

MCCLELLAN HEIGHTS AND PARKER HOMES LAND USE AND INFRASTRUCTURE PLAN



City of Sacramento and the Sacramento Housing and Redevelopment Agency (SHRA) | June 8, 2007



DESIGN, COMMUNITY & ENVIRONMENT

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I INTRODUCTION

The McClellan Heights and Parker Homes Land Use and Infrastructure Plan (henceforth the “Plan”) provides a vision for land use changes intended to facilitate and support the transition of the area into two strong, primarily residential neighborhoods that are served by retail and other amenities. This Plan also includes recommendations for circulation and utility infrastructure improvements to address existing deficiencies and to support new uses that are part of the land use vision. The Plan also outlines strategies to improve existing housing stock and to promote new housing at varying levels of affordability. This document will serve as a guide to future development over the next 20 years.

The Plan will be implemented through a variety of actions, including changes to the City’s General Plan and Zoning Ordinance, incentives to spur public and private projects and amendments to the North Sacramento Community Plan. Other implementation methods are described in Chapter 7. An initial amount of funding has been identified for infrastructure and housing improvements in the Plan Area, thanks to the efforts of the residents, the Sacramento Housing and Redevelopment Agency (SHRA), the City and the County of Sacramento. While the identification of funding for these improvements is a significant first step towards realizing the Plan’s goals, long-term commitment and collaboration is needed between the City, SHRA, the County and residents of McClellan Heights and Parker Homes.

A. Plan Area

The approximately 306-acre Plan Area is located in the northeastern part of the City of Sacramento, west of and adjacent to McClellan Park, as shown in Figure 1-1. The Plan Area is comprised of two residential communities, the Parker Homes and McClellan Heights neighborhoods. Figure 1-2 shows the Plan Area boundaries, and the locations of the two residential neighborhoods.

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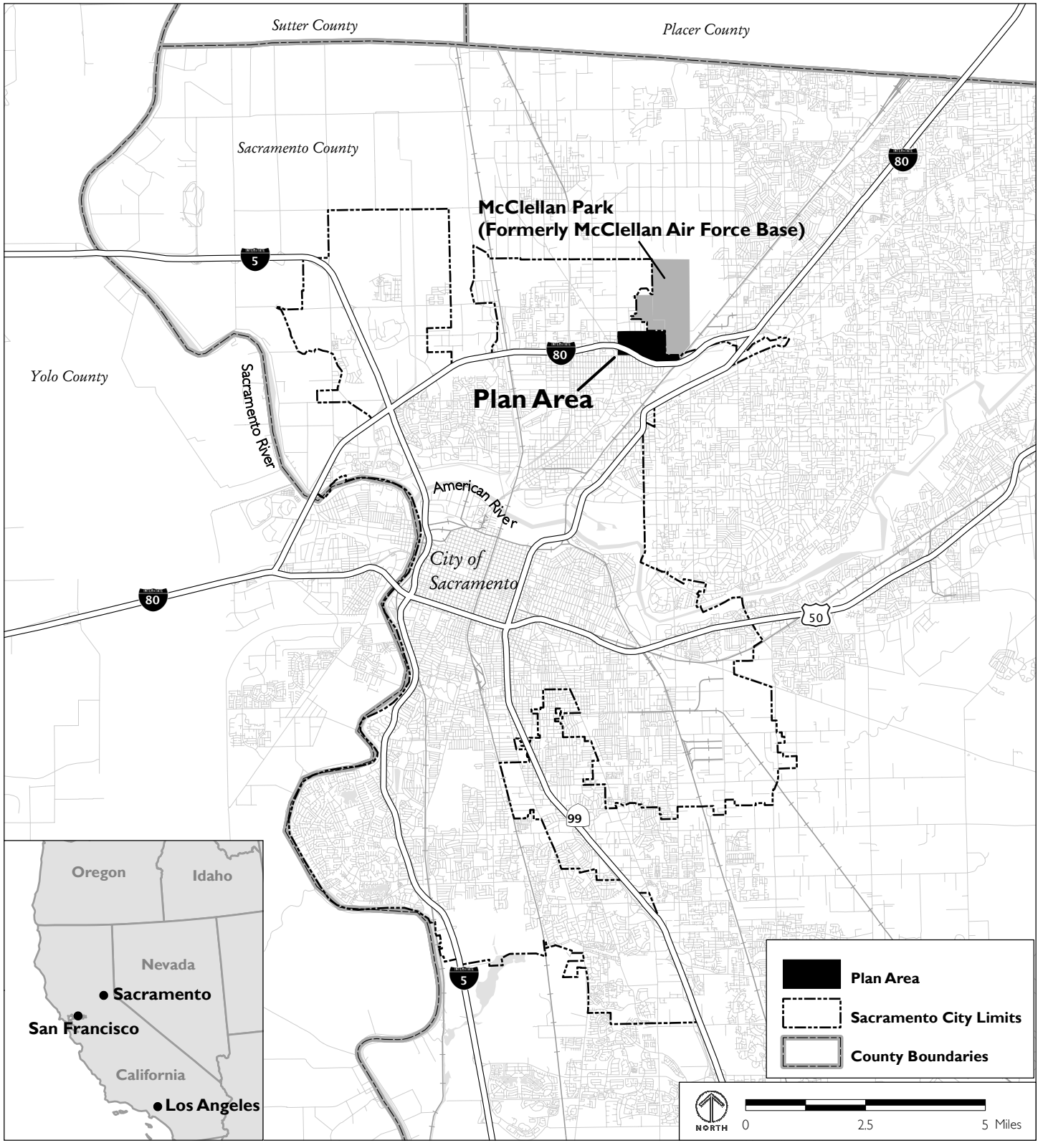
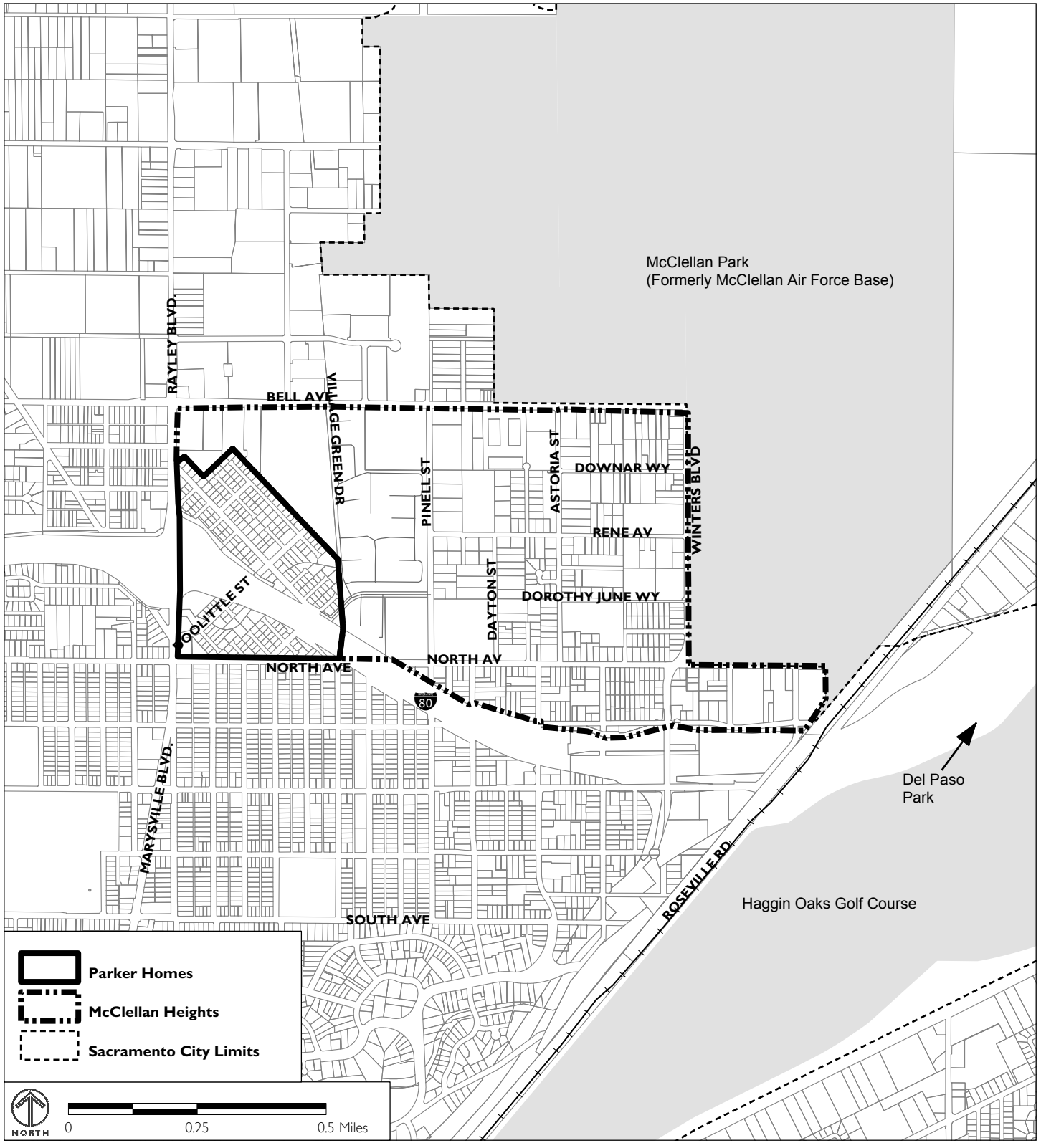


FIGURE I-1

REGIONAL LOCATION



Data Source: City of Sacramento GIS

FIGURE I-2

PLAN AREA AND VICINITY

The 37-acre Parker Homes neighborhood is almost exclusively residential, consisting of single-family homes with an average lot size of 0.13 acres. Many of the existing homes were built to serve as temporary military housing during World War II. Consequently, many of these homes lack foundations and have other structural problems. In the 1970s, the neighborhood was bisected by the construction of Interstate 80. Common features in the area are undersized, inconsistent or non-existent infrastructure, lack of amenities and small and/or irregular lot sizes. There is a small area of commercial uses at the intersection of Marysville Boulevard and North Avenue.

The McClellan Heights neighborhood, to the north and east of Parker Homes, covers approximately 269 acres of the 306-acre Plan Area.¹ The majority of McClellan Heights consists of residential uses, primarily post-war subdivisions on larger parcels. Unlike Parker Homes, the McClellan Heights neighborhood contains many underutilized or vacant parcels. The neighborhood includes small concentrations of light industrial and commercial uses, primarily along Bell Avenue, Pinell and Astoria Streets and the area east of Winters Street between the former McClellan AFB and Interstate 80.

B. Project Background

The City of Sacramento has a long history of land use and community planning activity in the McClellan Heights and Parker Homes neighborhoods. In 1985, the City Council adopted the North Sacramento Community Plan, which included recommendations for the rezoning of land adjacent to McClellan Park from residential to industrial. This recommendation was based on increased noise levels occurring at the former Air Force base at the time that were determined to be incompatible with existing residential uses. The Plan also included goals, objectives, policies and actions for the North Sacramento area for land use, housing, transportation, public facilities and

¹ Acreage includes public right-of-way.

services. When the Base closed in 1995, discussions were initiated to rezone the area to be consistent with existing residential development, as well as to address some of the housing and infrastructure deficiencies in the area.

In October 2000, the former McClellan AFB was designated as a redevelopment area. At that time, the City and County of Sacramento made an unprecedented move to provide funds from both the City and future McClellan redevelopment area for housing and infrastructure improvements in the McClellan Heights and Parker Homes neighborhoods, totaling \$12 million. The identified funds were comprised of \$6 million in future housing set-aside tax increment funds from the Sacramento Housing and Redevelopment Agency (SHRA) and \$6 million of City and Agency funds.

C. Planning Process

This Plan provides a land use strategy and infrastructure and housing improvement recommendations that are responsive to the needs of neighborhood residents. The Plan builds on new opportunities and changes presented by the closure and Reuse Plan for the former McClellan AFB.

The planning process for the development of this Plan included coordination with numerous agencies, a technical advisory committee (TAC) composed of staff from the Sacramento Housing and Redevelopment Agency and the City and County of Sacramento, as well as members of the community, including residents, business owners and property owners.

1. Community Workshops

The planning process included four community workshops with members of the McClellan Heights and Parker Homes communities. These workshops were designed to inform the community about the planning process and solicit feedback regarding preferences for land use and housing and infrastructure improvements in the area.

The first workshop was held for the Parker Homes community on February 28, 2005 and the second for the McClellan Heights community on March 14, 2005. Both workshops were held in the Our Lady of Lourdes Church on 1951 North Avenue. The first half of each workshop consisted of a brief presentation about the project's background and objectives, as well as existing conditions in the Plan Area. The second half of each workshop included a hands-on exercise where workshop participants were divided into small groups to focus on opportunities for land use, housing, circulation, parking and utility infrastructure improvements.

Feedback from the community and the TAC formed the basis for the development of a land use vision and proposed circulation network for the Plan Area, and informed the development of specific recommendations for housing, roadway and utility infrastructure improvements. These recommendations were presented to the community at a third workshop, which was held on June 14, 2006 at the Vista Nueva Career and Technology High School at 2035 North Avenue. After a presentation that summarized recommended improvements, workshop participants were invited to visit information stations that were organized topically (e.g. land use and zoning, roadway improvements, utility infrastructure) to ask further questions and provide written comments if they wished.

Based on community feedback at the June 14th workshop, a fourth workshop was held at the Vista Nueva Career and Technology High School on October 26, 2006 to gather more information about what residents considered to be their highest priority infrastructure improvements for the Plan Area. These are summarized in Chapter 2. All roadway and utility infrastructure improvements are discussed in further detail in Chapters 4 and 5.

2. Plan Preparation

This Plan was developed by SHRA, City staff and the consultant team based on direction from the community meetings, the Sacramento City Council and Planning

Commission members. An overview of the Plan’s contents is included in Section D below, and a more detailed description of each Plan component is provided in Chapter 2.

3. Environmental Review

Due to the fact that the Plan would necessitate changes to land uses, General Plan designations, and zoning districts, an Environmental Impact Report was prepared concurrently with the Plan. This environmental impact analysis is contained in a separate document, the *McClellan Heights and Parker Homes Land Use and Infrastructure Plan Draft Environmental Impact Report* (henceforth “the Draft EIR”), which examines the environmental impacts of the land use changes proposed in this Plan.

4. Next Steps

This Plan will be “received and filed” by the City of Sacramento, after which it will be implemented by amending the General Plan, amending the zoning ordinance and adopting the Special Planning District zoning overlay as part of a package of Plan-related entitlements. Chapter 7 covers this in detail. Implementation of the specific housing and infrastructure-related programs and improvements listed in this Plan will commence at the appropriate time.

The Draft EIR will undergo a mandatory 45-day review period as stipulated by California Environmental and Quality Act (CEQA), during which time members of the public and interested agencies may comment on the document. The Plan will be revised, as necessary, based on public input. The City will then publish a Final EIR, after which adoption hearings before the Planning Commission and the City Council will be held.

When the City Council considers certification of the Final EIR, it will also consider approval of a General Plan amendment and other actions needed to allow implementation of the Plan. Finally, the City’s Zoning Map will need to be updated to ensure consistency with land use designations specified in the General Plan amendment.

D. Plan Organization

This Plan was developed with the active participation of community members and in consultation with a Technical Advisory Committee (TAC) that was comprised of representatives from SHRA and the City and County of Sacramento. The Plan is organized as follows:

- ◆ **Chapter 1: Introduction.** This chapter includes an overview of the project background, the Plan Area and a description of the planning process needed to bring the Plan to fruition.
- ◆ **Chapter 2: Plan Concept.** This chapter contains an overview of the major components of the Plan such as the land use vision, conceptual street network and recommendations for infrastructure and housing improvements.
- ◆ **Chapter 3: Land Use.** This chapter includes zoning designations for the Plan Area and a brief description of development allowed in each district. It also includes goals, policies and actions to support and guide development in the Plan Area. The policy guidance contained in this chapter should be considered in conjunction with existing City policies in the General Plan and other relevant City planning documents.
- ◆ **Chapter 4: Circulation and Street Design.** This chapter contains recommendations for circulation and streetscape improvements. It includes recommendations for design specifications that can be applied to existing and new roadways in the Plan Area.
- ◆ **Chapter 5: Utility Infrastructure.** This chapter contains recommendations for utility infrastructure improvements to address existing deficiencies and to support new infill development.
- ◆ **Chapter 6: Housing and Development.** This chapter includes a summary of housing and development strategies that SHRA and the City can pursue to improve existing housing stock, increase opportunities for new residential develop-

ment, and promote mixed-use and neighborhood-serving commercial development in the Plan Area.

- ◆ **Chapter 7: Implementation and Financing.** This chapter contains specific actions and implementation strategies, as well as possible financing strategies to fund identified infrastructure and housing improvements.

Additional information is included in three appendices to this plan, including a summary of existing conditions in the Plan Area, City standards for pedestrian-friendly street design and funding options for infrastructure improvements and affordable housing.

- ◆ **Appendix A.** This appendix summarizes existing conditions in the Plan Area and served as the foundation upon which this Plan was developed.
- ◆ **Appendix B.** This appendix contains portions of the City of Sacramento’s *Pedestrian-Friendly Street Standards*; specifically, street cross-sections that can be used in the Plan Area as part of the overall infrastructure improvement program.
- ◆ **Appendix C.** This appendix contains comprehensive lists of funding sources to support infrastructure improvements and affordable housing.

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2 PLAN CONCEPT

This chapter provides an overview of the major components of this Plan, including the land use vision, conceptual street network and recommendations for infrastructure and housing improvements. Implementation actions and strategies to achieve the Plan's recommendations are included at the end of this chapter.

A. Plan Objectives

The following objectives would be achieved through implementation of the Plan:

- ◆ Enhance and strengthen McClellan Heights' and Parker Homes' identities as residential neighborhoods with high-quality, safe housing that has access to neighborhood-serving retail, parks and other amenities to meet community needs.
- ◆ Promote the availability of a variety of housing types at varying densities and levels of affordability.
- ◆ Provide opportunities to improve existing housing stock to the extent feasible.
- ◆ Promote economic change in the community while minimizing displacement, relocation and gentrification.
- ◆ Build streets that are attractive, safe and pedestrian-friendly.
- ◆ Facilitate access to local amenities and improve connections throughout the Plan Area.
- ◆ Build infrastructure to meet the needs of existing and future development that is funded in a way that allows for the most advantageous implementation and capitalizes on funding opportunities.

B. Land Use Vision

The Plan Area is envisioned to transition over time into primarily single-family residential neighborhoods, with some areas of mixed-use and multi-family housing along

busier arterial and collector streets. The proposed land use vision depicted in Figure 2-1 calls for high-quality housing at varying levels of affordability that have easy access to supporting commercial and retail development, services and amenities. The land use vision provides a general overview of land uses desired in the Plan Area, while specific changes to zoning designations are discussed in detail in Chapter 3. The land use vision does not depict actual development projects that will occur as a direct result of this Plan, but is intended to supplement development regulations contained in zoning designations to better guide future development as individual property owners seek to develop or redevelop parcels within the Plan Area.

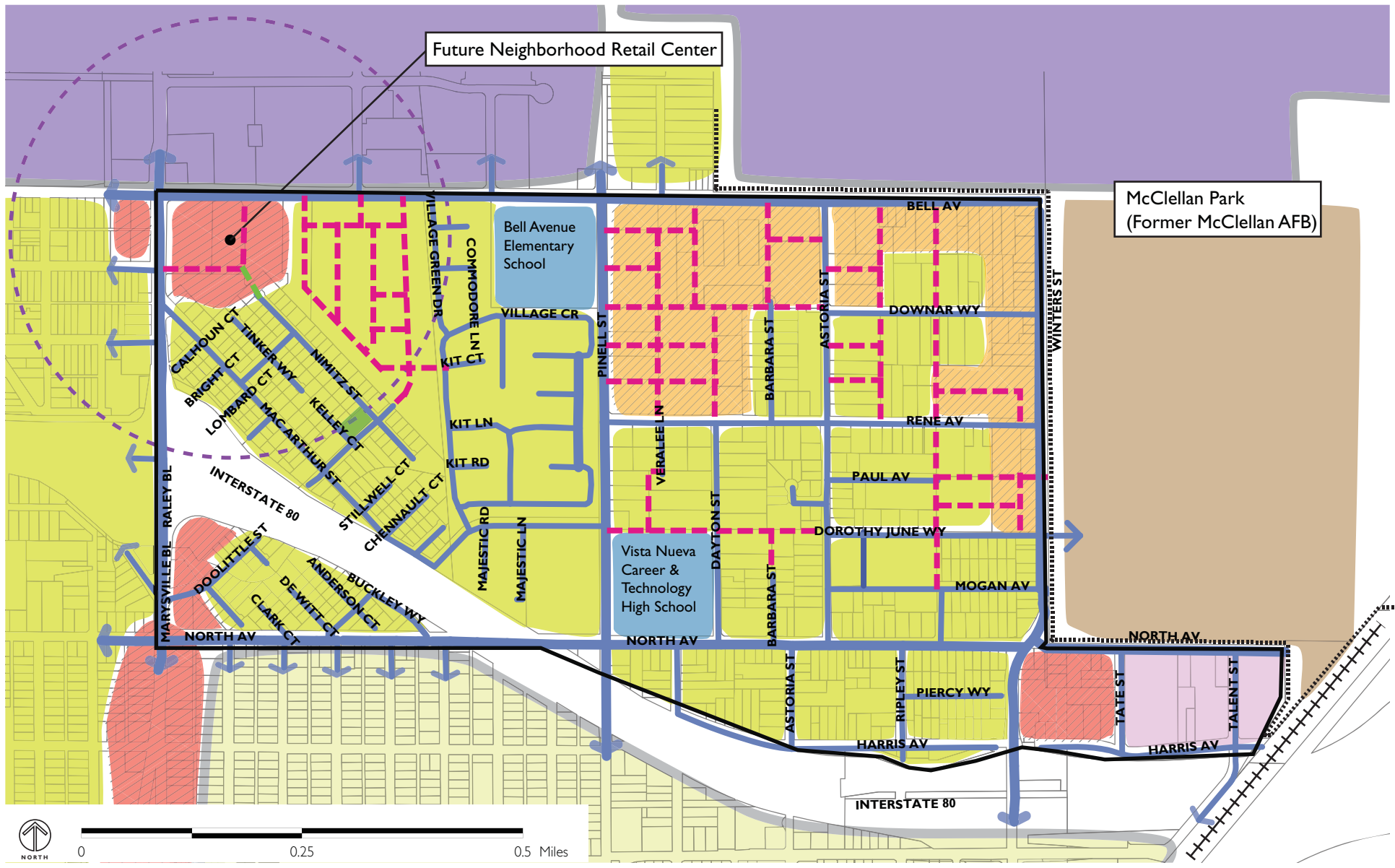
The land use vision for the Plan Area includes the following components:

1. Residential Uses

Overall, residential land uses proposed in the Plan Area would build upon the existing character of the neighborhood, increase housing affordability and create population densities necessary to attract desired services and amenities.

- ◆ **Single-Family Residential Uses.** The majority of the Plan Area would consist of single-family detached or attached homes, townhouses, cluster housing, condominiums or cooperatives. New residential uses or redeveloped housing could be built at a density of up to 15 dwelling units per net acre. As outlined in the City's *Single-Family Residential Design Principles*, homes in the Plan Area will enhance the pedestrian orientation of streets by including façade details such as porches, steps and windows. Additional strategies for visual enhancement of the streets include minimizing the prominence of garage entries and blank walls, and providing attractive and resource-efficient landscaping and lighting.
- ◆ **Residential Mixed Use.** As shown in Figure 2-1, a 53-acre area along Pinell Street, Bell Avenue and Winters Street would become a mix of moderate density residential use up to a density of 36 dwelling units per acre. These new homes would be designed in a manner compatible with adjacent single-family homes. The multi-family housing would provide choices in housing type and affordability

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- | | | |
|---|------------------------------------|--|
| Plan Area | Light Industrial | Park |
| City Limits | Industrial/Warehouse/Manufacturing | 1/4-Mile Radius (10-minute Walking Distance) |
| Single Family Residential (15 du/ac) | Office | Existing Streets |
| Multi Family Residential with Mixed-Use Allowed | School | Recommended Future Street Connections |
| Commercial Retail with Mixed-Use Allowed | | Potential Bike/Ped Connection |

FIGURE 2-1

LAND USE VISION

and serve as a buffer between busy arterial and collector streets and the office and industrial warehousing uses to the north and east of the Plan Area. The area designated for multi-family residential uses would also allow small ground-floor retail business offices with multi-family residential located on upper floors. Locating multi-family mixed use along the arterials and collectors of the Plan Area will allow residents convenient access to nearby commercial, recreation and employment opportunities. This will be a particularly valuable amenity as McClellan Park develops since it will be within easy walking, biking or driving distance.

Multi-family residential mixed-use development would generally be two to three stories in height and provide amenities such as active common areas and internal circulation systems that connect to the surrounding neighborhood. Buildings should be built up to the sidewalks, particularly on corner sites, and oriented to public streets by providing entryways or other entry features along the street.

2. Non-Residential Uses

In addition to the non-residential uses described above in the northeast Plan Area, non-residential uses exist in other portions of the Plan Area.

- ◆ **Neighborhood-serving Commercial/Mixed-Use Development.** There are three areas in the Plan Area which are intended for retail commercial uses: (1) the intersection of Bell Avenue and Raley Boulevard, (2) North Avenue and Marysville Boulevard, and (3) Winters Street between North and Harris Avenues. All of these areas feature existing retail, office and general commercial uses. Recommendations in this Plan are intended to guide future redevelopment of these areas, should the opportunity arise.

These areas are envisioned to consist of primarily commercial retail uses with some multi-family residential uses. All three areas are designated as areas where mixed-use development would be allowed; however, only the area at the intersection of Bell Avenue and Raley Boulevard is identified as the preferred target for a mixed-use neighborhood-serving retail center. Uses desired by the community, as expressed at public workshops, included a grocery store with good quality pro-

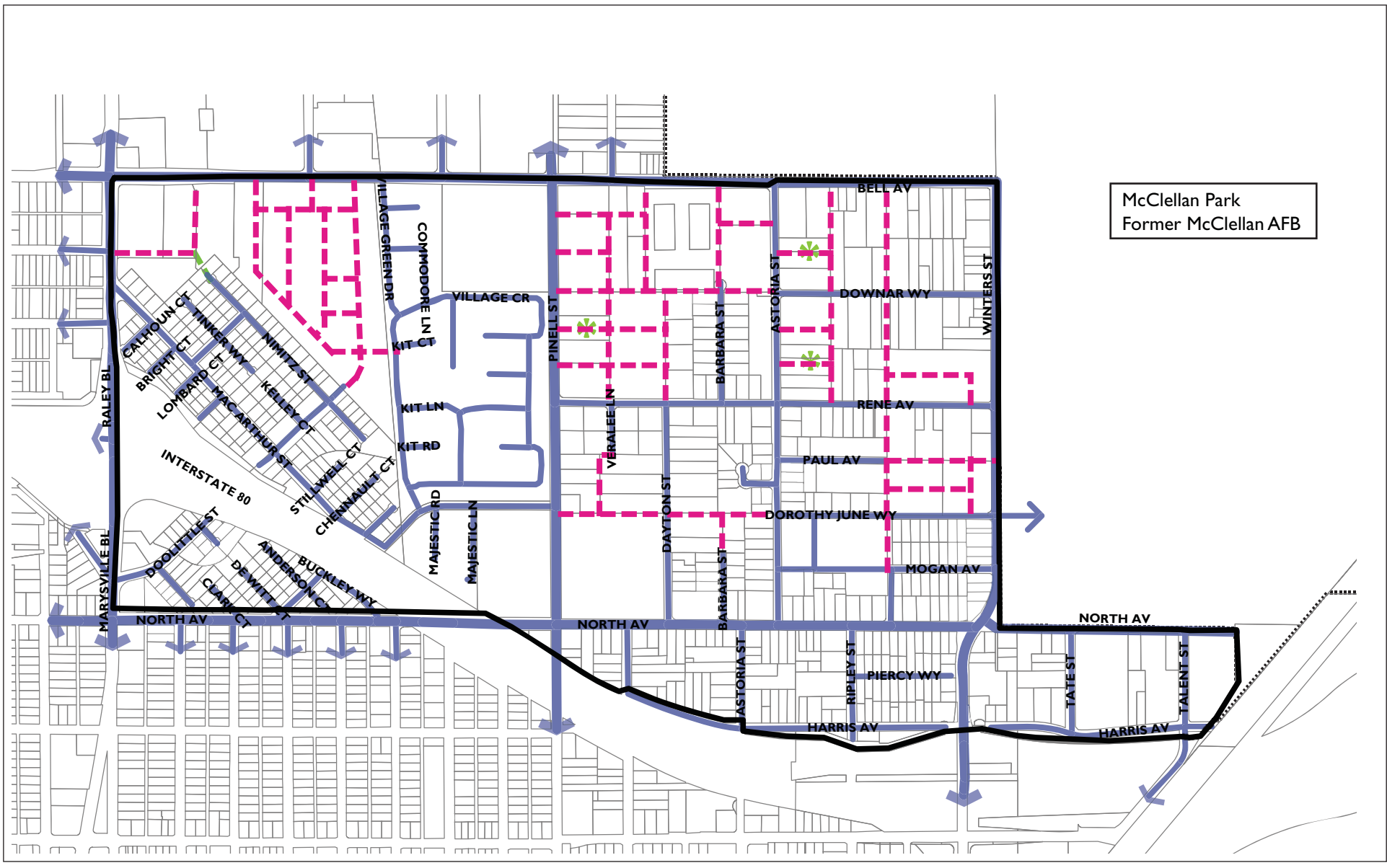
duce and fair prices and smaller-scale businesses, such as retail shops, restaurants and personal services. Development of this area with such amenities would serve the daily needs of the community since it is within easy walking, biking or relatively short driving distance from most of the residents.

- ◆ **Light Industrial Uses.** One 12-acre area located in the McClellan Heights neighborhood would remain designated for light-industrial uses. This area is bordered by North Avenue, Harris Avenue, Tate Street and the former McClellan AFB. This area is in a relatively isolated location between Interstate 80 and the planned office uses to the north in McClellan Business Park, and the current industrial uses are compatible with existing and planned uses.

C. Conceptual Circulation Network

Figure 2-2 illustrates a conceptual circulation pattern for the Plan Area that builds upon the existing pattern and would facilitate development of proposed land uses. The intent of the circulation pattern is to enhance connectivity within the residential neighborhoods and promote development at a more pedestrian-oriented scale (e.g. block lengths that provide more connections between blocks and are thus more walkable). The conceptual circulation network should be considered as a guide for the general number of street connections to be added as new development occurs. The actual street network that is built may vary from what is shown in Figure 2-2 based on the pattern and size of development, location of existing intersections, spacing of existing and future traffic signals, and other factors. Moreover, the conceptual circulation pattern could be enhanced with additional street and pedestrian connections as new development actually occurs.

New streets, primarily in the less-developed McClellan Heights area, are shown for areas that seem likely to develop or redevelop over the next 10 or 20 years. New minor streets are proposed for the McClellan Heights area in the vacant 21-acre site located on Bell Avenue. This would connect Bell Avenue to the Parker Homes



McClellan Park
 Former McClellan AFB

- Plan Area
- City Limits
- Recommended Future Street Connections
- Potential Bike/Ped Connection
- ✱ Could be Bike/Ped Connection only, TBD at time of project review
- ↔ Existing Streets

FIGURE 2-2

CONCEPTUAL CIRCULATION NETWORK

neighborhood and provide through-connections to Bell Avenue at two locations. In addition, minor streets are proposed to facilitate residential development that is consistent in scale with existing residential development bounded by Pinell Street, Bell Avenue, Winters Street and North Avenue.

Chapter 4 of this Plan includes a more detailed explanation of recommended improvements for new roadways and other streetscape improvements, and includes detailed street cross-sections. A list of all recommended circulation infrastructure improvements, including cost estimates, is provided in a separate technical document, *McClellan Heights and Parker Homes, City of Sacramento, CA, Infrastructure Report, April 23, 2007*.

D. Utility Infrastructure

The McClellan Heights and Parker Homes neighborhoods have different anticipated levels of buildout, and thus, different infrastructure needs. The McClellan Heights neighborhood is sparsely developed with a combination of large-lot, single-family residential units, industrial properties and a few commercial uses. Infrastructure improvements here will need to support buildout of this neighborhood's land use mix while bringing existing facilities up to current City standards. The Parker Homes neighborhood on the other hand, is mostly built out with single-family homes on small lots. Infrastructure needs in this neighborhood are governed primarily by the need to upgrade and/or maintain existing facilities.

This Plan identifies specific stormwater, sewer and water facility improvements that would be needed to address existing deficiencies in the system. It also provides general recommendations for improvements needed to serve buildout of all proposed land uses. The list of improvements is likely to change over the long-term as new development takes place and additional public funding is identified.

Chapter 7 summarizes the recommended utility infrastructure improvements for the Plan Area and lists cost estimates and possible funding sources. A list of all infrastructure improvements and detailed cost estimates is provided in a separate technical document, *McClellan Heights and Parker Homes, City of Sacramento, CA, Infrastructure Report, April 23, 2007*.

E. Housing and Development Strategy

Based on an assessment of existing housing and real estate market conditions in the Plan Area, feedback from the community and extensive discussions with SHRA and City staff, a series of recommendations were developed for improving the existing housing stock and promoting development of a variety of new housing at varying price ranges. Additionally, new housing in the area would help facilitate residents' expressed desire of attracting more neighborhood-serving retail uses by bringing more residents into the neighborhood.

As mentioned in Chapter 1, based on the agreement between the City and County of Sacramento, SHRA has committed to dedicating approximately six million dollars in housing set-aside funds from the McClellan Redevelopment Area to the Plan Area over the next 5 to 10 years. The housing set-aside funds must be used for housing-related improvements; by law they may not be used for other purposes such as infrastructure improvements.

SHRA will allocate funding that is earmarked for housing improvements in the Plan Area through existing and proposed programs, as follows:

Single-family homes:

- ◆ Target Area Home-buyer Program
- ◆ Target Area Create a Loan Program (Financial assistance for rehabilitation, including foundation repairs)

- ◆ Target Area Developer Subsidy Program (Proposed)

Multi-family and commercial/residential mixed-use projects:

- ◆ Target Area Investment Property Loan Program
- ◆ Multi-Family Housing Lending Program

More detail on strategies for housing improvements is included in Chapter 6.

F. Parks and Open Space

The City's *Parks and Recreation Master Plan 2005-2010* establishes a goal of providing 5 acres of neighborhood and community parks for every 1,000 city residents, and 8 acres of citywide or regionally-serving parks per 1,000 residents. At present, the McClellan Heights and Parker Homes neighborhoods contain one 0.4-acre park site (Verano Creek Park), located on Doolittle Street in the Parker Homes neighborhood. This site is scheduled for construction to begin in August, 2007. Park amenities will include a tot lot, benches and tables, turf areas and shade trees. Del Paso Regional Park is located south of Interstate 80, to the southeast of the Plan Area and east of Haggin Oaks Golf Course. Additional recreation facilities are provided by Grant Joint Union School District. A joint use playing field is nearing completion adjacent to Vista Nueva High School on North Avenue.

This Plan includes a goal (and relevant policies) in Chapter 3 that would promote the provision of new park space in the Plan Area as new development and redevelopment occurs.

G. Implementation and Financing

This Plan provides a series of recommendations to guide land use, housing and infrastructure improvements for the Plan Area to occur over the short-, medium- and long-term. Chapter 7 provides an overview of some of the key issues regarding phasing of roadway and utility infrastructure improvements and housing recommendations. It includes a list of implementation actions for SHRA and the City to undertake, and information about financing options such as various types of fees and other funding sources to help pay for public improvements recommended in this Plan.

The financing strategy provided in Chapter 7 is intended to be a guiding document only, and does not provide a full list of specific revenue sources that SHRA or the City can use to finance improvements within the Plan Area. Appendix C contains a comprehensive list of possible funding sources. The financing strategy, however, does prioritize infrastructure improvements based on a weighing of community comments, infrastructure technical analysis, available funding, and market demand.

The financing plan prioritizes improvements into three categories:

- ◆ Top priority projects are those that will be implemented over the next two to seven years using funding already identified for the Plan Area.
- ◆ Secondary priority projects are those that were considered important to the community that will be implemented next, as funding is identified.
- ◆ Tertiary priority projects are those that will be implemented as the appropriate funding and/or funding mechanisms are identified.

As stated in Chapter 1, the City must play a key role in implementing the goals, objectives, policies and actions of this Plan. The City will also be responsible for providing policy direction to implement the Plan and to structure the development incentives described herein. The City, SHRA and the County should work together to

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pursue funding opportunities, allocate existing resources to the Plan Area and conduct additional studies and programs to achieve the objectives of the Plan.

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3 LAND USE

This chapter presents the proposed land use zoning designations and related goals and policies that will guide land use decisions within the Plan Area. As described in Chapter 1, this Plan proposes changes to land use designations from those now depicted in existing City-adopted plans. When the City Council considers adoption of the Plan and certification of its Final EIR, it will also consider amendments to the General Plan and the Zoning Map for the Plan Area. A summary of the regulatory framework and existing land uses in the Plan Area is provided in Appendix A.

A. Goals and Policies

The City of Sacramento is currently updating its General Plan. This Plan includes proposed changes to existing General Plan land use designations which, once adopted, will set the land use policy direction for the Plan Area. Thus, the land use designations in this Plan would become part of the updated City General Plan and would supersede the designations shown in the North Sacramento Community Plan (1984) for the Plan Area.

Relevant goals and policies from the City's existing General Plan and the North Sacramento Community Plan are listed in Tables 3-1 and 3-2 below. Following these tables are new goals and policies that have been developed for the Plan Area.

TABLE 3-1 **APPLICABLE CITY OF SACRAMENTO GENERAL PLAN POLICIES, GOALS AND ACTIONS—LAND USE**

Number	Policies
<i>Residential Land Use</i>	
Goal A	Improve the quality of residential neighborhoods Citywide by protecting, preserving and enhancing their character.
2	Actively promote the following existing City programs that provide assistance and information on maintenance and beautification for residential development: <ul style="list-style-type: none"> ◆ Code enforcement programs and information. ◆ Rehabilitation programs available through the Sacramento Housing and Redevelopment Agency for single-family development. ◆ Rental rehabilitation program.
6	Prohibit the intrusion of incompatible uses into residential neighborhoods through adequate buffers, screening and zoning practices that do not preclude pedestrian access to arterials that may serve as transit corridors.
8	Support efforts to develop established guidelines for residential development fronting on a major street.
Goal B	Provide affordable housing opportunities for all income household categories throughout the City.
1	Establish methods to provide more balanced housing opportunities in communities that lack a full range of housing opportunities.
Goal C	Develop residential land uses in a manner that is efficient and utilizes existing and planned urban resources.
4	Promote infill development as a means to meet future housing needs by expanding the benefits for this type of development and actively promote infill development in identified infill areas through outreach programs designed to inform the development community and property owners of this program.
6	Continue to support redevelopment and rehabilitation efforts that add new and re-conditioned units to the housing stock while eliminating neighborhood blight and deterioration.
Goal D	Maintain orderly residential growth in areas where urban services are readily available or can be provided in an efficient cost effective manner.
2	Approve residential development only where City services are provided in a manner which meet the needs of the proposed development.
Goal E, Policy 1	Provide housing opportunities in newly developing communities and in large mixed use developments in an effort to reduce travel time to and from employment centers.
3	Establish guidelines for mixed use projects and allow these uses in urbanized areas of the City where intensive development is planned.

TABLE 3-1 **APPLICABLE CITY OF SACRAMENTO GENERAL PLAN POLICIES, GOALS AND ACTIONS—LAND USE (CONTINUED)**

Number	Policies
<i>Commerce and Industry Land Use Element</i>	
Neighborhood/Community Commercial and Office Centers	
Goal A	Ensure that all areas of the City are adequately served by neighborhood/community shopping districts.
1	Maintain and strengthen viable shopping districts throughout the City.
2	Promote the rehabilitation and revitalization of existing commercial centers.
Goal B	Promote mixed use development of neighborhood/community commercial districts through new construction and revitalization.
1	Allow mixed use development in accordance with the requirements set forth previously in this Section.
2	Promote the development of mixed use local commercial/office and high density residential projects.
<i>Industrial/Manufacturing Area</i>	
Goal A	Continue to identify and attempt to minimize potential adverse impacts from increased industrial development.
1	Allow industrial development only in those areas where potential impacts can be expected to be minimized
1, action (b)	Industrial uses, proposed near existing residential areas, must have an internal circulation system and other design amenities.

TABLE 3-2 **RELEVANT NORTH SACRAMENTO COMMUNITY PLAN POLICES, GOALS AND ACTIONS—LAND USE**

<i>Residential Land Use</i>	
Goals	Accommodate the growth projected for North Sacramento by the City General Plan in an orderly and efficient manner, one which enhances the existing attractive features of the community.
Policies and Actions	Revitalize and stabilize residential areas showing signs of decline. Place a high priority in the City's Capital Improvement Program towards improving street conditions and services to vacant areas south of Interstate 80. Upgrading neighborhood conditions is one of several actions that should be taken to encourage infill developments.
<i>Commercial Land Use</i>	
Goals	Provide for a range of commercial uses which meet daily needs and area within convenient access to North Sacramento residents. Upgrade commercial areas by eliminating land use conditions that contribute to blight.
Policies and Actions	Encourage land uses which will enhance economic vitality of the community. Inventory and remedy zoning and building code violations beginning in the commercial revitalization areas.

Supplementing the goals, policies and actions listed above, the following goals and policies have been developed to guide land uses in the Plan Area.

Goal 1	Strengthen the residential character and identity of the McClellan Heights and Parker Homes neighborhoods, which will enhance the area's ability to attract desired retail uses and services.
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- Policy 1.1 Promote residential infill and mixed use development in Plan Area.
- Policy 1.2 Infill development, secondary residential units¹ and multi-family housing shall be consistent in scale and character with surrounding residential development.
- Policy 1.3 Encourage multi-family residential development, both market rate and below-market rate, in areas along major arterials such as Bell Avenue and Winters Street, to take advantage of proximity to employment areas such as McClellan Park.
- Policy 1.4 Multi-family residential uses should be allowed in commercially-zoned areas; it is preferable that the multi-family residential use is located above the ground-floor commercial use when the building fronts onto a major arterial or collector.

Goal 2 Housing in the Plan Area should be high-quality, safe housing that is available in a variety of housing types and a variety of levels of affordability.

- Policy 2.1 SHRA should work with the City and community members to actively promote loan and grant programs for single-family housing and rental property rehabilitation to the residents of McClellan Heights and Parker Homes.
- Policy 2.2 SHRA should study the feasibility of providing loan and/or grant funding to repair and/or replace house foundations to qualifying residents of McClellan Heights and Parker Homes.

¹ A secondary unit is a self-contained independent living area that is typically added to an existing single-family lot by the owner. A secondary unit is generally smaller than the primary unit, and may share a yard. Secondary units are also often referred to as “accessory units” or “granny flats.”

Policy 2.3 The City should consider proposing City’s Rental Housing Inspection Program in the Plan Area to spur housing stock improvements.

Policy 2.4 New development should adhere to Chapter 3 of the City of Sacramento’s Zoning Code for guidelines for single-family and multi-family development. The Del Paso Heights Design Guidelines can be used as a reference because the Del Paso Heights Design Review District will be expanded to include the McClellan Heights and Parker Homes Plan Area.

Policy 2.5 New mixed use development should follow the design guidance provided in section C in this chapter, as well as applicable design guidance in the City’s design guidelines for Corridors.

Goal 3	Ensure that the McClellan Heights and Parker Homes neighborhoods have access to neighborhood-serving retail and other amenities to meet community needs.
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Policy 3.1 Neighborhood-serving retail such as a grocery store with fresh produce and a drug store should be encouraged in commercially-zoned areas, such as the node at Raley Boulevard and Bell Avenue.

Policy 3.2 Neighborhood-serving retail and smaller-scale businesses such as restaurants, retail shops and personal services should be encouraged in commercially-zoned and residential mixed-use areas that have frontage along major arterials or collector streets.

Goal 4	Ensure safety and compatibility between residential land uses and the adjacent McClellan Airport.²
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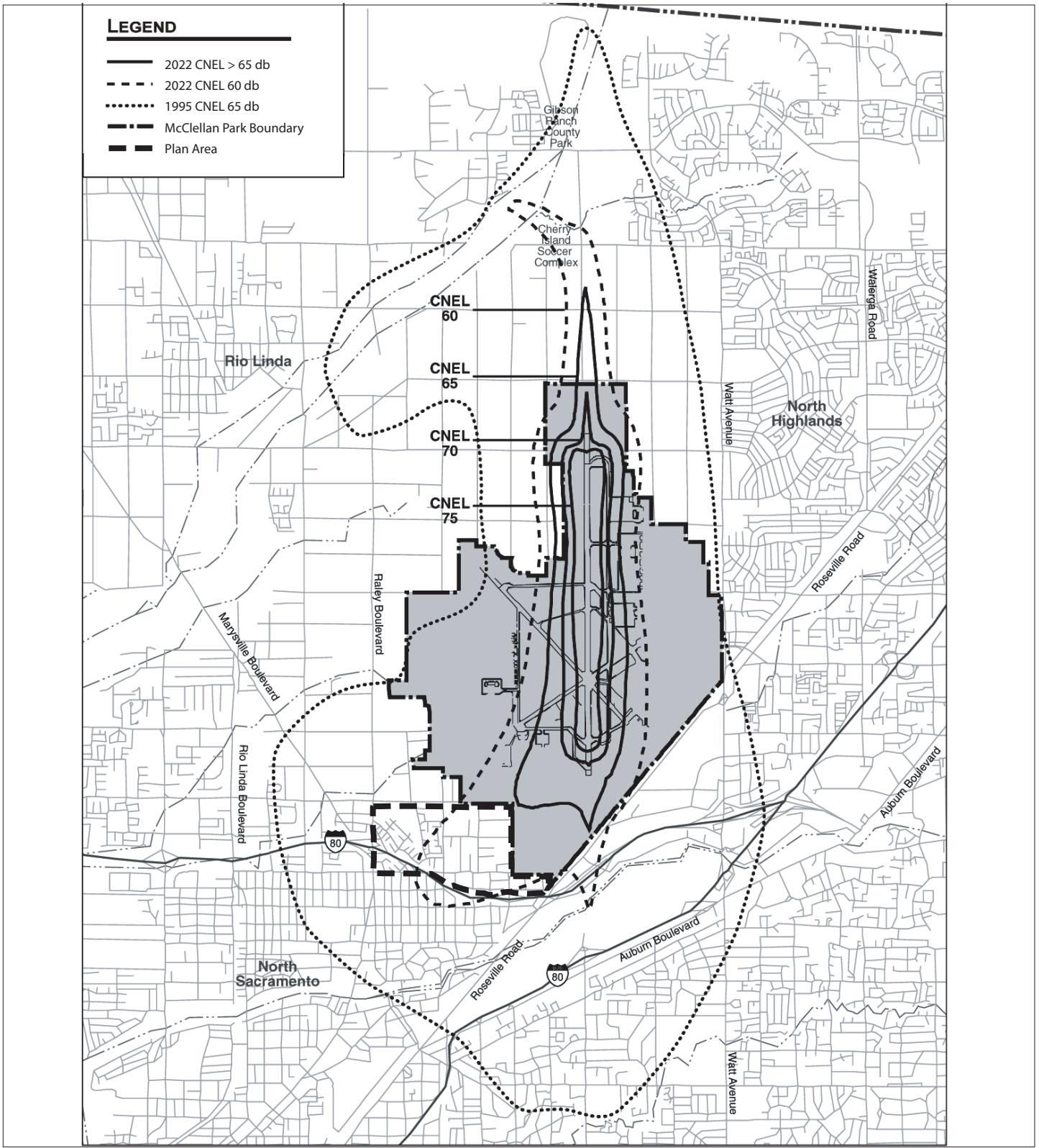
Policy 4.1 This Plan incorporates the new aircraft exposure noise contours adopted by the County of Sacramento, which are expected to be included in the pending McClellan Airport Land Use Comprehensive Plan (ALUCP). The Special Planning District Ordinance that will be developed for implementation of the Plan will ensure compatibility with the land use restrictions (e.g. building heights and development intensity) for that portion of the Plan Area affected by the ALUCP to ensure public safety.

Policy 4.2 Refer to Figure 3-1. No new residential development shall be permitted within the 65 CNEL McClellan Airport noise exposure contour. New residential development within the McClellan Airport Planning Area boundaries located between the 60 and 65 CNEL noise exposure contours shall be subject to the following conditions:³

- ◆ Compliance with the City’s General Plan Health and Safety Element which establishes minimum noise insulation to protect persons from excessive noise within the interior of new residential dwellings, including detached single-family dwellings, that limits noise to 45 L_{dn}, with windows closed, in any habitable room.

² More detailed information about planning in the adjacent McClellan Park (located in Sacramento County) can be found in Appendix A.

³ Community Noise Equivalent Level, CNEL is defined as the average A-weighted noise level during a 24-hour day, obtained after addition of 5 decibels in the evening from 7:00 pm to 10:00 pm and after addition of 10 decibels to sound levels measured in the night between 10:00 pm and 7:00 am.



Source: Sacramento County 2002 A

Note: The 2022 CNEL contours have not yet been adopted by the ALUC. 1995 Contours from military operations are shown for reference only

FIGURE 3-1

- ◆ Notification in the form of requiring developments requesting tentative maps to provide formal written disclosures, recorded deed notices, or in the Public Report prepared by the California Department of Real Estate disclosing the fact to prospective buyers that the parcel is located within the 60 CNEL noise contour of the McClellan Airport and is subject to periodic excessive noise from aircraft overflights.
- ◆ Include in the McClellan Heights/Parker Homes Special Planning District Zone restrictions on the height of buildings and structures and the densities of land uses consistent with the McClellan Airport Land Use Comprehensive Plan.

Goal 5	Ensure safety and compatibility between residential land uses and non-residential uses within the Plan Area, particularly as existing non-conforming uses transition to land uses allowed as part of this Plan.
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Policy 5.1 To avoid conflicts and incompatibility between the existing industrial uses and new development, the City, in consultation with property owners and business occupants of the property and buildings containing the uses, shall analyze the proposed new development for potential conflicts with the existing industrial uses. This analysis will take place prior to and as a condition of approval of any application for new development. The City is authorized to require developers to provide written notice to owners and occupants of new developments regarding the presence of such existing industrial uses and potential impacts associated with the continued use and operation of such existing industrial uses.

Policy 5.2 All regulations regarding non-conforming buildings and uses that are specified in the City’s Zoning Code, Section 17.88.30, apply to development within the Plan Area.

Goal 6	Promote opportunities for new open space and community facilities to meet the needs of residents
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Policy 6.1 New residential and commercial development should include public open space components to the extent feasible.

Policy 6.2 Public open space may include neighborhood parks, pocket parks, gathering spaces, and courtyards. The location and forms of these public and semi-public facilities shall be compatible in design and scale with the adjacent development.

Policy 6.3 When an application for residential land division occurs in the Plan Area, the City shall assess whether it is more appropriate to require dedication of parkland, or collect payment of an in-lieu fee. In-lieu fees collected within the Community Plan Area may be pooled with other such fees to help facilitate the purchase of parkland.

Policy 6.4 Promote community use of the surrounding school facilities as recreational and community gathering places.

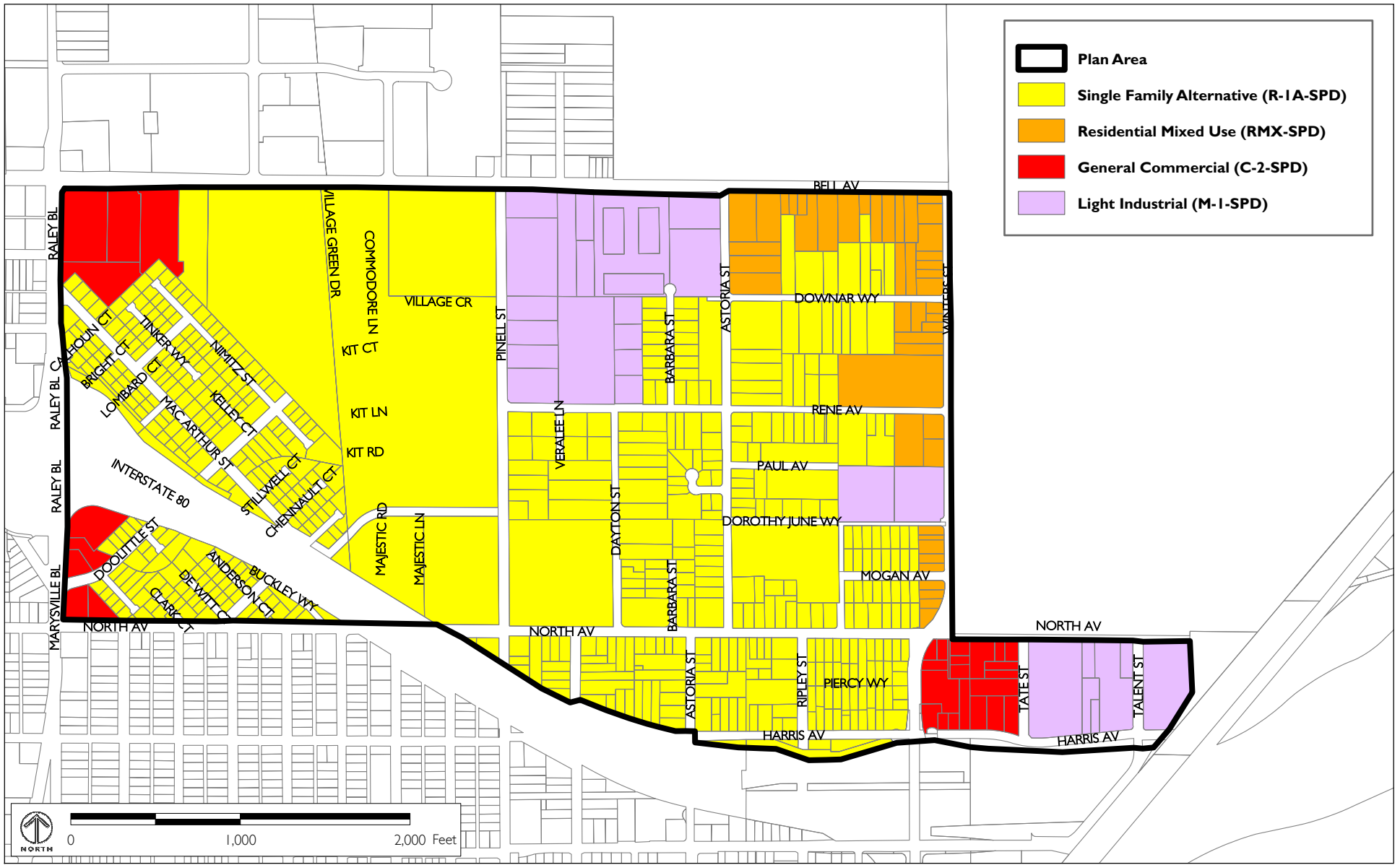
B. Proposed Zoning Designations

Existing City of Sacramento zoning designations to be applied within the Plan Area are shown in Figure 3-2 and summarized below. No new zoning districts will be created for the Plan Area. A Special Planning District (SPD) will be implemented via ordinance and will apply to the entire Plan Area in order to enact the zoning designations depicted in Figure 3-2, and may contain provisions for design review. Enactment of the SPD will allow the City to review proposed development plans to ensure, among other things, that they are consistent with the General Plan and any applicable community or specific plans; that the utilities and infrastructure are sufficient to support the proposed development and meet City standards; and that the proposed development is compatible with surrounding development.

Alternative zoning designations, as shown in Figure 3-3, have recently been considered by city staff and will be recommended for adoption by City Council. This map should be compared to Figure 3-2, which depicts zoning changes stemming from community workshops that culminated in the Land Use Vision (see Figure 2-1) for the Plan Area. The figures are identical with the exception of light industrial zoning on certain parcels along Bell Avenue and Winters Street, which recognizes established industrial development. This alternative would include the infrastructure improvements that are recommended in this Plan.

Although this alternative is under consideration, it should be emphasized that the text of this Plan is based on Figure 3-2. In this light, zoning designations that are proposed for the Plan Area are:

- ◆ **Single-Family Alternative (R-1-A-SPD) Zone.** This is a low to medium density residential zone intended to permit the establishment of single-family, individually owned, attached or detached residences where lot sizes, height, area and/or set-back requirements vary from standard single-family (R-1). This zone is intended to accommodate alternative single-family home designs that are compatible with standard



NOTE: This figure depicts zoning designations proposed by staff for adoption by the Sacramento City Council. This map should be compared to Figure 3-2, which depicts zoning changes stemming from community workshops that culminated in the Land Use Vision (Figure 2-1) for the Plan Area. The figures are identical with the exception of light industrial zoning on certain parcels along Bell Avenue and Winters Street, which recognizes established industrial development. The text of this Plan is based on Figure 3-2.

FIGURE 3-3

**ALTERNATIVE ZONING DESIGNATIONS:
 REMAIN AS INDUSTRIAL ON BELL AVENUE AND WINTERS STREET**

single-family areas. Maximum density in this zone is 15 dwelling units per net acre. Maximum height is 35 feet; maximum lot coverage is 40 percent.

- ◆ **Residential Mixed Use (RMX-SPD) Zone.** This is a mixed-use zone that permits multiple-family residential, office and limited commercial uses in an arrangement established for the area through a SPD or other adopted location standards. Minimum land area per unit is 1,200 square feet, 36 units per acre. Maximum height is 35 feet.
- ◆ **General Commercial (C-2-SPD) Zone.** This is a general commercial zone which provides for the sale of commodities or performance of services, including repair facilities, small wholesale stores or distributors, and limited processing and packaging. The maximum height within 100 feet of residential uses is 35 feet for structures; for structures more than 100 feet from residential uses, the maximum height is 45 feet. Parking ratios are: retail: 1 space per 250 gross square feet; restaurant: 1 space per 3 seats; general commercial: 1 space per 500 gross square feet. There is no maximum lot coverage. Buildings over 40,000 square feet require special permit approval.
- ◆ **Light Industrial (M-1-SPD) Zone.** This zone permits most fabricating activities, with the exception of heavy manufacturing and the processing of raw materials. The maximum building height is 75 feet; there is no maximum lot coverage. The parking ratios for warehousing uses is 1 space per 1,000 square feet of gross floor area, and no more than 1 space per 500 square feet of gross floor area.

C. Site and Building Design Guidance

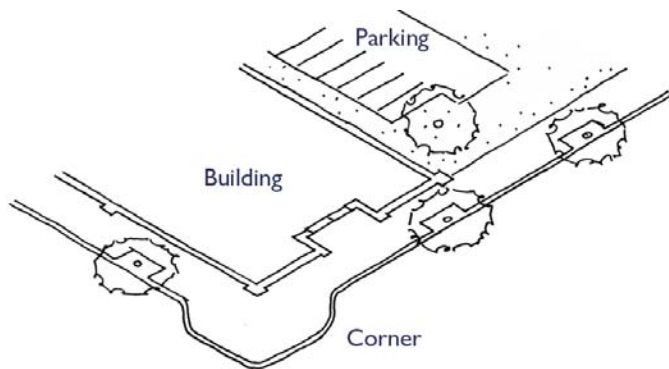
The City of Sacramento has established single-family and multi-family guidelines which should be used to review those types of development within the McClellan Heights and Parker Homes neighborhoods. Although no portion of the Plan Area is officially designated as a “commercial corridor,” the SPD described in the previous section will apply. The SPD will include applying the Neighborhood

Commercial Corridor Design Guidelines when reviewing development proposals for commercial development within the Commercial (C-2) or Residential Mixed-Use (RMX) parcels along any of the major arterials and collectors (Bell Avenue, Raley Boulevard, Pinell Street and Winters Street).

Additional design guidance is provided below for residential mixed-use development in the Plan Area.

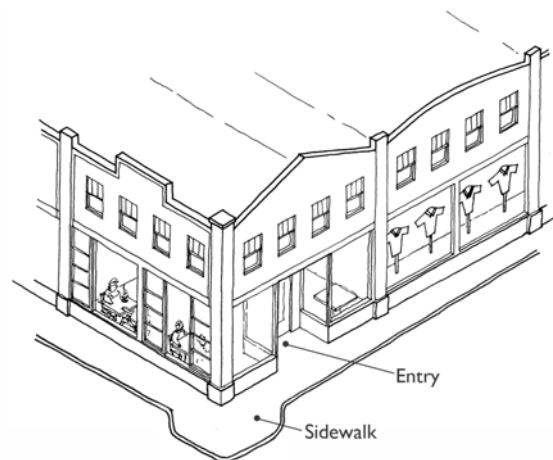
1. Definition of the Street

Buildings should be placed at the edge of the sidewalk, particularly on corner sites.



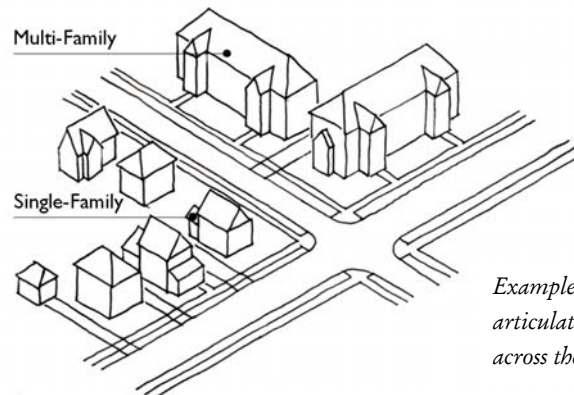
2. Building Orientation

Building entries should open directly to the sidewalk and front facades should contain a high percentage of area devoted to windows and other exterior openings.



3. Building Scale, Massing, Articulation

The scale, massing and articulation of multi-family residential and mixed-use buildings should respect the character and context of its location. For example, the design, massing and facade of a multi-family building that fronts onto a major arterial street would be different than that of buildings that front on a local street, adjacent to single family homes.



Example of multi-family buildings that have massing and articulation that is in harmony with the single-family houses across the street.

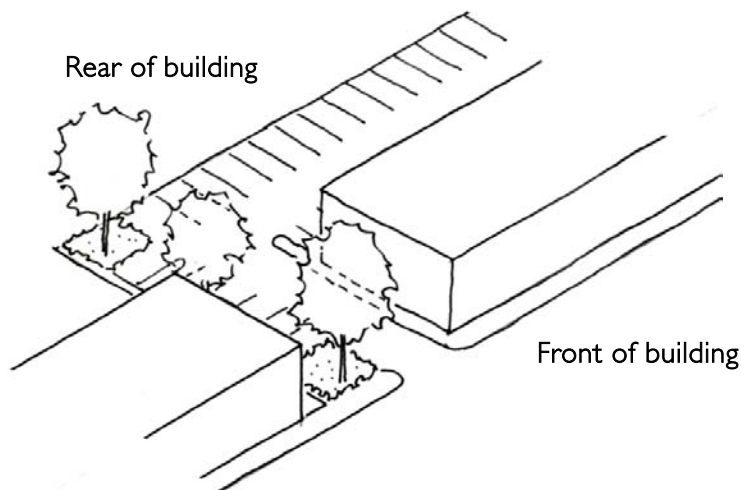
4. Pedestrian Scale

Buildings should include features such as detailed windows inset from the façade plane, articulated rooflines, trim designs, balconies and well-defined entryways that create visual interest at the pedestrian level.



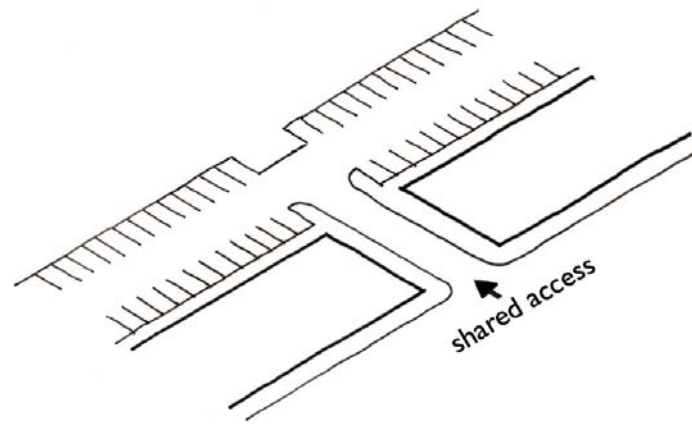
5. Location of Parking

Parking areas placed between the building and the street are discouraged. Locating parking areas behind buildings is encouraged.



6. Minimize Parking

When possible, parking facilities should be shared among uses.



7. Vertical Mix of Uses

Higher density housing should be included above first floor retail uses for multiple-story buildings that help frame streets and public spaces.



8. Activation of Public Spaces

Ground floor uses that generate high volumes of foot traffic should be incorporated into new development to enliven sidewalks and street frontages.



CITY OF SACRAMENTO AND THE SACRAMENTO
HOUSING AND REDEVELOPMENT AGENCY (SHRA)
MCCLELLAN HEIGHTS AND PARKER HOMES LAND USE
AND INFRASTRUCTURE PLAN
LAND USE

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4 CIRCULATION AND STREET DESIGN

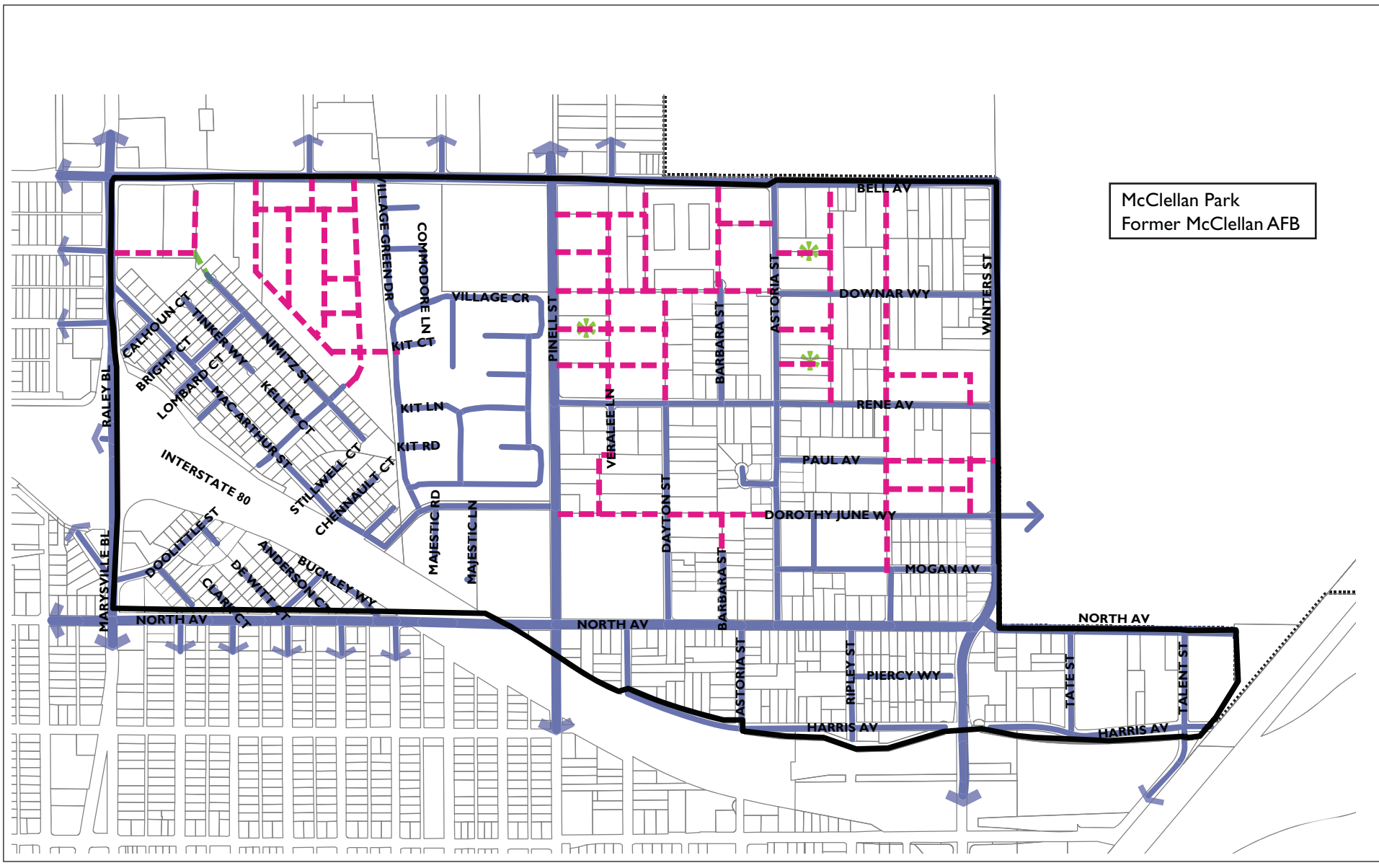
This chapter describes circulation and streetscape improvements to enhance vehicular, bicycle and pedestrian mobility for the McClellan Heights and Parker Homes neighborhoods. It includes recommended design specifications for existing and new roadways to support the proposed land uses in the Plan Area.

Responsibilities and implementation timing for recommended improvements are addressed in Chapter 7. A summary of existing conditions is provided in Appendix A. Planning-level cost estimates for recommended improvements are in a separate technical document, *McClellan Heights and Parker Homes, City of Sacramento, CA, Infrastructure Report, April 23, 2007*.

A. Street Network

One of the overarching goals of this Plan is to improve connections throughout the Plan Area. Therefore, public and private transportation circulation systems should be improved to better support vehicular, pedestrian, bicycle and transit movement. The conceptual street network depicted in Figure 4-1 is intended to facilitate development of proposed land uses, enhance connectivity within the residential neighborhoods, and promote development at a more pedestrian-oriented scale.

The proposed street alignments shown in Figure 4-1 are conceptual only and would be refined when a development application is submitted for parcels within the Plan Area. More specifically, variations in the exact location of streets could occur based on the pattern and size of development, location of existing intersections, spacing of existing and future traffic signals, and other contributing factors. This Plan details the number of street connections for a particular area and not necessarily their precise location. For example, Figure 4-1 shows two new north-south street connections south of Bell Avenue between Astoria Street and Winters Street. While these streets are drawn in a particular location, it is likely that the actual location would be adjusted according to a specific development proposal.



McClellan Park
 Former McClellan AFB

- Plan Area
- City Limits
- Recommended Future Street Connections
- Potential Bike/Ped Connection
- ✱ Could be Bike/Ped Connection only, TBD at time of project review
- ↔ Existing Streets

FIGURE 4-1

CONCEPTUAL CIRCULATION NETWORK

During City review of a future development proposal, an applicant should demonstrate that their proposal incorporates street modifications that are generally consistent with the conceptual street pattern in this Plan, including the number of street connections, as shown in Figure 4-1.

B. Street Cross-section Recommendations

In 2004, the City of Sacramento adopted the *Pedestrian-Friendly Street Standards* that provide specifications for arterial, collector, and local residential, commercial and industrial streets. These standards are provided for reference in Appendix B. As shown in Table 4-1, many of the existing streets in the Plan Area have insufficient right-of-way to accommodate these standard street cross-sections. In such cases, the City can select one or a combination of approaches, such as:

- ◆ Requiring dedication of right-of-way from property owners/developers as parcels are developed, or;
- ◆ Acquiring right-of-way for capital improvement projects, or;
- ◆ Allowing exceptions to the standards in order to minimize the amount of dedication/acquisition required, as permitted by the City Code.¹

The specific cross-section to be constructed in any specific location should be determined by the City on a case-by-case basis, and would depend on a variety of factors including:

- ◆ The configuration of improvements on existing parcels.
- ◆ The size of the proposed development project.
- ◆ Whether other infrastructure improvements are required.

¹ Sacramento City Code, §18.04.190 D. Standard Street Sections.

CITY OF SACRAMENTO AND THE SACRAMENTO
HOUSING AND REDEVELOPMENT AGENCY (SHRA)
MC CLELLAN HEIGHTS AND PARKER HOMES LAND USE
AND INFRASTRUCTURE PLAN
CIRCULATION AND STREET DESIGN

TABLE 4-1 PROPOSED ROADWAY CROSS-SECTION MODIFICATIONS

	Proposed Classifica- tion ^a	Existing Right- of-Way (Ft)	Proposed Standard Right-of- Way Min/Max (Ft)	Variance Min/Max (Ft) ^c	Modifications to Stan- dard Cross-Sections
Raley Blvd.	6-lane Arterial	80	110 ^b	-30	Dedication or elimination of key cross-section ele- ments
Bell Ave.	4-lane Arterial	60-110	99/113	-3/-53	Dedication or elimination of key cross-section ele- ments
Marysville Blvd.	4-lane Arterial	80	99/113	-19/-33	None. Recommendation to remain in existing con- figuration.
Winters St.	4-lane Arterial ^d	60-80	99/113	-19/-53	Dedication or elimination of key cross-section ele- ments
North Ave.	Minor Collector	60	57/71	+3/-11	None, use standard cross- section "D" or eliminate planters
Pinell St.	Minor Collector	60	57/71	+3/-11	None, use standard cross- section "D" or eliminate planters
All Streets East of Winters	Local Industrial	60	63	-3	Reduce both planters by 0.5 ft and both sidewalks by 1 ft. or remove one planter
All Streets	Other Local Residential	38-62	53	+9/-15	Varies, see text

^a As classified in the City's *Pedestrian Friendly Street Standards*, based on an analysis of proposed land uses, future projected traffic volumes, existing City street standards, available right-of-way, and pedestrian and bicycle safety needs, roadway classifications were identified for existing and new roadways in the Plan Area. Additional information pertaining to the assumptions and methodology used to assess future roadway needs in the Plan Area is provided in a separate technical document, *McClellan Heights and Parker Homes, City of Sacramento, CA, Infrastructure Report, April 23, 2007*.

^b Per City's Department of Public Works, Development Services, February 22, 2006.

^c Variance is the difference between the standard right-of-way and the available right-of-way. Negative values indicate that the available right-of-way is not adequate for the standard street.

^d Functions as a collector; however, based on projected future volumes, Winters Street is classified as an arterial.

A discussion of the methodology used to develop cross-section modifications is provided below, followed by specific cross-section recommendations for the Plan Area.

1. Methodology for Developing Cross-Section Modifications

A hierarchy of design variations was used to determine how standard cross-section widths could be modified while maintaining roadway capacity and safety for non-motorists. The following variations are listed in hierarchical order:

- a. Reduce median width (10 feet minimum)
- b. Reduce lane widths (collector/arterials – 11 feet minimum)
- c. Reduce planter width (6 feet minimum)
- d. Reduce sidewalk width (4 feet minimum)
- e. Reduce bike lane width (5 feet minimum)
- f. Eliminate planter (one or both sides)
- g. Eliminate median (collectors)
- h. Eliminate parking (collectors)

Depending on the roadway design, these variations could be applied singularly or in combination with other variations in order to meet the overall objectives. For example, eliminating planters may eliminate the need to reduce sidewalk widths. Moreover, the safety of bicyclists and pedestrians was a high priority in determining modifications to standard cross-sections. For example, reducing median widths would take precedence over reducing bike lane widths.

It should also be noted that the City does not typically require developers to remove existing frontage improvements that are in good condition, even if the improvements are substandard. Therefore, with the exception of potential options for Raley Boulevard and Winters Street (discussed in section 2 below), all existing improvements in the Plan Area would remain unchanged.

2. Street Cross-Section Options

Recommended street cross-sections for arterial, collector, local residential and local industrial streets within the Plan Area are described below. Figures illustrating recommended cross-section modifications are provided at the end of this section. The cross-section options include (1) maintaining existing conditions, (2) applying the City's adopted street section standards, or (3) applying design modifications to the standard cross-section.

a. Arterial Streets

As shown in Table 4-1, the four arterial roadways in the Plan Area have existing rights-of-way that are from 3 to 53 feet too narrow to accommodate the standard street cross-sections. The following are discussions for each of the Plan Area arterial roadways.

i. Raley Boulevard

The City's street standards for arterials only address four-lane arterial cross-sections. Since six travel lanes would be required to serve the future projected volume on Raley Boulevard,² the City's Department of Development Services has developed a special, six-lane arterial cross-section for Raley Boulevard that would satisfy the objectives of the *Pedestrian Friendly Street Standards*. This special six-lane cross-section requires 110 feet of right-of-way.³ Raley Boulevard has an existing right-of-way that is 30 feet too narrow for the special six-lane arterial cross-section. As such, the following options have been developed for Raley Boulevard:

- ◆ **Option A – “As-Is”**. Currently, Raley Boulevard has two lanes in each direction, a center median/two-way left turn lane, curb/gutter, attached sidewalks, and no bike lanes. North of Youngs Avenue, the west side of Raley Boulevard has no

² City of Sacramento, *McClellan Heights and Parker Homes Land Use and Infrastructure Plan Draft EIR*, December, 2006.

³ Personal communication with City of Sacramento, Development Services Department, February 22, 2006.

frontage improvements. This segment could be improved in order to provide a consistent cross-section. However, leaving the roadway as it is - with four travel lanes - would not adequately serve the future projected traffic volumes.

- ◆ **Option B – City’s Special Six-Lane Cross-section for Raley Boulevard.** In order to apply this option, which is shown in Figure 4-2, and to satisfy the objectives of the *Pedestrian Friendly Street Standards*, a dedication of right-of-way from adjacent parcels would be required. This dedication of 30 feet (15 feet on each side of the roadway) could be obtained as development occurs through this portion of the Plan Area.
- ◆ **Option C – Cross-Section Modification.** As shown in Figure 4-3, this modification from the City’s six-lane cross-section provides planter strips, bike lanes and parking lanes by slightly reducing the width of some of the travel lanes and the center median. A 35-foot right-of-way dedication would be needed to implement this option.

ii. Marysville Boulevard

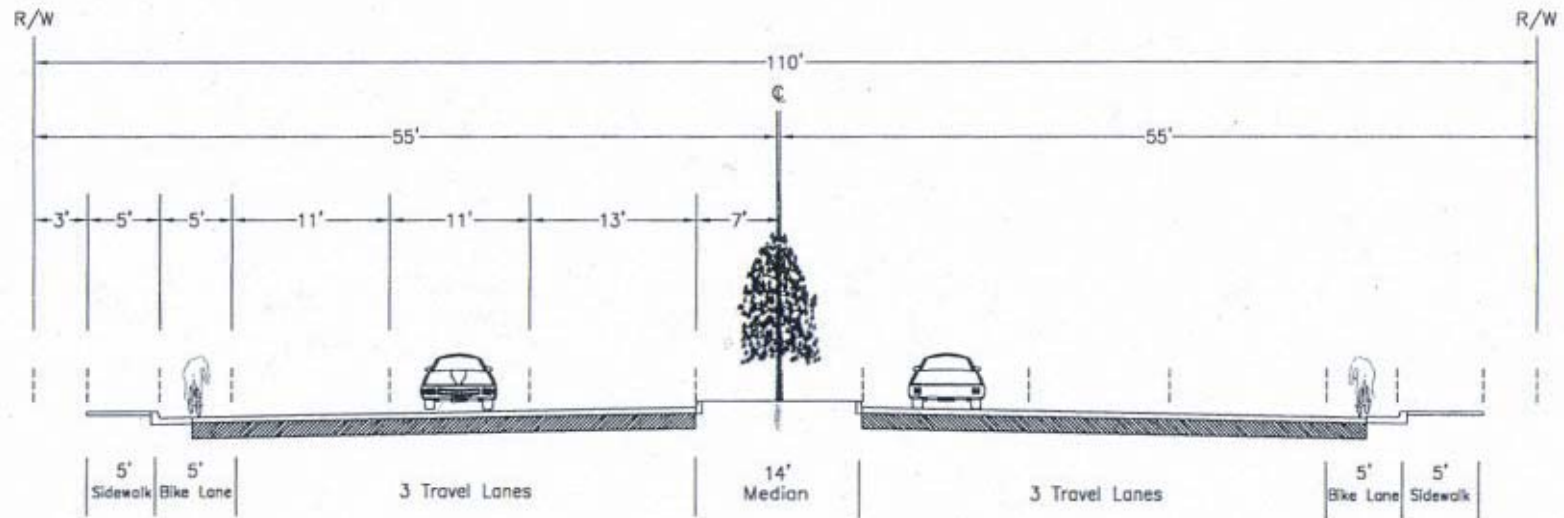
Marysville Boulevard is currently developed with four lanes, a median and full frontage improvements and is not consistent with the City’s *Pedestrian-Friendly Street Standards*. Marysville Boulevard has an existing right-of-way that is between 19 and 33 feet too narrow for the standard four-lane arterial cross-sections. The standard four-lane arterial cross-sections (see Appendix B for “Street H” or “Street I” details) require 99 to 113 feet of right-of-way. Due to its proximity to the Interstate 80 eastbound on/off ramp, and the level of adjacent development, it is recommended that Marysville Boulevard remain in its existing configuration.

iii. Bell Avenue

Bell Avenue’s existing right-of-way ranges from 60 to 110 feet and improvements have been built sporadically where development has occurred. Based on the expected deficiencies in available right-of-way to meet the standards, four recommended cross-sections for Bell Avenue were developed; one of these cross-sections already exists on the section of Bell Avenue from Interstate 80 to Village Green Drive. The three

RALEY BOULEVARD

6 LANES WITH 14' CENTER MEDIAN



OPTION 1B

- > 110' Right-of-Way
- > 6 Lanes, as required by the General Plan
- > 40' travelled way, 38' of A.C. each side
- > 14' Median
- > 3' R/W-B/W
- > Landscaping in Median

CONCERNS

- > Will not need six lanes for a number of years
- > Transition to 20' median will be required at some intersections
- > 3' behind sidewalk is insufficient for landscaping

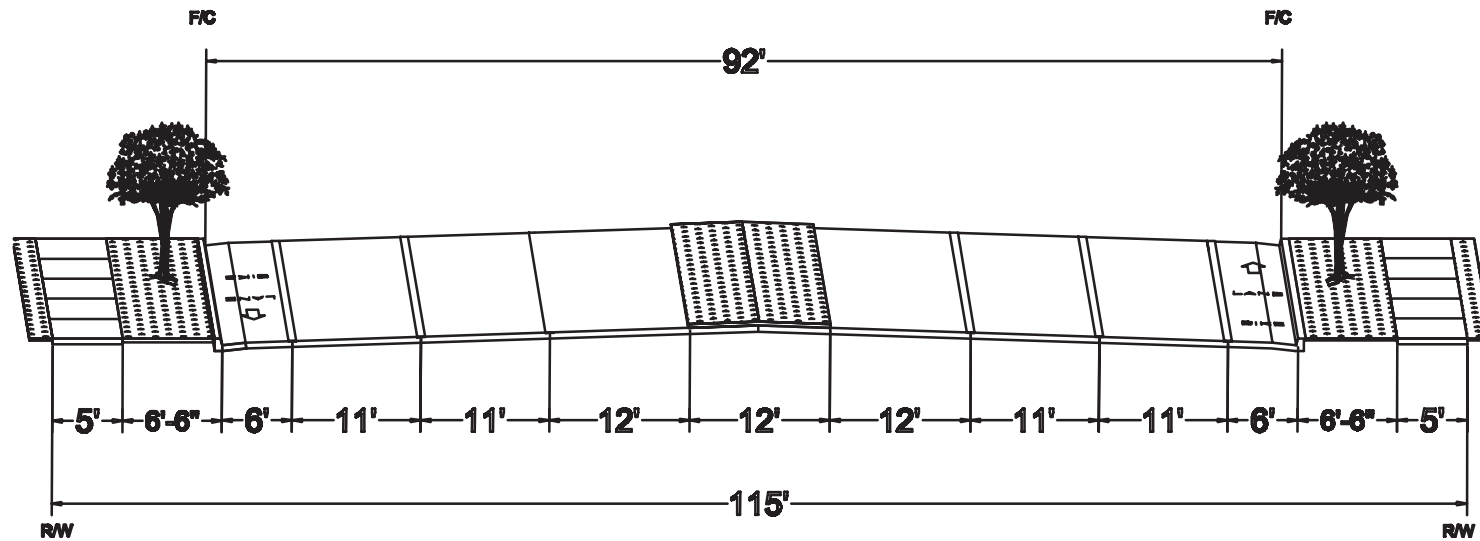
Not to Scale

Source: City of Sacramento Department of Public Works, Development Services

FIGURE 4-2

RALEY BOULEVARD, I-80 TO BELL AVENUE, CITY OF SACRAMENTO'S SPECIAL SIX-LANE ARTERIAL CROSS-SECTION

Bike Lane	Yes
Parking	No



115' Right-Of-Way
 2025 ADT = 41,390 veh/day

- Notes:
1. Dimensions shown are approximate.
 2. The City Manager or the designee will determine whether a turn lane or a landscaped median is installed.

Not to Scale

remaining recommended cross-sections, shown in Figures 4-4 through 4-6, reflect the status of existing improvements at different locations along the roadway. In general, minimizing some or all of the cross-section elements would require less dedication of right-of-way. Ultimately, decisions to modify the cross-section would have to be made in coordination with the City.

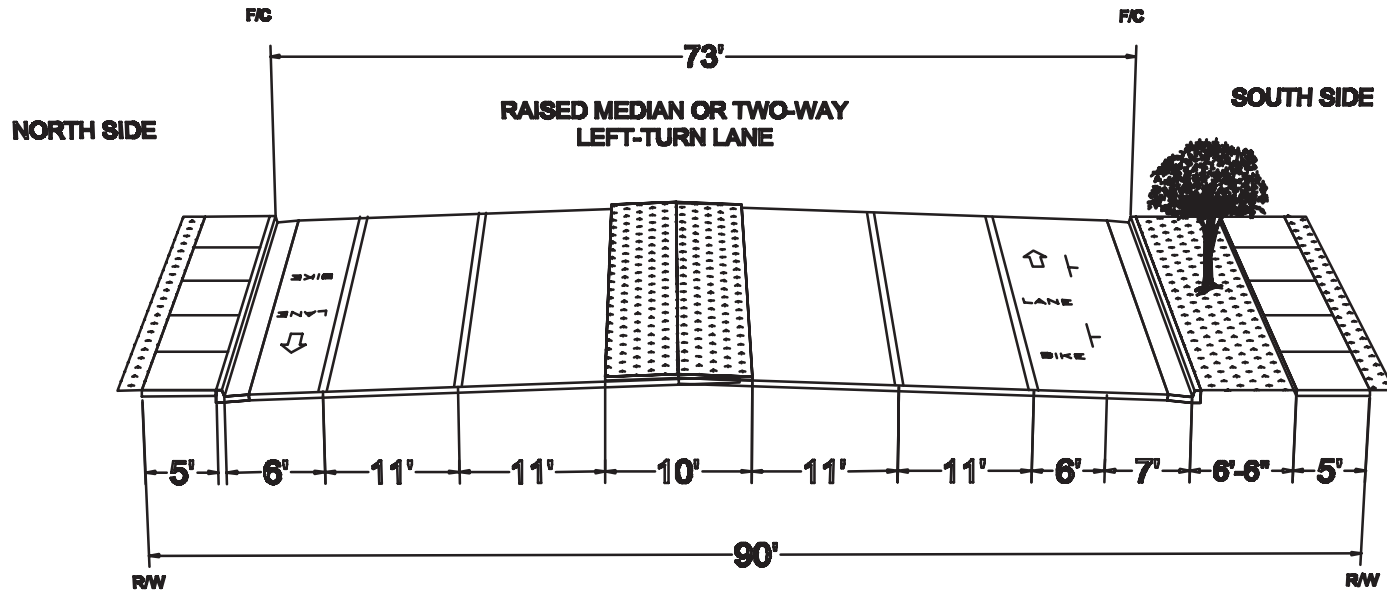
The following options have been developed for Bell Avenue:

- ◆ **Option A - Standard Arterial Cross-section.** In order to apply the City’s standard cross-section (Appendix B, Street “H”), dedication of right-of-way from adjacent parcels would be required. West of McClellan Park, the required dedication of right-of-way would range from 14.5 to 19.5 feet on each side of the roadway, and could be obtained as development occurs throughout this portion of the Plan Area. Because residential mixed-use development is proposed along the south side of Bell Avenue, it is likely that on-street parking would be provided, necessitating an additional dedication of 7 feet of right-of-way. East of McClellan Park, dedication potential is somewhat limited. The City should coordinate right-of-way dedications in this area with the County to ensure proper road widths as McClellan Park develops.
- ◆ **Option B - Cross-Section Modifications.** In order to maintain the safety features of the standard four-lane arterial cross-section, it is possible to eliminate the center median and/or significantly reduce the widths of other elements (e.g. bike lanes) in order to allow the section to fit within the available right-of way.

iv. Winters Street

Winters Street is developed with four lanes and curb and gutter on both sides, except for several hundred feet on the east side, south of Bell Avenue. Winters Street has an existing right-of-way that is between 19 and 53 feet too narrow for the standard four-lane arterial cross-sections (Appendix B, Street “H” or Street “I”), which requires 99 to 113 feet of right-of-way.

Bike Lane	Yes
Parking	1 Side

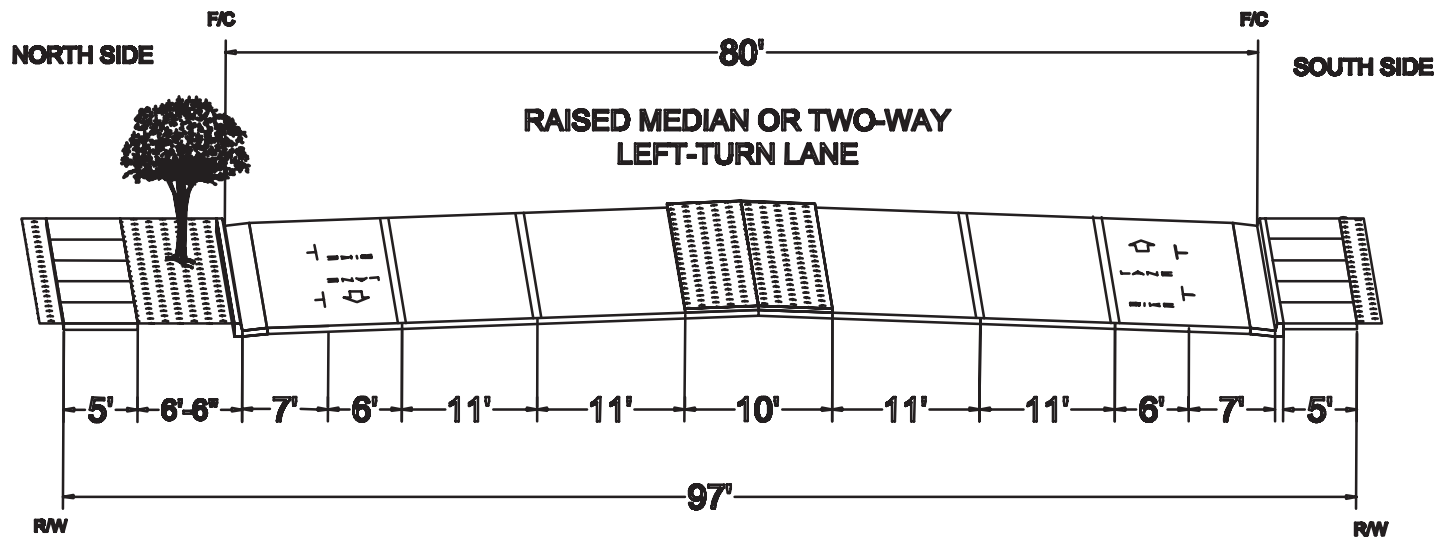


90' Right-Of-Way
 2025 ADT = 18,400 veh/day

- Notes:
1. Dimensions shown are approximate.
 2. The City Manager or the designee will determine whether a turn lane or a landscaped median is installed.

Not to Scale

Bike Lane	Yes
Parking	Yes



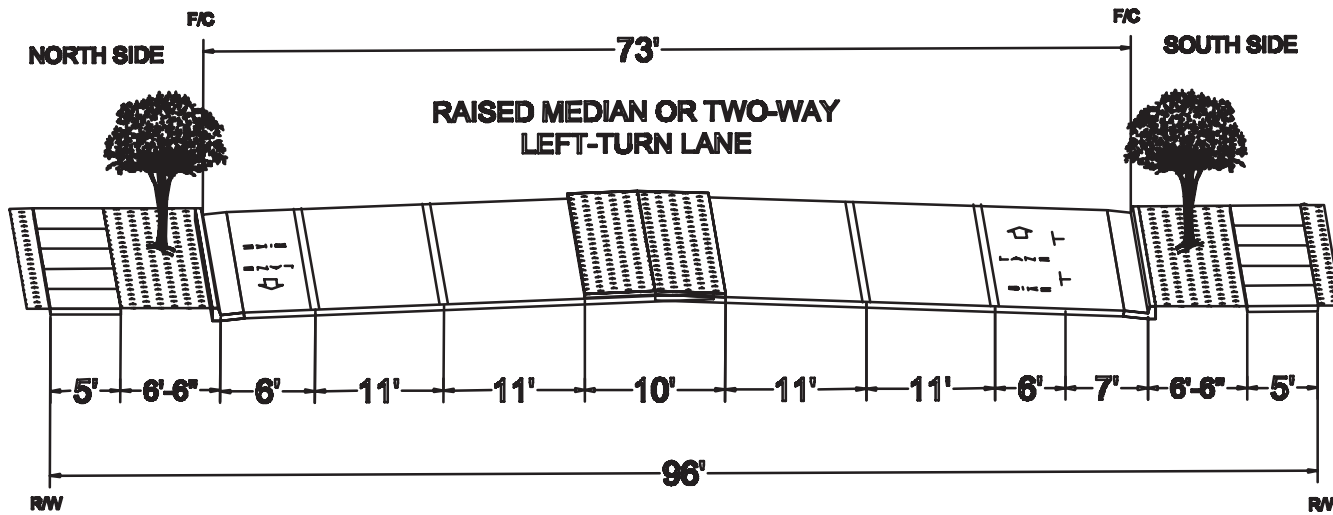
97' Right-Of-Way
 2025 ADT = 18,400 veh/day

- Notes:
1. Dimensions shown are approximate.
 2. The City Manager or the designee will determine whether a turn lane or a landscaped median is installed.

Not to Scale

FIGURE 4-5
 BELL AVENUE, PINELL STREET TO DAYTON STREET AND
 750 FEET WEST OF ASTORIA STREET TO ASTORIA STREET CROSS-SECTION MODIFICATION

Bike Lane	Yes
Parking	1 Side



96' Right-Of-Way
 2025 ADT = 18,400 veh/day

- Notes:
1. Dimensions shown are approximate.
 2. The City Manager or the designee will determine whether a turn lane or a landscaped median is installed.

Not to Scale

The following options have been developed for Winters Street:

- ◆ **Option A – “As-Is”.** The redevelopment of the former McClellan Air Force Base included frontage improvements along the east side of Winters Street. Currently, Winters Street has two lanes in each direction, no center median, no bike lanes, and rolled curbs along the east side of the roadway. This option would maintain the existing cross-section. Given year 2022 projected average daily traffic volumes on Winters Street (which consider both McClellan Park traffic and traffic generated by buildout of this Plan) and pedestrian volumes under the proposed land uses, this existing cross-section is not feasible.^{4,5}
- ◆ **Option B – Standard Arterial Cross-section.** In order to apply the City’s standard cross-sections (Appendix B, Street “H” or Street “I”), dedication of right-of-way from adjacent parcels would be required. The McClellan Park project includes frontage improvements along the east side of Winters Street. Dedication of right-of-way would also be required along the west side of the street in order to provide the same improvements. Right-of-way dedication along Winters Street between Bell Avenue and North Avenue could be isolated to the east side and would require up to 16.5 feet in order to provide on-street parking for future mixed-use land uses.
- ◆ **Option C – Cross-Section Modifications.** In order to allow the section to fit within the available right-of way and maintain pedestrian amenities, the center median could be eliminated. Modifications to standard arterial cross-section “I,” for example, might include eliminating planters and parking on the west side and/or right-of-way dedication. Such modifications would need to be coordinated with the City. In general, minimizing some or all of the cross-section elements would result in the need for less dedication of right-of-way.

⁴ Personal communication with City of Sacramento, Development Services Department, February 22, 2006.

⁵ Future average daily traffic volumes for Winters Street (21,150 from Bell Avenue to North Avenue and 28,200 from North Avenue to I-80) as projected in the McClellan Air Force Base SEIR (2022).

The proposed mixed-use area on Winters Street would encourage pedestrian activity. Therefore, street improvements that would provide an inviting streetscape for pedestrians should be given a high priority. Therefore, two medians and separated sidewalks are recommended so that Winters Street conforms to the City's *Pedestrian-Friendly Street Standards*, even though this would require significant demolition of existing improvements. Recommended cross-sections are shown in Figure 4-7 and Figure 4-8.

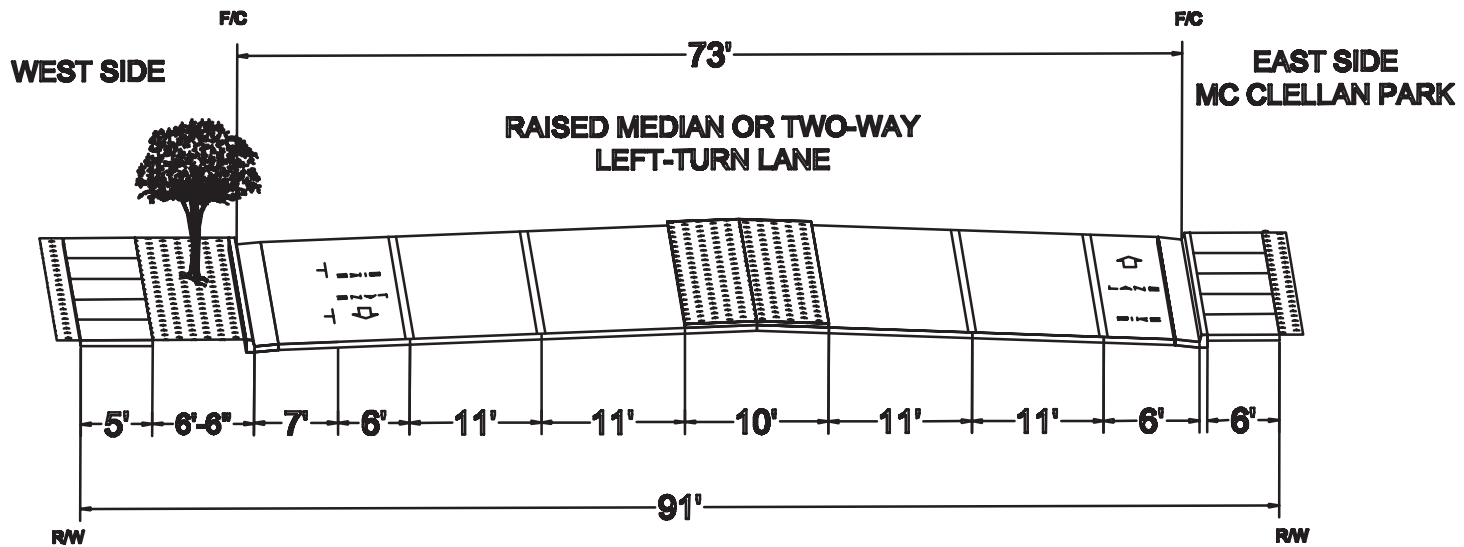
b. Collector Streets

Pinell Street and North Avenue would be designed with collector street cross-sections. As indicated in Table 4-1 above, the existing rights-of-way for these streets are up to 11 feet too narrow for the standard minor collector cross-sections, which require 57 to 71 feet of right-of-way (Appendix B, Street "D" or Street "E").

The following options have been developed for collector streets in the Plan Area, including Pinell Street and North Avenue:

- ◆ **Option A – Standard Collector Cross-section.** In order to apply the City's standard cross-section (Appendix B, Street "E"), dedication of right-of-way from adjacent parcels would be required; 5.5 feet on each side of the roadway could be obtained as development occurs through this portion of the Plan Area.
- ◆ **Option B – Cross-Section Modifications.** The primary difference between the two available standard cross-sections (Appendix B, "Street D" and "Street E") is the presence of on-street parking. If on-street parking is desired, it would be possible to modify Street E in order to apply the section to the existing right-of-way, allowing for the elimination of 11 feet of the standard section and/or dedication of additional right-of-way. This reduction could be accomplished by eliminating the planters, which require 12 feet. Minimizing some or all of the cross-section elements would require less dedication of right-of-way.

Bike Lane	Yes
Parking	1 Side



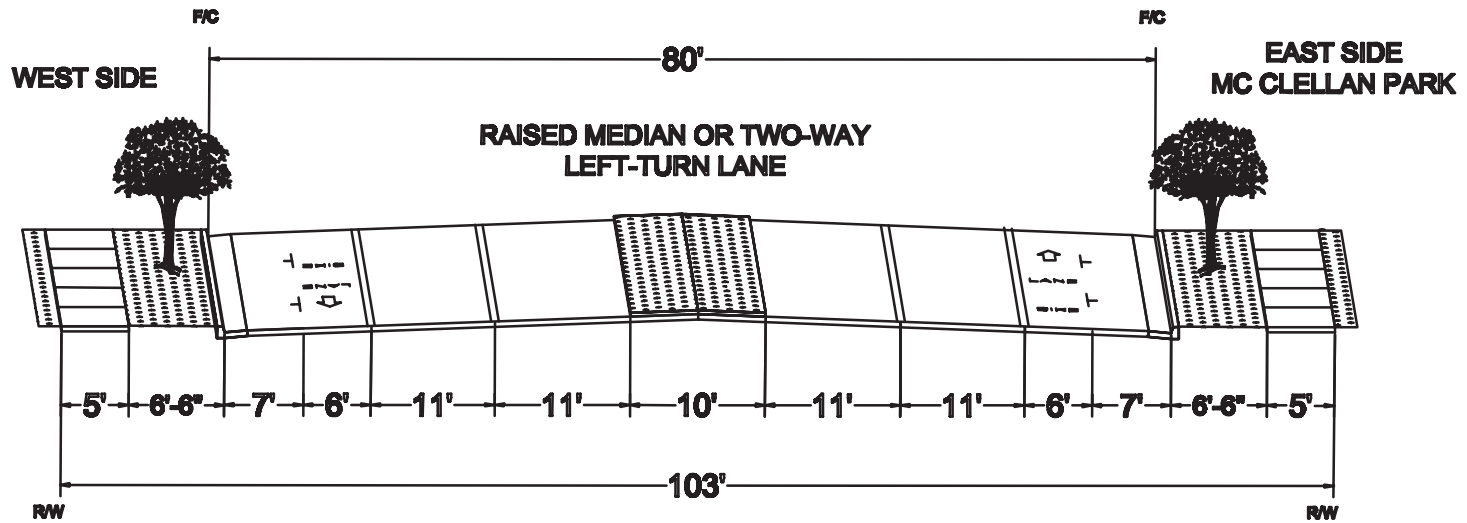
91' Right-Of-Way
 2025 ADT = 21,150 veh/day

Notes:

1. Dimensions shown are approximate.
2. The City Manager or the designee will determine whether a turn lane or a landscaped median is installed.

Not to Scale

Bike Lane	Yes
Parking	Yes



103' Right-Of-Way
 2025 ADT = 21,150 veh/day

Notes:

1. Dimensions shown are approximate.
2. The City Manager or the designee will determine whether a turn lane or a landscaped median is installed.

Not to Scale

c. Local Residential Streets

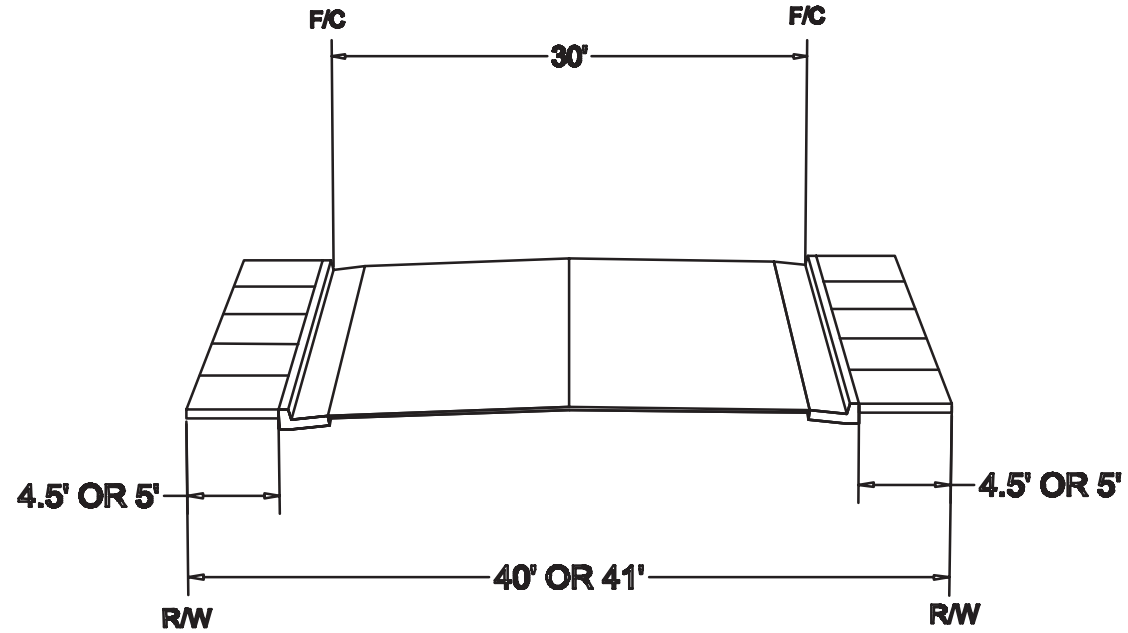
The existing rights-of-way for the local residential roadways vary from 38 feet to an upper limit of 62 feet. The standard local residential cross-section (Appendix B, “Street A”) requires 53 feet of right-of-way. These roadways vary from the standard sections, ranging from 15 feet of deficiency to a 9-foot surplus. It should be noted that the minimum allowable right-of-way for residential streets is 40 feet, based on maintenance funding requirements.

The following options have been developed for the implementation of the standard cross-section:

- ◆ **Option A – Standard Residential Street Cross-Section.** In order to apply the City’s standard cross-section (Appendix B, “Street A”), dedication of right-of-way from adjacent parcels would be required. This dedication of up to 7.5 feet on each side of the roadway could be obtained as development occurs through this portion of the Plan Area.
- ◆ **Option B – Cross-Section Modifications.** New residential streets should conform to the *Pedestrian Friendly Street Standards* “Street A,” when feasible. However, the right-of-way required for the standard residential street is 53 feet, which may not be available in all areas. In the past, the City has allowed infill development to dedicate and construct streets consistent with older street standards. The older standards required 40 feet of right-of-way with four-foot sidewalks, or 41 feet of right-of-way that includes five-foot sidewalks. The City could allow the use of a narrower street section as an alternative to the standard 53-foot residential street, as shown in Figure 4-9.

However, a different modified cross section is recommended for many of the local residential streets in the Parker Homes neighborhood, a majority of which have existing rights-of-way totaling 40 feet in width and are constructed out of concrete. In Parker Homes, the right-of-way for a number of streets includes a large portion of the front yard of adjacent residential lots. While a 40-foot street section could be constructed in place of the existing concrete streets, the required sidewalks

Bike Lane	No
Parking	Yes



40' OR 41' Right-Of-Way
 2025 ADT < 4,000

Notes:
 1. Dimensions shown are approximate

Not to Scale

Source: Kimley-Horn and Associates, Inc.

FIGURE 4-9
 NARROW RESIDENTIAL STREET, CROSS-SECTION MODIFICATION

would encroach into the existing front yards and shorten existing driveways. The City has recently used a modified street section for roadway improvements in these neighborhoods with narrow streets. For example, Tinker Way was constructed with a standard 25 feet of paving (consistent with City standards), rolled curbs and no sidewalks. This cross-section, shown in Figure 4-10, is recommended for other streets in Parker Homes with similar conditions.

d. Local Industrial Streets

Streets east of Winters Street in the Plan Area (designated for industrial uses) are recommended to be constructed to accommodate large, semi-tractor trucks. As shown in Table 4-1, the existing right-of-way for the local industrial roadways is 3 feet less than the standard width. A dedication of 3 additional feet would be considered a minor dedication. Thus, it is recommended that the City's standard industrial street cross-section be required for all streets east of Winters (shown as "Street C" in Appendix B).

C. Traffic Signals and Traffic Calming

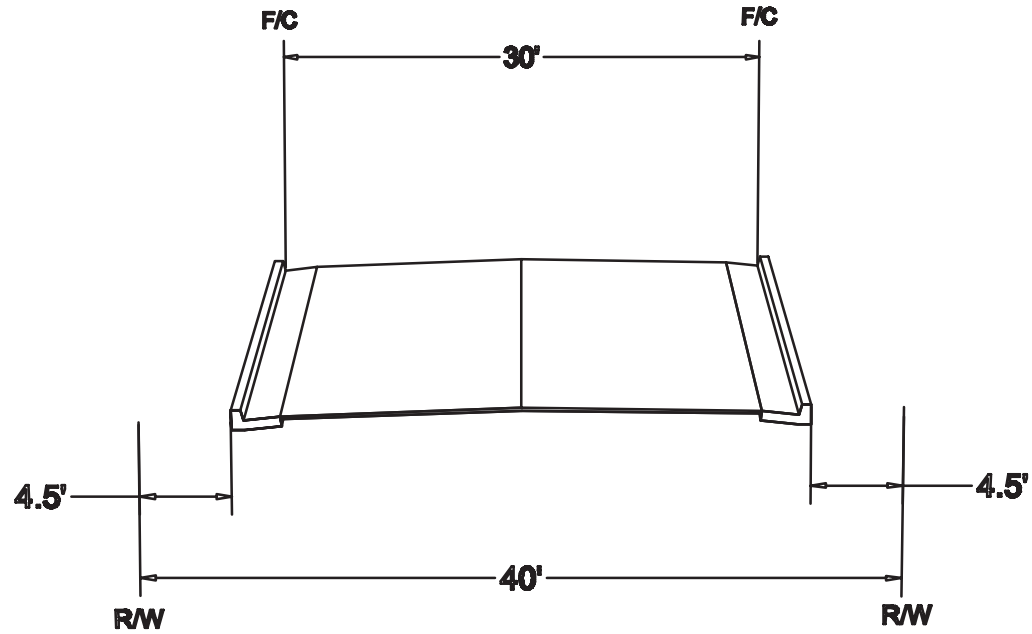
As described in Appendix A, there are currently six traffic signals located along the perimeter of the Plan Area. Intersections within the Plan Area are predominately two-way stop controlled. Undulations (speed bumps) are currently installed along Pinell Street, North Avenue and MacArthur Street.

Full implementation of this Plan is anticipated to warrant modifications to traffic controls and traffic calming as the Plan Area traffic volumes fluctuate and motorists adjust to the new circulation network. The following is a summary of these anticipated modifications.

1. Signalization

As shown in Figure 4-11, the addition of traffic signals may be warranted at a number of locations as development in the Plan Area and McClellan Park occurs, including:

Bike Lane	No
Parking	Yes



40' OR 41' Right-Of-Way
 2025 ADT < 4,000

Notes:
 1. Dimensions shown are approximate

Not to Scale

Source: Kimley-Horn and Associates, Inc.

FIGURE 4-10
PARKER HOMES RESIDENTIAL STREET, CROSS-SECTION MODIFICATION

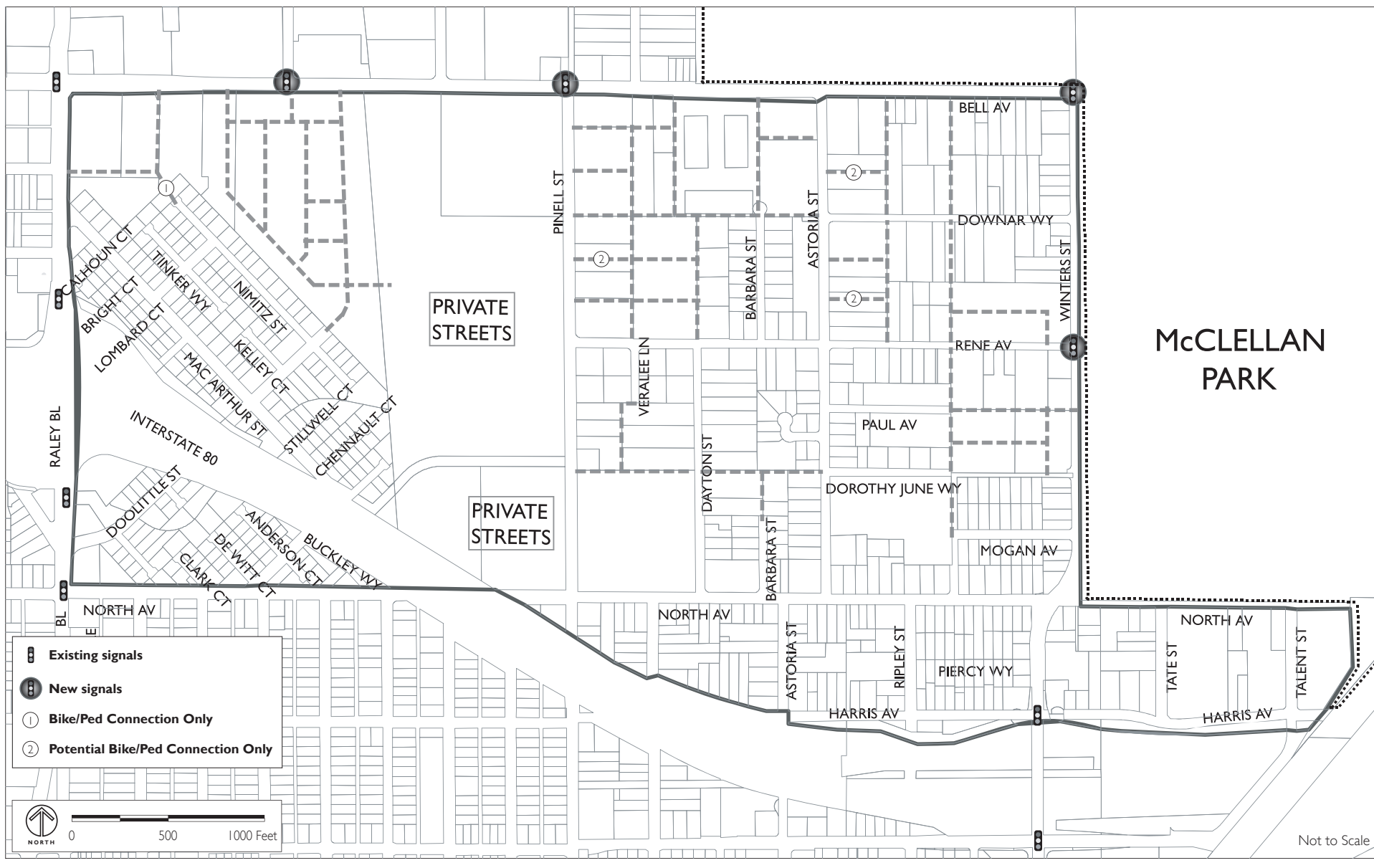


FIGURE 4-11

POTENTIAL FUTURE TRAFFIC SIGNAL LOCATIONS

- ◆ Bell Avenue and Beloit Drive
- ◆ Bell Avenue and Pinell Street
- ◆ Bell Avenue and Winters Street
- ◆ Winters Street and Rene Avenue

These warrants would primarily be met due to future volumes expected for Bell Avenue (18,400 veh/day) and Winters Street (22,000 veh/day). Thus, a signal at Bell Avenue and Winters Street will be installed by the end of 2008 by the County of Sacramento and McClellan Park. Warrants for signals at other intersections will be evaluated on an ongoing basis. Since it is anticipated that development of McClellan Park would contribute substantially to traffic along Bell Avenue and Winters Street, the City should work with the County and McClellan Park to assure that adequate funding is in place for additional traffic signals. The City should study and develop appropriate funding mechanisms such as development impact fees and special assessment districts. This topic is discussed in more detail in Chapter 7.

2. Traffic Calming

Community members identified a number of traffic-related concerns in the Plan Area. For example, they reported that there are areas where they felt cars travel at unsafe speeds and where pedestrian safety could be improved. In addition, traffic-calming techniques will need to be studied due to changes in internal traffic circulation from new development in the Plan Area and as land uses are modified to be consistent with this Plan. Due to the predominantly linear nature of the existing and proposed streets, it is likely that traffic calming devices would be necessary to ensure vehicle speeds are kept at an appropriate level. Traffic calming devices recommended for the Plan Area are described below and shown in Figure 4-12.

Prior to implementation of any of these recommendations, City Department of Transportation (DOT) staff would work with community members who would be most affected by proposed traffic calming changes, using the City's Neighborhood Traffic Management Program (NTMP). This program provides residents with

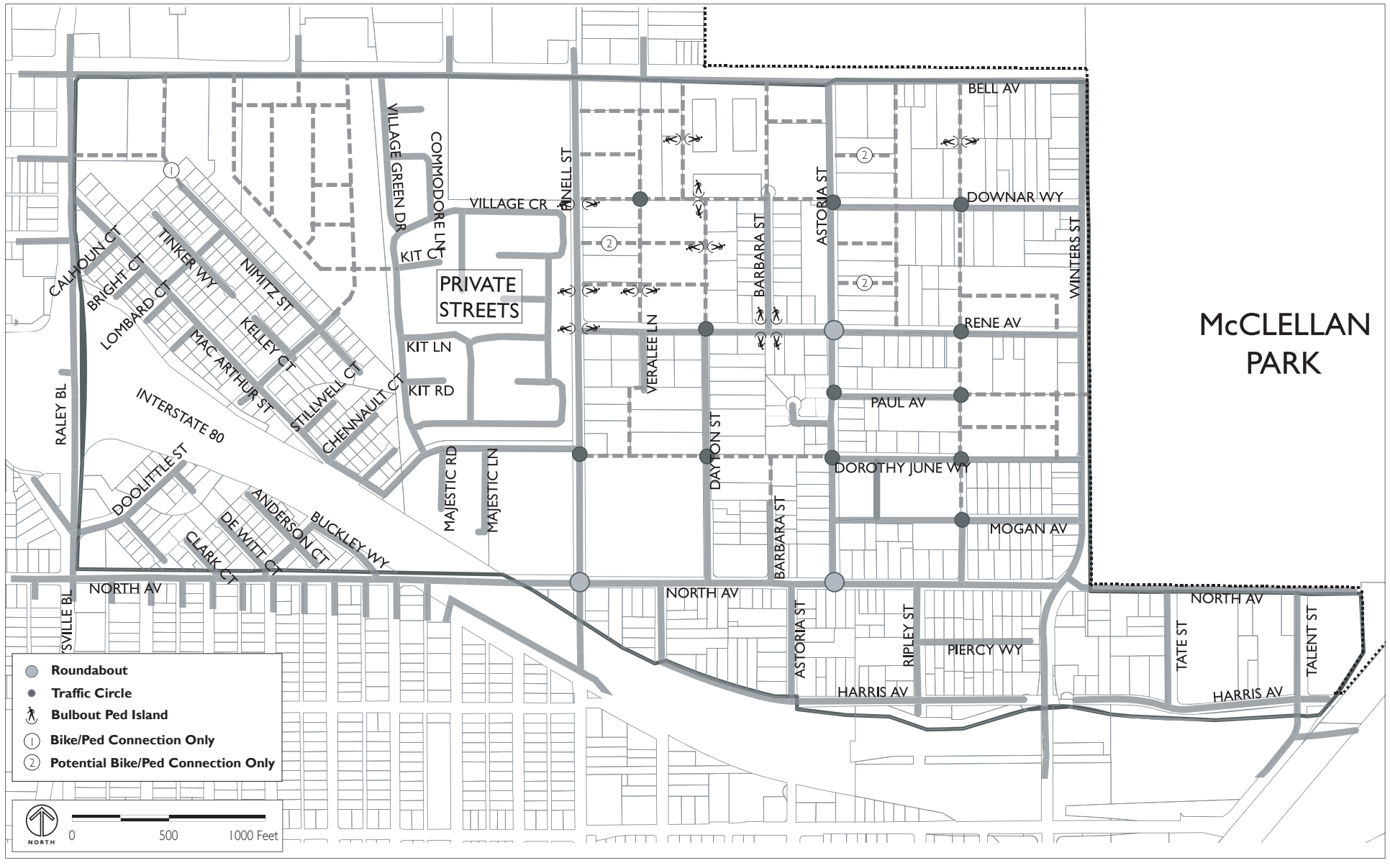


FIGURE 4-12

POTENTIAL FUTURE TRAFFIC CALMING DEVICES

resources to reduce speeding, reduce traffic volumes, and address other traffic related issues that concern residents. The NTMP focuses on residential streets and its primary goal is to calm traffic and improve the security of residents in their own neighborhoods. To initiate the NTMP process, a Community Action Request form must be completed and returned to the City DOT.

a. Roundabouts

Both Pinell Street and North Avenue are proposed to serve as collector roadways and would, therefore, serve an important role in collecting internal traffic and distributing it to the surrounding arterial roadways. Roundabouts have proven to result in fewer accidents and less vehicular delay than traffic signals. Although specific locations for roundabouts have not been identified, they may warrant further study as a traffic calming technique.

b. Traffic Circles

Traffic circles are proposed for a majority of the internal minor street intersections throughout the Plan Area. These devices, which are smaller in scale than roundabouts, would promote lower speeds and volumes while deterring cut-through traffic.

c. Bulb-Out/Pedestrian Islands

Supplemental traffic calming devices are proposed for several of the Plan Area roadways. Specifically, bulb-outs and/or pedestrian islands are proposed to assist in reducing vehicle speeds while improving pedestrian circulation and access.

D. Street Lighting

As discussed in Appendix A, street lighting in the Plan Area is generally inconsistent with the City's street light spacing guidelines. Existing street lights typically only exist where parcels have been developed and, with the exception of the Parker Homes portion of the Plan Area, street light spacing is greater than what is allowed by City

standards.⁶ In order to bring Plan Area street lighting up to City standards, lighting should be installed in conjunction with adjacent street improvements. Full compliance with City standards requires standard lighting installations on both sides of the roadways. Street lighting spacing requirements vary due to a number of factors, including the classification and width of the roadway and type of sidewalk and street light. The City's spacing guidelines are provided in Table A-4, Appendix A. Figure 4-13 shows the Plan Area roadway segments that currently have inadequate street lighting. These areas were determined by observing the locations of existing street light spacing.

As an interim measure to improve street lighting in the Plan Area, it is recommended that Sacramento Municipal Utility District lighting (known locally as "SMUD lights") be added to existing utility poles until permanent street lights can be installed. This recommendation is listed as a top priority infrastructure improvement in Chapter 7.

E. Parking

On-street parking is generally allowed on streets within the Plan Area, with the exception of the majority of Parker Homes due to the narrow street widths. Accordingly, "no parking" signs are posted where appropriate. Although the implementation of this Plan would change only a few roadway classifications, the application of the City's street standards to the Plan Area roadways would include the assignment of on-street parking to certain segments and classifications. On-street parking would be permitted on all local residential and industrial roadways, except where right-of-way widths make on-street parking infeasible. On-street parking along collector roadways would vary depending on the standard City street definition that is selected (Street "F" or Street "G").

⁶Assessment of compliance with City street lighting standards was based on the location of the

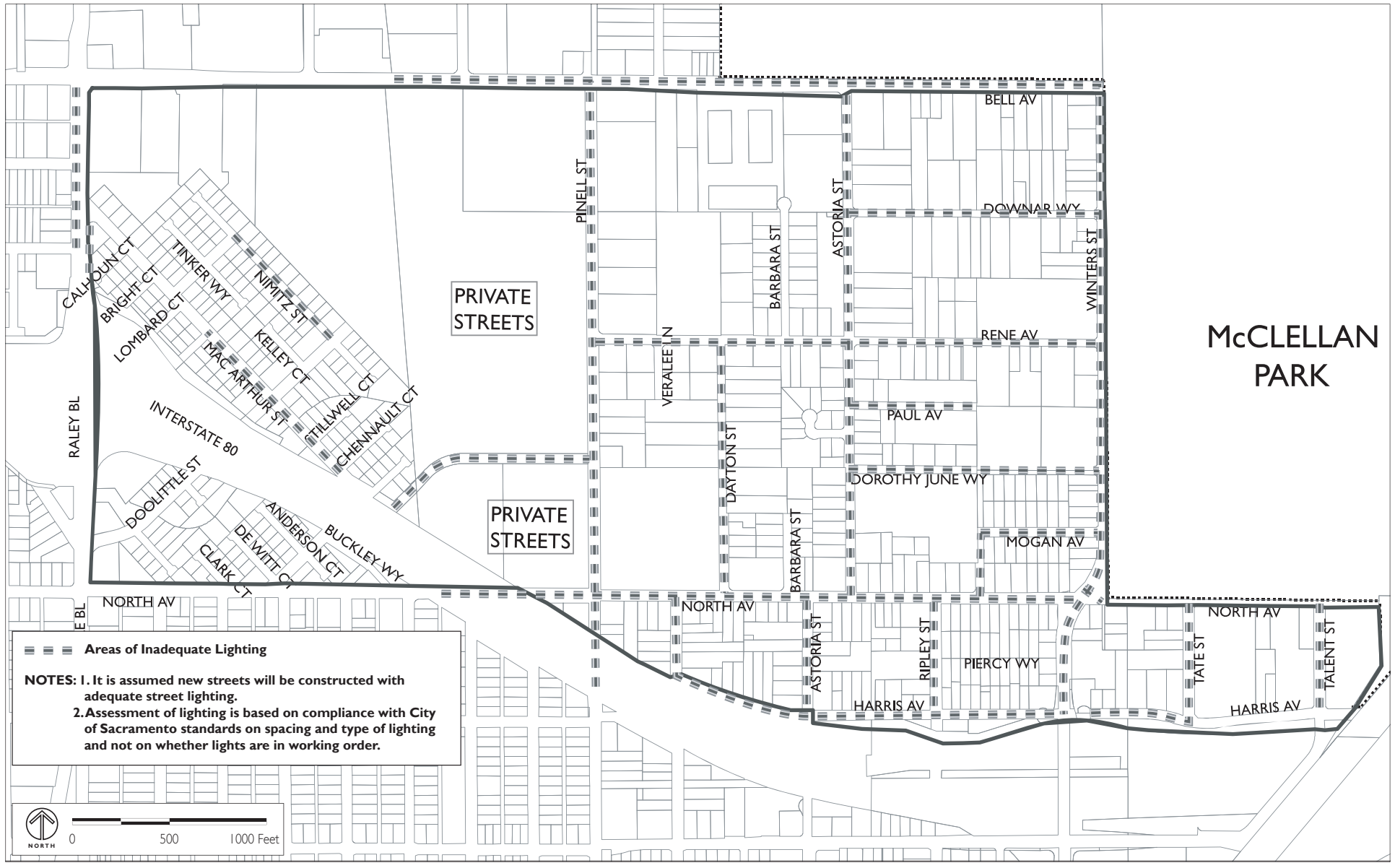


FIGURE 4-13

AREAS OF SUBSTANDARD STREET LIGHTING

As shown in Figure 4-14, on-street parking is not recommended along Marysville Boulevard and Raley Boulevard, along various segments of Bell Avenue, along the east side of Winters Street, and along other minor roadway segments throughout the Plan Area.

F. Bicycle and Pedestrian Network and Facilities

Per the City's *Pedestrian Friendly Street Standards*, on-street bike lanes are required on all collector and arterial roadways. Therefore, Bell Avenue, Raley Boulevard, Marysville Boulevard, Winters Street, Pinell Street and North Avenue would all have on-street bike lanes, as shown in Figure 4-15. Since the *2010 Sacramento City/County Bikeway Master Plan* does not include on-street bikeways along North Avenue and Winters Street, it is recommended that the Master Plan be amended to include these street segments for future on-street bikeways. Note also that Figure 4-15 shows four locations that have been identified for potential off-street bikeway/pedestrian connections.

Compliance with the Americans with Disabilities Act (ADA) is a high priority for the City. The standard City cross-sections include provisions for 5-foot sidewalks for all roadway classifications, and the cross-section modifications in this Plan do not reduce sidewalk widths below 4 feet, therefore complying with ADA. Further, all new frontage improvements resulting from adjacent development includes standard sidewalks and curb ramps, consistent with ADA requirements.

G. Public Transit

The proposed land use plan was presented to Regional Transit (RT) staff for review who recommended locating higher density housing along Bell Avenue and Pinell

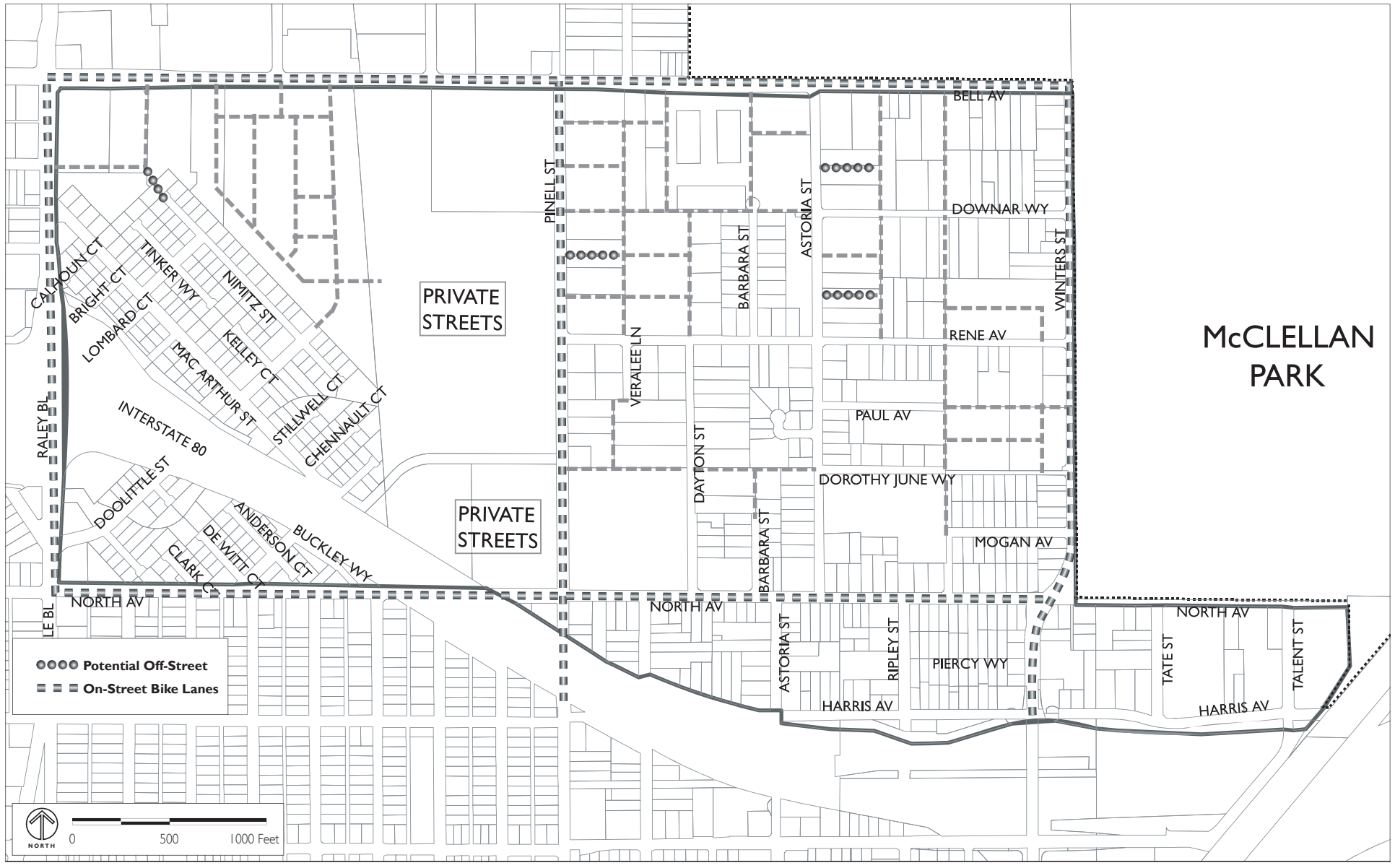


FIGURE 4-15

POTENTIAL BICYCLE LANES AND PEDESTRIAN PATHS

Street, served by Route 18.⁷ To improve operations for buses, it is recommended that the undulations be removed on Pinell Street. Removing the undulations and installing a roundabout at the intersection of North Avenue and Pinell Street would contribute to controlling vehicle speeds and deter cut-through traffic. As new development occurs within the Plan Area, the City should work with RT to define opportunities to improve transit service in the Plan Area.

⁷ Comments received via email from Taiwo Jaiyeoba, Regional Transit, December 27, 2005.

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CIRCULATION AND STREET DESIGN

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5 UTILITY INFRASTRUCTURE

This chapter presents the recommendations for utility infrastructure improvements within the Plan Area. Recommendations presented in this Plan are based on a review and analysis of available data; no new modeling based on proposed land uses was conducted.¹ A more detailed study of the sewer, water and stormdrain system is recommended prior to substantial levels of new development, and this is a primary recommendation presented later in this chapter.

Responsibilities and timing for the implementation of recommended improvements are addressed in Chapter 7. A summary of existing conditions is provided in Appendix A. An estimate of probable construction costs for all recommended improvements is provided in Appendix C.

A. Water

This section discusses water supply and distribution needs for the Plan Area.

1. Supply

As discussed in Appendix A, the Plan Area is served by City water facilities, and derives its potable water supply from a combination of surface water and groundwater from nearby wells. It is estimated that the future average daily demand will increase by approximately 1.25 million gallons per day (gpd) or 94 percent.² Since the Plan Area receives potable water from multiple sources, it is unlikely that the increase of flow will cause a shortage of supply. The limiting factor in providing water to the Plan Area is anticipated to be the ability of the existing pump station located on Bell Avenue to provide adequate flow and pressure. The capacity of the distribution system is another potential limiting factor. Recommended improvements to both components are provided below.

¹ *McClellan Heights and Parker Homes Land Use and Infrastructure Plan Draft EIR, April, 2007.*

² Estimates of future water demand based on projected buildout of the Plan Area are provided in *McClellan Heights and Parker Homes Land Use and Infrastructure Plan Draft EIR, April, 2007.*

2. Distribution and Transmission Lines

As discussed in Appendix A, a previous study prepared for the Parker Homes neighborhood recommended that water system improvements be constructed for the area.³ A review of other available information sources supports these recommendations, which included:

- ◆ Replacing 4-inch mains with 6-inch plastic mains.
- ◆ Replacing 6-inch and 8-inch steel mains with 6-inch and 8-inch plastic mains.
- ◆ Placing a new 6-inch main in Doolittle Street between Hills Court and Goss Court.
- ◆ Upgrading existing services to copper.

However, as demonstrated by the specific recommendations presented in the 1998 Parker Homes study noted above, there may be a limited number of cases where minimum pipe size may be as small as six inches. This determination would be made by the City Department of Utilities on a case-by-case basis during the development process, and would depend on a number of factors including, but not limited to, the length of the main and the existence of hydrants.

Previous studies regarding water distribution and transmission have not been conducted for the McClellan Heights neighborhood. However, based on available data, it can be concluded that the mains throughout the Plan Area are undersized for current demands. This is especially important considering that proposed water demands are estimated to almost double the current demands. The existing water mains are also mainly steel and cast iron which are out-dated and should be replaced with plastic.

Taking these observations into account, this Plan recommends that the mains throughout the Plan Area be replaced as follows:

³ Grehm, Karen. *Parker Homes Infrastructure Study*. City of Sacramento, June 11, 1998.

- ◆ Replace existing 4-inch and 6-inch mains with 8-inch plastic mains.
- ◆ Replace existing 8-inch steel mains with 12-inch plastic mains.
- ◆ Upgrade existing services to copper.

This Plan also recommends that the City’s hydraulic water model for the Plan Area be calibrated and run to verify and determine the extent of the improvements that would be required for new development anticipated by this Plan.

3. Bell Avenue Pump Station

The existing Bell Avenue Pump Station does not include fire flow pumps and therefore cannot meet fire demands. According to the City’s Department of Utilities, the pump station site is small and there is no room to expand the current horizontal configuration. This Plan recommends that additional water modeling be conducted to determine whether upgrading the distribution lines within and around the Plan Area would be adequate to increase the pressures during high demand, or if the capacity of the Bell Avenue pump station will also need to be upgraded. The cost to upgrade the capacity of the pump station is included in the cost estimates provided in Appendix C.

B. Sewer

An analysis of the existing sanitary sewer system showed that the some components of the existing sewer system are not adequately sized. Sewer mains in the Plan Area range in size from 6 to 8 inches in the Parker Homes neighborhood, and from 6 to 18 inches in McClellan Heights. While a majority of existing mains are adequately sized, the City Department of Utilities recommended that the Parker Homes neighborhood sewer system be replaced since it is in poor condition and does not meet current City design standards.⁴

⁴ Grehm, Karen, 1998. *Parker Homes Infrastructure Study*. City of Sacramento.

Many of the existing pipes do not meet the current City of Sacramento design standards and some pipes are nearing the end of their “useful” life. As a result, significant portions of the sanitary sewer system would need to be replaced as new development occurs. Further analysis of the sewer system is needed in order to determine the specific improvements necessary to accommodate the additional sewer flows generated by new development.

In conclusion, this Plan recommends that the sewer system within the Plan Area be improved to meet current City design standards by installing 8-inch and 12-inch mains and replacing and adding new service connections. Also recommended is the development of a sewer model to determine improvements necessary to accommodate additional development. In addition, due to the age of the system, it is anticipated that approximately one-third of the manholes will need to be rehabilitated or replaced. Cost estimates for these recommended improvements are provided in Appendix C.

C. Stormwater

As discussed in Appendix A and shown in Figure A-8, the Plan Area lies within four stormwater drainage basins. The Parker Homes neighborhood is entirely located within Basin 157 and McClellan Heights is located in parts of three drainage basins with most of the neighborhood area falling within Basin 117.

In general, where development has occurred, existing drainage facilities are adequate. However, several mains in the Plan Area were found to be undersized and should be replaced. In addition, areas that have not been developed will be required to add adequate stormwater facilities to serve their sites. Recommendations for improvements that should occur in each stormwater basin are presented below. As noted above, recommendations presented in this Plan are based on a review and analysis of available data, which are based on existing General Plan and Community Plan land use designa-

tions. No new modeling was conducted.⁵

a. Basin 157

A previous study conducted by the City concluded that the area does not have adequate underground facilities. On the north side of Interstate 80, recommended improvements included an extensive underground system with pipes ranging in size from 12-inch to 30 inches, as well as drain inlets. On the south side of the Interstate 80, identified improvements were limited to placing a new 18-inch main in Doolittle Street, replacing the outfall at the canal, replacing the 24-inch main in Clark and providing a number of drain inlets.⁶

The City used the Sacramento Method to calculate the predicted flow rates in the area for a 10-year and a 100-year storm event. The calculations showed that in order to conform to the current City standards, the pipes within the area would need to be increased in size. The calculations also agree with the previous recommendation to construct an extensive underground system with pipes ranging in size from 12 inches to 30 inches including drain inlets in the Parker Homes area.

b. Basin 117

A study prepared by the City for Basin 117 noted that significant drainage improvements are needed. The report states: “Drainage improvements must be planned which can alleviate flooding under future land use conditions, and these improvements must be implemented in advance of any insignificant redevelopment...Model results indicate that flooding is due entirely to inadequate pipeline capacity; the existing pumping plant has no effect during extreme events.”⁷

⁵ Kimley-Horn and Associates, Inc. April 5, 2006. *McClellan Heights and Parker Homes Infrastructure Report*.

⁶ Grehm, Karen. *Parker Homes Infrastructure Study*. City of Sacramento, June 11, 1998.

⁷ City of Sacramento, February 1998. *Basin 117 Interim Drainage Improvement Plan, Draft*.

The City used the Sacramento Method to calculate the predicted flow rates in the area for a 10-year and a 100-year storm event. The City's hydrologic and hydraulic model of existing and future conditions showed street flooding in excess of 0.5 feet during both the 10-year storm and the 100-year storm and flooding at one location during the 100-year storm.

Based on a comparison of estimated runoff from the land uses proposed in this Plan with the predicted flow rates calculated for the 10-year and 100-year storm events for the existing zoning in the area used in the 1998 study, it can be concluded that many of the pipes within the area would need to be upsized to accommodate the proposed land uses in this Plan. The 1998 study made a number of recommendations to mitigate the potential flooding hazard in Basin 117. However, the average percentage of impervious surface used for the previous hydrologic and hydraulic model for future conditions is 11 percent, which is greater than that calculated from the Sacramento Method for the proposed land uses in this Plan. Therefore, the recommendations from the 1998 report may be more extensive than what is required for the current land use plan. It can be concluded from this that recommended improvements in the 1998 report would mitigate the potential flood hazard in the Plan Area.

Based on the recommendations identified in the City's 1998 report, and taking into account the zoning changes proposed in this Plan, the following improvements are recommended as being necessary, at a minimum, for additional development in Basin 117 to occur:

- ◆ Upsize mains on Pinell Street, Barbara Street, Paul Avenue and Dorothy June Way.
- ◆ Construct additional mains in Astoria Street, Downar Way, Rene Avenue and North Avenue where there are no existing mains.
- ◆ Replace Sump 177 at life-cycle.
- ◆ Mitigate for increased downstream discharge to downstream basins.

c. Basin 144

A study prepared by the City for Basin 144 concluded that “drainage improvements must be planned and implemented before significant new development occurs. If these improvements cannot be implemented before development takes place, then...newly developed areas are required to use onsite runoff controls so that no additional runoff is sent into the drainage system.”⁸ The study also found that localized flooding is due to inadequate pipe sizing and noted that if the pipes in the upstream section of the basin are upsized, then all pipes downstream to the sump must also be replaced.

The study did not make a recommendation for a specific strategy, but did provide a discussion about six alternatives. Four of the alternatives include upsizing at least one of the pipes in Bell Avenue; four recommended upsizing the 30-inch pipe west of Belloit Drive to 36 inches; and three of the alternatives recommended upsizing the 36-inch pipe east of Raley Boulevard to 42-inches. The City used the Sacramento Method to calculate the predicted flow rates in the area for a 10-year and a 100-year storm event. The calculations agreed with the previous studies that drainage improvements must be planned and implemented before significant new development occurs.

Only a small portion of McClellan Heights is within Basin 144, as shown in Figure A-8 in Appendix A. Based on information available in the existing study and the new land uses proposed in this area, this Plan recommends that this portion of Basin 144 would require new 12-inch mains to serve potential new development.

d. Basin GS201

There are no previous recommendations for this drainage basin. The Sacramento Method calculation shows that the existing drainage facilities in the industrial area and a portion of the residential mixed use area are undersized. However, the remaining

⁸ City of Sacramento, October 1998. *Basin 144 Interim Drainage Improvement Plan, Incomplete Draft*.

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portions of the Plan Area that are within Basin GS201 appear to be adequately sized, according to the Sacramento Method calculations.

6 HOUSING AND DEVELOPMENT

This chapter includes a summary of housing and development recommendation and strategies for the Plan Area.

A. *Funding Availability*

As mentioned in Chapter 1, SHRA has dedicated approximately \$6 million in housing set-aside funds from the McClellan Redevelopment Area to the Plan Area over the next 5 to 10 years. The housing set-aside funds must be used for housing-related improvements; by law they may not be used for other purposes such as infrastructure improvements. In addition to the funds available from SHRA, there are other affordable housing resources available through the City, State and federal government, as well as a number of other foundations. A list is provided in Appendix D.

B. *Development Recommendations*

1. **Summary of Recommendations**

The Plan Area has two main land use opportunities: for-sale entry-level housing and neighborhood- and workplace-serving retail. Other uses show little short-term opportunity.

- ◆ **For-Sale Housing.** New single-family homes in Sacramento average over \$400,000 and entry-level, new, small lot homes sell in the high \$200,000's and low \$300,000's. A new single-family home in the Plan Area is anticipated to sell in the mid to high \$200,000's for a smaller lot subdivision. This would be a significant increase over prices for existing housing stock and shows healthy demand for new entry-level homes. In addition, demand for new small lot single-family units, townhomes, and condominiums remain strong throughout the region. Homes prices continue to rise in the area with an average home price of \$135,000 in the summer of 2002 to over \$190,000 in the fall of 2004. Recent sales data show continued strong demand for smaller new homes as first-time homebuyers continue to

enter the market. Thus, new home construction on vacant land in the Plan Area shows the highest near-term potential.

- ◆ **Unit Replacement.** While demand for entry-level housing is high, replacement of existing Parker Homes and McClellan Heights units with new homes still remains economically infeasible without a significant project subsidy. The replacement and relocation costs are sufficiently high to be cost-prohibitive for private, for-profit developers. The estimated acquisition and demolition costs of a single dilapidated unit are approximately \$165,000. Combining acquisition and demolition costs with new construction costs at prevailing wage results in a project funding gap of approximately \$110,000 per unit. If unit replacement was performed by a private developer, there remains a project gap of over \$50,000. These costs may be lowered slightly by increasing unit densities and purchasing multiple adjoining sites to create economies of scale. This would require flexibility in City regulations pertaining to street width and traffic standards since the existing road infrastructure is inadequate based on current street standards. Nonetheless, replacement housing units would sell briskly under current market conditions as demand remains strong for entry-level housing.
- ◆ **Neighborhood Retail.** The continued expansion of McClellan Park and of new industrial development off-base increases the daytime demand for retail goods. Employment growth will generate food service and specialty retail demand. Included in those categories are coffee, fast food, deli, general restaurant, card, flower, and pharmacy establishments. If the Plan Area could capture only 25 percent of the new daytime demand, it could support another 15,000 square feet of retail space by 2010. This estimate does not include the loss of existing sales caused by local residents and employees traveling outside the area to purchase convenience retail goods. The estimate also does not include the 249 single-family new units under construction or planned in and near the Plan Area. Conservatively, new housing and employment planned or under construction in the area will increase neighborhood retail demand by another 10,000 square feet. The most likely locations for new retail are the retail corners at Bell Street and Raley Blvd., and

Winters Street and North Avenue, both of which are high-traffic areas easily visible to employees commuting to and from the western side of McClellan Park.

- ◆ **Other Uses.** Other uses show little short-term feasibility. The commercial market remains relatively weak as construction has outpaced demand in 2004 and more competitive commercial centers have ample supply to absorb future office demand. In addition, McClellan Park plans to build 50,000 square feet of office and flex space directly east of the Plan Area, which will further diminish demand in the Plan Area itself.

Market-rate multi-family housing demand remains stagnant as middle-income households become homeowners. The result is stable lease rates but limited expansion opportunities as job growth remains relatively stagnant. Also, prevailing rents are not at levels that justify new construction without a significant subsidy in the Plan Area. It should be noted that affordable housing with State and federal subsidies is a clear local and regional need. In the Plan Area, approximately 40 percent of Plan Area households would qualify under very low-income income restrictions (equal to or less than 50 percent of Area Median Income). Further, a number of family households live in overcrowded conditions and/or require on-site child care. Local renting households are most vulnerable from displacement and would likely benefit the greatest from affordable housing.

2. Community Priorities

At community meetings held in the Parker Homes and McClellan Heights neighborhoods, community members expressed that existing housing stock in the Plan Area should be improved, with an emphasis on rehabilitating, rather than replacing, owner-occupied housing, and rehabilitating and/or replacing rental housing in poor condition. Increasing the availability of good-quality, safe and attractive housing at a variety of affordability levels was also a community priority.

3. Housing and Development Strategy

SHRA has a number of established housing loan and grant programs that can serve as the primary vehicles to address Plan Area needs. In addition, SHRA will propose

supplementing these existing programs with new programs in an effort to best meet housing needs in the Parker Homes/McClellan Heights Plan Area. Based on the assessment of market opportunities and community priorities described above, SHRA will allocate available funding that is earmarked for housing improvements in the Plan Area to the existing and proposed programs described below.

a. Single-Family Homes

- ◆ **Target Area Home-Buyer Program.** SHRA's Target Area Home-Buyer Program assists low- and moderate-income buyers purchase homes by providing assistance with down-payment and closing costs. Since community residents expressed an interest in promoting home-ownership opportunities, SHRA will propose supplementing the existing Target Area Home-buyer Program with additional funding and propose higher maximum amounts for the purchase of homes in Parker Homes and McClellan Heights.
- ◆ **Target Area Create a Loan Program.** Community members expressed an interest in rehabilitating existing housing where feasible, rather than demolishing and rebuilding units. This is a more cost-effective means of improving housing conditions in the Plan Area than demolition. Replacing existing units with new construction would require significant subsidies due to high relocation costs and home-owner price expectations. Therefore, SHRA will propose supplementing the existing Target Area Create a Loan (Rehabilitation) Program with additional funding and propose increasing the grant portion of the assistance to cover the replacement of foundations, where feasible. If approved, the total rehabilitation subsidy, including loans and grants, could be as high as \$100,000 for qualified home-owners in some units.

While the community expressed an interest in housing rehabilitation, SHRA has found that participation in housing rehabilitation programs among qualified home-owners to be limited with more funds available than applications to use them. This imbalance may be partially addressed by actively marketing the program to low- and moderate-income home-owners in Parker Homes and McClellan

Heights. Housing set-aside funds can be leveraged with other home-buyer and home-owner rehabilitation loan programs, thereby increasing the potential assistance to qualified families.

- ◆ **Target Area Developer Subsidy Program (Proposed).** Community members indicated an interest in increasing home-ownership opportunities while addressing the problem of existing properties in a state of disrepair. SHRA will evaluate the feasibility of subsidizing private developers to purchase and rehabilitate distressed properties in the Plan Area and sell them to low-and moderate-income home-buyers. The proposal will focus on the acquisition and rehabilitation of vacant units in the area as the acquisition of occupied units would require substantial relocation expenditures.

b. Multi-Family and Commercial/Residential Mixed-Use Projects

- ◆ **Target Area Investment Property Loan Program.** A substantial number of renter-occupied units in the Parker Homes/McClellan Heights Plan Area are in need of repair and rehabilitation. The existing Target Area Investment Property Loan Program is designed to provide low-interest financing for the rehabilitation of investment rental properties from 1 to 11 units in size. The program offers loans of up to \$30,000 per unit for approved repairs in rental properties with deferred repayment schedules available, if necessary, to help ensure completion of all needed work.
- ◆ **Multi-Family Housing Lending Program.** SHRA will propose providing increased gap financing through the existing Multi-Family Housing Lending Program for projects that will bring continued revitalization to Parker Homes and McClellan Heights and provide a range of housing options for residents. The program provides gap financing for both new construction and rehabilitation of multi-family housing projects. Potential projects include the new construction of multi-family and commercial/residential mixed-use projects along Winters Street and Bell Avenue and throughout the Plan Area. Housing set-aside funds can be

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leveraged with other funds from City, state, federal, and non-profit organizations in order to maximize the benefits to the community.

7 IMPLEMENTATION AND FINANCING

This chapter describes the ways in which SHRA and the City of Sacramento, in cooperation with other partner agencies and the McClellan Heights and Parker Homes community, will implement the Plan. In addition, a financing strategy to implement planned improvements discussed in the previous chapters is provided. The financing strategy is intended only as a guiding document and does not provide a full detail of specific revenues that SHRA or the City could use to finance improvements within the Plan Area.

A. Implementation Actions

This section outlines the implementation actions to be undertaken by SHRA and the City, in cooperation with the County, partner agencies and residents of McClellan Heights and Parker Homes, in order to realize the recommendations in this Plan. In summary, the following entitlements will be needed:

- ◆ **Environmental Determination:** Environmental Impact Report (EIR). The Draft EIR for the Plan was prepared concurrently. It is anticipated that the Draft EIR will enter the CEQA-mandated 45-day public review period in May, 2007.
- ◆ **Adopt the McClellan Heights-Parker Homes Land Use and Infrastructure Plan** (i.e. this Plan), which includes goals, policies, and implementation actions to support the plan area transitioning over time from a mixed industrial and rural residential area into primarily single-family residential neighborhoods bordered by mixed-use residential areas with high-quality housing at varying levels of affordability that have easy access to supporting commercial and retail uses, services and amenities.
- ◆ **General Plan Amendment:** the McClellan Heights-Parker Homes Land Use and Infrastructure Plan recommends a change in land use designations to reflect the change in land use designation of industrial land to residential and commercial use.
- ◆ **North Sacramento Community Plan Amendment** providing direction for new residential and mixed use development in an area formerly constrained by incom-

patible uses and noise from the McClellan Air Force Base and to reflect the change in land use designation of industrial land to residential and commercial use.

- ◆ **Special Planning District (SPD):** create the McClellan Heights-Parker Homes SPD to facilitate the development of housing and commercial mixed use in effort to revitalize the McClellan Heights and Parker Homes neighborhoods. The SPD will facilitate streamlined review for alternative single-family development; provide for flexible non-conforming regulations that allow existing development to continue; allow higher density development in the RMX-SPD zone; and incorporate disclosure language regarding airport noise.
- ◆ **Rezone** 90 acres from M-1 (Light Industrial) to RMX-SPD (Residential Mixed Use) and 35 acres from M-1 to C-2-SPD (Commercial). The majority of parcels zoned R-1 will be rezoned to R-1A-SPD.
- ◆ **City Council Override of the McClellan Air Force Base Comprehensive Land Use Plan (CLUP).** Since the Airport Land Use Commission (ALUC) will not have updated the *McClellan Airport Comprehensive Land Use Plan* to reflect the new aircraft noise contours before this Plan is adopted, the City Council may need to override the decision of the ALUC in regards to allowing residential development within the prior 65 CNEL noise contour. In addition, if the ALUC adopts the County of Sacramento’s proposed policy not to allow residential development within the new 60 CNEL noise contour, the City Council would need to override that decision as well if this Plan is approved. More detail regarding noise impacts can be found in the Draft EIR for the Plan.

A variety of related action items are listed in Table 7-1, along with the lead agency, other participating agencies, and a projected timeline.

B. Available Funds

The City of Sacramento and SHRA have committed approximately \$11 million in existing and projected capital and housing funds to the Plan Area. The City of Sacramento has already completed drainage and roadway improvements on certain streets in Parker Homes community and expended approximately \$500,000 in planning efforts, leaving \$10.5 million for future projects. A summary of the funds committed by the City of Sacramento and the Sacramento Housing and Redevelopment Agency as of July 2005 is shown in Table 7-2.

Eleven million dollars in housing and infrastructure commitments will not fulfill all identified shortfalls and planned improvements discussed in the Plan. Moreover, the City and SHRA will need to pursue additional funding sources to augment existing commitments. These can include implementing a development impact fee program that can offset future development's infrastructure need and pursuing low-income housing funds which supplement existing housing resources. Appendix C provides a summary of funding options available to SHRA and City may wish to consider for financing infrastructure improvements. While Mello Roos and Special Assessment Districts are included in the Appendix, the complexity and costs associated with forming these districts in a smaller, existing neighborhood limits their feasibility in the Plan Area. More likely infrastructure financing options for the Plan Area are available through local and State infrastructure funds which can be directed to the area.

In addition to infrastructure funding options, Appendix C also summarizes available housing funds that SHRA, the City, or a non-profit housing builder could pursue

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TABLE 7-1 McCLELLAN HEIGHTS AND PARKER HOMES LAND USE AND INFRASTRUCTURE PLAN – IMPLEMENTATION PROGRAM

Action Item	Lead Agency	Participating Agencies	Other Participants	Timeline
Land Use				
1.1 Concurrent with the adoption of the McClellan Heights and Parker Homes Land Use and Infrastructure Plan and certification of the Draft EIR, amend City General Plan land use designations to reflect land uses in this Plan.	Planning	N/A	N/A	This Plan is being prepared concurrently with the City of Sacramento General Plan which will be completed in summer, 2008.
1.2 Revise Zoning Ordinance to reflect the completion of a Special Planning District (SPD) to implement this Plan.	Planning	N/A	N/A	The Special Planning District (SPD) is being prepared concurrently with this Plan.
1.3 Develop a streamlined approval process for development applications that conform to City guidelines.	Planning	Economic Development	Development Services	The City Matrix review process currently provides these services. For more information, call 808-1969.
1.4 Implement Housing and Development Strategy.	Planning, SHRA	Economic Development	N/A	Implementation is an on-going effort by the City and SHRA.
Circulation and Utility Infrastructure				
2.1 Evaluate the need for the traffic signals that are anticipated to be warranted by development/buildout of the Plan.	Department of Transportation	Department of Transportation, Planning	McClellan Park, County of Sacramento, Department of Transportation	<p>As shown in Figure 4-11, the addition of traffic signals may be warranted at a number of locations as development in the Plan Area and McClellan Park occurs, including the following:</p> <ul style="list-style-type: none"> ◆ Bell Avenue and Beloit Drive ◆ Bell Avenue and Pinell Street ◆ Bell Avenue and Winters Street ◆ Winters Street and Rene Avenue <p>These warrants would primarily be met due to future volumes expected for Bell Avenue (18,400 veh/day) and Winters Street (22,000 veh/day). Thus, a signal</p>

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TABLE 7-1 **MCCLELLAN HEIGHTS AND PARKER HOMES LAND USE AND INFRASTRUCTURE PLAN – IMPLEMENTATION PROGRAM** (CONTINUED)

Action Item	Lead Agency	Participating Agencies	Other Participants	Timeline
2.2 Study the feasibility of, and then develop, an appropriate funding mechanism (e.g. development impact fee) in order to assure that adequate funding is in place for needed traffic signals. Work with the County and McClellan Park to develop appropriate funding mechanisms, since it is anticipated that development of McClellan Park will contribute substantially to traffic along Bell Avenue and Winters Street.	Planning, SHRA	Department of Transportation, Economic Development	County, McClellan Park	at Bell Avenue and Winters Street will be installed by the end of 2008 by the County of Sacramento and McClellan Park. Warrants for signals at other intersections will be evaluated on an ongoing basis. This will be evaluated on an on-going basis.
2.3 Coordinate with the City Department of Transportation to implement and monitor traffic calming measures to reduce potential traffic impacts on residential neighborhoods.	Department of Transportation	Department of Transportation, Planning	Neighborhood Services	This will be done on an on-going basis.
2.4 Coordinate with Regional Transit (RT) to evaluate opportunities to improve transit in the Plan Area.	Planning	Regional Transit	N/A	This will be done on an on-going basis.

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Action Item	Lead Agency	Participating Agencies	Other Participants	Timeline
2.5 Study the feasibility of, and then develop, an appropriate funding mechanism (e.g. development impact fee, special assessment district) to provide for adequate funding for secondary and tertiary priority infrastructure improvements.	Planning, SHRA	Department of Transportation, City Utilities	N/A	This will be done on an on-going basis.
Housing and Development				
3.1 Actively promote loan and grant programs for single-family housing and rental property rehabilitation to the residents of McClellan Heights and Parker Homes.	SHRA	Planning, Economic Development	N/A	This will be done on an on-going basis.
3.2 Study the feasibility of providing loan and/or grant funding to repair and/or replace house foundations to qualifying residents of McClellan Heights and Parker Homes.	SHRA	Planning, Economic Development	N/A	This will be done on an on-going basis.
3.3 Explore the feasibility of proposing City's Rental Housing Inspection Program in the Plan Area to spur housing stock improvements.	SHRA	Code Enforcement	N/A	This will be done on an on-going basis.
3.4 Actively promote multi-family and mixed-use Developer Assistance Program for the Plan Area.	SHRA	Planning, Economic Development	N/A	This will be done on an on-going basis.

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TABLE 7-2 **CITY AND SHRA FUNDING FOR THE MCCLELLAN HEIGHTS AND PARKER HOMES PLAN AREA AS OF JULY 2005**

Source	Amount	Availability	Allowed Uses
City of Sacramento: Department of Transportation	\$1.9 Million	Approximately \$735,000 currently available with \$200,000 available each year thereafter until 2012	Above ground public right of way improvements
City of Sacramento: City Utilities	\$1.0 Million	Long-term capital improvement plan allocation	Above and below grade public right of way improvements
SHRA: Community Development Block Grant*	\$2.0 Million	\$250,000 per year for eight years	Capital improvements. No restrictions
SHRA: Housing Set-Aside	\$6.0 Million	Funds available over 5-10 years, subject to matching requirements with other City funds	Housing improvements (e.g. housing rehabilitation, first-time home-buyer, etc.)

* In the event that CDBG funds from the Department of Housing and Urban Development (HUD) are used as part of Plan Area improvements, their applicability will be evaluated on an as-needed basis.

C. Infrastructure Improvement Funding Priorities

As discussed in previous chapters, there are a number of infrastructure deficiencies in the Plan Area. Unfortunately, neither the City of Sacramento nor SHRA has sufficient resources to address all of the Plan Area's infrastructure needs immediately. Moreover, there are some improvements that new development would fund or contribute to based on fair-share financing mechanisms. Thus, the financing strategy presented here prioritizes infrastructure improvements based on a weighing of community comments, infrastructure technical analysis, available funding, and market demand.

The financing plan prioritizes improvements into three categories:

- ◆ Top priority projects are those that will be implemented over the next 2 to 7 years using funding already identified for the Plan Area.

- ◆ Secondary priority projects are those that were considered important to the community that will be implemented next as funding is identified.
- ◆ Tertiary priority projects are those that will be implemented as the appropriate funding and/or funding mechanism is identified as explained in further detail below.

Certain infrastructure improvements are more appropriately timed to coincide with other infrastructure improvements. For example, underground utility improvements should coincide with street improvements to minimize repetitive site work in the same location. Thus, street improvements are prioritized with corresponding drainage and sewerage improvements on the same corridors. The top priority projects are listed in Table 7-3.

In addition to top priority projects, the Plan calls for much needed, but secondary, infrastructure improvements as additional funding sources are obtained, which are shown in Table 7-4. These may include a mix of local development impact fee revenues, City capital facility funds, and State infrastructure funds to meet current and projected infrastructure needs. The Plan sets a financing goal of ten years to initiate secondary priority projects but recognizes that initializing efforts will be dependent on obtaining additional infrastructure funds.

Beyond top priority and secondary priority improvements, there are additional infrastructure improvements that will need to be completed as the Plan Area builds out. A portion of these can be attributed to future development in the Plan Area but others are needed regardless of whether new development occurs or not.

The following is a list of tertiary priority improvements that should be implemented as the appropriate funding and/or funding mechanism are identified.

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TABLE 7-3 **ROADWAY AND UTILITY INFRASTRUCTURE – TOP PRIORITIES**

Projects	Estimated Cost
Nimitz Street Improvements – Street and Drainage Improvements	\$2,155,800
Traffic Signal at Bell Avenue and Winters Street. Signals may also be warranted at Bell/Beloit, Bell/Pinell, Winters/Rene.	\$875,000
Interim Sacramento Municipal Utility District Street Lighting	\$500,000
Drainage Improvements – Pipe and culvert upgrades to improve drainage within the Plan Area	\$1,500,000
Total	\$5,030,800

TABLE 7-4 **ROADWAY AND UTILITY INFRASTRUCTURE – SECONDARY PRIORITIES**

Projects	Estimated Cost
Harris Street (West of Winters) – Full roadway, drainage and sewer improvements	\$2,506,800
Pinell Street (Bell to Rene) – Full roadway improvements	\$3,006,700
Total	\$5,513,500

1. Improvements Needed In Advance to Support New Development

- ◆ Calibrate and run the City’s water model to determine water capacity and distribution system improvements necessary to accommodate additional development.
- ◆ Develop sewer model to determine sewer system improvements necessary to accommodate additional development.
- ◆ Widen street segments where necessary and feasible to meet current City street width standards.
- ◆ Construct traffic calming and management improvements to mitigate impact of additional vehicular traffic generated from new development.

D. Housing Financing Priorities

As discussed in Chapter 6, the Plan calls for a number of programs to improve housing conditions in the Plan Area. These include a home-buyer assistance program, a home-owner rehabilitation program, a developer subsidy program, and multi-family and mixed-use developer assistance programs. After consulting with the community members and evaluation of funding options available within the Plan Area, expenditure goals for housing funds for the Plan Area were developed, as shown in Table 7-5.

TABLE 7-5 HOUSING PRIORITIES

Program	Amount	Description
Single-Family Home Programs	Approximately \$1.5 million to be allocated to single-family housing programs.	Funding to supplement existing housing assistance programs and add a new developer subsidy program. Programs to include home-buyer assistance and home-owner rehabilitation programs, targeting low- and moderate-income households.
Multi-Family Housing and Mixed-Use Programs	Approximately \$4.5 million to be allocated to multi-family and mixed use projects.	Funding to supplement existing multi-family and mixed-use housing assistance programs. Programs to provide financing assistance to owners and developers for rehabilitation and new construction of investment properties.

E. Financing Strategies

This Plan identifies over \$91 million in infrastructure improvements. Detail is provided in a separate technical document, *McClellan Heights and Parker Homes, City of Sacramento, CA, Infrastructure Report, April 23, 2007*. Available funds are significantly below this amount, necessitating strategies and processes that lead to maximum improvements to the Plan Area.

Given the infrastructure and housing priorities and recommendations for improvement identified in this Plan, several financing strategies are recommended below.

- ◆ Adopt development impact fee program to fund, on a pay-as-you-go basis, infrastructure needs generated from new development within the Plan Area.
- ◆ Establish a Community Facilities District to fund infrastructure needs from new development in advance of the build-out of development.
- ◆ Negotiate Reimbursement Agreements with “first-in” development as that development goes through the entitlement process.
- ◆ Explore the establishment of Capital Financing District for the Plan Area to capture increases in assessed value for capital improvements to the Plan Area.
- ◆ Explore the option of “Interim Infrastructure Standards,” which can reduce initial infrastructure costs by permitting less expensive alternatives to City-wide standards.
- ◆ Where feasible, coordinate streetscape and public right-of-way improvements with new neighborhood-serving retail projects.

Housing strategies are as follows:

- ◆ Pursue and obtain supplemental affordable housing resources to augment existing funding commitments.
- ◆ Coordinate infrastructure improvements with public and private housing developments.
- ◆ Encourage qualified homeowners and renters in the Plan Area to participate in housing improvement efforts.

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A P P E N D I X A

EXISTING CONDITIONS SUMMARY



APPENDIX A: EXISTING CONDITIONS SUMMARY

This chapter includes an overview of some of the key characteristics and existing conditions in the McClellan Heights and Parker Homes Land Use and Infrastructure Plan Area, including land use, housing and demographics, traffic and circulation and utility infrastructure.

A. Land Use

This section discusses the regulatory framework governing land uses and existing land uses in the Plan Area.

1. Regulatory Framework

The primary policy documents regulating development in the Plan Area consist of the City of Sacramento General Plan (adopted in 1988), the North Sacramento Community Plan (adopted in 1984) and the City of Sacramento Zoning Ordinance. Existing General Plan, Community Plan and zoning designations are shown in Figures A-1 through A-3. The City is currently updating its General Plan. This Land Use and Infrastructure Plan (hereafter “the Plan”) includes proposed changes to existing General Plan land use designations which, once adopted, will become the land use policy direction for the Plan Area. Thus, the land use designations in this Plan would become part of the updated General Plan and supersede those contained in the North Sacramento Community Plan (1984) for the Plan Area.

In addition to these City plans and regulations, the Sacramento County Airport and Land Use Commission’s *Comprehensive Land Use Compatibility Plan* (formerly known as Land Use Comprehensive Plans or CLUPs) for *McClellan Airport* also has bearing on the Plan Area. The most recent Compatibility Plan was updated in 1987 when the McClellan property served as an Air Force base, which is no longer the case today. Changes to McClellan Airport planning policy to reflect new uses of the site are being proposed. For example, updated aircraft noise contours for McClellan Airport and new planning

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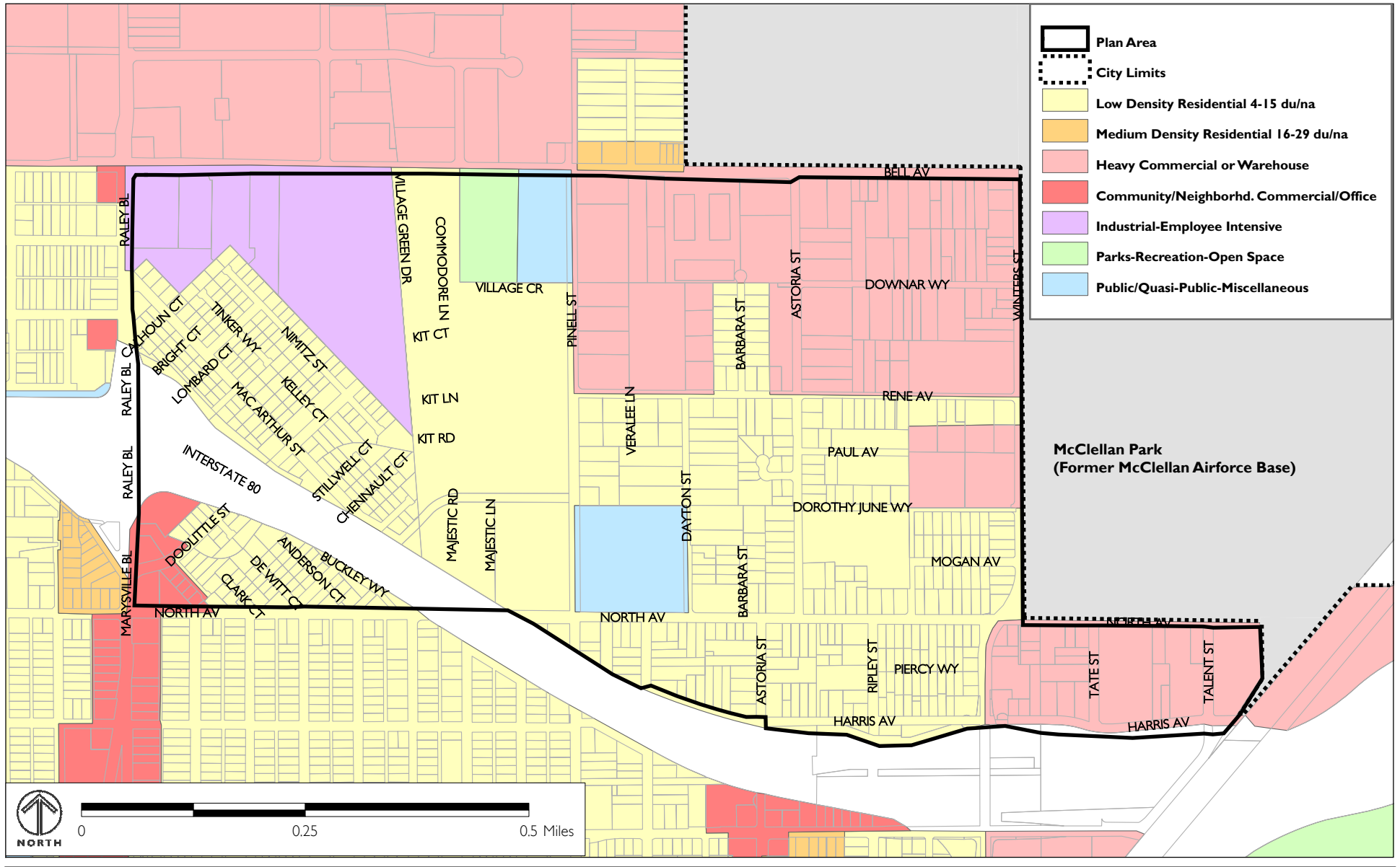


FIGURE A-1

EXISTING GENERAL PLAN LAND USE DESIGNATIONS IN THE PLAN AREA



FIGURE A-2

EXISTING NORTH SACRAMENTO COMMUNITY PLAN LAND USE DESIGNATIONS IN THE PLAN AREA

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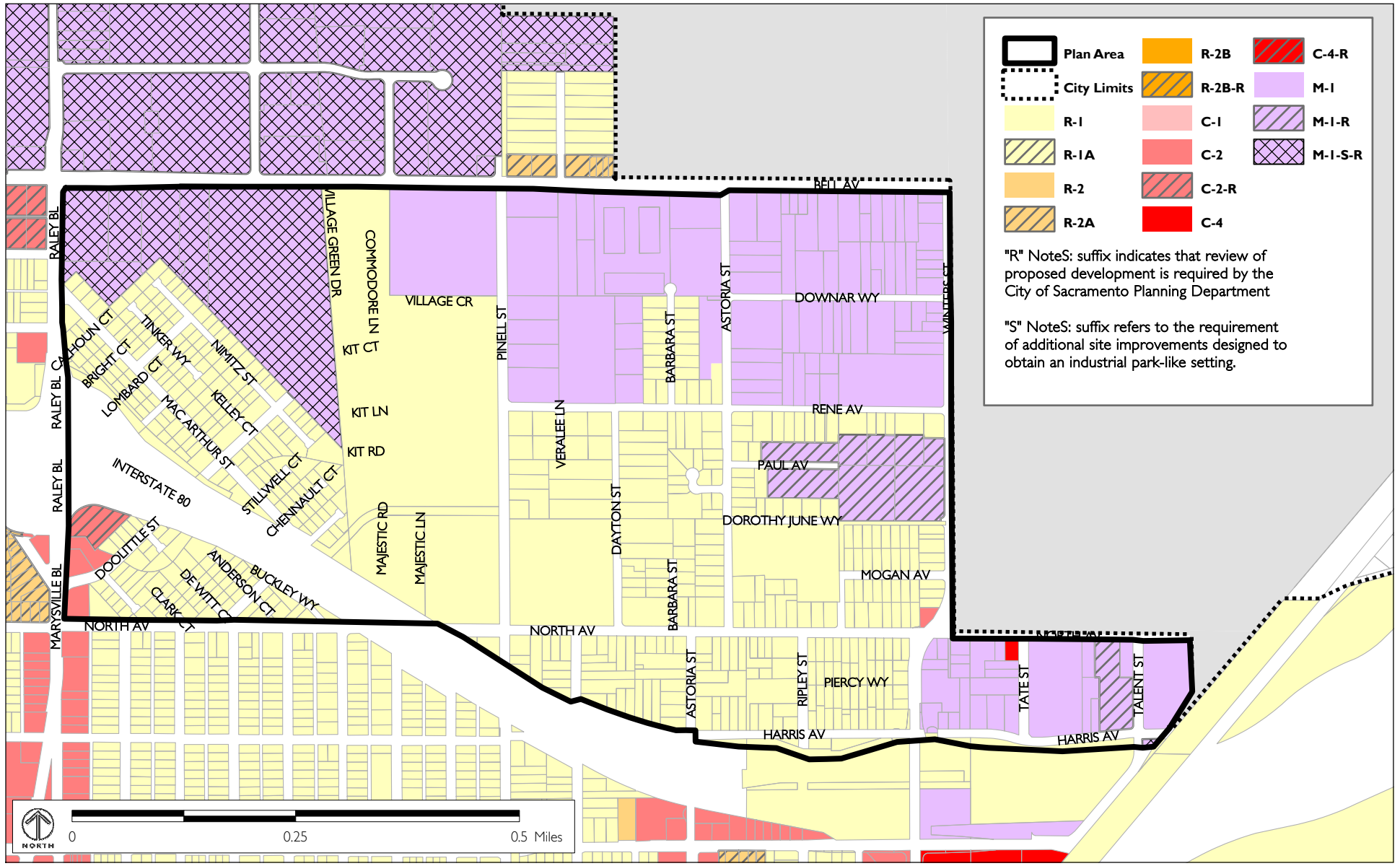


FIGURE A-3

EXISTING ZONING DESIGNATIONS IN THE PLAN AREA

policy is currently being considered by the Airport Land Use Commission (ALUC), a component of the Sacramento Area Council of Governments (SACOG) and SACOG member Cities and Counties. Updated noise contours that were prepared as part of the McClellan Park Reuse Plan are shown in Figure A-4.

2. Existing Land Uses

Existing land uses for the Plan Area are described below and shown in Figure A-5.

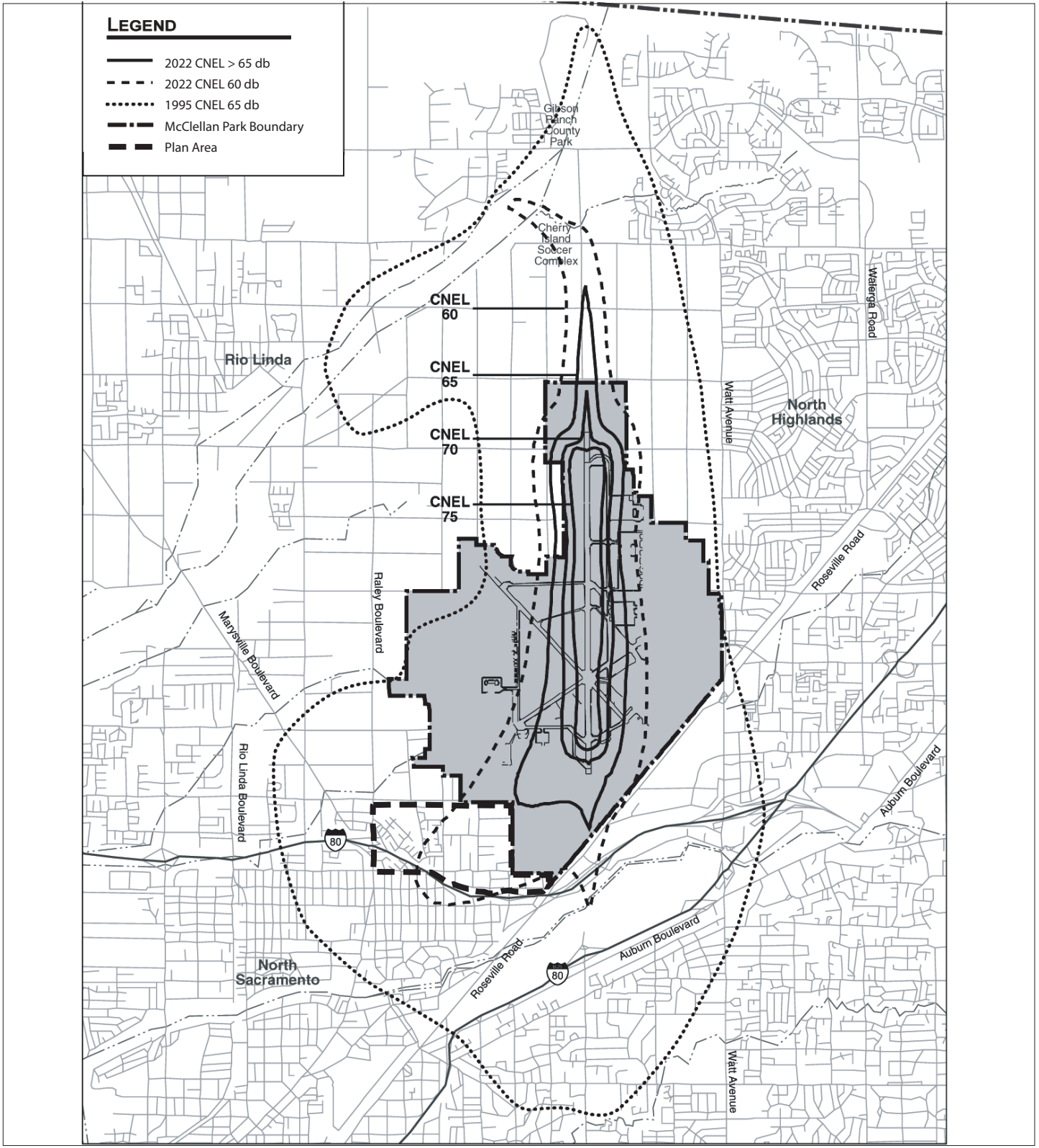
The 37-acre Parker Homes neighborhood is almost exclusively residential, consisting of single-family homes with an average lot size of 0.13 acres. Many of the existing homes were built to serve as temporary military housing during World War II. The neighborhood suffers from undersized, inconsistent or non-existent infrastructure and amenities and small and/or irregular lot sizes.

The McClellan Heights neighborhood, to the north and east of Parker Homes, covers approximately 269 acres of the 306-acre Plan Area.¹ A majority of McClellan Heights also consists of residential uses, primarily post-war subdivisions on larger parcels. Unlike Parker Homes, the McClellan Heights neighborhood contains many underutilized or vacant parcels. The neighborhood includes small concentrations of light industrial and commercial uses, primarily along Bell Avenue, Pinell and Astoria Streets, Raley Boulevard/Marysville Boulevard and the area east of Winters Street between McClellan Park and I-80.

B. Market Conditions

This section discusses existing demographic, housing and real estate market conditions in the Plan Area.

¹ Acreage includes public right-of-way.

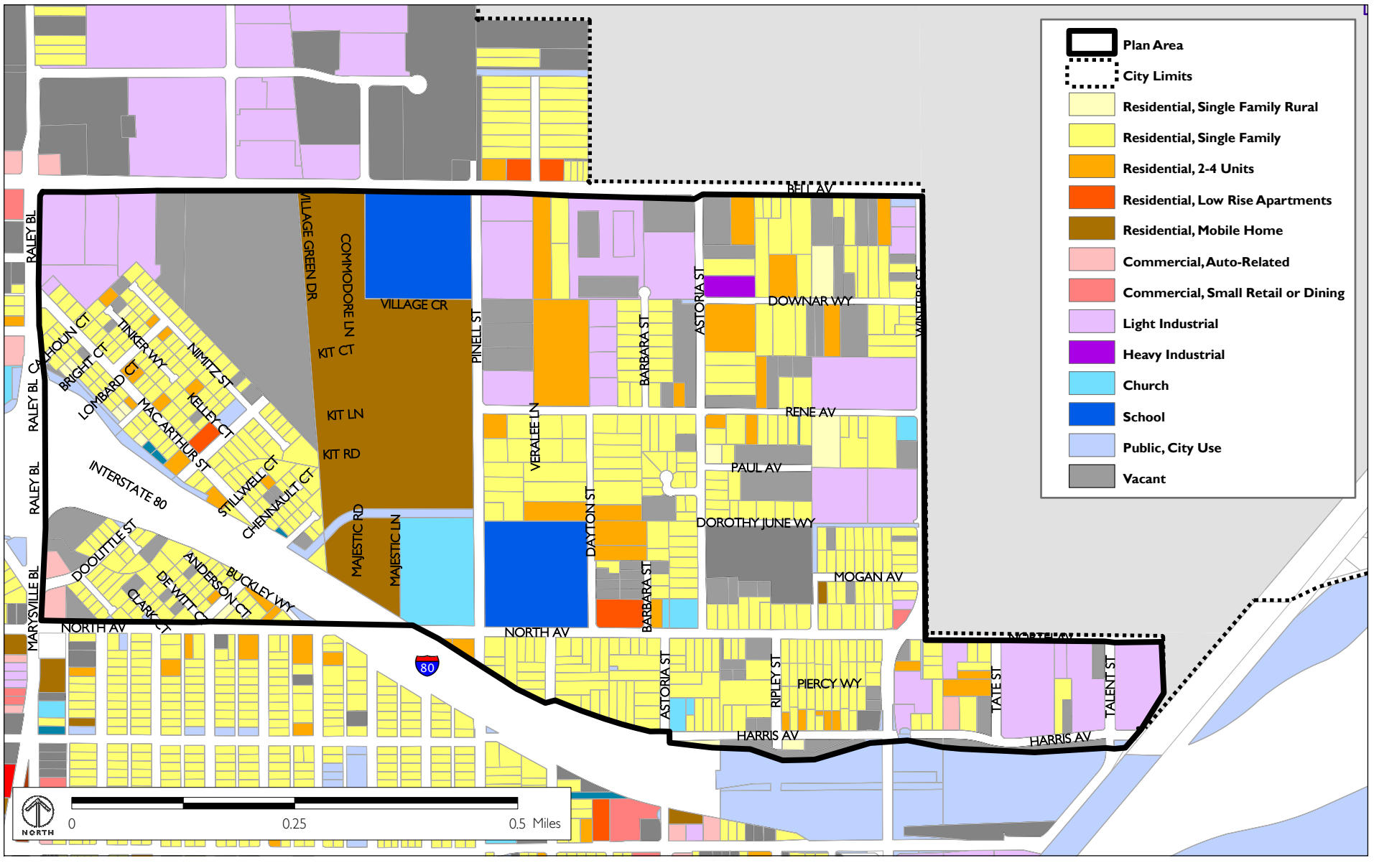


Source: Sacramento County 2002 A

Note: The 2022 CNEL contours have not yet been adopted by the ALUC. 1995 Contours from military operations are shown for reference only

FIGURE A-4

CITY OF SACRAMENTO AND THE SACRAMENTO HOUSING AND REDEVELOPMENT AGENCY (SHRA)
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Source: City of Sacramento GIS, 2004.

FIGURE A-5
EXISTING LAND USES IN THE PLAN AREA

1. Demographics

According to the 2000 U.S. Census, there were approximately 1,520 residents in McClellan Heights and 910 residents in Parker Homes. In the Plan Area, 71 percent of households are family households, compared with 58.6 percent in the City of Sacramento as a whole.² The portion of family households in the County lies between these values, at 65.2 percent of all households. In all areas, these percentages decreased only slightly from 2000, indicating that housing suitable for traditional families remains in high demand, particularly within the Plan Area. Given the rapidly escalating cost of for-sale housing in these areas, this suggests that rental housing will remain the more affordable alternative for families.

Average household sizes were relatively stable to slightly increasing between 2000 and 2004. The Plan Area's average household size increased from 3.06 persons per household in 2000 to 3.12 persons in 2004. The Plan Area's average household size is likely a function of the higher proportion of families in the Plan Area compared to the City and County. It also indicates a higher likelihood of overcrowding, with smaller units occupied by larger households. In the City, the average household size grew from 2.57 to 2.60 persons between 2000 and 2004, while the County's average household size grew from 2.64 to 2.65 persons.

In 2000, Parker Homes households tended to be larger with an average household size of 3.57 persons per household compared to McClellan Heights, which had an average household size of 2.86 persons per household. Thus, overcrowding is likely more of a concern in Parker Homes than in McClellan Heights.

² A "family household" is a household with two or more individuals related by birth, marriage, or adoption living together. A "non-family household" is either a single person living alone, or a group of unrelated people sharing a home.

The Plan Area has a large percentage of youths 17 years of age and younger (35%), compared to approximately 27 percent for both the City and the County overall. The Study Area's median age is 29.5 years compared to 32.8 years in the City and 33.7 years in the County. Parker Homes has a larger portion of persons younger than 18 years of age, accounting for 40 percent of all persons.

The preponderance of youths in the Plan Area indicates a need for youth community services and recreational opportunities to provide daytime activities while parents are at work. In addition, Parker Homes has a large percentage of persons between 22 and 29 years of age, representing 12 percent of its population compared to 8 percent in McClellan Heights. This may indicate a need for apprentice and other job training programs focused on increasing employment opportunities for young adults in the Plan Area.

2. Housing

In 2000, there were approximately 840 units in the Plan Area. McClellan Heights contains approximately 570 housing units and Parker Homes contains 270 housing units. Approximately 6 percent of the housing units are vacant, with a higher proportion of units vacant in Parker Homes.

As of 2004, approximately 61 percent of Plan Area households own their homes, compared to half of the Sacramento City households and approximately 58.4 percent of County households. The Plan Area's higher homeownership indicates that, while reported household incomes are relatively low, many households nonetheless own their homes and would benefit from local neighborhood improvements that increase home values. Notwithstanding, 2000 Census block information shows more households in Parker Homes rent (57 percent) than own. This is in stark contrast to McClellan Heights where a higher proportion of households own their homes than rent.

The difference indicates that McClellan Heights and Parker Homes should have different housing improvement strategies. For example, McClellan Heights could focus more on neighborhood improvements that build on the

character of the neighborhood and promote housing reinvestment, while Parker Homes could place more emphasis on diversifying the housing mix and locating suitable affordable housing for tenants in dilapidated housing units. These programs represent only some of many housing programs available to SHRA and the City to improve conditions in the Plan Area. Neighborhood improvements in renter communities can lead to renter-household displacement as absentee landowners sell to homebuyers or increased rents. Since many of these households have very low-incomes, they are at-risk of homelessness when displaced. Thus, offering suitable affordable housing to displaced renter households will be an important safety net to any replacement housing program. On the other hand, neighborhood improvements in homeowner communities lead to increase equity and increased investment incentive. Their displacement risk is less as they receive the benefits of home appreciation.

3. Real Estate Market Conditions

a. Single-Family Home Sales

According to First American Real Estate Solutions (FARES) data, the average single-family home in the Plan Area has two bedrooms, one bathroom, was built in 1944, and sold for \$192,039. The median single-family home price was \$185,000. While these numbers are low, it should be noted that these sales only include sales of existing units, and do not account for sales of newly constructed homes, which would sell for a higher price. They also represent smaller units located in Parker Homes, many of which are in disrepair and/or were poorly constructed. New product would likely command over \$275,000 for a new single family unit. According to Dataquick, the area has experienced a rapid rise in home prices, with 21 percent annual appreciation per year from the summer of 2002 to the fall of 2003. This rapid price increase is not likely to continue indefinitely, but entry level new homes will remain in strong demand as median new home prices have surpassed \$400,000 in the greater Sacramento region.³ Only 1.5 percent of new homes in the Sacra-

³ “Median Price of Sacramento New Home Cracks \$400,000 Barrier”, *Sacramento Bee*, Sept. 07, 2004.

mento Region sold for less than \$250,000 as of January, 2005.⁴ A recent report in the Sacramento Business Journal stated, “*New homes priced under \$350,000 have been selling on their first day on the market People are seeing prices going up, so they want to buy now.*”⁵

Similar to the region, new homes in the Market Area have sold well. Homes in a traditional neighborhood development in Del Paso Heights sold for over \$250,000 in 2003. New homes to the north of the Study Area start at over \$290,000 for smaller 1,300 square foot homes.

b. Multi-Family Housing and Housing Lots

In addition to reviewing single-family market conditions, BAE also examined the average and median sales prices for duplexes, and residential lot sales. The average price for a duplex was \$164,625, while the median price was \$127,750. The average price for a 0.25 acre lot was \$85,559, while the median price was \$59,000. Again, these are for existing units, and do not include sales of new duplex units.

c. Rental Housing

According to the apartment managers, there are relatively few vacancies in the area; however, none of the complexes are at full occupancy. The current vacancies tend to be distributed evenly among one- two- and three-bedroom units. The average vacancy among the projects surveyed was 5 percent, indicating a stable multifamily market.

On average, one-bedroom units are approximately 618 square feet and rent for \$634 per month. Two-bedroom units are between 840 and 870 square feet, on average, and rent for between \$750 and \$850 per month, depending on the number of bathrooms. In addition, three-bedroom units average 1,100

⁴ Building Industry Association of Superior California, John Orr, ‘<http://www.biasup.org/sales.html>’, February, 2004.

⁵ “New-home sales surge in first half; record sales, prices seen.” Celia Lamb, *Sacramento Business Journal*, July 9, 2004.

square feet, and \$1,125 per month in rent. Most of the complexes offer month-to-month leases, and a few offer 6- and 12-month leases, as well.

Although two of the oldest complexes are subsidized affordable housing, and do not have modern amenities, most of the complexes offer washers and dryers, dishwashers, and disposals in all units, as well as an onsite fitness center or swimming pool. In addition, all of the communities boast relatively low to moderate turnover, and diverse tenant mixes.

Overall, rents average slightly above one dollar per leasable square foot for one and three bedroom units and slightly less for two bedroom units. Creative and aggressive lending practices such as zero-down and interest-only loans have decreased the pool of renters in the Sacramento Region. Middle-income households that traditionally rent have found opportunities within the for-sale market. The result is two-fold: fewer middle income renters and higher demand for entry-level homes. Thus, near-term market opportunities for market rate rental housing are limited and dependent on an increase in job growth in the Sacramento Region.

d. Industrial

Approximately half of McClellan Park's industrial space is vacant, although net absorption has been strong with approximately 550,000 square feet per year. While the vacancy rate is high, it is primarily due to the site transitioning from military to private use. Many of the structures on the base were use-specific and can not be reused without major retrofit. Further, it is difficult to absorb the industrial space quickly into the market since it represents a large share of available industrial space. Notwithstanding, McClellan Park has experienced positive net absorption and continues to attract new tenants.

In defining the "market area" studied in this report, areas along Highway 80 and McClellan Park were used. In this area there is approximately 15.1 mil-

lion square feet of existing industrial space, 25.2 percent of which is vacant⁶. Although reviewed data shows a significantly lower vacancy rate for the area than CB Richard Ellis, it is still higher than the estimate for the metropolitan area overall.

According to interviews with several real estate brokers with available properties in the market area of the Plan Area, leases are approximately \$0.35 per square foot, and have been steady or rising in recent years. Freeway accessibility is the main attraction of this space, and small units are in highest demand.

While there continue to be high vacancy rates in the area, small for-sale industrial condominiums have been in high demand. Nearly all real estate brokers surveyed stated small industrial space was in high demand. The Small Business Assistance (SBA) loan program allows small business to acquire building space at relatively low interest rates. Small businesses have responded by purchasing, rather than leasing, their building space. Two industrial condominium projects are currently under construction in the Market Area. They are asking over \$130 per square foot without tenant improvements and over \$200 per square foot with tenant improvements. These will continue to be in high demand if small business interest rates remain low and small businesses remain sufficiently strong to support major capital investments.

e. Commercial Office and Retail

Currently, the market for back-office space in the northeastern portion of the Plan Area is relatively weak with lease rates at \$1.50 a square foot, full service. Regional market data show office construction outpaced demand in 2004, increasing the office vacancy rates. Further, government employment is expected to remain stagnant or slightly decline. SACOG Study Area employment projections indicate weak future demand for commercial space in the area with stronger commercial demand in North Natomas, Downtown, Rose-

⁶ Cornish and Cary. "Sacramento Market Summary: Fourth Quarter 2004." 2005.

ville, and Rancho Cordova. In addition, McClellan Park plans to add more than 50,000 square feet of new office space within the next three years. This office space will be situated directly east of the Study Area, competing with any new office development within the immediate area.

Despite the planned office building in McClellan Park, existing lease rates do not encourage new construction. Full service lease rates require upwards of \$2.00 per square foot, full service, to justify new construction.⁷ New product may command slightly higher lease rates, but there is available office space nearby that is in relatively good condition and would compete well with new office space.

As a small office market, the area may be better suited towards small personal service offices that serve nearby residents. These include medical, dental, legal, accounting, and financial service establishments. Overall, near-term demand for Class B office space is limited with available supply and more attractive office markets elsewhere. Simultaneously, these businesses may be better suited in neighborhood shopping centers where they can take advantage of walk-in traffic.

Retail sector conditions in the Plan Area were assessed based on a retail leakage analysis based on a variety of data sources, including local taxable retail sales data for the Plan Area and the most current retail sales tax data available for the State of California.⁸ A retail leakage analysis is used to compare estimated current retail demand to estimated current retail sales levels in order to identify existing “leakage” or “injection” of sales within the local trade area.⁹ In addition, such an analysis can help identify which types of retail are in the

⁷ This assumes relatively low total construction costs of \$240 per building square foot, including land costs and developer profit.

⁸ The most recent data available at the time of analysis were the 2003 Annual Data for the State of California.

⁹ A “leakage” is defined as the amount of local sales that is below the expected sales. An “injection” is defined as the amount of local sales that is above the expected sales for an area.

highest demand in the Plan Area, and which retail markets are saturated, or would have low market demand.

Results of the analysis reveal that the Plan Area has leakages in every category of retail sales, except for food stores and the auto sector. However, the injection in the food stores sector may be a result of a disproportionate amount of alcohol and tobacco sales in the Plan Area relative to California. In general, the majority of food stores' sales are non-taxable and thus the retail leakage model expects a lower taxable sales per establishment. The three liquor store/convenience store establishments in the Plan Area have a disproportionate share of taxable alcohol and tobacco sales, skewing the retail sales upwards. Thus, an actual retail leakage of non-taxable food goods in the Plan Area that are not captured locally by these three liquor/convenience store establishments.

C. Circulation Infrastructure

The following section provides an overview of the existing roadway network in the Plan Area, and includes a discussion of the public transit, pedestrian and bicycle facilities in the area.

1. Roadways

The existing circulation network serving the Plan Area is comprised of freeways, arterials, collectors and local streets, as described below. Additional existing information regarding the characteristics of the Plan Area's street network, including existing City street standards, right-of-way, pavement condition, on-street parking, traffic controls and street lighting is provided below.

- ◆ **Freeways.** Freeways provide for long-distance, regional and inter-city travel needs, and serve as primary freight routes. Interstate 80 is the only freeway in the Plan Area. There are two interchanges that provide direct access to the McClellan Heights and Parker Homes areas, located at Winters Street and Raley Boulevard.

- ◆ **Arterials.** Arterials are designed to accommodate high volumes of traffic and serve intra-city circulation. Arterials link major activity centers, facilitate freeway access and connect to other arterials. The only arterial street in the Plan Area is Raley Boulevard.
 - Raley Boulevard is a north-south arterial within the Plan Area and is a four-lane roadway on the west boundary of the Plan Area. It connects the community of Rio Linda to the north, and other portions of North Sacramento, via Marysville Boulevard, to the south. The majority of the roadway between Interstate 80 and Bell Avenue are improved with curbs, gutters and sidewalks and a center two-way left-turn lane.
- ◆ **Collector Streets.** Collector streets are used for travel within and between neighborhoods, and channel traffic from local streets to arterial streets. There are four collector streets within the Plan Area: Bell Avenue, Winters Street, North Avenue and Pinell Street.
 - Bell Avenue is a paved, undivided major collector that runs east-west at the north edge of the Plan Area. The majority of the roadway has four lanes; however, there are segments with two lanes. A portion of the roadway has been improved with curbs, gutters, and sidewalks. These improvements are primarily adjacent to the industrial parcels west of Pinell Street and other locations where development has occurred. A short segment on the south side of the street, just east of Pinell Street has also been improved. Bell Avenue becomes Dudley Street within McClellan Park east of Winters Street and terminates west of the Plan Area at Norwood Avenue.
 - Winters Street is a north-south collector that is currently improved with four travel lanes and no median. The roadway terminates at Bell Avenue on the north and Grand Avenue south of Interstate 80. There is curb, gutter and sidewalk for the majority of its length. The east side, adjacent to McClellan Park, has recently been improved with curb, gutter, sidewalk and street lights. The west side of the roadway has a number of commercial and single family residential uses and multiple driveways.

- North Avenue is an east-west, two-lane collector. The roadway begins at the west boundary of McClellan Park, and runs west to Rio Linda Boulevard. Significant portions of North Avenue have curb, gutter, and sidewalks, specifically in the area near and to the west of the overcrossing at Interstate 80. Undulations are located at various locations between Winters Street and Raley Boulevard.
 - Pinell Street is a two-lane, north south collector. The roadway begins at Bell Avenue to the north and provides a connection to the area south of Interstate 80. Frontage improvements exist only at locations of recent development, and there are undulations in various locations.
- ◆ **Local Streets.** Local streets primarily serve lower traffic volumes at lower speeds and have frequent driveway access to abutting residential and commercial land uses. The majority of the streets in the McClellan Heights area are not fully developed with curbs, gutters and sidewalks. Historically, frontage improvements have been required as development of adjacent parcels occurs which has resulted in full improvements being built sporadically and sudden stops in street improvements. There are several private streets in the Plan Area: Piercy Way (which intersects Winters Street south of North Avenue), Majestic Road and Majestic Lane. These streets are located south of MacArthur Street and west of Pinnell Street.

Most of the streets in Parker Homes have varying levels of improvements. Curb, gutter, and sidewalk improvements currently exist on MacArthur Street, Emmons Street, Doolittle Street, and the south side of Buckley Street. A number of these streets have been constructed of Portland Cement and are in need of significant maintenance. Tinker Way was reconstructed by the City in the 1990's with new paving and rolled curb and gutters. The remainder of the streets are generally constructed with a concrete, "vee gutter" section. There are also undulations on MacArthur Street within the Parker Homes community. The streets within the Village Homes Mobile Home Park, south of Bell Avenue, are private.

a. City of Sacramento Street Standards

The City's *Pedestrian Friendly Street Standards* were approved in 2004. The City standards that would apply to the Plan Area for arterials, collector and local streets are provided in Appendix B.

Standards for four-lane arterial streets require two travel lanes in each direction, separated sidewalks, vertical curbs, and a raised median. The right-of-way for four-lane arterials ranges from 99 feet to 113 feet, depending on if parking will be allowed. The standards for collector streets typically require one travel lane in each direction, separated sidewalks, vertical curbs, and bike lanes. Right-of-way for collector streets ranges from 57 feet to 83 feet, depending on if the street will include parking and a median. The requirement for including parking and the median is based on the location, adjacent land uses and the projected future 24-hour traffic volume. The standards require Local Residential streets to have one travel lane in each direction, separated sidewalks, vertical curbs, and a right-of-way of 53 feet. Local commercial streets have one travel lane in each direction, vertical curb, and separated sidewalks. Rights-of-way for standard commercial and industrial streets are 59 feet and 63 feet, respectively.

In 2004, the City Council approved an amendment to the City Code that allows modifications of the standards for infill areas. This exemption is intended to allow flexibility in the City standards so that the street improvements would not become an undue burden on in-fill projects. As stated in the City Code, "examples of reasons for modification of the standards include the need to match existing improvements, to promote high residential density in the medium- and high-density zones, to ensure a safe and appropriate design and/or to accommodate physical design constraints."¹⁰

b. Existing Right-Of-Way

The street rights-of-way in the area vary by street classification and location. Table A-1 indicates the existing right-of-way widths for the streets in the Plan

¹⁰ Sacramento City Code, §18.04.190 D. Standard Street Sections.

Area. The table also indicates the right-of-way that would be required if current City standards are to be applied to the roadway, and the minimum right-of-way that can be used. The minimum right-of-way was determined by applying minimal widths to the critical elements of the cross section.

Street right-of-way dedication is typically a requirement of development. In cases where there are full street improvements, but inadequate right-of-way for future improvements, the development will be required to dedicate adequate right-of-way. Rights-of-way are also obtained for capital improvement projects. In such cases, the rights-of-way may be purchased from owners willing to sell, or acquired through eminent domain proceedings. In either case, the City is typically required to pay fair market value for the right-of-way.

c. Pavement Condition

The City monitors the condition of street pavements on a routine basis. The monitoring data results in a rating of pavement quality, the Pavement Quality Index (PQI), which reflects the pavement's level of distress, ride quality, and structural adequacy. The PQI ranges from ten (best) to one (worst). A PQI of ten represents a brand new roadway. A PQI of less than five represents a roadway in relatively bad condition.

The majority of the streets in the project area appear to be in relatively good condition. A small number of roadway segments have a PQI value less than five, as shown in Table A-2.

The City tends to schedule maintenance of streets in single neighborhoods as a group. The timing of the maintenance is dependent on the condition of the pavement, the level of maintenance required, and the level of funding available, among other reasons. The City Capital Improvement Program does include funds for paving improvements for several streets in the Plan Area. Streets scheduled for programmed maintenance are noted in Table A-3.

d. On-Street Parking

Parking is generally allowed on streets within the Plan Area, with few exceptions, including the east side of Winters Street adjacent to McClellan Park and on the north side of North Avenue, west of I-80.

The City generally allows on-street parking on local streets and most collector streets. On many of the unimproved streets, on-street parking is difficult due to narrow shoulders between the paved area and roadside drainage ditches.

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APPENDIX A: EXISTING CONDITIONS SUMMARY

TABLE A-1 EXISTING AND REQUIRED RIGHTS-OF-WAY

Street	Current Classification	Right-of-Way			Will Standard Street Fit?	Comments
		Exist- ing	Stan- dard	Mini- mum ^b		
Anderson Ct.	Residential	40	53	40	No	
Astoria St.	Residential	57-60	53	40	Yes	Some portions are fully im- proved.
Barbara St. North	Residential	40	53	40	No	
Barbara St. South	Residential	44	53	40	No	Fully improved.
Bell Ave. ^a	Arterial	60-80	TBD	TBD	TBD	Existing street has four lanes and no median. Some portions near Raley Blvd. have frontage improvements.
Bright Ct.	Residential	40	53	40	No	Fully improved, freeway on north side.
Buckley Way	Residential	40	53	40	No	
Calhoun Ct.	Residential	40	53	40	No	
Chennault Ct.	Residential	40	53	40	No	
Clark Ct.	Residential	40	53	40	No	
Clinger Court	Residential	40	53	40	No	
Dayton St.	Residential	40-60	53	40	Certain locations only	Part of east side have frontage improvements.
DeWitt Ct.	Residential	40	53	40	No	
Doolittle St.	Residential	62	53	40	Yes	
Dorothy June Way	Residential	40	53	40	No	Some portions on north side have frontage improvements.
Downar Way	Residential	40	53	40	No	Some sections have rolled curb.
Emmons St.	Residential	62	53	40	Yes	
Goss Court	Residential	40	53	40	No	

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TABLE A-1 EXISTING AND REQUIRED RIGHTS-OF-WAY (CONTINUED)

Street	Current Classification	Right-of-Way			Will Standard Street Fit?	Comments
		Exist- ing	Stan- dard	Mini- mum ^b		
Harris Ave. West	Residential	60	53	40	Yes	Section west of Winters St.
Harris Avenue	Commercial	60	59	46	Yes	Section east of Winters. Small portion near Talen St. has frontage improvements.
Hillis Court	Residential	40	53	40	No	
Kelly Court	Residential	40	53	40	No	
Lombart Court	Residential	40	53	40	No	
MacArthur Street	Residential	62	53	40	Yes	Fully improved.
Marysville Blvd.	Arterial	80	99	99	No	
Mogan Ave.	Residential	30-40	53	40	No	
Nimitz St.	Residential	40	53	40	No	Concrete street.
North Ave. ^a	Collector	60	57-83	44	TBD	Street is fully improved on both sides west of Pinell Street, on the north side between Pinell and Dayton, and on the south side east of Winters.
Paul Avenue	Residential	40	53	40	No	
Piercy Way (PVT)	Residential	38	53	40	No	
Pinell Street	Collector	60	57-83	44	TBD	
Raley Blvd.	Arterial	80	110	110	No	Non-standard six-lane required.
Reme Street	Residential	40-55	53	40	Certain locations	Small portion is fully improved on the north side.
Ripley Street	Residential	60	53	40	Yes	
Stillwell Court	Residential	40	53	40	No	

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TABLE A-1 **EXISTING AND REQUIRED RIGHTS-OF-WAY** (CONTINUED)

Street	Current Classification	Right-of-Way			Will Standard Street Fit?	Comments
		Exist- ing	Stan- dard	Mini- mum ^b		
Talent Street	Commercial	60	59	46	Yes	Full improvements on portion of the east side.
Tate Street	Commercial	60	59	46	Yes	Full improvements on portion of the east side.
Tinker Way	Residential	40	53	40	No	Rebuilt with no sidewalks.
Veralee Lane	Residential	42	53	40	No	
Wainwright Ct.	Residential	40	53	40	No	
Wainwright St.	Residential	62	53	40	No	
Winters St. ^a	Collector	60-80	57-83	44		Existing street has four lanes and no median.

^a Size to be determined based on traffic analysis for proposed land use plan.

^b Minimum right-of-way determined using minimum widths of critical cross-section elements.

^c Rights-of-way based on APN maps.

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TABLE A-2 STREETS WITH PAVEMENT IN BAD CONDITION

Street	Limits
MacArthur Street	Emmons Street to Lombard Court Chennault Court to Wainwright Court Village Green Drive to Majestic Road
Wainwright Court	Entire length
Chennault court	Entire length
Doolittle Street	Kelly Court to Nimitz Street Nimitz Street to end
Kelley Court	Entire length
Bright Court	Entire length
Calhoun Court	Entire length
Nimitz Street	Entire length
Harris Avenue	Astoria Street to end west of Winters Street
North Avenue	Barbara Street to Winters Street
Winters Street	I-80 to North Avenue
Pinell Street	North Avenue to MacArthur Street Rene Avenue to Bell Avenue
Raley Boulevard	I-80 to Youngs Avenue

TABLE A-3 STREETS SCHEDULED FOR MAINTENANCE

Street	Segment	Scheduled Action
Raley Boulevard	I-80 to Bell Avenue	Overlay
North Avenue	Pinell Street to Winters Street	2005 Slurry
Winters Street	I-80 to Bell Avenue	to be determined

Source: Streets Manager, City of Sacramento, May 3, 2005.

2. Bicycle and Pedestrian Facilities

The Plan Area is generally lacking bicycle and pedestrian facilities. For sidewalks, this is due to frontage improvements being constructed only adjacent to parcels that have been developed in recent years. This piecemeal construction has resulted in a lack of continuous sidewalks with sudden starts and stops.

a. Bicycle Facilities

Placement of bikeways is guided by the City's *Pedestrian Friendly Street Standards*, adopted in 2004, and the *2010 Sacramento City and County Bikeway Master Plan*. The bike facilities envisioned for the Plan Area are shown in Figure A-6. In addition, to the bikeways shown in the Master Plan, City street standards require all collector and arterial streets to have on-street bike lanes. This requirement would apply to Raley Boulevard, Bell Avenue, Winters Street, Pinell Street, and North Avenue. The Master Plan provides a framework to ensure bikeways are connected and serve various areas of the City and County.

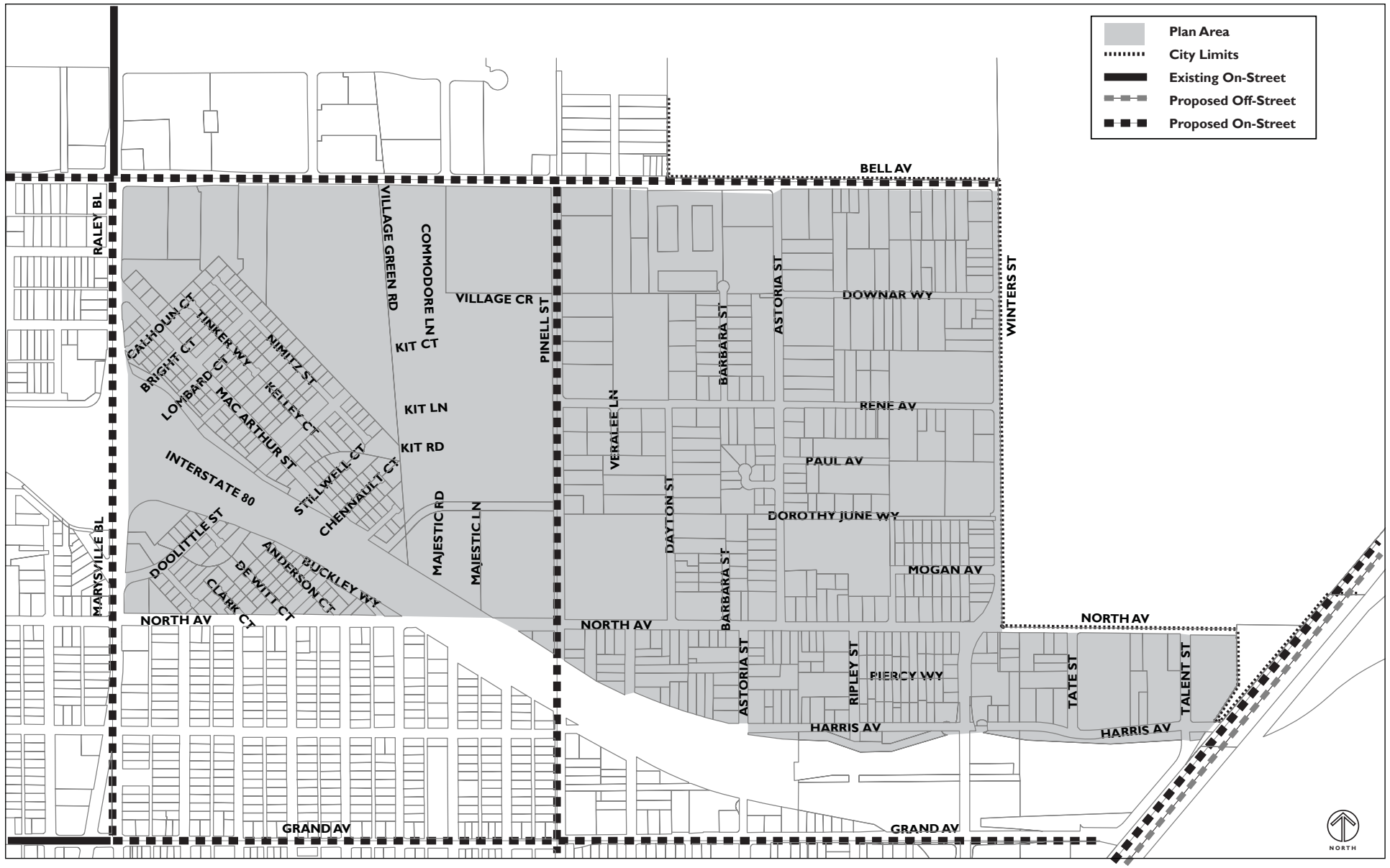
There are three types or "classes" bicycle facilities. The definitions of these facilities are:

- ◆ Class I, Bike Path: Provides a completely separated right of way for the exclusive use of bicycles and pedestrians.
- ◆ Class II, Bike Lane: Provides a striped lane for one-way bike travel on a street or highway.
- ◆ Class III, Bike Route: Provides for a shared use with pedestrian or motor vehicle traffic.

b. Pedestrian Accessibility

Accessibility throughout the area is generally below the standard defined by the Americans with Disabilities Act (ADA). The exceptions would be locations where existing curb, gutter and sidewalk are in place. However, as noted above, these locations are sporadic and the sidewalks are not continuous. Moreover, existing curb ramps may not be compliant with ADA. A detailed measurement with properly calibrated equipment is required to de-

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Source: 2010 Sacramento City and County Bikeway Master Plan

FIGURE A-6
 PLANNED BIKE FACILITIES FOR THE PLAN AREA

termine the extent to which existing curb ramps should be replaced to meet ADA requirements. The City of Sacramento has taken a very proactive position with regard to providing accessible improvements, and upgrading existing improvements to standards consistent with the ADA. As a result, all new improvements must be compliant. In addition, the City typically requires development projects to upgrade existing improvements that are not ADA compliant. Ramps at the intersections of Winters Street with Downar Way, Rene Avenue, and Dorothy June Way have recently been reconstructed.

3. Public Transit

The Sacramento Regional Transit District (RT) provides public transit service within the Plan Area. There is one RT bus route within the Plan Area, Route 18, which traverses the site along Pinell Street and Bell Avenue, and provides connectivity to the western portion of North Sacramento and the Marconi/Arcade Light Rail Station.

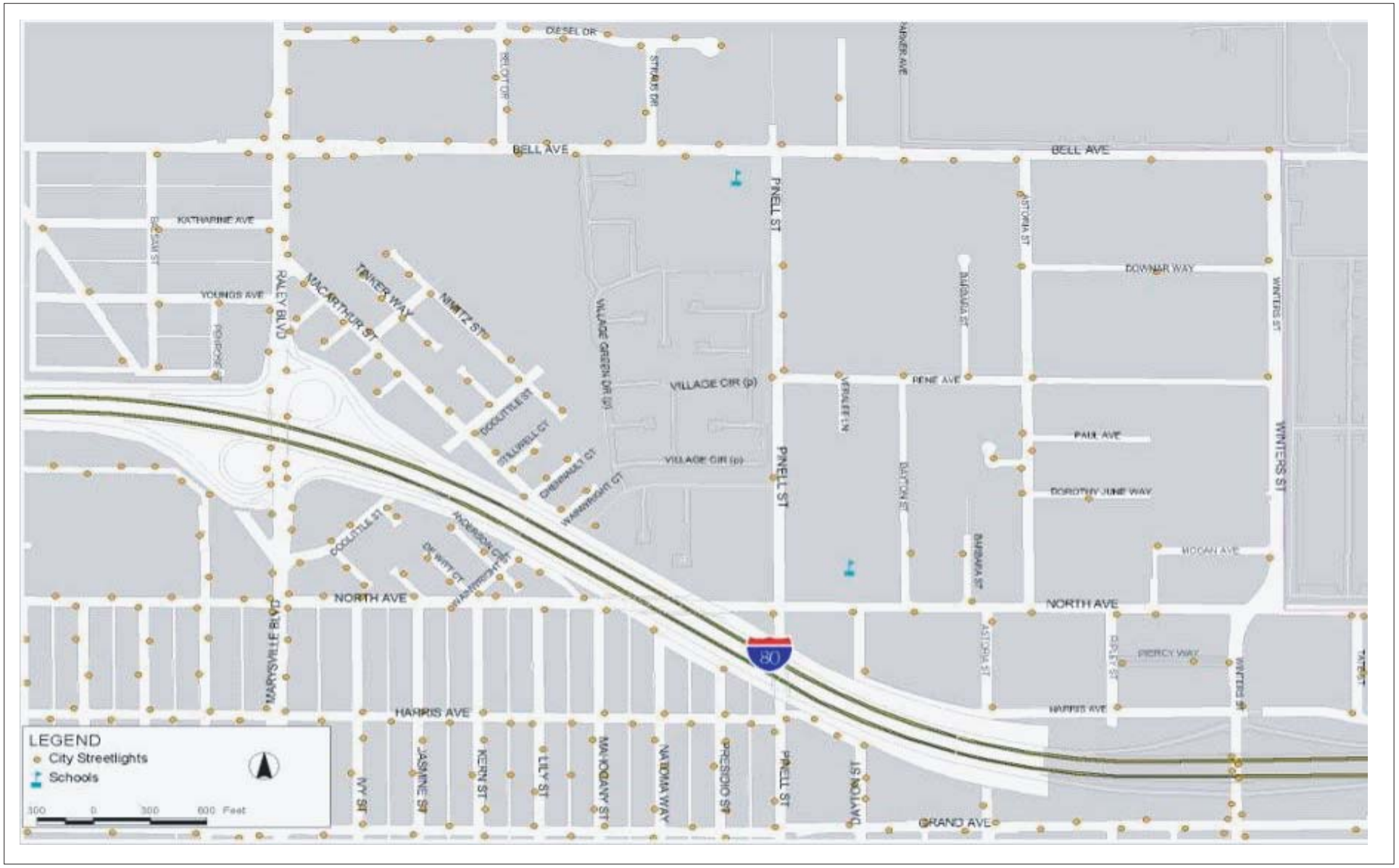
4. Traffic Controls

There are six traffic signals on the perimeter of the project site. There are two at each of the interchanges located on I-80, at Raley Boulevard, and Winters Street. There are also signals at the intersections of Raley Boulevard and Bell Avenue, and at Marysville Boulevard and North Avenue. Intersections within the project site are predominately two-way stop controlled.

5. Street Lighting

Like other frontage improvements, street lights generally only exist where parcels have been developed. Figure A-7 indicates locations of existing street lights. Street lights are typically installed in locations with full street improvements. Street lighting for a particular street section typically cannot be consistent with City standards unless both sides of the street are fully improved. Streets in the Parker Homes area (both North and South of the I-80), Marysville Boulevard, and Bell Avenue, west of Pinell Street appear to have

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Source: City of Sacramento

FIGURE A-7
EXISTING STREET LIGHTING

adequate street lighting. All other streets in the Plan Area have street light spacing that is greater than that allowed by City standards.

Street light spacing requirements vary with a number of factors. These include the type of street, if sidewalks are separated from, or attached to the curb, median width, type of street light, and width of the roadway, among other factors. Spacing guidelines for residential and collector streets are listed in Table A-4. New street improvements within the Plan Area will require construction of street lights. This typically occurs when the street is built by developers or the City through the Capital Improvement Program.

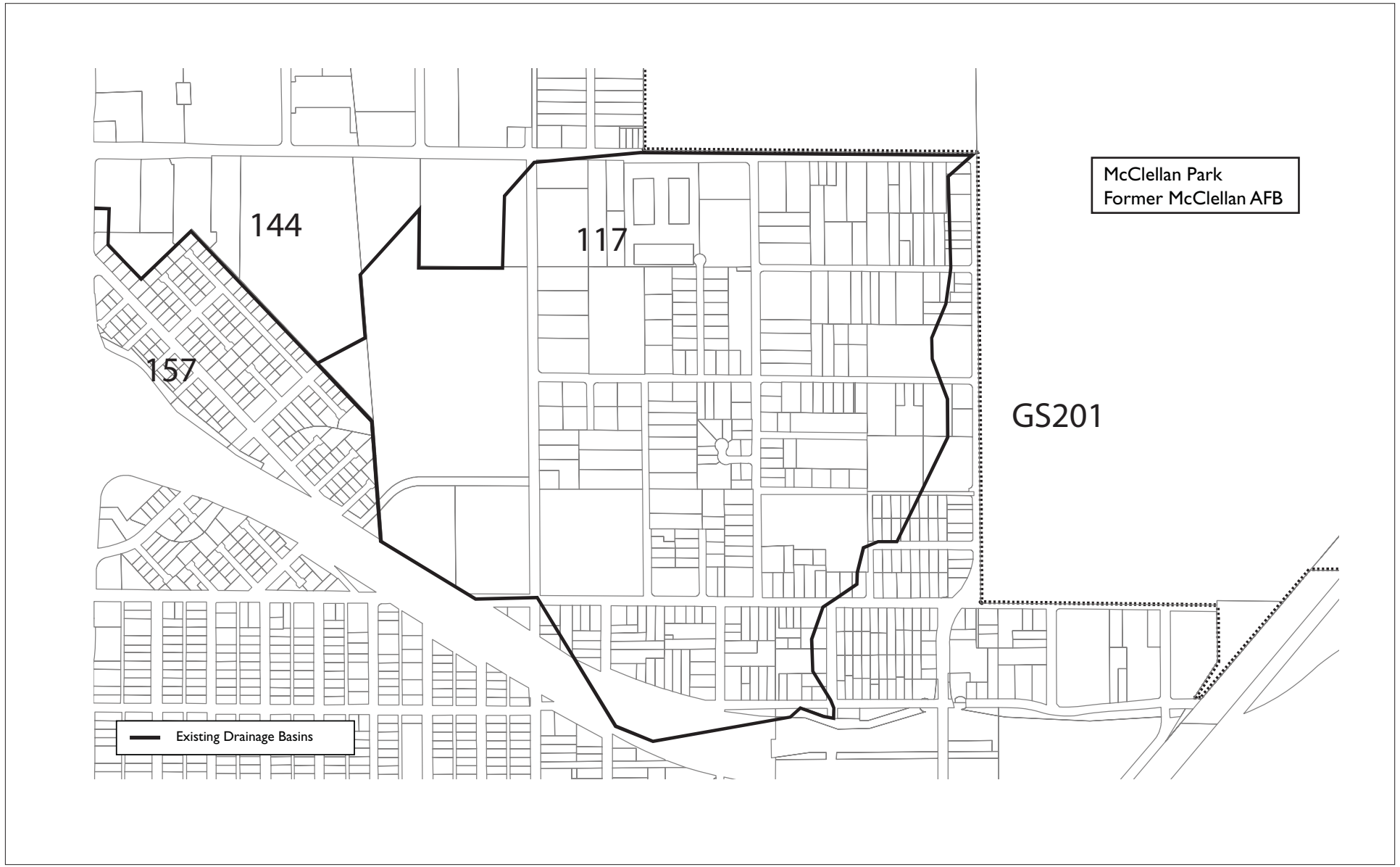
D. Utility Infrastructure

Information about existing conditions of utility infrastructure in the Plan Area are based on a review and analysis of available data; no new modeling was conducted.¹²

1. Stormwater

Stormwater in the Plan Area, specifically urban runoff, is generally conveyed over land and collected through roadside drainage swales and underground through the piped drainage system. The drainage system is organized into local drainage basins. The Plan Area lies within four stormwater drainage basins which include Basin 157, Basin 144, Basin 117, and Basin GS201, as shown in Figure A-8. The Parker Homes neighborhood is contained entirely within Basin 157, while the McClellan Heights neighborhood is contained within portions of Basins 144 and GS201 and the entirety of Basin 117.

¹² Kimley-Horn and Associates, Inc. April 5, 2006. *McClellan Heights and Parker Homes Infrastructure Report*.



Source: City of Sacramento

FIGURE A-8
EXISTING DRAINAGE BASINS

TABLE A-4 **STREET LIGHT SPACING GUIDELINES**

Street Type	Street Light Type	Street Light Spacing
Residential	Decorative	135 ft. – 145 ft.
	Post Top	150 ft. – 160 ft.
Land Commercial and Industrial	Decorative	130 ft. – 140 ft.
	Post Top	145 ft. – 155 ft.
	Mast Arm	185 ft. – 195 ft.
Collector	Decorative	110 ft. – 145 ft.
	Post Top	125 ft. – 160 ft.
Arterial	Mast Arm	100 ft. – 130 ft.

Source: City of Sacramento.

Current City standards require drain lines and drop inlets in streets to collect surface run-off at regular intervals (400-foot maximum). Many streets in the Plan Area however do not have drain lines or inlets. These streets rely on roadside ditches to convey storm run off to the nearest drain inlet. The current City standards state the following:

“Upgrades to existing drainage facilities be designed in accordance with the upgrades recommended in an adopted comprehensive drainage plan. Such upgrades will keep the 10-year water surface from rising no higher than the top of curb and the 100-year water surface lower than the first floor of the lowest structure. When a comprehensive drainage plan has not been completed, require that upgrades to an existing drainage system promote obtaining these minimum maximum water surface elevations.”

a. Basin 157

Basin 157 includes the Parker Homes area and is lacking in underground drainage facilities. Stormwater is generally conveyed over land. North of I-80, there is a 12-inch to 21-inch drain line in Emmons Street and west of Lombard Court. This line connects runoff from the west end of this area and conveys it to the canal adjacent to the north side of I-80. On the east end of Parker Homes, the runoff is conveyed to the I-80 North Ditch through sev-

eral small pipes. The I-80 North Ditch flows into the canal on the north side of I-80.

On the south side of I-80, there is a pipe ranging from twelve inches to 18 inches in diameter in North Avenue. This line becomes a 24-inch pipe in Clark Court, and a 30-inch pipe between Hills Court and Goss Court that drains into the canal on the south side of I-80. Runoff from Clark Court, Dewitt Court, Anderson Court and Buckley Way is conveyed overland until it flows into a drain inlet that leads to the 30-inch pipe that outfalls to the canal. A small portion of the area northeast of the intersection of North Avenue at Marysville Boulevard drains into a 12-inch line that flows south and connects to other facilities to the south.

The City conducted an assessment of infrastructure needs in the Parker Homes area in 1998.¹³ That study indicated there were not any outstanding localized flooding issues identified by City maintenance staff. However, since underground facilities are lacking in the Parker Homes area, recommendations for drainage improvements were recommended. On the north side of I-80, these improvements include an extensive underground system with pipes ranging in size from 12 inches to 30 inches in diameter. Drain inlets would be included with these improvements.

On the south side of I-80, identified improvements were limited to placing a new 18 inch main in Doolittle Street, replacing the outfall at the canal, replacing the 24 inch main in Clark Court and providing a number of drain inlets.

b. Basin 144

Basin 144 is located in the northwest portion of the Plan Area and includes six industrial parcels in the southeast corner of Bell Avenue and Raley Boulevard, the extreme northern portion of the Village Green Mobile Home Park, and most of the Bell Avenue Elementary School. The entire basin area is ap-

¹³ Grehm, Karen. "Parker Homes Infrastructure Study." City of Sacramento, June 11, 1998.

proximately 520-acres. Storm runoff from these areas is collected in underground drain lines in Bell Avenue and is conveyed to Sump 144, located to the west of the Plan Area.

Currently there are drain lines in Bell Avenue and between Raley Boulevard and Pinell Street ranging from 27-inches to 36-inches in diameter. These lines were sized to accommodate runoff from the industrial area north and south of Bell Avenue. There are currently curb and gutters existing on the south side of Bell Avenue and drain inlets to convey street runoff into the underground system. The drainage system conveys runoff to Sump 144 to be pumped to the I-80 North Ditch. The man-made ditch connects to Sump 157 to be discharged to the North East Main Drainage Canal.

In 1998, a draft analysis of the drainage facilities of Basin 144 was prepared by the City. The City evaluated the capacity of the existing storm drainage system for two development scenarios. First, the study evaluated the system capacity under the 1998 conditions. Second, the study evaluated the capacity of the existing drainage system assuming build out of the area occurs in accordance with the City's existing General Plan. The study found portions of the existing drainage system inadequate.

The analysis evaluated potential flooding hazards associated with 10-year and 100-year flood events. The study concludes minor localized flooding would be likely under 1998 development conditions, as shown in Table A-5. For General Plan build out, the study found development would "seriously aggravate local flooding conditions."

c. Basin 117

The majority of the Plan area is within Basin 117. Basin 117 includes nearly all of the Village Green Mobile Home Park and the area east of Parker Homes to west of Winters Street and north of I-80. The basin is approximately 210 acres. Runoff is collected into pipes and transported to Sump 117. Runoff is then pumped to the I-80 North Ditch, a concrete-lined channel, which connects to Sump 157. Concrete-lined channels are no longer permit-

TABLE A-5 **BASIN I 44 POTENTIAL FLOODING HAZARDS**

Development Scenario	10-Year Storm	100-Year Storm
Existing Development	Street Flooding in excess of 0.5 feet at 4 locations. No structures are flooded.	Street flooding in excess of 0.5 feet at 29 locations. One structure is flooded.
(1988) General Plan Buildout	Street Flooding in excess of 0.5 feet at 4 locations. One structure is flooded.	Street flooding in excess of 0.5 feet at 50 locations. Two structures are flooded.

Source: City of Sacramento, Public Works

TABLE A-6 **BASIN I 17 POTENTIAL FLOODING HAZARDS**

Development Scenario	10-Year Storm	100-Year Storm
Existing Development	Street Flooding in excess of 0.5 feet at 7 locations. Five of these are within the Village Greens Mobile Home Park, and the other two are in front of schools. No structures are flooded.	Street flooding in excess of 0.5 feet at 19 locations. Property flooding occurs at one location.
(1988) General Plan Buildout	Street Flooding in excess of 0.5 feet at 17 locations. One house is flooded.	Street flooding in excess of 0.5 feet at 27 locations. Five homes and one school is flooded.

Source: City of Sacramento, Public Works

ted in the City. Channel corridors should be utilized as open space parallel to or as part of a bike path or used as a buffer area.

The 1998 report, “Basin 117 Interim Drainage Improvement Plan,” states that “sump 117 has significant reliability problems, including no backup power,

no standby pumping capacity, and poor emergency access, and inadequate security. No pump test data is available.”

Drainage improvements in this area occur primarily adjacent to parcels which have been developed with curb, gutter sidewalk and along the basin’s trunk line. One of the trunk lines is located near Rene Avenue, and the other near North Avenue.

The City compiled a model of Basin 117 drainage improvements in 1998. The study evaluated the capacity of the existing storm drainage system for two development scenarios. First, the study evaluated the system capacity under then-current level of development. Second, the study evaluated the capacity of the existing drainage system assuming build out of the area occurs in accordance with the City’s General Plan. The study found that portions of the existing drainage system are inadequate.

The 10-year and 100-year flood events were analyzed. The study concluded that minor localized flooding would be likely under 1998 development conditions, as shown in Table A-6. For General Plan build out, the study found development would “seriously aggravate local flooding conditions.” Localized flood events from 1986 to 1998 were also analyzed and it was reported the flooding was only observed along Paul Avenue.

The report listed the following improvements to mitigate the potential flood hazard:

- ◆ Construct a detention basin at Veralee Lane
- ◆ Upsize the North Trunk from Veralee Lane to Bell Avenue
- ◆ Upsize the South Trunk from Sump 117 to Dayton Avenue
- ◆ Upsize the mains in Pinell Street, Paul Avenue, Astoria Street and Dorothy June Way
- ◆ Replace all remaining lines at life-cycle
- ◆ Replace Sump 117 at life-cycle
- ◆ Flood-proof two existing residences
- ◆ Mitigate for increased downstream discharge to downstream basins.

Cost for these improvements in 1998 dollars was estimated to be \$2.76 million.

d. Basin GS201

There have not been any previous hydraulic studies conducted for Basin GS201. Since Basin GS201 covers the McClellan Air Force Base it has been assumed that the drainage systems within the basin were designed to military standards that tend to be more exacting than older municipal standards.

2. Sanitary Sewer

Wastewater treatment is provided to the City of Sacramento by the Sacramento Regional County Sanitation District (SRCSD). The SRCSD operates all regional interceptors and wastewater treatment plants serving the City except for the Combined Wastewater Treatment Plant and its associated interceptors and facilities, which are operated by the City of Sacramento. Within the city limits, responsibility for the operation and maintenance of the local wastewater collection system is divided between the City of Sacramento and the County Sanitation District No. 1 (CSD-1). The City of Sacramento is responsible for operation and maintenance of the sewer system within the project boundary.

In 1998, the City Department of Utilities recommended that the entire sewer system in Parker Homes be replaced due to its poor condition. This would include replacing all existing 6-inch and 8-inch mains with 8-inch mains, and replacing existing 10-inch and 12-inch mains with 12-inch mains with the exception of recent improvements to 1) Calhoun Court, 2) MacArthur Street northwest of Calhoun Court, and 3) the projects listed above. Existing services are to be replaced with 4-inch services.

a. McClellan Heights

There is an existing sewer system that serves nearly all of the McClellan Heights area. An exception appears to be the area east of Winters Street, between North Avenue and Harris Street. Sewer mains range in size from six

to eighteen inches in diameter. Per discussions with City staff, there does not appear to be a comprehensive study of sewer facilities in the McClellan Heights area.

b. Parker Homes

There is an existing sanitary sewer system that serves the Parker Homes area. Sewer mains range in size from six to eight inches in diameter. The 1998 infrastructure report noted the existing sewer system is generally old and in poor condition. The report noted the Department of Utilities has recommended that the older mains and services be replaced. In recent years, sewer main lines and some services in Emmons Street, Calhoun Court, Tinker Way and Nimitz Street (west of Doolittle Street) have been replaced and upgraded from six-inch to eight-inch lines. In addition, there is a City project that will include sewer improvements in Chennault Court and Wainwright Street. The other existing six-inch lines in the area are undersized and are due to be replaced.

While a number of the existing mains are adequately sized, the City Department of Utilities recommended in 1998 that the entire system be replaced, since it is in poor condition. This would include replacing existing six-inch and eight-inch mains with eight-inch mains, and replacing existing ten-inch and twelve-inch mains with twelve-inch mains. Existing services are to be replaced with four-inch services.

3. Water

a. Existing Supply

Approximately 90 percent of the Plan Area's potable water supply comes from surface water sources with the remaining supply coming from nearby wells located outside the Plan Area boundaries. Well water is needed to supplement the potable water supply provided by the City's treatment facilities due to the Plan Area's distance from the water treatment facilities.

The City of Sacramento has prepared a water model of the City including the Plan Area. The model has not been calibrated within the Plan Area. The

area has been modeled using typical roughness coefficients for the pipes and assumed values for the demand. The model only accounts for maximum day demands for the existing land uses in 2003. According to data supplied by the City, modeled water within the Plan Area ranges from 39 psi to 49 psi during maximum day conditions.

Due to the location of the Plan Area, the pressures are low and the majority of the area has been turned into a separate pressure zone from the rest of the City of Sacramento.

b. Transmission Lines

The aging system was constructed primarily of steel and cast iron pipe. City staff has indicated that the water mains within the Plan Area are generally under sized and would not meet current fire flow requirements. The existing mains range in size from four inches to twelve inches within the Plan Area. Current City design standards call for six-inch and twelve-inch mains.

Some of the existing transmission lines in the southern portion of the Plan Area are located behind the residences, rather than in the streets. When improvements are being made in the area, these water lines will need to be moved to the streets.

On September 29, 2004, Governor Schwarzenegger signed AB2572. This new state law requires all water suppliers to install water meters on all customer connections by January 1, 2025. Currently there have not been any water meters installed on services to houses within the Plan Area.

c. Pump Station

The Bell Avenue Pump Station pressurizes the entire Plan Area, except during fire flows. Water enters the pump station from a twelve-inch main running from north to south on Astoria Street. Water is boosted from 31 psi at the intake of the pump station to 49 psi at the discharge. During fire flow conditions, check valves around the system open allowing water to flow into the system, but not out.

The pump station consists of two parallel horizontal centrifugal domestic booster pumps. The pumps are Fairbanks Morse sized for each to supply average day flow with an operating point of 700 gpm at 49 psi. During high demand conditions both pumps are turned on to maintain adequate flow and pressure in the system. When both pumps are not able to maintain adequate pressure in the system, various check valves at the perimeter of the system begin to open.

A fire flow scenario was run with the model to determine the flows available for fire fighting while maintaining a minimum pressure of 20 psi. The model showed that only approximately half of the Plan Area was able to maintain flows of 1,000 gpm or greater under these conditions.

The areas that were able to maintain a minimum pressure of 20 psi at flows above 1,000 gpm are in areas that are able to receive flow from multiple directions. For example, for a fire demand of 1,500 gpm, the corner of Rene Ave. and Pinell Street receives 700 gpm from the north, 600 gpm from the east and 200 gpm from the south.

d. Water Leaks

The City tracks the number of leaks observed in the water system. Water lines in the project area suffered 19 leaks between 2000 and 2004. Most of these leaks occurred in Parker Homes. A majority of the leaks occurred in lines that are older steel or cast iron.

e. Previously Identified Improvements

Per discussions with City staff, there does not appear to be a comprehensive study of water facilities in the McClellan Heights area. As a result, future improvements have not been identified. However, City Department of Utility staff¹⁴ has indicated the water system in the Plan Area is generally under-sized and would not meet current fire flow requirements. In addition, a

¹⁴ Telephone conversation, Dan Sherry, May 2, 2005.

number of the existing pipes are iron and should be upgraded to plastic. New development will generally be required to upgrade water facilities to meet current codes as a condition of the development. The size of the new improvements will vary with the size and type of development.

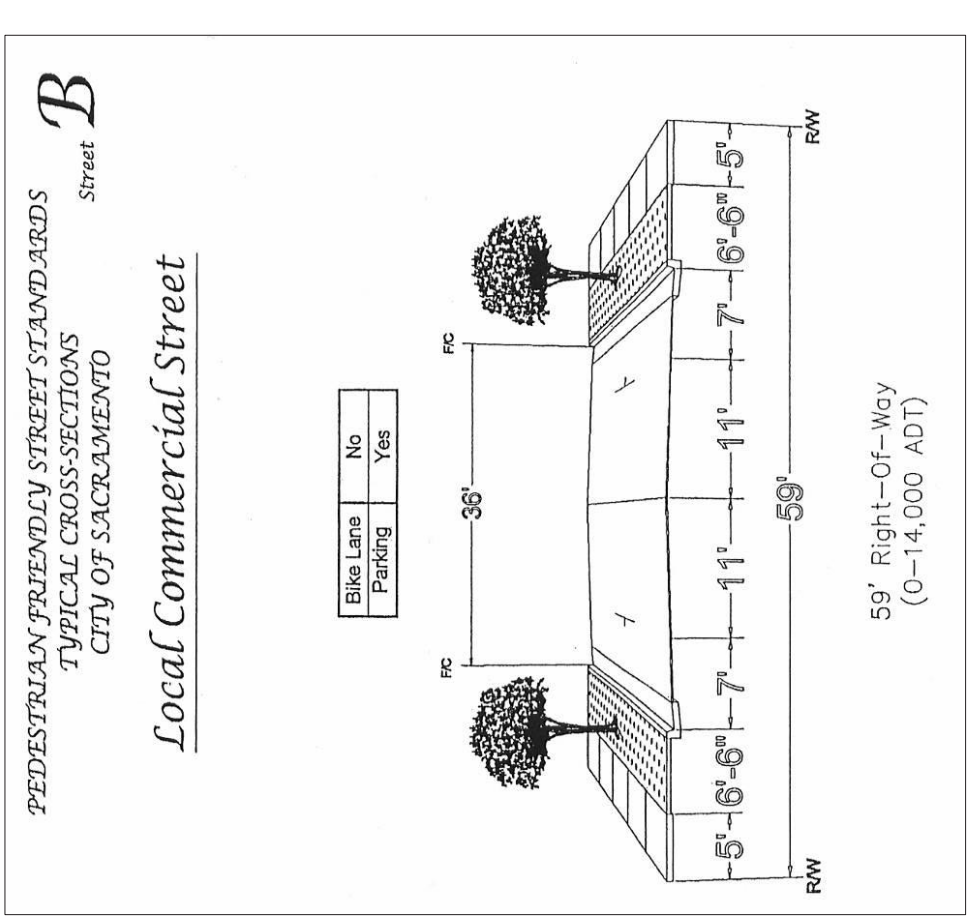
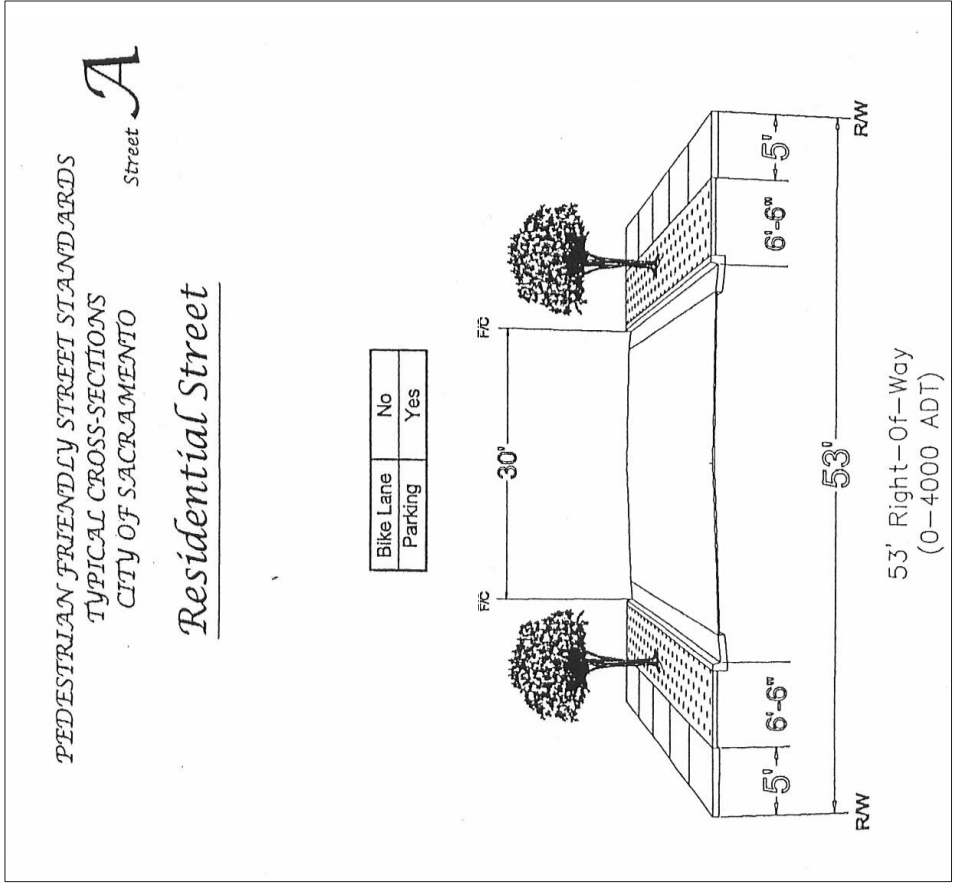
The 1998 infrastructure study conducted for the Parker Homes area identified the following improvements:

- ◆ Replace 4 inch mains with 6 inch plastic mains.
- ◆ Replace 6 inch and 8 inch steel mains with 6 inch and 8 inch plastic mains.
- ◆ Place a new 6 inch main in Doolittle Street between Hills Court and Goss Court.
- ◆ Upgrade services to copper.

A P P E N D I X B

CITY OF SACRAMENTO
PEDESTRIAN FRIENDLY STREET
STANDARDS





Not to Scale

Source: Kimley-Horn and Associates, Inc.

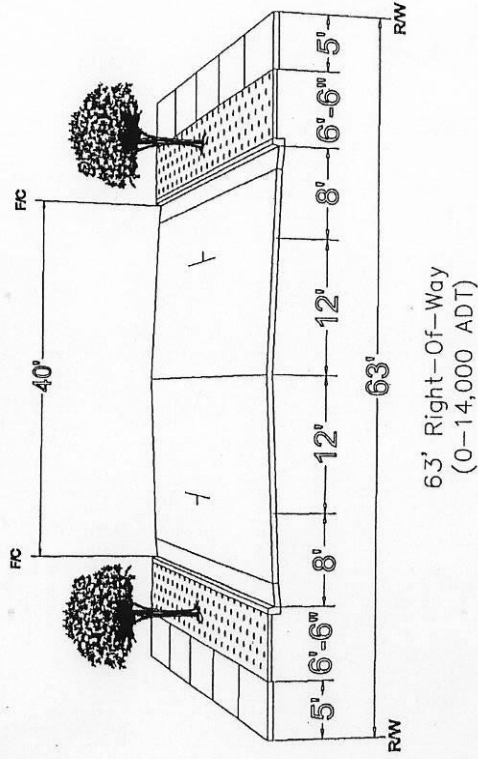
PEDESTRIAN FRIENDLY STREET STANDARDS
 TYPICAL CROSS-SECTIONS
 CITY OF SACRAMENTO

Local Industrial Street

C

Street

Biike Lane Parking	No	Yes
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Not to Scale

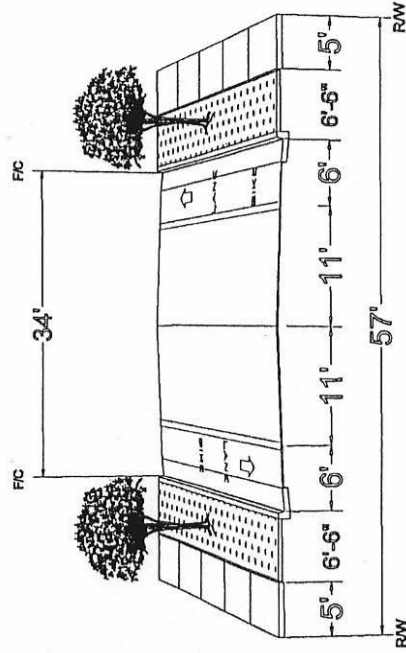
Source: Kimley-Horn and Associates, Inc.

PEDESTRIAN FRIENDLY STREET STANDARDS
 TYPICAL CROSS-SECTIONS
 CITY OF SACRAMENTO

D
 Street

Collector Street-Minor

Bike Lane	Yes
Parking	No



57' Right-Of-Way
 (4,000-7,000 ADT)

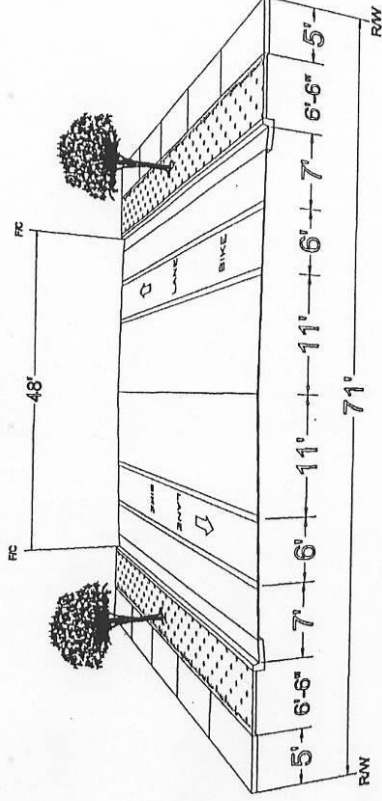
Not to Scale

PEDESTRIAN FRIENDLY STREET STANDARDS
 TYPICAL CROSS-SECTIONS
 CITY OF SACRAMENTO

E
 Street

Collector Street-Minor

Bike Lane	Yes
Parking	Yes



71' Right-Of-Way
 (4,000-7,000 ADT)

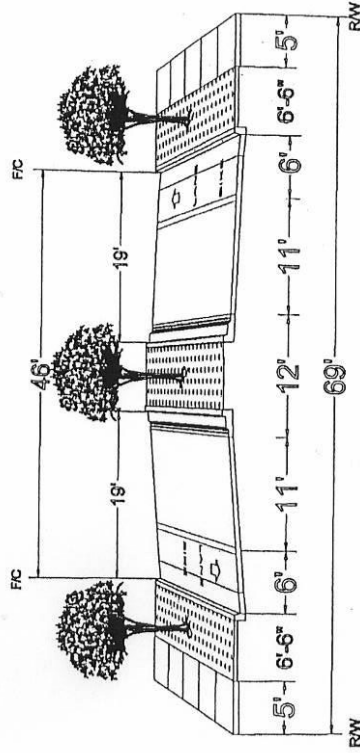
PEDESTRIAN FRIENDLY STREET STANDARDS
 TYPICAL CROSS-SECTIONS
 CITY OF SACRAMENTO

F

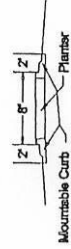
Street

Collector Street-Major

Bike Lane	Yes	No
Parking	Yes	No



69' Right-Of-Way
 (7,000-14,000 ADT)



Not to Scale

Source: Kimley-Horn and Associates, Inc.

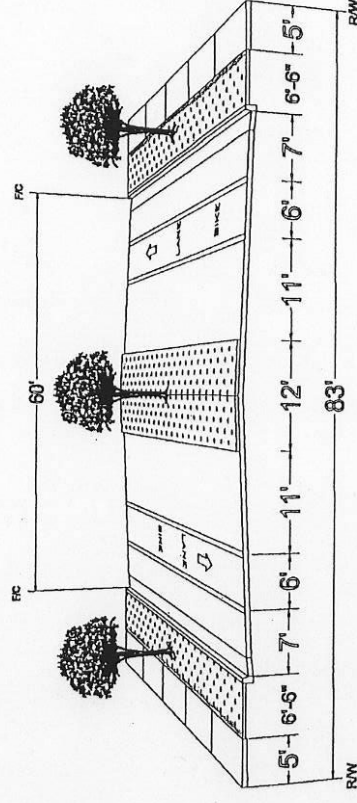
PEDESTRIAN FRIENDLY STREET STANDARDS
 TYPICAL CROSS-SECTIONS
 CITY OF SACRAMENTO

G

Street

Collector Street-Major

Bike Lane	Yes
Parking	Yes



83' Right-Of-Way
 (7,000-14,000 ADT)

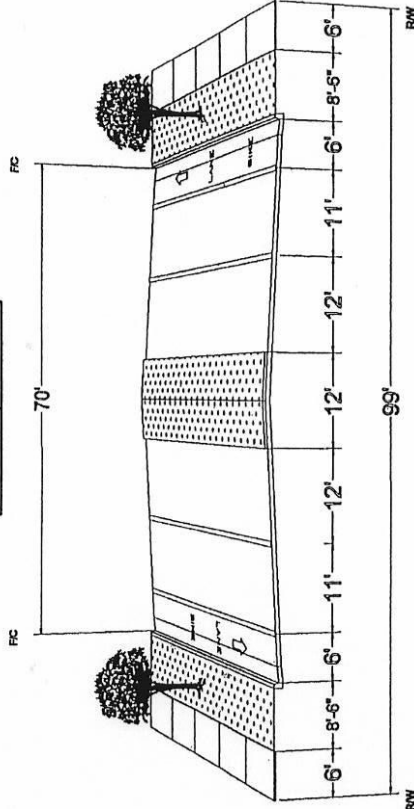
PEDESTRIAN FRIENDLY STREET STANDARDS
 TYPICAL CROSS-SECTIONS
 CITY OF SACRAMENTO

H

Street

Four-Lane Arterial

Bike Lane	Yes
Parking	No



99' Right-Of-Way
 (14,000-27,000 ADT)

Not to Scale

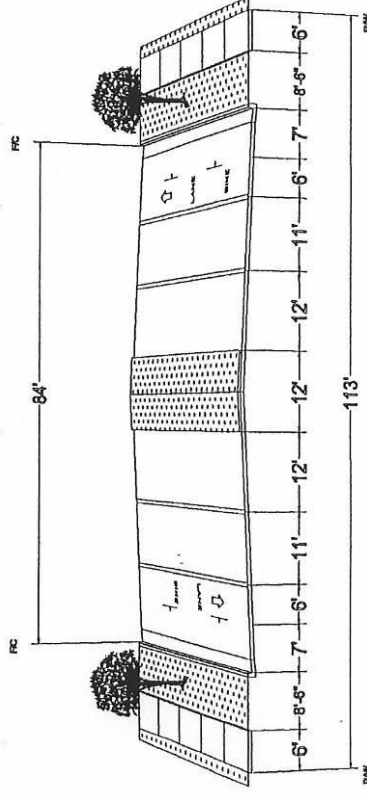
PEDESTRIAN FRIENDLY STREET STANDARDS
 TYPICAL CROSS-SECTIONS
 CITY OF SACRAMENTO

I

Street

Four-Lane Arterial

Bike Lane	Yes
Parking	Yes



113' Right-Of-Way
 (14,000-27,000 ADT)

A P P E N D I X C

HOUSING AND INFRASTRUCTURE
FUNDING SOURCES



Appendix C. Table 1: Summary of Infrastructure Funding Options

Funding Source	Administrator	Eligible Activities	Status/Funding Authorization
Project Area Sources			
Project Area Development Impact Fees	City of Sacramento	Capital improvements above existing infrastructure standards	Requires nexus study and adoption by City Council
Property-Based Business Improvement District (PBID)	Property Owners - with City or SHRA Technical Assistance	Operation and maintenance of improvements, joint marketing, additional security, capital improvements, planning.	Requires 50 percent approval of property owners according to their share of assessed fee.
Business Improvement District	Business Owners - with City or SHRA Technical Assistance	Operation and maintenance of improvements, joint marketing, additional security, capital improvements, planning, special events planning.	Requires 50 percent approval of affected businesses.
Special Assessment District	City of Sacramento	Capital improvements, operation and maintenance, landscaping and lighting, additional city services, etc.	Requires 50 percent approval of property owners proportionate to share of their assessment.
Mello Roos Community Facilities District	City of Sacramento	Capital Improvements	Requires 2/3 voter approval in affected area.
Tax Increment Housing Set Aside	SHRA	Capital funds directed towards housing improvements	Existing commitment
Local Funding Sources			
General Fund	City of Sacramento	Any	City Council Approval
Gas Tax	City of Sacramento through CIP - Public Works	Public right of way capital improvements, planning, replacement, operation, an maintenance.	Approved through the CIP
Quimby Act Funds	City of Sacramento through CIP - Parks and Recreation	Park improvements within the planning area where the fee was generated.	Approved through the CIP
Park Impact Fee	City of Sacramento through CIP - Parks and Recreation	Park improvements within the planning area where the fee was generated.	Approved through the CIP
Measure A	City of Sacramento through CIP - Public Works	Public right of way capital improvements - replacement, bicycle pedestrian improvements, light rail enhancements, streetscape improvements	Approved through the CIP and the Sacramento Transportation Authority
Community Development Block Grant	SHRA and HUD	Economic development activities that primarily serve low and moderate-income communities.	City Council Approval Required
Major Street Excise Tax	City of Sacramento	Construction, reconstruction, replacement, and alteration of existing right of way.	Approved through the CIP
BAE, 2004.			
Regional Funding Sources			
HCD			
Jobs-Housing Balance Incentive Grants	HCD - City of Sacramento	Capital improvements, service, or other local need determined to be in the communities best interest	Submitted through NOFA
FTA			
Livable Communities Initiative	FTA	Capital and planning funds to support alternative transportation through smart growth planning and development.	Requires appropriations
Proposition 40 - RZH	State Department of Parks and Recreation	Park acquisition, expansion, improvements, and cultural resource preservation.	Submitted through NOFA

Sources: City of Sacramento, SACOG, CalTrans, Sacramento Transportation Authority, SHRA, BAE, 2006.

Appendix C. Table 2: Affordable Housing Funding Sources

Program Name	Overseeing Entity	Type of Assistance	Activities Funded	Avail. Funds	Grant Size		Interest Rate	Matching Funds Required	Applicants	Competitive
					Minimum	Maximum				
Grants and Loans for Non-Profit Applicants Kresge Foundation	Kresge Foundation	Grants	New For-Sale Housing; New Rental Housing; Rehab of Apts.; Rehab of Owner-Occupied Hsg; SRO Hotels; Transitional Housing; Homeless Shelters; Acquisition	\$85.9M	\$25,000	\$100,000	\$5M	No	Non-Profit Corporations	
BankAmerica Foundation	BankAmerica Foundation	Grants	Infrastructure Development; New Rental Housing; Operation Admin; Preservation of Affordable Hsg; Rehab of Apartments; Self-Help Housing; SRO Hotels; Transitional Housing; Acquisition	\$14.3M		\$10,000		Yes	Non-Profit Corporations	
Bridge Loan Program	Local Initiatives Managed Assets Corp.	Construction/Rehab Loans	New Rental Housing; Rehab of Apartments; Acquisition					Yes	Non-Profit Corporations	
CHFA Bridge Loan Program	California Housing Finance Agency (CHFA)	Acquisition Loans; Construction/Rehab Loans	Preservation of Affordable Hsg; Acquisition; New Rental Housing	As required			< 53% of cost bias	No	For-Profit Organizations; Non-Profit Corporations; Public Housing Agencies	
California Community Reinvestment Corp.	California Community Reinvestment Corporation	Acquisition Loans; Construction/Rehab Loans; Long-Term Loans; Technical Assistance	New Rental Hsg; Preservation of Affordable Housing; Rehab of Apartments; Acquisition		\$200,000			No	For-Profit Organizations; Non-Profit Corporations	
Enterprise Mortgage Investments, Inc.	Enterprise Social Investment Corp.	Acquisition Loans; Construction/Rehab Loans; Long-Term Loans	New Rental Housing; Rehab of Apartments; Acquisition		\$500,000			No	For-Profit Organizations; Non-Profit Corporations	
Home Depot Corporate Community Affairs Program	The Home Depot	Technical Assistance; Grants; Donations of Building Materials	Energy Conservation; Self-Help Housing; Rehab of Apartments; New For-Sale Housing; New Rental Housing; Rehab of Owner-Occupied Housing; Preservation of Affordable Housing					No	Non-Profit Corporations	
John Heinz Neighborhood Development Program	U.S. Dept. of Housing and Urban Development	Grants	Business Start-Ups/Expansion/Retention; Job Training; New For-Sale Housing; New Rental Hsg; Operation Administration; Rehab of Apartments; Rehab of Owner-Occupied Housing; Social Services	\$4.75M			\$75,000	Yes	Non-Profit Corporations	
McAuley Institute	McAuley Institute	Acquisition Loans; Construction/Rehab Loans; Technical Assistance;	New For-Sale Housing; New Rental Housing; Rehab of Apts.; Rehab of Owner-Occupied Hsg; Self-Help Housing; SRO Hotels; Transitional Housing; Homeless Shelters; Acquisition	\$2.5M	\$3,000	\$130,000	\$400,000	Yes	Cities with less than 50K population; Cities with more than 50K population; Cooperative Corporations; Native American Tribes/Reservations; Non-Profit Corporations; Rural Communities	
Multifamily Affordable Financing Program	Bank of America Community Development Bank	Acquisition Loans; Construction/Rehab Loans; Long-Term Loans	Rehab of Apartments; New Rental Housing; Community Facilities; Acquisition; SRO Hotels; Infrastructure Development	\$200M				Yes	Non-Profit Corporations; For-Profit Organizations; Public Housing Agencies	
Pre-development Loans and Lines of Credit	Low-Income Housing Fund	Loan Guarantee; Acquisition Loans; Predevelopment/Interim Finance	Infrastructure Development; Acquisition; New For-Sale Hsg; New Rental Housing	\$60M	\$250,000 if unsecured		\$1.8M	No	For-Profit Organizations; Non-Profit Corporations	
Predevelopment Loan Program	James Irvine Foundation	Predevelopment/Interim Finance	New Rental Hsg; Preservation of Affordable Housing; Rehab of Apartments; Acquisition				\$250,000	No	Non-Profit Corporations	

Sources: California Department of Housing and Community Development; BAE, 2005.

Appendix C Table 2: Affordable Housing Funding Sources Continued

Program Name	Overseeing Entity	Type of Assistance	Activities Funded	Avail. Funds	Grant Size		Interest Rate	Matching Funds Required	Applicants	Competitive
					Minimum	Maximum				
S.H. Cowell Foundation	S.H. Cowell Foundation	Grants	Planning/Feasibility Studies; Preservation of Affordable Hsg; Rehab of Apartments; Social Services; Transitional Housing; Job Training; New Rental Housing	\$8.9M	\$1,000	\$300,000	No	No	Non-Profit Corporations	
Sec. 538 Rural Rental Housing Program	Rural Housing Service	Construction/Rehab Loans; Loan Guarantee; Long-Term Loans	New Rental Housing	\$100M			No	No	For-Profit Organizations; Non-Profit Corporations	
Tax-Exempt Affordable Mortgage Program	James Irvine Foundation	Acquisition Loans; Construction/Rehab Loans; Long-Term Loans	New Rental Housing; Rehab of Apartments; Acquisition	\$64.3M			Yes	Yes	Non-Profit Corporations; For-Profit Organizations; Public Housing Agencies	
Taxable Affordable Mortgage Program (Insured)	James Irvine Foundation	Acquisition Loans; Construction/Rehab Loans; Long-Term Loans	New Rental Housing; Rehab of Apartments; Acquisition				No	No	Non-Profit Corporations; For-Profit Organizations; Public Housing Agencies	
Urban Predevelopment Loan Program	California Dept. of Housing and Community Development	Predevelopment/Interim Finance	New Rental Housing; New For-Sale Housing; Acquisition	\$1.5M		\$75,000	No	No	Non-Profit Corporations; Cities with more than 50K population; Cities with less than 50K population; Public Housing Agencies; Cooperative Corporations	
Sec. 202 Supportive Housing for the Elderly Program	U.S. Dept. of Housing and Urban Development	Interest-free capital advances that do not have to be repaid as long as project serves very low-income elderly persons for 40 years. Also project rental assistance funds.	Capital advances for construction, rehabilitation, or acquisition of structures to serve as supportive housing for very low-income elderly persons. Provides rent subsidies to make projects affordable.				7.0%	0.5 percent of HUD-approved capital advance	Private nonprofit organizations	
Grants and Loans Available for Sacramento County										
Affordable Housing Program	Federal Home Loan Bank of San Francisco	Construction/Rehab Loans; Grants; Long-Term Loans; Technical Assistance	Mobile Home Park Purchase Assistance; New For-Sale Hsg; New Rental Housing; Rehab of Apartments; Rehab of Owner-Occupied Housing; Self-Help Housing; SRO Hotels; Transitional Housing; Homeless Shelters; Acquisition; Group Homes/Congregate Care	\$18M			No	No	Counties; For-Profit Organizations; Native American Tribes/Reservations; Non-Profit Corporations; Public Housing Agencies	
Bridge Financing Program	Rural Community Assistance Corporation	Construction/Rehab Loans	New Rental Housing		\$1M	\$5M	No	No	Cooperative Corporations; Counties; Non-Profit Corporations; Public Housing Agencies; Rural Communities	
CalHome Program	California Dept. of Housing and Community Development	Grants; Construction/Rehab Loans; Acquisition Loans	Acquisition; New For-Sale Housing; Energy Conservation; Infrastructure Development				NO	NO	Cities with less than 50K population; Cities with more than 50K population; Counties; Non-Profit Corporations	
Loan Packaging Program	Low-Income Housing Fund	Predevelopment/Interim Finance; Technical Assistance; Acquisition Loans; Construction/Rehab Loans; Long-Term Loans	Mobile Home Park Purchase Assistance; New For-Sale Hsg; New Rental Housing; Rehab of Apartments; Rehab of Owner-Occupied Housing; Self-Help Housing; SRO Hotels; Transitional Housing; Homeless Shelters; Acquisition; Group Homes/Congregate Care	\$12M			No	No	Rural Communities; Cities with less than 50K population; Cities with more than 50K population; Cooperative Corporations; Counties Native American Tribes/Reservations; Non-Profit Corporations; Public Housing Agencies	

Sources: California Department of Housing and Community Development; BAE, 2005.

Appendix C Table 2: Affordable Housing Funding Sources Continued

Program Name	Overseeing Entity	Type of Assistance	Activities Funded	Avail. Funds	Grant Size		Interest Rate	Matching Funds Required	Applicants	Competitive
					Minimum	Maximum				
Mercy Loan Fund	Mercy Loan Fund	Acquisition Loans; Technical Assistance; Predevelopment/Interim Finance; Construction/Rehab Loans; Long-Term Loans	New Rental Housing; New For-Sale Housing; Rehab of Apartments; Transitional Hsg; Infrastructure Development; Preservation of Affordable Hsg; Acquisition; Mobile Home Park Purchase Assistance; Group Homes/Congregate Care; SRO Hotels	\$16M	\$20,000	\$300,000	No	No	Rural Communities; Cities with less than 50K population; Cities with more than 50K population; Cooperative Corporations; Counties Native American Tribes/Reservations; Non-Profit Corporations; Public Housing Agencies	
Predevelopment/Construction Loan Program	Rural Community Assistance Corporation	Construction/Rehab Loans; Acquisition Loans; Technical Assistance; Predevelopment/Interim Finance	New Rental Housing; SRO Hotels; Rehab of Apartments; Rehab of Owner-Occupied Housing; Infrastructure Development; Public Works; Acquisition; Community Facilities; Human Service Facilities; Self-Help Housing; New For-Sale Housing; Site Development	\$5M	\$50,000	\$250,000	No	No	Cities with less than 50K population; Rural Communities; Counties; Non-Profit Corporations; Cooperative Corporations; Public Housing Agencies	
Home Investment Partnership Program (HOME)	California Dept. of Housing and Community Development	Grants; Loans	Acquisition loans; Construction/Rehab loans; Downpayment assistance; Grants; Loan Guarantee; Long-Term loans; Predevelopment/Interim Finance	\$43M - \$45M	\$1,000	\$1M	Variable	Yes	Counties; Non-Profits; Cities with less than 50,000 residents	
School Facility Fee Downpayment Assistance Program	California Housing Finance Agency (CalHFA)	Downpayment Assistance Grants	Acquisition of newly constructed homes	\$47.5M						
Extra Credit Teacher Home Purchase Program (Extra Credit Teacher Program)	California Housing Finance Agency (CalHFA)	Finance Downpayment Assistance Grants	Acquisition of owner-occupied homes	\$23.75M			Greater of : Up to 3 percent of purchase price or \$7,500	No	Teachers; School Administrators; Credentialled Staff; Certified Employees	
Building Equity and Growth in Neighborhoods (BEGIN)	Department of Housing and Community Development (HCD)	Grants	Downpayment assistance to low and moderate income buyers	\$72M		\$24M		No	Local public agencies	
CalHome: Self-Help Housing set-aside	Department of Housing and Community Development (HCD)	Grants	Assist low and moderate income households who build their own homes	\$9.5M		\$3.6M		No	Organization who assist in self-help housing programs	
House America	Countrywide Home Loans, Inc.	Long-Term Loans	Acquisition	\$538.3M		\$130,000	Variable	No	Counties; First Time Homebuyers; Individuals; Owner-Occupants; Rural Communities	
California Homebuyer's Downpayment Assistance Program (CHDAP)	California Housing Finance Agency (CalHFA)	Finance Deferred Loans	Acquisition	\$111.6M			3.00%	No	Moderate income first-time homebuyers	
Multifamily Housing Program	California Dept. of Housing and Community Development	Low-Interest Deferred Loans	New Rental Housing; Rental Housing Acquisition; Site Development; Special Needs Rental Housing	NOFA through Proposition 46		\$10M	3% deferred	No	Non-profits; Public Housing Agencies; For-profits	
Low-Income Housing Tax Credit Program	Tax Credit Allocation Committee	Equity Investment	New Rental Housing; Apartment Rehab; Preservation of Affordable Housing; SRO Hotels; Acquisition	\$39M			N/A	Yes	Individuals; Cities with less than 50,000 residents; Public Housing Agencies; For-Profit Orgs.; Non-Profits; Counties	
223 (f) Mortgage Insurance for Purchase/Refinance	Dept. of Housing and Urban Development	Loan Guarantee	New Rental Housing; Operation Administration; Acquisition	\$806M			N/A	No	For-Profit Orgs.; Cities with less than 50,000 residents; Counties; Non-Profits; Public Housing	Not Very

Sources: California Department of Housing and Community Development, 2005; BAE, 2005

