SCI
SACRAMENTO CENTER for INNOVATION

City of SACRAMENTO

SACRAMENTO CENTER for INNOVATION

Specific Plan

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City of Sacramento
Community Development Department
300 Richards Boulevard
Sacramento, CA 95811

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EXECUTIVE SUMMARY

The Sacramento Center for Innovation Specific Plan implements the City of Sacramento's General Plan and serves as a tool to guide the orderly development of land in the plan area. The area is envisioned as a hub for innovative business and clean technology industries, and the Specific Plan establishes planning and development standards to realize this vision. It plans for the redevelopment of approximately 240 acres of land, which are located seven miles east of downtown Sacramento and the State Capitol. The plan area is located southeast of California State University Sacramento (Sacramento State) and west of the Granite Park Regional Park Development Area. The area is bounded by U.S. Highway 50 on the north, Union Pacific rail lines on the west, Power Inn Road on the east, and the Union Pacific rail crossing at Power Inn Road at the south.

CHAPTER ONE: INTRODUCTION

Chapter One establishes the purpose of the Plan and its physical context. The Specific Plan will serve as a guide for future decisions regarding land use, intensity of development, economic development, circulation, public services, and the necessary infrastructure improvements to support future growth. The Plan will provide a mechanism for ensuring that future development and infrastructure will be feasible, coordinated, and efficient.

The Sacramento Center for Innovation, as envisioned in the Specific Plan, will be a prime destination for clean energy, green technology, bio-medical, bio-technology and other innovative companies. Sacramento's 2030 General Plan identifies the general area as an employment growth and economic development center. The City and University share a vision to create a destination campus with nearby office, research and development, and other employment uses.

CHAPTER TWO: VISION

This chapter provides the guiding principles for development within the Sacramento Center for Innovation Plan area. The principles are based on input from community stakeholders, City staff, technical consultants, the City Council and Commissions, and requirements of State law and City policies and regulations. The principles provide broad, overarching guidance for the development of the Specific Plan area. The goals and policies implementing each of the guiding principles are listed in the appendices and are discussed

more fully in the related chapters of the Specific Plan. The chapters include Land Use, Circulation, Utility Infrastructure, Public Services, Economic Development, Financing Public Infrastructure, and Relationship to Other Documents.

The goals and policies represent statements of intent that will guide the development of the Sacramento Center for Innovation. They are intended to work in conjunction with the policies of existing City documents.

CHAPTER THREE: LAND USE & DEVELOPMENT STANDARDS

This chapter describes the location and characteristics of the various land uses that will develop in the Sacramento Center for Innovation Specific Plan. Land use characteristics include the type of development and uses permitted within the area. The Specific Plan consists of three subareas, the boundaries of which are based upon the timeframe for anticipated development. Overall, the Sacramento Center for Innovation Specific Plan envisions integrated development from the Sacramento State campus to Granite Regional Park. The land use plan will allow for a range of uses including: light industrial, office, manufacturing, flex space, research and development, and retail.

CHAPTER FOUR: CIRCULATION

This chapter describes the circulation improvements needed to support the implementation of the Sacramento Center for Innovation Specific Plan. The improvements are necessary to improve vehicle, pedestrian and bicycle movement within the Plan area and enhance Innovation Center connectivity to the surrounding area. A key roadway project of the Specific Plan is the Ramona Avenue extension, which will provide better access to the Plan area and will open up vacant and underutilized land adjacent to Sacramento State University. These sites have significant potential for economic development, given their proximity to the University and SMUD.

CHAPTER FIVE: UTILITY INFRASTRUCTURE

The Utility Infrastructure chapter of the Sacramento Center for Innovation Specific Plan establishes plans, goals, and policies for the orderly upgrading, replacement, and/or expansion of public utility infrastructure including water, sanitary sewer, and storm drainage systems. The existing and future plans for electric, natural gas and telecommunication systems within the Sacramento Center for Innovation are also briefly discussed in this chapter. The proposed plans for each of these public infrastructure elements will provide individual property owners, developers, and the City with a framework of improvements necessary to support future development in the Specific Plan area.

CHAPTER SIX: PUBLIC SERVICES & COMMUNITY FACILITIES

The Sacramento Center for Innovation is located in an area of the City that is currently well served by public services. As the area develops uses consistent with the Specific Plan, increased demand for additional police and fire services is not anticipated. However, the level of service can be enhanced through the implementation of the Specific Plan. This chapter of the Specific Plan describes the public services that are currently provided in the SCI area and provides goals and polices to enhance these services.

CHAPTER SEVEN: ECONOMIC DEVELOPMENT

The Sacramento Center for Innovation Specific Plan promotes the growth, development and attraction of innovative businesses to the area. This chapter lays out a strategy, including both short-term and long-term goals and policies, to promote economic development in the specific plan area. In addition, the chapter highlights programs and resources available to assist property owners, businesses, and developers.

CHAPTER EIGHT: FINANCE AND IMPLEMENTATION

The Sacramento Center for Innovation Specific Plan is a long range policy and planning document that is intended to guide development in the plan area over the next 20 to 25 years. This chapter describes the steps needed to implement the Specific Plan and the various options for financing public improvements.

CHAPTER NINE: RELATIONSHIP TO OTHER DOCUMENTS

This chapter describes the relationship of the Specific Plan to other City documents. The Sacramento Center for Innovation Specific Plan builds on the policies from the City of Sacramento General Plan, the Fruitridge Broadway Community Plan, as well as transit village, circulation and finance plans for the larger 65th Street area. The Specific Plan also relies on the City's Zoning and Subdivision Ordinances.

INTRODUCTION

Chapter 1.

The Sacramento Center for Innovation Specific Plan establishes planning and development standards for the redevelopment of 240 acres, located seven miles east of downtown Sacramento. The area is generally defined on the north by US Highway 50, on the west by the Union Pacific Rail tracks, on the south by the Union Pacific rail crossing at Power Inn Road, and on the east by Power Inn Road. The land is mostly developed and divided into approximately 300 separate parcels held by over 150 property owners.

The Sacramento Center for Innovation area is adjacent to California State University Sacramento (Sacramento State) to the north and the Granite Regional Park Development Area to the east (refer to Figure 1.1). Granite Regional Park has Class A office space and a popular 93-acre regional park. Also in the vicinity are the Sacramento Municipal Utility District (SMUD), the Sacramento Area Regional Technology Alliance, a resource center and incubator for innovation and entrepreneurship, and the UC Davis Medical Center.

The Specific Plan area is served by US Highway 50 as well as by Regional Transit's Gold Line, a light rail line stretching from Downtown Sacramento to Folsom. Two light rail stations – the University/65th Street and Power Inn stations-- are located on either side of the Specific Plan boundary.

The Specific Plan area is comprised of an assortment of retail, industrial, manufacturing businesses and offices. The area has developed more slowly than other areas of the City due to its relative isolation and its eclectic mix of uses, which at one time included a California Youth Authority (CYA) facility. However, the area is poised for future growth and redevelopment due to several factors.

First, the extension of Ramona Avenue, which will be completed in 2015, will directly connect the area to Folsom Boulevard and to the entrance for California State University Sacramento. Second, the University has made major investments in the area including the purchase of Folsom Hall (the home of its nursing program) at the north end of the Specific Plan area and the purchase and remediation of the 25-acre former California Youth Authority site.

The Sacramento Center for Innovation as envisioned in the Specific Plan will be a hub for pioneering businesses in the region. Anchored by Sacramento State, SMUD and SARTA, the area will be an attractive, well-designed center of innovation with retail, office, flex space, research and development as well as advanced manufacturing that builds off of the ingenuity and research of the University, SMUD, and the new businesses born from SARTA's incubator programs.

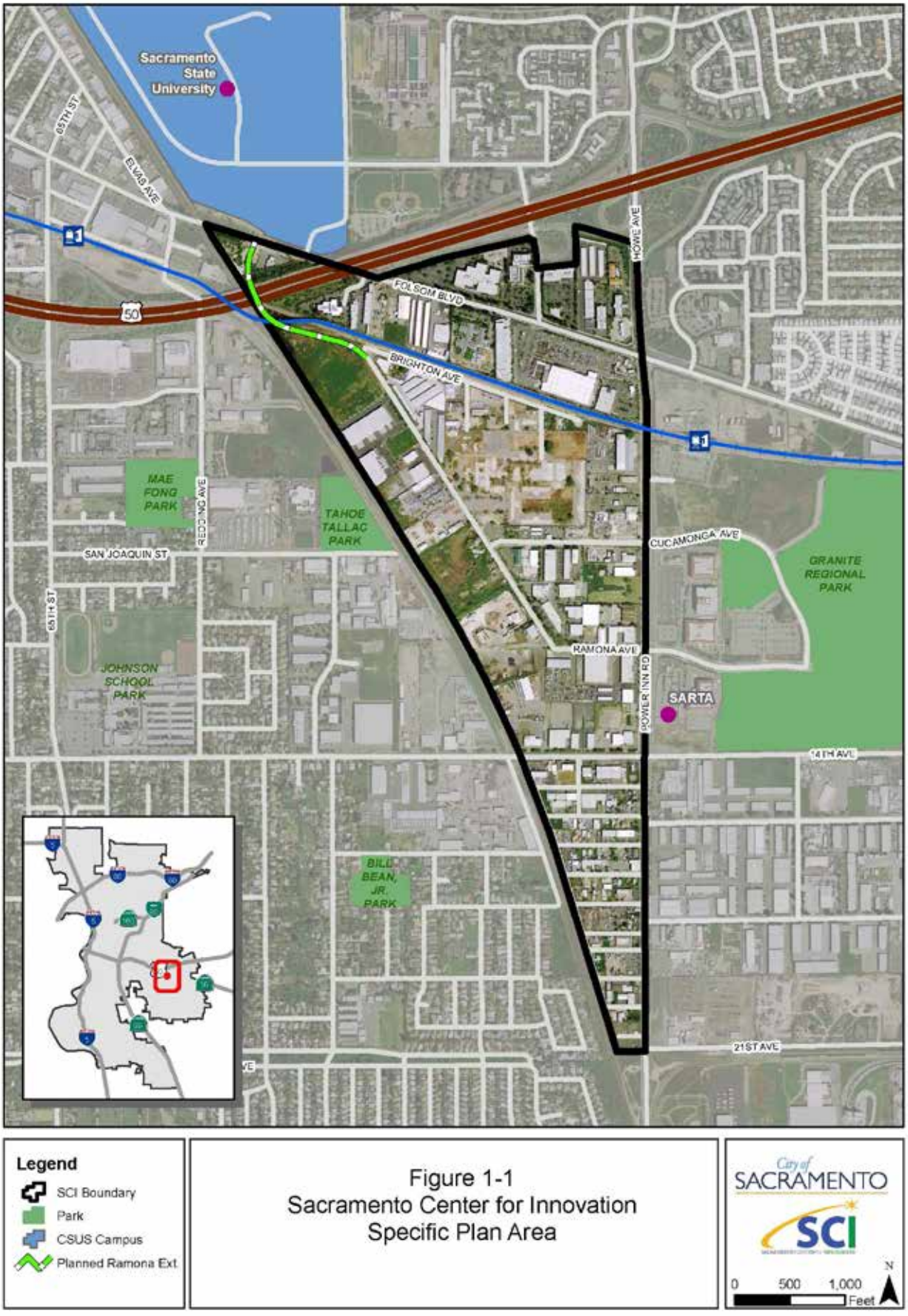

Figure 1-1
Sacramento Center for Innovation
Specific Plan Area

1.1 HISTORY OF THE AREA

With the discovery of gold in 1848, Sacramento grew rapidly due to its ideal location between San Francisco and the northern gold mine fields. The town of Brighton was established in 1849 near the west bank of the American River with the present-day Union Pacific Railroad serving as its eastern boundary. By 1880, the town site was surrounded by orchards, vineyards, hop fields, and other crops.[1] By 1918 the northern portion of the plan area was subdivided as the New Ramona Colony, bound by present-day Power Inn Road, 14th Avenue, the railroad corridor to the west, and Folsom Boulevard to the north. New Ramona Colony eventually included a small subdivision known as Ramona Villa that was likely a speculative residential development.[2]

The area was in a key transportation corridor, containing Folsom Boulevard (which linked Sacramento with San Francisco and the Sierra Mountains) and the Sacramento Valley Railroad (SVRR), which linked Sacramento with Folsom.[3] In addition, the present-day Union Pacific Railroad along the western boundary of the plan area was constructed in 1869 by the Central Pacific Railroad to serve as the mainline of the route between Sacramento and Niles, a part of the transcontinental railroad.[4] After World War II, a new corridor for U.S. Highway 50 was developed, and by 1975 U.S. Highway 50 was constructed north of Folsom Boulevard within the plan area.

Industrial and commercial development in the plan area began in earnest during the early twentieth century. Businesses were initially oriented along the railroad corridors and Folsom Boulevard. World War II and federal defense spending were major impetuses for growth in the area.[5] The larger parcel sizes, combined with the close proximity to transportation routes, made the area ideal for industrial and commercial uses.

The late 1940s and 1950s saw the development of a large gravel pit that was located between the present-day Union Pacific Railroad, Ramona Avenue, and the later

1 Gail Ervin Consulting, *65th Street Redevelopment Plan, Sacramento, California: Administrative Draft and Subsequent Environmental Impact Report* (prepared for the City of Sacramento, 20 February 2004), 4.7-4 – 4.7-6; United States Department of the Interior, Geological Survey Map, *Brighton Quadrangle, Sacramento County, California,* 1911.

2 *Map of the City of Sacramento and Vicinity,* 1918, available at California State Library, Sacramento, Calif.; "New Ramona! New Ramona!" (Advertisement in the Sacramento Bee, 17 December 1887).

3 Gail Ervin Consulting, *65th Street Redevelopment Plan,* 4.7-6.

4 Gail Ervin Consulting, *65th Street Redevelopment Plan,* 4.7-6 - 4.7-7.

5 Steven M. Avella, *Sacramento, Indomitable City* (Arcadia Publishing, 2003) 104, 117.

development of the California Youth Authority (CYA) complex, which included a youth correctional facility, the Northern Youth Correctional Reception Center, and a medical clinic. [6] Numerous industrial and commercial buildings, including a number of tilt-up warehouses, were constructed in the plan area between the mid-to-late 1960s and the present day.[7]

1.2 THE SACRAMENTO CENTER FOR INNOVATION AREA TODAY

The Sacramento Center for Innovation area is comprised of three separate parts In the north is a retail and office corridor along Folsom Boulevard that is home not only to Sacramento State's nursing program, but also to a Home Depot, a hotel, a hospital, self-storage facilities, and variety of other retail and offices uses. The second area, south of Brighton Avenue and north of 14th Avenue, is a mix of innovative businesses, such as Inx International, Hilti, and Concrete Structural Imaging, as well as more typical industrial and manufacturing uses such as disposal companies, recycling centers, self-storage and construction material suppliers. The third area, located south of 14th Avenue, is characterized by smaller parcels and a mix of construction equipment suppliers, tow yards, auto-oriented services, and some older homes. All three areas have scattered vacant and underutilized parcels.

While the Sacramento Center for Innovation is served by Power Inn Road, Highway 50 and RT's Gold Line light rail transit, the area south of Brighton Avenue lacks a direct roadway connection to the University and Folsom Boulevard. Due to the lack of connection to Folsom Boulevard and barriers such as the rail lines, missing sidewalks, and bicycle lanes, the area lacks an efficient circulation system and its serves as a deterrent to development. As noted earlier, the extension of Ramona Avenue from its current terminus at Brighton Avenue and Folsom Boulevard will create a direct connection not only between businesses on Folsom Boulevard, but also between the area and the University. Coupled with improvements on Folsom Boulevard, this new roadway connection will improve vehicular, pedestrian, and bicycle circulation in the region and encourage the development of

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6 PAR Environmental Services, Inc., *Historic Property Survey Report: Folsom Boulevard Widening and Ramona Avenue Extension Project, City of Sacramento, CA* (prepared for the City of Sacramento, Mark Thomas, and the California Department of Transportation, District 3, 22 March 2010), 11; United States Department of the Interior, Geological Survey Map, *Sacramento East Quadrangle, Sacramento County, California,* 1949 and 1954.

7 John D. Cox, "Maybe It Should Be Lukensbuild, Not Lukenbill," *Sacramento Bee,* 4 March 1985; Gail Ervin Consulting, *65th Street Redevelopment Plan,* 4.7-7.

the Sacramento Center for Innovation. Equally important, it will also link the University's vacant 25-acre property (former CYA site) on Ramona Avenue with the rest of the campus, creating the potential for new development in the heart of the Sacramento Center for Innovation.

Innovation Sources

Unlike other industrial areas in the region, the Specific Plan area is surrounded by critical resources for research and innovation that help to drive the region's economic growth. These include:

- **California State University Sacramento:** The University is home to several outstanding academic programs that drive innovation in the region and beyond. The University's School of Engineering is well-known for its power, electrical, mechanical, civil and aeronautical engineering programs.

CSUS - The Well Fitness Center

The California Smart Grid Center at Sacramento State works directly with SMUD as well as with other California and national utilities to support development and improvement of the nation's electrical grid. These programs have directly spawned new businesses and technology transfers in the region. In addition, Sacramento State's new state-of-the-art nursing program, located in Folsom Hall, as well as its Professional Science Master's (PSM) program, with its work with the California Institute of Regenerative Medicine, has made it a leader within the California State University system in stem cell research.

Folsom Hall

- **Sacramento Municipal Utility District (SMUD):** SMUD is considered one of the country's most advanced publicly owned utility companies and is headquartered in the area. SMUD is the sixth-largest public utility in the country, with service to 592,000 customers and a total population of 1.4 million. SMUD's energy efficiency and renewable energy programs are recognized nationally for their leadership and innovation. SMUD is a leader in the implementation of smart grid technology, and in a joint venture between SMUD, Sacramento State, the California Department of General Services, and the Los Rios Community College District, SMUD received a $127 million federal grant to expand Sacramento's comprehensive regional smart grid implementation. The funding supports a broad range of technologies that will spur the nation's transition to a smarter, stronger, more efficient and reliable electric system.

- **SARTA Venture Lab:** SARTA is a non-profit organization founded to foster entrepreneurial growth in emerging technologies and to attract venture capital to the greater Sacramento Region. In 2009, SARTA launched the Sacramento Venture Lab in the Granite Regional Business Park, a place where startup tech companies can get inexpensive office space and mentoring. In addition to its Venture Lab, SARTA has also launched programs such as CleanStart and MedStart to help support new clean technology and bioscience companies in the region.

- **UC Davis Medical Center:** The University of California Davis Medical and Research Center is located immediately to the west of the specific plan area. In addition, research facilities and offices for the UC Davis Health system are located just across from the western boundary of the Specific Plan area on Business Park Drive.

Community Support Resources

While the Specific Plan area is home to cutting edge businesses and surrounded by sources of innovation and research, it also has important resources for existing and future businesses.

- **Power Inn Alliance:** Representing the largest industrial area in Northern California, the Power Inn Alliance (PIA) is a non-profit property-based improvement district (PBID). The Alliance is made up of over 1100 business and property owners and actively assists and advocates on behalf of business in its 6.2 square mile area. Property owners assess themselves over $500,000 a year to provide for area-wide maintenance, enhanced security, business retention and attraction, and advocacy.

1.3 WHAT IS A SPECIFIC PLAN?

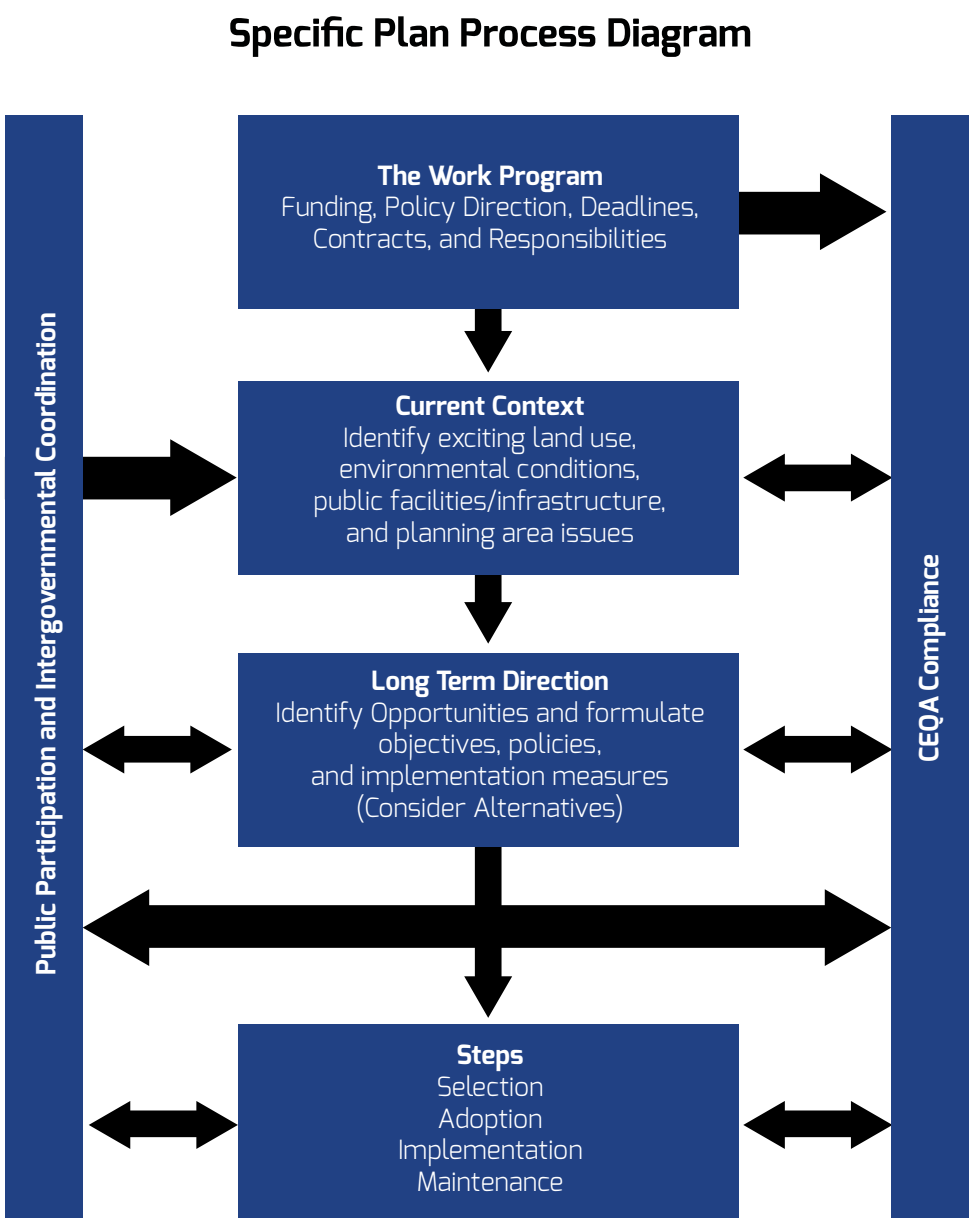
Under California Law (Government Code Section 65450 et seq.) cities and counties may adopt specific plans to develop policies, programs and regulations to support the implementation of a jurisdiction's adopted General Plan. A specific plan serves as a bridge between the General Plan, the community plan, and the Planning and Development code for large development projects.

This Specific Plan has been prepared in accordance with the requirements of Government Code to take advantage of the California Environmental Quality Act (CEQA) exemption benefits set out in Section 65451. As such, the Specific Plan includes text and diagrams that generally describe the following:

- The distribution, location and extent of all land uses;
- The proposed distribution, location, extent and intensity of major components of public infrastructure, such as transportation and drainage systems and other essential facilities needed to support the land uses;
- Standards and criteria which specify how the development of the SCI area will proceed;
- Statements of consistency between the Specific Plan and the goals and policies contained in the General Plan; and
- A program of implementation measures such as regulations, programs, public works projects and financing measures necessary to complete the essential facilities to allow for the development of the Specific Plan area.

The SCI Specific Plan provides an opportunity to transform the nature of the District, to improve connections with Sacramento State, and to create a center for the exchange of knowledge and know-how between students, faculty and business. The goal of the Sacramento Center for Innovation Specific Plan is to transform an underutilized industrial area next to the university into a center for research and innovation.

Figure 1-2: Specific Plan Process Diagram



1.4 SPECIFIC PLAN PROCESS

The Sacramento Center for Innovation Specific Plan planning process was initiated in 2008 by the Community Development Department (CDD) of the City of Sacramento. This staff-led effort was conducted in cooperation with the Power Inn Alliance Property and Business Improvement District (PBID), California State University Sacramento (CSUS), and the Sacramento Municipal Utility District (SMUD). CDD worked closely with board members from the Power Inn Alliance PBID who served in an advisory capacity throughout the planning process. Members of the Power Inn Alliance Planning and Business Development Committee and its executive director served as taskforce representatives. This group met with City staff to discuss the preparation of the Specific Plan on a regular basis throughout the planning process. Similarly, City staff also worked with representatives from Sac State and SMUD to develop the plan.

The Sacramento Center for Innovation Specific Plan involved public outreach that consisted of stakeholder meetings, community workshops, and public hearings. Participants included residents, business owners, neighborhood associations, advocacy groups, social service providers and public agencies. Input was solicited on goals for the Specific Plan, including development standards and land uses.
Drawn from comments of the community and City staff, a set of Guiding Principles were developed which are included in Chapter 2-Vision. The Guiding Principles are further defined in goals and policies for the Specific Plan area.

1.5 HOW TO USE THE SACRAMENTO CENTER FOR INNOVATION SPECIFIC PLAN

This Specific Plan is the policy document guiding development in the Sacramento Center for Innovation area. It addresses issues of zoning, infrastructure, circulation, and historic preservation. The Specific Plan includes a finance plan for the development of public infrastructure. The Finance Plan outlines options to fund the costs of public infrastructure. An initial study/mitigated negative declaration and a historic properties survey were also prepared for the Specific Plan.

The Specific Plan works in conjunction with three other documents to provide development regulations and policies: 1) the 2030 General Plan, the City of Sacramento's overarching planning document; 2) the City of Sacramento Planning and Development

VISION

Chapter 2.

This chapter sets forth the vision and guiding principles that will direct development within the Sacramento Center for Innovation area. The goals and policies implementing each of the principles are contained in Appendix A and within the related chapters of the Specific Plan. These chapters include: Land Use; Circulation; Utility Infrastructure; Public Services and Community Facilities; Economic Development; and Finance and Implementation.

The City of Sacramento is partnering with California State University Sacramento, the Power Inn Alliance, and the Sacramento Municipal Utility District (SMUD) in order to reposition this area for the next wave of economic development. The land use plan for the Sacramento Center for Innovation envisions integrated development from the University campus to Granite Regional Park and the proposed Stonebridge properties east of Granite Regional Park. The land use plan will allow for a range of uses including: light industrial, flex space, general commercial, advanced manufacturing, research and development, and office. Key candidates for job generators include smart grid engineering, tied to the California Smart Grid Center at California State University Sacramento and SMUD, as well as biomedical and natural sciences research, tied to California State University Sacramento and nearby University of California (UC) Davis Medical Center. There are a number of important factors that are expected to drive development in the area over the coming years. These include: location, development potential, innovation sources, and community support.

2.1 PRINCIPLES, GOALS AND POLICIES

The principles and goals provide the broadest and most overarching set of guidance for the development of the Sacramento Center for Innovation area. Additional goals and policies are found in the Specific Plan chapters on Land Use, Circulation, Utility Infrastructure, Public Services, and Economic Development.

The goals and policies represent statements of intent that will guide the development of the Sacramento Center for Innovation. They will establish a framework in which measures for implementation of the Specific Plan will be created. The goals and policies were developed to work in conjunction with the policies of existing City documents including:

- 2030 General Plan and Fruitridge Broadway Community Plan
- Bikeway Master Plan
- Pedestrian Master Plan
- Pedestrian Friendly Street Standards
- Traffic Calming Guidelines
- Light Rail Transit Land Use Policies and Guidelines
- Sustainability Master Plan

The Principles, Goals, and Policies presented in this Specific Plan were developed to meet the following criteria:

- **Principle:** A description of the desired result, generally stated, that the City wishes to achieve through the implementation of the Specific Plan.
- **Goal:** A specific outcome that serves as a step toward fulfilling the guiding principles. Goals are intended to be clearly achievable and measurable.
- **Policy:** A specific statement that guides decision-making in working to achieve a goal. This Specific Plan establishes policies that will be used by City staff, the Planning Commission, other hearing bodies, and the City Council in their review of development proposals within the Sacramento Center for Innovation Specific Plan area.

2.2 GUIDING PRINCIPLES

The following are guiding principles for the development of the Sacramento Center for Innovation. These principles were developed with input from the key partners on this plan as well as property owners, businesses, and the community.

I. Establish a shovel-ready area

Target public and private investments to ensure that infrastructure and facilities meet the needs of business and catalyze desired development.

II. Transform an under-utilized industrial area

Transform an under-utilized industrial area to create a hub for clean, green and medical technology.

III. Streamline review and provide incentives

Employ a range of development and business incentives for the Innovation Center. Streamline development regulations and entitlement procedures.

IV. Promote quality design

Revitalize the industrial area by encouraging high-quality design and an attractive environment.

V. Retain and attract new businesses and workers

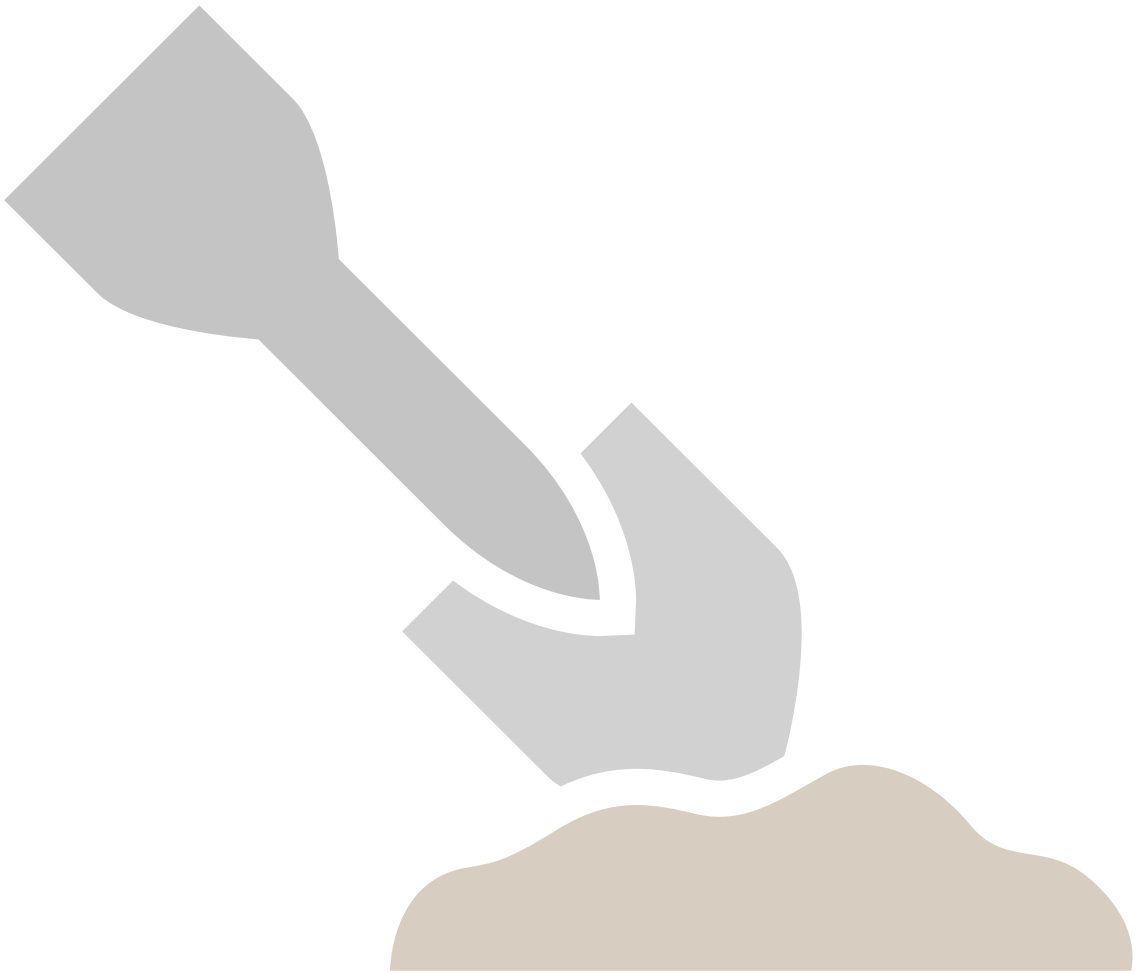
Attract and retain innovative businesses that employ Sacramento's workforce. Provide opportunities for local residents and graduates in the new economy.

VI. Build on partnerships

Forge dynamic public-private partnerships to support and nurture the Sacramento Center for Innovation. Foster an environment of collaboration that links university research with private enterprise.

VII. Create a center for the exchange of knowledge

Creates a center for the exchange of knowledge and know-how between students, faculty and business.



LAND USE & DEVELOPMENT STANDARDS

Chapter 3.

This chapter describes the location, influences, and land use characteristics as well as the historical and cultural resources in the Sacramento Center for Innovation Specific Plan area. Land use characteristics include the type of development and uses permitted within the area. The land use designations and development program correspond to and implement the development concepts for the Sacramento Center for Innovation including the subareas described in this chapter.

3.1 DEVELOPMENT INFLUENCES

UP Rail Line

In the early 1900's, the Sacramento Center for Innovation (SCI) area was primarily an agricultural area with little developed land. The construction of the Southern Pacific Railroad and later US Highway 50 ultimately led to the development of an industrial corridor that provided a location for industry in support of Sacramento's growing economy. However, the development of land and the layout for roads, sidewalks, railroad tracks, and light rail stations in the area were built sporadically, rather than congruently, over the past 100 years. Eventually, the area developed into a mixture of light and heavy industrial, office, storage and auto-oriented retail with scattered residential and vacant properties.

Despite its diverse character, the area is expected to undergo a further transformation as it gains a direct link with California State University Sacramento and as the area continues to attract innovative businesses. There are several important factors that are expected to drive the transformation of the area into a hub for innovation in future years. These include:

- *California State University Sacramento* – As one of the largest single landowners in the area, the University is expected to have a major influence upon the future shape of the area. The University already owns and operates Folsom Hall, located within the specific plan boundary on Folsom Boulevard. It is home to several departments from the College of Health and Human Services, including its state-of-the-art nursing school and physical therapy school. As the University expands its presence southward to fulfill its goal of becoming a destination campus, it is

anticipated that this expansion will drive additional development in the SCI area. This expansion, plus the future development of the University's 25-acre Ramona Avenue site, has the capacity to dramatically transform the area--especially if the 25 acres become a center for one of the University's many outstanding science and research programs.

Granite Regional Park amenities

- **Granite Regional Park and the Sacramento Area Regional Technology Alliance** – Granite Regional Park is not only home to attractive parkland and sports amenities. It also has a an office park with a concentration of Class A office spaces and restaurants that serve a variety of businesses as well as a new one megawatt solar facility. Granite Park Partners, a public-private partnership between Separovich/Domich Real Estate Development and the City of Sacramento, plans, manages, and develops the area. The area is continuing to develop and additional commercial space and housing is expected. In addition, one of the key tenants within the office park is the Sacramento Area Regional Technology Alliance (SARTA). SARTA links technology leaders, entrepreneurs,

investors, service providers, community organizations and educational institutions in support of new technology businesses. It has several incubator programs including CleanStart and MedStart, which are designed to support and grow clean technology and medical technology businesses in the Sacramento region.

- **Clean Technology Corridor** – U.S. Highway 50 forms the northern boundary of the SCI area. It is also a vital artery for goods movement, connecting the area to Downtown and to Interstate 5 and 80—two highways which connect Sacramento with the rest of the western U.S. Equally important, Highway 50 has become the spine of a clean and green technology corridor, with the largest concentration of businesses in this sector located along the Highway 50 corridor from Sacramento to Folsom – from the State Capitol to Intel. This same corridor is also served by Regional Transit's Gold Line, a light rail that provides convenient transportation for residents and employees.

- **Sacramento Municipal Utility District** – SMUD is considered one of the country's most progressive publicly-owned utility companies and is headquartered in the area. SMUD is the sixth-largest public utility in the country, with service to 592,000 customers and a total area population of 1.4 million. SMUD's energy efficiency and renewable energy programs are recognized nationally for their leadership and innovation. It is home to the Energy and Technology Center, a source of innovative energy and technology applications for businesses and residential customers. SMUD is at the cutting edge of new energy efficiency and clean energy technologies and works closely with Sacramento State's Smart Grid Center and with the green technology programs of the Los Rios Community College District.

SMUD Headquarters

3.2 AREAS OF THE SACRAMENTO CENTER FOR INNOVATION

The 240-acre area is characterized by a mix of commercial and industrial land uses. Despite the preponderance of heavy industrial zoning, the area has increasingly transitioned away from recycling and storage and toward more light industrial, office, commercial and manufacturing. The area is divided into three subareas: 1) Folsom Boulevard Corridor, 2) Ramona Avenue area, and 3) South of 14th Avenue area (refer to Figure 3-1). Each area has distinct characteristics which are described below.

Folsom Boulevard Area: The Folsom Boulevard area is a 60-acre area bounded by US Highway 50 on the north, Regional Transit light rail tracks on the south, Power Inn Road to the east, and Union Pacific rail lines on the west. North of Folsom Blvd the area is zoned General Commercial (C-2) and south of Folsom Blvd. it is zoned Heavy Industrial (M-2S) with the exception of one parcel that is zoned for Hospital (H) as shown in Figure 3-2. The (S) designation indicates a requirement for additional setbacks that include attractive landscaping.

Existing uses are a mix of general commercial, office, and light industrial. Current businesses include two motels, two gas stations, two public mini storage facilities, a Home Depot and Office Max, a hospital, single and two-story office space, and automotive service shops. No immediate changes are expected here as there is no vacant land in this area, although there is potential for higher and better uses, such as office and retail.

Future growth in this area could include residential mixed-use development and additional office space. However, changes in the area are dependent upon the expansion of the University toward the south end of the campus and on additional business growth along Power Inn Road.

Business park on Ramona Ave.

Ramona Avenue Area: The Ramona Avenue area is bounded by the Regional Transit light rail tracks on the north, 14th Avenue on the south, Union Pacific rail lines on the west, and Power Inn Road on the east. This entire area consists of 145 acres and is zoned Heavy Industrial-Solid Waste Restricted (M-2S-SWR). The (SWR) overlay zone restricts the establishment of new and the expansion of existing solid waste facilities. Existing land uses include a mix of heavy commercial, industrial, warehouse, single-story office space, and a few older single family homes. There is an eclectic mix of businesses including: public mini-storage, warehouse space, and various commercial contractor and industrial suppliers.

Within this sub-area the land north of Cucamonga Avenue has the most potential for redevelopment in the next five years. This area will be directly impacted by the extension of Ramona Avenue to Folsom Boulevard, creating a direct connection to the University.

Recycling Facility

The extension is expected to be complete in 2015. The extension of Ramona Avenue will spur growth primarily in the Ramona Avenue area as vacant land is developed and existing uses transition from older industrial uses into advanced manufacturing, research and development. Here there are 50 to 60 vacant and under-utilized acres that present a development opportunity.

Industrial Warehouse

Several of the property owners within this 60-acre area have expressed a willingness to relocate their existing businesses in order to redevelop their land. Currently, the 25 vacant acres that are owned by Sacramento State have the most potential to be a catalyst site and promote reinvestment in the area.

The area south of Cucamonga Avenue is also zoned M-2S-SWR. Unlike the area north of Cucamonga, the area has some unique challenges due to the restrictions associated with the former 14th Avenue landfill. As a result, redevelopment of this area is expected to occur over a longer time horizon (10+ years) though some areas immediately adjacent to Cucamonga Avenue have greater potential for additional development or redevelopment. More information on the development restrictions associated with the area on and around the landfill is available at the end of this chapter in Section 3.9-Health and Safety Considerations.

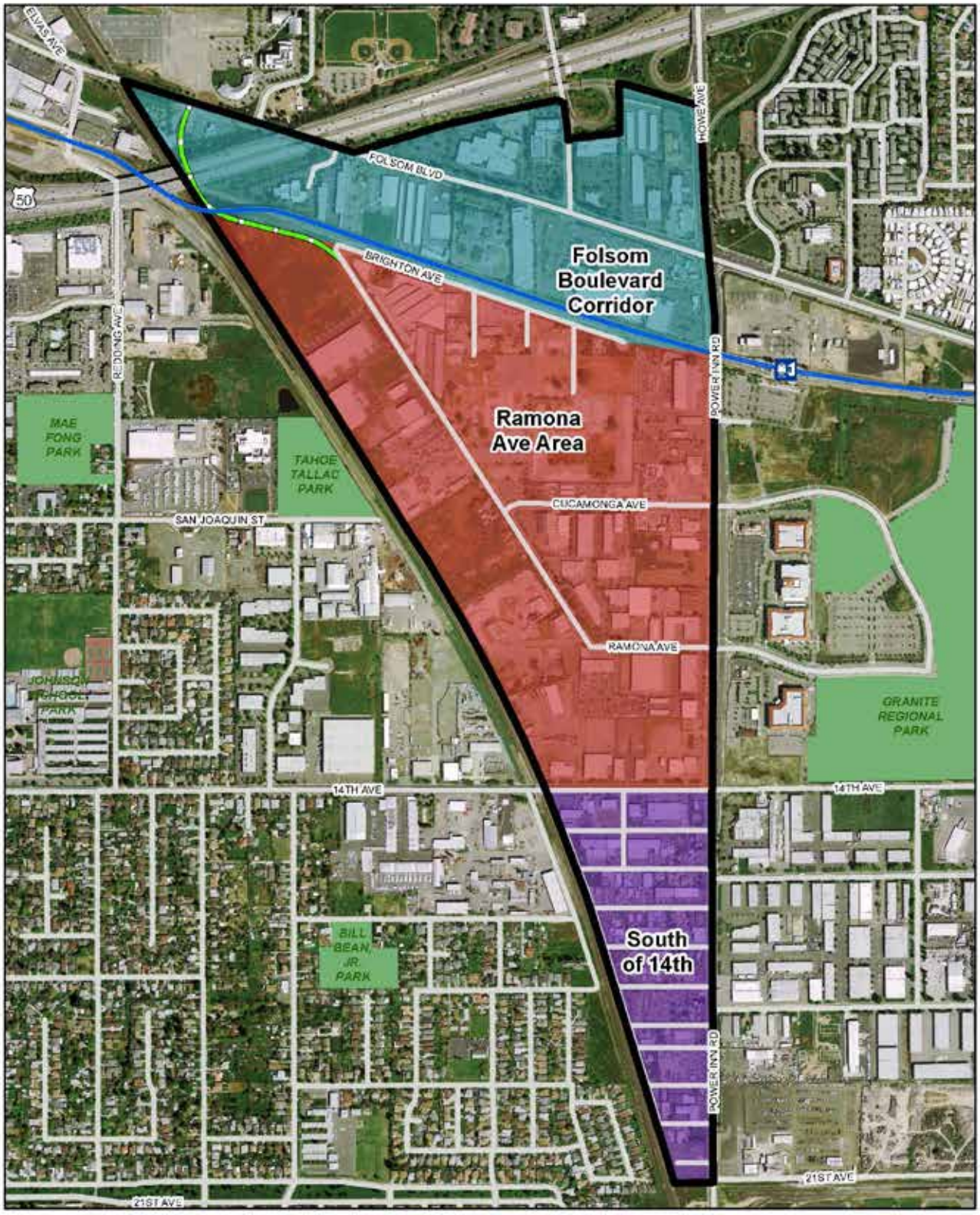


Figure 3-1
Areas within the
Sacramento Center for Innovation

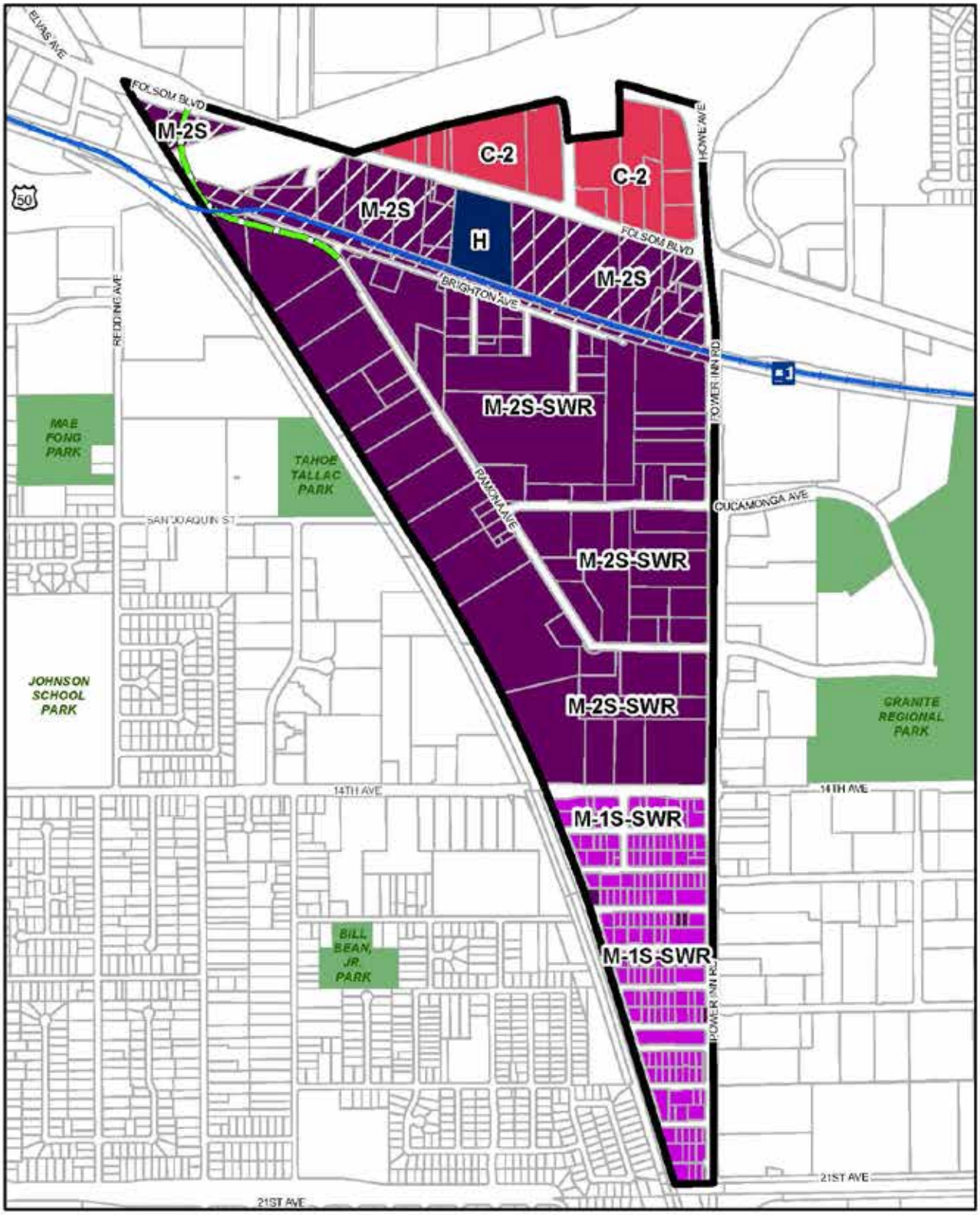


Figure 3-2
Existing Zoning

SCI Boundary
Park
Planned Ramona Ext
CSUS Campus

Zoning
Industrial
M-2S
M-2S-SWR

Commercial and Office Zones
C-2 - General Commercial

Industrial and Manufacturing Zones
M-1S-SWR - Industrial

Other Zones
H - Hospital

City of SACRAMENTO
SCI

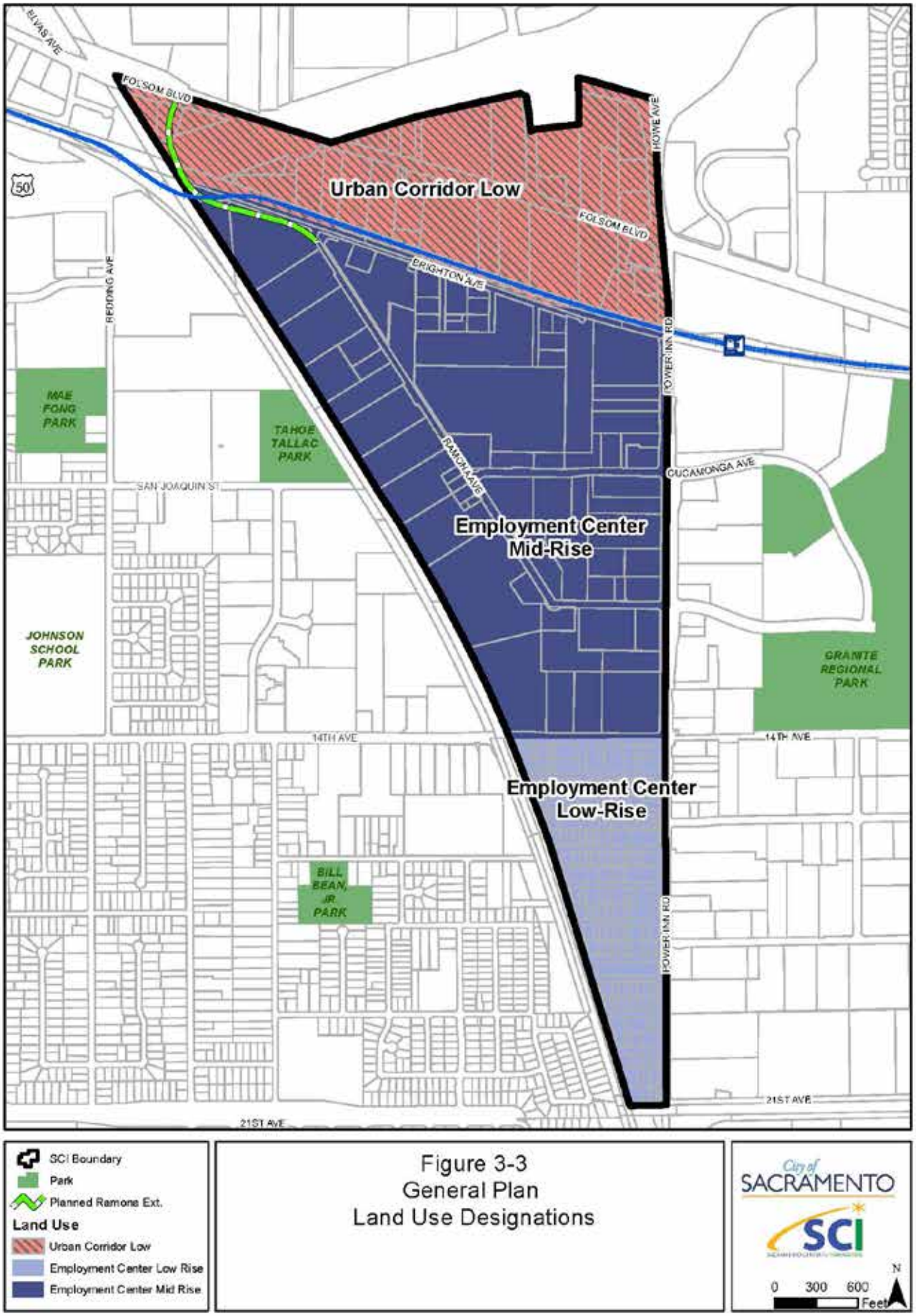
0 265 530
Feet
N

South of 14th Avenue Area: The area south of 14th Avenue is bounded by 14th Avenue to the north, Union Pacific rail lines to the west, and Power Inn Rd to the east. This 40-acre area extends south to the point where the Union Pacific rail lines cross Power Inn Road. The parcels in the area are zoned almost exclusively light industrial (M-1S-SWR) except for a few parcels sprinkled throughout the area that have a heavy industrial (M-2S-SWR) zoning designation.

Despite its industrial zoning, the area contains a mix of auto-oriented services, storage yards, industrial supply businesses, manufacturers, and some older single family homes. The area is characterized by the proliferation of small, irregularly shaped parcels with a lot of different property owners. The area has some vacant land but most are smaller (less than 0.5 acres), scattered parcels adjacent to or surrounded by existing development. The area has inadequate infrastructure to support redevelopment or more intensive development as many of the parcels rely on septic systems for sewer conveyance. Due to the high cost of providing new infrastructure, this area is expected to redevelop over a much longer time horizon (20+ years).

3.3 GENERAL PLAN LAND USE DESIGNATIONS

While the City's General Plan envisions this area as a future employment center, the land use designations reflect differences between the three areas within the Sacramento Center for Innovation. The northern area centered on the Folsom Boulevard corridor has the land use designation of Urban Corridor Low (refer to Figure 3-3). The corridor is seen as a major mixed-use corridor in the future with multi-story office, commercial and residential mixed-use lining Folsom Boulevard. The remainder of the area below the light rail tracks has a land use designation of Employment Center. More intensive development is expected to occur in the Ramona Avenue area and as a result it is designated Employment Center Mid Rise while the area south of 14th Avenue has a designation of Employment Center Low Rise, as most development in that area is expected to be single or two-story.


Urban Corridor Low
Employment Center Mid-Rise
Employment Center Low-Rise
FOLSOM BLVD
HOWE AVE
BRIGHTON AVE
POWER INN RD
REDDING AVE
MAE FONG PARK
TAHOE TALLAC PARK
RAMONA AVE
CUCAMONGA AVE
SAN JOAQUIN ST
JOHNSON SCHOOL PARK
GRANITE REGIONAL PARK
14TH AVE
BILL BEAN JR PARK
21ST AVE
SCI Boundary
Park
Planned Ramona Ext.
Land Use
Urban Corridor Low
Employment Center Low Rise
Employment Center Mid Rise
Figure 3-3
General Plan
Land Use Designations
City of SACRAMENTO
SCI
N
0 300 600
Feet

3.4 LAND USE PROGRAM

A number of assumptions pertaining to the distribution of land uses and proposed intensities have been made about future development of the Sacramento Center for Innovation. The assumptions are not meant to be prescriptive, but rather act as a tool to envision an overall level of future development within the 240-acre Specific Plan area. As noted earlier the Ramona Avenue area has the greatest potential for development. Figure 3-4 shows the amount of existing land uses compared to the amount of development envisioned by 2035. At build out, the plan assumes a total of 656,000 square feet of office, 110,495 square feet of retail, almost one million square feet of industrial, and 14,200 square feet of public/civic uses. Compared to the present mix of uses the biggest change is the increase in office development and retail. This increase is based on the completion of the Ramona Avenue extension which will create a direct connection between the area and the University, and thus this is expected to make the area more attractive to potential office and retail tenants.

Figure 3-4: Land Use Program for Ramona Avenue Area

Land Use	Existing Land Use (2010)	Proposed Land Use (2035)
Residential Units	10	0
Attached	2	0
Detached	8	0
Non-Residential (square feet)	987,625	1,417,480
Retail (square feet)	20,500	110,495
Office (square feet)	0	655,960
Light Industrial (square feet)	952,925	636,825
Public/Civic (square feet)	14,200	14,200

The University has begun an update of its campus master plan, which includes both the Folsom Hall property and University's 25-acre Ramona Avenue property, but there is not yet a vision or plan for these sites. As a result, no land use assumptions have been made for the University's properties.

3.5 ZONING

The Specific Plan relies on the zoning designations found citywide in the Sacramento Planning and Development Code. A general description of the type of uses in each of the land use designations may be found in Title 17 of the City Code. The Sacramento Center for Innovation Specific Plan will use the following designations as shown in the zoning map (Figure 3.5):

- **General Commercial Zone (C-2):** The Folsom Blvd area will have a C-2 zone which provides for the sale of commodities, or performance of services, including repair facilities, offices, small wholesale stores or distributors, and limited processing and packaging. In addition, the C-2 zone allows for residential and residential mixed-use development by right.

- **Manufacturing, Research and Development Zone (MRD-SWR):** The Ramona Avenue area will have a new MRD zone designation which will allow by right: light industrial, flex space, office, manufacturing, and research and development uses. Retail is allowed by right up to 40,000 square feet. Retail larger than 40,000 square feet will require a conditional use permit. Residential development is conditionally permitted in this zone subject to the amenities necessary to support a neighborhood (i.e., open space, local shopping, transit access, etc.). Outdoor recycling, solid waste, auto wrecking and dismantling, self-storage, tow yards, or other heavy industrial uses are not permitted. The Solid Waste Restricted (-SWR) overlay will remain in this area.

- **Light Industrial (M-1-SR) and Heavy Industrial (M-2-SWR):** The area south of 14th Avenue remains a mixture of M-1 and M-2 zoning. The M-1 zone permits most fabricating activities with the exception of heavy manufacturing and the processing of raw materials. The M-2 zone allows for the manufacture or treatment of goods from raw materials. The Solid Waste Restricted (-SWR) overlay will remain in this area.

3.5.1 PROHIBITED USES

Notwithstanding any other provision of this Specific Plan or the Sacramento City Code, “Cannabis Cultivation,” as defined by title 17 of the Sacramento City Code, is prohibited within the SCI plan area.

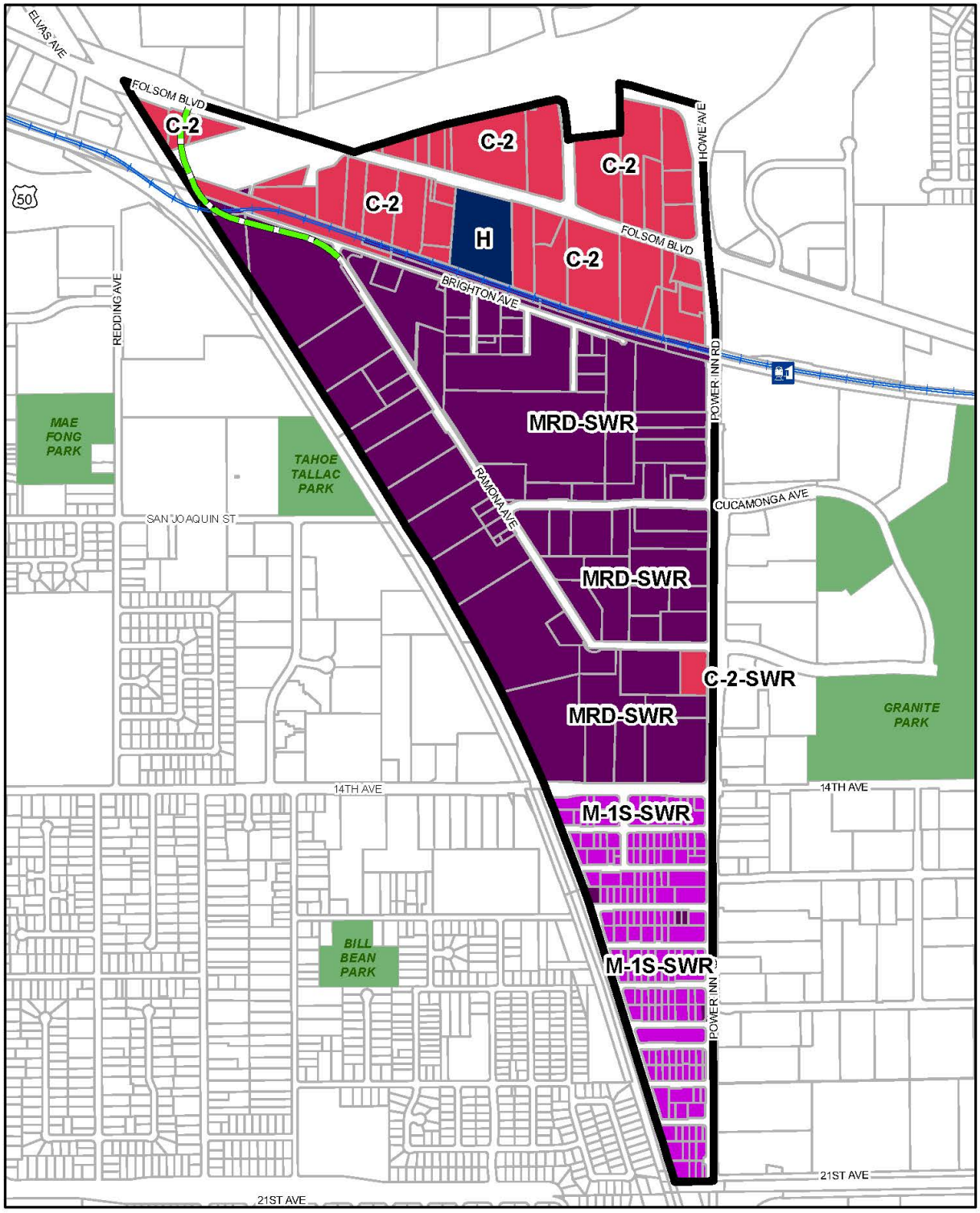


Figure 3-5 *(updated January 2018)*
New Zoning

SCI Boundary
Park
Planned Ramona Ext.

Zoning

Industrial and Manufacturing Zones
M-2 - Heavy Industrial
MRD - Manufacturing, Research, Development
M-1 - Industrial

Commercial and Office Zones
C-2 - General Commercial

Other Zones
H- Hospital

City of SACRAMENTO Community Development

SCI SACRAMENTO CENTER for INNOVATION

0 300 600 N
Feet

3.6 DEVELOPMENT STANDARDS

Development regulations including land use and zoning, density and height standards, building setbacks and step-backs, and parking regulations are set forth in **Title 17** of the City's Code (Planning and Development Code). These development standards will apply to all subareas within the Specific Plan area unless otherwise stated.

Similarly, all citywide land use and zoning code requirements that are in effect within a particular zoning designation citywide are effective within this Specific Plan area. Please note that there are specific development standards associated with development within 1,000 feet of the 14th Avenue landfill. These standards are discussed in Section 3.9-Health and Safety Considerations and in Appendix C-Background.

3.7 NONCONFORMING LAND USES

The intent of the Sacramento Center for Innovation Specific Plan is to provide for the continuation of existing industrial and service commercial uses and to allow existing light industrial and similar uses to remain within the area in their current locations. The nonconforming use regulations set forth in **Title 17** of the City Code shall apply to nonconforming uses and to the use of nonconforming buildings, structures and lots.

The intent of the new MRD zone is to accommodate innovative technology business and related support services, while allowing existing heavy industrial and solid waste recycling uses to continue operating within the area in their current locations. The SCI Specific Plan recognizes that there is no need to prematurely induce the relocation of these existing uses; however, new incompatible uses inconsistent with the Specific Plan will be restricted from establishment in this area.

3.8 SUSTAINABILITY

The Sacramento Center for Innovation Specific Plan supports efforts to achieve the City's sustainability goals. Sustainability is a broad term that generally means that a person or society lives within the means of what the Earth can provide over a long term.

When a process is sustainable, it can be carried out multiple times without negative effects on the environment or high costs. These efforts can include conservation, alternative energy, pollution reduction and climate protection. The City's General Plan and this Specific Plan include sustainability goals in several chapters that promote water conservation and building to LEED standards, which is already a requirement for new City-owned and Sacramento State University facilities.

3.9 HEALTH AND SAFETY CONSIDERATIONS

Located at the southeastern corner of the Specific Plan area is the 14th Avenue landfill. This 16.67 acre landfill was originally an open-pit gravel mine that was converted to a landfill around 1970. While the landfill is no longer active, it remains a constraint on development in the area south of Ramona Avenue and east of Power Inn Road (refer to Figure 3-6). The landfill consists of nine separate parcels, and those property owners formed the Power Inn Association to handle costs and work associated with monitoring and eventual closure of the landfill.

However, even after proper closure of the landfill any future development on or within 1,000 feet of the boundary must comply with State regulations governing construction on or near former landfills (refer to Figure 3-6). In addition, development proposals are subject to review by the appropriate regulatory agencies (refer to Appendix C-Background for more detail).

3.10 HISTORIC AND CULTURAL RESOURCES

SVRR Tracks

As part of this Specific Plan a historical and cultural resources survey and technical report was prepared in the fall of 2012. Because of its proximity to the American River and the changing location of the riverbed in the past, the Sacramento Center for Innovation Specific Plan area is considered a high sensitivity area for cultural resources though no known archaeological sites are located within the Specific Plan area. However, property owners and potential developers should contact the Preservation Director prior to pursuing entitlements or beginning development.

With respect to historic resources, there are two properties listed in the California Register that are being recommended for listing in the Sacramento Register. These include: 1) the Brighton underpass and floodgate, located on Folsom Boulevard at the northwestern corner of the Specific Plan area; and 2) the rail alignment which includes the First Transcontinental Railroad (currently Union Pacific Railroad) located at the western edge of the Specific Plan area as well as the Sacramento Valley Railroad (SVRR), which is currently the light rail alignment that runs adjacent to the north side of Brighton Avenue (refer to Figure 3-7). It is not anticipated that the listing of these resources will affect development on adjacent property. The complete historical and cultural resources survey and technical report is included in Appendix D of the specific plan.

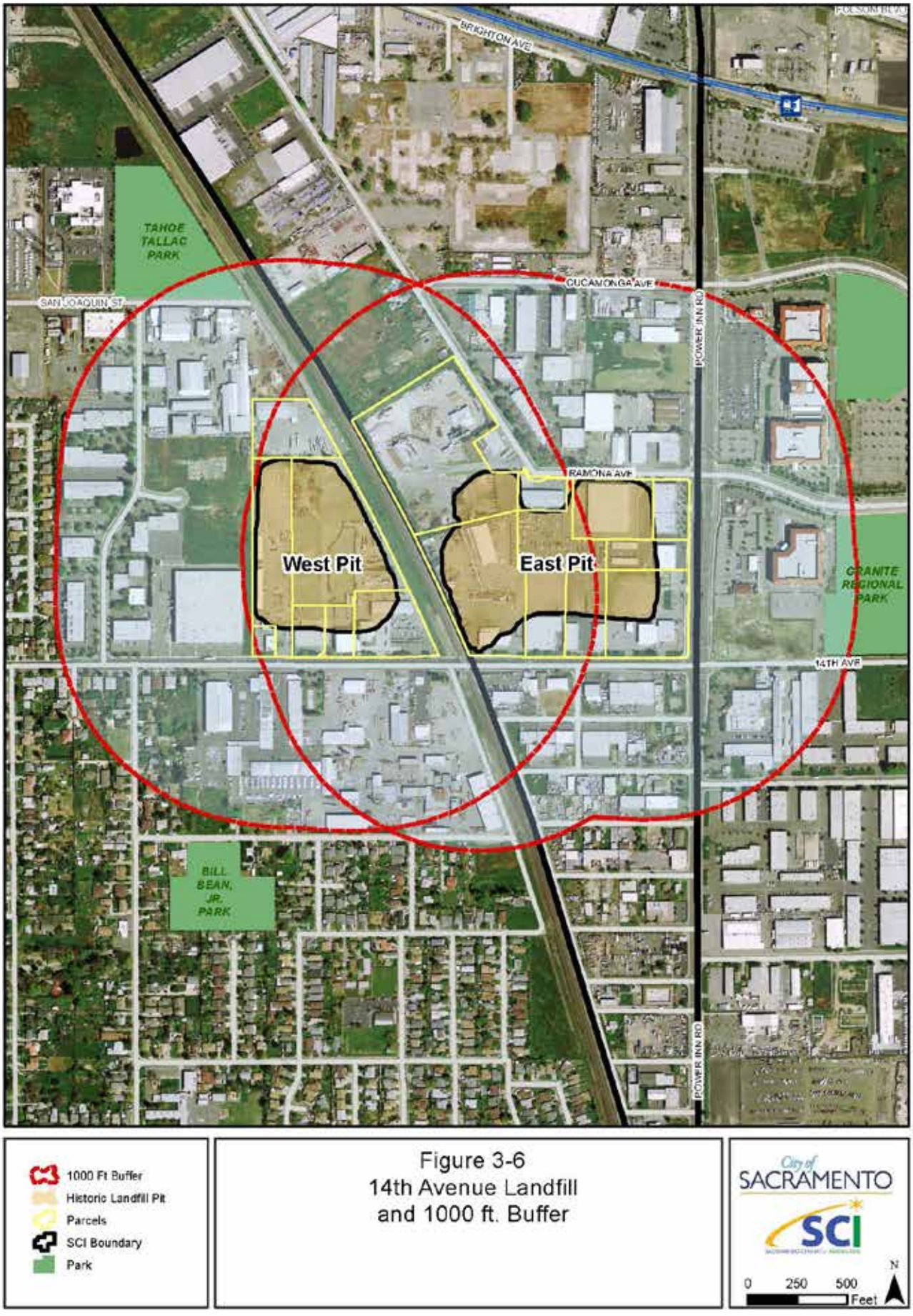


Figure 3-6
14th Avenue Landfill
and 1000 ft. Buffer


The Brighton Underpass (Bridge No. 23C0235) and Floodgate
Sacramento Valley Railroad (SVRR)
First Transcontinental Railroad (Current Union Pacific Railroad)
ELVAS AVE
FOLSOM BLVD
HOWE AVE
BRIGHTON AVE
REDDING AVE
POWER INN RD
MAE FONG PARK
TAHOE TALLAC PARK
RAMONA AVE
CUCAMONGA AVE
SAN JOAQUIN ST
GRANITE REGIONAL PARK
14TH AVE
BILL BEAN, JR. PARK
SCI Boundary
Park
Planned Ramona Ext.
Figure 3-7
Historic Resources
City of SACRAMENTO
SCI
0 300 600
Feet
N

3.11 GOALS AND POLICIES

The following goals and policies support land use development within the SCI plan area.

GOAL LU 3.1

Encourage the development of the area as a hub for research, technology and innovation.

Policy LU 3.1.1

Encourage land assemblage to create parcels that are attractive to technology or research-related businesses.

Policy LU 3.1.2

Encourage development adjacent to the University's Ramona Avenue and Folsom Hall properties that complements the University's vision for these properties as set forth in its campus master plan.

Policy LU 3.1.3

Support continued partnerships between the City, the Power Inn Alliance, SMUD, SARTA and the University to foster innovative business and development within the plan area.

Policy LU 3.1.4

Avoid encroachments of incompatible land uses within close proximity of MRD zoned land.

Policy LU 3.1.5

Allow residential development only in areas that present a safe and inviting living environment. Areas suitable for residential development should include neighborhood retail and services, transit and access to schools, open space and recreation facilities.

Policy LU 3.1.6

Encourage business-serving retail and commercial uses within walking distance of the University, businesses and transit stops.

GOAL LU 3.2
Create a Sacramento Center for Innovation area that is safe and inviting.

Policy LU 3.2.1
Revitalize the area by encouraging high-quality design and an attractive environment.

Policy LU 3.2.2
Upgrade streetscapes throughout the Sacramento Center for Innovation area to be attractive and functional and to safely integrate vehicular traffic, bicycles, pedestrians and on-street parking.

Policy LU 3.2.3
Implement "Crime Prevention Through Environmental Design" (CPTED) standards to ensure streetscapes and private development are safe and inviting.

Policy LU 3.2.4
Provide a network of attractive and easily-visible way-finding tools that is coordinated with way-finding programs for the Power Inn Alliance area.

Policy LU 3.2.5
Require new development, especially large and campus-style development, to dedicate public connections that enhance the street network.

GOAL LU 3.3
Encourage the development of the Sacramento Center for Innovation as a distinct district within the larger Power Inn Alliance area.

Policy LU 3.3.1
Create Ramona Avenue as an attractive visual and physical link between the University and the Sacramento Center for Innovation.

Policy LU 3.3.2
Implement planned improvements on Ramona Avenue, Folsom Boulevard, Cucamonga

Avenue and Power Inn Road to reflect their important roles as major entry points to the Sacramento Center for Innovation.

Policy LU 3.3.3

Create gateway features at the Ramona Avenue/ Folsom Boulevard, the Power Inn Road/ Folsom Boulevard, and the 14th Avenue/Power Inn Road intersections to distinguish these entry points to the Sacramento Center for Innovation.

GOAL LU 3.4

Eliminate obstacles to development that are consistent with the vision of the Sacramento Center for Innovation.

Policy LU 3.4.1

Support efforts to prepare sites as "shovel-ready" for development.

Policy LU 3.4.2

Support the monitoring, closure and eventual redevelopment of the 14th Avenue landfill in accordance with the regulations governing post-closure landfills, as set forth in Title 27 of the California Code of Regulations.

Policy LU 3.4.3

Support the redevelopment of outdoor recycling centers and outdoor storage facilities to reduce conflicts between adjacent uses and deterrents to innovative businesses expanding or locating within the area.

GOAL LU 3.5

Allow development in the Sacramento Center for Innovation to take place over time, respecting its eclectic nature.

Policy LU 3.5.1

Provide appropriate support to property and business owners as they transition over time from legal, nonconforming uses to those which meet the new MRD zoning code requirements.

Policy LU 3.5.2

Require "Good Neighbor" policy conditions on nonconforming uses that require an entitlement.

Policy LU 3.5.3

Prohibit residential development within a 1,000' buffer from the edge of the landfill.

Policy LU 3.5.4

Require that all non-residential development within 1,000 feet of the 14th Avenue landfill (refer to Figure 3-2) comply with the regulations contained in Section 21190(g) of Title 27 of the California Code of Regulations governing post-closure land use. Specifically, all on-site construction within 1,000 feet of the landfill shall be designed and constructed in accordance with the following, or in accordance with an equivalent design which will prevent gas migration into the building:

(1) a geomembrane or equivalent system with low permeability to landfill gas shall be installed between the concrete floor slab of the building and subgrade;

(2) a permeable layer of open graded material or clean aggregate with a minimum thickness of 12 inches shall be installed between the geomembrane and the subgrade or slab;

(3) a geotextile filter shall be utilized to prevent the introduction of fines into the permeable layer;

(4) perforated venting pipes shall be installed within the permeable layer, and shall be designed to operate without clogging;

(5) the venting pipe shall be constructed with the ability to be connected to an induced draft exhaust system;

(6) automatic methane gas sensors shall be installed within the permeable gas layer, and inside the building to trigger an audible alarm when methane gas concentrations are detected; and

(7) periodic methane gas monitoring shall be conducted inside all buildings and underground utilities in accordance with Article 6, of Subchapter 4 of section 20920 et seq of CCR Title 27.

Policy LU 3.5.5

Require notification at point of sale to all prospective purchasers of properties on or within 1,000' of the 14th Avenue landfill regarding potential exposure to gas migration from the landfill.

Policy LU 3.5.6

Conditionally allow for equipment rental and sales yards on sites constrained by limitations associated with the 14th Avenue landfill until such time as higher and better uses become feasible. As a condition of approval, such uses shall be developed in an attractive manner that contributes positively to the improvement of the area.

CIRCULATION

Chapter 4.

This chapter describes the circulation improvements needed to support the Sacramento Center for Innovation Specific Plan. The improvements are necessary to expand circulation within the area and enhance connectivity to the surrounding area.

4.1 ROADWAY NETWORK

The existing roadway network within and around the Sacramento Center for Innovation area includes a mix of local roads, collectors, and arterials (see Figure 4-1). Arterials emphasize high mobility for through traffic, while local roads emphasize property access, and collector streets attempt to achieve a balance between mobility and access. This section also discusses roadway improvements proposed with the City's General Plan and the 65th Street Station Area Plan preferred scenario (Scenario C-Prime). roadways within the project area are described below.

- US Highway 50 is an eight-lane freeway at the 65th Street interchange with four mixed-flow lanes in both the eastbound and westbound directions. Auxiliary lanes are also provided in both the eastbound and westbound directions between 65th Street and Hornet Drive. There are eastbound and westbound exits at Power Inn Road/Howe Avenue that provide direct access to the SCI area. It forms the northern boundary of the SCI area.

- Folsom Boulevard is an arterial roadway that provides two travel lanes in each direction (east-west) within the project area.

- Power Inn Road is an arterial roadway that provides three travel lanes in each direction (north-south) and bounds the SCI area on the east side.

- 14th Avenue is an east-west collector roadway that provides one travel lane in each direction and bisects the Specific Plan area.

- Cucamonga Avenue is a local road with two travel lanes (east-west) and signalized access at Power Inn Road.

- Ramona Avenue is a local road with two travel lanes running both north-south (dead-ending at Brighton Avenue) and east-west to Power Inn Road with signalized access at Power Inn Road.

- Brighton Avenue is a local road with two travel lanes (east-west) just south of the light rail tracks. It can only be accessed by Ramona Avenue.

The area south of 14th Avenue is also served by Power Inn Road on the east and 14th Avenue on the north. Several local roads serve the individual properties within this area. However, no roadway improvements are proposed as part of the Specific Plan.

4.2 PREVIOUS TRANSPORTATION ANALYSES

65th Street Station Area Study

In 2006, the 65th Street Station Area Study was initiated with grant funding from the Sacramento Area Council of Governments (SACOG) and matching funds from the Sacramento Housing and Redevelopment Agency (SHRA). This study resulted in a new plan for an overall circulation network within the larger 65th Street area that supported the goals and vision of the 65th Street/University Transit Village Plan and the South 65th Street Area Plan, and conformed to the goals and policies of the Sacramento 2030 General Plan for the area south of Sacramento State.

The resulting study produced three distinct combinations of new streets, street extensions, bicycle and pedestrian facilities, right-of-way reconfigurations, and grade-separated crossings of the heavy rail tracks. The three scenarios (A, B, and C) were based on identical land use assumptions adopted through the Sacramento 2030 General Plan within the project area. Distinct differences among the three scenarios include but are not limited to:

- The number of lanes assumed on Folsom Boulevard, particularly for the UPRR undercrossing;

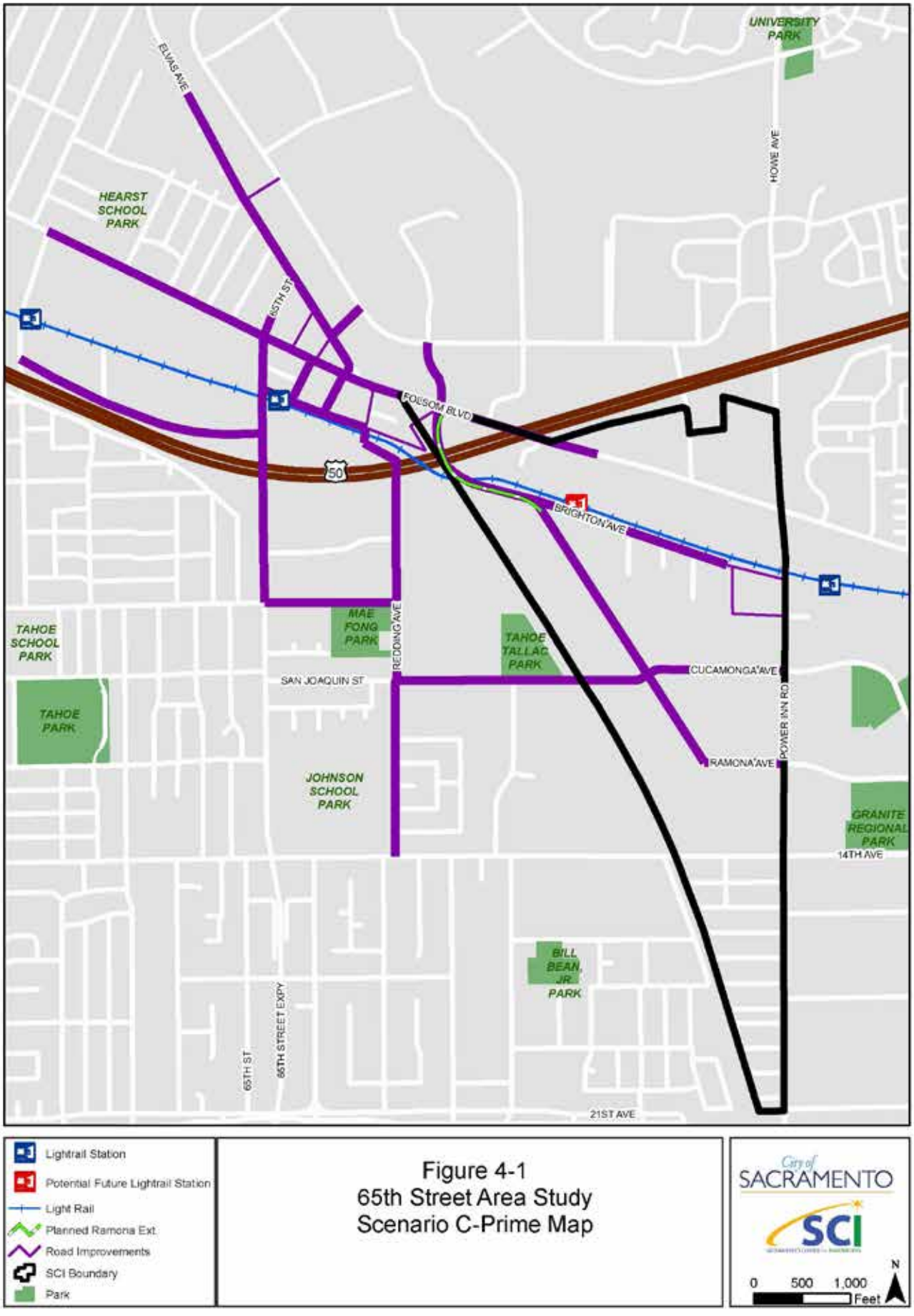
- The number of lanes on Elvas Avenue;

- The location and treatment of vehicle/bicycle/pedestrian connections between 65th Street and Ramona Avenue;

- The location and treatment of vehicle/bicycle/pedestrian connections from the northern project area boundary into the University campus; and

- The street grid pattern created in the area bounded by Q Street, 65th Street, Elvas Avenue, and Redding Avenue immediately north of the 65th Street/University light rail station platform.

After careful consideration of the alternatives, staff recommended and the City Council approved Scenario C-Prime, the preferred alternative in the 65th Street Transportation Plan, on October 26, 2010 (refer to Resolution 2010-622). Scenario C-Prime reduces the existing number of roadway lanes on portions of Folsom Boulevard and Elvas Avenue and provides a number of other improvements to support greater bicycle and pedestrian mobility. Scenario C-Prime maximizes transit village elements, especially in the vicinity of the 65th Street station. With respect to the Sacramento Center for Innovation area, Scenario C-Prime includes a number of significant circulation improvements (refer to Figure 4-1) such as the extension of Ramona Avenue north from Brighton Avenue to Folsom Boulevard and south from the "elbow" to 14th Avenue, the extension and improvement of 14th Avenue from Power Inn Road to Florin Perkins Road, and includes the extension of San Joaquin eastward to Ramona Avenue. Scenario C-Prime also includes several improvements along Folsom Boulevard, including two through lanes from 67th Street to the Ramona Avenue extension and four through lanes from Ramona Avenue to Power Inn Road. An additional light rail station was also planned along Brighton Avenue.


UNIVERSITY PARK
ELVAS AVE
HEARST SCHOOL PARK
HOWE AVE
65TH ST
FOLSOM BLVD
50
BRIGHTON AVE
TAHOE SCHOOL PARK
MAE FONG PARK
REDDING AVE
TAHOE TALLAC PARK
SAN JOAQUIN ST
CUCAMONGA AVE
TAHOE PARK
POWER INN RD
RAMONA AVE
JOHNSON SCHOOL PARK
GRANITE REGIONAL PARK
14TH AVE
BILL BEAN, JR. PARK
65TH ST
65TH STREET EXPY
21ST AVE
Lightrail Station
Potential Future Lightrail Station
Light Rail
Planned Ramona Ext.
Road Improvements
SCI Boundary
Park
Figure 4-1
65th Street Area Study
Scenario C-Prime Map
City of SACRAMENTO
SCI
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Circulation Concept for Sacramento State's Ramona Avenue Site

In 2005, California State University Sacramento acquired a 25-acre property in the heart of the Sacramento Center for Innovation. This site was the former home of a California Youth Authority (CYA) youth detention center that had been closed. At the time, University Enterprises Inc. (UEI), the university's property investment arm, planned to develop the area as a site for faculty and staff housing given that Sacramento's housing costs at that time had become a significant deterrent to faculty and staff attraction and retention. The existing facility was demolished and the site was cleaned up. With the onset of the great recession and the sharp decline in Sacramento area home prices, the University is pursuing other uses of the property that fulfill its academic mission. However, regardless of the use of the site, the property lacks adequate access to serve most uses especially classroom, research, and other business activities.

The 25-acre site has no access from Power Inn Road, but is accessible from Brighton Avenue and from Ramona Avenue. The property can be well served with pedestrian and bicycle access from Power Inn Road. This could be accomplished by extending Brighton Avenue east with a pedestrian and bicycle pathway and creating a new east-west pathway to bisect the site between Ramona Avenue and Power Inn Rd. This east-west connection could be developed by converting the existing signalized driveway on Power Inn near Praxair and Atlas Disposal into a pathway that could connect to Ramona Avenue. Additionally, connectivity can be improved by extending a new-south road from Brighton's current east end southwards to Cucamonga, and by extending Hunt, Heinz, and Del Monte Avenue to connect to this new east-west road in order to create a better street network for the area. Figure 4-2 and figure 4-3 present conceptual diagrams of a future street system that could improve circulation for the area.

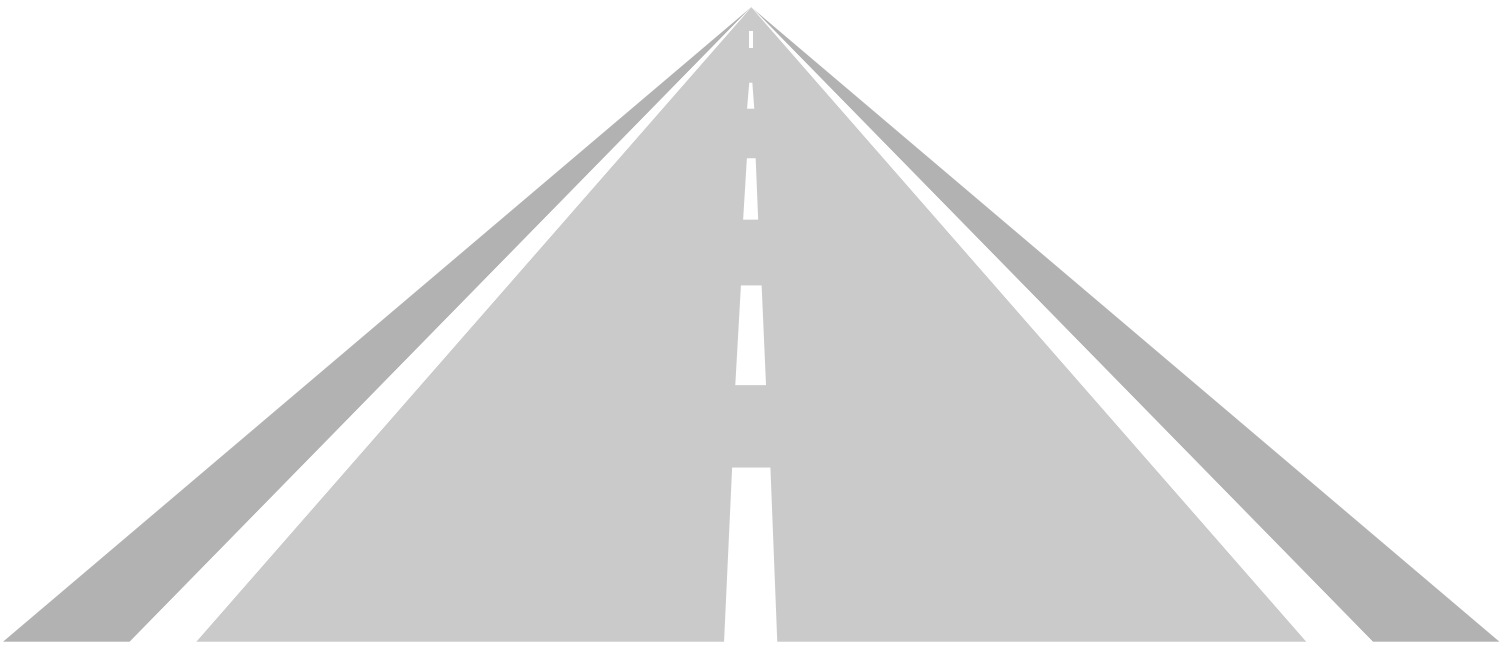
4.3 CIRCULATION IMPROVEMENTS

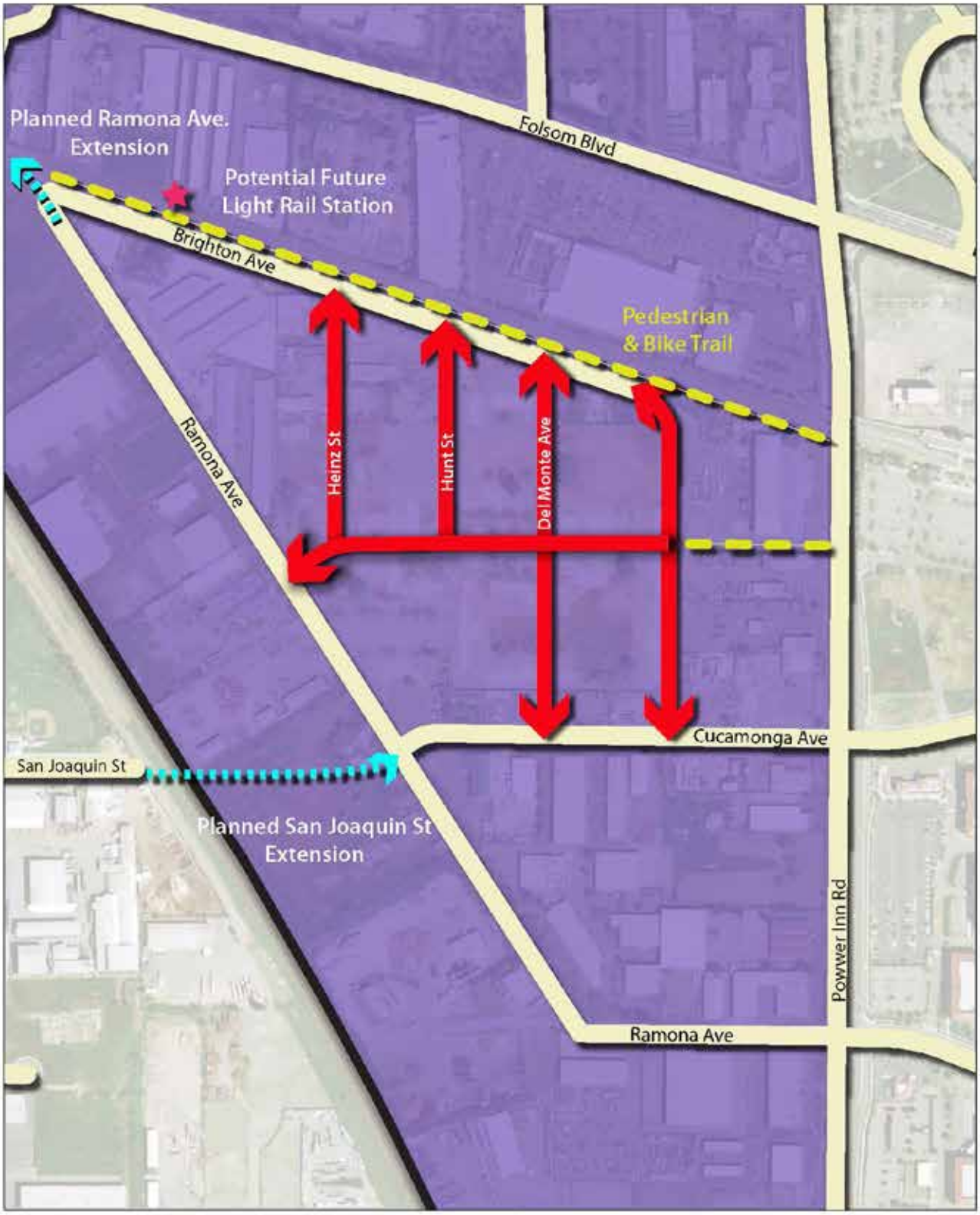
In order to enhance connectivity and foster multiple points of access to the Sacramento Center for Innovation several major improvements are planned and most are expected to be completed by 2015 or 2016. Figure 4-1 shows the planned transportation improvements for the area.

Ramona Avenue Extension

The Ramona Avenue Extension provides an essential north-south connection underneath U.S. Highway 50, linking the south side of the study area to Sacramento State and the 65th Street light rail station (refer to Figure 4-4). This connection is critical for access to the Sacramento Center for Innovation, particularly the University-owned 25-acre site along Ramona Avenue. There are currently only two connections to the Ramona Avenue area and both are along Power Inn Road – at Ramona Avenue and Cucamonga Avenue. Ramona Avenue will be extended from its current terminus at Brighton Avenue to Folsom Boulevard. A roundabout will be constructed at the terminus to begin the extension. The proposed alignment takes it parallel to the UP spur track, underneath the existing light rail structure and Highway 50 overhead and then it heads north towards Folsom Boulevard where a new signalized intersection will be constructed.

Sac State would be responsible for continuing Ramona Avenue further north onto campus the connect with State University Drive. An at-grade crossing will be required underneath Highway 50 where the Ramona extension crosses the Placerville Industrial Lead heavy rail spur track. A retaining wall will be constructed along the northern embankment of Highway 50. Construction is expected to begin in 2014 with completion in 2015.



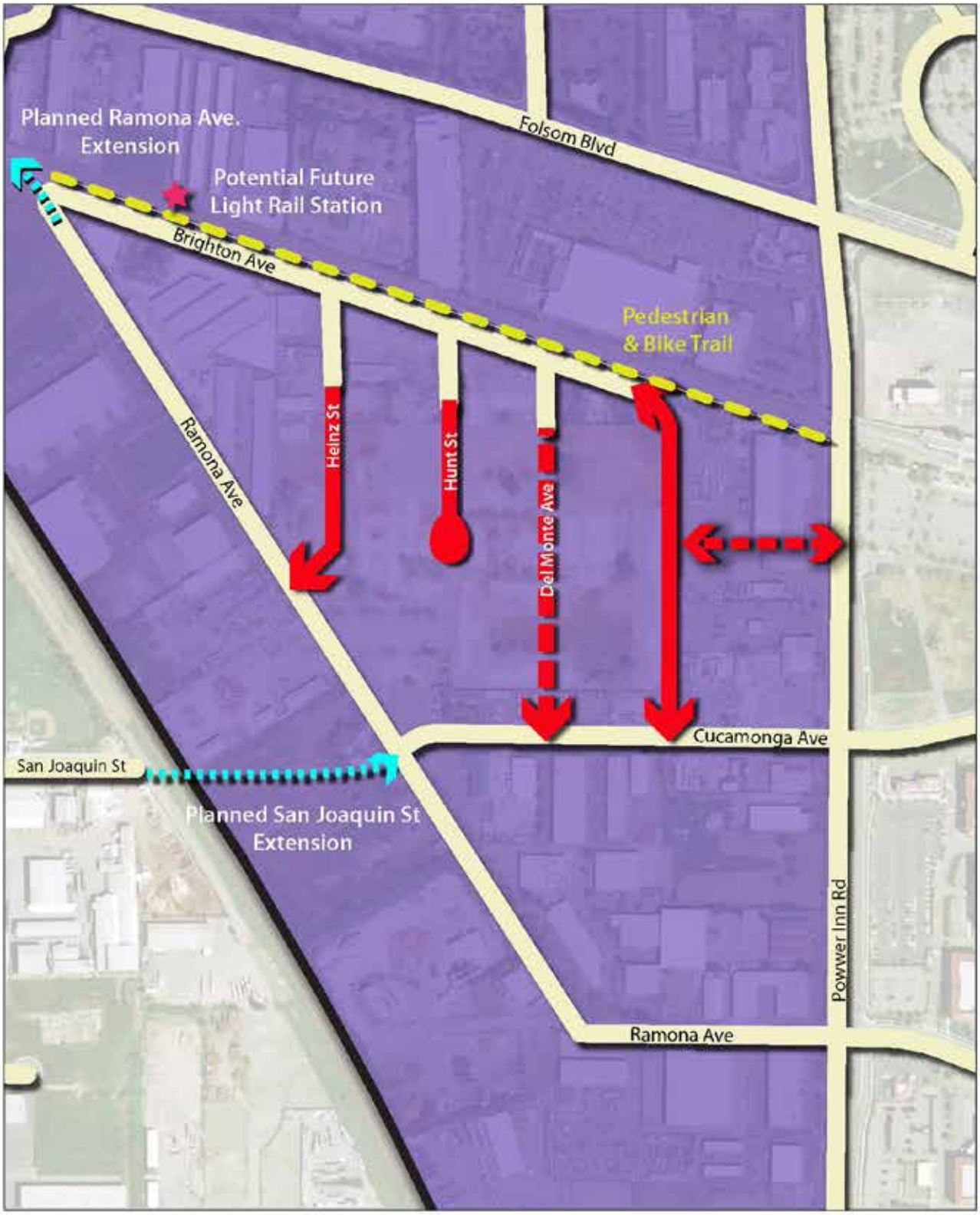


Potential Future LRT Station
Planned Roadway Extension
Conceptual Network
Existing Streets
Pedestrian & Bike Trail

Figure 4-2
Conceptual Street Network for
Vacant CSUS Property

Option A

City of SACRAMENTO
SCI
N

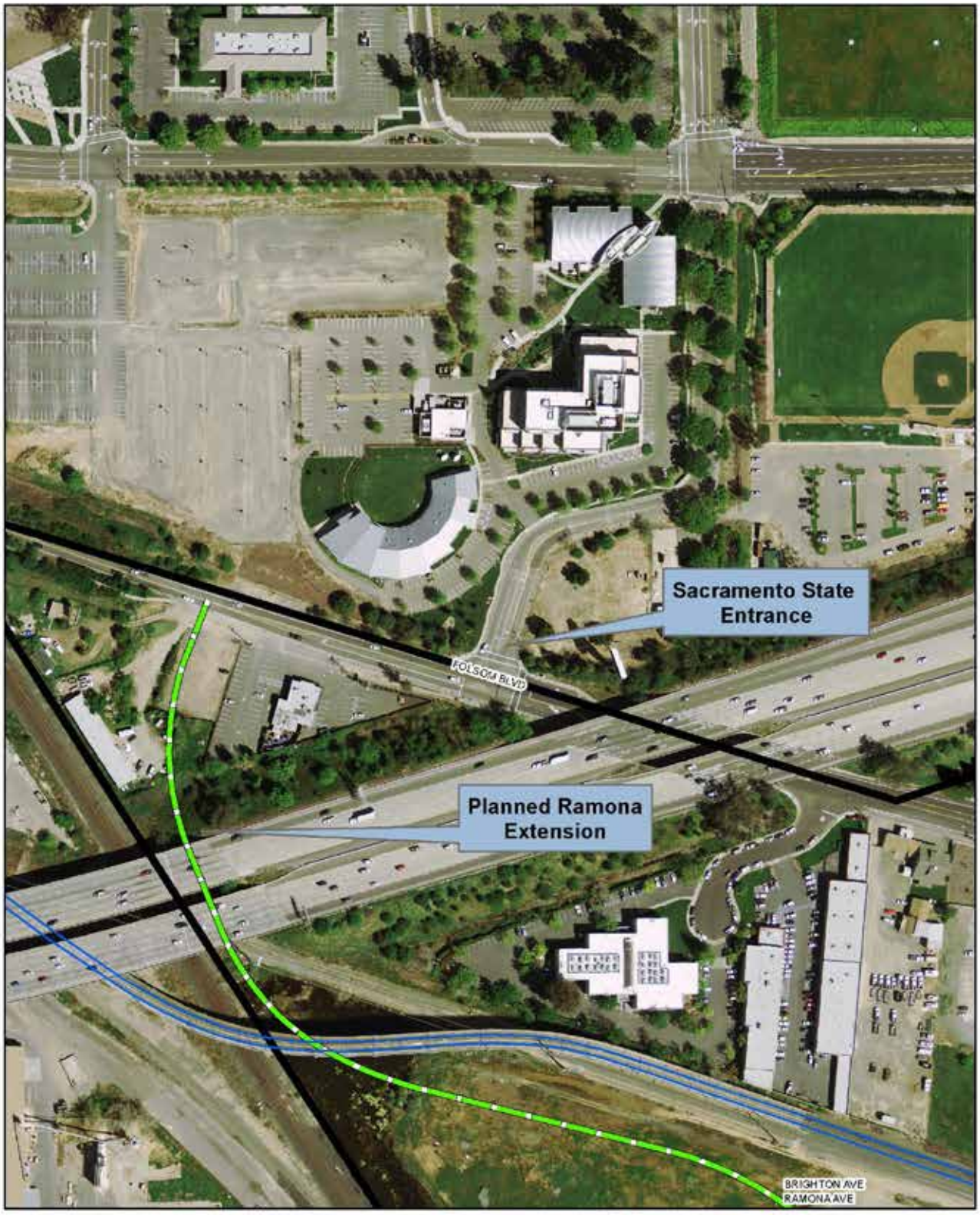


Potential Future LRT Station
Planned Roadway Extension
Conceptual Network
Possible Road Extensions
Existing Streets
Pedestrian & Bike Trail

Figure 4-3
Conceptual Street Network for
Vacant CSUS Property

Option B

City of SACRAMENTO
SCI
N



SCI Boundary
Park
Planned Ramona Extension
Light Rail

Figure 4-4
Sacramento State Entrance

City of SACRAMENTO
SCI
0 75 150 Feet
N

Folsom Boulevard Improvements

As part of the Ramona Avenue extension project, the City will improve Folsom Boulevard from the UPRR undercrossing to the US Highway 50 overcrossing (refer to Figure 4-4). These improvements will improve safety and enhance the overall experience for pedestrians and bicyclists travelling along Folsom Blvd. The schedule for this project is the same as that for Ramona Avenue.

California State University Sacramento Access

Currently, there is no direct connection between the Sacramento Center for Innovation area and the main California State University Sacramento campus. The Ramona Avenue extension will provide a direct route from the area into the University. To further strengthen the relationship, new access would be provided opposite the northerly Ramona Avenue extension at Folsom Boulevard, connecting into Sac State at Stadium Drive by a new on-campus street.

14th Avenue Extension and Improvements

This project would improve approximately one-half mile of 14th Avenue between Power Inn Road and the current end of the road just east of 82nd Street. In addition, the project would extend 14th Avenue another half mile to Florin Perkins Road. This project would provide a convenient connection between the Sacramento Center for Innovation and Depot Park, which is a large scale industrial and office center that is home to data centers and call centers as well as warehouse and light industrial users in southeast Sacramento. The 14th Avenue project is expected to be complete by 2016.

San Joaquin Street Extension

A new two-lane roadway is proposed from San Joaquin's current eastern terminus (east of Business Drive) to Ramona Avenue, with a grade-separated crossing of the UPRR. This planned improvement will improve east-west connectivity. However, given the expense associated with a new undercrossing of the UPRR, this improvement is not expected to occur for at least 10 years.

Future Improvements

As a separate future improvement, Ramona Avenue should be widened between Brighton Avenue and Cucamonga Avenue to provide sidewalks with landscaping areas, bike lanes, standard street lighting, and an upgraded drainage system, including a potential detention basin. On-street parking would be added along Ramona Avenue from Brighton Avenue to the Power Inn Road "elbow" where Ramona Avenue turns and heads east to its intersection with Power Inn Road. Additionally, new traffic signals would be installed at the Ramona Avenue/Folsom Boulevard intersection. However, funding has not been identified for these improvements. Similar enhancements may be undertaken on Cucamonga Avenue as funding allows.

4.4 ALTERNATE MODES

Access to a variety of different modes of transportation is essential for a circulation system to function well and meet the needs of all users. Pedestrian, bicycle and transit access provide important additional transportation options to businesses as well as their employees and customers.

CSUS Entrance

Transit Access

Sacramento Regional Transit (RT) provides public transit service and facilities to the Sacramento Center for Innovation area. Two light rail stations are located at 59th Street and 65th Street. Both stations are located on RT's Gold Line light rail tracks that bisect the project area in the west-east direction just south of Folsom Boulevard. The University/65th Street light rail station is the fifth busiest transfer station in RT's transit system. Both stations provide bicycle racks for short term bicycle parking and long-term secure bicycle racks. There is no vehicular parking at the University/65th Street light rail station, but there is a park-n-ride lot at the Power Inn station.

Sacramento RT also offers bus service throughout Sacramento County, but there are no bus routes in the Specific Plan area. The closest bus route is Route 61, which runs from South Land Park to the Light Rail Station at Power Inn Road. The University/65th Street station is also a major bus transfer station that is served by several bus routes including Routes 26, 38, 81, 82, and 87, which cover much of the rest of the city.

Based on discussions with Regional Transit, there is the potential for a future light rail station stop on Brighton Avenue between the University/65th Street station and the Power Inn station. This stop would provide a key transportation link for the area that would allow for easy access to Downtown and other areas along the Highway 50 corridor. The likelihood of a new station stop depends on the land use plan for the area, the expected amount of future ridership, engineering studies and funding availability.

The University also operates a transit service, the Hornet Express, with three routes that serve the University's faculty, staff and students as well as its facilities and housing. It runs on weekdays but does not operate during summer or winter breaks. There are three routes: the Green Line, the Hornet Line, and the Gold Line. The Green Line serves the main campus along the State University Drive loop. The Hornet Line serves Folsom Hall, which is within the Sacramento Center for Innovation area, and it also stops at the University/65th Street light rail station, student housing in the area, and the south end of campus. The Gold Line provides transit service to student housing and retail located along Howe, Fulton, and Arden Way including Arden Fair Mall.

Bicycle and Pedestrian Access

The Sacramento Center for Innovation Specific Plan has minimal existing bicycle facilities. The only existing facility within the Specific Plan area is a Class II (on-street bike lane) bike facility along Folsom Boulevard (refer to Figure 4-5). The area lacks connectivity and continuity of bicycle and pedestrian facilities, particularly to transit and major destinations. There are three classes of bikeway as described by Caltrans and the 2010 Sacramento City/ County Bikeway Master Plan. They are:

- *Class I Bikeway* - A completely separate facility designated for the use of bicycles. The facility is separated from any street or highway by a physical space, berm, fence, or other barrier.

- *Class II Bikeway* - A lane within a street or roadway designed for the one-way use of bicycles. It is an on- street facility with signs, striped lane markings and pavement legends.

- *Class III Bikeway* - Any on street right-of-way recommended for bicycle travel which provides for shared use with motor vehicles or pedestrian traffic.

The 65th Street Transportation Plan identifies the following planned facilities within the Specific Plan area:

Class I

Class I bicycle lanes are proposed on the following streets:

- *UPRR Underpass Connection to Sacramento State:* A new off-street (Class I) bicycle path with a grade separated undercrossing of the UPRR tracks is proposed from the Elvas Avenue/62nd Street/M Street intersection into campus.
- *UPRR Underpass:* New Class I path connecting 69th St with Folsom Blvd, Elvas Ave and new 68th St.

Class II

- Class II bicycle lanes are proposed on the following streets:
- Ramona Avenue from Cucamonga Ave. to Folsom Boulevard;
- Extension of San Joaquin under the UPRR tracks to Ramona at Cucamonga;
- Stadium Drive from Folsom Boulevard to State University Drive East;

- 14th Avenue from 65th Street to Power Inn Road; and
- Broadway from 59th Street to Ramona Avenue.

All of the Class II bicycle lanes except the Broadway section and the section on Ramona Avenue south of Brighton Avenue will be completed with the Ramona Avenue extension, 14th Avenue extension and Folsom Boulevard improvement projects which will be completed by 2015 or 2016. The Class I underpasses and the San Joaquin Street Class II lanes are long-term improvements and not expected to be undertaken in the near future given the cost.

With respect to pedestrian improvements, the 14th Avenue extension and Folsom Boulevard improvement projects all include sidewalk installation and/or sidewalk upgrades. The Ramona Avenue extension project will include sidewalks and bike lanes along Ramona from Folsom to Brighton Avenue. These projects will improve pedestrian access and connectivity, especially between the University and the area (particularly the northern portion).

Though most of the other local streets except Brighton Avenue have existing sidewalks, improvements are needed to make these more attractive and accessible. One of the most critical improvements would be the addition and extension of sidewalks on Brighton Avenue so that they provide a bicycle and pedestrian connection to Power Inn Road. This important improvement would result in better pedestrian access from Brighton Avenue to the pedestrian bridge/walkway over Power Inn Road, and to the platform for the Power Inn light rail station.

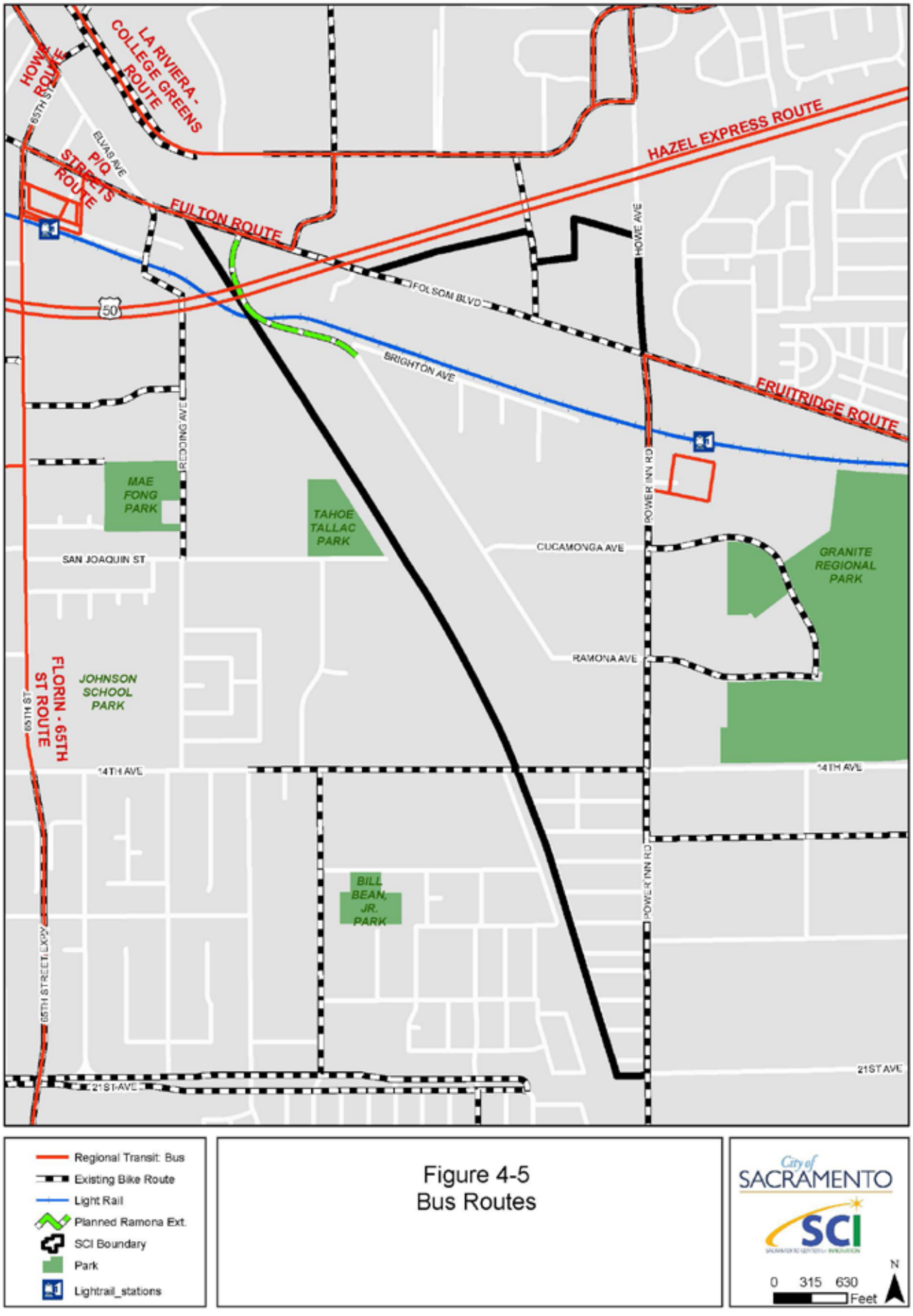


Figure 4-5
Bus Routes

City of SACRAMENTO
SCI
0 315 630 Feet
N

4.5 GOALS AND POLICIES

The following goals and policies support improved transportation connectivity and circulation within the SCI plan area and with the region.

GOAL C 4.1

Maximize vehicle and bicycle/pedestrian connections within the Sacramento Center for Innovation and between the area and the rest of the city.

Policy C 4.1.1

Pursue grants and other funding sources to improve local streets such as Brighton Avenue and Cucamonga Avenue.

Policy C 4.1.2

Plan and pursue funding for a new street that connects Power Inn Road and Ramona Avenue and enhances access to the University's 25-acre property.

Policy C 4.1.3

Plan and pursue funding for another north-south connection between Brighton Avenue and Cucamonga Avenue to create a better street network and provide better access to uses north of Cucamonga.

Policy C 4.1.4

Utilize financing tools (i.e., impact fees, CFD, etc.) and pursue grants to implement the planned improvements for Ramona Avenue between Brighton Avenue and Cucamonga Avenue.

GOAL C 4.2

Maximize public transit connections within the Sacramento Center for Innovation.

Policy C 4.2.1

Support a future Regional Transit light rail station stop on Brighton Avenue.

Policy C 4.2.2

Support the extension of the University's Hornet Shuttle route to serve the Sacramento Center for Innovation area.

GOAL C 4.3

Provide pedestrian and bicycle paths, lanes, and routes suitable for access and commuting purposes.

Policy C 4.3.1

Plan and pursue funding for pedestrian access from Brighton Avenue to the Power Inn light rail station.

Policy C 4.3.2

Pursue funding for bicycle and pedestrian improvements that provide greater access under the Union Pacific railroad tracks to Redding and 65th Street.

Note: For policies related to the development of a streetscape master plan to improve the public right-of-way including pedestrian and bicycle facilities, please refer to Section 3.11-Goals and Policies (Land Use and Development Standards).

UTILITY INFRASTRUCTURE

Chapter 5.

This chapter establishes goals and policies for the orderly upgrading, replacement and/or expansion of public utility infrastructure such as water, sanitary sewer, and storm drainage systems. The existing and future plans for electric, natural gas and telecommunication systems within the Sacramento Center for Innovation area are also discussed. The proposed plans for each of these infrastructure elements will provide individual property owners and developers, as well as the City, with a framework of improvements necessary to support future development in the Specific Plan area.

The redevelopment of the Sacramento Center for Innovation area and its transformation from predominantly light industrial uses to clean and green technology industrial uses will result in the need for some utility improvements within the Specific Plan area. These improvements will require a coordinated approach between private and public development to ensure that adequate capacity is provided and to allow for financing of the public infrastructure facilities. Chapter 8-Financing and Implementation identifies funding sources for these public capital improvements, while the separate Sacramento Center for Innovation Finance Plan identifies the costs and the specific financial strategy to fund these improvements.

The infrastructure systems described in this chapter are conceptual in nature and could change over the timeframe of the Specific Plan based on advancements in technology and the precise location and intensity of future development. In addition to the discussion of infrastructure needs, this chapter identifies key environmental considerations related to water conservation, water quality and energy conservation.

The improvements as discussed here will provide a significant benefit to future development within the area, relieving property owners of costly improvements that would be needed to support additional development. In general, improvements are anticipated to be phased from north to south extending from Folsom Boulevard down to Cucamonga. The primary set of planned improvements is associated with the extension of Ramona Avenue from Folsom Blvd. to Brighton Avenue. Later improvements are anticipated to coincide with land use phasing as described in Chapter 3-Land Use of the Specific Plan.

5.1 WATER SUPPLY AND DISTRIBUTION

The Sacramento Department of Utilities, Water Services Division provides municipal and industrial water services to 132,000 residential (2011), commercial, and industrial customers in the City of Sacramento. The Department annually delivers 46 billion gallons of water to City customers. The City has long-term surface water entitlements that exceed current demand (Peifer, City of Sacramento, 2007).

There are several miles of existing water transmission and distribution mains within the Sacramento Center for Innovation Specific Plan area. These mains range in size from 4-inch to 60-inch mains and vary in age from new to 75 years old. Most of the City's water comes from surface water, with the nearby E. A. Fairbairn Water Treatment Plant being one of the City's two surface water treatment plants (located along the American River adjacent to California State University Sacramento). The current domestic water pressure is consistently high and water quality is good compared to other areas in Sacramento, given the close proximity of the treatment plant. Existing fire flow delivery capacity is less easily determined and should be established through physical testing; however, the presence of 6 and 8-inch mains suggests the mains are likely undersized to serve future commercial and industrial fire flow demands.

Many of the older distribution mains (under 12-inches in size) within the Sacramento Center for Innovation area are of questionable condition and should be assessed before constructing new sections of road. Thin walled steel, galvanized, and cast iron water mains all have demonstrated a recent history of problems associated with the end of useful service life. Transite water mains, typically installed prior to 1975, continue to provide reliable service unless disturbed, in which case brittle fracture is often the typical mode of failure. Polyvinyl Chloride (PVC) mains are assumed to provide full service for the foreseeable future.

The Sacramento Center for Innovation Specific Plan area receives surface water from 36-inch pipes running from the E. A. Fairbairn Water Treatment Plant through the project area to Power Inn Road. However, the individual parcels within the SCI area are mainly served by mains that are less than 12-inches in diameter, although the northwest portion of Brighton Avenue and Ramona Avenue has 12-inch mains.

It is anticipated that the location of new innovative businesses, especially technology businesses, within the Sacramento Center for Innovation area will have relatively high municipal water demands and need robust fire suppression systems. The portion of the Specific Plan area north of 14th Avenue will be required to have a fire flow of 3,000 gallons per minute. The 8-inch distribution mains are generally sufficient for residential use, but may not provide adequate residual pressure for high volume fire flows. To meet these

demands, 12-inch water mains should be installed within the project area. Table 5-1 lists the planned water infrastructure improvements while Figure 5-2 shows the location of those improvements.

Water Conservation

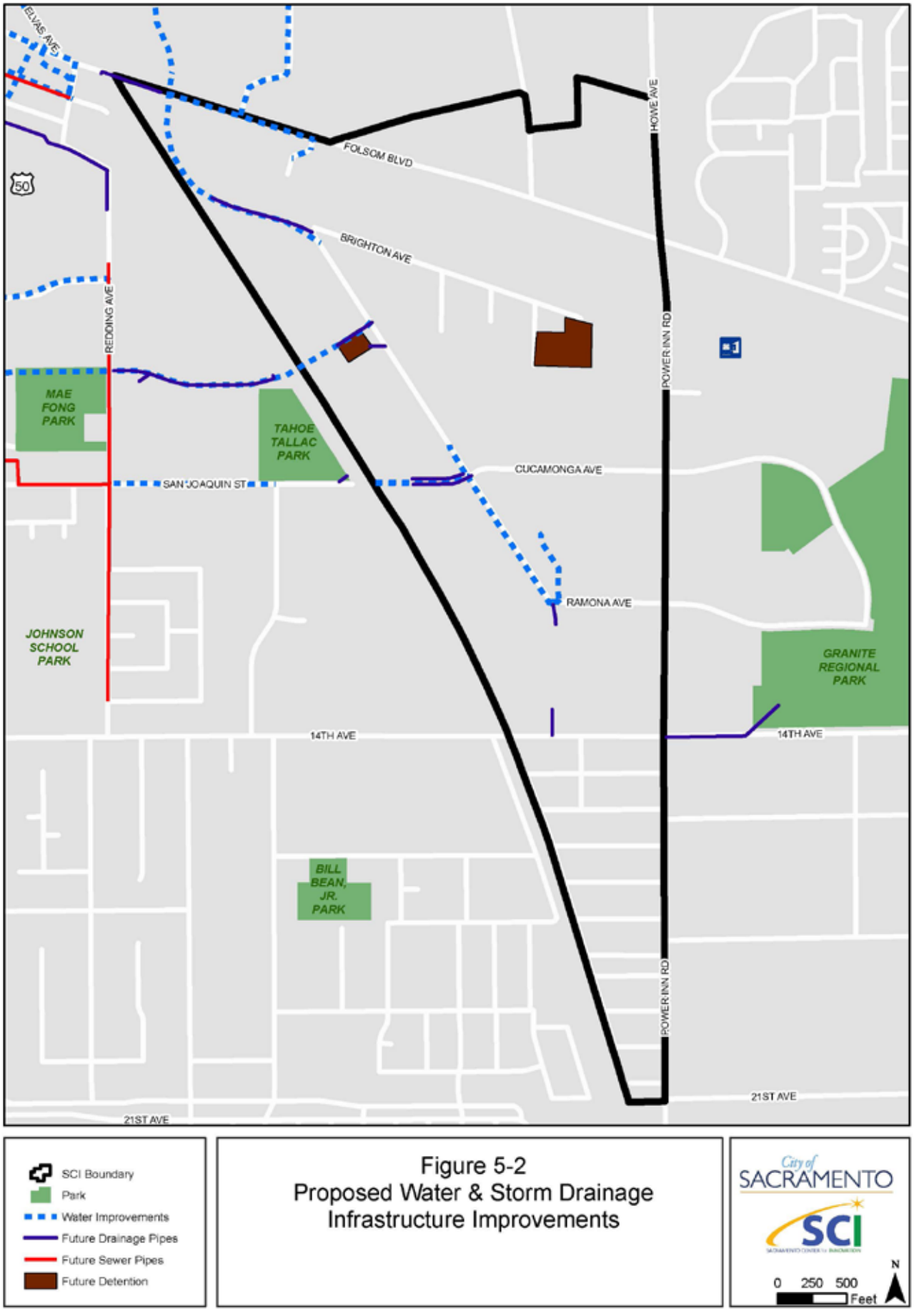
Water conservation is important both in reducing overall demand on the water supply and reducing outflows of wastewater to the sanitary system. In order to ensure that residential and non-residential uses in the Sacramento Center for Innovation Specific Plan area minimize excessive water use, the Specific Plan encourages owners and developers to implement water conservation methods that reduce the water demand of individual projects. Demand could be reduced through building specifications such as low-flow toilets and shower heads and water-conserving appliances. On-site methods, such as the implementation of greywater and rainwater storage systems and the use of drought tolerant landscaping, also reduce water demand.

California Assembly Bill 2572 (Chapter 884, statutes of 2004) mandates installing water meters in all new residential and commercial buildings and this requirement will apply to all new development in the Specific Plan area. In addition, in accordance with the City's Building and Construction Code (**Chapter 15.92**), the Specific Plan includes a series of water conserving landscape requirements that involve the use of drought-resistant landscaping and water conserving irrigation methods to reduce water usage.

Table 5-1: Proposed Water Infrastructure Improvements

SHORT TERM (1- 5 years)				
Main ID	Street	Boundary	Quantity Linear feet	Pipe Diameter
Water Main Upsizing				
22	Ramona Ave Extension	Slightly north of Cucamonga to Ramona Extension	1,400	12"
23	Private Drive	Off Ramona Ave., west of Power Inn Rd.	700	12"
Water Main New Installation				
16	Ramona Ave Extension	Folsom to Brighton	1,800	12"
LONG TERM (5 years +)				
Main ID	Street	Boundary	Quantity Linear feet	Pipe Diameter
Water Main Upsizing				
15	Folsom Blvd	Ramona Ave to US 50	1,150	12"
19	Broadway	Redding to Ramona Ave	2100	12"
Water Main New Installation				
21	San Joaquin	Railroad to Ramona	800	12"

Lft = Linear feet


ELVAS AVE
FOLSOM BLVD
HOWE AVE
50
BRIGHTON AVE
REDDING AVE
POWER INN RD
MAE FONG PARK
TAHOE TALLAC PARK
SAN JOAQUIN ST
CUCAMONGA AVE
RAMONA AVE
JOHNSON SCHOOL PARK
GRANITE REGIONAL PARK
14TH AVE
14TH AVE
BILL BEAN, JR. PARK
POWER INN RD
21ST AVE
21ST AVE
SCI Boundary
Park
Water Improvements
Future Drainage Pipes
Future Sewer Pipes
Future Detention
Figure 5-2
Proposed Water & Storm Drainage
Infrastructure Improvements
City of SACRAMENTO
SCI
0 250 500
Feet
N

5.2 SANITARY SEWER COLLECTION AND STORM DRAINAGE

This section describes the existing and planned new facilities for the Sacramento Center for Innovation area that will be needed to adequately convey sewage and stormwater flows within and from the area. The majority of the Sacramento Center for Innovation Specific Plan area is currently served by separate storm and sewer systems.

Sanitary Sewer System

The Sacramento Center for Innovation area is served by the Sacramento Area Sewer District (SASD). SASD maintains and provides wastewater collection and conveyance from the local residences and businesses in the urbanized, unincorporated areas of the County, the cities of Citrus Heights and Elk Grove, portions of the City of Sacramento, and a small area in the City of Folsom. The service area covers approximately 270 square miles and has a population of over 750,000. The smaller local pipelines that SASD operates connect to the larger regional interceptor collection facilities maintained by Sacramento Regional County Sanitation District (SRCSD).

SRCSD provides large pipeline conveyance of wastewater from SASD, the cities of Citrus Heights, Elk Grove, Folsom and West Sacramento, unincorporated areas of the County, and the City of Sacramento to the regional wastewater treatment plant. The local interceptors that transport wastewater from the local residences and businesses flow into much larger regional pipelines maintained by SRCSD. SRCSD conveys wastewater through the large regional pipes into the wastewater treatment plant operated and maintained by the District. After wastewater is treated and de-chlorinated, the treated effluent is discharged into the Sacramento River.

SASD's existing facilities include the 8-inch to 18-inch gravity mains serving the Sacramento Center for Innovation area north of 14th Avenue. Portions of the area south of 14th Avenue are served by SASD gravity mains, but the majority of this area is served by private septic systems.

The proposed sanitary sewer facilities required to implement the Sacramento Center for Innovation Specific Plan include constructing limited amounts local conveyance mains, which are on-site developer funded improvements. SASD has stated that their existing fee

structure should be sufficient to fund any necessary off-site sewerage collection system improvements. For the area south of 14th Avenue, there are no improvements proposed; however, sanitary sewer improvements will be necessary for more intensive development in this area in the future.

Storm Drainage

The storm drainage from the Sacramento Center for Innovation Specific Plan area is a separated system with drainage flows being pumped directly to the American River. The separated storm drainage system is regulated by the National Pollutant Discharge Elimination System (NPDES) Municipal Stormwater Permits issued by the Central Valley Regional Water Quality Control Board (RWQCB). This permit requires the use of best management practices intended to meet the standard of "reducing pollutants in urban runoff to the maximum extent practicable." The system proposed in the Sacramento Center for Innovation area will be consistent with the most recent Stormwater Quality Design Manual for the Sacramento and South Placer Regions.

The State's Regional Water Quality Control Board (RWQCB) prefers Low Impact Development (LID) that uses site controls to promote stormwater infiltration. Runoff from new streets, in addition to new runoff created by widening existing streets, will need to be treated before entering the storm drainage system. Water conservation and reuse techniques are highly encouraged as a part of more detailed development proposals. The proposed improvements to the drainage system north of 14th Avenue within the Sacramento Center for Innovation Specific Plan area include several improvements designed to mitigate the impacts of this expected redevelopment. No improvements to the outfall to the American River are proposed as part of this plan. Several common drainage main improvements are required to meet City drainage standards. More specifically, the improvements identified include drainage main improvements, new storm water detention basins, and modifications to an existing storm water detention basin. This planned infrastructure will improve the performance of the drainage system and thereby mitigate impacts to Drainage Basin 43. With all of the identified improvements in place, development is not expected to have to perform any onsite drainage mitigation measures. Furthermore, the existing storm detention basin near Sump 43 (near the intersection of Power Inn Rd and 21st Ave) incorporates Storm Water Quality Treatment controls on

a regional basis. Future development may not have to incorporate treatment control measures (e.g. stormwater planters, vegetated swales and etc.) into their site designs. Future development will still be required to incorporate storm water "control measures" (e.g. Fueling area protections, waste management BMPs and etc.) and be encouraged to implement "runoff reduction measures" (e.g. Porous Pavement, Disconnected Roof Drains and etc.) into their site designs.

The portion of the Sacramento Center for Innovation area south of 14th Avenue does not have a storm drainage system. There are no storm drainage improvements currently proposed for the area south of 14th Avenue. In order for more intensive development to occur in this subarea, significant storm drainage improvements would be necessary.

Table 5-3: Storm Drainage System and Improvements

Short Term						
No.	Basin	Location	Item Type	Item Size	Units	
1	43	Ramona Avenue West of CYA	Detention Basin	N/A	1	ea
2	43	Ramona Avenue West of CYA	RCP	12"	95	Lft
3	43	14th Ave East of Power Inn Rd.	RCP	36"	1,200	Lft
4	43	Power Inn and Ramona Ave.	Orifice Manhole	N/A	2	ea
9	43	Folsom - Ramona Ave.	RCP	15"	800	Lft
Long Term						
6	43	Ramona – 14th Av Rd N	RCP	21"		
7	43	Ramona – 14th Av Rd S	RCP	15"		
27	U	San Joaquin SPRR Upass	Pump	N/A		
29	91	CYA near Brighton Ave	Detention Basin	N/A	1	
Notes:						
CYA = Former California Youth Authority site, now owned by University						
ea = each; Lft = Linear feet; N/A = Not Applicable; RCP = Reinforced Concrete Pipe						

5.3 ELECTRICITY AND NATURAL GAS

Electrical service within Sacramento Center for Innovation is provided by the Sacramento Municipal Utility District (SMUD), which has the exclusive charter to provide electricity within Sacramento County. SMUD is responsible for the generation, transmission and distribution of electrical power to its 900 square mile service area. The Specific Plan area is presently served by two 12 kV primary feeders that run north/south along the railroad tracks and Power Inn Road, additionally smaller 12KV lines throughout the area serve individual services. There is also a 69kV line running north/south along Power Inn Road and on the northern tip of the Specific Plan area near Sacramento State. Additionally, there is a substation south of 14th Avenue at Amador Avenue and Power Inn Road. SMUD has no plans at this time for any other substation or future line extension. However, with the land uses proposed in the Sacramento Center for Innovation area, it is possible that a large customer could locate in the area requiring a new substation and/or 69kV service.

Natural gas service is provided to the Specific Plan area by Pacific Gas and Electric (PG&E). PG&E owns and operates gas transmission and distribution facilities in the Sacramento Center for Innovation. The existing facilities in the area consist of 4.5-inch to 16-inch pipelines delivering service to all customers that are not served by private propane tanks. As with cable and telephone services, natural gas lines are typically co-located with other utilities in trenches to reduce construction costs and environmental impacts.

The growth proposed in the Specific Plan could have a cumulative impact on PG&E's gas systems and may require on-site and off-site additions and improvements to the facilities which supply these services. Because utility facilities are operated as an integrated system, the presence of an existing gas transmission or distribution facility does not necessarily mean the facility has capacity to connect new loads.

Expansion of distribution and transmission lines and related facilities is a necessary consequence of growth and development. In addition to adding new distribution mains, the range of improvements needed to accommodate additional load on the gas system could include regulator stations, odorizer stations, valve lots and distribution and transmission lines.

Energy Conservation

All of the buildings and facilities that will be constructed in the Sacramento Center for Innovation area must comply with the State Building Standards in Title 24 (California Energy Efficiency Standards). In addition, there is a significant opportunity to further reduce overall electrical and natural gas energy use, power demand and energy costs by incorporating additional energy efficiency measures as part of site and building design, thus reducing heat island effects and improving habitability for businesses in the Specific Plan. These measures might include building integrated solar electric features, thermal energy storage systems, providing more shade trees and advanced energy-saving architectural features in the buildings themselves, such as cool or green roofs. SMUD's Savings by Design program encourages energy efficient commercial and multi-family building design and offers both technical assistance and financial incentives available to building owners and design teams. Developers are encouraged to consult with SMUD regarding this program to determine which energy efficiency measures could be integrated into the design of a building.

While the increased intensity of use and development planned for the SCI Specific Plan area will result in overall higher levels of energy consumption compared to existing consumption, the additional employment located near two light rail stations and the University will help reduce vehicle miles traveled. In addition, both the City of Sacramento and the California State University Sacramento require a minimum of LEED Silver (or the equivalent) on all of their new facilities, which is expected to reduce future energy consumption.

5.4 FIBER OPTICS

Fiber optic networks offer local dial tone, domestic and international long distance, broadband internet, Multi-Protocol Label Switching (MPLS)-enabled IP Virtual Private Network (VPN) and private line services as well as other services. Fiber optic lines are provided within or near the Sacramento Center for Innovation Specific Plan area by two private companies. The area is well-served by fiber optic cables. There are underground fiber optic cables along Folsom Boulevard and 14th Avenue, then running south along the railroad tracks to its terminus south of the project area, and east along 21st Avenue and overhead cables along Power Inn Road.

The Sacramento Center for Innovation Specific Plan encourages the coordination of utility improvements with private utility companies, such as companies providing fiber optics, to ensure the area continues to offer a high level of communications technology.

5.5 GOALS AND POLICIES

The following goals and policies address utility infrastructure within the Sacramento Center for Innovation area.

GOAL UI 5.1

Improve utility infrastructure to make the area shovel-ready to address the needs of new and expanding innovative businesses.

Policy UI 5.1.1

Ensure that there is sufficient fire flow capacity throughout the area to serve future commercial and industrial demands.

Policy UI 5.1.2

Work with SMUD to underground overhead power lines.

Policy UI 5.1.3

Pursue funding to add or improve sewer and stormwater systems in the area south of 14th Avenue.

GOAL UI 5.2

Reduce water consumption and wastewater flows by implementing conservation techniques.

Policy UI 5.2.1

Encourage the installation of water conserving appliances and low-flow fixtures in buildings to reduce water consumption.

Policy UI 5.2.2

Require water conserving irrigation methods in all landscaping plans.

Policy UI 5.2.3

Encourage landscaping plans to limit the use of turf and utilize drought resistant plantings.

GOAL UI 5.3

Reduce overall energy demand and promote air and water quality improvements.

Policy UI 5.3.1

Encourage both new and rehabilitation projects to employ green building strategies and LEED or similar criteria that reduce energy consumption, promote air and water quality improvements and reduce heat-island effects. Encourage developers to participate in SMUD energy efficiency and load management programs.

Policy UI 5.3.2

Support programs and developments that employ strategies to reduce vehicle green-house gas emissions and improve air quality.

GOAL UI 5.5

Ensure the Innovation Center offers a high level of communications technology.

Policy UI 5.5.1

Encourage the coordination of utility improvements with private utility companies to allow for the installation of fiber optic cable and other communications infrastructure.

PUBLIC SERVICES & COMMUNITY FACILITIES

Chapter 6.

The Innovation Center is located in an area of the City that is currently well served by public services. As the Center develops uses consistent with the Specific Plan, increased demand for additional police and fire services is not anticipated. However, the level of service can be enhanced through the implementation of the Specific Plan. This chapter of the Sacramento Center for Innovation Specific Plan describes the public services that are currently provided in the Center and provides goals and polices to enhance service levels.

6.1 PUBLIC SAFETY

Public safety is essential to establish a sense of well-being for businesses and their employees. Protection from the risks of natural and man-made hazards, crime, and disease are important considerations in attracting new businesses to the Sacramento Center for Innovation area.

Fire protection and police services are provided in the Specific Plan area by the City of Sacramento Fire and Police Departments, as shown in Figure 6-1. The Fire Department maintains a station at 5990 H Street, northwest of the Innovation Center, as well as stations to the east and west. The Police Department substation that serves the Specific Plan area is located at 300 Richards Boulevard.

Fire Facilities

The closest station to the Innovation Center is Station 8, located at 5990 H Street. The station houses one medic unit and one engine company. The Station was built in 1959 and is in need of minor repairs/upgrades, such as parking lot repaving, repair of window leaks, and replacement of plumbing fixtures/pipes. The Station is not slated for replacement.

Police Facilities

In 2008, the Sacramento Police Department (Sac PD) moved some of its operations to 300 Richards Boulevard, including administrative staff, bicycle officers, detectives, forensic investigators, Special Weapons and Tactics (SWAT) teams and patrol officers. This facility serves as a substation for the surrounding community including the Specific Plan area. The Sac PD has estimated projected demand for police service in the Sacramento Center for Innovation area based on future development. Sac PD does not anticipate the need for a new substation based on expected future development levels.

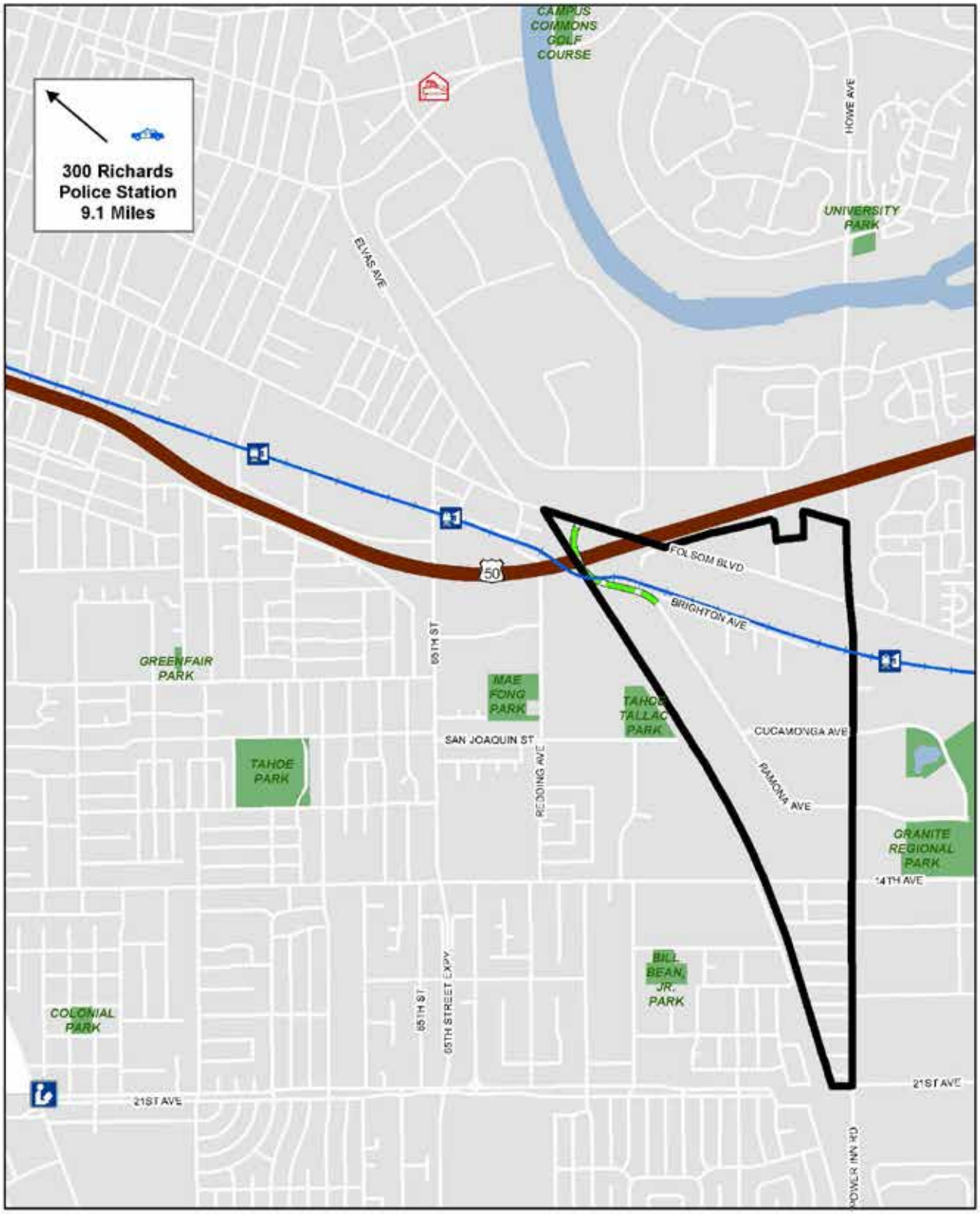


Figure 6-1
Public Facilities

Additional Public Safety Considerations

The public safety of the Specific Plan area can be improved by encouraging "more eyes on the street" than are available with the current industrial uses, which become vacant after work hours. This can be done by encouraging development that locates retail or office space on the ground floor. The City's 2030 General Plan requires the Police Department to review development projects to adequately address crime and safety and to promote the implementation of "Crime Prevention through Environmental Design" (CPTED) principles, shown below in Table 6-2. These techniques are well established to prevent crime and other problems by eliminating possible problem areas during site development. The opportunity for crime to occur is reduced by eliminating obstacles to natural surveillance like shrubbery, blank walls on buildings, encouraging visibility and good lighting within parking areas and in doorways.

Table 6-2: Crime Prevention Through Environmental Design Concepts

Natural Access Control: Design features that show public routes and discourage access to private areas. These features decrease an opportunity for crime by creating in an offender a perception of unacceptable risk when attempting access to private areas. Such design features include placement of entrances and exits, fencing, and landscaping to control traffic flow.
Natural Surveillance: Design features that increase the visibility of a property. These features maximize the ability to see persons in the vicinity and avoid trouble and allow external activities to be seen from adjacent buildings by persons who could call for help. Such design features include landscaping, lighting, window and stairway placement, and building entrance and garage layouts.
Territorial Reinforcement: Design features that clearly indicate public and private structural elements of a property. An individual will develop a sense of territoriality for a space for which he/she has a sense of ownership. With this feeling of ownership the individual will "want" to defend his environment. This ownership does not necessarily mean legal ownership; it maybe a perceived ownership, such as the sense of ownership that employees feel for the office in which they work. The sense of territory and ownership by an individual is reinforced through regularly scheduled activities, inspections, and maintenance.
Maintenance: Characteristics of an environment that express ownership of the property. Deterioration of a property indicates less ownership involvement which can result in more vandalism, also known as the Broken Window Theory. If a window is broken and remains unfixed, vandals will break more windows. Crime is more prevalent in areas that are not maintained; as a result law-abiding persons do not feel safe and do not want to frequent those areas.

Milieu: This feature is generally associated with environmental land use and reflects adjoining land uses and the ways in which a site can be protected by specific design styles. For example, a diverse housing mix is more likely to have people present at all times of the day, and bedroom communities are more likely to be vacant during various times of the day. Since criminals know their neighborhoods and potential targets of crime, they are more likely to strike at times when they will not be discovered, and possibly apprehended.

Target Hardening: The use of mechanical devices (locks, security systems, alarms, and monitoring equipment) and organized crime prevention strategies (security patrols, law enforcement) make an area harder to access but may have a tendency to make the inhabitants "feel" unsafe. This technique is the opposite of "natural" which reflects crime prevention as a by-product from normal and routine use of an environment. Target hardening often happens after crime has been committed. The integration of similar, but customer service oriented CTPED strategies in the initial environmental design may be as effective, but less threatening.

6.2 LIBRARIES

The Sacramento Public Library (SPL) provides library services to 1,300,000 residents of Sacramento County, with the exception of Folsom, through its 28 branches and two bookmobiles. The Library's total collection houses approximately two million volumes. The Colonial Heights Library currently serves the Fruitridge area east of Highway 99, which includes the Sacramento Center for Innovation area. Guided by the Sacramento's Public Library Authority Facilities Master Plan 2007-2025 (March 2007), a new branch is being planned at 65th Street and Folsom Boulevard to serve the eastern portion of the City of Sacramento. The Colonial Heights facility is also expected to be renovated and expanded at its current location to accommodate the community's existing residents and allow it to continue to serve the Fruitridge area.

The Colonial Heights Library Branch is the closest Branch to the Specific Plan area. The new library facility planned at 65th Street and Folsom Boulevard has been planned to accommodate growth in the eastern portion of the City of Sacramento area, and is expected to be sufficient to adequately serve residents. There are currently no funding sources to expand the Colonial Heights Library or construct the 65th and Folsom Library. In November 2004, Sacramento voters approved Measure X, an initiative to continue a parcel tax providing the library with 30 percent of its operating revenues. If proposed in the future, any residential units in the Sacramento Center for Innovation area would be subject to Measure X.

6.3 SOLID WASTE

The City of Sacramento Department of Utilities' Solid Waste Division collects all of the single family residential solid waste and a small portion of the commercial solid waste in the City of Sacramento. The Solid Waste Division also provides curbside recycling, garden refuse pickup, and annual neighborhood cleanup for residential neighborhoods and commercial/ industrial recycling.

Most of the refuse collected by the City is then transported to the Sacramento Recycling and Transfer Station (8491 Fruitridge Road and 4450 Roseville Road), and ultimately to the Keifer Landfill in Sacramento County. A small portion of solid waste, approximately 40,000 tons per year, is transported to Sacramento County's North Area Recovery Station (NARS). The Sacramento Recycling and Transfer Station is limited to accepting 2,500 tons of solid waste per day under its Solid Waste Facilities Permit. The transfer station currently accepts approximately 1,700 tons per day from the City. The Keifer Landfill, located at 12701 Kiefer Blvd. in Sloughouse, California is owned and operated by Sacramento County, and will accept the City's municipal solid waste.

The remaining two-thirds of commercial solid waste is collected by one of sixteen franchised haulers. The commercial solid waste collected by private franchised haulers is sent to private transfer stations to be processed and disposed of at various facilities, including the Sacramento County Keifer Landfill, Yolo County Landfill, and L and D Landfill. The franchised private haulers are under an agreement with the Sacramento Regional Solid Waste Authority (SWA).

6.4 GOALS AND POLICIES

The following goals and policies address public services and community facilities for the Sacramento Center for Innovation area.

GOAL PS 6.1

Provide for appropriate levels of public safety within the Sacramento Center for Innovation area.

Policy PS 6.1.1

Encourage property owners and businesses to implement Crime Prevention Through Environmental Design (CPTED) standards.

Policy PS 6.1.2

Require land uses that use solvents and/or other toxic or hazardous materials to be sited in locations away from existing or planned commercial or employment uses and require the preparation of Hazardous Substance Management Plans to limit the possibility of contamination.

Policy PS 6.1.3

Continue to encourage and support close collaboration between the Power Inn Alliance, Sacramento Police Department and Sacramento County Sheriff's Department to educate business and property owners on safety and security.

ECONOMIC DEVELOPMENT

Chapter 7.

The Sacramento Center for Innovation Specific Plan promotes the growth, development and attraction of innovative businesses. This chapter highlights the programs and resources available to assist property owners, businesses, and developers, and outlines a strategy to encourage economic development within the area.

7.1 BACKGROUND

This section focuses on existing demographic, economic and real estate market conditions primarily in the 145-acre Ramona Avenue subarea of the Sacramento Center for Innovation.

Demographics and Business Information

There are very few residences in the specific plan area north of 14th Avenue. In 2010 65 people were living in the area, compared to 81 in 2000. In contrast, the area south of 14th Avenue has a larger population of 165, but that number declined from 210 persons in 2000. The majority of the population is white, with Hispanic/Latino comprising the largest ethnic group at almost 17% according to 2010 Census data. There is a significant difference between the daytime population and the nighttime population, reflecting the larger number of business establishments in comparison to housing units in the area.

As of 2010, there were 143 businesses north of 14th Avenue in the Specific Plan area, with a total of 2,270 employees. Figure 7-1 shows the types of businesses in the Specific Plan area, based on North American Industry Classification System (NAICS) codes. While the area is quite diverse in terms of the types of businesses, the largest categories are in the professional/ scientific/technical services sector (15.4%) and the wholesale trade sector (12.6%). However, the largest employers were in the information (463 employees) and retail trade sectors (435 employees).

Figure 7-1: Existing Business within Specific Plan Area

Business Category (By NAICS Code)	Businesses		Employees	
	Number	Percent	Number	Percent
Mining	1	0.7%	6	0.3%
Construction	12	8.4%	143	6.3%
Manufacturing	6	4.2%	28	1.2%
Wholesale Trade	18	12.6%	102	4.5%
Retail Trade	10	7.0%	435	19.2%
Transportation & Warehousing	8	5.6%	23	1.0%
Information	12	8.4%	463	20.4%
Finance & Insurance	3	2.1%	50	2.2%
Real Estate	10	7.0%	58	2.6%
Professional, Scientific & Tech. Services	22	15.4%	193	8.5%
Waste Management & Remediation	5	3.5%	181	8.0%
Education	2	1.4%	78	3.4%
Health Care & Social Services	8	5.6%	199	8.8%
Arts, Entertainment & Recreation	2	1.4%	4	0.2%
Accommodation & Food Services	6	4.2%	109	4.8%
Other Services	12	8.4%	180	7.9%
Public Administration	4	2.8%	9	0.4%
Unclassified	2	1.4%	10	0.4%
Total	**143**	**100.0%**	**2,271**	**100.0%**
Source: ESRI Business Analyst, Census 2010 Summary Profile, August 5, 2011.				

Market Conditions

During the global economic recession that began in 2008, Sacramento was significantly impacted by major contractions in two of its most dominant industry sectors – government and construction. The Sacramento region has historically specialized in the

government sector, given its role as the state capital. However, between 1990 and 2003, the region also became highly specialized in construction and experienced significant employment growth driven largely by residential development. Both of these industry sectors have suffered the consequences of the economic downturn.

Despite this decline and the increase in the region's unemployment rate, the health care sector and the clean technology/clean energy sector have become two of the fastest growing segments of the regional economy. According to Next10, a non-profit focusing on the future of the California economy and the environment, employment in the green economy of Sacramento grew by over 87 percent between 1995 and 2008 – more than any other region in California. During that same period, the Sacramento region's amount of employment in the energy sector increased 141 percent. Private education and healthcare have also grown significantly over the past decade. This sector accounts for almost 13 percent of all employment in the region, second only behind the government sector.

As noted in the table above, the Specific Plan area is primarily comprised of older industrial, warehouse, retail and office buildings as well as some storage yards. While there has been some new construction over the past ten years it has been relatively limited in scale. Lease rates in the area in 2012 were relatively low, ranging from 40 cents per square foot for warehouse and older industrial space to $1.50 per square foot for office. Most of the new office space that has been added to the area in the last 10 years has been built either on Folsom Boulevard or across Power Inn Road in Granite Business Park, which is outside of the Specific Plan area. Due to the limited amount of new construction in the area, the vacancy rate for industrial and office space in this zone has remained lower than in many other areas.

Business Attraction

According to economists and brokers, innovative businesses base their site selection criteria on which locations are offering incentive packages and where research and development (R&D) talent is located. In addition, innovative businesses want to locate in areas with other existing pioneering companies. Many centers of innovation have sprung up around universities as was the case in Silicon Valley with its proximity to Stanford University and other San Francisco Bay area educational institutions.

Sacramento is fortunate to be the home of three innovative public institutions: California State University Sacramento, University of California Davis Medical Center (UCDMC) and the Sacramento Municipal Utility District (SMUD). California State University Sacramento is a leader in smart grid technology, education and training as well as power engineering and construction management. It also has outstanding bio-medical, nursing and business programs. UCDMC is located less than 3 miles from the Sacramento Center for Innovation but also has research facilities a half mile southwest of the SCI area (refer to Figure 7-2). Apart from being one of the highest quality hospitals in the nation and having a top tier medical school and nursing program, UCDMC is also a center for innovative research in the fields of cancer, stem cells, genetics, and bio-medicine, among others.

SMUD is located adjacent to the SCI area. Serving a population of over 1.4 million, SMUD has been one of the most pioneering public power agencies in the U.S. SMUD is involved with California State University Sacramento and private research companies to test and deploy new smart grid technology in the region. In addition, SMUD is a leader in the promotion of energy conservation as well as the use of renewable energy sources including solar and wind. SMUD also has a Strategic Directive (SD–13) to promote the economic vitality of the region. SMUD is on target to meet the state's ambitious goal of having power agencies that generate over one-third of their power from renewable sources. Furthermore, SMUD has some of the most competitive rates in northern California. All three of these institutions are located in or around the Sacramento Center for Innovation area.

The SCI area is fortunate to be the home of the Sacramento Area Technology Alliance (SARTA) and its new Sacramento Venture Lab. SARTA is a non-profit organization founded

to foster entrepreneurial growth in emerging technologies and to attract venture capital to the greater Sacramento region. The Venture Lab serves as an incubator for new high technology entrepreneurs. It has several other programs, including CleanStart and MedStart, that are designed to encourage the growth of new clean technology and medical technology companies, respectively.

The area is served by the Power Inn Alliance (PIA), a property-based business improvement district. The PIA is a coalition of more than 1,000 property owners and companies that supports and advocates for business needs and economic development. The organization provides a number of services to its business members, including education and legal workshops, business advocacy, transportation management assistance, crime abatement programs and beautification. The PIA also works closely with other organizations, including the Sacramento Metro Chamber, California State University Sacramento, the City and County of Sacramento, as well as SARTA and the Sacramento Area Commerce & Trade Organization (SACTO) to promote economic development in the area.
Apart from the institutional assets in this area, Sacramento has some impressive advantages over many other western regions. These include:

- Some of the most affordable lease rates in the Western US
- Government and policy seat of the ninth largest economy in the world
- Highly skilled workforce and innovative partners with world class educational institutions
- An extensive distribution network including passenger and air cargo airports, a deep water channel port, interstate freeway system, and freight rail system
- Seismic stability
- Low housing costs
- Quality of life – affordability and benefits of both small town and urban living
- A single point of contact for businesses in Sacramento to help expedite plans, permits and project details through the local development process.

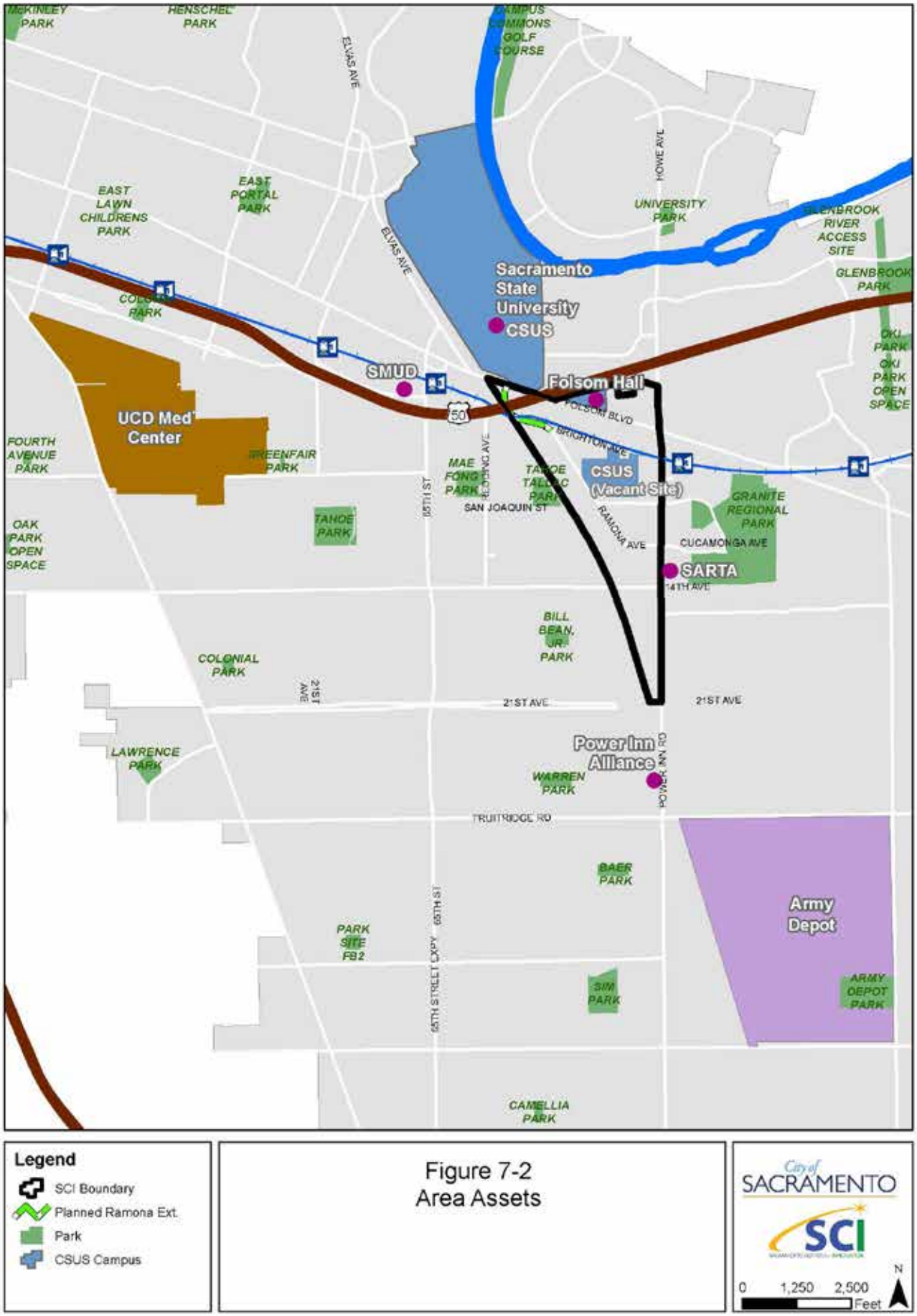
Sacramento – A Leader of California's Clean Technology Sector

While California has long been at the forefront of green and clean technology research and development, Sacramento has quietly become a national leader in clean technology,

thanks to its growing concentration of innovative clean tech businesses, its skilled workforce, and its educational institutions. In addition, the presence of strong regional initiatives that have targeted the growth and development of this industry cluster since 2005 (e.g., Green Capital Alliance, CleanStart and Greenwise) have resulted in the strong, steady growth of this sector.

In 2012, Sacramento was ranked 4th out of the 50 major metropolitan areas in clean tech activity and leadership according to the U.S. Metro Clean Tech Index. There are approximately 200 establishments, supporting over 3,000 jobs and $846 million in annual sales. According to a recent City analysis, the City of Sacramento contains about 25 percent of the region's Clean Energy Technology establishments, with close to 34 percent of the estimated jobs and 55 percent of annual sales. Most of the Clean Energy Technology firms in the city fall within the clean energy and energy efficiency segments of the industry.

The Sacramento Center for Innovation is strategically located in the center of this expanding cluster of clean technology companies. Much of the regional clean technology cluster is located along the Highway 50 corridor, which runs through the heart of the SCI. In addition, the area is home to California State University Sacramento and SARTA with its CleanStart initiative, as well as SMUD, which is adjacent to the area. With the completion of a direct connection to the University along Ramona Avenue, the area is well positioned to take advantage of the growth of clean technology, new initiatives, research, and start-up companies that come out of these institutions.


MCKINLEY PARK
HENSCHEL PARK
CAMPUS COMMONS GOLF COURSE
ELVAS AVE
EAST LAWN CHILDRENS PARK
EAST PORTAL PARK
UNIVERSITY PARK
POWE LA
GLENBROOK RIVER ACCESS SITE
GLENBROOK PARK
OKI PARK
OKI PARK OPEN SPACE
Sacramento State University
CSUS
SMUD
Folsom Hall
FOLSOM BLVD
BRIGHTON AVE
UCD Med Center
FOURTH AVENUE PARK
GREENFAIR PARK
MAE FONG PARK
TAHOE TALLAC PARK
CSUS (Vacant Site)
GRANITE REGIONAL PARK
CUCAMONGA AVE
SARTA
14TH AVE
SAN JOAQUIN ST
RAMONA AVE
65TH ST
TAHOE PARK
OAK PARK OPEN SPACE
BILL BEAN, JR. PARK
COLONIAL PARK
21ST AVE
LAWRENCE PARK
Power Inn Alliance
WARREN PARK
TRUITRIDGE RD
BAER PARK
Army Depot
PARK SITE FB2
65TH STREET EXPY
SIM PARK
ARMY DEPOT PARK
CAMELLIA PARK
Legend
SCI Boundary
Planned Ramona Ext.
Park
CSUS Campus
Figure 7-2
Area Assets
City of SACRAMENTO
SCI
0 1,250 2,500
Feet
N

7.2 INCENTIVES AND ASSISTANCE

The City of Sacramento and other local agencies offer a number of incentive and assistance programs to help existing, relocating or emerging businesses. The types of assistance offered fall into three categories:

- Loan Programs
- Small Business Assistance
- SMUD incentives for energy efficiency

Detailed information on the full range of incentive programs and other assistance that may be available to eligible businesses within the Sacramento Center for Innovation area is listed in Appendix B.

Loan Programs

The City's Economic Development Department and its institutional partners have developed a wide array of loan programs to assist small business development in the Sacramento area. Designed to work in tandem or stand-alone, these programs provide innovative financing mechanisms for businesses, from a start-up company to a substantial business expansion.

Economic Incentives

Small and large businesses in Sacramento can take advantage of many incentive tools based upon their specific location in the city. Designed to assist local businesses, these programs have the potential to reduce development and business costs. Many programs also contain a technical assistance component to maximize their effectiveness.

Business Assistance

- Financing assistance, hiring assistance through Sacramento Works!

Green Technology Small Business Loan Programs

- Industry-targeted SBA 7(a) loans available through Grow Sacramento Fund
- Zone-allocated SBA 504 loans available through Greater Sacramento Community Development Corporation

- Community Development Block Grant (CDBG) funds available at very favorable terms for eligible businesses

Specialized Business Financing Programs

- City-issued industrial development bonds

Small Business Assistance

The City, in conjunction with the Small Business Administration, offers assistance to small businesses through several loan programs while the City's Economic Development staff offers individualized business assistance for innovative companies planning to locate or expand in Sacramento. In addition, small businesses located in Sacramento that wish to do business with the City can become certified in order to receive preference for City contracting opportunities.

Energy Efficiency Incentives

SMUD provides energy efficiency incentives for both new construction and existing buildings. See appendix B, Business Assistance & Incentives for more details.

7.3 GOALS AND POLICIES: THE ECONOMIC DEVELOPMENT STRATEGY

This specific plan includes a two-part strategy to promote successful economic development of the area. The first part is focused on short-term oriented policies that businesses, property owners, the Power Inn Alliance, and the City can implement to improve the economic potential of the area. The second part of the strategy includes a longer term approach designed to realize the vision for the Sacramento Center for Innovation area.

Short-Term

Short-term policies focus on marketing, business assistance, continuing security and area improvement efforts. The safety and attractiveness of the area is vital to its future success and is essential if the area is to be attractive to new, innovative companies.

Currently, the area lacks an identity. Though it is located in the larger Power Inn Alliance area, the SCI area would benefit from a unique identity that promotes its future vision. This will be especially valuable as the area becomes more closely connected with California

State University Sacramento and SMUD through the extension of Ramona Avenue. Creating this identity can be accomplished several ways. Signage, banners, entry markers and marketing materials can all be used to create a distinct identity for this district. While creating a distinctive character for the area through uniform landscaping, lighting and signage is a longer term effort, grants should be pursued to enhance the appearance and amenities in the SCI.

One tool that may be of particular interest not only to the University but also to the SCI area is the U.S. Customs and Immigration Services' (USCIS) EB-5 Investment Program. Designed for larger economic and infrastructure projects, the EB-5 program provide visas for immigrants and their family that invest a minimum of $500,000 in job-creating infrastructure and economic development projects that result in jobs. This program has been used successfully at McClellan Park in Sacramento to improve and expand infrastructure and to support the growing business and air park. As the University looks to meet its needs for facilities, housing, research and office space as enrollment demand increases, EB-5 could be a helpful financial tool that could benefit the SCI area as well.

GOAL ED 7.1
Encourage the development and retention of innovative businesses within the Sacramento Center for Innovation.

Policy ED 7.1.1
Develop a SCI marketing plan in conjunction with the Power Inn Alliance and California State University Sacramento to attract innovative businesses.

Policy ED 7.1.2
Provide targeted business outreach and assistance.

Policy ED 7.1.3
Pursue grants to further efforts to enhance the appearance and amenities in the SCI area. Note: For policies related to enhancing the attractiveness of the area, please refer to Section 3-Land Use and policies LU 3.2.1 through 3.2.4. For policies related to creating a distinct identity for the Sacramento Center for Innovation refer to policies 3.3.1 through 3.3.3.

Long-Term

As one of the largest landholders in the area, California State University Sacramento has the greatest potential to influence the long-term development of the area. Whether the area remains an assortment of industrial and commercial businesses or whether the area transitions into a center of innovative technology companies, research and classroom facilities, and university-supporting retail depends upon what the university ultimately plans for its 25-acre site at the heart of the Sacramento Center for Innovation area.

With the completion of the Ramona Avenue extension in 2015, the SCI will have a direct connection into the University. As the University grows and expands its physical presence into the south area of the campus, the SCI area will benefit not only from the proximity to this activity, but also from improved land values, lease rates, and sales prices.

If the University utilizes its property as an extension campus for research and development activities such as a site for the California Smart Grid Center, as a center for its Construction Management Program or for its Science Technology Engineering Mathematics (STEM) Program, it is anticipated that this will create opportunities for public-private partnerships that may in turn encourage businesses to locate either on or near University-owned land.

While this may put pressure on traditional industrial activity in the district due to higher lease rates, it may lead to greater office, retail and flex space development that support, and are attracted to, University activities and research.

Ultimately, this area has the potential to become a university-related research park. In order to achieve this, not only will the University need to plan for and develop its 25 acres, but area landowners will need to plan for and invest in physical improvements that brand the area as a research park. This includes infrastructure upgrades as well as uniform lighting, landscaping and signage (gateway signs, monument signs) that will help create an identity. This can be done through the development of a streetscape master plan coupled with an assessment district to finance these improvements.

The ability of the area to realize its economic potential will depend on close collaboration between the Power Inn Alliance, the University, SMUD, SARTA and the City. While available land and buildings exist within the SCI area, new businesses, particularly those resulting from University research initiatives or born from SARTA's incubator program, will need the support and collaboration of all the area partners to grow and be successful. This may include business assistance, public-private partnerships, and financial support or incentives.

GOAL 7.2
Promote investment to create a shovel-ready area for innovative business.

Policy 7.2.1
Develop a streetscape master plan to develop well-designed, uniform and attractive lighting, streetscape, and signage in the right-of-way.

Policy 7.2.2
Utilize an assessment district to fund the infrastructure and streetscape improvements.

Policy 7.2.3
In partnership with the City, SMUD, SARTA, the Power Inn Alliance, and the University pursue investment in major economic and infrastructure projects through the EB-5 program.

GOAL 7.3

Enhance partnerships to support University and business-driven innovation and expansion.

Policy 7.3.1

Establish closer ties between area businesses and relevant University departments through internships, mentoring, financial support, and scholarships, etc.

Policy 7.3.2

Support University efforts to update the campus master plan and encourage the University to include Folsom Hall and the Ramona Avenue property in updates to the master plan.

Policy 7.3.3

Develop a partnership between the City, SARTA, the Power Inn Alliance, and the University to encourage the location of businesses born from University research efforts within the area and provide on-going support for those businesses.

FINANCE & IMPLEMENTATION

Chapter 8.

The Sacramento Center for Innovation Specific Plan is a long-range policy and planning document to guide development over the next 20 to 25 years. This chapter describes the steps needed to implement the Specific Plan and the proposed financing measures for public improvements.

Property owners seeking to undertake development projects will need to consult, in addition to the Specific Plan, the following documents:

1) General Plan
2) Title 17 of the City Code (the Planning and Development Code);
3) Citywide Design Guidelines for Industrial and Business Park Development; and
4) Sacramento Center for Innovation Finance Plan.

The following is a summary of the actions and supporting documents that either have been approved or will be approved at the time of adoption of the Sacramento Center for Innovation Specific Plan.

8.1 GENERAL PLAN

The City's General Plan sets forth the overall parameters for land use and development throughout the City of Sacramento. The development standards, design guidelines, zoning and goals and policies of the Specific Plan must be consistent with the General Plan. As noted in the land use chapter of this document, the City's General Plan establishes the Sacramento Center for Innovation area as a key opportunity area and as an employment center.

8.2 ZONING

The City's Planning and Development Code (Title 17 of the Sacramento City Code), which is also referred to as the City's Planning and Development Code, sets forth standards and regulations governing development within the Sacramento Center for Innovation area as well as the rest of the City. Development standards such as density, height, setbacks, and parking requirements, as well as the treatment of non-conforming uses, are contained in the Planning and Development Code and are typically based on the zoning designation.

8.3 DESIGN GUIDELINES

In order to further implement the Specific Plan, the City has prepared Citywide industrial and business park design guidelines, which will govern the design of new and expanded industrial and office uses with the Specific Plan area as well as throughout the rest of the City. The design guidelines address building placement, design, setbacks, heights, massing

and overhangs. The purpose of these guidelines is to create an attractive yet functional environment for industrial and manufacturing uses.

8.4 FINANCE PLAN

The Finance Plan, which accompanies the Specific Plan, estimates costs and identifies anticipated sources of revenue for the development or improvement of the infrastructure and public facilities required for future development in the Sacramento Center for Innovation Specific Plan area. This includes improvements to streets, water, sewer and storm water systems; and other public facilities. The Finance Plan will be adopted along with the Specific Plan and will be implemented over time.

The Finance Plan contains the detailed financial plan for the Sacramento Center for Innovation area. The Sacramento Center for Innovation Specific Plan area may be funded by some or all of the private and public financing mechanisms described below.

Development Impact Fees: The City may adopt a set of Development Impact Fees to finance capital improvements within the SCI.

Development Exactions: SCI developers will be required to privately finance public infrastructure for on-site / in-tract road, sewer, water, and drainage improvements, to the extent adequate facilities are not already in place.

Community Facilities District: Mello-Roos Community Facilities District (CFD) special tax assessments may be used to help fund the construction or acquisition of backbone infrastructure and public facilities in the Specific Plan area. The special tax would be levied on taxable parcels within the CFD and used to pay debt service on CFD bonds or directly pay for these public improvements.

Assessment District: An Assessment District is a financing tool, which is subject to the approval of the majority of landowners, allows for the collection of special assessments to finance the infrastructure improvements built within the District. Assessment Districts help each property owner pay a fair share of the costs of such improvements over a period of years at reasonable interest rates and ensures that the cost will be spread across all

properties that benefit from the improvements.

Other Transportation Funding: The City has successfully applied and will continue to apply for federal, state and local funding for circulation improvements through the Sacramento Area Council of Governments (SACOG) and the Sacramento Transportation Authority (STA). SACOG manages a multi-year planning process that allocates funding to projects from State and federal funding sources. The STA manages the allocation and disbursement of local transportation sales tax and Measure A funds for transportation projects.

Federal and State Funds: Certain federal and State funds may be available to assist with certain public infrastructure components of the Sacramento Center for Innovation area, specifically the circulation and transit improvements.

City Funds: Given expected future private investment in land acquisition, remediation, land development and construction, the City may assume some responsibility for funding portions of the infrastructure necessary to serve the Sacramento Center for Innovation area.

Other: Other financing mechanisms may also be used, including other public and private debt financing sources. Specific financing requirements, any improvement obligations, reimbursements, fees, land and easement dedications and conveyances, maintenance and other financing and improvement-related obligations will be included as part of development project approval and will be detailed in the Finance Plan.

8.5 GOALS AND POLICIES

The following goal and policies address the financing of public infrastructure and implementation efforts.

GOAL FI 8.1

Prioritize public infrastructure investment to stimulate further economic investment.

Policy FI 8.1.1

Phase infrastructure improvements and cost burdens to stimulate initial development and to improve land value over time.

Policy FI 8.1.2

Acquire land for the construction of streets and infrastructure improvements to enhance the Specific Plan circulation network.

Policy FI 8.1.3

Develop detention basins for storm water quality detention on a shared cost basis to benefit new development.

Policy FI 8.1.4

Finance the construction and maintenance of infrastructure through state, federal and local sources to include development impact fees, land-secured infrastructure districts and maintenance assessments or taxes.

Policy FI 8.1.5

Incentivize development when appropriate through reduced development impact fees, reimbursement and credit agreements, and other sources.

RELATIONSHIPS TO OTHER DOCUMENTS

Chapter 9.

The Sacramento Center for Innovation Specific Plan builds on the policies from the City of Sacramento General Plan, the Fruitridge Broadway Community Plan, transit village, circulation and finance plans. The Specific Plan also relies on the City's Zoning and Subdivision Ordinances. The relationship between the Specific Plan and these and other plans is discussed in this chapter.

The larger 65th Street area, which includes the Sacramento Center for Innovation, has been the subject of numerous planning efforts. The majority of these plans and studies have resulted in adopted or approved plans that will continue to guide the design and development of each respective study area. The relevant plans, studies, projects, and districts are listed and summarized in further detail as follows. Those that have been superseded by other plans, specifically the General Plan and the Fruitridge Broadway Community Plan, are also listed below.

- **City General Plan Documents**
    - 2030 General Plan and 2035 General Plan update
    - Mobility Element
    - Fruitridge Broadway Community Plan
- **Mobility / Circulation Studies & Plans**
    - 65th Street Station Area Study
    - Ramona Avenue Extension and Folsom Boulevard Widening Project
    - 65th Street Pedestrian and Bicycle Accessibility Study (2006)
- **Land Use Overlays**
    - 65th Street Station Block Transit-Oriented Development (2006)
    - 65th Street / University Transit Village Plan Infrastructure Needs Assessment (2004)
    - Transit for Livable Communities Study (2002)
- **Other Regulatory Documents**
    - Power Inn Property and Business Improvement District
    - o Granite Regional Park Planned Unit Development
- **California State University Sacramento Documents**
    - Campus Master Plan update (ongoing)
    - Sacramento State Destination 2010 Initiative (2004)
    - Sac State Tram Project (ongoing)

9.1 CITY OF SACRAMENTO GENERAL PLAN

State law requires each city and county to prepare and adopt a comprehensive and long-range general plan for its physical development (California Government Code Section 65300). A comprehensive general plan provides a jurisdiction with a consistent framework for land use decision-making. The general plan has been called the "constitution" for land use development to emphasize its importance to land use decisions. The general plan and its maps, diagrams, and development policies form the basis for the city's zoning, subdivision, and public works actions. Under California law, no specific plan, area plan, community plan, zoning, subdivision map, nor public works project may be approved unless the City finds that it is consistent with the adopted general plan.

The Sacramento Center for Innovation Specific Plan has been prepared in accordance with adopted goals, policies and diagrams of the City of Sacramento 2030 General Plan, as adopted on March 4, 2009. Pertinent General Plan policies are reflected throughout the Specific Plan, accompanied by statements describing the degree to which the Land Use Plan achieves consistency.

Guiding Vision of the General Plan:

- The guiding vision of the General Plan is that Sacramento will be the most livable city in America

City of Sacramento General Plan Mobility Element

The General Plan Mobility Element was adopted in March 2009 as an element of the 2030 General Plan. The General Plan Mobility Element was amended on October 26, 2010, by Resolution CC2010-623 to:

- Extend Broadway as an arterial street between 65th Street and Redding Avenue
- Remove the planned two lane extension of 4th Avenue between Redding Avenue and Ramona Avenue
- Reduce the number of lanes on Elvas Avenue between J Street and Folsom Boulevard from three lanes to two lanes
- Reduce the number of lanes on Folsom Boulevard between 59th Street and 62nd Street from four lanes to two lanes

- Reduce the number of lanes on Folsom Boulevard between 62nd Street and 68th Street from four lanes to three lanes
- Reduce the number of lanes on Folsom Boulevard between 68th Street and Ramona Avenue from four lanes to two lanes
- Extend Broadway as a two lane street between 65th Street and Redding Avenue

9.2 FRUITRIDGE BROADWAY COMMUNITY PLAN

The Fruitridge Broadway Community Plan Area is located in the southeastern part of the city of Sacramento. The Plan Area encompasses approximately 28.3 square miles (18,100 acres) and is bounded on the north by the Gold Light Rail line and Jackson Highway, on the south by Calvine Road, on the east by the Elk Grove Florin Road and South Watt Avenue, and on the west by Highway 99.

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

The Community Plan identifies assumptions, opportunities and constraints that exist for the 65th Street/University Village Opportunity Area. In addition, the Community Plan identifies key issues and overarching Vision and Goals for the Opportunity Area.
The 65th Street/University Village Opportunity Area is poised to evolve into a vibrant and innovative campus-centered community that will provide a physical, social, and psychological connection to Sacramento State and the surrounding development and communities. The focus for this area will be on people, workforce development, education, jobs, and transit. Sacramento State will continue to attract innovative and creative students and faculty, and will continue to prepare students for a highly competitive workforce aligned with our economy's needs today and in the future. The Opportunity Area will

create an environment that fosters the exchange of technical knowledge and expertise between Sacramento State students, faculty, and private and public sector business enterprises. Companies located in this area will benefit from the availability of a student workforce and opportunities to collaborate with faculty. Sacramento State will benefit from faculty recruitment and retention, as well as real-world internship and educational opportunities for students. The specific goals in this Opportunity Area are as follows:

Integrate the Campus and Community

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

Provide Jobs and Workforce Development

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

Create a Mixed-Use Technology Village

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

Create a Mixed-Use University Village

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

Lastly, the Fruitridge Broadway Community Plan provides recommendations for the 65th Street/ University Village Opportunity Area in the form of a graphic conceptual diagram, written guidelines, and recommendations that cover topics including land use, urban design, circulation, development types, building height, open space, and infrastructure. These recommendations represent a possible configuration for development that is based on the Land Use and Urban Form diagram and designations outlined in the Land Use and Urban Design Element. The concepts and recommendations for this area have been shaped and supported by community involvement and input, and are meant to guide future development toward further implementing the vision and guiding principles of the General Plan and Community Plans. These recommendations provide possible options for land use form, urban design, mobility and circulation, infrastructure and open space. The Fruitridge Broadway Community Plan was amended by Resolution CC2010-623 on October 26, 2010 to incorporate Transit Village policies and mobility recommendations from the 65th Street Station Area Study.

9.3 MOBILITY/CIRCULATION STUDIES & PLANS

65th Street Pedestrian and Bicycle Accessibility Study (August 2006)

This study recognizes that increased development south of US Highway 50 will increase the number of pedestrians and bicycles using 65th Street to travel to the Light Rail Station, the 65th Street/University Transit Village, and/or Sacramento State. The study proposed pedestrian and bicycle improvements for 65th Street from Broadway to just south of the Light Rail Transit Station. Improvements included the construction of separated sidewalks, the provision of bicycle lanes in both directions, and the installation of landscaping.

Ramona Avenue Extension and Folsom Boulevard Widening Project

The City of Sacramento has embarked on the second and final phase of a project that is studying and designing the extension of Ramona Avenue from Brighton Avenue to Folsom Boulevard and the widening of Folsom Boulevard from the existing UPRR overhead structure to the Route 50 overcrossing structure. The first phase of the project included a technical memorandum to define the project scope, limit, and cost. The second phase of the project will prepare the final design and the associated environmental documents. The project is expected to start construction in 2014 with completion anticipated for early 2015.

Transit for Livable Communities Study (August 2002)

In 2000, Sacramento RT initiated the 'Transit for Livable Communities' (TLC) project to plan for development around light rail stations. The 65th Street Station area was considered to be one of the most promising Transit Oriented Development opportunities on RT's Folsom corridor.

The objectives for the Transit for Livable Communities (TLC) project were to devise land use goals, policies, and implementation measures to develop transit supportive land uses in proximity to existing and future light-rail stations; capitalize on the hundreds of millions invested in the existing and future light-rail systems; develop informed and enthusiastic public support for Transit-Oriented Development (TOD); and identify ways for getting TODs built around light-rail stations. Recommended land use plans that emphasize walkable designs, higher intensity development, and a mixture of residential, retail, and office land

uses, all designed to create and support unique, thriving communities at each station while encouraging transit use. The plans cover approximately a ¼-mile radius around each light-rail station. The final recommendations of the TLC project were approved by the Sacramento Regional Transit District Board of Directors in August 2002.

Three studies followed the TLC project in order to implement the vision of Smart Growth in the neighborhoods served by the 65th Street /University light rail station.

1. University Transit Village Plan (2002)
2. South 65th Street Area Plan (2004)
3. 65th Street Station Area Study

65th Street/University Transit Village Plan (October 2002) (repealed with 65th Street Station Area Study)

The 2002 65th Street/University Transit Village Plan (TVP) established new land uses intended to increase RT ridership at the station and proposed improved pedestrian/bicycle circulation and access to the station, CSUS, and adjacent neighborhoods. This plan was to serve as a guide to future land use decisions for a 49-acre area generally located within a ¼ mile of the 65th Street/University Light Rail station.

The plan sets forth the vision of an active and thriving transit-oriented residential and commercial neighborhood that maximizes its proximity to Regional Transit, Sacramento State, and existing neighborhoods. The overarching goals of the 65th Street/University Transit Village Plan are as follows:

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

On October 26, 2010 by Resolutions 2010-624 and 2010-625 the City Council repealed the 65th Street/University Transit Village Plan; and the South 65th Street Area (Transit Village) Plan.

65th Street Station Block Transit-Oriented Development

The Transit Village Plan identified a key group of land parcels termed the "Station Block" near the 65th Street/University Light Rail station as the catalyst for transit-oriented development. In 2005, the 65th Street Station Block Development Strategy was commissioned to explore potential development options and identify specific public actions to facilitate redevelopment of the Station Block area. A major finding of the Strategy was that in order to achieve the stated objectives of the TVP, the City must reevaluate planned transportation projects within the transit village area, including mitigation measures established in previous environmental documents in the project area (the 65th Street/University Transit Village Project EIR and the South 65th Street Area Plan). It was recommended to re-evaluate the adopted mitigation measures to determine whether they would significantly impede the ability to achieve the urban design objectives required for the desired transit village to thrive.

The proposed circulation network concepts are responsive to the City's vision of creating a neighborhood/University mixed-use district, to create a walkable college district, to establish a 65th Street Village main street, to connect to existing residential neighborhoods, and to enhance pedestrian/bike/transit linkages.

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

65th Street/University Transit Village Infrastructure Needs Assessment

In order to comprehensively assess the future infrastructure needs and associated costs of the 65th Street/University Transit Village Plan, an Infrastructure Needs Assessment report was created. This report analyzes sanitary sewer, storm drainage, water, electrical,

telecommunications, natural gas, and street improvement infrastructure, and proposes infrastructure modifications needed to serve the proposed land uses. As of January 2004, the probable estimate of infrastructure construction costs for the build out of the Plan was $13,420,506. This planning level estimate includes street improvements, combined sewer system, drainage system, water distribution system, joint trench, intersection signalization, and right-of-way acquisition costs.

65th Street Station Area Study

In 2006, the 65th Street Station Area Study (Study) was initiated with grant funding from the Sacramento Area Council of Governments (SACOG) and matching funds from the Sacramento Housing and Redevelopment Agency (SHRA). The Study was intended to prepare a plan for an overall circulation network within the project area that supported the goals and vision of the 65th Street/University Transit Village Plan and the South 65th Street Area Plan, and conformed to the goals and policies of the Sacramento 2030 General Plan for the area south of Sac State. The 65th Street Station Area Study was adopted by City Council on October 26, 2010 (CC2010-622).

The Study analyzed three distinct combinations of new streets, street extensions, bicycle and pedestrian facilities, right-of-way configurations, and tunnels under the heavy rail tracks. The three scenarios (A, B, and C) were based on identical land use assumptions with distinctly different approaches to:

- The number of lanes on Folsom Boulevard,
- The number of lanes on Elvas Avenue,
- Vehicle/bicycle/pedestrian connections between 65th Street and Ramona Avenue,
- Vehicle/bicycle/pedestrian connections to the Sac State campus, and
- The street grid pattern north of the 65th Street/University light rail station platform.

A hybrid (Scenario C-Prime) was adopted by the Sacramento City Council on October 26, 2010 to guide future transportation improvements in the area surrounding the 65th Street/University light rail station.

Scenario C-Prime produced a comprehensive circulation system that would ultimately cost

$127.1 million. Significant cost savings were anticipated by the connection of San Joaquin Street to Cucamonga in-lieu of extending Broadway from Redding Avenue to Ramona Avenue.

Full implementation of the approved scenario is expected to occur by 2035. Staff is also preparing a financing plan for the study area that will be brought forward to the City Council for consideration. The finance plan will break down the planned improvements into phases that will be financed and implemented over time.
Notable elements of the approved scenario include:

- The extension of Ramona Avenue from Brighton Avenue to Folsom Boulevard,
- San Joaquin Street would be extended under the Union Pacific Railroad tracks to connect to Cucamonga Avenue,
- 67th Street would be extended from Folsom Boulevard to Elvas Avenue,
- A new 68th Street would bisect the block immediately east of the bus transfer facility,
- A new bicycle/pedestrian/tram tunnel would extend 67th Street onto the Sac State campus, and
- A new bicycle/pedestrian tunnel would connect 62nd Street onto the Sac State campus.
- Extensive improvements for Class I bicycle paths, Class II bicycle lanes, on-street parking, traffic signals, and sidewalks.

The City's General Plan has been amended to incorporate Scenario C-Prime and City staff anticipates the completion of a Financing Plan and Fee District by mid-2013 for the surrounding area to contribute towards the overall $127 million cost estimate associated with full implementation.

The 65th Street Station Area Study promotes the policies contained in the newly adopted 2030 General Plan, specifically promoting the following:

M 1.2.1 Multimodal Choices. The City shall promote development of an integrated, multi-modal transportation system that offers attractive choices among modes including pedestrianways, public transportation, roadways, bikeways, rail, waterways, and aviation and reduces air pollution and greenhouse gas emissions.

M 1.2.3 Multimodal Access. The City shall promote the provision of multimodal access to activity centers such as commercial centers and corridors, employment centers, transit stops/stations, airports, schools, parks, recreation areas, and tourist attractions.

M 1.3.3 Eliminate Gaps. The City shall eliminate gaps in roadways, bikeways, and pedestrian networks.

M 1.3.5 Connections to Transit Stations. The City shall provide connections to transit stations by identifying roadway, bikeway, and pedestrianway improvements to be constructed within ½ mile of major transit stations. Transportation improvements in the vicinity of major transit stations shall emphasize the development of complete streets.

M 2.1.5 Continuous Network. The City shall provide a continuous pedestrian network in existing and new neighborhoods that facilitates convenient pedestrian travel free of major impediments and obstacles.

M 4.2.1 Adequate Rights-of-Way. The City shall ensure that all new roadway projects and major reconstruction projects provide appropriate and adequate rights-of-way for all users including bicyclists, pedestrians, transit riders, and motorists except where pedestrians and bicyclists are prohibited by law from using a given facility.

M 4.2.2 Pedestrian and Bicycle-Friendly Streets. The City shall ensure that new streets in areas with high levels of pedestrian activity (e.g., employment centers, residential areas, mixed-use areas, schools) support pedestrian travel by providing such elements as detached sidewalks, frequent and safe pedestrian crossings, large medians to reduce perceived pedestrian crossing distances, Class II bike lanes, frontage roads with on-street parking, and/or grade-separated crossings.

M 5.1.2 Appropriate Bikeway Facilities. The City shall provide bikeway facilities that are appropriate to the street classifications and type, traffic volume, and speed on all right-of-ways.

9.4 LAND USE OVERLAYS

65th Street/University Village

The 65th Street/University Village Opportunity Area has been identified as a key potential infill and redevelopment area of the Fruitridge Broadway and East Sacramento Community Plan Areas. The concepts and recommendations for this area have been shaped and supported by community involvement and input, and are meant to guide future development toward further implementation of the vision and guiding principles of the 2030 General Plan and Community Plans. As part of the 2030 General Plan process, urban form concepts were developed for the 65th Street/University Village Opportunity Area in order to illustrate how these sites could potentially develop in the future.

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

9.5 CALIFORNIA STATE UNIVERSITY SACRAMENTO

Campus Master Plan

In light of growing needs and to desire to establish Sacramento State as a destination campus (see also Destination 2010 discussion below), the University has launched a ten-year update of the 2004 Campus Master Plan. The Campus Master Plan serves as the basis for future university capital planning and projects. The Plan includes not only the main campus but also other University-owned sites including Folsom Hall and the 25-acre Ramona Avenue property. The Plan sets forth the future vision for the growth of the University. It is anticipated that the University will build out more of the existing campus with new classrooms and other facilities such as an events center on existing surface parking lots at the south end of the campus. The Plan is expected to be approved in 2014.

Sacramento State Destination 2010 (2004)

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

Goal: Foster Excellent Academic and Student Programs

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

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

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

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

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

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

Memorandum of Understanding between City of Sacramento and CSUS
On August 28, 2008, the City of Sacramento and California State University Sacramento entered into a Memorandum of Understanding – a Partnership for Progress. The MOU seeks to strengthen and expand collaboration and opportunities for realizing parallel and complementary visions. The MOU recognizes that the City is dependent on a robust economy in order to provide municipal services, and that the University can help produce the skilled workforce to fuel that economy.

In the MOU, Sacramento State and the City commit the following:

1. Develop and implement a more formalized network of communication to promote collaboration.
2. Discuss opportunities for collaboration for seamless planning and smart growth.
3. Establish a process for facilitating service learning, internship and applied research opportunities in the City management, departments and program for Sacramento State students and faculty.
4. Discuss ways to utilize facilities for collaborations that benefit both parties.
5. Review the Economic and Workforce Development projections for the City and make recommendations to address emerging trends.

Sacramento State Tram

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

GOALS AND POLICIES

Appenix A.

This chapter compiles all of the goals and policies for the Sacramento Center for Innovation Specific Plan. These have been developed based on input from property owners, community outreach, City staff, technical consultants, direction from City Council and the Commissions, and requirements of State law and City regulations.

Land Use

GOAL LU 3.1

Encourage the development of the area as a hub for research, technology and innovation.

Policy LU 3.1.1

Encourage land assemblage to create parcels that are attractive to technology or research-related businesses.

Policy LU 3.1.2

Encourage development adjacent to the University's Ramona Avenue and Folsom Hall properties that complements the University's vision for these properties as set forth in its campus master plan.

Policy LU 3.1.3

Support continued partnerships between the City, the Power Inn Alliance, SMUD, SARTA and the University for innovative business and development within the plan area.

Policy LU 3.1.4

Avoid encroachments of incompatible land uses within close proximity of MRD zoned land.

Policy LU 3.1.5

Allow residential development only in areas that present a safe and inviting living environment for university students, faculty and staff. Areas suitable for residential development should include neighborhood retail and services, transit and access to schools, open space and recreation facilities.

Policy LU 3.1.6

Encourage business-serving retail and commercial uses within walking distance of the University, businesses and transit stops.

GOAL LU 3.2

Create a Sacramento Center for Innovation area that is safe and inviting.

Policy LU 3.2.1
Revitalize the area by encouraging high-quality design and an attractive environment.

Policy LU 3.2.2
Upgrade streetscapes throughout the Sacramento Center for Innovation area to be attractive and functional and to safely integrate vehicular traffic, bicycles, pedestrians and on-street parking.

Policy LU 3.2.3
Implement "Crime Prevention Through Environmental Design" (CPTED) standards to design and implement streetscapes that are safe and inviting.

Policy LU 3.2.4
Provide a network of attractive and easily-visible way-finding tools that is coordinated with way-finding programs for the Power Inn Alliance area.

Policy LU 3.2.5
Require new development, especially large and campus-style development, to dedicate public connections that enhance the street network.

GOAL LU 3.3
Encourage the development of the Sacramento Center for Innovation as a distinct district within the larger Power Inn Alliance area.

Policy LU 3.3.1
Create Ramona Avenue as an attractive visual and physical link between the University and the Sacramento Center for Innovation.

Policy LU 3.3.2
Design and develop Ramona Avenue, Folsom Boulevard, Cucamonga Avenue and Power Inn Road to reflect their important roles as major entry points to the Sacramento Center for Innovation.

Policy LU 3.3.3

Create gateway features at the Ramona Avenue/ Folsom Boulevard, the Power Inn Road/ Folsom Boulevard, and the 14th Avenue/Power Inn Road intersections to distinguish these entry points to the Sacramento Center for Innovation.

GOAL LU 3.4

Eliminate obstacles to development that are consistent with the vision of the Sacramento Center for Innovation.

Policy LU 3.4.1

Support efforts to prepare sites as "shovel-ready" for development.

Policy LU 3.4.2

Support the monitoring, closure and eventual redevelopment of the 14th Avenue landfill in accordance with the regulations governing post-closure landfills as set forth in Title 27 of the California Code of Regulations.

Policy LU 3.4.3

Support the redevelopment of outdoor recycling centers and outdoor storage facilities to reduce conflicts between adjacent uses and deterrents to innovative businesses expanding or locating within the area.

GOAL LU 3.5

Allow development in the Sacramento Center for Innovation to take place over time, respecting its eclectic nature.

Policy LU 3.5.1

Provide appropriate support to property and business owners as they transition over time from legal, nonconforming uses to those which meet the new MRD zoning code requirements.

Policy LU 3.5.2

Require "Good Neighbor" policy conditions on nonconforming uses that require an entitlement.

Policy LU 3.5.3

Prohibit residential development within a 1,000' buffer from the edge of the landfill.

Policy LU 3.5.4

Require that all non-residential development within 1,000 feet of the 14th Avenue landfill (refer to Figure 3-2) comply with the regulations contained in Section 21190(g) of Title 27 of the California Code of Regulations governing post-closure land use. Specifically, all on site construction within 1,000 feet of the landfill shall be designed and constructed in accordance with the following, or in accordance with an equivalent design which will prevent gas migration into the building:

(1) a geomembrane or equivalent system with low permeability to landfill gas shall be installed between the concrete floor slab of the building and subgrade;

(2) a permeable layer of open graded material of clean aggregate with a minimum thickness of 12 inches shall be installed between the geomembrane and the subgrade or slab;

(3) a geotextile filter shall be utilized to prevent the introduction of fines into the permeable layer;

(4) perforated venting pipes shall be installed within the permeable layer, and shall be designed to operate without clogging;

(5) the venting pipe shall be constructed with the ability to be connected to an induced draft exhaust system;

(6) automatic methane gas sensors shall be installed within the permeable gas layer, and inside the building to trigger an audible alarm when methane gas concentrations are detected; and

(7) periodic methane gas monitoring shall be conducted inside all buildings and underground utilities in accordance with Article 6, of Subchapter 4 of section 20920 et seq of CCR Title 27.

Policy LU 3.5.5

Require notification at point of sale to all prospective purchasers of properties on or within 1,000' of the 14th Avenue landfill regarding potential exposure.

Policy LU 3.5.6

Conditionally allow for equipment rental and sales yards on sites constrained by limitations associated with the 14th Avenue landfill until such time as higher and better uses become feasible. As a condition of approval, such uses shall be developed in an attractive manner that contributes positively to the improvement of the area.

Circulation

GOAL C 4.1

Maximize vehicle and bicycle/pedestrian connections within the Sacramento Center for Innovation and between the area and the rest of the city.

Policy C 4.1.1

Pursue grants and other funding sources to improve local streets such as Brighton Avenue and Cucamonga Avenue.

Policy C 4.1.2

Plan and pursue funding for a new street that connects Power Inn Road and Ramona Avenue and enhances access to the University's 25-acre property.

Policy C 4.1.3

Plan and pursue funding for another north-south connection between Brighton Avenue and Cucamonga Avenue to create a better street network and provide better access to uses north of Cucamonga.

Policy C 4.1.4

Utilize financing tools (i.e., impact fees, CFD, etc.) and pursue grants to implement the planned improvements for Ramona Avenue between Brighton Avenue and Cucamonga Avenue.

GOAL C 4.2

Maximize public transit connections within the Sacramento Center for Innovation.

Policy C 4.2.1

Support a future Regional Transit light rail station stop on Brighton Avenue.

Policy C 4.2.2

Support the extension of the University's Hornet Shuttle route to serve the Sacramento Center for Innovation area.

GOAL C 4.3

Provide pedestrian and bicycle paths, lanes, and routes suitable for access and commuting purposes.

Policy C 4.3.1

Plan and pursue funding for pedestrian access from Brighton Avenue to the Power Inn light rail station.

Policy C 4.3.2

Pursue funding for bicycle and pedestrian improvements that provide greater access under the Union Pacific railroad tracks to Redding and 65th Street.

Utility Infrastructure

GOAL UI 5.1
Improve utility infrastructure to make the area shovel-ready to address the needs of new and expanding innovative businesses.

Policy UI 5.1.1
Ensure that there is sufficient fire flow capacity throughout the area to serve future commercial and industrial demands.

Policy UI 5.1.2
Work with SMUD to underground overhead power lines.

Policy UI 5.1.3
Pursue funding to add or improve sewer and stormwater systems in the area south of 14th Avenue.

GOAL UI 5.2
Reduce water consumption and wastewater flows by implementing conservation techniques.

Policy UI 5.2.1
Encourage the installation of techniques to reduce stormwater runoff such as bio-swales, permeable pavement, and greywater systems.

Policy UI 5.2.2
Encourage the installation water conserving appliances and low-flow fixtures in buildings to reduce water consumption.

Policy UI 5.2.3
Require water conserving irrigation methods in all landscaping plans.

Policy UI 5.2.4
Encourage landscaping plans to limit the use of turf and utilize drought resistant plantings.

GOAL UI 5.3
Reduce overall energy demand and promote air and water quality improvements.

Policy UI 5.3.1
Encourage both new and rehabilitation projects to employ green building strategies and LEED or similar criteria that reduce energy consumption, promote air and water quality improvements and reduce heat-island effects.

Policy UI 5.3.2
Support programs and developments that employ strategies to reduce vehicle green-house gas emissions and improve air quality.

GOAL UI 5.5
Ensure the Innovation Center offers a high level of communications technology.

Policy UI 5.5.1
Encourage the coordination of utility improvements with private utility companies to allow for the installation of fiber optic cable and other communications infrastructure.

Pubic Services and Community Facilities

GOAL PS 6.1
Provide for appropriate levels of public safety within the Sacramento Center for Innovation area.

Policy PS 6.1.1
Encourage property owners and businesses to implement Crime Prevention Through Environmental Design (CPTED) standards.

Policy PS 6.1.2

Require land uses that use solvents and/or other toxic or hazardous materials to be sited in locations away from existing or planned commercial or employment uses and require the preparation of Hazardous Substance Management Plans to limit the possibility of contamination.

Policy PS 6.1.3

Continue to encourage and support close collaboration between the Power Inn Alliance, Sacramento Police Department and Sacramento County Sheriff's Department to educate business and property owners on safety and security.

Economic Development

GOAL ED 7.1

Encourage the development and retention of innovative businesses within the Sacramento Center for Innovation.

Policy ED 7.1.1

Develop a SCI marketing plan in conjunction with the Power Inn Alliance and California State University Sacramento to attract innovative businesses

Policy ED 7.1.2

Provide targeted business outreach and assistance

Policy ED 7.1.3

Pursue grants to further efforts to enhance the appearance and amenities in the SCI area

GOAL 7.2

Promote investment to create a shovel-ready area for innovative business.

Policy 7.2.1

Develop a streetscape master plan to develop well-designed, uniform and attractive lighting, streetscape, and signage in the right-of-way.

Policy 7.2.2
Utilize an assessment district to fund the infrastructure and streetscape improvements.

Policy 7.2.3
In partnership with the City, SMUD, SARTA, the Power Inn Alliance, and the University pursue investment in major economic and infrastructure projects through the EB-5 program.

GOAL 7.3
Enhance partnerships to support University and business-driven innovation and expansion.

Policy 7.3.1
Establish closer ties between area businesses and relevant University departments through internships, mentoring, financial support, and scholarships, etc.

Finance and Implementation

GOAL FI 8.1
Prioritize public infrastructure investment to stimulate further economic investment.

Policy FI 8.1.1
Phase infrastructure improvements and cost burdens to stimulate initial development and to improve land value over time.

Policy FI 8.1.2
Acquire land for the construction of streets and infrastructure improvements to enhance the Specific Plan circulation network.

Policy FI 8.1.3
Develop detention basins for storm water quality detention on a shared cost basis to benefit new development.

Policy FI 8.1.4

Finance the construction and maintenance of infrastructure through state, federal and local sources to include development impact fees, land-secured infrastructure districts and maintenance assessments or taxes.

Policy FI 8.1.5

Incentivize development when appropriate through reduced development impact fees, reimbursement and credit agreements, and other sources.

BUSINESS ASSISTANCE & INCENTIVES

Appenix B.

The following is a list of potential programs, incentives and assistance that may be available to eligible projects within the Specific Plan area.

B.1 LOCAL INCENTIVES AND ASSISTANCE

The City of Sacramento offers a number of incentive and assistance programs to help existing, relocating or emerging businesses. The types of assistance offered through the City fall into three categories:

- Loan Programs
- Other Economic Incentives
- Small Business Administration Lending

Loan Programs

The Economic Development Department and its institutional partners have developed a wide array of loan programs to assist small business development in the Sacramento area. Designed to work in tandem or stand-alone, these programs provide innovative financing mechanisms for businesses from a start-up company to a substantial business expansion.

- **Grow Sacramento Fund** - a local, community-based small business lender funded jointly by the Sacramento Municipal Utility District (SMUD) and the National Development Council (NDC). The program is available for businesses located within the city or county of Sacramento, and eligible for small businesses.
- **Sacramento Asian Pacific Chamber of Commerce Micro Loan Program**: The Asian Pacific Chamber in conjunction with Wells Fargo Bank offers a micro-loan program with loans of up to $50,000 to help small businesses grow and make it to the next level.

Small Business Administration Lending

The Small Business Administration offers two loan programs that enable businesses to easily tap into this source of low-cost financing.

- **SBA 504 Loan Program** assists communities in stimulating growth and expanding existing businesses. The 504 program offers long term fixed asset financing with a below-market fixed interest rate, and as little as 10% down. SBA finances a maximum of 40 percent of a project (up to a maximum of $1,000,000), the private lender finances approximately 50% of the project via a separate loan

to the small business, and the small business injects a minimum of 10 percent of the total project cost. The program also provides financing for the expansion of existing buildings and the acquisition of equipment.

- **SBA 7(a) Program** is available for the purchase of land and improvements; existing building(s) and improvements; machinery/equipment; building construction of buildings(s); working capital; the purchase of inventory; and business buy-outs. The maximum guaranteed loan amount is $2 million.

Other Economic Incentives

Small and large businesses in Sacramento can take advantage of many incentive tools based upon their specific location in the city. Designed to be user-friendly for local businesses, these programs have the potential to save hundreds of thousands of dollars. Many programs also contain a technical assistance component to maximize their effectiveness.

- **Economic Development Treatment Capacity Bank** - assists commercial and industrial users in reducing their sewer connection fees. This program is available to those users who meet the City's guidelines and criteria for receiving credits via the Economic Development Treatment Capacity Bank.
- **Employment Training Panel** - allows for up to 50 percent reimbursement of wages during a training period. The training period is designated by the company, but cannot exceed six months. In some cases, where necessary, out-of-state training may be an eligible reimbursable cost. The training program is designed by the business to meet their performance needs. An average training reimbursement amount under the Employment Training Panel Program is $2,500-$3,000. This program is available to businesses statewide.

B.2 BUSINESS ASSISTANCE AND ENERGY EFFICIENCY INCENTIVES

The Sacramento Municipal Utility District (SMUD) offers a wide range of business assistance and energy efficiency incentives to help business reduce cost and save energy. Some of these incentives and programs are described below.

Incentives and Rates

- **SMUD Rates**: SMUD electric rates are among the lowest in California, approximately 30 percent less than investor-owned utilities.
- **Energy Rates and Bill Projections**: SMUD provides assistance with billing estimates while offering incentives to help customers plan, finance and install new energy-saving equipment, such as high-efficiency lighting, air conditioning and refrigeration, and industrial equipment.
- **Economic Development Rate Option**: Companies opening an operation in the Sacramento area, or undertaking an expansion that requires a significant electric load, and creates jobs, can take advantage of a discount rate option from SMUD for the first few years of service.

Energy Services and Programs

- **Savings by Design**: SMUD encourages high performance nonresidential building design and construction. SMUD Savings-by-Design architects can assist with integrating innovative energy efficiency technologies into new construction, as well as provide owner and design team incentives, and free analysis tools.
- **SEED Program**: SMUD's Supplier Education and Economic Development (SEED) program provides incentives for local small businesses to participate in the SMUD's competitive bid process. SMUD 's goal is to award 20 percent of all contracts to certified small businesses located within its service territory.
- **Customized Energy Services**: SMUD can coordinate a team to identify energy reduction opportunities and then develop an integrated energy management plan that could include incentives, photovoltaic systems, design assistance and energy delivery service options for businesses looking to expand, relocate or improve their existing location.

Energy Efficiency Loans and Financing

- **SMUD Commercial Loan Program** - SMUD provides commercial customers loans for energy efficiency buildings and equipment, including lighting, heating and air conditioning systems, refrigeration systems and process equipment.
- **State Loan Guarantee Program** - SMUD partners with the California Capital Financial Development Corporation to participate in the State Loan Guarantee

Program, providing funds to guarantee loans to small businesses within SMUD's service area.

B.3 INNOVATION AND TECHNOLOGY ASSISTANCE AND RESOURCES

There are a number of organizations and resources in the Sacramento region that can provide assistance to new, relocating or expanding innovative or technology businesses. Below is a brief summary of the some of the resources and programs available in Sacramento.

- **Sacramento Area Commerce & Trade Organization**: SACTO provides resources for companies looking to locate and/or expand. Their services include conducting site searches, tours and linking businesses with the region's key decision-makers (financial, legal, government, regulatory and real estate professionals).
- **Sacramento Area Regional Technology Alliance**: SARTA supports developing technology companies in the Sacramento Region. The organization offers startup resources and programs as well as mentoring, funding, and networking assistance. SARTA also has several specific programs to assist technology businesses in different sectors. These include:
  - **CleanStart**: This program is designed to accelerate the development of clean technology ventures within the region.
  - **MedStart**: This program helps companies in the bioscience industry in the region. MedStart functions as a hub for the many resources in the region and is a repository of information and expertise for the area's bioscience sector.
  - **VentureStart**: The program prepares high growth/high technology entrepreneurs and early stage companies in the region to be investor-ready for venture capital financing through expert mentoring.
  - **Sacramento Venture Lab**: Venture Lab is a unique university-private industry technology development center that serves as a catalyst to accelerate the growth of companies based on innovative technologies. The lab brings together business incubation services and the resources of Sacramento State University and University of California, Davis with a focus on

growing clean technology and medical technology firms the region.

- **Sacramento Employment and Training Agency**: SETA and Sacramento Works provide employment services to existing clean technology businesses.
- **Sacramento Metropolitan Chamber of Commerce**: The Metro Chamber assists both startup and existing businesses with connections to financing, contracting, and procurement opportunities; economic development and business groups.

B.4 INFRASTRUCTURE AND SITE ASSISTANCE

- **Community Development Block Grant (CDBG) Program** can be used to finance the construction of public facilities and improvements that will benefit economic development in areas with low- and moderate income persons, or that aid in the prevention or elimination of blight. Eligible public improvements and facilities include water and sewer facilities, streets and neighborhood centers.
- **Section 108 Loan Guarantee Program** is a loan guarantee program offered through the U.S. Department of Housing and Community Development (HUD) that local governments can use to finance the construction, reconstruction, or installation of public facilities, including street, sidewalk, and other site improvements, with CDBG monies as the source of repayment. Cities can leverage some of their annual CDBG allocation into a larger loan that can finance the proposed infrastructure improvements. In addition, once HUD approves the loan guarantee - and if the City can tie the improvements to new economic opportunities for low- and moderate-income persons - the City can apply for an Economic Development Initiative (EDI) grant or Brownfield Economic Development Initiative (BEDI) grant. These grants can be used to repay the Section 108 loan, freeing up the annual CDBG allocations for other purposes.
- **Employment Training Panel** - allows for up to 50 percent reimbursement of wages during a training period. The training period is designated by the company, but cannot exceed six months. In some cases, where necessary, out-of-state training may be an eligible reimbursable cost. The training program is designed by the business to meet their performance needs. An average training reimbursement amount under the Employment Training Panel Program is $2,500-

$3,000. This program is available to businesses statewide.

- **EB-5 Immigrant Investment Program**: The United States' Customs and Immigration Service (USCIS) administers the Immigrant Investor Program, also known as "EB-5," to stimulate the U.S. economy through job creation and capital investment by foreign investors. EB-5 Visas are set for foreign investors that invest at least $500,000 in infrastructure or businesses in designated Regional Centers that result in the creation of new employment. Regional Centers are designated by USCIS based on proposals for promoting economic growth. Sacramento is included in a designated Regional Center and the EB-5 program has been successful used locally to transform McClellan Air Force Based into McClellan Business Park.
- **Sacramento Brownfields Loan Program**: This program provides loans to property owners/developers for cleanup and removal of hazardous materials from sites before they are developed. This reduced-rate financing is offered to encourage residential, commercial, and industrial redevelopment and to eliminate blight.

BACKGROUND

Appendix C

This appendix provides detailed technical information about different aspects of the Sacramento Center for Innovation including environmental and land use issues and historic and cultural resources in the area.

C.1 ENVIRONMENTAL AND LAND USE ISSUES: 14TH AVENUE LANDFILL

The 14th Avenue landfill was originally used as an open-pit gravel mine by the McGillivray Construction Company until 1962. The open pits were converted to a landfill by Walker and Donant between 1968 and 1970, following final excavation of the northeast portion of the east pit. The 14th Avenue Landfill consists of the West Pit and the East Pit and is located directly north of 14th Avenue and bisected by the Railroad Tracks. The East Pit, south of Ramona Avenue is within the Specific Plan boundary. The East Pit is approximately 16.67 acres and affects 9 parcels.

The landfill wastes were generated by a wide variety of commercial construction and landscaping businesses in the Sacramento area. No containment structures (e.g., base liners, leachate collection or removal systems, ground water monitoring systems, or gas collection systems) were required nor was the landfill constructed with any of these containment systems when the landfill was in operation. The 1970 Waste Discharge Requirements for the Walker and Donant (14th Avenue Landfill) operation limited discharge to Class III materials and to paper, demolition, construction, and land clearance materials, provided that any Class II materials be preceded by the sealing of the pit walls and floor with a minimum of 3 feet of clay. Class II materials are "designated" materials and nonhazardous wastes; and Class III materials are nonhazardous wastes. Boring logs from the filled east and west pits indicate that a clay layer was not installed.

Disposal operations began in the West Pit. Disposal operations switched to the East Pit in 1973, following filling of the West Pit to near grade. A temporary return to debris filling in the West Pit was resumed due to settlement of the West Pit Following final filling of the West Pit, operations were returned to the East Pit. An estimate of landfill composition based on field data and California Regional Water Quality Control Board (CRWQCB) files indicated the landfill is comprised of the following:

Landfill operations continued until February 27, 1976 when both the East and West Pits were completely filled. Subdivision of a portion of the property began in 1977 and buildings were constructed shortly after. As a result of a 1986 subdivision approval on the property, the City noted on the Parcel Map: "Owners are responsible for maintenance of the site, and may be subject to inspection and regulation…including gas migration….This

responsibility could result in unforeseen costs…if any problems are cited by State of Local Regulatory Agencies". A variety of businesses are now operating on parcels which occupy portions of the former landfill.

The site is currently owned by nine different landowners, none of which were responsible for any aspect of the landfill operation or closure prior to cessation of landfill activities. In 1992, the landowners of the 14th Avenue Landfill area formed the Power Inn Association. A fund has been established for the group which is expected to pay for preparation of monitoring plans, closure documents, groundwater and landfill gas monitoring, and monitoring system construction and each property owner pays the assessment.

Existing Site Conditions

The parcels that comprise the former 14th Avenue Landfill site are generally covered with buildings or asphalt, but in some instances, dirt is the only cover. The following table shows the landfill parcels and current uses:

Table C-1: Landfill Parcels and Current Uses

Assessor's Parcel Number	Physical Address	Current Use
079-0300-009 & -018	7832 Ramona Avenue	Desert View Auto Auctions
079-0300-015	3800 Power Inn Road	Cozz' European Car Center
079-0300-022	7950 Ramona Avenue	Sky King – Warehouse
079-0300-023	3600 Power Inn Road	Offices
079-0300-017	7935 & 7945 14th Avenue	Jensen Fasteners (Tool Rental)
079-0300-016	7901 14th Avenue	Warehouse/Office
079-0300-012	7851 14th Avenue	Warehouse/Office
079-0300-006	3562 Ramona Avenue	K & M Recycling (Outdoor)
079-0300-014	3850 Power Inn Road	Sacramento Ford Tractor

Settlement

As with any landfill, the 14th Avenue Landfill is comprised of materials that settle over time. There are 2 sources of settlement on a landfill site: primary settlement and secondary settlement.

Primary Settlement

Primary Settlement occurs when voids within the landfill materials are consolidated by the application of a load. This settlement is typically large, occurs quickly, and is generally finished by the end of construction. The amount of primary settlement is a function of the loads applied, type of landfill material, and how the landfill material was placed. This type of settlement is normally hard to predict and will need to be monitored during construction to ensure that final grades of the design are met at the conclusion of construction.

Secondary Settlement

Secondary settlement occurs as the landfill materials decompose. This settlement occurs over long periods of time and is a function of the depth and constituents of the landfill materials. The best estimate of secondary settlement, however, can be obtained by monitoring the elevations of the site over a period of time and observing the actual amount of settlement. Differential settlement is characterized by the process through which different portions of the landfill settle at different rates due to inconsistent landfill materials and thickness. Differential settlement governs the design of infrastructure on a landfill because this occurs throughout the life of the facility.

East Pit settlement from 1976 and 1994 appears to have been between 5 and 6 feet. Project future settlement over 30 years may approach similar amounts particularly if additional fill is added to the landfill surface. However, settlement is most rapid in the early phases of the landfill operation and immediately after closure; therefore, based on the January 24, 1994 Final Closure Plan, settlement is not expected to exceed 2 to 3 feet between 1994 and 2024.

Landfill Gas

Landfill gas (LFG), also known as methane, is a natural gaseous byproduct of decomposing landfill waste. Methane also creates potential health concerns and can be flammable or

explosive in sufficient concentrations. Although the concentrations on site are unlikely to cause an explosive hazard, potential suffocation hazards caused by oxygen displacement and other health issues are of considerable concern.

LFG is lighter than air and characteristically rises naturally through the landfill cap and cover, collecting under barriers such as buildings and pavement. Measures preventing the passage of landfill gases through foundations will be required for any new buildings on or around the landfill.

Gas Migration

Methane gas generated at the former landfill has the potential to seep from the ground into the buildings on top of and surrounding the landfill. The methane gas seeps through:

- Cracks in building foundations
- Utility penetrations through building foundations
- Internal and external sewer and storm drains
- Construction joints (mortar, floor-wall)
- Loose fitting pipes
- Foundation pile locations

Reuse of Post Closure Landfills

There are many challenges to reusing a closed landfill site. Following closure, landfills require continued maintenance and monitoring as required by regulations. Typical maintenance activities include care of the vegetative layer, repairs to landfill caps, stormwater structures, and gas protection systems. Typical monitoring activities include groundwater and landfill gas monitoring, in addition to routine inspections. There are also liability considerations (i.e. toxics, etc.) and technical problems (settlement, methane gas, health and safety), but many landfill sites have been developed for high-value, productive land uses, including real estate development.

There are numerous examples of reuse of post closure landfills throughout the United States. Some of the most common uses are for parks, golf courses and other sports fields. Increasingly, office buildings and industrial uses have been constructed on closed landfills.

Landfills have been successfully developed as sites for a variety of land uses:

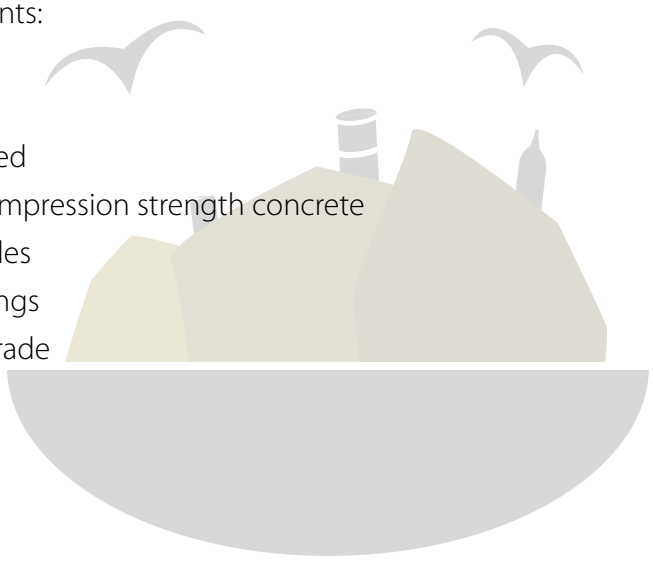
- Regional Malls and Big Box Retail
- Office and Light Industrial Parks
- Hotels and High Rise Commercial
- Government Centers, Jails, Animal Shelters, Maintenance Facilities, Greenhouses
- Parks, including Golf Courses, Ball Fields, Amphitheaters, Firing Ranges
- Single Family and Multifamily Residential

Post-closure landfills have a lower market value than a typical vacant piece of property. For development to occur on a post-closure landfill, extensive geotechnical studies are required which result in increased construction requirements and costs. In areas with high land values, if the post-closure landfill can be obtained for a low enough price, then the increased construction costs can be absorbed by the high end price of the leased or purchased building.

Post-closure Landfill Construction

To develop a post-closure landfill, feasibility and design level geotechnical investigations must be performed. These investigations would include: drilling borings through the landfill, performing geotechnical and environmental laboratory tests, performing statics and seismic slope stability and seismic slope deformation analyses, evaluating geologic hazards, and evaluating vertical pile capacities and lateral behavior of piles. Although the type of required construction varies based on the results of the geotechnical investigations, the following is a list of typical construction requirements:

- Soil Compaction
- Foundation piles through refuse to the rock bed
- Foundation structures constructed of high-compression strength concrete
- Active exhaust fans in buildings with sub-grades
- Methane gas monitoring equipment in buildings
- Geomembrane between floor slab and sub-grade
- Ground-water monitoring system
- Leachate collection and removal system



- Hinged slabs at access points to buildings and parking structures
- Utilities installed with flexible pipes

Source: California Department of Resources, Recycling and Recovery: Landfill Postclosure Land Use Symposium, Feb. 15th and 28th, 2006, Sutter's Landing Post Closure Landfill Development Presentation

Regulations on Post Closure Landfill Construction

California Code of Regulations Title 27, Chapter 3, Section 21190. Post Closure Landuse, contains regulations for construction on a former landfill and within 1000 feet of a boundary of a disposal area. These regulations would apply to several parcels within the Sacramento Center for Innovation Specific Plan.

Construction can occur on top of a closed landfill with mitigations that address the issues that accompany a landfill. The common concerns of building on top or near a landfill are:

1) Maintaining the cap to prevent rain water and run off from entering the garbage and creating leachate.
2) Gas migration and collecting in buildings on top of the landfill.
3) Separation of utilities (Water, Electric and Sewer) from the cap by creating an additional soil cover. If the utilities are below the cap there are methane gas issues that need to be addressed when installing and maintaining utilities.
4) Landscaping will need to be planned to be sure roots do not penetrate the cap into the garbage and to act as a conduit for water to enter the garbage.
5) Irrigation systems need to have proper drainage to make sure no water enters the garbage.

In most cases cities and counties will adopt those same standards in their zoning/building codes when development starts to encroach on landfills in their jurisdiction. Rancho Cordova has adopted the gas monitoring requirement for structures within 1000 feet of fill and more stringent building foundation requirements to protect these buildings from gas intrusion. Other specific plans and use permits, including the proposed Suncreek and Arboretum Specific Plans adjacent to Kiefer landfill include all the Title 27 gas monitoring

and building standards as protective measures.
In addition to the Cal Recycle regulations, the following regulatory agencies must be involved with the reuse of a former landfill

- Sacramento Central Valley Regional Water Quality Control Board
- Local Enforcement Agency (County Environmental Management Dept., Hazardous Materials Division)
- California Dept. of Toxic Substance Control (would be lead if toxics in landfill)
- Sacramento Metropolitan Air Quality Management District
- California Department of Resources, Recycling and Recovery
- California Department of Water Resources

These agencies would have an approval role for subsequent projects that are proposed on the landfill, and these agencies would have a commenter role if the subsequent project occurs within 1,000 feet of the landfill.

C.2 HISTORIC AND CULTURAL RESOURCES

As part of the planning and environmental review process for the SCI Specific Plan, a historical/cultural resources survey and evaluation technical report was completed in the fall of 2012. This section includes a summary of the findings. The complete report is included in the appendix of the Specific Plan.

The City retained Mead & Hunt, Inc. (Mead & Hunt) to review the plan area and identify properties eligible for listing in the California Register of Historical Resources (California Register) and the Sacramento Register of Historic and Cultural Resources (Sacramento Register).

Mead & Hunt completed research and survey to document and evaluate properties in the built environment. Mead & Hunt also partnered with ECORP Consulting Inc. (ECORP) to provide an analysis of the potential for archaeological sites within the plan area.
Fifty-six properties in the built environment at least 45 years of age are located within the plan area. Mead & Hunt evaluated these properties to determine if they qualified for listing in the California Register or Sacramento Register. Based on the results of research and

evaluation, there are three properties already listed in the California Register that are also being recommended eligible for listing in the Sacramento Register. These three listings include the following:

1. **Listing:** The Brighton Underpass (Bridge No. 23C0235) and Floodgate.
   Location: Folsom Boulevard at railroad tracks, approx. 800 feet west of U.S. Highway 50
   Description: The Brighton Underpass and Flood Gate structure was constructed in 1928-1929 by a joint effort between the State Department of Public Works and the South Pacific Railroad to create a grade separation between vehicular traffic on Folsom Boulevard and Southern Pacific's tracks.
2. **Listing:** First Transcontinental Railroad (Current Union Pacific Railroad)
   Location: Along the western edge of the plan area running parallel to East Railroad Avenue
   Description: This is the segment of the First Transcontinental Railroad (Central Pacific Railroad) that was constructed in 1869 to serve as the mainline of the route between Sacramento and Niles.
3. **Listing:** Sacramento Valley Railroad (SVRR)
   Location: Along the north side of Brighton Avenue (current alignment of LRT).
   Description: The SVRR formed in 1852 and built the first railroad west of the Mississippi River through the project area, completing it in February 1856. The historic SVRR was acquired by the Central Pacific Railroad (CPRR) in 1865, which was then purchased by the Southern Pacific Railroad (SPRR) in 1910 and continued to provide transportation in the region.

No known archaeological sites are located within the plan area. ECORP provided an analysis to identify areas of high sensitivity for the presence of historic and prehistoric archaeological sites within the plan area and provided recommendations for further archaeological investigations for proposed projects in the future; however, no field survey was completed for the purposes of this report. The complete results of the archaeological analysis are also provided in Appendix D.

HISTORIC & CULTURAL RESOURCES REPORT

Appenix D

This appendix contains detailed information from the historic and cultural resources survey and technical report prepared for the Sacramento Center for Innovation area.

Please find the **Historical Resources Survey** document on the Specific Plan website. The Survey is located in the "Documents" section, under "Historical Resources Survey."