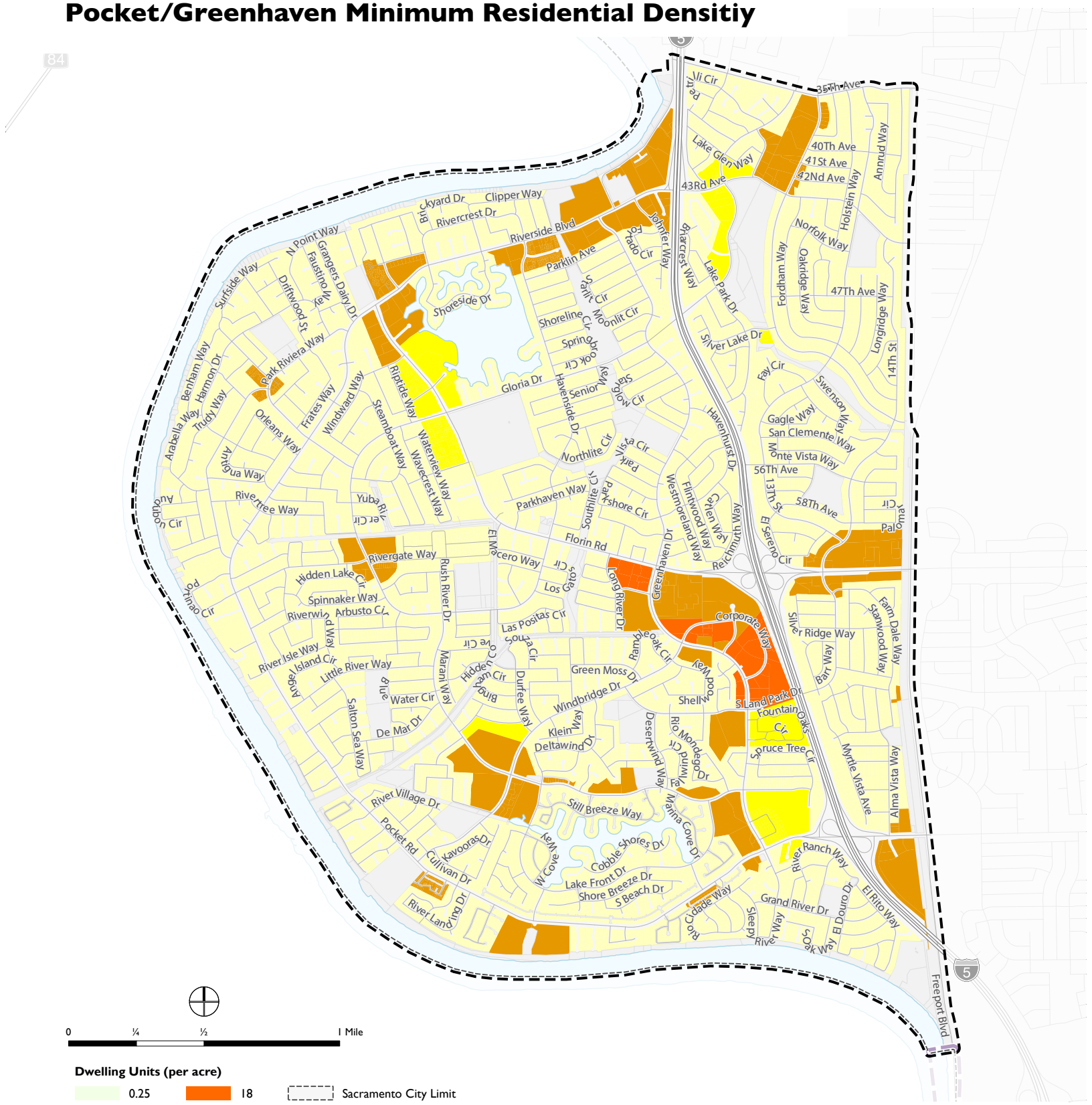
Pocket/Greenhaven Minimum Floor Area Ratio (FAR) - Mixed-Use and Non-Residential Development



Source: City of Sacramento, 2018; Dyett & Bhatia, 2022

Map CP-PG-5

Pocket/Greenhaven Minimum Residential Densitiy



Source: City of Sacramento, 2018; Dyett & Bhatia, 2022

MOBILITY

Many areas of Pocket/Greenhaven are driving focused and there are not many other reliable mobility options. A high-frequency transit connection along Florin Road could help residents more easily access light rail, but more sustainable connections to other parts of the city are needed, with more emphasis on active, green ways of getting around the community itself. Some of the Plan Area's streets are on the City's High Injury Network—the streets with the highest number of severe and fatal crashes—including Riverside Boulevard, Florin Road, Rush River Drive, and Greenhaven Drive.

Walking and bicycling have significant public health, environmental, and community building benefits, and making it easier to get around by foot or bike is a priority for Pocket/Greenhaven residents. The Pedestrian Master Plan and the Bicycle Master Plan, and Transportation Priorities Plan identify opportunities to support walking and bicycling by completing networks and creating family- and climate-friendly opportunities for travel. The Bicycle Master Plan includes a shared-use path along the Sacramento River, which when complete, will provide an off-street connection to the Central City and recreational opportunities for area residents.

More policies around transportation safety, transit frequency and reliability, and pedestrian and bicycle infrastructure can be found in the Mobility Element. Additional policies around emergency evacuation and access can be found in the Public Facilities and Safety Element.

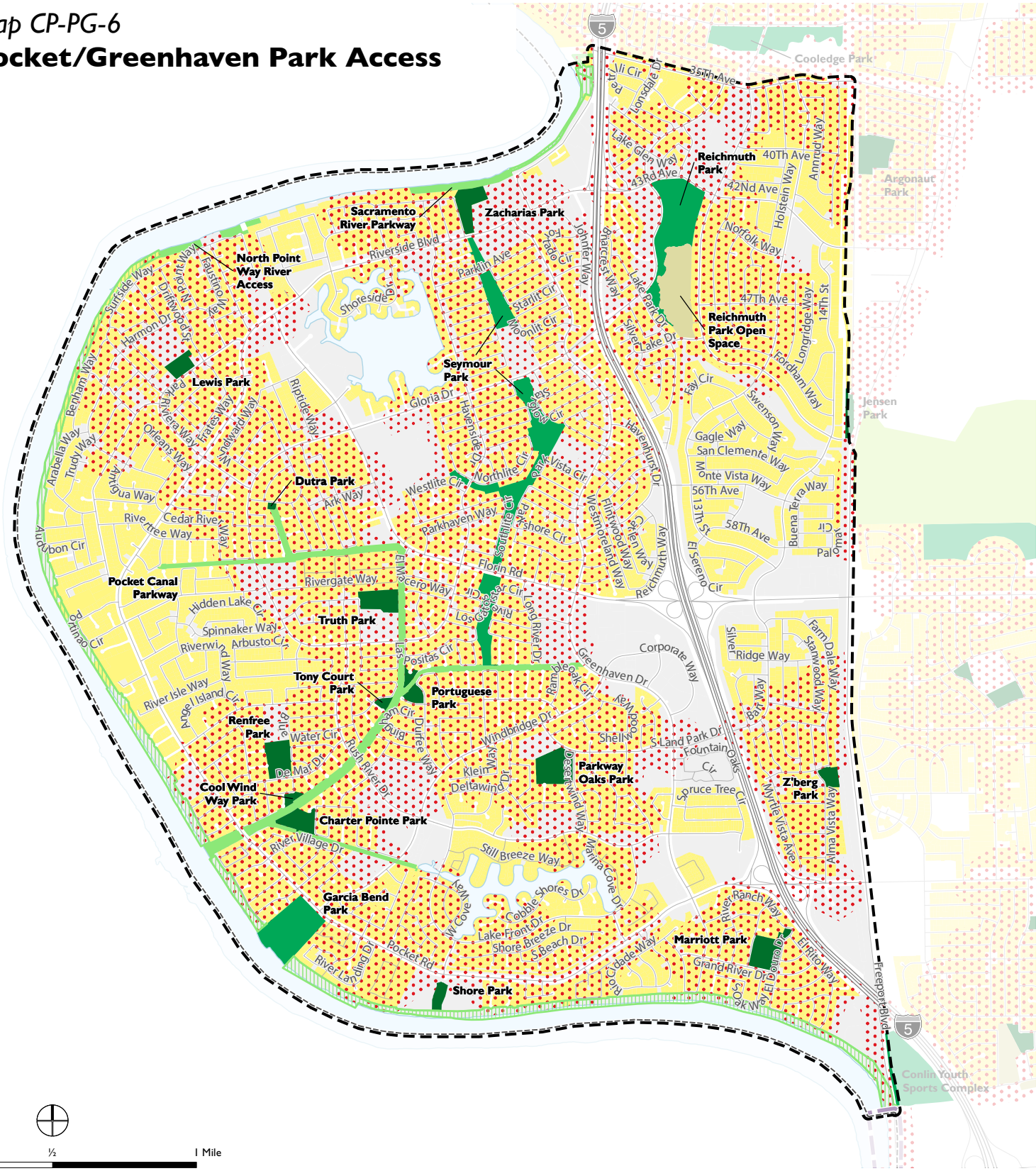
PARK ACCESS

Pocket/Greenhaven residents are generally well-served by a variety of beloved local parks and green spaces. Pocket/Greenhaven has 14 neighborhood parks, 3 community parks, and 2 parkways, for a total of 219 acres of parkland. ~~This represents about 5 acres per thousand residents, which meets the Citywide goal.~~ As shown on **Map CP-PG-6**, there are residential areas which do not have a park within easy walking distance of home, and in some places fencing that prevents access to some of the canal parkways. Additionally, there are areas adjacent to the Sacramento River that do not have walking access to parks or to the river. Exploring joint-use agreements with schools in underserved portions of the Community Plan Area and removing fencing and expanding recreational uses along the canals could help to improve park access for residents. Completion of the Sacramento River Parkway Project will also help to improve linkages into the community. As the Parkway Project goes forward, there are opportunities to improve pedestrian and bicycle connections between the Parkway and the rest of the community by formalizing existing informal entrances and by creating additional access points.

Additional policies addressing park and river maintenance and access can be found in the Youth, Parks, Recreation, and Open Space Element.

Map CP-PG-6

Pocket/Greenhaven Park Access



0 ¼ ½ 1 Mile

10-minute Walking Access to a Park

Existing Parks

City Facility

- Neighborhood
- Community
- Parkway

Other Public Facility

- Open Space

Proposed Parks

- Parkway

- Residential Area
- Sacramento City Limit
- Pocket/Greenhaven Community Plan Area Boundary
- Water

Source: City of Sacramento, 2018; Dyett & Bhatia, 2022

Community Policies

The policies below address issues specific to Pocket/Greenhaven and supplement citywide policies; many of the issues and opportunities of Pocket/Greenhaven are common to many areas of Sacramento and are addressed at the citywide level.

Land Use and Placemaking

PG-LUP-1 **Town Centers.** In neighborhood planning efforts, the City should recognize the community desire to foster town centers that provide a vibrant mix of retail, commercial, office, and residential uses and gathering spaces.

Historic and Cultural Resources

There are no historic and cultural resource policies specific to Pocket/Greenhaven that supplement the citywide General Plan policies. Please see the Historic and Cultural Resources Element in Part 2 of the General Plan.

Economic Development

PG-ED-1 **Freeport Boulevard Revitalization.** The City shall collaborate with the South Land Park Neighborhood Association, the Arts Culture and Creative Economy Commission, and other community groups to explore obtaining grants and/or funding for boulevard improvements, such as tree plantings and public art, to attract investment, and to increase the sense of place along the Freeport Boulevard commercial corridor.

Environmental Resources and Constraints

There are no environmental resources and constraints policies specific to Pocket/Greenhaven that supplement the citywide General Plan policies. Please see the Environmental Resources and Constraints Element in Part 2 of the General Plan.

Environmental Justice

There are no environmental justice policies specific to Pocket/Greenhaven that supplement the citywide General Plan policies. Please see the Environmental Justice Element in Part 2 of the General Plan.

Public Facilities and Safety

There are no public facilities and safety policies specific to Pocket/Greenhaven that supplement the citywide General Plan policies. Please see the Public Facilities and Safety Element in Part 2 of the General Plan.

Mobility

PG-M-1 **Transit Connections.** The City shall encourage SacRT to explore ways to improve transit connections between Pocket/Greenhaven and the wider city, including by coordinating micromobility improvements, such as bikeshare, shuttle service, and paratransit, with the planned high-frequency bus route along Florin Road.

Youth, Parks, Recreation, and Open Space

PG-YPRO-1 **River Parkway.** Concurrent with the Sacramento River Parkway Project, the City shall explore ways to add accessible pedestrian entrances from adjacent neighborhoods to the shared-use path along the river, including by formalizing existing informal access points, particularly focusing on residential areas that lack park access within a 10-minute walk.

PG-YPRO-2 **Parkways/Greenways.** The City shall continue to improve and maintain the parkway/greenbelt network and public open spaces, including removing fencing and gates and adding access points where feasible, and by exploring strategies to improve connections between greenways and to the Sacramento River Parkway.

PG-YPRO-3 **Joint-Use Agreement.** The City shall pursue a joint-use agreement with Sacramento City Unified School District that allows for community use of select school fields and playgrounds ~~during non-school hours~~ to improve park access in the Pocket/Greenhaven Community Plan Area.

PG-YPRO-4 **Pool and Neighborhood Center Access.** The City shall explore ways to facilitate swimming pool and neighborhood center access for Pocket/Greenhaven residents, especially for youth, through joint-use agreements with the school districts or expanded access to Pannell Meadowview Community Center ~~or North Natomas Community Center and Aquatic Center~~.

11. SOUTH AREA COMMUNITY PLAN

COMMUNITY LOCATION

Located in the southernmost part of the city of Sacramento, the South Area encompasses approximately 19 square miles, of which 16.5 are within Sacramento City limits; the rest of the Community Plan Area is in unincorporated Sacramento County. As shown in **Map CP-SA-1**, the area within the city limit is bounded roughly by 35th Avenue and Fruitridge Road to the north, by Highway 99 to the east, by the Regional Wastewater Treatment Plant and Sheldon Road to the south, and by Freeport Boulevard to the west. Major landmarks include the Sacramento Executive Airport, Southgate Industrial Park, Cosumnes River College, Laguna Creek Wildlife Area, Valley Hi Community Park, the Samuel & Bonnie Pannell Community Center Park, and Morrison Creek.

DEVELOPMENT AND PLANNING HISTORY

Neighborhoods and business districts in the South Area began to develop in the mid-20th century. The northern part of the community plan area was developed in the 1940s, and the southern part was developed beginning in the 1960s. In 2009, based on extensive community outreach with an environmental justice emphasis, these two areas—previously called the South Sacramento and Airport-Meadowview communities—were integrated into a new South Area Community Plan to plan holistically for the wider area. The South Area Community Plan Area also includes portions of the Town of Freeport Study Area and part of the Fruitridge Florin Study Area, both outside the City limits but within the City's Sphere of Influence.

One of the largest Community Plan Areas, the South Area is currently home to approximately 116,800 people, of whom about 105,000 live in of the city of Sacramento. It has about 17,500 jobs, with the majority in education and healthcare, including at Kaiser Permanente South Sacramento Medical Center, Methodist Hospital, and Cosumnes River College. Eighty-eight percent of South Area residents identify as part of a racial or ethnic minority community group, the highest percentage of any of the Community Plan Areas. Development in the South Area is predominantly single unit residential, with large arterial streets supporting commercial uses.

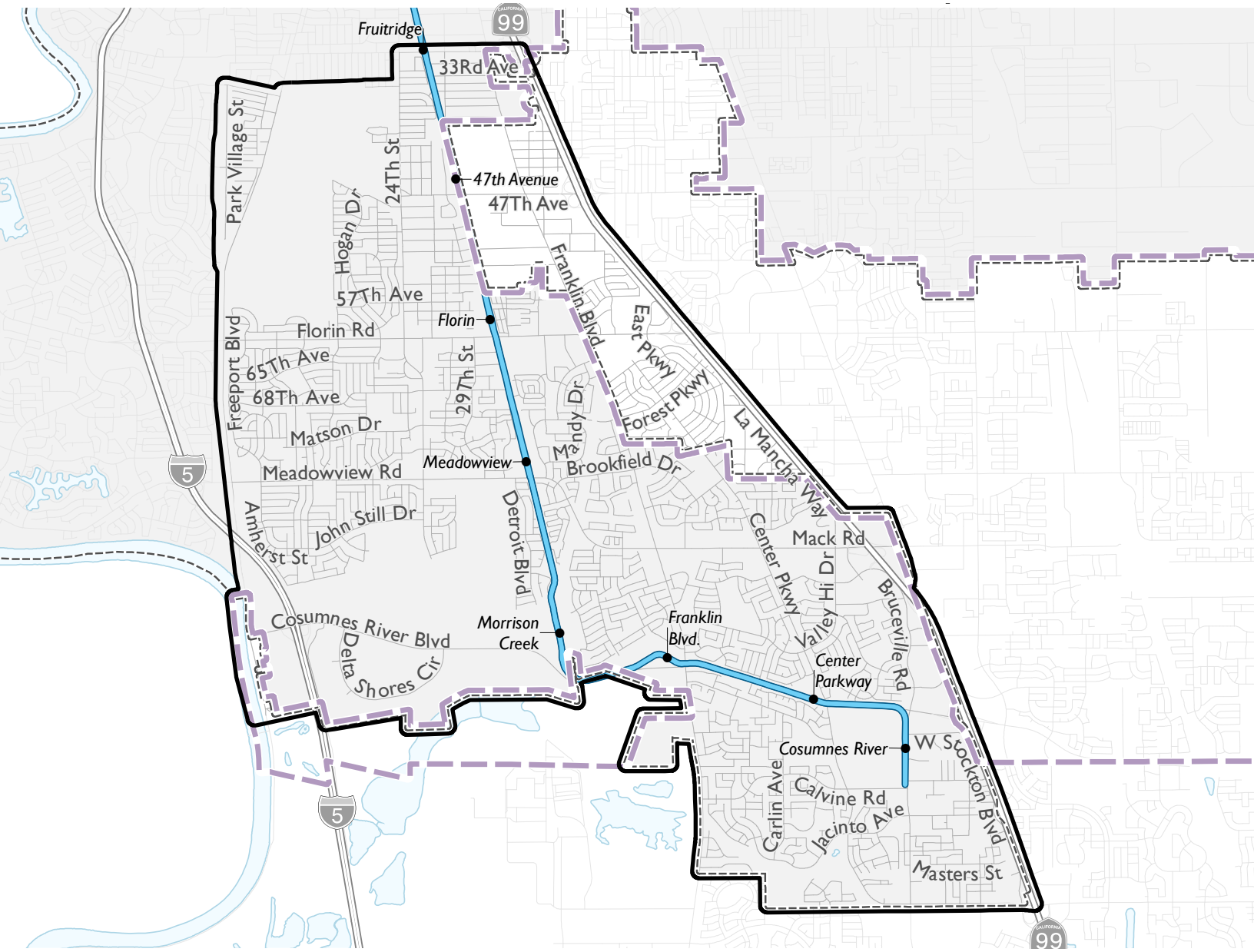
MAJOR TRANSPORTATION ROUTES

Highway 99 and I-5 are the major roadways connecting the South Area to the greater Sacramento area and beyond. Connecting to these freeways are several east/west arterials, including Florin Road, Meadowview Road, Mack Road, Cosumnes River Boulevard, and Sheldon Road, and north/south arterials, including Freeport Boulevard, 24th Street, and Franklin Boulevard. Local roads provide automobile and bike access through the Plan Area and connect residents to surrounding communities and neighborhoods. The most southerly major east/west connector, Cosumnes River Boulevard, extends from Highway 99 to the I-5 interchange on the west. The Sacramento Regional Transit (SacRT) Blue Line runs north-south through the plan area and provides access from Cosumnes River College and Valley Hi-North Laguna Library north to Downtown, with stops at Fruitridge, 47th Avenue, Florin,

Meadowview, Morrison Creek, Franklin Boulevard, Center Parkway, and Cosumnes River College. Major corridors include Freeport Boulevard, Franklin Boulevard, Florin Road, and Meadowview Road/Mack Road.

Map CP-SA-1

South Area Community Plan Area Boundary



Source: City of Sacramento, 2018; Dyett & Bhatia, 2023

South Area Community Plan Area Boundary

Sacramento City Limit

Sphere of Influence

Water

Light Rail

Existing Light Rail Station

Existing Route

Blue Line

0 ½ 1 2 Mile

COMMUNITY VISION

IN 2040, the South Area is a thriving hub of ethnic diversity with thriving commercial areas, reliable transportation options, and inclusive economic opportunities. Community centers, health services, jobs, and schools are accessible via connected sidewalks, safe crosswalks, and bicycle-friendly designs, making these services and informal community gathering spaces more accessible to residents. Vacant and underutilized land has been redeveloped into vibrant mixed-use neighborhoods that feature a variety of affordable and adaptable housing options and support high-quality transit service along the SacRT Blue Line light rail and the Florin Road high-frequency bus corridor. These areas complement the South Area's established neighborhoods, where residents live along streets lined with mature trees, and people can walk, bike, or take transit to accomplish most daily errands. Residents have access to a variety of ethnically diverse grocery stores, providing easy access to fresh, healthy, and culturally-relevant food choices. Commercial areas are easily accessible by transit, and are home to many local family-run shops and restaurants. These small businesses complement the South Area's education and health sectors, which provide high-quality jobs and bring in residents from other areas of the city. The South Area also has a flourishing scene for arts, culture, and entertainment: theater groups perform at community centers, choirs sing in local parks and churches, and residents walking down the street hear local musicians practicing through open windows. Active citizen involvement and inclusive collaboration empowers residents and maintains the South Area as a safe and friendly community, where cultural exchange and celebration of diversity are daily occurrences.

Community Issues and Opportunities

The following local planning issues and opportunities are synthesized from community input gathered over the course of the planning process, which included an in-person community plan area meeting in August 2019, a virtual open house conducted in October 2020, community-led "meetings in a box," and ongoing correspondence from individuals and neighborhood organizations as well as citywide outreach activities. The colored dots next to each paragraph and shown in the legend below indicate where readers can find policies and information related to each community issue and opportunity.

Infill Development - While most of the South Area is fully built out in established neighborhoods and commercial areas, vacant lots near Cosumnes River College, along commercial corridors such as Mack Road, and in the Delta Shores development, and at the City-owned 102-acre parcel, as well as underutilized lots, such as those along Florin Road, represent opportunities for infill development that can help realize the community vision. Development in these areas can support existing community-serving businesses like grocery stores and mercados, helping new ones to establish and creating new jobs for residents by building on the area's strength as a healthcare and education centers. Many of these vacant or underutilized parcels have excellent access to light rail, providing direct access to Downtown.

High Frequency Transit Access - The recent expansion of the Blue Line to Cosumnes River College could be complemented by the potential for a Bus Rapid Transit (BRT) line on Florin Road. Intensifying residential, mixed-use, and office mixed-use development around stations supporting

walking connections to and from stations can help to promote higher transit use and reduce local congestion and air pollution.

Connectivity - Many community members are interested in having access to better, more connected walking and biking infrastructure, including a more complete sidewalk network, tree shading, more separated bikeways and shared-use paths, and crosswalks to make it more convenient and comfortable for residents to get around without a car.

Transportation Safety - The stretch of Florin Road from 24th Street to Munson Way is one of Sacramento's top five Vision Zero corridors, identified as having the highest numbers of fatal and serious crashes involving people walking, bicycling, and driving. This corridor is slated for significant safety investments via the City's Vision Zero efforts. Other corridors and intersections in the area, including Meadowview Road, Mack Road, Valley Hi Drive, Franklin Boulevard, Bruceville Road, Center Parkway Lane, and 24th Street are also within the City's high injury network and require safety improvements, such as slowing driver speeds, supporting walking and bicycling comfort and convenience, and installing traffic calming measures.

Housing - About 77 percent of the South Area's housing stock is single-unit detached homes, higher than the citywide average. While median home sales and rental rates are lower than the citywide averages, many community members are significantly housing-burdened, meaning that they spend more than 50 percent of their income on housing. Many residents in the South Area are also worried about gentrification or displacement. Promoting a greater variety of housing types within the South Area will help to provide more housing choices for people at all stages of life and at different income levels.

Air Quality - Parts of the South Area, particularly low-income neighborhoods, face high air pollution exposure. The California Air Resources Board and the Sacramento Metropolitan Air Quality Management District are working with communities in the South Sacramento-Florin and Meadowview communities to develop community air monitoring and emissions reduction plans. This community plan offers further opportunities for targeted policies that promote the health and well-being of residents.

Food Culture and Access - The South Area has a rich tradition of multicultural food offerings, with Asian supermarkets that draw shoppers from all over the region, mercados renowned for their handmade tortillas, and restaurants specializing in cuisine from many different parts of the world. Promoting and supporting these businesses can help to make sure they are not displaced as new development occurs. Despite this, some South Area neighborhoods lack easy access to healthy food and many residents experience food insecurity, meaning that they may not be able to count on having enough food in a given day. In the Meadowview neighborhood, for example, 11 percent of residents experience food insecurity. Increasing access to food through a variety of measures, such as incentivizing development of new grocery stores, ensuring that markets accept SNAP benefits, and planting fruit trees in parks can help to reduce food insecurity and make sure that all South Area residents can participate in its thriving food culture.

Tree Canopy - Much of the plan area developed in the decades after World War II, where the focus was on accommodating automobiles, and planter strips with trees between the street from the sidewalks were not required, parking lots were constructed with no tree shading, and trees were not considered a critical component of residential and commercial developments. In addition, the current cost to maintain mature trees often discourages inclusion of trees on private property. Public tree planting opportunities exist in existing and future parks, where roadways can be rebuilt, and in partnership with local school districts to advance tree planting on public school sites. In the 1920s, elm trees were planted along both sides of Freeport Boulevard from Meadowview Road to the south city limits to honor the Sacramento County soldiers who died in World War I; however, Dutch elm disease has killed many of these specimens. The Urban Forestry section, a division of the

Department of Public Works, has begun replacing these lost Victory Trees with new hybrid elm trees, which are much more resistant to various diseases. Elsewhere in the South Area, especially in southern parts, lower tree canopies make residents, many of whom live in disadvantaged communities, more vulnerable to extreme heat. Planting more trees and providing cooling centers can help to address these issues as climate change exacerbates extreme heat in Sacramento.

Community Spaces - Community centers, including the Sam and Bonnie Pannell Community Center and Mack Road Community Center, are beloved gathering places in the South Area. As new residents move in and the demand for community spaces increases, facilities may require renovations and updates to continue to meet community needs. Many residents also desire an additional community center or other gathering spaces, especially for arts, culture, youth programming, and entertainment, and to host community events and programs, especially in the eastern side of the community planning area near the Valley Hi neighborhood. Many South Area residents would like to see increased access to local theaters, museums, concert halls, sports facilities, art classes, festivals, and family events, including through partnerships with organizations like the Sacramento Native American Food Center. Increased park amenities, such as a community center, splash pads, sports facilities, and public restrooms could also enhance quality of life in the South Area.

Utility Infrastructure Improvements - The South Area requires some infrastructure upgrades to improve community resiliency. There is persistent flooding along the Union Pacific tracks, particularly along portions of Florin, Morrison, Elder, and Union House Creeks; the Sacramento Area Flood Control Agency (SAFCA) is currently pursuing flood control options to achieve 200-year flood protection, including floodwalls. Some stormwater facilities, particularly near the Executive Airport and the Meadowview neighborhood, and wastewater collection facilities throughout the area, are in need of further analysis, likely leading to required upgrades. New development near the Florin Morrison Creek Light Rail Station would also require new infrastructure to handle increased populations.

Public Services - Many community members also cited the need for more community services, especially resources for families, seniors, veterans, low-income residents, and homeless populations; youth programs and internships; after school care; reopening Huntington and Mark Hopkins Elementary schools; mental health services; housing resources; educational opportunities; and job training. Some community members mentioned the possibility of new community amenities, such as soccer fields, at the formerly federally-owned 102-acre parcel at 3100 Meadowview Road.

Police Relationships - South Area residents and the Sacramento Police Department have sought ways to build trust between police and community members, particularly through community policing programs, partnerships with community-based organizations (CBOs), and community-based events. The Sacramento Police Department's South Command facility is located just north of the South Area on Franklin Boulevard, and their headquarters is also just north of the South Area on Freeport Boulevard. The Police Activities League, which is within the department's Outreach and Engagement Division, sponsors sports and other activities in which police officers assist in the coaching and mentoring of at-risk youth. Positive outreach and engagement with the community, including youth, remains a high priority for the community and an area for continued focus.

Unincorporated Areas - The South Area Community Plan Area includes potions of two unincorporated areas – the town of Freeport Study Area and part of the Fruitridge-Florin Study Area. The City provides some public services for these areas, but some of these areas need improvements. Collaborating with Sacramento County on a master plan for the town of Freeport could help its local businesses and set priorities for infrastructure and streetscape investments.

Contextual Topic Areas

LAND USE AND PLACEMAKING

In Part 2 of the General Plan, the Land Use and Placemaking Element includes a land use diagram as well as maps that show maximum floor area ratio (FAR), minimum FAR, and minimum density standards across the city. Together, these maps provide direction for land use and development intensities citywide. Development in the South Area is subject to these citywide development standards, and close-ups of these land use designations and development intensities for the South Area Community Plan Area are provided in **Maps CP-SA-2** through **CP-SA-5** for ease of reference.

In the South Area, the SacRT Blue Line light rail and high frequency bus routes create opportunities for transit-oriented infill development of vacant and underutilized properties. Land use designations in these transit-oriented development areas are intended to promote mixed-use areas near light rail and bus service to incentivize multi-unit housing that supports more frequent/reliable transit service and bolsters retail vitality. Infill development can also help catalyze other improvements that are important to the community such as attracting grocery stores, completing gaps in the sidewalk network, and improving access to parks and community gardens.

Residential Mixed-Use land use designations can help to promote housing mixed with retail and other community-serving uses, while Office Mixed-Use, located primarily near existing health care providers near Bruceville Road, can help to promote growth in the health care sector—projected to see high growth as Sacramento's population ages—which includes Dignity Health, Kaiser Permanente, and other health and senior-care providers. The Sacramento Executive Airport, operated by Sacramento County, is not currently slated for redevelopment, but may undergo a master planning process in the near future. Along Florin Road, which features a SacRT Blue Line light rail station and is also slated for a potential future bus rapid transit line, there are many opportunity sites ripe for development. Funding sources to help incentivize and facilitate this new development could include the U.S. Department of Housing and Urban Development's HOME Investment Partnerships Program, Community Development Block Grants, and project-based tenant vouchers; Opportunity Zone incentives, which allow tax deferment in exchange for development in certain areas, including along the Florin corridor; and Sacramento's Housing Trust Fund, low-income housing tax credits, New Markets Tax Credits, and tax-exempt bond debt regulatory options. The Delta Shores development is another prominent new growth opportunity site with adopted Planned Unit Development (PUD) guidelines specifying where parks and open space, housing, commercial and mixed-use areas, and new public services will be. Additionally, in 2022, the City acquired a formerly federally-owned 102-acre vacant property near the Meadowview Light Rail Station, which offers the opportunity to create a potential new amenity or mixed-use area to serve current and future South Area residents. The Meadowview Light Rail Station, itself, provides opportunities for connectivity and transit-oriented development. A detailed description of the Meadowview Light Rail Station as a potential transit village area can be found in Appendix SA-A. Finally, as an ethnically diverse community, the South Area is home to many of the region's most popular multicultural grocery stores and restaurants. Many of these businesses are locally owned and family run.

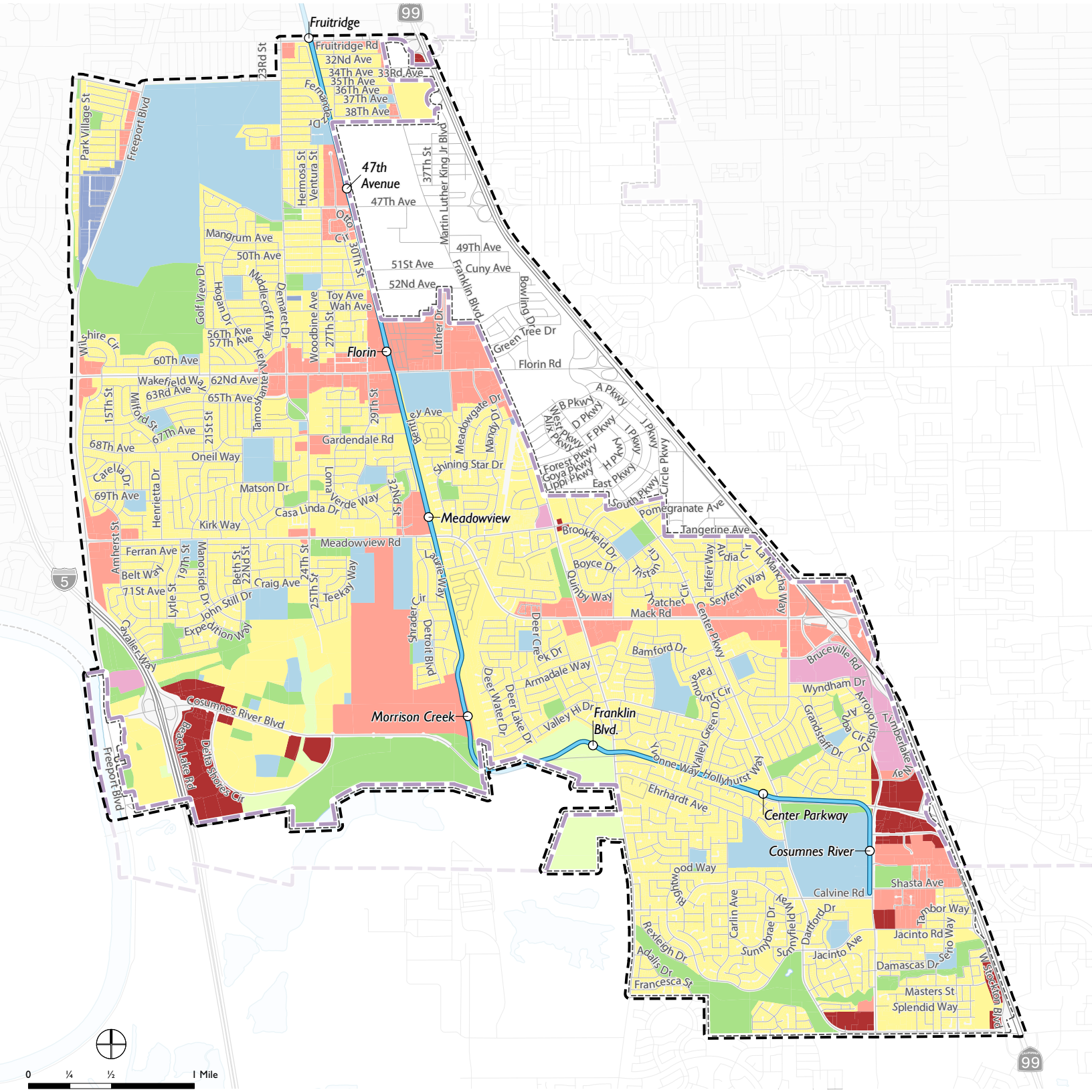
The town of Freeport, outside City limits but partially within this Community Plan Area and the City's Sphere of Influence, is an important historic site, but does not currently have access to water and sewer infrastructure; residents use wells and septic tanks for water and wastewater. The City may reach out to community stakeholders in the future to discuss the potential for annexation of this area in order to provide full municipal services which could improve the quality of life for the residents.

For more information about the town of Freeport, please see the section on Special Study Areas.

Land use-related policies in this Community Plan complement Citywide policies in the Land Use and Placemaking Element, as well as policies in the Housing Element that promote availability of a wider range of housing types, improve housing affordability, and build in anti-displacement measures. Descriptions of allowed land uses within the different land use designations can also be found in the Land Use and Placemaking Element. Additional policies in Economic Development Element aim help to address equitable economic development, including coupling business development and attraction efforts with workforce development strategies to ensure that local residents are equipped with the skills needed to perform in the new job sectors.

Map CP-SA-2

South Area Land Use



Land Use Designations

- Rural Residential (RR)
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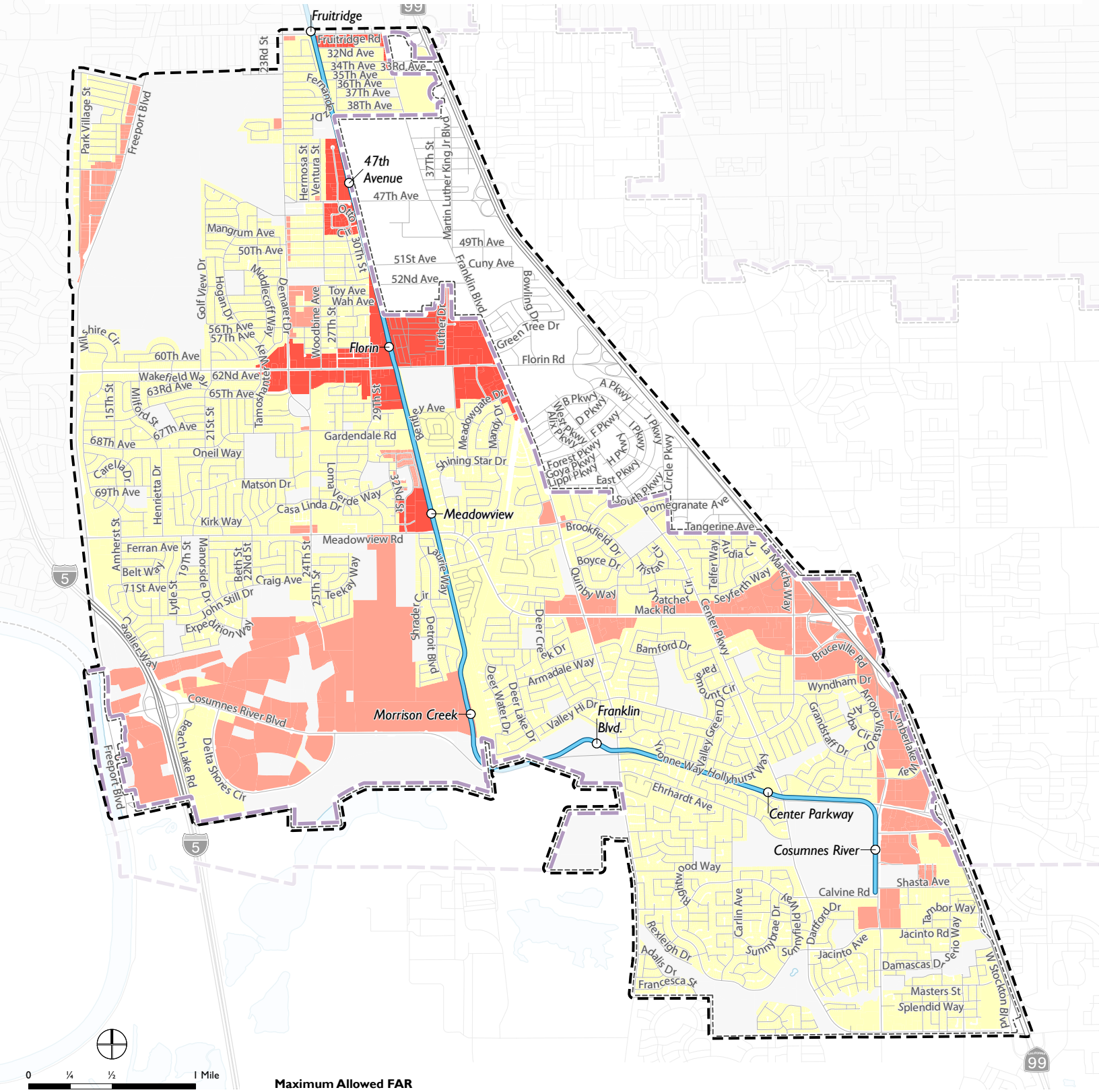
- Employment Mixed-Use (EMU)
- Industrial Mixed-Use (IMU)
- Public/Quasi-Public (PQP)
- Parks and Recreation (PR)
- Open Space (OS)
- Sacramento City Limit
- South Area Community Plan Area Boundary
- Sphere of Influence
- Water
- Blue Line

Source: City of Sacramento, 2018; Dyett & Bhatia, 2022

Map CP-SA-3

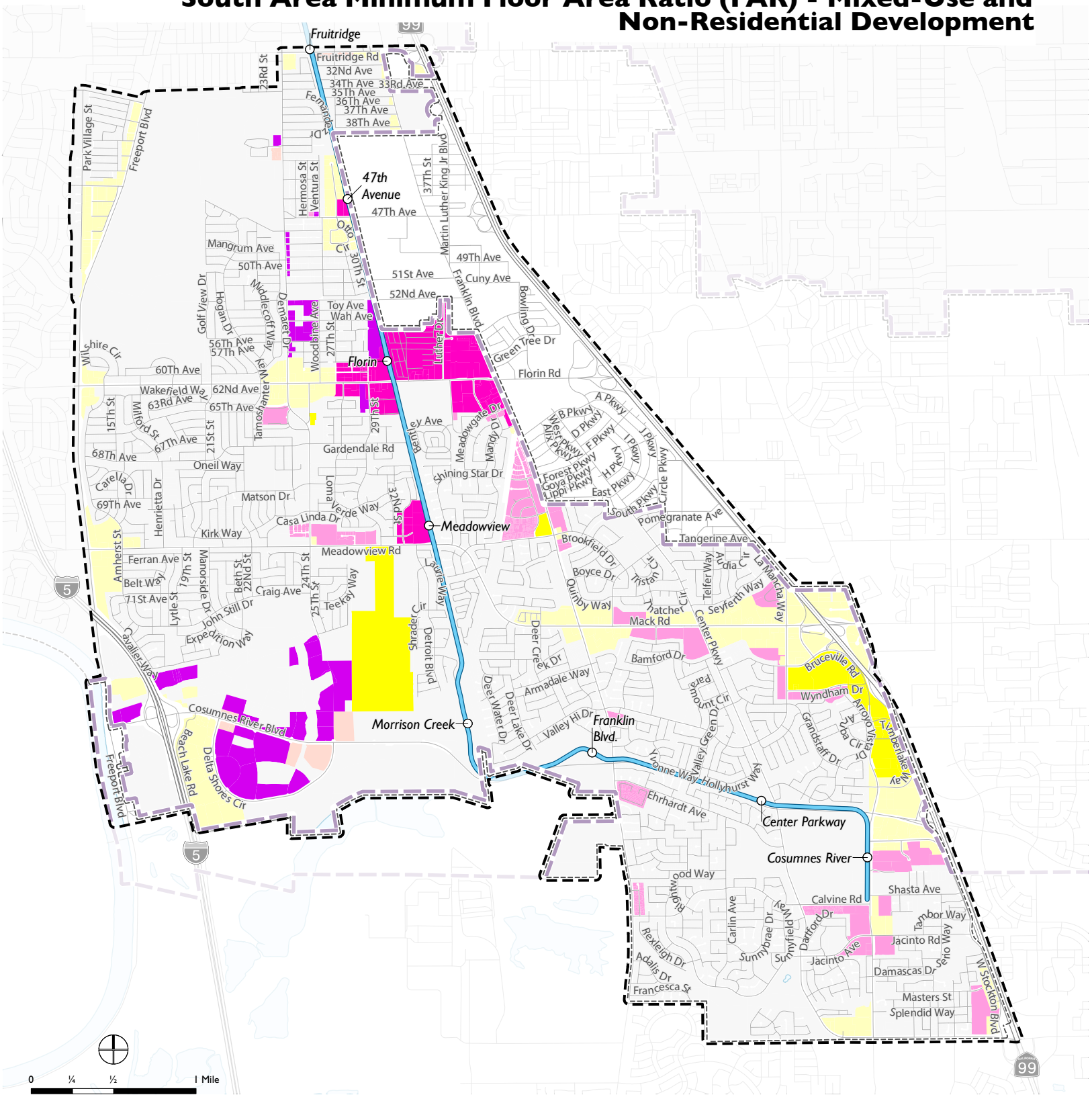
South Area Maximum Floor Area Ratio (FAR) - All Development



Source: City of Sacramento, 2018; Dyett & Bhatia, 2022

Map CP-SA-4

South Area Minimum Floor Area Ratio (FAR) - Mixed-Use and Non-Residential Development



Minimum Allowed FAR

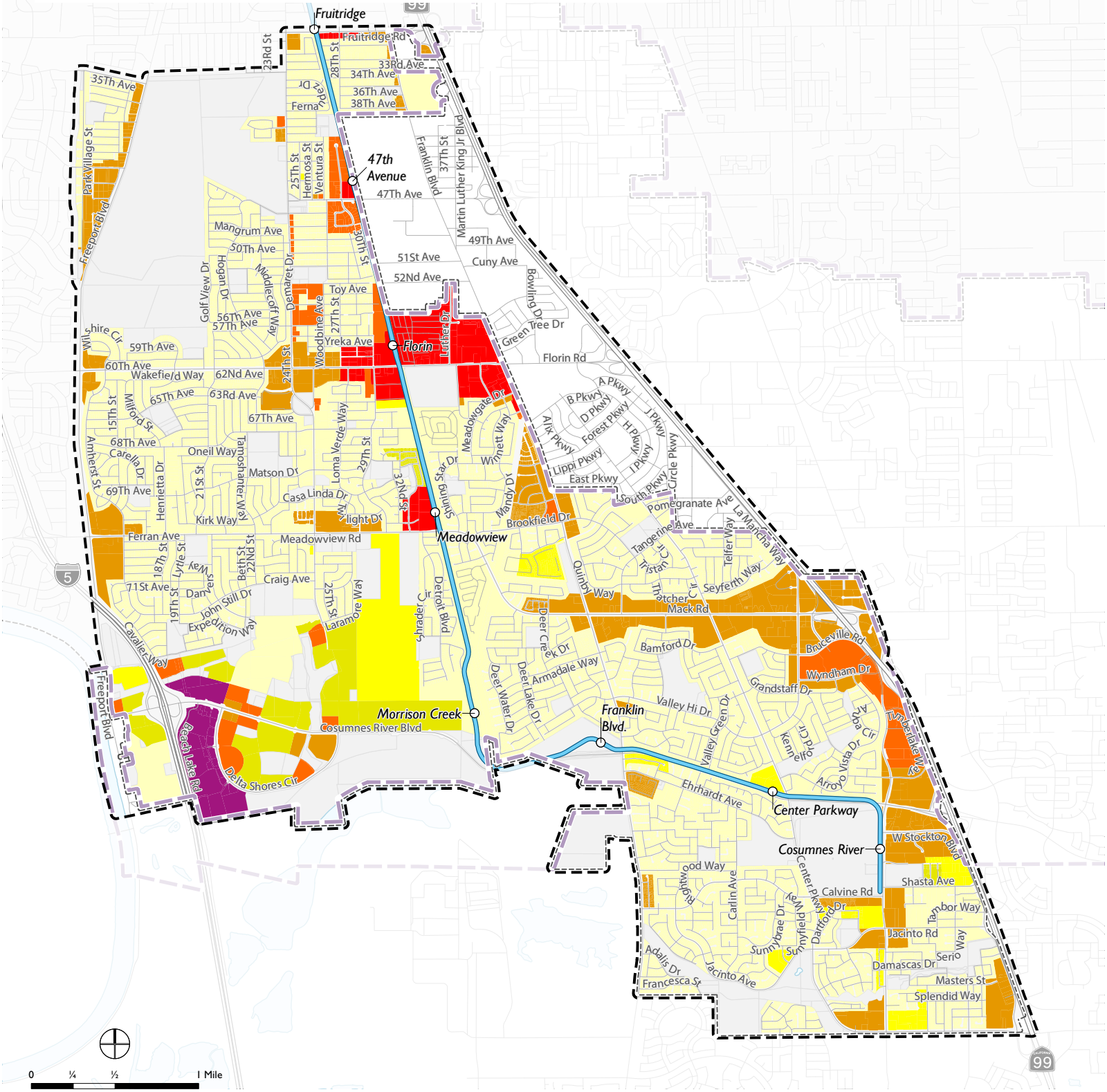
0.15	0.50
0.25	1.50
0.30	2.00
0.35	3.00
0.40	N/A FAR

- Sacramento City Limit
- South Area Community Plan Area Boundary
- Sphere of Influence
- Water
- Blue Line

Source: City of Sacramento, 2018; Dyett & Bhatia, 2022

Map CP-SA-5

South Area Minimum Residential Density



Dwelling Units (per acre)

0.25	18
3	20
7	24
8	32
12	33
15	61

- Sacramento City Limit
- South Area Community Plan Area Boundary
- Sphere of Influence
- Water
- Blue Line

Source: City of Sacramento, 2018; Dyett & Bhatia, 2022

MOBILITY

Expanding convenient and comfortable active transportation and transit options within the South Area is a critical step in achieving citywide objectives for sustainability, equity, and safety. Within the Plan Area, several streets are identified as part of the High Injury Network, where most of the crashes resulting in serious injury or death take place, including Freeport Boulevard, 24th Street, Florin Road, Meadowview Road, Franklin Boulevard, Mack Road, Valley Hi Drive, and Bruceville Road. Notably, part of Florin Road is a Vision Zero Top 5 Corridor and parts of Valley Hi Drive and Elsie Avenue are Vision Zero Top 10 corridors, which have the highest numbers of fatal and serious crashes involving pedestrians, bicyclists, and motorists in the city. The City has planned major streetscape improvements on Florin Road; removing travel lanes in other locations, including on portions of Center Parkway and Valley Hi Drive, could create more space for people walking, bicycling, and taking transit, reduce speeds and improve safety for all users. SacRT's SmaRT Ride program, an on-call app-based shuttle currently being piloted in some areas of the city, including the South Area, complements more traditional transit programs to help expand transit access for more residents. **Map CP-SA-6** shows the existing and planned roadway allocations for the South Area, which are street segments throughout the city that have been identified as places where excessive roadway capacity—in other words, too many vehicle travel lanes—could be repurposed as spaces to prioritize walking, bicycling, and transit use. These could take the form of improvements such as wider sidewalks, protected bike lanes, bulb-out transit stops, and bus-only lanes, and will require further community outreach, study, and roadway design.

Other improvements and interventions identified in the Mobility Element, Pedestrian Master Plan, Bicycle Master Plan, and the Transportation Priorities Plan will help to address additional gaps in the walking and bicycling networks, including along Florin Road, Freeport Boulevard, 24th Street, 30th Street, and around Luther Burbank High School and the Florin Light Rail Station. Enacting these policies presents opportunities to enhance safety and recreation and create appealing options for walking, bicycling and taking transit.

The Florin Light Rail Station, in particular, presents a tremendous opportunity for transit-oriented development and is within the Florin Transit Village Plan (shown in **Figure SA-1**), adopted pursuant to California Government Code Section

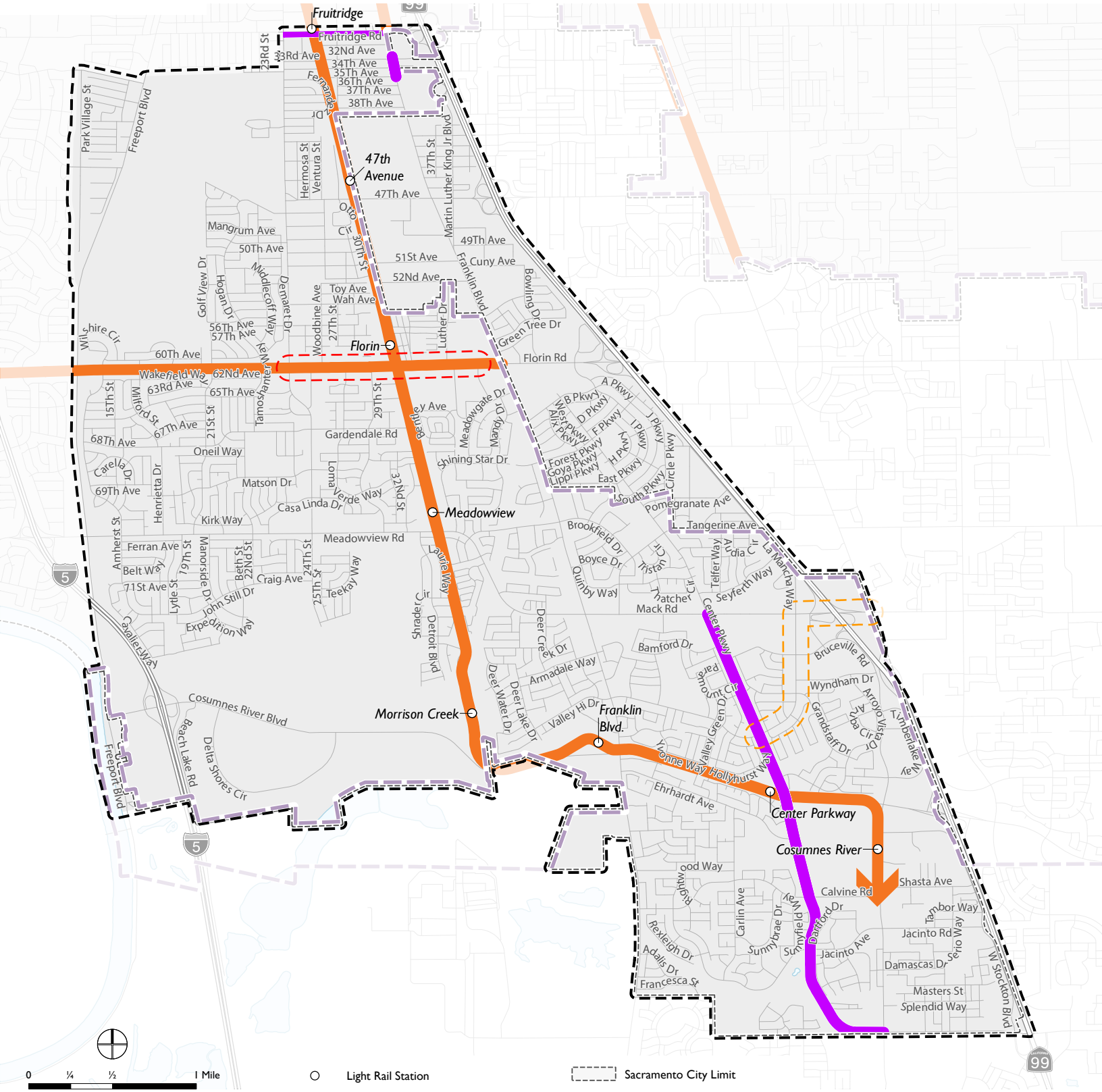
Figure SA-1: Florin Transit Village Plan Area with Florin Transit Development District Boundary (1/4 mile radius from station)

65460.2. In accordance with State law, the Florin Transit Development District encompasses the area within a quarter mile of the existing light rail station. The Transit Village Plan Area is envisioned as a mixed-use community with range of housing types as well as retail services, facilities, and parks and greenways that serve residents as well as surrounding neighborhoods. The large parcels that currently exist would be broken up into a series of smaller blocks with streets and pedestrian pathways that would serve residents as well as commuters. The north and south side of Florin is envisioned as a "main street" with commercial uses that line the street while higher density mixed-use development would be located interior to the project and along Indian Lane. Mixed-use and residential development would be built around a series of parks and greenways.

For additional policies relating to connectivity, transportation safety, and transit in the South Area, please see the Mobility Element.

Map CP-SA-6

South Area Roadway Reallocations



*Corridors with the highest numbers of fatal and serious crashes involving pedestrians, bicyclists, and motorists.

Source: City of Sacramento, 2018; Dyett & Bhatia, 2022

PARK ACCESS

The South Area is generally well-served by City parks, with 11 community parks, 2 public golf courses, 21 neighborhood parks, 3 open space parks, and the Jacinto Creek Parkway (a linear shared path). Most neighborhoods have a park within a 10-minute walk from home, although there are still existing gaps in park access in a few locations. **Map CP-SA-7** illustrates park accessibility within the South Area.

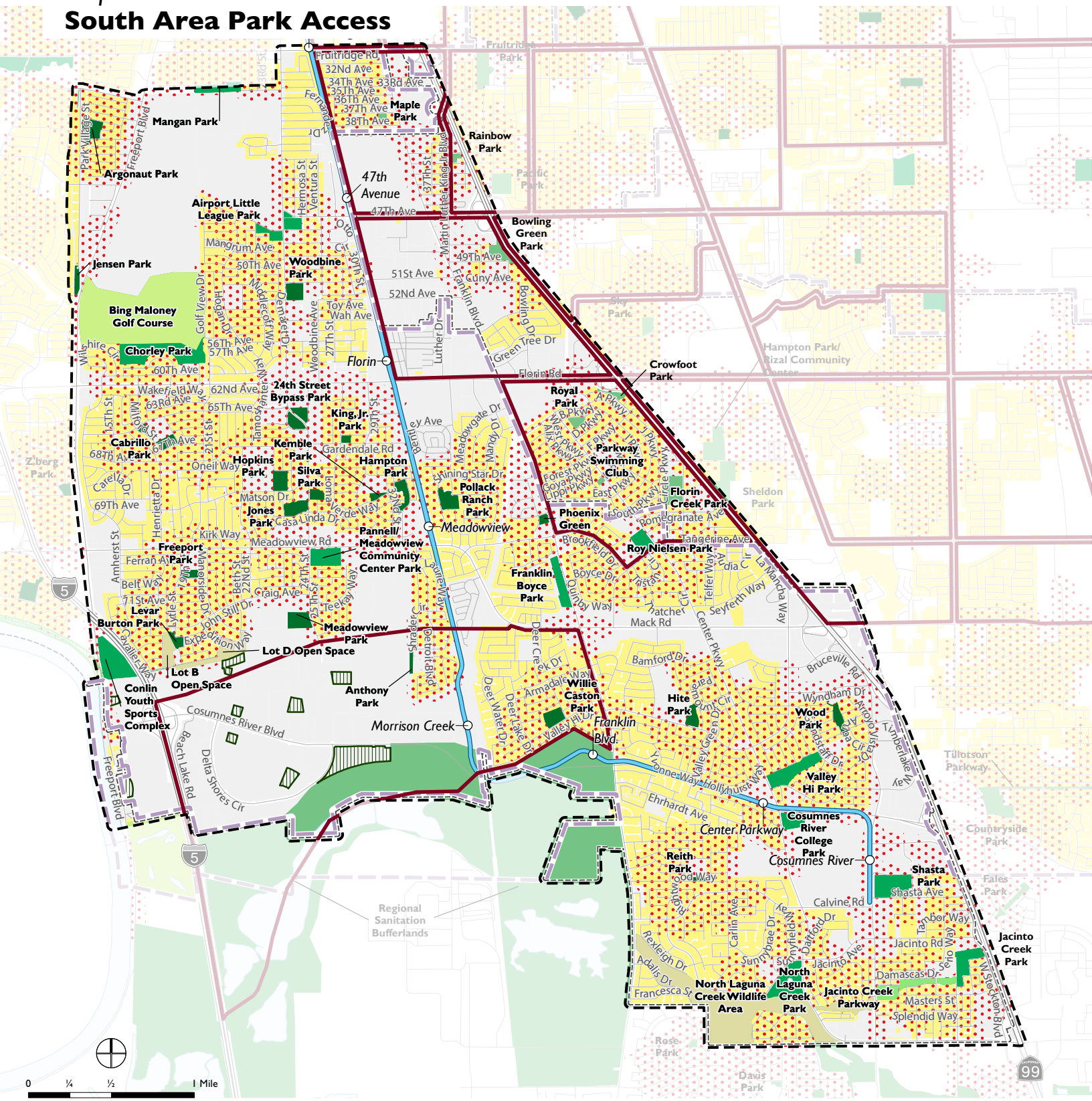
Within the planned development at Delta Shores, new neighborhood and community parks are planned, as well as a new regional park that will provide both new recreational spaces for residents and critical habitat for local species. Adjacent to the Regional Sanitation Bufferlands, a large open space owned and operated by Regional San provides buffer space around wastewater treatment facilities, including large, protected habitat areas. The Regional Sanitation Bufferlands, while not open for unrestricted public access, regularly hosts tours available to the public, such as birdwatching events. Other open spaces, including along Jacinto and Laguna creeks, provide opportunities to build linear shared use paths to improve bicycle and pedestrian connectivity and resident access to open spaces.

The planned Mangan Nursery Urban Agricultural Hub, located just north of the South Area Community Plan Area, will help expand food access in the South Area, and will develop partnerships with community groups, such as the Three Sisters Gardens and Planting Justice and the Senior Gleaners, a community organization dedicated to getting extra homegrown produce to those in need, partnerships which could be further explored in future food access projects.

Additional policies addressing park maintenance and access can be found in the Youth, Parks, Recreation, and Open Space Element.

Map CP-SA-7

South Area Park Access



10-minute Walking Access to a Park

Existing Parks

City Facility

- Neighborhood
- Community
- Parkway

Other Public Facility

- Golf Course
- Open Space
- Non-City Parks

Proposed Parks

- Parkway
- TBD

- SB 535 Disadvantaged Community
- Residential Area
- Sacramento City Limit
- South Area Community Plan Area Boundary
- Sphere of Influence
- Water
- Blue Line

Source: City of Sacramento, 2018; Dyett & Bhatia, 2022

Community Policies

The policies below address issues specific to the South Area and supplement citywide policies; many of the issues and opportunities of the South Area are common to many areas of Sacramento and are addressed at the citywide level. The policies below address issues specific to the South Area and supplement citywide policies; many of the issues and opportunities of the South Area are common to many areas of Sacramento and are addressed at the citywide level.

Land Use and Placemaking

SA-LUP-1 **Development Around South Line Light Rail Stations.** The City shall work with SacRT to support higher density, transit-oriented uses that include a mix of retail, residential, and office around light rail stations, supporting convenient walking access to stations.

SA-LUP-2 **102-Acre Parcel.** The City shall work with the community to develop a vision for future development of the new City-owned vacant parcel at 3100 Meadowview Road, studying a variety of uses such as housing, parks, a regional sports complex, and other community amenities.

SA-LUP-3 **Neighborhood-Serving Land Uses Around Commercial Corridors.** The City shall continue to support commercial, recreation, residential, and community-serving retail uses – particularly family-owned, culturally diverse local businesses – along the Franklin Boulevard, Mack Road, Florin Road, and Freeport Boulevard corridors through land use regulations that foster a diverse mix of old and new development.

SA-LUP-4 **Corridor Revitalization.** The City shall continue to work with local community groups and neighborhood associations to revitalize South Area corridors by removing visual blight; addressing public safety issues; providing streetscape improvements, including median and street tree plantings, improved bike lanes, placemaking signage and public art, widened/separated sidewalks and multi-use trails; and promoting each corridor as a distinct, vital commercial business area.

SA-LUP-5 **Florin Road Reinvestment and Economic Development**. In conjunction with the Florin Road Partnership, Sacramento Regional Transit District (SacRT), and Sacramento Housing and Redevelopment Agency (SHRA), the City shall explore ways to leverage various funding mechanisms to facilitate and incentivize high-quality mixed-use redevelopment of the Florin Road corridor.

SA-LUP-6 **South Area Food Culture.** The City shall collaborate with the Franklin Boulevard, Mack Road, and Florin Road property business improvement districts to support the area's businesses, particularly the vibrant and diverse food culture of mercados, open markets, restaurants, and other food businesses. Explore support for business marketing and promotion locally and through regional marketing programs such as Visit Sacramento.

SA-LUP-7 **Health Care Sector Growth.** The City will promote and support spin-off investments and medical service real estate growth and expansion related to Kaiser Permanente,

Dignity Health, senior care facilities, and any affiliated providers to increase employment opportunities and health services in the South Area.

SA-LUP-8 **Sacramento Executive Airport**. The City shall participate in any updates to the Airport Land Use Compatibility Plan or changes to the lease agreement with Sacramento County.

SA-LUP-9 **Industrial Development Near 47th Avenue**. The City shall promote, through coordination with Sacramento County, intensification and redevelopment of the underutilized industrial area south of 47th Avenue and the former Campbell's Soup factory on Franklin Boulevard.

SA-LUP-10 **Industrial Relocation.** The City shall promote the relocation of industrial uses (such as auto wrecking and junkyards) from commercial corridors and residential neighborhoods to designated industrial areas.

SA-LUP-11 **Jacinto Creek Development.** The City shall ensure that development adjacent to Jacinto Creek is designed and oriented to enhance the creek as a neighborhood amenity. The City shall require single-loaded streets with front-on lots adjacent to Jacinto Creek, if feasible.

SA-LUP-12 **Mixed-Use Corridor.** The City shall promote more mixed-use development, including high-quality residential development, along the Franklin Boulevard corridor between the key commercial nodes by allowing residential and mixed-use development in commercial zones, and through the use of zoning, flexible development standards, and other development incentives.

SA-LUP-13 **Coordination.** The City shall coordinate closely with the Sacramento Regional Transit District (SacRT), the Florin Road Partnership, neighborhood associations, and other business and community groups in the development of the transit village area.

SA-LUP-14 **Meadowview Light Rail Station.** The City shall promote the continued development of a new transit-oriented neighborhood on the vacant land and surface parking lots adjacent to the Meadowview Light Rail Station, with the transit station as its focal point. The development shall:

- Locate a mixed-use commercial and residential area adjacent to the transit station and along Meadowview Road that provides neighborhood-serving retail and commercial services, such as a supermarket.
- Require new development to site buildings up to the street right-of-way to establish a consistent building setback and well-defined street wall along Detroit Boulevard, Ellwood Avenue, and Meadowview Road.
- Develop a centrally located neighborhood park that serves as a central feature of the area.
- Create small parks and plazas throughout the area for residents, nearby neighbors, and visitors, including enhancing the existing plaza in front of the transit station.

SA-LUP-15 **Town of Freeport Long-Range Development.** The City shall work with Sacramento County to plan for the long-range development of the town of Freeport and the surrounding lands to protect Freeport's historic riverfront character, including, following extension of services to the town of Freeport, a main street master plan to guide future construction of infrastructure improvements.

Historic and Cultural Resources

There are no historic and cultural resource policies specific to the South Area 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 economic development policies specific to the South Area that supplement the citywide General Plan policies. Please see the Economic Development Element in Part 2 of the General Plan.

Environmental Resources and Constraints

There are no environmental resources and constraints policies specific to the South Area that supplement the citywide General Plan policies. Please see the Environmental Resources and Constraints Element in Part 2 of the General Plan.

Environmental Justice

There are no environmental justice policies specific to the South Area that supplement the citywide General Plan policies. Please see the Environmental Justice Element in Part 2 of the General Plan.

Mobility

SA-M-1 **High-Frequency Transit.** The City should collaborate with the Sacramento Regional Transit District (SacRT) to plan and implement high-frequency transit between Indian Lane and Franklin Boulevard, consistent with the Sacramento Regional Transit Master Plan and to the satisfaction of the City's Department of Public Works.

Public Facilities and Safety

SA-PFS-1 **Effective Infrastructure at TODs.** The City shall ensure that development plans provide for adequate water, sewer, and drainage capacity to support high-density transit-oriented development at Florin, Meadowview, Franklin, and Cosumnes Sacramento Regional Transit District (SacRT) Blue Line light rail stations.

SA-PFS-2 **Community Relations.** The City shall work to strengthen relationships between South Area community members and law enforcement by partnering with community-based organizations to create positive and meaningful interactions with the South Area community; collaborating with the South Sacramento area schools to find opportunities to include police officers in school events and festivals; and collaborating with the Police Department to expand existing youth leadership training, sports, and other police officer mentorship and coaching offerings to

locations in South Area schools, parks, and community centers, in order to build trust and collaboration between officers and community members.

SA-PFS-3 **Infrastructure Financing**. The City shall pursue funding for infrastructure improvements in the transit village area and shall require new development to participate in a funding program or pay their fair share for infrastructure improvements.

SA-PFS-4 **Utility Undergrounding**. The City shall work with the Sacramento Municipal Utility District (SMUD) and cable companies to underground power lines on Florin Road.

SA-PFS-5 **Infrastructure Deficiencies**. The City shall assist developers in formulating plans to resolve wastewater collection system deficiencies.

SA-PFS-6 **Flood Control Improvements**. The City shall support the Sacramento Area Flood Control Agency's (SAFCA) levee improvement projects (including constructing floodwalls along portions of Florin, Morrison, Elder, and Union House Creeks) that will provide 200-year flood protection from the Sacramento River to the Union Pacific railroad tracks.

Youth, Parks, Recreation, and Open Space

SA-YPRO-1 **Regional Park.** The City shall update the citywide Parks Plan 2040 to provide for development of a new regional park in Delta Shores that is designed to take advantage of the existing environmental features, including by integrating wildlife habitat protection into the park design, and shall work with the Sacramento Regional Sanitation District to connect it with the Regional Sanitation Bufferlands.

SA-YPRO-2 **Franklin Boyce Park Access.** ~~As part of the Parks Plan 2040, t~~The City shall explore options to expand pedestrian access to Franklin Boyce Park from adjacent neighborhoods such as by creating a pedestrian entrance on the west side over the drainage canal.

SA-YPRO-3 **Joint-Use Agreements**. The City shall pursue joint-use agreements with the Sacramento City and Elk Grove Unified School Districts (USDs) that allow for community use of ~~the Union House and John D. Sloat~~ select elementary school fields and playgrounds ~~during non-school hours~~ to improve park access in the South Area.

SA-YPRO-4 **Community Center Location**. The City shall seek to locate a new community center in the eastern portion of the South Area Community Plan Area.

SA-YPRO-5 **Laguna Floodplain Open Space**. The City shall preserve open space, maintain passive recreational facilities with designated multi-use paths, and enhance the natural features of Laguna Creek, making floodplain improvements within Laguna's floodplain areas that include natural vegetation of the interior, planting of trees along the floodway ~~or just inside or~~ outside the berm, ~~locating a park node adjacent to the floodway,~~ development of the existing park node adjacent to the floodway, maintaining suitable habitat for ~~the giant garter snake~~protected wildlife species, and planting an unlined low-flow channel with emergent vegetation. Any vegetation to be

planted along and within the floodway will need to be reviewed and accepted by the Department of Utilities.

SA-YPRO-6 **Food-Anchored Resiliency Hubs.** The City shall support food-anchored resiliency hubs for urban agriculture and social entrepreneurship, youth mentorship, and farmer training to create increased access to living-wage green jobs, youth employment opportunities, affordable organic produce, and a variety of educational opportunities on organic farming, sustainability, culinary arts, and health.

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 South Area Community Plan:

- Meadowview Road Streetscapes (ongoing)
- Franklin Boulevard Complete Streets Project (ongoing)

APPENDIX SA-A: MEADOWVIEW LIGHT RAIL STATION TRANSIT VILLAGE

- Figure SA-A-1: Meadowview Light Rail Station Opportunity Area Boundary
- Figure SA-A-2: Meadowview Light Rail Station Opportunity Area Design Concept

Appendix SA-A: Meadowview Light Rail Station

LOCATION

Located at the intersection of Meadowview Road and the Blue Line light rail line, the Meadowview Light Rail Station provides transit access for southern Sacramento as well as the city of Elk Grove and other cities south of Sacramento ~~(Figure SA-A-5)~~. The area is surrounded by established suburban neighborhoods, and a limited amount of mixed use on the south side of Meadowview Road west of Detroit Boulevard. The Edward Kemble Elementary School is located along the northwest edge of the area.

EXISTING CONDITIONS

Meadowview Road carries high volumes of vehicular traffic, and the light rail station attracts higher ridership than any other station on the Blue Line. This station serves the surrounding residential neighborhoods as well as the nearby Sam Pannell Community Center. Driving alone to the park and ride station is the principle mode of access to transit. The amount of neighborhood-serving retail and services is below what it should be in order to serve the area. The area surrounding the Meadowview Light Rail Station is mostly vacant, offering a unique opportunity to develop this station into a model example for other Sacramento transit centers, with some recent housing development in the northern half of the site, including new park space. The residential units to the north, east, and west are relatively new single-family units. The Meadowview Community is served by the Pannell Community Center, which provides meeting space and recreation for both of the adjacent neighborhoods and a very large segment of the South Sacramento population that arrives at the center by car and shuttle bus.

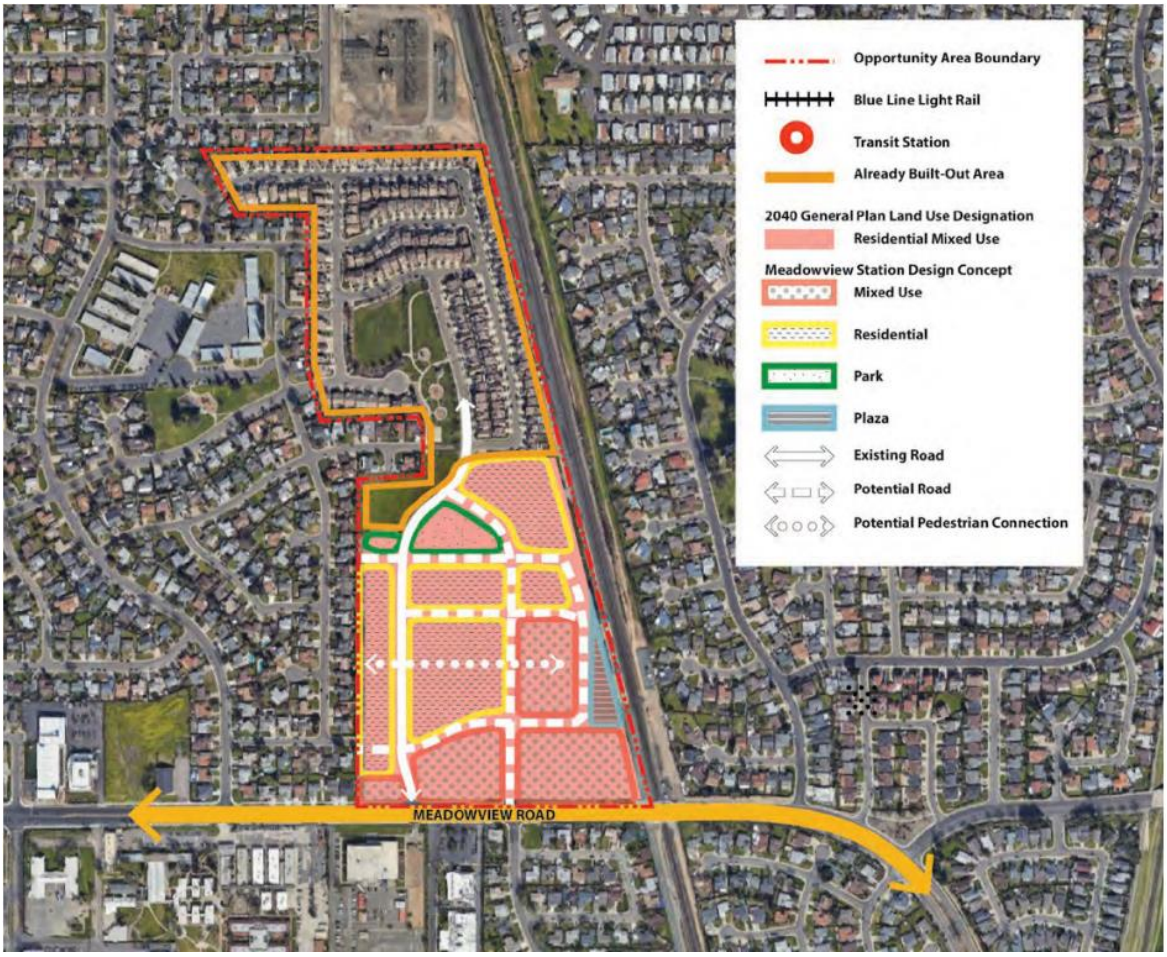
VISION FOR THE FUTURE

Given the established and predominantly residential land use pattern on surrounding properties, the Meadowview Light Rail Station area is anticipated to include a range of housing types at a variety of densities. Neighborhood serving commercial and/or community services should also be included in a mixed-use configuration between the transit station and Meadowview Road. As development continues to occur on and around the station area, the market for new retail, particularly a major grocery store, would serve the growing community. Such development could also include community- serving offices as well as employment opportunities. In addition to retail and employment generating uses, gathering places such as restaurants, cafes, parks, and plazas could create dynamic places where all ages, including young and elderly members of the family, can spend time. These uses should be located and built with a neighborhood oriented focus. The proximity and walkability of so many homes close to the transit station will support frequent, reliable transit service.

KEY ISSUES

The list below represents issues and weaknesses that need to be addressed as development in the Meadowview Light Rail Station area proceeds.

- Lack of pedestrian or vehicular connections between existing Meadowview Light Rail Station and surrounding neighborhoods.
- Low development intensity in the vicinity of the light rail station provides limited support for transit service and results in most transit users driving to the station from beyond the immediate area rather than walking or bicycling from the surrounding neighborhoods.
- Lack of neighborhood-serving retail in the opportunity area and surrounding neighborhood.
- Vacant land and surface parking lots present an undesirable image for the area; vacant land does not generate riders for the light rail station.
- High traffic volumes, a wide street cross section, and few pedestrian amenities on Meadowview Road create a poor pedestrian and bicycle environment.
- Storm detention and other infrastructure improvements needed for new development.



OPPORTUNITIES

The following opportunities are strengths that the Meadowview Light Rail Station area has to build upon. The Meadowview Light Rail Station provides convenient public transportation to and from the opportunity area.

- Vacant land and large surface parking lots surrounding the transit station could accommodate residential and commercial infill development that would better relate to the light rail station.
- Higher density development around the light rail station would increase support for transit.
- Light rail station riders could help support new retail development.
- Established residential community in surrounding neighborhood could help support additional retail and community facilities.
- High visibility and convenient access from Meadowview Road could support new commercial uses.

• The Edward Kemble Elementary school could provide a nearby community amenity for new residents, particularly young families.

Please see Policies SA-LUP-13: Meadowview Station and SA-M-4: Meadowview Station Streets for policies related to the Meadowview Light Rail Station Opportunity Area.

The Meadowview Light Rail Station Opportunity Area includes three land use designations: ~~Redidential~~ Residential Mixed Use (RMU), Neighborhood, and Parks and Recreation. The remaining vacant land on the site is all designated Residential Mixed Use. For more information on these designations, their allowed uses, allowed development intensity, and urban form guidelines, see the Land Use and Placemaking Element of the General Plan.

11. SOUTH NATOMAS COMMUNITY PLAN

COMMUNITY LOCATION

The South Natomas Community Plan Area is located just north of Downtown Sacramento and encompasses about eight square miles. As shown on **Map CP-SN-1**, the South Natomas Community Plan Area is bounded by Interstate 80 (I-80) to the west and north, the Ueda Parkway to the east, and the confluence of the Sacramento and American rivers to the south. Important community landmarks include public open spaces along the American River such as Discovery Park, Camp Pollock, and Sandy Cove Park, as well as the South Natomas Community Center and the Natomas Rose Garden.

DEVELOPMENT AND PLANNING HISTORY

Although neighborhoods existed as early as the 1920s, South Natomas was developed predominantly as residential subdivisions between 1950 and 1980 and was annexed by the City of Sacramento in the 1960s. Construction of I-5 shaped the fabric of the area, spurring the development of the many office parks that are home to some of the area's biggest employers, including offices of several State of California departments, drawing workers from around the region. I-5 also bisects the Plan Area with few crossings, resulting in two separate areas that often feel disconnected from each other.

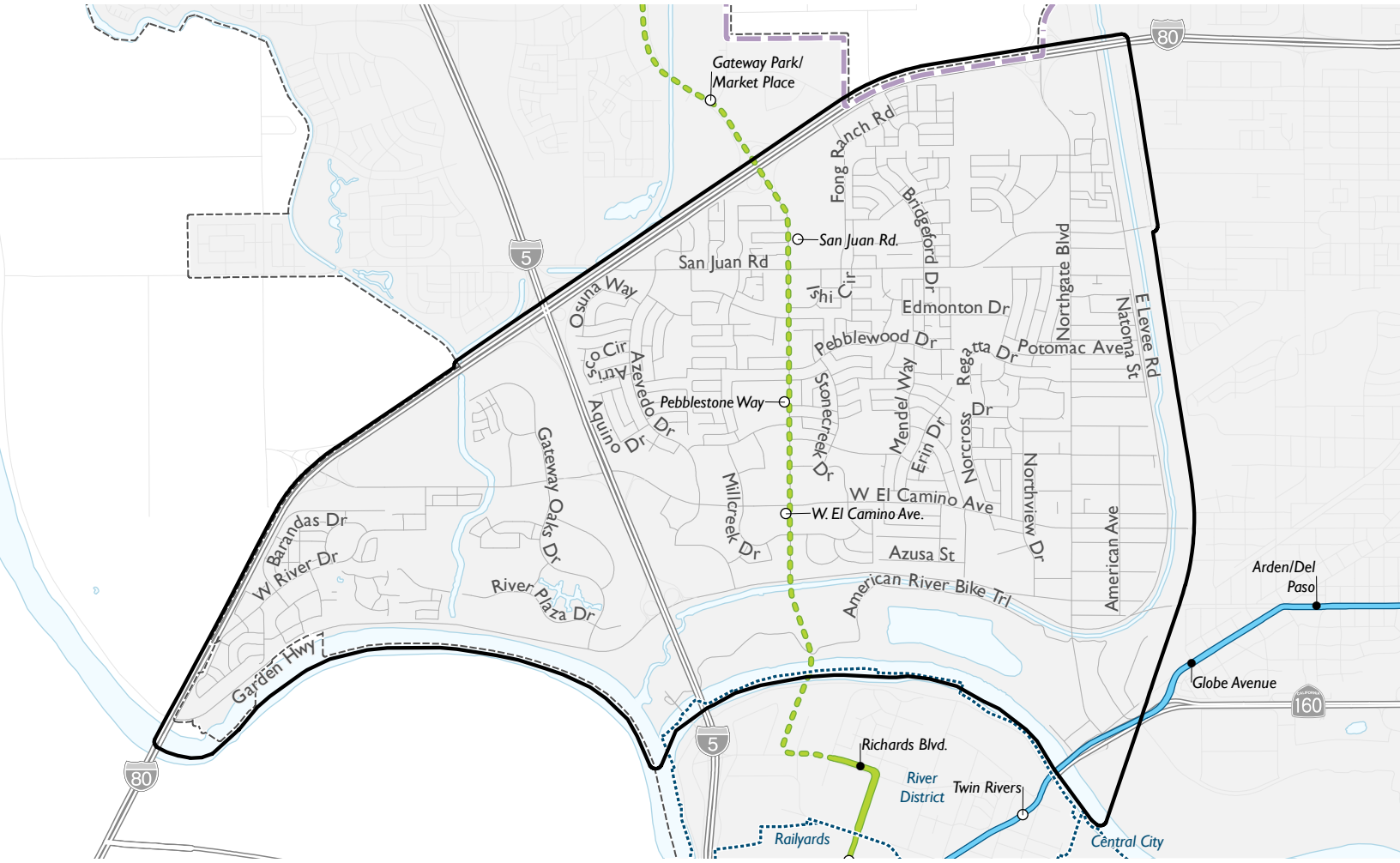
Today, South Natomas is home to approximately 46,000 residents and is home to about 14,100 jobs, the majority of which are in professional and business services, education and health, and government. The American and Sacramento Rivers, the International Garden of Many Colors—a community garden that celebrates cultural diversity by welcoming recent immigrants to share their food traditions through urban agriculture—and a variety of well-loved parks provide gathering spaces for members of the community.

MAJOR TRANSPORTATION ROUTES

Bus routes run along Azevedo Drive, El Camino Avenue, San Juan Road, Northgate Boulevard, and Truxel Road, connecting South Natomas to Downtown and to the Sacramento Regional Transit (SacRT) Blue Line light rail, and the planned Green Line light rail line extension along Truxel Road will connect South Natomas to Downtown Sacramento and to the North Natomas communities. Two major highways, Interstate 80 (I-80) and Interstate 5 (I-5) serve South Natomas. The Ueda and Ninos parkways and the "Main Drainage Canal" shared-use path are north-south active transportation corridors providing off-street walking and bicycling connections. East-west active transportation connections are limited due to disconnected street networks and I-5, and there are limited crossings of the American River for all modes of transportation.

Map CP-SN-1

South Natomas Community Plan Area Boundary



Source: City of Sacramento, 2018; Dyett & Bhatia, 2023

- South Natomas Community Plan Area Boundary
- Sacramento City Limit
- Specific Plan Area
- Sphere of Influence
- Water

Light Rail

- Existing Light Rail Station
- Proposed Light Rail Station

Existing Route

- Blue Line
- Green Line

Proposed Route

- Proposed Green Line Extension

0 ¼ ½ 1 Mile

COMMUNITY VISION

IN 2040, South Natomas is a lively, sustainable community where protection of the well-loved and well-connected American River Parkway and other natural areas goes hand-in-hand with sensitive infill development. At the heart of the community, colorful neighborhoods feature an inclusive mix of housing options, from older detached homes to higher density development with smaller residential units. Coffee shops, healthy and fresh produce grocery stores, and neighborhood restaurants thrive alongside small, locally-owned businesses. Residents and visitors enjoy the inviting, tree-lined streetscapes of the Northgate Boulevard and Truxel Road mixed-use corridors, where it is enjoyable to get around on foot, by bike, or by transit. Walking and bicycling is easy and comfortable throughout the community, enabled by efficient walking and bicycling networks that seamlessly interface with high-quality bus transit and light rail. Streets are easy to cross, with new speed controls, crosswalks, and traffic calming devices installed. Missing sidewalks and connector paths have been filled in, creating continuous networks for people of all ages and abilities. Residents can easily connect to destinations throughout South Natomas, Downtown, and the wider region. Well-loved local assets like Sand Cove Park, Bannon Creek Parkway, South Natomas Community Center, and Doyle Pool are well-maintained, well-lit, and are easily accessible through safe walking and bicycling paths. Residents are actively engaged in the community and a robust network of community organizations promotes a range of exciting community events that celebrate cultural diversity and inspire innovation. The annual "Celebrate Natomas" festival brings neighbors together over local food, music, and arts. South Natomas' diverse murals, trees, and neighborhood gardens enhance the community's strong sense of identity and make South Natomas a beautiful place to live.

Community Issues and Opportunities

The following local planning issues and opportunities are synthesized from community input gathered over the course of the planning process, which included an in-person community plan area meeting in August 2019, a virtual open house conducted in October 2020, community-led "meetings in a box," and ongoing correspondence from individuals and neighborhood organizations as well as citywide outreach activities. The colored dots next to each paragraph and shown in the legend below indicate where readers can find policies and information related to each community issue and opportunity.

Northgate "Main Street" Improvements - Northgate Boulevard, South Natomas's "main street," has many community-serving neighborhood shops, markets, and restaurants with multicultural and multiethnic offerings, giving South Natomas a wonderful sense of diversity. The corridor itself, however, lacks walkability and a strong sense of place. Mobility andplacemaking improvements, such as lighting, continuous sidewalks, bikeways, street trees, on-street dining areas, and public art, could help to enhance the sense of place. A higher intensity mix of uses, including mixed-use housing areas, would provide a greater range of high-quality housing options to the community, as well as bringing more vitality to the Northgate corridor and better supporting local businesses.

Community Identity - South Natomas residents love their community, and many would like to strengthen the sense of place in the Plan Area by expanding and fostering outdoor gathering spaces, architectural variety and colorful buildings and murals. Residents are also interested in encouraging development of gathering places like coffee shops, plazas, and the transformation of the former Fire Station 15 into an art and garden center along with fostering events and festivals like Natomas Pops

in the Park, an annual event in South Natomas Community Park with food, local bands, an art exhibition, and a youth talent show.

Infill Development - Because most of South Natomas is built out with established neighborhoods, there is relatively little vacant land. There are, however, still some opportunities for infill redevelopment of vacant and underutilized lots, as well as a few parcels west of I-5 that have not yet been developed. Many community members said that the community would be well-served by a hospital or more health centers, and noted that the area west of I-5 does not have a grocery store. The neighborhood between Truxel Road and Northgate Boulevard also lacks easy access to a grocery store. Some community members suggested adding restaurants, gathering spaces, and other vibrant uses in the Riverfront area along the western portion of Garden Highway, which some residents view as underutilized.

Housing - Median home sale and home rental prices in South Natomas are generally close to citywide median prices. Forty-three percent of homes are part of multi-unit developments, a higher proportion than in most other areas of Sacramento, and many of these are garden-style apartment buildings near Garden Highway and I-80. The Gardenland neighborhood in South Natomas is designated as a State-defined disadvantaged community, meaning that its residents face a combination of pollution, health, and economic burdens. Some of this burden is due to a higher-than-average proportion of "substandard" housing, meaning housing that meets the criteria of having two or more of the following characteristics: residents pay more than 30 percent of their income towards housing cost, the housing is overcrowded (more than 1.01 occupants per room), the housing lacks an adequate kitchen, or the housing lacks adequate plumbing facilities. Ensuring that community members have access to quality housing options will be a critical challenge. Residents value the South Natomas's relative affordability and want to continue to expand quality housing options for residents at all stages of life, including housing for seniors, to help maintain the social, family-friendly fabric of South Natomas.

Air Quality - Bounded and bisected by some of the region's largest highways, with many regional commuters driving through the area to get to work Downtown, the South Natomas Community Plan Area has areas with high exposure to air pollution, which is associated with high rates of asthma, low birth weights, and other indicators of poor health outcomes. Addressing air quality issues through comprehensive regional efforts, such as reducing vehicle emissions, reducing vehicle miles traveled, and increasing tree planting, could help to achieve better health outcomes in South Natomas.

Workforce Development - Natomas High School and the South Natomas Community Center are important institutions within the community, and many residents are interested in expanding youth programs and professional development offerings at these locations.

Transportation Safety - High traffic volumes and speeds throughout the community are a deterrent to walking or bicycling to local destinations. Several streets in South Natomas, including Garden Highway, Truxel Road, Northgate Boulevard, San Juan Road, West El Camino, Gateway Oaks Drive, and Natomas Park Drive, are part of the city's High Injury Network, where most crashes resulting in deaths or serious injuries take place. Northgate Boulevard is one of the top ten streets in Sacramento for these types of crashes. Residents suggested improvements to lower driver speeds on Truxel Road and Northgate Boulevard, widen sidewalks, reduce the length between marked controlled pedestrian crossings, and add separated bikeways.

Improving Active Transportation and Transit - Many residents would like to have more viable alternatives to driving. South Natomas's proximity to Downtown and to other community plan areas presents opportunities for improved bicycling and transit use, including the planned Green Line light rail extension, that will connect the Central City, South Natomas and North Natomas and includes a bridge over the American River. For people who want to walk or bicycle off street, South Natomas has several well-used north-south off-street shared-use paths, but there are few east-west connections, particularly across I-5. Expanding walking and bicycling networks to access schools and commercial areas, paired with improvements like more trees and streetlighting, could help residents walk and bicycle to destinations more easily.

River Access - South Natomas sits at the confluence of the Sacramento and American Rivers. Many residents, however, feel disconnected from the rivers due to the limited number of Garden Highway crossings. North-south shared-use paths lack easy connections to the American River Parkway, and walking and bicycling connections to Discovery Park can be difficult.

Sense of Safety in Public Spaces - Many residents had concerns about safety in South Natomas's public spaces, particularly along the American River, due to poor lighting, litter, and the presence of long-term encampments of people experiencing homelessness. Residents suggested improving streetlighting, enhancing visibility of pedestrian and bicycle pathways, and providing housing options for people experiencing homelessness to ensure that the American River Parkway can continue to be used for recreation.

Parks and Recreational Facilities - South Natomas is well-served by parks, with almost all residential areas within a 10-minute walk of a park or green space. Residents especially love Sand Cove Beach, Chuckwagon Park, Sacramento County's Discovery Park in the American River Parkway, Ray and Judy Tretheway Preserve Park, South Natomas Community Center, and Doyle Pool. Community members suggested that lighting, picnic tables, restrooms, adequate parking spaces, and additional amenities such as tennis courts, pickleball, or basketball courts would enhance usability of the parks, and murals that reflect the community would add liveliness and a sense of place to these important public spaces. Residents would also like to see improvements made to the green space along the Garden Highway by maintaining and enhancing views of the Sacramento River through landscaping.

Residential Growth in Adjacent Unincorporated Areas - The Upper Westside Specific Plan in Sacramento County, in progress for the area just west of South Natomas in unincorporated Sacramento County, would include around 22,000 residential units, as well as commercial and park space. South Natomas residents want to ensure that proposed new development would not adversely affect existing communities, particularly by exacerbating traffic congestion.

Contextual Topic Areas

LAND USE AND PLACEMAKING

In Part 2 of the General Plan, the Land Use and Placemaking Element includes a land use diagram as well as maps that show maximum floor area ratio (FAR), minimum FAR, and minimum density standards across the city. Together, these maps provide direction for land use and development intensities citywide. Development in South Natomas is subject to these citywide development standards, and close-ups of these land use designations and development intensities for the South Area Community Plan Area are provided in **Maps CP-SN-2** through **CP-SN-5** for ease of reference.

Within South Natomas, these designations and standards seek to achieve community goals around promoting infill development and fostering vibrant public spaces.

Along Northgate Boulevard, Residential Mixed-Use designations and higher maximum FARs aim to catalyze infill development of vacant and underutilized parcels. Mixed-use residential developments along this corridor, adjacent to the disadvantaged community in the Gardenland neighborhood, would help to provide a broader range of types and price points of higher-quality housing, and would also help to support higher-frequency bus service, the vitality of existing local businesses, and a stronger sense of place along Northgate corridor. Collaborations with the Natomas Community Association and the City's Arts Culture and Creative Economy Commission, as well as with developers and landowners, could further enhance the sense of place along Northgate by promoting murals and public art, tree planting and landscaping, and provision of patios and lively gathering spaces.

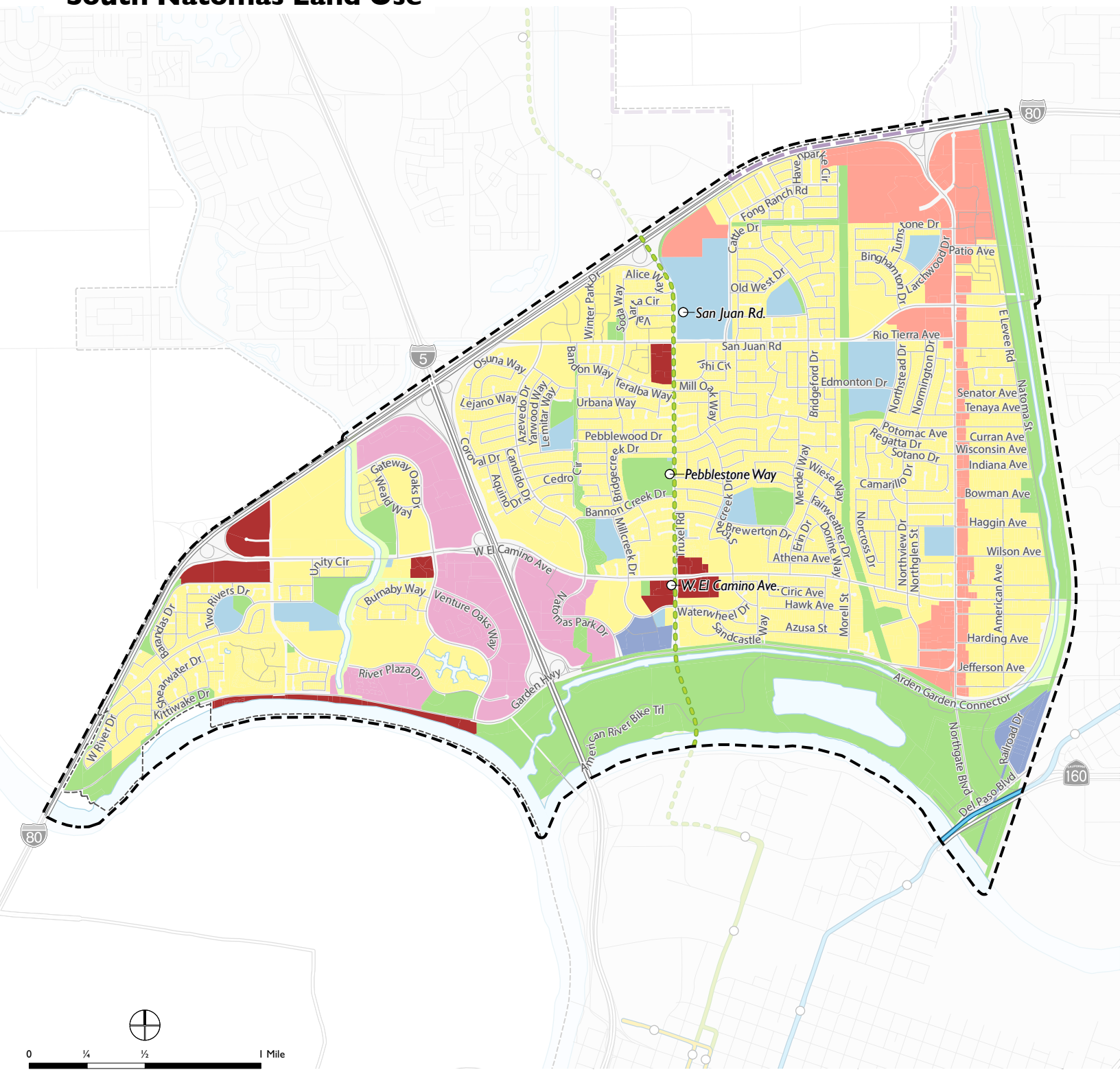
Commercial Mixed-Use designations in the western portion of the Plan Area along undeveloped or underutilized stretches of West El Camino, including near planned Green Line light rail stops, reserves space for community-serving uses like grocery stores. Additionally, the Commercial Mixed Use designation along the riverfront on the Garden Highway maintains opportunities for vibrant restaurants that bring the community down to the river. The planned Green Line extension will improve community access to nearby hospitals and health centers, including the planned California Northstate University teaching hospital, to be located in North Natomas, just a few light rail stops to the north, as well as the wide variety of medical services located in and around Central City. Along the I-5 corridor, Office Mixed Use designations allow for additional office space and uses like childcare, cafes, and limited housing to complement existing employment uses, including State offices and the offices of the local public television station, PBS KVIE. Areas with a Neighborhood designation are primarily located in existing and established neighborhoods within South Natomas. In these areas, lower FARs control the size of new development while allowing a wider range of housing types to be built throughout the community, serving a wider range of household types, ages, and income levels.

The South Natomas Community Center, located at a proposed Green Line light rail station and adjacent to the South Natomas Library, is an important asset for the community and represents an opportunity for new or expanded job development programs, a key community priority. Citywide programs, such as Landscape and Learning and the Workforce Innovation and Opportunity Act, provide great opportunities for Sacramento youth, but are not currently located in South Natomas or conveniently accessible along transit lines for South Natomas residents. Expanding these types of programs or offering new programs at the South Natomas Community Center could provide better access and more opportunities for youth in South Natomas.

Land use policies in this Community Plan complement Citywide policies in the Land Use and Placemaking Element and in the Housing Element meant to promote availability of a wider range of housing types, improve housing affordability, and address homelessness. Additional policies in the Economic Development Element will help to address equitable economic development, including by coupling business development and attraction efforts with workforce development strategies to ensure that local residents are equipped with the skills needed to perform in the new job sectors.

Map CP-SN-2

South Natomas Land Use



0 ¼ ½ 1 Mile

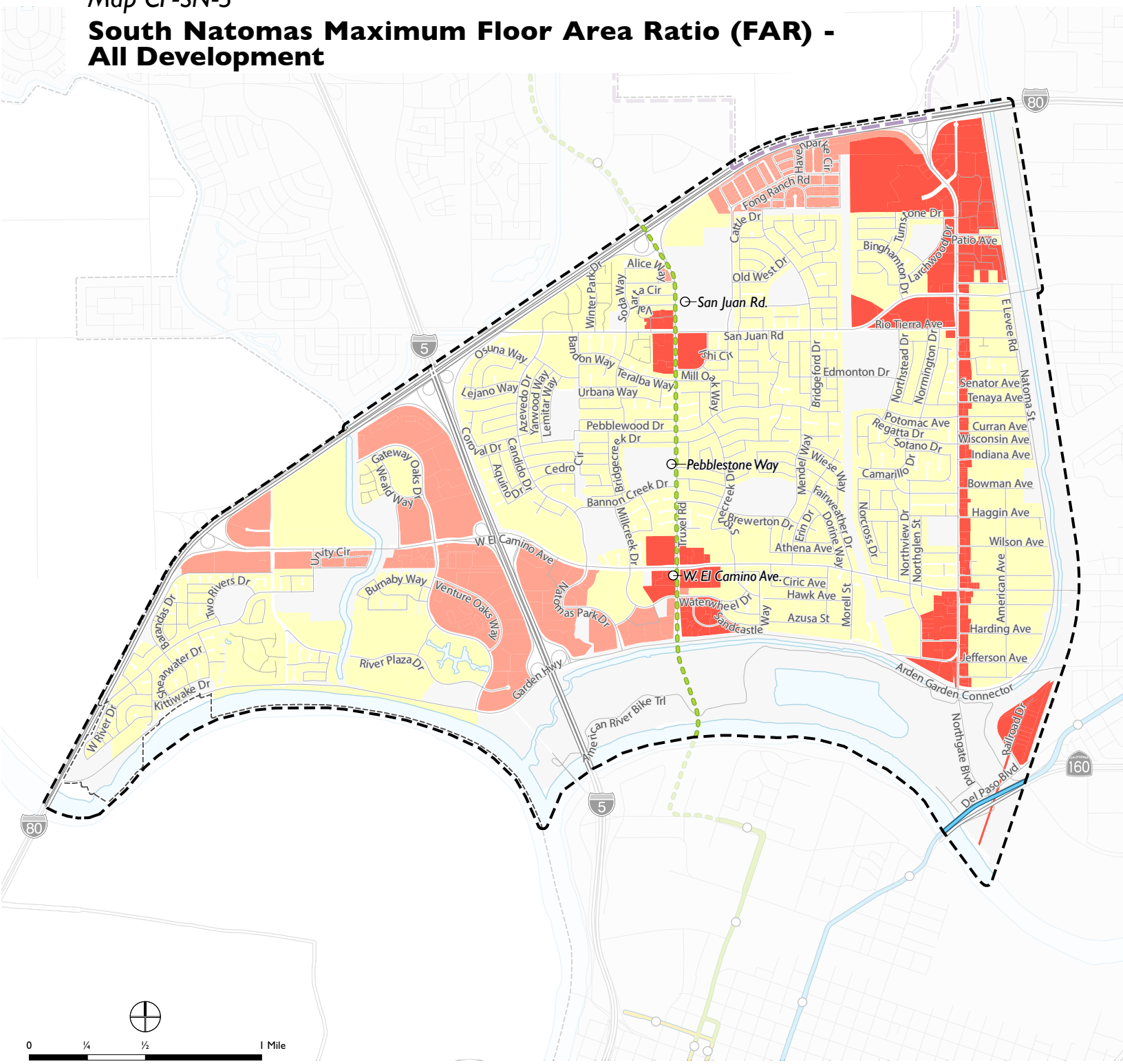
Land Use Designations

- Rural Residential (RR)
- Neighborhood (N)
- Residential Mixed-Use (RMU)
- Office Mixed-Use (OMU)
- Commercial Mixed-Use (CMU)
- Employment Mixed-Use (EMU)
- Industrial Mixed-Use (IMU)
- Public/Quasi-Public (PQP)
- Parks and Recreation (PR)
- Open Space (OS)
- Sacramento City Limit
- South Natomas Community Plan Area Boundary
- Sphere of Influence
- Water
- Blue Line
- Proposed Green Line Extension

Source: City of Sacramento, 2018; Dyett & Bhatia, 2022

Map CP-SN-3

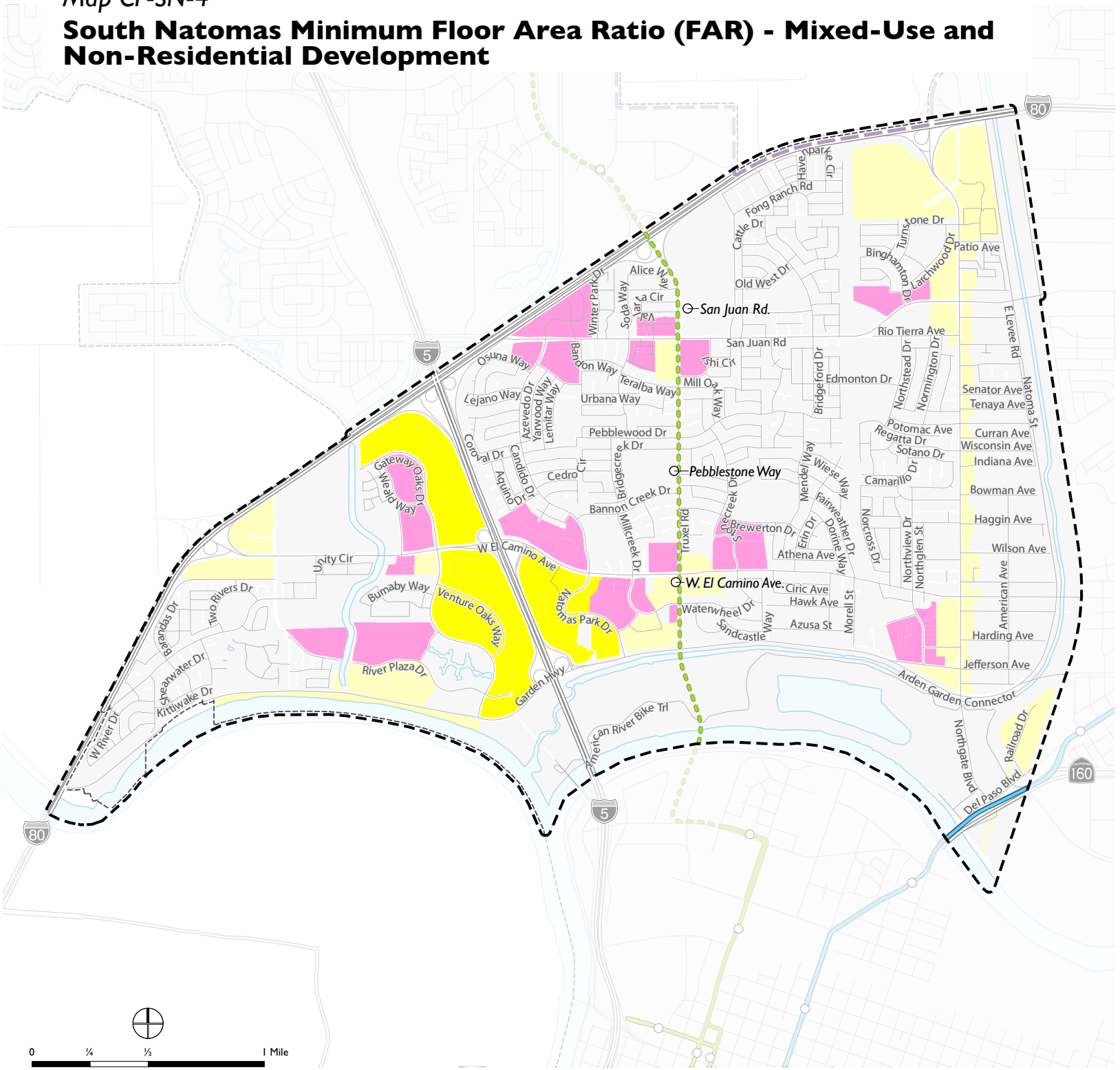
South Natomas Maximum Floor Area Ratio (FAR) - All Development



Source: City of Sacramento, 2018; Dyett & Bhatia, 2022

Map CP-SN-4

South Natomas Minimum Floor Area Ratio (FAR) - Mixed-Use and Non-Residential Development



Minimum Allowed FAR

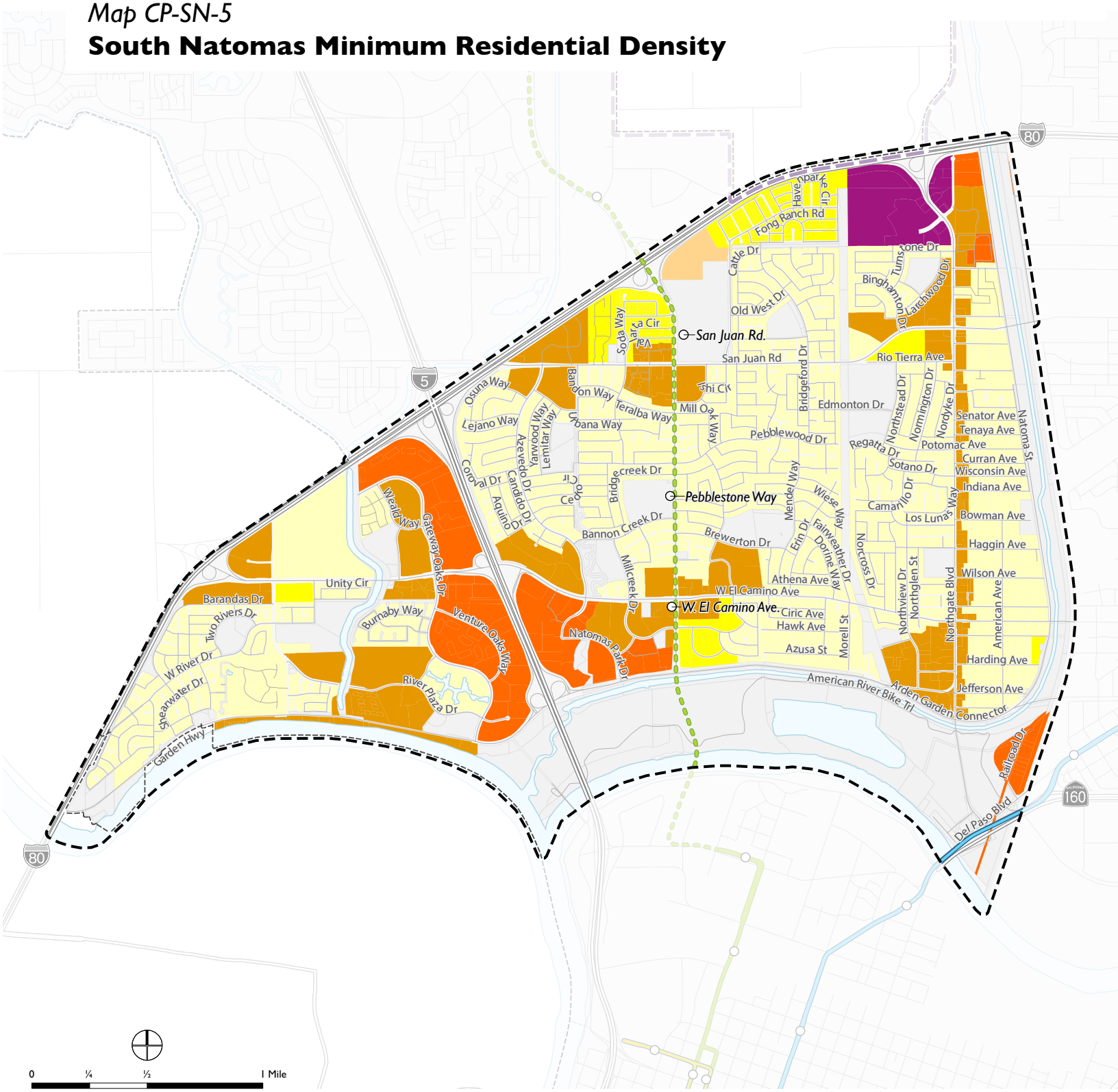
0.15	0.50
0.25	1.50
0.30	2.00
0.35	3.00
0.40	N/A FAR

- Sacramento City Limit
- South Natomas Community Plan Area Boundary
- Sphere of Influence
- Water
- Blue Line
- Proposed Green Line Extension

Source: City of Sacramento, 2018; Dyett & Bhatia, 2022

Map CP-SN-5

South Natomas Minimum Residential Density



Dwelling Units (per acre)

0.25	18	Sacramento City Limit	Blue Line
3	20	South Natomas Community Plan Area Boundary	Blue/Gold Line
7	24	Sphere of Influence	Green Line
8	32	Water	Proposed Green Line Extension
12	33		
15	61		

Source: City of Sacramento, 2018; Dyett & Bhatia, 2022

MOBILITY

Many of the major priorities voiced by the South Natomas community are related to mobility, including improving walking and bicycling connectivity, transportation safety, and transit reliability. A potential solution to explore involves reallocation of roadway space on two corridors, Northgate Boulevard and Truxel Road. Removing travel lanes to provide more space for walking, bicycling or transit infrastructure such as through transit-priority lanes, wider sidewalks, and separated bikeways can improve mobility, connectivity, and safety for all roadway users.

A Truxel Road roadway reallocation could provide important space for the planned extension of the Green Line light rail; the light rail extension is a long-term project, however, and in the meantime, high-frequency buses along a reallocated roadway with transit-priority lanes could fill the gap in providing more frequent, reliable transit.

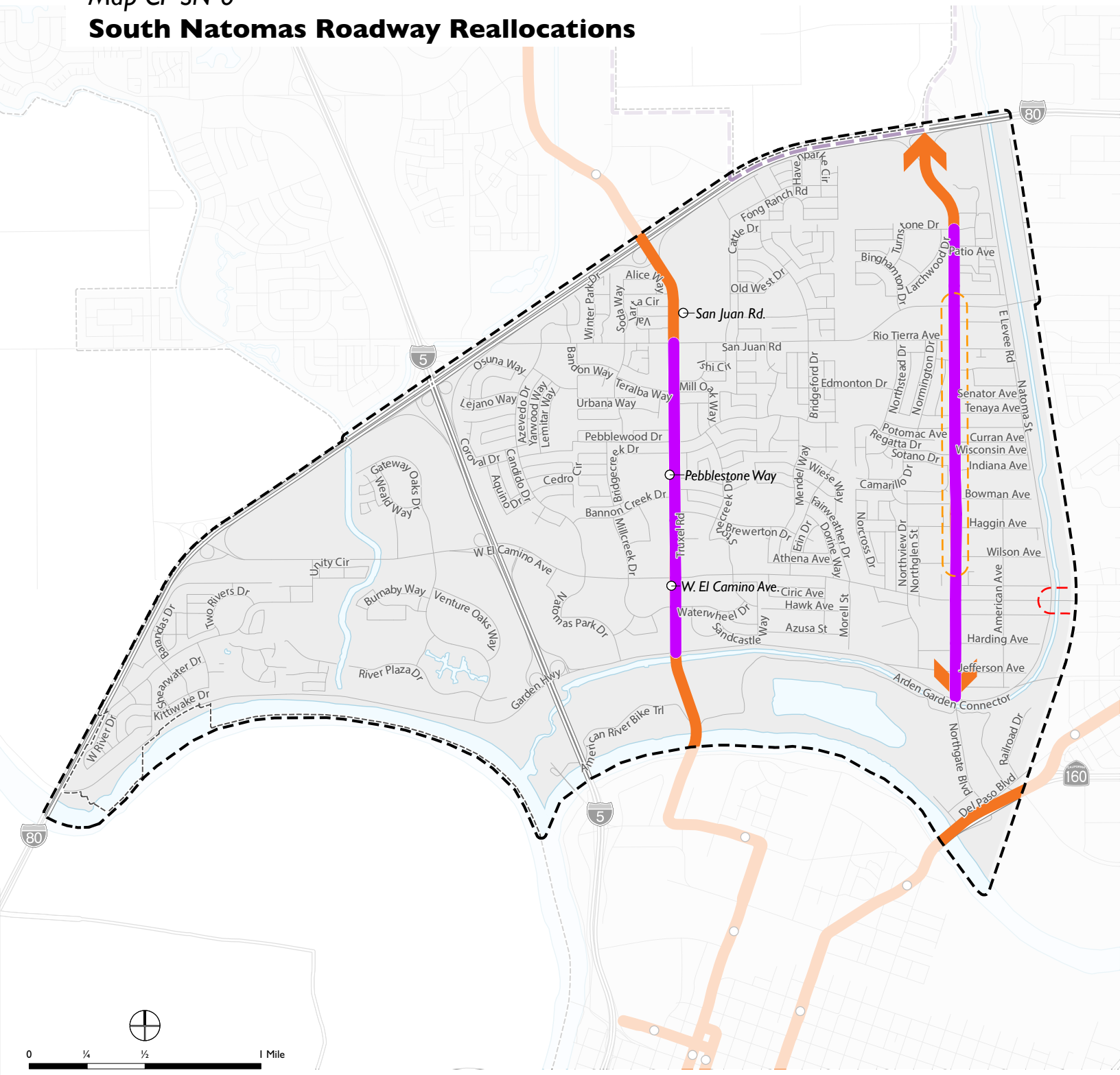
A Northgate Boulevard roadway reallocation could also provide space for transit-priority lanes or for expanded bike and pedestrian infrastructure, improving walkability and bikeability of the corridor and supporting local businesses. A portion of Northgate Boulevard is designated as a Vision Zero Top 10 Corridor, one of the streets in the city with the highest numbers of fatal and serious crashes involving pedestrians, bicyclists, and motorists. This portion of Northgate Boulevard also partially located in a disadvantaged community, and several streets within South Natomas are within the High Injury Network. Roadway reallocations can help slow traffic speeds and improve roadway safety. The City has initiated a Northgate Boulevard Corridor Study (2021) that will further study, and engage the communities to gather feedback on needs and potential designs. **Map CP-SN-6** shows the existing and planned roadway reallocations for the South Natomas Community Plan Area, which are street segments throughout the city that have been identified as places where excessive roadway capacity could be repurposed as spaces to prioritize walking, biking, and transit use. These could take the form of improvements such as wider sidewalks, protected bike lanes, bulb-out transit stops, and bus-only lanes, and will require further community outreach, study, and roadway design.

While South Natomas is well-served by north-south shared-use paths, connections in the east-west direction, including across I-5, could be improved to better connect the community. The Bicycle Master Plan (2018) plans for a bridge across I-5 on West El Camino and a new shared-use path connecting Venture Oaks Way and Natomas Park Drive. The community is also disconnected from the river; better connections from the Ueda, Ninos, and Bannon Creek parkways to and across the river would facilitate access both to the American River Parkway and to Downtown.

Additional policies around transportation safety, transit frequency and reliability, and pedestrian and bicycle infrastructure can be found in the Mobility Element.

Map CP-SN-6

South Natomas Roadway Reallocations



- Proposed Green Line Extension Stations
- High-Frequency Transit
- Future Roadway Reallocation Segment

Vision Zero Top Ten Corridors*

- Top 1-5
- Top 6-10

- Sacramento City Limit
- South Natomas Community Plan Area Boundary
- Sphere of Influence
- Water

*Corridors with the highest numbers of fatal and serious crashes involving pedestrians, bicyclists, and motorists.

Source: City of Sacramento, 2018; Dyett & Bhatia, 2022

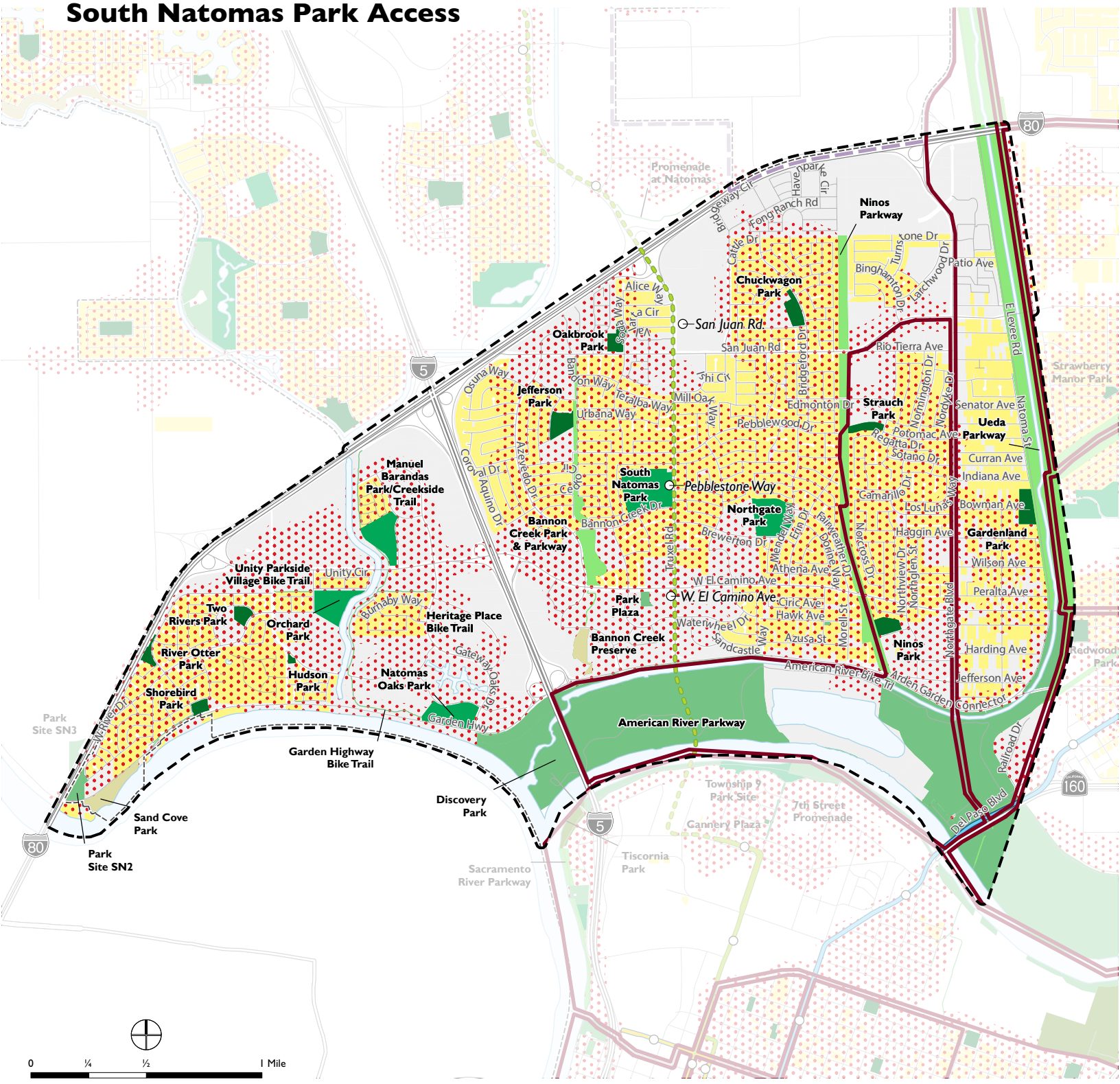
PARK ACCESS

South Natomas has five community parks, ten neighborhood parks, two open space parks, and four parkways, for a total of 208 acres or about 4.5 acres of City park per thousand residents~~, slightly below the citywide goal of 5 acres per thousand~~. The area also includes 470 acres of open space not owned by the City, primarily along the American River Parkway. Almost every neighborhood has a park or open space within a 10-minute walk, as shown in **Map CP-SN-7**. One exception is the disadvantaged community at the eastern edge of the Plan Area, north of Gardenland Park. Informal trails connect the neighborhood to both Gardenland Park and up the levee to the Walter S. Ueda Parkway but no formal or accessible trail entrances exist. Collaborating with local agencies for joint use shared paths and maintenance facilities could provide better pedestrian and bicycle access to these important community spaces. This community also experiences higher rates of obesity than the citywide average (37 percent versus 30 percent). Improving park access for South Natomas could help improve health outcomes by providing opportunities for active recreation. The American River Parkway, owned and operated by Sacramento County, includes the 302-acre Discovery Park, which has sport fields, picnic areas, and boat launches. However, Discovery Park and the wider American River Parkway is generally not easily accessible by foot or bike from South Natomas, and as a County park, there is a fee to park a vehicle at Discovery Park. Many residents consider the American River Parkway to be an underutilized asset that could be better integrated into the community and is in need of more maintenance and amenities. Capitalizing on opportunities to improve pedestrian and bicycle connections to the river by collaborating with Sacramento County to improve river maintenance could expand community access to and use of the river corridor.

Additional policies addressing park and river maintenance and access can be found in the Youth, Parks, Recreation, and Open Space Element.

Map CP-SN-7

South Natomas Park Access



10-minute Walking Access to a Park

Existing Parks

City Facility

- Neighborhood
- Community
- Parkway
- Regional

Other Public Facility

- Open Space
- Non-City Parks

- SB 535 Disadvantaged Community
- Residential Area
- Sacramento City Limit
- South Natomas Community Plan Area Boundary
- Water

- Blue Line
- Blue/Gold Line
- Green Line
- Proposed Green Line Extension

Source: City of Sacramento, 2018; Dyett & Bhatia, 2022

Community Policies

The policies below address issues specific to South Natomas and supplement citywide policies; many of the issues and opportunities of South Natomas are common to many areas of Sacramento, and are addressed at the citywide level.

Land Use and Placemaking

SN-LUP-1 **Vibrant Northgate.** The City shall support intensification of uses along Northgate Boulevard, including by promoting mixed-use development and housing, to provide a wider range of quality housing options for the community, to support frequent bus service, and to support local business vitality.

SN-LUP-2 **Northgate Boulevard Placemaking.** The City shall incentivize and encourage activities that strengthen the sense of place along Northgate Boulevard by working with developers, landowners, local community groups, and the Arts Culture and Creative Economy Commission to promote murals and other public art, wayfinding, landscaping and tree planting, and outdoor gathering spaces to enhance pedestrian experiences, support local businesses, and enhance the sense of place in South Natomas.

SN-LUP-3 **Truxel Road Site Design.** The City shall promote transit-oriented site designs for new development along Truxel Road, particularly near planned light rail stops, that create an active street frontage, screen parking, and are oriented to the street, to enhance vitality and support transit use along the corridor.

SN-LUP-4 **Drive-through Commercial.** The City shall discourage drive-through commercial uses in South Natomas.

SN-LUP-5 **Riverfront Landscaping.** The City shall ensure that landscaping along the Garden Highway enhances and frames views of the Sacramento River.

Historic and Cultural Resources

There are no historic and cultural resource policies specific to South Natomas that supplement the citywide General Plan policies. Please see the Historic and Cultural Resources Element in Part 2 of the General Plan.

Economic Development

SN-ED-1 **Youth Workforce Development**. The City shall recognize youth work-based learning and work readiness training programs as a citywide priority, that includes South Natomas, and will continue to offer programs such as Landscape & Learning, Prime Time Teen, and Workforce Innovation Opportunity Act opportunities at the South Natomas Community Center.

Environmental Resources and Constraints

There are no environmental resources and constraints policies specific to South Natomas that supplement the citywide General Plan policies. Please see the Environmental Resources and Constraints Element in Part 2 of the General Plan.

Environmental Justice

There are no environmental justice policies specific to South Natomas that supplement the citywide General Plan policies. Please see the Environmental Justice Element in Part 2 of the General Plan.

Mobility

SN-M-1 **Improved Transit.** The City shall coordinate with the Sacramento Regional Transit District (SacRT) for planning and provision of high frequency, connected and convenient transit in South Natomas, particularly along Northgate Boulevard and Truxel Road.

SN-M-2 **Transit Right-of-Way.** The City shall coordinate with the Sacramento Regional Transit District (SacRT) to acquire right-of-way needed for bus and light rail infrastructure.

SN-M-3 **American River Parkway Connections**. When planning walking and bicycling improvements, the City shall seek opportunities to provide active transportation connections across the American River to better connect South Natomas with Downtown and the regional bicycling network.

Public Facilities and Safety Section

There are no public facilities and safety policies specific to South Natomas that supplement the citywide General Plan policies. Please see the Public Facilities and Safety Element in Part 2 of the General Plan.

Youth, Parks, Recreation, And Open Space

SN-YPRO-1 **Gardenland Park Access.** The City shall explore the feasibility of collaborating with Reclamation District 1000 and Sacramento Area Flood Control Agency to create ~~shared~~ multi-use ~~trails~~ paths and a new access point to Gardenland Park from Indiana Avenue to expand park access for nearby residents.

SN-YPRO-2 **Walter S. Ueda Parkway Access.** The City shall explore options to create new accessible access points to the Walter S. Ueda Parkway throughout the Gardenland neighborhood.

SN-YPRO-3 **Garden Highway Crossings.** When conducting planning and engineering work on Garden Highway, the City shall explore options to expand walking access to the Sacramento and American rivers from South Natomas neighborhoods by providing more frequent crossings across Garden Highway.

SN-YPRO-4 **River Access Points.** The City shall ~~encourage~~ collaborate with the Sacramento County Department of Parks and Recreation to improve access to the American ~~r~~River Parkway from South Natomas by ~~updating the American River Parkway Plan to~~ incorporat~~e~~ing new river access points and improved bicycle and pedestrian entrances, ~~as feasible~~ where consistent with the American River Parkway Plan, Natural Resources Element.

SN-YPRO-5 **American River Maintenance.** The City shall collaborate with Sacramento County and the South Natomas Improvement Association to address litter along the American River Parkway.

SN-YPRO-6 **Connections to East Levee Road Trails.** The City shall explore options to improve connectivity to the East Levee Road trails.

SOUTH NATOMAS COMMUNITY PLAN

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

- Gardenland/Northgate Strategic Neighborhood Action Plan (SNAP) (2003)

11. SPECIAL STUDY AREAS

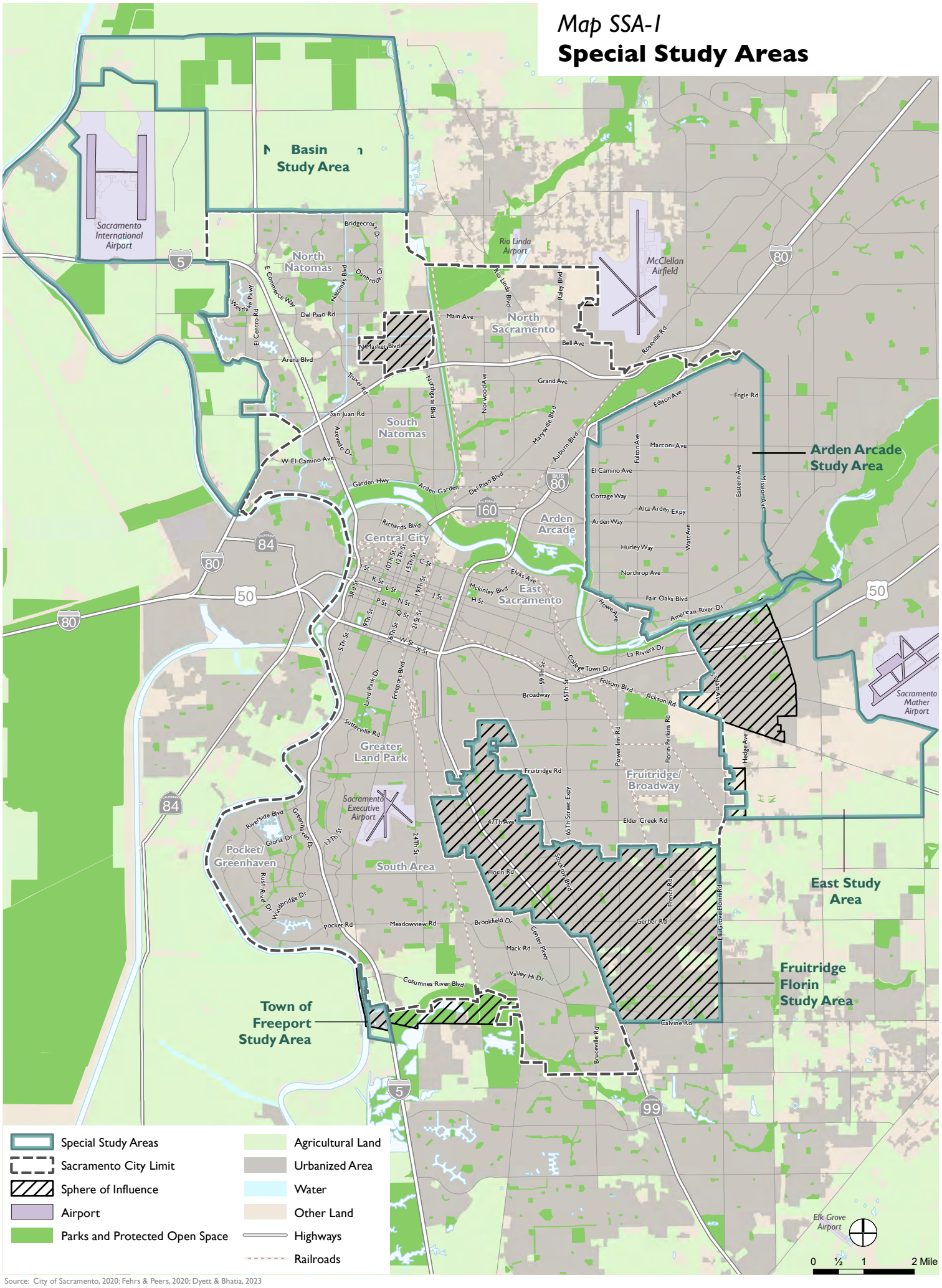
~~Beyond the boundaries of the 2040 General Plan, t~~The City has identified five Special Study Areas that are adjacent to existing city limits and are of interest to the City of Sacramento (**Map SSA-1**). Planning for the future of these unincorporated areas necessitates coordination between the City and County. In some cases, part or all of these areas may eventually be annexed by the city. This section includes, for each Special Study Area, a brief description of existing conditions, background information that explains why the area is a "special study area," and information related to City and County coordination in man- aging the future of these areas.

These five Special Study Areas each bear relation to the planning of the City of Sacramento, through the efficient provision of services, future growth, open space preservation, and other concerns. While the City may annex some of these areas eventually, many or all of them may never be incorporated; the City retains an interest in each of these areas whether or not they are ever annexed.

The City of Sacramento's Sphere of Influence is adopted by the Sacramento Local Agency Formation Commission (LAFCo) and delineates the City's probable ultimate physical boundaries and service area. The Sphere of Influence is intended to coordinate and shape logical and orderly development. Inclusion in the Sphere of Influence is required before annexation; both expansions of Spheres of Influence and annexations are managed and approved by LAFCo. As shown on **Map SSA-1**, some of the Special Study Areas are within the City's Sphere of Influence, some are partially within, and some are entirely outside.

Map SSA-1

Special Study Areas



Source: City of Sacramento, 2020; Fehrs & Peers, 2020; Dyett & Bhatia, 2023

Arden Arcade Study Area

The Arden Arcade Study Area is located to the east of the City of Sacramento. The area encompasses approximately 10,168 acres and is bounded on the north by Auburn Boulevard and Winding Way, on the south by the American River and the Sacramento City limits, on the east by Mission Avenue, and on the west by the Sacramento City limits. The Arden Arcade Study Area comprises the majority of the Arden Arcade Community Plan Area, which also includes some incorporated area at its western and northern edges; of 101,000 residents of the Arden Arcade Community Plan Area, 88,500 live in the un- incorporated Arden Arcade Study Area. The Arden Arcade Study Area is connected to the City of Sacramento and outlying areas by Business 80, major arterials—such as Fair Oaks Boulevard, El Camino Avenue, and Howe Avenue—and by the Sacramento Regional Transit (SacRT) Blue Line light rail line that runs just to the west of the area.

Arden Arcade Study Area is one of the most intensely developed areas of unincorporated Sacramento County. The area has an active residential and business community, and most of the area consists of suburban residential neighborhoods and suburban commercial corridors. The City of Sacramento has a few water distribution pipes on the western edge of the unincorporated portion of Arden Arcade, and stormwater from this edge drains into the City's drainage basins, but most services are provided by Sacramento County or special service districts, such as for fire protection, water service, sewer service, and parks. The City of Sacramento has appropriative water rights to the American River with a Place of Use (POU) boundary that extends beyond the City's limits. The Arden Arcade Study Area is located within the City of Sacramento's American River POU. In this study area, wholesale water supply is periodically provided by City of Sacramento to the Sacramento Suburban Water District. A ballot measure (Measure D) to incorporate the Arden Arcade Special Study Area into the City of Arden Arcade was defeated in 2010, and residents have repeatedly re-emphasized a desire to remain unincorporated. Any annexation by the City of Sacramento would first require including the Arden Arcade Special Study Area into Sacramento's Sphere of Influence, a move strongly opposed by many residents, which is not being considered by the City at this time.

East Study Area

The East Study Area encompasses approximately 9,191 acres and is located east of Sacramento's city limits, south of Highway 50, and west of the city of Rancho Cordova. The area is roughly bounded on the north by the American River, on the south by Elder Creek Road, on the east by Bradshaw Road and Excelsior Road, and on the west by the Sacramento city limits. SacRT's Gold Line light rail line runs through the northern portion of the Study Area and provides access to Downtown Sacramento, the City of Rancho Cordova, Gold River, and the City of Folsom. Highway 50 and the Jackson Highway (SR-16), plus the major arterials of Watt Avenue, Bradshaw Road, and Fruitridge Road, connect the East Study Area to the wider region.

A significant portion of the East Study Area is located within the City's existing Sphere of Influence (SOI). The City of Sacramento has appropriative water rights to the American River with a POU boundary that extends beyond the City's boundary. The East Study Area is located within the City of Sacramento's American River POU. Wholesale water supply is periodically provided by the City of Sacramento to the service area of California American Water Company (Cal-AM).

The northern part of the East Study Area, known as Rosemont, is an established community with low-density suburban neighborhoods and commercial corridors. The Rosemont area is mostly built-out,

although there are a few underutilized sites around existing light rail stations in the vicinity, particularly the Watt/Manlove station. This area is included in the City's Sphere of Influence, and in the future, annexation of Rosemont could be considered if there is future interest to consolidate urban services. The middle and southern parts of the East Study Area, outside of the City's Sphere of Influence, are comprised of exhausted aggregate mining sites undergoing reclamation for future reuse and urbanization, as well as open space areas and some scattered industrial uses.

Fruitridge-Florin Study Area

The Fruitridge-Florin Study Area encompasses ap- proximately 9,490 acres bordered on the north by 14th Avenue, on the east by South Watt Avenue, on the west by the SacRT Blue Line, Franklin Boulevard, and Highway 99, and on the south by Calvine Road. The area is surrounded on three sides by the City limits and falls within the City's existing Sphere of Influence. The eastern part is located in the Fruit- ridge Broadway Community Plan Area, and the west- ern part is located in the South Area Community Plan Area. SacRT provides light rail transit services along the Blue Line, with stations adjacent to or near the western portion of the area at Fruitridge Road, 47th Avenue, and Florin Road. Highway 99 crosses through the area and connects the Fruitridge Florin Study Area with Downtown Sacramento and the region, as do several major arterial corridors, including Franklin Boulevard, Stockton Boulevard, and Power Inn Road. The Fruitridge-Florin Study Area is primarily made up of suburban residential neighborhoods and smaller light industrial and commercial districts with scattered vacant and underutilized sites. Most services, including water, police, fire, and parks, are provided by the County of Sacramento and various special districts, but many of these services are challenged by infrastructure deficiencies.

Most census tracts within the Fruitridge-Florin Study Area are designated as Disadvantaged Communities, areas with unusually high combinations of vulnerable residents and pollution burdens, under Senate Bill (SB) 535. Additionally, the majority of the Fruitridge-Florin area is considered a disadvantaged unincorporated community (DUC) by the definition set forth in Senate Bill 244 (SB244). SB244 limits the City's ability to proceed with phased annexations for Fruitridge-Florin because it prohibits an annexation when a disadvantaged unincorporated community is adjacent to the annexation area. As such, if annexation were to occur, the entire Fruitridge-Florin area would need to be annexed into the City at the same time.

The City and County have worked together on joint efforts to revitalize neighborhoods and corridors. For example, in 2012, the City and County completed a joint planning study for the Florin Road corridor which passes through both jurisdictions. The focus of much of this planning is on higher-density and mixed-use projects adjacent to transit stations, along transit corridors, and mixed-use commercial corridors. Three major attempts were made between 1965 and 1970 to annex portions of the Fruitridge-Florin area to the City of Sacramento. The past attempts were approved by LAFCo, but were rejected by the area's registered voters.

The City is considering initiating studies for a potential future annexation of the Fruitridge-Florin Study Area both to provide better services to disadvantaged communities within the area, many of whom are socioeconomically disadvantaged and linguistically isolated, and to guide development along the area's key underutilized corridors. More robust outreach to residents of the Fruitridge-Florin Study Area and close coordination with the County of Sacramento would be required before actively pursuing annexation. Additionally, the City would need to study the existing infrastructure to determine what costs would be associated with annexation. If infrastructure such as water and

sewer pipes were in poor conditions or required substantial upgrades to adhere to City standards, for example, the costs of annexation could be significant. Please refer to policies and implementing actions in the Land Use and Placemaking Element.

Natomas Basin Study Area

The Natomas Basin Study Area (NBSA) is an unincorporated portion of Sacramento County that encompasses approximately 18,424 acres and is located north and west of the City of Sacramento. The area is bounded on the north by Sutter County, on the south by the Sacramento City limits, on the east by the unincorporated communities of Rio Linda and Elverta, and on the west by the Sacramento River. The NBSA is connected to Sacramento and the region by I-5 and Highway 99. SacRT's Green Line is planned to eventually extend from Downtown to the Sacramento International Airport, which would provide light rail service to the southern portion of the NBSA. The NBSA is composed of mostly agriculturally zoned land and open space, with some rural residential development located to the east in the Rio Linda and Elverta areas. The Sacramento International Airport is located within the NBSA, north of I-5 and west of the newly-developing Metro Air Park.

The Natomas Basin has been of interest to the City for decades in regard to the preservation of open space, agricultural and habitat areas, transportation/circulation, water resources, and planning for municipal services. The County Board of Supervisors and the Sacramento City Council approved a Memorandum of Understanding (MOU) on December 10, 2002, which established a vision for land use and revenue sharing for the NBSA. This MOU also assigned responsibilities for development to the City as the appropriate future land use regulator and to the County for the preservation of open space, habitat, and agriculture. The MOU defines a set of guiding principles for the implementation of efficient future urban growth, permanent preservation of open space/farmland, improved future air quality, Smart Growth Principles, revenue sharing, and protection of future airport operations. In recent years, developers have applied for the County's approval of two specific plans, the Upper Westside Specific Plan and the Grandpark Specific Plan, which together propose development of over 31,000 new homes, plus new commercial, mixed use, and park spaces for a total of nearly 8,000 acres within the NBSA. These proposed developments are located in areas that have limited to no infrastructure and services. These developments have not been planned for by the County nor the City and are outside urban boundaries.

On May 13, 2003, the City adopted the Natomas Basin Habitat Conservation Plan (NBHCP) – a cooperative federal, state, and local program for the conservation of plant and animal species and their habitats in the 53,000+ acre Natomas Basin. On June 27, 2003, the City, United States Fish and Wildlife Service, and California Department of Fish and Wildlife signed the Implementation Agreement for the NBHCP. The Implementation Agreement provides for development within the City of Sacramento of 8,050 acres of land, avoidance measures and mitigation for loss of habitat, and incidental take coverage for listed species. Sutter County is also a signatory party to the NBHCP which allows for the development of 7,467 acres of land. A total of 17,500 acres of land is allowed to be developed in Natomas Basin per existing HCPs. This total also includes 1,983 acres allowed under the Metro Airpark HCP. The County of Sacramento is not a party to any HCP covering Natomas Basin.

To date, approximately 5,100-acres of mitigation lands have been acquired as a result of the HCPs. The HCPs for the Natomas Basin provide for a conservation strategy to provide protection for 22 covered species. This strategy calls for a significant portion of the basin to be placed in habitat mitigation reserves and on preservation of agricultural operations. The City is committed to preserving open space and agricultural uses that includes a system of wildlife corridors and creates

buffers between habitat and development as called for in the Natomas Basin Habitat Conservation Plan and the 2002 MOU.

The NBSA is currently outside of Sacramento's Sphere of Influence, the area adopted by LAFCo that delineates probable future boundaries and service areas.

Potential future expansion of the City's Sphere of Influence would help to ensure that County-proposed development at the city's edge is better integrated with the city's planning and services provision, including police, fire, and park services; water, wastewater, and stormwater; flood risk; traffic mitigation; and open space, habitat, and agriculture preservation.

For policies related to the Natomas Basin Study Area, including possible expansion of the City's SOI, please see the Growth and Change section of Chapter 3: Land Use, Placemaking, and Economic Development.

Town of Freeport Study Area

The town of Freeport Study Area is located approximately 10 miles south of Downtown along the Sacramento River and Highway 160. The area consists of approximately 197 acres bounded by Sacramento city limits on the north and east, the city-owned Bartley Cavanaugh Golf Course on the south, and the Sacramento River on the west. The Sacramento Regional County Sanitation District (SRCSD) treatment plant is located to the southeast. The Study Area extends southwest beyond the city limits and I-5. Freeport Boulevard and I-5 connect the area to Downtown Sacramento. This historic town is a point of interest for recreational tourists who pass through on their way to various activities in the Delta. The area includes a variety of sporting goods shops, restaurants, and other small retailers mixed with historic homes that overlook agriculture to the east and the Sacramento River levee to the west.

In October 1981, Sacramento's Sphere of Influence expanded to include the majority of today's Town of Freeport Study Area. The City Council endorsed annexation of the area in April 2004 and shortly after, LAFCo approved the annexation. However, a protest was filed by town residents and the annexation attempt failed. In 2004, as part of the annexation effort, the City pre-zoned the area by creating a Freeport Special Planning District and established goals, policies, and development standards for the town of Freeport. The overarching objective is to retain the "Delta river town" identity and unique historical characteristics of Freeport, improve the level of municipal services to the area, guide future improvements and redevelopment in the district, and promote the preservation of historic structures and features. The town of Freeport Study Area is also partially included within the South Area Community Plan.

The town of Freeport has significant infrastructure needs. Existing houses and businesses in Freeport are connected to aging well and septic systems. Challenges to City efforts to annex and integrate this area into the City would likely include overcoming inadequate infrastructure and addressing interface issues between the existing town and new development.

For policies related to the town of Freeport, please see the Land Use and Placemaking Element and the South Area Community Plan.

12. General Plan Administration and Implementation

Introduction

The General Plan provides specific policy guidance for implementation of Plan concepts through its goals, policies, and implementing actions. This framework establishes a basis for coordinated action by the City, Sacramento County, and regional agencies. Part 4 describes the major actions to be undertaken by the City in order to provide an overall sense of the priorities for future actions in support of accomplishing the goals of the General Plan.

GENERAL PLAN MAINTENANCE AND MONITORING

Annual General Plan Implementation Review

The City is committed to annually reviewing its progress in implementing the goals, policies, and actions of the General Plan. Since many of the factors and issues that the General Plan addresses change from year to year, an annual review and reporting of implementation will help ensure the City is moving forward to achieve the General Plan's vision. This review will report on the status of each specific implementing action in the General Plan and take into account the availability of new implementation tools, changes in funding sources, and feedback from General Plan monitoring activities.

Five-Year General Plan Review and Update

Once every five years, the City will review the General Plan and revise and update it as necessary.

General Plan Amendments

As conditions and needs change, the City will need to consider proposed amendments to the General Plan. These amendments could include policy revisions or updates to the Land Use Diagrams or other maps and figures. Each of the changes will need to be carefully evaluated not only for merit and potential impact, but also for consistency with the rest of the General Plan. State law requires that the general plan be an integrated and internally consistent set of goals, policies, and implementing actions.

Implementation Mechanisms

The General Plan is implemented through the decisions of the Planning and Design Commission and the City Council and through a variety of regulatory mechanisms and administrative procedures. California planning law requires consistency between the General Plan and its implementation programs, which include zoning and subdivision ordinances, the City's Capital Improvement Program (CIP), specific plans, environmental impact procedures, and building and housing codes.

Title 17 of the Sacramento City Code, referred to as the Planning and Development Code (Zoning Code), translates plan policies into specific land use regulations and development standards that govern development on individual properties. The General Plan establishes the policy framework, while the Zoning Code prescribes standards, rules, and procedures for development. The Zoning Map will provide more detail than the General Plan Diagram. The City will bring both the Zoning Code and the Zoning Map into conformance with the General Plan Land Use Diagram within a reasonable time. Existing specific plans will also need to be updated for consistency with the General Plan and future specific plans must be consistent with the General Plan too.

The Capital Improvement Program (CIP) is the primary means of scheduling and funding infrastructure improvements of citywide benefit. Capital planning represents an ongoing investment in the City's future to ensure the timely repair and replacement of aging infrastructure, and the implementation of priorities to meet the demands of the community. The CIP is a comprehensive five-year plan, which identifies current and future fiscal requirements, thereby becoming the basis for determining annual capital budget expenditures. Capital improvements are either major projects or programs undertaken by the City for the procurement, construction, or installation of facilities or major assets/equipment that will meet regulatory requirements and will improve, preserve, maintain, enhance, or modernize the City's delivery of municipal services.

In many areas, General Plan implementation will depend on actions of other public agencies and of the private sector, which will fund most of the development expected in the next 20 years. The General Plan will serve a coordinating function for private sector decisions; it also provides a basis for action on individual development applications, which must be found to be consistent with the General Plan if they are to be approved.

Format of the Implementation Table

The following tables present implementing actions the City intends to undertake between 2024 and 2040 to help achieve the goals in the General Plan. The actions listed in **Table 12-1**: Implementation describe and prioritize actions to implement various Plan concepts. Some programs are already budgeted and ongoing, while the City Council will need to identify resources during future budget cycles in order to implement other actions. For each action, the responsible City departments and the timeframe for implementation are shown. Near-term describes actions that are anticipated for completion within 5 years of adoption of the General Plan; mid-term describes actions that are anticipated for completion within 6 to 10 years of adoption; long-term describes actions that are anticipated for completion more than 10 years after adoption. Ongoing actions are those that continue or are periodically implemented through the life of the General Plan.

The actions are grouped into categories that represent the type of implementing mechanism:

- **Plans and Programs** - actions implemented through master plans, specific plans, strategies, and programs that focus City attention on various types of services and facilities, types of development, or geographic areas.
- **Planning Studies and Reports** - actions implemented through studies and reports prepared to collect and evaluate information related to specific issues and to inform future actions or investments.

- **Regulations, Standards, and Development Review** - actions implemented through regulations and standards adopted by the City based on the city's "police power" to protect the public health, safety, and welfare, or through a development review process that provides for City review of individual project proposals and authorizes the City to approve, deny, or condition projects based on their consistency with the General Plan.
- **City Data and Services** - actions implemented through the use of data collected and managed by the City.
- **Financing and Budgeting** - actions implemented through the establishment of new funds or the identification of new staff resources.

Table 12-1: Implementation

Action Code/Number	*Action Text*	*Responsibility*	*Implementation Schedule*			
			Ongoing	*Near-term [2024-2029]*	*Mid-Term [2030-2035]*	*Long-Term [2036-2040]*
Plans and Programs						
LUP-A.1	**Area of Concern.** The City shall work with Sacramento Local Agency Formation Commission (LAFCo) to designate the Natomas Basin Study Area as an Area of Concern to provide the City with greater influence on land use decisions and other governmental actions that directly and indirectly affect the city of Sacramento in this important area beyond its Sphere of Influence.	Community Development Department		X		
LUP-A.2	**Local Bonus Program.** The City shall amend the Planning and Development Code to develop a local bonus program for development projects of up to four units that provide affordable housing.	Community Development Department		X		
HCR-A.1	**Preservation Emergency Response.** The City shall incorporate historic preservation and historic resource surveys and evaluation into existing and future mitigation, response, and recovery processes.	Community Development Department (lead); Office of Emergency Management (support)			X	
HCR-A.2	**Heritage Tourism Plan.** Through its Preserve America Community designation, the City shall develop and implement a Heritage Tourism Plan, partnering with public agencies, non-profit organizations, and private entities as appropriate.	Community Development Department (lead); Office of Innovation and Economic Development (support)				X
HCR-A.3	**Education and Awareness.** The City shall take actions to foster an awareness of the importance of preserving the city's heritage and cultural and historic resources. Such actions may include the following: • Identification and recognition of historic resources through its plaques, and markers, murals, and other placemaking programs;	Community Development Department			X	

Table 12-1: Implementation

Action Code/Number	*Action Text*	*Responsibility*	*Implementation Schedule*			
			Ongoing	*Near-term [2024-2029]*	*Mid-Term [2030-2035]*	*Long-Term [2036-2040]*
	• Networking with other agencies, regional universities and colleges, Preservation Sacramento, Sacramento Modern, Native American tribes, and other organizations to promote historic preservation; • Exploring opportunities to partner with local historic, cultural, community, and business organizations to establish and operate interpretive programs, such as walking/audio tours or "story poles;" home tours; permanent displays and signage; informational pamphlets; banners; and special events celebrating local history and culture; and • Maintaining an accurate and up-to-date preservation website and pamphlets to promote the appreciation, maintenance, rehabilitation, and preservation of Sacramento's historic and cultural resources.					
E-A.1	**Prioritizing Digital Skills Training.** The City shall strive to work with community colleges, universities, and workforce and economic development groups to increase investment in digital skills training to both grow the pool of high-skill technical workers and expand the number of workers with basic digital literacy.	Office of Innovation and Economic Development			X	
E-A.2	**Aligning Education and Training.** The City should consider establishing forums/channels for discussion and action on better aligning secondary and post-secondary education and training with the needs of local businesses.	Office of Innovation and Economic Development			X	

Table 12-1: Implementation

Action Code/Number	*Action Text*	*Responsibility*	*Implementation Schedule*			
			Ongoing	*Near-term [2024-2029]*	*Mid-Term [2030-2035]*	*Long-Term [2036-2040]*
E-A.3	**Paid And Volunteer Job Programs.** The City should expand programs that provide paid and volunteer jobs and internships for local youth and for economically, physically, and socially disadvantaged people, continuing to work with federal, State, and regional partners to seek funding opportunities for strategic workforce and economic development programs.	Office of Innovation and Economic Development, Youth, Parks, & Community Enrichment	X			
E-A.4	**Life-Long Learning**. The City should identify and market local life-long learning opportunities, including work-study programs, internships, online learning, and expanded curriculum offerings, in collaboration with educational institutions, businesses, and non-profit organizations.	Office of Innovation and Economic Development				X
E-A.5	**Cluster Development Strategy.** The City should consider developing and implementing a coordinated cluster development strategy to promote strong concentrations of specialized businesses and related institutions with synergies that spark innovation and job growth.	Office of Innovation and Economic Development			X	
ERC-A.1	**Urban Forest Plan**. The City shall develop and implement an Urban Forest Plan as a primary planning tool for the protection, expansion, maintenance, sustainability, and enhancement of Sacramento's urban forest.	Department of Public Works (lead); Community Development Department (support); Youth, Parks, and Community Enrichment (support)		X		
ERC-A.2	**Tree Education.** The City shall develop informational materials to provide to residents and businesses to support tree canopy, including but not limited to the following:	Department of Public Works (lead); Community Development Department (support)		X		

Table 12-1: Implementation

Action Code/Number	*Action Text*	*Responsibility*	*Implementation Schedule*			
			Ongoing	*Near-term [2024-2029]*	*Mid-Term [2030-2035]*	*Long-Term [2036-2040]*
	• Information for new residents and businesses on tree benefits, planting guidance, tree selection and care, available programs, and water-wise irrigation • Guidance on tree planting to maximize building energy conservation • Guidance to plant and maintain healthy trees in parking lots • Options and strategies to convert paved areas to tree planting areas					
ERC-A.3	**CERT Training.** The City shall expand the Community Emergency Response Training (CERT) program to address community and neighborhood preparedness for climate impacts. Pilot implementation of the updated program in disadvantaged communities and areas with populations most vulnerable to climate impacts.	Sacramento Fire Department		X		
EJ-A.1	**Retailer Incentive Program.** The City should evaluate developing a program to incentivize and assist business owners to stock fresh and healthy food at affordable prices in areas underserved by healthy food resources (shown on Map EJ-4) where convenience stores and other retail outlets exist (such as Meadowview and North Sacramento). Program elements could include the following: • Funding for refrigeration equipment; • Business counseling and technical assistance; • Nutritional education; and • Store design support.	Office of Innovation and Economic Development (lead) Community Development Department (support)			X	

Table 12-1: Implementation

Action Code/Number	*Action Text*	*Responsibility*	*Implementation Schedule*			
			Ongoing	*Near-term [2024-2029]*	*Mid-Term [2030-2035]*	*Long-Term [2036-2040]*
EJ-A.2	**Air Filtration Systems.** The City shall explore opportunities to accelerate the installation of air filtration systems in existing buildings in partnerships with the Sacramento Metropolitan Air Quality Management District (SMAQMD) and other partners in the Sacramento region. Schools, nursing homes, and other sensitive uses within disadvantaged communities (DACs) and areas most affected by air quality issues should be prioritized.	Office of Climate Action and Sustainability (lead); Community Development Department (support)		X		
EJ-A.3	**Diverse Representation.** The City shall develop and implement a coordinated plan to increase diversity on City boards and commissions and in City-sponsored activities and events. Steps should include the following: • Developing a proactive recruitment program reaching out to numerous communities. • Recruiting individuals from underrepresented populations, including, but not limited to, communities of color, youth, and low-income populations, to represent their communities. • Reporting annually to the City Council on the diversity of City boards, commissions, and committees.	City Clerk's Office (lead); City Manager's Office (support) ; Youth, Parks, and Community Enrichment Department (support); Community Development Department (support); Public Works (support)	X			
EJ-A.4	**Community-Led Planning.** Pilot a community-led planning grant program focused on addressing the needs of people within disadvantaged and/or historically underserved communities. The planning process would include documenting community vision	Community Development Department (lead); Office of Innovation and Economic Development (support)		X		

Table 12-1: Implementation

Action Code/Number	*Action Text*	*Responsibility*	*Implementation Schedule*			
			Ongoing	*Near-term [2024-2029]*	*Mid-Term [2030-2035]*	*Long-Term [2036-2040]*
	for a specific neighborhood, concerns keeping the people in that neighborhood from thriving, and potential actions to increase community resiliency, equity, and/or inclusive economic development. These actions could include regulatory fixes to City ordinances, education and training on City programs and opportunities, infrastructure improvements, or others. Pending funding and staff availability, the planning effort should be accompanied by funding and staff time to address some near-term implementation as well as include a final document (or action plan) with a list of short and longer-term actions that can be used to support grant applications, advocacy to government officials, and guide ongoing community collaborations.					
M-A.1	**Transportation Investment Priorities.** The City shall use the Transportation Priorities Plan in conjunction with the General Plan update ensuring the outcomes align with the General Plan goals.	Department of Public Works		X		
M-A.2	**Online Truck Route Maps.** The City shall create easily understood truck route maps, potentially through online applications, to be distributed to interested parties.	Department of Public Works		X		
PFS-A.1	**Fire Department Strategic Plan.** The City shall prepare a Standards of Coverage Plan to assess options for locating facilities to most efficiently provide service within the Sacramento Fire Department's (SFD's) jurisdiction.	Sacramento Fire Department		X		
PFS-A.2	**Police Master Strategic Plan.** The City shall update the Police Master Strategic Plan to identify and address	Sacramento Police Department		X		

Table 12-1: Implementation

Action Code/Number	*Action Text*	*Responsibility*	*Implementation Schedule*			
			Ongoing	*Near-term [2024-2029]*	*Mid-Term [2030-2035]*	*Long-Term [2036-2040]*
	staffing and facility needs, service goals, and deployment strategies.					
PFS-A.3	**Sewer Long Range Plan Updates.** The City shall review and update Sewer Long Range Plans as needed to accommodate the land use and development pattern of the 2040 General Plan, prioritizing long range plans for the sewer basins where significant new growth is projected.	Department of Utilities	X			
PFS-A.4	**Stormwater Master Planning.** The City shall implement a stormwater master plan program to do the following: • Identify facilities needed to prevent 10-year event street flooding and 100-year event structure flooding; • Ensure that public facilities and infrastructure are designed pursuant to approved basin master plans; • Ensure that adequate land area and any other elements are provided for facilities subject to incremental sizing (e.g., detention basins and pump stations); and • Incorporate the use of "green infrastructure," Low Impact Development (LID) techniques, stormwater treatment controls, and, if applicable, trash capture devices.	Department of Utilities	X			
YPRO-A.1	**Youth, Parks, & Community Enrichment (YPCE) Parks Plan Update.** The Parks Plan 2040 shall provide policy recommendations toward meeting the city's parkland and facility level of service goals; incorporate design	Youth, Parks, & Community Enrichment Department		X		

Table 12-1: Implementation

Action Code/Number	*Action Text*	*Responsibility*	*Implementation Schedule*			
			Ongoing	*Near-term [2024-2029]*	*Mid-Term [2030-2035]*	*Long-Term [2036-2040]*
	guideline standards for park and recreation facilities; and strengthen access to parks and recreational facilities. The update should incorporate key priorities, implementation actions, and funding mechanisms and be undertaken with robust community engagement.~~The City shall update the YPCE Parks Plan to identify locations for new neighborhood and community parks as needed to satisfy community needs; incorporate standards for new non-conventional park facilities; and strengthen access to parks and recreational facilities by transit. The update should incorporate priorities, phasing, and funding mechanisms and be undertaken with robust community engagement.~~					
YPRO-A.2	**Park Audits.** The City shall collaborate and support community-based organizations and neighborhood groups to conduct safety, maintenance, and access audits in City park and recreational facilities. The ~~community~~ park audits should be conducted in neighborhoods throughout the city with the participation of Youth, Parks, & Community Enrichment (YPCE), Police Department, and other relevant City staff to identify and prioritize park safety and access improvements.	Youth, Parks, & Community Enrichment Department	X			
YPRO-A.3	**Mobile ~~Health~~ Wellness Clinics.** Explore the feasibility of a neighborhood program that provides mobile health ~~clinics~~ services, healthy food, or workshops in disadvantage~~d~~ds communities, run by medical service providers or Sacramento County Department of Health Services, but hosted in local neighborhood	Youth, Parks, & Community Enrichment Department				X

Table 12-1: Implementation

Action Code/Number	*Action Text*	*Responsibility*	*Implementation Schedule*			
			Ongoing	*Near-term [2024-2029]*	*Mid-Term [2030-2035]*	*Long-Term [2036-2040]*
	facilities such as schools, parks, community centers, and library parking lots.					
Planning Studies and Report						
LUP-A.~~2~~3	**Citywide Municipal Services Review.** The City shall work with Sacramento Local Agency Formation Commission (LAFCo) to prepare and adopt a citywide Municipal Services Review (MSR) to identify the existing capacity and means of financing the probable demand for services based on the build out of the General Plan.	Community Development Department		X		
LUP-A.~~3~~4	**Fruitridge-Florin Annexation.** The City shall study the feasibility of annexing the Fruitridge-Florin Study Area with a view of streamlining the delivery of public services, addressing infrastructure needs, promoting neighborhood revitalization, and improving the quality of life for local residents. The study should involve outreach to area residents and consider fiscal and environmental impacts as well as inclusive economic development opportunities. Based on the results of the study, the City shall consider an annexation application with the Sacramento Local Agency Formation Commission (LAFCo) if appropriate.	Community Development Department			X	
LUP-A.~~4~~5	**Special Studies.** The City shall map and track major planning actions, such as rezonings, in a database keyed to the year action was taken. Use this data to pinpoint areas which require special studies and possible amendment on the General Plan land use map.	Community Development Department	X			

Table 12-1: Implementation

Action Code/Number	*Action Text*	*Responsibility*	*Implementation Schedule*			
			Ongoing	*Near-term [2024-2029]*	*Mid-Term [2030-2035]*	*Long-Term [2036-2040]*
LUP-A.6	**Future High-Frequency Transit Routes.** The City shall reevaluate land use designations and maximum development intensities as new high-frequency transit routes are established by transit agencies, including Sacramento Regional Transit District (SacRT), Sacramento Area Council of Governments (SACOG), and San Joaquin Regional Rail Commission.	Community Development Department	X			
HCR-A.4	**Historic Context Statements and Survey.** The City shall strive to expand, complete, and update historic context statements and surveys to maintain a basis for evaluating the significance of properties. These historic context statements and surveys should include the following: • The history of underrepresented communities and Black, Indigenous, and People of Color groups in Sacramento, and • The city's developing corridors (Stockton Boulevard, Franklin Boulevard, Freeport Boulevard, Northgate Boulevard, Del Paso Boulevard, etc.) • Additional context statements and surveys shall be prepared in support of future General Plan Updates and Specific Plans.	Community Development Department	X			
HCR-A.5	**Post Disaster Plan.** The City shall develop a plan for post-disaster demolition and repair that protects historic resources against unnecessary loss of historic fabric and speculative demolitions.	Community Development Department				X
E-A.6	**Workforce Preparedness Program.** The City should consider studying the feasibility of developing a workforce preparedness program that creates	Office of Innovation and Economic Development		X		

Table 12-1: Implementation

Action Code/Number	*Action Text*	*Responsibility*	*Implementation Schedule*			
			Ongoing	*Near-term [2024-2029]*	*Mid-Term [2030-2035]*	*Long-Term [2036-2040]*
	pathways to jobs and economic opportunities for disadvantaged, underserved Sacramentans, targeting in-demand and emerging industry sectors.					
E-A.7	**Development Incentives.** The City shall periodically consult with real estate brokers, business leaders, and other informed stakeholders to understand the needs of prospective businesses and institutions in target sectors and employment clusters. Use this information to develop incentives that attract these targets and to update land use regulations to ensure that the spaces they require are available in Sacramento.	Office of Innovation and Economic Development, Community Development Department	X			
E-A.8	**Sustainable Procurement Policy.** The City should periodically review and update the Sustainable Procurement Policy, considering ways to further incorporate the principles of "circular procurement."	Finance Department	X			
E-A.9	**Competitiveness Assessment.** The City should endeavor to regularly assess Sacramento's competitiveness as a place to do business and maintain development regulations and fees accordingly.	Office of Innovation and Economic Development, Community Development Department	X			
ERC-A.4	**Heat Reduction in the Public Realm.** The City should explore opportunities to amend development standards and guidelines so as to promote the use of heat mitigation strategies to reduce temperatures in the public realm, particularly on active transportation networks, commercial corridors, near light rail transit (LRT) stations and along transit corridors.	Community Development Department		X		

Table 12-1: Implementation

Action Code/Number	*Action Text*	*Responsibility*	*Implementation Schedule*			
			Ongoing	*Near-term [2024-2029]*	*Mid-Term [2030-2035]*	*Long-Term [2036-2040]*
	Requirements may include the incorporation of the following: • Building design strategies (varied building heights; setbacks from sidewalks; vertical and horizontal shade features); • Minimize areas of reflective hard surfaces and maximize permeable surfaces; • Cooling building and pavement materials, treatments, and coatings; • Multiple layers of shading to maximize coverage throughout the day; and • Street trees, and landscaping.					
ERC-A.5	**Bus Shelter Design.** The shall encourage Sacramento Regional Transit District (SacRT) to study the feasibility of designing and installing bus shelters that are designed to offer protection and relief from heat, including the incorporation of shade trees.	Department of Public Works			X	
ERC-A.6	**Landscape Maintenance Ordinance.** The City shall study the feasibility of a landscape maintenance ordinance that would phase out the use of gas-powered landscaping equipment. This feasibility study shall include the following: • Account for and identify potential alternatives to achieve comparable landscaping results when gas-powered landscaping equipment is no longer allowed. • Consider potential solutions to equity impacts on the landscaping workforce as the industry shifts to accommodate the phasing out of gas-powered landscaping equipment.	Community Development Department (lead); Office of Innovation and Economic Development (support)		X	~~X~~	

Table 12-1: Implementation

Action Code/Number	*Action Text*	*Responsibility*	*Implementation Schedule*			
			Ongoing	*Near-term [2024-2029]*	*Mid-Term [2030-2035]*	*Long-Term [2036-2040]*
	• Identify a landscaping industry- and workforce-informed process and criteria for determining the extent of phasing out gas-powered landscaping equipment and how to equitably shift industry practices in response.					
M-A.3	**High Injury Network.** The City shall continue to annually assess progress toward the adopted actions of the Vision Zero Action Plan and, as warranted, update the High Injury Network and associated intervention priorities.	Department of Public Works	X			
M-A.4	**Curb Space Management Plan.** The City shall develop a plan for managing curb space throughout the city's commercial, mixed-use, and higher density areas to facilitate the following: • Balanced supply and promotion of efficient package and food deliveries; • Delivery of goods to restaurants/retail; • Safe pick-up/drop-off of passengers by transit, taxis, and on-demand shared ride services; • The safe movement of pedestrians and bicyclists; and • Support and prioritization of zero-emission vehicle activities and goods deliveries over internal combustion engine vehicles**.**	Department of Public Works		X		
M-A.5	**Regional Vehicles Miles Traveled (VMT) Mitigation.** The City shall complete a study, informed by regional and state partners, to assess the feasibility of regional	Department of Public Works			X	

Table 12-1: Implementation

Action Code/Number	*Action Text*	*Responsibility*	*Implementation Schedule*			
			Ongoing	*Near-term [2024-2029]*	*Mid-Term [2030-2035]*	*Long-Term [2036-2040]*
	VMT mitigation measures, including banks, exchanges, and impact fees.					
M-A.6	**Sacramento Valley Station Regional Governance Structure.** The City shall investigate the creation of a regional governance structure and operational model for the Sacramento Valley Station to provide for a sustainable operating framework.	Department of Public Works			X	
M-A.7	**Roadway Reallocations.** As funding is available, the City shall study implementation of roadway reallocations to prioritize walking, bicycling, and transit use in the locations shown on Map M-2 as well as other locations that align with the Transportation Priorities Plan and are determined to be appropriate for reallocation. Preparation of the studies will provide opportunities for community input and feedback on streetscape design.	Department of Public Works	X			
M-A.8	**Bus Rapid Transit.** As funding is available, the City shall study implementation of Bus Rapid Transit along corridors, such as Stockton Boulevard. Preparation of studies will provide opportunities for community input and feedback.	Department of Public Works		X		
PFS-A.5	**Onsite Non-Potable Water Reuse.** The City shall assess the feasibility of onsite water reuse for new commercial development.	Department of Utilities		X		
PFS-A.6	**Water Treatment Facilities.** The City shall explore options for expanding and enhancing water treatment capacity and processes as needed to serve projected maximum daily water demands with high quality supply. Potential projects include long-term, reliable	Department of Utilities	X			

Table 12-1: Implementation

Action Code/Number	*Action Text*	*Responsibility*	*Implementation Schedule*			
			Ongoing	*Near-term [2024-2029]*	*Mid-Term [2030-2035]*	*Long-Term [2036-2040]*
	and safe water supply and supporting infrastructure projects.					
PFS-A.7	**Telecommunications Infrastructure in New Development.** The City shall explore the feasibility of establishing engineering guidelines for the installation of state-of-the-art internal telecommunications technologies in new development.	Community Development Department (lead); Department of Utilities (support); Department of Public Works (support); Department of Information Technology (support)		X		
YPRO-A.4	**Youth Internship.** The City shall assess the feasibility of expanding its youth workforce programs to hire and train youth for seasonal work at City parks and recreational facilities throughout the year. The assessment should evaluate options to involve youth in program planning and work within recreation programs as a way to provide employment and life skills training and to strengthen connections between youth and their community.	Youth, Parks, & Community Enrichment Department		X		
YPRO-A.5	**Violence Prevention and Youth Development.** As part of a comprehensive strategy to improve the overall health and well-being of youth, young adults, families, and communities and promote prosocial decisions, the City shall study evidence based programming and best practices to coordinate funding and programs, along with community engagement programming and other initiatives for optimal impact in targeted areas of Sacramento.	Office of Violence Prevention (lead); Youth, Parks, & Community Enrichment Department (~~lead~~support); Office of Diversity and Equity (support); ~~Office of Violence Prevention (support)~~		X		

Table 12-1: Implementation

Action Code/Number	*Action Text*	*Responsibility*	*Implementation Schedule*			
			Ongoing	*Near-term [2024-2029]*	*Mid-Term [2030-2035]*	*Long-Term [2036-2040]*
Regulations, Standards, and Development Review						
LUP-A.~~5~~7	**Sustainability and Dec~~C~~arbonization Standards.** The City shall evaluate best practices to guide the development of more prescriptive sustainability and decarbonization standards for City buildings, infrastructure, and facilities.	Department of Utilities (lead), Office of Climate Action and Sustainability (support), Department of Public Works (support)		X		
LUP-A.~~6~~8	**Beyond Climate Resiliency Measures.** The City shall evaluate cost-effective opportunities to accelerate voluntary efforts of the private development industry to go above and beyond baseline state-mandated climate resiliency measures, such as incentive programs and other measures.	Office of Climate Action and Sustainability (lead), Community Development Department (support)		X		
LUP-A.~~7~~9	**Net-Zero Energy or Net-Positive Design.** The City shall assess the feasibility of requiring or incentivizing net-zero energy (NZE) or net-positive design for new buildings and significant retrofitting of existing privately-owned buildings and identify incentives for NZE and net-positive design ~~in adaptive reuse projects~~.	Community Development Department		X		
LUP-A.~~8~~10	**Planning and Development Code Update.** The City shall update the Planning and Development Code to implement the 2040 General Plan, including amendments to: • Rezone parcels for consistency with the 2040 General Plan land use, intensity, and density diagrams; • Remove maximum residential density standards from single-unit, duplex dwelling, multi-unit, commercial, and industrial zones and replace them with floor area ratio-based	Community Development Department		X		

Table 12-1: Implementation

Action Code/Number	*Action Text*	*Responsibility*	*Implementation Schedule*			
			Ongoing	*Near-term [2024-2029]*	*Mid-Term [2030-2035]*	*Long-Term [2036-2040]*
	intensity standards and minimum residential density standards; • Broaden the range of housing types allowed by-right within single-unit and duplex dwelling residential zones; • Update development standards for missing-middle housing types, such as accessory dwelling units, duplexes, triplexes, fourplexes, and bungalow courts; • Require new residential development of a certain size to include a variety of housing types and sizes; • Establish requirements for electric vehicle (EV) charging infrastructure in new and expanded gas stations citywide; • Establish incentives to promote efficient parcel utilization and consolidation, particularly in transit-oriented development (TOD) areas; • Prohibit new drive-through restaurants in areas where a strong pedestrian and transit orientation is desired; • Allow for flexibility of new commercial uses in neighborhood-oriented commercial centers; and • Establish incentives to facilitate the retrofit of existing shopping centers with pedestrian amenities, EV charging, bike parking, traffic-calming features, plazas and public areas, shade trees, lighting, public art, farmers					

Table 12-1: Implementation

Action Code/Number	*Action Text*	*Responsibility*	*Implementation Schedule*			
			Ongoing	*Near-term [2024-2029]*	*Mid-Term [2030-2035]*	*Long-Term [2036-2040]*
	markets, retail and other services that provide for everyday needs, and community events.					
LUP-A.~~9~~11	**Home Occupation Regulations.** The City shall evaluate changes to the home occupation regulations in the Planning and Development Code to allow home businesses by-right and expand eligible home business permits to allow greater variety of home businesses as part of a strategy to remove to barriers to entrepreneurship, support workforce participation, promote walkability, lower vehicle miles travelled, and allow residents to provide services locally.	Community Development Department		X		
LUP-A.~~10~~12	**Design Guidelines Update.** The City shall review its development design guidelines and standards for consistency with the 2040 General Plan goals, policies, and standards.	Community Development Department		X		
HCR-A.6	**Incentives and Enforcement.** The City shall continue to incentivize the use and maintenance of historic properties through the following: • Regulatory, technical, and financial incentives and enforcement programs to promote the maintenance; • Rehabilitation, preservation, and interpretation of the city's historic and cultural resources; and • Discouraging neglect of listed historic properties. Examples may include the Historic Places Grant Program, the Bronze Plaque Program, and Mills Act Program.	Community Development Department	X			

Table 12-1: Implementation

Action Code/Number	*Action Text*	*Responsibility*	*Implementation Schedule*			
			Ongoing	*Near-term [2024-2029]*	*Mid-Term [2030-2035]*	*Long-Term [2036-2040]*
HCR-A.7	**Guidance Documents.** The City shall develop planning and design guidance documents to assist property owners with understanding appropriate rehabilitation and energy efficiency retrofit options for historic and potentially eligible properties that will comply with the Secretary of the Interior's Standards for the Treatment of Historic Properties.	Community Development Department				X
HCR-A.8	**Conditions for Resource Discovery.** The City shall establish and implement procedures for the protection of historic, archaeological, and tribal cultural resources, consistent with the following: • In the event any materials, items, or artifacts are discovered during excavation at a project site that may have historic, archeological, or tribal cultural resources, the project proponent and/or contractors should cease all work in the vicinity of the discovery, notify the City's Preservation Director or Manager of Environmental Planning Services, and coordinate with the City to determine the appropriate response, including further efforts for discovery and treatment of potential resources. • In the event any human remains are discovered during excavation, the project proponent and/or contractors shall comply with State law, including ~~notififying~~notifying the Sacramento County Coroner and following all procedures required by state law, including notifying the Native American	Community Development Department		X		

Table 12-1: Implementation

Action Code/Number	*Action Text*	*Responsibility*	*Implementation Schedule*			
			Ongoing	*Near-term [2024-2029]*	*Mid-Term [2030-2035]*	*Long-Term [2036-2040]*
	Heritage Commission in the event the remains are determined to be Native American in origin.					
HCR-A.9	**Native American Cultural Resources.** The City will explore creating a program for granting access to or transferring excess municipal land holdings to Native American tribes for ceremonial purposes, or if Native American cultural resources are located or planned to be located on the parcel. The City will conduct outreach with Native American tribes throughout the program development process.	Community Development Department (lead), Department of Public Works (support)		X		
ERC-A.7	**Cooling Landscape Standards.** The City shall prepare a Landscape Manual or enhance landscape standards to mitigate urban heat island effects. Such standards could include the following: • A climate appropriate planting palette and recommended plant mix, • Targets for street tree canopy, • Shade structure coverage, and • Asphalt paving coverage.	~~Department of Public Works (lead),~~ Community Development Department (~~support~~lead), Department of Youth Parks and Community Enrichment (support)		X	~~X~~	
ERC-A.8	**Heat-Resilient Design Techniques.** The City shall evaluate the feasibility of updating design guidelines, standards, and the municipal code to ~~promote~~ require building materials and site design techniques to minimize areas of reflective hard surfaces that provide passive cooling and reduce energy demand.	Community Development Department			X	~~X~~
ERC-A.9	**Minimum Tree Requirements.** The City shall review and amend the planning and development code as necessary to require minimum levels of tree planting in new development and significant remodels and	Community Development Department (lead); Department of Public Works (support)		X		

Table 12-1: Implementation

Action Code/Number	*Action Text*	*Responsibility*	*Implementation Schedule*			
			Ongoing	*Near-term [2024-2029]*	*Mid-Term [2030-2035]*	*Long-Term [2036-2040]*
	improve tree canopy inclusion. Review the following topics at a minimum: • Requirements for trees in setback areas, particularly located to shade sidewalks and streets, particularly in new single-unit dwelling developments and subdivisions; • Opportunities to provide incentives or requirements for inclusion of trees in front, back and side yards, particularly when sited to provide shade for sidewalks and streets; • Tree plantings in site plan review to place trees to maximize energy conservation. • Chapter 12.56 of the City Code related tree permits for ministerial development project review; and • Solar panel installation requirements to minimize potential conflicts with tree planting.					
ERC-A.10	**Parking Lot Shade Ordinance.** The City shall update the Parking Lot Shade Ordinance and Guidelines to ease compliance, improve site plan review and inspection, monitoring, and to strengthen requirements for ongoing maintenance and replacement of trees in parking lots. Identify when and how shading requirements may be satisfied through alternate methods such as canopies and solar arrays.	Department of Public Works (lead); Community Development Department (support)			X	
ERC-A.11	**Street Standards for Tree Canopy.** The City shall update Street Standards with objective design standards for shade trees along roadways to optimize	Department of Public Works		X		

Table 12-1: Implementation

Action Code/Number	*Action Text*	*Responsibility*	*Implementation Schedule*			
			Ongoing	*Near-term [2024-2029]*	*Mid-Term [2030-2035]*	*Long-Term [2036-2040]*
	tree canopy and provide solutions for various street functions and conditions.	(lead); Community Development Department (support)				
EJ-A.~~4~~5	**Amortization Ordinance.** The City shall study the feasibility of an amortization ordinance that would phase out polluting industries currently located near sensitive receptors. The study should identify a process and criteria for determining which industries to amortize.	Community Development Department			X	
EJ-A.~~5~~6	**Performance Zoning**. The City shall develop zoning standards applicable to new and existing industrial and manufacturing developments to minimize or avoid adverse effects related to air quality, noise, or safety on sensitive populations in disadvantaged communities and other areas of the city where industrial and manufacturing uses are near residential uses, such as the Robla neighborhood.	Community Development Department		X		
EJ-A.~~6~~7	**Healthy Food Zoning.** The City shall update the Zoning Code to promote and protect healthy food options. Possible amendments to the code include the following: • Incorporate zoning controls that prohibit tobacco sales points near schools and other areas; • Clearly defining “healthy food grocery stores” to ensure that businesses meeting • that description have access to incentives developed with them in mind; • Include standards and incentives flexible enough to accommodate “alternative” grocery stores which use less space, require	Community Development Department			X	

Table 12-1: Implementation

Action Code/Number	*Action Text*	*Responsibility*	*Implementation Schedule*			
			Ongoing	*Near-term [2024-2029]*	*Mid-Term [2030-2035]*	*Long-Term [2036-2040]*
	less parking, and focus on the day-to-day needs of nearby residents; or • Preserve grocery store uses in underserved areas through zoning designations.					
EJ-A.~~7~~8	**Racial Equity Analysis.** The City shall pilot and develop capacity in applying a racial equity analysis from Government Alliance on Race and Equity (GARE) and other equity centered strategies for preventing racism and for identifying new options to remedy long-standing inequities.	City Manager's Office (lead); Community Development Department (support)		X		
M-A.~~7~~9	**Transportation Demand Management (TDM) Ordinance.** The City shall update the existing Transportation Systems Management Program requirements in the City Code to promote wider adoption of transportation demand management strategies. The update should include a fee structure to support staffing for regular monitoring/reporting and provide for enforcement with meaningful penalties for non-compliance.	Department of Public Works		X		
M-A.~~8~~10	**Street Design Standards Update.** The City shall review and update City Street Design Standards as needed to ensure they adequately support objectives for prioritizing people throughput, safety, and efficient transportation management.	Department of Public Works		X	~~X~~	
PFS-A.8	**Municipal Telecommunications Team.** The City shall establish a telecommunications team to collaborate on priorities, design, implementation, and cost-sharing for City investments in communication conduit and infrastructure.	Information Technology Department (lead); Department of Utilities (support); Public Works Department (support)			X	

Table 12-1: Implementation

Action Code/Number	*Action Text*	*Responsibility*	*Implementation Schedule*			
			Ongoing	*Near-term [2024-2029]*	*Mid-Term [2030-2035]*	*Long-Term [2036-2040]*
PFS-A.9	**Periodic Review.** The City shall review and consider modifying building codes and development standards to facilitate the inclusion of evolving state-of-the-art telecommunication technologies and facilities, including during the three-year California Building Code update cycle.	Community Development Department (lead); Department of Utilities (support)	X			
YPRO-A.6	**Joint-Use Standards.** The City shall develop and periodically update standards for the development of joint-use school and community facilities.	Youth, Parks, & Community Enrichment Department		X		
YPRO-A.7	**Performance-Based Prioritization.** The Department of Youth, Parks, & Community Enrichment (YPCE) shall update the park project programming guide to incorporate a performance-based system for equitably prioritizing parks and recreation investments that links facility improvement priorities to safety standards, funding availability, disadvantaged communities, public health, and recreational goals through a ranking scale that includes measured public health outcomes.	Youth, Parks, & Community Enrichment Department		X		
City Data and Services						
E-A.10	**Municipal Open Data.** The City should endeavor to expand the range and type of municipal data available on its open data portals to spur data driven innovation and entrepreneurship.	Office of Innovation and Economic Development, Community Development Department, Information Technology Department				X
EJ-A.~~8~~9	**Community Input Database.** The City shall expand the use of Customer Relationship Management (CRM) software to efficiently track and respond to resident inquiries and to streamline collection and	Information Technology Department (lead), Office of Innovation and Economic Development (support)		X		

Table 12-1: Implementation

Action Code/Number	*Action Text*	*Responsibility*	*Implementation Schedule*			
			Ongoing	*Near-term [2024-2029]*	*Mid-Term [2030-2035]*	*Long-Term [2036-2040]*
	management of community input. This should involve the following: • Determining which departments need software licenses; • Establishing protocols for the collection and use of community input; • Providing training to staff on use of database; and • Designating responsibility of database management.					
Financing and Budgeting						
EJ-A.~~9~~10	**Outreach Funding.** The City shall study the feasibility of establishing funding that City departments draw on for community outreach. The intent would be to provide a source of funding to supplement departmental budgets and grant funding in order to ensure that City objectives for community outreach can be achieved.	Office of Innovation and Economic Development (lead); City Manager's Office (support); Department of Finance (support)		X		
EJ-A.~~10~~11	**Healthy Food Initiatives Partnership.** The City shall identify partners and coordinate closely with other agencies who together would be responsible in assessing, designing, and implementing City healthy food initiatives. City staff will engage in cross-departmental and inter-agency coordination, program administration, and community relations.	City Manager's Office (lead); Community Development Department (support); Youth, Parks, and Community Enrichment Department (support); Department of Finance (support)		X		

APPENDIX B: GLOSSARY

A

Acres, Gross. The total area of a site including portions that cannot be developed (e.g., right-of-way, open space).

Acres, Net Developable. The total area of a site excluding portions that cannot be developed (e.g., right-of-way, open space). Sometimes referred to as the "buildable" area of the project.

Active Transportation. Active transportation includes a variety of non-vehicle modes of transportation, including pedestrians, bikes, wheelchairs, walkers, and other assisted movement devices.

Adaptive Reuse. A method by which a building is adapted to a different use from its original use, while its general physical form is retained.

Agriculture. The tilling of soil, the raising of crops, horticulture, silviculture, viticulture, aviculture, aquaculture, apiculture, livestock grazing, the raising of small animals and poultry, domestic livestock farming, dairying, and animal husbandry.

Airport. An area licensed by the federal government or an appropriate state agency and approved for the loading, landing, and take-off of airplanes and including auxiliary facilities, such as parking, waiting room, fueling, and maintenance.

Airport Land Use Commission (ALUC). Responsible for developing and maintaining comprehensive land use plans (CLUPs) to protect public health and safety, ensuring compatible land uses in the areas around each airport, and ensuring consistency between local land use plans and comprehensive land use plans for airport areas. The Sacramento Area Council of Governments serves as the ALUC for Sacramento, Sutter, Yolo, and Yuba Counties.

Allowable Uses. Uses allowable under the general plan designation if allowed by applicable land use regulations including zoning districts, overlay zones, special planning districts, and other land use regulations. (See, e.g., Sacramento Planning and Development Code § 17.104.020, as may be amended [Types of regulations].)

Arterial Street. A street with high traffic volumes (20,000 daily trips or more) that typically link freeways to collector streets and local streets.

B

Best Management Practices (BMP). A policy, rule, or regulation that results in greater efficiency or benefits than from standard practices.

Building. Any structure having a roof supported by columns or walls. Mobile homes and

recreational vehicles with wheels are not buildings.

Building and Other Codes. Building construction regulation as enforced by the most recently updated codes in Title 15 of the Municipal Code, International Building Code, Uniform Mechanical Code, Uniform Plumbing Code, California Historical Building Code, and National Electrical Code.

Built Environment. The built environment encompasses the buildings we live in, the distribution systems that provide us with water and electricity, and the roads, bridges, and transportation systems we use to get from place to place. It can generally be described as the human-made or modified structures that provide people with living, working, and recreational spaces.

Business Improvement Districts (BID) or Property-based Business Improvement District (PBID). A technique for local businesses to partner in implementing improvements that better the local business area, such as streetscape improvements and building renovation programs.

C

California Department of Fish and Game (CDFG). The California Department of Fish and Game maintains native fish, wildlife, plant species, and natural communities for their intrinsic and ecological value and their benefits to people. This includes habitat protection and maintenance in a sufficient amount and quality to ensure the survival of all species and natural communities. The department is also responsible for the diversified use of fish and wildlife including recreational, commercial, scientific, and educational uses.

California Environmental Quality Act (CEQA). A state law requiring State and local agencies to regulate activities with consideration for environmental protection. If a proposed activity has the potential for a significant adverse environmental impact, an environmental impact report (EIR) must be prepared and certified as to its adequacy before taking action on the proposed project.

California Historical Building Code (CHBC). A provision of the Building Code for qualified historical structures that allows the Building Official certain discretion related to regular code requirements in order to preserve historic fabric or significant feature of the property.

California Native American Heritage Commission (NAHC). The governor-appointed nine-member commission charged with identifying and cataloging places of special religious or social significance to Native Americans and known graves and cemeteries of Native Americans on private lands. The NAHC also performs other duties regarding the preservation and accessibility of sacred sites and burials and the disposition of Native American human remains and burial items. At least five members must be elders, traditional people, or spiritual leaders of California Native American tribes.

California Register of Historical Resources. A listing of archaeological and historic resources that meet the criteria for designation on the State Register. The program is administered by the State Office of Historic Preservation.

Capital Improvement. A specific undertaking involving procurement, construction, or installation of facilities or related equipment which improves, preserves, enhances or modernizes the City's

provision of municipal services, has a useful life of at least five years, and costs in excess of $20,000.

Capital Improvements Program (CIP). A plan for the implementation and financing of public facilities projects including, but not limited to, a schedule for the commencement of construction, the estimated cost of construction and the payment of facilities benefit assessments.

Capitol Corridor. An intercity passenger rail route serving the Sacramento Valley and the San Francisco Bay Area. The rail line provides service along I-80, I-680, and I-880 freeways to sixteen stations in eight Northern California counties. See also "Regional Rail."

Carbon Footprint. A measure of the impact of human activities on the environment. Carbon Footprint can be measured as the total amount of greenhouse gases (GHG) and carbon dioxide emitted for a product or service within a specific geographic area.

Car Sharing. A form or model of car rental where people rent cars for short periods of time, often by the hour. Payment may either be made on a per-rental or fixed (e.g., weekly, monthly) basis.

Central City. The area of the City of Sacramento lying between the American River on the north, Broadway on the south, the Sacramento River on the west, and Alhambra Boulevard on the east. The properties fronting upon the eastern side of Alhambra and the southern side of Broadway are within the central city.

Certified Local Government (CLG). A national program designed to encourage the direct participation of a local government in the identification, registration, and preservation of historic and cultural resources located within the jurisdiction of the local government. A local government may become a CLG by developing and implementing a local historic preservation program based on Federal and State standards.

City. City with a capital "C" refers to the government or administration of a city. City with a lower case "c" may mean any city or may refer to the geographical area of a city (e.g., the city bikeway system).

City Council. The City's legislative body. The popularly elected City Council is responsible for enacting ordinances, imposing taxes, making appropriations, establishing policy, and hiring some city officials. The Council adopts the local General Plan, Zoning Ordinance, and Subdivision Ordinance and other policies and regulations.

Climate Change. The change in the average weather of the earth that may be measured by changes in wind patterns, storms, precipitation, and temperature.

Combined Sewer System (CSS). Residents who live in certain parts of Sacramento are provided drainage and sewage services through a Combined Sewer System. This system places both sewage and drainage into a single pipe.

Community Facilities District (CFD). Territory within a district formed pursuant to the Mello-Roos Community Facilities Act of 1982, Government Code Section 53311 et seq. (SCC 3.124.060)

Community Garden. An otherwise undeveloped lot divided into multiple plots for the growing and harvesting of fruits, vegetables, flowers, or herbs, primarily for the personal use of the growers,

and that is established, operated, and maintained by a group of persons. A community garden does not include a garden or edible landscaping that is incidental to the primary use of the lot, including a garden or edible landscaping: (1) on a lot developed with one or more residences and devoted to the personal use of the occupants of the residences; or (2) on a lot developed with a nonresidential use. Regulation of this use varies, depending on the size of the garden.

Community Noise Equivalent Level (CNEL). Community noise equivalent level (CNEL) is an Ldn with an additional 5 dBA "penalty" for the evening hours between 7:00 p.m. and 10:00 p.m.

Community Park. A 10- to 60-acre park or facility developed primarily to meet the requirements of a large portion of the city that may include: a large group picnic area with shade structure, a community garden, a neighborhood/ community skate park, restroom, on-site parking, bicycle trail, a nature area, a dog park, and lighted sport fields or sport courts. Specialized facilities may also include: a community center, a water play area, and/or a swimming pool. Smaller community parks may be dedicated to one use, and some elements of the park may be leased to community groups.

Community Plan. A portion of the local General Plan that focuses on a particular area or community within the city. Community plans supplement the policies of the General Plan. There are ten community plan areas in the city of Sacramento.

Complete Neighborhood. A neighborhood that promotes livability and safety for residents of all ages, incomes, and cultural backgrounds with characteristics such as: a mix of housing types and housing affordability; one or more nodes or districts of vibrant commercial or civic activity that provide identity for the neighborhood; neighborhood services and facilities including schools, parks, retail (e.g., grocery store, drug store), restaurants and cafes, and community centers or other public meeting hall; employment opportunities accessible by transit; sustainable designs and green infrastructure that respond to climatic demands and conserves scarce resources; extensive tree canopy and attractive landscaping; a sense of personal safety (e.g., low crime rate, short police and emergency response times); an interconnected street network with short blocks and few cul-de-sacs; convenient access to public transportation (e.g., light rail and bus); a complete net- work of pedestrian, bicycle, transit, and roadway facilities that are connected to adjacent neighborhoods, centers, corridors, and employment; and well-maintained housing and public facilities.

Complete Streets. Streets that include facilities and designs that enable safe access for all users (i.e., pedestrians, bicyclists, motorists and transit riders) of all ages and abilities with characteristics such as comprehensive, integrated, and connected network; balanced design; variety of uses and activities that create a varied streetscape; design that relates well to bordering uses and allows for continuous activity; pedestrian and biking facilities that promote safety and maximize access to bordering uses; aesthetically designed street lights that provide sufficient illumination of sidewalks; consistent landscaping that includes street trees and landscaped medians and sidewalks; sustainable design that minimizes runoff, minimizes heat island effects, responds to climatic demands, and conserves scarce resources; and well-maintained facilities.

Compatible Use. Uses capable of existing together or adjacent to each other without conflict or ill effects.

Conditional Service Agreement. An agreement whereby the City agrees to provide services to an area just outside its boundaries subject to certain conditions, such as shared tax revenue or future annexation.

Consistency, Consistent with. Free from significant variation or contradiction. The various diagrams, text, goals, policies, and programs in the general plan must be consistent with each other, not contradictory or preferential. The term "consistent with" is used interchangeably with "in conformity with."

Council of Governments (COG). Regional agencies concerned primarily with transportation and housing; they do not directly regulate land use. There are twenty-five COGs made up of elected officials from member cities and counties, including SACOG (Sacramento Area Council of Governments).

County. County with a capital "C" generally refers to the government or administration of a county. County with a lower case "c" may mean any county or may refer to the geographical area of a county (e.g., the county road system).

Crime Prevention Through Environmental Design (CPTED). The design and effective use of the built environment which may lead to a reduction in the fear and incidence of crime, and an improvement of the quality of life. (National Crime Prevention Institute)

Critical Facilities. Facilities serving or housing people in the event of an earthquake or flood, such as hospitals, fire, police, and emergency service facilities; and utility "lifeline" facilities, such as water, electricity, and gas supply, sewage disposal, communications, and transportation facilities.

Cultural Resource. A broad definition for a variety of resources, including archaeological sites, isolated artifacts, Native American cultural properties, and historic buildings, structures, landscapes, sites, and features.

Curb Cut. An interruption in the sidewalk for a driveway.

D

Day-Night Average Noise Level (Ldn). A 24-hour average Leq with a 10 dBA "penalty" added to noise levels during the hours of 10:00 p.m. to 7:00 a.m. to account for increased sensitivity that people tend to have to nighttime noise. Because of this penalty, the Ldn would always be higher than its corresponding 24-hour Leq (e.g., a constant 60 dBA noise over 24 hours would have a 60 dBA Leq, but a 66.4 dBA Ldn).

dBA. Measurement unit for "a-weighted decibels," which are commonly used for measuring environmental and industrial noise and the potential hearing damage associated noise health effects.

Demographics. Characteristics of a population, including age, sex, income, race/ethnicity, occupation, and housing characteristics.

Density, Residential. The number of permanent residential dwelling units per acre of land. Densities specified in the General Plan may be expressed in units per gross acre or per net developable acre. (See “Acres, Gross,” and “Developable Acres, Net”).

Design Guidelines. A set of guidelines regarding the architectural appearance of a building, structure, or other improvement that governs the alteration, construction, demolition, or relocation of the building, structure, or other improvement.

Detached Dwelling Unit. A dwelling unit erected as a single building with walls at least eight feet in width, and designed for one household.

Development. A human-made change to property, such as buildings or other structures, mining, dredging, filling, grading, paving, excavation, or drilling operations.

Development Agreement. A contractual agreement between the City and a developer that identifies vested rights for a specific development project.

Development Fees. See “Impact Fees.”

Development Standards. Regulations that address the size, bulk, height, siting conditions, and improvement standards of particular types of buildings or uses located within any zone.

Disadvantaged Community. An area identified by the California Environmental Protection Agency Pursuant to Section 39711 of the Health and Safety Code or an area that is a low-income area that is disproportionately affected by environmental pollution and other hazards that can lead to negative health effects, exposure, or environmental degradation.

Discharge. The amount of water that passes a specific point on a watercourse over a given period of time. Rates of discharge are usually measured in cubic feet per second (cfs).

Dwelling. A structure that contains one or more dwelling units.

Dwelling, duplex. A dwelling containing two dwelling units, or a pair of single-unit dwellings sharing a common wall. Regulation of this use varies, depending on distance from a light rail station.

Dwelling, multi-unit. A dwelling containing three or more dwelling units. Regulation of this use varies, depending on distance from a light rail station and its location within or outside the central city. This use can include laundry facilities, gyms, and other services that are for residents only.

Dwelling, single-unit. A structure designed for residential occupancy containing not more than one dwelling unit.

Dwelling Unit (DU). One or more rooms that include permanent provision for living, sleeping, eating, cooking, and sanitation that are occupied for residential purposes by one household.

E

Earthquake. Perceptible trembling to violent shaking of the ground, produced by sudden displacement of rock below and at the earth's surface.

Equity. Regardless of one's identity, equity is when all people have just treatment, access to opportunities necessary to satisfy their essential needs, advance their well-being, and achieve their full potential while identifying and eliminating barriers that have prevented the full participation of some groups.

Equivalent Energy Noise Level (Leq). Constant noise level that would deliver the same acoustic energy to the ear of a listener as the actual time-varying noise would deliver over the same exposure time. No "penalties" are added to any noise levels during the exposure time; Leq would be the same regardless of the time of day during which the noise occurs.

Erosion. Movement of material (e.g., soil) from one place to another on the earth's surface. Agents of movement include water, ice, wind, and gravity. See also "Soil Erosion."

F

Fault. A fracture in the earth's crust accompanied by a displacement of one side with respect to the other and in a direction parallel to the fracture.

Federally Mapped Floodplain. A flood prone area that has been mapped and accepted by FEMA as the result of a flood insurance study (FIS). Mapped floodplains are used for flood insurance needs and for other regulatory purposes.

Federal Emergency Management Agency (FEMA). An independent Federal agency established to respond to major emergencies. FEMA seeks to reduce the loss of life and protect property against all types of hazards through a comprehensive, risk-based emergency management program. In March 2003, FEMA became part of the newly created U.S. Department of Homeland Security.

First-Mile, Last-Mile. First-mile and last-mile connections are the connections between the initial starting point or final destination of a public transit journey and the public transit stop. Often, public transit users must find a way to travel to or from their public transit stop, presenting a barrier for those interested in using transit but unable or unwilling to make the initial trip to a convenient station.

Flex Space. A relatively new type of commercial building with a variable proportion of office to warehouse space designed to meet the tenant's needs. It is usually characterized by high-end amenities such as professional landscaping and quality architecture.

Flood Control. Various activities and regulations that help reduce or prevent damages caused by flooding. Typical flood control activities include: structural flood control works (such as bank stabilization, levees, and drainage channels); acquisition of flood prone land; flood insurance

programs and studies; river and basin management plans; public education programs; and flood warning and emergency preparedness activities.

Flood Insurance Rate Map (FIRM). Maps issued by FEMA that show special flood hazard areas, including the 100-year floodplain. They also show flood insurance rate map zones and other flood-related information applicable to a community.

Flood/Flooding. A general and temporary condition of partial or complete inundation of normally dry land areas.

Floodplain. Any land area susceptible to being inundated by flood waters from any source.

Floodplain Management. A program that uses corrective and preventative measures to reduce flood and erosion damage and preserve natural habitat and wildlife resources in flood-prone areas. These measures include: adopting and administering floodplain regulations; resolving drainage complaints; protecting riparian habitat communities; and assuring effective maintenance and operation of flood control works.

Floodway. The channel of a river or other watercourse and the adjacent land area that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than one foot.

Floor Area Ratio (FAR). FAR is determined by dividing the net building area (NBA) of development proposed on the site by the total net lot area (NLA). The formula is NBA/NLA = FAR. (Example: 3,000 square feet of NBA / 5,000 square feet of NLA = FAR of 0.6). See also Net Building Area, Net Lot Area.

~~The gross building area (GBA) of development, exclusive of structured parking areas and open space (common, public, and private), proposed on the site divided by the total net lot area (NLA). The formula is GBA/NLA = FAR. (Example: 43,560/ 43,560 = FAR 1.0).~~

G

General Plan. A statement of policies, including text and diagrams setting forth objectives, principles, standards, and plan proposals, for the future physical development of the city (See Government Code section 65300 et seq.).

Grading. Disturbance of existing land contours, usually to create a flat surface for development.

Greenhouse Gases (GHG). Gases that trap heat in the atmosphere, analogous to the way a greenhouse retains heat. Common GHGs include water vapor, carbon dioxide, methane, nitrous oxides, chlorofluorocarbons, hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, ozone, and aerosols. The accumulation of GHG in the atmosphere regulates the earth's temperature. Without the natural heat trapping effect of GHG, the earth's surface would be cooler.

Gross Building Area (GBA). The total area of all floors of a building, both above and below

ground, measured from the exterior faces of the building. (See generally Sacramento Planning and Development Code title 17, and § 17.104.020 [Types of regulations], as may be amended.) See also Net Building Area.

Ground Shaking. Caused by seismic activity, ground shaking intensity varies with the magnitude of the earthquake, the distance from the epicenter, and the type of rock or sediment through which the seismic waves move. The strongest ground motion, or ground shaking, typically occurs near the epicenter of the earthquake and attenuates (diminishes) as the seismic waves move away from the epicenter. In general, loose or soft saturated sediments amplify ground shaking more than dense or stiff soils or bedrock materials.

Groundwater. Water within the earth that supplies wells and springs; water in the zone of saturation where all openings in rocks and soil are filled, the upper surface of which forms the water table.

Groundwater Basin. Flow system that has a surface and a subsurface area with defined boundaries, and materials (rocks or unconsolidated deposits) that can store water.

H

Habitat Conservation Plan. A plan that outlines ways of maintaining, enhancing, and protecting a given habitat type needed to protect species; usually includes measures to minimize impacts, and may include provisions for permanently protecting land, restoring habitat, and relocating plants or animals to another area. Required before an incidental take permit may be issued. (U.S. Fish and Wildlife Service)

Hazardous Material. As defined by the California Health and Safety Code, a material that, because of its quantity, concentration, or physical, chemical characteristics poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. “Hazardous materials” include, but are not limited to, hazardous substances, hazardous waste, and any material which a handler or the administering agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment.

Hazardous Sites. Refers to those locations where hazardous materials and/or wastes (as defined by California Health and Safety Code Section 25501) may be present in building materials (e.g., including, but not limited to, asbestos, lead-based paint), in containers or pipelines (e.g., underground storage tanks and associated pipelines), or in environmental media (soil, sediment, surface water, groundwater) as a result of historic or existing activities at the location.

Hazardous Waste. Waste, or a combination of wastes, which because of its quantity, concentration, or physical, chemical, or infectious characteristics, may either cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible or

incapacitating reversible illness; or pose substantial present or potential hazard to human health or environment when improperly treated, stored, transported, disposed of, or otherwise managed.

Hazardous Waste Disposal Facility. A facility at which hazardous waste is intentionally placed into or on any land or water, and at which waste will remain after closure. Includes all contiguous land and structures, other appurtenances, and improvements on the land, used for handling, treating, storing, or disposing of hazardous waste. (See California Health and Safety Code section 25114)

Heritage Tourism. Tourism oriented toward experiencing places, artifacts, and activities that authentically represent the stories and people of the past and present.

High-Frequency Transit Service. Transit service that arrives at regular and frequent intervals – typically every fifteen minutes or less.

High-Injury Network. The high-injury network is comprised of the corridors with the highest numbers of crashes involving a fatality or serious injury.

Historic. Known or established in the past.

Historic District. A geographic area designated as a historic district by the council in accordance with Chapter 17.604.

Historical. Of, relating to, or having the character of history.

Historically Underserved Communities. Historically underserved communities have historically had limited access to governmental and private investment due to systematic discrimination. Due to the structural racism and classism that has been common throughout the United States, these are often communities of color and low-income communities.

Historic Preservation. The field of identifying, protecting, and helping to preserve historic and cultural resources, including the maintenance, restoration, and rehabilitation of historically or culturally significant resources.

Historic Resources. Those properties determined to be a historic resource or cultural resource under CEQA or NEPA, under any other provision of California law, or listed or nominated for listing on the Sacramento register.

Historic Resources, Listed. Any resource listed in the Sacramento register, the California Register, or the National Register of Historic Places; provided, that listed historic resource does not include a noncontributing resource in a historic district or resources in the Old Sacramento national historic landmark district.

Historical. Of, relating to, or having the character of history.

Hotel. A building designed for occupancy as temporary lodging with or without meals, in which there are six or more guest rooms. A hotel is typically larger than a motel and often includes conference and banquet facilities.

I

Impact Fees. Fees on development projects to finance the design, construction, installation, and acquisition of public infrastructure or to recover costs of capacity in existing public infrastructure, or to contribute to the construction of affordable housing, or other linkage fees.

Improvements. Buildings, structures, and fixtures erected on, or affixed to, land, except telephone, telegraph, and electrical lines.

Indicator. Data or information that can be analyzed to reflect progress towards a goal or target.

Infill. Development on, or reuse of, a site that has been previously developed, or development of a vacant site, where at least 75% of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with existing uses.

Infrastructure. Public services and facilities, such as sewage-disposal systems, water supply systems, other utility systems, and roads.

Intermodal Transportation Facility. Located at the historic Union Pacific Railroad Depot, a regional transportation hub that will serve as the central connection point for passenger rail and future regional rail service, light rail transit, and intercity and local bus service.

J

Joint Powers Authority (JPA). A legal arrangement that enables two or more units of government to share authority in order to plan and carry out a specific program or set of programs that serves both units.

Joint-Use Facility. A public facility that serves multiple purposes (e.g., a drainage detention basin that is an attractive recreational amenity) or provides shared services (e.g., a library shared by a high school and a college).

K

There are no terms to be included.

L

Land Use. The occupation or use of land or water area for any human activity or any purpose defined in the general plan.

Landmark. All historic resources designated as landmarks by the council in accordance with Chapter 17.604.

Landscaping. Plants, other physical site elements, and plans.

Ldn. The Day Night Average Level, is a 24-hour average equivalent continuous sound level (Leq) with a 10 dBA "weighting" added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the nighttime.

Levee. A human-made structure, usually an earthen embankment often reinforced with soil cement, which is designed to contain or divert the flow of water.

Level of Service (LOS). A quality measure describing transportation operating conditions, generally in terms of such service measures as speed and travel time, freedom to maneuver, and traffic interruptions. The transportation LOS system uses the letters A through F to designate different levels, with LOS A representing the best operating conditions and LOS F the worst.

Light-Rail Transit (LRT). A form of urban rail public transportation that use electric rail cars, high- or low-platform loading, multi-car trains or single cars and operate on either shared or exclusive rights-of-way. In the Sacramento area, Sacramento Regional Transit operates the only light rail service.

Light Pollution. Excessive or obtrusive light created by humans.

Liquefaction. A process whereby soil is temporarily transformed to a fluid form during intense and prolonged ground shaking or because of a sudden shock or strain.

Local Agency Formation Commission (LAFCo). A five- or seven-member commission within each county that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts, and merger of districts with cities. Each county's LAFCo is empowered to approve, disapprove, or conditionally approve such proposals. The five LAFCo members generally include two county supervisors, two city council members, and one member representing the general public. Some LAFCos include two representatives of special districts.

Lot. A parcel of land shown on a subdivision map or a record of survey map, or a parcel described by metes and bounds, or a building site in one ownership having an area for each main building as hereinafter required in each zone.

M

Major Destination. Attractions such as museums and zoos that attract large numbers of visitors.

Market Trends. Current economic forces related to the supply and demand for housing, jobs, and commercial lease and sale rates. The evaluation of market trends informs an area's likeliness of developing the economy and supporting land uses.

Master Plan. An overall plan for development, consistent with the goals and policies of the general plan and applicable community plan, specific plan, or area plan. A master plan shall include, but may not be limited to, an overall schematic plan designating acreage proposed for each parcel, location of proposed land uses, general description of the types and intensities of

uses, building elevations, heights, square footage, parking, open space, and the proposed pedestrian, bicycle, and traffic circulation system.

Medical Center. An institution that provides intensive supervision and/or medically supervised treatment to patients who are generally non-ambulatory such as general and special hospitals, children's treatment centers, extended care facilities for treatment and convalescence, and nursing homes as defined in Health and Safety Code Section 430.12.

Missing Middle Housing (MMH). The house-scale buildings that contain more than one home such as Duplexes, Triplexes, Fourplexes, and Cottage Courts, usually built to the same scale as surrounding Single-Family Homes.

Mixed-Use Development. Properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A "single site" may include contiguous properties.

Modified Grid Transportation Network. Modified pattern of horizontal and vertical street network. Unlike the traditional grid network found throughout most of Sacramento's Central City, the Modified Grid contains some dead ends or loops. This type of network can be found in older Sacramento neighborhoods such as Land Park and East Sacramento.

Multimodal. Descriptive of a neighborhood, center, or corridor that can be conveniently accessed by multiple modes of transportation, for example automobile, transit, bicycle, or walking.

Mutual Aid Agreements. An agreement between agencies and/or jurisdictions to assist each other in times of emergency or when the other agency's resources can more efficiently respond to calls for service than the agency that is the normal service provider.

N

National Flood Insurance Program. A Federal program that allows property owners to purchase insurance protection against losses due to flooding. In order to participate in this program, local communities must agree to implement and enforce measures that reduce future flood risks in special flood hazard areas.

National Pollutant Discharge Elimination System (NPDES). A national program under Section 402 of the Clean Water Act for regulation of discharges of pollutants from point sources to waters of the United States. Discharges are illegal unless authorized by an NPDES permit. (U.S. Environmental Protection Agency)

National Register of Historic Places. The official inventory of districts, sites, buildings, structures and objects significant in American history, architecture, archeology and culture which is maintained by the Secretary of the Interior under the authority of the Historic Sites Act of 1935 and the National Historic Preservation Act of 1966(16 U.S.C. 470 et seq., 36 C.F.R. sections 60, 63).

Neighborhood. A planning area commonly identified as such in a community's planning documents, and by the individuals residing and working within the area. Documentation may include a map prepared for planning purposes, on which the names and boundaries of the neighborhood are shown.

Neighborhood Park. A 5- to 10-acre park intended to be used primarily by the people who live nearby, or within walking or bicycling distance of the park. Some neighborhood parks are situated adjacent to an elementary school and improvements are usually oriented toward the recreation needs of children. Park amenities may include: a tot lot; an adventure area; unlighted sport fields or sport courts; and/or a group picnic area; and parking limited to on-street.

Neighborhood-Scale Multi-Unit Dwelling. A neighborhood-scale residential building type, usually found in the single-unit and duplex dwelling zones, that contain more than one dwelling unit and are similar in scale and form to single-unit dwellings, such as duplexes, triplexes, fourplexes, and cottage/bungalow courts.

Neighborhood-Serving Commercial. Predominantly nonresidential, low to moderate intensity development, that is connected to and integrated with surrounding neighborhoods and streetscapes and provides retail services (e.g., general store, bakery, café, day care center, drug store, dry cleaners, postal annex), limited employment uses (e.g., dental and insurance offices), compatible public and quasi-public uses, and central gathering places.

Net Building Area (NBA). The gross building area, excluding the floor area of accessory dwelling units (ADUs), junior accessory dwelling units (JADUs), parking structures, any other exclusions or restrictions imposed by the Planning and Development Code of the City of Sacramento, and other exclusions or restrictions imposed by applicable laws. (See generally Sacramento Planning and Development Code title 17, and § 17.104.020 [Types of regulations], as may be amended.) See also Gross Building Area.

Net Lot Area (NLA). The total area of a lot, excluding publicly dedicated land, private streets which meet city standards, and other public use areas.

New Growth Areas. Existing greenfield areas in the General Plan Policy Area that are designated for development in the General Plan. See also "Greenfield."

Noise. Unwanted sound.

O

Office. A room or group of rooms used for conducting the affairs of a business, profession, service industry, or government.

Office of Historic Preservation. The State office headed by the State Historic Preservation Officer, charged with administering the national historic preservation program at the state level. This office also has state responsibility for Certified Local Government programming and management within the State, as well as management of historical resources as mandated by the State of California's Public Resources Code Section 5020 et seq.

Open Space. Natural areas that are set aside for one or several of the following reasons: for preservation of natural resources (e.g., vegetation communities, fish wildlife, and associated habitats); for conservation of the managed production of resources (e.g., agriculture lands, rangelands, woodlands, aggregate deposits); for outdoor recreation; for public health and safety (e.g., water quality basins, flood easements, river levees); for public services (e.g., utility easements, community gardens); for urban form/ scenic resources (e.g., community separation/gateways, greenways/highway corridors, and urban reserves).

Open Space, Common. Open space that is reserved for the shared use of adjacent tenants or property owners. Common open space includes landscaping, roof gardens, atriums, natural water features (e.g., ponds), and other amenities used for outdoor use.

Open Space, Private. Open space that is reserved for the use of a single tenant or property owner. Private open space includes balconies, decks, and porches.

Open Space, Public. Open space that is provided for public use.

Ordinance. A law or regulation adopted by a governmental authority, usually a city or county.

Overlay. A land use designation on the land use diagram or a zoning designation on a zoning map that modifies the basic underlying designation in some specific manner.

P

Parcel. See “lot.”

Park. All publicly owned and operated parks that are used, operated, or maintained for recreational purpose.

Parkways. Similar to open space areas because they also have limited recreational uses. They are used primarily as corridors for pedestrians and bicyclists, linking residential areas to schools, parks, and trail systems. Parkways are typically linear and narrow and may be situated along a waterway, abandoned railroad or other common corridor. Parkways can also describe other types of transportation corridors without recreational use.

Peak Hour. The time period during which the greatest demand occurs on the transportation system in the morning and early afternoon, also known as “rush hour.”

Permeability (Groundwater). Ability of a rock or unconsolidated deposit to transmit water through spaces that connect between grains. The size and shape of the spaces controls how well water transmits, or “flows.”

Place of Use. The area(s) where the use of surface water is authorized under the City of Sacramento’s water rights permits.

Planned Unit Development (PUD). A proposed unified development, consisting at a minimum of a map and adopted ordinance setting forth the regulations governing, and the location and

phasing of all proposed uses and improvements to be included in the development.

PM10 (Particulate Matter). Respirable particulate matter that is 10 micrometers or smaller in size. The production of PM10 comes from a variety of mobile and stationary sources (e.g., diesel trucks, woodstoves, power plants, etc.); their chemical and physical compositions vary widely.

PM2.5. Respirable particulate matter that is 2.5 micrometers or smaller in size. The sources of PM2.5 include fuel combustion from automobiles, power plants, wood burning, industrial processes, and diesel powered vehicles such as buses and trucks. These fine particles are also formed in the atmosphere when gases such as sulfur dioxide, nitrogen oxides, and volatile.

Policy Area. The area directly addressed by the General Plan, the City's policy area encompasses the city limits and potentially annexable land within its sphere of influence.

Preservation Commission. The preservation commission established pursuant to chapter 2.58.

Preservation Director. The individual designated by the planning director under section 17.100.040 to carry out the functions of the preservation director under this code.

Public Realm. The public realm includes publicly owned and accessible places and spaces (e.g. streets, sidewalks, alleys, bikeways, parks, plazas, and courtyards).

Public and Quasi-public Uses. Institutional, academic, governmental, and community service uses, either owned publicly or operated by non-profit organizations, including private hospitals and cemeteries.

~~**Right-of-Way.** A linear strip of land reserved exclusively for transportation, including, but not limited to, streets, bike lanes, sidewalks, on-street parking, transit lanes, landscaping, and/or railroad tracks.~~

Q

Queue Jump. Queue jump lanes are short stretches of bus lanes at traffic-signal controlled intersections. With traffic signal priority, buses in queue jump lanes receive signals to proceed before other traffic at the intersection. Queue jump lanes can be turning lanes or permit buses to move straight through intersections.

Quimby Ordinance. The City is authorized as a condition of approval of a final map or parcel map, pursuant to passage of the 1975 Quimby Act (California Government Code Section 66477), to require a subdivider to dedicate land, pay a fee in lieu thereof, or both, at the option of the city, for park and recreational purposes. The fees collected can be used solely for the acquisition, improvement, and expansion of public parks, playgrounds, and recreational facilities.

R

Racial Equity. Race is no longer a predictor of outcomes, leading to more just outcomes in

policies, practices, attitudes, and cultural messages.

Recycling Facility. A facility for the acceptance of recyclable materials from the general public, other recycling facilities, local government agencies, and other business enterprises. The facility is used for the collection, short-term storage, processing, and transfer of recycled materials having a residual solid waste of 10 percent or less of non-putrescent material requiring transport to a land-fill. A recycling facility may use portable or permanent equipment to chip, crush, grind, or process recyclable waste products.

Recyclable Material. Reusable material, including without limitation metals, glass, plastic, paper, concrete, and organic material that is intended for reuse, remanufacture, or reconstitution for the purpose of using the altered form. Recyclable material does not include refuse or hazardous material.

Redevelopment. The planning, development, re-planning, redesign, clearance, reconstruction, rehabilitation, and provision of residential, commercial, industrial, public, or other structures or spaces as appropriate or necessary, in the interest of the general welfare. (SCC 2.80.030)

Regional Parks. A park or facility developed with a wide range of amenities that are not found in neighborhood or community parks to meet the needs of the entire city population. In addition to those amenities found in neighborhood and community parks, improvements may include: a golf course, marina, amusement area, zoo, and other region-wide attractions. Some facilities in the park may be under lease to community groups. The size of regional parks varies; however, they are generally larger than community parks and/or have destination attraction(s).

Regional Rail. Rail service that connects several cities and towns within one or more metropolitan areas. Also known as Commuter Rail.

Restaurant. An establishment where food and drink are prepared, served, and consumed primarily within the principal building. A restaurant use may or may not have within its premises a bar for the sale of alcoholic beverages for on-site consumption.

Retail Store. An establishment engaged in selling goods or merchandise to the general public for personal or household consumption or use. Goods or merchandise may be new or used. A retail store promotes itself to the general public; may buy, receive, and sell merchandise; may process or manufacture some of the products in stock, such as jewelry or baked goods; and may process articles owned by the customer, such as cleaners or shoe repair. Membership-type stores, indoor markets, bazaars, antique malls, consignment shops, thrift stores, and secondhand stores are examples of retail stores. Regulation of this use varies, depending on size of building. “Retail store” does not include superstores.

Right-of-Way. A linear strip of land reserved exclusively for transportation, including, but not limited to, streets, bike lanes, sidewalks, on-street parking, transit lanes, landscaping, and/or railroad tracks.

Riparian Zone. A stream and all the vegetation on its banks.

S

Sacramento Regional Recycling Market Development Zone (SRRMDZ). A partnership of local government, the State of California's Integrated Waste Management Board (CIWMB), and local businesses that designates a geographic area as a Market Development Zone and administers SRRMDZ programs. The Recycling Market Development Revolving Loan Program provides an alternative source of financing for recycling-based businesses, nonprofit organizations, and public entities to increase the diversion of nonhazardous solid waste from California landfills and to promote market demand for secondary and postconsumer materials. SRRMDZ programs use the recycling market to fuel new businesses, expand existing ones, create jobs, and divert waste from landfills through incentives (e.g., relaxed building codes and zoning laws, streamlined local permit processes, reduced taxes and licensing, and increased and consistent secondary material feedstock supply). The Sacramento SRMDZ encompasses all of Sacramento County and the City of West Sacramento's Enterprise Zone in Yolo County.

Sacramento Register of Historic and Cultural Resources. The register created by chapter 17.604.

School. Any building, portion of building, or group of buildings designed, constructed, and used for public or private education or instruction for any or all grades from kindergarten through grade 12.

Secretary of the Interior's Standards for the Treatment of Historic Properties. Published by the National Park Service, the Standards promote responsible preservation practices that help protect the nation's irreplaceable cultural resources. The four treatment approaches are Preservation, Rehabilitation, Restoration, and Reconstruction. The Standards are neither technical nor prescriptive, but provide philosophical consistency to the work. The City of Sacramento has adopted these Standards for its preservation project reviews.

Seismic. Pertaining to earthquake or earth vibration, including those that are artificially induced.

Sensitive Receptors. Sensitive receptor locations may include hospitals, schools, and day care centers, and such other locations as the air district board or California Air Resources Board may determine (California Health and Safety Code § 42705.5(a)(5)).

Site. A contiguous area of land, including a lot or lots or a portion thereof, upon which a project is developed or proposed for development.

Site Plan and Design Review. A review process that ensures that the physical aspects of a development project are consistent with the general plan and applicable specific plan or transit village plan and with all applicable neighborhood specific and city-wide design guidelines and development standards. Site plan and design review is a discretionary permit and is not the automatic right of an applicant.

Smart Growth. The use of comprehensive planning to guide, design, develop, revitalize and build communities that: have a unique sense of community and place; preserve and enhance valuable natural and cultural resources; equitably distribute the costs and benefits of development; expand

the range of transportation, employment and housing choices in a fiscally responsible manner; value long-range, regional considerations of sustainability over short term incremental geographically isolated actions; and promotes public health and healthy communities. Compact, transit accessible, pedestrian-oriented, mixed use development patterns and land reuse epitomize the application of the principles of smart growth. Smart growth principles for Sacramento were adopted by the City Council in 2001.

Solid Waste. Any material consisting of inert, putrescible, or non-putrescible material generated by residential, commercial, industrial, and agricultural uses. Inert materials generally have no active material that can break down into other forms, and therefore are considered not to decompose. Putrescible materials are capable of being decomposed by microorganisms with sufficient rapidity as to cause nuisances because of odors, vectors, gases, or other offensive conditions. Non-putrescible materials are not easily decomposed into other matter or decomposed into other materials.

Solid Waste Landfill. A solid waste landfill defined in California Public Resources Code section 40195.1.

Special Assessment District. An area where an assessment is imposed against a property because of a public project that benefits the owners in the defined area (California Government Code Section 16271[d]).

Special Study Area. Those areas outside the General Plan Policy Area that require further study in order to determine whether to designate land uses and growth allocations. See also “Policy Area.”

Specific Plan. A legal tool authorized by Article 8 of the Government Code (Section 65450 et seq.) for the systematic implementation of the general plan for a defined portion of a community’s planning area. A specific plan must specify in detail the land uses, public and private facilities needed to support the land uses, phasing of development, standards for the conservation, development, and use of natural resources, and a program of implementation measures, including financing measures.

Sphere of Influence. The probable physical boundaries and service area of a local agency, as determined by the Local Agency Formation Commission of the county.

State Historical Resources Commission (SHRC). The SHRC is comprised of members who are appointed by the Governor under Public Resources Code 5020.4 and 5020.5. The Commission has broad responsibilities for the statewide historic preservation program that include conducting a statewide inventory of historical resources, establishing criteria for evaluating historic resources, and conducting public hearings to develop and review a statewide historical resources plan.

State Historic Preservation Officer (SHPO). A State official appointed by the Governor under Public Resources Code Section 5020.6 as well as the authority of the National Historic Preservation Act of 1966 charged with administering the national historic preservation program at the state level, and for implementing State mandates pursuant to Public Resources Code Section 5024 et seq. The SHPO serves as the Chief Administrative Officer of the Office of Historic Preservation and Executive Secretary of the State Historical Resources Commission.

Storm Drainage System. A system for collecting run-off of stormwater from land and streets and removing it to appropriate outlets. The system may include inlets, catch basins, storm sewer pipes, channels, detention basins, and pump stations.

Stormwater. Precipitation from rain or snow that accumulates in a natural or human-made watercourse or conveyance system.

Strategic Plan. A document used by an organization to align its organization and budget structure with organizational priorities, missions, and objectives.

Strategic Neighborhood Action Plan (SNAP). An action-oriented plan reflecting the common goals and priorities for neighborhoods that is developed through a partnership of neighborhood residents, business owners, City staff, and other agencies. In 1999, the Planning Department and Neighborhood Services developed the SNAP process to better understand and address neighborhood issues. SNAPs establish priorities for neighborhood improvement; identify programs to achieve priorities; empower community residents to improve their neighborhoods; identify neighborhood vision for residential infill development; and create programs to facilitate infill development in the area consistent with the neighborhood vision.

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Street. A public thoroughfare, including a public road and highway, that affords the principal means of access to abutting property.

Structure. Anything constructed or erected that requires location on the ground or attached to something having location on the ground, including accessory buildings, signs and billboards, antennas and accessory antennas, swimming pools, paved surfaces, and solar panels, but not including fences or walls used as fences.

Structured Parking. A multi-story accessory structure, typically found in commercial and mixed-use developments, that provides parking areas for vehicles. A structure that is accessory to a

single-unit, duplex, neighborhood-scale multi-unit, or manufactured dwelling is a garage and is not included as structured parking.

Surface Water. Water that flows in streams and rivers and in natural lakes, in wetlands, and in reservoirs constructed by humans.

Sustainability. Sustainability means meeting the needs of the present without compromising the ability of future generations to meet their own needs. Sustainability is about sustaining and integrating how we manage the economy, environment, and social equity, to minimize, mitigate, and adapt to short- and long-term impacts on the environment and the quality of life for residents.

Sustainable. Community use of natural resources in a way that does not jeopardize the ability of future generations to live and prosper.

Sustainable Communities Strategy (SCS). Plan that is prepared and adopted by a Metropolitan Planning Agency (MPO) as part of the Regional Transportation Plan (RTP). A SCS is designed to achieve goals for the reduction of regional greenhouse gas emissions from automobiles and light trucks and meet regional housing needs through development patterns, infrastructure, and transportation measures or policies. A SCS must be consistent with the transportation improvements and funding mechanisms included in the RTP as well as the Regional Housing Needs Allocation (RHNA) established by the Councils of Governments (COG). City plans and ordinances are not required to be consistent with a SCS, however development projects that are found to be consistent with an SCS are eligible for CEQA streamlining and transportation funding priority.

T

Telecommunications Facility. A facility that transmits or receives electromagnetic signals. A telecommunication facility includes antennas, microwave dishes, horns, and other types of equipment for the transmission or receipt of such signals; telecommunications towers or similar structures that support the equipment; equipment buildings; parking area; and other accessory development.

Telecommuting. A work arrangement that allows for flexibility in working location and hours; working at home or working from home.

Traffic-Calming Features. Measures taken to slow traffic and/or reduce traffic volumes on neighborhood streets. They include signage and speed limit signs, striping, speed humps, and traffic circles.

Transfer Station. A facility where solid waste is unloaded and then consolidated for shipment to a landfill.

Transit-Oriented Development (TOD). A mixed-use district within an average 2,000-foot walking distance of a transit stop and core commercial area. TODs mix residential, retail, office, and public uses in a walkable environment, making it convenient for residents and employees to travel by

transit, bicycle, foot, or car.

Transportation Demand Management. Various strategies to reduce the level of single-occupant vehicle use by changing travel behavior (how, when, and where people travel) to increase the efficiency of the transportation system and achieve specific planning objectives.

Transportation Management Association. An individual or group responsible for the implementation of Transportation Systems Management (TSM) measures for the purpose of meeting alternative mode requirements for a specific geographical area. (SCC 17.700)

Trees of Significance. Trees that are significant (i.e., desirable tree species or trees that hold economic or social value) to Sacramento's urban forest.

U

Underutilized Site/Parcel. A developed parcel that is not reaching its full economic potential as currently developed.

Unincorporated Area. Land located outside the city limits.

Urban. Of, relating to, characteristic of, or constituting a city. Urban areas are generally characterized by moderate and higher density residential development (i.e., three or more dwelling units per acre), commercial development, and industrial development, and the availability of public services required for that development, specifically central water and sewer, an extensive road network, public transit, and other such services (e.g., safety and emergency response). Development not providing such services may be "non-urban" or "rural."

Urban Forest. All of the trees in the city of Sacramento, both public and private, maintenance strip trees. See also "Public Trees," "Private Trees," and "Maintenance Strip Trees."

Urban Heat Island Effect. The urban heat island effect is a measurable increase in ambient urban air temperatures resulting primarily from the replacement of vegetation with buildings, roads, and other heat-absorbing infrastructure. The heat island effect can result in significant temperature differences between rural and urban areas. (U.S. Environmental Protection Agency)

Urban Plazas/Pocket Parks. A specialized neighborhood park or facility less than 5 acres in size to be used primarily by persons living, working, or visiting nearby. Likely more appropriate for areas of denser urban and mixed-use development. Amenities may include: smaller scale features such as community gardens, children's play areas, sitting areas, tables, fountains, hardscape, public art, walkways and landscaping.

U.S. Army Corps of Engineers (USACE). A federal agency of civilian and military engineers, scientists, and other specialists working in engineering and environmental matters to provide quality, responsive engineering services to the United States including planning, designing, building, and operating water resources and other civil works projects (e.g., navigation, flood control, environmental protection, disaster response); designing and managing the construction of military facilities for the Army and Air Force; and providing design and construction management support for other Defense and Federal agencies (i.e., interagency and international services).

U.S. Fish and Wildlife Service (USFWS). A bureau within the Department of the Interior with the mission to work with others to conserve, protect and enhance fish, wildlife and plants and their habitats for the continuing benefit of the American people.

V

Vacant. Parcels of land or buildings that are not actively used for any purpose.

Vehicle Miles Traveled (VMT). Vehicle miles traveled quantifies an estimate of the number of miles driven by a typical or hypothetical future driver. It provides a way of evaluating transportation impacts with metrics that support the reduction of greenhouse gas emissions, development of multimodal transportation networks and diversification of land uses.

Vision and Guiding Principles. Describes Sacramento's key values and vision, and sets out guiding principles for the 2040 General Plan; developed based on City Council directives, extensive public input, focus group interviews, and Town Hall Forums during the 2040 General Plan development process.

Vision Zero. Vision Zero is based on the conviction that everyone has the right to move safely in their communities, and that policy makers, transportation planners, and engineers all share the responsibility to ensure safe systems for travel. It is inevitable that people will sometimes make mistakes, so the Vision Zero approach incorporates policies and design strategies to ensure those mistakes do not result in severe injuries or fatalities. Vision Zero emphasizes managing speed, centering equity, and engaging the community.

W

Wetlands. Areas inundated or saturated by surface or ground water at a frequency and duration sufficient to support a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, vernal pools, and similar areas.

X Y

There are no terms to be included.

Z

Zone. A specifically delineated area in the city within which uniform regulations and requirements govern the use, placement, spacing, and size of land and buildings. This term is synonymous with "zoning district."

Zoning. Local codes regulating the use and development of property. A zoning ordinance divides the city or county into land use districts or "zones," represented on zoning maps, and specifies the allowable uses within each of those zones. It establishes development standards for each zone, such as minimum lot size, maximum height of structures, building setbacks, and yard size.

Zoning Ordinance. Zoning and planning regulations of the City and any amendments, modifications, or revisions heretofore or hereafter made in such regulations. (See Title 17)

Acronyms

A

AB	Assembly Bill
AIA	American Institute of Architects
ALUC	Airport Land Use Commission
APS	Automated Permit System
ATOS	Autonomous Transportation Open Standards Lab

B

BERC	Business Environmental Resource Center
BID	Business Improvement Districts
BIPOC	Black, Indigenous, and People of Color
BMP	Best Management Practices

C

CAAP	Climate Action and Adaptation Plan
CADA	Capitol Area Development Agency
CalEPA	California Environmental Protection Agency

CARB California Air Resources Board

CBO Community-Based Organization

CBRS Citizen Broadband Radio Service

C&D Construction & Demolition

CEQA California Environmental Quality Act

CERT Community Emergency Response Team

CFD Community Facilities District

CH4 Methane

CIP Capital Improvements Program

CLG Certified Local Government

CMU Commercial Mixed Use

CNEL Community Noise Equivalent Level

COVID-19 Coronavirus Disease 2019

CO2 Carbon Dioxide

CPTED Crime Prevention through Environmental Design

CSA Community Supported Agriculture

CSO Combined System Overflow

CSS Combined Sewer System

D

DAC Disadvantaged Community

dBA A-Weighted Decibel Scale

DCR Department of Community Response

DOT Sacramento Department of Transportation

DU Dwelling Unit

E

EC Employment Center

ED	Economic Development
EIFD	Enhanced Infrastructure Financing District
EIR	Environmental Impact Report
EJ	Environmental Justice
EJCGC	Environmental Justice Collaborative Governance Committee
EMU	Employment Mixed Use
EOC	Emergency Operations Center
EPA	Environmental Protection Agency
ERC	Environmental Resources and Constraints
EV	Electric Vehicle

F

FAR	Floor Area Ratio
FB	Financing and Budgeting
FEMA	Federal Emergency Management Agency
FTA	Federal Transit Administration

G

GARE	Government Alliance on Race and Equity
GHG	Greenhouse Gas
GIS	Geographic Information System
GPU	General Plan Update
GRYD	Gang Reduction and Youth Development

H

HCD	California Department of Housing and Community Development
HCR	Historic and Cultural Resources

HIN High Injury Network

HUD US Department of Housing and Urban Development

I

IMU Industrial Mixed Use

ITS Intelligent Transportation Systems

J K

There are no acronyms to be included.

L

LAFCo Local Agency Formation Commission

Ldn Day-Night Average Noise Level

LEED Leadership in Energy and Environmental Design

LEED-ND Leadership in Energy and Environmental Design Neighborhood Development

Leq Energy-Equivalent Continuous Noise Level

LHMP Local Hazard Mitigation Plan

LID Low Impact Development

LOS Level of Service

LRT Light Rail Transit

LTA Local Transportation Analyses

LTCP Long Term Control Plan

LUP Land Use and Placemaking

M

M Mobility

MEIR	Master Environmental Impact Report
MERV	Minimum Efficiency Reporting Value
MSR	Municipal Service Review
MTCO2e	Metric Tons of Carbon Dioxide Equivalent

N

NEV	Neighborhood Electric Vehicle
NZE	Net Zero Energy

O

OMU	Office Mixed Use
OS	Open Space

P

PG&E	Pacific Gas and Electric
PFS	Public Facilities and Safety
PIF	Park Impact Fee
PR	Parks and Recreation
PSR	Planning Studies and Reports
P/QP	Public/Quasi-Public

Q

There are no acronyms to be included.

R

RGEAP Race & Gender Equity Action Plan

RMDZ Recycling Market Development Zone

RMU Residential Mixed Use

ROW Right of Way

RPP Residential Permit Parking

RR Rural Residential

RSW Recycling and Solid Waste Division

RT Regional Transit

S

SACOG Sacramento Area Council of Governments

SacIEDC Sacramento Inclusive Economic Development Collaborative

SacRT Sacramento Regional Transit District

SacOEM Sacramento City Manager's Office of Emergency Management

SAFCA Sacramento Area Flood Control Agency

SCAS Sacramento County Airport System

SCC Sacramento City Code

SCS Sustainable Communities Strategy

SETA Sacramento Employment and Training Agency

SEMS Standardized Emergency Management System

NIMS National Incident Management System

SFD Sacramento Fire Department

SGC Strategic Growth Council

SHPO State Historic Preservation Officer

SHRA Sacramento Housing and Redevelopment Authority

SHRC State Historical Resources Commission

SMAQMD Sacramento Metro Air Quality Management District

SMF Sacramento International Airport

SMUD Sacramento Municipal Utilities District

SNAP Supplemental Nutrition Assistance Program

SOI Sphere of Influence / Secretary of the Interior

SPD Sacramento Police Department

SPDR Site Plan and Design Review

SPL Sacramento Public Library

SRCSD Sacramento Regional County Sanitation District

SRRMDZ Sacramento Regional Recycling Market Development Zone

SSA Special Study Area

SVS Sacramento Valley Station

SYC Sacramento Youth Commission

T

TAC Technical Advisory Committee

TAC Toxic Air Contaminants

TBR Technical Background Report

TDM Transportation Demand Management

TMA Transportation Management Association

TOD Transit Oriented Development

TSM Transportation Systems Management

U

USDA United States Department of Agriculture

V

VMT Vehicle Miles Traveled

W

WIC Women, Infants, and Children

X

There are no acronyms to be included.

Y

YPCE Youth, Parks, & Community Enrichment

YPRO Youth, Parks, Recreation

Z

ZEV Zero Emission Vehicle