



LAND USE AND PLACEMAKING

The physical development pattern of a city profoundly influences quality of life for its residents. An integrated mix of residential, employment, commercial, and service uses, together with open space within the community, provides a solid foundation that supports a good quality of life for people of all ages, abilities, ethnicities, and income levels. It reduces time spent commuting or running errands and makes it easier to get around without a car, minimizing pollution and greenhouse gas emissions. Increasing the mix of uses and the intensity of development in certain areas creates focal points with activities and amenities that bring people together throughout the day and contributes to a greater sense of place. Separating incompatible land uses minimizes potential conflicts and promotes public health and safety.

Sacramento is projected to see significant growth in the coming years, and with careful land use planning, new development can help make Sacramento a model of sustainable, equitable growth and community development. This Element provides a comprehensive framework to guide development and conservation in Sacramento over time, establishing land use designations, development intensity standards, and a range of goals, policies, and implementing actions that will guide decision-making for the next 10 to 20 years. This Element satisfies the statutory requirements for the General Plan Land Use Element, as set forth in state law, and addresses placemaking, sustainable design, and the arts — topics of importance to residents of Sacramento.

Growth and Change

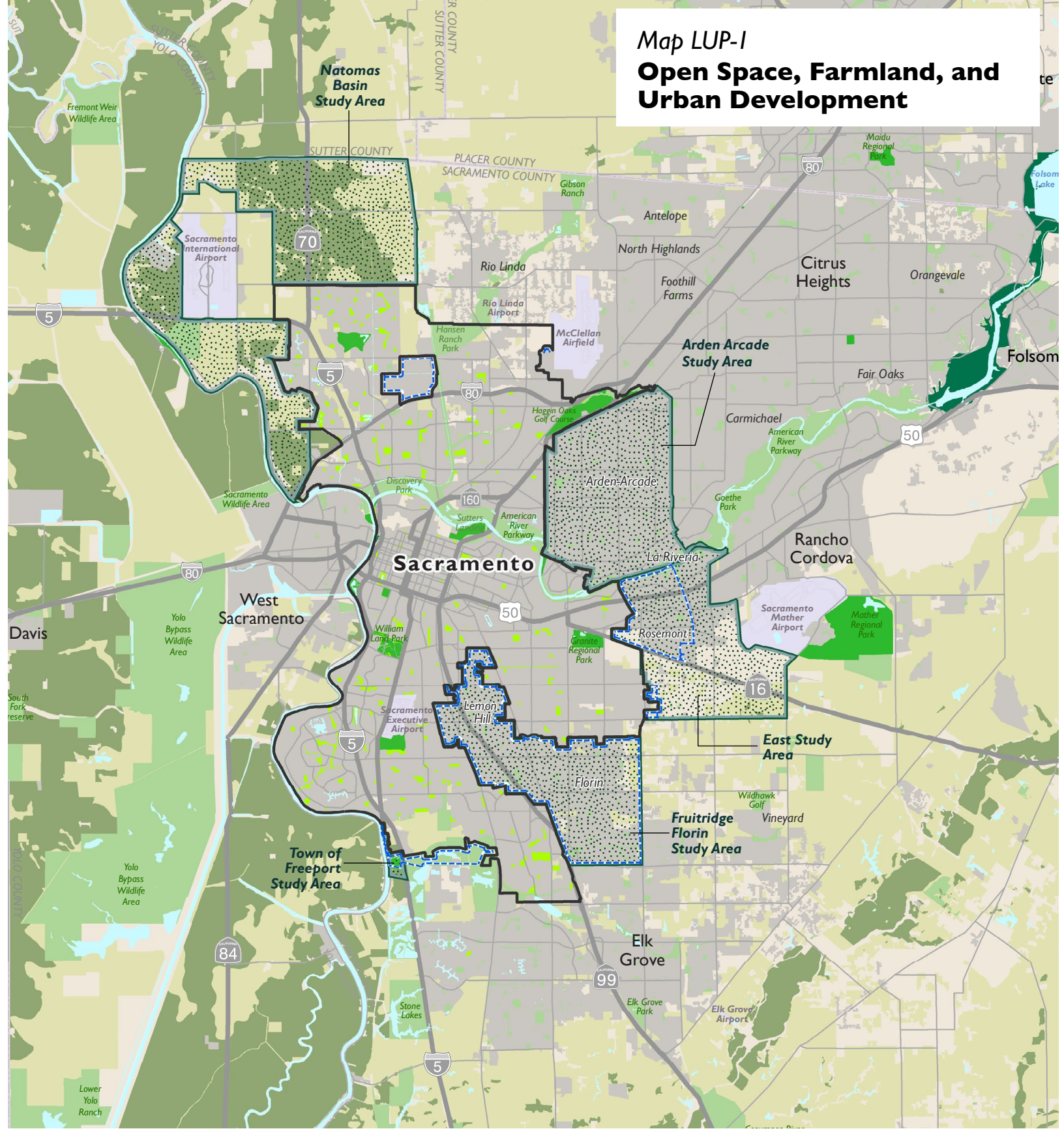
Sacramento is the urban heart of a region with over 1.5 million acres of some of the most fertile farmland in the United States. Moreover, the city is located at the confluence of two major rivers that provide water, commerce, and recreation for millions. (See **Map LUP-1**). These natural resources also provide rich habitat to sustain a variety of fish and wildlife critical to our ecosystems. Preserving these important resources while accommodating growth has long been a priority for Sacramento, and as such, City planning efforts are guided by “smart growth” principles that aim to promote a compact development footprint, helping to minimize urban sprawl and pollution while supporting the efficient delivery of public services. The City also collaborates with

other jurisdictions in the area on a regional strategy for conservation and development, outlined in the Sacramento Region Blueprint prepared by the Sacramento Area Council of Governments (SACOG).

The 2040 General Plan, including policies in this section, provides for strategic growth and change that seeks to concentrate new growth within the existing City limits. The City has an interest in promoting responsible land and resource-efficient planning in areas within its current or future Sphere of Influence (SOI). Annexations or provision of municipal services to areas outside the City limit would only be considered when adequate planning measures are in place to ensure the orderly development of those areas.



Map LUP-1 Open Space, Farmland, and Urban Development



Sacramento City Limit	Parks and Open Space	Prime Farmland	Water
Sphere of Influence	State Park or Forest	Other Farmland	Highways
Special Study Areas	Regional Park	Urban/Built-Up Land	Major Roads
Counties	City of Sacramento Park	Other Land*	
Airports	Other Park/Protected Open Space		

*This category may include low density rural development, heavily forested land, mined land, or government land with restrictions on use.



GOAL AND POLICIES

LUP-1

A compact urban footprint and sustainable development pattern with infrastructure that supports efficient delivery of public services while protecting surrounding open space lands.

LUP-1.1 Compact Urban Footprint. The City shall promote a land- and resource-efficient development pattern and the placement of infrastructure to support efficient delivery of public services and conserve open space, reduce vehicle miles traveled, and improve air quality.

LUP-1.2 Logical Boundaries. The City shall ensure logical City boundaries that facilitate the ability to efficiently provide City services, address economic development needs, social and economic interdependencies, and optimize municipal costs and revenues.

LUP-1.3 New Growth Annexation. The City shall strategically plan for the annexation of any new growth areas by considering land use, circulation, housing, climate change, infrastructure capacity, and public facilities and services needs, and analyze the associated fiscal impacts.

LUP-1.4 City Services Prior to Annexation. Prior to the provisions of City services to new development in unincorporated areas, the City shall require that the unincorporated properties be annexed into the City. Alternatively, the City may provide utility service to properties in advance of annexation only if the annexation process has been initiated and the landowner and City have executed a conditional agreement for services that stipulates minimum standards for the development of roads and urban infrastructure and criteria and conditions for annexation into the City.

LUP-1.5 Surplus Land Disposition. The City shall periodically audit municipal land holdings and assess opportunities for more efficient use and management, using criteria including the provision of affordable housing and emergency shelter space, economic development and revitalization objectives, business operations, opportunities to create more park space or park connections, and applicable federal and state law to identify surplus properties and disposition strategies where appropriate.

LUP-1.6 Growth and Change Evaluation. The City shall monitor regional and municipal growth trends and review remaining capacity under the General Plan every five years, adjusting as needed to accommodate projected land use, population, and employment, subject to the evaluation of environmental impacts. As part of this five-year review, ensure alignment of the General Plan with the regional growth strategy to optimize opportunities for CEQA streamlining and eligibility for regional funding.

LUP-1.7 Regional Growth Strategy. The City shall continue to take a leadership role in defining and implementing a regional growth strategy, collaborating with the Sacramento Area Council of Governments (SACOG) and other stakeholders in the region on initiatives for sustainable growth, transit-oriented infill development, enhanced air quality, economic prosperity, and social equity.



LUP-1.8 Jobs-Housing Balance. The City shall encourage a balance between job type, the workforce, and housing development to reduce the negative impacts of long commutes and provide a range of employment opportunities for all city residents.

LUP-1.9 Advocacy. The City shall advocate for a fair share of regional funding, grants, and public investments commensurate with its role in the region and the growth targets for the city identified in the Regional Transportation Plan/Sustainable Community Strategy prepared by the Sacramento Area Council of Governments (SACOG).

LUP-1.10 Adjacent Development. The City shall review new development proposals in adjacent jurisdictions during the environmental review process to identify and avoid potential land use, circulation, or other conflicts with existing and planned development in the city of Sacramento.

LUP-1.11 Coordinate to Protect Farmland. The City shall continue to work with Sacramento County and other adjacent jurisdictions to implement conservation plans, preserve farmland and protect critical habitat outside the city.

LUP-1.12 Development Adjacent to Agriculture. The City shall require open space or other appropriate buffers for new development abutting productive agricultural areas to protect the viability of active agricultural operations outside of the city and ensure compatibility of uses with residents in adjacent areas.

LUP-1.13 Airport Land Use Compatibility. The City shall work with the Sacramento County Airport System (SCAS) and the Airport Land Use Commission (ALUC) to ensure that new development near the area's airports is compatible with airport operations, adopted ALUC policies, and applicable Airport Land Use Compatibility Plans.

LUP-1.14 Deed Notice. The City shall continue to require that all new development within an airport-defined over-flight zone provides deed notices to future residents and property owners upon transfer of title concerning airport over flights and noise.

LUP-1.15 Homeowner Notification. The City shall require that purchasers of newly constructed homes located in the vicinity of agricultural operations be provided notification of such activities by way of their deeds and/or escrow documentation.



Land Use Framework

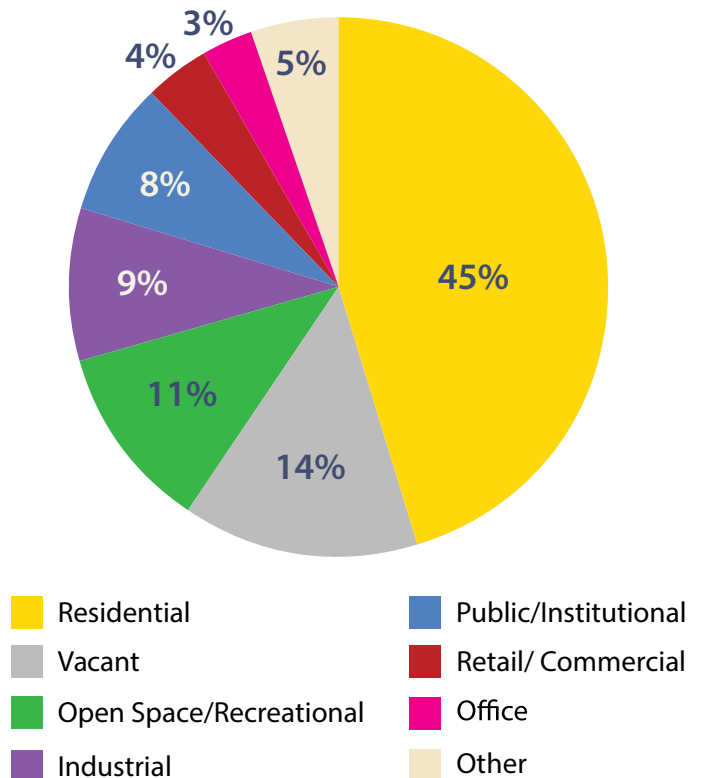
EXISTING LAND USE AND CITY STRUCTURE

The Sacramento and American Rivers have shaped the urban form and development pattern of the city since its inception. With the discovery of gold in the Sierras in 1849, Sacramento developed rapidly as a transportation hub for prospectors and supplies arriving from San Francisco on their way to the gold fields. To facilitate transport, the city’s original street grid was oriented to the Sacramento River, rather than on the one-square mile gridiron plan aligned to cardinal points common throughout the American West. The lettered streets North B through Y (now Broadway) all extended in straight lines to the waterfront and the city’s earliest businesses were established along J Street, the main route from the river to the gold fields. This pattern remains largely intact in the Central City today. Early urban development proceeded along both banks of the American River, as evidenced today by the tighter, more walkable grid of streets found in these older areas of Sacramento. High water levels and flooding along the Sacramento and American Rivers in the winter and early spring also influenced the development of the city, and it is only with the construction of flood control projects, including an extensive network of levees, that Sacramento has been able to expand to its current form.



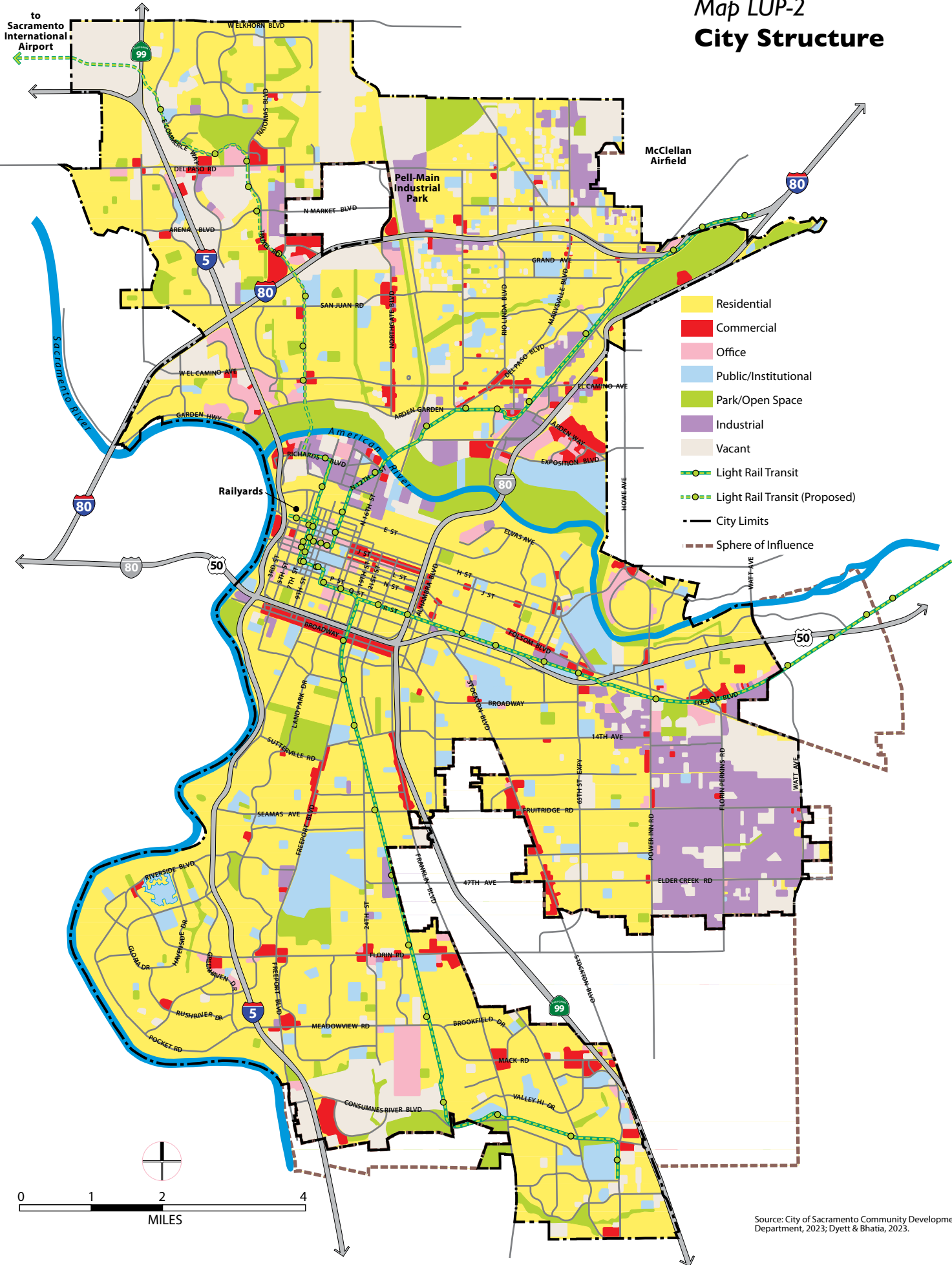
As shown in **Map LUP-2**, the central portion of the city is largely developed today, with vacant land at its northern, eastern, and southern edges. **Figure LUP-1** shows the percentage of existing land uses in the city, and **Figure LUP-2** compares Sacramento’s proportion of single-unit versus multi-unit housing types with that of two other major California cities. Residential land uses account for more than 45 percent of the total existing land use in the city, comprised predominantly of single-unit residential uses. Sixty-seven percent of the existing homes in the city are single-unit residences, while only 33 percent are multi-unit structures. Other comparable California cities tend to have a more even balance. Commercial uses make up about 4 percent of existing land uses and are concentrated primarily along arterial corridors such as Stockton Boulevard, Florin Road, Franklin Boulevard, Broadway, Arden Way, and Northgate Boulevard. Office uses occupy about 3 percent of the land within the City limits and are generally located

Figure LUP-1
Existing Land Use



Source: City of Sacramento, 2023

Map LUP-2 City Structure



Source: City of Sacramento Community Development Department, 2023; Dyett & Bhatia, 2023.

in areas with ready access to freeways. Industrial uses account for 9 percent of land use within the city, with a large concentration in the eastern portion of the city around Florin-Perkins Road and important clusters in the Railyards area, the Pell-Main Industrial Park, and around McClellan Airfield. Institutional uses, including the State Capitol and several college and university campuses, occupy about 8 percent of land within the city. Open space accounts for 11 percent of land, with parks integrated into neighborhoods throughout the city, and a large riverfront open space on the north bank of the American River.

The rise of e-commerce and changing consumer preferences is presenting opportunities to re-imagine some of the city’s older commercial corridors, developed in the post-War period when the construction of freeways led to decades of suburban, auto-oriented growth. Since 2010, annual e-commerce sales have consistently outpaced conventional brick-and-mortar retail in Sacramento and in cities across the nation, resulting in decreased demand for physical retail space in conventional shopping centers. Underutilized strip mall developments with low-slung buildings and large parking lots along commercial corridors offer opportunities to add higher concentrations of



Traffic along J Street, ca. 1920

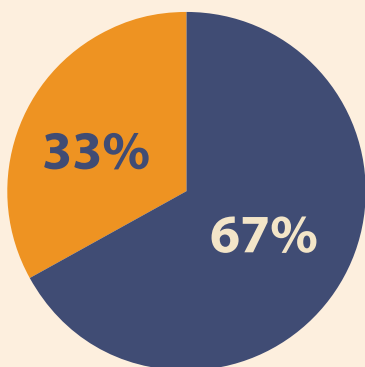
housing, jobs, shops, services, and entertainment uses which can help to broaden the range of housing types in the city, support local retail vitality, and lay the foundation for high-frequency, reliable transit. In residential neighborhoods adjacent to these corridors, the addition of accessory dwelling units (ADUs) and smaller-scale housing can further bolster vitality and sustainability on the corridors.

Figure LUP-2
Housing Types



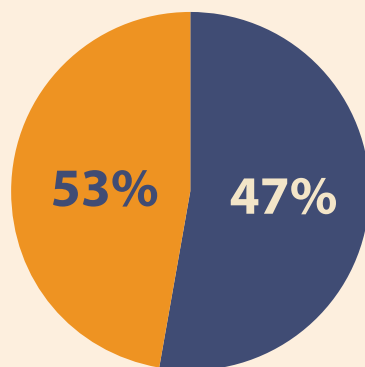
Sacramento

Population: 508,517
Total Housing Units: 195,749



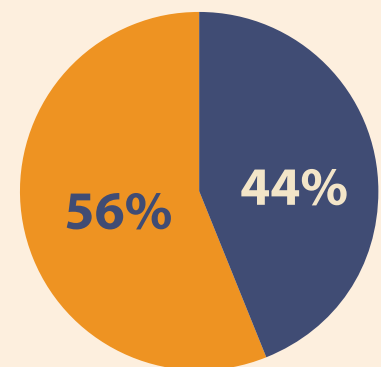
Oakland

Population: 429,114
Total Housing Units: 171,829



Long Beach

Population: 467,353
Total Housing Units: 175,235



Source: U.S. Census Bureau, American Community Survey 5-Year Data (2014-2018), Table B25001

DEVELOPMENT POTENTIAL

As a largely built out city, new growth in Sacramento will be accommodated primarily through infill development on vacant and underutilized properties. Underutilized properties are those where the value of the land is worth more than the buildings and structures on it, giving the owner an incentive to redevelop with new uses. For example, a shopping center with vacancies and large surface parking lots could be considered underutilized and therefore redeveloped with other uses to serve community needs, such as housing that in turn would provide more customers for the other stores and restaurants in the area. Within Sacramento, areas with the most potential to accommodate new development over the next 20 years are shown as opportunity areas in Map LUP-3. Overall, buildout of the General Plan is projected to result in approximately 69,000 new homes and 77,000 new jobs by 2040. This translates to a ratio of 1.12 jobs per home in Sacramento in 2040, which means that while Sacramento will still remain a major employment center in the region, attracting workers from surrounding communities each day, there will be more opportunities for people who work in the city to live here too.

LAND USE VISION AND CONCEPT

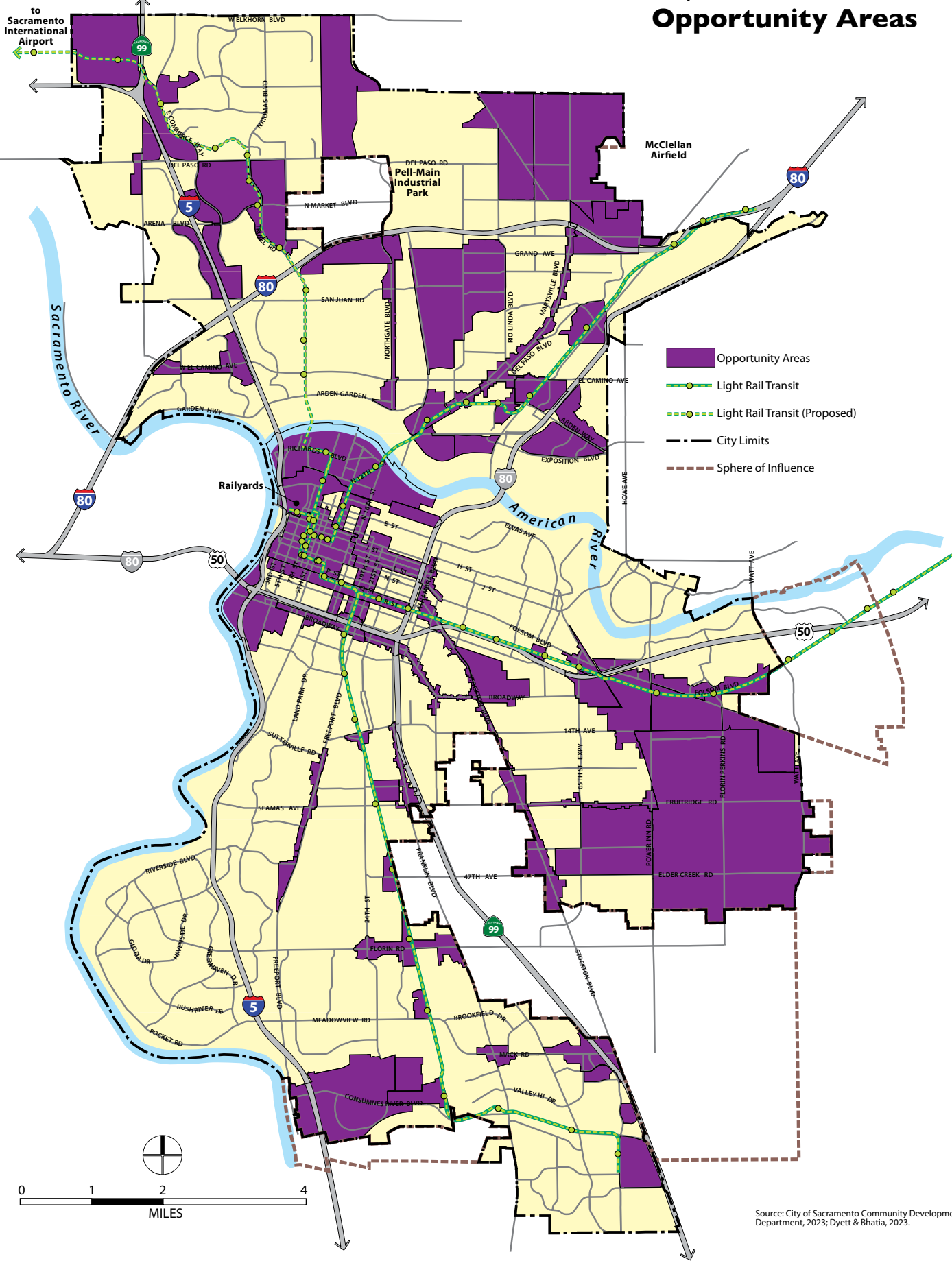
The General Plan outlines a vision and strategy to guide Sacramento into the next era of its growth and evolution. It seeks to leverage foreseeable change in the opportunity areas (as shown in **Map LUP-3**) to foster an interconnected network of mixed-use corridors and centers that support a range of housing, employment, educational, cultural, and recreational options for people of all ages, abilities, ethnicities, and income levels. The intent is to promote greater integration of uses along the corridors and in centers to broaden the range of housing types in the city, support the vitality of local businesses, lay the foundation for high-frequency transit, and make it easier to get around without a car. At the same time, it also seeks to enhance the quality of life and sense of place in all neighborhoods.

Residential neighborhoods, centers, and corridors are the land use components that, together, form a concept that represents the future urban structure of the city. The envisioned relationship between these components is shown in **Map LUP-4**.

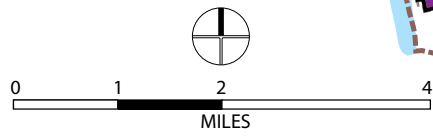
Residential neighborhoods form the basic fabric of the community. These are areas of the city characterized primarily by housing, parks, and community facilities. Neighborhoods are a result of historic development patterns, subdivision boundaries, and local landmarks. Each neighborhood has its own distinct sense of place, defined by the buildings, streets, public places, and history, as well as by the people who live there.



Map LUP-3 Opportunity Areas

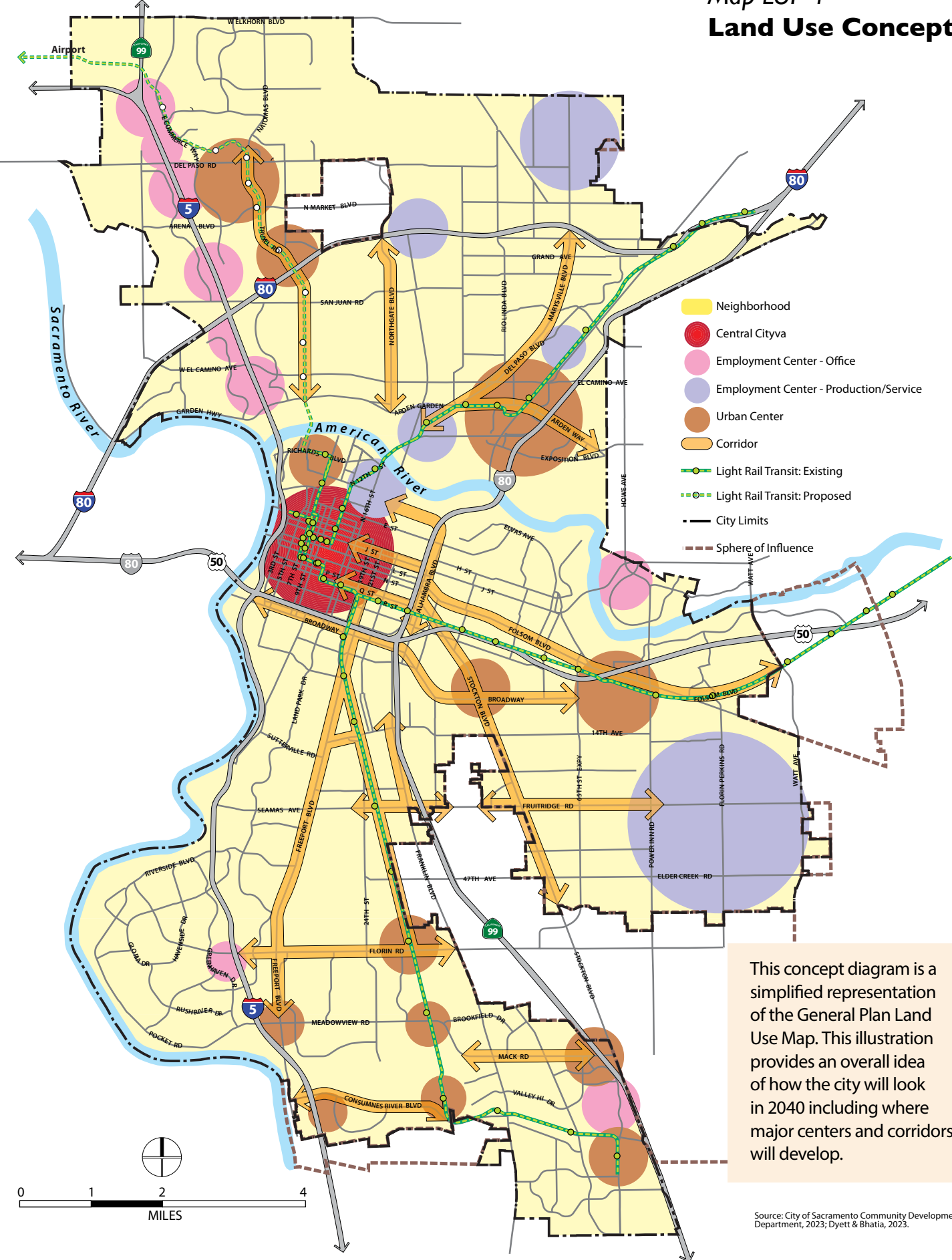


- Opportunity Areas
- Light Rail Transit
- Light Rail Transit (Proposed)
- City Limits
- Sphere of Influence



Source: City of Sacramento Community Development Department, 2023; Dyett & Bhatia, 2023.

Map LUP-4 Land Use Concept



- Neighborhood
- Central City
- Employment Center - Office
- Employment Center - Production/Service
- Urban Center
- Corridor
- Light Rail Transit: Existing
- Light Rail Transit: Proposed
- City Limits
- Sphere of Influence

This concept diagram is a simplified representation of the General Plan Land Use Map. This illustration provides an overall idea of how the city will look in 2040 including where major centers and corridors will develop.

Source: City of Sacramento Community Development Department, 2023; Dyett & Bhatia, 2023.

Centers are major activity hubs with a vital mix of employment, commercial, residential, entertainment, and institutional uses. They are dynamic destinations that draw people from around the city and the wider region. In Sacramento, the Central City is the primary center for commerce, culture, living, and government. There are three additional broad types of centers envisioned for the city:

- **Urban Center:** These centers offer an array of choices for living, working, shopping, and enjoying free time in various locations throughout the city. With thoughtful transitions to surrounding neighborhoods, these are areas that can accommodate higher-density housing and anchor high-frequency transit routes.
- **Employment Center - Office:** Located in areas with easy access to the regional transportation network, these centers have a focus on professional offices, health care, and education with a range of supportive commercial, retail, residential, and entertainment uses with public open spaces.
- **Employment Center - Production/Service:** These centers feature the city’s premier industrial and manufacturing areas and can accommodate new job-generating businesses and supportive uses, including live/work developments and employee housing.

Corridors are major thoroughfares that connect the city’s neighborhoods and centers, tying the community together. They have the potential to link residents to key destinations around town with safe, convenient connections for transit, bicycling, and walking, and provide opportunities for higher-density housing, shops and business that cater to daily needs. Examples of key corridors include Stockton Boulevard, Broadway, Florin Road, Franklin Boulevard, Arden Way, Del Paso Boulevard, Marysville Boulevard, Northgate Boulevard, Mack Road, and Truxel Road. Several of these corridors are among the city’s primary transit routes and all have significant capacity for infill development, which will help transform these areas into vibrant, walkable, and transit-supportive neighborhoods.



Downtown Sacramento is an urban center.





LAND USE DESIGNATIONS

The General Plan Land Use Diagram (Map LUP-5) illustrates the long-term vision for development in Sacramento, designating the location and range of activities that may take place throughout the city to achieve the vision. The land use designations, shown as colors on the diagram and described below, allow for a range of activities within each designation. The designations are implemented through and subject to applicable laws, including regulations and guidelines more restrictive than the General Plan, such as specific plans, zoning districts, overlay zones, special planning districts, planned unit developments, and other provisions of the Sacramento City Code. (See, e.g., Sacramento Planning and Development Code § 17.104.020, Sacramento City Code Titles 8 and 15, as may be amended.)

The Land Use Diagram (**Map LUP-5**) is a graphic representation of policies in the General Plan and is to be used in conjunction with General Plan policies and the following maps and figure: **Map LUP-6** Maximum Floor Area Ratio (FAR) – All Development; **Figure LUP-5** Sliding Floor Area Ratio Scale; **Map LUP-7** Minimum Floor Area Ratio – Mixed-Use and Non-Residential Development; and **Map LUP-8** Minimum Residential Density. Together, these maps provide direction for land use and development intensities citywide.

Residential Designations

 The **Rural Residential (RR)** designation is intended to preserve low-intensity residential neighborhoods adjacent to rural and undeveloped land. Allowable uses include detached residential uses normally associated with urban/rural interface areas, limited neighborhood-serving commercial uses, and compatible public and quasi-public uses.


 The **Neighborhood (N)** designation applies throughout Sacramento's established residential neighborhoods and in newly annexed areas in the north of the city where primarily residential development is planned. The N designation is intended to maintain and enhance livability and sense of place. The N designation is primarily comprised of

residential uses, with some complementary neighborhood-serving commercial and public uses.

Allowable uses include the following:

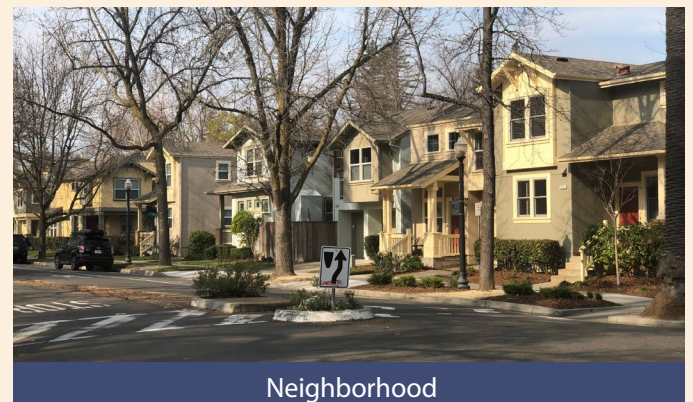
- Detached and attached residential dwelling units
- Neighborhood support uses (schools, parks, libraries, community centers, and care facilities)
- Neighborhood-serving commercial and employment uses like corner markets, coffee shops, hair salons, shops, gyms, and fitness centers
- Office uses
- Assembly facilities
- Compatible public and quasi-public uses

Mixed-Use Designations

 The **Residential Mixed-Use (RMU)** designation is intended to foster vibrant, walkable areas with a high-intensity mix of residential, commercial, office, and public uses, where daily errands can be accomplished on foot, by bicycle, or by transit. The RMU designation applies principally in the Central City and the corridors.



Rural Residential



Neighborhood

Allowable uses include the following:

- A full range of residential, retail, employment, entertainment, cultural, and personal service uses serving a communitywide market, such as restaurants, apparel stores, specialty shops, theaters, bookstores, hotels and motels, and research and development facilities
- General offices and community institutional uses, such as banks, financial institutions, care facilities, and medical and professional offices
- Assembly facilities
- Compatible public and quasi-public uses

Commercial Mixed-Use (CMU) designation is intended to foster vibrant retail and commercial centers of varying scales throughout the community. The designation applies to existing regional, community, and neighborhood shopping centers and provides for their redevelopment with a wide range of commercial and/or residential uses to complement existing development.

Allowable uses include the following:

- A full range commercial uses, including retail, dining, entertainment, offices, lodging, recreational, and cultural facilities
- Attached residential dwelling units
- Compatible public, quasi-public, and special uses

Office Mixed-Use (OMU) designation is intended to provide space for job centers, office buildings, and business parks, with complementary commercial and service uses that cater to employees throughout the day. This designation applies in areas with good access to the regional transportation system outside of the Central City.

Allowable uses include the following:

- Professional and service-oriented offices
- Commercial support uses such as restaurants, coffee shops, dry cleaners, gyms and fitness centers, markets, hotels, and business support services
- Residential development in either a mixed-use or standalone format

- Care facilities
- Assembly facilities
- Compatible public and quasi-public uses


The **Employment Mixed-Use (EMU)** designation is intended to buffer residential uses from more intense industrial and service commercial activities and to provide compatible employment uses near higher-density and mixed-use housing. This designation provides for a range of light industrial and high technology uses. The EMU designation generally applies to industrial areas that are next to residential neighborhoods, including McClellan Airfield,



Pell-Main Industrial Park, Cannon Industrial Park, and portions of the Sacramento Railyards, River District, and the Power Inn Business Improvement District.

Allowable uses include the following:

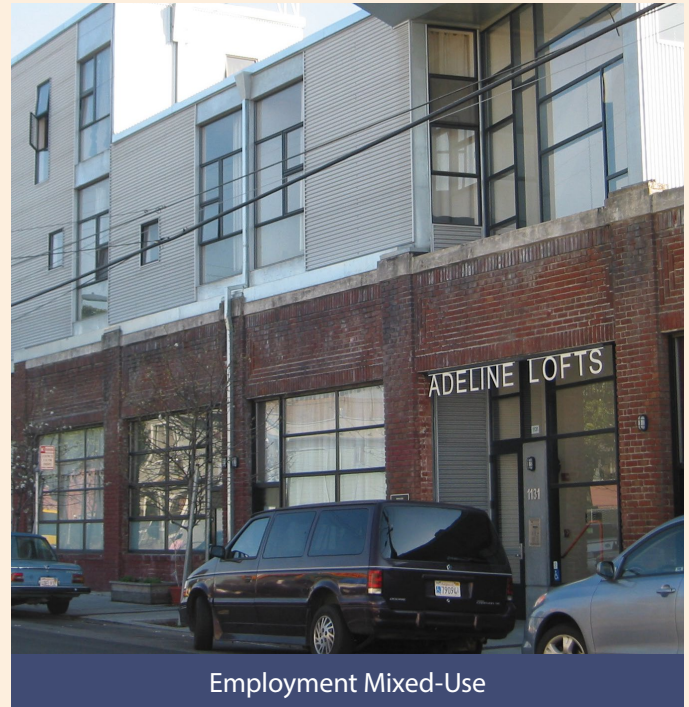
- Light/advanced manufacturing, production, distribution, repair, testing, printing, research, and development
- Service commercial uses that do not generate substantial noise or odors
- Accessory office uses
- Retail and service uses that provide support to employees
- Compatible residential uses such as live-work spaces or employee housing
- Hotels and motels
- Care facilities
- Assembly facilities
- Compatible public and quasi-public uses

 The **Industrial Mixed-Use (IMU)** designation provides for manufacturing, warehousing, and other employment-generating uses that may produce loud noise or odors and tend to have a high volume of truck traffic. Building intensities in this designation tend to be lower, and uses may require staging and support spaces, often outdoors. The IMU designation applies in the Power Inn/Army Depot area.

Allowable uses include the following:

- Industrial or manufacturing that may occur within or outside a building
- Office, retail, and service uses that provide support to the employees
- Assembly facilities
- Care facilities
- Compatible public and quasi-public uses

This designation should not be located next to a residential neighborhood without substantial buffers (i.e., office uses, regional parks, greenways, or open space). Supportive office, retail, and service uses that cater to employee needs are allowed. Compatible public, quasi-public, and special uses are also permitted.




Employment Mixed-Use




Industrial Mixed-Use

Public/Quasi-Public Designations

 The **Public/Quasi-Public (P/QP)** designation provides for governmental, utility, institutional, educational, cultural, religious, and social facilities and services that complement Sacramento’s neighborhoods, centers, and corridors. The P/QP designation applies to various locations throughout the community, often within a well-landscaped setting.

Allowable uses include the following:

- Government buildings
- Public and private schools
- Schools/colleges
- Hospitals
- Cemeteries
- Airports
- Transportation and utility facilities
- Other compatible public and quasi-public uses

 The **Open Space (OS)** designation includes areas that are intended to remain open with limited or no development, including largely unimproved open spaces used primarily for passive recreation, resource protection, and/or hazard avoidance. The OS designation is intended to preserve natural features, establish quality living environments, and maintain boundaries and buffers between communities and incompatible uses.

Allowable uses include the following:

- Natural underdeveloped parks
- Woodland preserves
- Habitat and wetlands
- Agriculture
- Floodplains
- Areas with permanent open space easements
- Buffers between urban areas
- Compatible public and quasi-public uses



Public/Quasi-Public



Open Space

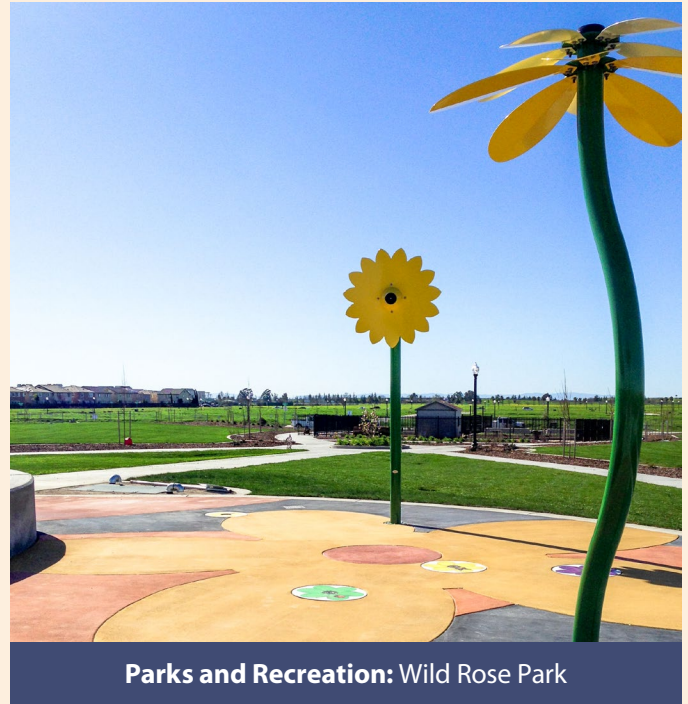
The Parks and Recreation (PR) designation includes parkways, public parks, and other areas primarily used for recreation. Typically, these areas are characterized by a high degree of managed green space and a limited number of buildings. Recreational facilities in the PR designation frequently include sports fields, playground equipment, picnic areas, sitting areas, concession businesses, open turf and natural areas, trails, and golf courses.

Allowable uses include the following:

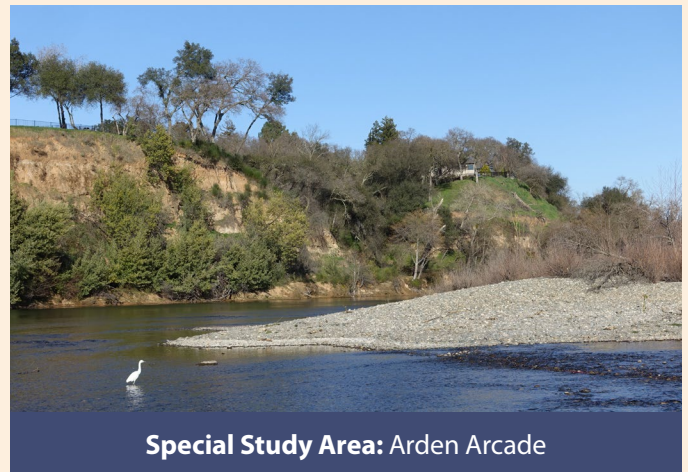
- Parks (neighborhood, community, and regional parks)
- Parkway and trails
- Golf courses, and commercial recreation facilities
- Compatible public and quasi-public uses

Parks and recreation facilities are also allowable in other designations.

The Special Study Area (SSA) designation is applied to five areas (shown on **Map I-2**) that may become part of the City in the future after additional studies have identified the fiscal and service delivery implications on City functions. These include Arden Arcade Study Area, East Study Area, Fruitridge-Florin Study Area, Natomas Basin Study Area, and Town of Freeport Study Area. The future land uses may include a combination of several land use designations applied in conjunction with a General Plan amendment. (See Part 3 of the 2040 General Plan for a discussion of these areas).



Parks and Recreation: Wild Rose Park



Special Study Area: Arden Arcade

BUILDING INTENSITY AND POPULATION DENSITY

State law requires that the General Plan establish standards for building intensity and population density within the planning area.

Building Intensity

Building intensity standards are established by floor area ratio (FAR) for nonresidential and mixed-use development. For residential development, building intensity standards are established by minimum building density and maximum FAR.

FAR is calculated by dividing the net building area (NBA) by the total net lot area (NLA) (both expressed in square feet). NBA is the gross building area of a site less the floor area of accessory dwelling units (ADUs), junior accessory dwelling units (JADUs), and parking structures. Net lot area is the total lot size, excluding publicly dedicated land, private streets which meet City standards, and other public use areas. (See **Figure LUP-3**).

The formula for FAR is:

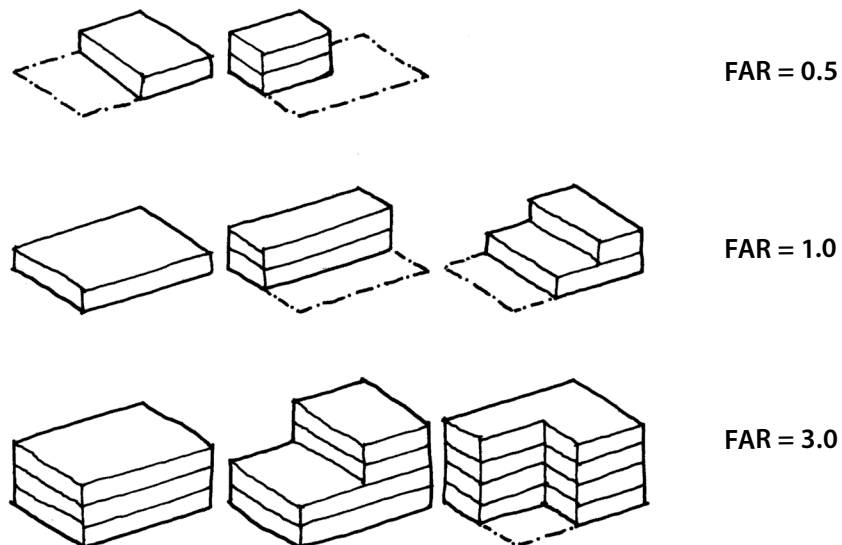
$$FAR = NBA / NLA$$

Example: A NBA of 3,000 square feet and NLA of 5,000 square feet would yield an FAR of 0.6. (3,000 / 5,000 = FAR 0.6)

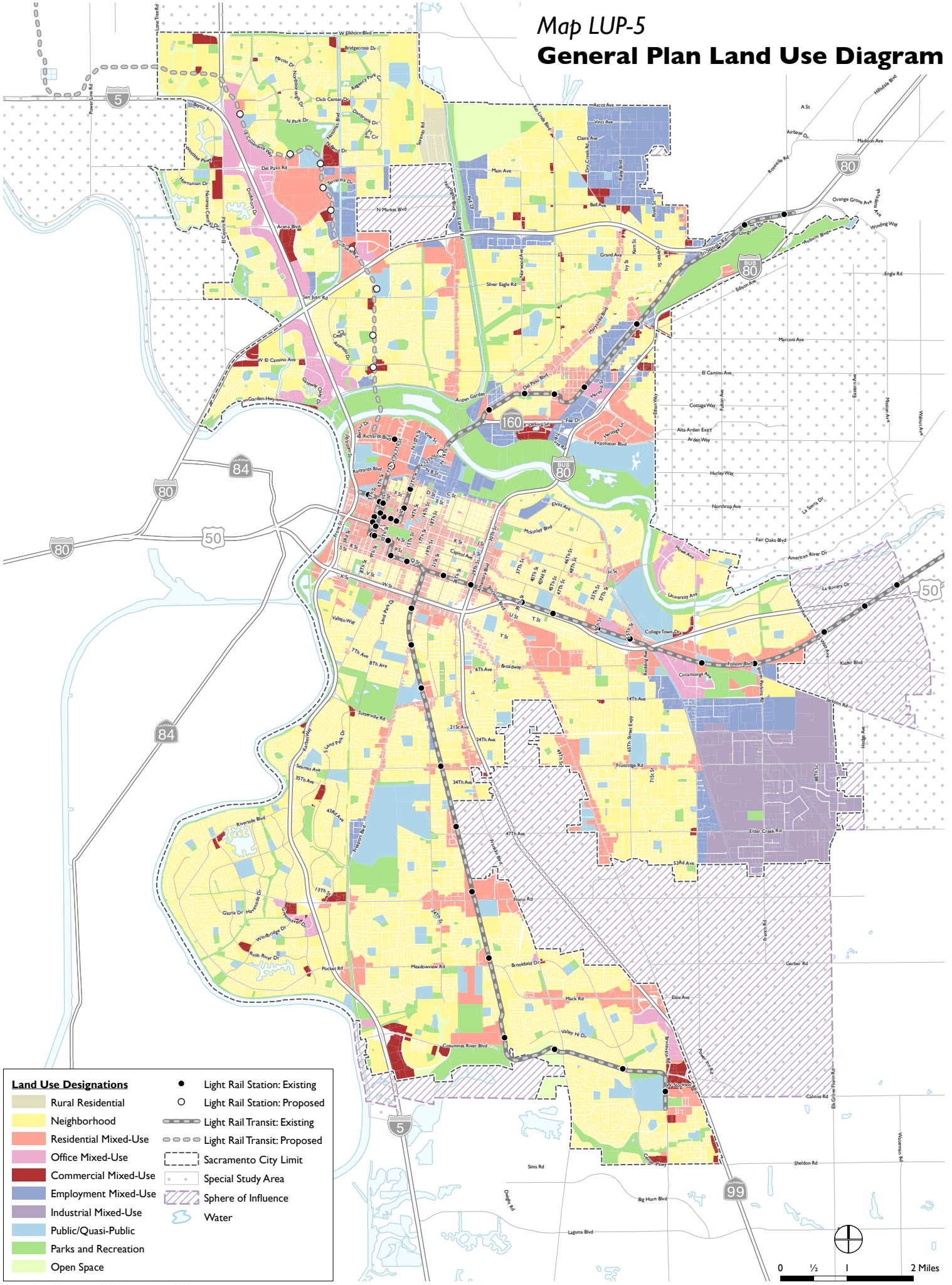
Building density for residential land uses is expressed as the number of permanent residential dwelling units per acre of land. Building intensity standards are shown on **Maps LUP-6, LUP-7, LUP-8,** and **Figure LUP-5.** **Map LUP-6** shows the maximum FAR allowable on a site inclusive of both residential and non-residential uses. **Figure LUP-5** shows a sliding FAR scale, applicable to residential uses in the single-unit and duplex dwelling zones, which limits single-unit dwellings to a FAR of 0.4 and grants additional increments of building area that increase proportionally to the number of units proposed on a lot. **Map LUP-7** shows the minimum required FAR throughout the city for mixed-use and non-residential development. **Map LUP-8** shows the minimum required density for residential uses throughout the city.

The building intensity standards are intended to provide more flexibility and innovation in building design. Minimum density standards apply in all areas where residential development is permitted, as shown on **Map LUP-8.** Especially for multi-unit residential developments, a primarily FAR-based system could incentivize the design and construction of smaller units, potentially resulting in units that are more affordable by design.

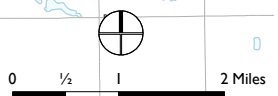
Figure LUP-3
Visualizing FAR



Map LUP-5 General Plan Land Use Diagram

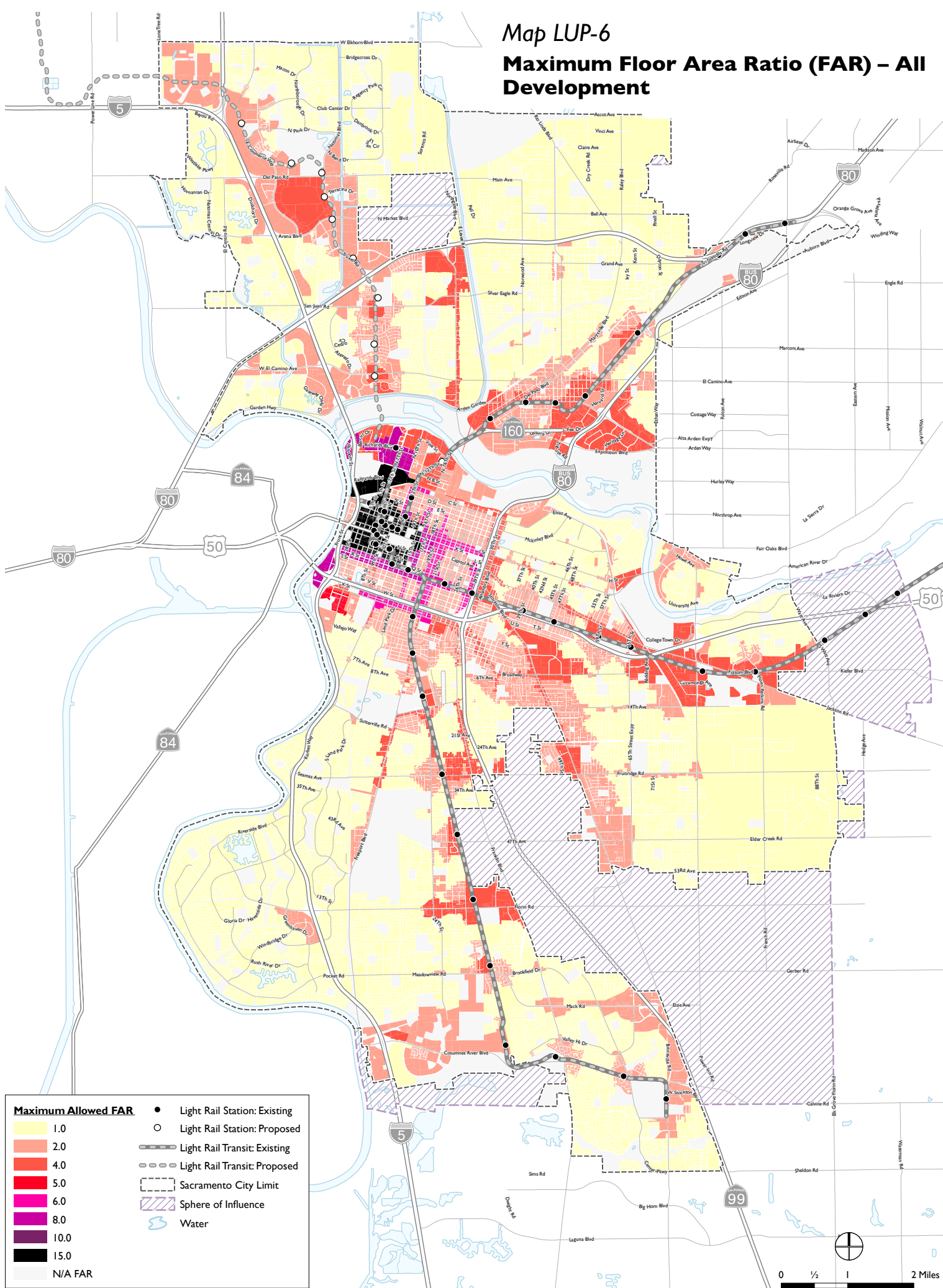


- | | |
|------------------------------|--------------------------------|
| Land Use Designations | ● Light Rail Station: Existing |
| Rural Residential | ○ Light Rail Station: Proposed |
| Neighborhood | Light Rail Transit: Existing |
| Residential Mixed-Use | Light Rail Transit: Proposed |
| Office Mixed-Use | Sacramento City Limit |
| Commercial Mixed-Use | Special Study Area |
| Employment Mixed-Use | Sphere of Influence |
| Industrial Mixed-Use | Water |
| Public/Quasi-Public | |
| Parks and Recreation | |
| Open Space | |



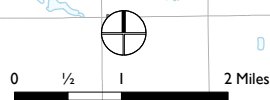
Map LUP-6

Maximum Floor Area Ratio (FAR) – All Development



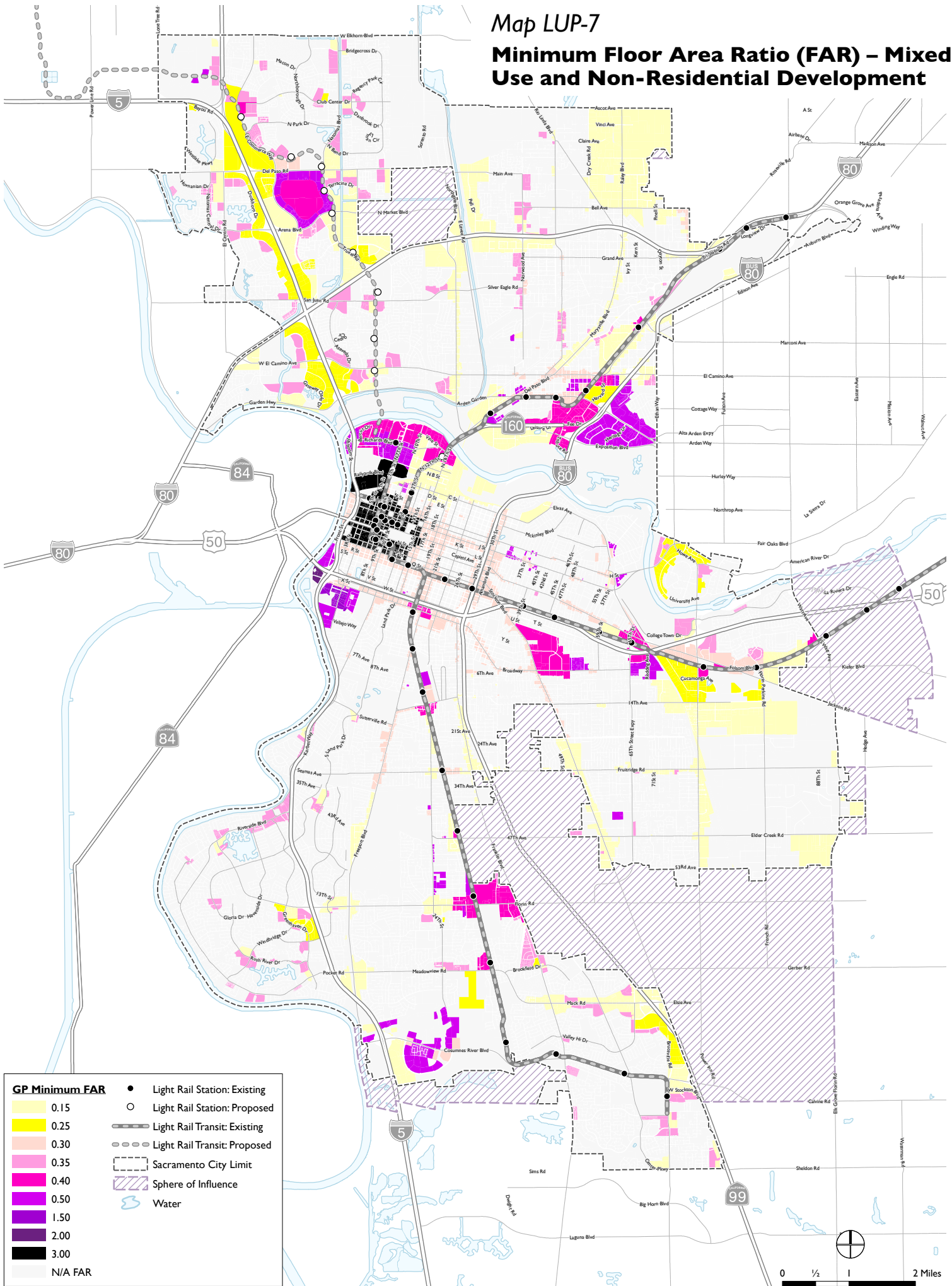
Maximum Allowed FAR	
	1.0
	2.0
	4.0
	5.0
	6.0
	8.0
	10.0
	15.0
	N/A FAR
	● Light Rail Station: Existing
	○ Light Rail Station: Proposed
	— Light Rail Transit: Existing
	- - - Light Rail Transit: Proposed
	--- Sacramento City Limit
	▨ Sphere of Influence
	Water

Source: City of Sacramento, 2020; Dyett & Bhatia, 2023



Map LUP-7

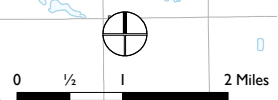
Minimum Floor Area Ratio (FAR) – Mixed-Use and Non-Residential Development



GP Minimum FAR

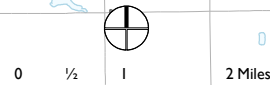
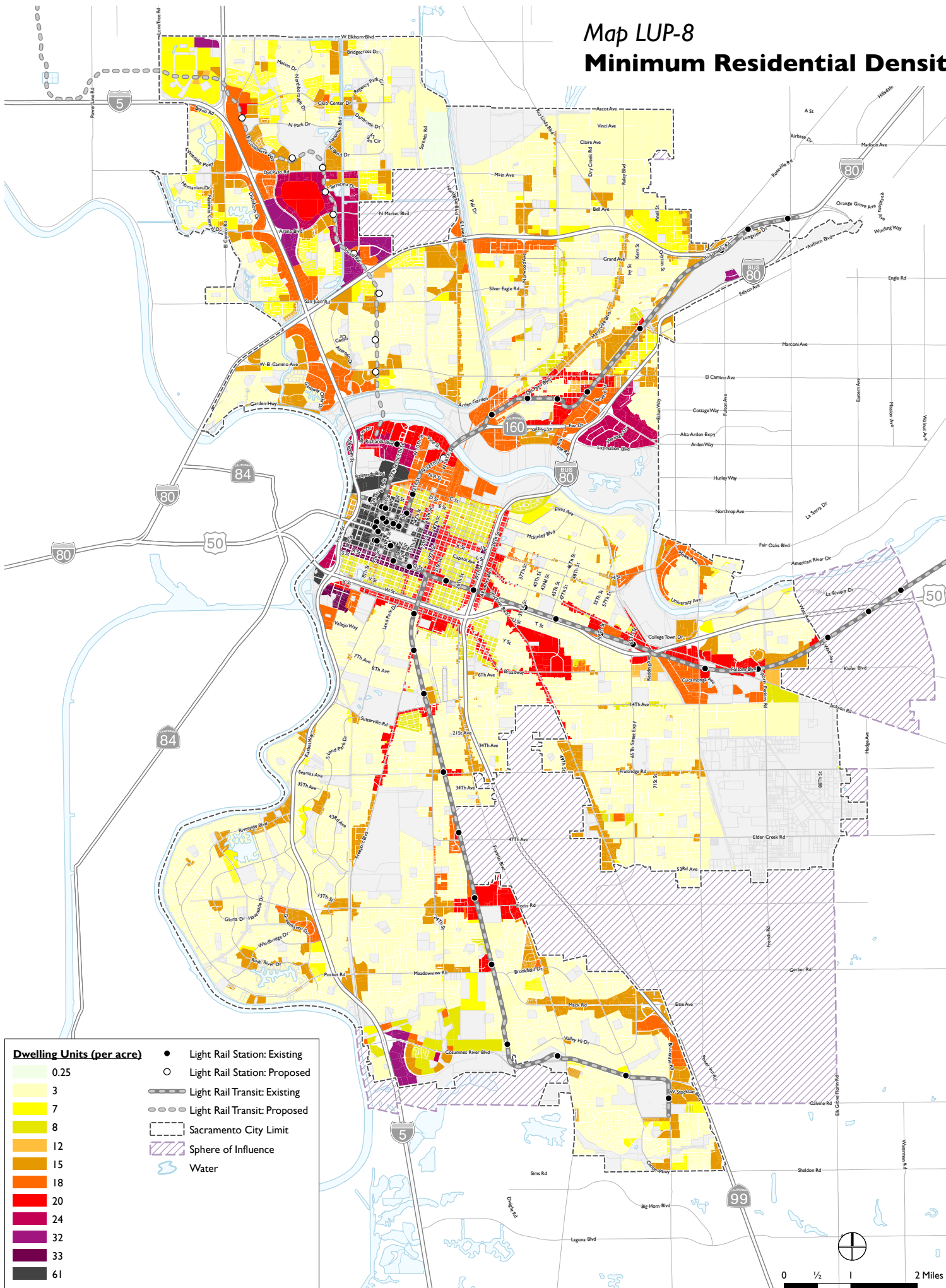
- 0.15
- 0.25
- 0.30
- 0.35
- 0.40
- 0.50
- 1.50
- 2.00
- 3.00
- N/A FAR

- Light Rail Station: Existing
- Light Rail Station: Proposed
- Light Rail Transit: Existing
- - - Light Rail Transit: Proposed
- - - Sacramento City Limit
- ▨ Sphere of Influence
- Water



Source: City of Sacramento, 2023; Dyett & Bhatia, 2023

Map LUP-8 Minimum Residential Density



For all land uses, in addition to the standards set forth in this General Plan, the City’s Planning and Development Code also applies, including standards for density and FAR that are within the ranges authorized by this General Plan.

Population Density

Population density is measured in persons per acre. The number of persons per acre of a site is derived from the building intensity of a site, measured in FAR. The FAR multiplied by the lot area in acres multiplied by 43,560 square feet per acre yields the building area per acre. Building area per acre is divided by the assumed residential unit size of 1,000 square feet to yield the assumed units per acre. Units per acre is multiplied by the average population of 2.43 people per unit, which yields people per acre.

The formula for population density is:

$$PD = ((FAR \times A \times 43,560) / 1,000) \times 2.43,$$

where PD is population density, FAR is floor area ratio, and A is acres.

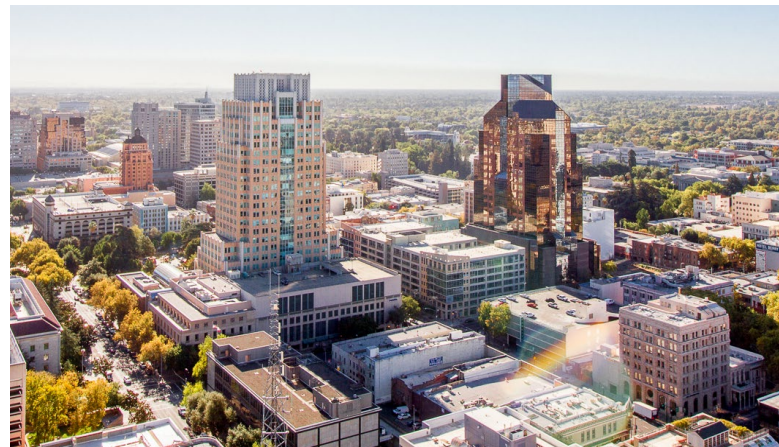
Example: An FAR of 1.0 on 1.0 acres would yield $((1.0 \times 1.0 \times 43,560) / 1,000) \times 2.43$, or 105.85 people per acre.

Map LUP-8 specifies minimum residential density standards for all areas where housing is permitted.

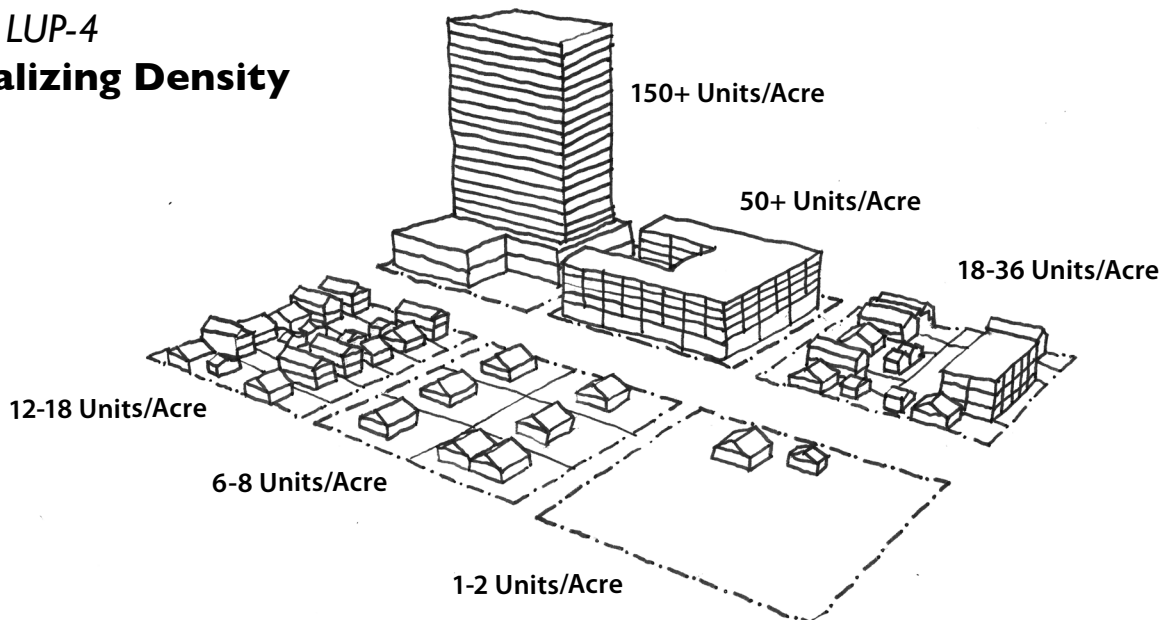
Minimum population density may be obtained by applying average household size to the minimum residential density specified. Maximum population density for all areas is established on **Map LUP-6** through the Maximum FAR map.

The policies in this section support a balanced mix of land uses that will serve to foster a connected and thriving community. Additionally, policies in this section also support the revitalization of corridors and centers that are integrated with the surrounding neighborhoods and address the diverse needs of the community.

For additional policies that support revitalization, please see the Economic Development Element.



**Figure LUP-4
Visualizing Density**



GOAL AND POLICIES

LUP-2

Balanced and connected community with thriving neighborhoods and centers and development intensities linked to transit.

LUP-2.1 Overall Balance of Uses. The City should encourage a balance and a mix of employment, residential, commercial, cultural, and tourism-related uses, as well as a full range of amenities and services necessary to support a thriving city.

LUP-2.2 Interconnected City. The City should establish a network of interconnected activity centers, corridors, parks, and neighborhoods that promotes walking, bicycling, and mass transit use as viable alternatives to private vehicles.

LUP-2.3 Diverse Centers and Corridors. The City shall encourage the development of centers and corridors that address diverse community needs, support local market opportunities, are well-served by transit, and are well-integrated with the surrounding neighborhoods.

LUP-2.4 Development Intensity Linked to Transit. The City shall plan for higher development intensities around current and planned transit to optimize public investments and support an accessible, convenient network.

LUP-2.5 Design for Connectivity. The City shall require that all new development maximizes existing and new connections with surroundings and with centers, corridors, parks, and neighborhoods to enhance efficient and direct pedestrian, bicycle, and vehicle movement. When feasible, grid patterns should be utilized to facilitate multiple routes.



Del Paso Boulevard

LUP-2.6 Employment Clusters. The City should strengthen employment centers and clusters by facilitating the concentration of office, industrial, and commercial uses in these areas and by supporting enhanced transit access to them.

LUP-2.7 Evolving Office Needs. The City shall support office developments that align with the evolving needs of target industry sectors, including but not limited to the following:

- Headquarter and business services;
- Health and life sciences;
- The clean economy;
- The creative economy;
- Advanced technology; and
- Future mobility.

LUP-2.8 Co-Location of Community Facilities. The City shall promote the co-location of parks, schools, police and fire facilities, health services, and other community facilities to support community interaction, enhance neighborhood identity, and leverage limited resources. The integration of these uses into commercial, office, and mixed commercial-residential structures should be encouraged.

LUP-2.9 Expanded Emergency Care Facilities. The City shall support the efforts of the health care sector to provide expanded emergency health services throughout Sacramento, especially north of the American River.

GOAL AND POLICIES

LUP-3

Flexible development standards to promote revitalization in corridors and centers.

LUP-3.1 Maximum FAR. The City shall regulate maximum building intensity using floor area ratio (FAR) standards consistent with **Map LUP-6** and **Figure LUP-5**, which applies to residential uses in the single-unit and duplex zones. Maximum FAR standards shown in **Map LUP-6** apply to both residential and non-residential uses.

LUP-3.2 Sliding Floor Area Ratio Scale. Additional building area may increase proportionally to the number of units proposed on a lot, consistent with **Figure LUP-5**, up to the maximum FAR established by **Map LUP-6**.

LUP-3.3 Allowed Net Building Area. The City shall permit up to 2,000 square feet of net building area per lot or the maximum allowed by the Sliding FAR Scale (**Figure LUP-5**), whichever is greater.

LUP-3.4 Exemption from Sliding Floor Area Ratio Scale for Remodels and Additions. Remodels and additions to existing single-unit, duplex, and neighborhood-scale multi-unit dwellings are exempt from the limits established by the Sliding Floor Area Ratio Scale (**Figure LUP-5**).

LUP-3.5 Flexibility for Multi-Parcel Developments. Where a developer proposes a development project on multiple parcels and some or all of the parcels have different General Plan residential densities or floor area ratios (FARs), the City may, at the discretion of the Community Development Director, calculate the net General Plan density or FAR range and apply that net density or FAR range to the net developable area of the entire project site. Some individual parcels may be zoned for densities/FARs that exceed the maximum allowed FAR under this policy, provided that the net density/FAR of the project as a whole is within the allowed range.

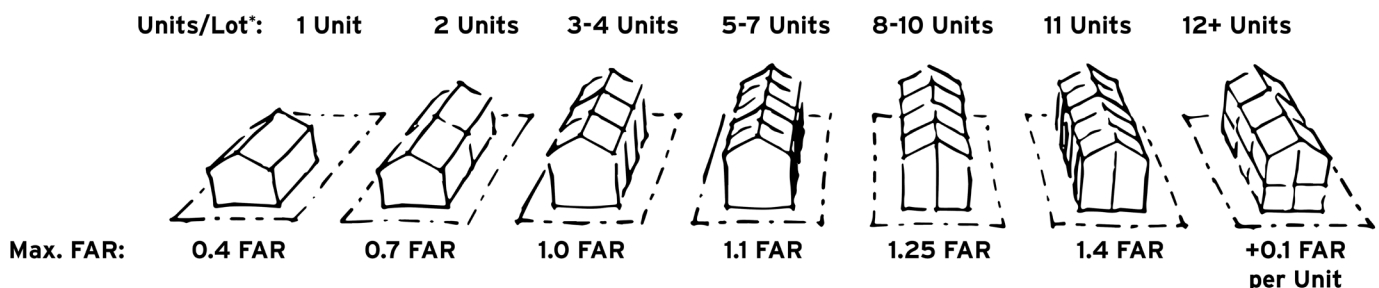
LUP-3.6 Minimum FAR. The City shall regulate minimum building intensity using floor area ratio (FAR) standards consistent with **Map LUP-7**. Minimum FAR standards apply to new mixed-use and non-residential development.

LUP-3.7 Minimum Density. City shall regulate minimum density standards using **Map LUP-8**. Minimum density standards apply to new standalone residential development.

LUP-3.8 Development Intensity at Less than the Minimum FAR. A development with a floor area ratio (FAR) at less than the required minimum may be deemed consistent with the General Plan if the City finds any of the following:

1. The use involves no building or by its nature normally conducts a substantial amount of its operations outdoors;

Figure LUP-5
Sliding FAR Scale



*Units per lot does not include ADUs.

2. The initial site development is being phased and an overall development plan demonstrates compliance with the FAR standard;
3. The use is temporary and would not interfere with long-term development of the site consistent with the FAR standard;
4. The building size or lot coverage is constrained beyond what is otherwise allowed by the zoning designation of the site, due to the existence of an overlay zone or because of environmental features, such as wetlands; or
5. The site is less than one acre and the project includes commercial uses.

LUP-3.9 Minimum Standards for Renovations and Expansions. The City shall permit renovations and expansions of existing development that fall below the allowable minimum density or floor area ratio (FAR), provided that the density or FAR is not reduced and the proposed use does not substantially undermine the long-term vision of the General Plan.

LUP-3.10 Exemptions for Historic Structure Conversions. Where a developer proposes to convert a non-residential historic structure/building to residential use, the City shall not require compliance with minimum density or minimum FAR regulations set forth in this General Plan.

LUP-3.11 Zoning Inconsistency. Zoning is consistent with the General Plan if it is compatible with the objectives, policies, general land uses, and programs specified in the plan. (Cal. Gov't Code, § 65860(a)(2).) Zoning is compatible with the objectives, policies, general land uses, and programs specified in the plan if, considering all its aspects, it will further the objectives and policies of the general plan and not obstruct their attainment. (See also Sacramento City Code, § 17.104.100.C, as may be amended.)

If zoning becomes inconsistent with the general plan due to amendment to the general plan and the City receives a development application, the City will proceed in accordance with applicable law.

Integrating Infill Development

EFFICIENT TRANSIT SERVICE

Transit service is most efficient when it operates along straight routes with dense concentrations of people and destinations, so the network of corridors anchored by centers depicted on **Map LUP-4** and **Map M-1** is a critical component of the 2040 land use strategy.

INCENTIVIZING INFILL

While strategic infill development presents enormous opportunities, it also brings challenges. Infill development is inherently more expensive than greenfield development due to a variety of factors, including the higher cost of land acquisition, to the need to remediate contamination of formerly industrial sites, and the need to upgrade substandard infrastructure. In previously developed areas, it may also be necessary to acquire multiple adjacent parcels to enable development at a financially viable scale. To address these challenges, the General Plan incorporates strategies to reduce complexity for infill development and to support financial feasibility for infill development. These strategies complement the FAR-based system for regulating building intensity and form.

PROMOTING WALKABILITY

Site planning that encourages fine-grained development (i.e., small blocks and building footprints) helps to achieve a more pedestrian-friendly environment and provides opportunities for access and connectivity to surrounding streets and neighborhoods.

Orienting buildings and active uses to public spaces and public streets further contributes to pedestrian friendliness by providing visual interest for those on foot. This pedestrian-friendly development is envisioned to occur in the corridors and centers.

Policies in this section promote infill development in strategic locations which is integral to the land use framework of the 2040 General Plan. Concentrating new activity-generating uses such as shops, services, and places of employment in the corridors and centers along with high-density housing can help create a development pattern that supports frequent, reliable transit and reduces the need for vehicle use. It can also help to broaden the range of housing types available in the community, while also offering a reduced carbon footprint. Infill development can also help create vibrant, walkable environments in the corridors and centers, facilitating upgrades to aging infrastructure and presenting opportunities for urban greening as new development takes place.



New infill housing near Arden Fair Mall, located with easy access to transit

GOAL AND POLICIES

LUP-4

Walkable, transit-oriented centers and corridors that concentrate new jobs, housing, and entertainment opportunities to support frequent, reliable transit service and foster connected, accessible neighborhoods.

Incentivizing Infill

LUP-4.1 Transit-Supportive Development. The City shall encourage increased residential and commercial development intensity within ½-mile of existing high-frequency bus stops and existing and planned light rail stations, bus rapid transit stations, and commuter rail stations to support more frequent, reliable transit service and vibrant, walkable neighborhoods.

LUP-4.2 Incentivizing Infill. The City shall consider a range of incentives to attract development to centers, corridors, and sites, including the following:

- Prioritization of capital investment strategies for infrastructure, services, and amenities to support development;
- Economic incentives (e.g., fee reductions, regulatory exemptions, or tools such as enhanced infrastructure financing districts (EIFDs), Opportunity Zones, and Enterprise Zones);
- Streamlined development review, environmental review, and permitting processes;
- By-right entitlements for development projects consistent with applicable zoning;
- Ministerial approval of infill housing and mixed-use projects consistent with objective development and design standards;
- Public-private partnerships; and
- Proactive solicitation of development.

LUP-4.3 Anchor Institutions. With respect to anchor institutions (colleges, medical centers, and public agencies), the City shall encourage the integration of uses and amenities in and around these campuses that increase economic opportunity, neighborhood vitality, and quality of life. Such uses and amenities may include the following:

- Housing,
- Retail,
- Neighborhood services,
- Arts/culture venues, athletic facilities,
- Parks,
- Improved pedestrian/bikeway connections,
- “Green” infrastructure, or
- Other publicly accessible facilities.

LUP-4.4 Public Uses and Services. The City shall promote incorporation of public- and neighborhood-serving uses and services near transit stations and bus stops, as appropriate. Such uses may include the following:

- Post offices,
- Pharmacies,
- Childcare facilities,
- Community meeting rooms, as well as
- Retail and services that cater to the daily needs of local residents.

LUP-4.5 Efficient Parcel Utilization. The City shall promote the aggregation of small and irregular shaped parcels along high-quality transit corridors into larger development sites to facilitate their reuse as transit-oriented, higher-intensity residential, mixed-use developments.

Promoting Walkability

LUP-4.6 Compatibility with Adjoining Uses. The City shall ensure that the introduction of higher-intensity mixed-use development along major arterial corridors is compatible with adjacent land uses, particularly residential uses, by requiring features such as the following:

- Buildings set back from rear or side yard property lines adjoining single-unit dwelling residential uses;
- Building heights stepped back from sensitive adjoining uses to maintain appropriate transitions in scale and to minimize impacts to privacy and solar access;
- Landscaped off-street parking areas, loading areas, and service areas screened from adjacent residential areas to the degree feasible; or
- Lighting shielded from view and directed downward to minimize impacts on adjacent residential uses.

LUP-4.7 Visual and Physical Character. Using development standards and design standards/guidelines, the City shall promote development patterns and streetscape improvements that transform the visual and physical character of automobile-oriented corridors to create a positive impact on the human and natural systems that interact with them.



LUP-4.8 Buildings that Engage the Street. The City shall require that buildings be oriented to actively engage and enhance the public realm through techniques such as building orientation, build-to and setback lines, façade articulation, ground-floor transparency, and location of parking.

LUP-4.9 Enhanced Pedestrian Environment. The City shall require the design of sidewalks in commercial and mixed-use areas to promote walkability and pedestrian activity, with widths wide enough to provide for free and clear pedestrian use, activation of building frontages with displays, landscaping, and seating areas for cafes and restaurants.

LUP-4.10 Multi-Modal Access. The City shall require that new development provide bicycle, pedestrian, and transit access where appropriate to reduce the need for onsite parking and to improve the pedestrian experience within corridors and centers with street trees and landscaping.

LUP-4.11 Shared Parking, Driveways, and Alley Access. The City shall encourage the creation of shared parking areas and shared vehicular driveways for access along arterial corridors to minimize the number of driveways and curb cuts. The City should also encourage the use of adjacent alleys for vehicular access.

LUP-4.12 Drive-Through Restaurants. The City shall prohibit new drive-through restaurants within:

- ½-mile walking distance from the center of an existing light rail station platform or high-frequency transit stop; and
- ¼-mile walking distance from the center of a proposed light rail station.

LUP-4.13 Future-Ready Gas Stations. The City shall prohibit the establishment of new gas stations or the expansion of new fossil fuel infrastructure at existing gas stations unless the project proponent provides 50kW or

greater Direct Current Fast Charger (DCFC) electric vehicle charging stations on site at a ratio of at least 1 new charging station per 1 new gas fuel nozzle.

LUP-4.14 Elimination of Vehicle Parking Minimums. The City shall not require new or existing development to provide off-street vehicle parking spaces.

LUP-4.15 Vacant Property. The City shall develop regulations, mechanisms, programs, or incentives to facilitate the development or temporary active use of vacant buildings and property.

LUP-4.16 Compatibility Between Light Industrial and Residential Uses. The City shall develop appropriate design guidelines and development standards to promote compatibility between light industrial and larger employment uses and surrounding residential uses.



Thriving Commercial Mixed-Use Centers

Sacramento features a range of regional, community, and neighborhood shopping centers that cater to different needs throughout the community. Regional retail centers in the city, with their boutique brands, cineplex theaters, restaurants, and brewpubs, draw consumers from Sacramento and surrounding communities. The General Plan seeks to bolster the vitality of these centers as they adopt an experiential retail model or seek to incorporate sports venues, hotels, housing, and offices onsite.

As redevelopment occurs in these centers, there are opportunities for site design to focus on establishing walkable districts with pedestrian-scaled

architecture and family-friendly activities, amenities, and public spaces. Site design can also incorporate transit to facilitate easy access from other parts of the community and it should integrate with surrounding residential neighborhoods where applicable. Community and neighborhood centers can provide shops and services for local residents within easy walking or bicycling distance from home. The policies in this section support the development of these centers as focal points in the community, with a range of shops, services, amenities, events, and programming that draw people and encourage interaction.



Rendering of proposed Sacramento Valley Station Transit Center

GOAL AND POLICIES

LUP-5

Attractive, thriving commercial centers that are well-located to serve the needs of Sacramento residents, workers, and visitors.

LUP-5.1 Evolving Regional Commercial Centers.

The City shall promote housing and employment uses at existing regional commercial centers to enhance retail viability, establish pedestrian-oriented shopping districts, create more attractive buildings and public spaces, support transit viability, and reduce vehicle trips. The City shall facilitate the replacement of surface parking, drive aisles, and shared parking facilities to further this policy.

LUP-5.2 Shopping Centers as Focal Points. The City shall encourage existing regional and neighborhood shopping centers to integrate amenities, events, and programming that strengthen their role as destinations for area residents to shop and gather. Features to integrate may include the following:

- Pedestrian amenities;
- Electric vehicle charging;
- Bike parking;
- Traffic-calming features;
- Plazas and public areas;
- Shade trees;
- Lighting;
- Public art;
- Farmers markets;
- Retail and other services that provide for everyday needs; and
- Community events.

LUP-5.3 Mixed-Use Neighborhood Centers.

The City shall promote the development of strategically located mixed-use neighborhood centers that accommodate local-serving commercial, employment, entertainment, and cultural uses; provide diverse housing opportunities; are within walking distance of surrounding residents; and are efficiently served by transit.

LUP-5.4 Neighborhood Shopping Center Revitalization.

In areas where existing neighborhood shopping centers have reached the end of their economic life, the City shall support revitalization through the introduction of housing and/or the attraction of essential services to the site, such as medical clinics, a grocery store, banks, and cultural/educational uses to provide for the daily needs of area residents and ensure the vitality of the site over time.

LUP-5.5 Neighborhood Commerce. The City shall support geographically well-distributed neighborhood-oriented commercial centers or “main streets” to improve local access to stores, cafés and restaurants, and other neighborhood commercial uses and services.

LUP-5.6 Local Business Preservation. The City shall strive to prevent the conversion of existing neighborhood retail uses and local businesses through business retention and anti-displacement strategies.



Complete and Inclusive Neighborhoods

Historically, Sacramento’s residential areas were designed as complete neighborhoods. Prior to the widespread adoption of the automobile and the use of Euclidean zoning, duplexes, triplexes, and small apartments were built alongside detached single-family homes, with neighborhood-serving “main streets” a short walk away. However, starting in the 1920s, cities throughout the U.S. began to use zoning to regulate what kinds of housing could be built, often using minimum home sizes as a proxy to achieve racially and socioeconomically segregated neighborhoods. By the 1960s, single-family zoning dominated most of the land area of U.S. cities, severely restricting what could be built. Communities with only detached single-family homes took up more space and pushed out City limits, creating sprawl and increasing car dependence and pollution. Sacramento reflects these nationwide patterns, with the majority of the city’s residential areas zoned for single-unit homes only, even as older residential areas feature duplexes, triplexes, fourplexes, and bungalow courts.

Policies in this section promote complete and inclusive neighborhoods throughout Sacramento that contain all the places and services residents need for everyday life within easy access from home. They include housing that is accessible to people of all ages, races, and abilities; affordable to all income levels; and within easy walking and bicycling distance of schools, childcare, dentists, hair salons, parks, and corner grocery stores. Policies support the gradual increase of smaller-scale multi-unit housing that can provide more attainable housing options for residents, as well as help reduce car dependence and climate impacts. This includes accessory dwelling units, duplexes, triplexes, fourplexes, and bungalow courts that can be more affordable by virtue of their smaller size. These smaller-scale housing types are often referred to as “missing middle” housing because they sit in the middle of a spectrum between detached single-unit homes and mid-rise apartment buildings and because supply of these types is so limited.

For additional policies related to neighborhood walkability, see the Mobility Element.

GOAL AND POLICIES

LUP-6

A city of healthy, livable, “complete neighborhoods” that provide for residents’ daily needs within easy walking or biking distance from home.

LUP-6.1 Neighborhoods as a Basic Unit.

Recognizing Sacramento’s neighborhoods as foundational elements of the city’s urban structure, the City shall work to enhance their livability through the development of plans and programs.

LUP-6.2 Range of Residential Development Intensities.

The City shall allow for a range of residential development intensities throughout the community to cultivate a mix of housing types at varying sales price points and rental rates, provide options for residents of all income levels, and protect existing residents from displacement.

LUP-6.3 Variety of Housing Types.

The City shall promote the development of a greater variety of housing types and sizes in all existing and new growth communities to meet the needs of future demographics and changing household sizes, including the following:

- Single-unit homes on small lots,
- Accessory dwelling units,
- Tiny homes,
- Alley-facing units,
- Townhomes,
- Lofts,
- Live-work spaces,
- Duplexes,
- Triplexes,
- Fourplexes,
- Cottage/bungalow courts,
- Neighborhood-scale multi-unit buildings, and
- Senior and student housing.

LUP-6.4 Neighborhood Form. The City shall recognize the patterns in existing neighborhoods by developing defined transitions between these neighborhoods and adjoining areas, and by requiring that new development, both private and public, consider the existing physical characteristics of buildings, streetscapes, open spaces, and urban form of the neighborhood in its design. Designs may be traditional or contemporary but should contribute to the livability of the neighborhood.

LUP-6.5 Established Neighborhoods. The City should encourage new development to respect the pedestrian-scale, pre-automobile form, and lush urban forest that typifies established neighborhoods and contributes to their sense of place.

LUP-6.6 New Growth Neighborhoods. The City shall ensure that new residential growth areas include neighborhoods with a mix of residential types, sizes, and densities, such as single-, duplex-, and multi-unit dwellings.

LUP-6.7 Architectural Variations. The City should encourage building placement variations, roofline variations, architectural projections, and other embellishments to enhance the visual interest along residential streets.

LUP-6.8 Gated Communities. The City shall discourage the creation of new gated private streets in residential communities to promote social cohesiveness and maintain street network efficiency, adequate emergency response times, and convenient travel routes for all street users.

LUP-6.9 Design around Open and Green Space. The City should encourage large-scale, small-lot, single- and multi-unit residential projects to be designed in group dwellings around open space, greenery, and/or recreational features and facilitate access for residents.

LUP-6.10 Care Facilities. The City shall encourage the development of older adult daycare facilities, assisted living facilities, hospice, childcare, and other care facilities in appropriate areas throughout Sacramento.

LUP-6.11 Home-Based Businesses. The City shall encourage home businesses to support workforce participation and lower need for vehicular travel by eliminating commutes for more workers and supporting “complete neighborhoods” by allowing residents to provide services locally.

LUP-6.12 Reconnecting Communities. The City shall support efforts and opportunities to reconnect communities that were disconnected by large infrastructure projects and developments, including but not limited to freeways, railways, and buildings.



A multiplex in an existing neighborhood

Industrial Areas

Industrial uses in Sacramento include heavy and light industrial activities, as well as airport-related uses, warehousing, distribution, and building materials and vehicle-oriented uses. With approximately 46 percent of all industrial land in the regional market concentrated in the city, Sacramento plays an important role in the sector. The Power Inn Road area has the single largest concentration of industrial uses in the city and the region, while other clusters are located north of Downtown Sacramento along the American River, along I-80 in North Natomas and North Sacramento, and near both Sacramento McClellan Airport and Sacramento Executive Airport.

The city's industrial sector is undergoing a period of significant transition as some older, centrally located industrial areas are evolving. A plan is in place to transform the Sacramento Railyards into a regional destination for employment, commerce, sports, entertainment, education, culture, and tourism. Developments like the Mill at Broadway are repurposing older industrial structures along West Broadway for workforce housing, while the River District is positioned to redevelop with a mix of residential, government and private office, and retail uses.

Still, demand for industrial space remains strong in the city, driven by new and emerging industries and by spillover demand from the San Francisco Bay Area. This includes advanced manufacturing; research and development in sectors like life sciences and bioscience; legal cannabis cultivators, distributors, and manufacturers; as well as logistics and warehousing seeking to take advantage of freeway access, air freight facilities, and proximity to a robust consumer base. New industrial spaces will be needed to help both small, high-growth firms and established, medium-sized firms grow and create skilled jobs in emerging sectors. Flexible workspace models that provide for shared lab spaces and co-working environments can provide affordable options to firms as they scale their operations.

Policies in this section recognize the importance of the industrial sector to the local and regional economy, and support both light and heavy industrial uses in appropriate locations.

GOAL AND POLICIES

LUP-7

Industrial opportunities in suitable locations to provide employment for Sacramento residents and promote inclusive economic growth in the city.

LUP-7.1 Heavy Industry. The City shall support the continued operation and expansion of heavy industrial activities, focusing them in the Power Inn area in the eastern part of the city, subject to performance standards for industrial development and operation that prohibit creation of noise, odor, or other harmful emissions beyond the boundaries of the site.

LUP-7.2 Industrial Uses Along Rivers. The City shall prohibit new heavy industrial uses along the American River Parkway and prevent incompatible industrial development adjacent to the American and Sacramento Rivers.

LUP-7.3 Production, Distribution, and Repair. The City shall maintain sufficient land in areas designated for industrial uses to accommodate a wide range of production, distribution, and repair-oriented light industrial uses, including the following:

- Research and development,
- Manufacturing, and
- Food processing.

LUP-7.4 Live/Work Options. The City shall allow for the introduction of compatible residential and commercial uses, such as live-work units, artisan shops/studios, brew pubs, coffee shops, and tasting rooms, in Employment Mixed-Use areas.

LUP-7.5 Industrial Aesthetics. The City shall encourage the development and maintenance of well-designed industrial and light industrial properties and structures that meet adopted standards for visual quality and design, especially where interfacing with other uses.

LUP-7.6 Industrial Conversion. As market conditions permit, the City shall allow the conversion of existing industrial, warehousing, and distribution facilities to flex space (ie. artist live/work, small scale manufacturing, production), business incubators (i.e., light industrial and research and development uses) that provide new jobs and comparable employment opportunities without the environmental impacts of traditional industrial uses.



Placemaking, Green Building, and the Arts

SENSE OF PLACE

Both the natural and built environment contribute to Sacramento's unique sense of place. The Sacramento and American Rivers have shaped urban form and development patterns, and still today the riverfront open spaces and lush tree canopy in older areas of the city weave natural elements into the urban landscape. Plentiful farmers markets and the burgeoning local farm-to-table culture made possible by the wealth of farmland in the surrounding area help maintain a sense of connection to the land. The iconic Downtown skyline visible on entering the city, historic landmarks and districts, and walkable neighborhoods are also essential elements of Sacramento's distinct identity. The General Plan aims to preserve and enhance these qualities with targeted placemaking strategies.

Policies in this section articulate a vision for building and site design that influence our experiences of places and establish a relationship with existing surrounding uses. In much of the city, blocks are relatively small in scale, which helps establish a fine-grained, walkable street grid punctuated by public spaces. Promoting this block scale in areas planned for new development will help unify new and old, and ensuring that neighborhoods and districts maintain



visual transitions can help provide orientation. Corner buildings with distinctive architectural features can help create distinctive urban form. Buildings that provide visibility from the outside, such as through storefront windows and residential stoops, make places feel more alive and interesting to pedestrians and passersby. Similarly, identifying and promoting well-designed gateways into Sacramento, such as on highways into the city, at the Sacramento Valley Station, and other points of entry, can help to enhance the sense of place. Utilizing public art, signage, trees and landscaping, and buildings that define space can all help to define gateways and provide welcoming visual cues of arrival.

Please also see the Environmental Resources and Constraints Element for policies related to maintaining and expanding Sacramento's tree canopy.

GOAL AND POLICIES

LUP-8

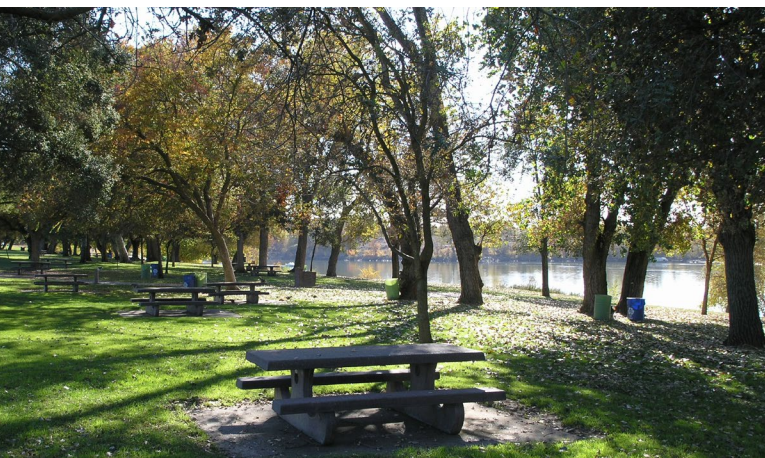
A unique and varied sense of place, defined by distinctive natural and urban elements that contribute to local quality of life and hometown pride.

LUP-8.1 Unique Sense of Place. The City shall promote quality site, architectural, and landscape design that include the following:

- Connected walkable blocks;
- Distinctive parks and accessible open spaces;
- Tree-lined streets; and
- Varied architectural styles.

LUP-8.2 River as Signature Feature. The City shall require new development along the Sacramento and American Rivers to use the natural river environment as a key feature to guide the scale, design, and intensity of development, and to maximize visual and physical access to the rivers, subject to the public safety requirements of local, state, and federal agencies and plans, including the American River Parkway Plan, the Local Maintaining Agencies (LMA), and the Central Valley Flood Protection Board (CVFPB).

LUP-8.3 River Access and Ecology. The City shall strive to balance the provision of river access and continued recreational and tourist-oriented activities with efforts to protect, restore, and enhance the ecological setting along the Sacramento and American Rivers.



LUP-8.4 Enhanced City Gateways. The City shall ensure that public improvements and private development work together to enhance the sense of entry at key gateways to the city and use gateway design to strengthen the sense of arrival into Sacramento and districts and neighborhoods within the city. Gateway design elements may include the following:

- Streetscape design,
- Signage,
- Building massing, and
- Similarly-themed design elements.

LUP-8.5 Development Adjacent to Freeways and Railroad Corridors. The City shall promote high-quality design of buildings along freeway and railway corridors, including promoting techniques such as the following:

- Requiring extensive landscaping and trees along the freeway fronting elevation in consultation with City staff, the Sacramento Metropolitan Air Quality Management District, and Caltrans;
- Establishing a consistent building line, articulating and modulating building elevations and heights, and varying the use of materials and color to create visual interest; and
- Including design elements that reduce noise and provide for filtering, ventilation, and exhaust of vehicle air emissions.

LUP-8.6 Prominent Corner Architecture. The City shall encourage new development at key intersections and/or gateways to incorporate distinctive architectural features, such as prominent entries or corner towers.

LUP-8.7 Distinctive Urban Skyline. The City shall guide development of a distinctive urban skyline that reflects the vision of Sacramento with a prominent central core containing the city's tallest buildings, complemented by smaller-scale urban centers and corridors with mid- and high-rise development.

LUP-8.8 Iconic Sense of Place. The City shall encourage the development of iconic buildings and sites in key locations with architecture, site planning, and landscaping to enhance gateways and create new landmarks and focal features that contribute to the city's structure and identity.

LUP-8.9 People-Friendly Design. The City shall require people-friendly design to be incorporated into buildings and spaces, including elements and features such as the following:

- Human scale, tree-shaded pedestrian passageways;
- Resting areas;
- Seating;
- Gathering places; and
- Other measures with demonstrated benefits for health and quality of life.

LUP-8.10 Responsiveness to Context. The City shall require building and site design that respects and responds to the local context, including use of local materials and plant species where feasible, responsiveness to Sacramento's climate, and consideration of cultural and historic context of Sacramento's neighborhoods, corridors, and centers.



20th Street is often closed off for outdoor events, creating a lively pedestrian environment

LUP-8.11 Neighborhood and Transitions. The City shall ensure that development standards facilitate transitions between areas that border one another so that neighborhoods and districts maintain their own unique qualities.

LUP-8.12 Design of Privately-Developed Public Spaces. The City should encourage public spaces in private development, where feasible, to include the following features:

- Lined with active uses at-grade and located near building entrances, windows, outdoor seating, patios, or balconies that overlook park spaces, and other areas with strong pedestrian activity;
- Completely visible from at least one street frontage and as feasible, be at least 50 percent visible from a secondary street frontage;
- Primarily defined by adjacent buildings, which will contribute to the unity and environmental quality of the space;
- Located at the same grade level as the public sidewalk when possible. Where changes in grade are an important element of the overall design and programming, clear and direct access from the public sidewalk should be accommodated, and universal accessibility provided;
- Reflective of the design and placemaking elements of the surrounding area using architectural styles, signage, colors, textures, materials, and other elements;
- Constructed with low impact and permeable paving materials to efficiently manage the stormwater and minimize the area's heat island effect;
- Connected to bike and pedestrian facilities and be a part of an interconnected shared pathway or parkway system where feasible;
- Wayfinding signage;
- Site furnishing that allows for resting; and
- Tree canopy covering at least 50 percent of the public space.

LUP-8.13 Continuity of Streetscape Design. The City shall encourage continuity in streetscape/ landscape design especially along major streets and avenues that traverse the city north to south and east to west.

LUP-8.14 Streetscape Beautification. To strengthen community identity, the City shall undertake and encourage streetscape improvement and beautification projects that incorporate unified landscaping and pedestrian amenities in corridors, centers, and neighborhoods. Amenities should include the following:

- Bus shelters,
- Public art, and
- Pedestrian safety treatments such as
 - Sidewalk bulb-outs and
 - Widening and improved crosswalks, and
 - Branded decorative elements such as street lighting, concrete pavers, and tree grates.

LUP-8.15 Setbacks from Rivers and Creeks. The City shall ensure adequate building setbacks from rivers and creeks, increasing them where possible to protect natural resources.

ARTS, CULTURE, AND ENTERTAINMENT

Sacramento is the region’s premier destination for arts, culture, and entertainment. The city features a wide range of museums, galleries, and performing arts venues at various scales that engage people from all walks of life. This thriving local arts scene enriches the lives of residents, draws in visitors and tourists, and supports a robust network of musicians, actors, and visual artists throughout the Sacramento region. Supporting the development of cultural and entertainment centers positions Sacramento to attract top arts and entertainment talent.

Sacramento’s vibrant arts ecosystem has been supported by arts education in its public schools, colleges, and non-profit community groups, as well as

ENTERTAINMENT STATISTICS

As of 2018, the city had



including Crocker Art Museum, the oldest art museum west of the Mississippi River



and over **180** arts and cultural organizations,



supporting the creation of art both by professional artists and by amateur hobbyists and youth

In 2018, **70 percent** of Sacramentans indicated that they had personally participated in arts and cultural activities within the last six months.

In 2016, cultural non-profits, performing arts tickets, and book, media, musical instrument, and art sales accounted for **over \$460 million** in economic transactions.

Source: “Creative Edge,” City of Sacramento, June 2018.

through flexibility in the City’s zoning regulations that has allowed live-work studios and artist lofts. Sacramento has also been able to foster a robust arts scene because of its relative affordability compared with other cities in California. Art studios and live-work spaces, performing arts venues, and warehouse galleries have had relatively low rents over the past several decades; however, rising land and housing prices mean that many of these artists and spaces are at risk of displacement. Exploring options for anti-displacement strategies will be a vital strategy for protecting Sacramento’s art scene in future years.

GOAL AND POLICIES

Not only do the arts make a difference to the lives and well-being of residents, but they are an important contributor to the local economy. Sacramento's Creative Edge Plan lays out goals, strategies, and actions to strengthen and support Sacramento's creative economy, including through expanded educational opportunities, prioritizing diversity and equity in arts funding, and ensuring that arts and cultural opportunities exist in all of Sacramento's neighborhoods, not just Downtown. Prioritizing permanent and temporary installations of art in public places throughout the city can help create unique and well-loved places and make art a part of residents' daily lives.

The City's Art in Public Places program, established in 1977, has a collection of more than 650 artworks, more than 60 percent of which are by local and regional artists. Two percent of eligible City and County capital improvement project budgets are set aside for the commission, purchase, and installation of these artworks throughout Sacramento. Continuation of this program can further enrich public life in Sacramento. The policies in this section strive to cultivate the arts, culture, and entertainment in Sacramento to foster a vibrant arts ecosystem and distinguish Sacramento as a destination city.



Gallery walk on Second Saturday

LUP-9

Arts, culture, and entertainment that enriches neighborhood quality of life, strengthens community identity, and contributes to economic prosperity.

LUP-9.1 Cultural and Entertainment Centers.

The City shall support the equitable development of cultural, art, entertainment, and recreational facilities and events in the city to attract visitors, support a quality of life for residents, celebrate and strengthen Sacramento's unique identity.

LUP-9.2 Destination City.

To leverage the economic potential of Sacramento's cultural and entertainment assets, the City shall grow, support, promote, and attract marquee arts, culture, and entertainment events that distinguish Sacramento as a destination in the region and the state.

LUP-9.3 Assembly Facilities and Event Centers.

The City shall encourage and support the development of assembly facilities for social, cultural, entertainment, sports, educational, and religious activities. The design and programming of these facilities should reflect the diversity of the community.

LUP-9.4 Vibrant Arts Ecosystem.

The City shall foster a vibrant arts and creative ecosystem by striving to provide equitable access to creative opportunities and expression for all residents by promoting access to capital, infrastructure, professional development, mentoring, and other arts programming.

LUP-9.5 Arts Education.

The City shall work to ensure that an array of arts education programming is offered within reasonable walking, biking, and transit access to improve engagement of youth and older adults. Collaborations between other civic partners (healthcare institutions, community centers, parks, juvenile justice, etc.), local artists, and community-based arts organizations should be fostered to ensure equitable access to arts education programming for older adults and youth.

LUP-9.6 Artist Enclaves/Live-Work Studios. The City shall support and encourage the development, reuse, and conversion of areas and buildings to create art districts that could include the following:

- Live-work studios;
- Spaces for performance, exhibition, rehearsal, production, and retail; and
- Affordable residential enclaves for artists and their families.

LUP-9.7 Anti-Displacement Strategies. The City shall strive to prevent displacement and pursue placekeeping strategies for artists and creative businesses along with special incentives that drive consumer engagement within arts districts.

LUP-9.8 Public Art. The City shall infuse the public realm with temporary and permanent public art installations, activations, and signature design elements through continuation of the Art in Public Places Program, recognizing the value of public art to do the following:

- Add visual variety and richness;
- Delight, surprise, amuse, and inspire;
- Educate and inform;
- Engage and involve;
- Promote neighborhood identity; and
- Celebrate Sacramento's heritage and environment.

The Ice Blocks Complex on R Street was designed using the LEED scorecard for sustainability.



SUSTAINABLE BUILDINGS AND DESIGN

While Sacramento's buildings house residents, enable commerce, and create life and interest through architecture, they also account for sizeable shares of communitywide greenhouse gas (GHG) emissions and solid waste. Energy used in residential, commercial, and industrial buildings accounted for 37 percent of Sacramento's total GHG emissions in 2016. Construction- and demolition-related waste is a major contributor to landfills, with 600 million tons of debris sent to landfills nationwide in 2018. California's Energy Code (Code of Regulations, Title 24, Parts 6 and 11) and Sacramento's City Code incorporate performance standards to target reductions in solid waste, pollution, and energy use. Despite on-going challenges with reducing GHG emissions from buildings, Sacramento has strived to lead by example in new construction.

Achieving community goals for sustainability and GHG reduction will require a continued focus on improving the performance of both new and existing buildings in Sacramento. Actively promoting the retrofit and adaptive reuse of older buildings in need of rehabilitation over the construction of new ones will help reduce the amount of solid waste sent to landfills as well as the energy expended in manufacturing and transporting new building materials. In turn, this reduces GHG emissions from building construction.

Aiming for net-zero energy (NZE) or net-positive design of buildings — meaning that buildings produce the same amount or more energy than they consume, such as by generating solar or geothermal energy — is an increasingly achievable standard in many new construction contexts. Electrification of new buildings — requiring that they use electricity instead of gas for heating, cooking, and appliances — has the potential to reduce Sacramento's greenhouse gas emissions by nearly 135,000 metric tons of carbon dioxide equivalent (MTCO_{2e}) by 2045, while transitioning existing buildings to carbon-free electricity is projected to eliminate another nearly 380,000 MTCO_{2e} in the same timeframe. Building electrification is the lynchpin strategy of the City's Climate Action and Adaptation Plan (CAAP).

In addition to considering GHG emissions and energy efficiency of buildings, policies in this section support sustainability objectives by promoting the development of buildings that weave aspects of social equity, ecological generation, responsible resource stewardship, and human health and well-being into their designs. Incorporating these considerations makes each development project an active player in not only reducing harmful social and ecological impacts, but in positively and actively contributing to resilient built environments that co-exist with their surrounding natural environments and support the community it serves.

Please see the Environmental Resources and Constraints Element and the Climate Action and Adaptation Plan for additional policies, strategies, and measures related to energy use in buildings.



GOALS AND POLICIES

LUP-10

Sustainable building and “green” design practices in public and private development that reduce per capita energy use, waste, and pollutants.

LUP-10.1 Existing Structure Reuse. The City shall encourage the retention of existing structures and promote their adaptive reuse and renovation with green building technologies to retain the structures’ embodied energy, sequester carbon, increase energy efficiency, and limit the generation of waste.

LUP-10.2 Promote Green Buildings. The City shall partner with the Sacramento Municipal Utility District (SMUD), Grid Alternatives, American Institute of Architects, North State Building Industry Association, and other organizations and public agencies to raise awareness and promote adoptions of innovative green building technologies in both new and existing buildings.

LUP-11

Create built and natural environments within the city that prioritize, support, promote, and embrace social equity, ecological regeneration, responsible resource stewardship, and human health and well-being.

LUP-11.1 Net-Positive Energy Future. The City shall support and promote projects that demonstrate responsible energy use and an acceleration of renewable energy generation toward a net-positive energy future.

LUP-11.2 Balanced Local Water Cycle. The City shall support and promote project goals and implementation that demonstrate sustainable water resource use, including water conservation and reuse, to build climate resilience and uphold a balanced local water cycle.

LUP-11.3 Local Human and Ecological Context.

The City shall support and promote project goals and implementation that are informed by and respond to the local human and ecological context (past, present, and projected future) and strive for ecological and cultural health and regeneration.

LUP-11.4 Community Education.

The City shall encourage, support, and partner with other organizations in the education of community members in regenerative design policies and practices, both human and ecological, and educate on how to implement regenerative, climate adaptive, as well as pro-health and pro-equity strategies in all sectors.

LUP-11.5 Human-Ecosystems Connection.

The City shall support and promote planning and development that provide equitable opportunities for human connection and interaction with natural ecosystems.

LUP-11.6 Community Connection.

The City shall support and promote planning and development that creates and encourages opportunities for community connection and interaction, relationship building and cross-cultural awareness, support, and respect.

LUP-11.7 Building Materials.

The City shall support and promote the use of benign; responsibly- and ethically-sourced; and low-carbon and/or carbon-sequestering building materials and products.

LUP-11.8 Construction Processes. The City shall encourage onsite construction processes that reduce environmental harm and support sustainable methods.

LUP-11.9 Product Circularity. The City shall support and promote locally manufactured materials and products that embody product circularity.

LUP-11.10 Demonstration of Leadership. The City shall demonstrate leadership in the above policies under this goal in City-owned buildings, properties, and projects, and share successes and lessons learned broadly within and beyond the city of Sacramento to accelerate adoption across all sectors of the development community and building industry.

IMPLEMENTING ACTIONS

Plans and Programs

LUP-A.1: Area of Concern. The City shall work with Sacramento Local Agency Formation Commission (LAFCo) to designate the Natomas Basin Study Area as an Area of Concern to provide the City with greater influence on land use decisions and other governmental actions that directly and indirectly affect the city of Sacramento in this important area beyond its Sphere of Influence.

Responsible Entity: Community Development Department

Timeframe: Near-term (2024-2029)

LUP-A.2: Local Bonus Program. The City shall amend the Planning and Development Code to establish a local bonus program for development projects providing regulated affordable housing, including those with less than 5 units that would not qualify under the state density bonus law (CA Govt Code Sections 65915-65918).

Responsible Entity: Community Development Department

Timeframe: Near-term (2024-2029)



Planning Studies and Reports

LUP-A.3: Citywide Municipal Services Review.

The City shall work with Sacramento Local Agency Formation Commission (LAFCo) to prepare and adopt a citywide Municipal Services Review (MSR) to identify the existing capacity and means of financing the probable demand for services based on the build out of the General Plan.

Responsible Entity: Community Development Department

Timeframe: Near-term (2024-2029)

LUP-A.4: Fruitridge-Florin Annexation. The City shall study the feasibility of annexing the Fruitridge-Florin Study Area with a view of streamlining the delivery of public services, addressing infrastructure needs, promoting neighborhood revitalization, and improving the quality of life for local residents. The study should involve outreach to area residents and consider fiscal and environmental impacts as well as inclusive economic development opportunities. Based on the results of the study, the City shall consider an annexation application with the Sacramento Local Agency Formation Commission (LAFCo) if appropriate.

Responsible Entity: Community Development Department

Timeframe: Mid-term (2030-2035)

LUP-A.5: Special Studies. The City shall map and track major planning actions, such as rezonings, in a database keyed to the year action was taken. Use this data to pinpoint areas which require special studies and possible amendment on the General Plan land use map.

Responsible Entity: Community Development Department

Timeframe: Ongoing

LUP-A.6: Future High-Frequency Transit Routes.

Every 5 years to coincide with updates of the General Plan, the City shall review

and update land use designations and development intensities where new high-frequency transit routes and bus rapid transit routes have been adopted by transit agencies.

Responsible Entity: Community Development Department

Timeframe: Ongoing

Regulations, Standards, and Development Review

LUP-A.7: Sustainability and Decarbonization

Standards. The City shall evaluate best practices to guide the development of more prescriptive sustainability and carbonization standards for City buildings, infrastructure, and facilities.

Responsible Entity: Department of Utilities (lead), Office of Climate Action and Sustainability (support), Department of Public Works (support)

Timeframe: Ongoing

LUP-A.8: Beyond Climate Resiliency Measures.

The City shall evaluate cost-effective opportunities to accelerate voluntary efforts of the private development industry to go above and beyond baseline state-



Lavender Courtyard is an affordable residential community for LGBTQ seniors. *Rendering by Mogavero Notestine Architects*

mandated climate resiliency measures, such as incentive programs and other measures.

Responsible Entity: Office of Climate Action and Sustainability (lead), Community Development Department (support)

Timeframe: Near-term (2024-2029)

LUP-A.9: Net-Zero Energy or Net-Positive Design.

The City shall assess the feasibility of requiring or incentivizing net-zero energy (NZE) or net-positive design for new buildings and significant retrofitting of existing privately-owned buildings and identify incentives for NZE and net-positive design.

Responsible Entity: Community Development Department

Timeframe: Near-term (2024-2029)

LUP-A.10: Planning and Development Code Update.

The City shall update the Planning and Development Code to implement the 2040 General Plan, including amendments to:

- Rezone parcels for consistency with the 2040 General Plan land use, intensity, and density diagrams;
- Remove maximum residential density standards from single-unit, duplex dwelling, multi-unit, commercial, and industrial zones and replace them with floor area ratio-based intensity standards and minimum residential density standards;
- Broaden the range of housing types allowed by-right within single-unit and duplex dwelling residential zones;
- Update development standards for missing-middle housing types, such as accessory dwelling units, duplexes, triplexes, fourplexes, and bungalow courts;
- Require new residential development of a certain size to include a variety of housing types and sizes;
- Establish requirements for electric vehicle (EV) charging infrastructure in new and expanded gas stations citywide;

- Establish incentives to promote efficient parcel utilization and consolidation, particularly in transit-oriented development (TOD) areas;
- Prohibit new drive-through restaurants in areas where a strong pedestrian and transit orientation is desired;
- Allow for flexibility of new commercial uses in neighborhood-oriented commercial centers; and
- Establish incentives to facilitate the retrofit of existing shopping centers with pedestrian amenities, EV charging, bike parking, traffic-calming features, plazas and public areas, shade trees, lighting, public art, farmers markets, retail and other services that provide for everyday needs, and community events.

Responsible Entity: Community Development Department

Timeframe: Near-term (2024-2029)

LUP-A.11: Home Occupation Regulations. The City shall evaluate changes to the home occupation regulations in the Planning and Development Code to allow home businesses by-right and expand eligible home business permits to allow greater variety of home businesses as part of a strategy to remove barriers to entrepreneurship, support workforce participation, promote walkability, lower vehicle miles travelled, and allow residents to provide services locally.

Responsible Entity: Community Development Department

Timeframe: Near-term (2024-2029)

LUP-A.12: Design Guidelines Update. The City shall review its development design guidelines and standards for consistency with the 2040 General Plan goals, policies, and standards.

Responsible Entity: Community Development Department

Timeframe: Near-term (2024-2029)