# COMMUNITY PLAN AREAS AND SPECIAL STUDY AREAS

PART 3

# Introduction

This part of the Sacramento 2030 General Plan provides policy direction for two geographically specific types of 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

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). At the time the City began the update for the 2030 General Plan, four of the eleven community plan areas had no community plan policies (Land Park, East Sacramento, East Broadway, and Arden Arcade), and all seven adopted community plans had been amended.

As part of the development of the 2030 General Plan program, the City once again adjusted community plan boundaries, reducing the number of community plan areas from eleven to ten; reorganized, streamlined, and updated the policy content of the existing community plans; and physically incorporated the community plans within Part 3 of the General Plan document. The ten community plans (and their identifiers) included in the 2030 General Plan are listed below and their boundaries are shown in Figure CP-1:

- Arden Arcade (AA)
- Central City (CC)
- East Sacramento (ES)
- Fruitridge Broadway (FB)
- Land Park (LP)
- North Natomas (NN)
- North Sacramento (NS)
- Pocket (P)
- South Area (SA)
- South Natomas (SN)

The new South Area Community Plan combines all of the Airport Meadowview area and the western half of South Sacramento area. Fruitridge Broadway Community Plan combines the eastern half of the South Sacramento area and East Broadway.

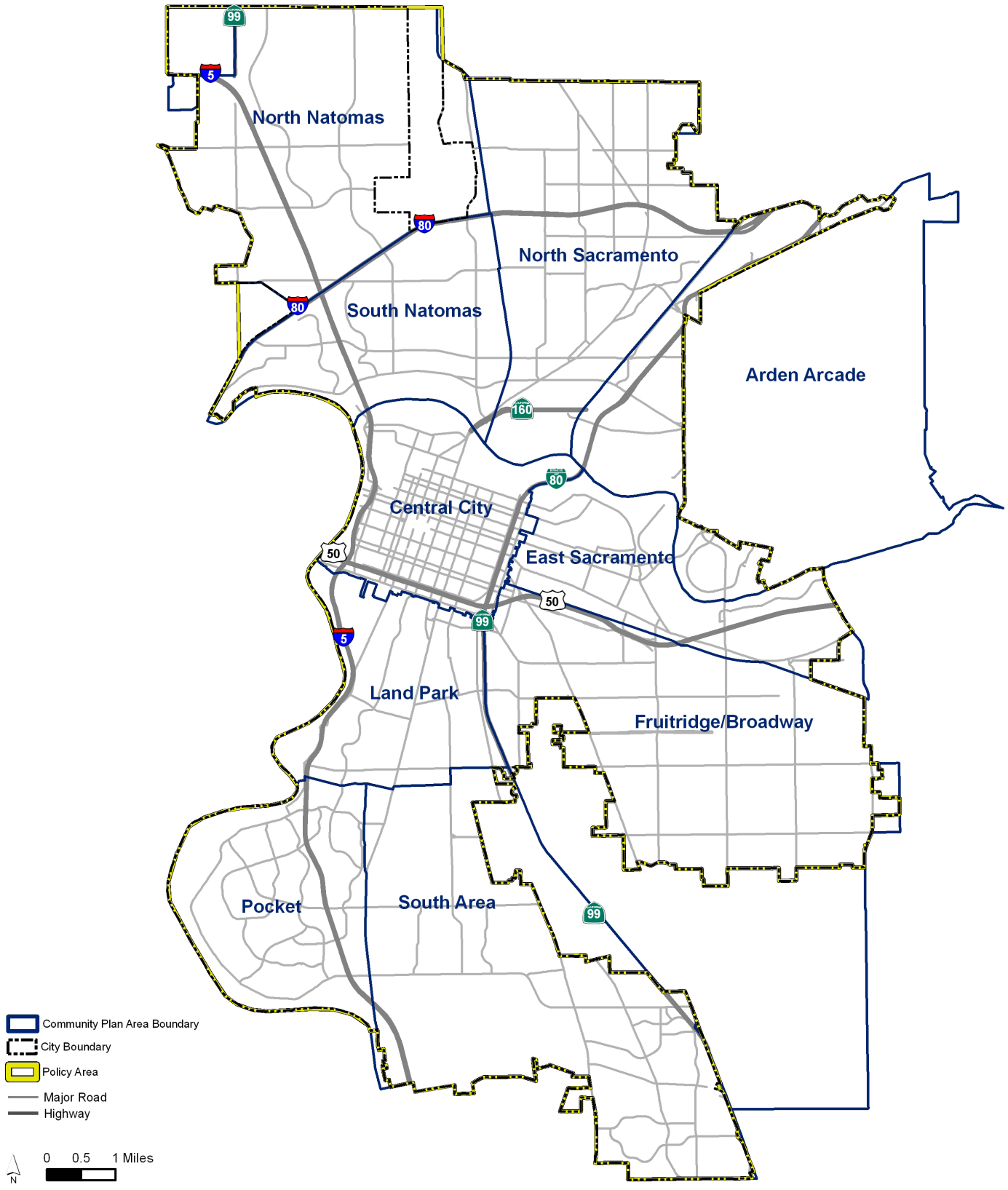


**Figure CP-1**
**Community Plan Boundaries**

Where before the community plans were stand-alone documents that read essentially as self-contained policy plans, almost like general plans for each community plan area, the community plans are now incorporated within the 2030 General Plan to supplement citywide policy based on conditions or issues unique to each community plan area. Community plan implementation programs are located in Part 4, Administration and Implementation. Each community plan is organized as follows:

## Community Location

Each community plan begins with a brief description of the plan boundaries and area.

## Community Vision

The community plan vision describes how each community plan area contributes to the overall citywide vision of being the most livable city in America. When community plans are updated, the vision statement will be developed during a public outreach process in order to reflect the vision of all community stakeholders including residents, business owners, city leaders, and others. The community vision statement will fit within the broader framework of the citywide vision set out in Part 1 of the 2030 General Plan.

## Community Profile

The community plan profile includes a description of the development and planning history and distinguishing features, including the predominant land uses and major transportation routes. As community plans are developed and updated, the community plan profile will be revised to capture current conditions and trends unique to each community plan area.

## Community Issues

Community plan issues include concerns specific to the community plan area and inform policy development. When community plans are updated, community issues information will be revised to capture current issues unique to each community plan area.

## Land Use and Urban Form Designations

Each community plan includes a brief description of how the citywide land use and urban form designations relate to the community plan area.

## Community Policies

Community plan policies supplement and amplify citywide goals and policies contained in Part 2 of the 2030 General Plan and address issues or conditions unique to the community plan area. These policies, according to State law requirements, must be consistent with the citywide goals and policies. The community plan policies are organized according to the element structure for goals and policies in Part 2 as follows:

- Land Use and Urban Design
- Historic and Cultural Resources
- Economic Development
- Housing
- Mobility
- Utilities
- Education, Recreation, and Culture
- Public Health and Safety
- Environmental Resources
- Environmental Constraints

Under some element headings, there are no supplemental policies because citywide policies adequately address the particular element topics for the community plan area. When community plans are updated, policies will be revised to address the current and future policy needs for each community plan area.

## Opportunity Areas

Opportunity areas are subareas of the community plan that have been identified for potential future infill, reuse, or redevelopment. Some opportunity area descriptions include information such as location; existing conditions; vision for the future; assumptions; key issues; opportunities; land use and urban form concepts; recommendations on urban design, circulation, development types, building heights, open space, and primary frontages; along with infrastructure challenges (i.e., water, sewer, storm drainage, and mobility), which are based on the citywide Land Use and Urban Form Diagram. Urban form concepts developed for some of the key opportunity areas illustrate a possible future for the opportunity area in the form of both diagrams and narrative descriptions based on 2030 General Plan policies. The urban form concepts are suggestive of how development may occur, but the concepts are not formal policy in the same way that the specific (i.e., numbered) policies and Land Use and Urban Form Diagram are, found within Parts 2 and 3 of the 2030 General Plan. Each opportunity area falls within one of the five following types:

- **Neighborhoods.** Areas of the city that are primarily residential and contain a diversity of housing types, but may include other complementary community supportive uses such as schools, parks, community centers, and local-serving commercial centers.
- **Centers.** Places of focused mixed-use activity around which the city's neighborhoods revolve. They are areas where the synergy created by an aggregation of uses transforms an area into a recognizable destination that consists of a combination of employment, services, retail and/or entertainment, and mid- to high-density housing.
- **Transit Centers.** Areas similar to centers with a focus on transit. They may include any combination of employment, services, retail and/or entertainment and mid- to high-density housing centered on a transit station.
- **Corridors.** Dynamic boulevards and arterial streets that provide connections between centers, districts, and neighborhoods and include mixed-use development and residential uses in a walkable, transit-friendly setting.
- **New Growth Areas.** Identified greenfield areas adjacent to the city where new growth is dependent upon the availability of adequate water supplies, market forces, infrastructure financing and capacity, and timing.

### *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; the format of community plans; and the role of community plans. The policies include direction on the role that community plans play in the General Plan and how community plans should be structured. In addition to the overall structure and intent of the community plans, the policies provide direction for the planning and development of concepts and recommendations for Sacramento's identified opportunity areas.

## GOAL CP 1.1

**Community Plans.** 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, in order to reflect community and neighborhood-specific issues and provide conceptual direction for the development of identified opportunity areas. *(MPSP)*

**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. *(MPSP/PI)*

**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. *(MPSP)*

**CP 1.1.4** **Community Plan Structure.** The City shall prepare and adopt community plans that are consistent in format according to the outline below. Exceptions may be made to this outline for unique and special circumstances, as deemed necessary by the City:

- Community Location:
  - Boundaries and Area
- Community Vision
- Community Profile:
  - Development and Planning History
  - Distinguishing Features (Predominant Land Uses, Major Transportation Routes)
- Community Issues
- Land Use and Urban Form Designations

- Community Policies:
  - Land Use and Urban Design
  - Historical and Cultural Resources
  - Economic Development
  - Housing
  - Mobility
  - Utilities
  - Education, Recreation, and Culture
  - Public Health and Safety
  - Environmental Resources
  - Environmental Constraints
- Opportunity Areas
- Relevant Plans and Studies *(MPSP)*

**CP 1.1.5** **Land Use Direction.** The City shall not prepare or adopt a separate community plan land use diagram as part of the community planning process. Community plans shall refer to and be consistent with the General Plan Land Use and Urban Form Diagram. As community plans are prepared, updated, or amended, the City shall review the citywide Land Use and Urban Form Diagram and shall amend the diagram, as appropriate, using the designations in the citywide Land Use and Urban Design Element to reflect community issues related to infill, redevelopment, reuse, and new growth. *(MPSP)*

**CP 1.1.6** **Opportunity Area Recommendations.** The City shall provide urban form concepts and recommendations for identified opportunity areas that reflect the City's and community's vision and goals for future development. Each opportunity area will include the following:

- A description of location, existing conditions, and vision for future.
- Statements of assumptions, key issues, and opportunities for development of the opportunity area.
- Land use/urban form concept diagrams and recommendations.
- Identification of any significant infrastructure challenges (i.e., water, sewer, storm drainage, and mobility). *(MPSP)*

**CP 1.1.7** **New Community Plan Areas.** In the event new territory (e.g., special study areas) is annexed to the city in the future, the City shall designate it as a new community plan area, so long as the area is not already included within an existing community plan area boundary. *(MPSP)*

## Special Study Areas

Beyond the boundaries of the 2030 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 (Figure CP-2). 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 Joint Vision Study Area
- Town of Freeport Study Area

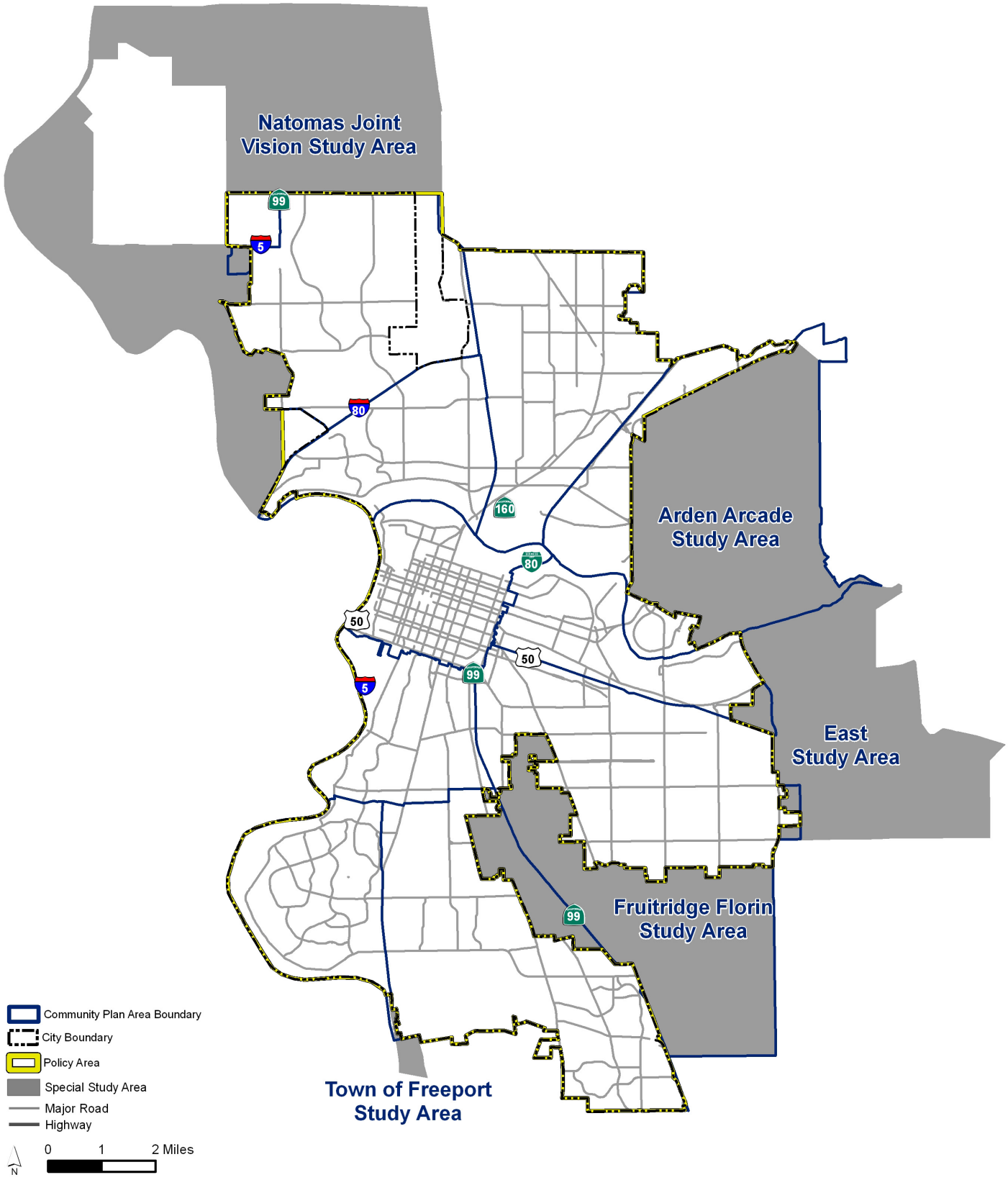


**Figure CP-2**

**Special Study Areas Boundaries**

# ARDEN ARCADE COMMUNITY PLAN

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# Community Location

The Arden Arcade Community Plan Area straddles the northeast border of the city of Sacramento and Sacramento County. The Plan Area boundary encompasses approximately 33 square miles or 12,840 acres, of which 5.7 square miles or 3,621 acres lie within the city of Sacramento. The incorporated portion (9,219 acres) of the Community Plan area is bounded on the north by Auburn Boulevard, on the south and east by the American River, and on the west by Auburn Boulevard and the Union Pacific heavy rail line. Figure AA-1 shows the Arden Arcade Plan Area boundary and neighborhoods. Other city of Sacramento community plan areas bordering Arden Arcade include North Sacramento on the west and East Sacramento on the south.

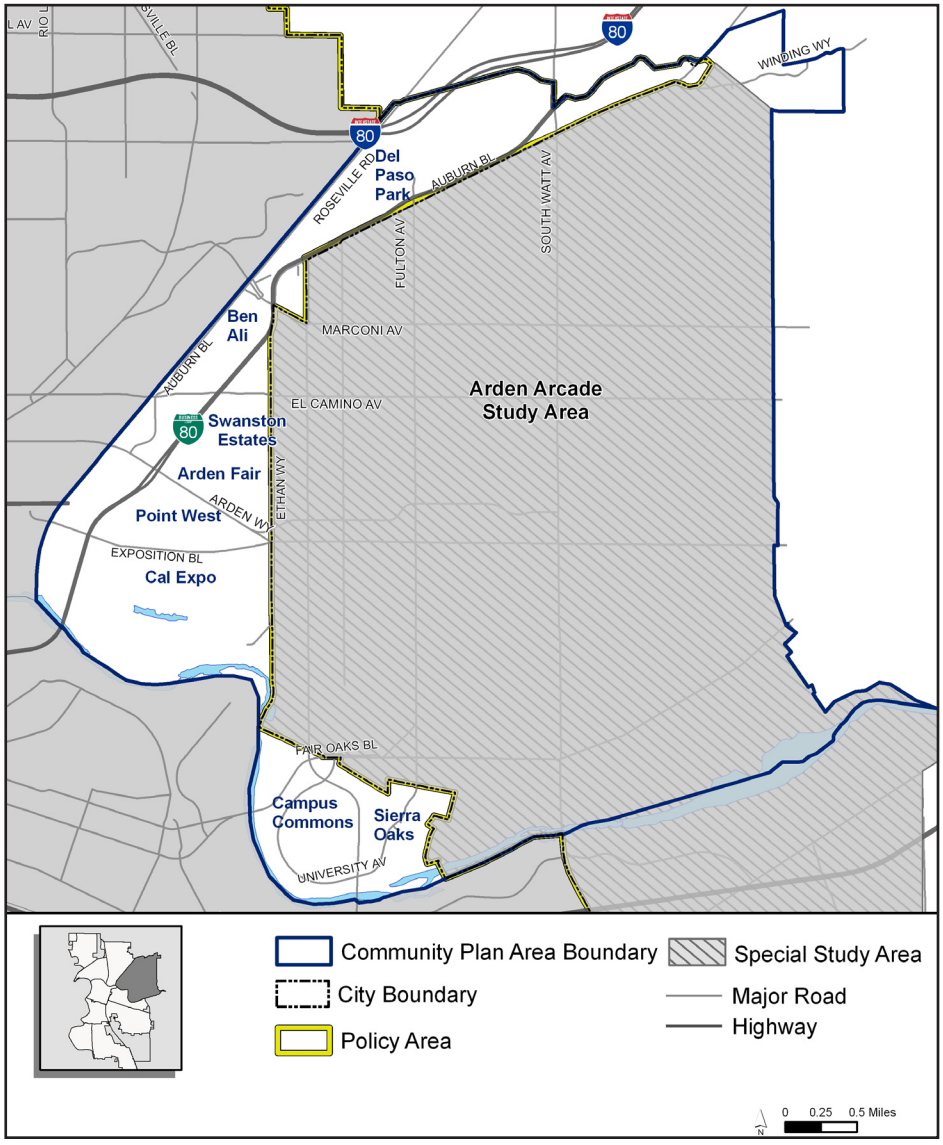


**Figure AA-1**

**Arden Arcade Boundary and Neighborhoods**

# Community Vision

*A community plan vision identifies how each community can contribute to Sacramento's citywide vision of becoming the most livable city in America. The community vision focuses on values and expectations specific to the community that can be accomplished by 2030, and beyond. Where the 2030 General Plan's goals, policies, and implementation programs define the roadmap of strategies to achieve the overall citywide vision, the community plan vision should be specific to each community and support the overall citywide vision. It can address community identity, economic health, neighborhood design and livability, mobility and connectivity, community safety and welfare, historic and cultural resources, access to open space and parks, and sustainability.*

Community vision will be developed through a public process when the Arden Arcade Community Plan is prepared.

# Community Profile

## Development and Planning History

Although Arden Arcade is a new community plan area, it has played an important part in Sacramento's history. The area was largely agricultural for the first part of the twentieth century.

The lands of Arden Arcade have a history of muddled ownership and legal tangles that included intervention by the United States Supreme Court. By 1862 Lloyd Tevis, one the lawyers who successfully argued the claim of ownership of Rancho del Paso before the Supreme Court on behalf of Sam Norris, purchased the ranch for $64,000 at a public auction. The ranch was divided into two sections. The "Arcade" had a Southern Pacific railroad terminal, located where Marconi Avenue and Auburn Boulevard now meet. The "Bottom" section is at the present day intersection of Watt Avenue and Arden Way. Until 1910 the original land grant had remained almost intact.

Incorporated Arden Arcade is currently (2009) dominated by three major landmarks: Cal Expo, Arden Fair Mall, and Point West. Cal Expo, located on 350 acres along the American River, has been home to the California State Fair since 1968. The venue, capable of holding up to 50,000 visitors, is host to a wide variety of temporary events in addition to the permanent operations of the on-site rodeo stadium, horse race track, and water theme park. The Arden Fair Mall, built in 1957, was renovated in 1990, doubling the size of the mall to approximately 1.1 million square feet. Currently Arden Mall is the largest sales tax revenue generator in the city of Sacramento. Point West, located between Cal Expo and Arden Mall, complements the surrounding land uses with professional offices, hotels, and multi-family residences.

# Distinguishing Features

## *Predominant Land Uses*

Arden Arcade encompasses several neighborhoods, centers, and business districts within the city limits. Neighborhoods and business districts in the Arden Arcade area are located primarily north of Arden Way and north of Sacramento State, beyond the American River. The entire Plan Area (including incorporated and unincorporated areas) is mostly built out and has very little vacant land available for development. Nine neighborhoods make up incorporated Arden Arcade: Del Paso Park, Ben Ali, Swanston Estates, Arden Fair, Point West, Cal Expo, Campus Commons, and Sierra Oaks. The ninth, Campus Commons was completed in 1979 and is a planned unit development (PUD) of 1,160 attached and detached single-family units. Unlike most community areas in Sacramento, the incorporated portion of Arden Arcade is predominantly multi-family attached units.

Employment is dominated by office and retail sectors with limited public employment, which includes local, state, and federal employers (e.g., teachers at local schools) and some industrial employment. Retail, commercial, and office land uses are scattered throughout the Plan Area. Major employment centers include Point West and light industrial areas between the Gold Light Rail line and Business 80. Arden Fair Mall and Cal Expo, two regional centers, draw shoppers, employees, and tourists from throughout the region and state. The incorporated part of the Arden Arcade Plan Area has a high jobs-to-housing ratio with about 4.0 jobs for every housing unit.

Park, open space, and recreation uses make up a large part of Arden Arcade with about half of these areas identified as open space. Major recreation areas are located at Haggin Oaks Golf Course and the American River Parkway, which flank the Plan Area to the north and south. Parks include Babcock School Park (6.5 acres), Del Paso Regional Park (352.17 acres), University Park (3.4 acres), and University Park South (3.0 acres). Unincorporated areas of Arden Arcade extending to the east are a mixture of suburban residential neighborhoods and major retail corridors, with McClellan Park (formerly McClellan Air Force Base) extending to the north.

## *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 Blue Light Rail line extends along the western edge of Arden Arcade, parallel to the Union Pacific Railroad line, which is still currently used to transport freight.

# Community Issues

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

# Land Use and Urban Form Designations

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

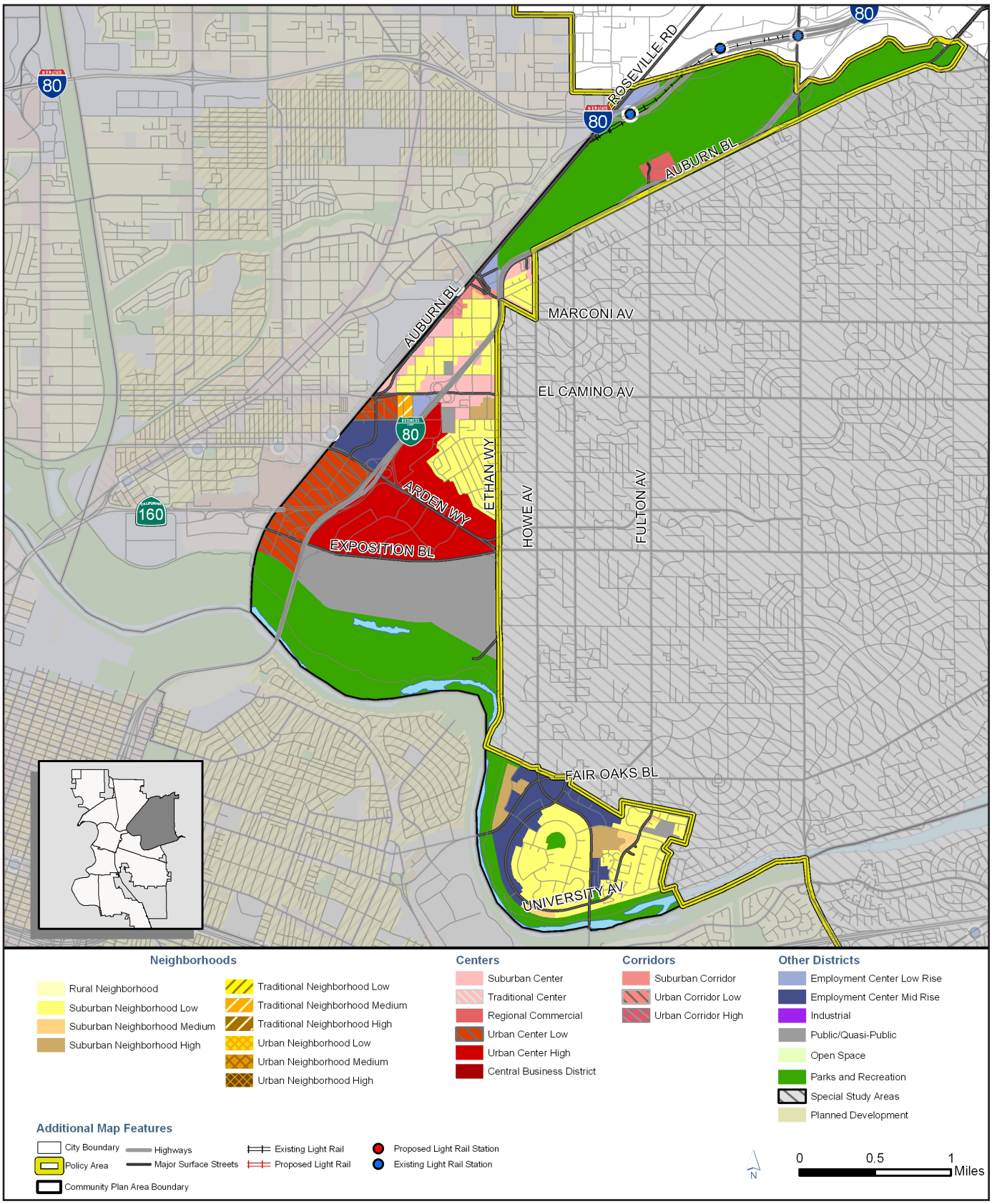


**Figure AA-2**

**2030 General Plan Land Use & Urban Form Designations for the Arden Arcade Community Plan Area**

# Community Policies

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

# Opportunity Areas

This section includes information about opportunity areas in the Arden Arcade Community Plan Area. Table AA-1 lists each opportunity area that falls completely or partially within the community plan area. Figure AA-3 shows a map of all the opportunity area locations within the community plan area. Information will be developed and refined for each opportunity area as needs are assessed and development focus shifts throughout the Arden Arcade Community Plan Area.

**Table AA-1 Arden Arcade Opportunity Areas**

| *Opportunity Area* | *Type* |
|---|---|
| **Centers and New Growth Areas** | |
| Arden Fair/Point West | Center |
| Cal Expo | Center |
| **Gold Line Light Rail Existing Stations** | |
| Marconi Light Rail Station[a] | Transit Center |
| Swanston Light Rail Station[a] | Transit Center |

SOURCE: City of Sacramento 2009

a. Partially located in North Sacramento Community Plan Area

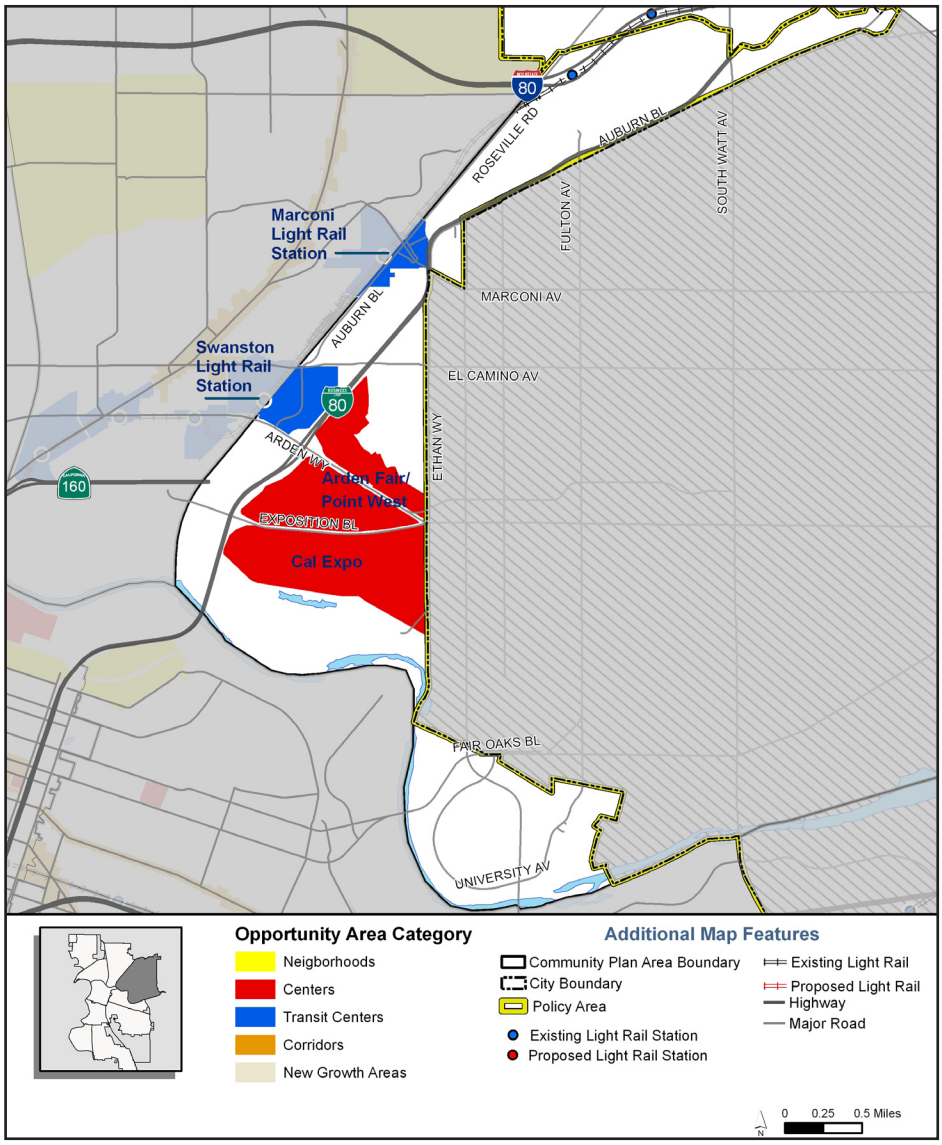


**Figure AA-3**
**Arden Arcade Opportunity Areas**

# Arden Fair/Point West

## *Location*

The Arden Fair/Point West opportunity area is located in the vicinity of the intersection of Business 80 and Arden Way and Exposition Boulevard, just north of Cal Expo (Figure AA-4). The area is bounded by the Union Pacific heavy rail line on the west; the American River Parkway on the south; Ethan Way, Cormorant Way and Bowling Green Drive on the east; and El Camino Ave on the north.

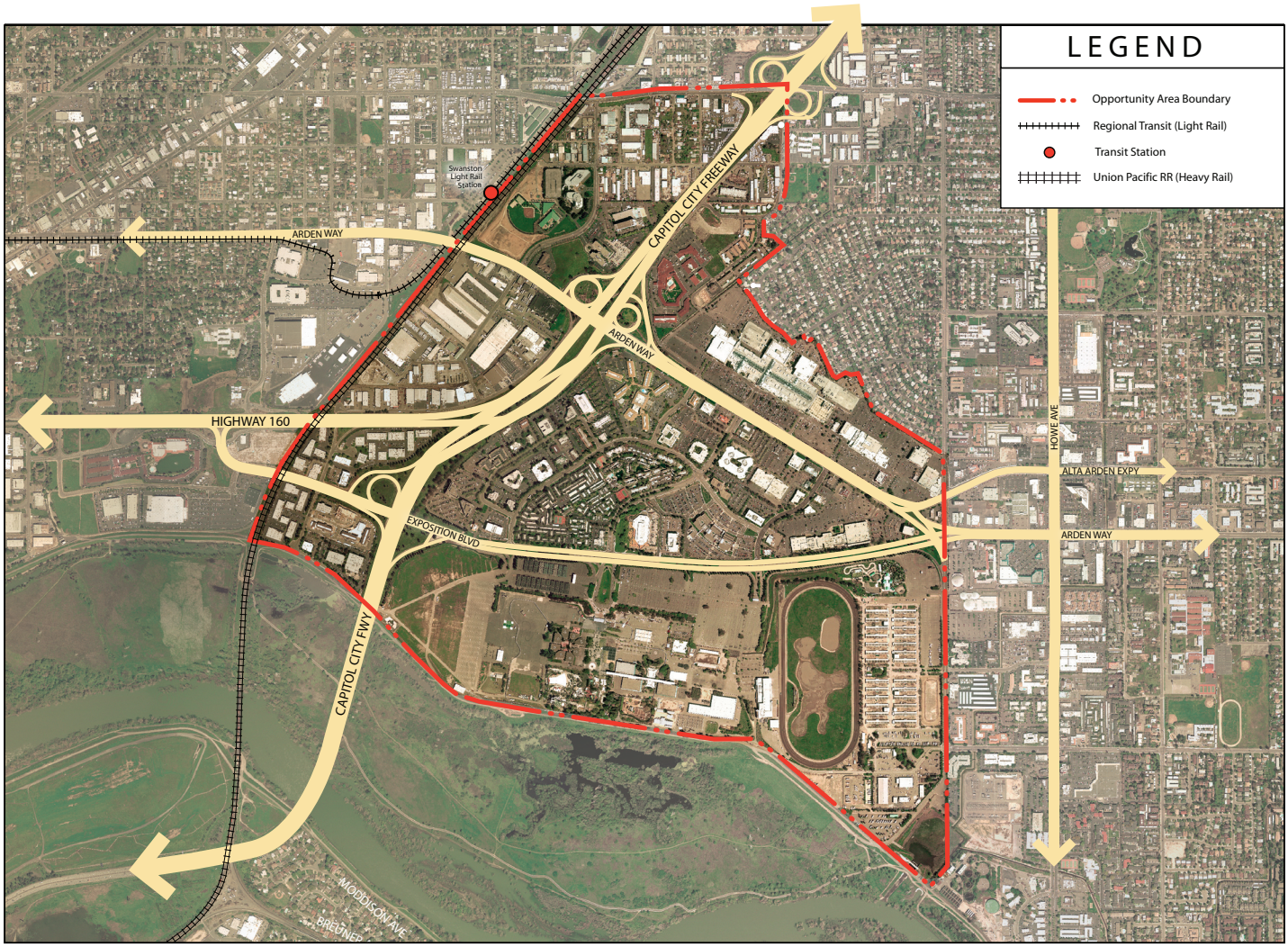


**Figure AA-4**
**Arden Fair/Point West Region**

## *Existing Conditions*

The Arden Fair/Point West area is geographically split by north/south Business 80 with office and light industrial uses to the west and regional retail, offices, and multi-family residential to the east (Figure AA-5). The area to the west of Business 80 between the freeway and rail lines consists primarily of offices and industrial uses. To the east of Business 80, along Arden Way, is Sacramento's largest regional retail center (Arden Fair Mall) and several other large retail centers. South of this commercial area, between Arden Way and Exposition Boulevard, is a concentration of office and medical facilities adjacent to several large multi-family apartment complexes. Cal Expo is located south of Exposition Boulevard and north of the American River Parkway. Surrounding the Arden Fair/Point West opportunity area is a mix of suburban residential, commercial, recreation, and industrial uses.

**Figure AA-5**

**Arden Fair/Point West Existing Conditions**

## *Land Use and Urban Form Designations*

The Arden Fair/Point West opportunity area is designated with six land use designations on the Land Use and Urban Form diagram including: Traditional Neighborhood Medium Density, Urban Center Low, Urban Center High, Employment Center Low-Rise, Employment Center Mid-Rise, and Public (Figure AA-6). This mix provides for high density/intensity commercial or residential development, and employment generating uses. For more information on these designations, allowed uses, allowed development intensity, and urban form guidelines, refer to the Land Use and Urban Design Element in Part 2 of the General Plan.

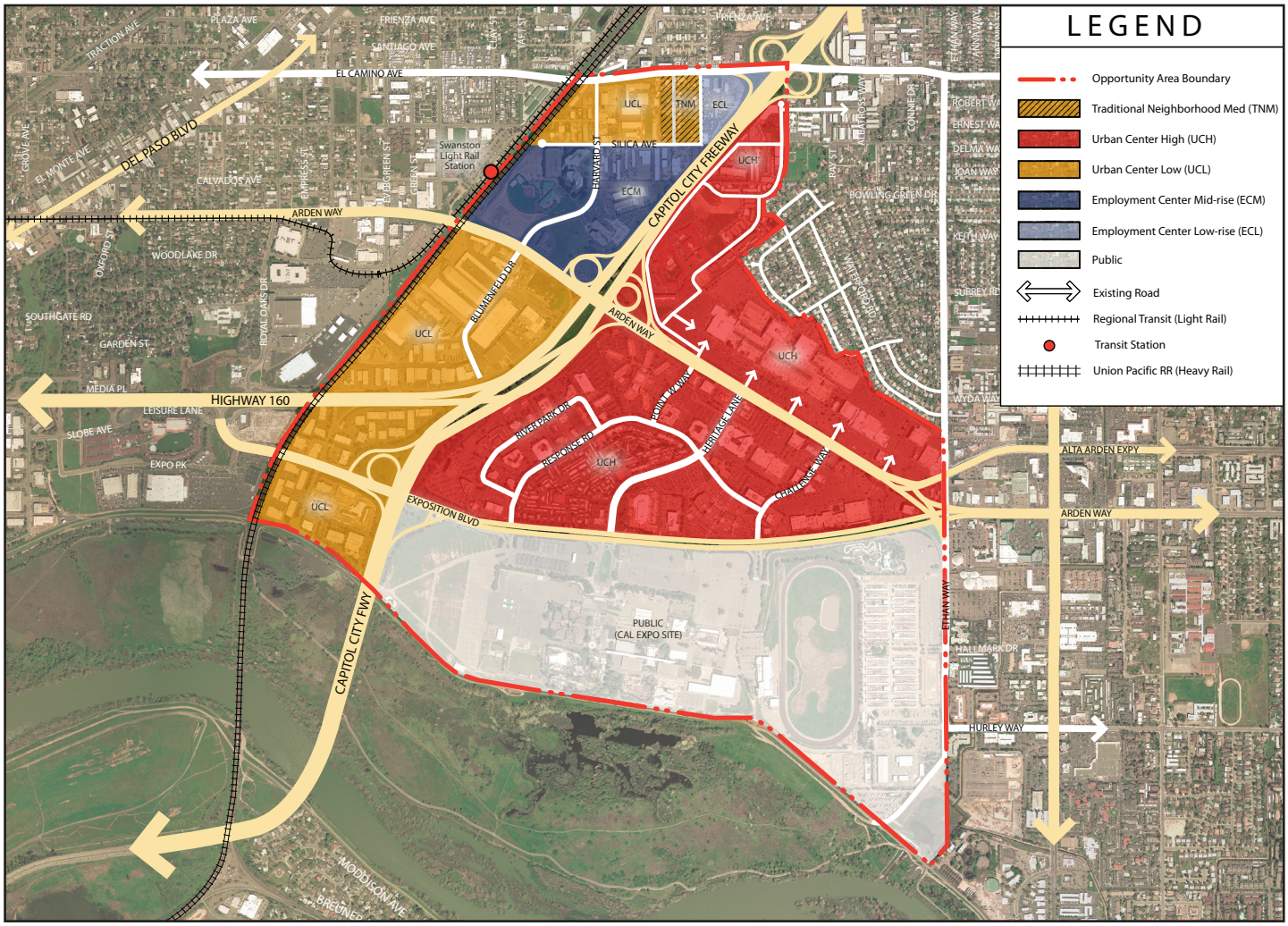


**Figure AA-6**

**Arden Fair/Point West Land Use and Urban Form Designations**

# 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 Area:

- Swanston Station Transit Village Plan (expected adoption in 2009)
- Northeast Light Rail Station Plan
- Point West Streetcar Study
- Auburn Boulevard Redevelopment Study
- Transit for Livable Communities
- American River Parkway

# CENTRAL CITY COMMUNITY PLAN

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# Community Location

The Central City Community Plan area is bounded by the Sacramento River on the west, the American River on the north, Business 80 and Alhambra Boulevard on the east, and Broadway on the south. The properties fronting on the eastern side of Alhambra Boulevard and the southern side of Broadway are included within the Central City Community Plan Area. Figure CC-1 shows the Central City Plan Area boundary and neighborhoods. Other community plan areas surrounding the central city include: South Natomas on the north, North Sacramento and Arden Arcade on the northeast corner, East Sacramento on the eastern boundary, Fruitridge Broadway on the southeastern corner, and Land Park on the south. The city of West Sacramento is to the west of the Central City, located on the west side of the Sacramento River.

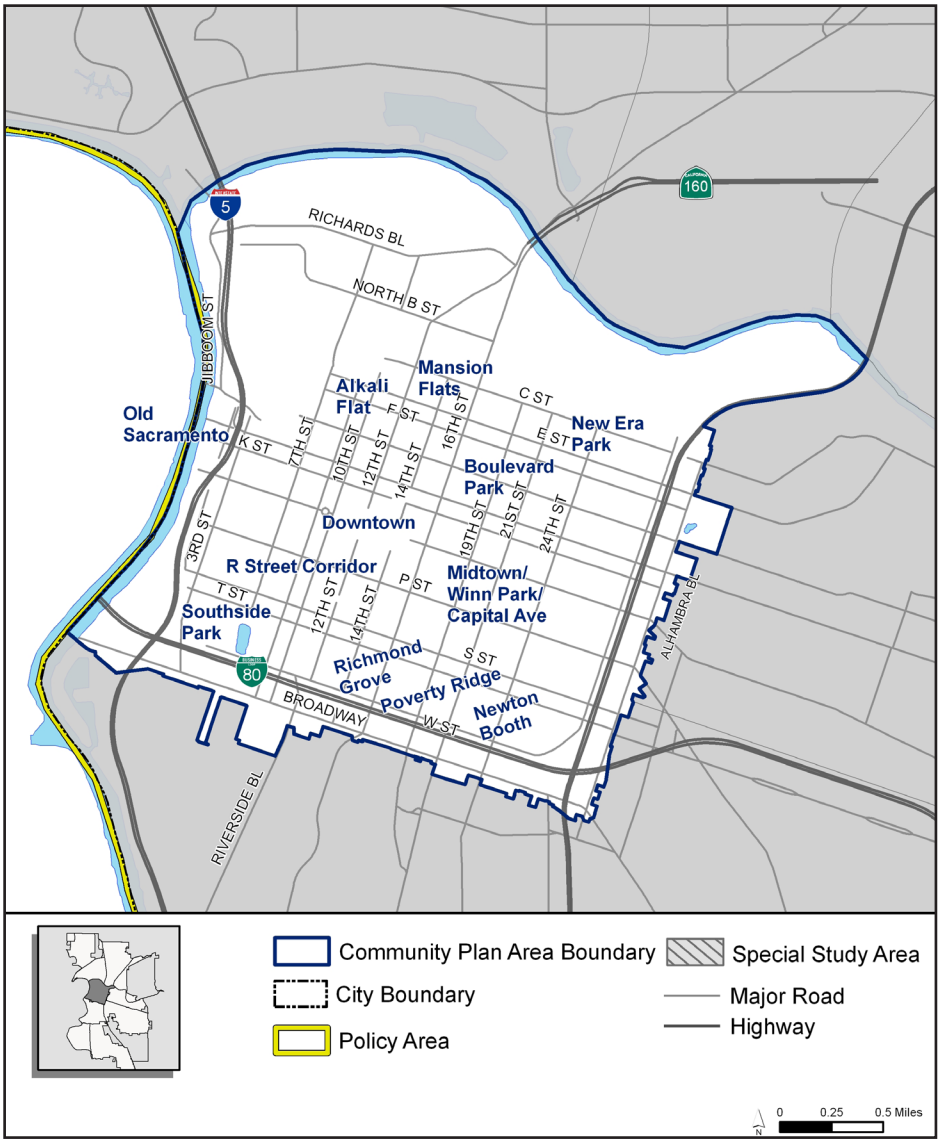



**Figure CC-1**

**Central City Boundary and Neighborhoods**

# Community Vision

*A community plan vision identifies how each community can contribute to Sacramento's citywide vision of becoming the most livable city in America. The community vision focuses on values and expectations specific to the community that can be accomplished by 2030, and beyond. Where the 2030 General Plan's goals, policies, and implementation programs define the roadmap of strategies to achieve the overall citywide vision, the community plan vision should be specific to each community and support the overall citywide vision. It can address community identity, economic health, neighborhood design and livability, mobility and connectivity, community safety and welfare, historic and cultural resources, access to open space and parks, and sustainability.*

Community vision will be developed through a public process when the Central City Community Plan is updated.

# Community Profile

## Development and Planning History

Sacramento was founded in 1849 along the Sacramento River waterfront and extended east along J Street towards Sutter's Fort. Early settlement in Sacramento was punctuated by devastating floods and fires, necessitating early development of flood control measures and fire and police services. The Central City was historically referred to as the "Old City" and comprised over 700 city blocks. Specifically, the "Old City" boundaries included all properties between the Sacramento River on the west, the Southern Pacific Main Line Railroad levee on the north, Alhambra Boulevard on the east, and Broadway on the south.

By the 1950s, the Old City had deteriorated into blighted conditions. The City designated a sixty-block area, known as the "West End," for redevelopment into office buildings, Capitol Mall, and the K Street pedestrian mall. In 1962, the City adopted plans for the location of I-80 and I-5. In the early 1960s, numerous planning studies were published that emphasized arts, industry, and history. The Central City Plan was adopted in 1961, and the first community plan for "Old City" was adopted in 1963 and then updated in 1966 to account for development progress.

The 1980 Central City Community Plan marked a major departure from past zoning patterns and established new land use and zoning regulations. Major changes recommended amending zoning to reflect existing land use. Between 1980 and 2004, there were twenty-four amendments to the Plan. In 1993, the Central City Community Plan boundaries were amended to encompass the Southern Pacific Railyards and the Richards Boulevard area. In 1995, the Community Plan boundaries were again amended to include Sutter's Landing Park.

As of 2005, there were twenty-seven historic districts established in Central City including: Q Street, 12th Street Commercial, 20th and N Street, Alkali Flat (North, South, West, and Central), Boulevard Park, Bungalow Row, C Street Commercial and Industrial, Capital Mansions, Capitol and Capitol Avenue, Cathedral Square, Fremont Park, Marshall Park, Memorial Auditorium, Merchant Street, Cesar Chavez Plaza Park/CBD, Poverty Ridge, R Street, South Side, Washington, Washington School, and Winn Park.

# Distinguishing Features

## *Predominant Land Uses*

The Central City Community Plan area is the core of the city of Sacramento, California's State capital. This bustling urban downtown holds State government buildings, corporate offices and businesses, high-rise condominiums, historic neighborhoods, parks and recreational areas, nightlife, restaurants and shops, schools, and industrial and manufacturing complexes all within a tree-lined street grid. The Central City contains numerous infill parcels in large districts such as the River District and the Railyards. The Central City comprises thirteen neighborhoods including Dos Rios Triangle, Alkali Flat, Mansion Flats, New Era Park, Old Sacramento, Downtown, Boulevard Park, Marshall School, Midtown/Winn Park/Capitol Avenue, Southside Park, Richmond Grove, Poverty Ridge, and Newton Booth. Designated neighborhood corridors include sections of I Street, K Street, P Street, R Street, and Capitol Avenue in Midtown, and sections of 10th Street, 16th Street, and S Street in the Southside Park area. Consistent with its urban form, the Central City has the highest percentage of multi-family attached dwelling units and office employment of any of the community plan areas. Parks and recreation areas are distributed throughout the Central City grid and include over twenty small plazas, city parks, and waterfront areas like Tiscornia Park (9.83 acres) at the confluence of the American River and Sacramento River and Sutter's Landing Park (172.60 acres).

Employment in the Central City is primarily office, which includes state and federal employees employed in office settings. Retail and industrial jobs are less significant employers. Commercial and retail uses are distributed throughout the city grid with a concentration of local, small-scale, pedestrian-oriented retail and commercial on J Street.

## *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 Light Rail Transit lines that connect Downtown with northeastern, eastern, and southern Sacramento.

# Community Issues

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

# Land Use and Urban Form Designations

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

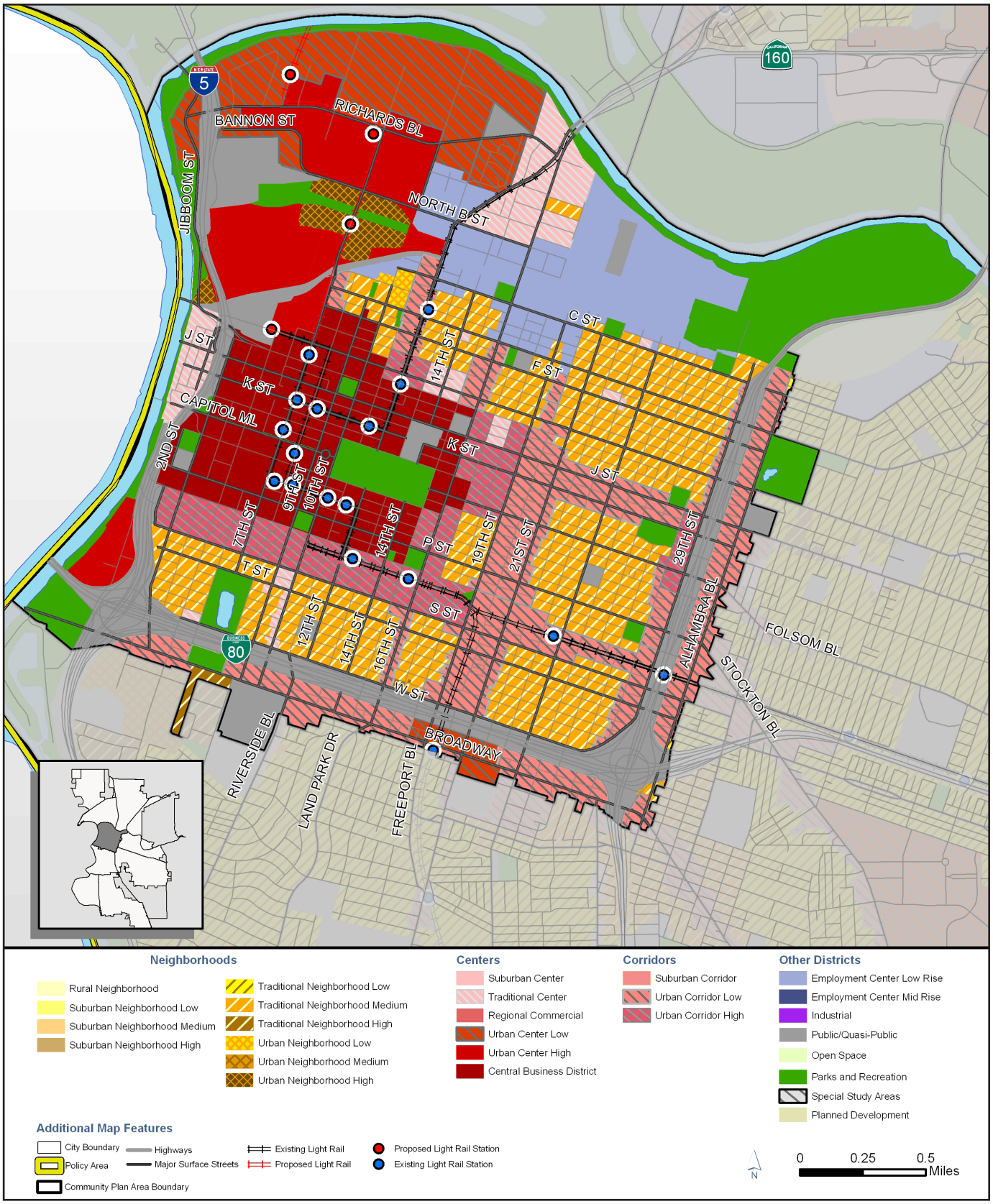



**Figure CC-2**

**2030 General Plan Land Use & Urban Form Designations for the Central City Community Plan Area**

# Community Policies

This section includes policies that are unique to the Central City Community Plan Area. They are intended to supplement, but not repeat, citywide policies contained in Part 2 of the General Plan. The policies contained in the community plans are organized to mirror the structure of the citywide General Plan elements. The following policies are taken from the existing Central City Community Plan (1980). Other policies in the existing Central City Community Plan that were outdated or overly general have been deleted. While the remaining policies have been edited slightly for consistency, the content of the policies has not been altered.

## Land Use and Urban Design

**CC.LU 1.1** **Industrial Areas.** The City shall upgrade the industrial-designated areas of the Central City and minimize incompatibilities with adjacent land uses. *(RDR/MPSP)*

**CC.LU 1.2** **Visual Qualities.** The City shall improve the visual qualities of improvements, especially signing, building and yard maintenance, commercial developments and overhead utilities. *(RDR)*

**CC.LU 1.3** **Interrelated Land Uses.** The City shall provide for organized development of the Central City whereby the many interrelated land use components of the area support and reinforce each other and the vitality of the community. *(RDR/MPSP)*

**CC.LU 1.4** **New Light Industrial.** The City shall identify new types of light industrial uses that may be desirable and appropriate in industrial areas. *(MPSP/PSR)*

**CC.LU 1.5** **Office Development.** The City shall provide the opportunity for office development in appropriate areas of the Central City, placing emphasis for development in and around the Central Business District. *(MPSP)*

**CC.LU 1.6** **Office Development.** The City shall encourage public and private office development, where compatible with the adjacent land uses and circulation system, in the Central Business District, Southern Pacific Railyards, and Richards Boulevard area. *(MPSP/JP)*

**CC.LU 1.7** **Central Business District.** The City shall improve the physical and social conditions, urban aesthetics, and general safety of the Central Business District. *(MPSP)*

# Historic and Cultural Resources

**CC.HCR 1.1** **Preservation.** The City shall support programs for the preservation of historically and architecturally significant structures which are important to the unique character of the Central City. *(MPSP)*

**CC.HCR 1.2** **Old Sacramento.** The City shall continue the development of historic "Old Sacramento" as a major tourist, entertainment, and cultural area in the region. *(MPSP)*

# Economic Development

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

# Housing

**CC.H 1.1** **Mixed-Use Buildings.** The City shall provide the opportunity for mixture of housing with other uses in the same building or on the same site at selected locations to capitalize on the advantages of close-in living. *(RDR/MSPS)*

# Mobility

**CC.M 1.1** **Major Street System.** The City shall establish a major street system which will route vehicular traffic to the activity areas of the Central City without directing such traffic through residential neighborhoods. *(MPSP)*

**CC.M 1.2** **Adequate Parking.** The City shall provide adequate off-street parking to meet the needs of shoppers, visitors, and residents. *(MPSP/SO)*

**CC.M 1.3** **Residential Street Parking.** The City shall reduce the adverse impact of commuter parking on residential streets. *(MPSP)*

**CC.M 1.4** **Peak-Period Parking.** The City shall continue peak-period curb parking restrictions on various streets in the downtown area to increase carrying capacity, reduce traffic delays, and aid in circulation. *(RDR)*

**CC.M 1.5** **Richards Boulevard and Business 80 Connection.** The City shall designate the connection of Richards Boulevard and Business 80 as a potential transportation corridor that may be considered in the future for various modes of travel. *(MPSP)*

**CC.M 1.6** **Commuter Bikeways.** The City shall prioritize the addition of commuter routes to existing bikeways. The plan recommends that the City identify a north/south route and an east/west bike route that would be improved for commuter use. Improvements would involve modification of the streets to accommodate bicycle commuters rather than exclusively for auto use. *(MPSP)*

**CC.M 1.7** **Increased Frequency for Transit.** The City shall encourage increased frequency and scheduling reliability of local transit routes within the Central City area, including signal pre-emption in all major transit corridors. *(SO/IGC)*

## Utilities

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

## Education, Recreation, and Culture

**CC.ERC 1.1** **Parks.** The City shall develop three new neighborhood parks to provide park space within convenient access; a fourth neighborhood park may be needed in the vicinity of Newton Booth School in the event the school site is lost for open space use. These parks should be small (approximately 1 acre), have neighborhood-oriented activities, and their development should not involve removal of existing sound housing stock. *(MPSP/SO)*

**CC.ERC 1.2** **Central City Vocational Facilities.** The City shall maintain quality educational/vocational facilities and services for Central City residents. *(MPSP)*

**CC.ERC 1.3** **Sutter's Landing Park.** The City shall develop the Sutter's Landing Park area as a regional park in accordance with an adopted Park Master Plan for the area. *(MPSP)*

**CC.ERC 1.4** **Sutter's Landing Park Connections.** The City shall develop riparian trail connections between the Sutter's Landing Park area, Tiscornia Park, and Glen Hall Park. *(MPSP)*

**CC.ERC 1.5** **Sacramento River Parkway.** The City shall develop the Sacramento River Parkway and Sutter's Landing Park facilities in conjunction with American River Parkway trail linkages. *(MPSP)*

**CC.ERC 1.6** **Joint-Use Urban School.** The City and School District should collaborate to create a joint-use urban school or enhance one or more existing schools off site that can serve the needs of the Railyards and Sacramento residents. *(IGC)*

# Public Health and Safety

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

# Environmental Resources

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

# Environmental Constraints

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

# Special Planning Districts

## *Railyards*

**CC.SPD 1.1** **Railyards.** The Sacramento Railyards Specific Plan proposes development of a transit-oriented mixed-use urban environment that would include between 10,000 and 12,100 dwelling units, 2.3 million square feet of office, 1.3 million square feet of retail, 1,100 hotel rooms, 491,000 square feet of mixed-use flex space, 485,390 square feet of historic/cultural uses, and 46 acres of open space on 244 acres bounded generally by the Sacramento River on the west, the City Water Treatment Plan and North B Street on the north, 12th Street on the east, and H Street between 5th and 7th Streets. *(RDR)*

## River District

The River District area, formerly Richards Boulevard, will evolve into an urban center with employment-intensive uses, a mix of housing, and a variety of retail uses including local shops, restaurants, and services. A specific plan for this area was developed starting in 2008, with expected adoption in 2010.

## R Street Corridor

See Appendix CC-A for R Street Corridor figures referenced below.

**CC.SPD 1.2** **R Street Employment.** The City shall reinforce the CBD as the city's regional employment center. While recognizing the CBD as the city's preeminent regional employment and high-rise office center, the R Street Corridor should be developed at a scale and mix of uses to provide a transition between the high intensity CBD, the mixed-use state Capitol Plan area, and the adjacent lower density residential districts. *(RDR/MPSP)*

**CC.SPD 1.3** **R Street Neighborhoods.** The City shall create distinct, stable, and integrated residential neighborhoods serving a range of income levels and populations to provide a choice of housing opportunities near downtown jobs. *(RDR/MPSP)*

**CC.SPD 1.4** **R Street Transit-Oriented Development.** The City shall encourage mixed-use residential/commercial development within a 660-foot radius of each light rail station, subject to compliance with setbacks and other building intensity standards, to ensure a design and scale compatible with adjacent neighborhood scale uses. *(RDR/MPSP)*

**CC.SPD 1.5** **R Street Surface Parking.** The City shall reduce the amount of land devoted to surface parking through reduced parking standards and local, regional, and state implementation of shuttle service and peripheral parking lot programs. *(RDR/IGC)*

**CC.SPD 1.6** **R Street Extended Hours.** The City shall create an appropriate mix of residential and non-residential uses within the Corridor, with an emphasis on new housing to serve projected Central City employment growth and support a vibrant 18-hour downtown environment. *(RDR/MPSP)*

**CC.SPD 1.7** **R Street New Neighborhoods.** The City shall designate a majority of the land area in the R Street Corridor primarily for residential mixed-uses to establish new neighborhoods. *(MPSP)*

**CC.SPD 1.8** **R Street Square Footage.** The City shall designate at least 80 percent of the square footage for residential use and up to 20 percent for ground floor neighborhood-serving commercial or office uses within the Residential Mixed-use district. *(MPSP)*

**CC.SPD 1.9** **R Street Standards.** The City shall establish height limits, setbacks and other standards along Q and S Streets and near existing lower-scale residential and commercial uses. *(RDR)*

**CC.SPD 1.10** **R Street Height Limits—Q and S Streets.** The City shall establish a height limit along Q and S Streets. These height limits are subject to compliance with Floor to Area Ratio (FAR) standards to ensure compatibility with adjacent uses. *(RDR)*

**CC.SPD 1.11** **R Street Height Limits—Benvenuti Plaza.** The City shall limit heights on 16th Street adjacent to Benvenuti Plaza to 75 feet. *(RDR)*

**CC.SPD 1.12** **R Street Height Limits—Residential Neighborhoods.** The City shall buffer existing residential developments under 45 feet in height (i.e., Capital Terrace, Governor's Square East, Saratoga Townhomes, Southside, and Q and S Streets neighborhoods at the eastern end of the Corridor) from adjacent uses by limiting heights and requiring adequate setbacks to minimize encroachment on light or air for existing housing. *(RDR)*

**CC.SPD 1.13** **R Street Design Guidelines.** The City shall adopt Design Guidelines to ensure adequate light, air, and transition in building heights, similar to the guidelines in effect in the Urban Design Plan for the CBD. *(RDR/MPSP)*

**CC.SPD 1.14** **R Street Allowed Uses.** The City shall provide flexibility in allowed uses for new structures located on small parcels that are partially developed with structures listed as essential or priority in the city's official register that abut major streets. *(RDR)*

**CC.SPD 1.15** **R Street Parks.** The City shall improve existing neighborhood parks serving the Corridor (Southside, Roosevelt, Fremont, Winn) with active uses and family facilities to serve future residents of the Corridor. *(MPSP/SO)*

**CC.SPD 1.16** **R Street Schools.** The City and the Sacramento City School District shall cooperatively explore the possibility of a smaller prototype urban school that can serve the needs of R Street Corridor residents if existing facilities cannot fully meet the need. *(IGC)*

**CC.SPD 1.17** **R Street Design.** The City shall design R Street as a local, pedestrian scale street. *(MPSP)*

**CC.SPD 1.18** **R Street Local Street Classification.** The City shall retain the local street classification for R Street as a two-lane, two-way street; facilitate pedestrian, bicycle and vehicular forms of circulation; retain stop signs, as warranted, to reduce traffic volumes; and slow the speed of traffic. *(MPSP)*

**CC.SPD 1.19** **R Street Pedestrian Corridor.** The City shall limit vehicle access from R Street and encourage parking access from the alleys to reduce the amount of street frontage devoted to the automobile and to minimize traffic on R Street. *(RDR/MPSP)*

**CC.SPD 1.20** **R Street Design.** The City shall improve portions of R Street which are currently substandard, and design streets to reflect a pedestrian scale. *(MPSP/SO)*

**CC.SPD 1.21** **R Street Multi-modal.** The City shall link future enhancements to bus or shuttle service within the corridor to the Intensive Mixed-Use district on the west end with the 13th Street Light Rail Station. *(MPSP/SO)*

**CC.SPD 1.22** **R Street Multi-modal.** The City shall promote multiple modes of circulation through the adoption of new R street cross sections. *(MPSP)*

**CC.SPD 1.23** **R Street Design.** The City shall provide within the R Street public right of way: street trees where appropriate, street lighting, on-street parking, and pedestrian walkways to provide a safe and attractive environment for pedestrians, bicyclists, and other modes of transportation. Several different street cross sections are proposed for R Street to address different historic, urban design, transit, circulation,

and land use conditions. The west end of the corridor, the 3rd to 9th Street section, is proposed to serve more intensive office, and residential mixed-uses. For the east end of the corridor, from 23rd to 29th Streets, the light rail line occupies the middle of the street, and a significant amount of the street right of way. This cross section is proposed to serve predominantly residential and retail uses. *(RDR/MPSP)*

**CC.SPD 1.24** **R Street, 3rd to 9th Street Cross Section.** From 2nd to 19th Streets, an 80-foot right-of-way exists to accommodate the desired two-way, two lane local street. From 3rd to 9th Streets the cross-sections will be those specified in Figures 14a, b, and c (Appendix CC-A). From 7th to 9th Streets typical cross-sections will be as indicated in Figure 14c (Appendix CC-A). Alteration of this typical cross-section, to accommodate existing conditions, may be evaluated by staff on a case-by-case basis without need for a Community Plan Amendment. Certain minimum standards must be met by all proposed cross-sections unless existing conditions preclude compliance with the typical cross-section, as determined by the City: (1) bulb-outs are generally required at all round corners unless determined otherwise by the City Traffic Engineer; (2) applications for on-street diagonal parking shall be submitted to the Department of Public Works for review; diagonal parking requests will be considered on a block-by-block basis; on-street diagonal parking must be approved by the City Council; (3) a minimum 6-foot-wide sidewalk is required; (4) street trees must be provided, with a minimum 6-foot-wide planter, and (5) street lights must be provided. *(RDR/MPSP)*

**CC.SPD 1.25** **R Street, 9th to 19th Street Cross Section.** Figures 15a to 15f (Appendix CC-A) depict the proposed cross sections for the 9th to 19th Street section of R Street. The street sections are categorized according to the four sectors A through D, indicated in the Central City Urban Design Guidelines for the R Street Corridor. The character and land uses along the Corridor change dramatically from block to block which these street sections address by each sector. Alterations of these street sections may be needed due to diverse conditions of R Street. Alterations of these typical street sections may be evaluated and approved by the city manager or designee on a case-by-case basis without need for Community Plan Amendment. However, the following

minimum standards must be met by any proposed cross sections unless conditions preclude compliance with the typical cross section as determined by the City: (1) a minimum 5-foot continuous pedestrian walkway must be provided on at least one side of R Street; (2) a minimum 3-foot-wide detectable warning strip of yellow truncated domes along with bollards, wheel stops, and other vertical elements must be provided between pedestrian pathway and vehicular travel lanes if valley gutters or slotted drains are utilized in the design without other approved vertical signals to visually-impaired pedestrians; and (3) street lights must be provided. *(RDR/MPSP)*

**CC.SPD 1.26** **R Street, 23rd to 29th Street Cross Section.** Figure 16 (Appendix CC-A) depicts proposed cross sections for the 23rd to 29th Street section of R Street. Figure 17 (Appendix CC-A) depicts the Streetscape Plan. The cross section for this area devotes 26 feet of the public right of way for exclusive light rail use. To accommodate light rail and still allow for on street parking, street trees, and sidewalks; street tree planter boxes are proposed. These planters must be designed to provide proper drainage, and rolled rather than square planters are preferable. Street lighting is also proposed for this cross section, and will be located along the edge of the sidewalk. *(RDR/MPSP)*

**CC.SPD 1.27** **R Street Utility Master Plan.** The City shall develop and implement a Utility Master Plan to coordinate the phasing of utility, street, and other capital improvements. *(MPSP)*

**CC.SPD 1.28** **R Street Financing.** The City shall reinvest a significant portion of the tax increment financing generated within the Merged Downtown Sacramento Redevelopment Project Area to improve the economic feasibility of housing and neighborhood commercial uses within the Corridor. *(MPSP/FB)*

**CC.SPD 1.29** **R Street Housing Development.** The City shall identify catalyst housing sites within the R Street Corridor to receive SHRA housing assistance in the near term to stimulate private housing construction market in the Corridor. To the extent feasible purchase and land bank sites within the Corridor for housing development. Additionally, where opportunities are available, SHRA should negotiate with developers of office and mixed-use projects to secure land for housing. *(MPSP)*

**CC.SPD 1.30** **R Street Housing Development.** The City shall work with SHRA, the Department of General Services, and Capitol Area Development Authority (CADA) to establish the R Street Corridor as a priority location for future housing opportunities in conjunction with the Capitol Area Plan. *(MPSP/FB)*

**CC.SPD 1.31** **R Street Transit Village.** The City shall designate R Street as a "Transit Village" pursuant to State Law (AB 3152). This qualifies the area for tax increment, housing, and transportation financing assistance to achieve the transit oriented goals of the plan. *(IGC)*

**CC.SPD 1.32** **R Street Parking.** The City shall work with the State of California, Department of General Services, to reduce parking within the Central City by utilizing shuttle services to transport state workers to parking lots on the periphery of the Central City, under the W-X freeway and Business 80. *(MPSP)*

**CC.SPD 1.33** **R Street Bike Routes.** The City shall link the Riverfront and R Street with the proposed bike route continuing on 2nd Street from T Street to R Street and crossing over I-5 on the former Railroad Bridge. *(PSR)*

**CC.SPD 1.34** **R Street Shuttle.** The City shall study the possibility of routing the proposed Downtown Shuttle or the proposed Historic Trolley through the Corridor, from 2nd Street to the 13th Street Light Rail Station, to connect higher-intensity development on the west end to downtown. *(PSR)*

**CC.SPD 1.35** **R Street Parks.** The City shall investigate the feasibility of public purchase of the park sites designated between 18th and 20th Streets as well as the mini parks designated at the light rail stations at 13th and 23rd Streets. *(PSR)*

**CC.SPD 1.36** **R Street Joint Use School.** The City shall explore the possibility of a joint-use school, developed in conjunction with commercial or other neighborhood-serving development, or public open space. *(PSR/IGC)*

# Opportunity Areas

This section includes information about opportunity areas in the Central City Community Plan Area. Table CC-1 lists each opportunity area that falls completely or partially within the community plan area. Figure CC-3 shows a map of all the opportunity area locations within the community plan area. Information will be developed and refined for each opportunity area as needs are assessed and development focus shifts throughout the Central City Community Plan Area.

**Table CC-1 Central City Opportunity Areas**

| *Opportunity Area* | *Type* |
|---|---|
| **Neighborhoods** | |
| C Street Central City Housing | Neighborhood |
| R Street Central City Housing | Neighborhood |
| **Centers and New Growth Areas** | |
| Sutter General Medical Center | Center |
| Central Business District | Center |
| River District[a] | Center |
| Riverfront[b] | Center |
| Railyards | Center |
| Setzer Site[b] | Center |
| **Blue Line Light Rail Existing and Proposed Stations** | |
| Broadway Light Rail Station[b] | Transit Center |
| **Commercial Corridor Revitalization** | |
| Broadway[d] | Corridor |
| Central City Corridors[e] | Corridor |

SOURCE: City of Sacramento 2009

a. Also known as "Richards Boulevard"
b. Partially located in Land Park Community Plan Area
c. Partially located in East Sacramento Community Plan Area
d. Partially located in Fruitridge Broadway and Land Park Community Plan Areas
e. Includes 15th/16th Street, 19th/21st Street, 12th Street, J Street, and K Street

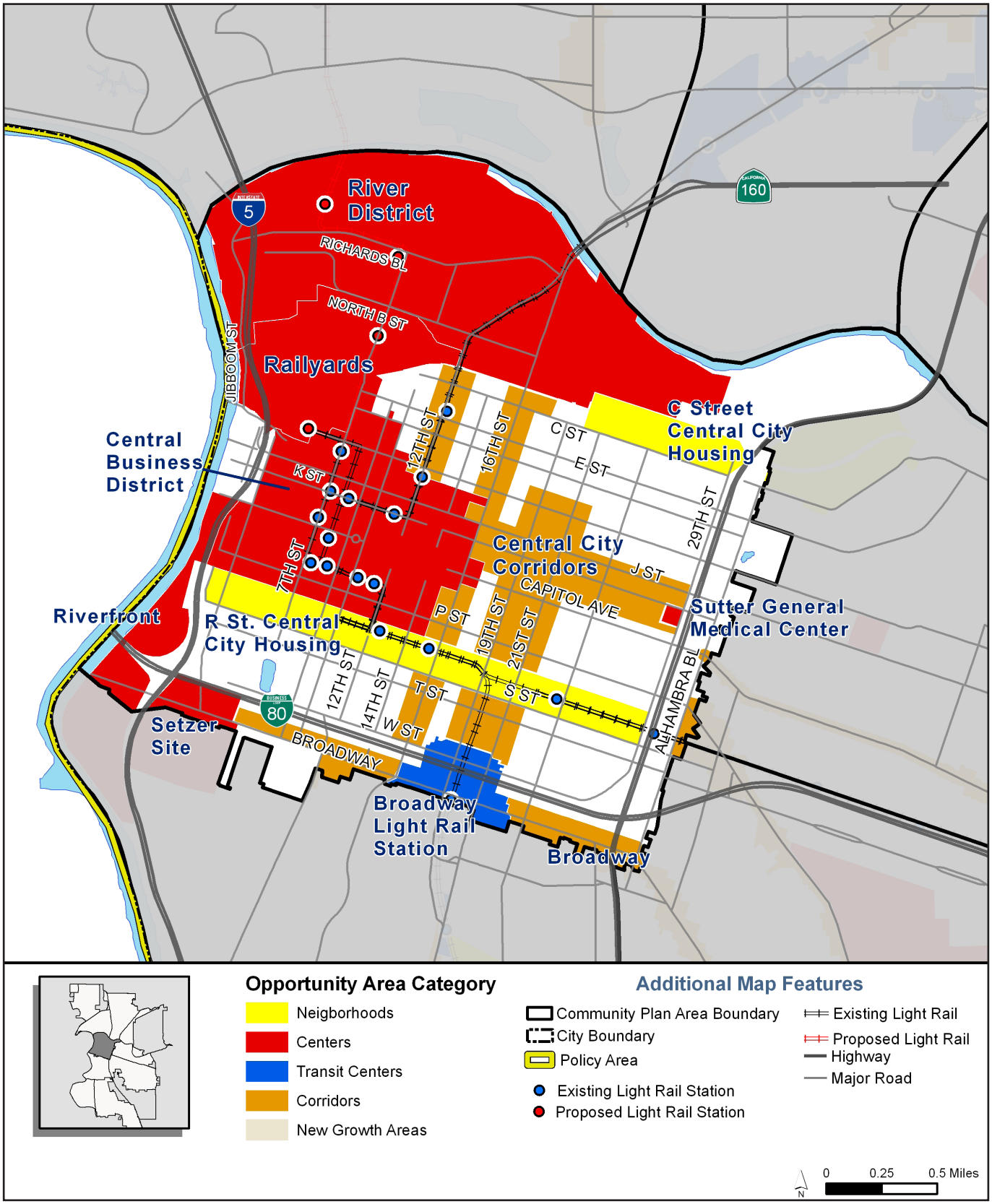



**Figure CC-3**

**Central City Opportunity Areas**

# River District

## Location

The River District Opportunity Area, formerly Richards Boulevard, is defined by the American and Sacramento rivers on the north and west, and the Southern Pacific Railyards on the south, and the Central City residential neighborhoods on the south and east (Figure CC-4). The Opportunity Area extends approximately 2.5 miles east of the confluence of the rivers and includes within its limits the former Sacramento Municipal Landfill, now Sutter's Landing Regional Park. Most of the existing development is concentrated in the western two thirds of the Opportunity Area (generally west of the Union Pacific railroad tracks), while the eastern third is largely undeveloped and under-served by roadways.

## Existing Conditions

The River District has long served as a warehousing, industrial, and service commercial district in close proximity to the downtown and to the surrounding region. The area is largely developed with a mix of commercial industrial, transportation, utilities, residential, and public uses including social services. Some of the largest developments in the area include the Basler-Dreher neighborhood, east of 16th Street, Dos Rios housing (a large public housing complex), and the city's Sacramento River water treatment plant. Major uses adjacent to the area include the historic Union Pacific Railyards to the south and the American River Parkway to the north. During the 1900s, the area became a focus for warehousing and distribution uses that utilized the areas rail and road arteries.

Today (2009), the area is a mix of older and obsolete building stock, small parcelization, and multiple ownership. The central part of the area is primarily developed with warehousing and distribution uses. The two subdivisions have been encroached upon by commercial and industrial uses, and in some cases older industrial uses have been replaced by low-intensity offices including the State Lottery Building and Continental Plaza Office Complex. The western edge of the area, along I-5, has developed into a highway commercial node with economy hotels, automotive services, and convenience stores and restaurants.

The area is currently experiencing a significant transition as the city continues to grow up around it. The area is no longer at the urban edge, but rather within the Central City. Some industries have relocated to less urbanized sites, while other businesses have flourished and benefitted from the high levels of freeway access and the proximity to downtown.

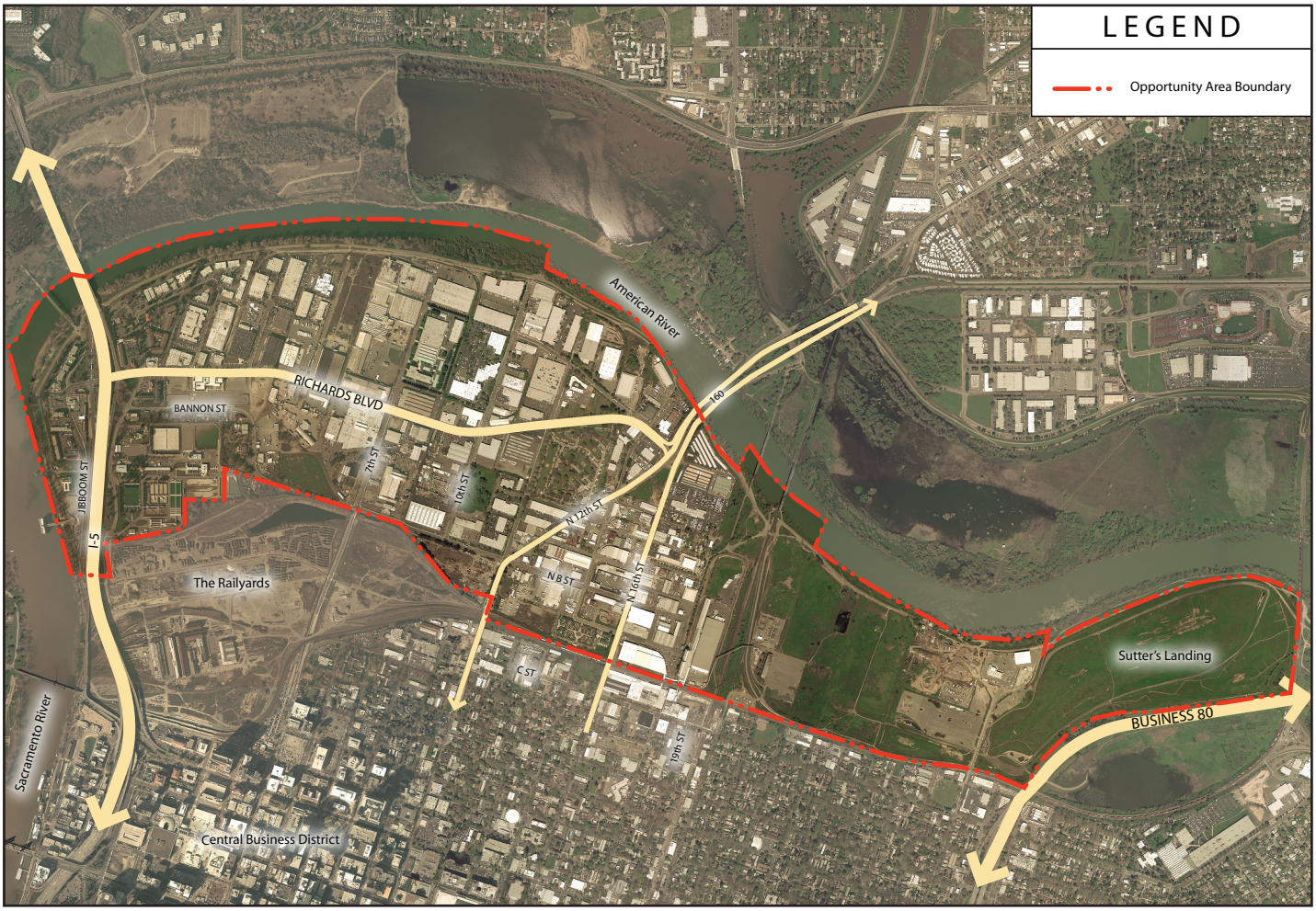



**Figure CC-4**
**River District Boundary**

# 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 Area:

- Downtown Redevelopment Plan (SHRA)
- R Street Corridor Plan
- Richards Boulevard Area Plan (RBAP) (1994)
- Richards Boulevard Redevelopment Area Implementation Plan (2000)
- Richards Boulevard Implementation Plan (2005)
- Richards Redevelopment Plan (SHRA)
- Richards Boulevard Concept Diagram

- River District Specific Plan (expected adoption 2010)
- Railyards Specific Plan (1997)
- Alkali Flat/Mansion Flats SNAP
- Alkali Flat Redevelopment Plan (SHRA)
- Gateway Streetscape/URB Design Plan
- River District Concept Diagram
- J/K/L Streets—Visioning Summary (2005)
- Central Business District Urban Design Plan (1990)
- Central City Parking Master Plan (2005)
- Central City Two-Way Conversion Project
- Central City Train Noise Report
- Capitol Area Plan and Strategic Facilities
- Capitol Park Neighborhood Design Plan
- Sacramento Urban Design Plan Central Business District Framework Plan (1987)
- Downtown Cultural and Entertainment District Master Plan (1990)
- Alhambra Corridor Plan
- Transit for Livable Communities

# Appendix CC-A: R Street Corridor Figures

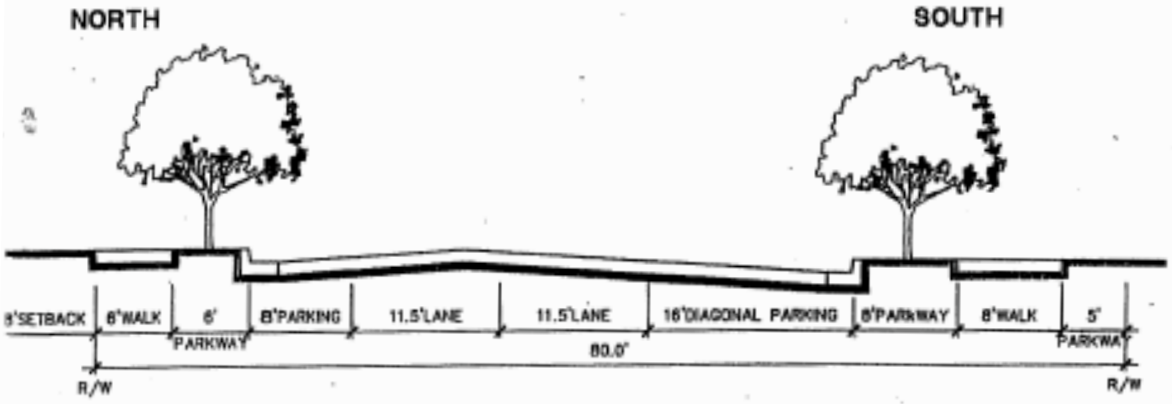
Table of Figures

Figure 14 R STREET CROSS SECTION 3RD-19TH STREETS

Figure 15 R STREET CROSS SECTION 23RD-29TH STREETS

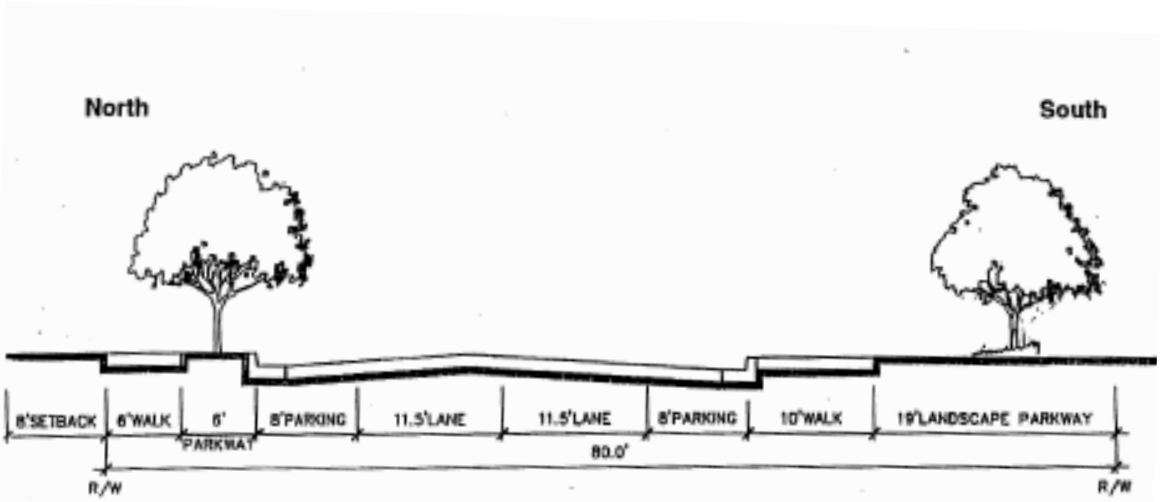
Figure 16 R STREET STREETSCAPE PLAN 3RD-19TH STREETS

Figure 17 R STREET STREETSCAPE PLAN 23RD-29TH STREETS




**Typical* R Street Streetscape**

3rd-4th Streets, 6th-7th Streets

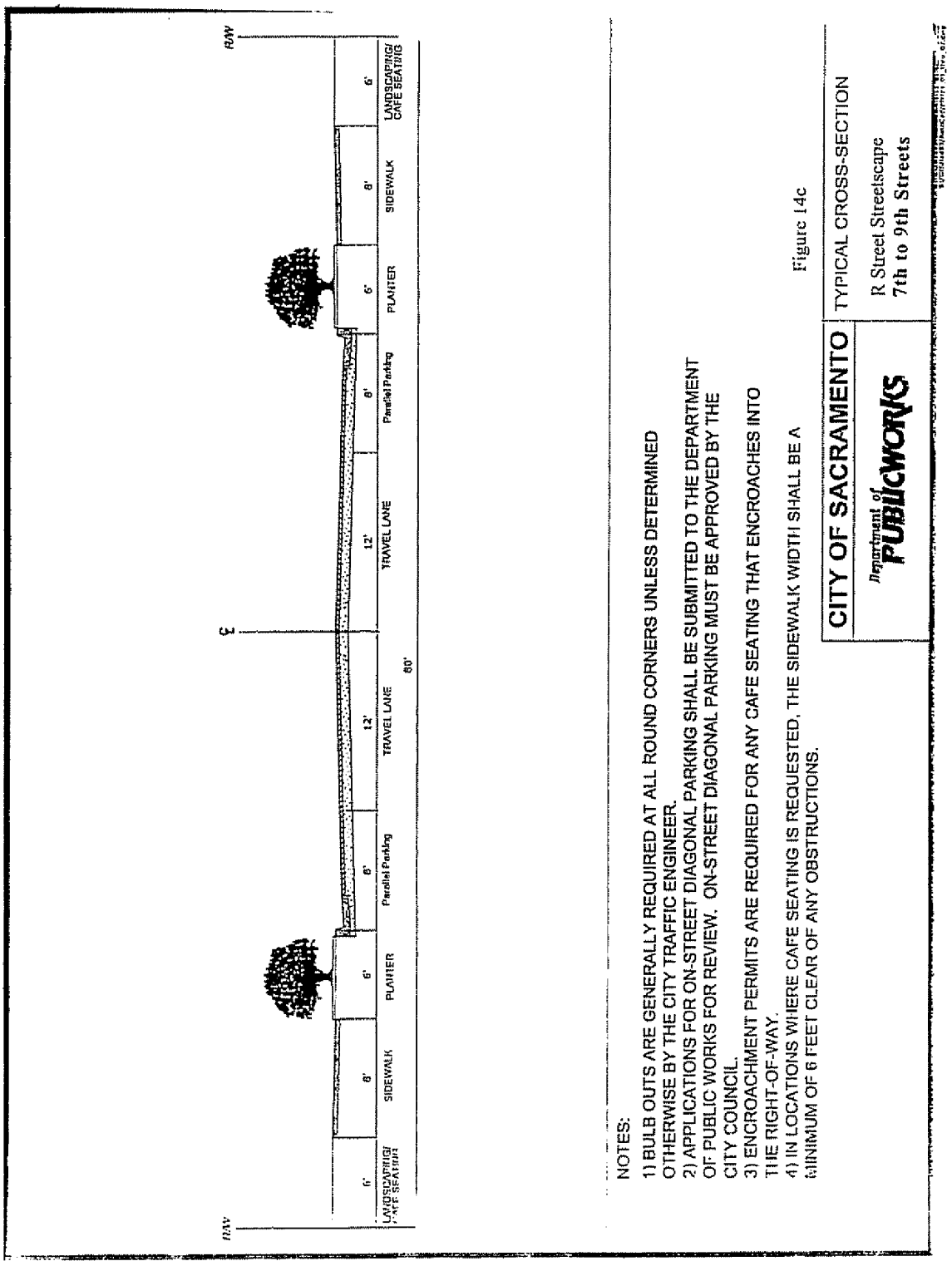



**Proposed R Street Streetscape**
**Between 4th and 6th Streets**

# Exhibit B

## Figure 14c

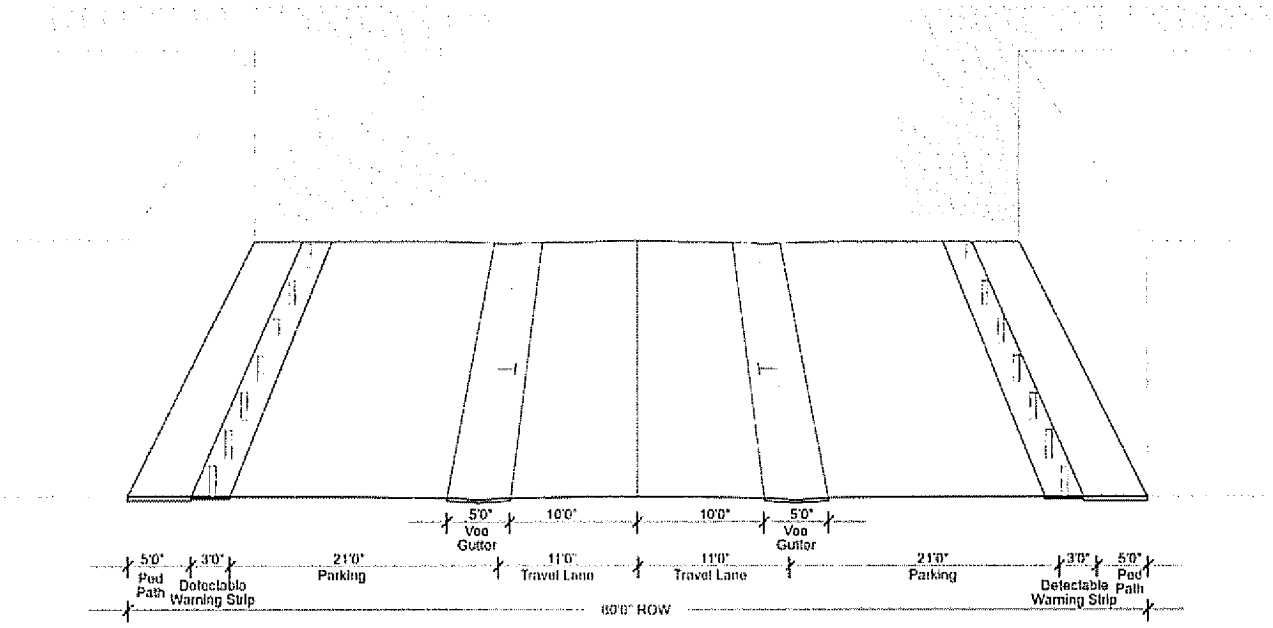
R Street Corridor
Cross Sections
**7th to ~~19th~~ 9th Streets**



## Figure 15a

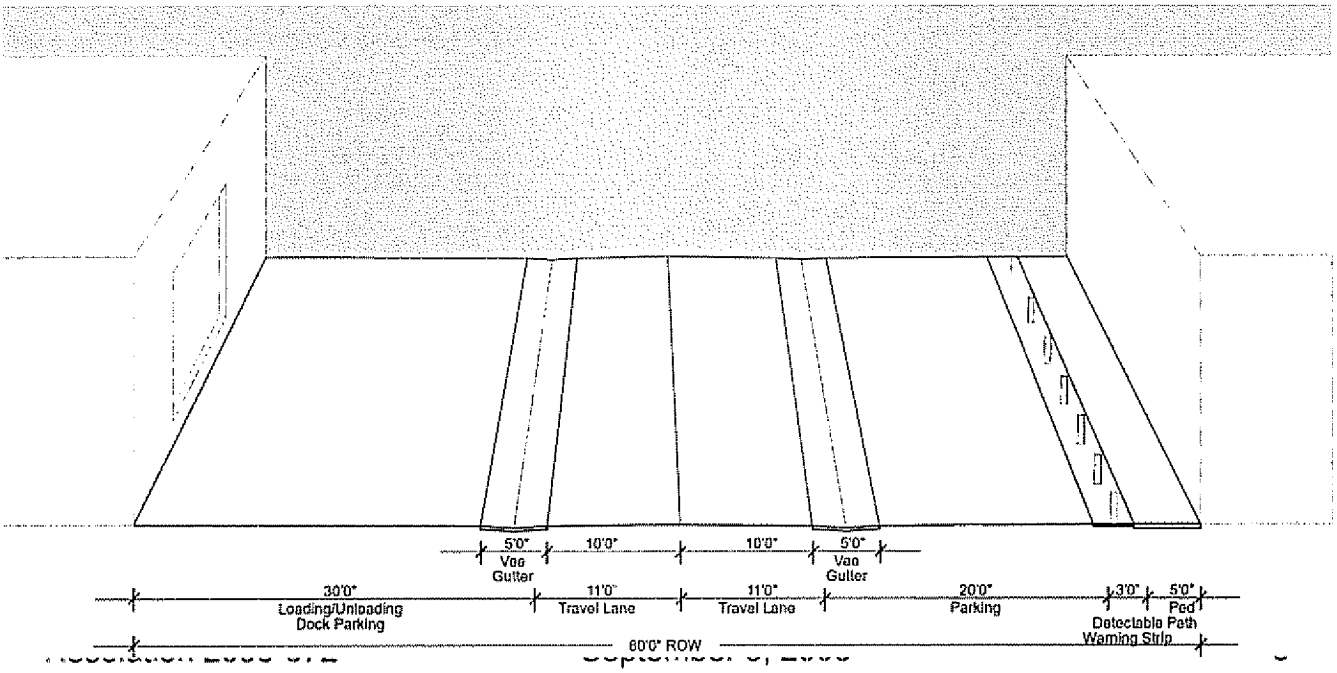
R Street Corridor
Capitol Area Neighborhood Streetscape Sections
**Sector A 9th to 12th/13th Streets**

### Sector A - Prototypical Section




Dimensions and elements of the cross section might be modified during the design phase

### Sector A - Loading on One Side of Street (9th to 10th Street)

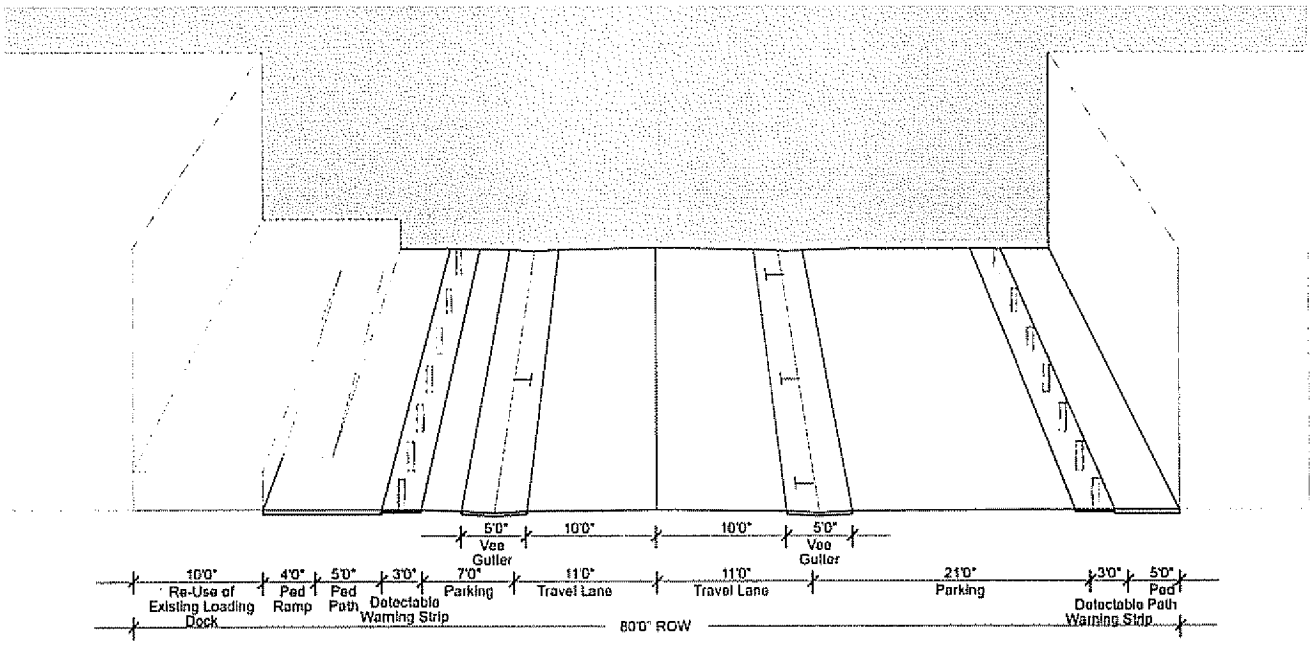



Dimensions and elements of the cross section might be modified during the design phase

**Figure 15b**

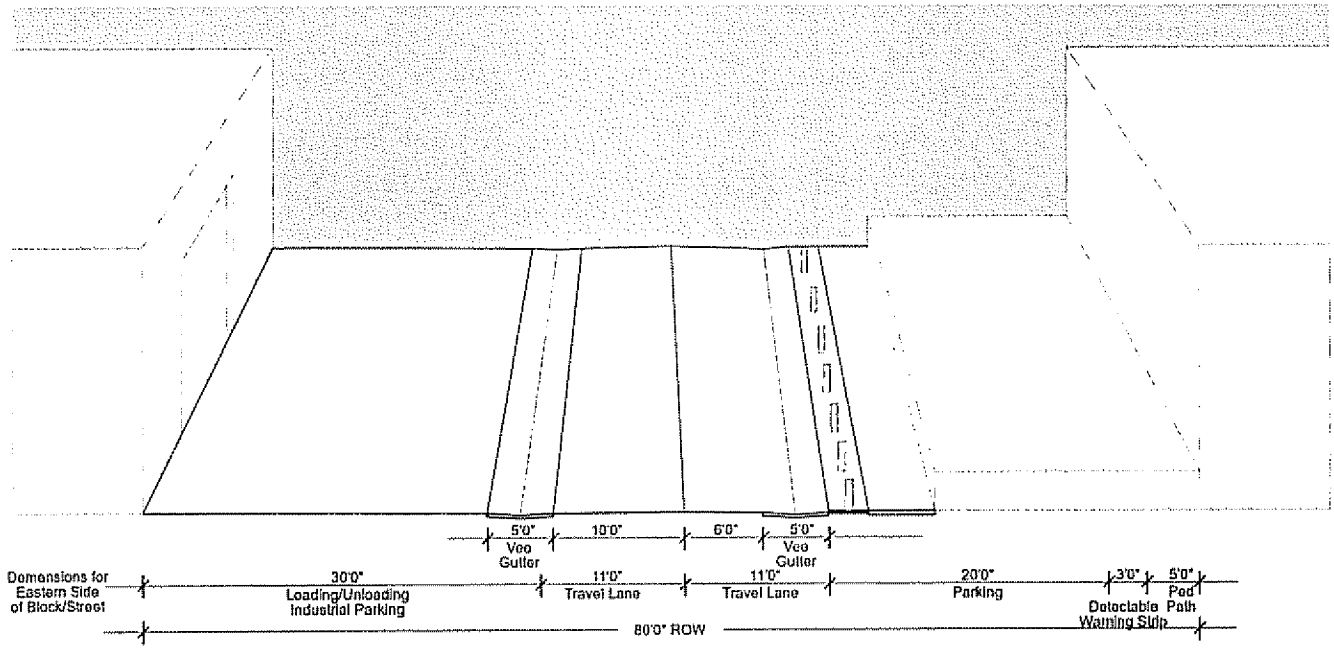
R Street Corridor
Capitol Area Neighborhood Streetscape Sections
**Sector A 9th to 12th/13th Streets**

**Sector A - Protruding Loading Dock (10th to 11th Street)**




Dimensions and elements of the cross section might be modified during the design phase

**Sector A - Protruding Loading Dock (11th to 12th Street)**

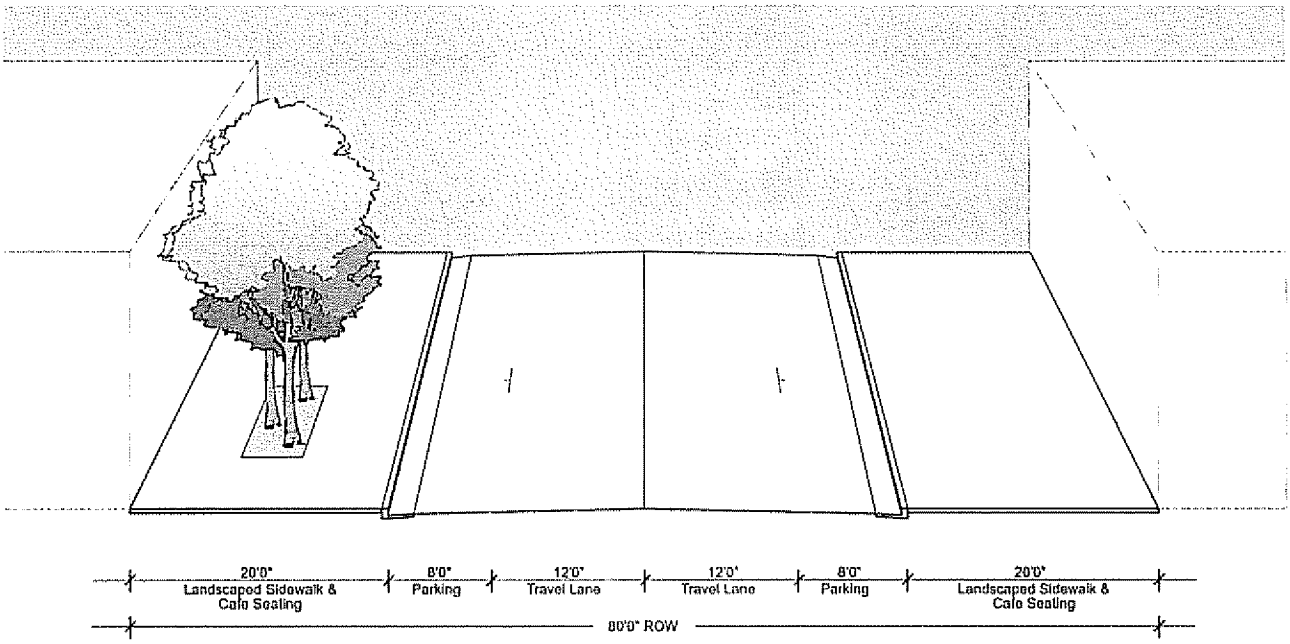



Dimensions and elements of the cross section might be modified during the design phase.

**Figure 15c**

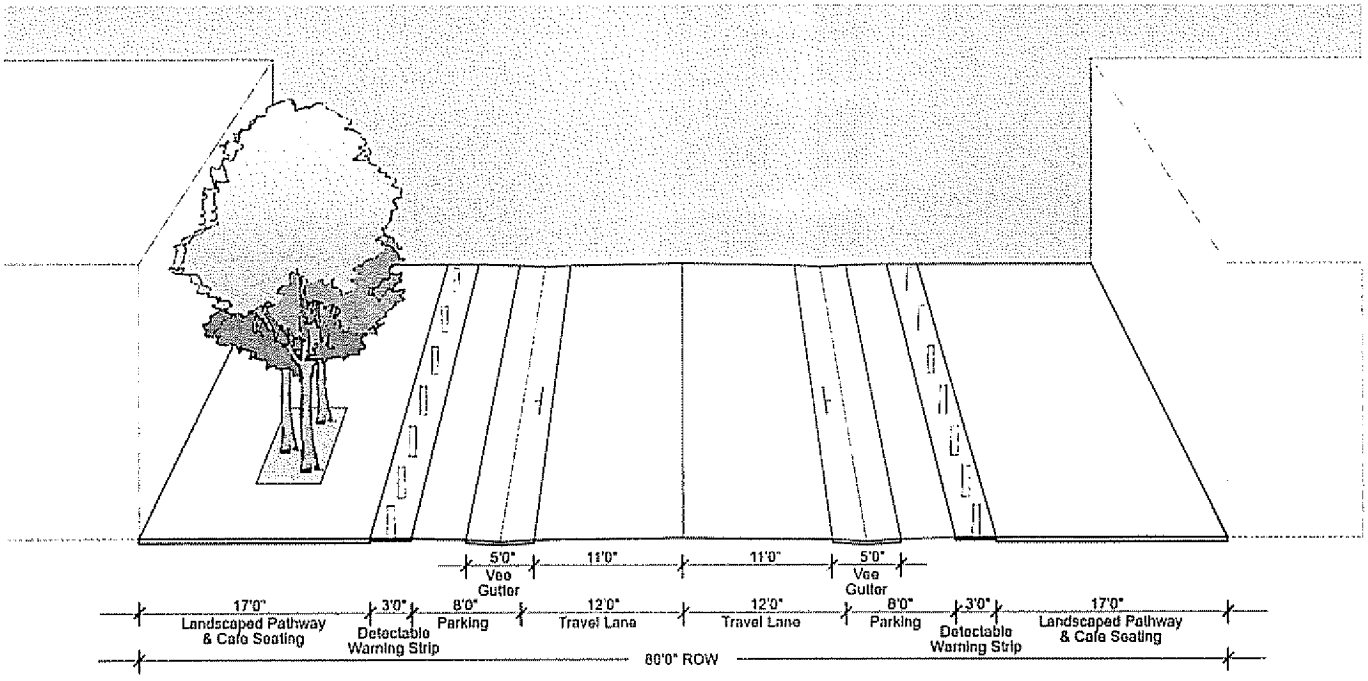
R Street Corridor
Capitol Area Neighborhood Streetscape Sections
**Sector B 12th/13th to 15th Streets**

**Sector B - Prototypical Section Phase I**




Dimensions and elements of the cross section might be modified during the design phase.

**Sector B - Prototypical Section Phase II**

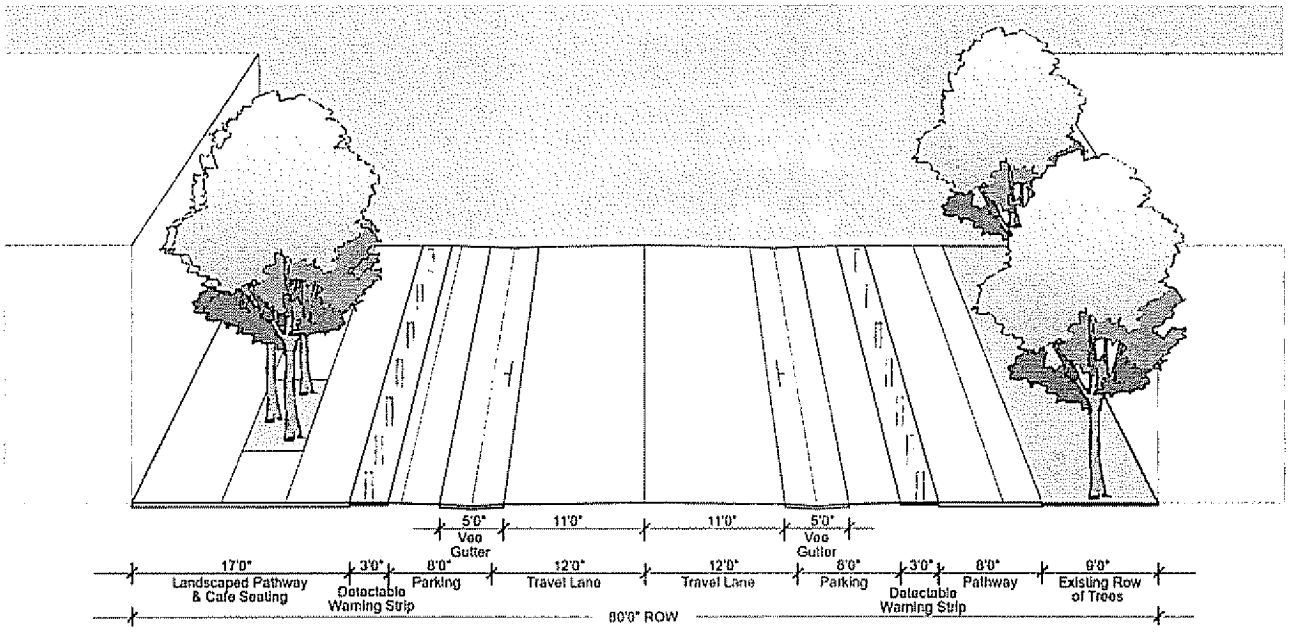



Dimensions and elements of the cross section might be modified during the design phase

## Figure 15d

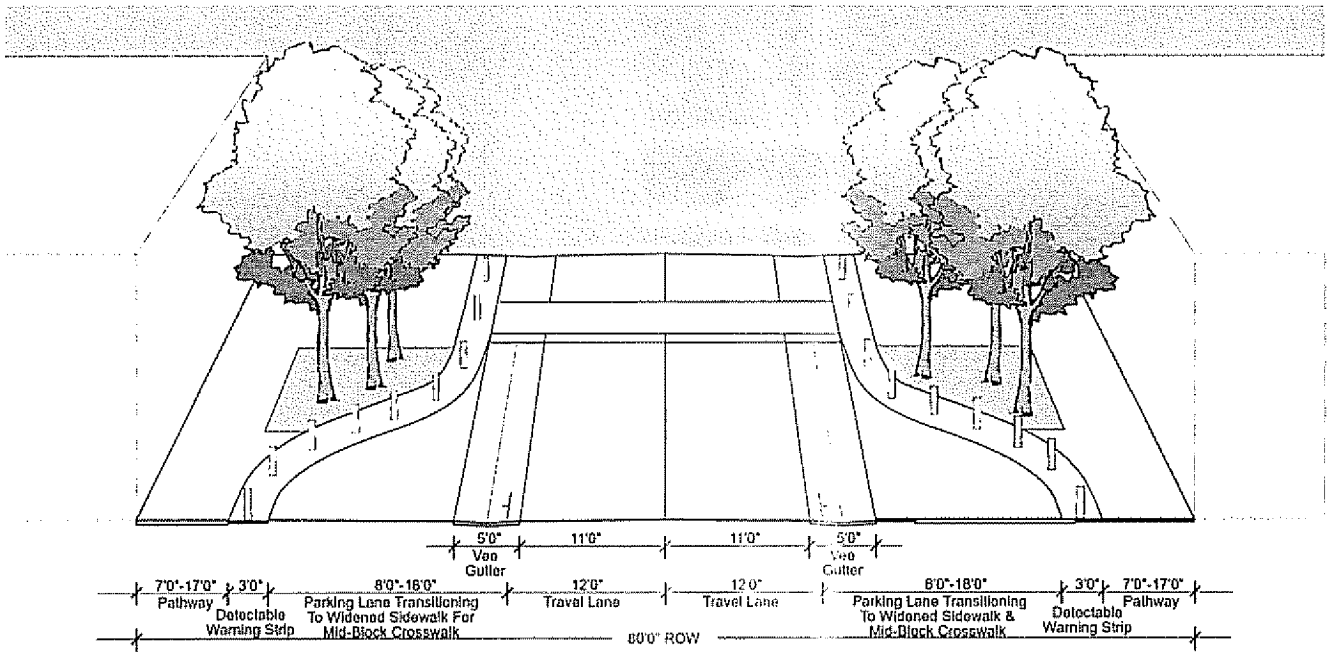
R Street Corridor
Capitol Area Neighborhood Streetscape Sections
**Sector B 12th/13th to 15th Streets**

**Sector B - Phase II Option (12th to 13th Street)**




Dimensions and elements of the cross section might be modified during the design phase

**Sector B – Mid Block Crossing**

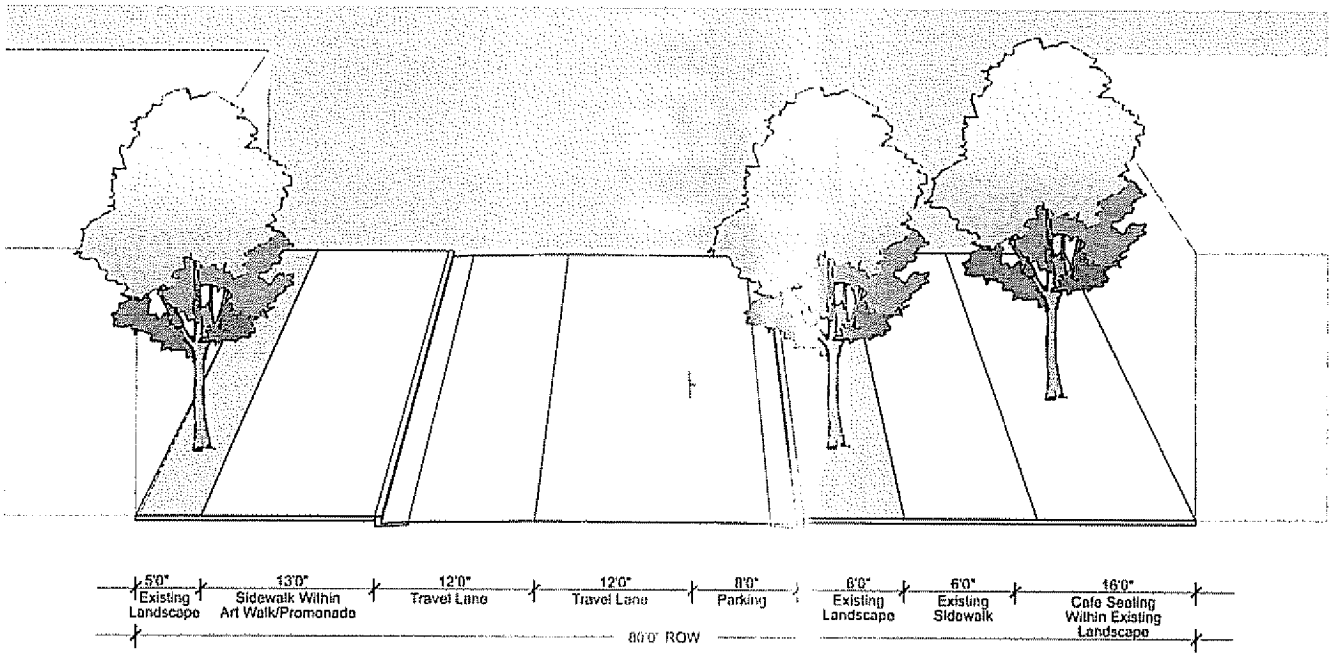



Dimensions and elements of the cross section might be modified during the design phase

**Figure 15e**

R Street Corridor
Capitol Area Neighborhood Streetscape Sections
**Sector C 15th to 16th Streets**

**Sector C – Prototypical Section**

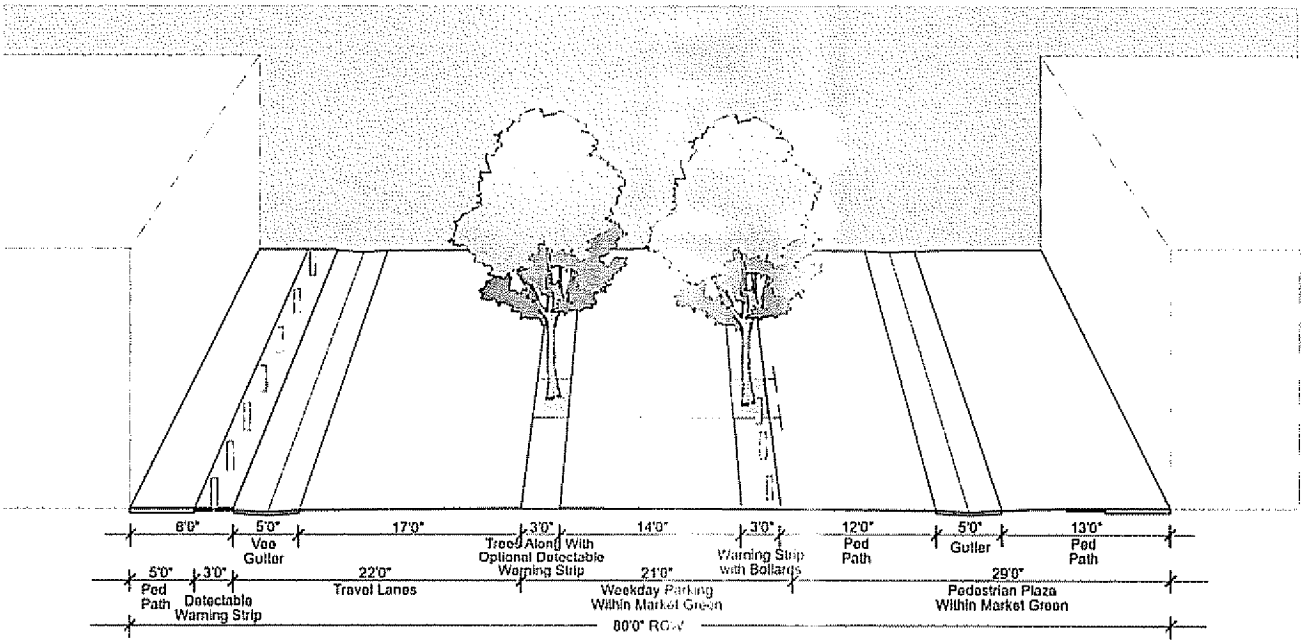



Dimensions and elements of the cross section might be modified during the design phase.

## Figure 15-F

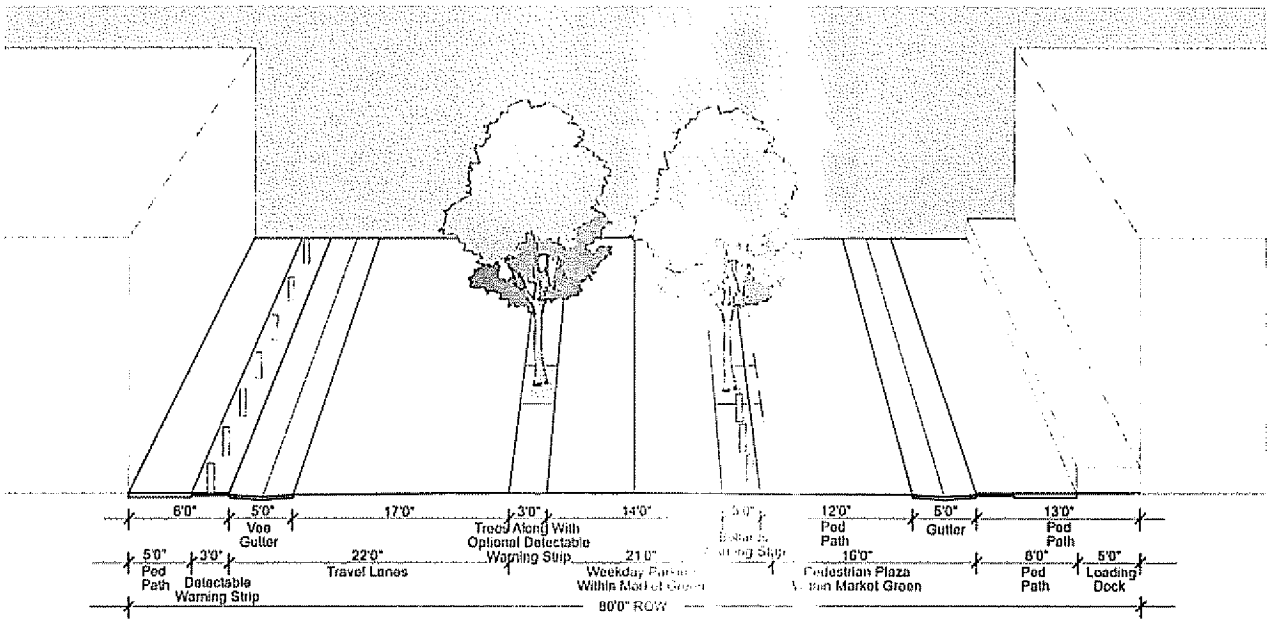
R Street Corridor
Capitol Area Neighborhood Streetscape Sections
**Sector D 16th to 18th Streets**

**Sector D – Weekday Section**




Dimensions and elements of the cross section might be modified during the design phase.

**Sector D - Weekday Section (Loading Dock 16 to 17th)**

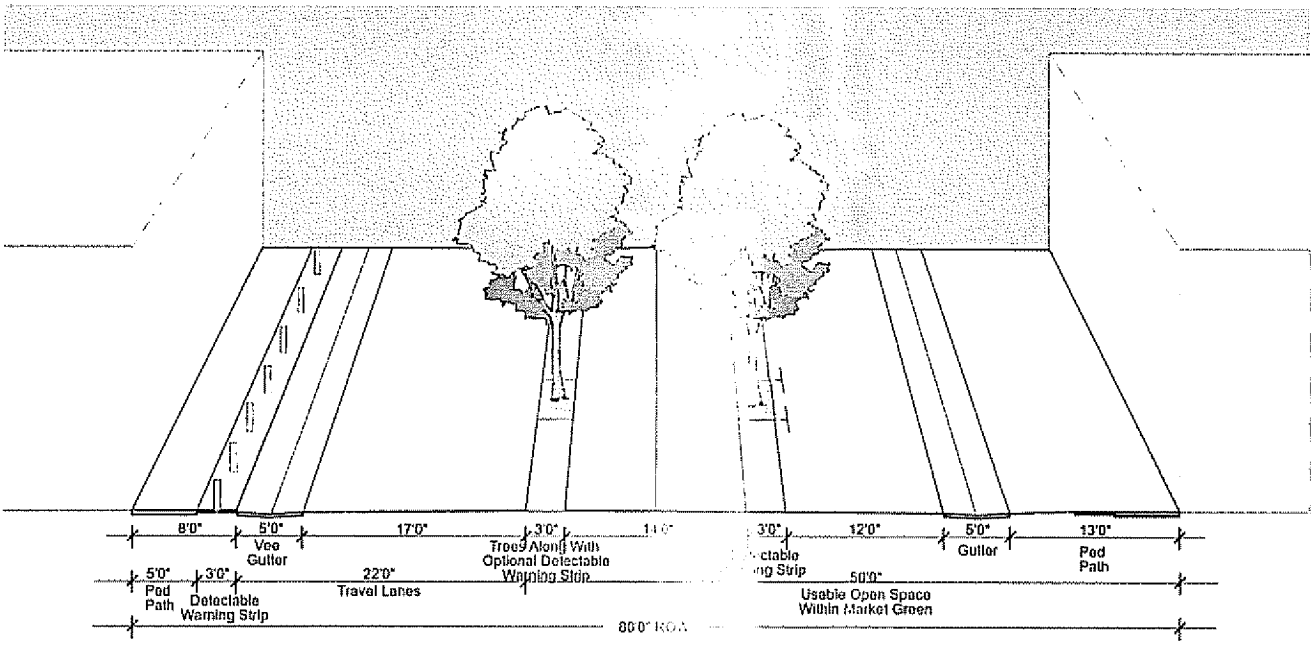



Dimensions and elements of the cross section might be modified during the design phase.

**Figure 15 F**

R Street Corridor
Capitol Area Neighborhood Streetscape Sections
**Sector D 16th to 18th Streets**

**Sector D - Weekend Section**




Dimensions and elements of the cross section might be modified during the design phase.

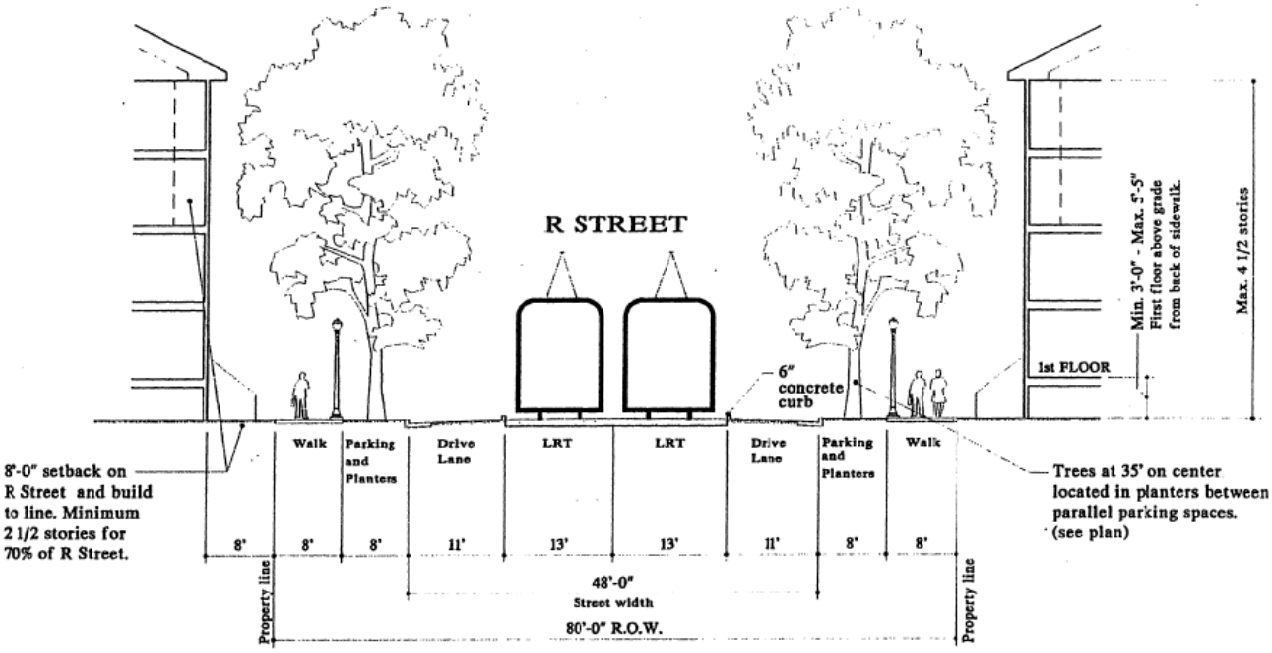



FIGURE 15
R STREETSCAPE SECTION
BETWEEN 23rd - 29th STREETS

5 December 95

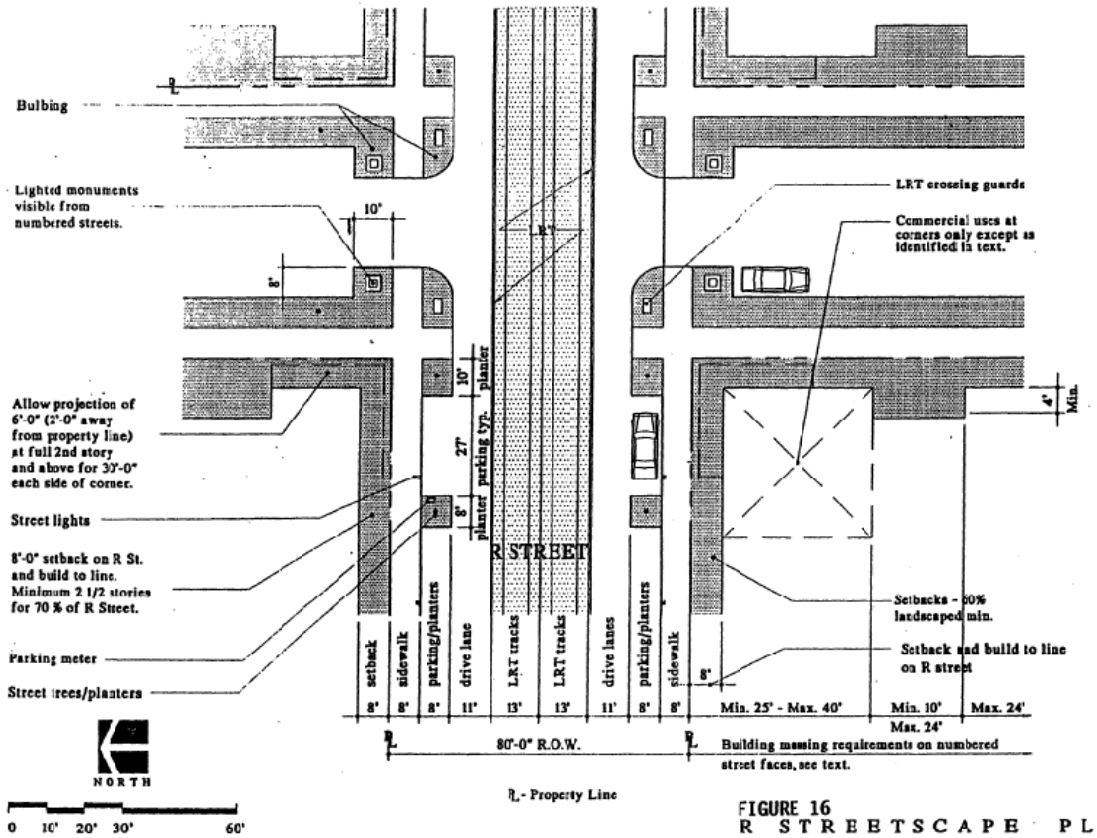



FIGURE 16
R STREETSCAPE PLAN
BETWEEN 23rd - 29th STREETS

5 December 95

# EAST SACRAMENTO COMMUNITY PLAN

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Community Location.....3-ES-3
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# Community Location

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

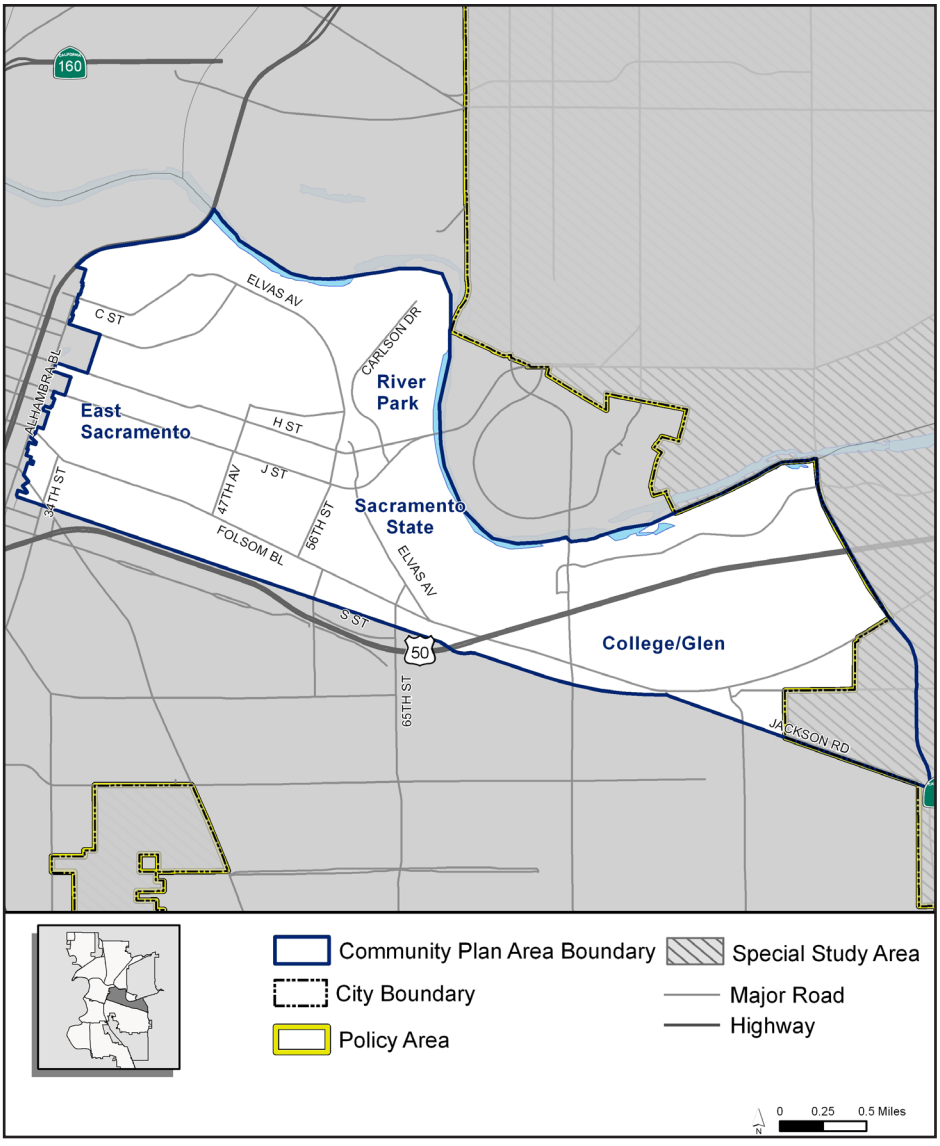


**Figure ES-1**

**East Sacramento Boundary and Neighborhoods**

# Community Vision

*A community plan vision identifies how each community can contribute to Sacramento's citywide vision of becoming the most livable city in America. The community vision focuses on values and expectations specific to the community that can be accomplished by 2030, and beyond. Where the 2030 General Plan's goals, policies, and implementation programs define the roadmap of strategies to achieve the overall citywide vision, the community plan vision should be specific to each community and support the overall citywide vision. It can address community identity, economic health, neighborhood design and livability, mobility and connectivity, community safety and welfare, historic and cultural resources, access to open space and parks, and sustainability.*

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

# Community Profile

## Development and Planning History

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

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

## Distinguishing Features

### *Predominant Land Uses*

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

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

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

### *Major Transportation Routes*

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

# Community Issues

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

# Land Use and Urban Form Designations

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

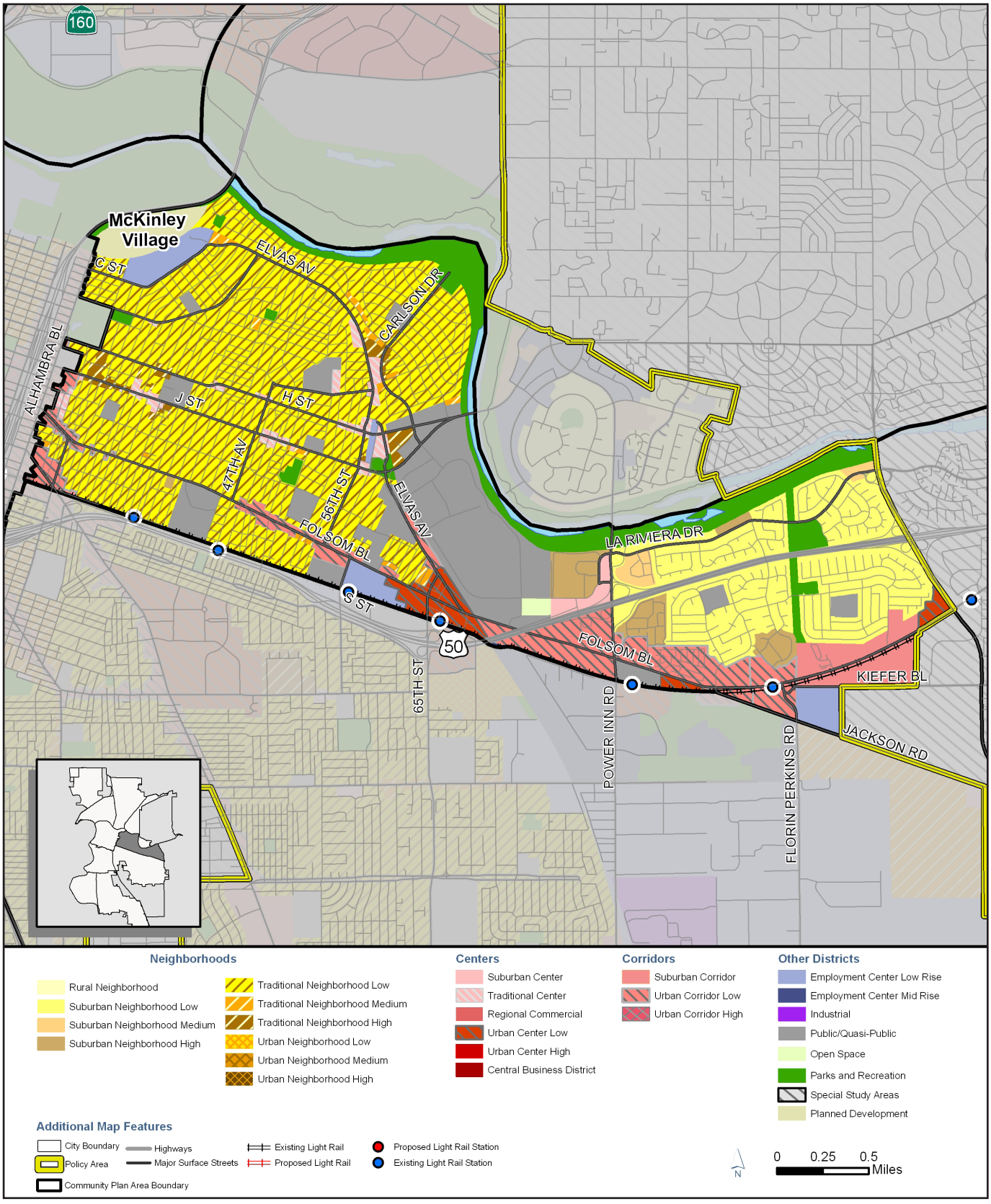


**Figure ES-2**

**2030 General Plan Land Use & Urban Form Designations for the East Sacramento Community Plan Area**

# Community Policies

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

# Opportunity Areas

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

**Table ES-1 East Sacramento Opportunity Areas**

| *Opportunity Area* | *Type* |
|---|---|
| **Neighborhoods and Centers** | |
| Cannery | Neighborhood |
| McKinley Village | Neighborhood |
| Granite Park[a] | Neighborhood |
| Mercy Medical Center | Center |
| 65th Street/University Village[a] | Transit Center |
| Power Inn Industrial[a] | Center |
| **Commercial Corridor Revitalization** | |
| Folsom Boulevard | Corridor |
| Stockton Boulevard[a] | Corridor |

SOURCE: City of Sacramento 2009

a. Partially located in Fruitridge Broadway Community Plan Area

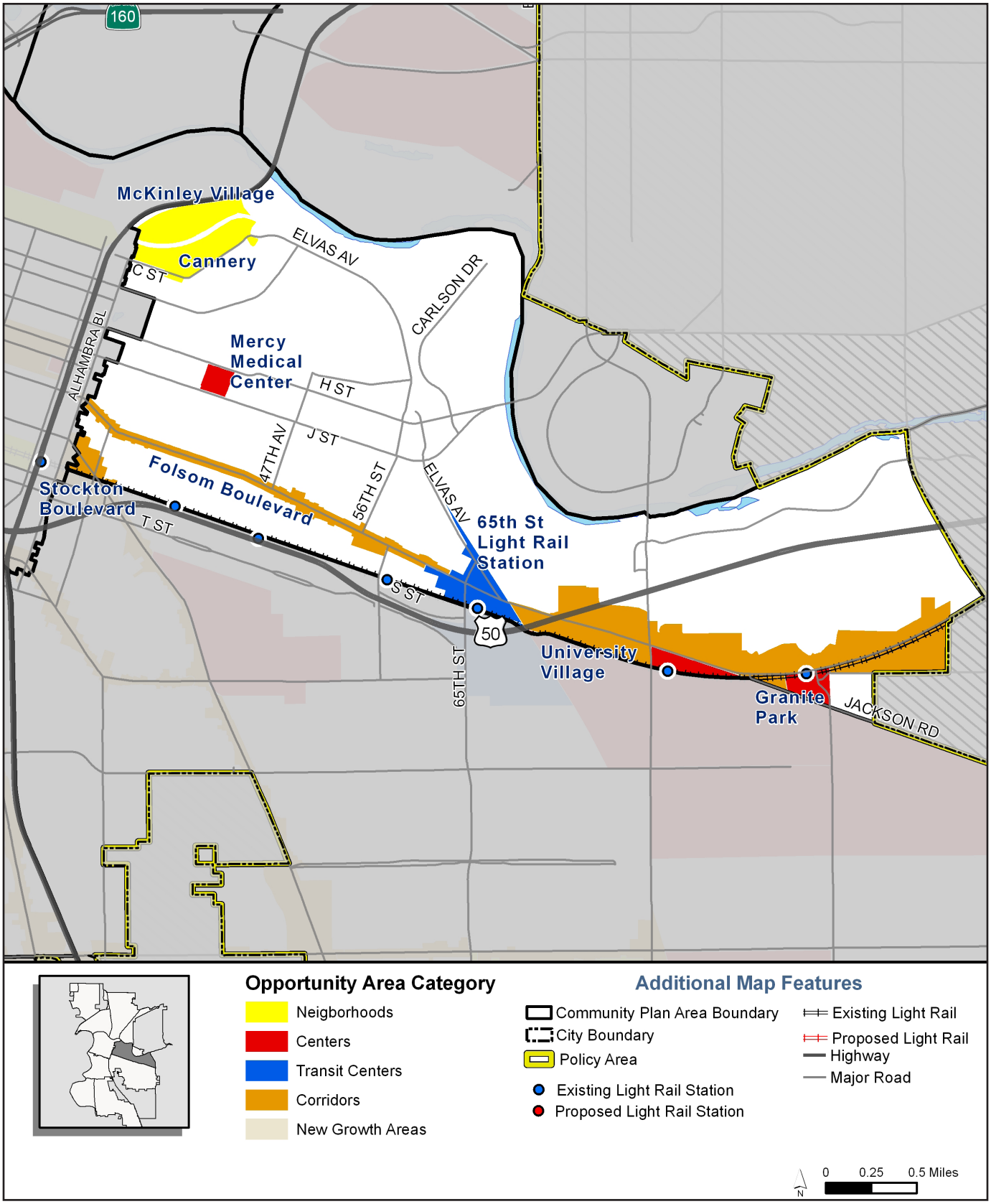


**Figure ES-3**

**East Sacramento Opportunity Areas**

# Relevant Plans and Studies

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

- 65th Street Transit Village Plan (2001)
- 65th Street Redevelopment Plan (2007)
- Redding Avenue Alternative Mode Improvements (2006)
- South 65th Street Area Plan (2004)
- Transit for Livable Communities
- Alhambra Corridor Plan
- Sacramento State Master Plan

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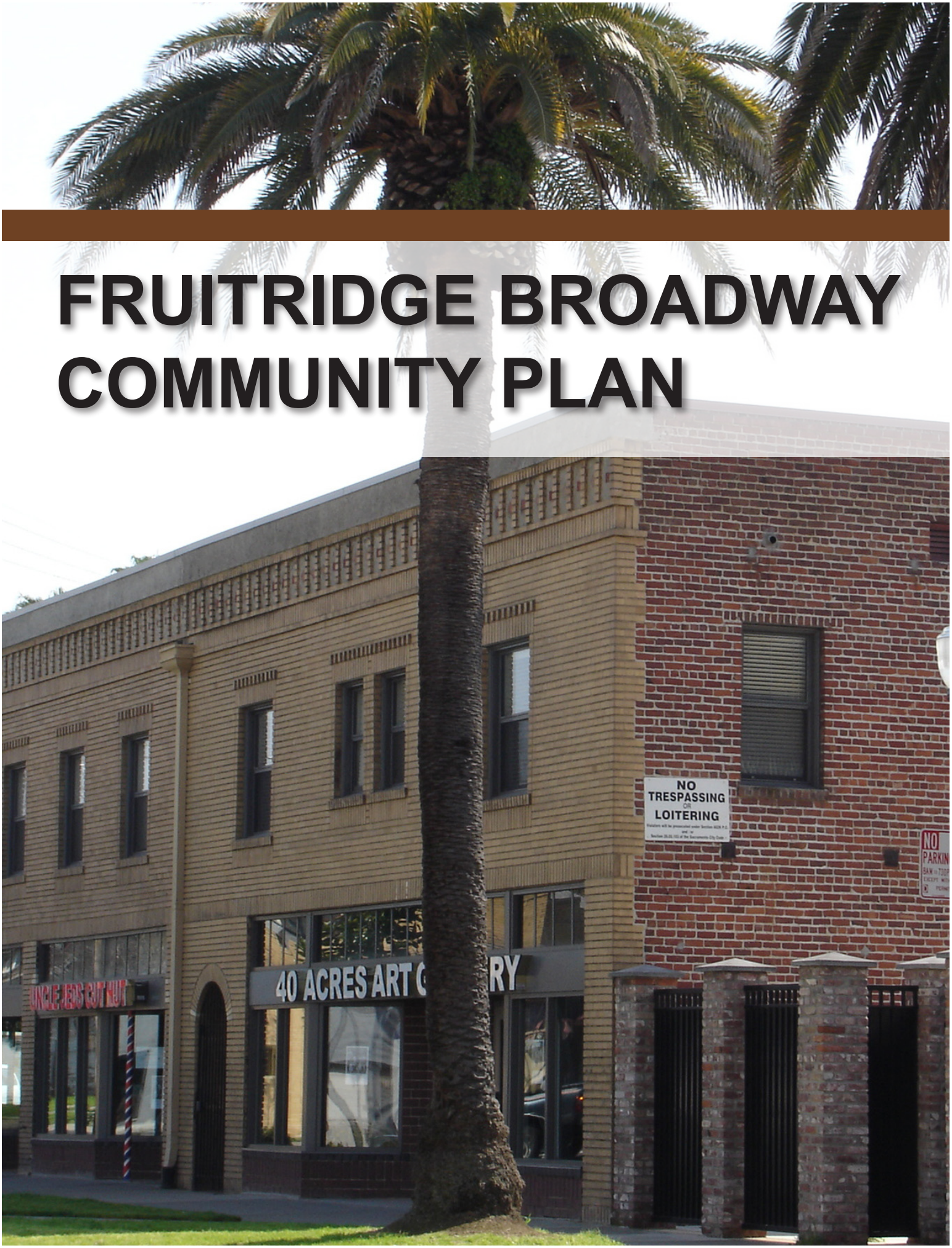
# FRUITRIDGE BROADWAY COMMUNITY PLAN



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Relevant Plans and Studies ..... 3-FB-36

# Community Location

The Fruitridge Broadway Community Plan Area is located in the southeastern part of the city of Sacramento. The Plan Area encompasses approximately 28.3 square miles (18,100 acres) and is bounded on the north by the Gold Light Rail line and Jackson Highway, on the south by Calvine Road, on the east by the Elk Grove Florin Road and South Watt Avenue, and on the west by Highway 99. The Plan Area includes property in the jurisdictions of both the city of Sacramento and Sacramento County. The unincorporated portion (8,322 acres) included in the Plan Area is also known as the "Fruitridge Pocket." Figure FB-1 shows the Fruitridge Broadway Community Plan Area boundary and neighborhoods. The city of Elk Grove is located south of the Plan Area and unincorporated Sacramento County is located on the east. Other city of Sacramento community plan areas that border Fruitridge Broadway include East Sacramento on the north, Land Park on the west, and the South Area to the southwest.

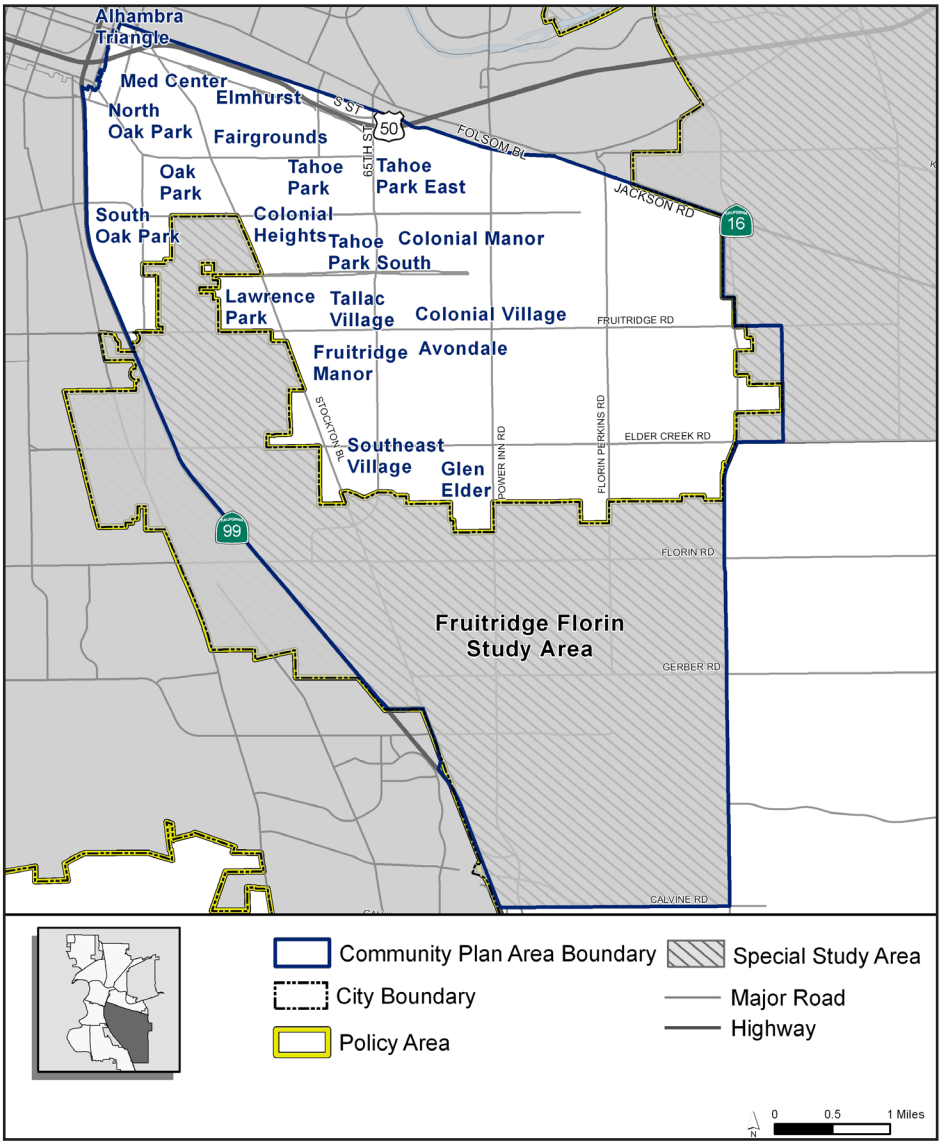



**Figure FB-1**

**Fruitridge Broadway Boundary and Neighborhoods**

# Community Vision

*A community plan vision identifies how each community can contribute to Sacramento's citywide vision of becoming the most livable city in America. The community vision focuses on values and expectations specific to the community that can be accomplished by 2030, and beyond. Where the 2030 General Plan's goals, policies, and implementation programs define the roadmap of strategies to achieve the overall citywide vision, the community plan vision should be specific to each community and support the overall citywide vision. It can address community identity, economic health, neighborhood design and livability, mobility and connectivity, community safety and welfare, historic and cultural resources, access to open space and parks, and sustainability.*

Community vision will be developed through a public process when the Fruitridge Broadway Community Plan is updated.

# Community Profile

## Development and Planning History

The Fruitridge Broadway Community Plan Area encompasses a large area of land with a long history. Prior to development, this area was primarily an agricultural area. In the late 1800s, the area began to urbanize with development occurring south from Downtown Sacramento. Oak Park, now only a small part of Fruitridge Broadway, was one of Sacramento's first suburbs. Originally platted as a separate city in the late 1800s, Oak Park was annexed by Sacramento in 1911. The former State Fair Grounds began in 1908. A trolley line ran from Downtown through Oak Park to Joyland, an amusement park.

Development of other traditional neighborhoods provided housing opportunities and commercial development began extending along Stockton Boulevard and Broadway. Neighborhoods such as Elmhurst began in 1908 and Colonial Heights in 1910. The Tahoe Park neighborhood developed in the 1930s and '40s. The Fruitridge Broadway Area continued to develop after World War II because there was so much open land in the area. Major landmarks such as The Army Depot started construction in 1945 and Proctor and Gamble in 1952. The construction of Highway 99 in the 1950s severed the physical and social fabric of many of the neighborhoods; the highway now marks the western edge of the Fruitridge Broadway community.

The Fruitridge Broadway Community Plan area incorporates northern portions of the city and county's South Sacramento Community Plans from 1986 and 1978, respectively. This new plan area incorporates all of the East Broadway area.

## Distinguishing Features

### *Predominant Land Uses*

Fruitridge Broadway is largely residential with several major commercial corridors running through the area and has a large concentration of industrial land uses to the northeast. There is a significant amount of vacant land available for development, with vacant parcels located in the northeast and smaller parcels scattered throughout the Plan Area. The Fruitridge Broadway Plan Area encompasses seventeen neighborhoods including: Alhambra Triangle, Elmhurst, Med Center, North Oak Park, Tahoe Park, Fairgrounds, Tahoe Park East, Central Oak Park, Tahoe Park South, Colonial Heights,

Lawrence Park, Tallac Village, Colonial Village North, Fruitridge Manor, Avondale, Glen Elder, and Southeast Village. The majority of residential development is single-family houses. Residential neighborhoods in the northern part of the area can be described as pre-World War II traditional neighborhoods. Residential neighborhoods to the south and east in the area are post–World War II suburban with pockets of rural residential uses near the unincorporated areas.

The Fruitridge Broadway Community Plan Area has a higher proportion of employment in industrial and office sectors than most other community plan areas. The Fruitridge Broadway area contains Sacramento's largest concentration of industrial areas including Florin-Perkins Industrial Area, Depot Business Park, and Granite Regional Office Park. The Florin-Perkins Industrial Area (2,500 acres); bounded by Folsom Boulevard on the north, Florin Road on the south, Power Inn Road on the west, and Watt Avenue on the east; is the single largest industrial area within the city of Sacramento. The Depot Business Park (400 acres); bounded on the north by Fruitridge Road, on the south by Glen Elder, on east by Power Inn Road, and on the west of Florin-Perkins; is the former Sacramento Army Depot. The Sacramento Army Depot, which closed in 1995, has been converted to a 1-million-square-foot business park with improved manufacturing, distribution, warehouse, and office space. Granite Regional Office Park (250 acres); bounded by light-rail line on the north, 14th Avenue on the south, Power Inn Road on the west, and Florin-Perkins on the east; includes 120-acre office park with 3 million square feet of office space, supporting retail and light-industrial development and Granite Regional Park. The Florin-Perkins Enterprise Zone, which includes Florin-Perkins Industrial Area, Depot Business Park, and Granite Regional Office Park, provides sales and employee tax credits to employers. The jobs-to-housing ratio in the incorporated area of Fruitridge Broadway is 2.4 jobs for every housing unit.

Major retail and commercial corridors along Florin Road, Broadway, and Stockton Boulevard provide local and regional residents with access to jobs and services. Florin Mall, located in Sacramento County, is a major retail mall that attracts residents from the surrounding community plan areas. Parks and recreational areas are scattered throughout the residential areas and include Granite Regional Park (145.60 acres). The Gold Light Rail Transit (LRT) line runs just north of the Fruitridge Broadway Plan Area and includes stations at 39th Street, 48th Street, 59th Street, 65th Street, and Power Inn Road. Other key features include the UC Davis Medical Center, McGeorge School of Law, and Sacramento Municipal Utilities District (SMUD) offices.

## *Major Transportation Routes*

Regional access to Fruitridge Broadway is provided by Highway 50 on the north and Highway 99 on the west. Broadway, Fruitridge Road, and Florin Road provide east/west connections, while Stockton Boulevard, Florin Perkins Road, Power Inn Road, 65th Street, and Martin Luther King Jr. Boulevard provide north/south connections to the area. There are no light-rail transit lines that run through the Fruitridge Broadway Plan Area, but the Folsom LRT line is located on the north in the Central City Community

Plan Area and the East Sacramento Community Plan Area, and the South LRT line runs through the adjacent Land Park and South Area Community Plan Areas on the west. The Union Pacific heavy rail line runs north/south through the area providing freight transport with several spurs leading to industrial areas.

# Community Issues

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

# Land Use and Urban Form Designations

The Land Use and Urban Design Element in Part 2 of the General Plan includes a diagram and set of designations that combines direction for both land use and urban form. The system includes components that address standards and guidelines for allowed uses, population density, and building intensity, as well as urban form criteria for the different neighborhoods and centers throughout the city. These components work together to define allowed uses and building intensities as well as the overall role of each area of the city, whether it's for living (neighborhoods), gathering and employment (centers), travel and commerce (corridors), preservation (open space), or a unique role (other district) such as a college. The land use and urban form designations for Fruitridge Broadway are illustrated in Figure FB-2. For a detailed explanation of land use and urban form designations refer to the Land Use and Urban Design Element in Part 2 of the General Plan.

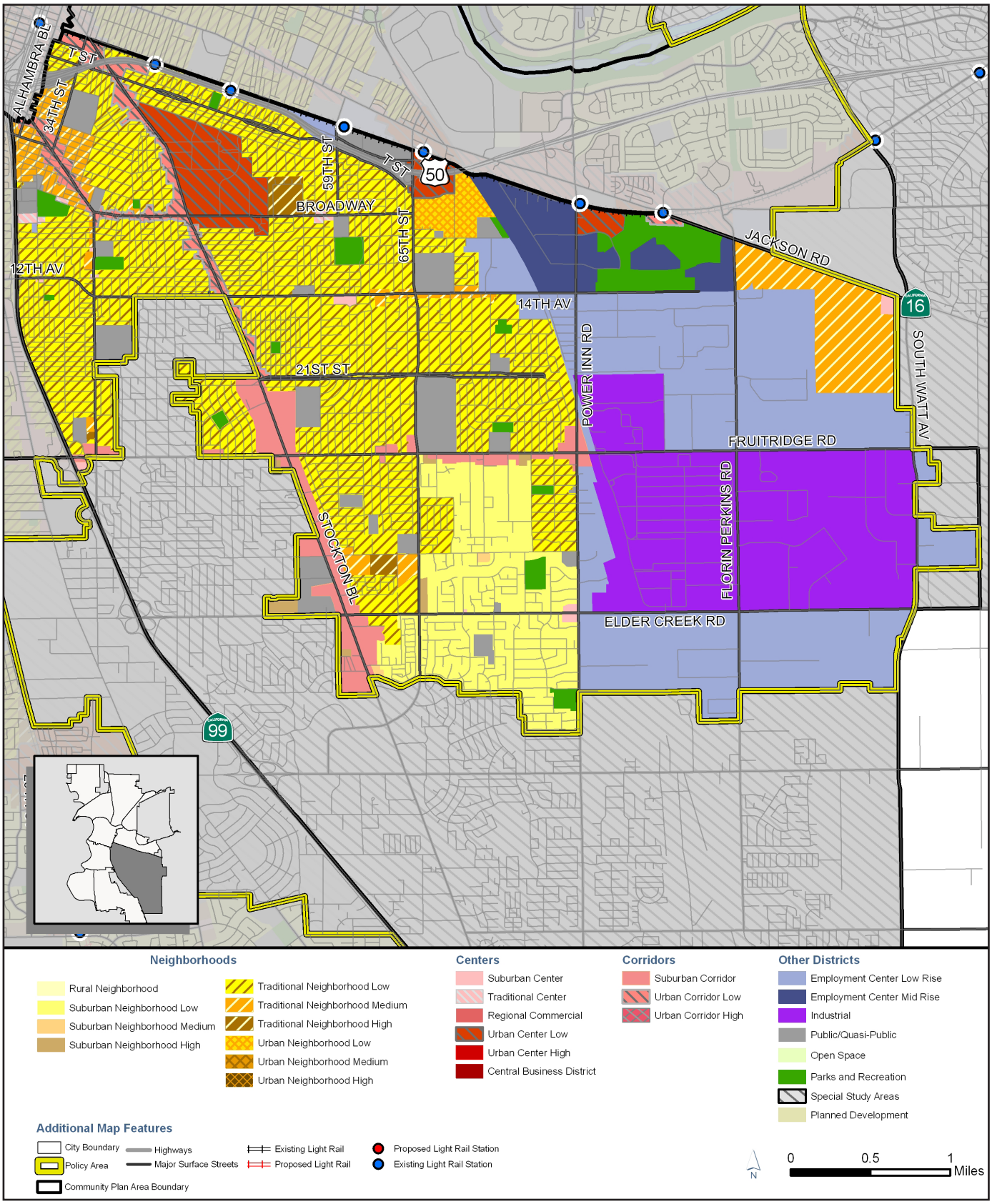



**Figure FB-2**

**2030 General Plan Land Use & Urban Form Designations for the Fruitridge Broadway Community Plan Area**

# Community Policies

This section includes policies that are unique to the Fruitridge Broadway Community Plan Area. They are intended to supplement, but not repeat, citywide policies contained in Part 2 of the General Plan. The policies contained in community plans are organized to mirror the structure of the citywide General Plan elements. The following policies are taken from the existing South Sacramento Community Plan (1986). Other policies in the existing South Sacramento Community Plan that were outdated or overly general have been deleted. While the remaining policies have been edited slightly for consistency, the content of the policies has not been altered.

## Land Use and Community Design

**FB.LU 1.1** **Light Industrial on Stockton Boulevard.** The City shall gradually eliminate light-industrial uses (such as junk yards) from Stockton Boulevard and encourage the relocation of these uses to industrial areas rather than commercial streets and residential neighborhoods. *(RDR/MPSP)*

**FB.LU 1.2** **Entertainment.** The City shall encourage cultural and entertainment-oriented uses, and inform developers of the community's preference for them to be located in Fruitridge Broadway. *(MPSP/PI)*

## Historic and Cultural Resources

There are no 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 1.1** **Florins-Perkins Industrial Area.** The City shall encourage new businesses and industries to locate in the Florin-Perkins Industrial Area, particularly those which are labor-intensive and provide job opportunities for local residents. *(MPSP)*

**FB.ED 1.2** **Stockton Boulevard Revitalization.** The City shall extend revitalization programs for Stockton Boulevard to the area between Fruitridge and Elsie Roads; involve local merchants in the improvement program; and utilize, among other techniques, the actions and incentives used by the Franklin Boulevard Business Association. *(MPSP)*

## Housing

**FB.H 1.1** **Residential Design Criteria.** The City shall ensure variations in lot size, structure height, and setbacks, and that in lower-density residential subdivisions (4 to 8 dwelling units per net acre or 7 to 15 dwelling units per net acre) at least 25 percent of the structures should have front yard setbacks that are varied from the standard 25-foot setback within a range of 20 to 35 feet from the street right-of-way. Lots that front on major streets should have front yard setbacks that vary between 35 and 45 feet. Multi-family residential uses on major streets will be interspersed with other land use types and should offer a diversity of architectural designs, front yard setbacks, and building orientations. *(RDR)*

## Mobility

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

## Utilities

**FB.U 1.1** **Power Line Tower Safety.** The City shall plant vegetation around power line towers that will discourage people from climbing on the towers and request PG&E to place other safety devices on the towers. *(MPSP/JP)*

**FB.U 1.2** **Gas Well Monitoring.** The City shall continue to monitor gas wells in South Sacramento. *(MPSP)*

## Education, Recreation, and Culture

**FB.ERC 1.1** **Park Designations.** The City shall designate additional park sites in the Fruitridge Broadway Area. *(MPSP)*

## Public Health and Safety

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

## Environmental Resources

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

## Environmental Constraints

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

# Opportunity Areas

This section includes information about opportunity areas in the Fruitridge Broadway Community Plan Area. Table FB-1 lists each opportunity area that falls completely or partially within the community plan area. Figure FB-3 shows a map of all the opportunity area locations within the community plan area. As part of the 2030 General Plan process urban form concepts were developed for the 65th Street/University Village Opportunity Area in order to illustrate how these sites could potentially develop in the future. Information will be developed and refined for each opportunity area as needs are assessed and development focus shifts throughout the Fruitridge Broadway Community Plan Area.

**Table FB-1 Fruitridge Broadway Opportunity Areas**

| *Opportunity Area* | *Type* |
|---|---|
| **Neighborhoods** | |
| Granite Park[a] | Neighborhood |
| Lemon Hill | Neighborhood |
| **Centers and New Growth Areas** | |
| Army Depot | Center |
| UC Davis Medical Center | Center |
| Power Inn[a] | Center |
| **Gold Line Light Rail Existing Stations** | |
| 65th Street/University Village[a] | Transit Center |
| **Commercial Corridor Revitalization** | |
| Broadway[b] | Corridor |
| Fruitridge Road[c] | Corridor |
| Stockton Boulevard[a] | Corridor |

SOURCE: City of Sacramento 2009

a. Partially located in East Sacramento Community Plan Area
b. Partially located in Central City and Land Park Community Plan Areas
c. Partially located in Land Park and South Area Community Plan Areas

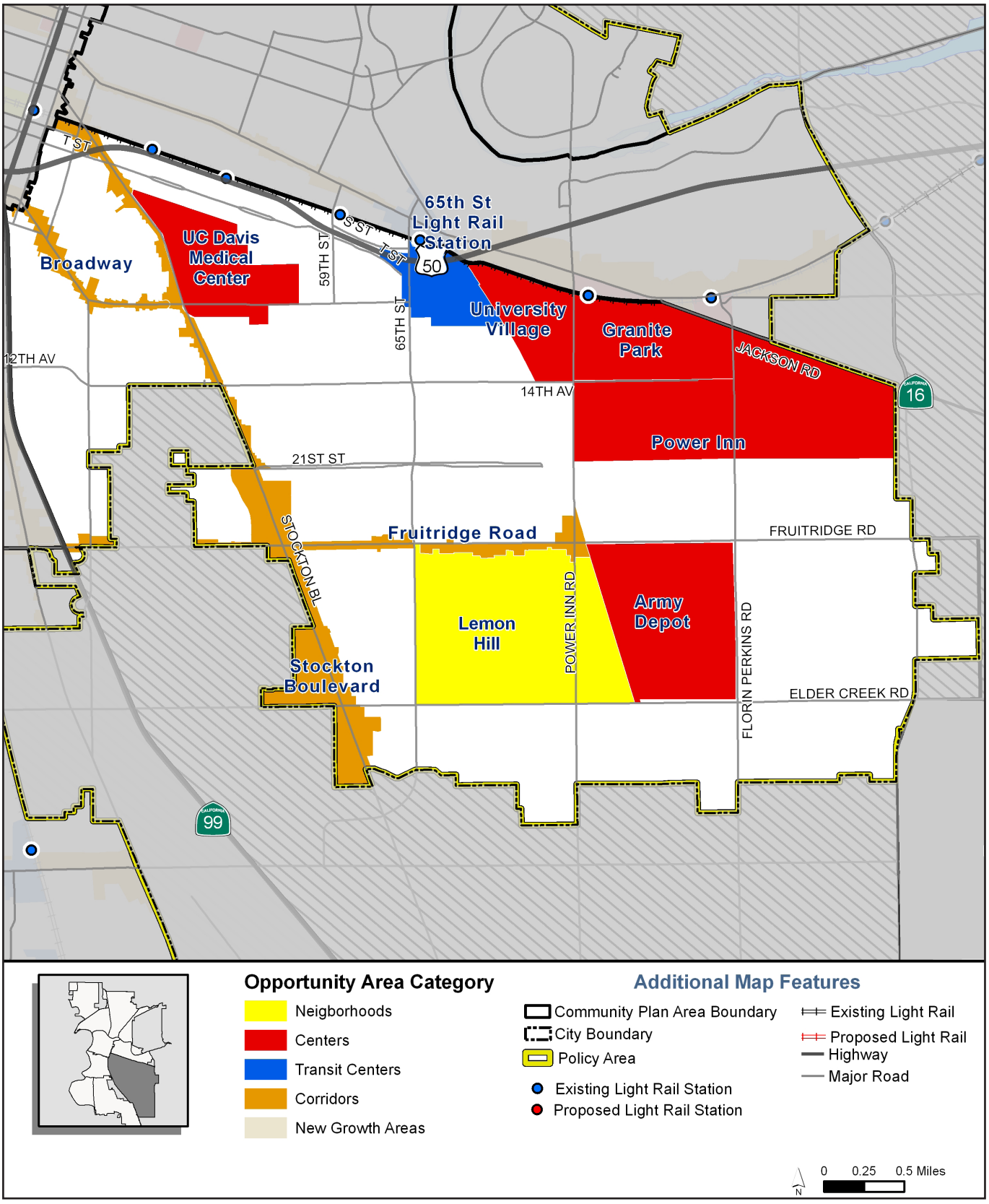



**Figure FB-3**

**Fruitridge Broadway Opportunity Areas**

# 65th Street/University Village

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

## *Location and Context*

The 65th Street/University Village Opportunity Area is generally located south and southeast of Sacramento State and west of the Granite Regional Park Development Area (see Figure FB-4 and Figure FB-5). The area is bordered by Power Inn Road on the east, and San Joaquin Street and 14th Avenue on the south. On the west, the area is irregularly bordered by Kroy Way and 61st, 63rd, 64th, and 65th Streets. The 65th Street/University Village Opportunity Area is located in both the Fruitridge Broadway and East Sacramento Community Plan Areas, and is comprised of approximately 490 acres.

This area is conveniently located near a number of regional amenities. The University/65th Street Light Rail Station is served by trains at 15-minute intervals, and an average of more than 1,750 passengers board trains at this station daily. In addition, the nearby Regional Transit bus transfer facility is the crossing point of seven bus routes where over 1,000 people board daily. Additionally, Sutter Memorial Hospital runs an all-day shuttle at 30-minute intervals to and from the station. Sacramento State's 300-acre campus is located directly north of the Opportunity Area, where a student body of 28,000 enrolled. Directly east of the 65th Street/University Village Opportunity Area is the 260-acre Granite Regional Park Development. This area is home to the Granite Regional Park office complex (3 million square feet), supporting retail, and the 142-acre Granite Regional Park—one of the largest public parks in Sacramento. Another contextual influence on the Opportunity Area is the University of California Medical Center. The medical center is located approximately 1.5 miles to the west and is easily accessible by light rail, US Highway 50, Folsom Boulevard, and Broadway Avenue.

The 65th Street/University Village Opportunity Area also benefits from being located largely within the state-designated Clean Technology Zone. Businesses locating in this zone have access to incentives and benefits to assist in building and expansion efforts. The Opportunity Area is also partially located within the Power Inn Business and Improvement District, an alliance of over 600 property and business owners that are dedicated to the economic development, marketing, maintenance, and beautification of the district.

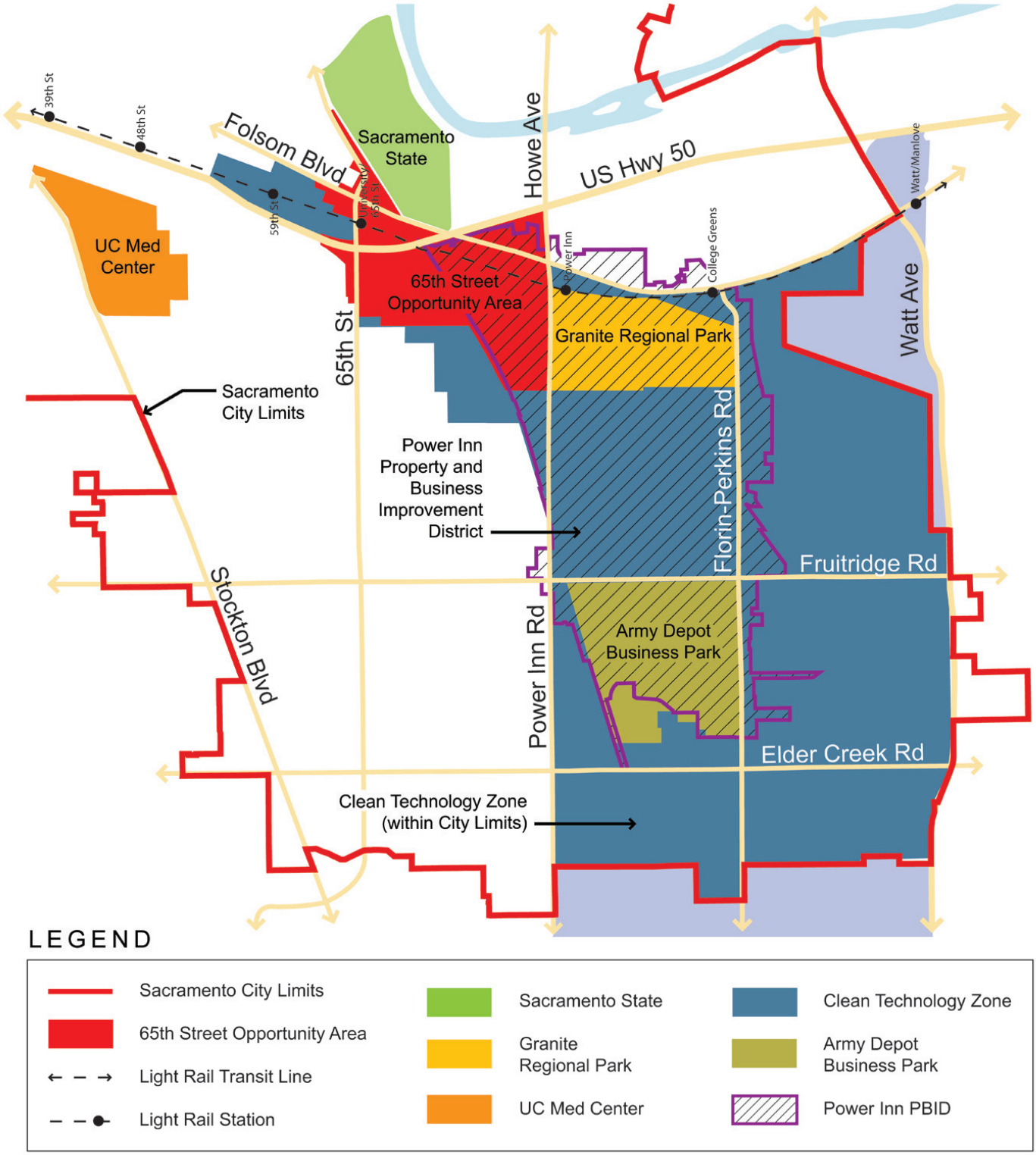



**Figure FB-4**
**Location and Context**

## Existing Conditions

In the early 1900's, the 65th Street/University Village Opportunity Area was primarily agricultural land, and was sparsely developed with a few homes. The construction of the Southern Pacific Railroad (now owned by the Union Pacific Railroad) and later US Highway 50 found the area situated along a busy industrial corridor. Today the Opportunity Area is centrally located to a variety of transportation facilities and corridors, including the University/65th Street and Power Inn Light Rail Stations, US Highway 50, Folsom Boulevard, Broadway Avenue, and Power Inn Road. Major employers in and around the area include Sacramento State, Sacramento Municipal Utility District (SMUD), and State and County offices located in Granite Regional Park. Surrounding the Opportunity Area are the established residential neighborhoods of East Sacramento, Tahoe Park, Tahoe Park East, Colonial Manor, and College-Glen. Hiram Johnson High School is located just south of the Opportunity Area, at the intersection of 65th Street and 14th Avenue.

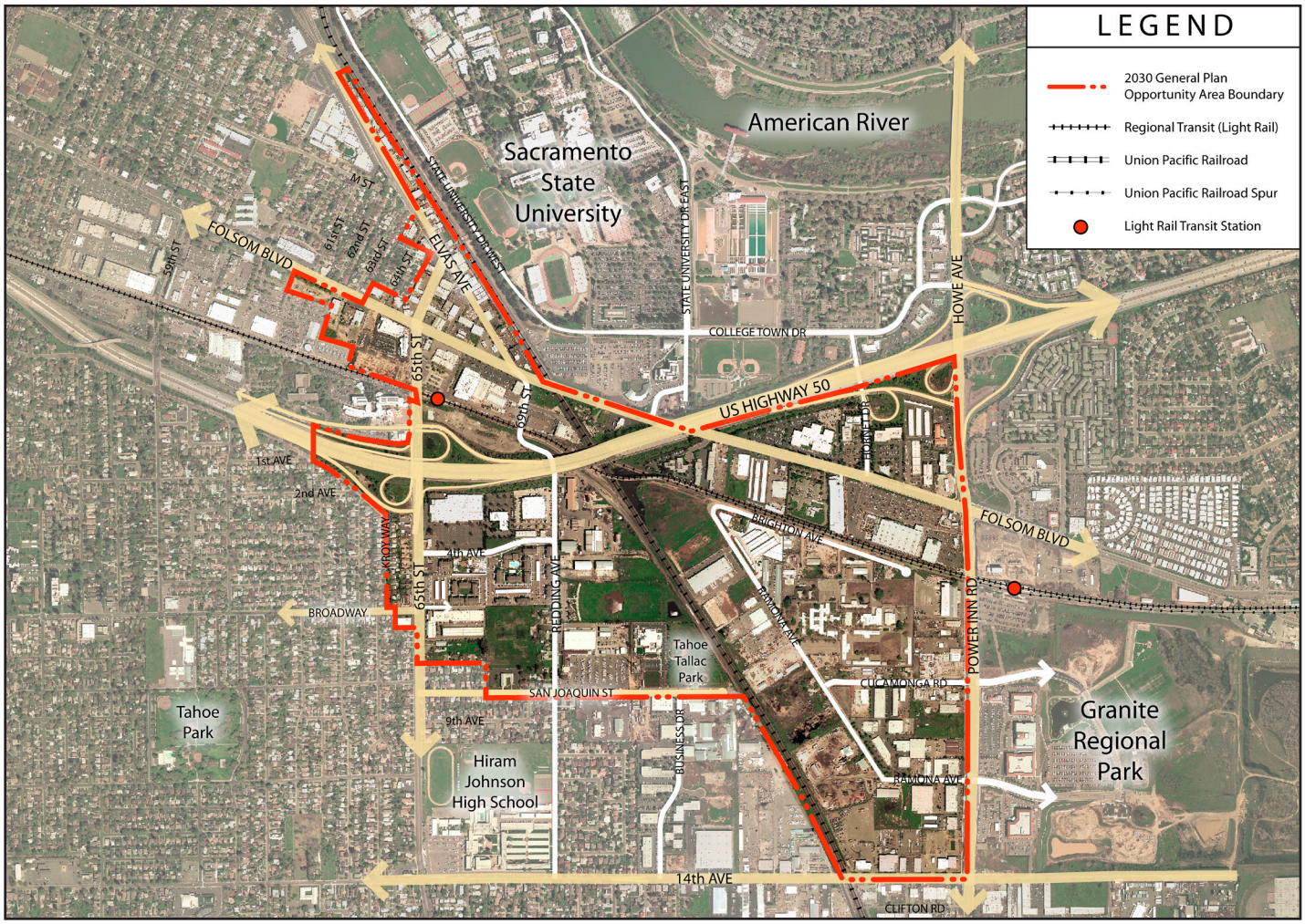


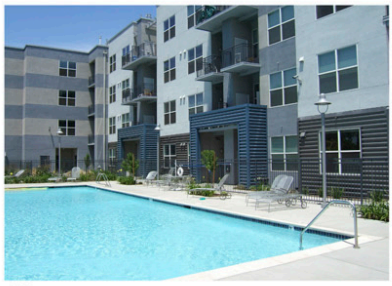

**Figure FB-5**

**65th Street/University Village Opportunity Area Boundary**

1 F/65 Mixed Use Development

5 Hornet Tunnel under UPRR tracks

7 Home Depot



2 Upper Eastside Lofts (Student Housing)

8 View down Brighton Ave

3 The Verge (Student Housing)

9 Office Building in Granite Regional Park

4 LRT & Hwy 50 Crossing over UPRR tracks

6 Potential 4th Ave Connection @ Power Inn Rd

10 Business on Elvas Avenue

**Figure FB-6**

**Existing Conditions: Site Photos**

## *Relevant Plans, Studies, Projects, and Districts*

As shown in Figure FB-7, the 65th Street area has been the subject of numerous planning efforts. The majority of these plans and studies have resulted in adopted or approved plans that will continue to guide the design and development of each respective study area. The relevant plans, studies, projects, and districts are listed and summarized in further detail as follows:

- 65th Street Station Area Transportation Study (ongoing)
- Ramona Avenue Extension and Folsom Boulevard Widening Project (ongoing)
- Sac State Tram Project (ongoing)
- Granite Regional Park Planned Unit Development
- Sacramento State Faculty/Staff Village Project (ongoing)
- Clean Technology Zone
- Power Inn Property and Business Improvement District
- 65th Street Pedestrian and Bicycle Accessibility Study (2006)
- 65th Street Station Block Transit-Oriented Development (2006)
- Sacramento State Destination 2010 Initiative (2004)
- 65th Street Redevelopment Area (2004)
- South 65th Street Area Plan (2004)
- 65th Street/University Transit Village Plan Infrastructure Needs Assessment (2004)
- Transit for Livable Communities Study (2002)
- 65th Street/University Transit Village Plan (2002)
- Southeast Area Transportation Study (1999)

**Figure FB-7**

**Relevant Plans, Studies, Projects, and Districts**

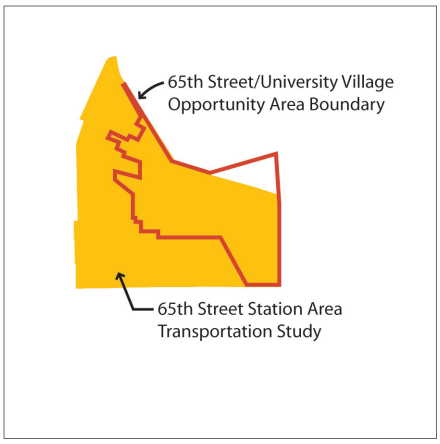



**Figure FB-8**

**65th Street Station Area Transportation Study**

## 65TH STREET STATION AREA TRANSPORTATION STUDY

The 65th Street Station Area Study (see Figure FB-8) is a transportation planning project that began in late 2007 and will continue into 2009. The primary goal of the study is the preparation of an overall circulation network that is feasible and supportive of the goals and vision for the 65th/University Transit Village and South 65th Street Area Plans. The challenge for the project is to create a circulation framework that supports transit-oriented development, walking, biking, and the use of transit, while accommodating regional transportation needs. The project specifically will do the following:

- Review previous plans to determine their ability to create a pedestrian-friendly transit village
- Integrate land use and circulation to support transit-oriented development
- Prepare a Smart Growth-oriented circulation plan that accommodates future growth in the neighborhoods east of the UPRR tracks and south of US Highway 50
- Develop an overall circulation plan that integrates and connects the various neighborhoods and destinations in and around the study area
- Prepare a phasing and funding strategy for infrastructure improvements

## RAMONA AVENUE EXTENSION AND FOLSOM BOULEVARD WIDENING PROJECT

The City of Sacramento has embarked (as of August 2008) on the second and final phase of a project that is studying and designing the extension of Ramona Avenue from Brighton Avenue to Folsom Boulevard and the widening of Folsom Boulevard from the existing UPRR overhead structure to the Route 50 overcrossing structure. The first phase of the project included a technical memorandum to define the project scope, limit, and cost. The second phase of the project will prepare the final design and the associated environmental documents.

## SACRAMENTO STATE TRAM

Sacramento State is developing the Sac State Tram Project, which will provide a loop around the 300-acre campus and link to Regional Transit's 65th Street Light Rail Station. The Sac State Tram will provide faculty, staff and students and the community at large with a safe and viable mass transit alternative to enter and leave the campus. Once in operation, the Sac State Tram will result in less congestion on area roads and freeways and fewer vehicle miles traveled in our region.

## GRANITE REGIONAL PARK PLANNED UNIT DEVELOPMENT

Granite Regional Park is a Planned Unit Development (PUD) comprised of approximately 260 acres. The PUD (see Figure FB-9) includes a 120-acre office park with 3 million square feet of office space, supporting retail and light-industrial development, and a 142-acre regional park. Granite Regional Park is served by light-rail and bus service and offers the opportunity for large office development and housing to locate near light rail and the US Highway 50 corridor.

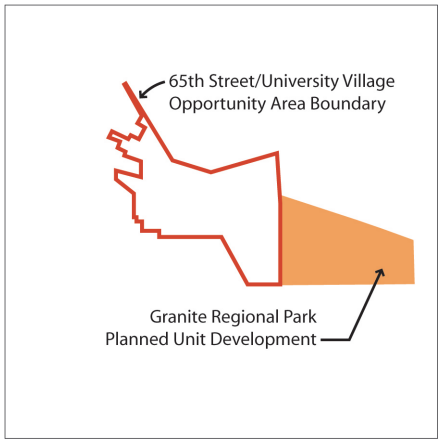



**Figure FB-9**
**Granite Regional Park PUD**

## CLEAN TECHNOLOGY ZONE (FORMERLY FLORIN-PERKINS ENTERPRISE ZONE)

The City and County Economic Development Departments and the Sacramento Housing and Redevelopment Agency (SHRA) are offering incentives to help build and/or expand local businesses that are located in the state-designated Clean Technology Zone (see Figure FB-10). By participating in the Clean Technology Zone program, companies may be eligible for certain tax credits and benefits intended to create financial advantages. In addition to state tax incentives, local agencies may be able to refer qualified employees, provide expedited permits, provide technical assistance, and provide access to low-interest loans for businesses that recycle their byproduct into their manufacturing process.

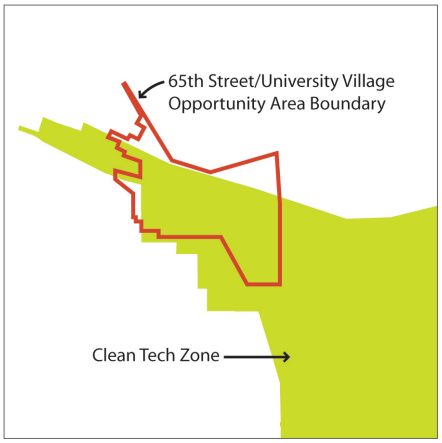



**Figure FB-10**
**Clean Technology Zone**

## POWER INN PROPERTY AND BUSINESS IMPROVEMENT DISTRICT

The Power Inn Area Property and Business Improvement District (PBID) was formed in 2006 by City Council action to help improve the commercial/industrial corridor along Power Inn Road (see Figure FB-11). The assessment levied on property within the Power Inn PBID will provide funding for advocacy and communications, security coordination, maintenance and beautification, and economic development and marketing services above and beyond those currently provided by the City of Sacramento.

Called the Power Inn Alliance, this PBID is a coalition of over 600 property and business owners in a 6-square-mile area that contains over 2,000 businesses. The Power Inn Alliance also has the largest amount of available office space and buildable land with ready access to freeways, rail, and the Port of Sacramento.

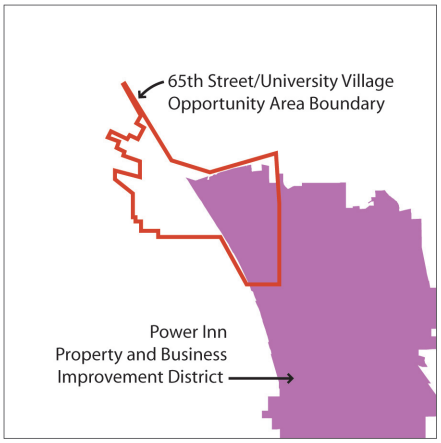



**Figure FB-11**
**Power Inn PBID**

## 65TH STREET PEDESTRIAN AND BICYCLE ACCESSIBILITY STUDY (AUGUST 2006)

This study recognizes that increased development south of US Highway 50 will increase the number of pedestrians and bicycles using 65th Street to travel to the Light Rail Station, the 65th Street/University Transit Village, and/or Sacramento State. The study proposed pedestrian and bicycle improvements for 65th Street from Broadway to just south of the Light

**Figure FB-12**
**65th Street Station Block TOD**

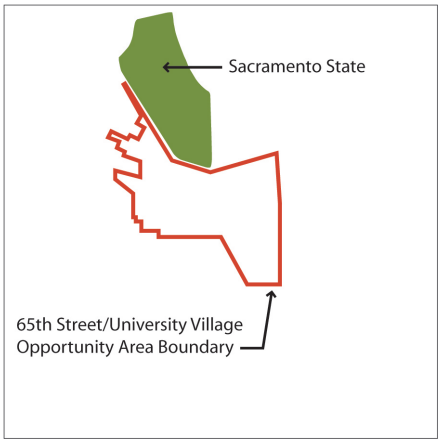



**Figure FB-13**
**Sacramento State Campus**

Rail Transit Station. Improvements included the construction of separated sidewalks, the provision of bicycle lanes in both directions, and the installation of landscaping.

## 65TH STREET STATION BLOCK TRANSIT-ORIENTED DEVELOPMENT

This was the first project to result from the 65th Street/University Transit Village Plan (see Figure FB-12). The purpose of the Station Block study was to determine how to develop several adjacent parcels between Folsom Boulevard, Q Street, 65th Street, and 67th Street. This study resulted in conceptual development recommendations and a development strategy for the station block area.

## SACRAMENTO STATE DESTINATION 2010 (2004)

In the spring of 2004, Sacramento State (see Figure FB-13) launched an initiative called Destination 2010. The goal of this initiative is to transform Sacramento State into a premier metropolitan university and destination campus, attracting prospective students and employees throughout the western United States. Sacramento State already directly and indirectly contributes more than $900 million to the Sacramento region's economy, so their growing role as a regional partner is critical. The four overarching goals of Sacramento State's Destination 2010 initiative are discussed below.

### Goal: Foster Excellent Academic and Student Programs

Sacramento State will earn a reputation as a destination campus by building a strong academic program, making student welfare a priority, and providing a cherished campus-community experience. The University will aim to foster excellence in academic and student programs by doing the following:

- Recognizing diversity as a vital part of academic and campus community life
- Recruiting and retaining the best faculty
- Assessing and strengthening academic and related student offerings
- Utilizing the latest and best teaching and learning technologies
- Providing comprehensive student services and programs

### Goal: Build a Welcoming Campus

Sacramento State will strive to make its campus a source of regional pride and a place frequently mentioned and often visited by a significant portion of the region's residents. Access to the campus will be easy and enjoyable for visitors, as well as for students, faculty, and staff. The University will build a welcoming campus by doing the following:

- Developing beautiful and inviting grounds and facilities
- Becoming a regional event destination
- Offering public-friendly dining and retail facilities on campus

### Goal: Create a Dynamic Physical Environment

Sacramento State will enhance its campus by creating a residential and community feeling on campus; developing affordable housing and daycare opportunities for faculty, staff and students; building state-of-the-art campus-life facilities; providing excellent academic facilities and support centers; planning effectively and improving infrastructure; and creating an open and more systematic connection to areas surrounding the campus.

### Goal: Develop Community Support

Sacramento State will raise the bar in communicating its profile of excellence to the public within and beyond the Sacramento region. Sacramento State seeks to strengthen its base of advocates and to continue playing an active role in regional development. A goal is to gain widespread support from a broad spectrum of potential donors, including 180,000 alumni.

## SACRAMENTO STATE FACULTY/STAFF VILLAGE

The project site for the Sacramento State Faculty/Staff Village (see Figure FB-14) has been acquired by Sacramento State and is located on the former California Youth Authority site on Ramona Avenue. The plans for the village provide up to 450 faculty and staff residences, community-serving retail, and services such as child care and a park, all in close proximity to campus.

**Figure FB-14**
**Sacramento State Faculty/ Staff Village**

## 65TH STREET REDEVELOPMENT AREA (2004)

In 2004 The Sacramento Housing & Redevelopment Agency (SHRA) established the 65th Street Redevelopment Area (see Figure FB-15). The formation of this 654-acre Redevelopment Area provides funding mechanisms to assist in implementing the 2030 General Plan, the 65th Street/ University Transit Village Plan, the South 65th Area Plan, and other future plans that fall within the area. Specifically, the formation of the 65th Street Redevelopment Area provides SHRA the ability to receive and spend tax increment revenue, help improve public infrastructure, prepare sites for development, participate in the redevelopment of a property, encourage private development, and produce affordable housing for low and moderate income families. The 65th Street Redevelopment Area goals are as follows:

- **Build a Place:** Promote innovative design concepts and encourage high-quality standards for site design, environmental considerations, and other design elements which will provide unity and integrity to the entire 65th Street Redevelopment Area.

**Figure FB-15**
**65th Street Redevelopment Area**

- **Put the Base in Place:** Remove barriers to development through the remediation of inadequate public improvements, facilities, and utilities, thereby stimulating new social and economic growth.
- **Show Them How It's Done:** Plan, design, and develop portions of the 65th Street Redevelopment Area that are stagnant or underutilized.
- **Leave the Car at Home:** Strengthen alternative modes of transportation in the area by improving pedestrian, bicycle, and transit linkages, while balancing vehicular circulation.
- **Make it Happen with Partnerships:** Create partnerships with major stakeholders in the 65th Street Redevelopment Area, including Regional Transit, Sacramento State, SMUD, transit users, and surrounding neighborhoods.
- **Mix It Up:** Establish a neighborhood mixed-use district that serves the existing neighborhoods, Sacramento State, and transit users, and promote mixed income housing opportunities.

**Figure FB-16**
**South 65th Street Area Plan**

## SOUTH 65TH STREET AREA PLAN (NOVEMBER 2004)

After adoption of the 65th Street/University Transit Village Plan and the 65th Street Redevelopment Area, focus shifted to the South 65th Street Area Plan (see Figure FB-16). This area was identified as a logical companion to the Transit Village Plan due to its location inside the Redevelopment Area boundary, proximity to the 65th Street Transit Center, and availability of vacant land. The overarching vision for the South 65th Street Area Plan is to create a pedestrian-friendly and interconnected mixed-use district, and to enhance the visual character of the neighborhood. The guiding principles of the South 65th Street Area Plan are listed as follows:

- Connect the South 65th Street neighborhood and Hiram Johnson High School to the 65th Street Transit Center and Sacramento State.
- Extend residential and neighborhood-serving retail uses.
- Respect the scale of the existing neighborhoods.
- Enhance pedestrian, bike, and transit linkages.
- Provide for the continuation of existing industrial and service-oriented uses.
- Remove blight.
- Create a pedestrian friendly circulation plan.
- Increase transit ridership and uses of alternative travel modes such as biking and walking.
- Provide a broad range of transit accessible housing to students, faculty, and employees.

## TRANSIT FOR LIVABLE COMMUNITIES STUDY (AUGUST 2002)

The objectives for the Transit for Livable Communities (TLC) project were to devise land use goals, policies, and implementation measures to develop transit supportive land uses in proximity to existing and future light-rail stations; capitalize on the hundreds of millions invested in the existing and future light-rail systems; develop informed and enthusiastic public support for Transit-Oriented Development (TOD); and identify ways for getting TODs built around light-rail stations. Recommended land use plans emphasize walkable designs, higher intensity development, and a mixture of residential, retail, and office land uses, all designed to create and support unique, thriving communities at each station while encouraging transit use. The plans cover approximately a ¼-mile radius around each light-rail station. The final recommendations of the Transit for Livable Communities (TLC) project were approved by the Sacramento Regional Transit District Board of Directors in August 2002.

## 65TH STREET/UNIVERSITY TRANSIT VILLAGE PLAN (OCTOBER 2002)

In the fall of 2002, Sacramento City Council adopted the 65th Street/ University Transit Village Plan. As shown in Figure FB-17, the plan area is generally located around the intersection of 65th Street and Folsom Boulevard, and all of the planning area falls within ¼-mile walking distance of the University/65th Street Light Rail Station. This planning effort recognizes the opportunity for transit-oriented development and develops land use, open space, circulation, and infrastructure goals, policies, and implementation measures for approximately forty 9 acres of land. The plan sets forth the vision of an active and thriving transit-oriented residential and commercial neighborhood that maximizes its proximity to Regional Transit, Sacramento State, and existing neighborhoods. The overarching goals of the 65th Street/University Transit Village Plan are as follows:

- Create a college district for Sacramento State
- Establish a 65th Street Village "Main Street"
- Extend the residential neighborhood
- Respect existing neighborhood scale and buffer uses
- Enhance pedestrian, bike, and transit linkages
- Provide for the continuation of existing industrial and service-oriented uses
- Remove blight

**Figure FB-17**
**65th Street/University Transit Village Plan**

## 65TH STREET/UNIVERSITY TRANSIT VILLAGE INFRASTRUCTURE NEEDS ASSESSMENT

In order to comprehensively assess the future infrastructure needs and associated costs of the 65th Street/University Transit Village Plan, an Infrastructure Needs Assessment report was created. This report analyzes sanitary sewer, storm drainage, water, electrical, telecommunications, natural gas, and street improvement infrastructure, and proposes infrastructure modifications needed to serve the proposed land uses. As of January 2004, the probable estimate of infrastructure construction costs for the build out of the Plan was $13,420,506. This planning level estimate includes street improvements, combined sewer system, drainage system, water distribution system, joint trench, intersection signalization, and right-of-way acquisition costs.

## SOUTHEAST AREA TRANSPORTATION STUDY (1999)

The Southeast Area Transportation Study (see Figure FB-18) developed and evaluated improvements to reduce congestion in the vicinity of the Power Inn Road/Folsom Boulevard intersection and addressed long-range transportation needs in the southeast area of the City. Phase I identified near and long-term improvements and resulted in a Project Study Report. Phase II addressed vehicle, pedestrian and bicycle circulation issues in a broader area and resulted in the development of a 20-year master plan of transportation improvements.

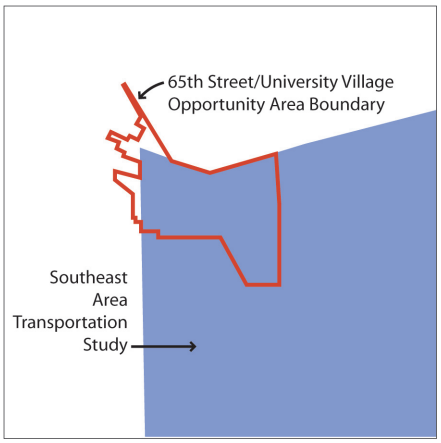



**Figure FB-18**
**Southeast Area Transportation Study**

## *Opportunities and Constraints*

The following pages describe the assumptions, opportunities, and constraints that exist for the 65th Street/University Village Opportunity Area.

## ASSUMPTIONS

The following assumptions about existing conditions were made in order to develop the design concept and guidelines for the 65th Street/University Village Opportunity Area. Substantial changes to these assumptions would potentially alter the concept and vision for the future of this area.

- The adopted 65th Street/University Transit Village Plan and South 65th Street Area Plan will continue to be implemented.
- The 65th Street Station Area Transportation Study (ongoing as of August 2008) will propose an overall circulation network, ensuring that transportation facilities operate adequately and efficiently and accommodate all modes of transportation in the area.
- Sacramento State will continue to implement their Destination 2010 initiative and campus master plan, re-orienting the front door of campus southward toward Folsom Boulevard and the Ramona Avenue extension, thereby strengthening connections to the 65th Street/ University Village Opportunity Area.

- Auto-oriented commercial, industrial, and vacant lands east of the Union Pacific railroad tracks will gradually transition to higher density uses.
- Existing residential neighborhoods to the south and west will retain their current form and character.
- Existing industrial and employment uses in the Clean Technology Zone and Army Depot Enterprise Zone to the south and east will remain or intensify.
- Additional infill development potential exists east of Power Inn Road in the Granite Regional Park Development Area and beyond.

## OPPORTUNITIES

The following opportunities are strengths that should be considered and built upon in the 65th Street/University Village Opportunity Area.

- Proximity to Sacramento State's campus creates demand for student housing, faculty/staff housing, retail, as well as office, research and development, and other employment uses that benefit from proximity to a premier university such as Sacramento State.
- Existing and future business development in the Clean Technology Zone and nearby Army Depot Business Park provides synergies with new business development in the 65th Street/University Village Opportunity Area.
- US Highway 50 provides excellent visibility for future development and convenient automobile access from the 65th Street and Power Inn Road exits.
- Future development near Power Inn Road would further strengthen the Power Inn corridor and create a gateway from US Highway 50 into the Power Inn area.
- Granite Regional Park is a tremendous asset to the Opportunity Area, not only providing an existing base of office, retail, and future residential development, but also providing access to the largest regional park in the area.
- The Opportunity Area is well-served by the Regional Transit bus system, and the University/65th Street Light Rail Station provides Light Rail Transit access directly into the area.
- The current configuration of the University/65th Street and Power Inn Light Rail Stations could potentially accommodate a new infill station near the intersection of Ramona and Brighton Avenues.
- Existing low-density development and underutilized properties in the Ramona Avenue area (south of Light Rail and east of the Union Pacific Railroad) provide the opportunity for substantial infill development.

- Established residential neighborhoods surrounding the Opportunity Area provide the population to support new retail and service businesses. These neighborhoods also provide housing options for existing and future students and workforce employees.

## KEY ISSUES

The list below identifies key issues that need to be addressed as planning for the 65th Street/University Village Opportunity Area proceeds.

- A lack of housing options in close proximity to the Sacramento State campus forces students, faculty, and staff to drive to campus rather than live nearby and walk or bike.
- Unrealized features of the transportation planning efforts conducted throughout the Opportunity Area should be implemented as development and redevelopment occurs
- There is a shortage of retail and commercial uses to serve local residents and Sacramento State students, faculty, and staff.
- Existing transportation corridors (US Highway 50, the Union Pacific Railroad, and Regional Transit light rail) are potential barriers between various sectors of the Opportunity Area.
- Pedestrian and bicycle travel is difficult due to transportation corridor barriers (such as railroads), large block sizes, and streets and sidewalks that do not amply accommodate pedestrian and bicycle use.
- Unattractive outdoor storage associated with industrial uses discourages new investment in the area.
- Dedicated stormwater detention facilities and additional water, storm, and sewer infrastructure (e.g. pipes) will be needed to serve new development. In selected areas, existing water, storm, and sewer infrastructure will need to be upsized.
- Automobile-oriented commercial uses do not generate ridership for Regional Transit (light rail and bus) in or near the Opportunity Area.

## *Overarching Vision and Goals*

The 65th Street/University Village Opportunity Area is poised to evolve into a vibrant and innovative campus-centered community that will provide a physical, social, and psychological connection to Sacramento State and the surrounding development and communities. The focus for this area will be on people, workforce development, education, jobs, and transit. Sacramento State will continue to attract innovative and creative students and faculty, and will continue to prepare students for a highly competitive workforce aligned with our economy's needs today and in the future. The Opportunity Area will create an environment that fosters the exchange of technical knowledge and expertise between Sacramento State students and faculty and private and

public sector business enterprises. Companies located in this area will benefit from the availability of a student workforce and opportunities to collaborate with faculty. Sacramento State will benefit from faculty recruitment and retention and the real-world internship and educational opportunities for students. The specific goals in this Opportunity Area are as follows:

## INTEGRATE THE CAMPUS AND COMMUNITY

The concept of a campus-centered community (see Figure FB-19) builds upon the foundation of Sacramento State and creates mutually beneficial mixed-use communities, such as a mixed-use University Village and a mixed-use Technology Village. The boundaries between these areas will blur as development occurs. In the case of Sacramento State and the mixed-use University Village, overlap could occur in the form of student housing off-campus or a Performing Arts Center on campus. In the case of Sacramento State and the mixed-use Technology Village, private business could potentially locate on campus or campus facilities could locate off-campus. Local businesses such as SMUD, the UC Med Center, and Granite Business Park also benefit from the close physical proximity to Sacramento State.

## PROVIDE JOBS AND WORKFORCE DEVELOPMENT

The mixed-use Technology Village area south of Light Rail and east of the Union Pacific Railroad (see Figure FB-20) will become a regionally recognized asset as an innovative job center that provides quality jobs and professional development for the creative class of people who are living in and moving to Sacramento. Predominantly, the area will be home to creative and innovative businesses that will provide much-needed higher paying jobs and workforce development that will further attract creative professionals to Sacramento. Businesses attracted to this area might focus on clean, renewable, and efficient energy, or they may specialize in other leading-edge technologies such as biomedical or biotechnical research. Existing and new businesses will benefit from close physical proximity to Sacramento State and access to students and faculty.

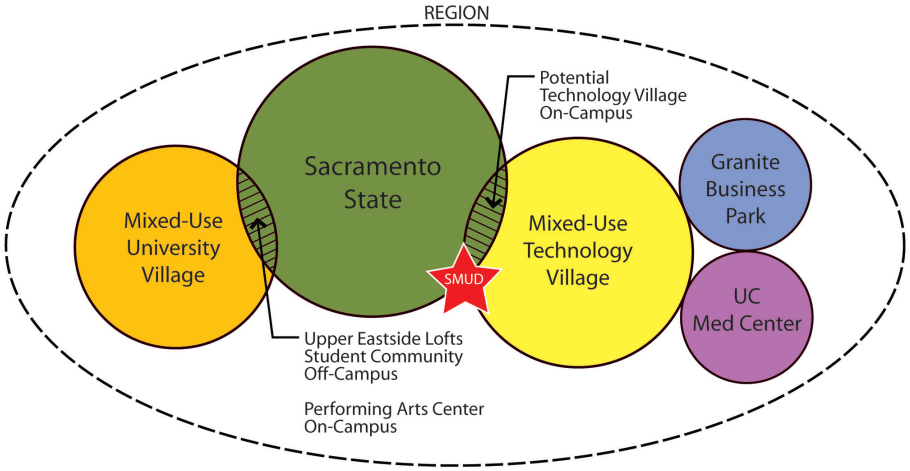



**Figure FB-19**
**Campus-Centered Community Concept**

## CREATE A MIXED-USE TECHNOLOGY VILLAGE

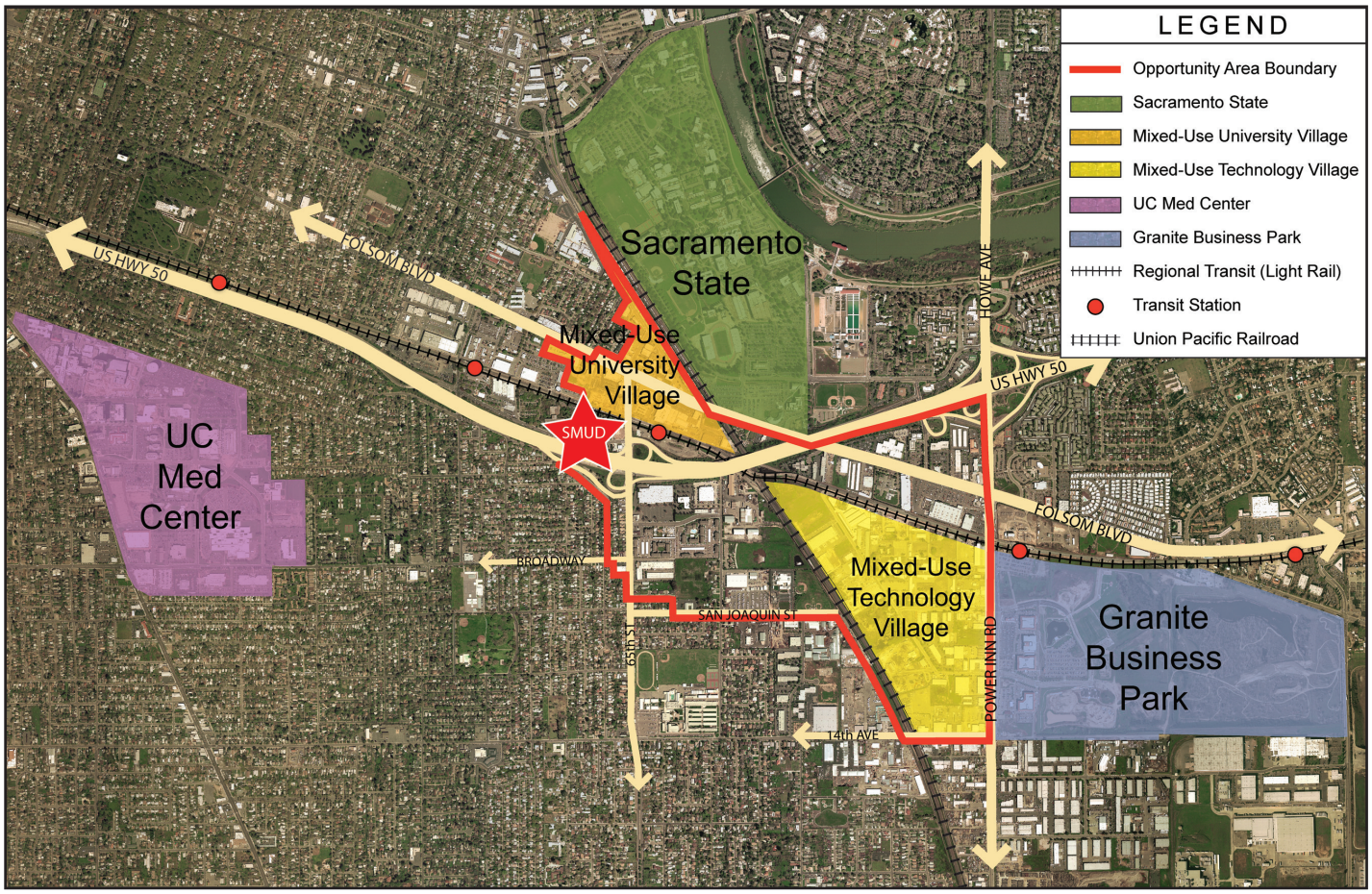
The goal for the Technology Village is to stimulate the development and success of existing and start-up companies who are striving to provide the next generation of technology for the Region and beyond. This area will be an intellectual center of mixed-use development with office, research, development companies, incubator businesses, and retail services, in addition to housing.

## CREATE A MIXED-USE UNIVERSITY VILLAGE

The University Village will be a social center of mixed-use, high-activity development with housing, retail, and office components. These facilities will serve neighborhood residents and Sacramento State students, employees, visitors, and alumni. The University Village will have a strong identity and sense of place, with active ground-floor uses, picturesque streets, outdoor cafes and plazas, art galleries, and more. The University Village will take advantage of proximity to the University/65th Street Light Rail Station and will provide higher density housing and encourage a culture of walking, biking, and using transit.

**Figure FB-20**

**Campus-Centered Community Concept Over Aerial Photograph**



## *Recommendations*

The following pages include recommendations for the 65th Street/University Village Opportunity Area in the form of a graphic conceptual diagram and written guidelines and recommendations that cover topics including land use, urban design, circulation, development types, building height, open space, and infrastructure. These recommendations represent a possible configuration for development that is based on the Land Use and Urban Form diagram and designations outlined in the Land Use and Urban Design Element. The concepts and recommendations for this area have been shaped and supported by community involvement and input, and are meant to guide future development toward further implementing the vision and guiding principles of the General Plan and Community Plans.

### LAND USE CONCEPT AND RECOMMENDATIONS

As shown in Figure FB-21, the 65th Street/University Village Opportunity Area has seven General Plan land use designations: Traditional Neighborhood Low, Urban Neighborhood Low, Urban Center Low, Urban Corridor Low, Employment Center (Mid-Rise), Public, and Parks. This array of land use designations allows for a mix of low- to high-density residential, mixed-use commercial and retail, and employment-generating uses that will create a vibrant and balanced mixed-use community. The following recommendations describe the types of uses, locations, and juxtapositions that would be best suited for the 65th Street/University Village Opportunity Area. For more information on these designations, their allowed uses, development standards, and urban design guidelines, see the Land Use and Urban Design Element in Part 2 of the General Plan.

- Establish compact, higher-density, transit-oriented development around the existing University/65th Street light-rail station and the potential future Ramona Avenue light-rail station (see Figure FB-00). This development should yield ground floor retail and services, and upper floor residential and/or office uses.
- Continue to develop a vibrant, mixed-use University Village near the University/65th Street light-rail station. This pedestrian-friendly and transit-oriented area will serve as the commercial shopping and entertainment core for Sacramento State and surrounding neighborhoods.
- Infill development areas on the periphery of the mixed-use University Village and along Elvas Avenue should yield horizontal and vertical mixed-use development with an emphasis on retail, service, office, and residential uses.
- Maintain the area west of Power Inn Road and north of the light-rail tracks (on either side of Folsom Boulevard) for horizontal and vertical mixed-use development with an emphasis on retail, service, office, and residential uses.

- Integrate new moderate-intensity residential development (south of US Highway 50 and west of the Union Pacific Railroad) and neighborhood-support uses that have convenient access to transit and Sacramento State.
- Transition to lower-intensity residential uses, such as townhouses and small-lot single-family residences, west and south of the Opportunity Area adjacent to existing residential neighborhoods.
- In the Ramona Avenue area, provide for large mixed-use office and employment centers that include support retail and services uses, in addition to residential uses.

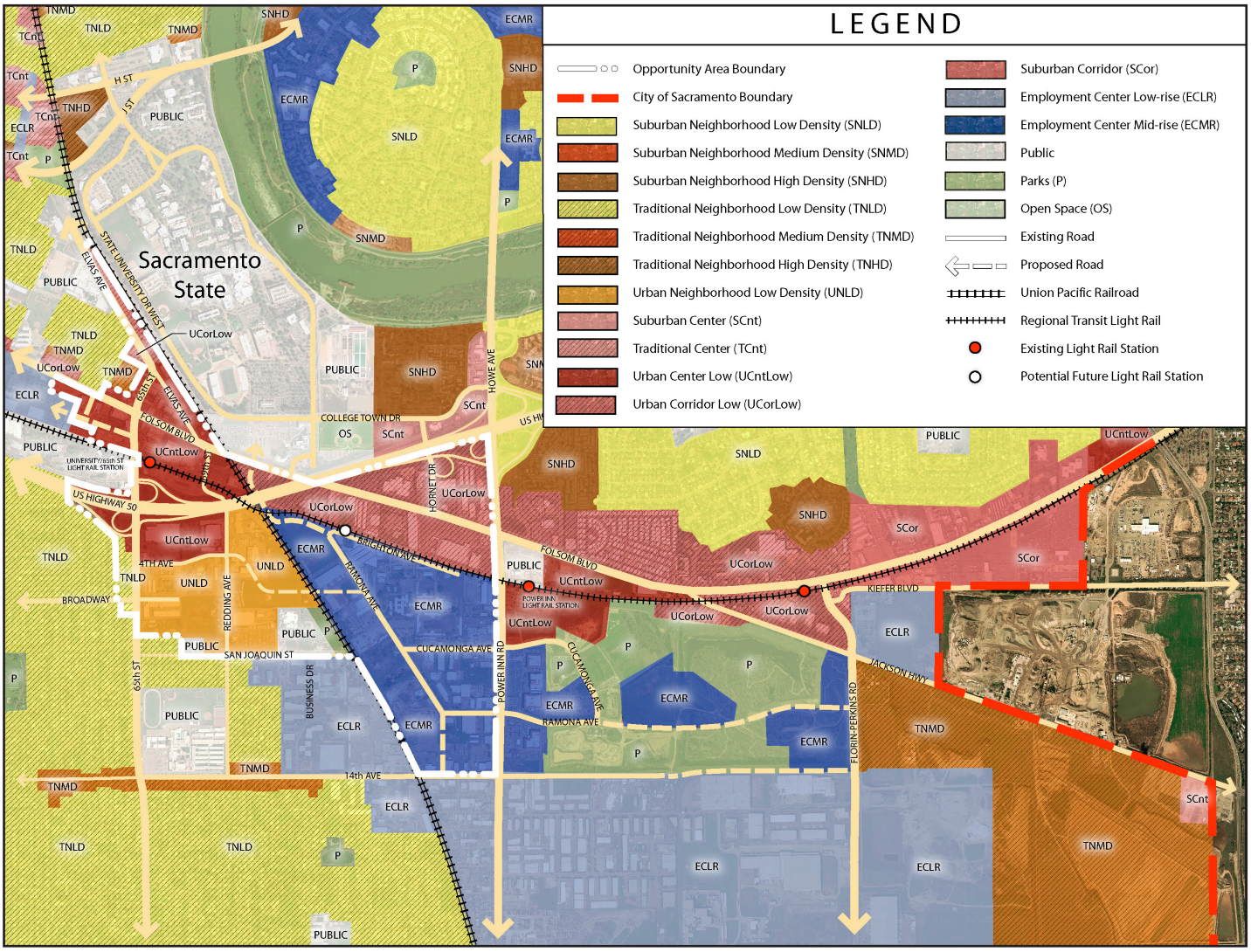



**Figure FB-21**

**65th Street/University Village Land Use and Circulation Diagram**

## URBAN DESIGN RECOMMENDATIONS

Urban design recommendations for the 65th Street/University Village Opportunity Area shall be flexible in order to promote innovative design solutions for projects that support the vision and goals for the area. Developers will be encouraged to build mixed-use projects that take full advantage of proximity to Sacramento State, transit, and existing and future retail opportunities.

The following recommendations will create the physical framework and character that will be the basis for future development in the 65th Street/University Village Opportunity Area. The concepts and recommendations address critical circulation and connectivity issues, and the relationship between development, streets, transit, and open space.

- Extend Ramona Avenue northward in order to physically connect the Ramona/Brighton Avenue area to Folsom Boulevard and Sacramento State, reinforcing the new gateway onto campus.
- In the Ramona/Brighton Avenue area, encourage the replacement of low-intensity industrial uses, commercial uses, and vacant land with higher-intensity development that supports job creation, workforce development, Sacramento State, and Regional Transit.
- Concentrate residential and commercial mixed use development around the two existing light-rail stations: University/65th Street and Power Inn.
- Consider introducing a new light-rail station near Ramona and Brighton Avenues, centered between the existing University/65th Street station and Power Inn station. This station would better serve Sacramento State, the mixed-use Technology Village at Ramona Avenue, and future residential development.
- Create additional connections across existing barriers—US Highway 50, the Regional Transit light-rail line, and the Union Pacific heavy rail line—in order to better connect the Opportunity Area's districts to each other and to the new campus gateway into Sacramento State.
- Use new construction and redevelopment opportunities within the Opportunity Area to site buildings up to the street right-of-way, creating consistent and well-defined street walls that provide visual interest for pedestrians and encourage pedestrian activity with interesting and attractive street-level activities such as outdoor cafes. This should especially occur along key streets within the area (e.g., Folsom Boulevard, Broadway, 65th Street, Redding Avenue, and Ramona Avenue), and around plazas and park spaces.
- Encourage innovative design concepts, such as live/work units, adaptive reuse of existing buildings, shared-use parking arrangements, and bicycle, pedestrian, and transit-supporting developments.

*Existing conditions at the intersection of Folsom Boulevard and 65th Street, looking east on Folsom Boulevard to the left and south on 65th Street to the right.*

*The addition of landscaping, sidewalk amenities, and crosswalk creates a safe pedestrian zone.*

*New development should reinforce the pedestrian zone and provide ground floor retial and services with upper floor residential and/or office uses.*

**Figure FB-22**

**65th Street/Folsom Boulevard Development Simulation**

- Encourage high-quality architectural design, and the utilization of high-quality materials, detailing, and landscaping. Also, encourage creative architectural solutions that acknowledge contextual design issues.
- Establish an integrated system of circulation with pedestrian and bike connections that facilitate walking and biking to, from, and around the Opportunity Area.
- Integrate the appropriate balance of parks and open space in order to serve new development in the Opportunity Area. Consider neighborhood parks that can also provide sufficient detention capacity for stormwater runoff.

## CIRCULATION AND MOBILITY RECOMMENDATIONS

The 65th Street/University Village Opportunity Area shall extend pedestrian and bicycle improvements throughout the area to better connect existing and proposed development within the area, and to Sacramento State and the University/65th Street Transit Center. Circulation throughout the area shall accommodate a balance of pedestrian, bicycle, transit, and automobile movement, and facilitate movement to, from, and through the plan area in a safe and direct manner. At the same time, efforts shall be made to reduce cut through traffic and excess vehicle speeds through traffic management and speed control techniques.

The following circulation recommendations outline key proposed changes to the existing circulation system in the 65th Street/University Village Opportunity Area. These changes will allow for accessibility, movement, and increased transit use. In addition, these recommendations outline ways to promote pedestrian-friendly street patterns that include landscaping and street trees.

- Consider all circulation changes proposed in the 65th Street Station Area Transportation Study (ongoing as of August 2008). The transportation study boundary fully encompasses the 65th Street/ University Village Opportunity Area.
- As the 65th Street Station Area Transportation Study is proposing, enhance north/south circulation by extending Ramona Avenue northward in order to physically connect the Opportunity Area to Folsom Boulevard and Sacramento State, reinforcing the new gateway onto campus.
- Enhance east/west circulation by extending 4th Avenue under the Union Pacific heavy rail line as the 65th Street Station Area Transportation Study is considering in one scenario. This will integrate existing neighborhoods and the South 65th Street Area with the Technology Campus and other future development east of the railroad tracks.

- Create one additional pedestrian and bicycle connection point under the Union Pacific Railroad at San Joaquin Street as the 65th Street Station Area Transportation Study is considering in one scenario. This will connect the neighborhoods and future development east and west of the rail lines.
- Extend existing local streets in order to complete the street grid (e.g., Broadway east to Redding Avenue and Ramona South to 14th Avenue), as the 65th Street Station Area Transportation Study is considering. Extending the street grid will increase pedestrian and bikeway connectivity and provide for better traffic distribution and route flexibility.
- Upgrade existing streets and sidewalks with amenities to enhance pedestrian and bicycle circulation: generous sidewalks, bicycle lanes, ample street lighting, street trees, and pedestrian amenities such as bus stop shelters and waste receptacles.
- Create a fine-grained pattern of walkable blocks, in order to increase connectivity and thereby facilitate better pedestrian, bike, and traffic distribution and route flexibility.
- Capitalize on the proposed tram service between the Sacramento State campus and the University/65th Street light-rail station, and as development occurs, consider route extensions.

## BUILDING HEIGHT RECOMMENDATIONS

Because building height can vary depending on the type of use and architectural style of the building, these recommendations are meant to provide direction to ensure that the height of new development is consistent with the vision for this Opportunity Area and compatible with adjacent uses.

- Locate tallest buildings (up to five to seven stories) near the University/65th Street light-rail station and south of the potential Ramona Avenue infill station. These new densities will support light-rail service and take advantage of new connections to Sacramento State.
- Maintain lower building heights (two to four stories) further south of the University/65th Street Station Area, transitioning down to one to two stories immediately adjacent to the existing and planned lower-density residential neighborhoods.
- Allow for building heights up to four stories in the mixed-use University Village area that is bound by the light-rail tracks, US Highway 50, Howe Avenue, and a portion of Elvas Avenue.
- Allow flexible but limited building heights (one to three stories of variable height) in the mixed-use Technology Village area, balancing business needs and the scale of development along Ramona Avenue.

## OPEN SPACE RECOMMENDATIONS

The following open space recommendations provide for the integration of a connected system of natural environments, parks, and landscaping in this Opportunity Area that will serve as key features of the area and provide for public gathering places.

- Create a series of parks, plazas, and greenways that serve as focal features that give structure and identity to individual neighborhoods, emphasize key civic locations, and create public gathering spaces.
- Create an urban plaza or green at each of the light-rail stations to provide a central focus for the transit villages and highlight the civic importance of transit.
- Create a series of "green" streets (i.e., streets with enhanced landscaping and pedestrian treatments) that link the area's parks and serve as primary pedestrian routes from the neighborhoods to the transit stations, commercial areas, and Sacramento State.
- Maximize usable open space areas by developing stormwater detention basins (e.g., the detention basin northwest of San Joaquin Street and Redding Avenue) as dual-use park facilities.
- Connect to and take advantage of the benefits of Tahoe Park, located just west of the Opportunity Area.
- Provide clear and safe pedestrian and bicycle access to Granite Regional Park, located east of Power Inn Road.

## INFRASTRUCTURE RECOMMENDATIONS

This section describes key infrastructure findings and recommendations for the 65th Street/University Village Opportunity Area. These recommendations are based on an analysis of the projected growth proposed in the 2030 General Plan. These challenges represent the likely issues related to the provision of infrastructure resulting from the development envisioned in the Land Use designations and the concepts for this Opportunity Area.

- The existing sanitary sewer system in Sub-area 1 (see Figure FB-23) is undersized for the anticipated peak flow from this sub-area. It is recommended that both the existing 10-inch and 12-inch sewer along Folsom Boulevard be upsized to a 15-inch sewer between 64th Street and 60th Street.
- In Sub-area 1 most of the existing sanitary sewer and storm drain systems are separated. The sanitary sewer system in Sub-area 1 discharges to the combined system. Redevelopment of this area may require a separated storm drain system for the area that does not have a separated system.

- Based on the land uses proposed in the 2030 General Plan, the existing sanitary sewer system in Sub-area 2 (see Figure FB-23) has sufficient capacity for future development.
- In Sub-area 2 the existing sanitary sewer and storm drain systems are separated. The sanitary sewer system in Sub-area 2 discharges to the combined system.
- Sub-area 1 and Sub-area 2 are outside of CSD-1 jurisdiction and connect to the combined system. Any development contributing to the system is required to pay the City's Combined System Development Fee.
- The existing sanitary sewer system in Sub-area 3 (see Figure FB-23) may be undersized for the anticipated peak flow from this sub-area. From Ramona Avenue to 14th Avenue, the existing 18-inch sewer line in Power Inn Road may need to be replaced with a 21-inch sewer, or a parallel 8-inch relief sewer may need to be installed.

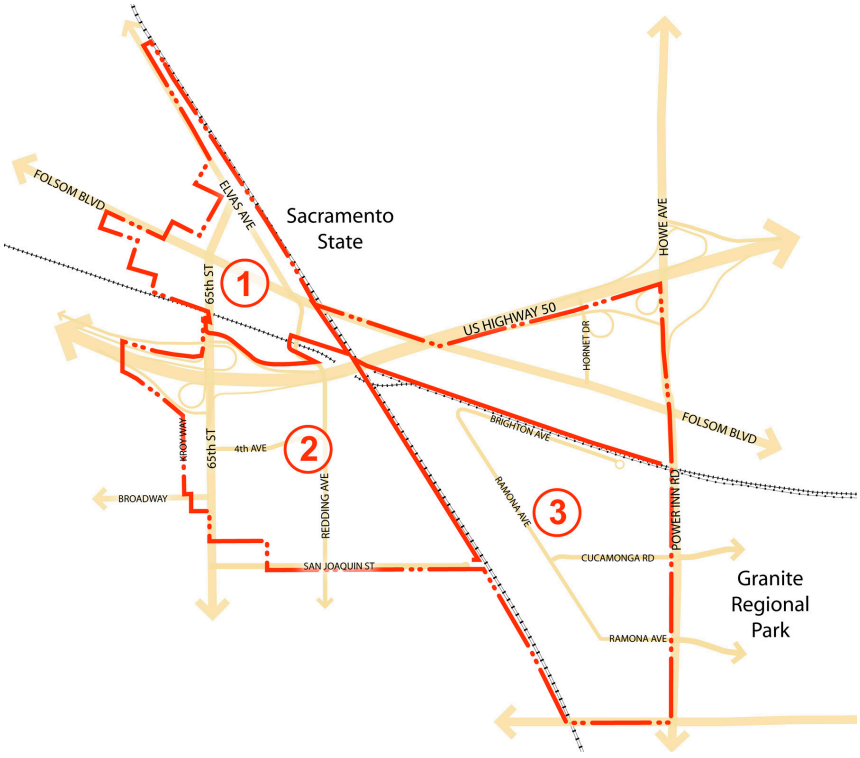



**Figure FB-23**
**Infrastructure Analysis Sub-areas**

- Sanitary sewer service for Sub-area 3 (e.g. 18-inch sewer line along Power Inn Road) is provided by County Sanitation District 1 (CSD-1). The City coordinates with CSD-1, but does not have control of the facilities in these areas.
- Based on the land uses proposed in the 2030 General Plan, the storm drainage system for Sub-area 3 is currently undersized. It is recommended that the 18-inch line on the north end of Ramona Avenue be upsized to a 24-inch pipeline and a 6-acre-foot drainage detention basin be constructed on the west side of Ramona Avenue across from the former CYA site.

- In order to provide adequate fire flow service to this Opportunity Area, it is anticipated that selected water mains will need to be upsized and new pipes installed to loop out the existing system. This preliminary recommendation will be followed up with discussions between the City's Utilities and Fire Departments.
- Regional drainage detention basins and water quality features will be needed for parts of the area. It is likely that the new detention basins for drainage will be joint-use facilities.

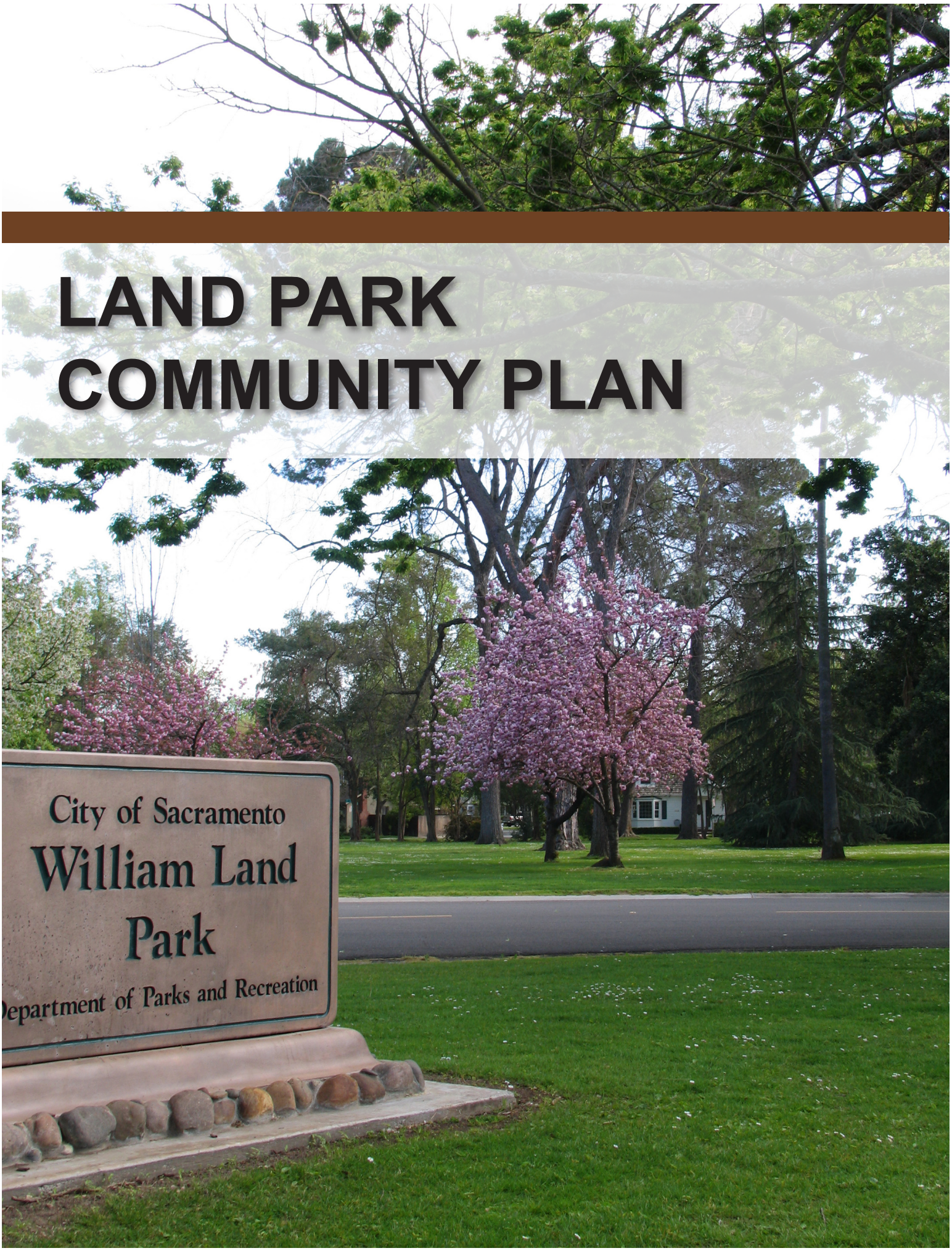
To comply with the City's NPDES permit, onsite water quality treatment facilities will be required for new development projects that do not drain to a water quality/flood control detention basin.

# Relevant Plans and Studies

This section will outline each relevant plan and study that has been adopted or developed by local, state, and federal agencies or community groups and organizations.

- 65th Street Redevelopment Plan (SHRA)
- 65th Street/University Transit Village Plan
- South 65th Street Plan (2004)
- Tahoe Park Strategic Neighborhood Action Plan
- Oak Park Design Guidelines
- Oak Park Redevelopment Plan (SHRA)
- Oak Park Historic Survey
- Oak Park Renaissance (SHRA)
- Martin Luther King Streetscape and Urban Design Plan
- Army Depot Redevelopment Plan (SHRA)
- Broadway/Stockton Urban Design Plan (SHRA)
- Stockton Boulevard Redevelopment Plan (SHRA)
- Transit for Livable Communities
- UC Davis Medical Center Long Range Development Plan (in progress as of 2009 with expected adoption in 2010)
- Sacramento State Master Plan

# LAND PARK COMMUNITY PLAN



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# Community Location

The Land Park Community Plan Area boundary encompasses 6.7 square miles or 4,327 acres just south of Downtown Sacramento. It is bounded on the north by Broadway, on the south by 35th Avenue, on the east by Highway 99, and on the west by the Sacramento River. The Plan Area falls entirely within the city limits of Sacramento. Figure LP-1 shows the Land Park Plan Area boundary and neighborhoods. Other city of Sacramento community plan areas bordering Land Park include the Central City Community Plan Area on the north, Fruitridge Broadway Community Plan Area on the east, and South Area and Pocket Community Plan Areas on the south.

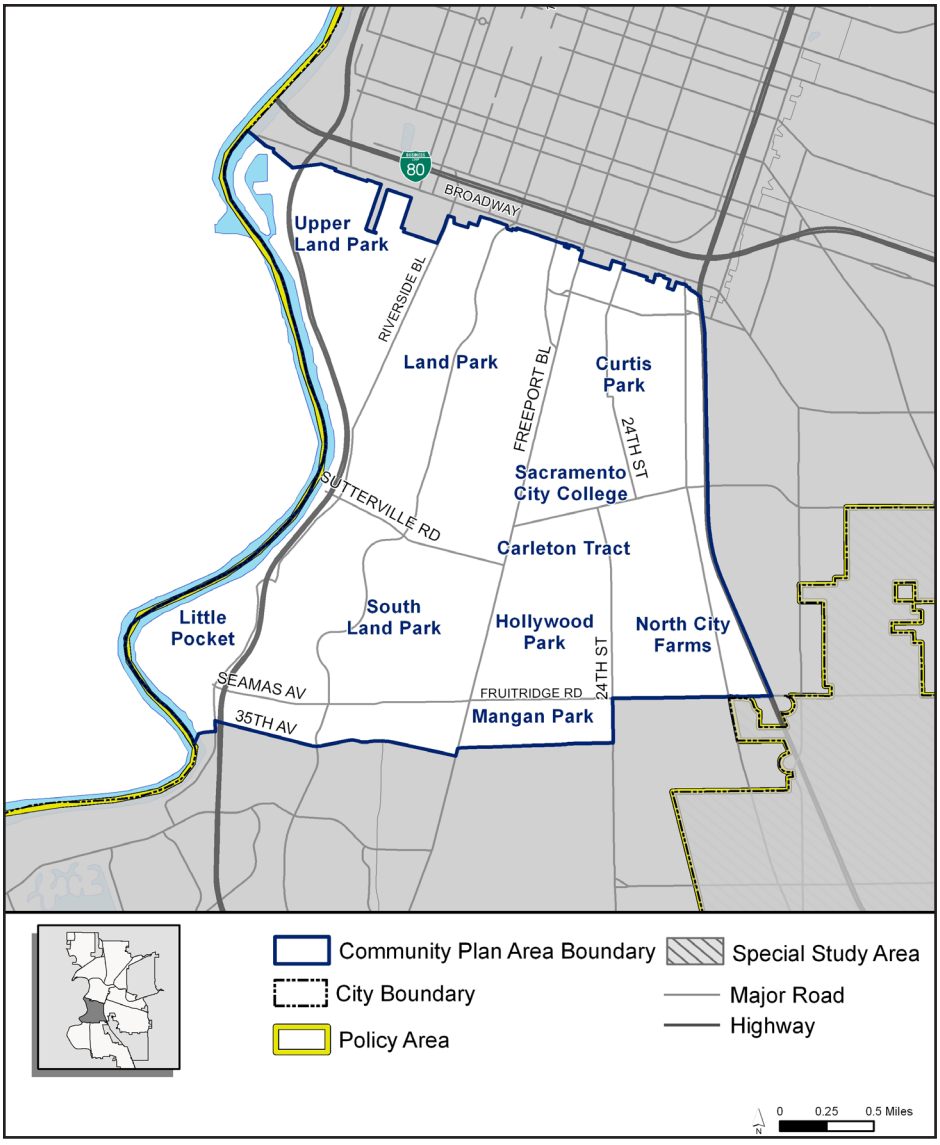


**Figure LP-1**

**Land Park Boundary and Neighborhoods**

# Community Vision

*A community plan vision identifies how each community can contribute to Sacramento's citywide vision of becoming the most livable city in America. The community vision focuses on values and expectations specific to the community that can be accomplished by 2030, and beyond. Where the 2030 General Plan's goals, policies, and implementation programs define the roadmap of strategies to achieve the overall citywide vision, the community plan vision should be specific to each community and support the overall citywide vision. It can address community identity, economic health, neighborhood design and livability, mobility and connectivity, community safety and welfare, historic and cultural resources, access to open space and parks, and sustainability.*

Community vision will be developed through a public process when the Land Park Community Plan is prepared.

# Community Profile

## Development and Planning History

Originally a part of John Sutter's Mexican Land Grant, the area that is now known as Land Park was established in the late 1840s about 3 miles south of Downtown Sacramento. High plain, flood-proof land at the intersection of what is now Sutterville Road and Riverside Boulevard was chosen for the first settlement called Sutterville. The City Cemetery, located on the corner of Broadway and Riverside, can be found on the official City Map of 1854. Neighborhoods developed in a mosaic pattern as farms were sold for housing developments. Early subdivisions in Curtis Park, such as Highland Park, and later California bungalow subdivisions, had street car connections to Downtown Sacramento.

In the early 1900s, landmarks such as the ballpark Edmonds Field, as well as the Riverside Swimming Baths, were built. The development of William Land Park in the 1920s revived the appeal of the area as a residential neighborhood with construction of new luxury homes along the park's northern perimeter. William Land, an influential entrepreneur and former Mayor of Sacramento (1897–1901), donated money for purchase and dedication of the park. Edmonds Field was demolished in 1967 and eventually replaced by a Target store and its parking lot. The Riverside Swimming Bath had its roof removed in 1937 and was renamed The Plunge. The Plunge eventually closed and the Temple of B'Nai Israel bought the land and built their temple on the site in the 1950s. The Tower Theater at 16th and Broadway was built in 1937. Hoping to encourage the growth of an entertainment district to rival New York City, the City renamed Y Street, Broadway, after the Tower Theater was built. The theater remains Land Park's gateway landmark.

Automobile-oriented housing development boomed following World War II and the remaining agricultural uses were converted to tract housing. In the 1940s, the street car system was removed, and in the 1960s the W-X (Highway 50) and Highway 99 freeways were built, separating this area from Midtown, Downtown, and Oak Park.

# Distinguishing Features

## *Predominant Land Uses*

The neighborhood of Land Park is characterized by traditional neighborhoods, tree lined streets, distinguished parks, and local shops. Nine neighborhoods make up the Land Park Community Plan Area including: Upper Land Park, Land Park, Curtis Park, Sacramento City College (SCC), North City Farms, Carleton Tract, Little Pocket, Hollywood Park, and Mangan Park. Neighborhoods are predominantly traditional in form with suburban developments located south of Sutterville Road and west of Freeport Boulevard. The traditional neighborhoods have pre–World War II development patterns that include small neighborhood-serving commercial centers.

About half of the total employment within the Land Park Community Plan Area is in offices, with retail and public sectors accounting for the remaining jobs. Several commercial corridors (Broadway, Franklin Boulevard, Freeport Boulevard, and Sutterville Road) provide local shopping and commercial services. Sacramento City Community College provides education and employment opportunities to local and regional residents. There is a small industrial area on the northwest corner of the planning area, bounded by Broadway on the north and I-5 on the west, providing a small number of jobs in Land Park. The jobs-to-housing ratio is very balanced with about one job for every housing unit in the Plan Area.

A significant portion of Land Park is also used for parks, open space, and recreation including regional William Land Park (166.50 acres), Bahnfleth Park (6.24), Brockway Park (1.52 acres), Chicory Bend (10.80 acres), Charlie Jensen Park (2.00 acres), Cooledge Park (14.80 acres), Curtis Park (18.57 acres), Fredrick Miller Park (56.99 acres), Plaza Cervante (0.66 acre), Sacramento River Parkway (25.73 acres), and Sierra 2 Park (3.00 acres). William Land Park has several attractions located within the park including Fairytale Town and Funderland, which offer rides and playgrounds for children, the William Land Golf Course, and the Sacramento Zoo.

## *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 South LRT line is located east of Freeport Boulevard and connects Land Park with South Sacramento and the Central City.

# Community Issues

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

# Land Use and Urban Form Designations

The Land Use and Urban Design Element in Part 2 of the General Plan includes a diagram and set of designations that combines direction for both land use and urban form. The system includes components that address standards and guidelines for allowed uses, population density, and building intensity, as well as urban form criteria for the different neighborhoods and centers throughout the city. These components work together to define allowed uses and building intensities as well as the overall role of each area of the city, whether it's for living (neighborhoods), gathering and employment (centers), travel and commerce (corridors), preservation (open space), or a unique role (other district) such as a college. The land use and urban form designations for Land Park are illustrated in Figure LP-2. For a detailed explanation of land use and urban form designations refer to the Land Use and Urban Design Element in Part 2 of the General Plan.

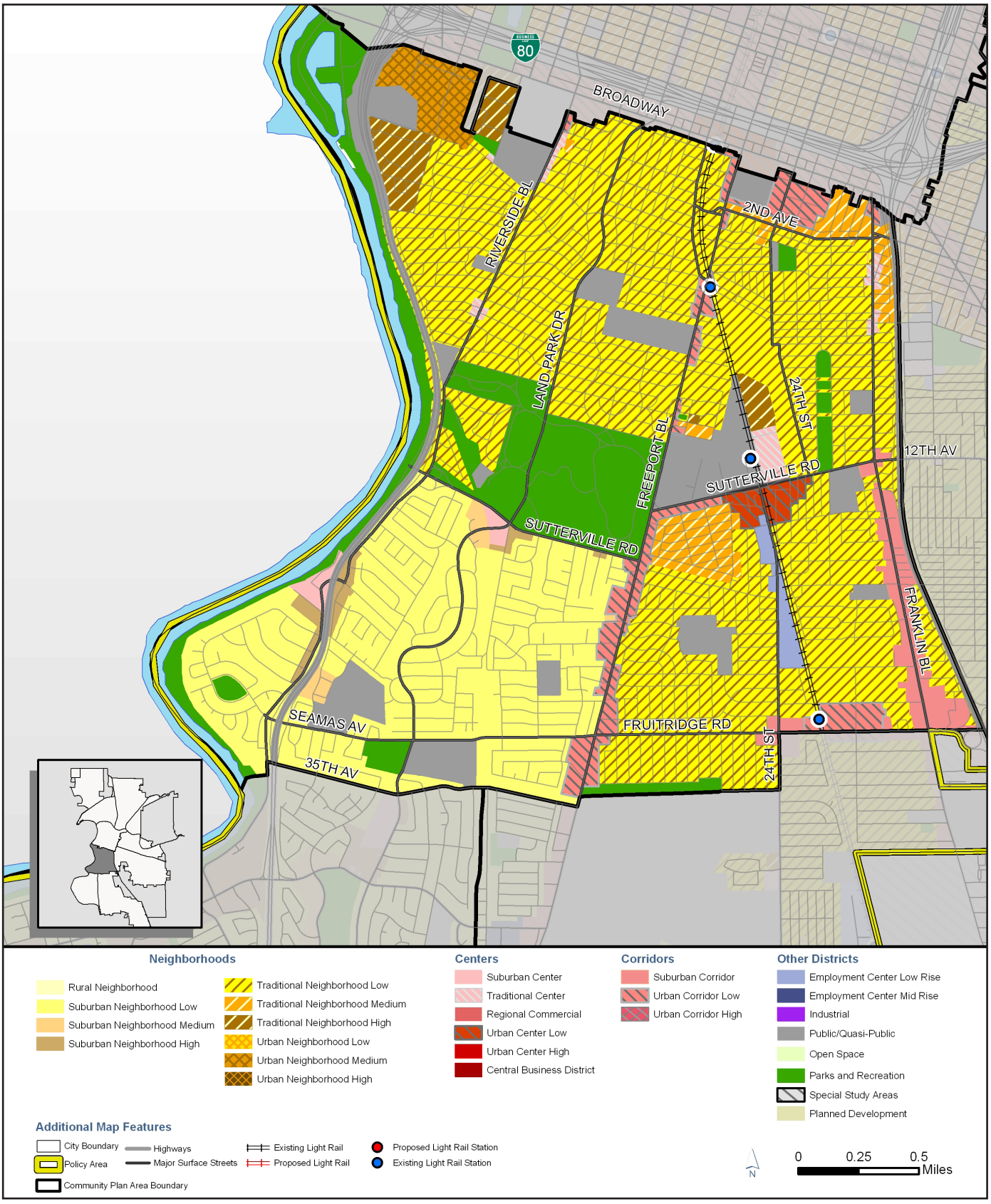


**Figure LP-2**

**2030 General Plan Land Use & Urban Form Designations for the Land Park Community Plan Area**

# Community Policies

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

# Opportunity Areas

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

**Table LP-1 Land Park Opportunity Areas**

| *Opportunity Area* | *Type* |
|---|---|
| **Neighborhoods** | |
| Curtis Park Village | Neighborhood |
| **Centers and New Growth Areas** | |
| Riverfront[a] | Center |
| Setzer Site[a] | Center |
| **Gold Line Light Rail Existing Stations** | |
| Broadway Light Rail Station[a] | Transit Center |
| 4th Avenue Light Rail Station | Transit Center |
| City College Light Rail Station | Transit Center |
| Fruitridge Light Rail Station[b] | Transit Center |
| **Commercial Corridor Revitalization** | |
| Broadway[c] | Corridor |
| Franklin Boulevard[b] | Corridor |
| Freeport Boulevard[d] | Corridor |
| Fruitridge Road[e] | Corridor |

SOURCE: City of Sacramento 2009

a. Partially located in Central City Community Plan Area
b. Partially located in South Area Community Plan Area
c. Partially located in Central City and Fruitridge Broadway Community Plan Areas
d. Partially located in Pocket and South Area Community Plan Areas
e. Partially located in Fruitridge Broadway and South Area Community Plan Areas

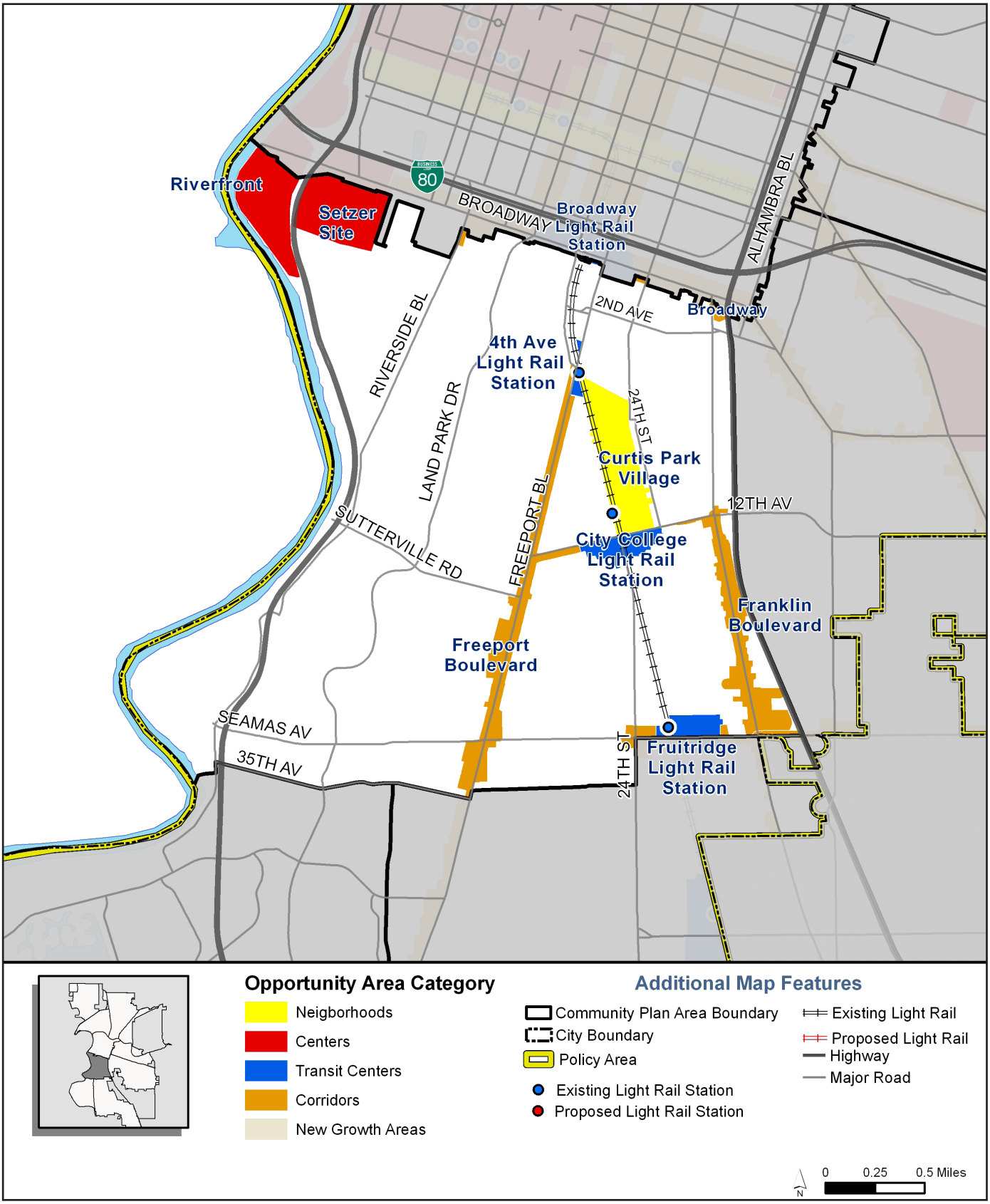


**Figure LP-3**

**Land Park Opportunity Areas**

# 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 Land Park Community Plan Area:

- Franklin Boulevard Redevelopment Plan
- Broadway Corridor Planning Task Force Recommendations
- Freeport Boulevard Streetscape Plan

# NORTH NATOMAS COMMUNITY PLAN

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# Community Location

The North Natomas Community Plan Area (9,001 acres), located in the northwest portion of the city of Sacramento, is part of the greater Natomas Basin (55,000 acres). The North Natomas Plan Area consists of approximately 7,440 acres in the city limits and 1,561 acres in Sacramento County. The southern edge of the community is approximately 3 miles from Downtown Sacramento and the northwestern edge is approximately 2½ miles from the Sacramento International Airport. The community is bounded by Elkhorn Boulevard on the north, I-80 on the south, the Natomas East Main Drainage Canal on the east, and the West Drainage Canal, Fisherman's Lake, and Highway 99 on the west (Figure NN-1). The South Natomas Community Plan Area borders North Natomas on the south and North Sacramento on the east. Unincorporated areas of Sacramento County and the Natomas Joint Vision Area border on the north and west.

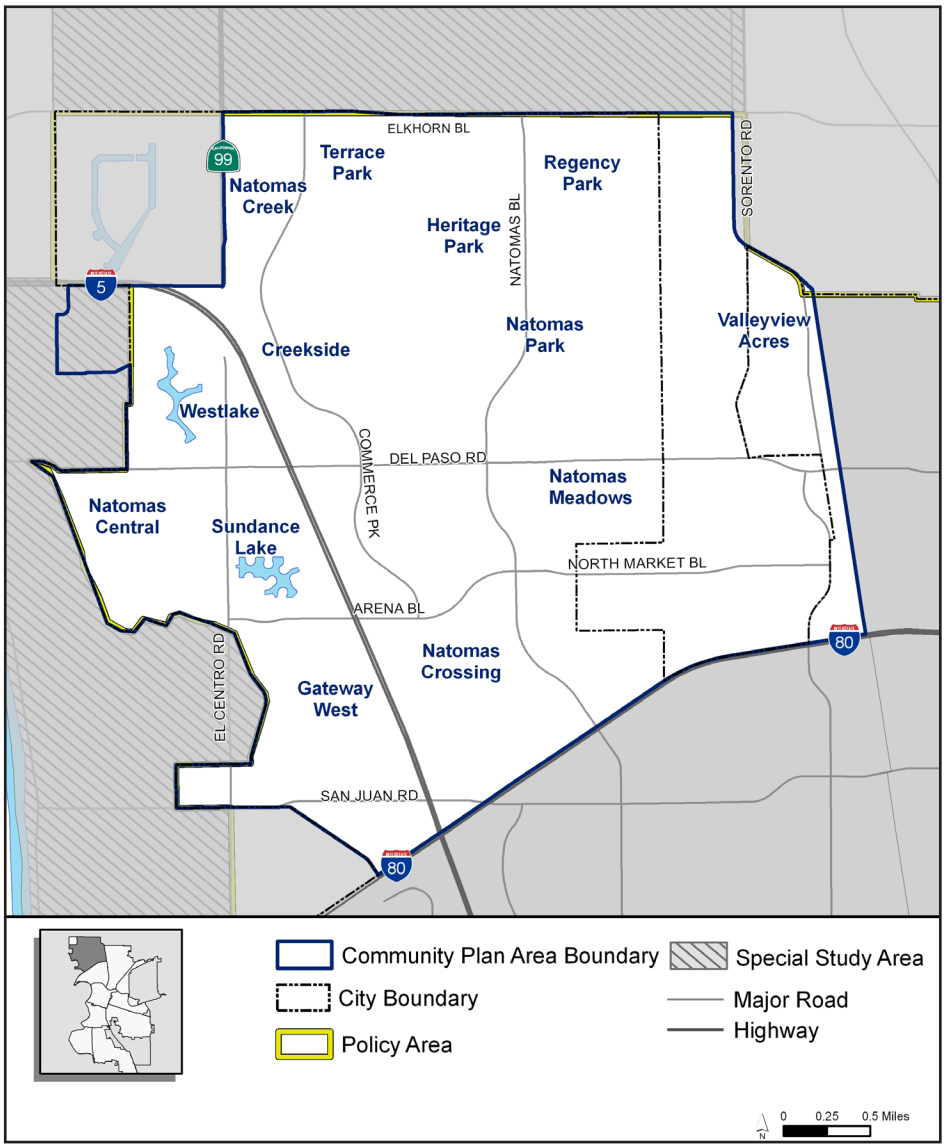


**Figure NN-1**

**North Natomas Boundary and Neighborhoods**

# Community Vision

## New Direction for North Natomas

The 1994 North Natomas Community Plan envisions an urban form for North Natomas that includes a well integrated mixture of residential, employment, commercial and civic uses, interdependent on quality transit service and a radial network of connections linking activity centers with streets, transit routes, and linear parkways with pedestrian/bike trails. A Town Center, located at the heart of the community, will serve as the hub of the circulation web and provide a sense of place to the community's residents, workers, and visitors. The Town Center includes civic uses, higher impact regional park uses, high-density residential, and intense employment centers, anchored at both ends by commercial centers. The community will be interdependent on transit with high-density residential uses and intense employment generators near transit to provide riders for the light rail stations and bus transit centers. The Employment Centers, located at light rail stations and along the freeways, will be mixed-use centers consisting of primary employment generators and secondary support retail, industrial, and residential uses, serving the employees and employers of the center. Integration of land uses will help decrease the distance and travel time between uses. Each of the thirteen neighborhoods will have an elementary school that serves as a focal point with parks, transit, civic uses, and convenience commercial within close proximity. The intersection of three or four neighborhoods constitutes a village center with a commercial center.

### *Vision Statements*

The following section summarizes 1994 North Natomas vision statements, which provide a framework for the policies found in the Community Policies section of this community plan. These vision statements can be further refined or revised when a future community planning process occurs.

### *Land Use*

This section includes vision statements for Residential, Employment Generators, Retail-Commercial, Sports Complex, and Town Center. Policies in the Community Policies section of this community plan follow the same framework.

## RESIDENTIAL

Neighborhoods will provide a balance of different housing densities with a variety of housing types, lot sizes, and affordability to serve a broad spectrum of residents. Elementary schools will serve as neighborhood focal points. Each dwelling unit will have convenient access to commercial centers through local connections such as local streets, pedestrian/bikeways, and residential collectors, instead of traveling on an arterial or collector streets. Most dwelling units will be located within walking distance of open space, including public and private parks, drainage corridors, buffers, golf courses, lakes, and other open space opportunities. Residents will be able to join together to take advantage of opportunities and solve common problems through the formation and function of neighborhood associations to strengthen neighborhood ties.

## EMPLOYMENT CENTERS

Employment centers will provide a pedestrian-friendly setting with ample private and/or public open space for primarily employment-generating uses. Employment centers will have several permitted intensities, based on proximity to planned transit service, access to freeways and roads, proximity to the Town Center, and maintaining or improving housing opportunities. Employment centers will provide opportunity for a variety and mix of supporting uses, including residential. Adjacent support uses, including residential will allow for pedestrian, bicycle, and transit/rideshare connection opportunities to reduce dependence on the automobile and internalize trips on-site. Consequently, parking needs will be reduced and shared parking opportunities will increase.

## COMMERCIAL

Locating an appropriate amount of commercial space in a community is a balancing act. The North Natomas Community Plan attempts to ensure sufficient commercial space to provide the daily and weekly goods and services for all residents, workers, and visitors without burdening the community with too much commercial space or making the distance between such services too great. Healthy commercial enterprises will foster the local economy by generating sales tax, creating jobs, and enhancing the land value. Supplying too much commercial space could spread the retail demand of the community too thin, resulting in weaker businesses and local economy.

The North Natomas Community Plan Area includes small village commercial centers that serve neighborhoods within walking or bicycling distance and larger community commercial areas near light rail stations or bus transit centers. Support retail located in employment centers and highway commercial located adjacent to the freeways and interchanges will provide convenient retail opportunities for both residents and visitors.

## INDUSTRIAL

Industrial areas will develop in a park-like, nuisance free environment for light manufacturing, warehousing, and distribution land uses. Industrial parks will protect and preserve prime industrial land for high-quality manufacturing, assembly, research and development, and related supporting uses, and discourage unrelated and incompatible industrial, commercial, office, residential, and other non-industrial uses.

## SPORTS COMPLEX

The Sports Complex consists of a 15+ acre, 19,000-seat arena and an 18.5+ acre, 65,000-seat stadium that will house major professional league sports teams. The complex also includes a 7.3+ acre amphiplaza, 145+ acres of parking, a private loop road, and four private driveway entrances. The existing (2007) Arco Arena is home of the Sacramento Kings, a National Basketball Association franchise team, and the site of other sports, cultural, and entertainment events.

## TOWN CENTER

The Town Center will serve as an activity center which will become the focus and identity, both visually and geographically, of the community. The Town Center will provide a visible landmark and destination from surrounding neighborhoods and should be designed to encourage social, cultural, and aesthetic experiences and interactions. It will be pedestrian-oriented and reinforce the use of transit. The Town Center will be adjacent to a proposed light rail station and commercial site. The design of the Town Center will provide easy access to the commercial site and encourage activity to create a 24-hour mixed-use center. Town Center will be high-intensity and include community commercial, high-density residential, high-intensity employment generators, civic and recreation uses. The Town Center will be connected to the sports complex to the south, the community commercial center to the east, and the regional park to the north. The Town Center will incorporate both public and private uses and will be planned and developed in a cooperative public/private manner. Public uses, such as the regional park and library, might incorporate private enterprises related to the use. For example, a museum gift shop or snack bar could be incorporated in the regional park. A telecommuting center, run as a profit generator, could be located in the library.

### *Circulation*

This section includes vision statements for Transit System, Pedestrian/ Bikeways, Transportation Systems Management, Air Quality, and Parking Management. Policies in the Community Policies section of this community plan follow the same framework.

## TRANSIT SYSTEM

North Natomas will benefit from a symbiotic relationship between transit and land use. To this end the transit system must be sensitively planned to provide a valuable, convenient service to residents and workers. Land uses must also be planned to provide the ridership base necessary to support a successful transit system that includes Regional Transit light rail, bus transit, and a community shuttle system.

## PEDESTRIAN/BIKEWAYS

Citizens will use pedestrian trail or bikeways as part of their work commute pattern to move to and from commercial centers, civic uses, and recreational facilities, or solely for recreational activity. All pedestrian/bikeways will be designed to be safe. Although many paths will be used primarily for commuting (direct and convenient), paths used primarily for recreation will be aesthetically pleasing. Both systems will not be separate and will be incorporated into one well-designed travel system. Providing a quality pedestrian and/or bicycle system will be important to increasing the likelihood that individuals will choose a mode of travel other than the automobile.

## TRANSPORTATION SYSTEMS MANAGEMENT

Transportation Systems Management (TSM) will strive to meet current and future growth in transportation demand by improving the operation of the transportation system. The primary objective is two-fold: (1) to optimize the use of existing transportation facilities and financial resources and (2) to discourage individuals from driving alone, thereby reducing the number of trips made. The end result will be less automobile demand on the transportation system, minimizing the need for major construction of new facilities to meet this demand, and improved air quality.

## AIR QUALITY

The desire for quality air is what motivates many of the policies guiding development in North Natomas. The community plan encourages land use planning that promotes an interdependence of transit and land use; locates commercial, parks, schools, and community services within convenient proximity to residential and employment areas; promotes mixed-use neighborhoods with residential and employment centers within walking distance; and supports planning ahead for electric, other zero-emission, and low emission vehicles. The goal of this community plan is to contribute to solving regional air quality problems not exacerbating them.

### PARKING MANAGEMENT

Vehicle emissions are a major focus of air quality strategies in the attainment of Federal and State air quality standards. Parking management can modify travel behavior through an integrated strategy of providing incentives to use alternatives to the single occupant mode. This shift from single occupant vehicles trips to alternative modes is assumed to have a positive effect on air quality.

## *Community Services and Facilities*

This section includes vision statements for Parks, Open Space, Schools, Civic Uses, Drainage, Utilities, and Flood Control. Policies in the Community Policies section of this community plan follow the same framework.

### PARKS

Quality parks are a vital part of a dynamic community. Providing parks that are well-integrated in the community creates an environment for positive self-renewal, social interaction, and community pride. Also, parks and recreational facilities are an important component of economic development and stability for the community. Parks are an important aspect of open space. Parks will be located on land capable of active and/or passive recreational uses or on land having environmentally significant attributes with some recreational value.

### OPEN SPACE

Open Space is any parcel of land devoted to the preservation of natural resources, managed production of natural resources, public health and safety, and outdoor recreation. Also, open space creates an aesthetic viewshed between freeways and other land uses and can be used as a "containment edge" of urban land uses. Open space in North Natomas will include several broad categories including agricultural buffer, landscaped freeway buffer, agriculture, a golf course, roadways, and other open space.

### SCHOOLS

Public schools educate children (and adults) to partake of life and participate in and contribute to society. Schools serve as a micro-society, a "lab" where children and young adults learn and practice skills to prepare them to be responsible adults with physical, mental, and emotional skills. Schools also serve as a center of the neighborhood and community. Parents and others participate in school associations to improve programs and raise funds. Children see their parents' involvement and learn the importance of participating in improving their surroundings. Schools help teach children and adults the traditions and values of their community. Schools provide a valuable physical setting for community meetings, recreation, family functions, and reflection.

## CIVIC USES

If land uses are the skeletal system of the community, then civic uses, public and private, are the muscles. These critical uses tie the neighborhoods and community together. Civic uses, both public and private, will include police station, fire station, library, community centers, and other civic uses. Other public civic uses could include a museum, amphitheater, auditorium, theater, community meeting areas, arts and craft center, and other cultural and entertainment uses. These uses will be centrally located in the Town Center adjacent to the regional park to enhance the "heart" of the community. Private institutions will include religious facilities, medical facilities, educational institutions, and other human service facilities. The physical structure and location of these institutions will be flexible in order to meet the changing needs of the neighborhoods. Neighborhoods mature and evolve and the specific service needs change. Also, the institutions may grow and be capable of adding new programs.

## DRAINAGE SYSTEM

The drainage system will not be a traditional conveyance system that seeks to move the runoff to the river as soon as possible. The system will be designed to detain the surface runoff on the land in the detention basins before releasing it slowly and in a controlled manner to the Sacramento River. This will separate the agricultural and urban runoffs and create an isolated area between the two canals for wildlife and plant habitat. The detention basins and canal corridors will be developed as conjunctive uses with parks, linear parkways, utility corridors, and other compatible land uses. Including the drainage canals and detention basins with the other conjunctive uses will help convert a potential physical barrier into an amenity that serves as a local linkage, an aesthetically pleasing viewshed, and/or passive/active recreational areas.

## UTILITIES

Public and private utility facilities and services are important to the operation of a community. Utility services supply water, energy, telecommunications, cable, and other vital services. They also provide sanitary sewer effluent, stormwater, and solid waste disposal services. Utility services will expand as technology changes to include cellular communication and fiber optic cable. Future utilities will be flexible systems that can be easily modified in order to accommodate need in the community. Public and private utilities will be provided to all land uses within the North Natomas Plan area in such a manner that they do not conflict with adjacent land uses and do not occupy more land area than is necessary. Construction costs and land use impacts of public and private utility facilities will be reduced by placing them within, or adjacent to, compatible uses whenever possible.

### FLOOD CONTROL

The overflow of water onto land that is not generally covered by water is known as flooding. There are three main factors that could lead to flooding in Sacramento: (1) river-induced flooding, (2) rainfall-induced flooding, and (3) seismic flooding. A minimum of 100-year flood protection will be achieved to reduce personal injury and property damage in the event of a flood and to enable residents to obtain affordable flood insurance.

# Community Profile

## Development and Planning History

The North Natomas Community has grown rapidly since the mid-1990s with extensive residential development, office park, and retail construction. The North Natomas community has historically been an agricultural area due to the floodplains of the Sacramento River. The first North Natomas Community Plan was adopted in 1986 and was identified by the city of Sacramento's 1988 General Plan as a significant economic and social opportunity because of its potential as a major growth area for new housing and employment. At full buildout the community was projected to account for 35 percent of new housing and 30 percent of the new jobs in the city.

In 1986, development was constrained by several issues including provision of infrastructure and services, habitat protection, and flood protection. The flood of 1987 changed the FEMA flood maps, which prevented new development until flood improvements were completed. At the time there was little market demand for development in the Manufacturing, Research, and Development (MRD) zone designated for a portion of the 1986 Plan Area.

To resolve development constraints, the North Natomas Working Group, composed of members of the Environmental Council of Sacramento, Natomas Community Association, North Natomas Landowners Association, other area property owners, city staff, and two Planning Commissioners as ex officio members, operated in a consensus-building process to amend the North Natomas Community Plan. On November 5, 1992, the City Council approved the Planning Principles and Composite Plan as the foundation for amending the North Natomas Community Plan. The principles and the Plan charted a new direction for the North Natomas Community. The City, working with FEMA and SAFCA, also participated in a flood control plan that allowed the eventual lifting of restrictions. In 2003, a Natomas Habitat Conservation Plan (HCP) was approved. In 2004, the North Natomas Financing Plan and North Natomas Development Guidelines were approved in order to provide infrastructure, including water, sewer, drainage, roads, transit service, schools, civic uses, and police and fire protection services, in a logical manner corresponding to the phasing of development.

The 1994 North Natomas Community Plan laid out a new vision for the community. The community was designed to promote air quality, preservation of the natural environment, efficient transit, and well-nurtured neighborhoods. A town center, located at the heart of the community, was envisioned to serve as the hub of activity and provide a sense of place to the community's residents, workers, and visitors.

North Natomas experienced a burst of development activity following adoption of the 1994 Community Plan that included construction of residential housing, retail, and employment uses. Development during the 1990s significantly changed the pattern of land use in North Natomas. In 1992, only 337 acres of the North Natomas Community Plan area was used for housing: Valley View Acres, a rural estates community located north of Del Paso Road and west of Natomas East Main Drain, a mobile home park located along El Centro Road, and single-family residential units. In 1993, the primary land use in the community plan area was agricultural. Currently (2005), agriculture accounts for only 6 percent of the land use.

# Distinguishing Features

## *Predominant Land Uses*

The North Natomas Community Plan includes an integrated mixture of residential, employment, commercial, and civic uses. Residential development is predominantly suburban single-family with some multi-family dwelling units. Neighborhoods including Natomas Creek, Regency Park, Heritage Park, Natomas Meadows, Valleyview Acres, Natomas Park, Terrace Park, Creekside, Natomas Central, Westlake, Sundance Lake, Natomas Crossing, and Gateway West are spread throughout the Plan Area.

There is a significant amount of vacant land in the North Natomas Community Plan Area. Much of this land is located in the Panhandle which is in unincorporated Sacramento County that abuts the city portion of North Natomas on the east, north, and west.

North Natomas is a major employment center for the Sacramento region with multiple office and light industrial employment centers. The majority of North Natomas jobs are either in office or industrial sectors. Northgate Industrial Park, located in the south portion of the Panhandle, provides light industrial and manufacturing jobs for North Natomas and regional employees. There is a cluster of office parks along I-5 and Arena Boulevard that provide jobs for North Natomas and regional employees. Unlike other areas of Sacramento that have large federal and state employment centers, only a small segment of North Natomas jobs are in the public sector. The jobs-to-housing ratio is relatively balanced with 1.2 jobs for every housing unit in the incorporated area. The Downtown-Natomas-Airport (DNA line) light rail transit (proposed as of 2009) will eventually link the employment centers and the airport to the greater Sacramento area.

North Natomas has local-serving retail plazas, the regional-scale retail center, Natomas Marketplace, and the Promenade located at the corner of Truxel Road and I-80, which serves the retail goods and services needs of North Natomas, South Natomas, and North Sacramento, as well as the region. Other key features in the area include the Arco Arena Sports Complex. Arco Arena is home to the Sacramento Kings, an NBA franchise team, and the Sacramento Monarchs, a women's NBA franchise team, and is the site of other sports, cultural, and entertainment events. The North Natomas Plan Area has over thirty small neighborhood parks and community recreation parks distributed throughout residential areas, which will provide the largest number of parks per resident in the city. North Natomas Regional Park (207 acres) is located in the center of the community on Natomas Park Drive at Natomas Boulevard, north of I-80.

### *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 of the Sacramento city 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.

# Community Issues

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

# Land Use and Urban Form Designations

The Land Use and Urban Design Element in Part 2 of the General Plan includes a diagram and set of designations that combine direction for both land use and urban form. The system includes components that address standards and guidelines for allowed uses, population density, and building intensity, as well as urban form criteria for the different neighborhoods and centers throughout the city. These components work together to define allowed uses and building intensities as well as the overall role of each area of the city, whether it's for living (neighborhoods), gathering and employment (centers), travel and commerce (corridors), preservation (open space), or a unique role (other district) such as a college. The land use and urban form designations for North Natomas are illustrated in Figure NN-2. For a detailed explanation of land use and urban form designations, refer to the Land Use and Urban Design Element in Part 2 of the General Plan.

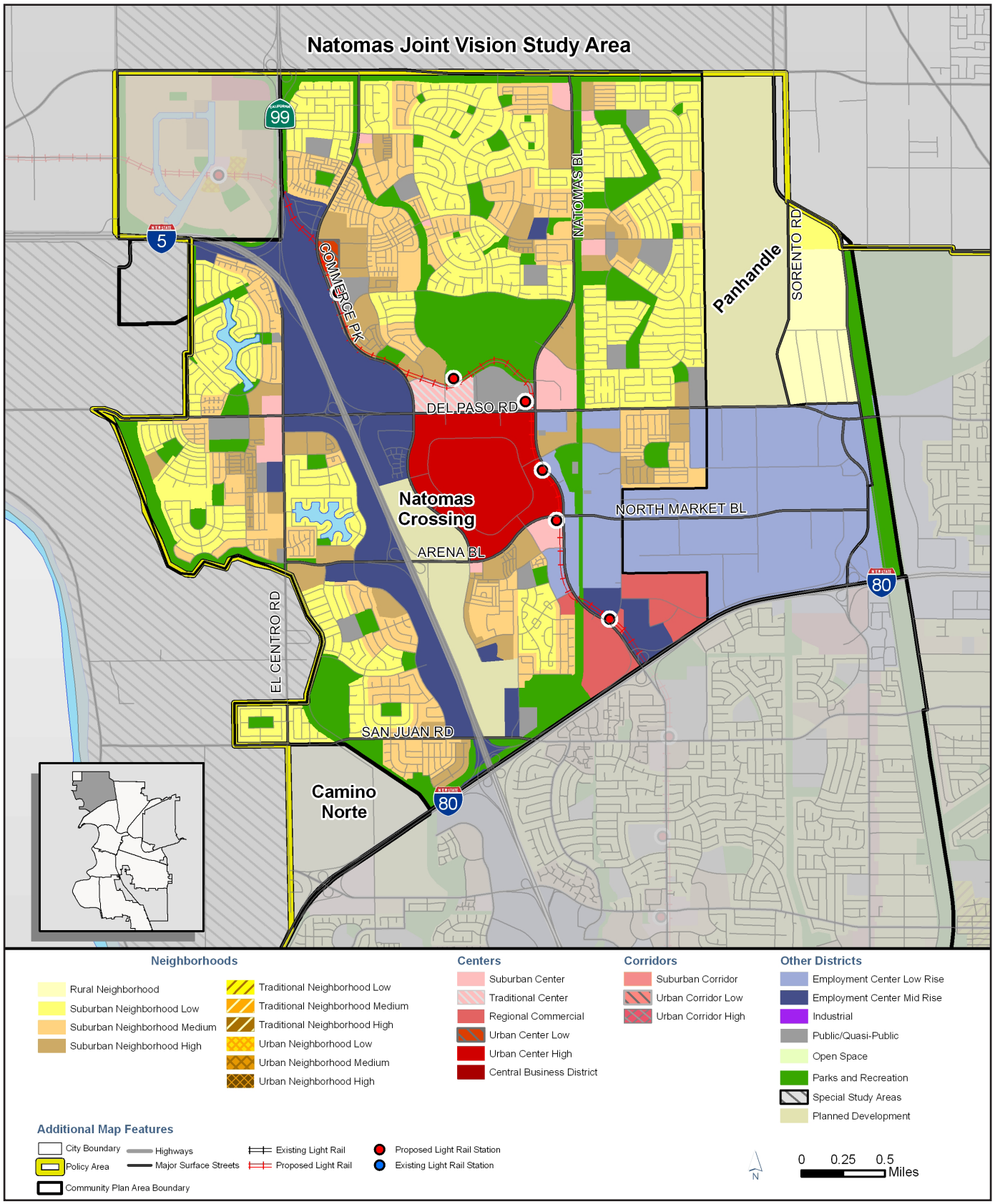


**Figure NN-2**

**2030 General Plan Land Use & Urban Form Designations for the North Natomas Community Plan Area**

# Community Policies

This section includes policies that are unique to the North Natomas Community Plan Area. They are intended to supplement, but not repeat, citywide policies contained in Part 2 of the General Plan. The policies contained in community plans are organized to mirror the structure of the citywide General Plan elements. The following policies are taken from the existing North Natomas Community Plan (1986). Other policies in the existing North Natomas Community Plan that were outdated or overly general have been deleted. While the remaining policies have been edited slightly for consistency, the content of the policies has not been altered.

## Land Use Policy Overview

The land use program for North Natomas forms the primary structure of North Natomas development. The program designates the general location, size, relationship, and intensity of land uses, including residential, office, commercial, industrial, civic, and open space areas. This program responds to planning policies, anticipated market demand, and site conditions and is intended to guide future private and public development efforts in North Natomas. The plan is designed to encourage a balance of jobs and housing opportunities in the community. A minimum jobs/housing ratio of 66 percent has been established for the city portion of the community. Individual developments in the community must contribute to the overall jobs/housing balance by implementing the land use plan. Projects that propose to vary from the land use plan must improve the overall jobs/housing balance in the community or otherwise mitigate any impact to the target ratio.

## Land Use and Urban Design

### *Planned Unit Developments (PUD) Policies*

The following section includes policies relating to Planned Unit Developments (PUD). Development agreements that were executed prior to the March 3, 2009 adoption of the 2030 General Plan are subject to the North Natomas Community Plan, zoning regulations, and PUD policies that were enforced at that time. PUD and development policies were originally included in each policy subsection of the 1994 North Natomas Community Plan have been consolidated here for readability.

**NN.LU 1.1** **PUD Designation Required.** All development in the plan area shall be designated as a Planned Unit Development (PUD) and shall include Schematic Plan and Development Guidelines for the PUD. *(MPSP)*

**NN.LU 1.2** **Participation in Financing Plan.** The City shall ensure that land owners who are restricted from development for reasons beyond their control should not be required to participate in the Financing Plan until the restriction is resolved. *(MPSP/FB)*

**NN.LU 1.3** **Employment Center Development Guidelines.** The City shall require any development in an Employment Center area to comply with the North Natomas Development Guidelines. *(RDR)*

**NN.LU 1.4** **Financing Plan.** The City shall ensure that the Financing Plan will provide assurance that all essential infrastructure and public facilities (necessary for public health, safety, welfare, and education) are in place and operational to serve each phase of development. *(FP)*

**NN.LU 1.5** **Development Agreements.** The City shall ensure that all phased drainage facilities be implemented in accordance with the Finance Plan. Development agreements formalizing financial commitments for the CDP must be in place prior to approval of any phased incremental development. *(RDR/MPSP)*

## *Residential*

**NN.LU 1.6** **Neighborhoods–Schools.** The City shall locate an elementary school as the focal point near the center of each neighborhood serving 1,500 to 3,000 dwelling units. *(MPSP/IGC)*

**NN.LU 1.7** **Neighborhoods–Open Space.** The City shall ensure that at least 80 percent of the dwelling units are within 880 feet of open space (e.g., accessible public and private parks and parkways, drainage corridors, agricultural buffers, golf courses, lakes, and other open space opportunities). The 880-foot access standard is calculated based on actual walking routes rather than radius. *(RDR/MPSP)*

**NN.LU 1.8** **Balance of Residential Densities in Each Neighborhood.** The City shall strive for a balance of residential densities in each neighborhood. Neighborhoods located within close proximity to transit and Town Center shall provide a higher overall density than those on the perimeter of the community. The medium-density residential can be used as a "linchpin" to help balance the neighborhood. For example, in a neighborhood

with primarily low-density, the medium-density should be designed to reflect a higher density type (i.e., more rental opportunities, smaller lots, etc.). In a higher density neighborhood the medium-density product type would reflect the low-density types (i.e., ownership opportunities and larger lots). *(MPSP)*

**NN.LU 1.9** **Housing Type Diversity.** To provide housing for the wide range of residents in the North Natomas Community, the City shall ensure residential developers provide a variety of housing types in each neighborhood. As a guideline to ensure a variety of housing types, the maximum percentage of any dominant housing type should be 85 percent and the minimum of any minor housing type should be 5 percent. Residential developers are encouraged to be innovative and responsive to the changing lifestyles of future residents and trends toward transit, telecommuting, zero-emission vehicles, and others. *(RDR)*

**NN.LU 1.10** **Density Near Transit.** Because of the interdependence of the community on transit and the desire to promote transit ridership, the City shall allow the residential land areas within ¼ mile of a light rail station or bus transit center to exceed the maximum high-density range *(RDR/MPSP)*

**NN.LU 1.11** **Rural/Urban Estates.** The City shall encourage rural/urban estates adjacent to environmentally and culturally sensitive areas to act as a buffer to more urban uses. Rural/urban estates are large lots up to 1 acre in size. Examples of such sensitive areas include Fisherman's Lake, the Witter Ranch Historic Farm, and other open space areas. *(RDR/MPSP)*

**NN.LU 1.12** **Affordable Housing.** To incorporate affordable housing opportunities throughout the community, the City shall encourage the following housing types: residential units over retail uses; live-work housing units; "granny flats" and other ancillary units; and a mix of duplex and four-plex units within single-family residential areas. *(RDR/MPSP)*

**NN.LU 1.13** **Upscale Housing.** The City shall encourage residential developers to provide upscale housing through lower densities and additional amenities. Upscale housing is intended to attract move-up home buyers who wish to move to or remain in the Natomas area. Homes with

custom-style features would help create a more diverse and interesting neighborhood. Custom-style features could include high-quality exterior building materials, larger lot sizes, and varied setbacks. Large lots would include those that are 6,500 square feet or larger. Other features included in upscale housing are architectural variations, quality landscaping, extra vehicle storage, homeowners associations, and other attractive marketing features. *(RDR/MPSP)*

**NN.LU 1.14** **Maximum Apartment Complex Size.** The City shall ensure the maximum size of an apartment complex is 200 units and 8 acres. High-density residential projects in excess of 200 units and 8 acres must create multiple apartment complexes separated by a local street or other linkage. Apartment complex developers shall promote architectural variety and the use of varied exterior construction materials on adjacent complexes. Also, the height of apartment complexes shall be compatible when adjacent to single-family residences. The City shall promote the placement of one- and two-story multi-family units along streets and other linkages as a visual break. *(RDR)*

## *Employment Center*

**NN.LU 1.15** **Employment Center—Transit Intensification.** The City shall encourage further intensification of employment uses within ⅛ mile of the light rail stations once funding the construction of the light rail extension is assured. *(RDR/MPSP)*

**NN.LU 1.16** **Employment Center Heights.** The City shall ensure that buildings are varied to create an interesting skyline. *(RDR)*

**NN.LU 1.17** **Employment Center Intensity around Transit.** The City shall ensure that employment centers are located within ⅛ mile of a future light rail station and have a minimum average intensity of 80 employees per net acre. The initial site plan shall be designed to allow future intensification of the project once light rail is funded. The plan designates six light rail stations in the North Natomas Community. Once the light rail system is fully funded, the City will strongly encourage an increase in intensity of employment centers within ⅛ mile of an LRT station. Increases in intensity will be contingent upon meeting

the following guidelines: a site plan showing modification of the initial development to phased buildout of the total tiered intensity; and all necessary environmental documentation demonstrating the ability to mitigate impacts attributable to the increased density. Employment center uses that are located within ⅛ mile of a future bus transit center shall have an average 65 employees per net acre. The City shall designate two bus transit centers in the community. Employment center uses that are not within ⅛ mile of either a light rail station or bus transit center may locate the highest intensity within that area (up to 50 employees per net acre) near local transit stops. *(RDR/MPSP)*

**NN.LU 1.18** **Support Retail Required in Each Employment Center.** The City shall require every Employment Center to provide some level of support retail goods and services, either ancillary (within a primary use building) or support (within a stand alone building). An Employment Center that is 2 acres or less in size and is located adjacent to a PUD with support retail is exempt from the retail requirement. *(RDR)*

**NN.LU 1.19** **Residential Exception.** The City shall provide a residential exception within the geographic area bounded by the East Drain, I-5, Del Paso Road, and Arena Boulevard (this area comprises about 340 acres and includes several PUDs). Acreage devoted to residential use(s) may exceed 25 percent of the individual Employment Center subject to a Special Permit. In addition to the Special Permit and the findings required by Chapter 17.212, the following findings must also be made:

- The proposed increase in residential use is compatible with adjacent uses in the PUD as well as with adjacent uses within contiguous PUDs
- The residential use has a component of mixed-use or conjunctive use within the residential project to serve the residents and nearby workers or provides a component of affordable housing
- The proposed increase in residential use will improve the balance of jobs and housing as provided in the Community Plan
- The proposed increase in residential use will not result in an over-concentration of multi-family projects in the area

- The project meets the Community Plan factors used to gauge the appropriateness of residential uses in an Employment Center
- The total amount of acreage devoted to residential use(s) within this geographic area does not exceed 25 percent *(RDR)*

**NN.LU 1.20** **Development Guidelines.** Any development in an EC area shall comply with the North Natomas Development Guidelines. (RDR)

**NN.LU 1.21** **Support Retail Required.** Every EC PUD will be required to provide some level of support retail goods and services, either ancillary (within a primary use building) or support (within a stand alone building). An EC PUD that is 2 acres or less in size and is located adjacent to a PUD with support retail is exempt from the retail requirement. *(RDR)*

## *Commercial*

The 1994 Plan designated two "Community Commercial" sites that were intended to provide retail commercial and services to the larger community. The first of these is within the Town Center, which is intended to serve the community on the east side of I-5, as described under the section entitled "Town Center." The second is the Westside Center, as described below.

**NN.LU 1.22** **The Westside Center.** The City shall locate the Westside Center at the southwest corner of Del Paso and El Centro Roads to provide retail goods and services to the residents on the west side of I-5. The commercial site occupies 26.42 net acres. Approximately 20,000 and residents live in the service area on the west side of I-5. The commercial center is served by a bus transit center located at the same corner. A typical tenant would be similar to the Town Center community commercial uses but smaller to reflect the smaller service population. *(MPSP)*

**NN.LU 1.23** **Village Commercial Centers.** The City shall locate four village commercial and two village-sized, transit commercial sites are proposed to be located in the plan area. Each village commercial or village-sized, transit commercial site is designed to serve two to four neighborhoods, between 9,500 to 19,000 residents. The village commercial sites range in size from 5 to 13 net acres with 60,000 to 160,000 square feet of building. The leading tenant is a grocery store and/or drug store and

the center consists of five to thirty stores. Two of the village commercial sites are located near a light rail station and one is served by a bus transit center. All six village commercial sites are within walking or bicycling distance, with minimal physical barriers, of the neighborhoods they serve. *(MPSP)*

**NN.LU 1.24** **Commercial Sites.** The City shall confine commercial to designated sites to avoid strip commercial. *(RDR)*

**NN.LU 1.25** **Employment Center Support Commercial.** The City shall allow a maximum of 10 percent of any employment center can be devoted to support retail serving the commercial needs of the employees and employers. A typical employment center commercial use would be a printing/copy shop, dry cleaners, travel agent, specialty store, etc. *(RDR)*

**NN.LU 1.26** **Warehouse Retail.** The City shall allow warehouse retail uses to be located in North Natomas if they meet the following criteria: close freeway access, but not necessarily adjacent to the freeway; access to an arterial with sufficient capacity to accommodate the traffic generated by this use; not adjacent to residential uses; and generally acceptable in light industrial areas. *(RDR)*

**NN.LU 1.27** **Market Study Requirement.** The City shall require a feasibility study and apportionment study during the Special Permit entitlement process for a proposed commercial project that is not designated for commercial use. This review is designed to ensure that the site is feasible for the commercial use and does not contribute to too much commercial area in the community. Incentives should be provided to commercial developers who propose to develop within the first five years of buildout to foster the provision of retail goods and services at the beginning of residential development. *(RDR/MPSP)*

**NN.LU 1.28** **Commercial Uses Not to Compete with North Sacramento.** The City shall ensure that community and village commercial sites are located and sized so as not to compete with North Sacramento community businesses. *(RDR)*

## *Town Center*

The Town Center, located along Del Paso Road between East Commerce Way and Truxel Road, is a high-intensity, mixed-use focal point of the community that includes commercial, residential, employment, park, and civic uses. The commercial located at the Town Center consists of two sites: (1) the 22-net-acre commercial center site incorporated into the light rail station, which anchors the west end of the Town Center, and (2) the 42.2-net-acre site, which anchors the east end. The 22-net-acre commercial center site is intended to serve the daily, carry-home-goods and service needs of the transit rider—resident, worker, or visitor. A typical tenant in the transit commercial center might be a florist, dry cleaners, ice cream shop, bakery, beauty parlor, coffee shop, deli, etc. The 42.2-acre commercial site is intended to serve the durable-goods needs of the community. A typical tenant in the community commercial site might be a home improvement center, furniture store, junior department store, or discount variety store. Approximately 46,000 residents on the east side of I-5 are served by this community commercial center.

The Town Center concept is a central organizing feature of the North Natomas Community Plan. In the 1994 version of the Plan, the Town Center contained two types of commercial uses. The first was a land use designation called "Community Commercial Centers," which was intended to provide community-wide retail goods and services. The other designation was "Transit Commercial," which was intended to provide retail goods and services to transit users. Both of these land use designations are no longer in use.

In order to provide consistency with the 2030 General Plan, the former community commercial site has been re-designated as a "Traditional Center." The transit commercial site has been designated "Urban Center High." (Refer to the Land Use and Urban Design Element in Part 2 of the General Plan for a description of the standards and guidelines associated with these designations).

**NN.LU 1.29** **Town Center–Land Uses.** The City shall provide a mixed-use, high-intensity activity center that serves as the focal point of the North Natomas Community, including commercial, employment, residential, civic, and park uses. *(MPSP)*

**NN.LU 1.30** **Town Center–Circulation.** The City shall ensure that the Town Center serves as the hub of the community's circulation system, including the street system, transit system, and pedestrian/bicycle parkway system. *(RDR/MPSP)*

**NN.LU 1.31** **Town Center–Linkage.** The City shall ensure that the Town Center creates a physical and visual linkage between the Regional Park and Sports Complex, and between the two east/west commercial anchors with civic uses between. *(RDR/MPSP)*

**NN.LU 1.32** **Town Center District.** The City shall ensure that, As shown in Figure NN-3, the Town Center district encompasses is approximately 120+ acres including the area bounded by 350+ feet south of Del Paso Road to 1,000+ feet north of Del Paso Road and from Truxel Road to East Commerce Way. The district is a flexible overlay zone that clarifies the underlying zone with specific design and use requirements. For example, a design requirement might be a dramatic architectural style and a use requirement might include a height minimum or a ground floor retail requirement. *(RDR/MPSP)*

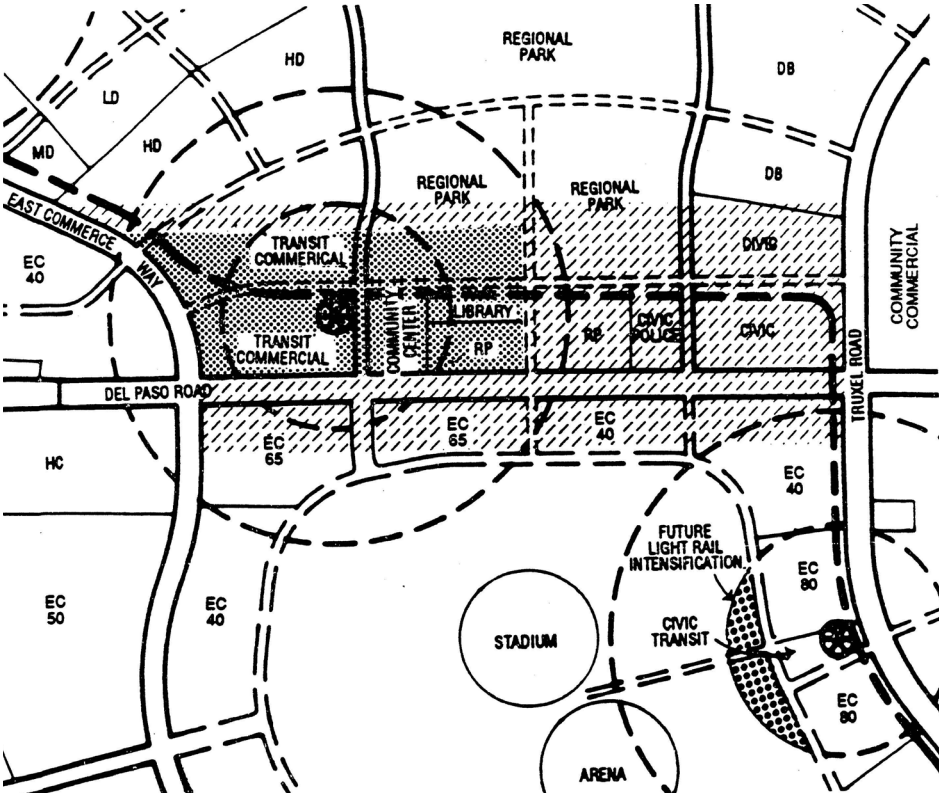


**Figure NN-3**
**Town Center District and Core Area Map**

**NN.LU 1.33** **Town Center Core Area.** The City shall provide a core area in the Town Center that consists of the most intense uses and is interdependent with quality transit service. These uses include transit commercial, high-density residential and civic uses. The Town Center core area specifically applies to the 40+ acre area within the Town Center district centrally located around the Town Center light rail station. *(RDR/MPSP)*

**NN.LU 1.34** **Town Center—Circulation.** The City shall provide a circulation pattern that has many connections from the Town Center to surrounding neighborhoods, as follows: an east/west transit street will carry the light rail

system through the Town Center. District center streets comfortably accommodate pedestrian, bicycle, transit, and slow vehicular traffic; mid-block connections are made with pedestrian streets, essentially linear parkways accessible to pedestrians, bicyclists, and emergency and service vehicles; ceremonial streets, while few in number, are of symbolic and civic importance—they can be closed to vehicular traffic during parades, celebrations, and other community occasions. *(MPSP)*

**NN.LU 1.35** **Town Center—Activity Center Linkages.** The City shall ensure that there will be pedestrian linkages connecting the following uses: the Regional Park with the Sports Complex with a prominent, well-defined pedestrian crossing of Del Paso Road and the two commercial centers; and transit-commercial to the west and community-commercial to the east, with the civic uses serving as the center. *(RDR/MPSP)*

**NN.LU 1.36** **Regional Park.** The City shall situate the 200-acre regional park with the higher-intensity uses incorporated into the Town Center and the less-intense uses to the north toward the residential neighborhoods. Examples of intense park uses include an amphitheater, outdoor farmers market, batting cages, concessions, etc. *(RDR/MPSP)*

**NN.LU 1.37** **Specific Plan for the Town Center.** The City shall develop a Specific Plan for the areas within the Town Center Core Area and the Town Center District. *(MPSP)*

**NN.LU 1.38** **Commercial Centers for the Town Center.** The City shall provide two commercial centers to anchor the Town Center: the transit commercial center to the west, which serves the daily carry-home retail needs of the transit rider, and the community commercial center to the east, which serves as the commercial hub of the community serving the retail needs of the residents, workers, and visitors for durable goods and specialty items. *(RDR/MPSP)*

## *Industrial*

**NN.LU 1.39** **Industrial Development.** The City shall provide for comprehensive industrial development that significantly contributes to the city's employment base while not competing with the types of industrial uses that would likely locate in North Sacramento. *(MPSP)*

**NN.LU 1.40** **Support Retail Goods and Services.** The City shall encourage space for support retail goods and services to serve employees by: exempting from the calculation for permitted lot coverage space designed exclusively for support retail uses; providing support retail space in the front portion of industrial buildings, on pads, or in small centers; and reducing required parking for support retail uses. *(RDR)*

**NN.LU 1.41** **Landscape Setback.** The City shall allow for reallocation of 50 percent of the required landscape setback within the employment center to be used for open space, active or passive recreational uses, runoff retention areas, or habitat preservation. *(RDR)*

**NN.LU 1.42** **Employment Center Light Industrial.** The City shall allow a maximum of 20 percent of any employment center to be devoted to light industrial uses such as distribution and warehousing, light manufacturing and assembly, and high tech manufacturing, research, and development with limited office space. *(RDR)*

**NN.LU 1.43** **Employment Center Manufacturing, Research, and Development (MRD).** The City shall allow high tech manufacturing, research, and development uses, with no limit on the office area, in the employment centers as a primary use. Also, high tech MRD with a limited office component is allowed up to a maximum of 20 percent in the employment center as a secondary light industrial use. *(RDR)*

**NN.LU 1.44** **Development Guidelines.** The City shall ensure that development in the Industrial areas is visually attractive and does not negatively impact residential neighborhoods. All industrial development shall comply with the North Natomas Development Guidelines as well as the specific PUD Development Guidelines. *(RDR)*

**NN.LU 1.45** **Self-Contained Drainage Systems.** The City shall require self-contained drainage systems within industrial areas which are devoted to the storage and handling of toxic substances. *(RDR)*

### *Sports Complex*

**NN.LU 1.46** **Joint-Use Parking with Regional Transit.** The City shall provide three hundred joint-use park-n-ride spaces for Regional Transit near the Arco Arena light rail station. Any joint use of the sports complex parking lot shall not interfere with parking for stadium or arena events. *(RDR)*

## Historic and Cultural Resources

**NN.HCR 1.1** **Witter Ranch Historic Farm.** The City shall preserve the integrity of the Witter Ranch Historic Farm as a valuable historic resource in the community. *(RDR/MPSP)*

**NN.HCR 1.2** **Preservation of the Witter Ranch Historic Farm.** The Witter Ranch is an historic site of significant cultural and educational value which should be preserved for future generations to understand the history of the Sacramento region. The City shall preserve the Witter Ranch area including approximately 25 acres presently defined by Assessor's Parcel No. 225-01 80-002. The plan shows the existing West Drain paralleling the western boundary of the ranch and a proposed El Centro Drain and detention basin along the eastern boundary helping to buffer the ranch from adjacent urban uses and vice versa. The public access to the ranch shall be preserved from San Juan Road via Witter Way, a dead end street. *(RDR/MPSP/JP)*

## Economic Development

There are no 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.

## Housing

**NN.H 1.1** **Neighborhood Associations.** The City shall encourage the formation of neighborhood associations to resolve common problems and undertake neighborhood projects based on utilization of available neighborhood resources. *(JP/PI)*

# Circulation Overview

The Circulation System for the North Natomas Community is an integrated system that includes freeways, streets, transit routes, and linear parkways with pedestrian trails and bikeways. The Circulation System is generally designed as a web radiating from the Town Center. Streets and other linkages are closer together toward the high-intensity center and further apart on the low-intensity periphery because more traffic is generated at the center than on the periphery. The Community is served by a hierarchy of connections, including the freeway system which serves inter-state and regional travel, arterial streets which serve inter-community travel, collector streets which serve inter-neighborhood travel, and local streets and connections which serve intra-neighborhood travel.

Likewise, transit service has a similar hierarchy: light rail transit and express bus system serves the inter-community traveler, local bus system serves the inter-neighborhood traveler, and shuttle system serves the intra-neighborhood traveler. If an electric trolley is used, it could serve the inter-community or inter-neighborhood traveler. The Community is also served by Sacramento International Airport for air travel and Union Pacific freight rail service traverses the eastern boundary of the plan area.

# Mobility

## *Vehicular Street System*

**NN.M 1.1** **Decrease Width of Local Streets.** The City shall reduce the width of local streets whenever feasible to provide multiple routes within the neighborhoods, yet attain the projected number of housing units and promote a close neighborhood feel. *(RDR/MPSP)*

**NN.M 1.2** **Community Based Transportation Management Association (TMA).** The City shall establish a community-based TMA prior to the marketing of the first residential units to coordinate cost-effective transportation services with development phasing. *(MPSP)*

## *Transit System*

**NN.M 1.3** **Light Rail Corridor.** The City shall acquire and maintain right-of-way for a light rail corridor as shown on Figure NN-4, 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)* Arco Arena Boulevard between Loop Road and Del Paso Road, *(c)* north side of Del Paso Road from Arco Arena Boulevard to East Commerce Way, and *(d)* East Commerce Way between Del Paso Road and Highway 99. *(MPSP/IGC)*

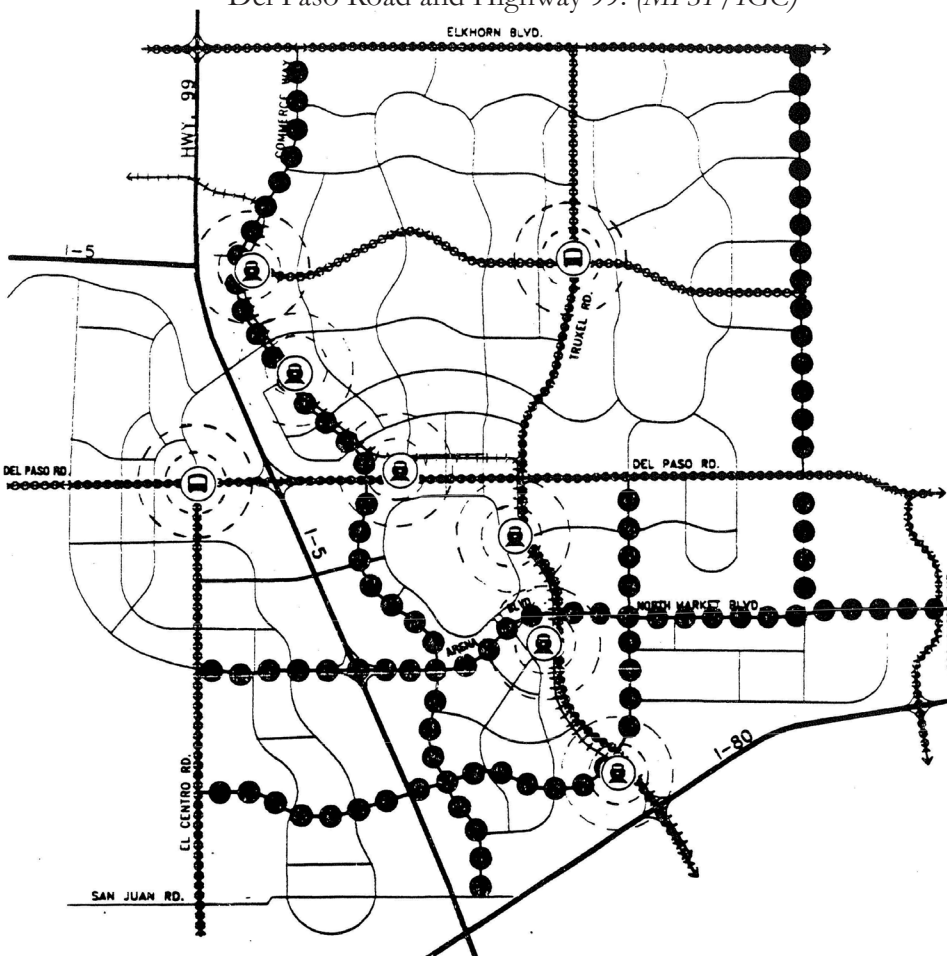


**Figure NN-4**

**Conceptual Transit Corridors Map**

**NN.M 1.4** **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. *(MPSP/IGC)*

**NN.M 1.5** **Light Rail Stations.** The City shall provide 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 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. *(MPSP/IGC)*

| Table 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 |
| Arco Arena Light Rail Station | Truxel at Sports Complex | Sports Complex | Stadium/arena, intense employment center 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 |

**NN.M 1.6** **Bus Transit Center.** The City shall locate bus transit centers near the corner of Truxel Road and North Loop Road; and at the corner of Del Paso and El Centro Roads. The land uses within ¼ mile of these bus centers will be sufficiently intense to provide sufficient ridership to make the bus system function effectively. Two acres should be reserved for each bus center. Fifty to 100 joint-use parking spaces should be identified at these sites. *(MPSP)*

**NN.M 1.7** **Phasing the Transit System.** The City shall provide for the development of a community based on high accessibility to transit services as a primary goal of this community plan. Transit planning must be sensitive to the ways in which alignment, stop/station location, and access affect development potential and long-term economic viability of the community. Likewise, the concentration of land uses shall be sufficient to support quality transit

service. With the advent of the first development, express bus service shall serve the inter-community transit needs. The second phase of development would see the advent of local bus service and shuttle service. The third phase shall see development along the rail corridor in sufficient intensity to warrant extension of electric trolley and/or light rail service. Regional Transit, the North Natomas Business Association, or Transportation Management Association (TMA) should periodically evaluate transit services to determine if ridership is sufficient to warrant an upgrade in the type of service provided to the community. *(RDR/MPSP)*

**NN.M 1.8** **Shuttle Bus Service.** The City shall minimize the need for shuttle service through appropriate land use and transit planning. However, shuttle bus service can be used as an interim measure, providing temporary service until more permanent transit services are provided. Also, provision of shuttle service for a site or PUD may be used as a portion of the required Transportation System Management measures. Shuttle bus service shall be funded by the North Natomas Business Association or through the North Natomas Transportation Management Association (TMA). *(RDR/MPSP/JP)*

**NN.M 1.9** **Park-n-Ride Facilities.** The Downtown Natomas Airport (DNA) corridor Route Refinement Report identifies a need for a minimum of 900 parking spaces in the North Natomas community. The report identifies 375 park-n-ride spaces on 3.3 acres at the Truxel and I-80 station, and 225 spaces on 2 acres at the Town Center station. These 600 spaces would be exclusively park-n-ride spaces. The last 300 spaces would be joint-use spaces located at the Arco Arena station. Any additional park-n-ride spaces required to meet air quality or other goals and park-n-ride spaces at bus transit centers shall be designated as permanent joint-use. Park-n-ride facilities shall maximize the use of shared parking arrangements with any public or private use. *(RDR/MPSP)*

### *Transportation Systems Management*

**NN.M 1.10** **Promote Telecommuting Centers.** The City shall encourage telecommuting centers as an alternative to commuting to work. *(RDR/MPSP)*

### *Parking Management*

**NN.M 1.11** **Parking Space Reduction.** The City shall reduce, for any nonresidential development, required off-street parking spaces subject to the approval of a Special Permit by the following percentages: office, 25 percent; medical office, 8 percent; commercial, 5 percent; and industrial, 10 percent. *(RDR)*

**NN.M 1.12** **Parking Reduction.** The City shall reduce parking by an additional 10 to 20 percent subject to a Special Permit for any nonresidential projects located along transit routes and near LRT stations. *(RDR)*

## Community Services and Facilities Overview

The goal of community services and facilities is to enable each person to be born healthy, develop optimally, and function at maximum capability throughout a high-quality life. The provision of homes, jobs, and available consumer goods and services creates the foundation needed to reach the goal. However, many other services and facilities are needed to achieve that goal. Public schools assist each person to develop optimally. Public civic uses provide a wide range of services, including fire and police protection, library services, community centers, and other cultural and educational enrichment opportunities, to promote the well-being of each person. Private civic uses provide an even broader range of services, including religious institutions, medical facilities, and many other community services. Parks help provide a high quality of life. Basic systems, like drainage, utilities, and circulation, provide direct physical services. Each community service operates to promote the physical, mental, emotional, and spiritual well-being of each person and define their value in the neighborhood.

Given the changing and evolving nature of a community, services provided must be able to serve a wide and changing spectrum of needs. For instance, a new subdivision may appeal primarily to young families with children, so day care centers and schools are critical services. As the community matures, teen and youth programs may become important. And, eventually elder services may be in critical demand. The people who live in a neighborhood in the formative years tend to be more homogeneous. As the neighborhood matures, the diversity within the community increases. Consequently, a wide variety of community services are needed and can frequently be supplied by other residents in the neighborhood.

# Utilities

## *Drainage System*

**NN.U 1.1** **Drainage System Capacity.** The City shall ensure that the drainage system will not be designed or approved with a capacity greater than that required to serve the projected population and land uses identified in the community plan or County land use plans north of Elkhorn canal. *(RDR/MPSP)*

**NN.U 1.2** **Environmental Design Issues.** The City shall meet all regulatory requirements and, where feasible, take advantage of opportunities for recreation, open space, wildlife habitat, wetlands enhancement, athletic and recreational facilities, pedestrian and bike corridors, and other utility uses. The drainage system must incorporate the following requirements:

- The comprehensive drainage plan must meet NPDES stormwater regulations and permits.
- The plan must meet all EPA and Corps of Engineers 404 permit requirements.
- Ensure that the CDP operational plans are compatible with the other uses of the existing canals such as drainage, water delivery, and preservation of existing Fisherman's Lake water levels. The design of the CDP control structures will be unobtrusive in view and noise.
- The CDP must be designed in a manner that is compatible with and complementary to the Habitat Conservation Plan (HCP) or Habitat Mitigation Plan (HMP) under development by SAFCA.
- Where possible, drainage plans for the NNCP area will be designed in such a manner that mitigation and open space required within the city area is credited towards the HCP or HMP.
- Where feasible and compatible with drainage requirements, the CDP shall encourage multipurpose uses such as open spaces, wildlife habitat, wetlands, bike and pedestrian trails, and recreation. Funding for these features will be determined based on beneficial uses and purpose of the feature.

- Aesthetic and historic impacts will be considered in the design of the CDP. *(RDR/MPSP)*

**NN.U 1.3** **Ownership, Operations, and Maintenance.** The City shall formulate a CDP with clear definition for responsibility, and ownership, operations, and maintenance of the NNCP Area Drainage System. The City shall properly assign responsibilities for the operation and maintenance of the drainage system to ensure that the city residents receive safe and reliable operations and maintenance of the urban drainage system. The following requirements must be incorporated:

- The ownership and responsibility for design, construction, operations, and maintenance of the CDP will be clearly defined in agreements between the responsible agencies.
- The responsible agency(s) will own, operate, and maintain all drainage facilities constructed under the comprehensive drainage plan in accordance with the agreement(s).
- Funding for the design, construction, operation, and maintenance of all facilities constructed or improved under the CDP will be proportioned among those users that benefit by the facilities and with the purpose of the facility.
- Agreements between agencies should consider drainage rate impacts to the ultimate users. *(MPSP)*

**NN.U 1.4** **Coordinate with Other Agencies.** The City shall ensure that the Natomas CDP will be operated as designed over time, by requiring that the CDP must 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) 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. *(MPSP)*

**NN.U 1.5** **Drainage Facilities.** The City shall require that all phased drainage facilities be part of the CDP and approved prior to implementation. *(RDR/MPSP)*

**NN.U 1.6** **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 CDP shall be in place prior to approval of any phased incremental development. *(RDR/MPSP)*

**NN.U 1.7** **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. *(RDR)*

### *Flood Control*

There are no policies specific to North Natomas that supplement the citywide General Plan policies. Please see the Environmental Constraints Element in Part 2 of the General Plan for policies regarding flood control.

## Education, Recreation, and Culture

### *Civic Uses*

**NN.ERC 1.1** **Library.** The City shall ensure that a Public Library serves as a focal point for the community. The library should be accessible to the greatest possible number of users so should be located near the center of the community, along a major arterial and near a commercial center. The site for the library should be identified early in the development process but should be held until growth in the community warrants the construction of the library building. The site should be close to transit service, should be visible to the street, in fact can be a landmark for the community, and should provide adequate parking, lighting, and pleasant outdoor and indoor amenities. The Library is currently proposed to be located on a 2.5-acre site in the Town Center adjacent to the transit station/commercial area. As the area develops, the City Library department should provide the following:

- **Under 10,000 population:** books-by-mail, bookmobile service, and service from the nearest branch.
- **10,000 to 20,000 population:** leased building
- **20,000 to 50,000 population:** leased structure which can be expanded with growth.

- **Greater than 50,000population:** 12,000-square-foot facility with books and other lending materials *(MPSP)*

**NN.ERC 1.2** **Other Public Civic Uses.** The City shall ensure other public civic uses include 25 acres of undefined civic uses within the Town Center and eight civic transit sites (totaling 20.5 acres), near the light rail stations and bus transit centers. The undefined civic uses near the Town Center could include cultural, educational, and entertainment uses such as a museum, amphitheater, auditorium, theater, community meeting rooms, etc. The civic transit uses would include park-n-ride lots, bus staging areas, or other transit related uses. These civic uses can incorporate civic use related commercial activities as profit centers. For example, a museum could have a gift shop or restaurant on site or a civic transit site could incorporate a newspaper stand, vending machines, pay phone, or snack bar. *(RDR/MPSP)*

**NN.ERC 1.3** **Park Phasing.** The City shall require that neighborhood and community parks be provided when a minimum of 50 percent of the residential land development in the park service area is completed. *(RDR)*

**NN.ERC 1.4** **Amend Parks Master Plan.** The City shall amend its Master Plan for Park Facilities and Recreation Services to reflect the adopted North Natomas Community Plan. *(MPSP)*

## STUDENT GENERATION FACTORS

The following student generation and students per school factors were used in the 1992 School Facility Study (Table NN-2):

**Table NN-2 North Natomas Student Generation Factors**

| *Grade* | *Low/Medium Density* | *Medium/High Density* |
|---|---|---|
| K–6 | 0.34 | 0.20 |
| 7–8 | 0.09 | 0.08 |
| 9–12 | 0.156 | 0.069 |
| ***School Level*** | ***Students per School Factors*** | |
| Elementary School | 1 school per 600 students | |
| Junior High | 1 school per 900 students | |
| High school | 1 school per 1,800 students | |

**NN.ERC 1.5** **Coordination with School Districts.** Prior to the approval of any rezoning or land use entitlements for any residential land use within the Plan area, the applicant shall enter into an agreement with the appropriate school district(s) that will ensure the provision of adequate school facilities to serve the residential dwelling units when needed. The appropriate school district and the building community will cooperate in drafting a financing plan that will address the provisions of adequate school facilities to serve the planned residential areas when needed. The Plan will consider Mello-Roos financing and Impaction Fees among other possible sources of funds. *(RDR/FB/IGC)*

**Overlay Zone with Compatible Underlying Zone:** The Institution (I) zone is an overlay zone with an underlying zone. The underlying zone is compatible with adjacent parcels. For example, "IIMD" is an institution zone with a medium-density residential underlying zone that would likely be adjacent to other residential uses. *(RDR)*

**Sunset Clause:** For institutional uses, the time period allowed to develop one of the institutional uses on a specific property is five years from the date that an adjacent parcel obtains a certificate of occupancy or final building inspection. After the five years has elapsed without approval of an institutional use project on the site, the site may be designated to the underlying zone and be developed with the proper Special Permits. *(RDR/MPSP)*

**NN.ERC 1.6** **Community Centers.** The City shall provide for four community centers: one each in the west, northeast, and southeast quadrants of the Community, and the fourth in the Town Center. Each community center shall serve about 15,000 residents. The smaller community centers located in the residential neighborhoods shall serve as meeting places, the site for large family functions, neighborhood association meetings, holiday events, etc. The larger community center shall serve a similar but larger function. The City shall encourage the location of telecommuting centers within the community centers to enable residents to work nearby their homes. The City shall verify that a community center will be provided through a funded program or the use of a suitable facility representing a community center exists to serve the development at a ratio of one center per every 15,000 residents. *(MPSP)*

## Parks and Open Space

**NN.ERC 1.7** **Regional Park.** The City shall require that the Regional Park includes intense community gathering areas, playing fields, areas for passive recreation, and quiet reflection. Community facilities providing recreational, cultural, and entertainment opportunities will be located in the park closer to the Town Center to enhance the Town Center's position as the focal point of the community and to avoid negative impacts of the park uses on nearby residential uses. *(RDR/MPSP)*

**NN.ERC 1.8** **Park Location Criteria.** The City shall require that parks with active recreational uses which may negatively impact residential areas due to traffic, noise, and lighting should be sited so as to have minimal impact on surrounding residences. The City shall discourage or minimize residential back-on lots or side lots adjacent to parks. Neighborhood parks should be located along small residential streets or other connections within neighborhoods where they are easily accessed on foot. Community parks should be located along drainage canals or basins and/or along major streets where the park is easily visible and accessible by foot, bike, transit, or car. *(RDR/MPSP)*

**NN.ERC 1.9** **Park Dedication Standard.** The City Parks Department must verify that the park standard has been met with dedicated park lands or in-lieu fee credit. With a projected population of 66,910, the number of required neighborhood park acres is 167, and the number of the required community park acres is 167. The number of acres of community and neighborhood parks shown on the map includes 247.8 plus 20 acres of the regional park, or 267.8 acres. This number of acres does not include any joint-use school/park acres. *(RDR/FB)*

**NN.ERC 1.10** **Agricultural Buffers.** The City shall maintain an agricultural buffer along the north and west boundaries of the plan area as a method to avoid land use conflicts between urban uses and agricultural operations. The north buffer along Elkhorn Boulevard includes a 250-foot-wide strip of land along the south side of Elkhorn Boulevard, the 136-foot-wide public right-of-way of Elkhorn Boulevard, and any maintenance road or irrigation canal on the north side of Elkhorn Boulevard. The uses allowed in the buffer include pedestrian trails and bikeways, linear parks and open space, drainage canals or detention basins,

irrigation canals, public roads, and maintenance roads. The buffer along the west side of the plan area is 200 feet wide and allows the same uses as the northern buffer. The area devoted to the agricultural buffer is 195.9 acres. As an alternative to agricultural buffers, other methods to reduce land use conflicts between urban and agricultural zoned lands include (1) provide separation among uses through the placement of roadways and landscape corridors, (2) through design (i.e., orientation and heights of buildings), (3) provide disclosure of potential agricultural operations nearby, and/or (4) provide temporary buffers that could be extinguished if agriculturally zoned property is rezoned to urban uses. *(RDR/MPSP)*

**NN.ERC 1.11** **Landscaped Freeway Buffers.** The City shall maintain a 100-foot-wide landscaped freeway buffer along the east and west sides of I-5 and along the north side of I-80. Financing the landscaping will be included in the infrastructure costs for the Community. *(RDR/MPSP/FB)*

**NN.ERC 1.12** **Other Open Space.** The City shall allow for Open Space to include an open space parkway (Ninos Parkway) from Del Paso Road to Elkhorn Boulevard that includes the WAPA lines (46.6 acres); an open space buffer along the eastern boundary of the plan area that includes the existing Natomas East Main Drainage Canal and the Union Pacific Railroad right-of-way (123 acres); a proposed lake in the Northborough project (24 acres); and the Witter Ranch Historic Farm located near the northeast corner of El Centro Road and San Juan Road (26.2 acres). The area of land devoted to "Other Open Space" is 219.8 gross acres. *(RDR/MPSP)*

**NN.ERC 1.13** **Surplus Greenbelt or Buffer Area.** The City shall allow surplus greenbelt or buffer acreage, if any, to be relocated where feasible to provide useable open space opportunities such as: additional smaller neighborhood parks (over and above the city park acreage requirement and in addition to Quimby requirements); create or extend parkways to link neighborhood, school/park, and community park sites, and/or widen proposed parkways to qualify for park credit; widen other buffer areas as part of habitat conservation or other useable open space; and buffer Witter Ranch and Fisherman's Lake from proposed development adjacent to the sites. *(RDR/MPSP)*

## Schools

**NN.ERC 1.14** **School Location Criteria.** The City shall concentrate residential dwellings sufficiently to allow for all students to be within walking distance of the schools and locate school facilities to minimize the transporting of students by bus. Walking access standards for school facilities should not exceed the district's recommended walking distance (one way) from the most remote part of the attendance area:

- One-Way Walking Standards: Kindergarten (½ mile), Grades 1 to 6 (¾ mile), Grades 7 and 8 (2 miles), and Grades 9 to 12 (3 miles).
- Students living at a greater distance will be bused to a school.
- Special-education children and special-project students will require that school buses enter and leave all school sites. In addition, a large majority of parents transport their children to and from school even when they live within ¾ mile; therefore, traffic patterns around the school and to and from the school should be controlled.
- School sites should be located away from incompatible land uses such as commercial uses, industrial parks, agricultural areas, airports, and freeways. The location of schools shall comply with the California Department of Education's setback guidelines related to proximity of schools to transmission lines.
- Elementary and junior high school sites should be located so that as few as possible residential sites abut the school, and the school is bounded on at least two sides by minor streets.
- Elementary and junior high school sites should not be located on major arterials. Streets fronting on school sites should be fully improved streets. Curbs on streets adjacent to school sites should be vertical curbs, and at least one street providing access to the site from a major arterial should be constructed of sufficient width or with off-street drop off zones to allow for parent and school bus traffic. *(MPSP)*

**NN.ERC 1.15** **Location of the Second High School West of I-5.** Using the student generation rates and projected housing units, a sufficient number of students will be generated to warrant a second high school on the west side of

I-5. A specific site for the second high school has not been identified. The following sites, shown in order of preference, meet the locational criteria for a high school and are considered possible sites for a future high school: the existing mobile home park at El Centro and Arena/ North Market; the county area south of Fisherman's Lake on the west side of El Centro; and the county area north of the Witter Home Ranch west of El Centro. The high school site must be 40 acres in size and meet the other locational criteria listed in this section. The western high school is estimated to be needed by the community in 2014. *(MPSP)*

**NN.ERC 1.16** **School Acreage Criteria.** The City shall designate the following number of acres of land for each type of public school: 10 acres for each elementary school; 20 acres for each junior high school; 40 acres for each high school. These acreages should be evaluated at the time of acquisition by the school district considering the actual size of the school site and joint agreements with the City Parks Department. *(RDR/MPSP)*

**Site Criteria:** A school site must be a flat, rectilinear site with a proportion length to width ratio not to exceed two to one. The site must be a corner site with two boundaries bordering on public thoroughfares. *(RDR/MPSP)*

**NN.ERC 1.17** **Developer Dedication of School Sites and Improvements.** The school districts require a school site be provided with adjacent street improvements providing access and infrastructure to the site no later than one year prior to construction of the 500th single-family residence in the school service area. *(RDR/MPSP)*

# Public Health and Safety

**NN.PHS 1.1** **Fire Protection Service.** The City shall locate one-acre fire stations in the northeast corner of the Northpointe subdivision and just south of the Westside Commercial Center. Prior to development, the City Fire Department must verify that adequate fire protection services, including equipment and personnel, exists to serve the project, or will be provided, to achieve and maintain a fire insurance rating of 2.0, either through a funded program or as a condition of approval for the project. The Fire Department requires a fire station to be provided prior to 40 percent of the land being developed within the fire

service area. A fire service zone identifies the primary and secondary response areas of the core fire company unit. Locating fire stations near parks is encouraged to enhance the sense of safety in the park. *(MPSP)*

**NN PHS 1.2** **Police Protection Service.** The City shall locate a five-acre police substation in the Town Center. Locating the police station near the regional park enhances the sense of safety in the park. Prior to development, the City Police Department must verify adequate police protection facilities and services, including equipment and personnel, exists to serve the project, or will be provided, to maintain a police protection service standard of 1.60 police officers per 1,000 residents and 1.0 non-sworn personnel for every 1.60 police officers added either through a funded program or as a condition of approval for the project. The Police Department requires a police substation to be provided prior to 60 percent of the land being developed within the North and South Natomas areas. The station provides service to the subregion of North and South Natomas and is able and projected to accommodate 220 officers and non-sworn personnel. *(MPSP)*

**NN PHS 1.3** **Police Protection.** The City shall provide excellent fire and police protection to the residents, workers, and visitors to the North Natomas Community. *(SO)*

**NN.PHS 1.4** **Police Protection Design.** The City shall design the physical form of the community to require less police protection. *(RDR/MPSP)*

**NN.PHS 1.5** **Community Services and Programs.** The City shall promote community services and programs to decrease the need for police protection. *(SO/JP)*

## Environmental Resources

**NN.ER 1.1** **Greenbelt Width.** The greenbelt will be a minimum of 250 feet in width, not including the Elkhorn Boulevard right-of-way and irrigation canals and maintenance roads on the north side of Elkhorn, which brings the total width to 500+ feet. *(RDR/MPSP)*

**NN.ER 1.2** **Purpose of Greenbelt.** The greenbelt is intended to provide a low-maintenance, limited-access open space that does not encourage active recreational use and that defines and preserves the urban limits of North Natomas.

Limited access would be available from the subdivisions via pedestrian and bikeways and not from Elkhorn Boulevard. *(RDR/MPSP)*

**NN.ER 1.3** **Plant Materials.** Suitable plant materials for the greenbelt include primarily fast growing, non-deciduous species that will provide a wind/shelterbelt to protect residential areas from prevailing winds and agricultural spraying. *(RDR/MPSP)*

**NN.ER 1.4** **Tree Preservation.** Valley oaks and other large trees should be preserved wherever possible. Preserve and restore stands of riparian trees used by Swainson's hawks and other animals for nesting, particularly adjacent to Fisherman's Lake. *(RDR/MPSP)*

**NN.ER 1.5** **Distinguished Gateways.** Heavier landscape treatment and high quality design must be included in specific gateways to the community to provide a suitable entry to the Capitol City. The freeway gateways include (1) I-5 and Del Paso Road, (2) I-5 and Arena Boulevard, (3) I-80 and Truxel Road, (4) I-80 and Northgate Boulevard, and (5) Highway 99 and Elkhorn Boulevard. The arterial intersections that also serve as gateways to the community are (1) El Centro and San Juan Roads, (2) Elkhorn Boulevard and National Drive, (3) National Drive and North Loop Road, and (4) Del Paso Road and National Drive. *(RDR/MPSP)*

**NN.ER 1.6** **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-5 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. *(RDR/MPSP)*

## Environmental Constraints

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

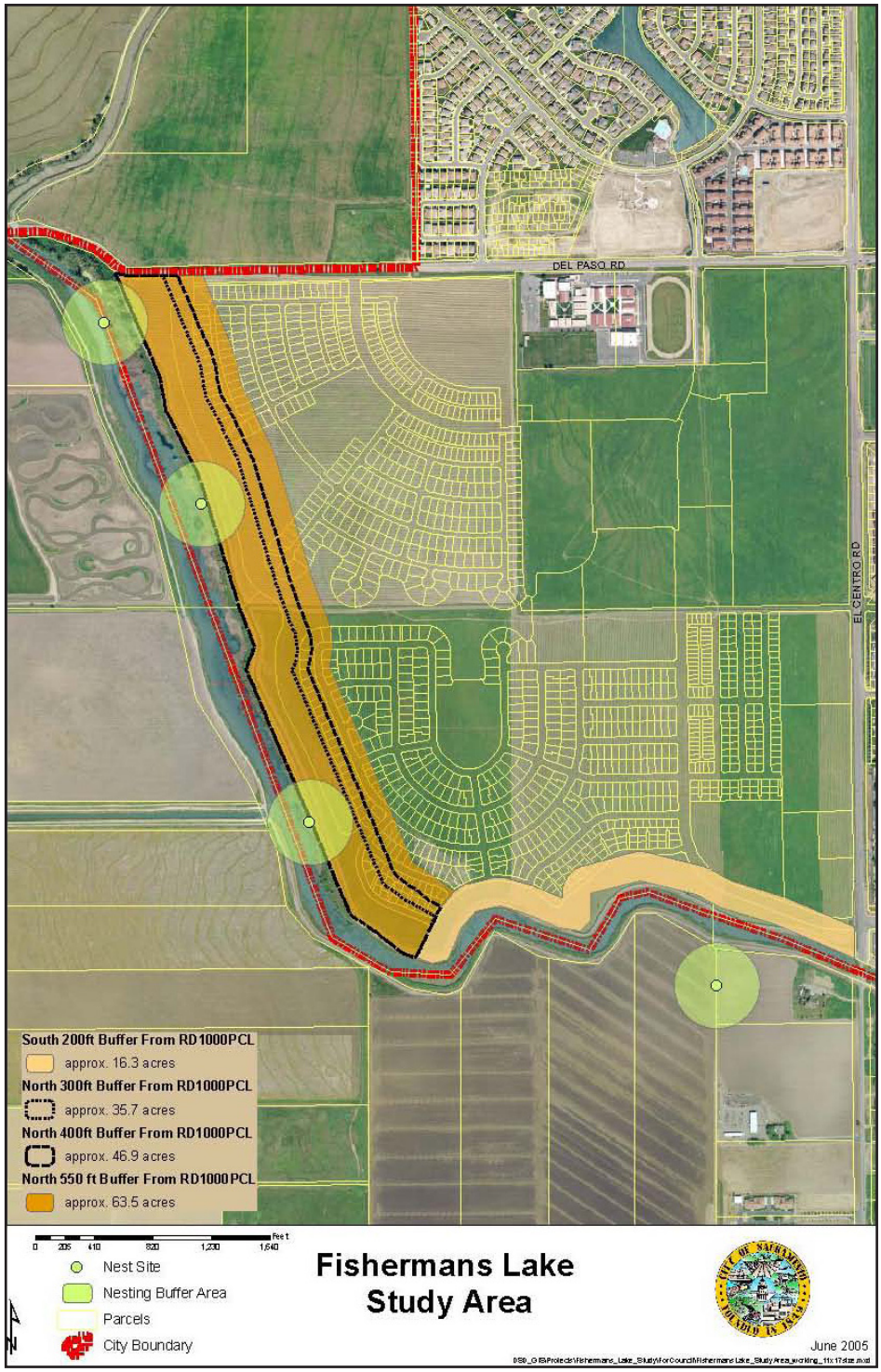


**Figure NN-5**
**Fisherman's Lake Study Area**

# Opportunity Areas

This section includes information about opportunity areas in the North Natomas Community Plan Area. Table NN-3 lists each opportunity area that falls completely or partially within the community plan area. Figure NN-6 shows a map of all the opportunity area locations within the community plan area. Information will be developed and refined for each opportunity area as needs are assessed and development focus shifts throughout the North Natomas Community Plan Area.

**Table NN-3 North Natomas Opportunity Areas**

| *Opportunity Area* | *Type* |
|---|---|
| **Centers and New Growth Areas** | |
| Arco Arena | Center |
| North Natomas Employment Centers | Center |
| Panhandle | New Growth |
| Camino Norte | New Growth |
| Greenbriar | New Growth |

SOURCE: City of Sacramento 2009

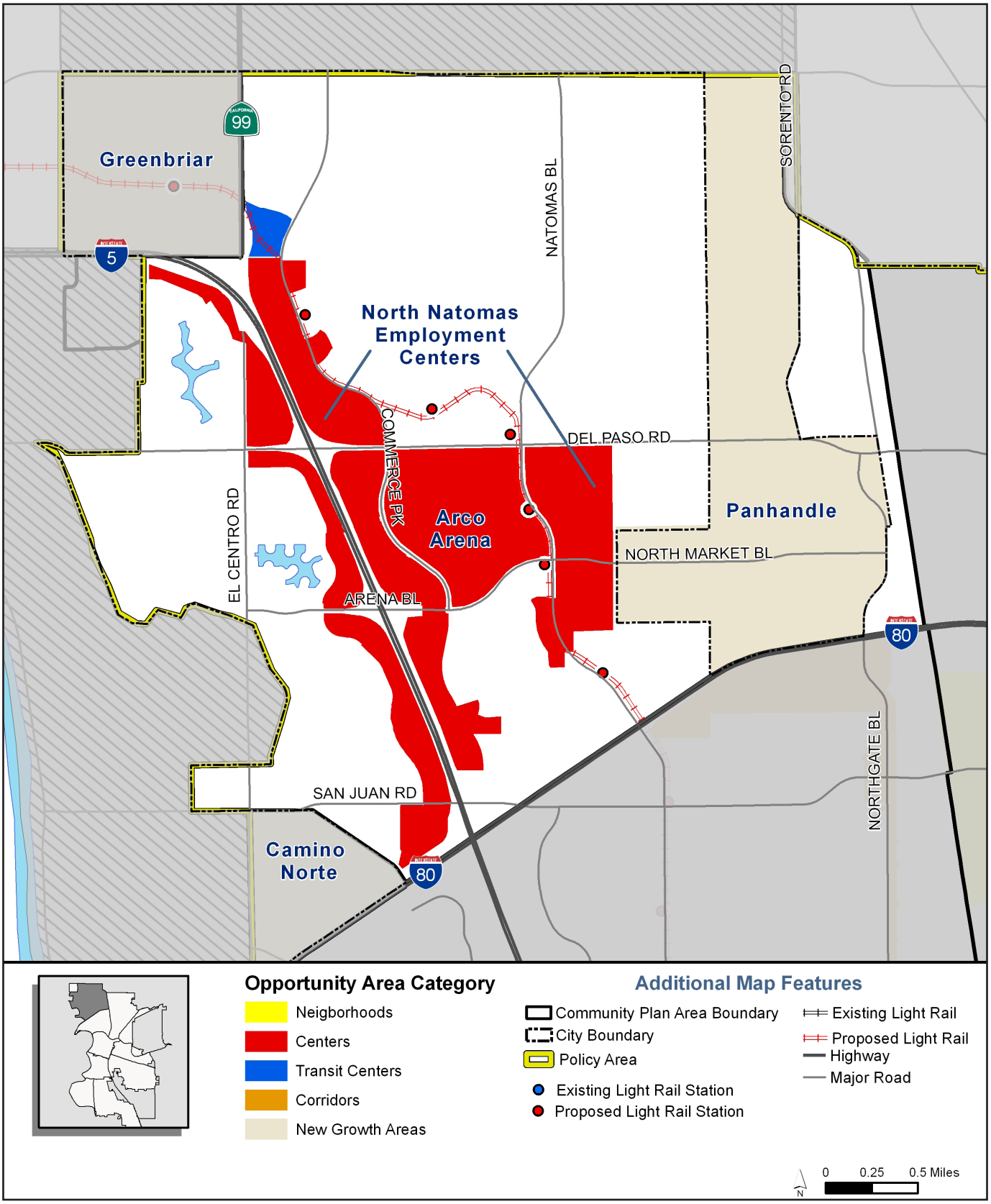


**Figure NN-6**

**North Natomas Opportunity Areas**

# Relevant Plans and Studies

The following section lists relevant plans and studies that have been adopted or developed by local, state, and federal agencies or community groups and organizations:

- North Natomas Planning Principles and Composite Plan (1992)
- North Natomas Development Guidelines (1994, as amended)
- North Natomas Financing Plan (1994, as amended in 1999, 2002, 2005)
- Natomas Basin Habitat Conservation Plan (2003)

# NORTH SACRAMENTO COMMUNITY PLAN

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# Community Location

The North Sacramento Community Plan Area and neighborhoods is located in the northeastern part of the city of Sacramento and encompasses approximately 13 square miles (8,380 acres). The Plan Area is bounded by the city limits on the north, the American River on the south, Natomas East Main Drainage Canal on the west, and Auburn Boulevard, Union Pacific Rail Line, and McClellan Business Park on the east (Figure NS-1). The unincorporated rural community of Rio Linda is located on the northern Plan Area boundary. Other city of Sacramento community plan areas that border North Sacramento include North Natomas and South Natomas on the west, Central City on the south, and Arden Arcade on the east.

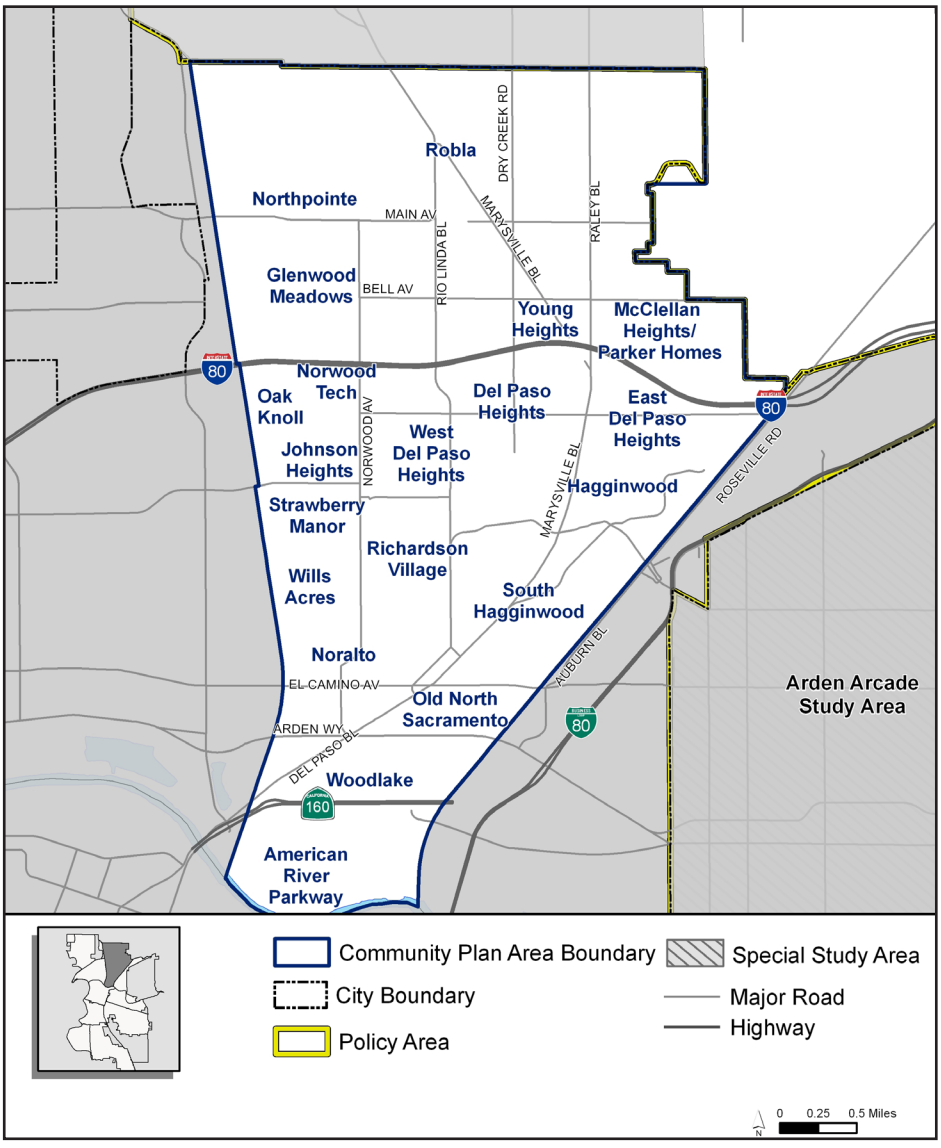



**Figure NS-1**

**North Sacramento Boundary and Neighborhoods**

# Community Vision

*A community plan vision identifies how each community can contribute to Sacramento's citywide vision of becoming the most livable city in America. The community vision focuses on values and expectations specific to the community that can be accomplished by 2030, and beyond. Where the 2030 General Plan's goals, policies, and implementation programs define the roadmap of strategies to achieve the overall citywide vision, the community plan vision should be specific to each community and support the overall citywide vision. It can address community identity, economic health, neighborhood design and livability, mobility and connectivity, community safety and welfare, historic and cultural resources, access to open space and parks, and sustainability.*

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

# Community Profile

## 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 (2009). 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 Regional Transit (RT) Light Rail Transit (LRT) 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.

The 1984 North Sacramento Community Plan served as a development guide for the public and private sector. The Plan laid out community participation commitments and policy to assist in implementation during the first two years after plan adoption.

# Distinguishing Features

## *Predominant Land Uses*

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. The Plan Area is composed of the following neighborhoods: Robla, Northpointe, Glenwood Meadows, Youngs Heights, East Del Paso Heights, Village Green, Parker Homes, Del Paso Heights, Oak Knoll, Norwood Tech, West Del Paso Heights, Norwood I-80, Johnson Heights, Hagginwood, Strawberry Manor, South Hagginwood, Richardson Village, Wills Acres, Noralto, Old North Sacramento, and Woodlake. Several RT buses and the Blue LRT line along Del Paso Boulevard and Arden Way provide connections for residents to Downtown Sacramento.

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. The jobs-to-housing ratio in the North Sacramento Community Plan Area is balanced with about one job for every housing unit.

Key features of North Sacramento include Hansen Park (269 acres), American River Parkway, Magpie Creek, Sacramento Northern Bikeway (57.90 acres), and Grant Union High School. Lower Del Paso Boulevard and El Camino Avenue continue to develop as an arts district with attractions for local and regional tourists.

## *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 Light Rail Transit 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 Issues

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

# Land Use and Urban Form Designations

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

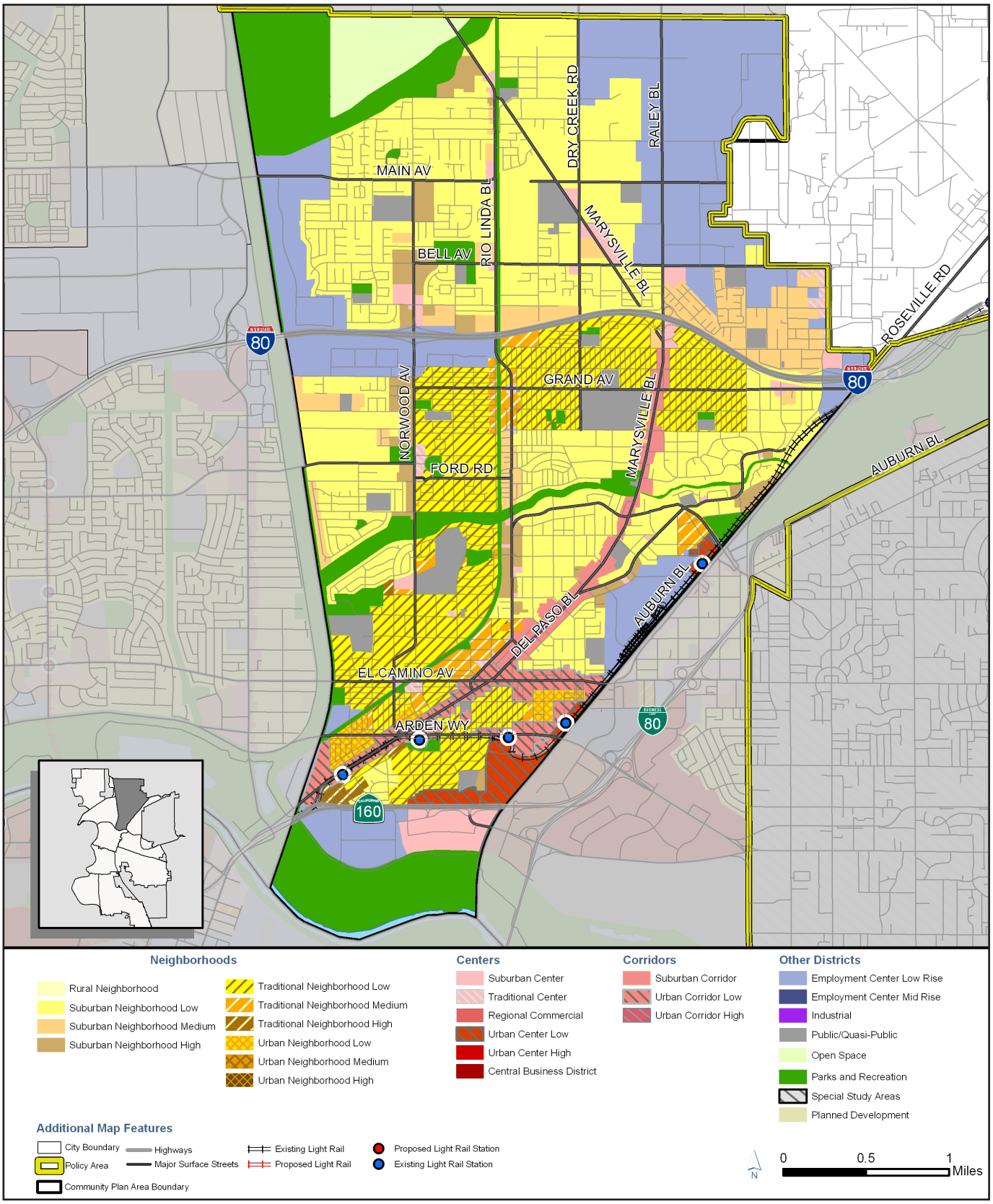



**Figure NS-2**

**2030 General Plan Land Use & Urban Form Designations for the North Sacramento Community Plan Area**

# Community Policies

This section includes policies that are unique to the North Sacramento Community Plan Area. They are intended to supplement, but not repeat, citywide policies contained in Part 2 of the General Plan. The policies contained in the community plans are organized to mirror the structure of the citywide General Plan elements. The following policies are taken from the existing North Sacramento Community Plan (1984). Other policies in the existing North Sacramento Community Plan that were outdated or overly general have been deleted. While the remaining policies have been edited slightly for consistency, the content of the policies has not been altered.

## Land Use and Community Design

**NS.LU 1.1** **Development North of Business 80.** The City shall encourage development north of Business 80 in a manner which emphasizes neighborhood cohesiveness and variety of housing types. *(RDR/MPSP)*

**NS.LU 1.2** **Infill Development.** The City shall aggressively implement the city's infill incentive program and request the Redevelopment Agency to develop a strategy for encouraging private development in the designated infill area bounded by South, Norwood, Fairbanks, and Altos avenues. The Del Paso Heights Redevelopment Area can play an important role towards providing housing and presenting visible positive change. The strategy will include providing larger sites for private developments, improving the internal street circulation, and achieving the density goal established by the Community Plan. *(RDR/MPSP)*

**NS.LU 1.3** **Infill Development South of Business 80.** The City shall place a high priority in the city's Capital Improvement Program towards improving street conditions and services to vacant areas south of Business 80. Upgrading neighborhood conditions is one of several actions that will be taken to encourage infill developments. *(MPSP/FB)*

**NS.LU 1.4** **Industrial Infill Development.** The City shall encourage infill of existing industrial sites in the Woodlake-Arden area, improve vehicular traffic access within and to the area, and continue to protect significant environmental resources. *(MPSP)*

**NS.LU 1.5** **Noise Sensitive Land.** The City shall avoid the placement of noise-sensitive land uses adjacent to the Western Pacific and Union Pacific railroad lines that form the western and eastern borders of the North Sacramento Community. *(MPSP)*

**NS.LU 1.6** **Code Violations.** The City shall focus enforcement and improvement programs in those problem areas where commercial land uses are being changed to alternative uses (e.g., Rio Linda Boulevard). *(RDR/MPSP)*

**NS.LU 1.7** **Improvements North of Business 80.** The City shall work with property owners to develop and implement a comprehensive strategy to install water, sewer, and drainage facilities, improve the visual appearance, and improve traffic access to the industrial area north of Business 80. *(RDR/MPSP)*

**NS.LU 1.8** **Compatible Uses East of Royal Oaks Drive.** The City shall maintain compatible uses east of Royal Oaks Drive, limiting the type of labor intensive development in that area to offices. *(RDR/MPSP)*

**NS.LU 1.9** **High-Employment-Density Industrial Development.** The City shall encourage high-employment-density industrial development especially in the prime areas of Norwood and Woodlake-Arden. *(RDR/MPSP)*

**NS.LU 1.10** **Del Paso–El Camino Business District.** The City shall focus retail activities on a pedestrian oriented corridor along Del Paso Boulevard and an automobile oriented corridor on El Camino Avenue. *(RDR/MPSP)*

**NS.LU 1.11** **Del Paso–El Camino Business District.** The City shall strengthen and support community-level shopping facilities, mainly at the Del Paso El Camino business district, to serve the community. *(MPSP)*

**NS.LU 1.12** **Del Paso–El Camino Business District.** The City shall designate the Del Paso–El Camino Business District as the primary community level shopping place. To achieve this, the district needs to be revitalized and modernized to attract community shopping facilities. An important first step is to establish a commercial revitalization project that will have private and public participation working towards business improvement, new business attraction, job creation, and design review. *(MPSP)*

**NS.LU 1.13** **Office Infill Development.** The City shall promote office development for underused infill areas, particularly the Woodlake-Arden and Norwood areas. *(MPSP)*

**NS.LU 1.14** **Higher-Density Development.** The City shall leave open the possibility of approving higher-density development within the area east of the Carl Hansen Park site so long as the permitted total residential unit yield for the entire area designated as rural estates is not exceeded. This would permit a transfer of density on the existing large parcels where substantial flooding constraints exist. *(RDR/MPSP)*

**NS.LU 1.15** **Oak Knoll/Johnson Heights Subarea.** The City shall discourage deep lot development through early master planning and coordination with adjacent owners of vacant land. *(RDR/MPSP)*

**NS.LU 1.16** **Oak Knoll/Johnson Heights Subarea.** The City shall minimize frontage lots on the north side of Morey Avenue and South Avenue. *(RDR)*

**NS.LU 1.17** **Oak Knoll/Johnson Heights Subarea.** The City shall design wide frontage lots on south side of Morey, Morrison, and South Avenues for compatibility with the size of existing single-family lots and to minimize back-out vehicle movements onto these streets. *(RDR)*

**NS.LU 1.18** **Oak Knoll/Johnson Heights Subarea.** The City shall provide a mix of front on and side on lots adjacent to future north/south collector streets. *(RDR/MPSP)*

**NS.LU 1.19** **Oak Knoll/Johnson Heights Subarea.** The City shall allow narrower lots on internal streets in contrast to wide lots on collector streets. *(RDR/MPSP)*

**NS.LU 1.20** **Oak Knoll/Johnson Heights Subarea.** The City shall include small cul-de-sacs in future neighborhoods to promote safety, privacy, and design diversity. *(RDR/MPSP)*

**NS.LU 1.21** **Del Paso Boulevard Traditional Construction.** The City shall ensure that street-front buildings will follow the traditional construction patterns found along Del Paso Boulevard. *(RDR)*

**NS.LU 1.22** **Del Paso Boulevard Roof Lines.** The City shall ensure that buildings will have roof lines that match the traditional vernacular already found along Del Paso Boulevard. *(RDR)*

**NS.LU 1.23** **Del Paso Boulevard Building Colors and Materials.** The City shall ensure that building colors and materials will match those traditionally found in the district. *(RDR)*

**NS.LU 1.24** **Del Paso Boulevard Signage Theme.** The City shall ensure that signage along Del Paso Boulevard will add to and enhance the existing 1940s and 1950s theme already present in the area. *(RDR)*

**NS.LU 1.25** **Historic Magpie Creek.** 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 multi purpose 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-3 and Figure NS-4. *(RDR/MPSP)*

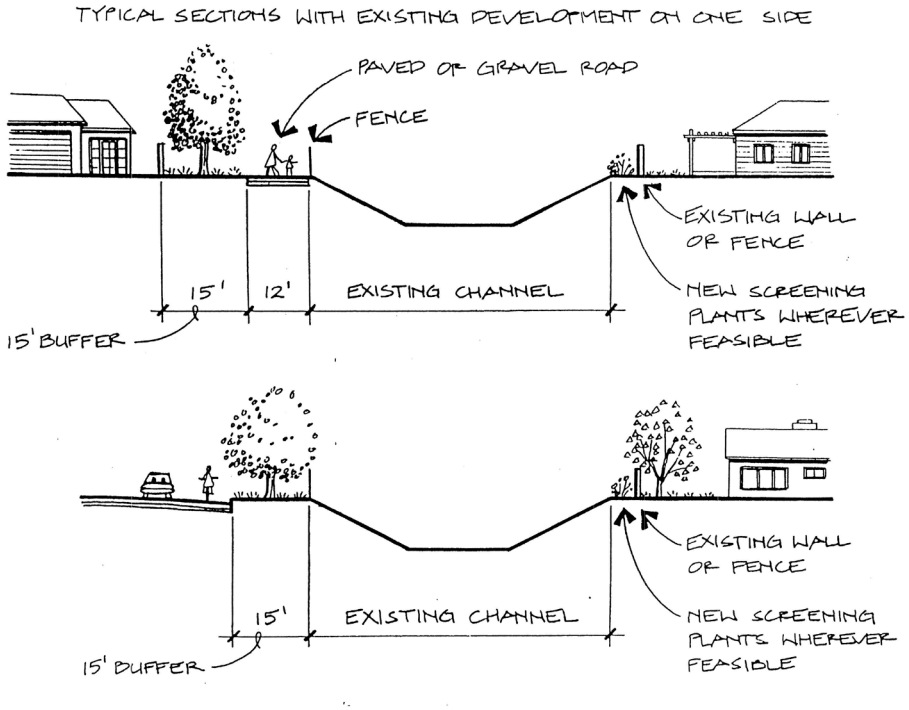



**Figure NS-3**
**Lower Historic Magpie Creek**

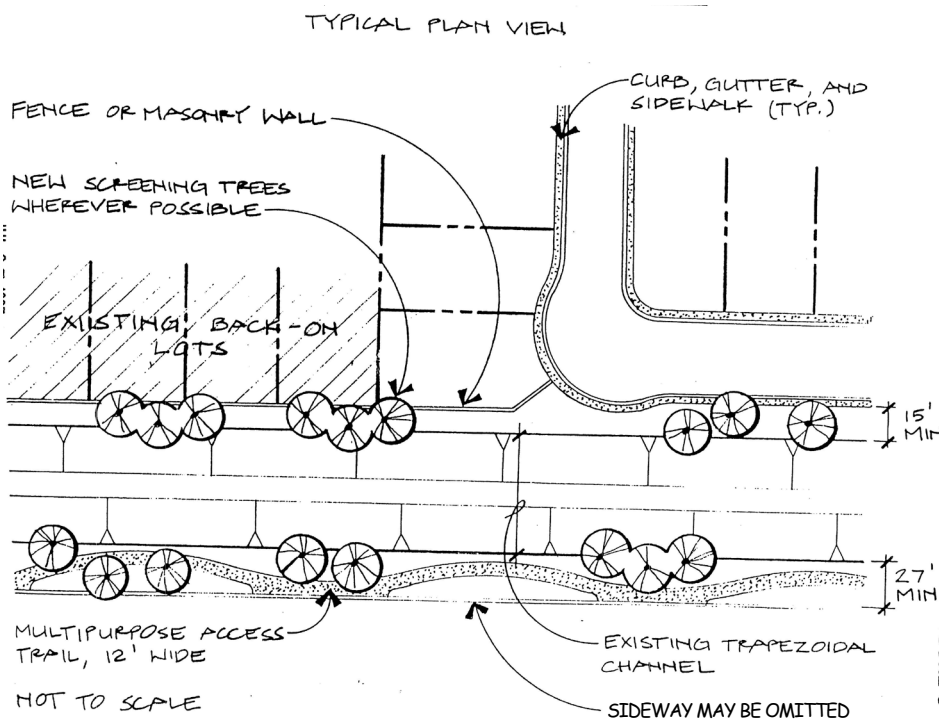



**Figure NS-4**
**Lower Historic Magpie Creek**

**NS.LU 1.26** **McClellan Heights and Parker Homes Plan Area.** The City shall encourage multi-family residential development, both market rate and below-market rate, in areas along major arterials such as Bell Avenue and Winters Street, to take advantage of proximity to employment areas such as McClellan Park. *(MPSP)*

**NS.LU 1.27** **McClellan Heights and Parker Homes Plan Area.** The City shall encourage neighborhood-serving retail such as a grocery store with fresh produce and a drug store in commercially zoned areas, such as the node at Raley Boulevard and Bell Avenue. *(MPSP/TCS)*

**NS.LU 1.28** **McClellan Heights and Parker Homes Plan Area.** The City shall encourage neighborhood-serving retail and smaller-scale businesses such as restaurants, retail shops, and personal services in commercially-zoned and residential mixed-use areas that have frontage along major arterials or collector streets. *(MPSP)*

**NS.LU 1.29** **McClellan Heights and Parker Homes Plan 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 (Figure NS-5 McClellan Park Noise Exposure 2022) shall be subject to the following conditions.

- Compliance with the city's General Plan Health and Safety Element, which establishes 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 $L_{dn}$, 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. *(RDR)*

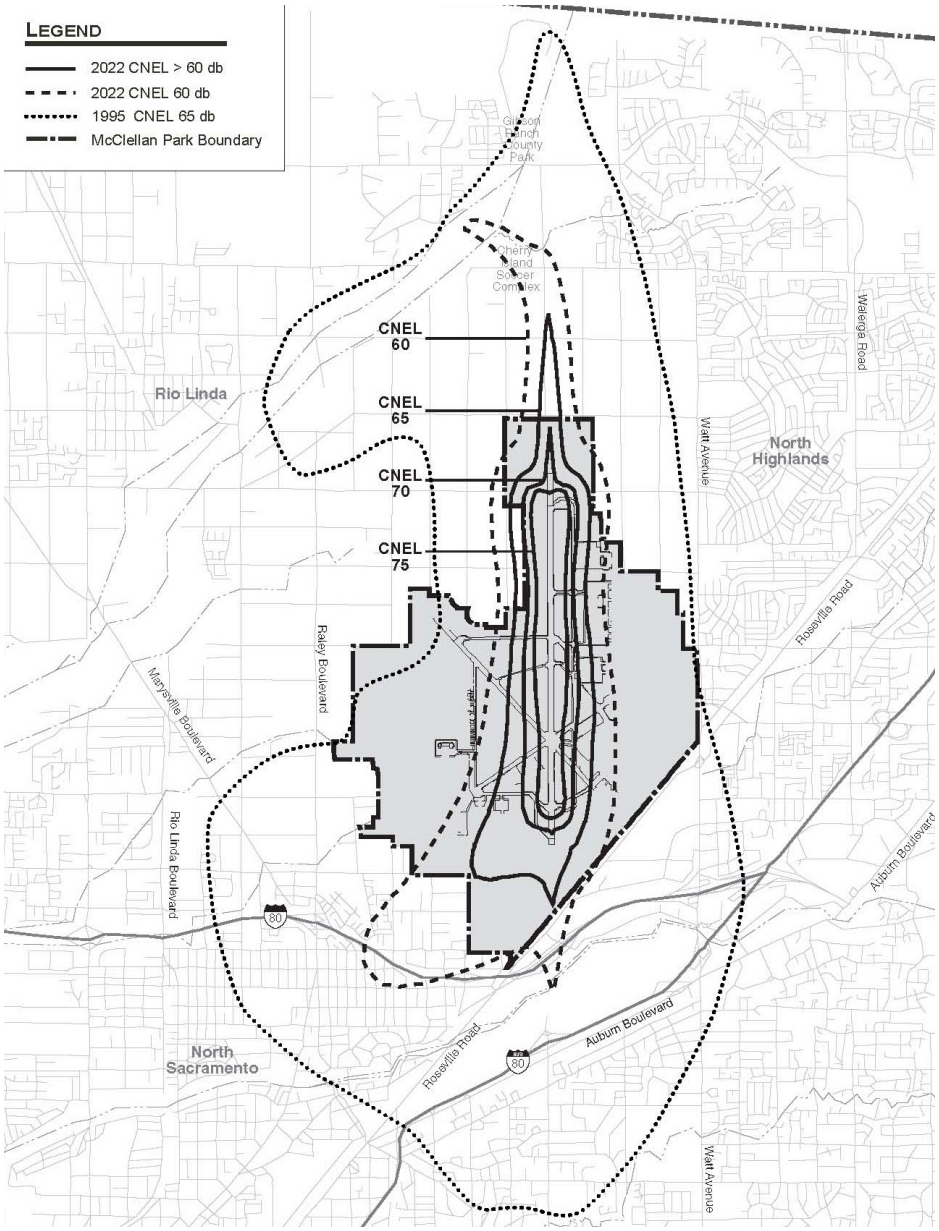



**Figure NS-5**

**McClellan Park Noise Exposure 2022 Map**

**NS.LU 1.30** **McClellan Heights and Parker Homes Plan Area.** To avoid conflicts and incompatibility between the existing industrial uses and new development, the City shall, in consultation with property owners and business occupants of the property and buildings containing the uses, analyze the proposed new development for potential conflicts with the existing industrial uses. This analysis will take place prior to and as a condition of approval of any application for new development. The City is authorized to require developers to provide written notice to owners and occupants of new developments regarding the presence of such existing industrial uses and potential impacts associated with the continued use and operation of such existing industrial uses. *(RDR)*

## Historic and Cultural Resources

There are no 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 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.

## Housing

There are no policies specific to North Sacramento that supplement the citywide General Plan policies. Please see the Housing Element located in a separately bound document.

## Mobility

**NS.M 1.1** **Street Improvements.** The City shall carry out improvements 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. *(MPSP)*

**NS.M 1.2** **Rio Linda Boulevard.** The City shall identify ways to improve Rio Linda Boulevard including the possibility of extending the street name to the intersection with Del Paso Boulevard. *(PSP)*

**NS.M 1.3** **Street Extensions.** The City shall provide 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. *(MPSP)*

**NS.M 1.4** **Bell Street Intersection.** The City shall modify the intersection of Marysville Boulevard and Bell Street to discourage through traffic within the residential area south of Bell Street. *(MPSP)*

**NS.M 1.5** **Parking Impacts.** The City shall study the parking problem adjacent to government buildings located along Royal Oaks Drive, and develop solutions to reduce the impact on surrounding residential streets. *(PSR)*

**NS.M 1.6** **Future Parking Solutions.** The City shall study future parking solutions for serving lower Del Paso Boulevard. Those involved will be Sacramento Transit Development Agency (light rail), North Sacramento Chamber of Commerce, City Planning, City Traffic Engineering, and Sacramento Redevelopment Agency. *(PSR)*

**NS.M 1.7** **Oak Knoll/Johnson Heights Subarea.** The City shall provide enhanced access to Robertson Park and Morey Avenue School with through-street connections and bikeways. *(MPSP)*

## Utilities

**NS.U 1.1** **Assessment Districts.** The City shall encourage property owners to form assessment districts in order to provide needed physical services. *(MPSP/FB)*

**NS.U 1.2** **Western Avenue Detention Pond.** The City shall coordinate planning efforts with Union Pacific Railroad and private developers to investigate the feasibility of a detention pond west of Western Avenue and/or other drainage solutions. *(JP)*

**NS.U 1.3** **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. *(MPSP/FB)*

**NS.U 1.4** **Historic Magpie Creek Material Replacement.** The City shall replace channelized/concrete canals with "natural" materials, wherever possible, once the Diversion Canal is completed. *(MPSP)*

## Education, Recreation, and Culture

**NS.ERC 1.1** **Arden Creek.** The City shall recognize the value of Arcade Creek as a natural recreation site and encourage interagency cooperation in projects to clean up the creek and restore its surrounding natural habitat. *(MPSP/IGC)*

**NS.ERC 1.2** **Historic Magpie Creek Enhancement.** The City shall provide opportunities for the preservation and enhancement of natural areas/features along Historic Magpie Creek. *(MPSP)*

## Public Health and Safety

**NS.PHS 1.1** **Fire Station Location.** The City shall maintain the existing location of Stations 20 and 19, and the new location of Station 17. *(MPSP)*

## Environmental Resources

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

## Environmental Constraints

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

# Opportunity Areas

This section includes information about opportunity areas in the North Sacramento Community Plan Area. Table NS-1 lists each opportunity area that falls completely or partially within the community plan area. Figure NS-6 shows a map of all the opportunity area locations within the community plan area. As part of the 2030 General Plan process a land use concept and recommendations were developed for the Robla opportunity area in order to illustrate how this site could potentially develop in the future. Additional urban form concepts and recommendations will continue to be developed and refined for each opportunity area as needs are assessed and development focus shifts throughout the North Sacramento Community Plan Area.

**Table NS-1 North Sacramento Opportunity Areas**

| *Opportunity Area* | *Type* |
|---|---|
| **Neighborhoods** | |
| Robla | Neighborhood |
| Strawberry Manor | Neighborhood |
| McClellan Heights/Parker Homes | Neighborhood |
| **Gold Line Light Rail Existing Stations** | |
| Arden/Del Pas Light Rail Station | Transit Center |
| Globe Light Rail Station | Transit Center |
| Marconi Light Rail Station[a] | Transit Center |
| Royal Oaks Light Rail Station | Transit Center |
| Swanston Light Rail Station[a] | Transit Center |
| **Commercial Corridor Revitalization** | |
| Del Paso Boulevard | Corridor |
| Marysville Boulevard | Corridor |

SOURCE: City of Sacramento 2009

a. Partially located in Arden Arcade Community Plan Area

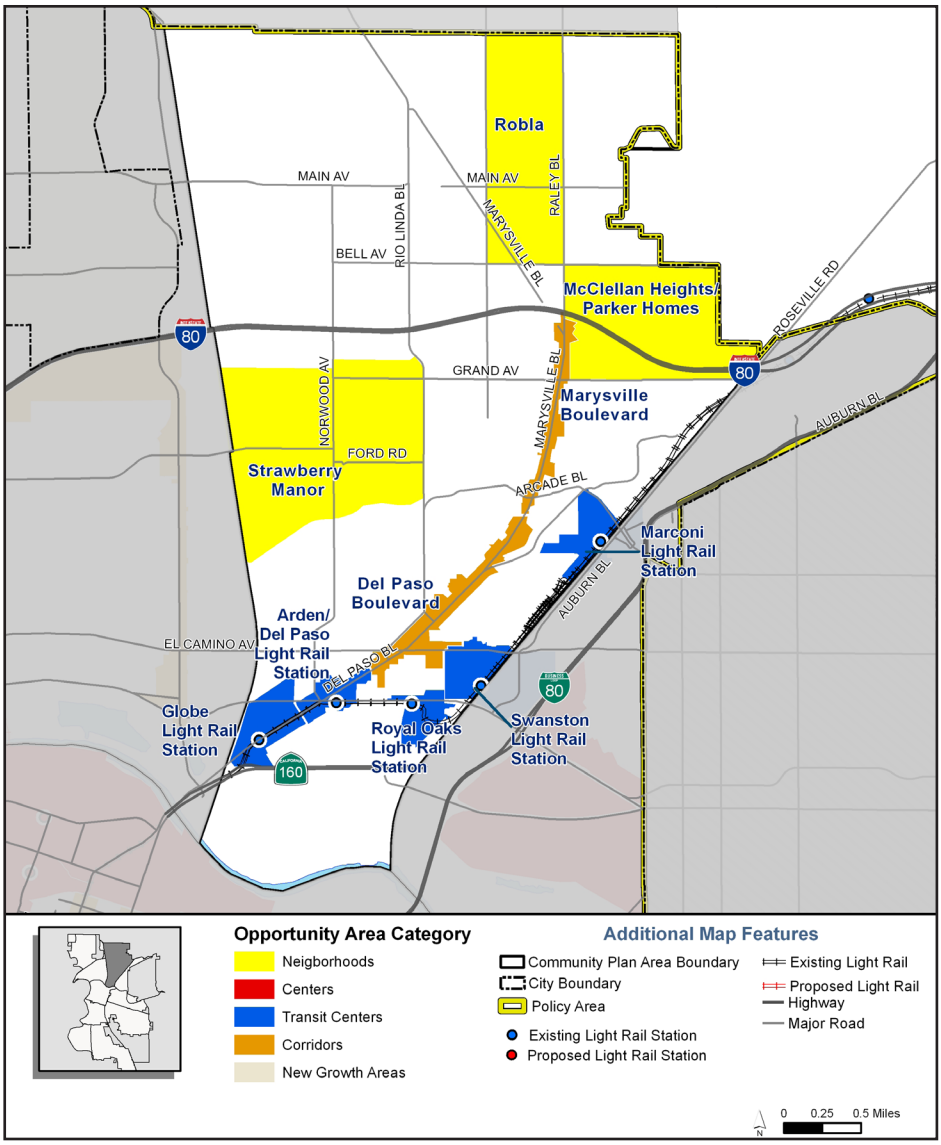



**Figure NS-6**
**North Sacramento Opportunity Areas**

# Robla

## *Location*

The Robla opportunity area is located in the northeast portion of the North Sacramento Community Plan Area. This opportunity area is bounded by the city limits and Ascot Avenue on the north, Bell Avenue on the south, Raley Boulevard on the east, and Dry Creek Road on the west (Figure NS-7). The unincorporated community of Rio Linda, located to the north, includes a mix of rural and suburban residential neighborhoods. I-80 and several suburban residential neighborhoods are located to the south. McClellan Heights/Parker Homes, located to the southeast of the Robla opportunity area, is planned to develop into a medium density suburban neighborhood with limited neighborhood serving retail. A concentration of industrial uses and the McClellan Business Park, located to the east, specialize in freight transport, with a mix of rural and suburban residential neighborhoods located on the west.

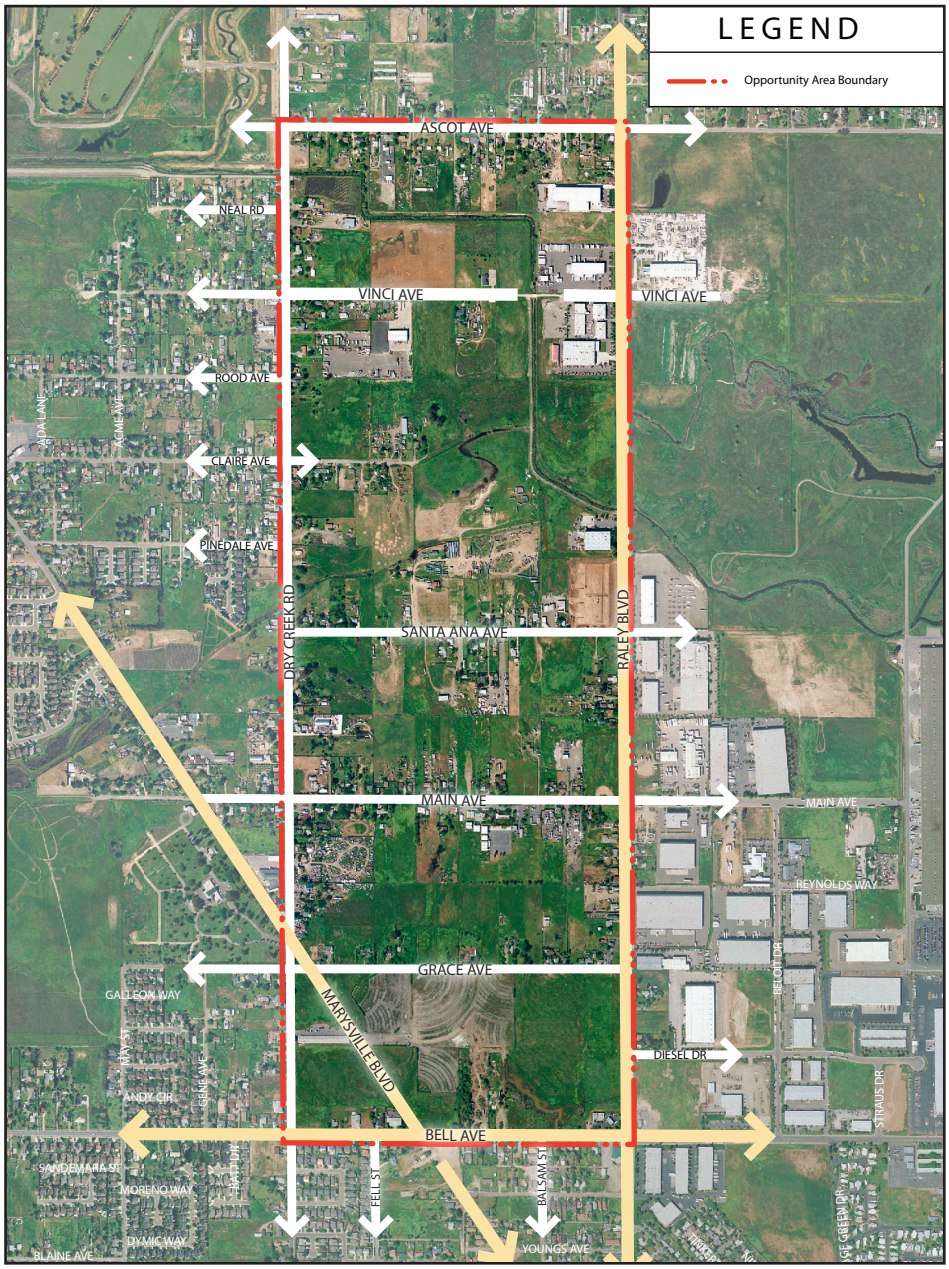



**Figure NS-7**
**Robla Region**

## *Existing Conditions*

The Robla opportunity area is comprised of a mix of rural residential uses, low-rise light industrial employment uses, vacant parcels, and other underutilized sites (Figure NS-8 and Figure NS-9). Industrial uses are concentrated along Raley Boulevard, with the majority of light industrial, manufacturing, and warehousing operations located to the east of the Robla opportunity area. Main Avenue Elementary School is located on the south side of Main Avenue, just west of Raley Boulevard. Sunset Lawn Cemetery is located west of Robla. Historic Magpie Creek, a "channelized canal" bisects the Robla opportunity area.

Conflicting land uses, limited or non-existent infrastructure, and irregular lots have deterred both residential and industrial development in Robla. While proximity to McClellan Business Park offers potential for additional growth in industrial sectors, Robla's lack of infrastructure has hindered significant investment.

**Figure NS-8**

**Robla Existing Conditions**

1 Business on Vinci Avenue

2 Dead End on Vinci Avenue

3 Magpie Creek Corridor

4 Business on Raley Boulevard

5 Looking West from Raley Boulevard

6 Business on Raley Boulevard

② Santa Ana Avenue

① Santa Ana Avenue

③ Main Avenue Elementary School

④ Church on Grace Avenue

⑤ Fire Station on Bell Avenue

⑥ Looking North from Bell Avenue

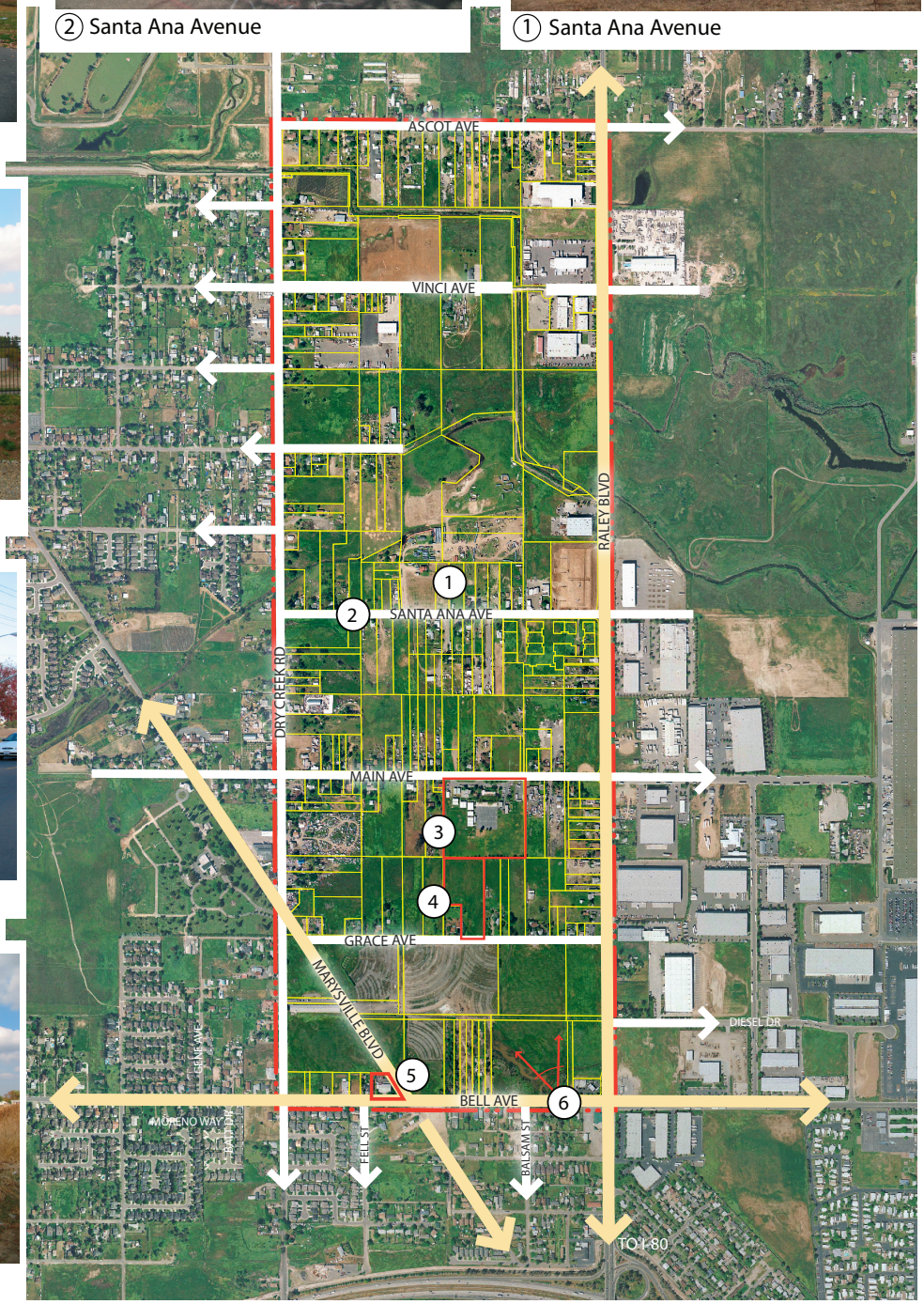



**Figure NS-9**
**Robla Existing Conditions**

## Assumptions

The following assumptions about existing conditions were made in order to develop the design concept and guidelines for the Robla opportunity area. Substantial changes to these assumptions would potentially alter the concept and vision for the future of this area.

- Much of Robla contains low-intensity, semi-rural residential and industrial development that is likely to transition to other uses and development patterns in the future.
- Industrial uses associated with the redeveloping McClellan Business Park will make the larger subregion an attractive location for new employment uses.
- Sensitive habitat within the Magpie Creek corridor must be preserved in addition to also addressing flood hazards.
- Substantial infrastructure deficiencies within the area must be addressed prior to or at the time of new development.
- Suburban residential development land uses on the west and south, and industrial land uses on the east, will remain or be strengthened.

## Vision for the Future

The future vision for the Robla opportunity area includes areas of residential neighborhoods and light industrial uses that are well-buffered with parkways, pedestrian-friendly streets, and open space. A mixed-use, tree-lined shopping street, an existing elementary school located central to the neighborhood, and a prominent Magpie Creek Park will serve to promote community character and identity.

## Key Issues

In order to achieve the vision and concept for the Robla opportunity area, the following key issues have been identified.

- Existing residential and industrial development is inefficiently scattered within large areas of vacant or underutilized land.
- Conflicts between unbuffered residential and industrial uses, such as exterior industrial storage and large truck traffic through residential areas, deter more substantial residential development investment.
- Small lot sizes and widely distributed ownership patterns make new development in the area difficult.
- Large areas of vacant or underutilized land encourage illegal garbage dumping and do not promote a positive image for the area.
- Substantial levee, creek, and drainage improvements are needed to address flooding caused by the area's topography, soil, and drainage patterns.

- Sensitive habitat along Magpie Creek is not currently (2009) protected or preserved.
- North/south roadway connections do not exist within Robla, and east/west roadway connections are broken and/or limited.
- Existing roadways do not meet urban standards for curbs/gutters, bicycle lanes, sidewalks, crosswalks, and street lighting.
- Neighborhood retail services and similar amenities are underprovided within Robla.
- Despite large areas of vacant land, no parks or other recreational/ community facilities, aside from Main Avenue Elementary School, exist in Robla.
- Existing storm drain, sanitary sewer, and water systems are insufficient or nonexistent throughout most of Robla.

## *Opportunities*

The following opportunities are strengths that can be built upon in the Robla opportunity area.

- Existing low-density development pattern provides the opportunity for substantial infill development.
- Magpie Creek has strong potential as a natural resource, recreational amenity, and a "green" infrastructure element if effectively restored, improved, and managed.
- I-80, via Raley Boulevard, provides excellent vehicular access into the area, both for residential commuters and commercial deliveries.
- The existing street grid, both within the site and in surrounding neighborhoods, provides a framework for developing a fine-grain and well-connected circulation system.
- New industrial development within and adjacent to the McClellan Business Park could provide synergies with new employment uses in Robla.
- Main Avenue Elementary School represents a vital civic use that could both serve an expanded residential population and provide a focal point for new development.

## *Land Use and Urban Form Concepts and Recommendations*

The following pages include recommendations for the Robla opportunity area in the form of a graphic conceptual diagram and written guidelines that cover topics including urban design, circulation, land uses, building heights, open space, primary frontages, and utilities. These recommendations

(Figure NS-10) represent a possible configuration for development that is based on the Land Use and Urban Form Diagram and designations outlined in the Land Use and Urban Design Element in Part 2. The concept and recommendations act as a guide to how these areas should develop in order to implement the vision of the General Plan and Community Plans.

The Robla opportunity area includes two land use designations on the Land Use and Urban Form Diagram: Suburban Low Density Residential and Employment Center Low Rise. This mix of designations allows for an area of additional low density residential neighborhood development and an area for low density employment generating uses. For more information on these designations, allowed uses, allowed development intensity, and urban form guidelines, see the Land Use and Urban Design Element in Part 2 of the General Plan.

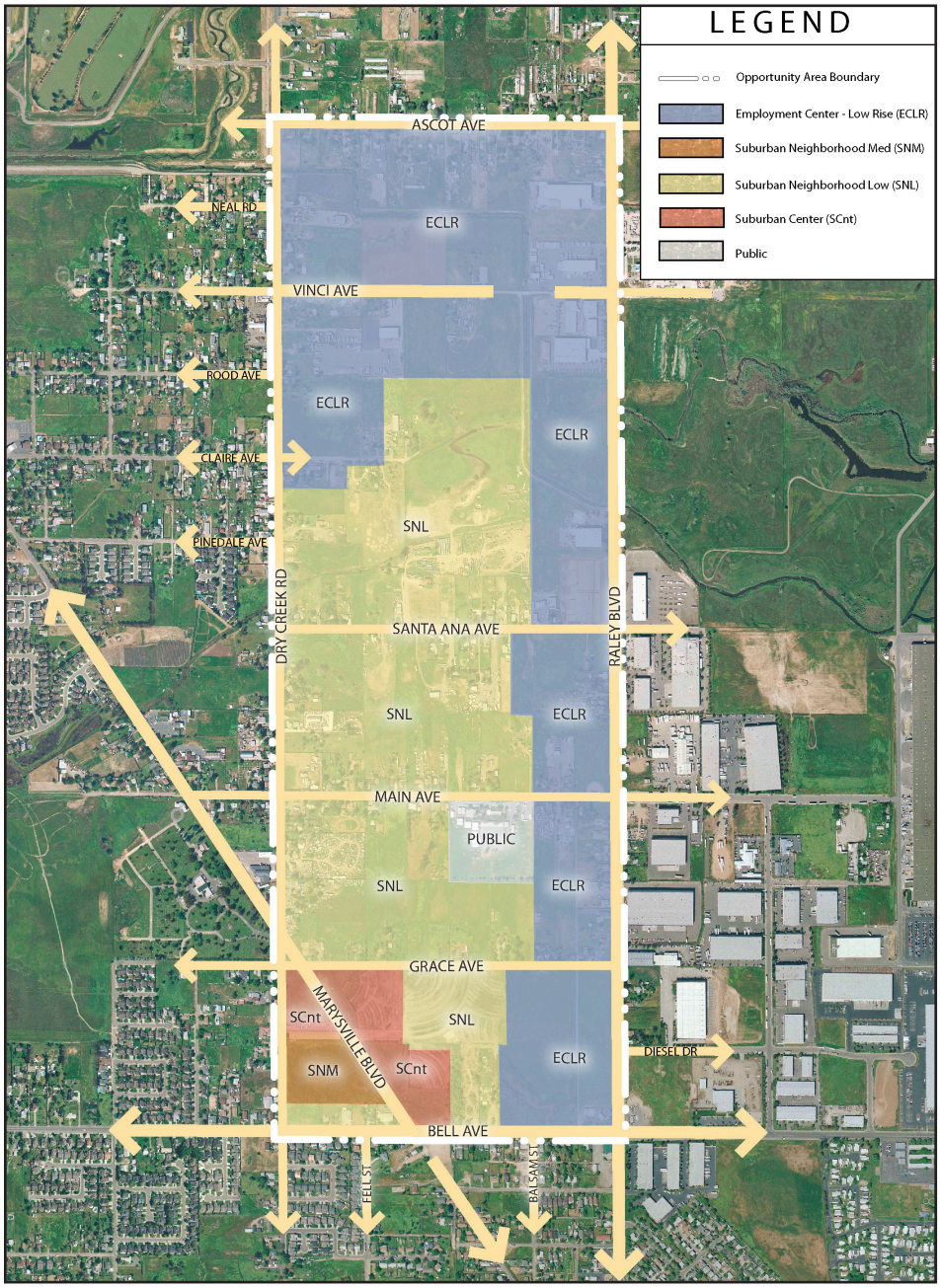



**Figure NS-10**
**Robla Land Use and Urban Form Designations**

## *Urban Design Recommendations*

The following urban design recommendations describe key physical form characteristics envisioned for Robla, and include recommendations on the height and bulk of buildings, the location of buildings on their lots, the relationship of buildings to streets, the height of buildings next to adjacent neighborhoods, and the location and character of parking and pedestrian facilities (Figure NS-11).

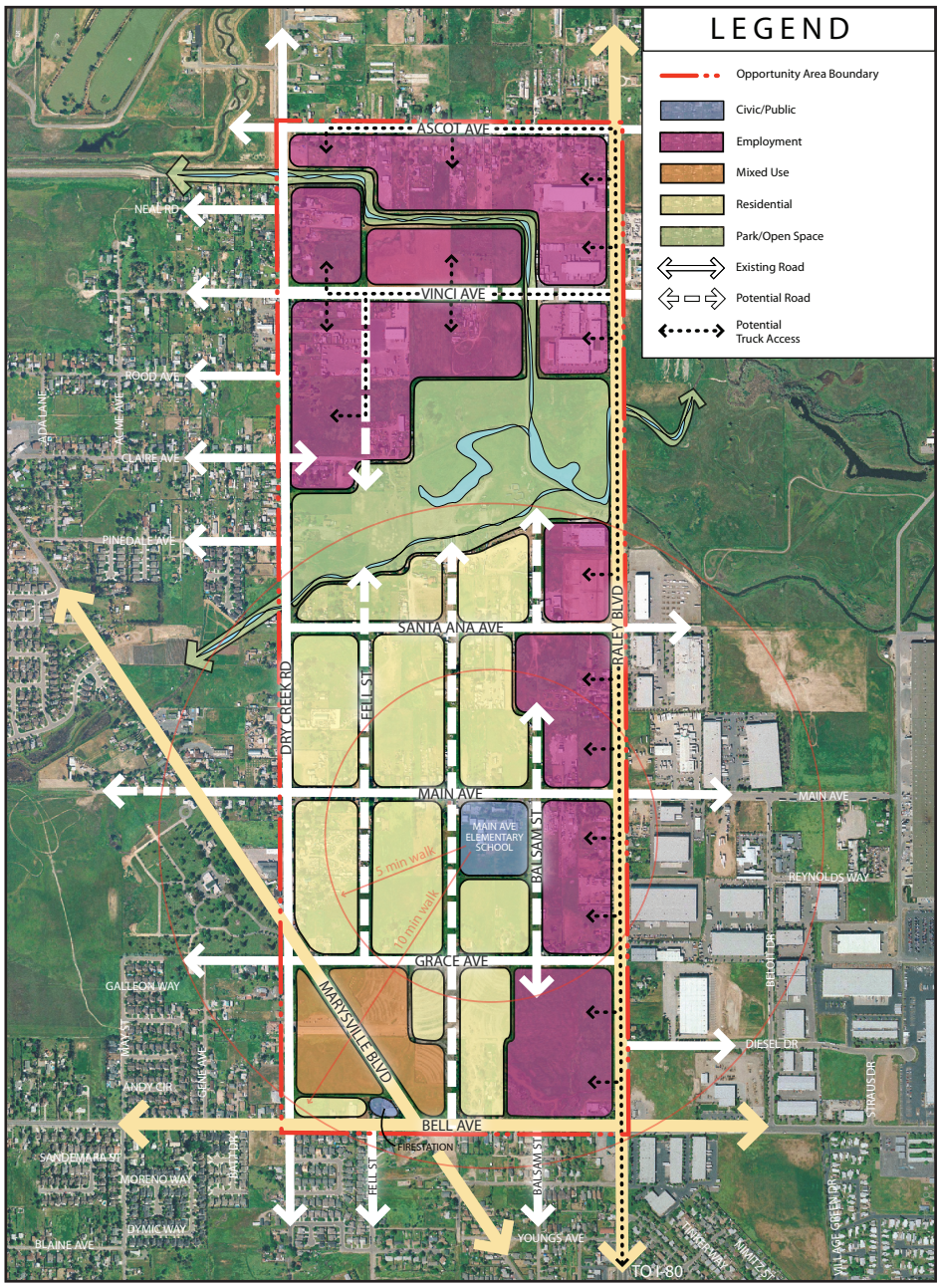



**Figure NS-11**
**Robla Land Use Concept**

- Transform dispersed and under-utilized semi-rural development pattern into a well-structured and complete residential neighborhood, and low-density employment center.
- Establish a new suburban residential neighborhood in the southwestern area of Robla.
- Locate employment uses in the northern and eastern areas to take advantage of synergies with similar uses to the east in McClellan Business Park. This location will also take advantage of Raley Boulevard and its connection to I-80, encouraging a direct truck route in and out of the area.
- Preserve and restore the Magpie Creek corridor as a dual-use community park and stormwater detention area, and a major identifying feature of the Robla neighborhood.
- Organize the residential neighborhood around a new north/south axial boulevard, establishing a gateway into the community at Bell Avenue with views terminated by the Magpie Creek open space.
- Establish a mixed use "main street" along Marysville Boulevard that will provide retail and services for the daily needs of both residents and employees of the area.
- Extend Balsam Street where possible as a north/south boulevard that will, along with the dual-use Magpie Creek corridor and park, serve as a physical buffer between residential and employment uses.
- Extend Fell Street from Grace Avenue to the Magpie Creek corridor and park, in order to complete the grid that will serve as the circulation network for the Robla neighborhood.

## *Circulation Recommendations*

The following circulation recommendations outline key changes in the existing circulation system in the Robla opportunity area that allow for accessibility and ease of movement. In addition, these recommendations outline ways to promote pedestrian friendly street patterns that include sidewalks, landscaping and street trees.

- In order to meet urban standards, maintain and enhance existing east/west streets, including Ascot Avenue, Vinci Avenue, Santa Ana Avenue, Main Avenue, Grace Avenue, and Bell Avenue.
- Complete the road connection for Vinci Avenue over Magpie Creek, just west of Raley Boulevard.
- Encourage extension of Main Avenue, just west of the Robla opportunity area, from Marysville Boulevard to Rio Linda Boulevard.

- Along with the new, central north/south boulevard, extend Fell and Balsam Streets northward to Magpie Creek, to create a pair of north/south boulevards that serve as internal collector streets and establish a legible and logical street hierarchy for the neighborhood.
- As needed, insert new local streets, both north/south and east/west, to increase connectivity and thereby facilitate better traffic distribution and route flexibility.
- Create a fine-grained pattern of walkable blocks and pedestrian-friendly streets that facilitate walking to and from the neighborhood main street and public parks.
- Designate Raley Boulevard as the primary north/south truck route, and Vinci Avenue as the secondary and internal east/west truck route, in order to direct industrial and truck traffic away from residential areas.
- Use the physical design of roadways, clear directional signage, and traffic calming elements such as roundabouts and speed lumps, to discourage through truck traffic along residential streets.
- Implement needed facility upgrades at all bus stop locations (i.e., benches, shelters), particularly those located near major employment, educational, or commercial destinations.
- Implement basic or upgraded pedestrian improvements along Raley Boulevard, Bell Avenue, and Marysville Boulevard.
- Implement sidewalk and street lighting improvements along the south side of Main Avenue and along the east side of Dry Creek Road.
- Install new curbs, gutters, and sidewalks as needed throughout the Robla opportunity area.

## *Development Type Recommendations*

The following development type recommendations describe the various types of uses, mix, and location of uses that would be best suited for the vision of the Robla opportunity area. The Land Use and Urban Design Element in the citywide General Plan provides descriptions of each Land Use and Urban Form designation in the Robla opportunity area with the allowed uses, development standards, and urban form guidelines.

- Intensify development and diversify the land use mix to provide greater residential choice, retail and service options, and employment opportunities.
- Replace dispersed and semi-rural residential development with suburban intensity housing that provides a range of housing types including single family detached and attached units, and accessory second units.

- Expand and intensify existing employment uses, particularly incubator space for "green" and other innovative technology companies, westward to Balsam Street and north of the Magpie Creek natural area and Claire Avenue.
- Create a small-scale, mixed-use "village center" along Marysville Boulevard that serves the everyday commercial and civic needs of neighborhood residents as well as the convenience retail and commercial service needs of the area's employees and businesses.
- Incorporate Main Avenue Elementary School as an anchor for civic uses in the Robla opportunity area.

## *Building Heights Recommendations*

Because building height can vary depending on the type of use and architectural style of the building these recommendations are meant to provide direction to ensure that the height of new development is consistent with the vision for the Robla opportunity area and compatible with adjacent uses.

- Locate tallest buildings (three stories maximum) in the mixed use "village center," in order to create an identifiable image and sense of place, and to accommodate a vertical mix of uses.
- Allow flexible but limited building heights (one to three stories of variable height) in employment areas, reflecting business needs and the larger scale of the surrounding boulevards.
- Maintain one- to two-story building heights throughout the majority of the residential areas.

*The Robla opportunity area has scattered rural residential development patterns limited by infrastructure capacity and irregular lot sizes.*

*The addition of sidewalks, curbs, gutters, a neighborhood park, and street trees transforms the rural residential area into a more pedestrian friendly environment.*

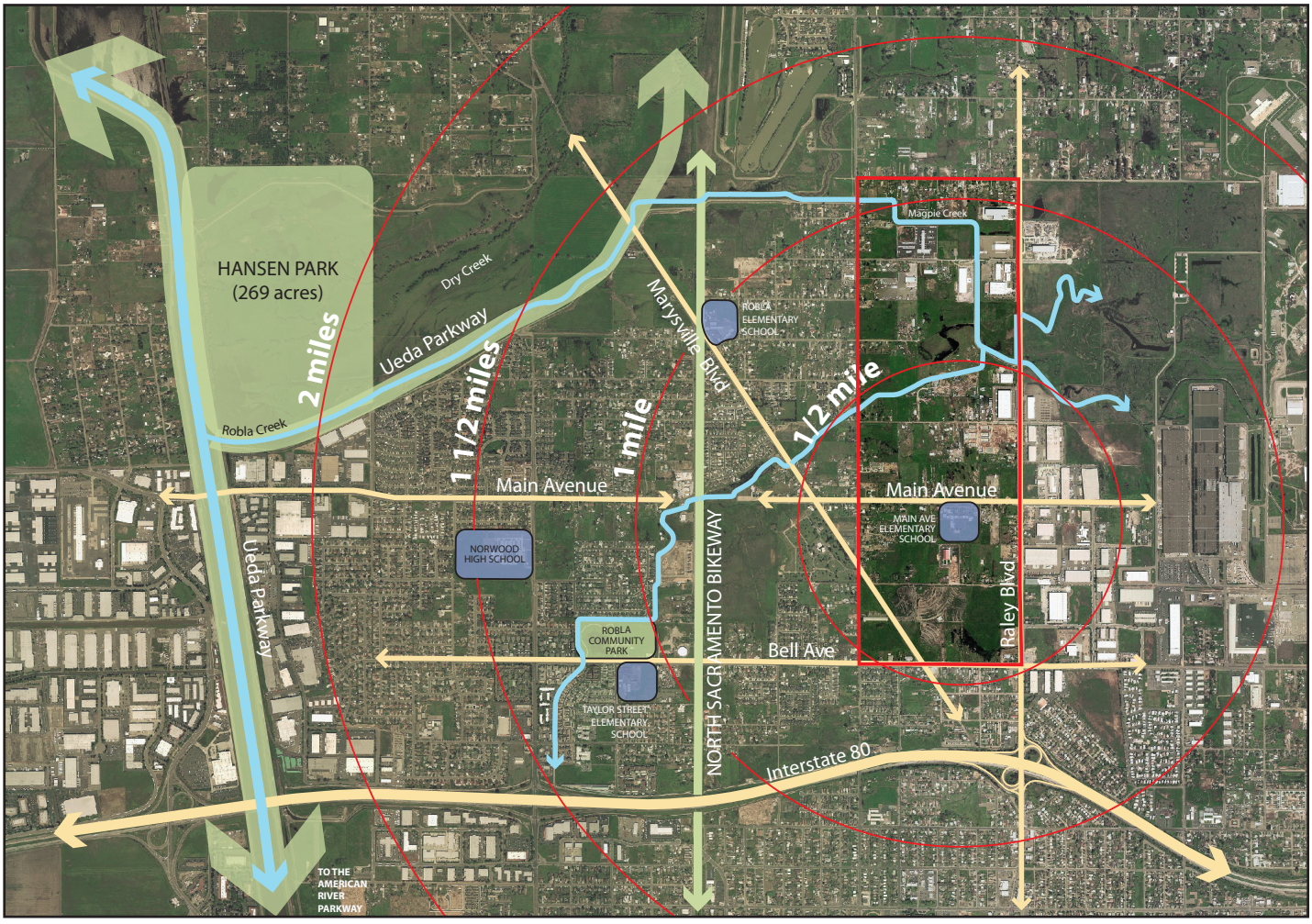
*Illustrations courtesy of Urban Advantage*

## Open Space Recommendations

The following open space recommendations provide for a connected system of natural environments, parks, and landscaping in the Robla opportunity area that serve as key features of the area and provide for public gathering places. In addition, the recommendations encourage a comprehensive open space network that connects the Robla opportunity area into the existing open space system and amenities that exist nearby (Figure NS-12).

- Create a series of parks, plazas, and greenways that serve as focal features that give structure and identity to individual neighborhoods.
- Create a "village center" plaza or green to provide a public gathering place.
- Establish a park/natural open space corridor along Magpie Creek and the smaller tributary to the north, in order to preserve and restore this natural resource, manage stormwater, and provide a visual and recreational amenity.
- Connect open space systems within the Robla opportunity area into the regional network of existing bike trails and open space, including the North Sacramento Bikeway and the Ueda Parkway.

**Figure NS-12**
**Robla Open Space**



- Develop neighborhood parks to create public gathering places and support local recreational activities.
- Create a series of "green" streets (i.e., streets with enhanced landscaping and pedestrian treatments) that link the area's parks and serve as primary pedestrian routes throughout the neighborhood.
- Integrate bikeways/multi-use trails along the creek open space corridors.
- Use single-loaded streets (i.e., private development on one side only) along open space corridors and neighborhood parks to maximize public access, create a positive sense of enclosure, and promote natural surveillance (i.e., "eyes" on the parks).

## *Infrastructure Challenges*

This section describes key infrastructure needs and challenges that the Robla opportunity area faces in order to reach the desired vision. These challenges represent the likely issues related to the provision of infrastructure resulting from the development envisioned in the Land Use and Urban Form designations and the concepts and recommendations for this opportunity area.

- Need to install curbs, gutters, and sidewalks throughout the Robla opportunity area.
- Need for new water facilities including transmission and distribution mains, storage tank and possibly water wells.
- Need for upsizing existing water distribution mains.
- Inadequate existing sewer system to serve proposed development.
- Need for new sewer collection and trunk lines and upsizing existing trunk lines in the area.
- New drainage facilities required for all three basins to properly serve development. The area is served by three separate drainage basins (144, 157, and 140).
- Need for drainage improvements including trunk lines, collection lines, detention basins, and a new pump station for basin 140.
- Need for installation of regional water quality features. Any new detention basins for drainage will be joint use facilities (water quality treatment/flood control).
- Inadequate flood protection from Magpie Creek requires a setback or buffer.
- Create sufficient park acreage, in the form of neighborhood parks or community parks, in order to meet current open space deficits and demand created by proposed housing/new neighborhood residents.

*Industrial areas buffered from residential areas with parks and pedestrian inviting streets.*

*Illustration courtesy of Urban Advantage*

# 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 Area:

- North Sac Redevelopment Plan (SHRA)
- Del Paso Heights Redevelopment Plan (SHRA)
- Norwood Area Circulation and Infrastructure Plan (adopted by City Council July 24, 2007)
- McClellan Heights/Parker Homes Plan (adopted by City Council December 4, 2007)
- McClellan Redevelopment Plan (SHRA)
- Swanston Station Transit Village Plan (expected adoption in 2009 by City Council)
- Northeast Line Light Rail Stations Plan (adopted by City Council July 24, 2007)

- North Sac Commercial/Office/Industrial Design Guidelines
- North Sac Residential Design Guidelines
- Del Paso Heights Design Guidelines
- Robla Visioning Results (2001)
- Del Paso Boulevard Streetscape (SHRA)
- Del Paso Boulevard Economic Development Strategy (City of Sacramento)
- Del Paso Boulevard Business Improvement Area (City of Sacramento)
- Crocker District Conceptual Use Study (City of Sacramento)
- McClellan Airport Comprehensive Land Use Plan
- Transit for Livable Communities

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# POCKET COMMUNITY PLAN

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# Community Location

The Pocket Community Plan Area and neighborhoods are located south of Downtown Sacramento in a "pocket" of land created by a bend in the Sacramento River, as shown on Figure P-1. The Pocket Community Plan Area boundary encompasses 7.9 square miles or 5,056 acres entirely within the city limits of Sacramento. The community is bounded on the north by 35th Avenue and the Sacramento River, on the south and west by the Sacramento River, and on the east by Freeport Boulevard. Other city of Sacramento community plan areas that border the Pocket include Land Park on the north and South Area on the east.

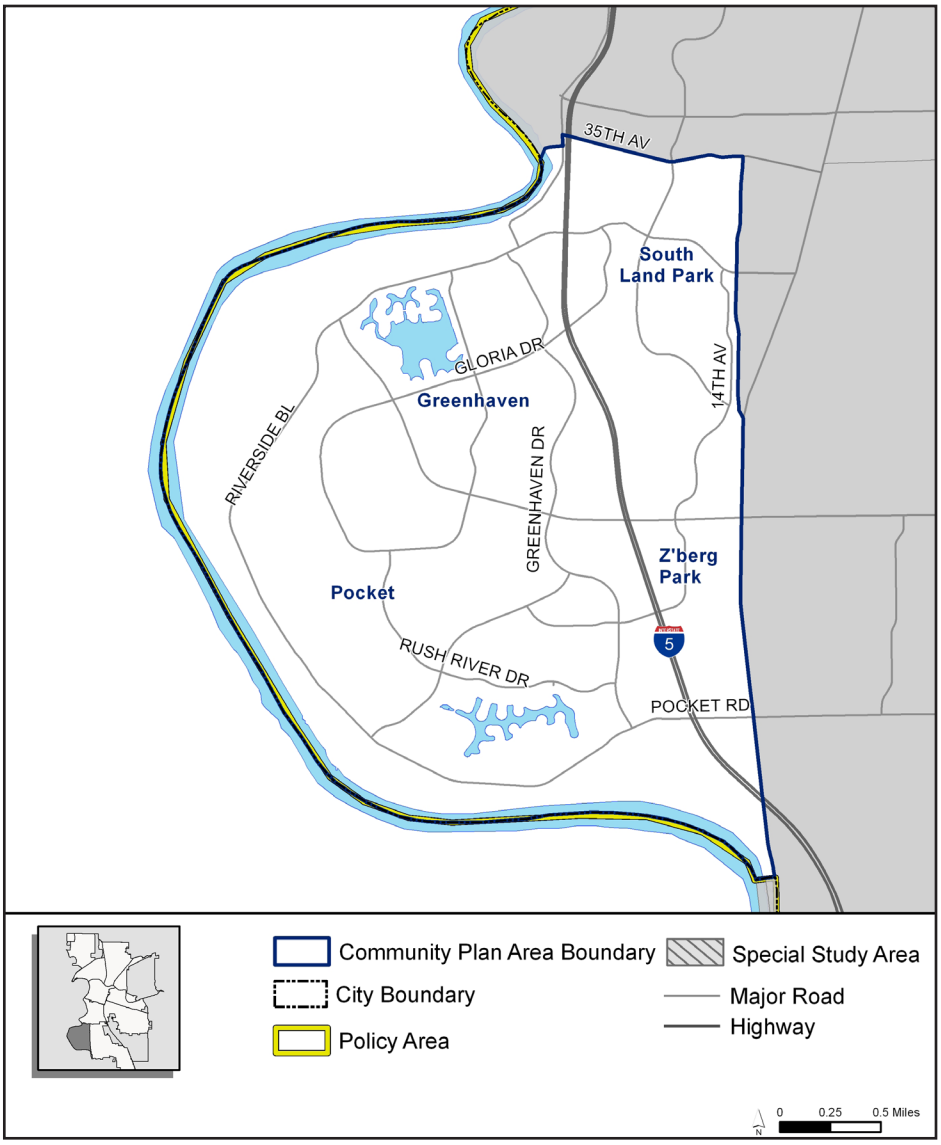



**Figure P-1**

**Pocket Boundary and Neighborhoods**

# Community Vision

*A community plan vision identifies how each community can contribute to Sacramento's citywide vision of becoming the most livable city in America. The community vision focuses on values and expectations specific to the community that can be accomplished by 2030, and beyond. Where the 2030 General Plan's goals, policies, and implementation programs define the roadmap of strategies to achieve the overall citywide vision, the community plan vision should be specific to each community and support the overall citywide vision. It can address community identity, economic health, neighborhood design and livability, mobility and connectivity, community safety and welfare, historic and cultural resources, access to open space and parks, and sustainability.*

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

# Community Profile

## Development and Planning History

The Pocket Community Plan Area is located southwest of Sacramento's downtown and adjacent to a large bend of the Sacramento River which has been known for many years as the "Pocket Area." Historically, most of the area was used for agriculture with a few scattered homes and a park along Pocket Road. The Meadowview Wastewater Treatment Plant and boat dock facilities were also located in the area, adjacent to the Sacramento River. The Pocket Area was annexed to the city of Sacramento in 1959 when there were only a few scattered farmhouses, truck farms, and a large clay pit that served as a brick-making operation.

In 1961, the City adopted the first General Development Plan for the Pocket Area. At that time, growth was concentrated in an area known as "North Pocket." Then in 1965, City updated the General Development Plan to reflect the rapid subdivision growth of the period. A year later, in 1966, the City approved the first subdivision units of Lake Greenhaven Shores. This began the transformation of the clay pit into Lake Greenhaven, Sacramento's largest privately-owned and maintained water area.

The latter half of the 1960s saw steady growth in the North Pocket, and in 1969, the City adopted a North Pocket Community Plan to replace the outdated General Development Plan of 1965. During the early 1970s, when building began to slow in the rest of Sacramento, growth increased in the Pocket Area and kept the overall citywide growth rate high.

The completion of I-5 and the connection of Florin Road to Riverside Boulevard in the mid-1970s increased access to the Pocket area, which caused the population to more than double by 1975. Due to time constraints, priority was first placed on completion of a plan for the undeveloped southerly portion, known as "South Pocket," which lacked full urban services. The City Council adopted a specific plan for the South Pocket Area in May 1976.

Also in 1976, the North Pocket Specific Plan was adopted for 1,165 acres bounded by 35th Avenue on the north, the Sacramento River on the west, I-5 on the east, and Florin Road on the south. This plan refined the 1974 Sacramento General Plan and replaced the 1969 North Pocket Community Plan.

The 1979 Pocket Community Plan Area included the adopted 1976 North Pocket Specific Plan and South Pocket Specific Plan. It also included a portion of the area in the adopted 1969 North Pocket Community Plan and 1965 revision of the Pocket Area General Development Plan. While the 1979 Pocket Community Plan incorporated the official specific plans adopted prior to 1978, it was not intended by the Planning Department to serve as a cohesively joined, comprehensive "community plan" for the newly defined area.

# Distinguishing Features

## *Predominant Land Uses*

The Pocket Community Plan Area contains mostly residential neighborhoods with local employment and retail centers at key intersections. Very little vacant land is available for new development. The vacant land that remains is scattered, limiting major development potential.

The Pocket Area comprises four neighborhoods: South Land Park, Greenhaven, Pocket, and Z'berg Park. Residential areas consist of mostly single family units with multi-family units integrated throughout the community. Health care, religious and educational institutions, and parks and recreation uses are scattered throughout the area. Neighborhood servicing retail and commercial centers are also scattered throughout the community. The Pocket Area is not a major employment center for the city, with only 0.25 jobs for every housing unit.

Pocket neighborhoods are linked by a network of parks and served by several schools and civic and neighborhood commercial uses. The area's proximity to the Sacramento River provides recreational opportunities in addition to the network of parks.

## *Major Transportation Routes*

I-5 is the major north/south roadway connecting the Pocket 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. Regional Transit provides bus service throughout the Plan Area. In addition to roadways, the Pocket Area has several parkways and greenbelts that provide for pedestrian and bike path connections.

# Community Issues

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

# Land Use and Urban Form Designations

The Land Use and Urban Design Element in Part 2 of the General Plan includes a diagram and set of designations that combines direction for both land use and urban form. The system includes components that address standards and guidelines for allowed uses, population density, and building intensity, as well as urban form criteria for the different neighborhoods and centers throughout the city. These components work together to define allowed uses and building intensities as well as the overall role of each area of the city, whether it's for living (neighborhoods), gathering, commerce and employment (centers), travel and commerce (corridors), preservation (open space), or a unique role (other district) such as a college. The land use and urban form designations for the Pocket are illustrated in Figure P-2. For a detailed explanation of land use and urban form designations, refer to the Land Use and Urban Design Element in Part 2 of the General Plan.

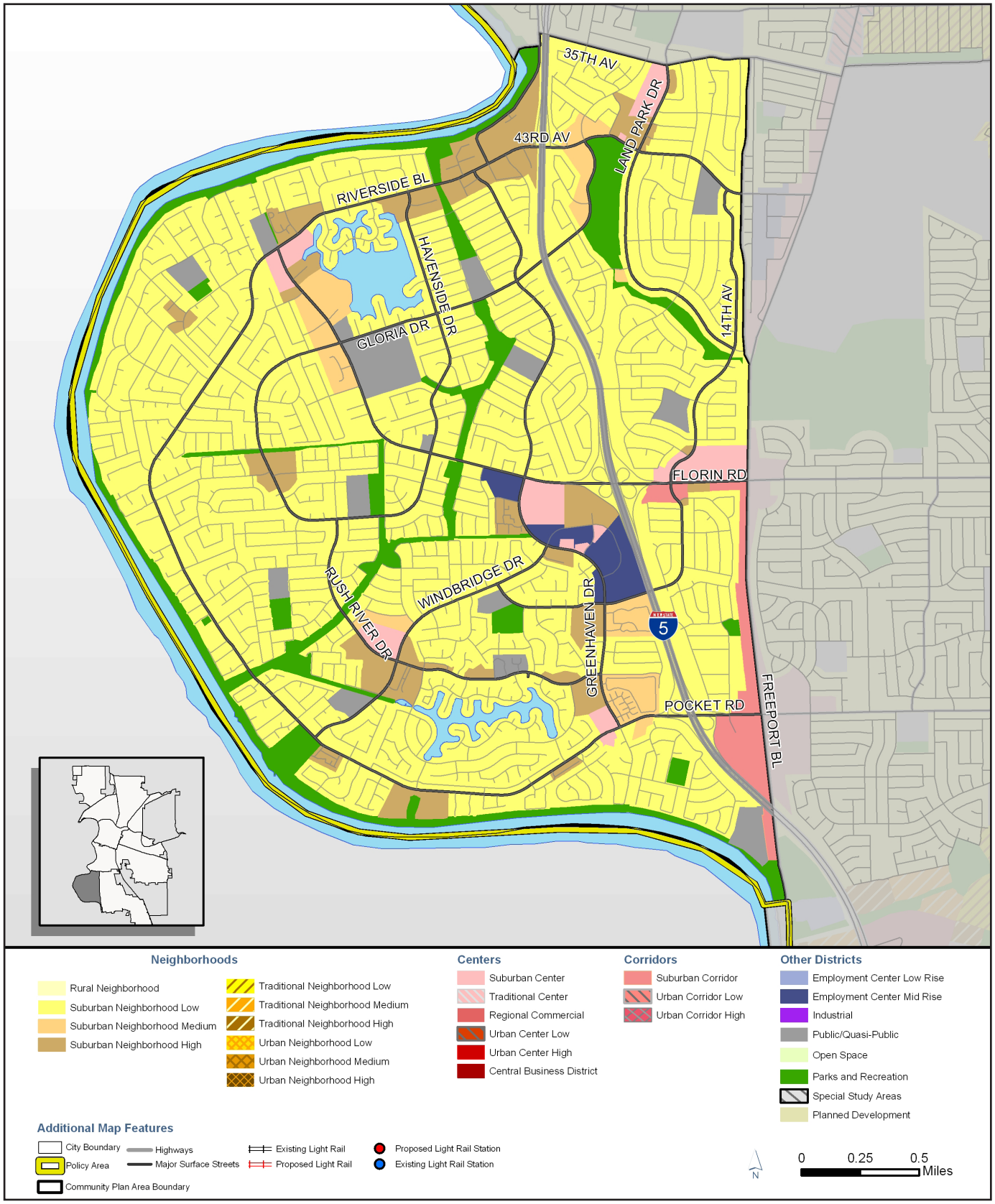



**Figure P-2**

**2030 General Plan Land Use & Urban Form Designations for the Pocket Community Plan Area**

# Community Plan Policies

This section includes policies that are unique to the Pocket Community Plan Area. They are intended to supplement, but not repeat, citywide policies contained in Part 2 of the General Plan. The policies contained in community plans are organized to mirror the structure of the citywide General Plan elements. The following policies are taken from the existing Pocket Community Plan (1979). Other policies in the existing Pocket Community Plan that were outdated or overly general have been deleted. While the remaining policies have been edited slightly for consistency, the content of the policies has not been altered.

## Land Use and Community Design

**P.LU 1.1** **Back-up Single-Family Lots.** The City shall not permit back-up single-family lots adjacent to the Sacramento River Parkway. *(RDR)*

**P.LU 1.2** **Combination of Long and Narrow Parcels.** The City shall combine long and narrow strips of land under separate ownership wherever feasible in order to provide flexibility for good subdivision design that relates logically to the surrounding neighborhood. *(MPSP)*

**P.LU 1.3** **Low-Density Residential Development.** The City shall give strong consideration to low-density residential uses for designated institutional properties when and if changes in use are desired by their owners. *(RDR/MPSP)*

**P.LU 1.4** **Duplex Developments on Corner Lots.** The City shall allow duplexes only on corner lots. *(RDR)*

**P.LU 1.5** **Townhouse Development Location.** The City shall require that townhouses and related developments in the low-density residential area be located wherever possible along major and collector streets, or adjacent to apartments or medical/office complexes. In some cases "problem parcels" of unusual configuration will also be appropriate for townhouse uses. *(RDR/MPSP)*

**P.LU 1.6** **Commercial Development Prohibited.** The City shall prohibit strip commercial and office development and its intrusion into residential areas in the North Pocket. *(RDR)*

**P.LU 1.7** **Billboards.** The City shall prohibit billboards and other similar types of advertisement. *(RDR)*

**P.LU 1.8** **Shopping Center Signs.** The City shall ensure that all signs within shopping centers will be based on a common design theme and be in harmony with the structure(s) it identifies. *(RDR)*

## Historic and Cultural Resources

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

## Economic Development

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

## Housing

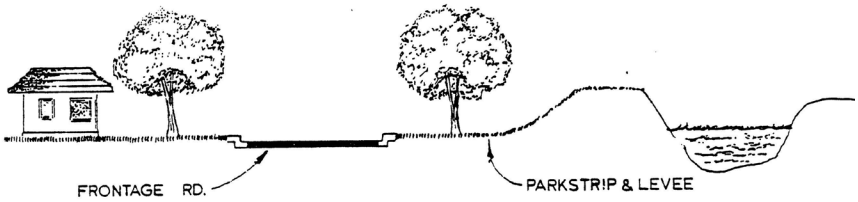
There are no policies specific to Pocket that supplement the citywide General Plan policies. Please see the Housing Element located in a separately bound document.

## Mobility

**P.M 1.1** **Local Street Design.** The City shall ensure that local streets adjacent to the Sacramento River Parkway or canal-parkway are designed to reflect the concept of loop and/or frontage streets shown in Figure P-3. *(RDR/MPSP)*

**P.M 1.2** **On-street Bikeway Route.** The City shall establish an on-street bikeway route on Riverside Boulevard and Pocket Road connecting with the Sacramento River Parkway off-street trail at Seymour Park extension and the Arabella Way terminus or its vicinity. *(MPSP)*

**P.M 1.3** **Park and Ride Facilities.** The City shall support and encourage future bus service with special emphasis on park and ride facilities. *(MPSP)*



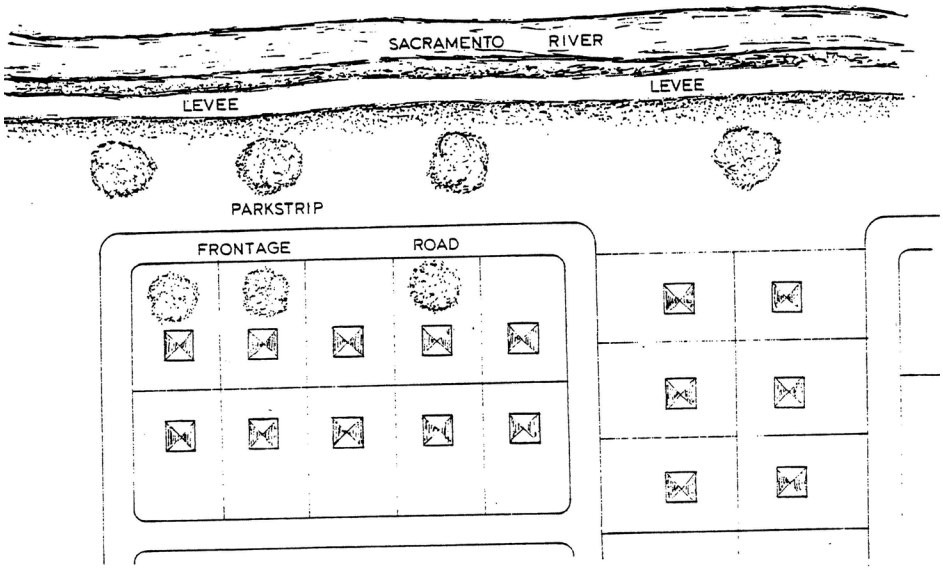




**Figure P-3**

**Pocket Local Street Design (Reproduced from the South Pocket Specific Plan, 1976)**

# Utilities

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

# Education, Recreation, and Culture

**P.ERC 1.1** **Parkways/Greenways.** The City shall improve and maintain public parkway-greenbelt-open spaces which are visual assets to the neighborhoods. *(MPSP)*

**P.ERC 1.2** **Recreation Area Landscaping.** The City shall continue to pursue acquisition of the Sacramento River Parkway recreation node near Florin Road and ensure it is suitably landscaped to protect nearby residents. *(MPSP/SO)*

## Public Health and Safety

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

## Environmental Resources

**P.ER 1.1** **Private Financing for Water Quality Maintenance.** The City shall continue the present method of financing water quality maintenance (i.e., voluntary money contributions from abutting lake-front properties, administered by a private corporation). *(FB)*

## Environmental Constraints

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

# Opportunity Areas

This section includes information about the opportunity area in the Pocket Community Plan Area (Table P-1). The Pocket Area includes a portion of only one opportunity area within its community plan boundary: the Freeport Commercial Corridor. The western side of the Freeport Commercial Corridor opportunity area runs along the southeastern edge of the community plan area adjacent to the South Area Community Plan Area. The opportunity area expands further into the Pocket Area at two key intersections where Florin Road and Pocket Road intersect with Freeport Boulevard. Information will continue to be developed and refined for this opportunity area and potentially others as needs are assessed and development focus shifts throughout the Pocket Community Plan Area. Figure P-4 shows the boundary of the Freeport opportunity area.

**Table P-1 Pocket Opportunity Areas**

| *Opportunity Area* | *Type* |
|---|---|
| Freeport Boulevard[a] | Corridor |

SOURCE: City of Sacramento 2009

a. Partially located in South Area and Land Park Community Plan Areas

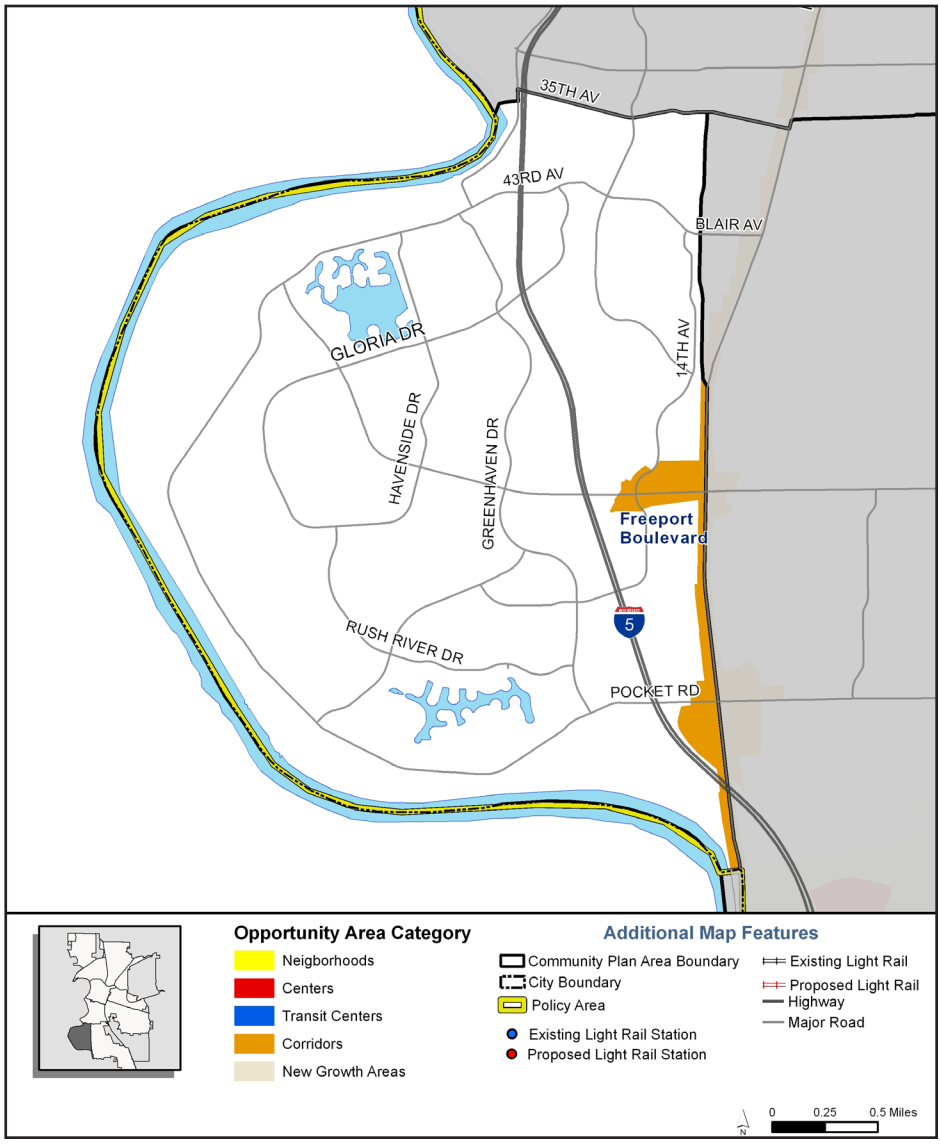
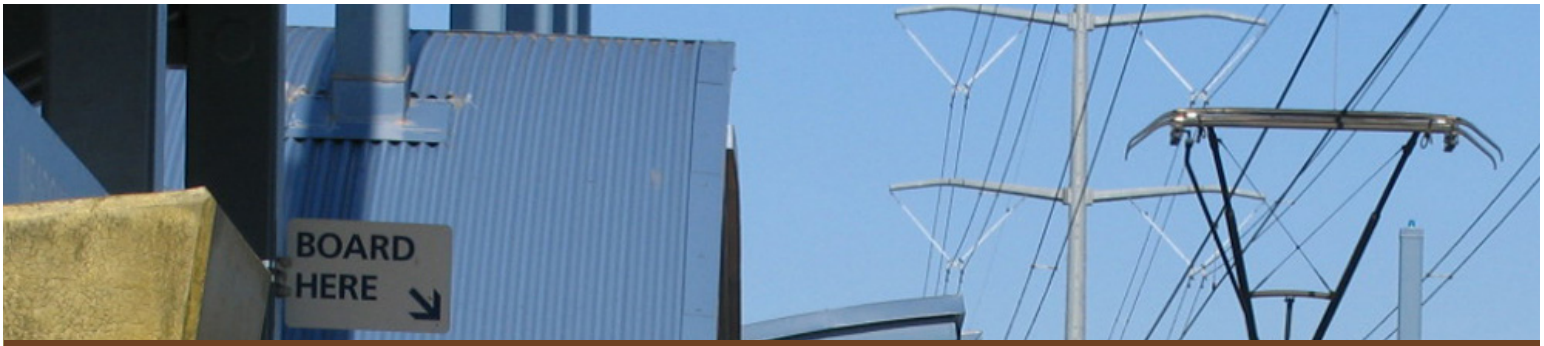



**Figure P-4**
**Pocket Area Opportunity Areas**

# 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 Pocket Community Plan Area:

- Freeport Boulevard Streetscape Plan




# SOUTH AREA COMMUNITY PLAN

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# Community Location

The South Area is located in the southernmost part of the city of Sacramento. The area encompasses approximately 23.5 square miles (15,040 acres) and includes both incorporated (10,586 acres) and unincorporated (1,423 acres) areas. The South Area is bounded on the north by 35th Avenue and Fruitridge Road, on the south by the city limits and Sheldon Road, on the east by Highway 99 (except for a small portion east of Highway 99 on Mack Road to Stockton Boulevard), and on the west by Freeport Boulevard. Figure SA-1 shows the South Area Community Plan Area boundary and neighborhoods. The South Area is bordered on the north by the Land Park Community Plan Area and on the south by the Regional Wastewater Treatment plant and the community of Laguna in the city of Elk Grove. The South Area is bordered on the east, across Highway 99, by the Fruitridge Broadway Community Plan Area and on the west by the Pocket Community Plan Area.

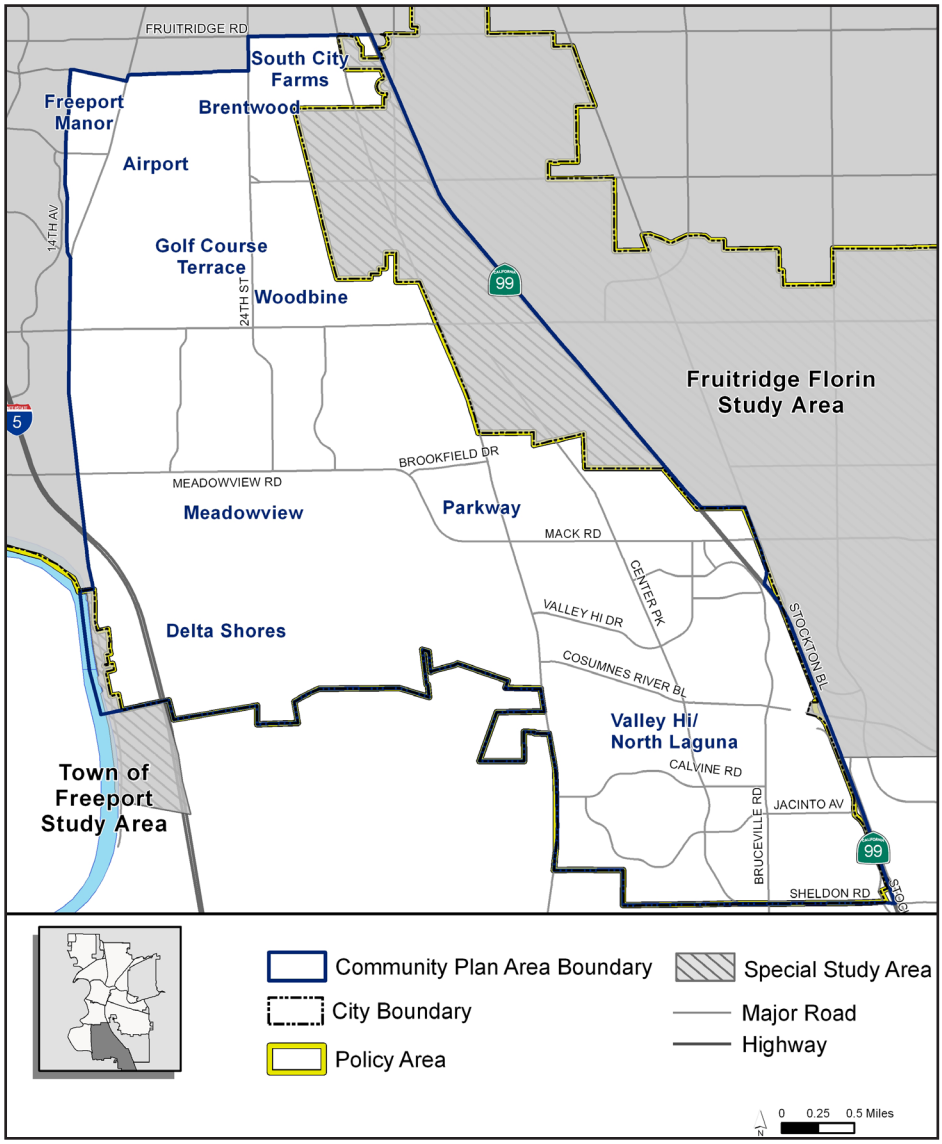



**Figure SA-1**

**South Area Boundary and Neighborhoods**

# Community Vision

*A community plan vision identifies how each community can contribute to Sacramento's citywide vision of becoming the most livable city in America. The community vision focuses on values and expectations specific to the community. Where the 2030 General Plan's goals, policies, and implementation programs define a strategy to achieve the overall citywide vision, the community plan vision should be specific to each community and support the overall citywide vision. It should address such community issues as community identity, economic health, neighborhood design and livability, mobility and connectivity, community safety and welfare, historic and cultural resources, access to open space and parks, and sustainability.*

The South Area will be a complete community with safe neighborhoods, distinctive local-gathering places within mixed-use districts and corridors, and strong employment centers. Residents will have a broad range of housing choices, employment and educational opportunities, and shopping possibilities within the community. Residents will also have easy access to parks, libraries, community centers, and high-quality schools located within the community. The South Area will be an attractive community for all age groups, but particularly for young people, because of its educational and employment opportunities and safe neighborhoods. The various parts of the community will be connected, and the community itself will be linked to the rest of Sacramento and the region, by bus rapid transit, light rail, pedestrian-friendly streets, and regional freeways. The South Area will continue to celebrate its cultural and ethnic diversity, and create a place where residents can contribute to the community's growth and sustainability.

# Community Profile

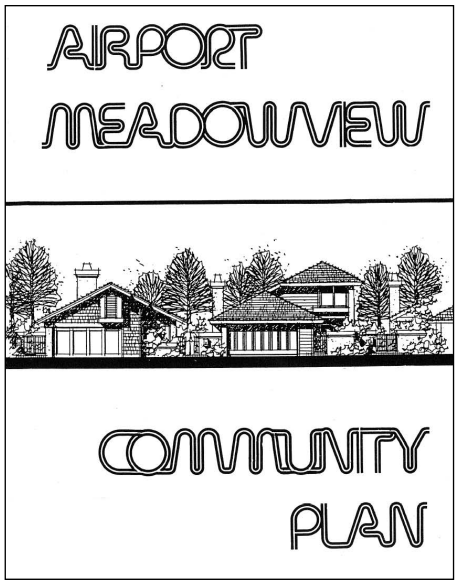
## Development and Planning History

Neighborhoods and business districts in the South Area began to develop in the mid-1900s. The northern part of the community plan area developed in the 1940s, and the southern part developed beginning in the 1960s. This created disparities between the "old" and "new" sections of the community in terms of housing cost and quality, as well as the vitality of commercial areas.

Prior to the 2009 adoption of the South Area Community Plan, two different community plans addressed the South Area Plan Area: the western half of the South Area Community Plan fell within the Airport-Meadowview Community Plan and the eastern half fell within the South Sacramento Community Plan. The City adopted the Airport-Meadowview Community Plan in 1984 and the South Sacramento Community Plan in 1986.

In 2000–2002, the City began work on the first phase of the Airport/Meadowview–South Sacramento Community Plan Update. The California Energy Commission (CEC) funded portions of the Community Plan Update as part of its PLACE3S Community Energy Planning Program. The City undertook an extensive community outreach effort in 2001–2002 that included fourteen community workshops and stakeholder interviews. Workshop participants were asked to describe community assets and deficiencies by participating in four exercises, including identification of "community heartbeats" (i.e., existing community gathering spots) and key housing, employment, and transportation issues. The feedback from these workshops helped generate Draft Guiding Principles and Policies and a preliminary Draft Land Use Plan.

The City received grant funding from Caltrans to continue the public outreach work completed for the California Energy Commission. In 2004, the City began refining the work completed in 2002 with the assistance of the General Plan update consultant team, re-labeling the cumbersome "Airport Meadowview/South Sacramento Community Plan" as simply the "South Area Community Plan." This second round of planning, carried out between 2004 and 2008 in conjunction with the 2030 General Plan program, has emphasized community participation and environmental justice by paying special attention to the needs of persons who have historically been underrepresented in the planning process.




Redevelopment and infill are starting to occur in the older parts of the South Area, encouraged by investments by the City, Sacramento County, property-based improvement districts, and business associations in major commercial corridors such as Florin Road and Franklin Boulevard. Delta Shores, one of the last and largest vacant tracts of land in the South Area and the city, is slated for development.

# Distinguishing Features

## *Predominant Land Uses*

Existing development in the South Area is predominantly single-family residential neighborhoods. Employment is primarily in office, retail, and the public sector, with industrial accounting for the remaining employment-generating land uses. These non-residential land uses are primarily concentrated in nodes throughout the community's neighborhoods and along major corridors. There is a significant amount of vacant land scattered throughout the Plan Area, with the largest concentration of available land in Delta Shores, a large greenfield located at the city's southernmost border.

The South Area is a collection of districts, or subareas, each of which has its own unique character and land use pattern, including: Fruitridge/Florin unincorporated area, the town of Freeport, Delta Shores, Executive Airport, Meadowview, Parkway, and Valley Hi/North Laguna.

### FRUITRIDGE/FLORIN SUBAREA

The Fruitridge/Florin subarea (1,313 acres), located on the eastern edge of the South Area, is bounded on the north by the Executive Airport subarea and the city limits, on the south by the city limits and the Parkway subarea, on the east by Highway 99, and on the west by the Union Pacific railroad tracks. Florin Road and 47th Avenue are major east/west corridors that connect the subarea to the Executive Airport subarea on the west and the Fruitridge Broadway Community Plan Area on the east. There is a significant amount of light industrial use on the west side of Franklin Boulevard that extends north and south of 47th Avenue. The remainder of the Fruitridge/Florin Subarea is predominately single-family residential with limited commercial and retail located along Florin Road. The Southgate Plaza, located on Florin Road, is a major shopping center in the South Area.

*Southgate Plaza, located on Florin Road in unincorporated Sacramento County, is a major shopping center in the South Area.*

## FREEPORT SUBAREA

*The Town of Freeport, located west of Freeport Boulevard in unincorporated Sacramento County, is a historic rural delta town that was once a railroad hub.*

The 66-acre unincorporated town of Freeport is located in unincorporated Sacramento County, but within the city of Sacramento Sphere of Influence (SOI) and the South Area Community Plan Area. The town of Freeport was founded in 1862 as a potential rival railroad hub to Sacramento. Since that time, the town has remained relatively isolated from the urban pressures that have occurred throughout the surrounding area and has retained a rural Delta town atmosphere. The historic town of Freeport consists primarily of tourist and recreation-serving retail and low-density residential land uses centered on Highway 160/Freeport Boulevard. There is also a City-operated golf course, Bartley Cavanaugh, in the town of Freeport. The Freeport subarea is bounded on the north and east by the city of Sacramento, which includes the Delta Shores planned community. The subarea is bordered on the south and west of Freeport by the Sacramento River and unincorporated areas.

## DELTA SHORES SUBAREA

In 1960, the City annexed Delta Shores (1,204 acres), a large undeveloped area at the city's southern edge. The Delta Shores subarea is bounded by the Meadowview subarea on the north, the city limits and Sacramento Regional Sanitation on the south, and the Union Pacific railroad tracks on the east. This area is currently (2009) planned to develop as several new neighborhoods, major shopping centers, and employment use with connections to transit. Of all seven subareas in the South Area, this area has the greatest potential for new development, and, upon development, will complete city expansion to the south.

*Bing Maloney Golf Course is one of several City-operated golf courses.*

## EXECUTIVE AIRPORT SUBAREA

The Executive Airport subarea, located in the northern part of the South Area, was annexed by the City in 1953. The subarea is approximately 2,200 acres and is bounded by Fruitridge Road on the north, Florin Road on the south, the Union Pacific railroad tracks and the city limits on the east, and

Freeport Boulevard on the west. The Executive Airport subarea includes the Executive Airport property and several neighborhoods that were developed during the 1950s. The Sacramento Executive Airport, which is operated by Sacramento County, provides aviation facilities for small private airplanes and charter flights. Neighborhoods in the subarea include: Freeport Manor, South City Farms, Golf Course Terrace, Brentwood, and Woodbine. These neighborhoods include a mix of suburban and traditional single-family uses with limited multi-family on 24th Street. Due to airport safety requirements, a large number of lots in the Woodbine neighborhood have development restrictions and will most likely remain vacant.

*The Sacramento Executive Airport is operated by the County of Sacramento and provides general aviation services.*

Light industrial, office, and local-serving retail uses are located primarily along Freeport Boulevard across from Executive Airport, along Florin Road, and on 47th Avenue near the light rail stations. Florin Road, a commercial corridor with auto dealerships and other commercial and retail services, is in a state of transition and has been identified as an opportunity area for corridor revitalization. The Blue Line light rail tracks run parallel to the Union Pacific railroad tracks with stations located at 47th Street and Florin Road. These stations include park-and-ride and bus transfer facilities.

Key features include two elementary schools, H.W. Harkness and Woodbine; park facilities such as Chorley Park, Morse Park, Airport Little League Park, and Woodbine Park; and Bing Maloney Golf Course.

## MEADOWVIEW SUBAREA

The Meadowview subarea, located in the western part of the South Area, was annexed by the City in several parts from 1954 to 1958. The subarea is approximately 2,286 acres and is generally bounded by Florin Road on the north, the Delta Shores subarea on the south, Union Pacific railroad tracks on the east, and Freeport Boulevard on the west. The subarea includes the Meadowview neighborhood which is predominately single-family suburban with concentrations of apartments located on 24th Street and Meadowview Road. The section of Freeport Boulevard from Florin Road to Meadowview Road has been the focus of roadway improvements, but the major commercial corridors are located along Meadowview Road and Florin Road. From 2000 to 2004 commercial development along Meadowview Road and Freeport Boulevard improved retail/service options with the addition of retailers like Home Depot, Staples, IHOP, Starbucks, and other new restaurants and stores. Florin Road, a commercial corridor with auto dealerships and other commercial and retail services, is in a state of transition and has been identified as an opportunity area for corridor revitalization. Also located in this area are public offices including the City Service Center on Meadowview Road, which contains the city's sold waste service facility, and the Sacramento County Health and Human Services facility located on Florin Road. The Blue Line light rail tracks run parallel to the Union Pacific railroad tracks through the area with stations located at Florin Road and Meadowview Road. These stations include park-and-ride and bus transfer facilities and are also in a state of transition as adjacent land is being developed and redeveloped into transit centers that include a mix of residential, retail, and employment uses.

*The Pannell Center is one of the main gathering places for South Area residents.*

*Martin Luther King Jr. Regional Public Library*

Community landmarks include the Sam Pannell/Meadowview Community Center, Martin Luther King Jr. Library, Sacramento Job Corps, retail development at Meadowview Road and Freeport Boulevard, future retail/office at Meadowview Road and Amherst Street, Cabrillo Park, and several other smaller parks like Martin Luther King Jr., Steve Jones, and Meadowview Parks, with most located adjacent to schools. The subarea has seven elementary schools including John H. Still, John Bidwell, John D. Sloat, Mark Hopkins, Edward Kemble, Freeport, and Susan B. Anthony, and two middle schools, Rosa Parks and John H. Stills. The Freeport Shores youth complex was improved in 2002 with the addition of ball fields and a pedestrian/bike connection over I-5. The Cavanaugh Golf Course is located immediately south of the area in unincorporated Sacramento County.

*Phoenix Park was a successful revitalization project that rejuvenated the neighborhood around Franklin Boulevard.*

## PARKWAY SUBAREA

The Parkway subarea, located in the eastern part of the South Area, was annexed by the City in 1960. The Parkway subarea is approximately 1,391 acres and is bounded generally on the north and east by the city limits and the Fruitridge/Florin unincorporated subarea, on the south by Mack Road and the Valley Hi/North Laguna subarea, and on the west by the Union Pacific railroad tracks. The subarea developed largely during the 1960s and includes the Parkway neighborhood, which is predominately single-family suburban with concentrations of multi-family on Franklin Boulevard and Mack Road. In 2003 the Sacramento Housing and Redevelopment Agency transformed the blighted and crime-ridden Franklin Villa into the Phoenix Park neighborhood. The revitalization effort focused on demolishing the dilapidated four-plex units and apartments and replacing them with a variety of housing types with more amenities in an attractive, well-lit, well-landscaped environment. The Phoenix Park revitalization also included building a new residential activity center to hold community events, a Head Start facility, and the Magic Johnson Computer Center. This revitalization effort has helped to rejuvenate a portion of Franklin Boulevard, making it more attractive to shoppers and new businesses. Additional new housing developments in the subarea include 80 single-family units, and 60 seniors-only single-family units in the Sun Meadows development at Brookfield Drive and Deercreek.

There are several local-serving retail areas located along the eastern section of Mack Road and a regional commercial center at the intersection of Florin Road and Franklin Boulevard. Mack Road has lost a major retailer on the north side, but was replaced by another major retailer along with a host of small to mid-level retailers. These small to mid-level retailers also continue to occupy the south side of Mack Road. South Franklin Boulevard is another commercial corridor in the subarea dominated by auto-related suppliers and services, as well as home repair and construction-related suppliers and services. Luther Burbank High School (Sacramento City Unified School District) and Charles E. Mack Elementary (Elk Grove Unified School District) are the only two schools in the subarea. Luther Burbank is also on track to have its athletic fields become the premier sports venue for high schools in the Sacramento region. Park facilities in the Parkway subarea include Nielsen Park and Pollach Ranch Park. There is also a new six-acre park and detention basin planned for this area between Brookfield Drive and Mack Road.

*Cosumnes River College, one of the schools in the Los Rios Rios Community College District, is envisioned to be a partner for job training in the South Area.*

## VALLEY HI/NORTH LAGUNA SUBAREA

The Valley Hi/North Laguna subarea, located in the southeastern part of the South Area, was annexed by the City in pieces in 1960, 1987, and 1992. The 3,568-acre Valley Hi/North Laguna area is generally bounded by Mack Road and the Parkway subarea on the north, the city limits on the south, Highway 99 on the east, and the Union Pacific tracks and the city limits on the west. The Valley Hi part of this subarea developed largely in the 1960s, while the North Laguna area began to develop in the 1980s with additional development occurring in the 1990s and 2000s. This subarea includes the Valley High and North Laguna neighborhoods, which is a suburban neighborhood that includes several infill sites. Several new residential subdivisions are currently (2009) proposed for these infill sites. Mack Road includes some local-serving retail and commercial uses and concentrations of apartments. A major retailer on the south side of Mack Road was replaced by several mid-level retailers. A commercial center with a movie theater, fitness center, and restaurant is located in the northwestern corner of the subarea at the intersection of Bruceville Road and Center Parkway.

*Russell Manor provides affordable housing units for the senior community.*

This subarea, which falls within the Elk Grove Unified School District, includes: Union House, Prairie, Herman Leimbach, John Reith, Irene B. West, and Barbara Comstock Morse Elementary Schools; Samuel Jackman Middle School; and Rio Cazadero, Las Flores, and Valley High Schools. The Valley Hi/North Laguna area is also home to Cosumnes River Community College, Kaiser Hospital, Methodist Hospital, Sierra Mental Health facility, and related medical facilities. Kaiser Hospital is designated a Level II Trauma center. This area includes several park facilities: the new 20-acre Shasta Community Park (2009), Mesa Grande Park, Hite Park, Valley Hi Community Park, the North Laguna Creek Community Park and Wildlife Area, and Jacinto Creek Parkway and the new Valley-Hi/North Laguna Library. There are currently (2009) plans for a community center to be located at Shasta Park.

### *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, presently (2009) extends from Highway 99 to Franklin Boulevard in the center of the South Area, with a future extension connecting to a new I-5 interchange on the west. The Blue Line light rail runs north/south through the area, parallel to the Union Pacific Railroad line between 24th Street and Franklin Boulevard. There are three existing stations located at 47th Avenue, Florin Road, and Meadowview Road, and future stations planned for Delta Shores and farther south to Cosumnes River College by 2011.

# Community Issues

*The South Area outreach program during summer and fall 2007 started with community stakeholder interviews, expanded to include a series of Open House previews with small focus groups, and concluded with an Open House held at the Pannell Center on October 4, 2007.*

*The Open House previews, presentations at dozens of neighborhood association meetings throughout the South Area, targeted ethnic minority groups such*
*(cont.)*

The following list of community issues has been compiled from a wide range of sources including community workshops, town hall forums, business and community stakeholder interviews, city staff comments, and reports prepared by the City and other public agencies and planning consultants. While the issues are organized by General Plan element, they cover a broad range of concerns and challenges identified by South Area residents. These issues present great opportunities for growth and change in the South Area. For example, South Area residents want job opportunities that will anchor the community, crime-free neighborhoods with sidewalks and shade trees, and grocery stores and services that provide for their needs. As the community grows, many of these issues will be addressed and new ones will surface. The Community Policies section of this community plan sets out policies for the South Area that will help address these challenges and create the community that South Area residents envision for the future.

## Land Use and Urban Design

- Incompatibility (physical and visual) of industrial uses with adjacent residential neighborhoods
- Overcrowding of undesirable land uses
- Lack of neighborhood services and amenities
- Blighted areas with poor property maintenance, inappropriate zoning, and building code violations
- Environmental Justice: perception that the South Area has a greater burden of unwanted land uses and lacks neighborhood services compared to other areas in the city
- Need for Delta Shores regional park, library, community center, fire station
- Incorporated/unincorporated status of the town of Freeport
- Negative "image" of South Area
- Integration and connections of new construction (Delta Shores) with existing developed areas (Meadowview)
- Lack of tree cover
- Development Potential Future of National Guard, Job Corp, State Food and Agriculture Sites

## Historic and Cultural Resources

- Preservation of historically significant buildings in the town of Freeport

## Economic Development

- Need for new businesses and a regional employment center to provide a continuum of low- to high-wage positions and diversity of income and skill brackets for a diversified workforce
- Loss of several auto dealers to other locations in the region
- Need for significant spin-off investments from related healthcare sectors
- Need to strengthen the formation of businesses and promotion of products and existing businesses
- Existing retail "gap" that creates leakage to other areas
- Need to revitalize commercial corridors on Florin Road, Stockton Boulevard, and Mack Road

*as Hmong and Spanish speakers, as well as youth and the economically disadvantaged. The Open House previews were arranged for a wide variety of groups and organizations including: housing communities (Phoenix Park), high schools (Luther Burbank High School), non-profit organizations (La Familia), and specialized services (Para Transit) and churches (Valley High Community Church).*

*The Open House previews helped identify many of the key challenges and opportunities that the South Area faces. At La Familia, for example, participants identified the need for crime-free neighborhoods, and positive police involvement in the community. Teenagers from Phoenix Park identified the need for more job opportunities and post-high school education opportunities within the South Area. Students at Luther Burbank High School expressed that they too wanted a reason to stay in the South Area, in order to help the community grow in a sustainable, safe way.*

*Many of the Open House preview participants were present at the October 4th Open House including teenagers from Phoenix Park wearing T-shirts from their after-school group, nineteen Hmong speakers, Phoenix Park residents, and members from La Familia. High school students from Luther Burbank High School attended the Open House for extra credit. All the preview and Open House participants contributed to a greater understanding of the challenges and opportunities the South Area faces in the future.*

- Need for redevelopment and reinvestment in existing retail, office, and commercial areas
- Unclear vision for Delta Shores employment center, residential, and retail development
- Decline of industrial and manufacturing industries
- Coordination between medical institutions and community colleges/ schools for job training and education
- Unrealized potential of ethnic and niche retail markets

## Housing

- Over-concentration of multi-family housing in certain neighborhoods and along corridors
- Housing affordability for mixed-incomes
- Lack of diversity in housing types (e.g., lofts, cottages, two- to three-bedroom single-family houses, and executive housing)

## Mobility

- Inadequate and low-quality bus service
- Low ridership on Light Rail Transit (LRT)
- Lack of pedestrian and bike connections to open spaces, parks, neighborhoods, and schools (including Luther Burbank High School)
- Lack of commuting options to relieve overburdened freeways and local street congestion during peak hours
- Need for new commuting options from the South Area to Elk Grove and Rancho Cordova

## Utilities

- Insufficient capacity in existing water, sewer, drainage facilities and/or new facilities required at Morrison Creek LRT (proposed Greenfield station), and Florin LRT, Meadowview LRT to handle high-density transit-oriented development
- Inflow and infiltration from groundwater resulting in overburdened wastewater collection pipes
- Potential development conflict with high voltage transmission lines in Delta Shores

## Education, Recreation, and Culture

- Insufficient school capacity for growing population

## Public Health and Safety

- Insufficient coverage by city police, fire, and ambulance service in Valley Hi/North Laguna
- Boundary conflicts with Elk Grove and Sacramento County services
- Crime

## Environmental Resources

- Loss of wetland and Swanson's Hawk habitat

## Environmental Constraints

- Laguna Creek flood control
- Nuisance of streets flooding in Airport and Meadowview neighborhoods due to insufficient capacity in existing drainage facilities

# Land Use and Urban Form Designations

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

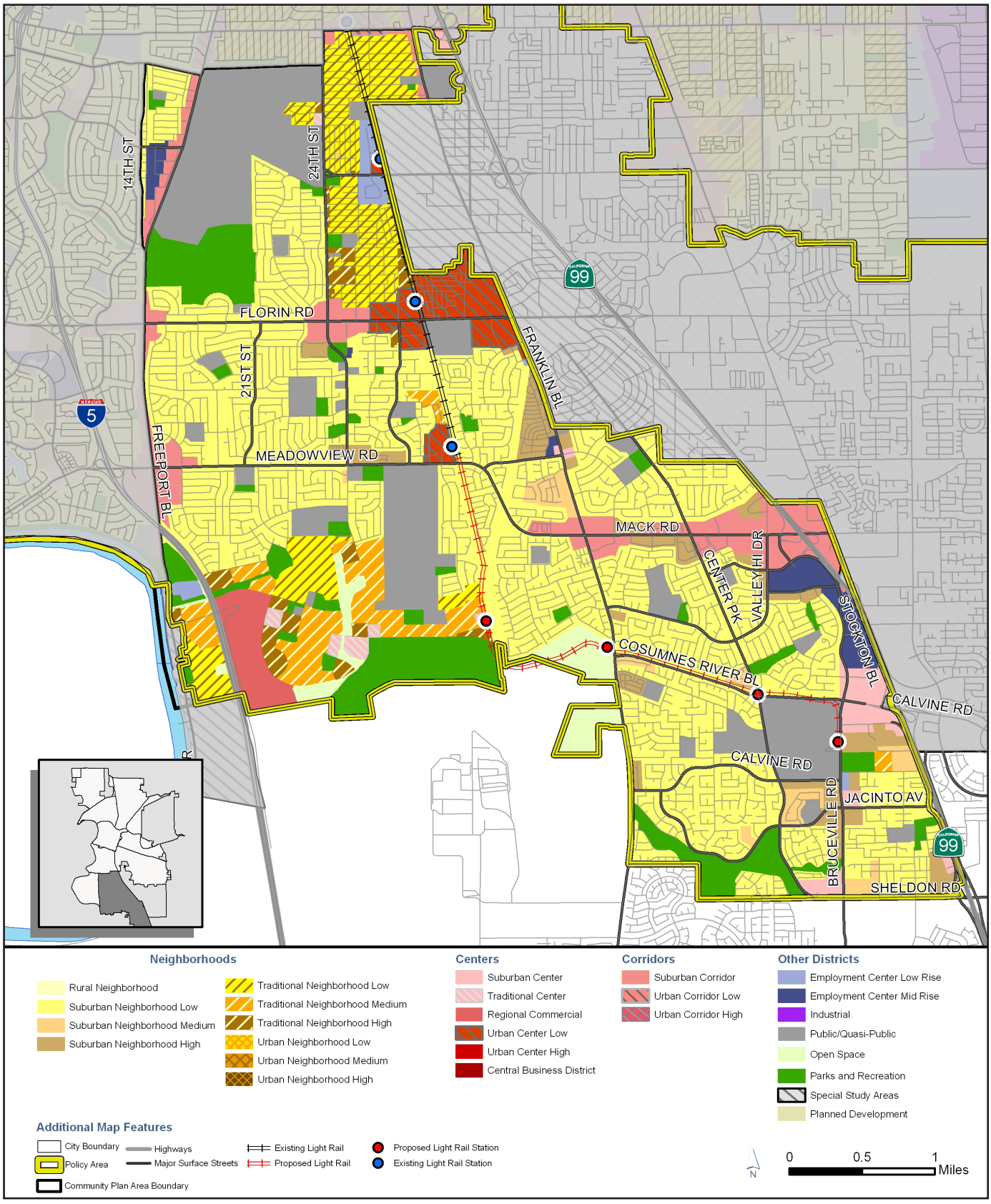



**Figure SA-2**

**2030 General Plan Land Use & Urban Form Designation for the South Area Community Plan Area**

# Community Policies

This section includes policies that are unique to the South Area Community Plan Area. They are intended to supplement, but not repeat, citywide policies contained in Part 2 of the General Plan. The policies contained in community plans are organized to mirror the structure of the citywide General Plan elements. The following policies are derived from a variety of sources including extensive public input, the existing South Sacramento Community Plan (1986), the existing Airport Meadowview Community Plan (1984), and other relevant South Area plans and studies.

## Land Use and Urban Design

**SA.LU 1.1** **High-End Development Projects.** The City shall encourage new move-up housing and higher-end housing (including new or re-use single-family, multi-family, or mixed-use projects) to be paired with higher-value new or redeveloped retail spaces to act as a catalyst for attracting the South Area's next signature subdivision or commercial center. *(RDR/MPSP)*

**SA.LU 1.2** **Delta Shores Development.** The City shall ensure that Delta Shores accommodates sufficient office, retail, and commercial park development (adjacent to I-5/Cosumnes River Boulevard) that meets the need for a regional employment center; new residential development will accommodate the need for a diverse range of housing types and affordability and include supporting community services like a library, community center, fire station, and parks. *(RDR)*

**SA.LU 1.3** **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 the Town's historic riverfront character. *(MPSP/IGC)*

**SA.LU 1.4** **Entertainment-Oriented Uses.** The City shall provide assistance to cultural and entertainment-oriented uses to locate in the South Area commensurate to those in other parts of the city. *(RDR/MPSP)*

**SA.LU 1.5** **Industrial Development near Campbell's Soup.** The City shall promote, through coordination with Sacramento County, intensification/development of the underused industrial area south of Campbell's Soup on Franklin Boulevard. *(MPSP/IGC)*

**SA.LU 1.6** **Light Industrial Relocation.** The City shall gradually eliminate certain undesirable light industrial uses (such as junk yards) from Franklin Boulevard and ensure these uses relocate to designated industrial areas rather than commercial streets and residential neighborhoods. *(RDR/MPSP)*

**SA.LU 1.7** **Franklin Boulevard Commercial Land Uses.** The City shall continue to support commercial recreation, community-serving retail, and specialty or ethnic-themed regional retail district along the Franklin Boulevard corridor. *(MPSP)*

**SA.LU 1.8** **Distressed Neighborhood Revitalization.** The City shall revitalize existing distressed neighborhoods (using the Franklin Villa/Phoenix Park revitalization effort as a model) through individual, neighborhood-based revitalization efforts. *(MPSP)*

*Phoenix Park will be used as a model for future neighborhood revitalization projects.*

**SA.LU 1.9** **Meadowview/Mack Road Revitalization.** The City shall provide for revitalization of the Meadowview and Mack Road corridors through streetscape improvements (e.g., design and construction of a median, gateways, signage, monuments, and masonry walls to replace blighted fences) and reuse of vacant retail shells. *(RDR/MPSP)*

**SA.LU 1.10** **Freeport Boulevard Revitalization.** The City shall continue to work with the Freeport Boulevard Improvement Committee (FBIC) to revitalize the Freeport Boulevard corridor by removing visual blight, addressing public safety issues, providing streetscape improvements

(e.g., median and street tree plantings, improved bike lanes, widened/separated sidewalks and multi-use trails), and promoting Freeport Boulevard as a distinct, vital commercial business corridor. *(RDR/MPSP/JP)*

**SA.LU 1.11** **Florin Road Corridor Vision.** The City shall coordinate with Sacramento County to develop a unified redevelopment strategy for the Florin corridor. *(MPSP/IGC)*

**SA.LU 1.12** **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 strongly encourage single-loaded streets with front-on lots adjacent to Jacinto Creek. *(RDR)*

**SA.LU 1.13** **Delta Shores' Connectivity to South Area.** The City shall require that new neighborhoods, commercial sites, and public amenities in Delta Shores are well-connected to older, established neighborhoods adjoining the new development. *(RDR/MPSP)*

**SA.LU 1.14** **Street/Shade Trees.** The City shall encourage the planting of street/shade trees in areas lacking a continuous tree canopy, particularly in the Meadowview and Valley Hi neighborhoods. *(RDR/MPSP)*

**SA.LU 1.15** **Connections to Luther Burbank High School.** The City shall strengthen connections between Luther Burbank High School and the surrounding area, including both the Florin Light Rail Station and adjacent uses. Connections should be both physical, such as improved pedestrian routes, and programmatic, such as after-school recreational, educational, and employment opportunities. *(MPSP)*

**SA.LU 1.16** **Development Around South Line Phase 2 Light Rail Stations.** The City shall work with Regional Transit to support higher density, transit-oriented uses that include a mix of retail, residential, and office around future light rail stations. *(RDR/IGC)*

**SA.LU 1.17** **Future Development East of Florin Light Rail Station.** The City shall work with Regional Transit to establish a dual orientation for the Florin Light Rail Station if the area east of the station redevelops. New access should be provided from the east and surrounding development should mirror the transit-oriented development to the west of the tracks. *(MPSP/IGC)*

**SA.LU 1.18** **Multi-family Housing Concentration.** The City shall avoid concentrating multi-family housing in any particular neighborhood or along a single street except in transit-oriented developments. *(RDR/MPSP)*

**SA.LU 1.19** **Town of Freeport's Small-Town Development Patterns and River Lifestyle.** The City shall ensure that future development in and around the Town of Freeport will be integrated with and reinforce the existing rural, small-town development patterns and river lifestyle. *(RDR)*

## Historic and Cultural Resources

**SA.HCR 1.1** **Town of Freeport Historic Preservation.** The City shall preserve and protect the "delta river town" identity and unique historical characteristics of the town of Freeport to minimize adverse impacts of adjacent development on the Town. *(RDR/MPSP)*

**SA.HCR 1.2** **Victory Trees Preservation.** The City shall preserve and protect the historically significant Victory trees on Freeport Boulevard. *(RDR/MPSP)*

## Economic Development

*The construction of new commercial centers provides the opportunity for retail stores that serve the South Area's ethnic population.*

**SA.ED 1.1** **Health Care Investment and Real Estate Growth.** The City shall actively support spin-off investments and medical-service real estate growth and expansion related to Kaiser Permanente, Catholic Healthcare West, and any affiliated providers to increase employment opportunities and health services in the South Area in accordance with their long-range plans. *(MPSP/JP)*

**SA.ED 1.2** **Health Care Employee Training and Job Growth.** The City shall work with the major health care providers in the South Area and with Cosumnes River College to develop employee training and job growth programs in the health care industry to assist in the creation of more employment opportunities for South Area residents. *(MPSP/IGC/JP)*

**SA.ED 1.3** **Unique Commercial Districts.** The City shall support market-driven commercial districts with retail offerings unique to the South Area's ethnic population. *(MPSP)*

**SA.ED 1.4** **Franklin Boulevard Business Improvements.** To capitalize on growing ethnic districts along Franklin Boulevard, the City shall continue to support retail and wholesale businesses in those areas by providing streetscape and signage improvements, providing regional marketing programs, and supporting signature projects in those areas. *(MPSP/PI)*

**SA.ED 1.5** **Mack Road Business Improvements.** The City shall support existing and new businesses along the Mack Road corridor by promoting business development programs and pursuing efforts to improve the corridor (e.g., streetscape revitalization). *(MPSP/PI)*

**SA.ED 1.6** **Retail Leakage and Mixed-Use Development.** The City shall support the development of mixed-use projects (retail, office, and housing) and non-residential uses (e.g. major hotels, Research and Development) in opportunity areas such as Florin Road, Franklin Boulevard, 47th Avenue LRT Station, and Delta Shores in order to address retail leakage and stimulate job growth in the South Area. *(MPSP)*

**SA.ED 1.7** **Diversified Workforce Creation.** The City shall promote business development to generate new jobs that include high- to low-wage positions and skill brackets. *(MPSP)*

**SA.ED 1.8** **Reuse of Auto-Related Businesses.** The City shall support and assist new retail and commercial businesses on sites formerly used for auto-related businesses to generate additional employment opportunities and economic benefits to the community. Site reuse is needed only when current auto-related business use is no longer feasible. *(RDR/MPSP)*

*Florin Road.*

**SA.ED 1.9** **Delta Shores Employment.** In an effort to improve the jobs-housing balance, enhance ridership on the Blue Line LRT, and reduce congestion on the region's roadway network, the City shall strongly encourage and support development of a variety of employment-generating land uses in Delta Shores. *(RDR/MPSP)*

**SA.ED 1.10** **Town of Freeport Tourism.** The City shall encourage small-scale tourism and visitor-serving retail uses in the Town of Freeport that emphasize Delta history, the environment, and arts. *(RDR)*

# Housing

There are no policies specific to South Area that supplement the citywide General Plan policies. Please see the Housing Element located in a separately bound document.

# Mobility

## *Walkable Community*

**SA.M 1.1** **Sidewalk Deficiencies.** The City shall improve the South Area's sidewalk network, especially along Freeport Boulevard, Franklin Boulevard (near Florin Road), and the North Laguna area (Cosumnes River Boulevard, Bruceville Road, Jacinto Road, and Calvine Road) to eliminate deficiencies such as intermittent, inadequate, or dangerous sidewalks. *(RDR/MPSP)*

**SA.M 1.2** **Walkable Communities–Franklin Boulevard.** The City shall coordinate sidewalk and street lighting improvements with Sacramento County along Franklin Boulevard just south of Fruitridge Road and implement improvements along Florin Road. *(MPSP/IGC)*

## *Public Transit*

**SA.M 1.3** **Regional Transit Bus Service Expansion and Retention.** The City shall encourage Regional Transit to expand bus service in the community to increase the number of routes, frequency of service, and hours of operation, and other areas of service deficiency. *(MPSP/IGC)*

## *Roadways*

**SA.M 1.4** **Cosumnes River Boulevard.** The City shall prioritize, in the city's Capital Improvement Program, the construction of a new interchange at I-5/Cosumnes River Boulevard and a new Cosumnes River Boulevard connector that includes a light rail right-of-way and attractive landscaping and streetscape. *(MPSP/FB)*

**SA.M 1.5** **Connectivity to Delta Shores Development.** The City shall require street connections between the Delta Shores development and the Meadowview neighborhoods to the north. *(RDR/MPSP)*

**SA.M 1.6** **Meadowview Street Network.** The City shall support the proposed circulation patterns of the Village Meadows, Sunnyside Meadows, and Steamboat Bend developments, ensuring that an east/west link through the Job Corps site to Detroit Avenue is provided, and that 24th Street is extended. *(MPSP)*

**SA.M 1.7** **Highway 99/Sheldon Road Interchange.** The City shall require streetscape enhancements for development along Sheldon Road and coordinate with the City of Elk Grove on the construction of improvements to the Highway 99/Sheldon Road interchange. *(RDR/MPSP/IGC)*

**SA.M 1.8** **Highway 99/Florin Road Interchange.** The City shall require streetscape enhancements for development along Florin Road and coordinate the construction of improvements to the Highway 99/Florin Road interchange with Sacramento County. *(RDR/MPSP/IGC)*

## Bikeways

**SA.M 1.9** **Laguna Bikeways.** The City shall provide bikeway improvements within the PG&E power line easement in Laguna. *(MPSP)*

**SA.M 1.10** **Freeport Shores Bikeways.** The City shall provide a pedestrian/bicycle path connecting the Sacramento River Trail to the Freeport Shores Sports Complex. *(MPSP)*

## Aviation

**SA.M 1.11** **Sacramento Executive Airport.** The City shall support policies and standards of the Executive Airport Master Plan and Comprehensive Land Use Plan (CLUP) to continue operation with measures designed to decrease noise and safety hazards in the surrounding community. *(RDR/MPSP/IGC)*

**SA.M 1.12** **Sacramento Executive Airport.** The City shall participate in Sacramento County Executive Airport master planning process. *(IGC)*

# Utilities

*The newly constructed Hampton Station neighborhood includes a park that jointly serves as a stormwater detention area.*

**SA.U 1.1** **Effective Infrastructure at TODs.** The City shall ensure that development plans provide adequate water, sewer, and drainage capacity at Florin LRT Station, Meadowview LRT Station, and proposed LRT stations to handle high-density transit-oriented development and verify that new infill projects will not overburden existing systems. *(RDR/MPSP)*

**SA.U 1.2** **Wastewater System Deficiencies.** The City shall assist developers in formulating plans to resolve wastewater collection system deficiencies within the South Area. *(RDR/MPSP)*

**SA.U 1.3** **Stormwater Drainage Deficiencies.** The City shall assist developers in formulating plans to provide facility improvements (e.g., upgrading existing pump stations and pipelines and constructing new detention basins) to areas in the Airport and Meadowview Subareas that have experienced flooding due to overburdened stormwater drainage systems. *(RDR/MPSP)*

**SA.U 1.4** **Infrastructure Improvements to Town of Freeport.** The City shall coordinate municipal water and sewer infrastructure improvements to the Town of Freeport and the Bartley Cavanaugh Golf Course in conjunction with the development of Delta Shores project and other future infrastructure improvements such as the Cosumnes River Boulevard interchange project. *(MPSP)*

**SA.U 1.5** **Town of Freeport Community Main Street Master Plan.** Upon extension of services to the Town of Freeport, the City shall develop a community main street master plan to guide the construction of infrastructure improvements, such as curbs, gutters, sidewalks, and lighting. *(MPSP)*

**SA U 1.6** **Town of Freeport Water Infrastructure.** The City shall collaborate with the Freeport Regional Water Authority regional water intake project to install water infrastructure to the Town of Freeport. *(SO/IGC)*

# Education, Recreation, and Culture

## *Education*

**SA.ERC 1.1** **School District Coordination.** The City shall work with the Sacramento City Unified School District and Elk Grove Unified School District to ensure that adequate school facilities, including alternative or charter schools, are available in the South Area. *(MPSP/IGC)*

## *Parks and Recreation*

**SA.ERC 1.2** **Park and Recreation Facility Deficiencies.** The City shall develop park and recreation facilities to remedy the deficiencies in the South Area identified by the Parks and Recreation Master Plan such as: neighborhood parks, community parks, baseball fields, dog parks, basketball courts, playgrounds, and play pools/waterspray features. *(MPSP)*

**SA.ERC 1.3** **Regional Park.** The City shall provide for development of a new regional park in Delta Shores that is designed to take advantage of the existing environmental features. The City shall work with the Sacramento Regional Sanitation District in connecting it with the Regional Sanitation bufferlands. *(RDR/MPSP)*

**SA.ERC 1.4** **Connecting Trail System.** The City shall create a trail system that connects the regional park in Delta Shores with other neighborhood, community, and regional parks in the South Area and in the region as well as existing bicycle and pedestrian trails. *(MPSP)*

*Community members enjoy the accessible play pool at the Pannell Center.*

**SA.ERC 1.5** **Parkway System to Sacramento River.** The City shall create an expanded bikeway/trail recreational area that links the Laguna and Jacinto Creek parkways to the Sacramento River Parkway system. *(MPSP)*

**SA.ERC 1.6** **Town of Freeport Open Space and Greenway Buffers.** The City shall create an open space and greenway buffer to connect the Town of Freeport with the Sacramento River and to provide an appropriate transition between development to the north and east of the Town of Freeport and along the Sacramento River. *(MPSP)*

## Public Health and Safety

**SA.PHS 1.1** **Emergency Service Coverage.** The City shall improve city police, fire, and ambulance service in the Valley Hi/North Laguna area. *(MPSP/JP)*

**SA.PHS 1.2** **Public Service Coordination.** The City shall coordinate among the various agencies in the South Area in order to better provide public services across Sacramento County and city borders. *(MPSP/IGC/JP)*

## Environmental Resources

*Laguna Creek, a portion of which is located in the South Area, is part of a 50 square mile watershed and provides opportunities for recreation, preservation of natural habitats, and education.*

**SA.ER 1.1** **Delta Shores Regional Park.** The City shall integrate wildlife habitat protection into features of the new regional park in Delta Shores. *(MPSP)*

**SA.ER 1.2** **Laguna Creek Enhancement.** The City shall preserve open space, maintain recreational facilities, and enhance the natural features of Laguna Creek (e.g., riparian habitat). *(MPSP)*

# Environmental Constraints

## *Flooding Hazards*

**SA.EC 1.1** **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 Unionhouse Creeks) that will provide 100-year flood protection from the Sacramento River to the Union Pacific railroad tracks. *(RDR/MPSP/IGC)*

**SA.EC 1.2** **Laguna Floodplain Improvement Guidelines.** The City shall require 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, maintaining suitable habitat for the giant garter snake, and planting an unlined low-flow channel with emergent vegetation. *(RDR)*

## *Noise*

**SA.EC 1.3** **Noise Mitigation for Transportation Facilities.** The City shall consider the installation of noise barriers adjacent to residential areas along I-5 and the Union Pacific Railroad tracks. *(MPSP/PSR)*

# Opportunity Areas

The South Area has substantial opportunity for growth and development since it is one of the last major areas in the city containing large tracts of vacant land (e.g., Delta Shores), and has tremendous potential for revitalization of its commercial corridors (e.g., Florin Road, Franklin Boulevard, Mack Road, Freeport Boulevard and Fruitridge Road). In addition, the South Area has assets such as Cosumnes River College, Kaiser Medical Center, Methodist Medical Center, and Blue LRT line (existing and proposed stations) that provide significant opportunities for growth and development.

This section includes information about the opportunity areas in the South Area Community Plan Area. Table SA-1 lists the opportunity areas that fall completely or partially within the community plan area. Figure SA-3 shows a map of all the opportunity areas within the community plan area.

As part of the 2030 General Plan process, urban form concepts and recommendations were developed for the Florin Subregional Center and the Meadowview Station opportunity areas in order to illustrate how these sites could potentially develop in the future. Additional urban form concepts and recommendations will continue to be developed and refined for each opportunity area as needs are assessed and development focus shifts throughout the South Area.

**Table SA-1 South Area Opportunity Areas**

| *Opportunity Area* | *Type* |
|---|---|
| **Centers and New Growth Areas** | |
| Kaiser Medical Center | Center |
| Methodist Medical Center | Center |
| Delta Shores | New Growth |
| **Blue Line Light Rail Existing and Proposed Stations** | |
| Fruitridge Light Rail Station | Transit Center |
| 47th Avenue Light Rail Station | Transit Center |
| Florin Light Rail Station[a] | Transit Center |
| Meadowview Light Rail Station | Transit Center |
| Morrison Creek Light Rail Station | Proposed Transit Center |
| Franklin Boulevard Light Rail Station | Proposed Transit Center |
| Center Parkway Light Rail Station | Proposed Transit Center |
| Consumnes River College Light Rail Station | Proposed Transit Center |
| **Commercial Corridor Revitalization** | |
| Florin Road[a] | Corridor |
| Franklin Boulevard[b] | Corridor |
| Mack Road | Corridor |
| Freeport Boulevard[c] | Corridor |
| Fruitridge Road[d] | Corridor |

SOURCE: City of Sacramento 2009

a. Partially located in Florin Subregional Center combines Florin Road and Florin Light Rail Station opportunity areas
b. Partially located in Land Park Community Plan Area
c. Partially located in Land Park and Pocket Community Plan Areas
d. Partially located in Land Park and Fruitridge Broadway Community Plan Areas

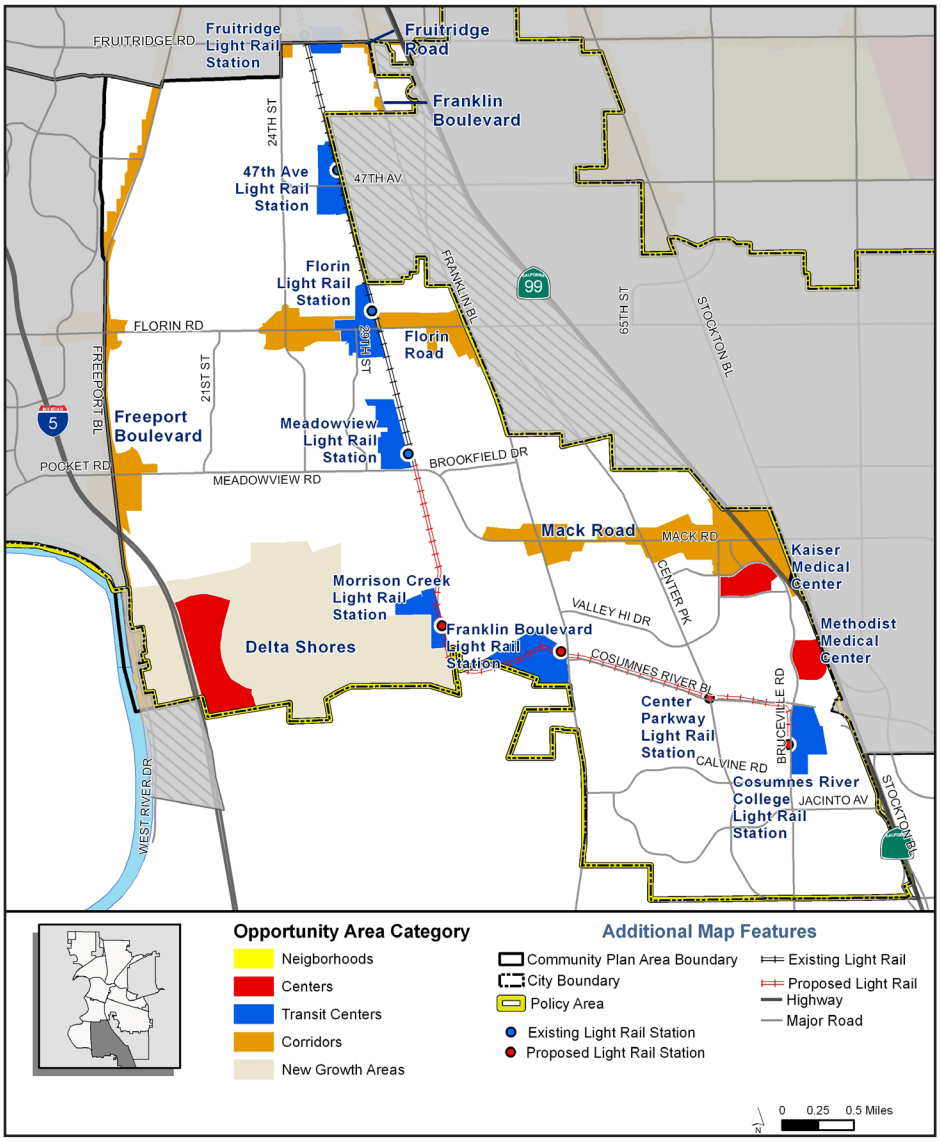



**Figure SA-3**
**South Area Opportunity Areas**

# Florin Subregional Center

## *Location*

The Florin Subregional Center is located at the intersection of Florin Road and the Blue Line light rail tracks at the edge of the city limits and combines the Florin Light Rail Transit Station and the Florin Road opportunity area (Figure SA-4). The surrounding area includes residential neighborhoods, very active concentrations of retail and service commercial activities, limited industrial uses, and strip commercial development. A wide range of auto-oriented and convenience retail is also located to the east and west along Florin Road. Larger regional shopping and destination retail activities that attract shoppers from a wider market area include the Florin Mall, Southgate Plaza, and numerous big-box stores to the east of the area on unincorporated Florin Road. The Florin Light Rail Transit Station/Subregional Center has several established suburban residential neighborhoods to the south, east, and west of the area. To the north of the area, in unincorporated Sacramento County, is a concentration of industrial uses.

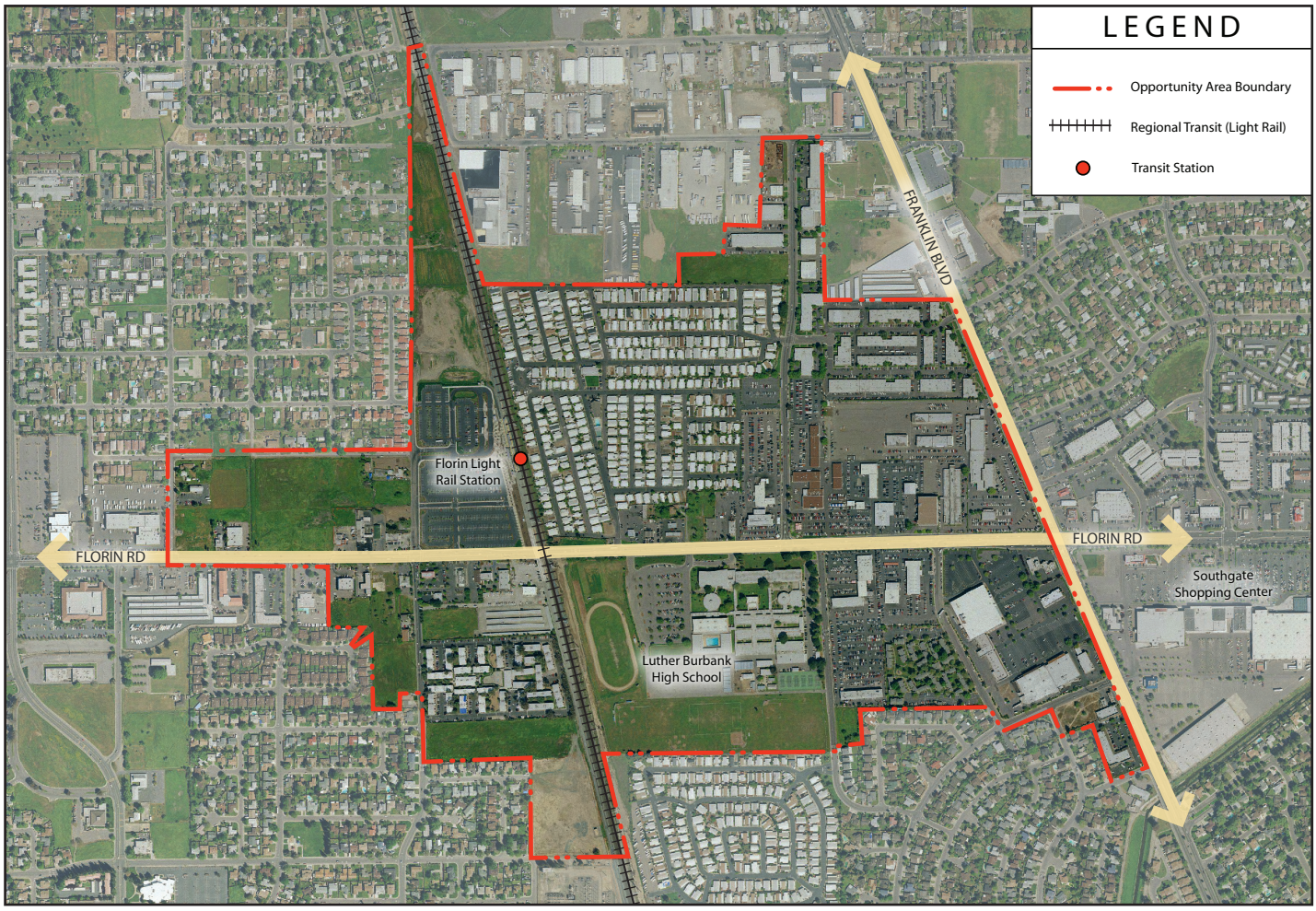



**Figure SA-4**
**Florin Subregional Center Boundary**

## *Existing Conditions*

The Florin Subregional Center is made up of low- and moderate-intensity residential uses, Luther Burbank High School, a mix of commercial and office sites, and vacant land. The area can be defined by four quadrants that are split along Florin Road and the Blue LRT line. The northeast quadrant is dominated by a large mobile home park that abuts the light rail line and is surrounded by commercial and office sites. Luther Burbank High School takes up a majority of the southeast quadrant adjacent to older, but stable, community-serving commercial uses. In the northwest quadrant there is a large amount of vacant, as well as the Florin Light Rail Station. The southwest quadrant is similar to the northeast containing a mix of commercial and office uses with a large apartment complex toward the southern end.

## *Vision for the Future*

The Florin Subregional Center will evolve into a thriving area of activity that will serve as the community core for South Area residents. It will include a balanced mix of uses, including neighborhood-serving retail and services, employment uses that will serve the growing community, and residential uses. This area will also provide public/civic uses (such as a teen center and senior center, for which there is a need) and public open spaces (such as parks and

plazas). All of these uses will be enhanced because of their proximity to the Florin Light Rail Station. This type of mixed-use development will be well-integrated, both horizontally and vertically, and will include rich and pleasant pedestrian environments that are well-connected to the Florin Light Rail Station. This will provide for easily accessible living, shopping, recreation, and services, especially for elder and child care. While the regional commercial/retail market will be primarily served by the large establishments at Florin Mall and Southgate Plaza, neighborhood-serving retail will be the focus of the Florin Subregional Center. Concentrations of employment uses including offices and research and development facilities will provide employees in the area with access to transit and other services.

Residents, employees, and visitors of the area will be able to walk safely in a pleasant pedestrian environment that links local serving establishments, employment, diverse mixed-use neighborhoods, and transit. The students of Luther Burbank High School will have a well marked, controlled access route from the school to transit, and facilities in the area of the transit station will provide students with opportunities for recreational and support activities. This pedestrian presence, along with adequate pedestrian lighting, will provide the "eyes on the street" necessary to create a safe neighborhood environment.

## Assumptions

The following assumptions about existing conditions were made in order to develop the design concept and guidelines for the Florin Subregional Center. Substantial changes to these assumptions would potentially alter the concept and vision for the future of this area.

- Luther Burbank High School will retain its current location and configuration.
- Existing residential neighborhoods to the south and west of Florin Subregional Center will remain largely unchanged.
- Unincorporated areas to the north and east of Florin Subregional Center will remain under Sacramento County jurisdiction; the existing residential and industrial uses are presumed to remain largely unchanged, but it is assumed that Sacramento County could encourage redevelopment along Florin Road.

## Key Issues

The list below represents issues and weaknesses that need to be addressed as development in the Florin Subregional Center proceeds.

- Existing development patterns present an inconsistent and uninviting face along Florin Road and Franklin Boulevard: visual prominence of large surface parking areas, varying front and side setbacks, minimal on-site landscaping, and unarticulated and oversized architectural forms.

- Pedestrian experience along Florin Road and Franklin Boulevard is poor: inconsistent or nonexistent sidewalks, minimal streetscape amenities, no buffering between pedestrians and vehicular traffic, and few crosswalks across wide and busy automobile-oriented streets.
- Light rail station is surrounded by unnecessarily large parking lots and vacant land, and pedestrian connections are poor, particularly the frequently used route to Luther Burbank High School.
- A shortage of public parks exists within the subregional center and the immediate vicinity.
- Storm detention and other infrastructure improvements–water, sewer, and storm drains–will be needed for new development.

## *Opportunities*

The following opportunities are strengths that can be built upon at the Florin Subregional Center.

- The Florin Light Rail Station provides convenient public transportation to and from the subregional center.
- A shuttle connects Phoenix Park to Florin Mall with service along Florin and Meadowview Roads.
- Florin Road and Franklin Boulevard are major arterial roadways that provide convenient vehicular access and visibility to uses in the area.
- The parking lots and vacant land to the west of the light rail station have significant infill development potential for transit-oriented uses, such as multi-family residential, retail, and civic uses.
- Vacant and underutilized parcels along Florin Road and Franklin Boulevard have redevelopment potential for a variety of commercial, employment, or residential uses.
- Large parcel sizes throughout the opportunity area could facilitate coordinated redevelopment of the area over time.
- Luther Burbank High School is a major civic use that could be better integrated, both physically and socially, into the surrounding community.
- The need for a teen and senior center in the Florin Road Corridor Area provides the opportunity to site a core public use in the Florin Subregional Center.
- Many light rail riders currently arrive at the light rail station via bus, and Regional Transit is considering development of Bus Rapid Transit (BRT) along Florin Road to improve service.

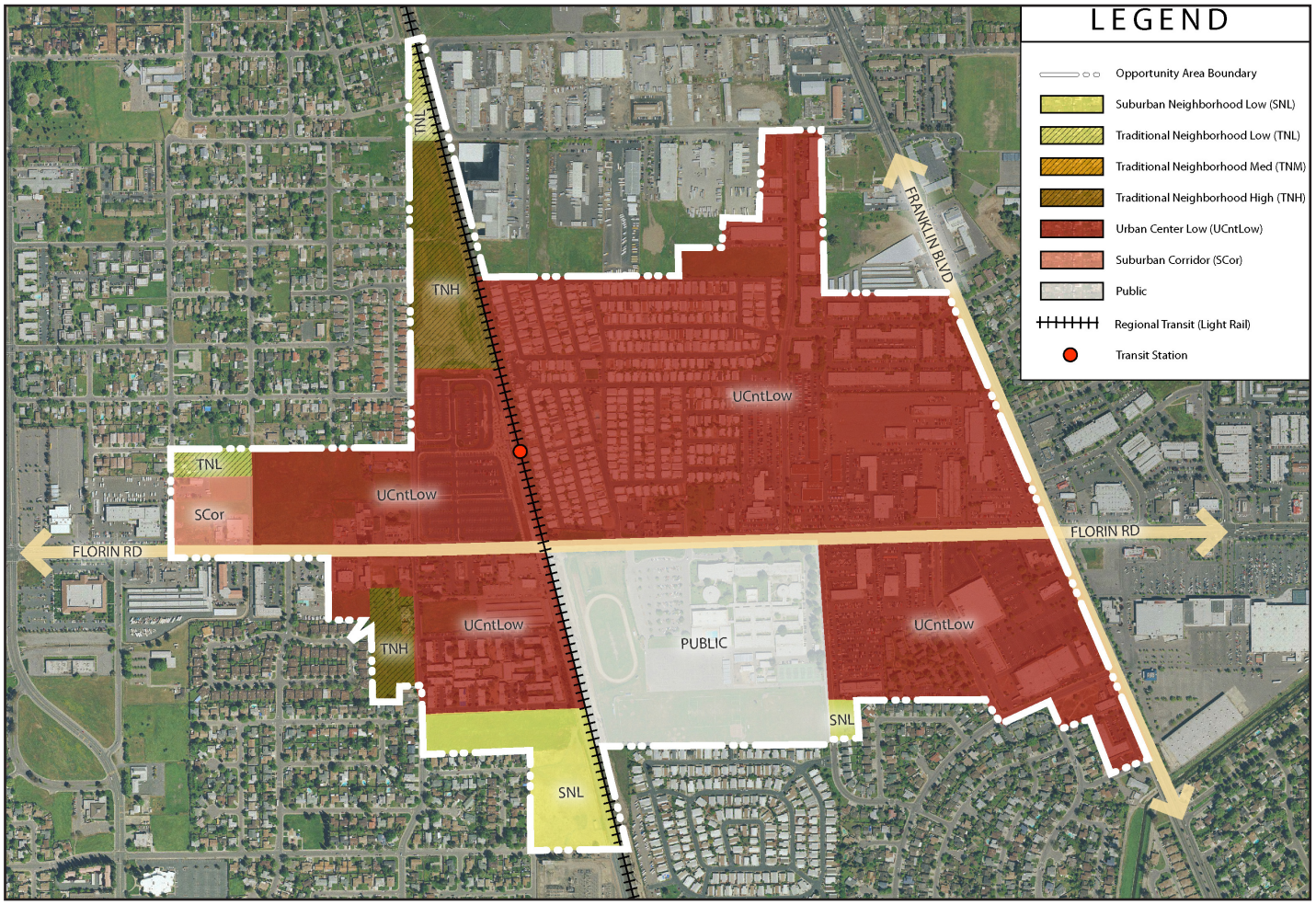
## *Land Use and Urban Form Concepts and Recommendations*

The following pages include recommendations for the Florin Subregional Center in the form of a graphic conceptual diagram and written guidelines that cover topics including Urban Design, Circulation, Land Uses, Building Heights, Open Space, Primary Frontages, and Utilities. These recommendations represent a possible configuration for development that is based on the Land Use and Urban Form diagram and designations outlined in the Land Use and Urban Design Element in Part 2 of the General Plan. The concept and recommendations act as a guide to how the City envisions these areas should develop in order to implement the vision of the General Plan and Community Plans.

The Florin Subregional Center includes seven land use designations on the Land Use and Urban Form diagram: Traditional Low-Density Residential, Traditional Medium-Density Residential, Traditional High-Density Residential, Suburban Low-Density Residential, Suburban Corridor, Urban Center Low, and Public (Figure SA-5). This mix of land use designations allows for a variety of employment-intensive uses, a range of housing densities, and a variety of retail uses including local shops, restaurants, and services. These land use designations facilitate pedestrian access and travel,

**Figure SA-5**

**Florin Subregional Center Land Use and Urban Form Designations**



and encourage building orientation, building height, frontage-type, access/parking, streetscape, and open space, similar to those in a transit-oriented urban setting. For more information on these designations, their allowed uses, allowed development intensity, and urban form guidelines, see the Land Use and Urban Design Element in Part 2 of the General Plan.

## *Urban Design Recommendations*

The following urban design recommendations describe key physical form characteristics envisioned for the Florin Subregional Center, and include recommendations on the height and bulk of buildings, the location of buildings on their lots, the relationship of buildings to streets, the height of buildings in relation to adjacent neighborhoods, and the location and character of parking and pedestrian facilities. Figure SA-6 illustrates the near-term design concept, and Figure SA-7 illustrates the long-term design concept.

- Establish the Florin Light Rail Station as the focus of new higher-density transit-oriented development.
- Replace the existing large areas of surface parking with more compact and higher-density development that uses structured parking.
- Require new development to directly address the street in order to create a consistent and well-defined street wall that will give better definition and character to the public realm.
- Concentrate residential uses and limited neighborhood retail and services around the light rail station to optimize transit ridership and ensure compatibility with existing residential neighborhoods.
- Locate less traffic-sensitive mixed-use development, such as certain retail and office uses, and employment uses along the two high volume arterials–Florin Road and Franklin Boulevard.
- Locate retail and residential-oriented mixed-use development along Florin Road, Franklin Boulevard, and near the transit station.
- Establish new pedestrian connections, such as between Luther Burbank High School and the light rail station.
- Create an integrated system of parks, plazas, and greenways that provides common green space for residents and connects to transit.

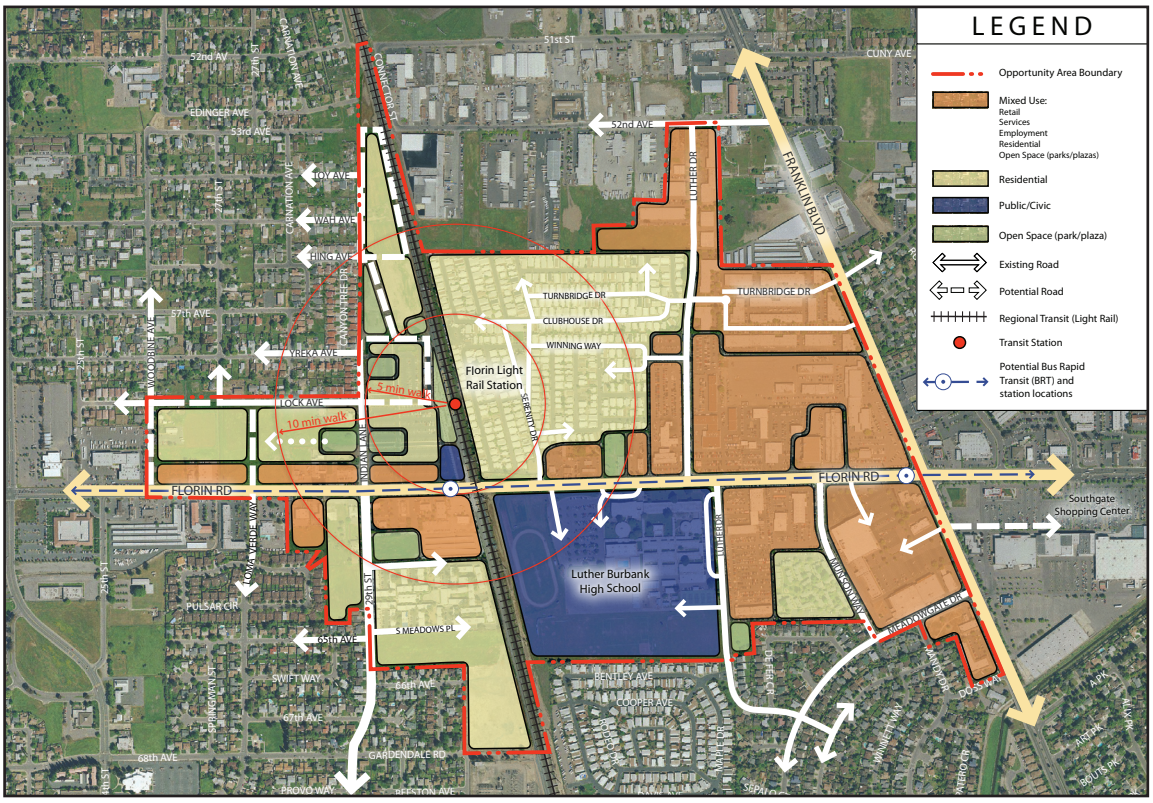



**Figure SA-6**

**Florin Subregional Center Near-Term Design Concept**

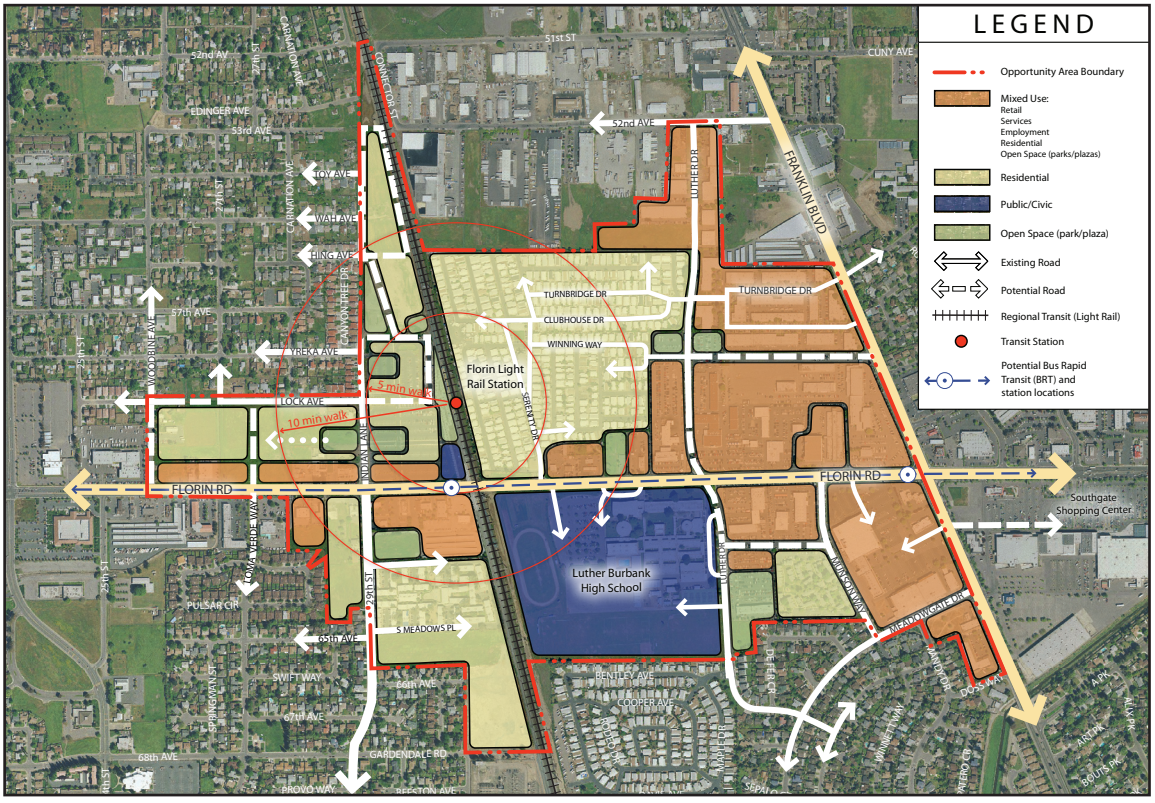



**Figure SA-7**

**Florin Subregional Center Long-Term Design Concept**

## Circulation Recommendations

The following circulation recommendations outline key changes in the existing circulation system at Florin Subregional Center that allow for accessibility, movement, and increased transit use. In addition, these recommendations outline ways to promote pedestrian-friendly street patterns that include landscaping and street trees.

- Create a finer grained pattern of walkable blocks and safe, pedestrian-friendly streets that facilitate walking to and from transit, businesses, and residences.
- Promote Bus Rapid Transit (BRT) on Florin Road with stops at Franklin Boulevard and the Florin Light Rail Station.
- Enhance pedestrian connectivity to the transit station from Burbank High School and surrounding neighborhoods via "green" streets and enhanced pedestrian crossings at key north/south intersections along Florin Road.
- Enhance Florin Road between Franklin and 24th as a graciously landscaped, 4-lane boulevard with a center median/turning lane.
- Insert new local streets that extend and complete the existing street grid, such as near the light rail station, to provide better traffic distribution and route flexibility.
- In the long term, consider realigning Luther Drive where it intersects Florin Road to create a symmetrical 4-way intersection.
- Consider a future pedestrian connection to the Florin Light Rail Station from the east.

## Development Type Recommendations

The following development type recommendations describe the types of uses, locations, and juxtapositions that would be best suited for the vision of Florin Subregional Center. The Land Use and Urban Design Element in Part 2 of the General Plan provides descriptions of each Land Use and Urban Form designation at Florin Subregional Center with the allowed uses, development standards, and urban form guidelines.

- Diversify land use mix to include more employment, neighborhood-serving retail, and additional housing.
- Explore opportunities to reuse low-intensity employment uses and automobile-oriented retail with higher density, transit-oriented housing, higher-intensity employment generators, and compact, destination retail.
- Locate new retail-focused mixed-use development along Florin Road and Franklin Boulevard to take advantage of convenient vehicle access and pass-by traffic, and potential synergies with future retail development along the Florin Road corridor.

- Locate mixed-use development that includes substantial employment-generating uses in the northeast sector of the area, and along Florin Road south of the light rail station.
- Concentrate the highest residential densities near the light rail station and flanking mixed-use development along Florin Road.
- Incorporate neighborhood-serving retail, public spaces, and community services near the light rail station.
- Use lower residential densities as the transition to surrounding single-family residential neighborhoods.

## *Building Height Recommendations*

Because building height can vary depending on the type of use and architectural style of the building, these recommendations are meant to provide direction to ensure that the height of new development is consistent with the vision for this Opportunity Area and compatible with adjacent uses.

- Locate taller buildings along Florin Road and Franklin Boulevard, reinforcing and framing these important arterial streets. Such buildings should be pedestrian-oriented and have a strong relationship to the street edge and sidewalk.
- Locate the tallest buildings at the intersection of Florin Road and Franklin Boulevard in order to create a strong gateway.
- Transition building heights downward as one moves away from the main arterials, with the lowest building heights used to transition to surrounding residential neighborhoods.

## *Open Space Recommendations*

The following open space recommendations provide for the integration of a connected system of natural environments, parks, plazas, and landscaping at Florin Subregional Center that serve as key features of the area and provide for public gathering places.

- Create a series of parks, plazas, and green pedestrian ways that serve as focal features that give structure and identity to individual neighborhoods.
- Create sufficient park acreage, in the form of neighborhood parks, community parks, and/or plazas, in order to meet current open space deficits and the demand created by proposed housing/new neighborhood residents.
- Create a series of "green" streets (i.e., streets with enhanced landscaping and pedestrian treatments) that link the area's parks and serve as primary pedestrian routes from surrounding neighborhoods and the high school to the transit station, mixed-use and employment areas.

- Create plazas and parks to signify the importance of key locations, such as the light rail station or a retail core area, and to create public gathering places.

### *Primary Frontage Recommendation*

The following frontage recommendation describes where buildings should front onto the street to create a consistent, well defined streetscape on the arterial roads at Florin Subregional Center.

- 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 key east/west and north/south streets (e.g., Florin Road, Franklin Boulevard, 29th Street/Indian Lane, Lock Avenue extension, etc.) and around park spaces.

### *Infrastructure Challenges*

This section describes key infrastructure challenges that Florin Subregional Center faces in order to reach the desired vision. These challenges represent the likely issues related to the provision of infrastructure resulting from the development envisioned in the Land Use and Urban Form designations and the concepts and recommendations for this Opportunity Area.

- Need for new water transmission and the upsizing of existing distribution mains in parts of Florin Road.
- Sewer service for a portion Florin Subregional Center is provided by CSD-1. The City coordinates with CSD-1, but does not have control of the facilities in these areas. Sewer sump No. 45 will need to be upgraded to serve development. May need to upsize existing sewer collection mains.
- Need for regional drainage detention basins (in basin 54) to serve new development in this area.
- Required upsizing of existing drainage collection lines.
- To comply with the city's NPDES permit, onsite water quality treatment facilities will be required for new development projects which do not drain to a water quality/flood control detention basin.

## Meadowview Light Rail Station

### *Location*

The Meadowview Light Rail Station is the southernmost light rail station in Sacramento to-date (2009). Located at the intersection of Meadowview Road and the Blue Line light rail line, this station provides transit access for southern Sacramento as well as the city of Elk Grove and other cities

south of Sacramento (Figure SA-8). 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. 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. This station serves the surrounding residential neighborhoods as well as the nearby Sam Pannell Community Center. The residential units to the 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.

**Figure SA-8**

**Meadowview Light Rail Station Opportunity Area Boundary**

The station, bus facility, and surface parking lots currently occupy about 16 acres of RT land at this station. There are four vacant acres north of the station, also owned by RT, some of which have been used for a flood water detention basin. Recently, a local developer has acquired land to the northwest of the RT property and is obtaining entitlements for a small lot single family development called Hampton Station, which will add a substantial number of new families to the Meadowview station area.

## Vision for the Future

Given the established and predominantly residential land use pattern on surrounding properties, the Meadowview Light Rail Station area will include a range of housing types. The densities of housing will vary in order to relate to the boundary conditions that prevail, and proposed housing between the station area and the single-family neighborhoods to the west will include townhouses and flats of no more than three stories in height. Neighborhood-serving commercial and/or community services will 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, will serve the growing community. Such development will 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 will create dynamic places where all ages, including young and elderly members of the family, can spend time. These uses will be located and built with a neighborhood oriented focus. Most residents will ride transit because they live in close proximity to the transit station.

## Assumptions

The following assumptions about existing conditions were made in order to develop the design concept and guidelines for the Meadowview Light Rail Station area. Substantial change to these assumptions would potentially alter the concept and vision for the future of this area.

- The existing residential neighborhoods surrounding Meadowview Light Rail Station will remain largely unchanged.
- The "Hampton Station" subdivision planned for the northern end of the opportunity area will be developed as currently entitled.
- New development within the opportunity area, while slightly denser than development in the surrounding neighborhood, will respect the scale of the existing residential community.

## 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 service and minimize vehicle trips associated with new development.
- Infill development could facilitate the creation of new parks, public spaces, and other amenities to serve both current and future residents.
- 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.

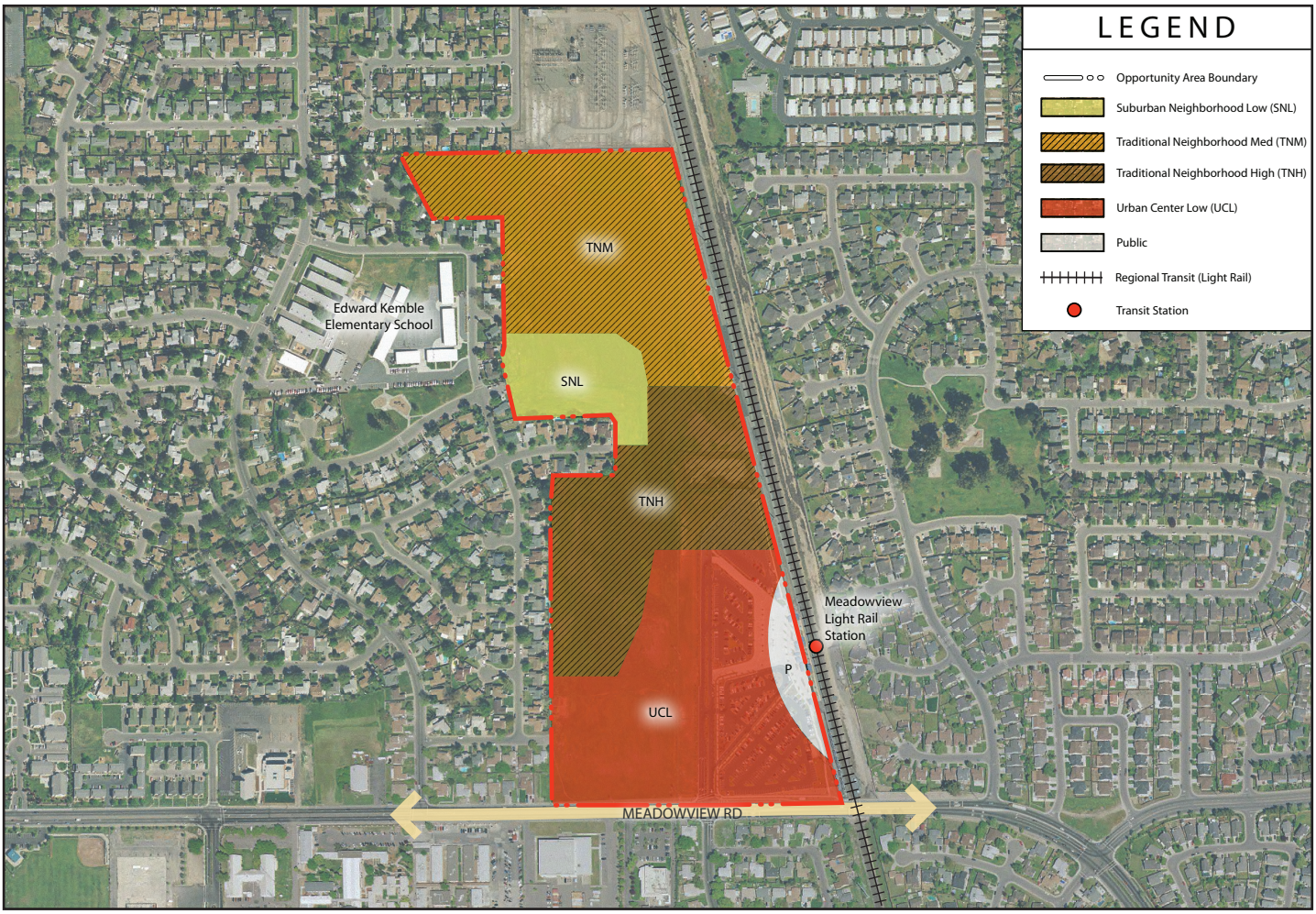
## *Land Use and Urban Form Concept and Recommendations*

The following pages include recommendations for the Meadowview Light Rail Station Opportunity Area in the form of a graphic conceptual diagram and written guidelines that cover topics including Urban Design, Circulation, Land Uses, Building Heights, Open Space, Primary Frontages, and Utilities. These recommendations represent a possible configuration for development based on the Preferred Land Use and Urban Form diagram and designations outlined in the Land Use and Urban Design Element in Part 2. The concept and recommendations act as a guide to how the City envisions these areas should develop in order to implement the vision of the General Plan and Community Plans.

The Meadowview Light Rail Station Opportunity Area includes five land use designations on the Preferred Land Use and Urban Form diagram: Urban Center Low, Public, Traditional High-Density Residential, Traditional Medium-Density Residential, and Suburban Low-Density Residential (Figure SA-9). This mix of designations allows for a mix of single-family and multi-family residential areas, employment intensive uses and a diversity of neighborhood-serving retail and commercial uses. For more information on these designations, their allowed uses, allowed development intensity, and urban form guidelines, see the Land Use and Urban Design Element in Part 2 of the General Plan.

**Figure SA-9**

**Meadowview Light Rail Station Land Use and Urban Form Designations**



## *Urban Design Recommendations*

The following urban design recommendations describe key physical form characteristics envisioned for Meadowview Light Rail Station, and include recommendations on the height and bulk of buildings, the location of buildings on their lots, the relationship of buildings to streets, the height of buildings in relation to adjacent neighborhoods, and the location and character of parking and pedestrian facilities (Figure SA-10).

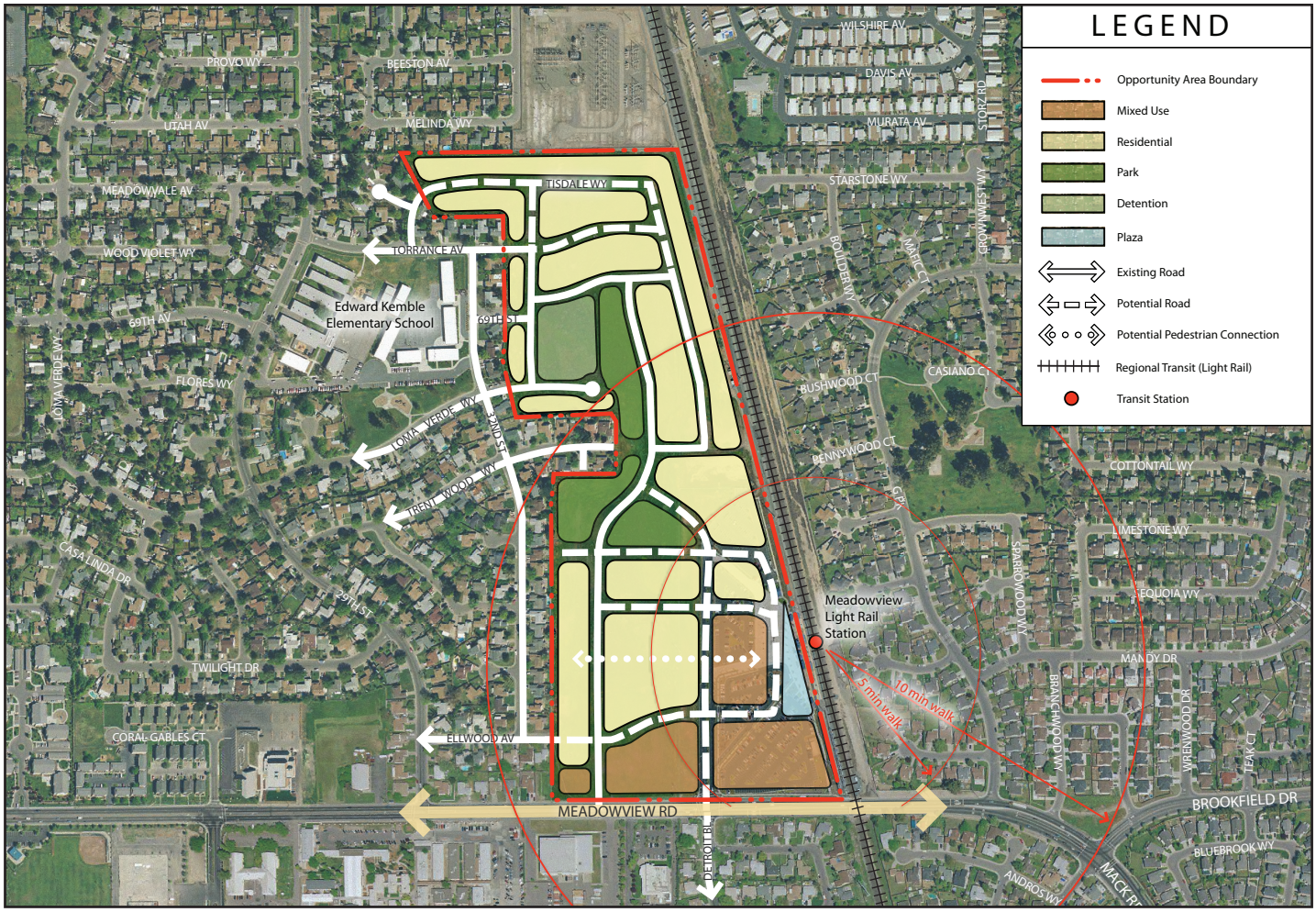



**Figure SA-10**

**Meadowview Light Rail Station Opportunity Area Design Concept**

- Create a new transit-oriented neighborhood on the vacant land and surface parking lots adjacent to the existing Meadowview Light Rail Station.
- Develop the approved "Hampton Station" subdivision area in the area's northern half and connect it to the southern transit-oriented area.
- Locate retail and residential-oriented mixed use development adjacent to the transit station and Meadowview Road to take advantage of both pedestrian and vehicular visibility and access.
- Use lower-density residential housing types to transition to single-family residential neighborhoods to the west.

- Provide an integrated system of local parks and plazas to serve neighborhood residents and visitors.
- Establish new pedestrian connections, such as between Edward Kemble Elementary School and the light rail station.

## Circulation Recommendations

The following circulation recommendations outline key changes in the existing circulation system at Meadowview Light Rail Station that allow for accessibility, movement, and increased transit use. In addition, these recommendations outline ways to promote pedestrian-friendly street patterns that include landscaping and street trees.

- Create a fine grained pattern of walkable blocks and pedestrian-friendly streets that facilitate walking to and from the transit station and surrounding commercial area.
- Extend Ellwood Avenue eastward to connect the existing neighborhood to the transit station and to create a pedestrian-oriented retail "Main Street."
- Extend Loma Verde Way, 69th Street, Torrance Avenue, and Tisdale Way eastward into the area to link it to the existing street system.
- Extend Detroit Boulevard northward as a landscaped boulevard that serves as the area's primary vehicular access to the light rail station from Meadowview Road.
- Develop a new north/south street west of the Detroit Boulevard extension to provide secondary access from Meadowview Road northward into the Hampton Station subdivision.
- Integrate a bus-transfer area into the transit station to facilitate bus connections.
- Develop retail-wrapped parking lots or structures to replace existing surface spaces and to serve visitors to the new commercial uses.
- Create safe pedestrian routes to nearby Edward Kemble Elementary school.

## Development Type Recommendations

The following development type recommendations describe the types of uses, locations, and proximities that would be best suited for the vision of Meadowview Light Rail Station. The Land Use and Urban Design Element in Part 2 of the General Plan provide descriptions of each Land Use and Urban Form designation in this Opportunity Area with the allowed uses, development standards, and urban form guidelines.

- Develop 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, while accommodating upper-story residential uses.
- Locate medium-density housing types–apartments, stacked flats, and townhouses–in the area nearest the transit station.
- Locate small-lot single-family detached housing in the area north of Trentwood Way.

## *Building Height Recommendations*

Because building height can vary depending on the type of use and architectural style of the building, these recommendations are meant to provide direction to ensure that the height of new development is consistent with the vision for Meadowview Light Rail Station and compatible with adjacent uses.

- Locate the tallest buildings (up to four stories) adjacent to the transit station and along Meadowview Road to reinforce the prominence of the commercial center as seen from both the transit station and Meadowview Road.
- Transition heights downward to two stories adjacent to existing residential neighborhoods and the single-family detached housing in the north.

## *Open Space Recommendations*

The following open space recommendations provide for the integration of a connected system of natural environments, parks, and landscaping at Meadowview Light Rail Station that serve as key features of the area and provide for public gathering places.

- Develop a centrally located neighborhood park that serves as a central feature of the area and accommodates use by residents from the opportunity area and the surrounding neighborhood.
- Create a series of "green" streets (i.e., streets with enhanced landscaping and pedestrian treatments) that link the area's parks, homes, businesses, and the transit station (e.g., Ellwood Avenue and Detroit Boulevard).
- Enhance the existing plaza in front of the transit station to emphasize the transit station as the focal point of the neighborhood.
- Create a pedestrian pathway (i.e., pedestrian-only greenway) extending westward on axis from the transit station.
- Create sufficient park acreage, in the form of neighborhood parks, community parks, and/or plazas, in order to meet current open space deficits and the demand created by proposed housing/new neighborhood residents.

### *Primary Frontage Recommendations*

The following frontage recommendation describes where buildings should front onto the street to create a consistent, well defined streetscape on the key roads in the Opportunity Area.

- 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.

### *Infrastructure Challenges*

This section describes key infrastructure challenges that the Meadowview Light Rail Station faces in order to reach the desired vision. These challenges represent the likely issues related to the provision of infrastructure resulting from the development envisioned in the Land Use and Urban Form designations and the concepts and recommendations for this Opportunity Area.

- Need for new water distribution mains in parts of the Meadowview area.
- Need for new sewer collection lines in parts of the Meadowview area.
- Need for regional drainage detention basins in parts of the Meadowview area.
- Need for installation of regional water quality features. It is most likely that the new detention basins for drainage will be joint use facilities (water quality treatment/flood control).

# 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 Area:

- Florin Meadowview Sanitary Sewer Study (2005)
- Major Street Improvements Program (2004)
- Community Bus Planning Service Study (2004)
- Florin Meadowview Draft Storm Drain Study (2005)
- PLACE3S Partnership Demonstration Project, South Sacramento Airport Meadowview Community Plan (2002)
- Valley Vision Florin Road Community Survey Final Summary Report (2002)

- Florin Road Redevelopment Project Area (2005)
- Freeport Boulevard Streetscape Master Plan (2004)
- Meadowview Urban Design Plan
- Franklin Boulevard Streetscape Plan
- North Laguna Creek Wildlife Area Master Plan
- Jacinto Creek Master Plan
- Opportunities and Constraints South Area Community Plan (2005)
- South Sacramento Neighborhood Assessment (2004)
- South Area Community Plan Jobs Housing Transportation Study (2005)
- SRCSD Interceptor System Master Plan (2000)
- South Sacramento Phase II Corridor Project, Draft Public Participation Methodology Report (2002)
- Transit for Livable Communities (2002)

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# SOUTH NATOMAS COMMUNITY PLAN

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# Community Location

The South Natomas Community Plan Area is located north of Downtown Sacramento, across the American River. The Community Plan area encompasses approximately 7.7 square miles (5,041 acres). It is bounded on the north by I-80, on the south by the American River and Sacramento River, and on the east by the Northgate East Main Drainage Canal. The Community Plan area is located entirely within the Sacramento city limits. Figure SN-1 shows the South Natomas Community Plan Area boundary and neighborhoods. Located adjacent to South Natomas, on the north, is North Natomas, and on the south is the American River Parkway/American River. The American River separates the community from Downtown Sacramento and the Sacramento River, which also separates South Natomas from the city of West Sacramento (Yolo County). Located on the east of South Natomas is North Sacramento and on the west is a portion of unincorporated Sacramento County.

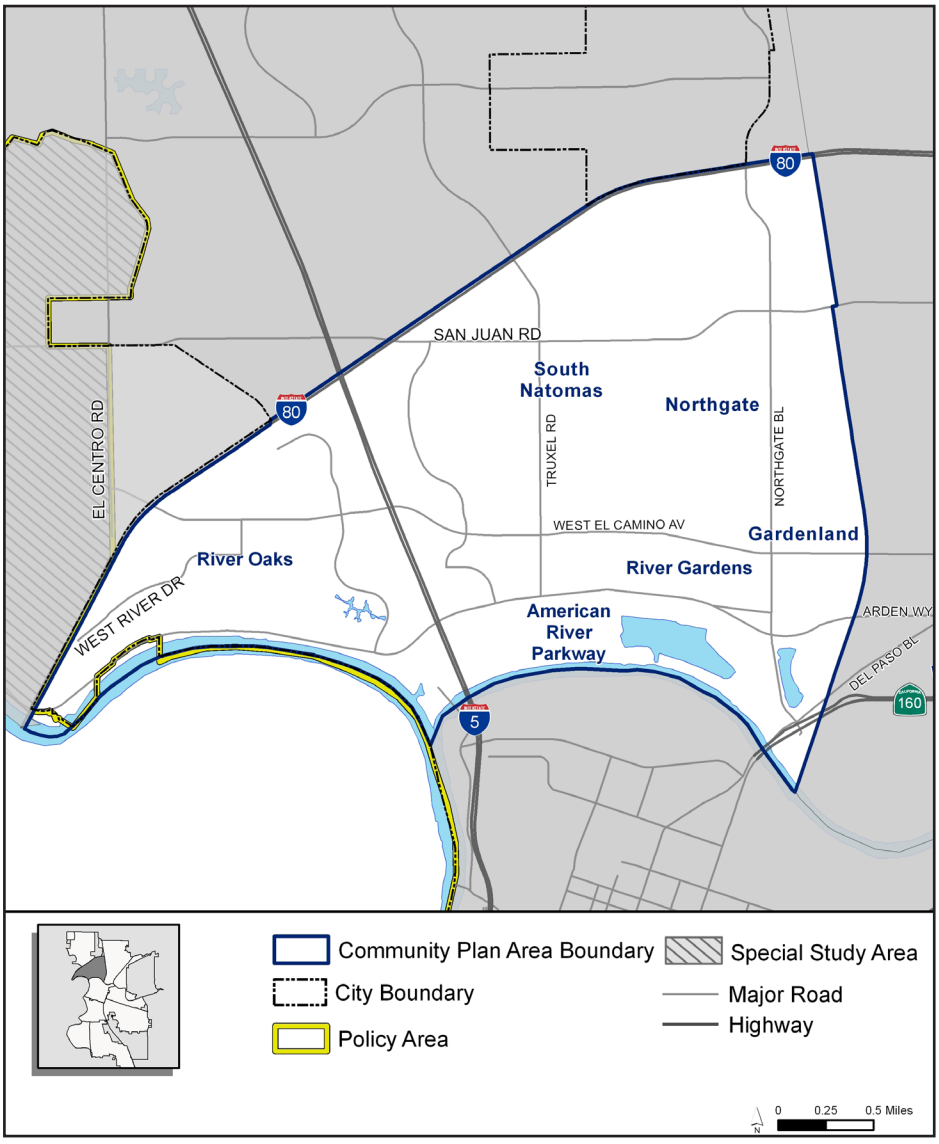



**Figure SN-1**

**South Natomas Boundary and Neighborhoods**

# Community Vision

*A community plan vision identifies how each community can contribute to Sacramento's citywide vision of becoming the most livable city in America. The community vision focuses on values and expectations specific to the community that can be accomplished by 2030, and beyond. Where the 2030 General Plan's goals, policies, and implementation programs define the roadmap of strategies to achieve the overall citywide vision, the community plan vision should be specific to each community and support the overall citywide vision. It can address community identity, economic health, neighborhood design and livability, mobility and connectivity, community safety and welfare, historic and cultural resources, access to open space and parks, and sustainability.*

Community vision will be developed through a public process when the South Natomas Community Plan is updated.

# Community Profile

## Development and Planning History

South Natomas developed predominantly as residential subdivisions from 1950 to 1980. The South Natomas Community Plan, adopted in 1978, envisioned a high-density, transit-oriented, residential community with a small amount of office space serving only local needs. By 1982, expectations had changed and plan amendments added 2.4 million square feet of office park adjoining either side of I-5. In 1982, the City executed development agreements that required payment into the South Natomas Community Infrastructure Fund for traffic improvements. Subdivisions built prior to 1978 were not subject to the local enactment of a Quimby ordinance or limitations imposed by the passage of Proposition 13 (1978), and as a result, South Natomas lacked adequate public parks in residential areas.

In 1986, the City adopted a revised Community Plan. The 1986 Plan was successfully challenged in Court by the Natomas Community Association. After a two-year process involving review by the public, the City Council adopted a revised South Natomas Community Plan in 1988. The 1988 Plan took into account changing conditions and expectations in the community. The Plan included a total of 300 acres of existing and proposed parks and five elementary schools, along with two community and six neighborhood shopping centers. Office/business park locations were intended to take advantage of freeway visibility, avoid disrupting residential areas, and minimize pressure on congested street intersections. In 1990, the City adopted a Facilities Benefit Assessment District that applied to all new development (including residential). This provided a funding mechanism to pay for infrastructure within the Plan Area.

## Distinguishing Features

### *Predominant Land Uses*

The South Natomas Community Plan Area encompasses numerous suburban neighborhoods, employment centers, and corridors. The South Natomas Plan Area encompasses three areas that were developed over different periods including the area east of Northgate (Northgate Special Planning District or Gardenland), the area between Northgate and I-5, and the area west of I-5. South Natomas has a significant amount of multi-family residential development compared to other community plan areas.

The majority of employment in South Natomas is in office uses, with very few industrial jobs. Office and business park development is located primarily along I-80 at Northgate Boulevard and I-5 where large-scale office parks provide a highly visible and well-defined entrance to downtown. The Riverfront District, located north of the Garden Highway on the Sacramento River, is a mixed-use district with restaurants, marine retail stores, and housing. Major corridors such as Truxel Road and West El Camino Avenue provide additional community-serving retail and services. South Natomas has a relatively balanced jobs-to-housing ratio with 0.75 jobs for each housing unit. Key features of the South Natomas Community Plan Area include the American River Parkway, Discovery Park, Ueda Parkway, Ninos Parkway, Bannon Creek Parkway, and several Valley Oak groves and canals.

### *Major Transportation Routes*

Regional access to and from South Natomas is provided by I-5 and I-80. Truxel Road, Northgate Boulevard, Gateway Oaks Boulevard, Azevedo Drive, and Orchard Lane provide north/south connections to and from the area, while Garden Highway, West El Camino Avenue and San Juan Road provide east/west connections. A proposed Downtown/Natomas/Airport (DNA) Light Rail Transit line would run through the area along Truxel Road and connect South Natomas to the Central City, North Natomas, and the Sacramento International Airport.

# Community Issues

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

# Land Use and Urban Form Designations

The Land Use and Urban Design Element in Part 2 of the General Plan includes a diagram and set of designations that combines direction for both land use and urban form. The system includes components that address standards and guidelines for allowed uses, population density, and building intensity, as well as urban form criteria for the different neighborhoods and centers throughout the city. These components work together to define allowed uses and building intensities as well as the overall role of each area of the city, whether it's for living (neighborhoods), gathering and employment (centers), travel and commerce (corridors), preservation (open space), or a unique role (other district) such as a college. The land use and urban form designations for South Natomas are illustrated in Figure SN-2. For a detailed explanation of land use and urban form designations refer to the Land Use and Urban Design Element in Part 2 of the General Plan.

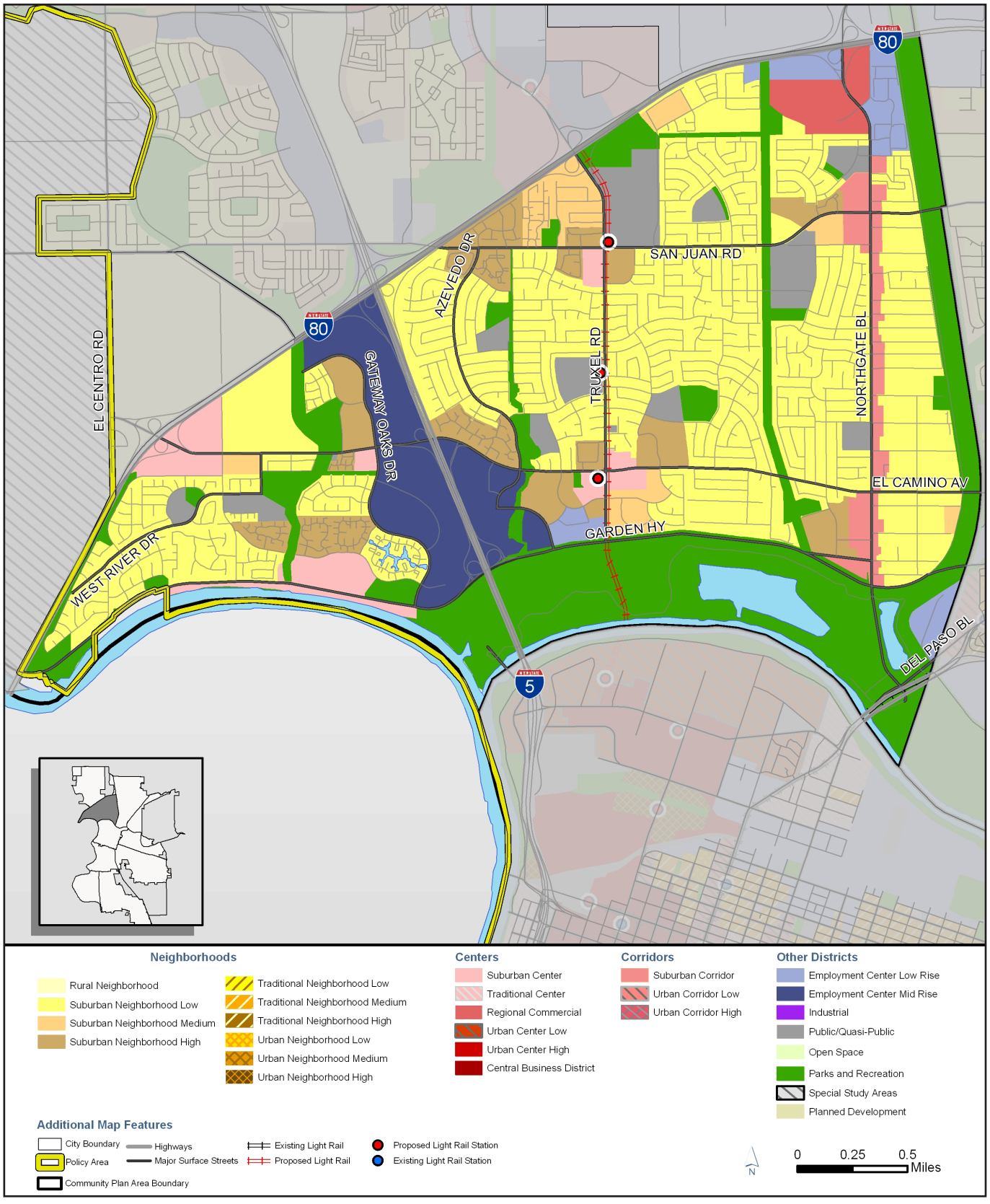



**Figure SN-2**

**2030 General Plan Land Use & Urban Form Designations for the South Natomas Community Plan Area**

# Community Policies

This section includes policies that are unique to the South Natomas Community Plan Area. They are intended to supplement, but not repeat, citywide policies contained in Part 2 of the General Plan. The policies contained in community plans are organized to mirror the structure of the citywide General Plan elements. The following policies are taken from the existing South Natomas Community Plan (1988). Other policies in the existing South Natomas Community Plan that were outdated or overly general have been deleted. While the remaining policies have been edited slightly for consistency, the content of the policies has not been altered.

## Land Use and Urban Design

**SN.LU 1.1** **Multi-Family Cluster Size.** The City shall limit the size of multi-family clusters to 200 units separated from other multi-family clusters by at least one thoroughfare. *(RDR/MPSP)*

**SN.LU 1.2** **Multi-Family Architectural Variety.** The City shall promote architectural variety and varied exterior construction materials on adjacent multi-family clusters and the placement of one story multi-family units adjacent to single-family development and as a visual break along streets. *(RDR/MPSP)*

**SN.LU 1.3** **Residential Housing Types.** The City shall require three or more housing types in medium-density and high-density residential projects of 30 gross acres or more, with the exception of mixed-use development along Northgate Boulevard. A maximum of 85 percent of the units will be of the dominant housing type and a minimum of 5 percent of each of the two minor housing types is required. *(RDR)*

**SN.LU 1.4** **Residential Housing Types.** The City shall require two or more housing types in medium-density and high-density residential projects of 20 to 29 gross acres, with the exception of mixed-use development along Northgate Boulevard. A maximum of 90 percent of the units may be of the dominant housing type. *(RDR)*

**SN.LU 1.5** **Riverfront Landscaping.** The City shall ensure that all landscaping will be designed to provide unobscured views of the Sacramento River from Garden Highway. *(RDR)*

**SN.LU 1.6** **Riverfront District Development Review.** The City shall require all development in the Riverfront District be subject to a Special Permit and Design Review, with review by the Natomas Community Association. *(MPSP)*

**SN.LU 1.7** **Riverfront Public Access Easements.** The City shall provide, where feasible, public access easements from Garden Highway to the river and/or explore open space areas along the river to purchase for pedestrian access to the river. *(MPSP)*

**SN.LU 1.8** **Riverfront District Residential Compatibility.** The City shall encourage residential development in the Riverfront District. Housing types that are compatible with the Riverfront include condominiums, townhomes, clustered residential development, and single-family detached units built to withstand flood hazards. *(RDR/MPSP)*

**SN.LU 1.9** **Riverfront District Residential Density.** The City shall allow by Special Permit residential development with a density range of 4 to 10 dwelling units per net acre in the Riverfront District. All developments shall be subject to meeting the linear lot coverage and height restrictions. *(RDR)*

**SN.LU 1.10** **Riverfront District Commercial Uses.** The City shall allow by Special Permit river-related commercial uses along the river. "River-related commercial" includes commercial uses that provide goods and services that directly enhance the river experience. Compatible uses include small-scale restaurants, fishing tackle shops, fish markets, "deli-to-go," and river equipment shops. Incompatible uses, for example, include tee-shirt shops, souvenir shops, video stores, and dry cleaners. *(RDR)*

**SN.LU 1.11** **Riverfront District Office Development.** The City shall limit future office development to administrative support activities for river-related commercial businesses in the Riverfront district only; and in no case shall the administrative support activity exceed 25 percent of the square footage of the business that it supports. *(RDR/MPSP)*

**SN.LU 1.12** **Riverfront District Restaurant Row.** In order to prevent an "intensive restaurant row," the City may permit restaurants in the Riverfront District (west of Orchard Lane) subject to a Special Permit and provided that the seating capacity of each restaurant does not exceed 80 seats and adequate on-site parking is provided, and subject to a finding that Garden Highway traffic capacity is not exceeded. An additional cafe or delicatessen (within Riverbank Marina), not to exceed 20 seats may also be provided subject to a Special Permit. Planning entitlements to waive and/or reduce parking and to increase seating shall be discouraged. *(RDR/MPSP)*

## Historic and Cultural Resources

There are no 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

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

## Housing

There are no policies specific to South Natomas that supplement the citywide General Plan policies. Please see the Housing Element located in a separately bound document.

## Mobility

**SN.M 1.1** **Freeway Landscaping.** The City shall maintain a landscaped corridor adjoining both sides of I-5 through South Natomas to mark an important entryway to the city and to provide protection from freeway nuisance for adjoining residential development. *(MPSP)*

**SN.M 1.2** **Drive-through Commercial.** The City shall discourage drive-through commercial uses. *(RDR)*

**SN.M 1.3** **Regional Transit.** The City shall acquire and maintain of right-of-way for the extension of light rail service into the community. *(MPSP)*

# Utilities

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

# Education, Recreation, and Culture

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

# Public Health and Safety

**SN.PHS 1.1** **Fire Station Dedication.** The City shall designate a new fire station on the west side of I-5, consistent with the city's Fire Protection Master Plan. *(MPSP)*

**SN.PHS 1.2** **Localized Noise Assessments.** The City shall notify the County Department of Airports when applications for residential entitlements west of I-5 are submitted. If the city Department of Planning and Development Services determine that a noise problem may exist at the project site, it may require the applicant to finance a localized noise assessment for the project site, including an analysis of aircraft noise based on the Metro aircraft operations and flight patterns. *(RDR)*

**SN.PHS 1.3** **Airport Overflight Notice.** The City shall endeavor to notify potential homeowners and residents of South Natomas of the over-flights by aircraft using Sacramento International Airport by providing for such notice as a condition of approval of PUDs, tentative maps or Special Permits to develop residential units in South Natomas. *(RDR)*

# Environmental Resources

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

# Environmental Constraints

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

# Opportunity Areas

This section includes information about the opportunity area in the South Natomas Community Plan Area (Table SN-1). Figure SN-3 shows a map of the Northgate opportunity area location within the community plan area. Information will continue to be developed and refined for this opportunity area and potentially others as needs are assessed and development focus shifts throughout the South Natomas Community Plan Area.

**Table SN-1 South Natomas Opportunity Areas**

| *Opportunity Area* | *Type* |
|---|---|
| **Commercial Corridor Revitalization** | |
| Northgate Boulevard | Corridor |

SOURCE: City of Sacramento 2009

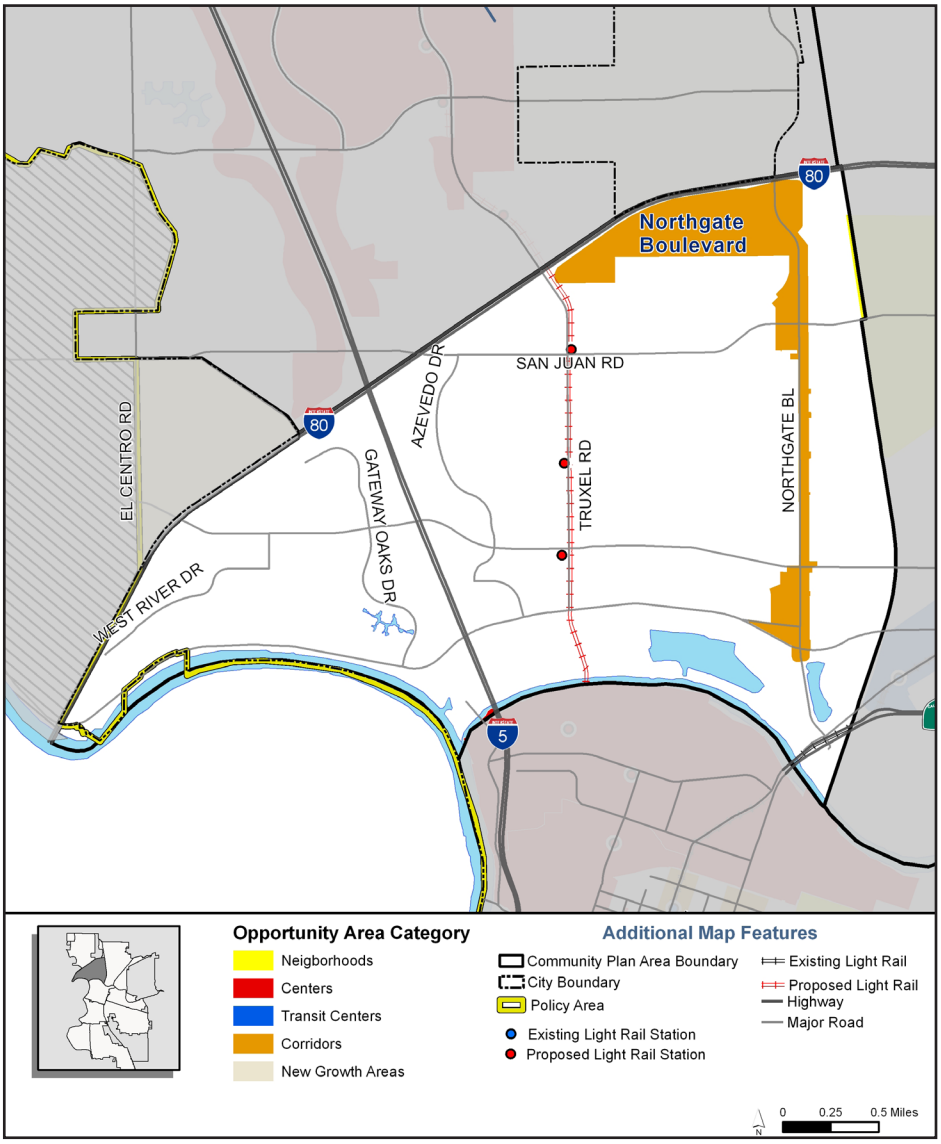



**Figure SN-3**
**South Natomas Opportunity Areas**

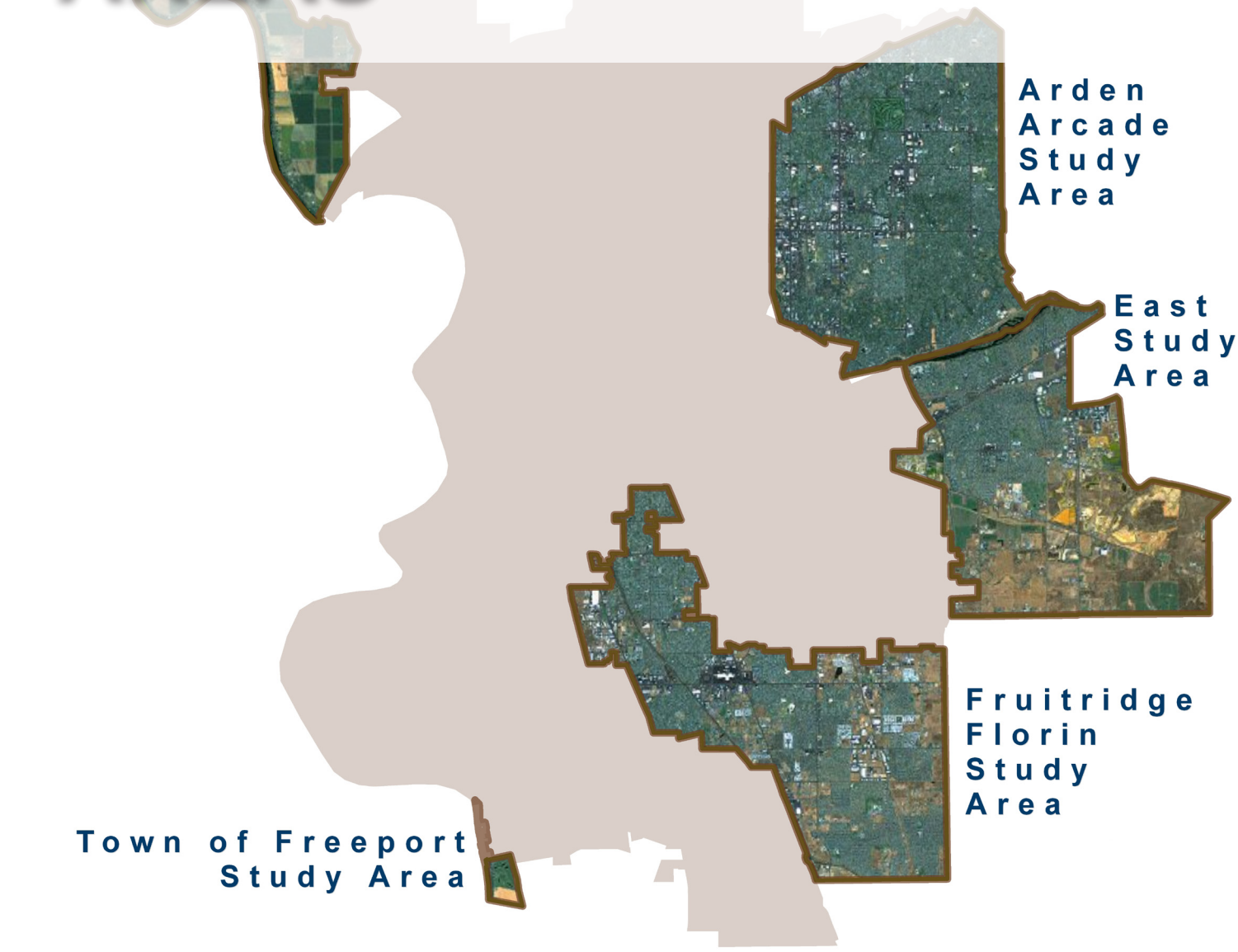
# Relevant Plans and Studies

This following section lists relevant plans and studies that have been adopted or developed by local, state, and federal agencies or community groups and organizations and are directly pertinent to the South Natomas Community Plan Ares:

- Northgate Plan (2004)
- Gardenland/Northgate SNAP
- Northgate Boulevard Streetscape Plan (2006)
- South Natomas Community Infrastructure Fee (SNCIF)
- South Natomas Facilities Benefit Assessment (SNFBA)

Natomas Joint Vision Study Area

# SPECIAL STUDY AREAS



Arden Arcade Study Area

East Study Area

Fruitridge Florin Study Area

Town of Freeport Study Area

# Introduction

Beyond the boundaries of the 2030 General Plan, the City has defined Special Study Areas that are adjacent to existing city limits and are of interest to the City of Sacramento (Figure SSA-1). Planning for the future of these unincorporated areas necessitates the coordination of 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 managing the future of these areas.

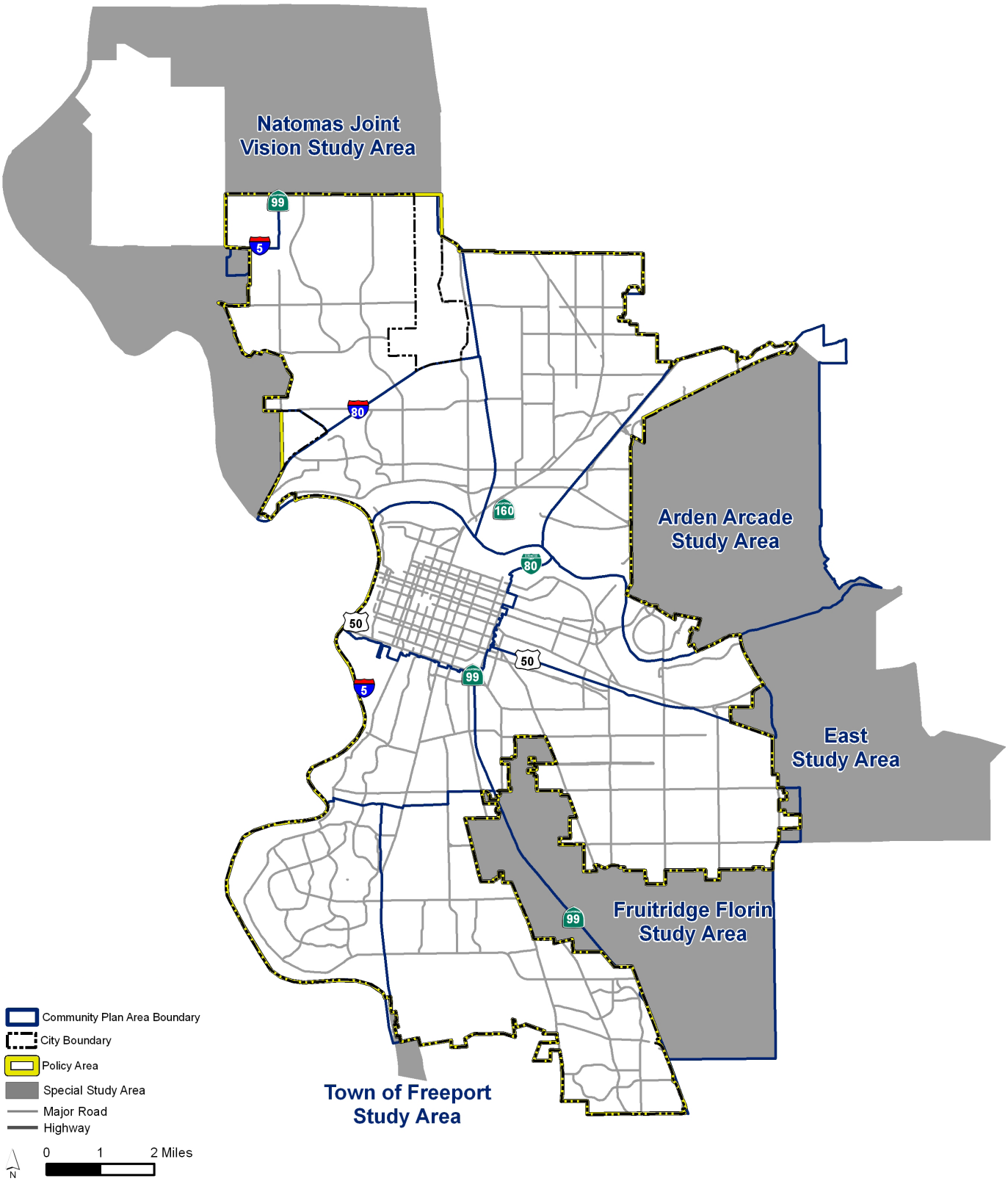



**Figure SSA-1**

**Special Study Areas**

# Arden Arcade Study Area

The Arden Arcade Study Area is located northeast of Downtown Sacramento (Figure SSA-2). 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 Walnut Avenue and the southeasterly extension of Arden Way, and on the west by the Sacramento city limits. The majority of the unincorporated area falls within the Arden Arcade Community Plan Area. It should be noted that Arden Arcade Study Area extends south beyond the Community Plan Area to the American River as shown in Figure SSA-2. Arden Arcade Study Area is connected with the City of Sacramento and outlying areas by Business 80 and several major corridors. The Northeast Light Rail Transit line 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 is connected to incorporated neighborhoods to the west and south and has an active residential and business community. Most of the area consists of suburban residential neighborhoods and intensely developed commercial corridors.

The City of Sacramento is interested in possibly annexing the Arden Arcade Study Area to consolidate public services. Currently (2009), some Arden Arcade Study Area residents and businesses favor staying within the county or incorporating the area as its own city to protect existing special districts such as fire protection, water districts, and parks. Challenges to annexation will likely include revenue sharing issues with Sacramento County, overcoming infrastructure issues, and public support for annexation.

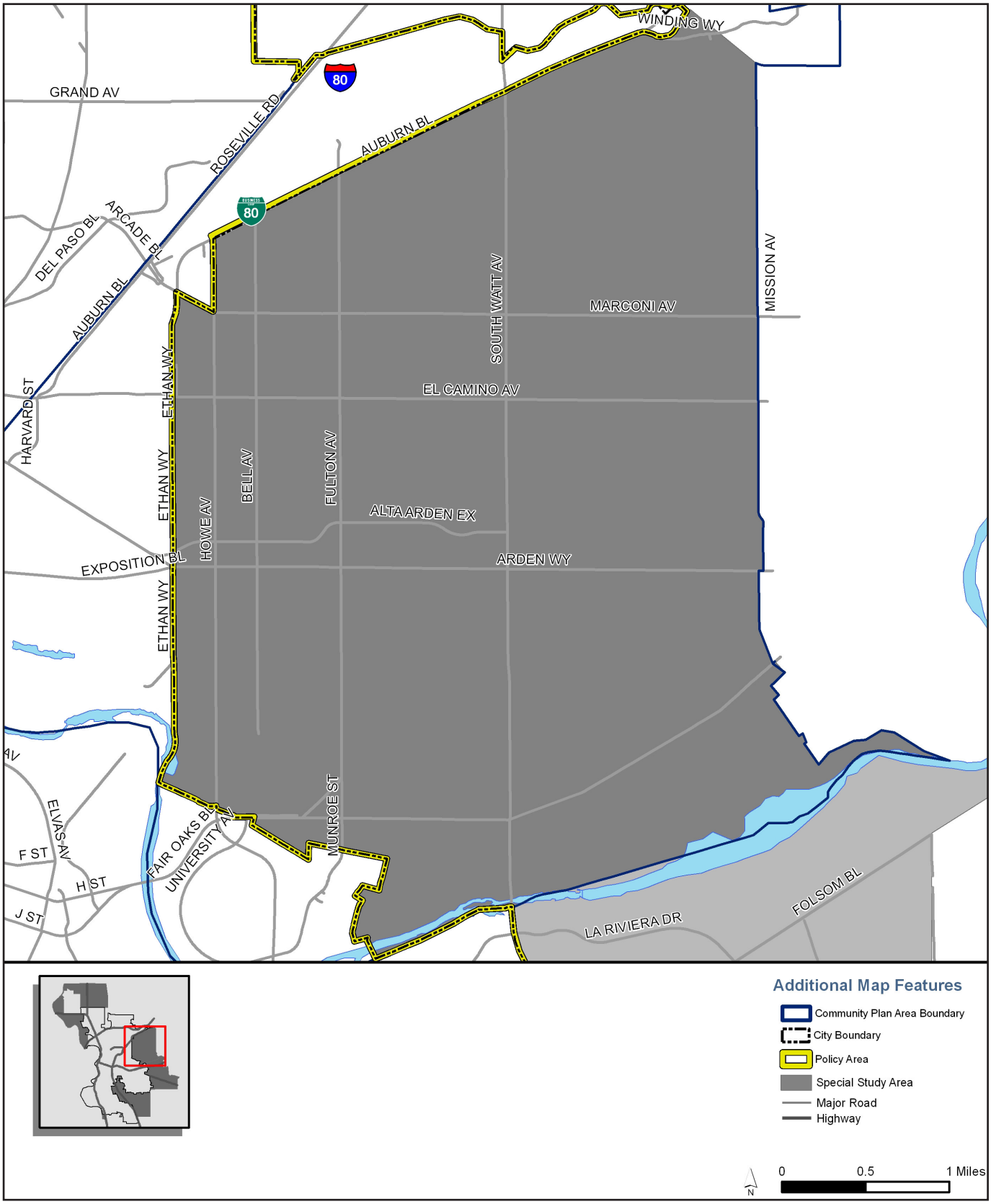



**Figure SSA-2**
**Arden Arcade Study Area**

# 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 (Figure SSA-3). 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. The East Study Area is connected to Sacramento and outlying areas by Highway 50 and the Jackson Highway (SR-16). The Folsom Light Rail Transit line connects to the northern part of the East Study Area and provides access to Downtown Sacramento, the city of Rancho Cordova, Gold River, and the city of Folsom.

The northern part of the East 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. The City is interested in the possibility of annexing Rosemont to preserve existing neighborhood character and consolidate urban services.

The middle and southern parts of the East Study Area 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. These sites could accommodate significant new growth through a master planned mining reuse and infill project that is consistent with the 2030 General Plan Vision & Guiding Principles and could serve as a national model for the reuse of exhausted mining sites. Mixed-use development in the area could include transit-oriented retail, housing, and office; complete neighborhoods with a diverse range of housing types, densities, and affordability ranges; and preserved and enhanced open space areas.

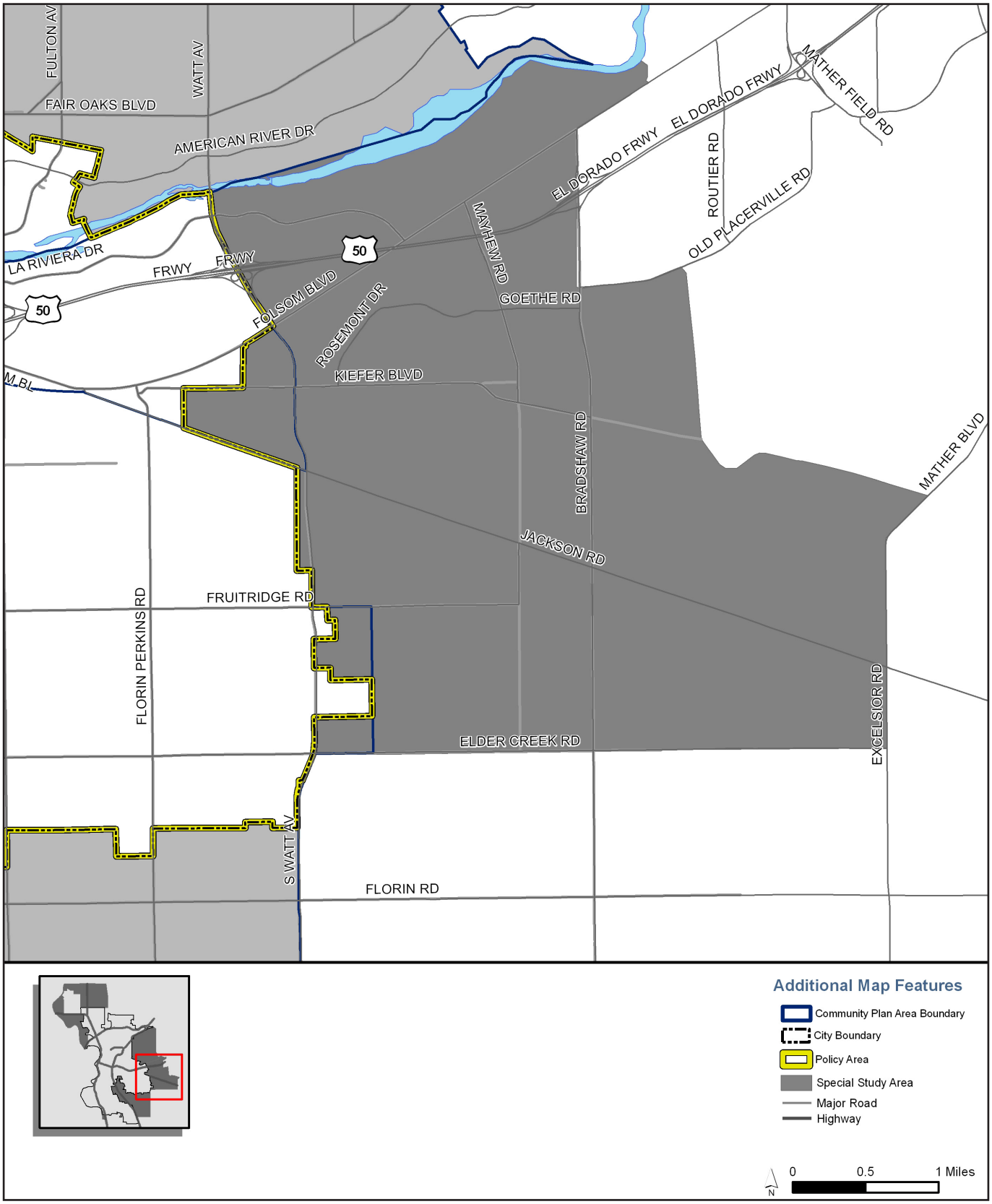



**Figure SSA-3**
**East Study Area**

# Fruitridge Florin Study Area

The Fruitridge Florin Study Area encompasses approximately 9,490 acres bordered on the north by 12th Avenue, on the east by South Watt Avenue, on the west by the South LRT line, Franklin Boulevard, and Highway 99, and on the south by Calvine Road (Figure SSA-4). 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 Fruitridge Broadway Community Plan Area, and the western part is located in the South Area Community Plan Area. Highway 99 crosses through the area and connects the Fruitridge Florin Study Area with Downtown Sacramento and the region. There are also several major corridors that cross through the area, connecting it with adjacent communities and the region. Sacramento Regional Transit provides light rail transit services along the South LRT line, with stations adjacent to or near the western portion of the area at Fruitridge Road, 47th Avenue, and Florin Road.

The City's interest in the Fruitridge Florin Study Area is primarily focused on collaboration with the County in planning and development at the city/county border. 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 (e.g., water, police, fire, parks) are provided by the County of Sacramento and various special districts, but many of these services are challenged by infrastructure deficiencies. Joint efforts between the City and County to plan land use and services will provide many benefits to the area, including employment opportunities for economically challenged areas, transit supportive development, redevelopment of existing corridors, and investment in and revitalization of distressed neighborhoods.

The City and County are currently (2009) involved in joint efforts to revitalize neighborhoods and corridors through the Sacramento Housing and Redevelopment Agency (SHRA) and other processes. 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. For example, the City and County are conducting a joint planning study for Florin Road which passes through both jurisdictions in the South Area community. Challenges to this effort may include revenue sharing issues with Sacramento County, overcoming inadequate infrastructure, addressing vacant and underutilized land challenges, and reconciling fragmented services.

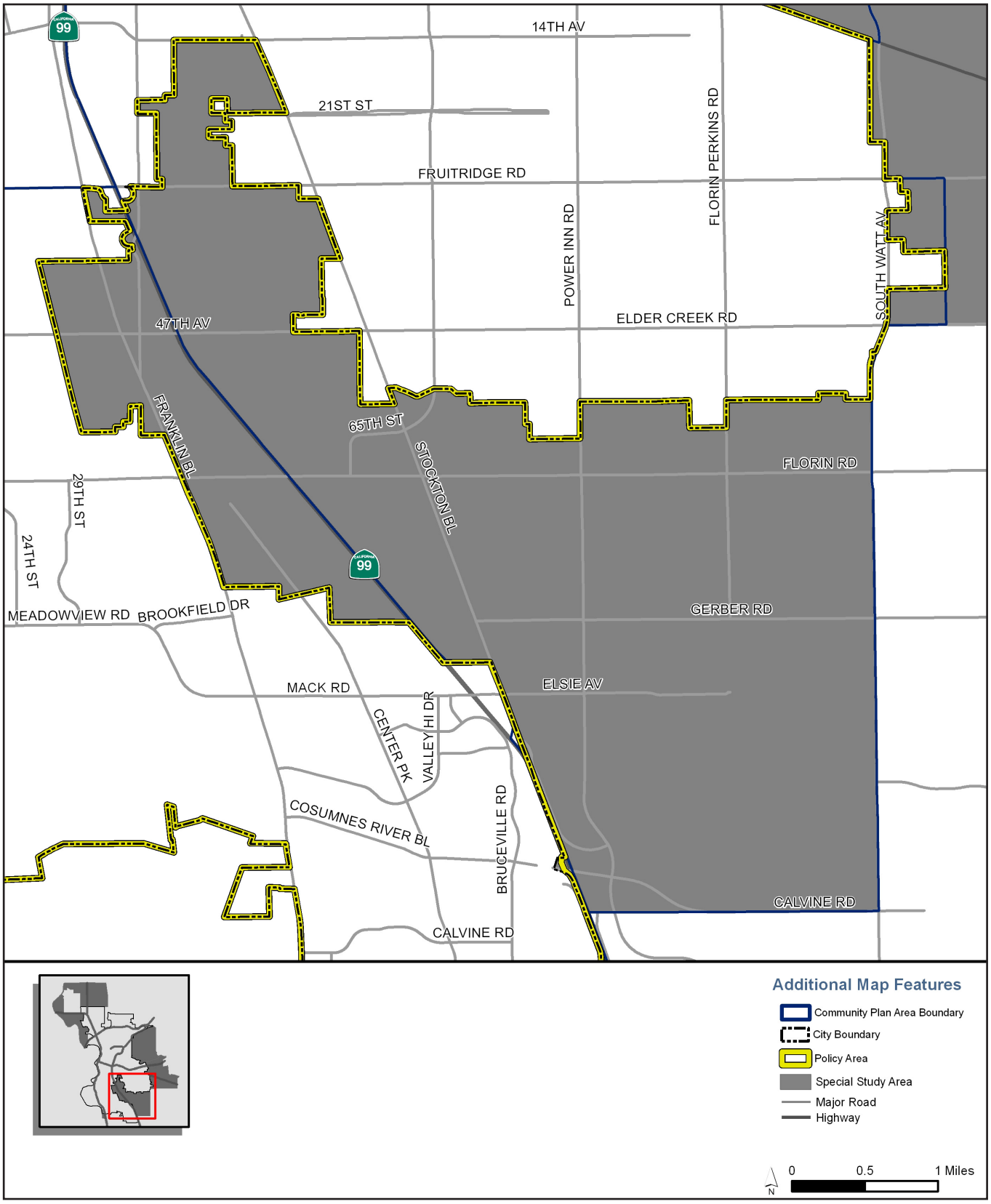



**Figure SSA-4**
**Fruitridge Florin Study Area**

# Natomas Joint Vision Study Area

The Natomas Joint Vision Study Area (NJVSA) is an unincorporated portion of Sacramento County that encompasses approximately 18,424 acres and is located north and west of the city of Sacramento (Figure SSA-5). 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 NJVSA is connected to Sacramento and the region by I-5 and Highway 99. Sacramento Regional Transit is planning a Downtown/Natomas/Airport (DNA) Light Rail Transit line extension that would connect the southern part of the area to Downtown, South Natomas, North Natomas, and the Sacramento International Airport.

The NJVSA is composed of mostly agriculturally zoned land and open space. Existing residential neighborhoods are located south of Elkhorn Boulevard (North Natomas), and primarily rural residential development is located to the east in the Rio Linda and Elverta areas. The Sacramento International Airport is located within the NJVSA, north of I-5 and west of the newly-developing Metro Air Park. In early 2008, the City approved a request to annex and develop the 577-acre Greenbriar area, which is east of Metro Air Park, north of I-5, and west of Highway 99.

The County Board of Supervisors and the Sacramento City Council approved a Memorandum of Understanding (MOU) on December 10, 2002, that established a vision for land use and revenue sharing for the NJVSA, and assigned responsibilities for development to the City and for preservation of open space, habitat, and agriculture to the County. Since 2002, the City of Sacramento and Sacramento County have been working cooperatively to implement the vision and set of guiding principles for development of the NJVSA. 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. The area has several significant development constraints including wildlife habitat, flood protection, infrastructure financing, and other environmental and associated regulatory issues. These constraints would need to be addressed prior to any development occurring. In addition, the City is committed to preserving functional open space along the Sacramento River and adjacent to Sutter County that includes a system of wildlife corridors and creates buffers between habitat and development.

The NJVSA is one of two large Special Study Areas, the other being the East Study Area (discussed in Part 3, within this Special Study Areas section), that has potential for major new growth.

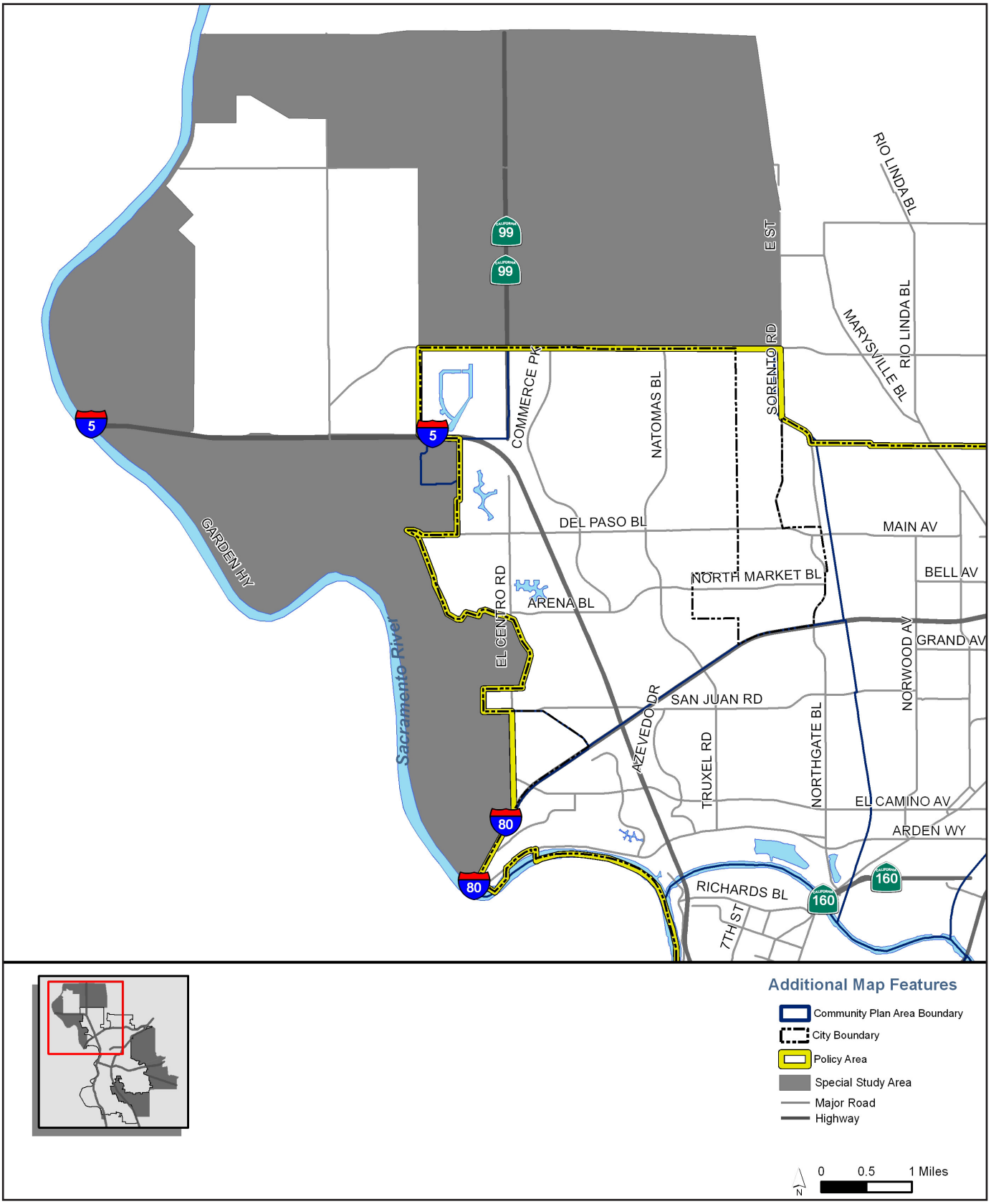



**Figure SSA-5**
**Natomas Joint Vision Study Area**

# 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 (Figure SSA-6). 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) is located to the southeast. The Study Area extends southwest beyond the city limits and I-5. Major transportation access is provided by I-5, which connects 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.

The town of Freeport Study Area was included in Sacramento's Sphere of Influence in October 1981. 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. City staff is conducting additional outreach and intends to return to LAFCo with the proposed annexation in 2009. 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 district's goal was 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 and policies associated with the Special Planning District are also included within the South Area Community Plan.

The City of Sacramento is interested in annexing the town of Freeport Study Area to improve public services and protect its "Delta river town" atmosphere. Existing houses and businesses in Freeport are connected to aging well and septic systems. Upgrades to individual systems are expensive, and the most cost-effective method for residents to access water and sewer infrastructure is to annex to the city of Sacramento. The City is moving forward with development to the east of the town of Freeport Study Area, with the Delta Shores planned community, which could significantly impact existing character and public facilities in the area unless the City is in a position to address the interface between the two. If the town of Freeport area is annexed, planning efforts should promote development adjacent to Freeport that fosters accessibility and connectivity between Freeport and Delta Shores, while preserving the character of the town. The City could ensure that the town of Freeport Study Area is adequately served by public facilities through development of a utilities master plan and financing plan. Challenges to City efforts to annex and integrate it into the city will likely include overcoming inadequate infrastructure and addressing interface issues between the existing town and new development.

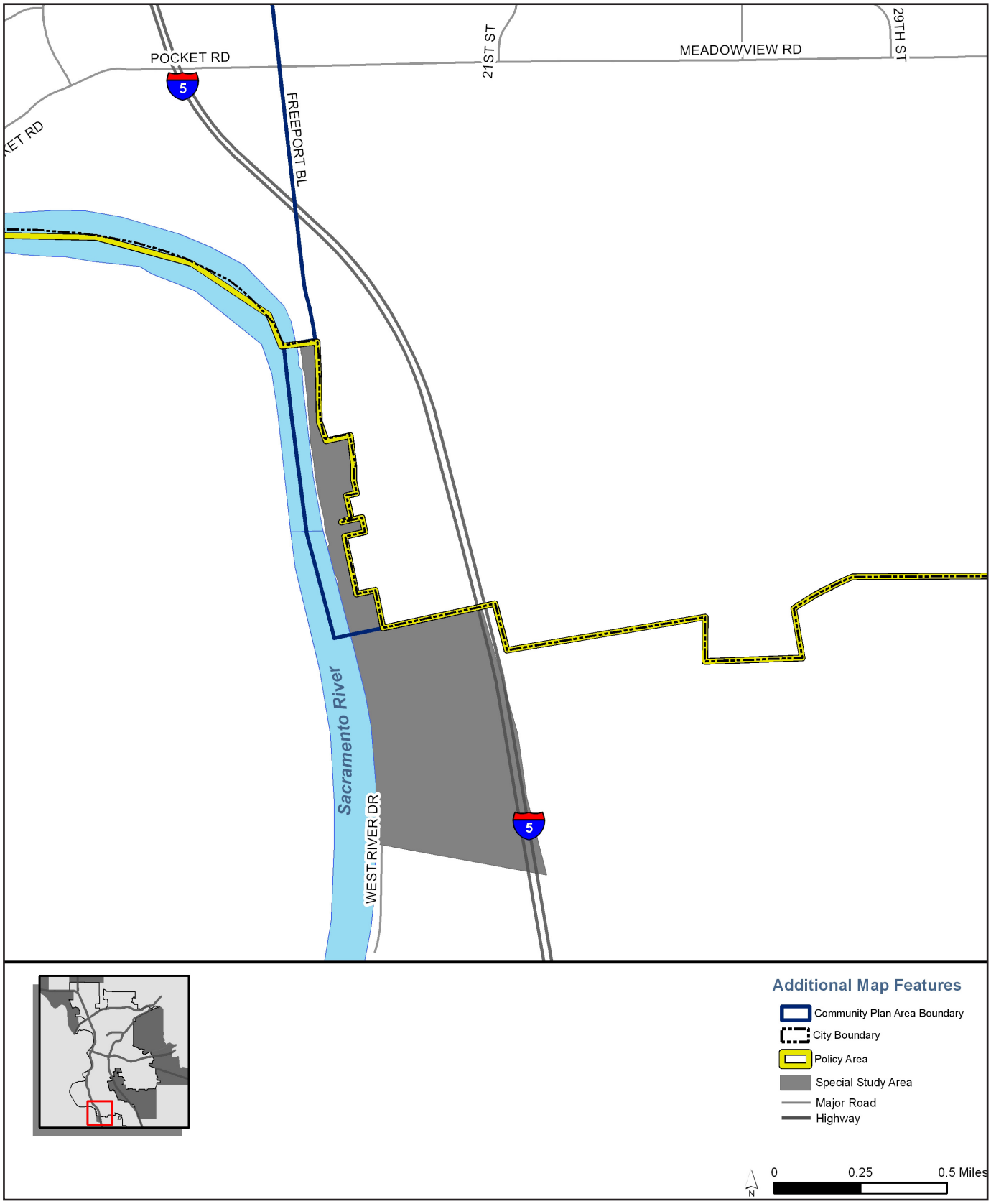



**Figure SSA-6**
**Town of Freeport Study Area**

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