

Welcome

Please Sign-in

WHAT IS A GENERAL PLAN?

The General Plan serves as the “constitution” for urban development and preservation in the city. It guides decision-makers and developers on how and where development should happen.

The General Plan addresses issues that impact all aspects of life in the city, including:

- Managing future development
- Planning a more sustainable transportation system
- Articulating strategies that promote economic development while ensuring benefits for the local community
- Taking action to address climate change
- Building community resilience
- Ensuring Sacramento is an age-friendly city
- Enhancing community facilities and services
- Promoting equity and environmental justice
- Protecting natural and historic resources

WHAT TOPICS ARE COVERED IN THE SACRAMENTO GENERAL PLAN?

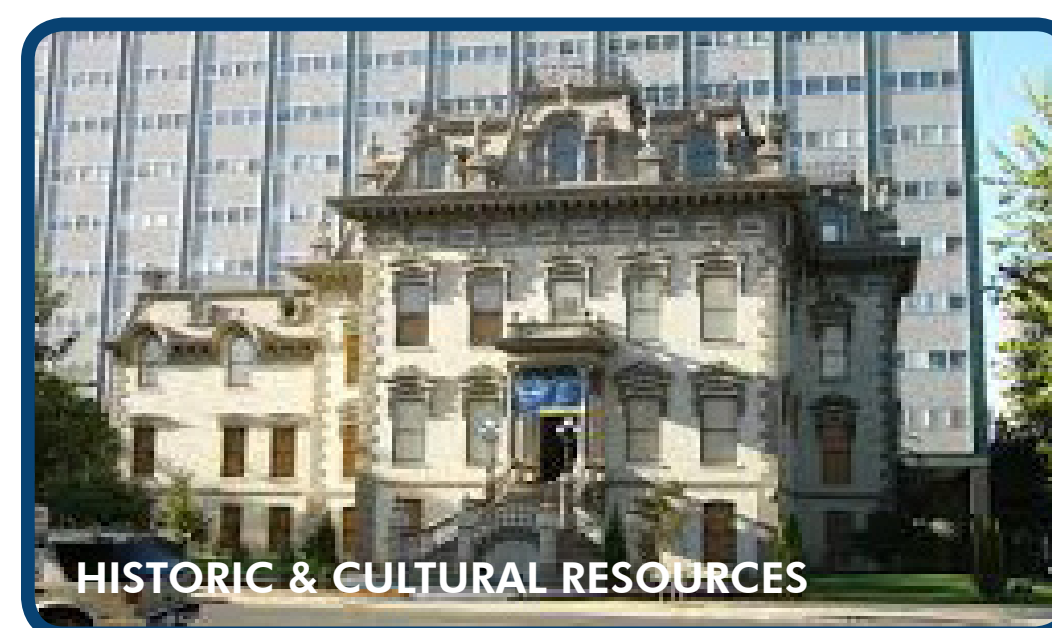
- Land Use and Urban Design
- Historic and Cultural Resources
- Economic Development
- Housing
- Mobility
- Utilities
- Education, Recreation, and Culture
- Public Health and Safety
- Environmental Resources
- Environmental Constraints
- Environmental Justice

WHAT IS A CLIMATE ACTION PLAN?

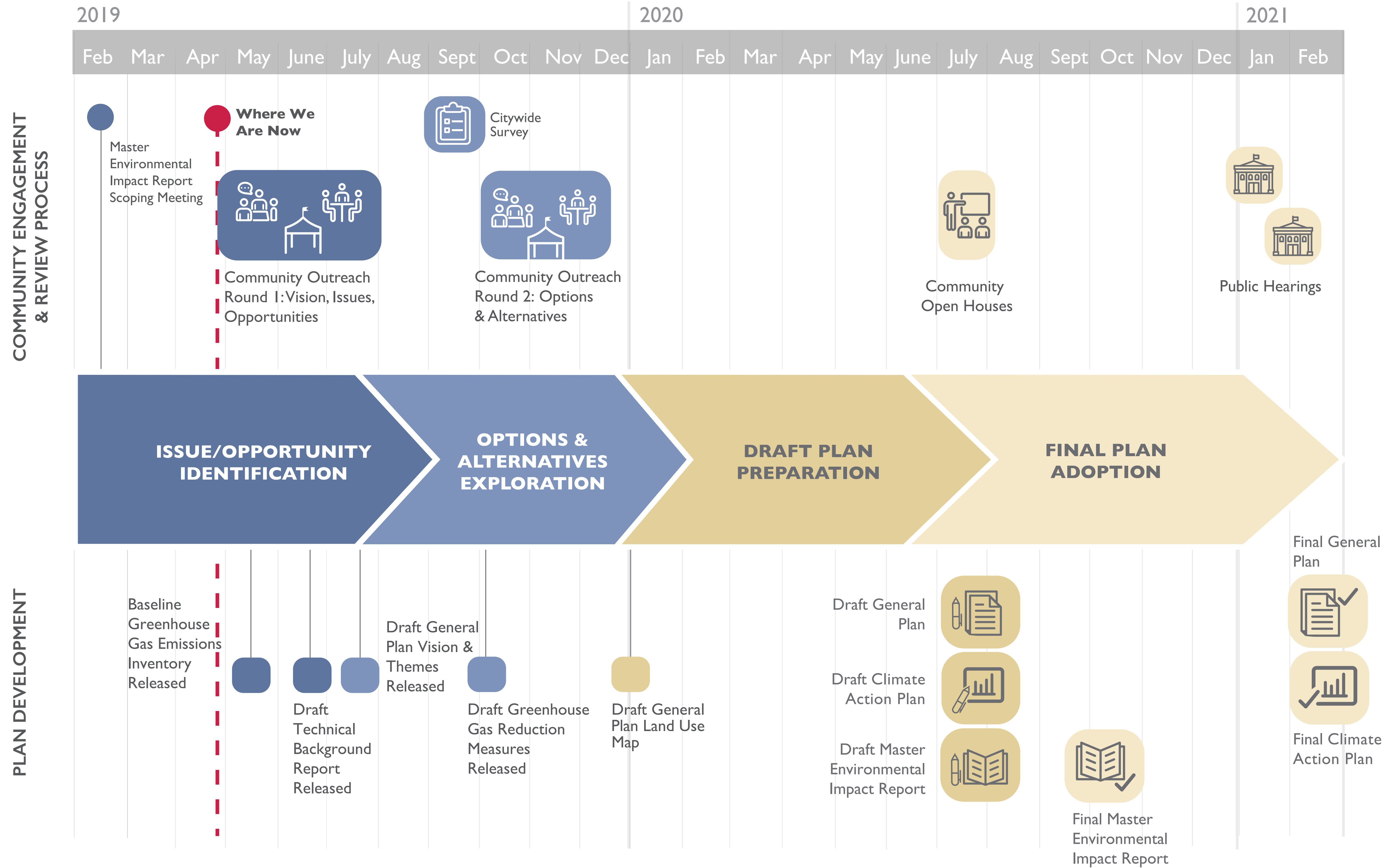
A Climate Action Plan (CAP) is a community-wide strategy for reducing greenhouse gas emissions (GHG) and adapting to the effects of climate change. The CAP includes the city’s GHG reduction targets as well as specific strategies and implementing actions to achieve the targets.

Our current General Plan incorporates the City’s climate action strategies, but as part of the Sacramento 2040 effort, the CAP will be a standalone document that provides an over-arching framework for community-wide GHG reduction, and help establish Sacramento as a leader on climate action and adaptation.

The Mayor’s Commission on Climate Change is providing recommendations on overall strategies.



PROJECT TIMELINE



CITY OF SACRAMENTO MAP

sacramento | 2040

General Plan Update and Climate Action Plan



The City of Sacramento's guiding vision of the 2035 General Plan is that...

Sacramento will be the most livable city in America.

Guiding Principles

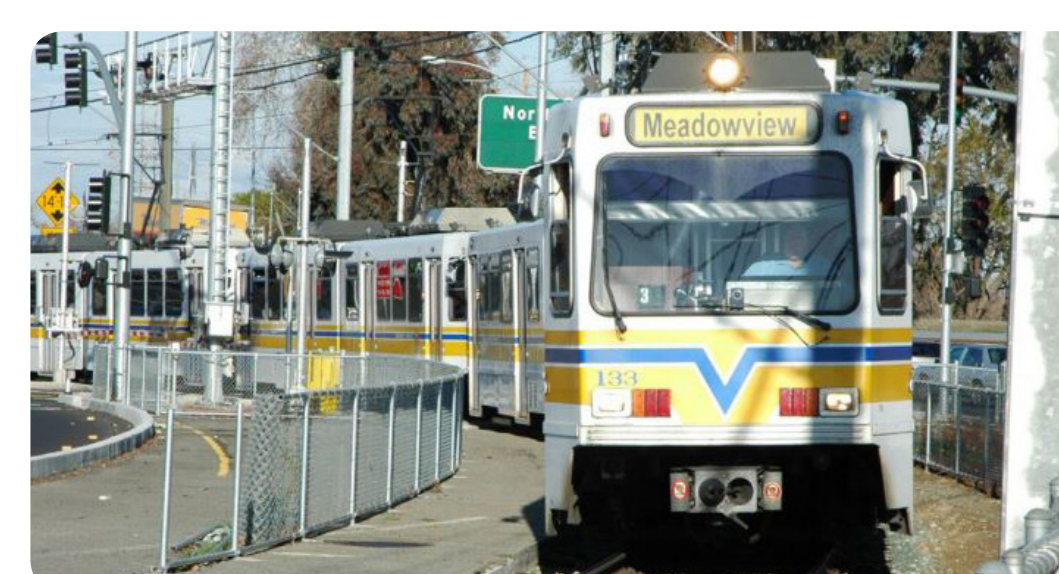
LAND USE

- Provide a diversity of neighborhood environments, from the traditional downtown core to well-integrated new growth areas.
- Create a vibrant downtown that serves as a regional destination for the arts, culture, and entertainment while accommodating residents that live, work, and gather in the city center.
- Focus higher density developments and mixed-use projects in areas adjacent to transit stations, along transit corridors and commercial corridors, near job centers, and in strategic opportunity areas throughout the City.
- Use the existing assets of infrastructure and public facilities to increase infill and re-use, while maintaining important qualities of community character.
- Promote livable and well-designed neighborhoods that are walkable and complete, with a mix of uses and services to support improved health and the needs of families, youth, seniors, and a growing population.
- Utilize sustainable development and land use planning practices that provide for the needs of existing residents and businesses while preserving choices for future generations.



MOBILITY

- Develop a balanced, integrated, multi-modal transportation system that is efficient and safe with frequent service connecting every neighborhood to the rest of the city and the region.
- Provide a variety of transportation choices that promote accessible alternatives to the automobile including walking, bicycling, and taking transit.
- Expand and improve existing transit systems to encourage higher ridership that will lead to less dependence on the automobile and fossil fuels, and to better air quality.

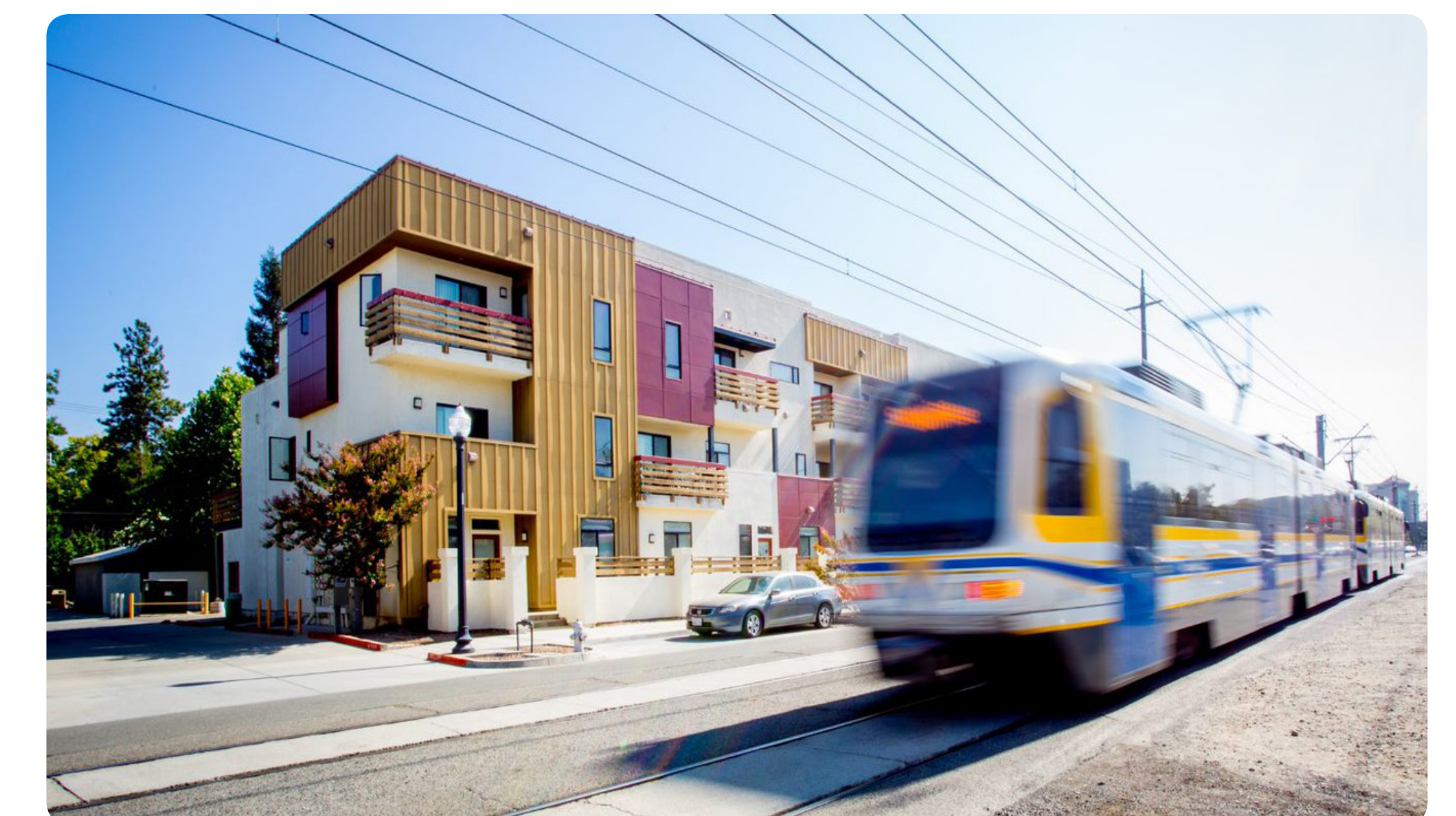


HOUSING

- Provide a mix of housing to meet the needs of current and future residents, including an equitable distribution of affordable housing, throughout the city.
- Include a mix of housing types within neighborhoods to promote a diversity of household types and housing choices for residents of all ages and income levels in order to promote stable neighborhoods.
- Work to end homelessness in Sacramento by providing affordable housing opportunities and services.

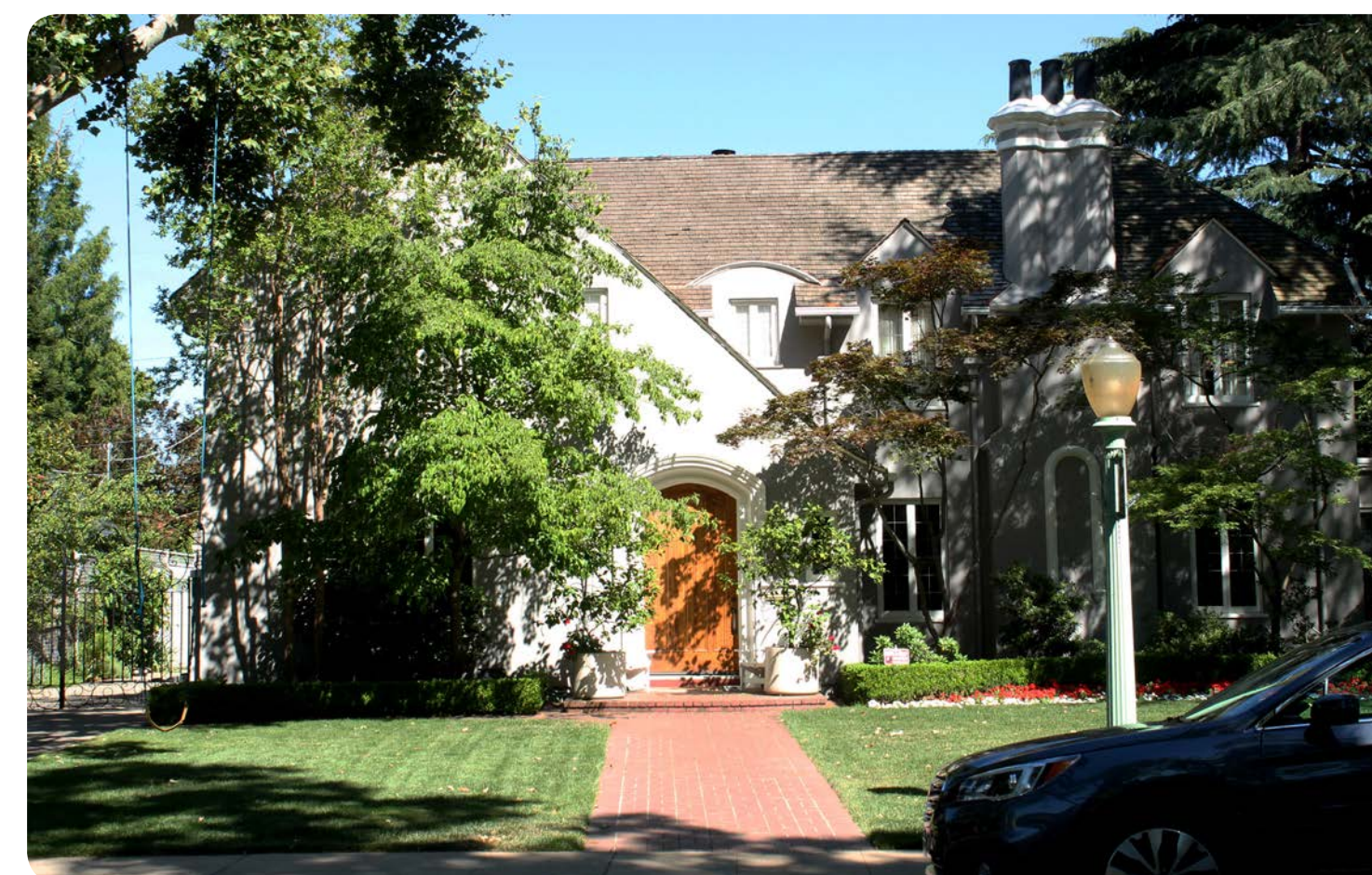
ECONOMIC DEVELOPMENT

- Promote the City as the civic, cultural, and economic hub of the region and the Central Valley.
- Promote strategic development of vacant, underutilized, and infill land, especially along transportation and commercial corridors, to improve the city's economic outlook.
- Create and maintain a broad range of jobs that are accessible to all residents that provide opportunities for advancement.
- Improve the jobs-housing balance by siting housing near employment centers.
- Develop a vibrant 24-hour downtown that is a destination for the region and California.
- Work with educational institutions to promote the skill and talent of Sacramento's workforce in order to attract high quality jobs.
- Develop the city's waterfront to provide a world-class urban experience for residents, workers, and visitors.
- Focus investment and revitalization in distressed neighborhoods.



COMMUNITY DESIGN

- Create vibrant public places that serve as gathering places, town centers, and villages for the community.
- Protect the development of complete neighborhoods both in infill and new growth areas that foster a sense of place.
- Protect and replicate the pattern and character of Sacramento’s unique and traditional neighborhoods.
- Promote designs for development that are compatible with the scale and character of Sacramento’s existing neighborhoods.
- Locate and design buildings, streetscapes, and public spaces that contribute to walkable neighborhoods.
- Promote developments that foster accessibility and connectivity between areas and safely and efficiently accommodate a mixture of cars, transit, bicyclists, and pedestrians.
- Recognize and preserve those areas of the City with a “sense of place” that are based largely upon their historical and cultural resources.



ENVIRONMENTAL RESOURCES

- Encourage sustainable levels of energy and resource consumption through efficient landuse, transportation, building design, construction techniques, waste management, and other infrastructure systems.
- Preserve open space, farmland, natural resources, and environmentally-sensitive areas to maintain community identity.
- Preserve and protect important historic and cultural resources that serve as significant, visible reminders of the City’s social and architectural history.
- Improve and expand the urban forest that contributes to the uniqueness of Sacramento: the City of Trees.
- Continue to improve air and water quality to ensure a healthy community and region.
- Continue to ensure the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies.



SERVICES & FACILITIES

- Provide quality public services, facilities, and infrastructure that are distributed equitably throughout the city.
- Support high quality education and schools.
- Promote joint-use of public facilities to optimize the use of public funds.
- Develop facilities, services, and partnerships to help end homelessness.



PUBLIC SAFETY

- Foster safe neighborhoods through good community and environmental design that promotes a mix of uses, active streets, improved air quality, and security.
- Improve coordination among residents and businesses and police, fire, planning, transportation, and other City departments to address security issues and achieve safe neighborhoods.
- Minimize Sacramento’s vulnerability to natural and manmade disasters and strengthen the City’s emergency response capabilities including improving flood protection through the strengthening of our levees and modernizing Folsom Dam.
- Promote exercise and activity by all age groups through the development of walkable neighborhoods and recreational facilities and programs.
- Promote opportunities for community education and involvement through volunteerism and civic engagement.



PARKS & RECREATION

- Maximize public access to and use of the Sacramento and American Rivers and the City’s other open space resources.
- Expand and improve existing pedestrian paths and bikeways to promote health, recreation, and connectivity between neighborhoods.
- Provide innovative parks and recreational and sports facilities for all of Sacramento’s existing and new neighborhoods.
- Promote Sacramento as a cultural destination with arts and open space amenities throughout the city.



What is Environmental Justice?

Defined by the California Environmental Protection Agency, it means “the fair treatment and meaningful involvement of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies.”

Defined by the California Environmental Justice Alliance, it means “the basic right of people to live, work, go to school, and pray in a healthy and clean environment.”

The 2040 General Plan will add a new Environmental Justice element, and equity will be addressed citywide.

Examples of Environmental *IN*justice:

- Residents living close to land uses with negative impacts, such as air pollution from freeways or chemical exposure from past or present industrial activity.
- Lack of public and private investment in schools, parks, street trees and other community infrastructure that adversely impacts the health and well-being of the community.
- Systemic differences in health and the factors that shape health (ex: nutrition, physical exercise, pollution exposure, mental well-being) from one area to another. Systemic differences are avoidable and are therefore considered unjust or unfair.

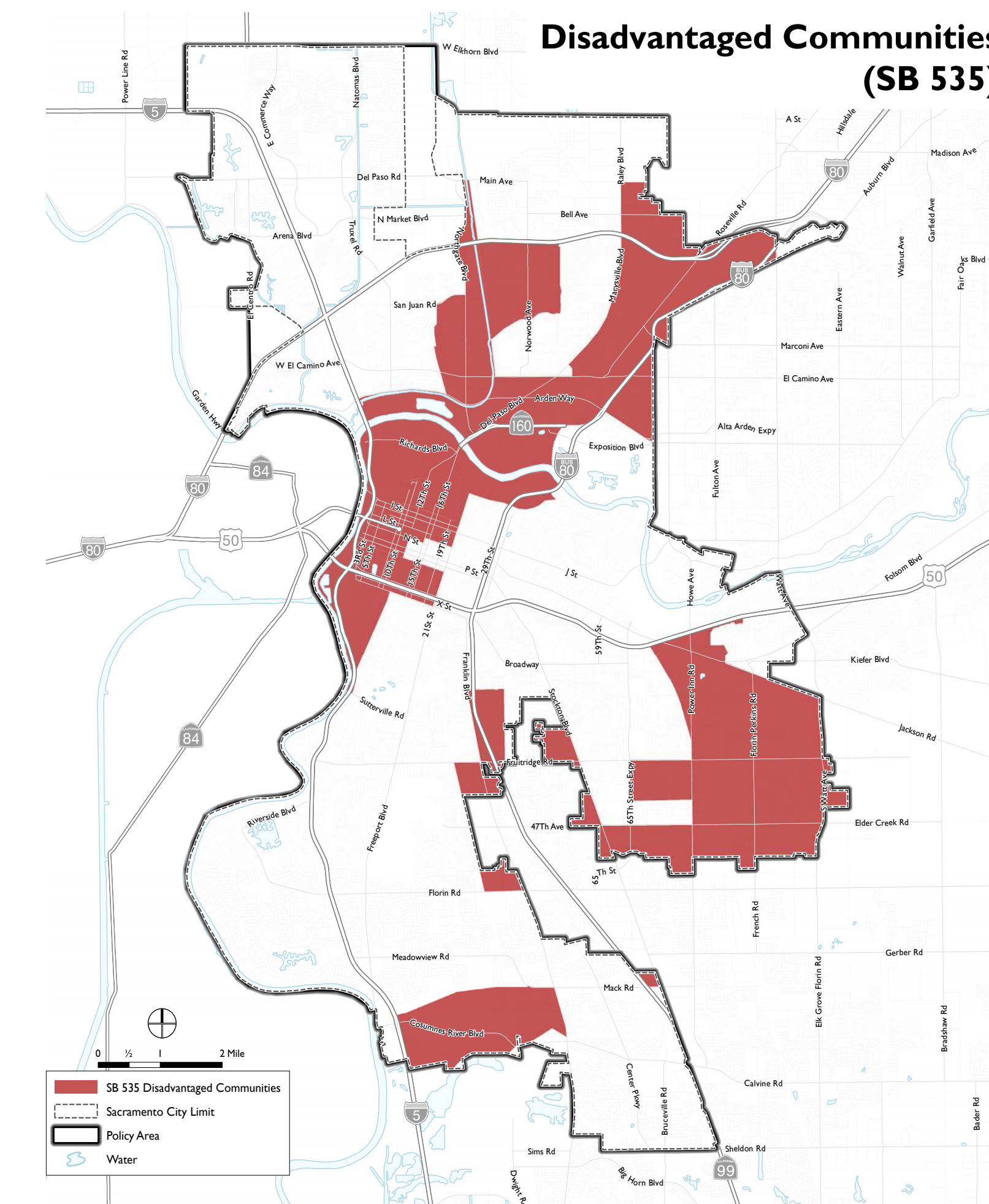
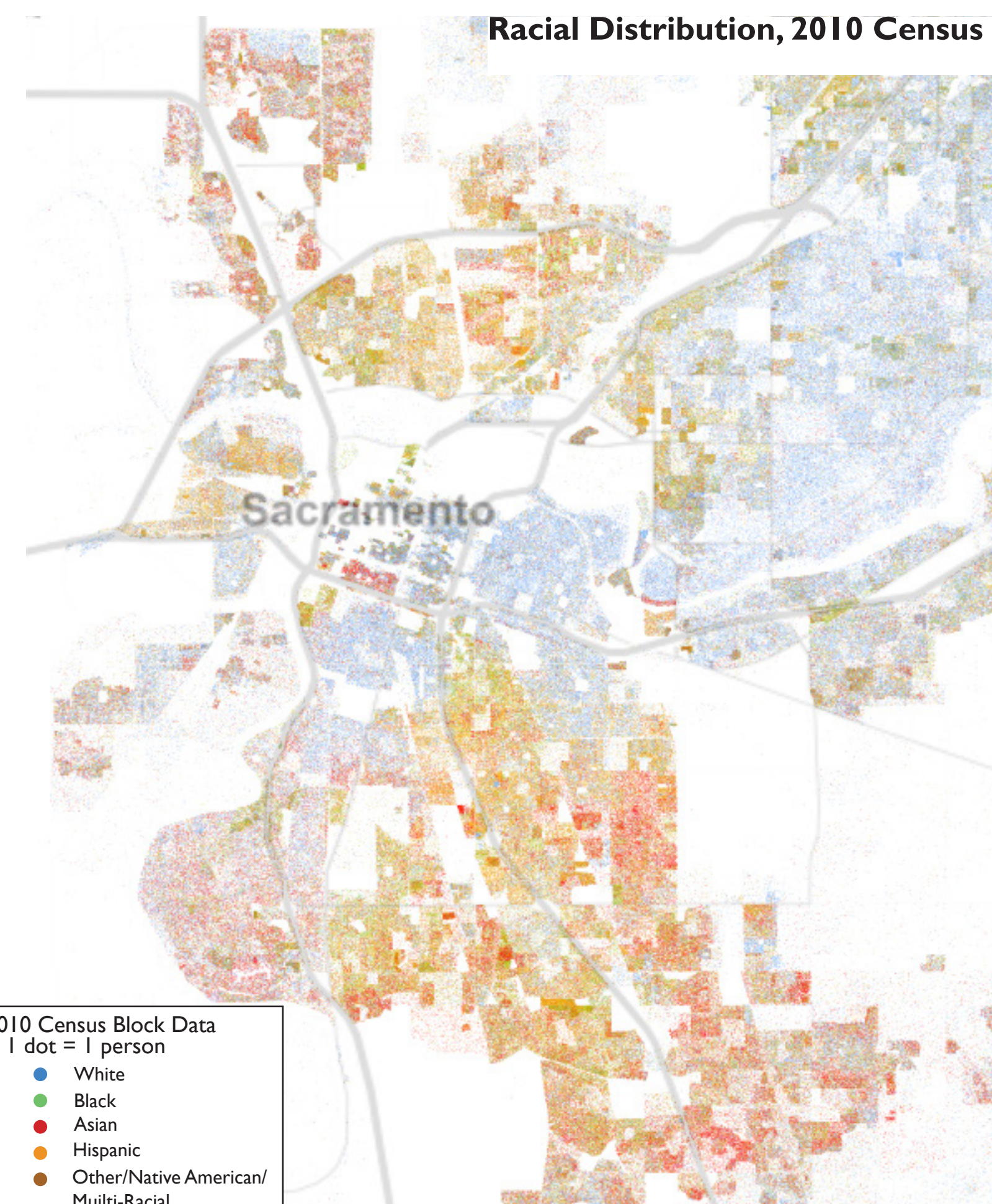
SB 1000

The Planning For Healthy Communities Act

“Requires cities and counties with disadvantaged communities to incorporate environmental justice policies to their general plans.”

SB 1000 Focus Areas

-  **1** Prioritization of Needs of Disadvantaged Communities
-  **2** Civic Engagement
-  **3** Public Facilities
-  Food Access
-  Safe and Sanitary Homes
-  Reduction of Pollution Exposure



California law recognizes that some low-income areas of California are disproportionately affected by environmental pollution and other hazards that can lead to negative health or environmental effects. These areas are known as Disadvantaged Communities (DACs) and have been mapped by the California Environmental Protection Agency based on 20 different indicators. These indicators are shown below. CalEPA’s methodology for identifying DACs does not account for race, but areas with higher percentages of communities of color are often more exposed to pollution or hazards.

Pollution Burden

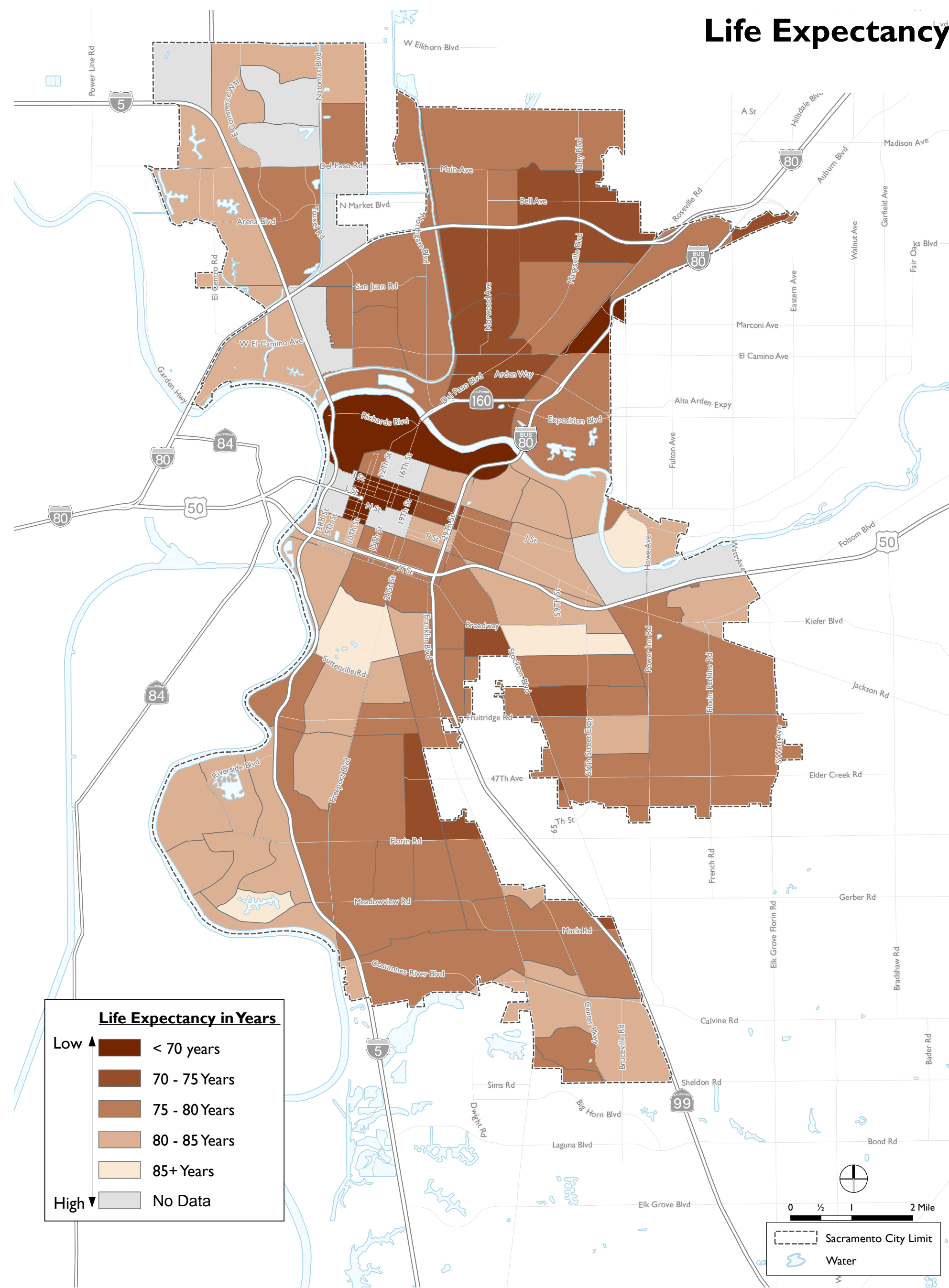
- Traffic Density
- Cleanup Sites
- Groundwater Threats
- Hazardous Waste Generators and Facilities
- Impaired Water Bodies
- Solid Waste Sites and Facilities
- Ozone
- Particulate Matter (PM 2.5)
- Diesel Particulate Matter
- Drinking Water Contaminants
- Pesticide Use
- Toxic Releases from Facilities

Population Characteristics

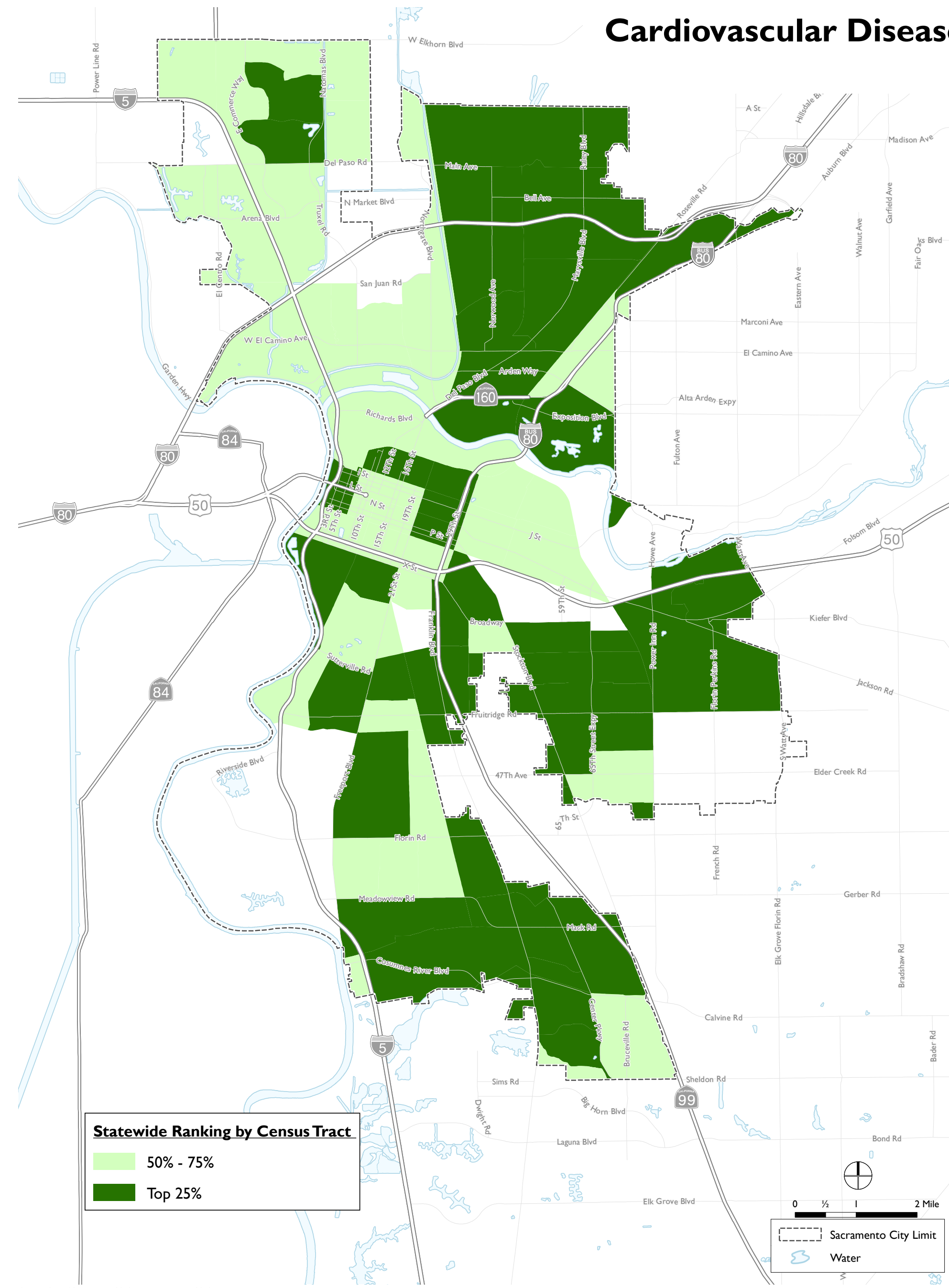
- Asthma
- Cardiovascular Disease
- Low Birth Weight Infants
- Educational Attainment
- Housing Burden
- Linguistic Isolation
- Poverty
- Unemployment

ENVIRONMENTAL JUSTICE

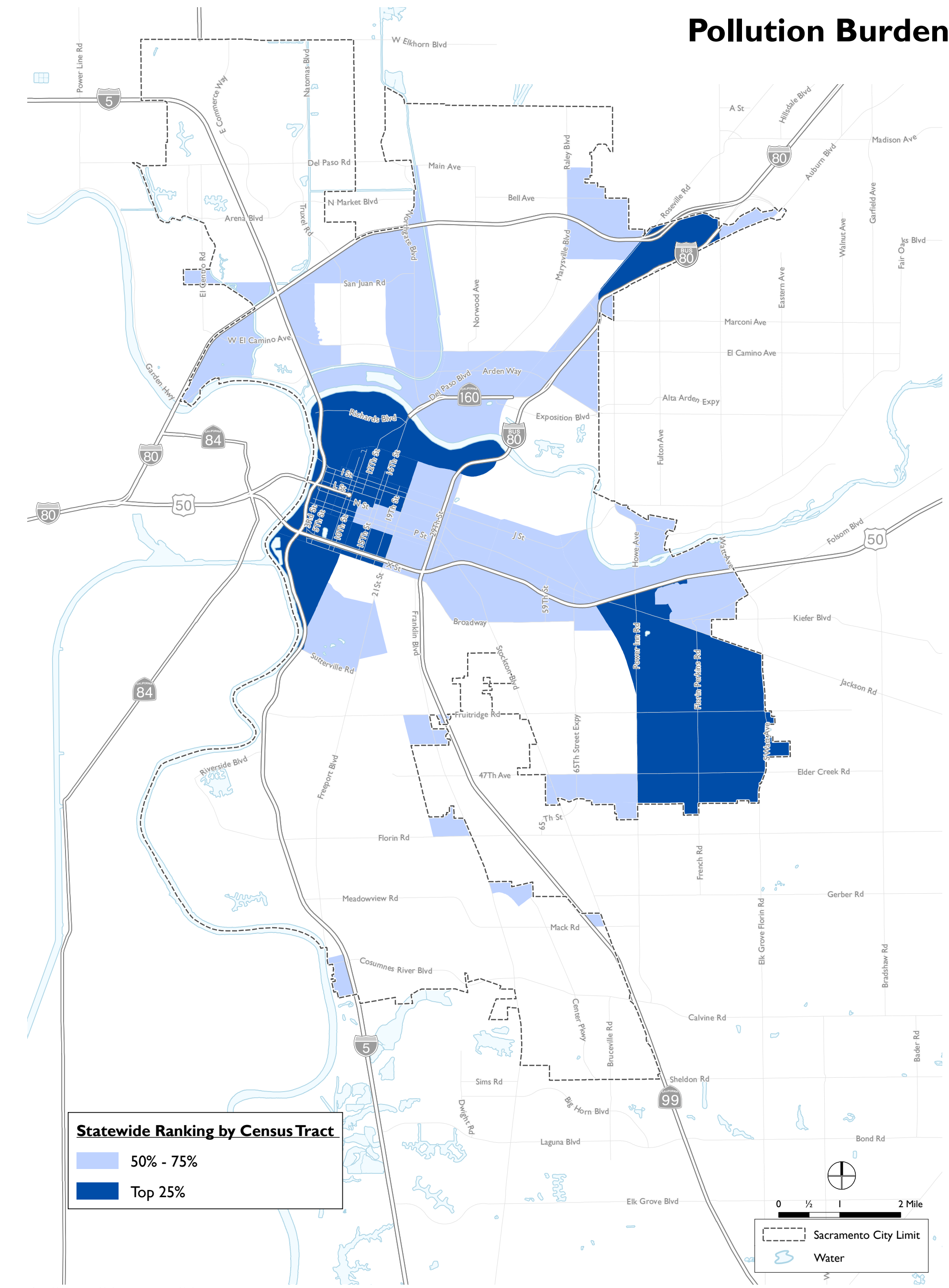
In Sacramento, many areas with the highest concentration of lower income households are also more exposed to pollution and experience higher rates of health issues.



Life expectancy varies significantly between areas of Sacramento. While genetics play a part, life expectancy is also influenced by our physical and social environment.



Areas with the highest rates of emergency room visits due to heart attack - an indicator of cardiovascular disease (CVD), the leading cause of death in California. A variety of factors contribute to CVD, including diet, lack of exercise, smoking, and air pollution.



Areas with the greatest combined pollution burden, considering air pollution, water quality, and exposure to hazardous chemicals.

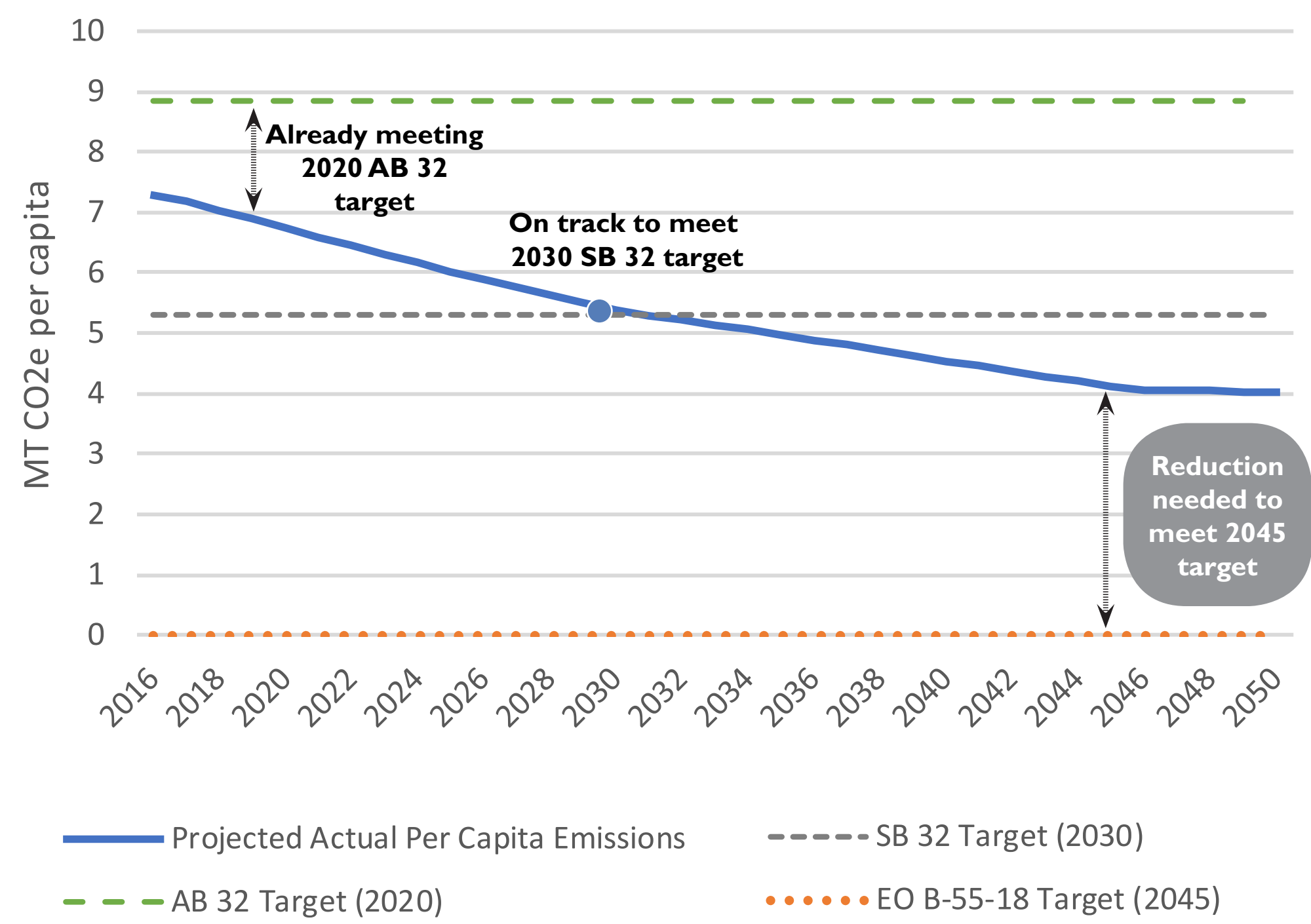
What are greenhouse gases (GHG)?

When certain gases collect in the atmosphere, they act like resemble glass in a greenhouse, allowing sunlight to pass into the 'greenhouse,' but blocking Earth's heat from escaping. Some greenhouse gases occur naturally, but others result from human activities. An excess of GHGs result in global warming and climate change.

GOALS

As part of its strategy climate change strategy, the State of California has adopted incremental targets for GHG reduction. Sacramento has met AB 32 (2020) targets and is on track to meet SB 32 (2030) targets. However, bold action is needed to become carbon neutral by 2045.

Emissions Trends and Targets



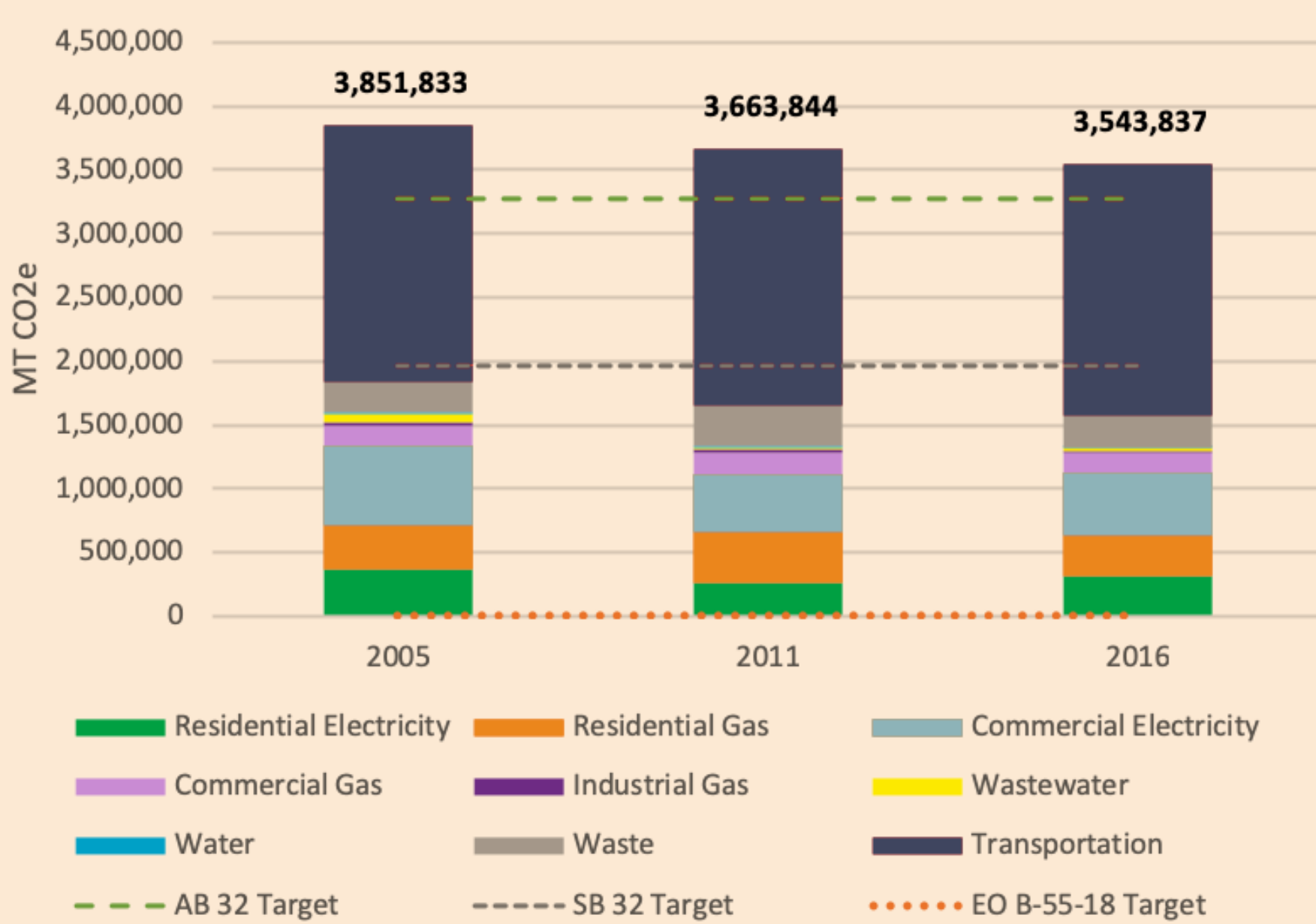
Source: Rincon, 2019

PROGRESS

Between 2005 and 2016, overall GHG emissions in Sacramento decreased by eight percent.

Over that period, GHG emissions from wastewater treatment declined significantly and progress was made in reducing emissions from industrial gas; however, relatively little progress was made in reducing emissions from residential and commercial energy use or transportation.

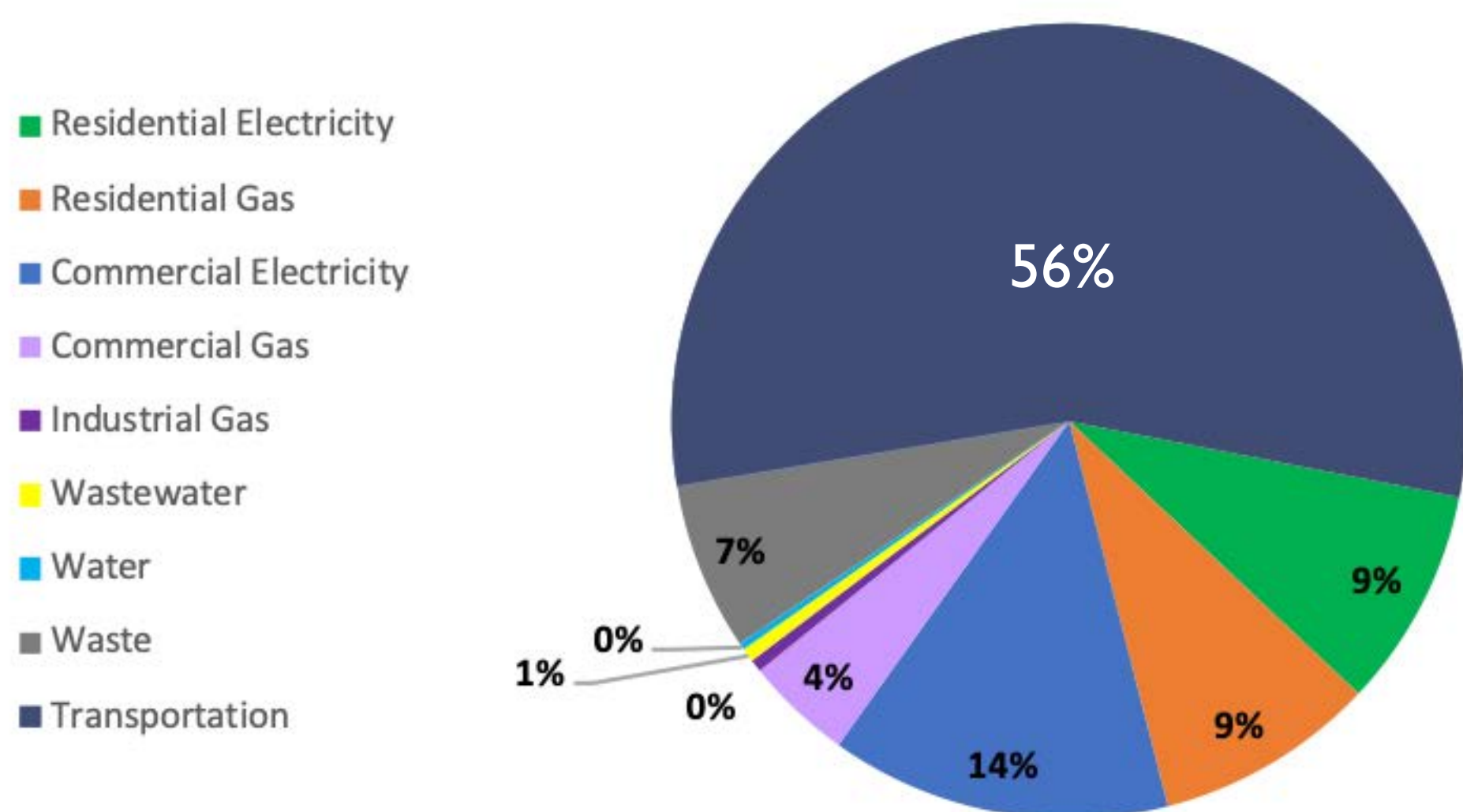
Change in Emissions from 2005 to 2016



Source: Rincon, 2019

INVENTORY

2016 Emissions by Sector



Source: Rincon, 2019

Emissions from the transportation sector - primarily from fossil-fuel powered vehicles - account for the largest share (56 percent) of GHG emissions generated in Sacramento; however, residential energy use and commercial energy use also represent significant shares. New technology will help us make progress toward our goals, but to achieve the goals, we'll also have to change our habits.

What keeps you from changing your habits around travel and energy use?

The planet's average surface temperature has risen about 1.62 degrees F since the late 19th century, largely due to increased emissions of carbon dioxide and other gases into the atmosphere as a result of human activities. Most of the warming has occurred in the last 35 years and scientists project that the trend will continue in the future. Higher average temperatures will bring environmental changes that affect our communities and natural habitats.

Cal-Adapt, a climate change scenario planning tool developed by the California Energy Commission (CEC) and the University of California Berkeley, projects impacts under various potential scenarios, assuming different levels of GHG reduction into the future:

- A low emissions scenario (RCP 4.5) — Emissions will peak around 2040 then decline, leading to an average temperature increase of 3.5 degrees Fahrenheit by 2090
- A high emissions scenario (RCP 8.5) — Emissions continue to rise strongly through 2050 and peak around 2100, leading to an average temperature increase of 6.2 degrees Fahrenheit by 2090

SNOWPACK

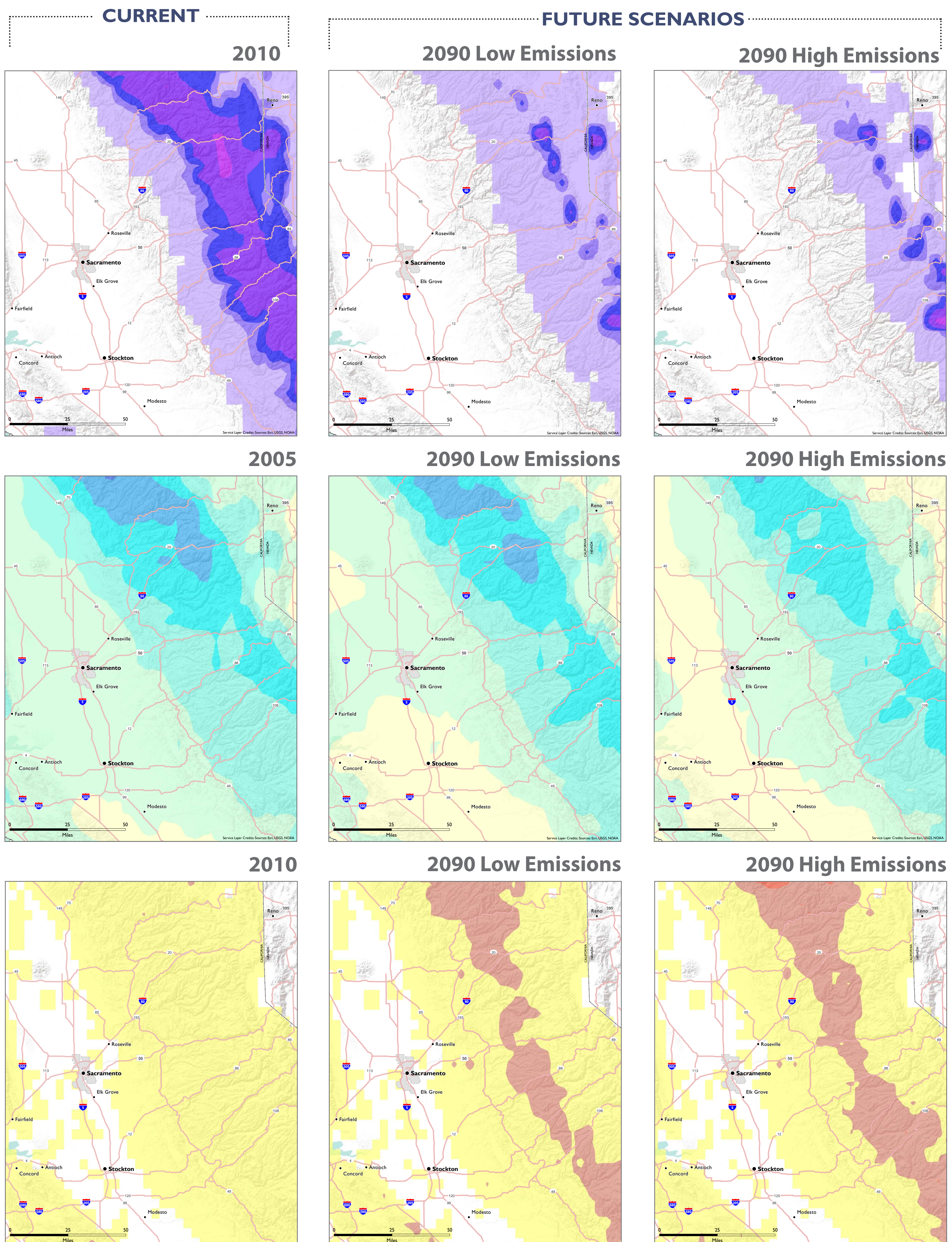
As temperatures rise, more precipitation will fall as rain instead of snow and snow that does fall will melt earlier, reducing the Sierra Nevada spring snowpack by as much as 70 to 90 percent. The ability of snowpack to retain water and release it gradually is fundamental to **water supply** planning. Loss of snowpack poses challenges for water storage and distribution as well as hydroelectric power generation.

PRECIPITATION

As temperatures rise, precipitation patterns will shift. In some locations, precipitation events may increase in timing, intensity, and amount while they decrease in other locations. Reduced precipitation could lead to higher risk of **drought**, while increased precipitation could cause **flooding** and soil erosion.

RISK OF FIRE

Wildfires in California are projected to become more frequent and more intense, as average temperatures increase and cause vegetation to dry out. Wildfires adversely affect **air quality**, public health and sensitive habitat integrity.

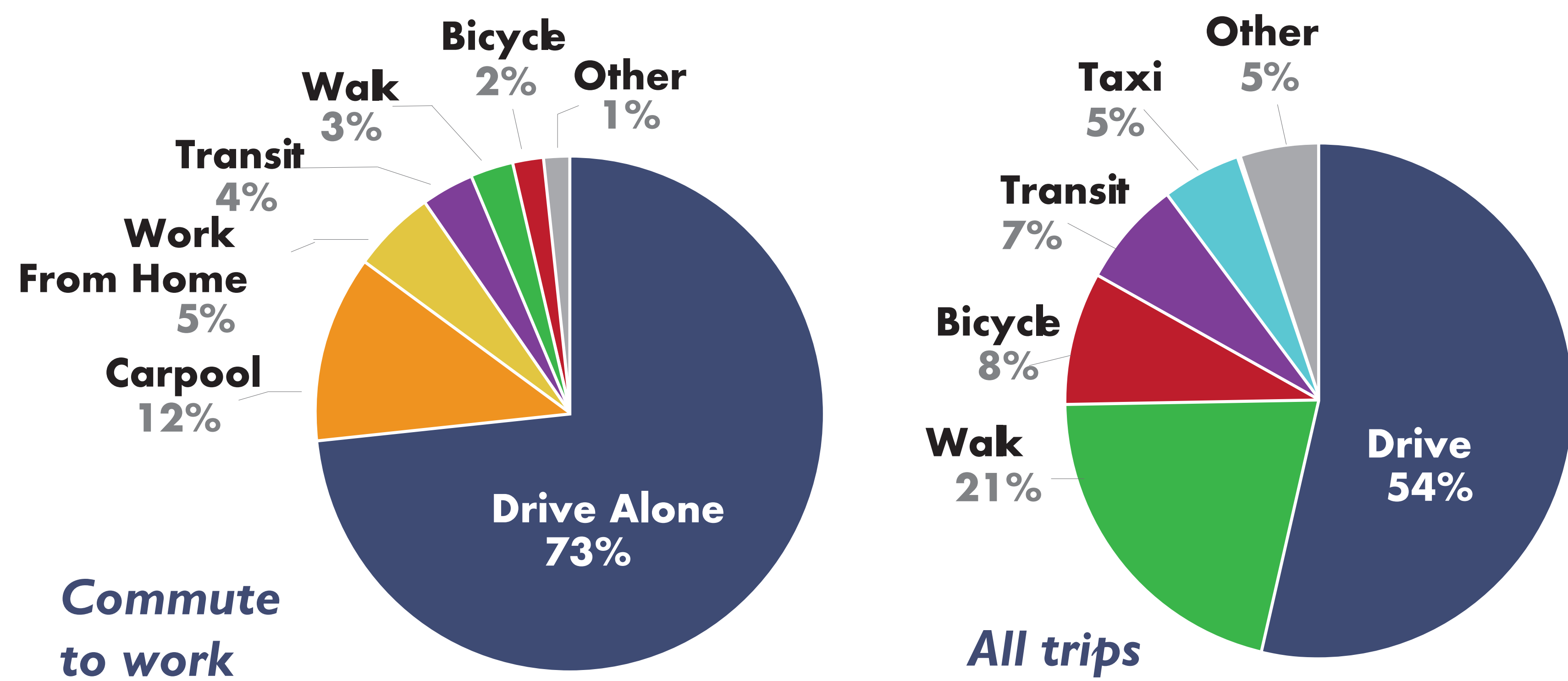


MOBILITY

Mobility is a measure of your ability to move freely through the community to get where you want to go. Mobility is influenced by a range of factors, including convenience, cost, safety, comfort, and speed.

What factors most influence how you get around?

MODE SHARE

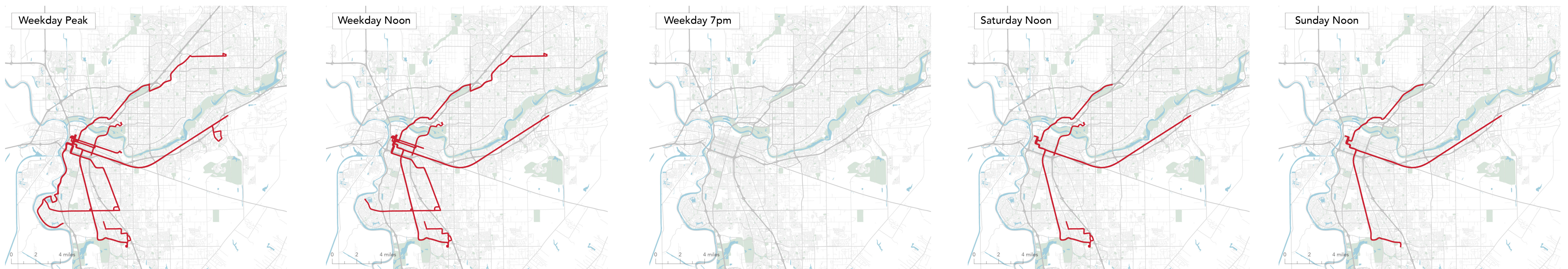


As the City considers options for reducing traffic and greenhouse gas emissions, promoting the use of alternatives to driving alone will be essential.

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

TRANSIT FREQUENCY

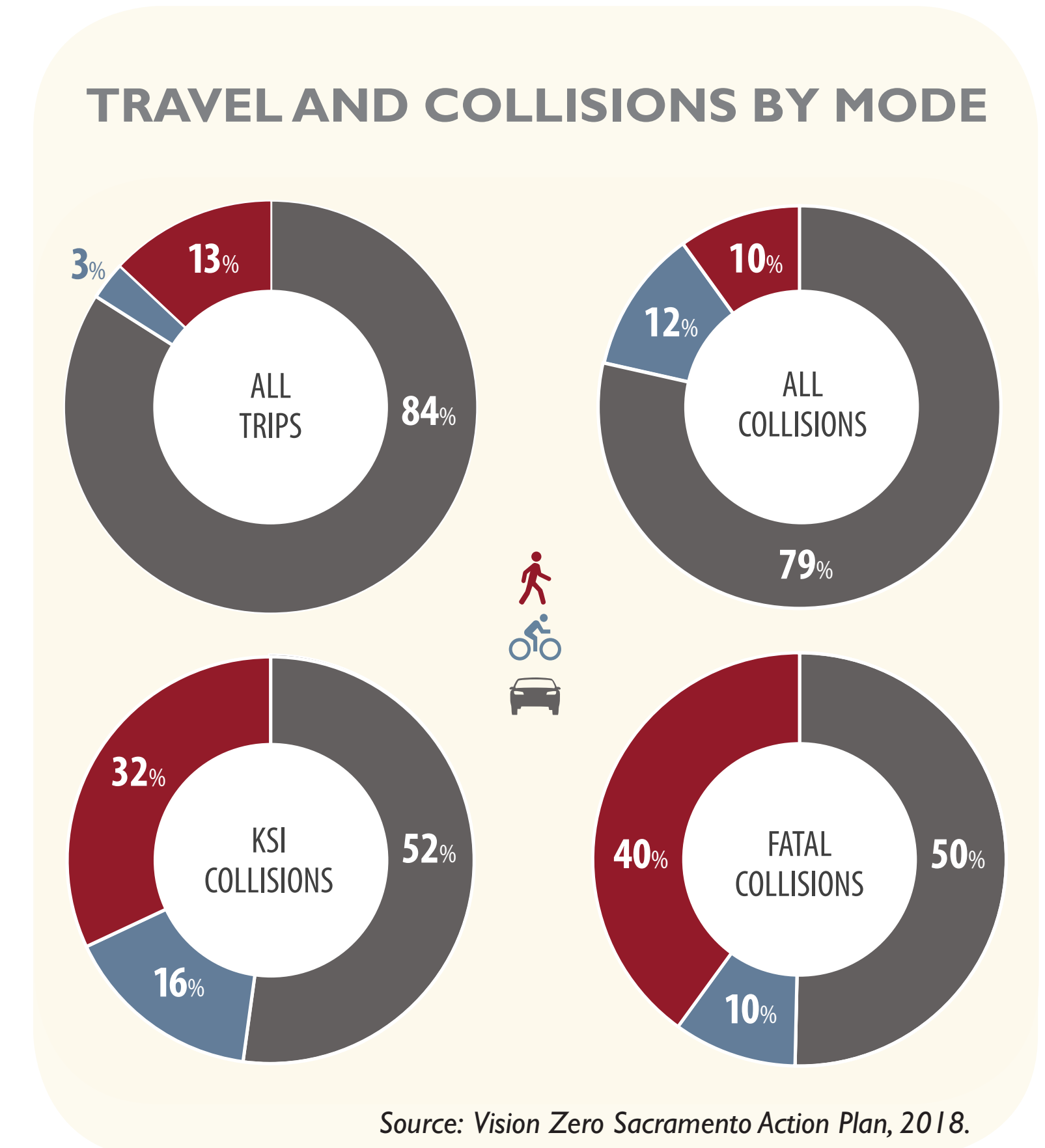
The maps below show where SacRT will offer frequent transit service (every 15 minutes or better) at different times of day and week, starting in September 2019. High frequency makes transit useful the same way a car or a bike is useful: you can go whenever you want to go, without planning your day around the transit schedule.



Source: Jarrett Walker + Associates, 2019

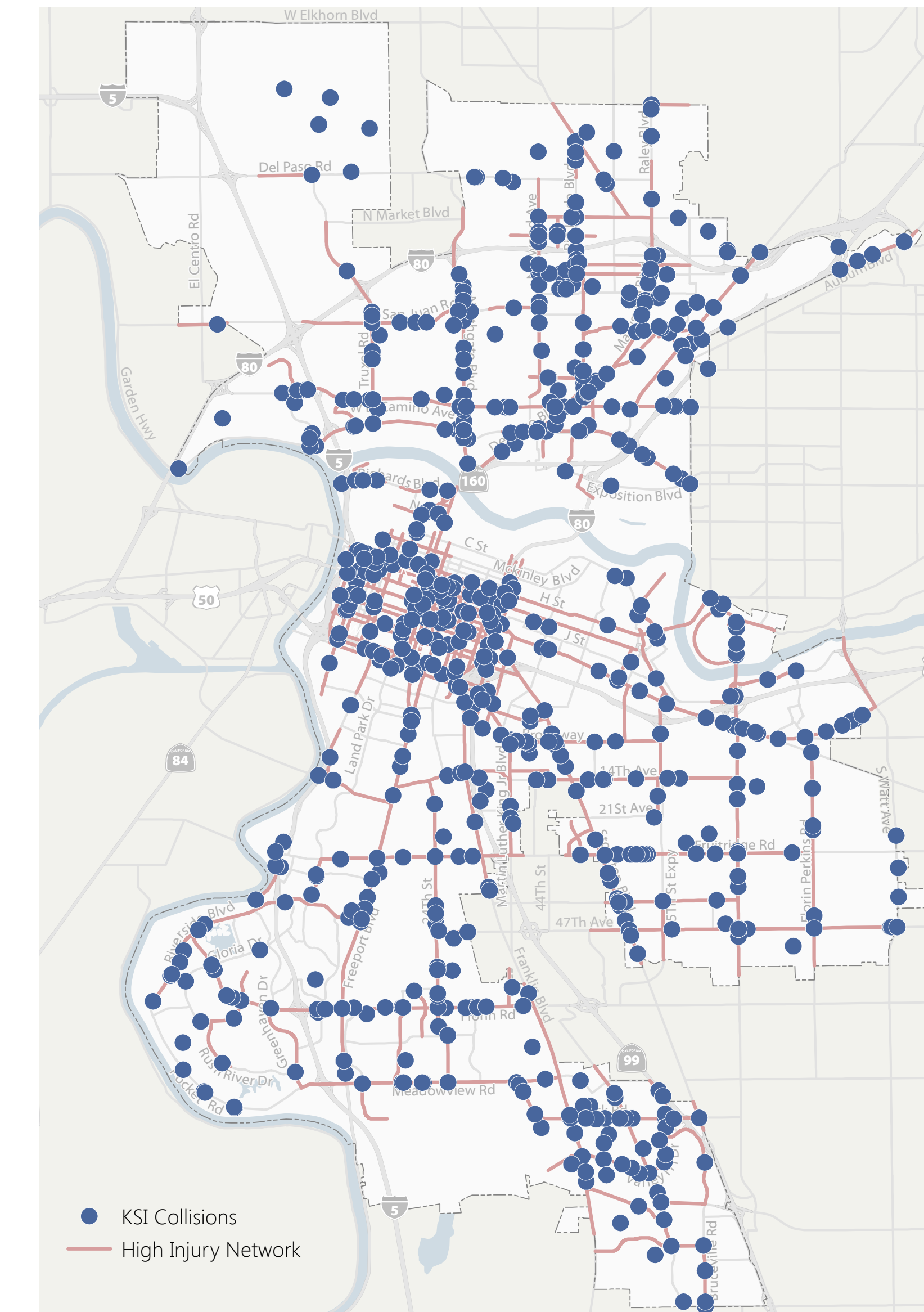
ROADWAY SAFETY

Between 2009 and 2015, 151 people lost their lives on Sacramento's streets. As part of its Vision Zero strategy, the City of Sacramento has committed to working collaboratively in a data-driven effort to eliminate traffic fatalities and serious injuries by 2027.



Source: Vision Zero Sacramento Action Plan, 2018.

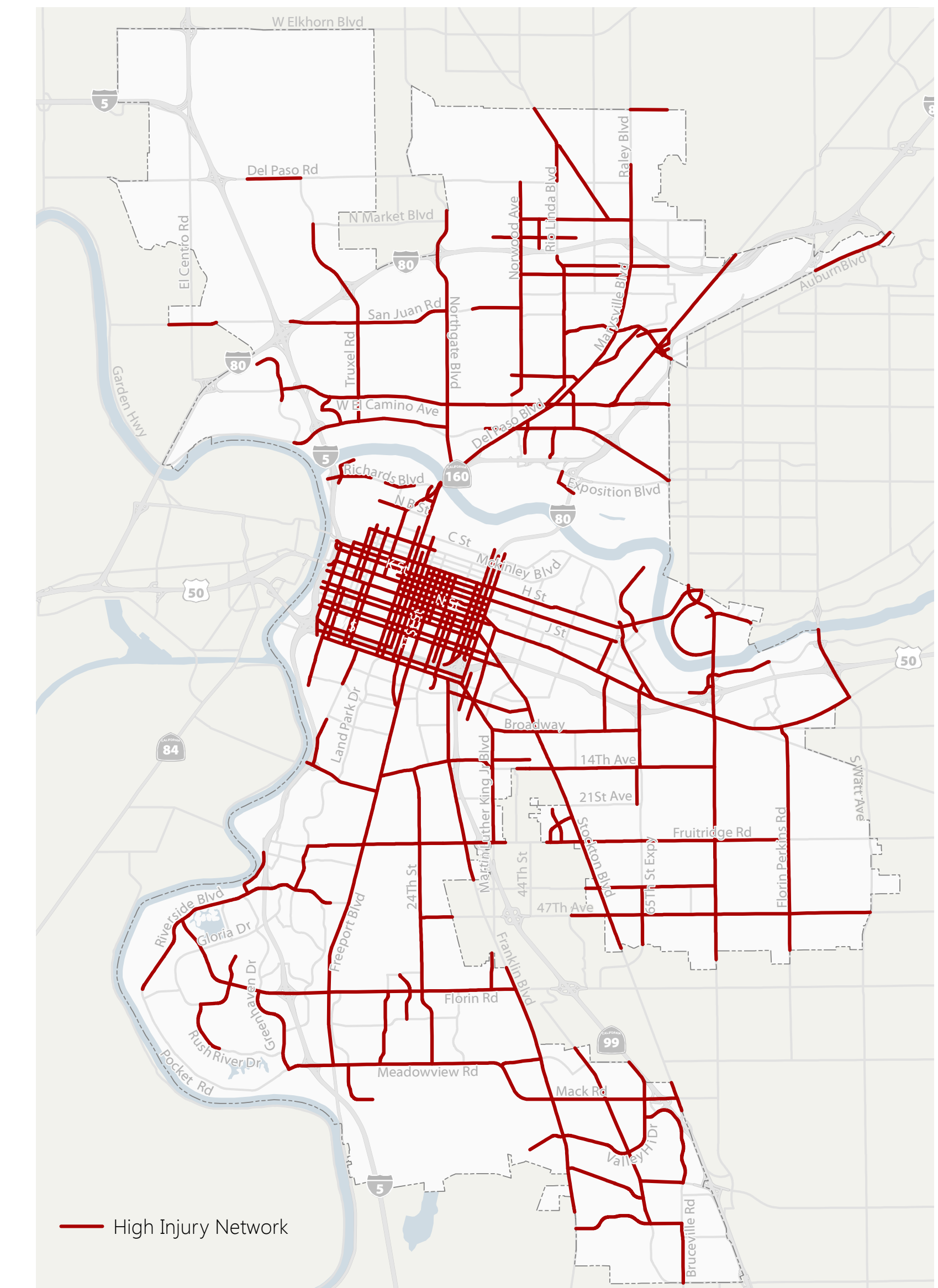
COLLISIONS INVOLVING SERIOUS INJURY OR DEATH



Source: Vision Zero Sacramento Action Plan, 2018.

Locations of collisions with someone killed or seriously injured (2009-2015).

HIGH INJURY NETWORK



Source: Vision Zero Sacramento Action Plan, 2018.

Based on the location of collisions, a high injury network was identified.

People walking in Sacramento are disproportionately impacted by unsafe conditions on our streets. Thirteen percent of all trips in Sacramento are made on foot, but 40% of all fatal crashes in the City involve a pedestrian.

RATE YOUR MOBILITY EXPERIENCE IN SACRAMENTO

Read each statement and place a dot along the spectrum where you feel matches most closely with your experience. Please write your zip code on your dot to help us understand how different parts of the city experience the transportation system.

TRANSIT

Transit service is not frequent enough.

Transit service is frequent enough.

FREQUENCY

Transit stops are too far away.

There are transit stops near where I want to go.

DISTANCE TO STOPS

I don't feel safe taking transit.

I feel safe on transit.

SAFETY

There no service on days or at times I want to take transit.

There is service on days or at times I want to take transit.

SCHEDULE

BICYCLING

There are not enough bike lanes and routes for me to go where I want. Not enough secure parking near destinations.

There are enough bike lanes and routes for me to go where I want. Easy to park my bike.

INFRASTRUCTURE

I don't feel safe bicycling in Sacramento.

I feel safe bicycling in Sacramento.

SAFETY

I don't feel physically able enough to bike in Sacramento.

I am physically able enough to bike in Sacramento.

ABILITY

The places I want to go are too far away/ too difficult to reach by bike.

It's easy to get where I want to go on a bike.

CONVENIENCE

WALKING

There are not enough sidewalks or crosswalks for me to go where I want.

There are enough sidewalks and crosswalks for me to go where I want.

INFRASTRUCTURE

I don't feel safe walking in my neighborhood.

I feel safe walking in my neighborhood.

SAFETY

There are no places in walking distance of my home where I would want to go.

There are places in walking distance of my home where I like to go.

CONVENIENCE

LIVABILITY

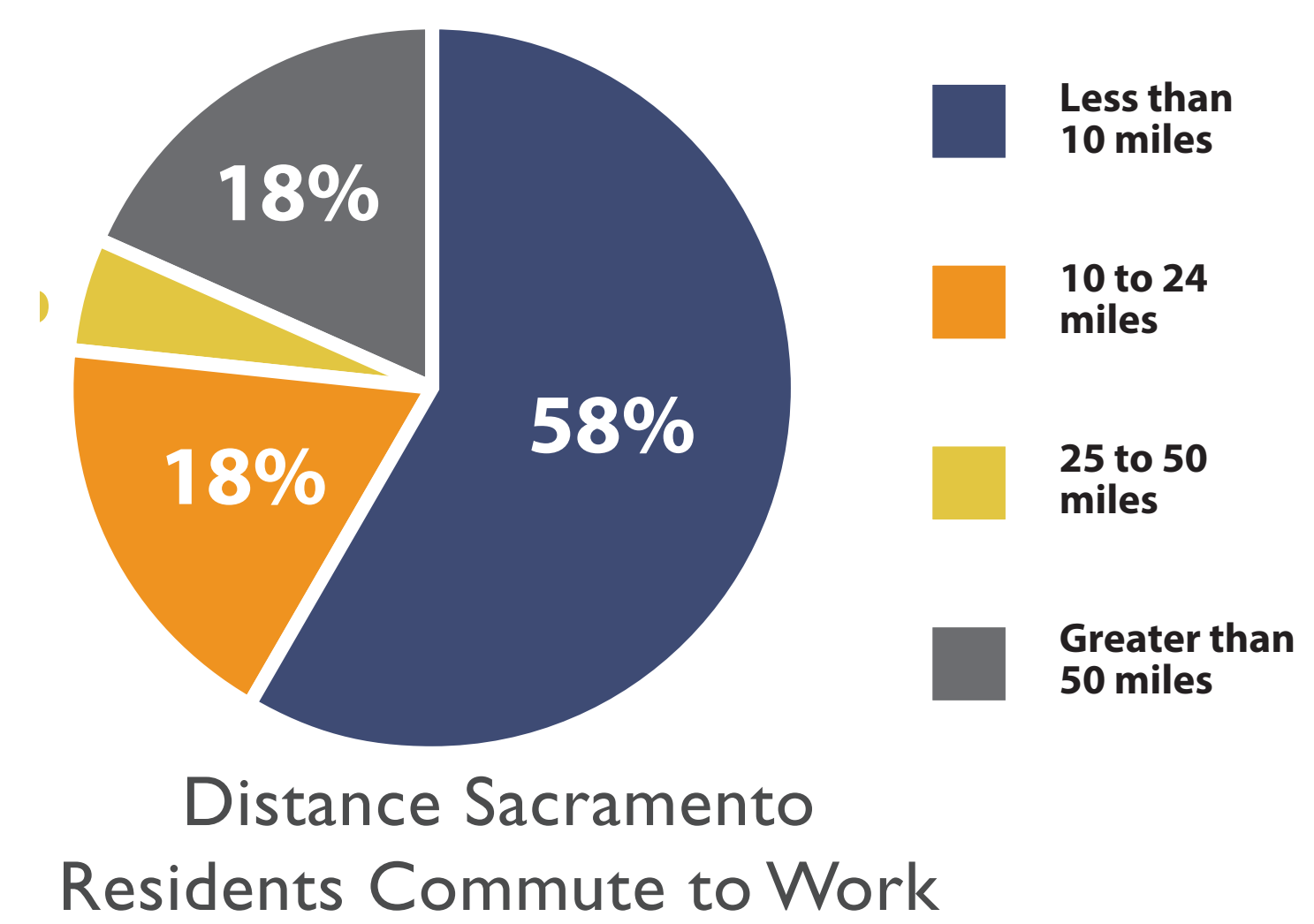
General Plan Update and Climate Action Plan

The guiding vision of our current General Plan is that Sacramento will be the most livable city in America. Livability means different things to different people, but is influenced by a wide range of factors, including job opportunities, housing costs, access to community services, leisure options, sense of community, and clean air and water.

What does livability mean to you?

ABILITY TO MEET EVERYDAY NEEDS

ACCESS TO JOBS, SCHOOLS, AND HEALTHCARE



HOUSING AVAILABILITY AND SECURITY



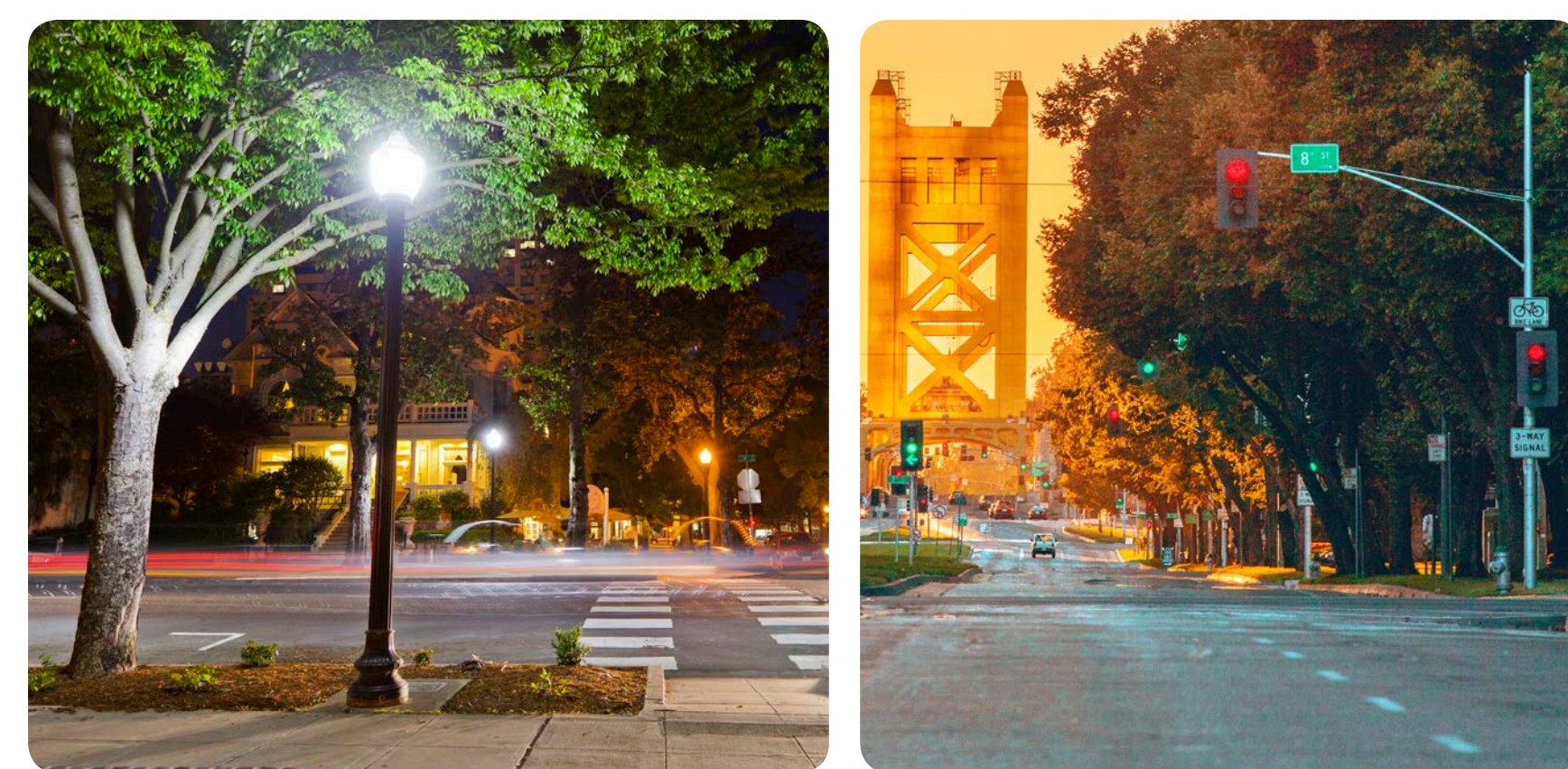
Median Sale Price in 2018

Source: Sacramento Association of Realtors, CoStar, 2018



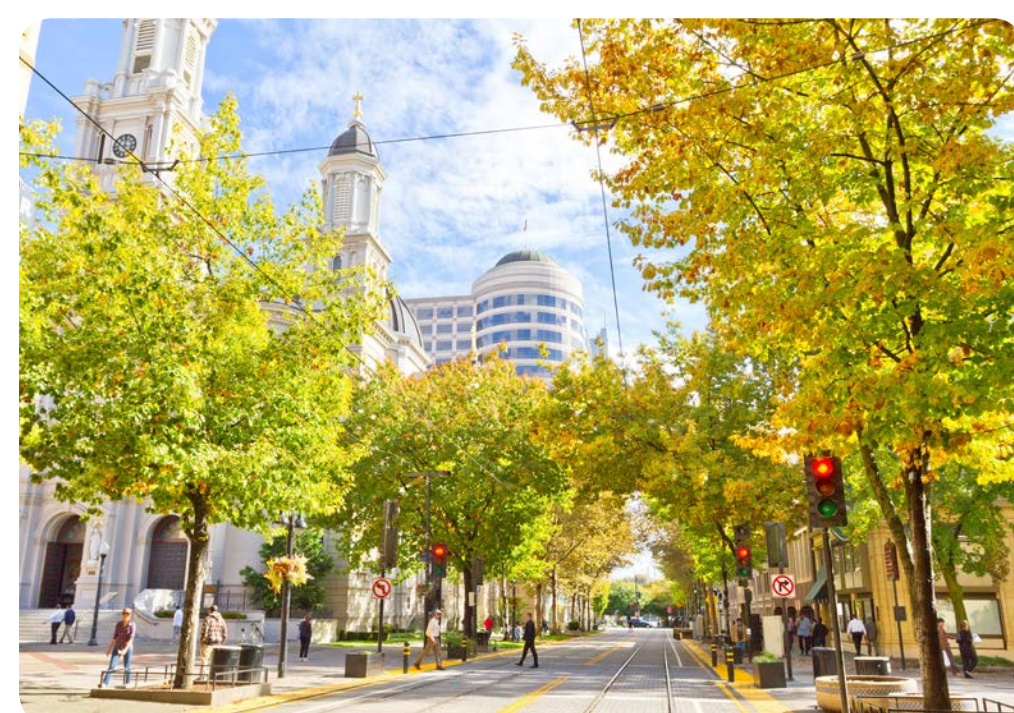
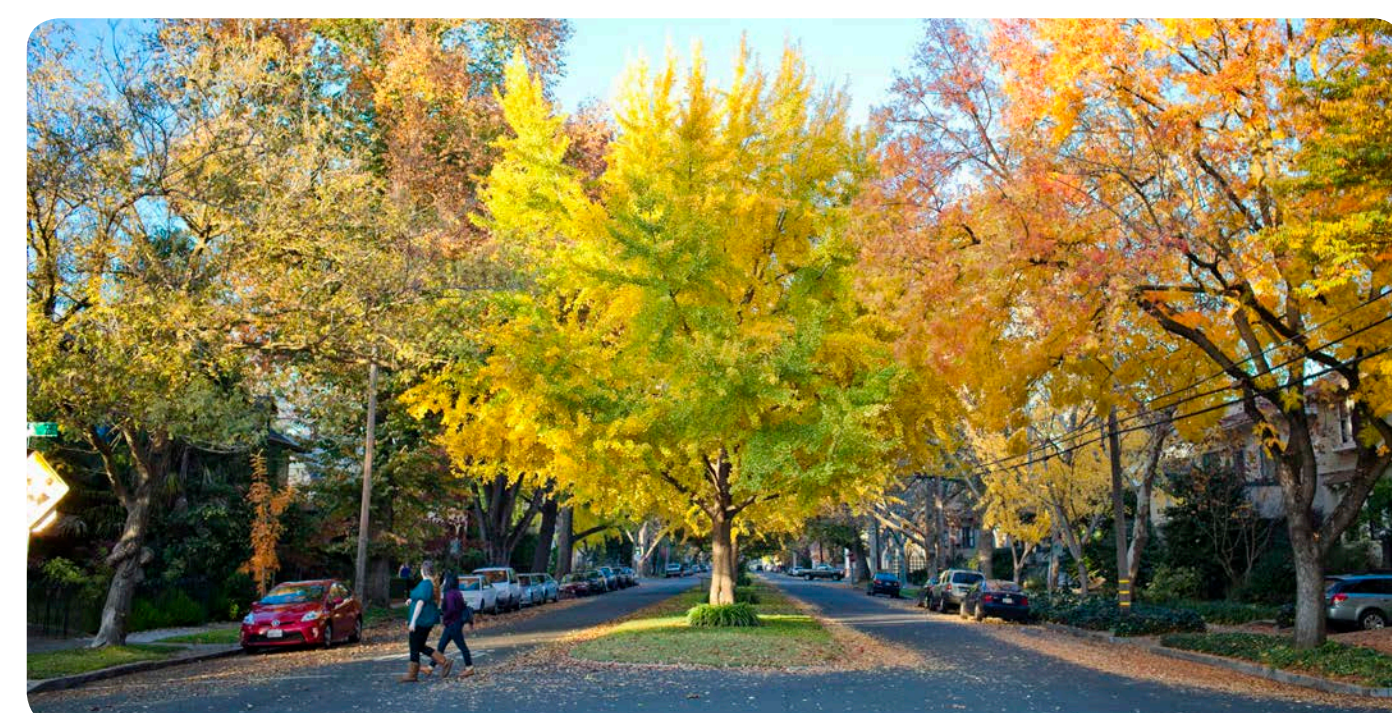
Average Monthly Rent in 2018

RELIABLE UTILITIES AND SERVICES

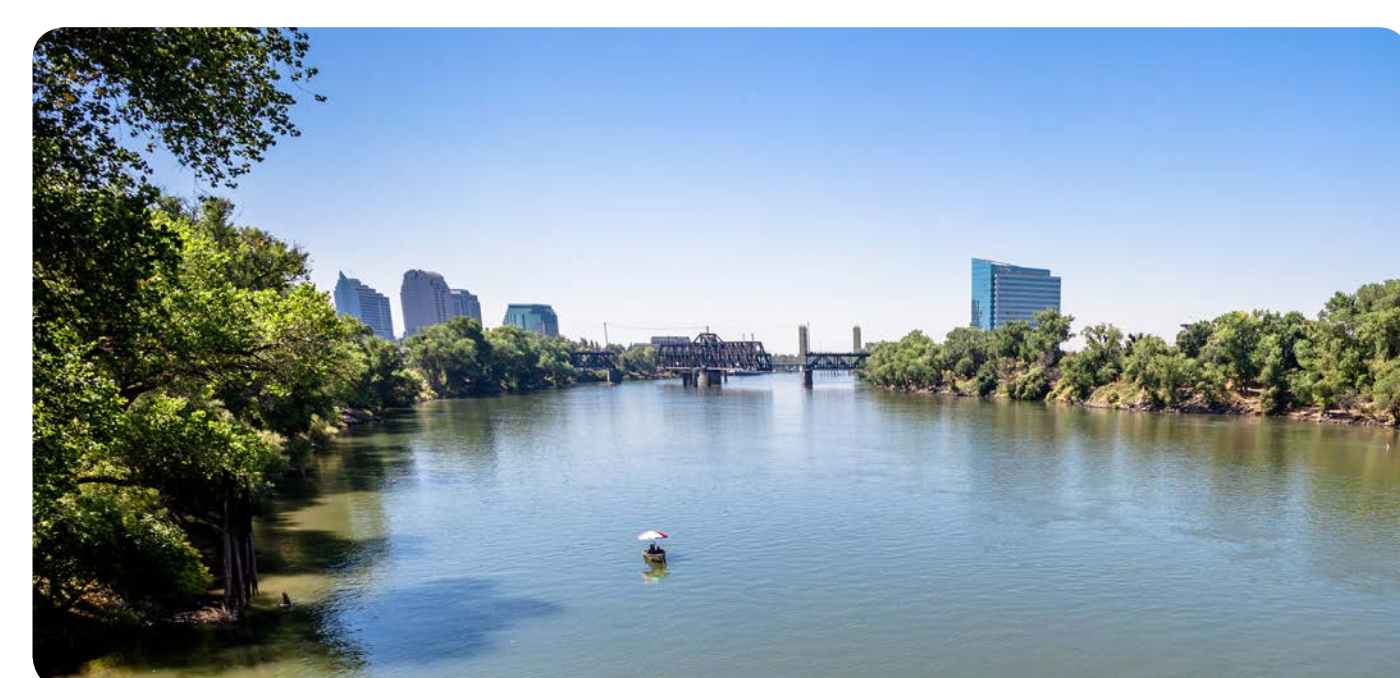
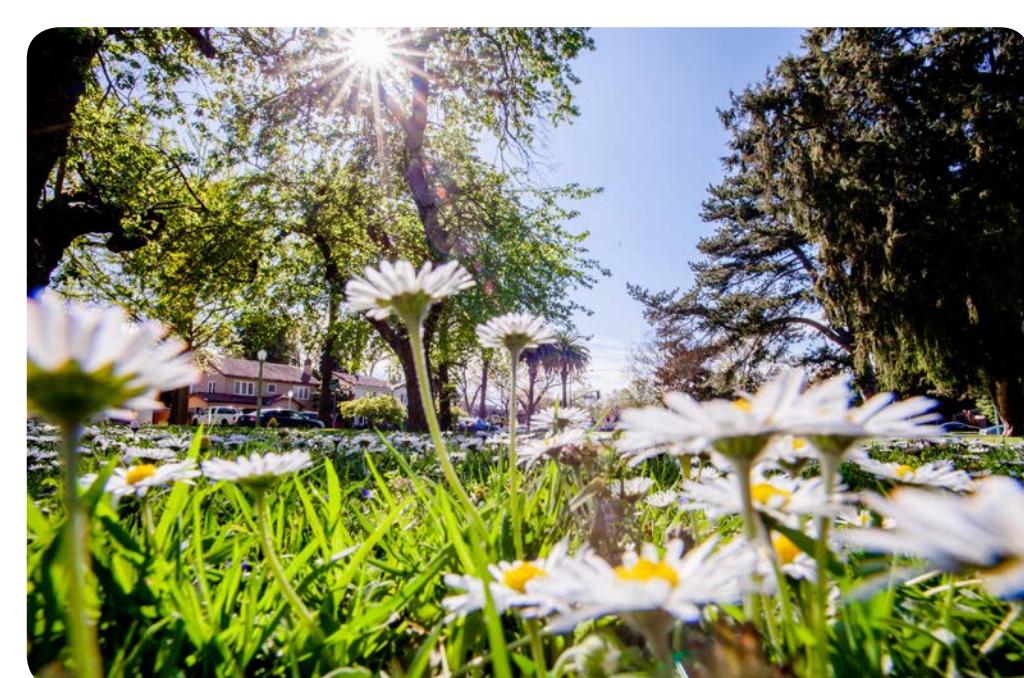


ENVIRONMENTAL QUALITY

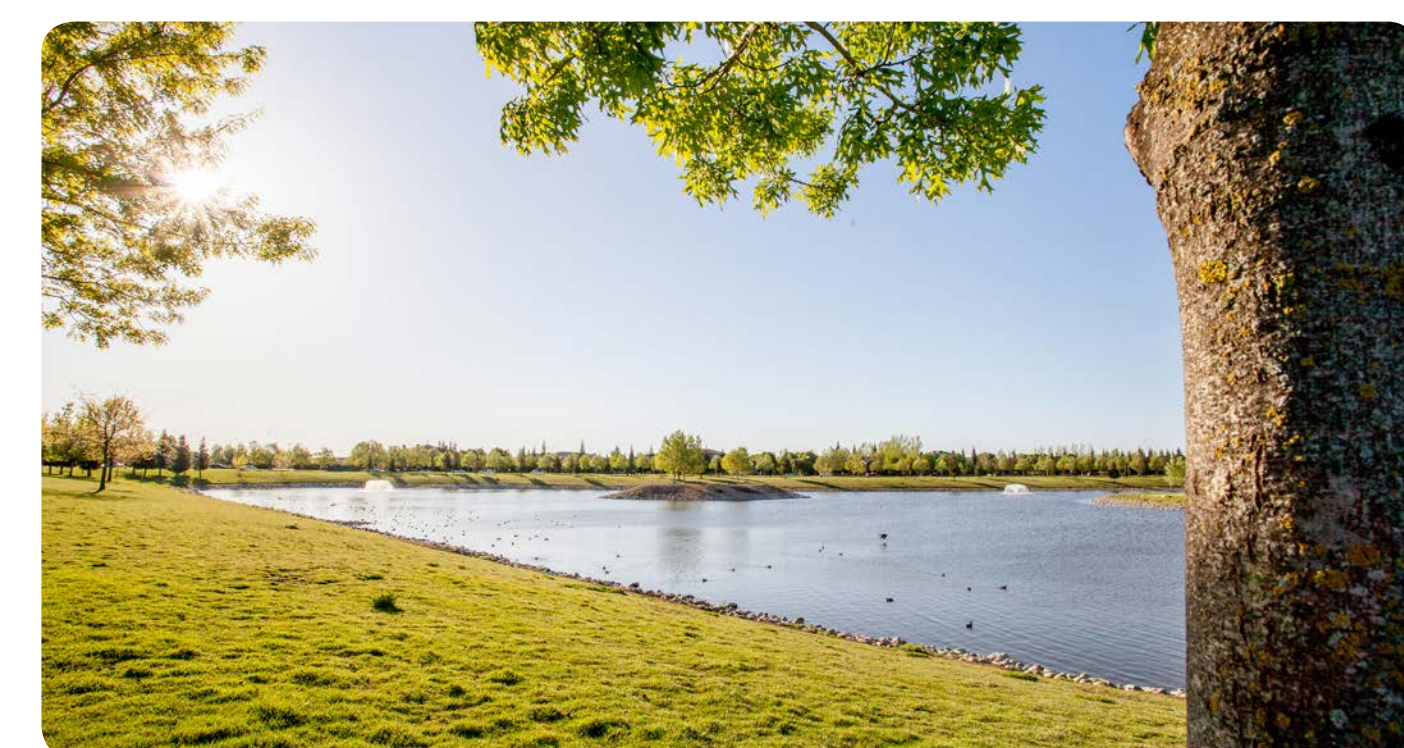
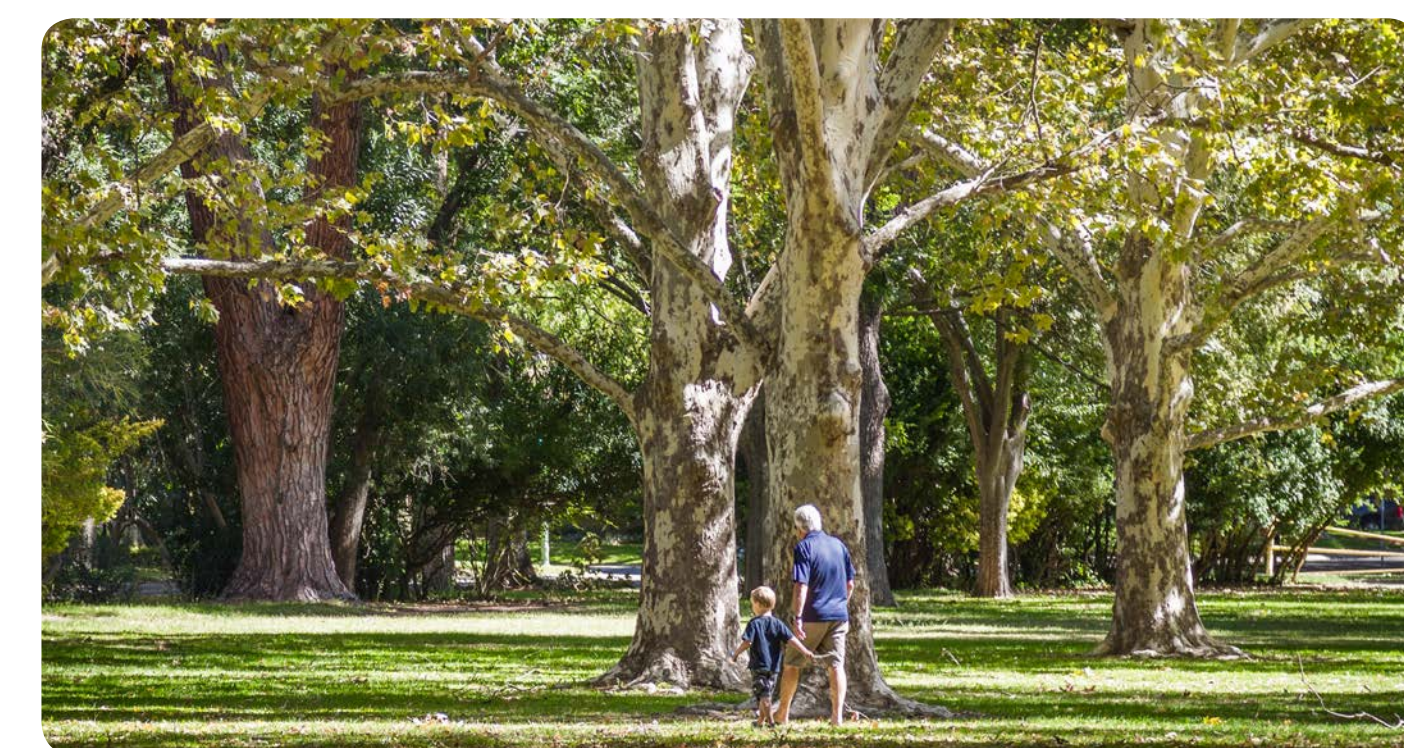
CLEAN PARKS AND STREETS



CLEAN AIR AND WATER



OPEN SPACE AND TREES



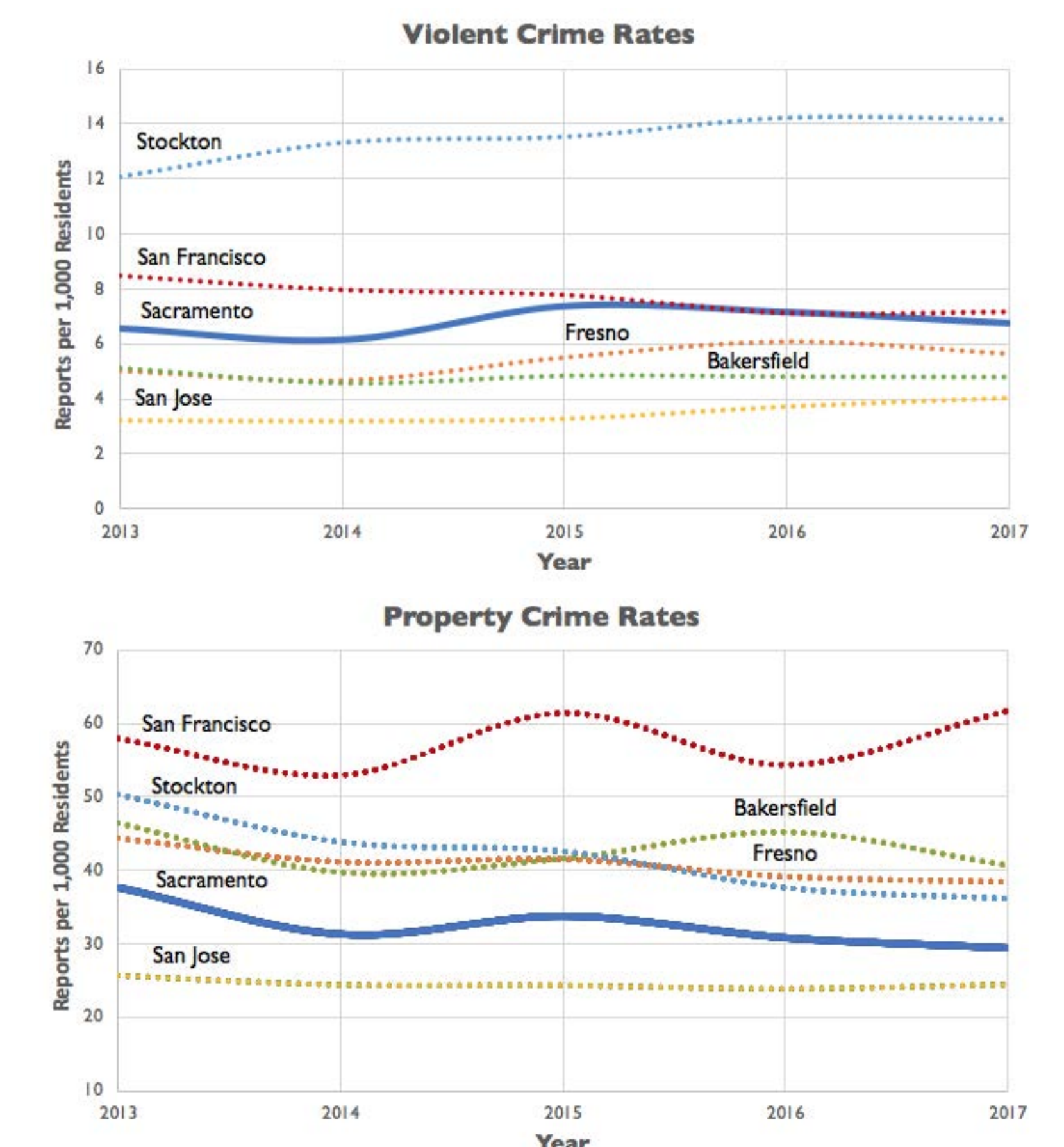
SENSE OF COMMUNITY

DIVERSITY, CIVIC PARTICIPATION, AND TRUST



Community events, public meetings, and strong neighborhoods foster a sense of belonging

PERCEPTION OF SAFETY



LEISURE ACTIVITIES

SPORTS & RECREATION



Parks, community centers, museums, and other institutions offer opportunities for play, lifelong learning, and personal enrichment

ENTERTAINMENT



Vibrant districts and corridors provide places to gather and enjoy culture and entertainment

RESILIENCE

Many of the factors that make a city livable also build resilience in the face of disasters, climate change impacts, and other threats.

When a city is vulnerable, it can't adequately prepare for, respond to, and recover from a disaster. Vulnerability is the result of many overlapping factors, affecting all people, whether directly or indirectly.



The capacity of an individual, community, organization, or system to prepare for disruptions, to recover from shocks and stresses, and to adapt and grow after a disaster.



The effect on a community is most severe when a disaster event is combined with other factors like poverty and violence:

- **Poverty**—When cities have high levels of poverty, low-income households are more affected by disasters because they don't have resources or access to services that keep them safe.
- **Violence**—Violent crime or civil unrest undermines social cohesion and a community's ability to maintain or restore order and safety in face of a disaster.
- **Disaster**—Urban disasters are events that can be natural (like an earthquake) or manmade (like a hazardous materials accident).

A resilient community combines the following factors:

- **Community Bonds**—People in a resilient community feel like they are socially connected and valued.
- **Leadership**—Resilient communities have leadership that plans for risks and addresses vulnerabilities.
- **Security**—People feel they can meet their basic needs and feel safe.

BUILDING RESILIENCE: These six categories describe components that support a resilient city and offer a few examples of how making a city livable also makes it resilient.

ECONOMY



A diverse economy with a wide range of business activity can help us weather economic downturns and natural disasters and provides good jobs and steady incomes to residents.

ENVIRONMENTAL QUALITY



Shady trees that make our streets more pleasant also reduce effects of heat islands.

INFRASTRUCTURE



Infrastructure that enables us to use our cellphones and internet also facilitates emergency alerts.

GOVERNANCE



Government that engages with residents to understand their needs is better equipped to provide services on a daily basis and in cases of emergency.

COMMUNITY BONDS



Community institutions like churches, volunteer groups or libraries can also be sources of aid during emergencies.

HEALTH, WELL-BEING, & OPPORTUNITY



Physical activity, nutritious food, and access to medical care helps us stay healthy and less vulnerable to extreme heat or poor air quality in the event of wildfire.

LIVABILITY

The Urban Heat Island Effect:

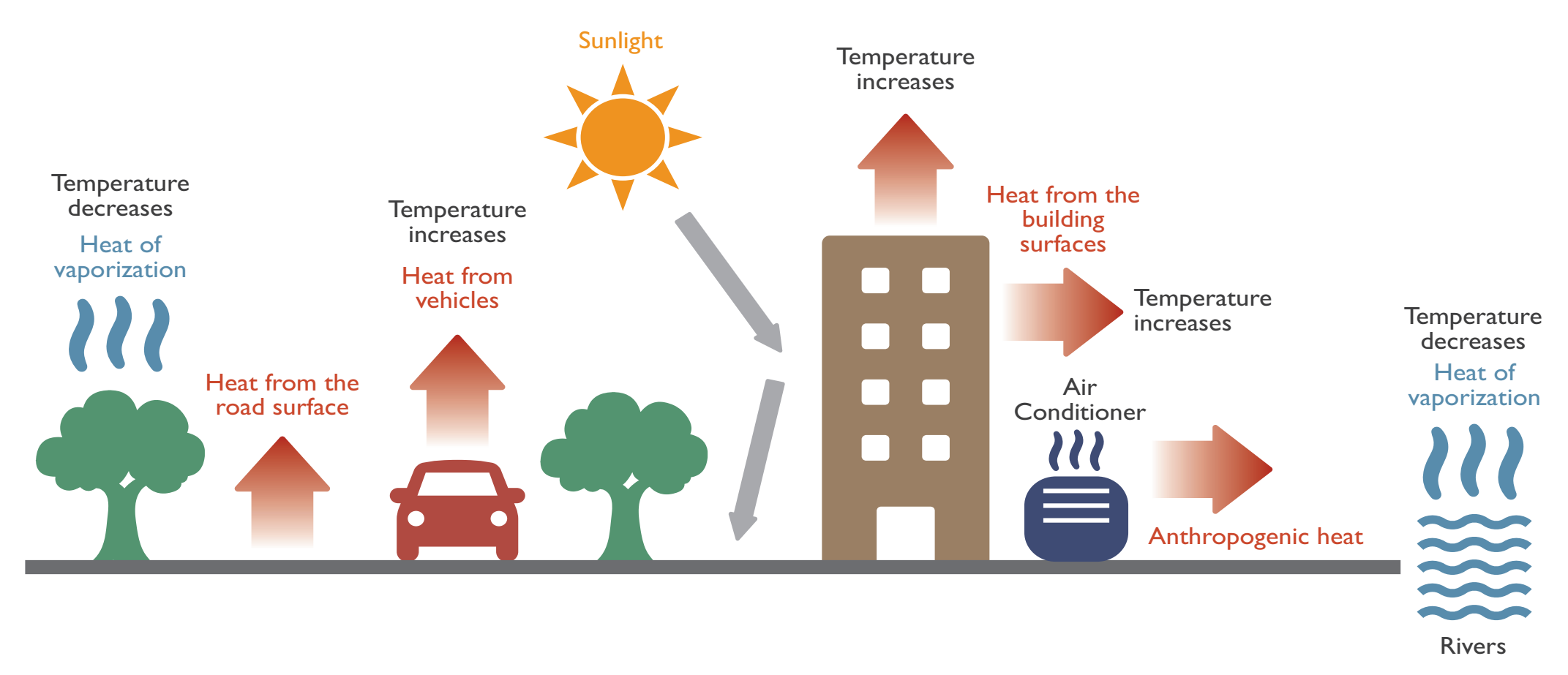
During hot summer months in urban areas, heat islands can form as a result of several factors:

- dark colored surfaces like rooftops and roadways that attract and absorb heat
- vehicles and machinery that generate heat as they run
- lack of trees, grass and vegetation that provide shade and a cooling effect.

As a result, larger urban areas can experience higher temperatures, increased pollution, and more negative health impacts in comparison to more rural communities. This phenomenon is known as the urban heat island effect.

The map at right shows the approximate average temperature difference between rural and urban areas in the Sacramento area and indicates where heat islands occur most intensely.

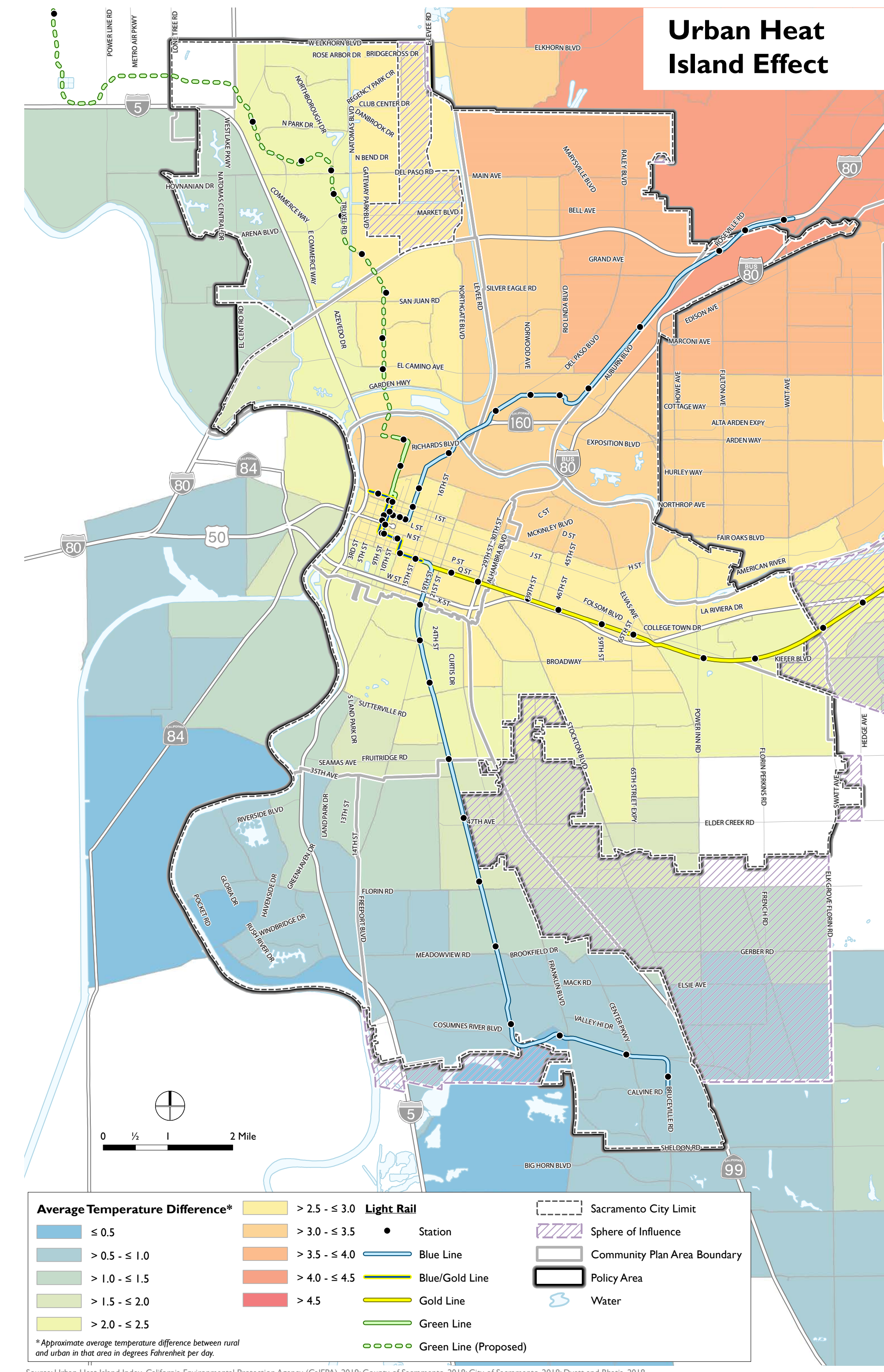
How the Heat Phenomenon Occurs



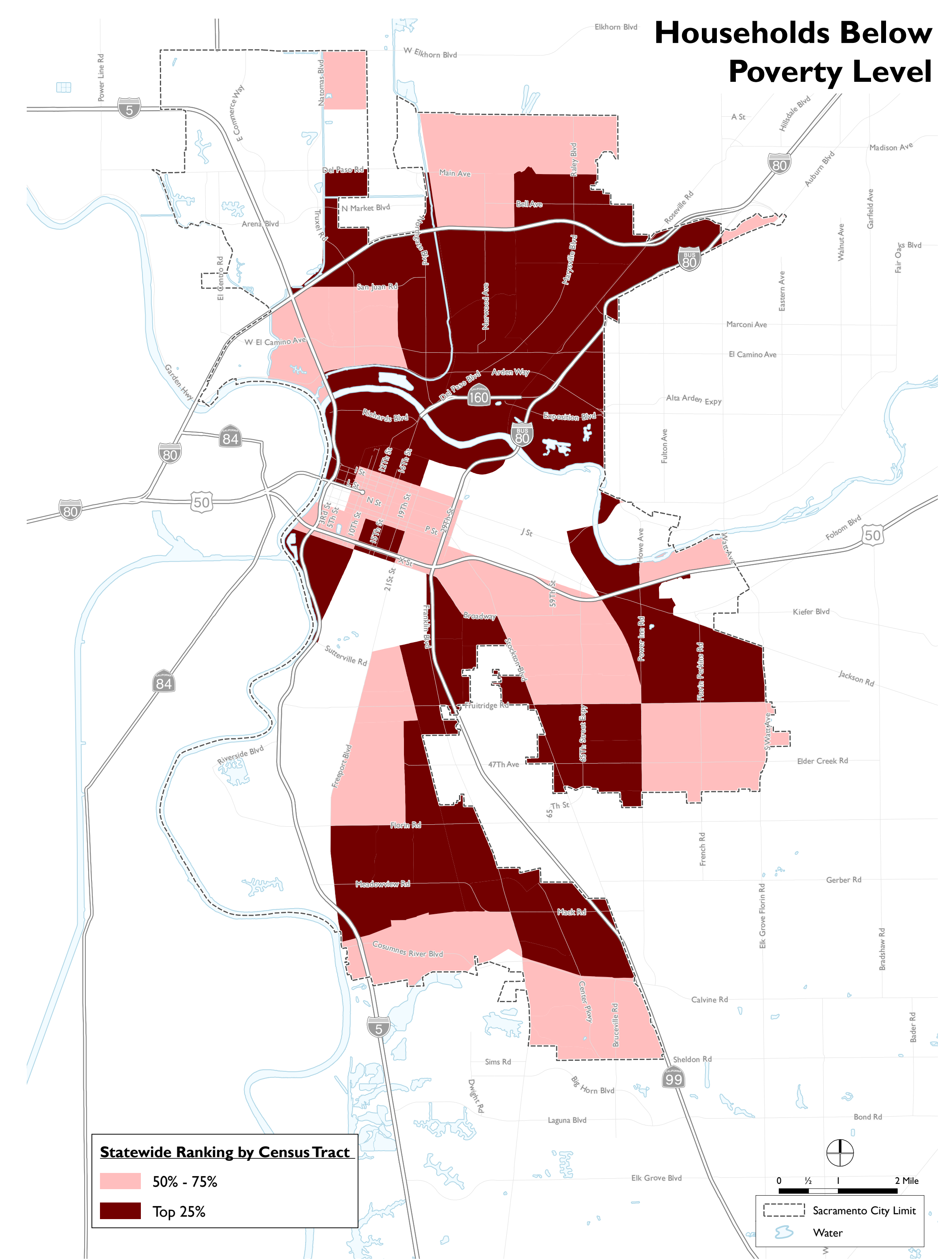
Why Heat Islands Matter

Urban heat islands create health risks as a result of heat exposure and also because they increase the formation of air pollutants like ozone, which contributes to smog. Pregnant women, young children, the elderly, and people with certain preexisting conditions such as diabetes or heart disease, as well as people who work or exercise outdoors are most at risk due to urban heat islands.

Because urban heat islands result in locally higher temperatures, they also have significant effects on energy consumption, as people will use their air conditioning more to counter the effects. This leads to greater greenhouse gas emissions and higher energy bills, an issue that disproportionately affects poorer households who have the tightest budgets. The urban heat island effect is especially serious because heat intensity is projected to increase significantly with climate change, thereby exacerbating the urban heat island cycle.



Average daily temperature is notably higher in some areas of the city due to the urban heat island effect.



Some low-income neighborhoods in the northern part of the city are disproportionately affected by the urban heat island effect.