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## City of Sacramento Housing Element

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# APPENDIX H-2 | Land Inventory

## 2.1 Introduction

California law (Government Code Sections 65583 (a)(3)) requires that the Housing Element contain an inventory of land suitable for residential development, including vacant sites that can be developed for housing within the planning period and nonvacant (i.e., underutilized) sites having potential for redevelopment. State law also requires an analysis of the relationship of zoning and public facilities and services to these sites.

This appendix presents an inventory of sites within Sacramento City Limits that are suitable for residential development during the planning period of this Housing Element, 2021-2029. The analysis presented in this appendix chapter demonstrates there is an adequate supply of suitable land to accommodate the City's housing allocation of 45,580 units, including housing at all income levels. However, the analysis also demonstrates that there are a limited number of sites allowing for higher density development in existing communities considered "high resource," such as East Sacramento, Land Park, and the Pocket. The City has identified policies and programs in the Housing Element to increase capacity for a broader variety of housing, including lower-income housing, in high resource areas.

The chapter starts with a description of the City's housing target for the 2021-2029 planning period, called the Regional Housing Needs Allocation (RHNA). It then describes the number of residential units in the pipeline of approved projects and within master planned communities. The chapter then provides an analysis of capacity on vacant and underutilized sites where housing is an allowed use. It also includes information on the availability of infrastructure to support development of housing.

## 2.2 Regional Housing Needs Allocation

RHNA is the California State-required process that seeks to ensure cities and counties are planning for enough housing to accommodate all economic segments of the community. The process is split into the following three steps:

- 1. Regional Determination:** The California Department of Housing and Community Development (HCD) provides each region a Regional Determination of housing need, which includes a total number of units split into four income categories. The City of Sacramento is within the region covered by the Sacramento Area Council of Governments (SACOG). HCD provided SACOG a Regional Determination of 153,512 units for the 6<sup>th</sup> Cycle RHNA (2021-2029). This is the total number of units that the cities and counties in the SACOG region must collectively plan to accommodate.
- 2. RHNA Methodology:** Councils of Governments (COG), including SACOG, are responsible for developing a RHNA Methodology for allocating the Regional Determination to each city and county in the COG's region. This methodology must further specific state objectives, including but not limited to: promoting infill, equity, and environmental protection; ensuring jobs-housing balance; and affirmatively furthering fair housing.
- 3. Housing Element Updates:** Each city and county must then adopt a housing element that demonstrates how the jurisdiction can accommodate its assigned RHNA through its zoning. HCD reviews each jurisdiction's housing element for compliance with state law.

The City of Sacramento's share of the regional housing need was determined by a methodology prepared by SACOG as part of the Regional Housing Needs Plan, adopted in March 2020. In accordance with SACOG's Regional Housing Needs Plan, the City must plan to accommodate a total of 45,580 housing units between June 30, 2021 and August 31, 2029. This is equal to a yearly average of 5,581 housing units. Table H 2-1 below shows the City's RHNA by income category. Of the 45,580 total units, the City must plan to accommodate 10,463 units for very low-income households, 6,306 units for low-income households, 8,545 units for moderate-income households, and 20,266 units for above moderate-income households.

<b>Table H 2-1 City of Sacramento Regional Housing Needs Allocation, 2021-2029</b>		
<i>Income Category</i>	<i>Units</i>	<i>Percent of Total</i>
Very Low-Income	10,463	23.0%
Low-Income	6,306	13.8%
Moderate-Income	8,545	18.7%
Above Moderate-Income	20,266	44.5%
<b>TOTAL</b>	<b>45,580</b>	<b>100.0%</b>

Source: Sacramento Area Council of Governments, Regional Housing Needs Plan, 2021-2029. Adopted March 2020.

State law also requires the City to identify the projected need for extremely low-income housing. The City assumes that 50 percent of the very low-income housing need is equal to the extremely low-income housing need. As such, there is a projected need for 5,231 extremely low-income housing units.

## 2.3 Planned and Approved Projects

### 2.3.1 Overview

Sacramento has a significant pipeline of development projects that are seeking entitlements or are actively pursuing construction. Table H 2-2 summarizes the current inventory of residential and mixed-use projects with active entitlements. As of June 2021, there were an estimated 23,797 housing units in the pipeline that are counted toward meeting the RHNA. It should be noted that the inventory only includes projects larger than 10 units. There are hundreds of additional units in smaller projects or single-unit developments on individual lots.

About 73 percent of the units in the pipeline are higher density multi-unit or attached housing. The remaining 27 percent are lower-density single-unit developments. A majority of these units (60 percent) are in large master planned communities, such as the Railyards, Delta Shores, and the Panhandle. The remaining 40 percent of the residential pipeline is in individual developments, which include deed-restricted affordable units, market rate condos and multi-unit development, and mixed-use projects.

Based on the City's classifications, most multi-unit developments are apartments, although some projects may include condominium units. These projects range in size from smaller infill projects with fewer than 100 units (mostly in the Central City), to larger developments with hundreds of units in less built-out areas like North and South Natomas. The area around the Sacramento State University campus, near the intersection of Folsom Boulevard and 65th Avenue, is also attracting a significant amount of new multi-unit housing development, though most of the new projects in this area specifically target students.

There are 1,931 units in the pipeline that will provide affordable housing for lower-income households. Many of these lower-income units will be built in master planned areas, such as the Railyards and Delta Shores, subject to mixed income housing agreements that require a certain percentage of lower-income units. The inventory also includes several individual affordable housing developments in the pipeline, including a 200-unit affordable, mixed-use development at 4995 Stockton Boulevard; and On Broadway Apartments – a six-story, 149-unit apartment complex planned at the corner of Broadway and 19<sup>th</sup> Street.

### 2.3.2 Master Planned Communities

#### Sacramento Railyards

The Sacramento Railyards is a 244-acre site located just north of Downtown and south of the River District (Figure H 2-1). One of the largest infill redevelopment projects in the nation, the area is planned to transform the former Union Pacific site into a dynamic, urban environment featuring a state-of-the-art mass transit hub. The City Council approved planning entitlements for the Sacramento Railyards in October 2016. The adopted Specific Plan foresees the construction of approximately 6,000-10,000 new housing units of varying types, ranging from apartments and

**Appendix H-2: Land Inventory**

condominiums to loft-style and live/work units. Allowable densities generally range from 60-450 units per acre. An estimated 70-85 percent of units are expected to be rental units.

In addition to residential units, the project also includes the following:

- 514,270 square feet of retail;
- 2,757,027 - 3,857,027 square feet of office use;
- 771,405 square feet of flexible mixed use;
- 1,228,000 square feet of medical campus;
- 1,100 hotel rooms;
- 485,390 square feet of historic and cultural uses;
- 33 acres of open space; and
- a soccer stadium with 19,621 seats, and potential to expand to approximately 25,000 seats.

After years of significant infrastructure investment, the first residential development – a 345-unit mixed use project, including 69 very low-income units – broke ground in Summer 2020. The area is poised for a significant amount of development to occur during the Housing Element planning period. While the projected total build out of the Railyards Specific Plan is foreseen to be up to 10,000 housing units, the Housing Element conservatively assumes that available sites within the area can accommodate around 6,000 residential units, which is the lower end of the buildout projection. For the purpose of this Housing Element sites inventory, all market rate units in the area are inventoried as moderate-income based on the anticipated product type.

The City Council approved a Mixed Income Housing Strategy for the Railyards, which requires 600 affordable lower-income housing units to be constructed by the developer and/or by third party developers on dedicated parcels. The development of affordable units is forecasted to occur as set forth in Table H 2-2, which identifies 300 affordable units to be developed upon the completion of the first 3,000 housing units, with an additional 100 affordable units for every 1,500 additional housing units. Given the assumed forecast of 6,000 units, of the inventory assumes 500 affordable units will be built during the Housing Element planning period.

<b>Table H 2-2 Railyards Mixed Income Strategy</b>			
<i>Phase</i>	<i>Housing Units per Phase</i>	<i>Affordable Units Developed (at 40 percent to 60 percent AMI) or Land Dedicated</i>	<i>Cumulative Housing Units Developed</i>
1	3,000	300 units	3,000
2	1,500	100 units and/or land dedication	4,500
3	1,500	100 units and/or land dedication	6,000
4	2,000	100 units and/or land dedication	8,000
5	2,000		10,000

Source: City of Sacramento, 2020

Figure H 2-1: Railyards Site Plan



Source: Downtown Railyard Venture, LLC, 2021.

### Township 9

Township 9 is a mixed-use development approved by the City Council in 2007. The project is located in the River District, an older industrial area that is in the process of being revitalized into a new mixed-use neighborhood. Township 9 is approximately 65 acres and proposes around 2,350 dwelling units including apartments, condominiums, townhomes, and live-work units (Figure H 2-2).

It is comprised of four distinct development areas. The transit area is a high-density mix of office, residential, and retail uses adjacent to a light rail station on Richards Boulevard, which was completed in June 2012. The central mixed-use area provides a medium density transition from the transit area to a central residential neighborhood. The live-work/townhouse area provides an area for primarily residential uses and the riverfront area is a collection of mid-rise residential buildings with ground floor retail. Maximum densities range from 80-150 dwelling units per acre.

The former industrial site requires significant infrastructure improvements before full build out of the project is completed. Development is anticipated to occur in three or more phases. Township 9's first phase of infrastructure improvements was completed in January 2013, which provided access around the perimeter of the site and utilities to serve Phase I of construction. Phase I, consisting of 139 affordable lower-income units in the Cannery Place Apartments, was then completed the following year (2014).

The Housing Element sites inventory includes sites from a recent project application that will accommodate the second phase of housing development for Township 9, which includes 936 high-density, market-rate units. The development is estimated to be able to make infrastructure improvements and build the second phase of housing development within the next eight years, based on information from the developers as well as performance requirements associated with Proposition 1C grants.

Appendix H-2: Land Inventory

Figure H 2-2: Township 9 Land Use Plan



Source: Township 9 Design Guidelines, 2015.

**Delta Shores**

Delta Shores is located in the southern area of the City along I-5 and consists of approximately 782 acres. Delta Shores is bisected by the recently constructed Cosumnes River Boulevard, which connects Highway 99 to the east with I-5 on the west and extends to Freeport Boulevard. The development includes approximately 120 acres on the west side of I-5 partially fronting Freeport Boulevard and approximately 680 acres on the east side of I-5. The proposal for 4,904 housing units, which included rezoning, general plan amendments, and a financing plan, was approved by the City Council in January 2009.

The adopted Delta Shores Planning Unit Development (PUD) allocates approximately 379 acres to residential uses: 136.89 acres to low density residential (4-7 units/acre), 178.04 acres to medium density residential (8-14 units/acre), and 64.36 acres to high density residential (15-27 units/acre). In addition to residential units, the Delta Shores PUD includes two commercial centers: a Regional Retail Center, with a Village Center plaza, which was completed in 2017 and a Mixed-Use Town Center, which has yet to be built. The Mixed-Use Town Center, approximately 20 acres on the east side of the project, will consist of high-density multi-family residential and another 161,000 square feet for community serving commercial uses.

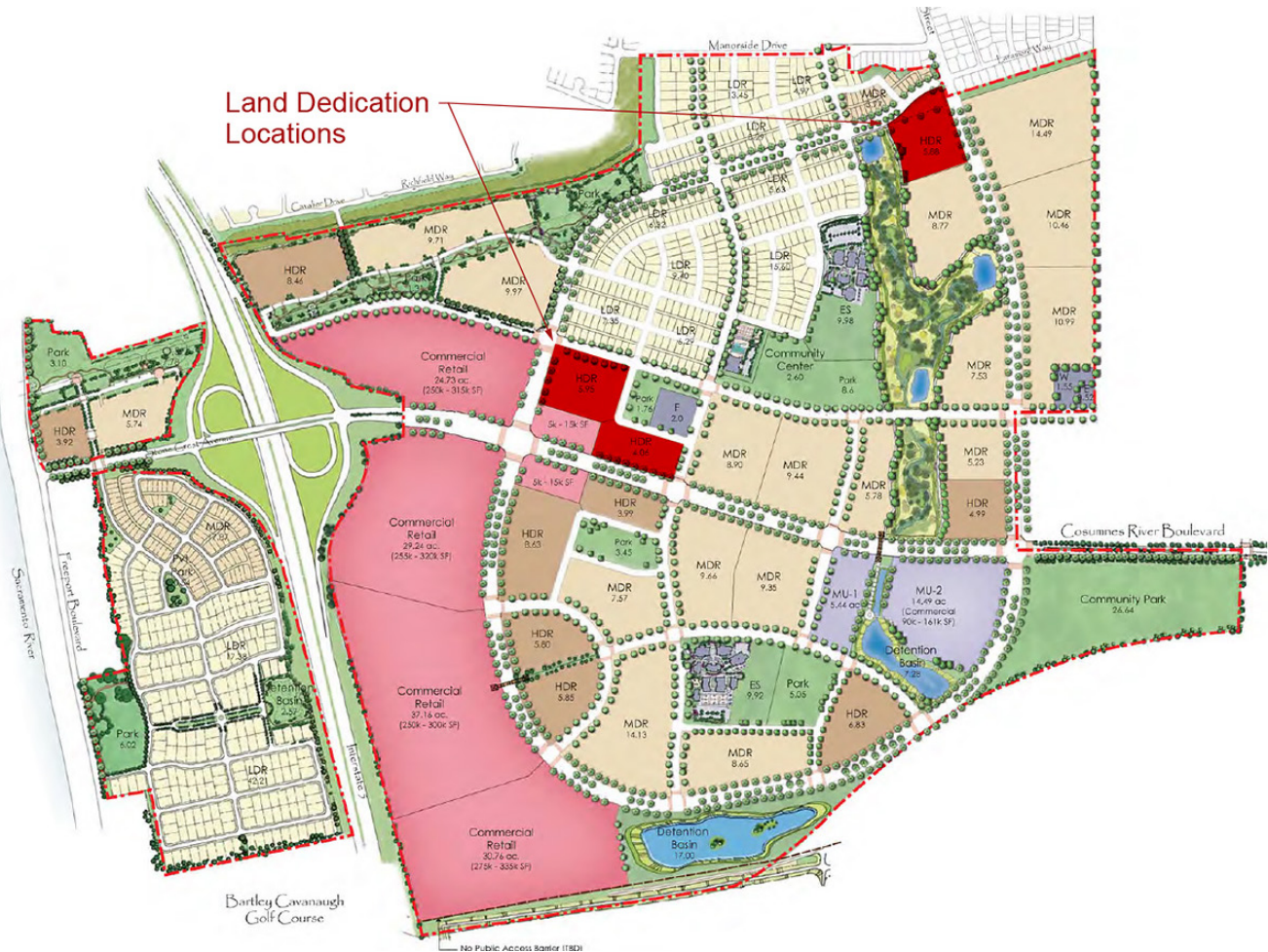
The Master Developer is dedicating land to the Sacramento Housing and Redevelopment Agency (SHRA) for affordable housing in order to satisfy the project's obligations under the Mixed Income Housing Ordinance. The developer has set aside 15.89 acres on two sites designated as High Density Residential (15-27 units per acre) that can accommodate 429 lower-income housing units. The larger site is 10.01 acres, located immediately north of Cosumnes River Boulevard and east of future and existing commercial development. The smaller site is 5.88 acres, located in the northeast portion of Delta Shores near Meadowview Park. Figure H 2-3 shows the location of the proposed land dedication within the Delta Shores area.

The sites must be dedicated to SHRA prior to the issuance of building permits for more than 50 percent of the market rate homes. Necessary off-site infrastructure must also be constructed prior to dedication and SHRA taking ownership. The Housing Element assumes that the 10.01-acre site located on Cosumnes River Boulevard will be developed during the Housing Element planning period. An estimated 270 lower-income units will be built on that site, assuming an average of 27 units per acre.



Appendix H-2: Land Inventory

Figure H 2-3: Location of Land Dedication to SHRA within Delta Shores



Source: Third Amendment to the Delta Shores Development Agreement Regarding the Replacement of the Inclusionary Housing Plan with a Mixed-Income Housing Strategy (P20-003), May 19, 2020.

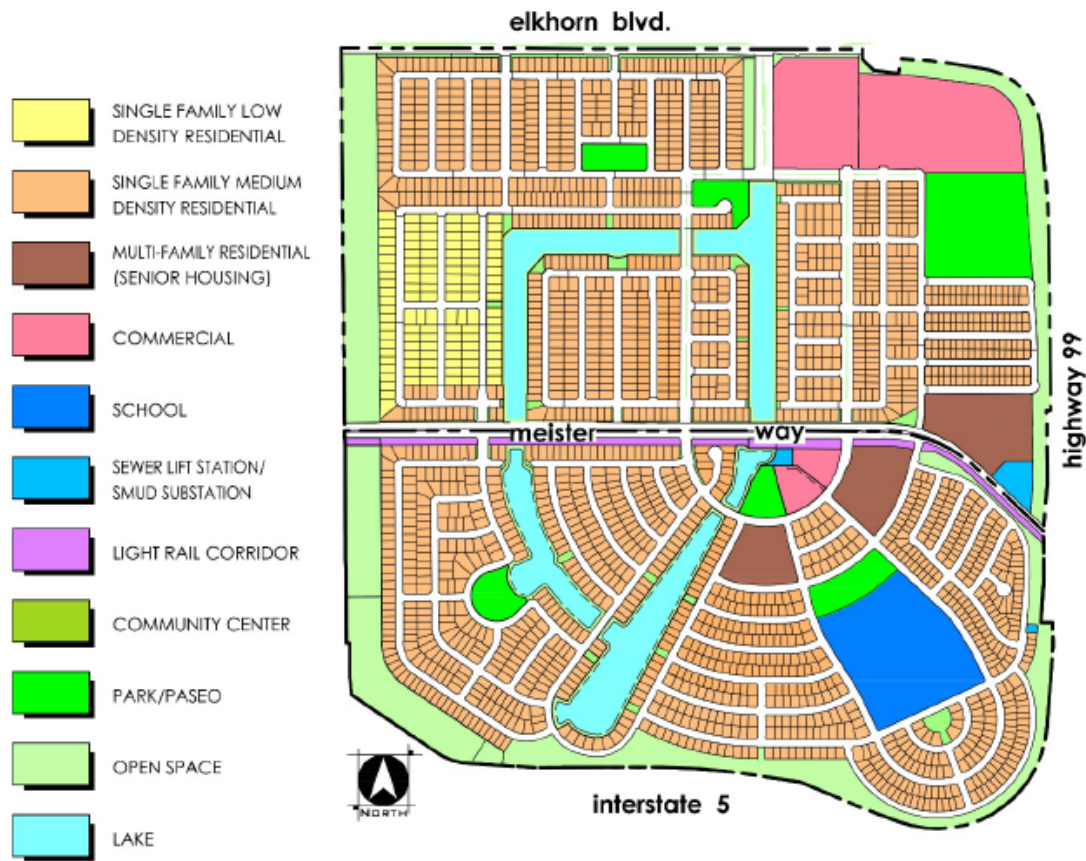
**Greenbriar**

Greenbriar is a 577-acre site in North Natomas, located northwest of the intersection of State Route 99 and Interstate 5, which was annexed into the City in April of 2008. The area is planned to be developed as a transit-oriented, mixed-use community with residential, commercial, parks, and open space (Figure H 2-4). Additionally, the project incorporates a light rail station at the core of the development along the planned Downtown-Natomas Airport line.

Greenbriar includes 2,717 residential units comprised of approximately 2,170 for-sale residential units and up to 547 rental units, including at least 191 affordable senior rental units. The deed-restricted affordable units are required by the Greenbriar Mixed Income Housing Strategy and must be built no later than issuance of building permits for 65 percent of the market rate for-sale units. Estimated residential densities range from 6 units per acre (for the least dense single-family units) to 36 units per acre (for the densest multifamily units).

As a large master planned community, construction of the proposed development at the Greenbriar Project Site was scheduled to begin in 2017 and is expected to occur in at least two phases, referred to as Phase 1 and Phase 2, over a 5 to 10-year period. Building permits have already been issued for Phase 1 of the project, and the developer assumes that the construction of all single unit homes will be constructed by 2025. Of the total project site, there are a remaining 2,467 units expected to be built during the RHNA projection period, including 1,920 single-unit homes (inventoried as above moderate income), 356 market rate multifamily units (inventoried as moderate income), and 191 deed-restricted affordable lower-income units.

Figure H 2-4: Greenbriar Land Use Plan



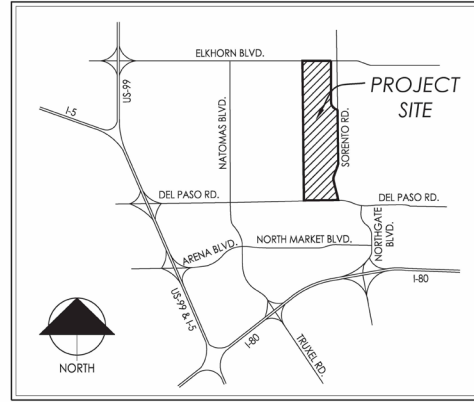
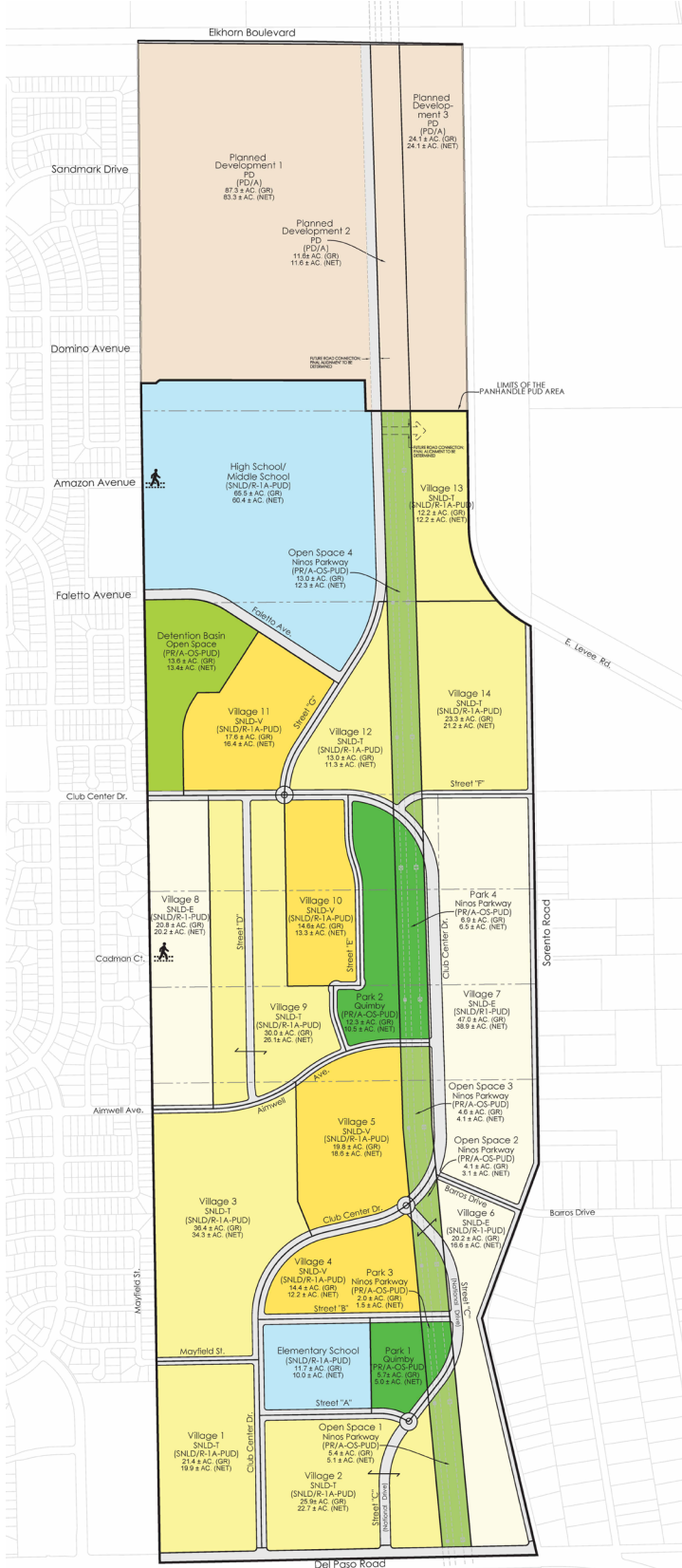
Source: Greenbriar PUD Development Guidelines, January 2019.

**The Panhandle**

The Panhandle PUD is a mixed-use community located at the easterly edge of the North Natomas Community Plan, which was annexed into the City in June of 2019. The Panhandle includes 1,662 single-unit dwellings, 18 acres of parks, 36 acres of parkways and open space, and an elementary school site (Figure H 2-5). The Panhandle project plans three categories of lot sizes: estate lots (6000-14,500 square feet), traditional lots (4,500-7,500 square feet), and village lots (3,000-6,000 square feet). House sizes will generally be in the range of 1,200 to 3,500 square feet. The Panhandle’s Mixed Income Housing Strategy requires the project to pay housing impact fees (approximately \$7.7 million) and construct 16 affordable units dispersed throughout the project. Due to a high demand for single-unit homes and the proximity of the area to multiple schools and parks, it is assumed that all units have the potential to be built during the projection period.

Appendix H-2: Land Inventory

Figure H 2-5: Panhandle Schematic Plan



**Parkland Dedication Summary Table**

PANHANDLE Planned Unit Development Plan				2013 parkland dedication formula	
land use	unit type	net acres	avg. net dwelling density	residential units	Quimby parkland dedication formula
SNLD-E	SF	75.7	4.5	340	0.0135
SNLD-E	SF	148.4	6.0	869	0.0135
SNLD-V	SF	60.1	7.5	453	0.0135
<b>TOTAL</b>				<b>1,662</b>	<b>22.43</b>
<b>on-site park deficit -6.93 acres (to be paid in in-lieu fee)</b>					
<b>parkland provided 23.50</b>					
<b>creditable parkland 16.57</b>					
NOTE: 8 AC. OF PARKLAND SHOWN IN PL CORRIDOR SEEMS NO QUIMBY CREDIT					
<b>park requirement</b>					
	5/1000	adjust.	3.5/1000		adjusted delta
3.5ac/1000 actual parkland	22.43	0.7	15.70 acres on-site	15.50	-0.22
11.5/1000 in-lieu fee	22.43	0.3	6.73 acres in-lieu fee	6.73	
			<b>22.43 total reqmt.</b>		<b>22.43</b>

**LAND USE SUMMARY**

PUD Land Use*	General Plan	Zoning	Acres (G)	Acres (N)	Units
SNLD-E	SNLD (3-8 du/ac)	R-1-PUD	88.0±	75.7±	340±
SNLD-T	SNLD (3-8 du/ac)	R-1A-PUD	162.2±	148.4±	869±
SNLD-V	SNLD (3-8 du/ac)	R-1A-PUD	66.4±	60.5±	453±
Elementary School	SNLD (3-8 du/ac)	R-1A-PUD	11.7±	10.0±	
High School / Middle School	SNLD (3-8 du/ac)	R-1A-PUD	65.5±	60.4±	
Park - Quimby	PR	A-COS-PUD	18.0±	15.5±	
Park - Ninos Parkway	PR	A-COS-PUD	8.9±	8.0±	
Open Space - Ninos Parkway	PR	A-COS-PUD	27.1±	24.6±	
Detention Basin - Open Space	PR	A-COS-PUD	13.6±	13.4±	
Planned Development (non-residential)	FD	A	123.0±	119.0±	
Major Roads (Del Paso Rd & Elkhorn Blvd)	varies	varies	5.0±	5.0±	
Collector and Residential Streets	varies	varies	0.0±	48.9±	
<b>TOTALS</b>			<b>589.4±</b>	<b>589.4±</b>	<b>1,662± DU</b>

\*SNLD = Suburban Neighborhood Low Density  
 -E = Estate (4.5 du/ac average net density)  
 -T = Traditional (6.0 du/ac average net density)  
 -V = Village (7.5 du/ac average net density)

= Pedestrian Connection Only



NORTH

0 200 400 800  
SCALE: 1" = 400'

PUD SCHEMATIC PLAN  
**PANHANDLE**

City of Sacramento

**MACKAY & SOMPS**  
 ENGINEERS PLANNERS SURVEYORS

June 01, 2018

Source: City of Sacramento, Approving the Panhandle Planned Unit Development (PUD) Guidelines and Schematic Plan (P16-013), Resolution No. 2018-0284, July 2018.

### Aspen 1/New Brighton

Aspen 1/New Brighton is a 232-acre master planned community located at the southeast corner of Jackson Highway and South Watt Avenue. The project area was annexed into the City in November of 2018. The project includes a mix of residential, commercial, and agricultural uses (Figure H 2-6). Residential uses comprises most of the project, ranging from single-unit dwellings to high density multi-unit housing. The project is planned to include 1,365 residential units: 482 units of low density residential (8.2 units per acre), 378 units in high density residential (25 units per acre), 405 units within the mixed-use designation (30 units per acre), 50 residential units within the commercial designation, and 50 units within the urban farm designation. In accordance with the City's Mixed Income Housing Ordinance, the Landowner will produce at least 10 percent of the project's total dwelling units as affordable (i.e., 137 lower-income units).

There have been no active applications for planning entitlements for Aspen 1/New Brighton since City Council adoption of the PUD and development agreement, and infrastructure improvements would occur upon subdivision and building permit approval. Due to minimal inquiries to staff from developers up until 2021 and competing future development within Sacramento proper and the Sacramento County, full project build-out is not assumed within the planning period.

The Housing Element assumes an estimated 454 units, or roughly one-third of the project, will be built during the RHNA projection period, including 177 single-unit dwellings (inventoried as above moderate), 232 market rate multifamily units, and 45 deed-restricted affordable lower-income units.

Appendix H-2: Land Inventory

Figure H 2-6: Aspen 1/ New Brighton Schematic Plan



Source: Aspen 1 - New Brighton, Draft PUD Schematic Plan, June 2010.

### 2.3.3 Summary of Pipeline Residential Development

In total, there are 23,797 units in planned and approved projects that are counted toward meeting the RHNA. Based on affordability restrictions, the projects listed in the table are anticipated to provide 1,931 affordable lower-income units. Based on typical market-rate rents and sales prices described in the Community Profile (Appendix H-1), multi-unit developments and condos are inventoried as moderate-income and single-unit developments are inventoried as above moderate-income. There is an estimated 15,543 moderate-income units in the pipeline and 6,323 above moderate-income units.

<b>Table H 2-3 Pipeline Residential Projects</b>				
<i>Project Name</i>	<i>Above Mod. Income Units</i>	<i>Moderate Income Units<sup>3</sup></i>	<i>Lower Income Units<sup>4</sup></i>	<i>Total Units</i>
<b>Master Planned Communities<sup>1</sup></b>				
Aspen 1 / New Brighton	177	232	45	454
Delta Shores	1,583	655	270	2,508
Greenbriar	1,920	356	191	2,467
Panhandle	1,646	-	16	1,662
Railyards	-	5,500	500	6,000
Township 9	-	936	-	936
<i>Subtotal</i>	<i>5,326</i>	<i>7,679</i>	<i>1,022</i>	<i>14,027</i>
<b>Deed-restricted Affordable Lower-Income Projects</b>				
1212 Village	-	-	75	75
4995 Stockton Blvd	-	-	200	200
Broadway and 39th - SB 35 App	-	-	44	44
CCH Florin Road Senior Housing	-	50	100	150
Mirasol Village	-	59	212	271
Northview Pointe	-	-	67	67
On-Broadway Apartments	-	1	149	150
Stockton Blvd East	-	89	10	99
Villa Jardin/Coral Gables	-	-	44	44
<i>Subtotal</i>	<i>0</i>	<i>199</i>	<i>901</i>	<i>1,100</i>
<b>Market Rate Projects</b>				
10K	-	186	-	186
1116 18 <sup>th</sup> Street Apartments	-	25	-	25
1220 H Street Apartments	-	137	-	137
12E	21	-	-	21
14TH & H	-	60	-	60
1517 E St Apartments	-	10	-	10
1617 J Street Mixed Use	-	73	-	73
1619 R Street	-	104	-	104
16 <sup>th</sup> & J Street Apartments	-	73	-	73
1705 I Street Mixed Use	-	208	-	208
17 <sup>th</sup> & S Street Mixed Use	-	47	-	47

<b>Table H 2-3 Pipeline Residential Projects</b>				
<i>Project Name</i>	<i>Above Mod. Income Units</i>	<i>Moderate Income Units<sup>3</sup></i>	<i>Lower Income Units<sup>4</sup></i>	<i>Total Units</i>
18 <sup>th</sup> & D Street Apartments	-	13	-	13
1908 O St Apartments	-	27	-	27
2010 Broadway Apartments and Mixed Use Building	-	20	-	20
20 <sup>th</sup> Place Project	-	50	-	50
21st Street Apartments	-	12	-	12
2800 S Street Mix Use	-	38	-	38
3/36 Mixed-Use Building	-	12	-	12
3rd & Broadway Apartments	-	59	-	59
3S Mixed-Use	-	190	-	190
65 East	-	184	-	184
65th Street Apartments	-	90	-	90
706 56th Street Apartment Conversion	-	11	-	11
7700 College Town Mixed-Use	-	101	-	101
7800 West Stockton Boulevard Apartments	-	92	-	92
918 J Façade Remodel	-	10	-	10
920 San Juan Rd	82	-	-	82
Albright Village	14	-	-	14
Alkali Flat on 12th - 330 12th Street	-	24	-	24
Anthem 15S	-	137	-	137
Anthem Cathedral Square	-	153	-	153
Arden Gateway <sup>2</sup>	-	326	-	326
Bruceville Apartments	-	351	-	351
Bruceville Terrace House Plans <sup>2</sup>	-	36	-	36
Capitol Hotel and Apartments	-	50	-	50
Carlson Apartments	-	10	-	10
Castro Way Mixed Use	-	14	-	14
Cottages at Laguna	-	62	-	62
Crocker Village	-	164	-	164
Elvas Avenue Apartments	-	60	-	60
Fairgrounds Subdivision	68	-	-	68
Franklin Boulevard Apartment Complex	-	113	-	113
Franklin Boulevard Mixed-Use Development	-	14	-	14
Franklin Mixed Use	-	39	-	39
Glenrose Townhomes Time Extension	-	20	-	20
Hawthorn Apartments	-	281	-	281
Historic Alley Apartments	-	12	-	12
Homes at Potrero	14	-	-	14

<b>Table H 2-3 Pipeline Residential Projects</b>				
<i>Project Name</i>	<i>Above Mod. Income Units</i>	<i>Moderate Income Units<sup>3</sup></i>	<i>Lower Income Units<sup>4</sup></i>	<i>Total Units</i>
ICON @ 13C	-	21	-	21
Jacinto Rd Subdivision	11	-	-	11
Jessie Avenue Subdivision	144	-	-	144
Kenwood Meadows	-	12	-	12
KIND Project	-	72	-	72
Klotz Ranch	-	266	-	266
L32 Homes	12	-	-	12
Lemon Hill Apartments	-	28	-	28
Lemon Hill Subdivision	14	-	-	14
Mandolin Estates <sup>2</sup>	9	-	-	9
Mansion Inn Apartments	-	190	-	190
Marconi Ridge Apartments	-	11	-	11
Maven on 5 <sup>th</sup> Street	-	308	-	308
McClellan Heights Townhomes	21	-	-	21
Medley Apartments	-	160	-	160
Morey Morrison 141	37	-	-	37
Morey Place Subdivision	99	-	-	99
Natomas II Apartments	-	472	-	472
Natomas Meadows Village 5 - Phase 3	43	-	-	43
Newton Booth TM	-	32	-	32
Northview Estate	-	12	-	12
Northwest Land Park / The Mill	-	752	-	752
Oak Park Place	-	21	-	21
Opus at Folsom and Elvas	-	143	-	143
Provence Townhomes <sup>2</sup>	-	35	-	35
Q Art Lofts	-	51	-	51
Q Street Commons	-	125	-	125
Robla Estates	187	-	-	187
S Street Townhomes	-	41	-	41
Sacramento Commons	-	436	-	436
South Avenue Place Subdivision	30	-	5	35
South East Tahoe Park	25	-	3	28
Sutter Greens 2.0 Apartments	-	190	-	190
Tanzanite	7	128	-	135
The Cove/River Oaks <sup>2</sup>	122	-	-	122
The Fitzgerald	-	51	-	51
Theory Student Housing	-	210	-	210
Ventris Place	37	-	-	37



**Table H 2-3 Pipeline Residential Projects**

<i>Project Name</i>	<i>Above Mod. Income Units</i>	<i>Moderate Income Units<sup>3</sup></i>	<i>Lower Income Units<sup>4</sup></i>	<i>Total Units</i>
Wickford Square Single-Unit Dwellings <sup>2</sup>	-	42	-	42
Willow Grove Apartments	-	24	-	24
Yamane Time Extension	-	134	-	134
<i>Subtotal</i>	<b>997</b>	<b>7,665</b>	<b>8</b>	<b>8,670</b>
<b>Total</b>	<b>6,323</b>	<b>15,543</b>	<b>1,931</b>	<b>23,797</b>

Source: City of Sacramento Community Development Department, December 2020.

<sup>1</sup> See text description for detailed assumptions on phasing and unit counts for master planned communities.

<sup>2</sup> Under construction. Unit count reflects remaining units for planning period.

<sup>3</sup> Multi-unit developments and condos in the pipeline are inventoried as moderate-income based on typical market-rate rents and sales prices described in the Community Profile (Appendix H-1).

<sup>4</sup> Lower-income units in the pipeline are all units that will be deed-restricted affordable.

<sup>5</sup> Density bonus units.

## 2.4 Vacant and Underutilized Sites Methodology and Assumptions

State law requires each jurisdiction to demonstrate that sufficient land is zoned to provide housing capacity that is adequate to meet the RHNA for each income level. To determine housing capacity, City staff and the consultant team at Ascent conducted a comprehensive inventory in December 2020 of all vacant and non-vacant developable land within the City limits that is zoned to allow for housing and available to develop within the Housing Element planning period. This section describes the methodology used to calculate the housing capacity on developable housing sites.

### 2.4.1 Overall Process

The City conducted the inventory of available sites using Geographic Information Systems (GIS) mapping software, using multiple data sets to identify potentially available housing sites. The City started with three primary data sources: 1) the vacant sites included in the 2013-2021 Housing Element, 2) housing opportunity sites identified as part of the Central City Specific Plan, and 3) a vacant and underutilized (i.e., non-vacant) parcel inventory created by Dyett & Bhatia in 2019 for the 2040 General Plan Update. The 2019 parcel inventory was created using assessor land use codes to identify vacant sites and the improvement-to-land-value ratio to identify sites that were potentially underutilized. The City narrowed down the 2019 parcel inventory to only those sites within City limits that were zoned to allow for residential development. The City also focused the list of underutilized sites to those primarily located within the Central City and along commercial corridors where the City is focused on encouraging housing. These commercial corridors include Freeport Boulevard, Northgate Boulevard, Broadway, Franklin Boulevard, Del Paso Boulevard, Marysville Boulevard, Stockton Boulevard, Folsom Boulevard, 65<sup>th</sup> Street, and Florin Road. Further analysis of recent building permit data and project entitlements was used to remove sites that were no longer available. The team then used online mapping tools, including Google Earth and Google Street View, to verify vacant and underutilized status.

All parcels included in the sites inventory were reviewed for any known environmental constraints, such as flood zones, steep slopes, and other possible constraints to development feasibility. The sites included in the inventory have all been designated for residential development and are not constrained by topography, known environmental factors, or other site-specific constraints that would limit development. Parcels that were identified as having constraints, such as major drainage issues, were removed from the inventory. The City screened the inventory to remove parcels that are currently occupied by residential uses. None of the sites are known to have been occupied in the past five years with housing occupied by lower-income residents.

The City then reviewed development standards and regulations as well as recently approved and built residential projects to develop assumptions of realistic density for each of the zones where housing is an allowed use. The City

also developed a tiered classification system to classify the non-vacant underutilized sites as one of the following: Tier 1: highest likelihood of being developed during the Housing Element planning period; and Tier 2: lower likelihood of being developed during the Housing Element planning period. The assumptions of likelihood of redevelopment of non-vacant sites were developed for each Community Plan Area, and in some cases, specific commercial corridors (see Section 2.4.4 below for specific assumptions).

Once the initial inventory of sites was created, the team met with City staff in the Planning Division that oversee Current Planning for different geographic regions of the City to verify the sites included in the inventory. These staff members have specific knowledge of the current projects in the pipeline and development interest in certain areas of the City. Current Planning staff reviewed the vacancy status of each site, classified each of the non-vacant sites as either Tier 1 or Tier 2, and provided feedback on the density and buildout assumptions. Specific parcels were removed because of known site constraints, such as drainage or lack of access, and additional sites were added. The team engaged in several discussions to refine the classification of non-vacant sites. Following this process of internal review, the team met with staff from various Property and Business Improvement Districts (PBIDs) to review the sites and assumptions in detail.<sup>1</sup>

Once all of the sites and assumptions had been verified, the City applied the assumptions to the available sites to calculate housing capacity. The City then conducted a spot-check of individual parcels to confirm that the calculations resulted in realistic capacity numbers. On certain parcels, particularly large parcels, the City reduced or modified the assumptions to reflect more realistic capacity numbers.

### 2.4.2 Affordability Assumptions

Table H 2-3 shows how sites were categorized by income level based on zoning, allowed density, and site size:

- **Lower-income Sites.** State law (Government Code Section 65583.2(c)(3)) establishes a “default density standard” of 30 units per acre for lower-income units in the City of Sacramento. This is the density that is “deemed appropriate” in State law to accommodate Sacramento’s lower-income RHNA. Sites 0.5 acres and larger with zoning or General Plan land use designations that allow for development at 30 units per acre were generally included in the inventory as lower-income sites.
- **Above Moderate-income Sites.** Sites with single-unit or duplex zoning (i.e., R-E, R-1, R-1A, and R-1B) as well as small sites in higher density zones, ranging from under 2,400 square feet to under 7,000 square feet depending on the zone, were categorized as above moderate based on the assumption that a single-unit home would be the most likely to be built.
- **Moderate-income Sites.** High-density multi-unit zoned sites less than 0.5 acres but larger than the size threshold described above for a single-unit lot were inventoried at moderate-income, based on the assumption that the site was too small to accommodate a subsidized lower-income project but large enough for a smaller market-rate multi-unit development to be built. Sites zoned R-2 and R2A that were larger than 7,000 or 6,500 square feet, depending on which zone, were also inventoried as moderate-income sites. These two zones allow for multi-unit development at densities less than 30 units per acre (i.e., R-2 and R-2A zones).

### 2.4.3 Assumed Density

Density is dictated by the Zoning Code and General Plan. There are many instances where the General Plan and Zoning are inconsistent. As a conservative estimate of capacity, the sites inventory applies the more restrictive density standard of either the Zoning or the General Plan. However, this does not limit the ability for a project to be built at the density allowed under the General Plan if the General Plan density is higher.<sup>2</sup>

<sup>1</sup> City staff and the consultants met with the following PBIDs in October 2020: Greater Broadway Partnership, Florin Road Partnership, Del Paso Boulevard Partnership, Franklin Boulevard Business Association, and the Stockton Boulevard Partnership.

<sup>2</sup> It should be noted that State law, as revised by AB 3194 (2018), declares that a proposed housing development project cannot be considered “inconsistent” with a jurisdiction’s zoning standards and cannot be required to seek a rezoning as long as the project complies with the objective general plan standards. Therefore, in instances where the density allowed under the zoning is lower than the density allowed under the general plan, a project is allowed to exceed the zoning standard and achieve the higher general plan density.

Appendix H-2: Land Inventory

In general, the realistic residential development potential of vacant and non-vacant sites has been assumed to be either 80 or 90 percent of the maximum permitted density of the applicable zone or land use designation, as shown in Tables H 2-4 and H 2-5. The City allows for a broad range of densities and therefore the density of recent projects varies widely. To determine the realistic development potential on vacant and non-vacant sites, the City reviewed the density of residential projects in the pipeline (see Table H-2.6). As shown in the table, sites developed with residential mixed-use often exceeded the maximum allowed densities because the City allows mixed-use projects to use floor area ratio (FAR) instead of density. After excluding units built with a density bonus, on average projects were built at around 88 percent of maximum allowed density (factoring in density bonuses, these projects were built at 95 percent of maximum density on average).

There are some areas within the Central City where the allowed density is up to 250 or 450 units/acre. On these sites, the inventory assumes a realistic density of 180 and 200 units/acre respectively. There have been several projects approved in the Central City at densities at or around 200 units/acre. For example, the Capitol Area Development Authority (CADA) currently has a number of projects with lower-income units in various stages of development with densities around 200 units/acre: Sonrisa has a density of 223 units/acre, 14<sup>th</sup> & N has a density of 187 units/acre, and CADA – Site 21 has a density of 225 units/acres. Furthermore, the 7<sup>th</sup> & H Mixed Use Housing project built by Mercy Housing, which provides 150 affordable units to very low- and extremely-low income residents and was built in 2013, has a density of 294 units/acre. These examples demonstrate that affordable lower-income housing projects can realistically be built at densities around 200 units/acre in the City.

Furthermore, the City’s commitment to increasing residential development opportunities coupled with strong demand for new residential units is resulting in increasingly efficient development at higher densities than was typical in past decades. Many recent development project applications are being submitted with residential densities near the maximum density allowed. A lower assumed density was applied to some sites, in particular larger sites where a broader mix of housing types would be expected (see Section 2.4.5 for discussion of large sites).

<i>Zone</i>	<i>Parcel Size</i>	<i>Income Level</i>	<i>Maximum Density (units/acre)</i>	<i>Realistic Density (units/acre)</i>
Rural Estate (RE)	All	Above Moderate	1 unit/lot	1 unit/lot
Single-Unit Dwelling Zone (R-1)	All	Above Moderate	1 unit/lot (8 units/acre)	6.4 (80% of max)
Single-Unit or Duplex Dwelling Zone (R-1A)	All	Above Moderate	2 units/lot (15 units/acre)	12 (80% of max)
Single-Unit or Duplex Dwelling Zone (R-1B)	All	Moderate	2 units/lot (27 units/acre)	21.6 (80% of max)
Multi-Unit Dwelling Zone (R-2)	<7,000 sf	Above Moderate	2 units/lot (16.75 units/acre)	13.4 (80% of max)
	>=7,000 sf	Moderate		
Multi-Unit Dwelling Zone (R-2A)	<6,500 sf	Above Moderate	17	13.6 (80% of max)
	>=6,500 sf	Moderate		
Multi-Unit Dwelling Zone (R-2B)	<5,200 sf	Above Moderate	21	16.8 (80% of max)
	>=5,200 sf	Moderate		
Multi-Unit Dwelling Zone (R-3)	<3,200 sf	Above Moderate	30	27 (90% of max)
	>=3,200 sf, < 0.5 acre	Moderate		
	>= 0.5 acre	Lower		
Multi-Unit Dwelling Zone (R-3A)	<2,700 sf	Above Moderate	36	32.4 (90% of max)
	>=2,700 sf, < 0.5 acre	Moderate		
	>= 0.5 acre	Lower		

<b>Table H 2-4 Overall Assumptions by Zone</b>				
<i>Zone</i>	<i>Parcel Size</i>	<i>Income Level</i>	<i>Maximum Density (units/acre)</i>	<i>Realistic Density (units/acre)</i>
Multi-Unit Dwelling Zone (R-4)	<2,400 sf	Above Moderate	60	54 (90% of max)
	>=2400 sf, < 0.5 ac	Moderate		
	>= 0.5 ac	Lower		
Multi-Unit Dwelling Zone (R-4A)	<3,200 sf	N/A	110	88 (80% of max)
	>=3,200 sf, < 0.5 ac	Moderate		
	>/=0.5 ac	Lower		
High Rise Residential Zone (R-5)	<3,200 sf	N/A	175	140 (80% of max)
	>=3,200 sf, < 0.5 ac	Moderate		
	>/=0.5 ac	Lower		
Residential Office Zone (RO)	<2,700 sf	Above Moderate	36	32.4 (90% of max)
	>=2700 sf, < 0.5 acre	Moderate		
	>/= 0.5 acre	Lower		
Residential Mixed Use (RMX)	<2,400 sf	Above Moderate	60 (100 in Central City and Transit Overlay)	54 (90 in Central City and Transit Overlay) (90% of max)
	>=2400 sf, < 0.5 ac	Moderate		
	>/= 0.5 ac	Lower		
Limited Commercial Zone (C-1)	<3200 sf	Above Moderate	30	27 (90% of max)
	>=3200 sf, < 0.5 acre	Moderate		
	>/= 0.5 acre	Lower		
General Commercial Zone (C-2)	<3,200 sf	N/A	36-450 (Based on General Plan Land Use)	Based on General Plan Land Use (but no higher than 200 units/acre)
	>=3,200 sf, < 0.5 ac	Moderate		
	>/=0.5 ac	Lower		
Central Business District Zone (C-3)	<2,400 sf	Above Moderate	No Restrictions	200
	>=2400 sf, < 0.5 ac	Moderate		
	>/= 0.5 ac	Lower		
Heavy Commercial Zone (C-4)	<2,400 sf	Above Moderate	60	54 (90% of max)
	>=2400 sf, < 0.5 ac	Moderate		
	>/= 0.5 ac	Lower		
Office Business Low-Rise Mixed-Use Zone (OB)	<2,700 sf	Above Moderate	36	32.4 (90% of max)
	>=2700 sf, < 0.5 acre	Moderate		
Light Industrial Zone (M-1)	NA	Lower	Based on General Plan Land Use	30

Source: Ascent, 2021; City of Sacramento, 2021.

<b>Table H 2-5 Density Assumptions by General Plan Land Use</b>		
<i>General Plan Land Use</i>	<i>Maximum Density (units/acre)</i>	<i>Realistic Density (units/acre)</i>
Central Business District	450	200 (44% of max)
Employment Center Low Rise	na	na
Employment Center Mid Rise	60	54 (90% of max)
Rural Residential	3	2.4 (80% of max)
Suburban Center	36	32.4 (90% of max)
Suburban Corridor	36	32.4 (90% of max)
Suburban Neighborhood High Density	30	24 (80% of max)
Suburban Neighborhood Low Density	8	6.4 (80% of max)
Suburban Neighborhood Medium Density	17	13.6 (80% of max)
Traditional Center	36	32.4 (90% of max)
Traditional Neighborhood High Density	36	28.8 (80% of max)
Traditional Neighborhood Low Density	8	6.4 (80% of max)
Traditional Neighborhood Medium Density	36	28.8 (80% of max)
Urban Center High	250	180 (72% of max)
Urban Center Low	150	135 (90% of max)
Urban Corridor High	150	135 (90% of max)
Urban Corridor Low	110	99 (90% of max)
Urban Neighborhood Low Density	36	54 (90% of max)
Urban Neighborhood Medium Density	110	88 (80% of max)

Source: Ascent, 2021; City of Sacramento, 2021.

Table H 2-6 Realistic Development Potential Based on Recent Projects

<i>Project Name</i>	<i>Total Units</i>	<i>Acres</i>	<i>Zoning</i>	<i>General Plan</i>	<i>Project Density</i>	<i>Max. Allow. Density</i>	<i>% of Max. Density</i>	<i>% of Max Density (Exclud. Bonus)</i>
<b>Affordable Housing Developments</b>								
17th & S Street Mixed Use <sup>1</sup>	159	1.15	RMX/Central City (R Street) SPD	Urban Corridor High	138	100	138%	138%
1212 Village	75	0.97	C-2/Del Paso/Arden Way SPD	Urban Corridor Low	77	110	70%	70%
Arden Way Affordable Housing	128	2.79	C-2-TO	Urban Corridor Low	46	100	46%	46%
On-Broadway Apartments	140	1.26	C-2/Central City SPD	Urban Center Low	111	150	74%	74%
Villa Jardin/Coral Gables <sup>2</sup>	82	2.37	R-3-R	Suburban Neighbor. High	35	30	115%	100%
Broadway and 39th - SB 35 App (*)	44	0.77	C-1/Broadway/Stockton SPD	Urban Corridor Low	57	30	190%	100%
<b>Market Rate Housing Developments</b>								
Glenrose Townhomes Time Extension	20	1.71	R-2A	Suburban Neighbor. Medium	12	17	69%	69%
Cottages at Laguna <sup>3</sup>	62	3.15	R-2A-R	Suburban Neighbor. Medium	20	17	116%	100%
Franklin Boulevard Apartment Complex	113	3.79	R-3	Suburban Neighbor. High	30	30	99%	99%
Northview Estate	12	0.61	R-3-R	Suburban Neighbor. High	20	30	65%	65%
Bruceville Apartments	351	8.10	R-4-PUD	Suburban Neighbor. High	43	60	72%	72%
Sacramento Commons (Phase 1)	436	3.79	R-5-PUD/Central City SPD	Central Business District	115	175	66%	66%
65th Street Apartments <sup>1</sup>	90	0.75	RMX-TO	Urban Center Low	121	100	121%	121%
Q Street Commons	125	1.27	RMX-TO	Urban Center Low	98	100	98%	98%
Medley Apartments	160	6.26	EC-40-PUD	Urban Center High	26	250	10%	10%
7800 West Stockton Boulevard Apts.	92	2.58	C-2-PUD	Suburban Center	36	36	99%	99%
3/36 Mixed-Use Building	12	0.11	C-2/Broadway/ Stockton SPD	Urban Corridor Low	107	110	97%	97%
Oak Park Place	21	0.22	C-2/Broadway/ Stockton SPD	Urban Corridor Low	98	110	89%	89%
Franklin Boulevard Mixed-Use Development	14	0.69	C-2	Suburban Corridor	20	36	56%	56%
Marconi Ridge Apartments	11	0.31	C-2	Suburban Corridor	35	36	97%	97%
Willow Grove Apartments	24	0.71	C-2	Suburban Corridor	34	36	94%	94%
Franklin Mixed Use <sup>4</sup>	39	0.68	C-2	Urban Corridor Low	57	110	52%	52%
S Street Townhomes	41	2.08	C-2	Urban Corridor Low	20	110	18%	18%

**Table H 2-6 Realistic Development Potential Based on Recent Projects**

<i>Project Name</i>	<i>Total Units</i>	<i>Acres</i>	<i>Zoning</i>	<i>General Plan</i>	<i>Project Density</i>	<i>Max. Allow. Density</i>	<i>% of Max. Density</i>	<i>% of Max Density (Exclud. Bonus)</i>
65 East	184	3.86	C-2-TO	Urban Center Low	48	100	48%	48%
Arden Gateway (both phases)	731	24.35	C-2	Urban Center High	30	250	12%	12%
Elvas Avenue Apartments	60	0.76	C-2-TO	Urban Corridor Low	79	100	79%	79%
CCH Florin Road Senior Housing	150	4.65	C-2	Traditional Neighbor. High/ Urban Center Low	32	36	90%	90%
7700 College Town Mixed-Use	101	2.83	OB-R-PUD	Suburban Center	36	36	99%	99%
Klotz Ranch	266	12.70	SC-PUD	Suburban Corridor	21	36	58%	58%
Yamane Time Extension <sup>5</sup>	134	0.44	C-2/Central City SPD	Urban Corridor Low	305	110	277%	100%
Anthem 15S <sup>1</sup>	137	0.75	C-2/Central City SPD	Urban Corridor Low	183	110	166%	166%
2800 S Street Mix Use <sup>1</sup>	38	0.22	C-2/Central City (R Street) SPD	Urban Corridor Low	173	110	157%	157%
Alkali Flat on 12th - 330 12th Street <sup>1</sup>	24	0.15	C-2/Central City SPD	Urban Corridor Low	162	110	148%	148%
Mansion Inn Apartments <sup>1</sup>	190	1.18	C-2/Central City SPD	Urban Corridor Low	161	110	146%	146%
The Fitzgerald <sup>1</sup>	51	0.29	C-2/Central City SPD	Urban Center Low	174	150	116%	116%
21st Street Apartments	12	0.29	C-2/Central City SPD	Urban Corridor Low	41	110	38%	38%
Historic Alley Apartments	12	0.14	C-2/Central City SPD	Urban Corridor Low	86	110	78%	78%
1220 H Street Apartments <sup>1</sup>	137	0.45	C-2/Central City SPD	Urban Corridor High	306	150	204%	204%
1617 J Street Mixed Use <sup>1</sup>	73	0.50	C-2/Central City SPD	Urban Corridor High	146	150	97%	97%
10K	186	0.46	C-3/Central City SPD	Central Business District	406	450	90%	90%
Anthem Cathedral Square	153	0.67	C-3/Central City SPD	Central Business District	228	450	51%	51%
<b>Average</b>							<b>95%</b>	<b>88%</b>

Source: Ascent, 2021; City of Sacramento, 2021.

<sup>1</sup> Mixed use, not subject to density - only FAR

<sup>2</sup> 38 new residential units and rehabilitation of 44 units. Density bonus allowed five additional affordable units.

<sup>3</sup> Project also includes 8 lower-income density bonus units not counted in the calculation of density

<sup>4</sup> Density reduced because of site constraints

<sup>5</sup> Project used 2035 General Plan policy "LU 1.1.10 Exceeding Floor-Area-Ratio," which allows development to exceed the maximum allowed FAR or density if it is determined to provide a significant community benefit

## 2.4.4 Assumptions of Residential Probability and Redevelopment Likelihood

### Residential vs. Commercial Mix

The City allows standalone, multi-unit residential development as a use permitted by-right in most mixed-use, commercial, and industrial zones throughout the City. These zones also allow for a broad range of other non-residential uses. Based on a review of recently approved projects and conversations with City and PBID staff members, the City developed assumptions for the realistic capacity for residential development in mixed-use and non-residential zones tailored to each Community Plan Area, and in some cases specific corridors or sub-areas, as shown in Table H 2-4. These tailored assumptions represent the likely mix of residential and non-residential (e.g., retail, office, hotel, employment) projects on sites within these areas in the future. Sites within areas with a higher demand for residential and more residential development in the pipeline, such as the Central City and Del Paso Boulevard, are assumed to have a larger percentage of residential development on a given site (generally 60-75 percent). Sites along commercial corridors where there is not yet strong residential demand have lower percentage assumptions for residential (generally 40 percent).

These percentage assumptions are relatively conservative based on the review of recently approved projects. For example, a review of projects approved in the Central City since 2013 revealed that over 80 percent of projects were residential or mixed-use with a large residential component. On commercially zoned sites within the Fruitridge Broadway Community Plan Area, over 55 percent of approved developments were for residential or residential mixed-use.

The shift toward residential and mixed use on commercially zoned sites is reflective of broader national trends in the shifting retail market. The expansion of online retailing has had major impacts on consumer behaviors and greatly reduced demand for brick-and-mortar retail. According to a 2019 market analysis prepared by BAE, this trend has disproportionately impacted community and neighborhood shopping centers in the region. Asking rents for retail space have declined significantly since 2010. In Sacramento, the average asking rent for retail space decreased from \$1.49 per square foot in 2010 to \$1.29 per square foot in 2018. These trends observed over the past decade have likely been exacerbated by the Covid-19 pandemic.

At the same time, housing is in high demand in Sacramento. Commercial corridors, like Broadway, Del Paso, and Stockton Boulevard, which previously had little to no residential development, are now seeing a significant increase in development applications for residential and mixed use. This trend is expected to continue to increase during the timeframe of the Housing Element, and the City is looking at ways to incentivize the redevelopment of its commercial corridors for housing through the 2040 General Plan Update.

### Redevelopment Likelihood on Non-Vacant Sites

As described earlier, the City developed a tiered classification system for non-vacant sites. Tier 1 sites are those with the highest likelihood for redevelopment. The Tier 1 classification included sites that were essentially vacant because: there was no existing structure on the site; the structure was vacant; the site was for sale; or the site was considered poised for development based on conversations with Current Planning or PBID staff familiar with property ownership. Examples include sites where City staff have received inquiries from property owners interested in developing or sites where PBID staff had information about the intent of owners to retire and sell. Tier 2 sites generally included sites that were significantly underutilized based on the existing use relative to the full development potential, but less likely to develop during the eight-year planning period. Tier 2 sites often had an existing business or were considered less prime residential sites based on location or adjacent uses.

The City developed customized assumptions for each Community Plan Area and corridor or sub-area for the likelihood that Tier 1 or Tier 2 sites would redevelop within the eight-year planning period, shown in Table H 2-7. The assumptions reflect the realistic development capacity based on current market conditions within each Community Plan Area, the number of sites included in the inventory for each area, and the characteristics of the sites. A brief description of the non-vacant sites within each Community Plan Area and the rationale behind the tiering classification and assumptions is included in the next section.



<b>Table H 2-7 Underutilized Sites Development Assumptions by Community Plan Area</b>			
<i>Community Plan Area / (Commercial Corridor)</i>	<i>Commercial Zones (%Residential)</i>	<i>Tier 1 Redevelopment Likelihood (%)</i>	<i>Tier 2 Redevelopment Likelihood (%)</i>
<b>Arden Arcade</b>	50%	None	10%
<b>Central City</b>			
<i>River District</i>	50%	75%	10%
<i>Central City</i>	75%	50%	10%
<i>Broadway</i>	50%	90%	20%
<b>East Sacramento</b>			
<i>Folsom Blvd + 65<sup>th</sup></i>	RMX - 100% Com - 60%	50%	10%
<b>Fruitridge/Broadway</b>			
<i>Stockton Blvd</i>	65%	90%	10%
<i>Fruitridge Rd</i>	65%	90%	10%
<b>Land Park</b>			
<i>Franklin Blvd</i>	40%	90%	20%
<i>Freeport Blvd</i>	50%	None	10%
<b>North Natomas</b>	25%	None	None
<b>North Sacramento</b>	50%	75%	10%
<i>Del Paso Blvd</i>	Tier 1 - 80% Tier 2 & Vacant - 60%	100%	25%
<i>Marysville Blvd</i>	RMX - 100% Com - 50%	75%	10%
<b>Pocket</b>	75%	100%	None
<b>South Area</b>			
<i>Franklin Blvd</i>	40%	90%	20%
<i>Florin Rd and Meadowview Road</i>	Tier 1 - 70% Tier 2 & Vacant - 40% RMX - 100%	100%	10%
<b>South Natomas</b>			
<i>Northgate Blvd</i>	RMX - 100%	75%	10%

Source: Ascent, 2021.

**Allowable Development Potential vs. Inventoried Capacity**

Because the inventory applies the assumption factors described in the table above, the assumed capacity on the majority of sites in the inventory is significantly lower than the actual housing development potential that is allowed on the sites per the Zoning Code and General Plan. For example, a 1.28-acre site that is zoned C-2 and designated Urban Center Low, which allows 110 units per acre, has a maximum development potential of 140 units. However, this site is a commercially-zoned site located in the East Sacramento Community Plan Area and classified as Tier 2, so to account for the market feasibility and the potential for commercial development on the site, the inventory only counts 8 units on the parcel. This calculation is achieved by multiplying the overall assumptions by zone and/or land use with the underutilized sites development assumptions by Community Plan Area found in Tables H-2.4, H-2.5, and H-2.7.

### 2.4.5 Assumptions for Large Sites

There are nine large sites included in the lower-income inventory that are larger than 10 acres, shown in Table H 2-8. While the allowable density on these sites exceeds the default density of 30 units per acre, qualifying them as lower-income sites, the size and sheer number of units allowed make it more likely that they would be built with a mix of housing types at various income levels. Many of these sites are located near light rail stations and provide opportunities for mixed use, mixed income transit-oriented development. Rather than assuming these large sites will be developed as 100 percent affordable housing, the sites inventory takes a more realistic mixed-income approach and assumes the sites will develop with housing at each income level. Two of the sites are light rail stations owned by Sacramento Regional Transit (SacRT). These sites are more likely to develop with a higher percentage of lower-income units since they are publicly owned. The inventory assumes 75 percent of the anticipated units on publicly owned sites will be affordable to lower income. On privately-owned large sites, the inventory more conservatively assumes that 50 percent are developed as affordable and 50 percent as market rate. The Housing Element also includes Program H2 to create a Housing Development Toolkit, which will include resources to facilitate affordable housing developments on large sites.

### 2.4.6 Sites Identified in Previous Housing Elements

Per the statute (Government Code Section 65583.2(c)), a non-vacant parcel identified in a previous planning period and a vacant parcel that has been included in two or more previous consecutive planning periods cannot be used to accommodate the lower income RHNA unless the parcel is subject to a policy in the housing element to allow residential use by right for housing developments in which at least 20 percent of the units are affordable to lower income households. The City has three years from the beginning of the planning period to implement this policy.

Eighteen of the underutilized parcels identified in the 2021 Housing Element for lower-income housing were included in a previous Housing Element. Thirty-two vacant parcels included in the inventory for lower-income housing have been included in the two previous housing element planning periods. Housing Element Policy H-2.14 commits the City to allowing residential use by right on these sites for housing developments in which at least 20 percent of the units are affordable to lower income households.

**Table H 2-8 Mixed Income Assumptions for Large Sites**

APN	Community Plan Area	Acres	General Plan/Zoning	Maximum Allowable Density (u/ac)	Above Mod. Income Units	Moderate Income Units	Lower Income Units	Total Units	Ownership	Site Description
22500300570000	North Natomas	12.93	Urban Center Low/C-2	150		218	218	436	Private Ownership	Vacant Site 25% residential
22501400350000	North Natomas	15.85	Suburban Neighborhood High Density/R-3	30/30		214	214	428	Private Ownership	Vacant Site 100% residential
07903100060000 07903100460000	Fruitridge/ Broadway	12.42 <u>0.95</u> <b>Total 13.37</b>	Urban Center Low/C-2	150		136	405	541	Sacramento Regional Transit	Nonvacant Site 60% residential Tier 1
01500330480000	Fruitridge/ Broadway	14.32	Urban Neighborhood Low Density/RMX (Transit Overlay Zone)	36/100		116	116	232	Private Ownership	Nonvacant Site 100% residential Tier 1
20103001390000 20103001530000	North Natomas	18.10 <u>4.83</u> <b>Total 22.93</b>	Suburban Neighborhood High Density/R-4	30/60		275	275	550	Private Ownership	Vacant Site 100% residential
04101200040000 04101200220000	South Area	0.49 <u>13.90</u> <b>Total 14.39</b>	Urban Center Low/C-2	150		377	378	755	Private Ownership	Nonvacant Site 50% max density 70% residential Tier 1
04101110040000 04101110060000 04101110050000 04101110070000 04101110080000	South Area	0.78 9.23 10.41 0.39 <u>0.42</u> <b>Total 21.23</b>	Traditional Neighborhood High Density/ Urban Center Low/RMX (TOD Overlay)	36/150/100		230	690	920	Sacramento Regional Transit	Site of Florin Light Rail Station. Unit count is based on a ULI Advisory Services Panel Report

Source: Ascent, June 2021.

## 2.5 Capacity by Community Plan Area

The following is a description of the residential capacity on vacant and underutilized sites within each Community Plan Area (CPA).

### 2.5.1 Arden Arcade Community Plan Area

The Arden Arcade Community Plan Area straddles the northeast border of the City of Sacramento. Only a small portion of the area is within City limits. The area is mostly built out and has little vacant land available for development. There is one large pipeline residential project, Arden Gateway, with over 700 units of market rate multi-unit residential planned, 326 units of which will be constructed during the planning period. Two Tier 2 non-vacant sites are included in the inventory with an assumed 10 percent likelihood of redeveloping. Other sites included in the inventory are vacant and mostly small, scattered sites designated for residential development. Table H 2-9 summarizes capacity on available sites within the Arden Arcade Community Plan Area. Overall, 122 units are counted on vacant and underutilized sites within the area.

#### Summary of Assumptions

Residential in Commercial Zones: **50%**

Tier 1 Likelihood Redevelopment: **N/A**

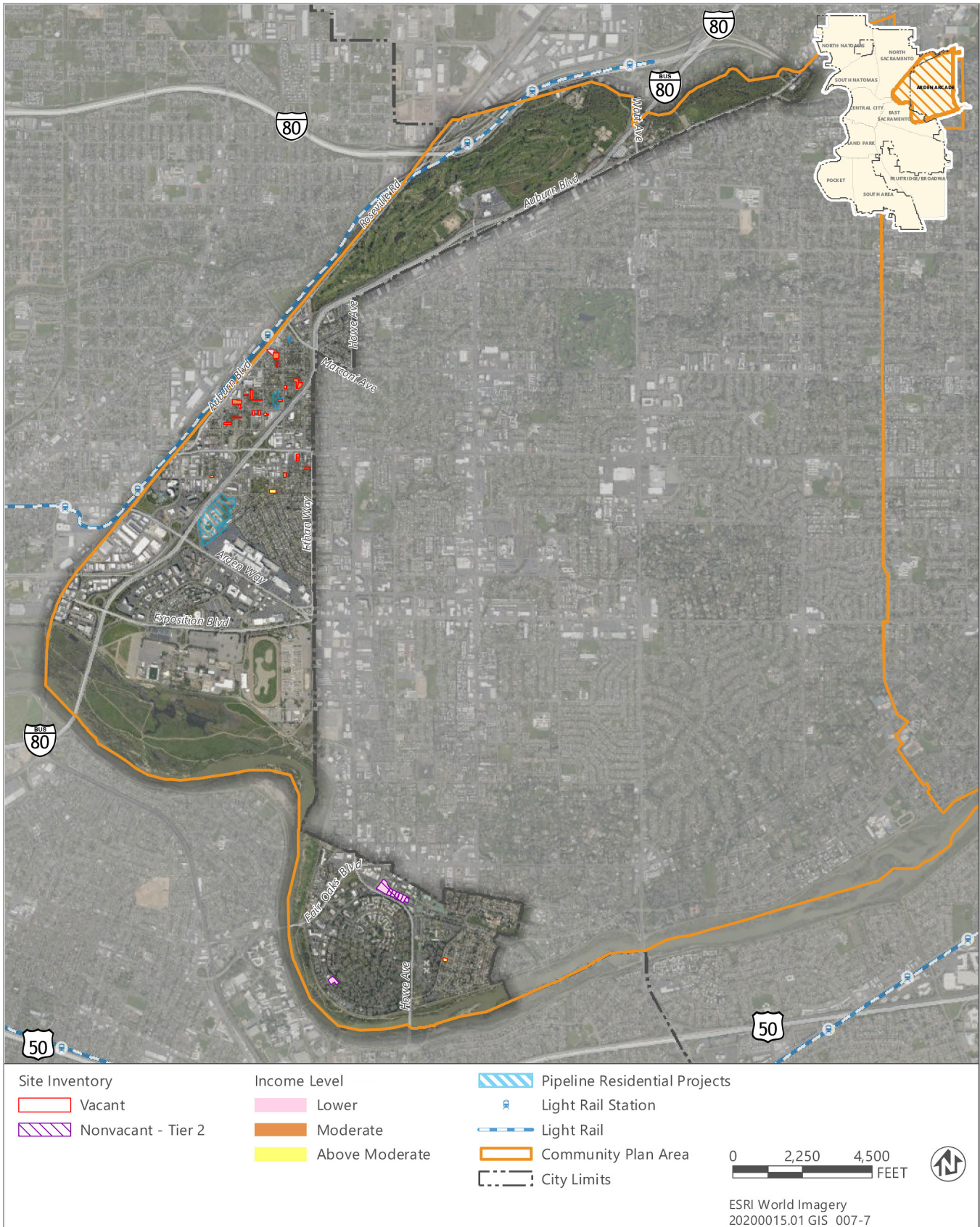
Tier 2 Likelihood Redevelopment: **10%**

**Table H 2-9 Arden Arcade Community Plan Area Summary**

		<i>Vacant Sites</i>	<i>Tier 1 Non-vacant Sites</i>	<i>Tier 2 Non-vacant Sites</i>	<i>Total</i>
Lower-Income	Number of Sites	1	0	2	3
	Total Acres	0.7	0	7.3	8.0
	Units	9	0	12	21
Moderate-Income	Number of Sites	17	0	0	17
	Total Acres	5.7	0	0	5.7
	Units	88	0	0	88
Above Moderate-Income	Number of Sites	8	0	0	8
	Total Acres	1.4	0	0	1.4
	Units	13	0	0	13
<b>Total - All Income Levels</b>	<b>Number of Sites</b>	<b>26</b>	<b>0</b>	<b>2</b>	<b>28</b>
	<b>Total Acres</b>	<b>7.8</b>	<b>0</b>	<b>7.3</b>	<b>15.1</b>
	<b>Units</b>	<b>110</b>	<b>0</b>	<b>12</b>	<b>122</b>

Source: Ascent, 2021.

Figure H 2-7: Arden Arcade CPA Sites



Source: Ascent, June 2021.

### 2.5.2 Central City Community Plan Area

The Central City is the Community Plan Area with the greatest capacity for housing. The Central City also provides for the greatest density and variety of housing types. Several major planning projects are within the Central City CPA, including the Railyards and Township 9. In addition, there are over 30 additional residential developments in the pipeline. Altogether the Housing Element includes 10,378 units in the pipeline that are estimated to be built in the Central City by 2029.

In 2015 the City launched the Downtown Housing Initiative Plan to bring 10,000 new housing units to Sacramento’s Central City within 10 years, a kick-start to achieving the General Plan housing goal of nearly 23,000 total units within the Central City by 2035. In 2018 the City adopted the Central City Specific Plan (CCSP), which established a policy framework to guide development and infrastructure decisions to help achieve the City’s housing and economic development goals. The CCSP also included an inventory of housing opportunity sites that was used as the starting point for the Housing Element sites inventory.

Given the shorter planning horizon and various State law requirements for what is considered an underutilized site, the Housing Element sites inventory includes more conservative capacity assumptions within the Central City compared to the CCSP. The Housing Element includes capacity on 106 Tier 1 non-vacant sites. Many of these Tier 1 sites are large parking lots and vacant or marginal industrial or office buildings. The Housing Element assumes only 50 percent of capacity on these sites to reflect the assumption that about half of the sites could redevelop by 2029. Tier 2 sites tend to be smaller sites and sites with existing businesses; only 10 percent of the capacity is counted on Tier 2 sites.

Table H 2-10 summarizes capacity on available sites within the Central City CPA. Overall, 5,899 units are counted on vacant and underutilized sites within the area.

**Summary of Assumptions**

**Central City Area:**  
 Residential in Commercial Zones: **75%**  
 Tier 1 Likelihood Redevelopment: **50%**  
 Tier 2 Likelihood Redevelopment: **10%**

**River District Subarea:**  
 Residential in Commercial Zones: **50%**  
 Tier 1 Likelihood Redevelopment: **75%**  
 Tier 2 Likelihood Redevelopment: **10%**

**Broadway Corridor:**  
 Residential in Commercial Zones: **50%**  
 Tier 1 Likelihood Redevelopment: **90%**  
 Tier 2 Likelihood Redevelopment: **20%**

		<i>Vacant Sites</i>	<i>Tier 1 Non-vacant Sites</i>	<i>Tier 2 Non-vacant Sites</i>	<i>Total</i>
Lower-Income	Number of Sites	9	48	38	95
	Total Acres	21.3	50.2	45.3	116.8
	Units	2,011	2,436	286	4,733
Moderate-Income	Number of Sites	79	56	82	217
	Total Acres	11.2	12.2	18.7	42.1
	Units	476	533	145	1,154
Above Moderate-Income	Number of Sites	7	2	1	10
	Total Acres	0.4	0.1	<0.1	0.6
	Units	9	2	1	12
<b>Total - All Income Levels</b>	<b>Number of Sites</b>	<b>95</b>	<b>106</b>	<b>121</b>	<b>322</b>
	<b>Total Acres</b>	<b>32.9</b>	<b>62.6</b>	<b>64.1</b>	<b>159.5</b>
	<b>Units</b>	<b>2,496</b>	<b>2,971</b>	<b>432</b>	<b>5,899</b>

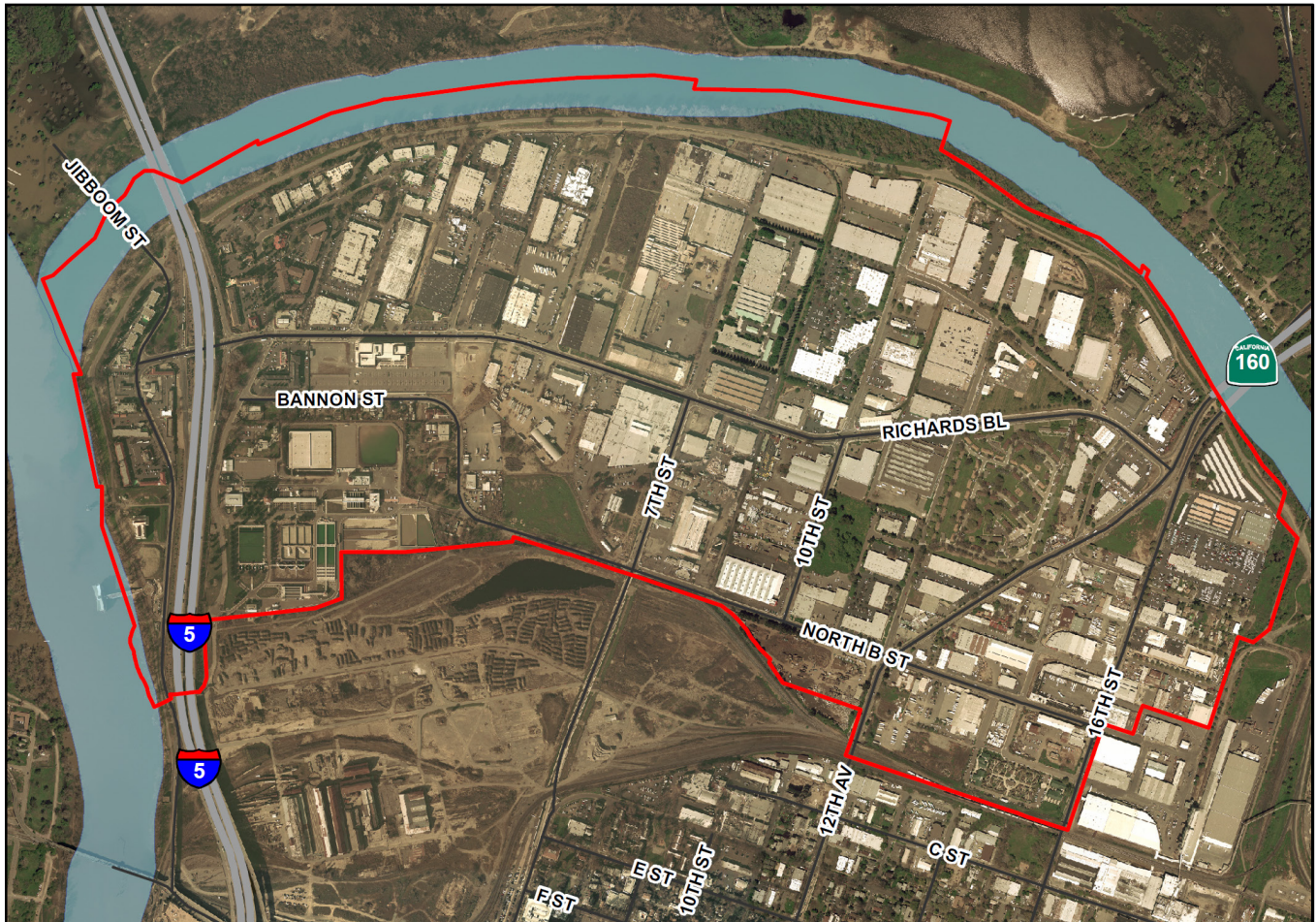
Source: Ascent, 2021.

## Appendix H-2: Land Inventory

### River District Subarea

The River District is a 773-acre area within the Central City CPA. The River District is located at the confluence of the American and Sacramento Rivers, north of the Railyards and the Downtown core (Figure H 2-8). The City adopted a Specific Plan for this area in 2011 that supports the vision of the River District evolving from a primarily light-industrial, low-intensity commercial district, into a series of distinctive walkable neighborhoods. While the Specific Plan identifies capacity for over 8,000 housing units at full buildout, the Housing Element only includes a select number of non-vacant sites with the highest likelihood of redevelopment by 2029. These select Tier 1 sites are estimated as having a 75 percent likelihood of redeveloping within the planning period.

Figure H 2-8 River District Specific Plan Boundary



Source: City of Sacramento, 2009.

City staff have seen development interest pick up in this area in recent years. The largest residential developments already underway in the area are Township 9, described above, and Mirasol Village – an effort led by SHRA to redevelop the Twin Rivers public housing community. Both projects are anticipated to be catalysts for additional residential development in the future.

Figure H 2-9: Central City CPA Sites



Source: Ascent, June 2021.



### 2.5.3 East Sacramento Community Plan Area

The East Sacramento Community Plan Area is located east of the Central City. Five neighborhoods make up the Plan Area including East Sacramento, College Town, College/Glen, the Sacramento State Campus, and River Park. The East Sacramento community is almost fully built-out with traditional single-unit neighborhoods and the remaining vacant land is scattered throughout the Plan Area. A total of 37 sites are identified in the Housing Element; however only 7 of the non-vacant sites are categorized as Tier 1 sites (50 percent likelihood of redeveloping). The other 16 are categorized as Tier 2 (10 percent likelihood).

*Summary of Assumptions*

Residential in Commercial Zones: **60%**  
(**100%** in RMX)

Tier 1 Likelihood Redevelopment: **50%**

Tier 2 Likelihood Redevelopment: **10%**

A majority of the capacity within this area is located within the 65<sup>th</sup> Street/University Village opportunity area, which has been identified as a key potential infill area that straddles the Fruitridge Broadway and East Sacramento Community Plan Areas. This area is highly attractive for student housing due to its proximity to Sacramento State University.

Table H 2-11 summarizes capacity on available sites within the East Sacramento Community Plan Area. Overall, 505 units are counted on vacant and underutilized sites within the area.

<b>Table H 2-11 East Sacramento Community Plan Area Summary</b>					
		<i>Vacant Sites</i>	<i>Tier 1 Non-vacant Sites</i>	<i>Tier 2 Non-vacant Sites</i>	<i>Total</i>
Lower-Income	Number of Sites	3	1	11	15
	Total Acres	5.1	1.0	20.8	27.0
	Units	288	44	72	404
Moderate-Income	Number of Sites	2	6	5	13
	Total Acres	0.6	1.6	1.2	3.4
	Units	18	62	9	89
Above Moderate-Income	Number of Sites	9	0	0	9
	Total Acres	1.4	0	0	1.4
	Units	12	0	0	12
<b>Total - All Income Levels</b>	<b>Number of Sites</b>	<b>14</b>	<b>7</b>	<b>16</b>	<b>37</b>
	<b>Total Acres</b>	<b>7.1</b>	<b>2.6</b>	<b>22</b>	<b>31.7</b>
	<b>Units</b>	<b>318</b>	<b>106</b>	<b>81</b>	<b>505</b>

Source: Ascent, 2021.

Figure H 2-10: East Sacramento CPA Sites



Source: Ascent, June 2021.

### 2.5.4 Fruitridge/Broadway Community Plan Area

The Fruitridge/Broadway Community Plan Area is located in the southeastern part of the City. Fruitridge/Broadway is largely residential on the western portion with several major commercial corridors running through the area. The eastern portion of the CPA has a large concentration of industrial land uses, although new residential is planned in the northeast corner in and around the Aspen 1/New Brighton planned community.

**Summary of Assumptions**

Residential in Commercial Zones: **65%**  
 Tier 1 Likelihood Redevelopment: **90%**  
 Tier 2 Likelihood Redevelopment: **10%**

In addition to sites with planned development, there is an estimated 242.7 acres of vacant land available for housing development throughout the Plan Area, and another 82 acres of underutilized, non-vacant sites. Stockton Boulevard is one of the primary commercial corridors in the Plan Area where the majority of non-vacant sites are identified for redevelopment. Another key opportunity site is a site owned by Sacramento Regional Transit at the Power Inn Light Rail Station.

Table H 2-12 summarizes capacity on available sites within the Fruitridge/Broadway CPA. Overall, 4,705 units are counted on vacant and underutilized sites within the area.

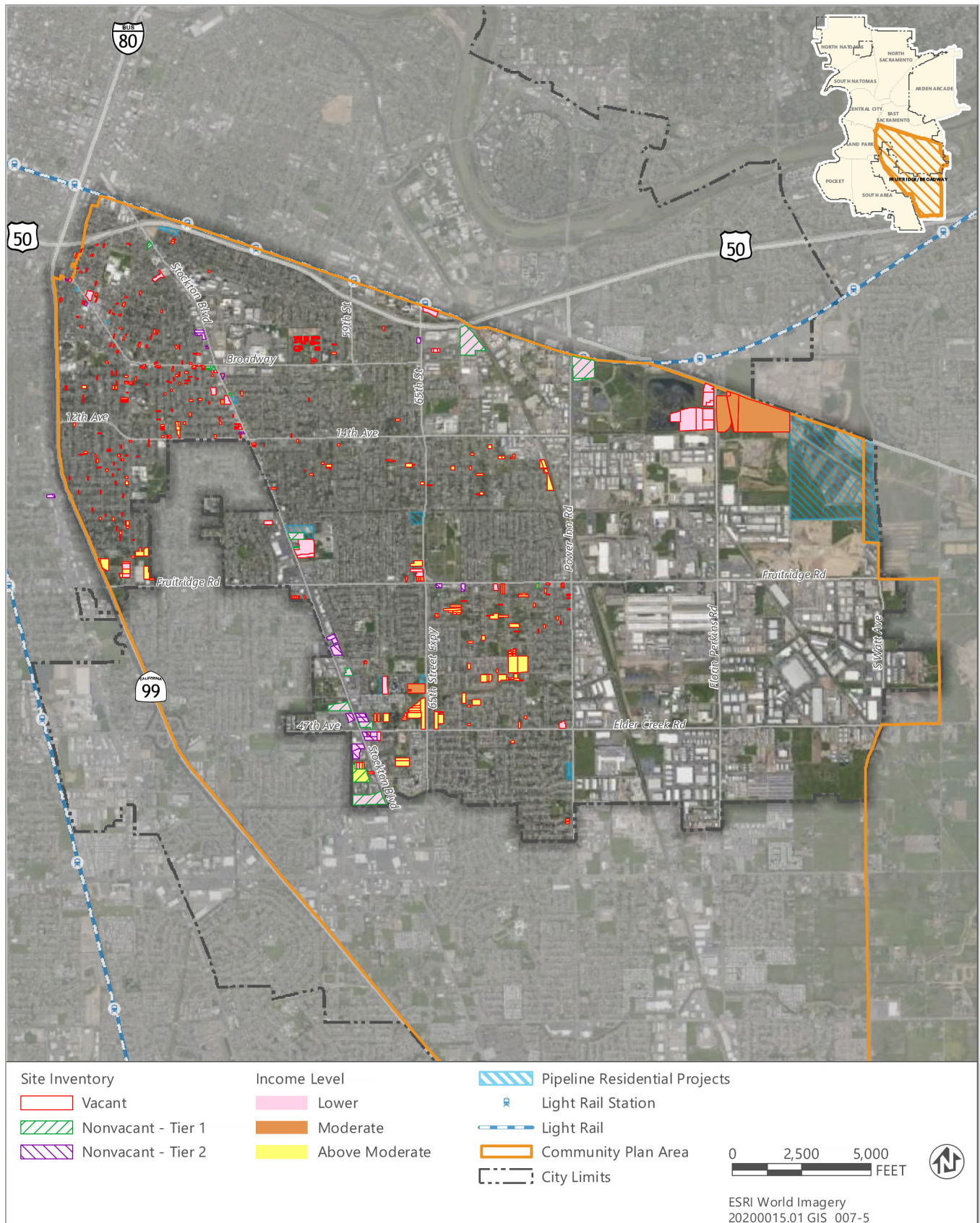
		<i>Vacant Sites</i>	<i>Tier 1 Non-vacant Sites</i>	<i>Tier 2 Non-vacant Sites</i>	<i>Total</i>
Lower-Income <sup>1</sup>	Number of Sites	22	9	15	46
	Total Acres	62.8	53.5	19.7	136
	Units	1,225	1,035	53	2,313
Moderate-Income <sup>2</sup>	Number of Sites	71	2	7	80
	Total Acres	82.2	0.7	2.0	84.8
	Units	1,288	274	9	1,571
Above Moderate-Income	Number of Sites	357	1	0	358
	Total Acres	97.7	6.2	0	103.9
	Units	755	66	0	821
<b>Total - All Income Levels</b>	<b>Number of Sites</b>	<b>450</b>	<b>12</b>	<b>22</b>	<b>484</b>
	<b>Total Acres</b>	<b>242.7</b>	<b>60.3</b>	<b>21.7</b>	<b>324.7</b>
	<b>Units</b>	<b>3,268</b>	<b>1,375</b>	<b>62</b>	<b>4,705</b>

Source: Ascent, 2021.

<sup>1</sup> The total number of acres and sites for large sites (outlined in Table H 2-8) are included in the Lower-Income category. The number of lower-income units for these large sites are included here.

<sup>2</sup> For large sites listed in Table H 2-8, the number of acres and sites are not reflected in the Moderate-Income category (see footnote 1). Moderate-income units for these large sites are included here.

Figure H 2-11: Fruitridge/Broadway CPA Sites



Source: Ascent, June 2021.

### 2.5.5 Land Park Community Plan Area

The Land Park Community Plan Area encompasses 6.7 square miles just south of the Central City. Land Park neighborhoods are mostly built out with traditional single-unit homes.

Most of the housing capacity is within two key areas: the West Broadway Specific Plan Area, which includes the Mill (a pipeline residential project currently under construction); and the Franklin Boulevard corridor, an area targeted in the General Plan for infill development. Other housing sites are identified along Freeport Boulevard; however, these sites are generally classified as Tier 2 sites and are potentially more challenging to redevelop.

Table H 2-13 summarizes capacity on available sites within the Land Park CPA. Overall, 705 units are counted on vacant and underutilized sites within the area.

**Summary of Assumptions**

**Franklin Boulevard:**  
 Residential in Commercial Zones: **40%**  
 Tier 1 Likelihood Redevelopment: **90%**  
 Tier 2 Likelihood Redevelopment: **20%**

**Freeport Boulevard:**  
 Residential in Commercial Zones: **50%**  
 Tier 1 Likelihood Redevelopment: **N/A**  
 Tier 2 Likelihood Redevelopment: **10%**

		<i>Vacant Sites</i>	<i>Tier 1 Non-vacant Sites</i>	<i>Tier 2 Non-vacant Sites</i>	<i>Total</i>
Lower-Income	Number of Sites	3	10	8	21
	Total Acres	3.2	11.9	12.4	27.4
	Units	90	291	51	432
Moderate-Income	Number of Sites	17	10	15	42
	Total Acres	4.4	3.4	3.8	11.6
	Units	90	50	13	153
Above Moderate-Income	Number of Sites	55	0	0	55
	Total Acres	18.5	0	0	18.5
	Units	120	0	0	120
<b>Total - All Income Levels</b>	<b>Number of Sites</b>	<b>75</b>	<b>20</b>	<b>23</b>	<b>118</b>
	<b>Total Acres</b>	<b>26.1</b>	<b>15.2</b>	<b>16.2</b>	<b>57.5</b>
	<b>Units</b>	<b>300</b>	<b>341</b>	<b>64</b>	<b>705</b>

Source: Ascent, 2021.

#### West Broadway Specific Plan

West Broadway is a 292-acre area located at the western end of the Greater Broadway District, primarily within the Land Park Community Plan Area, with portions of the area located in the Central City Community Plan Area (Figure H 2-12). The City adopted the West Broadway Specific Plan in 2020 to strengthen the connection between the Broadway corridor and the Upper Land Park neighborhood. The Broadway corridor has historically been used for industrial activities and the Specific Plan provides a vision for replacement of outdated industrial land uses. At build out, the West Broadway area will accommodate up to 4,900 housing units reflecting a mix of medium- and high-density residential and mixed use development.<sup>3</sup> Only a portion of the sites are anticipated to redevelop during the Housing Element timeframe.

<sup>3</sup> City of Sacramento, 2020. West Broadway Specific Plan. *Land Use and Neighborhood Character*. Page 4-1.

Figure H 2-12 West Broadway Specific Plan Area



Source: City of Sacramento, Ascent, 2018.

Figure H 2-13: Land Park CPA Sites



Source: Ascent, June 2021.

## 2.5.6 North Natomas Community Plan Area

The North Natomas Community Plan Area, located in the northwest portion of the City, consists of approximately 7,440 acres within City limits. Most of the capacity within this area is within large master planned communities, including Greenbriar and the Panhandle, which are counted in the pipeline residential development described above. Greenbriar was annexed into the City in April of 2008, is located adjacent to the North Natomas CPA and is anticipated to be officially added to the North Natomas CPA through the adoption of the 2040 General Plan Update. There are another 33 vacant sites included in the inventory where housing is an anticipated use. As a new growth area, the inventory does not identify underutilized non-vacant sites.

Table H 2-14 summarizes capacity on available sites within the North Natomas CPA. Overall, 2,930 units are counted on vacant sites within the area.

### Summary of Assumptions

Residential in Commercial Zones: **25%**

Tier 1 Likelihood Redevelopment: **N/A**

Tier 2 Likelihood Redevelopment: **N/A**

**Table H 2-14 North Natomas Community Plan Area Summary**

		<i>Vacant Sites</i>	<i>Tier 1 Non-vacant Sites</i>	<i>Tier 2 Non-vacant Sites</i>	<i>Total</i>
Lower-Income <sup>1</sup>	Number of Sites	11	0	0	11
	Total Acres	94.8	0	0	94.8
	Units	1,662	0	0	1,662
Moderate-Income <sup>2</sup>	Number of Sites	2	0	0	2
	Total Acres	18.6	0	0	18.6
	Units	1,106	0	0	1,106
Above Moderate-Income	Number of Sites	20	0	0	20
	Total Acres	17.5	0	0	17.5
	Units	162	0	0	162
<b>Total - All Income Levels</b>	<b>Number of Sites</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>33</b>
	<b>Total Acres</b>	<b>130.8</b>	<b>0</b>	<b>0</b>	<b>130.8</b>
	<b>Units</b>	<b>2,930</b>	<b>0</b>	<b>0</b>	<b>2,930</b>

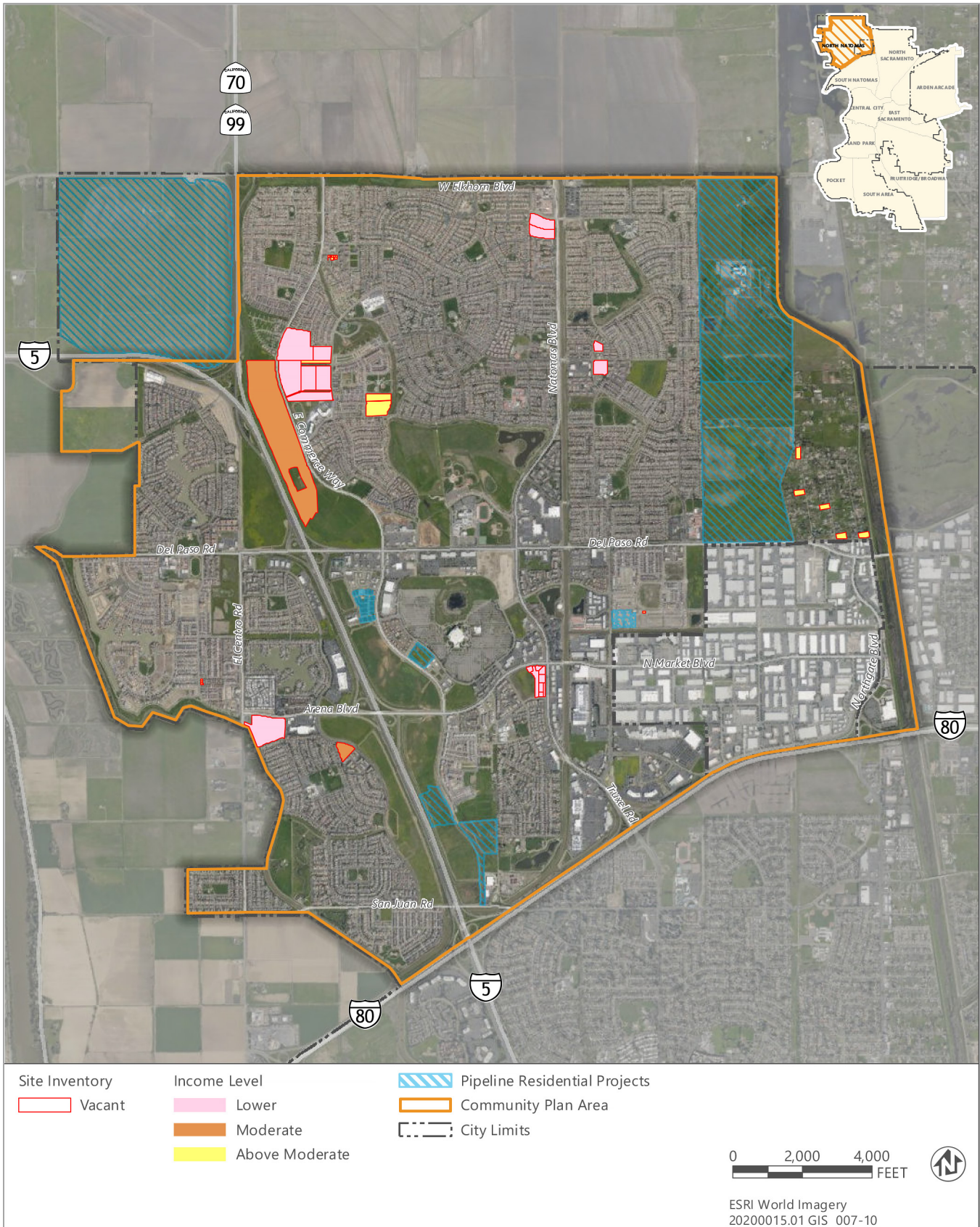
Source: Ascent, 2021.

<sup>1</sup> The total number of acres and sites for large sites (outlined in Table H 2-8) are included in the Lower-Income category. The number of lower-income units for these large sites are included here.

<sup>2</sup> For large sites listed in Table H 2-8, the number of acres and sites are not reflected in the Moderate-Income category (see footnote 1). Moderate-income units for these large sites are included here.



Figure H 2-14: North Natomas CPA Sites



Source: Ascent, June 2021.

### 2.5.7 North Sacramento Community Plan Area

The North Sacramento Community Plan Area is located in the northeastern part of the City and encompasses approximately 13 square miles. There is a diversity of land uses in this CPA including suburban residential, light industrial, and office uses, as well as rural residential sites near Silver Eagle Road.

There is also a significant amount of high-density residential capacity on non-vacant sites along the Del Paso Boulevard corridor. The majority of these non-vacant sites are classified as Tier 2 sites; however, a few key Tier 1 sites have been identified on the southernmost portion of the corridor, where significant redevelopment has already been occurring. Because the Tier 1 sites along Del Paso Boulevard have been selectively identified as prime sites for redevelopment, the inventory assumes a 100 percent likelihood that they will redevelop and a higher assumption for residential on commercially zoned sites. Tier 2 sites are estimated as having a 25 percent likelihood of redeveloping, which is higher than the assumption in other areas, reflecting the increased demand for housing in the area.

The North Sacramento CPA also includes the Marysville Boulevard corridor, another target area for reinvestment. Housing demand in this area is not yet as high as the Del Paso Boulevard corridor; therefore, the inventory assumes a lower likelihood of redevelopment on non-vacant sites along Marysville Boulevard.

Table H 2-15 summarizes capacity on available sites within the North Sacramento CPA. Overall, 3,965 units are counted on vacant and underutilized sites within the area.

**Summary of Assumptions**

**Del Paso Boulevard:**

Residential in Commercial Zones:

- Tier 1 sites: **80%**
- Vacant and Tier 2 sites: **60%**

Tier 1 Likelihood Redevelopment: **100%**

Tier 2 Likelihood Redevelopment: **25%**

**Marysville Boulevard and Other Areas:**

Residential in Commercial Zones: **50%**  
(**100%** in RMX)

Tier 1 Likelihood Redevelopment: **75%**

Tier 2 Likelihood Redevelopment: **10%**

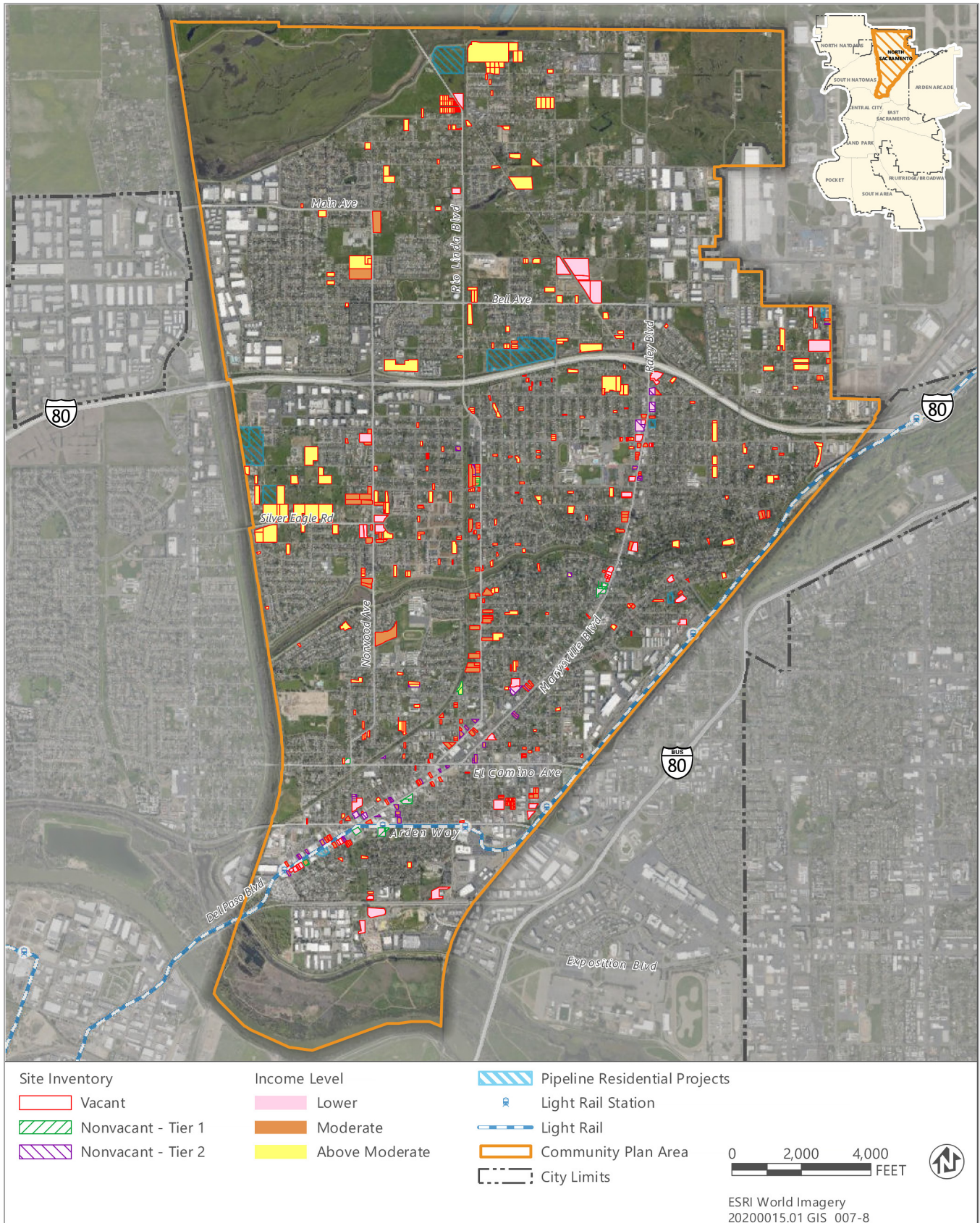
**Table H 2-15 North Sacramento Community Plan Area Summary**

		<i>Vacant Sites</i>	<i>Tier 1 Non-vacant Sites</i>	<i>Tier 2 Non-vacant Sites</i>	<i>Total</i>
Lower-Income	Number of Sites	37	5	6	48
	Total Acres	54.1	5.5	5.8	65.4
	Units	1,283	217	19	1,500
Moderate-Income	Number of Sites	142	2	29	173
	Total Acres	54.0	0.7	7.3	62.0
	Units	1,118	41	70	1,229
Above Moderate-Income	Number of Sites	303	3	8	314
	Total Acres	175.3	1.0	1.6	177.8
	Units	1,231	5	0	1,236
<b>Total - All Income Levels</b>	<b>Number of Sites</b>	<b>482</b>	<b>10</b>	<b>43</b>	<b>535</b>
	<b>Total Acres</b>	<b>283.4</b>	<b>7.3</b>	<b>14.6</b>	<b>305.3</b>
	<b>Units</b>	<b>3,632</b>	<b>244</b>	<b>89</b>	<b>3,965</b>

Source: Ascent, 2021.

Appendix H-2: Land Inventory

Figure H 2-15: North Sacramento CPA Sites



Source: Ascent, June 2021.

### 2.5.8 Pocket Community Plan Area

The Pocket Community Plan Area and neighborhoods are located south of the Central City in a “pocket” of land created by a bend in the Sacramento River. The area contains mostly built-out residential neighborhoods with local employment and retail centers. There is very little vacant land available for new development. The land that remains available is scattered, limiting major development potential. There are 46 sites identified as part of this cycle’s land inventory.

**Summary of Assumptions**

Residential in Commercial Zones: **75%**  
 Tier 1 Likelihood Redevelopment: **100%**  
 Tier 2 Likelihood Redevelopment: **N/A**

Table H 2-16 summarizes capacity on available sites within the Pocket CPA. Overall, 71 units are counted on vacant and underutilized sites within the area.

<b>Table H 2-16 Pocket Community Plan Area Summary</b>					
		<i>Vacant Sites</i>	<i>Tier 1 Non-vacant Sites</i>	<i>Tier 2 Non-vacant Sites</i>	<i>Total</i>
Lower-Income	Number of Sites	1	0	1	2
	Total Acres	0.9	0	3.6	4.5
	Units	7	0	6	13
Moderate-Income	Number of Sites	0	0	0	0
	Total Acres	0	0	0	0
	Units	0	0	0	0
Above Moderate-Income	Number of Sites	44	0	0	44
	Total Acres	9.6	0	0	9.6
	Units	58	0	0	58
<b>Total - All Income Levels</b>	<b>Number of Sites</b>	<b>45</b>	<b>0</b>	<b>1</b>	<b>46</b>
	<b>Total Acres</b>	<b>10.5</b>	<b>0</b>	<b>3.6</b>	<b>14.2</b>
	<b>Units</b>	<b>65</b>	<b>0</b>	<b>6</b>	<b>71</b>

Source: Ascent, 2021.

Appendix H-2: Land Inventory

Figure H 2-16: Pocket CPA Sites



Source: Ascent, June 2021.

### 2.5.9 South Area Community Plan Area

The South Area Community Plan Area, located in the southernmost part of the City, includes a significant amount of capacity for future housing. Existing development is predominately single-unit residential neighborhoods. Non-residential uses are primarily concentrated in nodes throughout the community’s neighborhoods and along major corridors, such as Florin Road. Delta Shores, a master planned community, is within this CPA and is expected to construct a significant amount of new housing in the future. Redevelopment and infill has been occurring in the older parts of the South Area in recent decades, encouraged by investments by the City, Sacramento County, PBIDs, and businesses along the Florin Road and Franklin Boulevard commercial corridors.

Table H 2-17 summarizes capacity on available sites within the South Area CPA. Overall, 7,071 units are counted on vacant and underutilized sites within the area.

**Summary of Assumptions**

**Florin Road and Meadowview Road:**

Residential in Commercial Zones:

- Tier 1 sites: **70%**
- Vacant and Tier 2 sites: **40%**

Tier 1 Likelihood Redevelopment: **100%**

Tier 2 Likelihood Redevelopment: **10%**

**Franklin Boulevard:**

Residential in Commercial Zones: **40%**

Tier 1 Likelihood Redevelopment: **90%**

Tier 2 Likelihood Redevelopment: **20%**

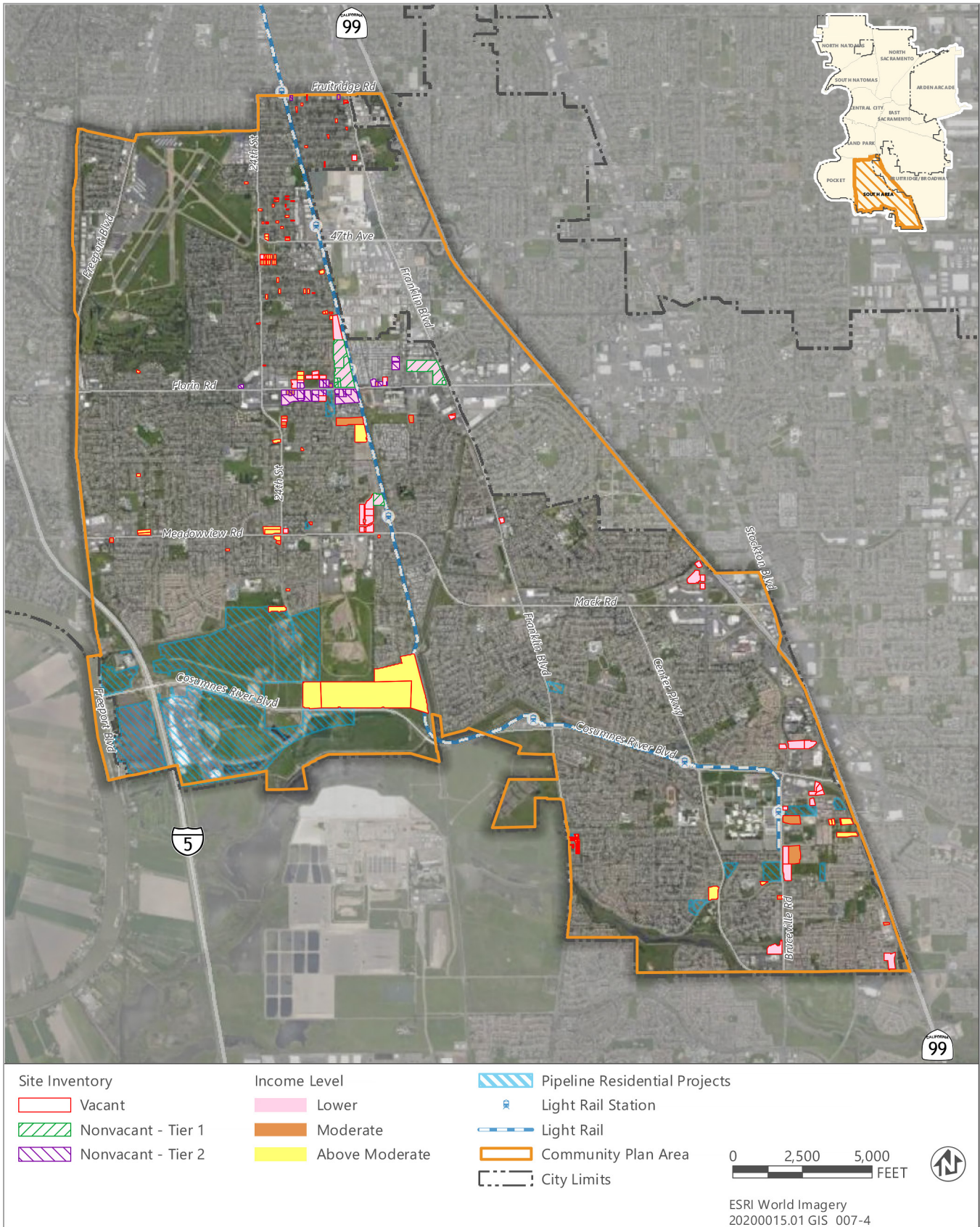
		<i>Vacant Sites</i>	<i>Tier 1 Non-vacant Sites</i>	<i>Tier 2 Non-vacant Sites</i>	<i>Total</i>
Lower-Income <sup>1</sup>	Number of Sites	37	6	22	65
	Total Acres	59.4	50.5	30.0	139.9
	Units	1,945	2,460	127	4,532
Moderate-Income <sup>2</sup>	Number of Sites	19	0	7	26
	Total Acres	22.0	0	2.9	24.9
	Units	353	607	10	970
Above Moderate-Income	Number of Sites	122	0	0	122
	Total Acres	162.9	0	0	162.9
	Units	1,569	0	0	1,569
<b>Total - All Income Levels</b>	<b>Number of Sites</b>	<b>178</b>	<b>6</b>	<b>29</b>	<b>213</b>
	<b>Total Acres</b>	<b>244.2</b>	<b>50.5</b>	<b>32.8</b>	<b>327.6</b>
	<b>Units</b>	<b>3,867</b>	<b>3,067</b>	<b>137</b>	<b>7,071</b>

Source: Ascent, 2021.

<sup>1</sup> The total number of acres and sites for large sites (outlined in Table H 2-8) are included in the Lower-Income category. The number of lower-income units for these large sites are included here.

<sup>2</sup> For large sites listed in Table H 2-8, the number of acres and sites are not reflected in the Moderate-Income category (see footnote 1). Moderate-income units for these large sites are included here, which is why the Tier 1 Non-vacant sites column lists 442 moderate-income units, but 0 sites and 0 acres.

Figure H 2-17: South Area CPA Sites



Source: Ascent, June 2021.

### 2.5.10 South Natomas Community Plan Area

The South Natomas Community Plan Area is north of the Central City, across the American River. The Plan area encompasses numerous suburban neighborhoods, employment centers, and retail service uses along corridors. South Natomas has a significant amount of multi-unit residential development compared to other community plan areas.

The sites inventory includes 80 sites that have been identified for potential development during the planning period. Most of the sites are along Northgate Boulevard, which is designated Residential Mixed Use (RMX). Although this area has a significant amount of redevelopment potential under the RMX designation, the vast majority of the sites are categorized as Tier 2 with a low likelihood of redevelopment during the Housing Element planning period. The area has not yet seen a high demand for residential uses.

Table H 2-18 summarizes capacity on available sites within the South Natomas CPA. Overall, 821 units are counted on vacant and underutilized sites within the area.

**Summary of Assumptions**

Residential in Mixed Use Zones: **100%** in RMX

Tier 1 Likelihood Redevelopment: **75%**

Tier 2 Likelihood Redevelopment: **10%**

<b>Table H 2-18 South Natomas Community Plan Area Summary</b>					
		<i>Vacant Sites</i>	<i>Tier 1 Non-vacant Sites</i>	<i>Tier 2 Non-vacant Sites</i>	<i>Total</i>
Lower-Income	Number of Sites	13	1	6	20
	Total Acres	36.0	0.5	5.3	41.8
	Units	493	11	18	522
Moderate-Income	Number of Sites	11	0	11	22
	Total Acres	9.7	0	2.8	12.4
	Units	202	0	10	212
Above Moderate-Income	Number of Sites	38	0	0	38
	Total Acres	12.6	0	0	12.6
	Units	87	0	0	87
<b>Total - All Income Levels</b>	<b>Number of Sites</b>	<b>62</b>	<b>1</b>	<b>17</b>	<b>80</b>
	<b>Total Acres</b>	<b>58.3</b>	<b>0.5</b>	<b>8.0</b>	<b>66.8</b>
	<b>Units</b>	<b>782</b>	<b>11</b>	<b>28</b>	<b>821</b>

Source: Ascent, 2021.



Appendix H-2: Land Inventory

Figure H 2-18: South Natomas CPA Sites



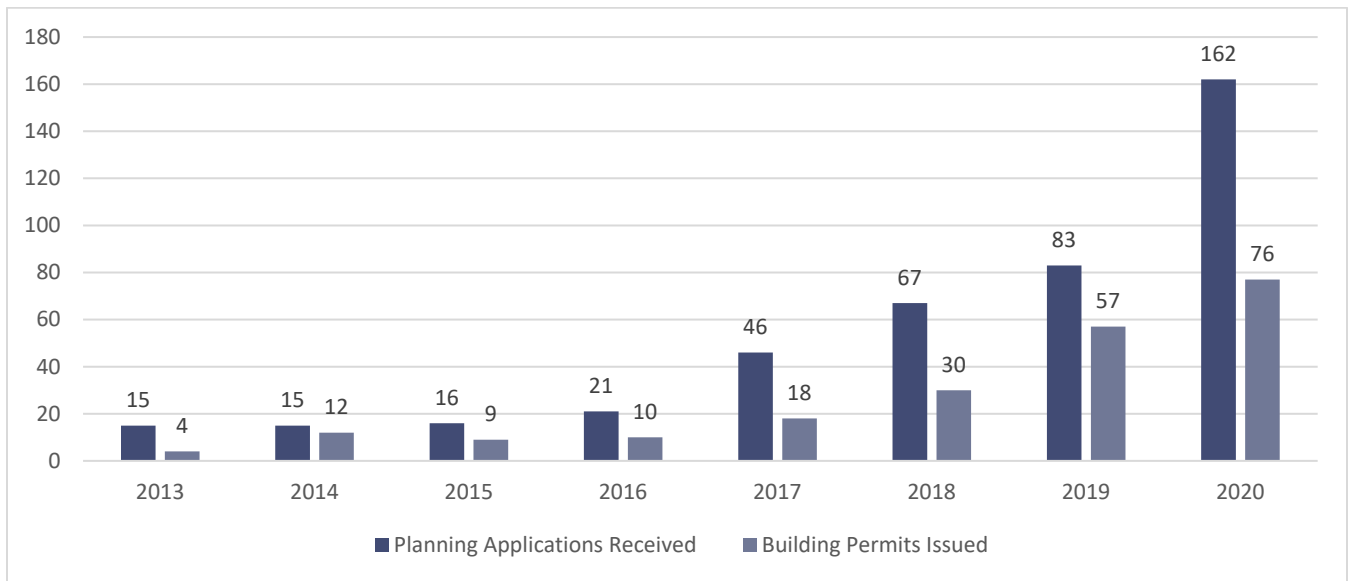
Source: Ascent, June 2021.

## 2.6 Accessory Dwelling Unit Projection

Per State law, a projection of the number of accessory dwelling units (ADUs) expected to be built within the eight-year planning period can also be considered as part of the inventory. The City has seen a dramatic increase in ADU production in recent years, particularly since 2018 when the State passed several bills to facilitate ADUs statewide. In 2019 the City adopted an ADU ordinance that is more permissive than the basic requirements under State law. The City allows two ADUs on each lot by right in all residential districts, plus a junior ADU. In 2020, the City issued permits for 76 ADUs.

While the number of planning applications for an ADU have always exceeded the actual building permits issued, the difference in the number of approved applications and applicants who have followed through to receive a building permit has increased in recent years. Likely, this trend is partially in response to increased costs and the shortage of available labor. As these recently approved ADU applications come in to receive building permits, the City expects the number of ADU permits to further increase into the future.

Figure H 2-19: ADU Building Activity, 2013-2020



Source: City of Sacramento Community Development Department, 2020.

Given the permissive City requirements, the number of approved applications that are pending permits, and the proactive ADU programs included in the Housing Element, the City is projecting an average of 75 ADUs will be constructed each year during the planning period (2021-2029). Over the eight-year period this is equal to a projection of 600 ADUs.

In order to determine assumptions of ADU affordability in the Sacramento region, SACOG conducted a survey of existing ADU rents throughout the region in January and February 2020. Table H 2-19 shows assumptions for ADU affordability based on the SACOG survey. SACOG concluded that 56 percent of ADUs were affordable to lower-income households. Based on these assumptions, of the total 600 ADUs that are projected to be built during the projection period, 336 are estimated to be affordable to lower-income households, 258 to moderate-income households, and 6 to above-moderate income households.

**Table H 2-19 Estimated Affordability of Projected ADUs 2021-2029**

<i>Income Level</i>	<i>Percent of ADUs</i>	<i>Projected Number of ADUs</i>
Lower-income	56%	336
Moderate-income	43%	258
Above Moderate-income	1%	6
<b>Total</b>	<b>100%</b>	<b>600</b>

Source: Sacramento Area Council of Governments, Survey of ADU Affordability, January/February 2020.

## 2.7 Summary of Capacity to Accommodate the RHNA

Table H 2-20 below provides a summary of total residential capacity included in the land inventory compared to the City's 6<sup>th</sup> Cycle RHNA. As shown in the table, the City has a total capacity for 51,191 units within pipeline residential developments and master planned communities and on vacant and underutilized sites, which is sufficient capacity to accommodate the RHNA of 45,580 units. The land inventory includes capacity for 18,399 lower-income units (i.e., extremely low-, very low-, and low-income units), 22,373 moderate income units, and 10,419 above moderate-income units. While there is a shortfall in the above-moderate income category, State law allows surplus sites in the moderate-income category to carry over to the above moderate-income category. The Housing Element relies on non-vacant sites for 42 percent of the RHNA for lower-income and 20 percent overall.

**Table H 2-20 Summary of Residential Capacity Compared to 6<sup>th</sup> Cycle RHNA by Income, City of Sacramento, June 30, 2021 to October 31, 2029**

	<i>Lower-Income Units</i>	<i>Moderate-Income Units</i>	<i>Above Moderate-Income Units</i>	<i>Total Units</i>
RHNA	16,769	8,545	20,266	45,580
Pipeline Residential Development	1,931	15,543	6,323	23,797
Capacity on Vacant Sites	9,013	4,739	4,016	17,768
Capacity on Tier 1 Underutilized Sites	6,475	1,567	73	8,115
Capacity on Tier 2 Underutilized Sites	644	266	1	911
ADU Projection	336	258	6	600
<b>Total Capacity</b>	<b>18,399</b>	<b>22,373</b>	<b>10,419</b>	<b>51,191</b>
<b>Surplus(+)/Deficit(-)</b>	<b>+1,630</b>	<b>+13,828</b>	<b>-9,847</b>	<b>+5,611</b>

Source: Ascent, June 2021.

## 2.8 Infrastructure Availability

This section addresses the availability of infrastructure to accommodate planned residential growth throughout the Housing Element planning period (2021-2029). The Housing Element includes programs to help support infrastructure improvements in areas targeted for development to ensure that there is enough water, sewer, and dry utility capacity to meet housing units projected in the RHNA.

### 2.8.1 Water and Sewer

The City, through the 2040 General Plan, is projecting approximately 70,000 new dwelling units and approximately 77,000 new jobs by 2040. The Urban Water Management Plan demonstrates that the City will have adequate water supply to serve projected future demand, which would accommodate the housing units projected in the City's 2021-2029 RHNA.

The City and County (through the Sacramento Area Sewer District) provide sewer services throughout the City. The City is divided into sewer basins and each basin has its own unique plans and improvement needs. The Department of Utilities is currently in the process of updating and refining master plans for the sewer basins around the City, which evaluate capacity and projected future conditions of the sewer basins throughout the City. These master plans begin to identify capacity issues for existing and future conditions. When capacity or condition issues are identified in the existing system, funded capital improvements related to future growth are taken into consideration.

The City does not budget or pay for improvements that support private development projects, which includes affordable housing projects, that exceed existing sewer capacity or requires a main extension unless it has been identified as an improvement needed to support the condition of the existing sewer system. In some cases, the City splits the cost and efforts with a developer to ensure both needs are met. However, generally private development pays for extensions of mains and upsizing of mains needed to support the capacity of proposed new developments, and City rate payers pay for improvements needed to support the functionality of the existing system. The City has standards and procedures for developers to follow to determine if new-development improvements are needed, and private projects are conditioned according to the needs of each basin.

The City received \$750,000 in 2021 from HCD's Local Early Application Planning (LEAP) grant program to conduct stormwater drainage basin modeling for priority infill areas and housing element site inventory locations. This infrastructure study, which is intended to fix existing capacity issues and better support new development, will be completed by the end 2023 and is outlined in Housing Element Program H10. Program H3 also seeks to establish new sources of funding to help with infrastructure improvements or studies to support housing being built. In compliance with Government Code Section 65589.7, the City through Program H21 will also establish procedures for granting priority water and sewer service to developments with lower-income units. This will prioritize infrastructure service and support the production of affordable housing throughout the City.

### **2.8.2 Dry Utilities**

Electricity is provided by the Sacramento Municipal Utility District (SMUD) and gas is provided by Pacific Gas and Electric (PG&E). Telephone, cable and broadband services are provided to the City of Sacramento by a variety of services providers, including AT&T, Comcast, T-Mobile, and Verizon. Access to dry utilities is available throughout the City.