



EAST SACRAMENTO COMMUNITY PLAN

EAST SACRAMENTO 11-ES-1

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COMMUNITY LOCATION

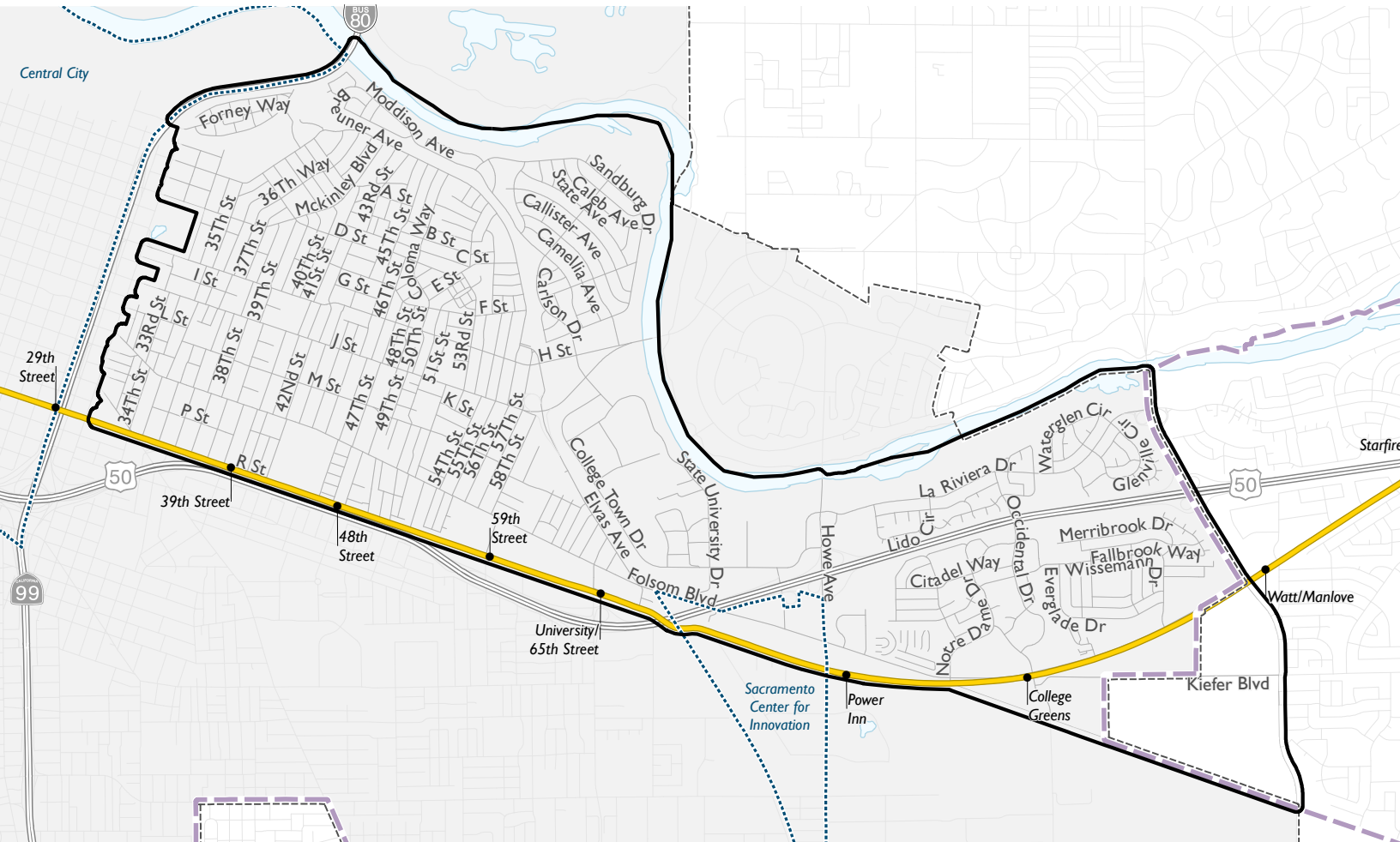
The East Sacramento Community Plan Area encompasses about seven square miles in the central-east part of the City of Sacramento. Located immediately east of the Central City, four distinct neighborhoods make up the Plan Area: East Sacramento, College/Glen, the Sacramento State campus and environs, and River Park. As shown on **Map CP-ES-1**, it is located next to the Central City. The Plan Area is bounded to the south by the Sacramento Regional Transit (SacRT) Gold Line light rail tracks and Jackson Road, to the east and west by Alhambra Boulevard and Watt Avenue respectively, and to the north

by the American River. The easternmost corner is outside of City limits and falls within Sacramento County’s jurisdiction. East Sacramento is characterized primarily by leafy older suburbs in the western portion, the California State University – Sacramento (Sacramento State) campus in the center, and a mix of light industrial, large commercial, and housing, including student housing to the east. The southern edge of the Planning Area, with the SacRT Gold Line running through, has been the focus of significant transit-oriented developments in recent years, with hundreds of new units approved for construction in proximity to the light rail stations. McKinley Park is a major community focal point, with large trees, a duck pond, and a famous Rose Garden. Walkable, neighborhood-oriented retail corridors along Folsom Boulevard and J Street are gathering places for local families, with some of Sacramento’s most beloved local shops. Other important landmarks in East Sacramento include the Mercy Medical Center, The Cannery, East Portal Park, Glen Hall Park, and East Lawn Children’s Park. During the winter holidays, the light displays in the Fab Forties neighborhood draw visitors from all over the region.

DEVELOPMENT AND PLANNING HISTORY

East Sacramento is one of the oldest areas of Sacramento. Development began in the 1890s, as neighborhoods were built along a streetcar line (operational between 1870 and 1947) that connected the new outlying suburbs to the Downtown. Through the 1920s, residential uses expanded eastward, converting once agricultural land into neighborhoods.

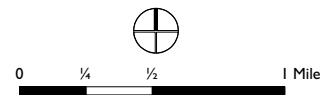
East Sacramento Community Plan Area Boundary



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

- East Sacramento Community Plan Area Boundary
- Sacramento City Limit
- Specific Plan Area
- Sphere of Influence
- Water

- Light Rail**
- Existing Light Rail Station
- Existing Route**
- Gold Line



Sacramento State, constructed in 1951, further shaped the area’s economic and urban development, and remains an important landmark in the community. Today, East Sacramento’s development is once again linked to transit, with major mixed-use projects planned around the 65th Street/University Light Rail Station and redevelopment of the Sacramento Municipal Utility District (SMUD) corporation yard at the 59th Street Light Rail Station, as well as opportunities to add more housing, retail, and office uses at the Power Inn Road Light Rail Station.

East Sacramento is home to approximately 32,600 residents and 22,200 jobs. Of the Plan Area’s 14,900 housing units, approximately 75 percent are single unit and 25 percent are multi-unit, with student housing and multi-unit buildings located in the eastern portion of the Plan Area. Home purchase and rental prices are relatively higher in East Sacramento than in the city of Sacramento as a whole. Employment is primarily in education and health, government, and professional and business services. While industrial sectors employ the least number of people, they are still

a significant source of jobs in the area. The community is home to a multitude of small businesses and restaurants, many of which are located along vibrant commercial corridors, such as Folsom Boulevard and J Street. The community enjoys access to the American River Parkway and a mature tree canopy. East Sacramento has small, scattered parks and recreation areas including Crescent Park (0.40 acre), East Lawn Children's Park (0.35 acre), East Portal Park (7.48 acres), Glenbrook Park (19.22 acres), Hall Park (8.19 acres), Henschel Park (2.54 acres), Oki Park (14.27 acres), and River Park (3.0 acres).



MAJOR TRANSPORTATION ROUTES

Highway 50 and Business 80 are major freeways connecting the East Sacramento area to the greater Sacramento area and beyond. Connecting to these freeways are several north/south arterials including Alhambra Boulevard, Howe Avenue, and Watt Avenue, which provide automobile and bike access through the Planning Area and connect residents to surrounding communities and neighborhoods. Arterials such as Folsom Boulevard and Jackson Highway provide east/west access from the area to Sacramento County. Light rail transit facilities run parallel to Highway 50 and Folsom Boulevard. The Union Pacific heavy rail line runs northwest/southeast through the area and is used primarily to transport freight.



COMMUNITY VISION

IN 2040, East Sacramento is an inclusive, diversity-driven place that blends the amenities of urban living with a deep sense of community. Family-friendly neighborhoods each have their own unique character, and conscious planning efforts to address housing affordability have resulted in a wider variety of housing types for rent and for sale that are supportive of multi-generational living and the ability to comfortably age in place and enjoy East Sacramento at all stages of life. Conveniently located next to downtown, getting around East Sacramento and other parts of the city for daily tasks is quick, easy, and convenient. There are reliable bus and light rail connections, ample electric vehicle charging stations, and continuous walking infrastructure with lush, tree-lined streets and public spaces. Getting to and from local institutions and job centers like Sacramento State and Mercy Medical Center is seamless, and a continuous low-stress bike network with plenty of secure bike parking connects the community with the rest of Sacramento’s bike-ways. Workers and students commuting into East Sacramento can take transit, walk, or bike with ease and comfort. Families walk, swim, and bird watch along the American River Parkway, and East Sacramento’s many beloved parks are active, well-maintained, and full of mature trees. With good schools, comfortable connections, walkable neighborhoods, and a verdant urban forest, East Sacramento is a welcoming haven with a unique feel and a high quality of life.



Community Issues and Opportunities

The following local planning issues and opportunities are synthesized from community input gathered over the course of the planning process, which included an in-person Community Plan Area meeting in August 2019, a virtual open house conducted in October 2020, community-led “meetings in a box,” and ongoing correspondence from individuals and neighborhood organizations as well as citywide outreach activities. The colored dots next to each paragraph and shown in the legend below indicate where readers can find policies and information related to each community issue and opportunity.

●	Addressed in this Community Plan
●	See Element 3: Land Use and Placemaking
●	See Element 4: Historic and Cultural Resources
●	See Element 5: Economic Development
●	See Element 6: Environmental Resources and Constraints
●	See Element 7: Environmental Justice
●	See Element 8: Mobility
●	See Element 9: Public Facilities and Safety
●	See Element 10: Youth, Parks, Community, and Recreation
●	See the Housing Element

● ● ● **Integrating Transit-Oriented Development.** East Sacramento’s established neighborhoods are well-loved by local residents and the 2040 General Plan seeks to preserve and enhance the quality of life that distinguishes them. In the eastern and southern portions of the Plan Area near the light rail tracks, however, underutilized industrial and commercial properties present opportunities for transit-oriented mixed-use development, particularly along Folsom Boulevard, Alhambra Boulevard, and Elvas Avenue. Residents would like to see development that brings small, local businesses to the community and takes advantage of synergies with Sacramento State as well as East Sacramento’s excellent transit connections.

● ● **Supporting Transit Use.** East Sacramento is one of Sacramento’s most walkable communities, with relatively good sidewalk infrastructure and beautiful tree-lined streets. The community is also well served by transit. To better support transit use and reduce the need for driving, residents suggested

an emphasis on improving access to stations, adding secure bicycle parking, and enhancing intermodal transit connections.

● ● ● **Sacramento State Connections.** Bicycling improvements around Sacramento State, and the Hornet Shuttle connects the Sacramento State campus to transit and to popular student housing areas that provide more sustainable options for getting around, but the Sacramento State area remains less well-connected to bicycle, pedestrian, and transit infrastructure than the rest of the Community Plan Area. Many students, staff, and faculty members still find private vehicles the most convenient way to get to campus. There are opportunities to expand convenient non-auto transportation options to and from campus, such as shuttles that connect travelers to campus from the light rail; to improve walking and bicycling connections; and to discourage driving to campus.

● ● **Transportation Safety.** Street safety for all users, including older adults, people with disabilities, and those who walk and bicycle, is a key priority for East Sacramento community members. Some community members suggested traffic calming measures on east-west corridors, and adding safety improvements at intersections along high traffic corridors.

● ● **Bicycling Connections.** East Sacramento is home to many enthusiastic bicyclists, and its neighborhoods have some of the highest percentages of bicycle commuters in the city. While there have been improvements in bicycling infrastructure such as buffered bike lanes on segments of C Street and Elvas Avenue, residents would like to see protected bike lanes continued throughout the community to create a network of more comfortable cycling. Connections could be improved along Folsom Boulevard, 65th Street, J Street, and roads near the Capital City Freeway, some of which have disconnected or unbuffered bike lanes. Better crossings at intersections under the freeway, over the river, and across busy arterials could help create continuous bike routes, better linking East Sacramento to the rest of the city.

● ● **Railroad Crossings.** Improved or additional connections under or over the railroad tracks would reduce barriers between the greater East Sacramento area and the River Park neighborhood. Some residents noted that additional bridges over rivers could improve connections to the rest of the city.

● ● **Park Access and Amenities.** Local parks such as Oki Park, East Portal, and Glenbrook contribute to the uniqueness and livability of East Sacramento. Community members believe that these assets could be improved with additional maintenance, public facilities, shaded areas, and age-friendly amenities. Some residents, particularly in the lower-income southern neighborhoods of the Community Plan Area, are not currently within easy walking distance to a park. There are opportunities for creative ways to increase park access, such as converting parking areas into public parks and encouraging new residential developments to include small public parks onsite.

● ● ● **River Access and Amenities.** The American River is a valuable community asset that is overseen

by Sacramento County. With increased maintenance of existing facilities, services, additional river access points, and more shaded gathering areas, it could be an even greater asset to the East Sacramento Community Plan Area. The City is currently implementing the Two Rivers Trail in partnership with the County, which will increase access along the river.

● ● ● **Housing Choice.** East Sacramento is a desirable place to live, and home sale prices and rentals are comparatively higher than citywide averages. During the outreach process, many community members expressed a desire to see their community be more inclusive and even more diverse with a wider array of housing choices. While the best opportunities for new housing development are on vacant and underutilized parcels adjacent to light rail stops, residents acknowledged there may be opportunities for small-scale multi-unit housing such as duplexes, fourplexes, cottage courts, and garden apartments, to help to respond to community needs by providing options for people to live in East Sacramento throughout different stages of life, from singles and young families to older adults.



Contextual Topic Areas

LAND USE AND PLACEMAKING

In Part 2 of the General Plan, the Land Use and Placemaking Element includes a land use diagram as well as maps that show maximum Floor Area Ratio (FAR), minimum FAR, and minimum density standards across the city. Together, these maps provide direction for land use and development intensities citywide. Development in East Sacramento is subject to these citywide development standards, and close-ups of these land use designations and development intensities for the East Sacramento Community Plan Area are provided in **Maps CP-ES-2** through **CP-ES-5** for ease of reference.

Land use designations and allowed development intensities are regulatory tools that can help foster communitywide objectives such as transit-oriented development, sustainable land use and transportation patterns, retail vitality, and complete neighborhoods with walking access to goods and services when applied in certain areas.

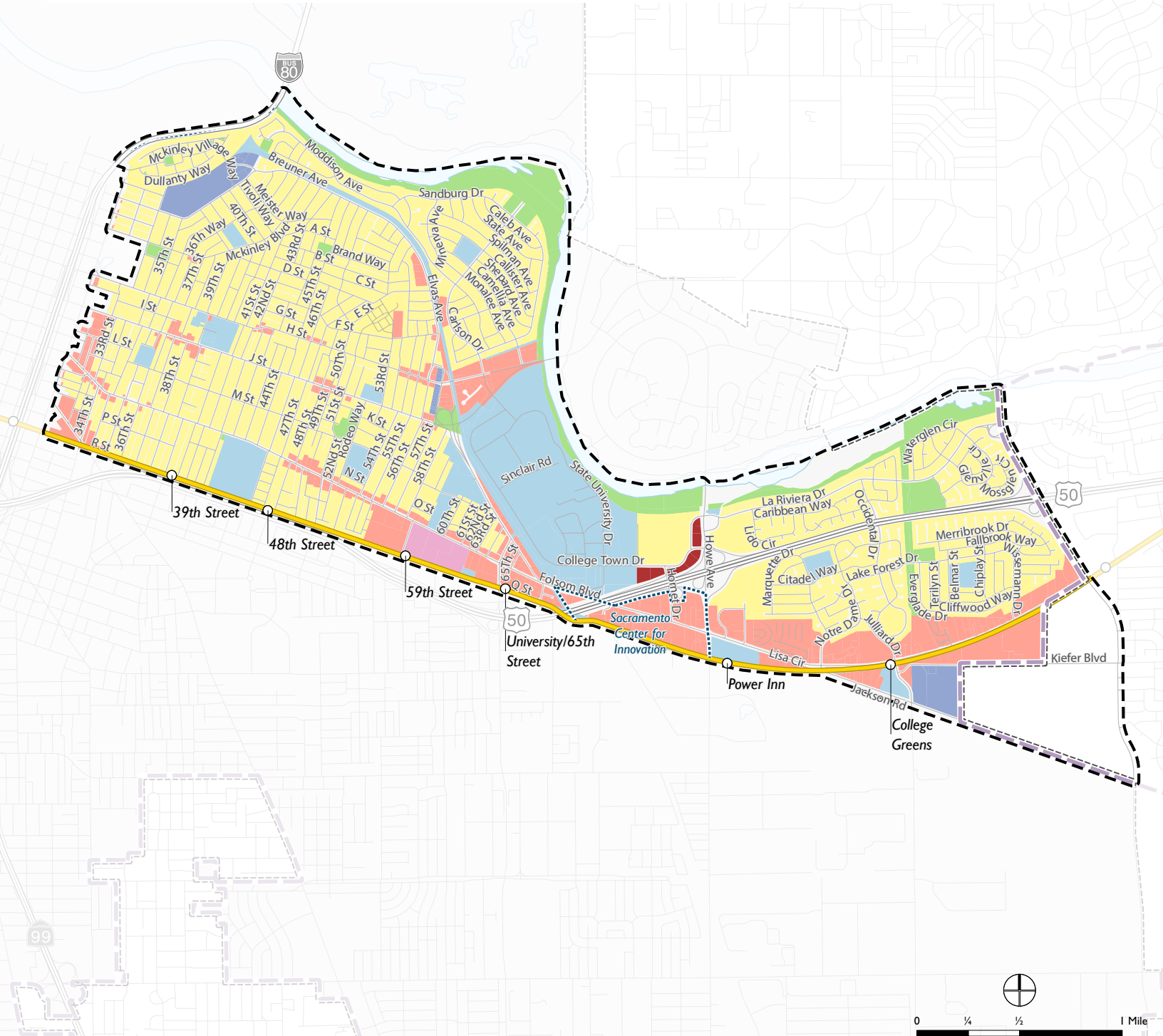
In East Sacramento, new mixed-use development will be concentrated near SacRT Gold Line light rail stations and the Sacramento State campus, where the allowable development intensities in proximity to transit will incentivize a lively mix of multi-unit housing, retail, and employment uses, as well as increase transit ridership, support retail vitality,

and promote pedestrian activity. Maximum allowed development intensities, which are shown as a FAR allowed on each parcel, regulate the size and bulk of development, but also allow wider ranges of housing types that are more affordable for more people to be built throughout East Sacramento. Lower intensities designed to mirror existing conditions apply to existing residential neighborhoods that are further from transit. Many of the mixed-use designations and higher-intensity allowances are applied in areas with existing lower-intensity uses and large parking lots to encourage more efficient utilization of land with a mix of housing, commercial, and office development. Additionally, the Commercial Mixed-Use designation, applied in several of East Sacramento's beloved community-serving commercial areas, is intended to preserve space for local and community-oriented businesses.

See the Land Use and Placemaking Element for land use designations that describe allowable and desired uses, as well as for goals, policies, and actions that promote the development of affordable housing choices for people of all ages and income levels. For additional policies related to addressing local retail conservation and enhancement, see the Economic Development Element.



East Sacramento Land Use

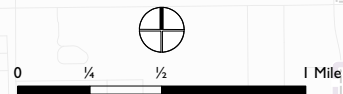


Land Use Designations

- | | | | |
|--|-----------------------------|--|----------------------------|
| | Rural Residential (RR) | | Employment Mixed-Use (EMU) |
| | Neighborhood (N) | | Industrial Mixed-Use (IMU) |
| | Residential Mixed-Use (RMU) | | Public/Quasi-Public (PQP) |
| | Office Mixed-Use (OMU) | | Parks and Recreation (PR) |
| | Commercial Mixed-Use (CMU) | | Open Space (OS) |

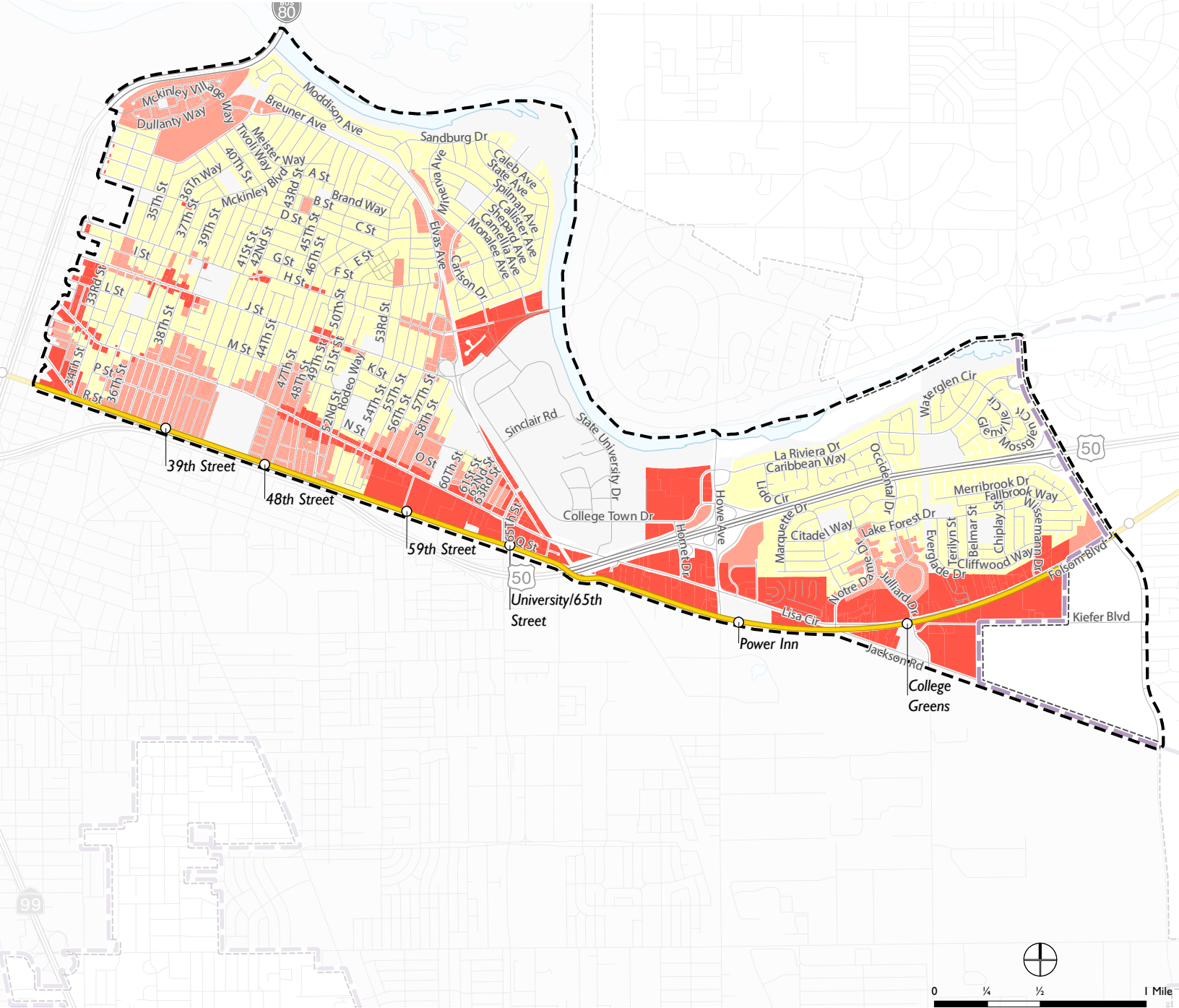
- Specific Plan Areas
- Sacramento City Limit
- East Sacramento Community Plan Area Boundary
- Sphere of Influence
- Water

Gold Line

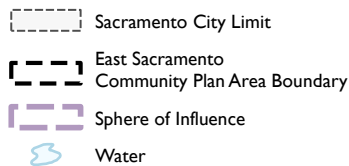
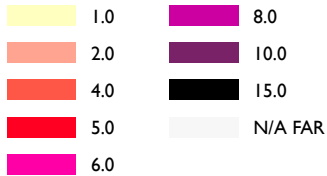


Map CP-ES-3

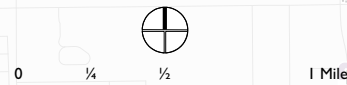
East Sacramento Maximum Floor Area Ratio (FAR) - All Development



Maximum Allowed FAR



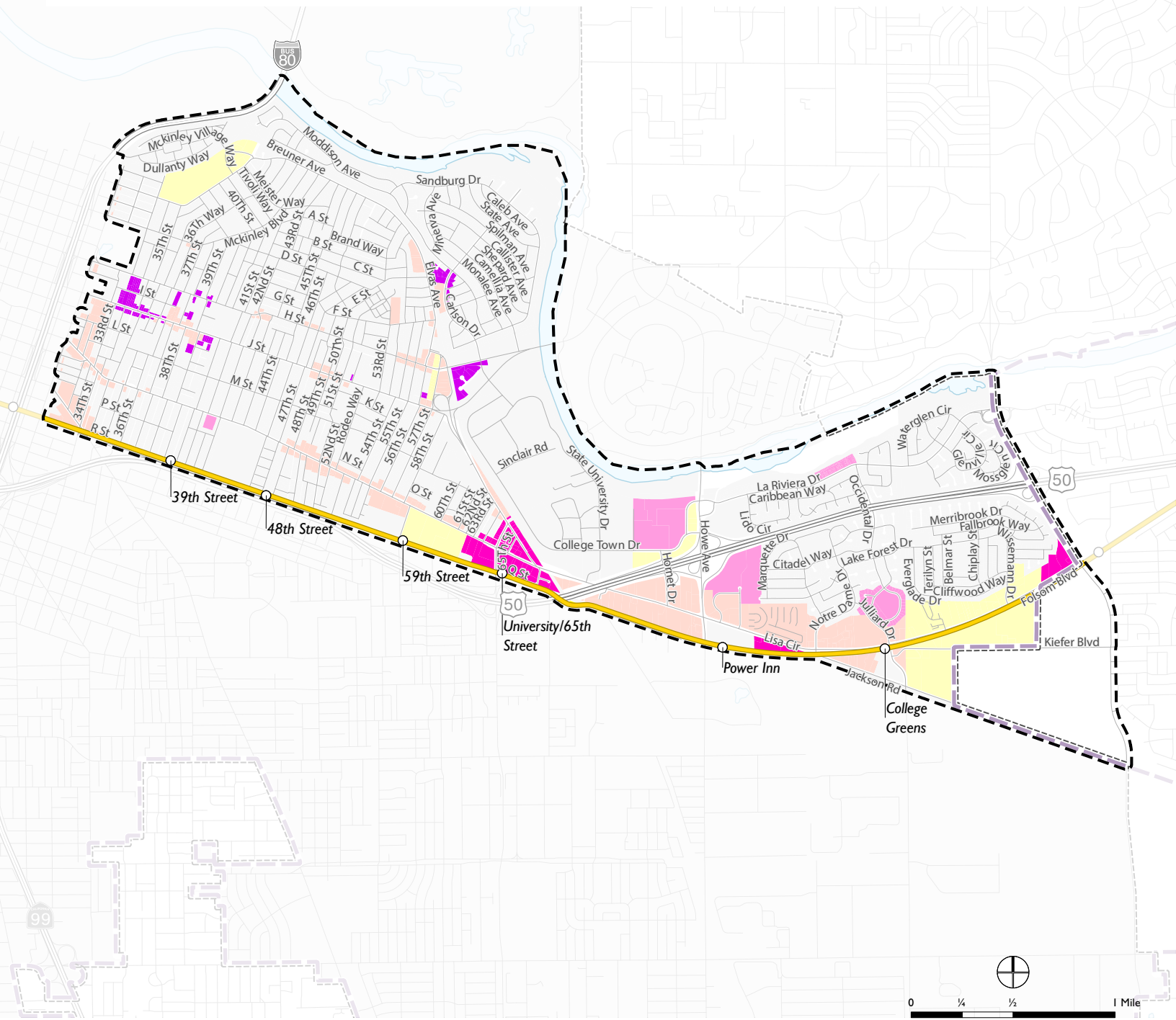
Gold Line













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






Map CP-ES-4

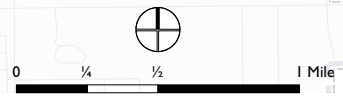
East Sacramento Minimum Floor Area Ratio (FAR) – Mixed-Use and Non-Residential Development



Minimum Allowed FAR

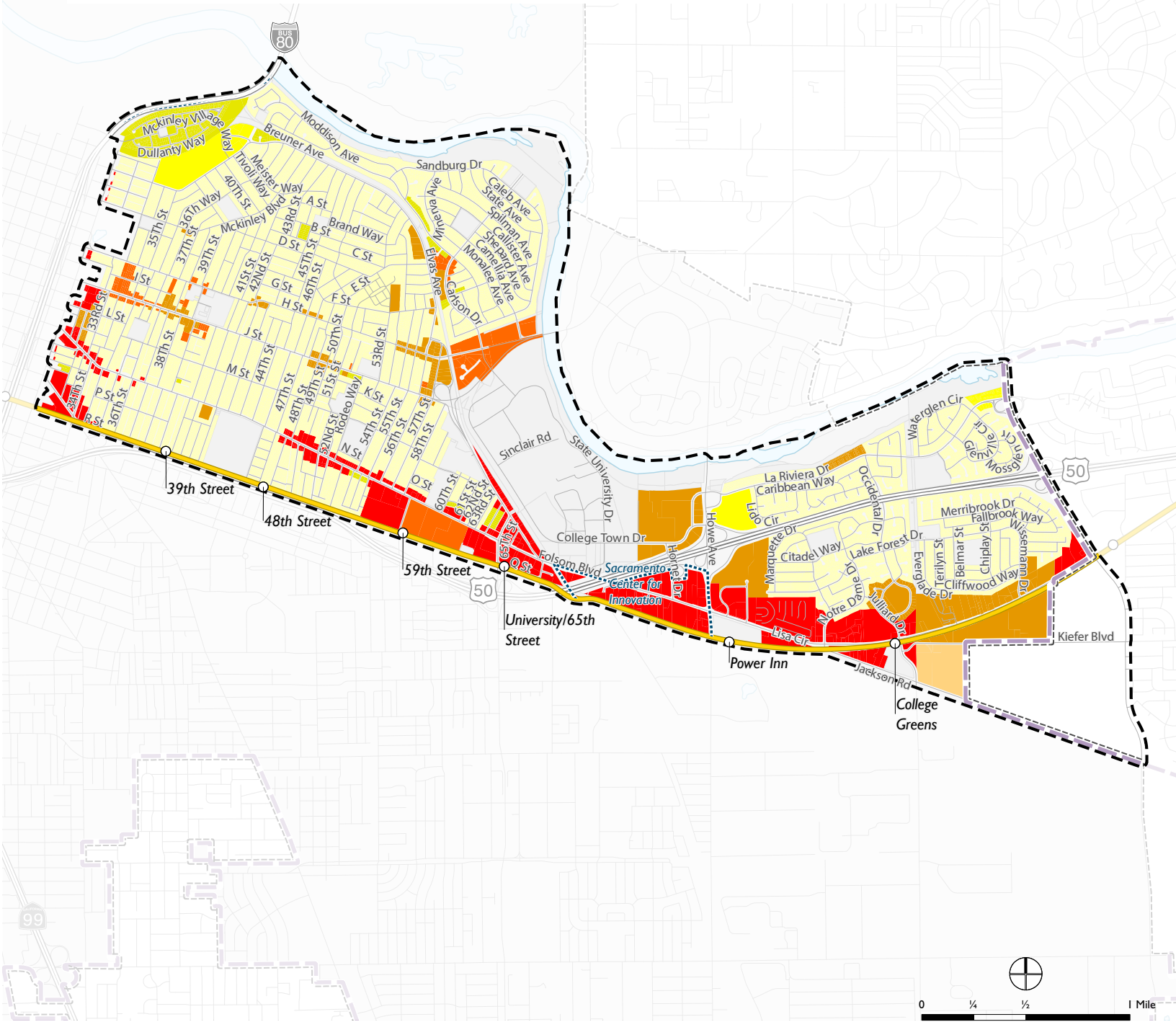
 0.15	 0.50
 0.25	 1.50
 0.30	 2.00
 0.35	 3.00
 0.40	 N/A FAR

-  Sacramento City Limit
-  East Sacramento Community Plan Area Boundary
-  Sphere of Influence
-  Water
-  Gold Line

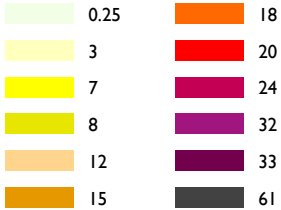


Map CP-ES-5

East Sacramento Minimum Residential Density



Dwelling Units (per acre)



- Specific Plan Areas
- Sacramento City Limit
- East Sacramento Community Plan Area Boundary
- Sphere of Influence
- ~ Water
- Gold Line

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

MOBILITY

East Sacramento enjoys access to the SacRT Gold Line, and its older development patterns have resulted in a walkable street grid within neighborhoods. Improving walking and bicycling connectivity between neighborhoods and to other destinations in the city, and improving transportation connections, transit reliability, and access to EV charging stations are major priorities for the East Sacramento community.

The portion of Howe Avenue within East Sacramento is designated as a Vision Zero Top 10 Corridor (streets in the city with the highest numbers of fatal and serious crashes involving pedestrians, bicyclists, and motorists). Additional roadways in East Sacramento are part of the City’s High Injury Network, where most serious crashes take place most often, including H Street, J Street, Carlson Drive, Folsom Boulevard, and Elvas Avenue. Roadway reallocations that would give more space to transit, or those walking and biking along Folsom Boulevard and Elvas Avenue, were part of recent community engagement and are already approved by City Council. Specific designs would be based on community feedback through significant public outreach. **Map CP-ES-6** shows the planned roadway reallocations for the East Sacramento Community Plan Area, street segments throughout the city that have been identified as places where excessive roadway capacity—in other words, too many vehicle travel lanes—could be repurposed as spaces to prioritize walking, bicycling, and transit use. These could take the form of improvements such as wider sidewalks, protected bike lanes, bulb-out transit stops, and bus-only lanes, and will require further community outreach, study, and roadway design.

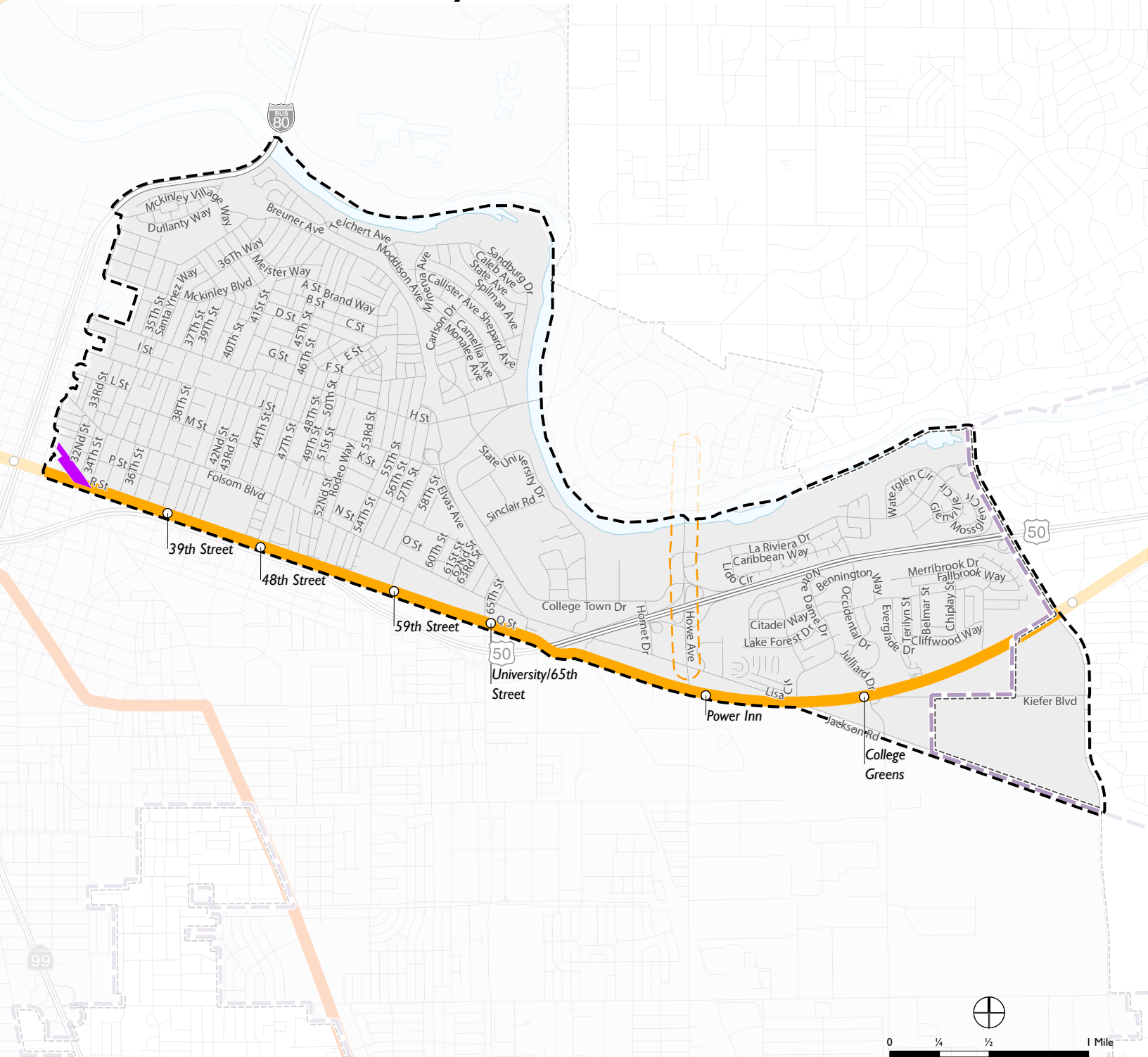
Priorities for filling gaps in the walking and bicycling networks—especially discontinuous sidewalks, bike-ways, and direct connections to the 59th Street, Power Inn, and College Greens light rail stations from surrounding neighborhoods, as well as from the College/Glen neighborhood — have been identified in the Pedestrian Master Plan and the Bicycle Master Plan, and will help to achieve community goals of better walking and biking connectivity and successful transit-oriented development within East Sacramento.

Sacramento State operates the Hornet Shuttle system, with routes that connect students from campus to the College/Glen neighborhood, the 65th Street/University Light Rail Station, and Arden Arcade.

Additional policies that address community priorities pertaining to transportation safety, electric vehicle infrastructure, transit frequency and reliability, and pedestrian and bicycle amenities can be found in the Mobility Element.



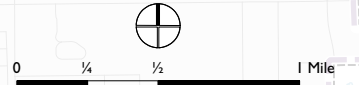
Map CP-ES-6 East Sacramento Roadway Reallocations



- Light Rail Station
- Existing High-Frequency Bus Route
- Existing Light Rail
- Future Roadway Reallocation Segment

Vision Zero Top Ten Corridors*
 Top 6-10

- Sacramento City Limit
- East Sacramento Community Plan Area Boundary
- Sphere of Influence
- Water



*Corridors with the highest numbers of fatal and serious crashes involving pedestrians, bicyclists, and motorists.

PARK ACCESS

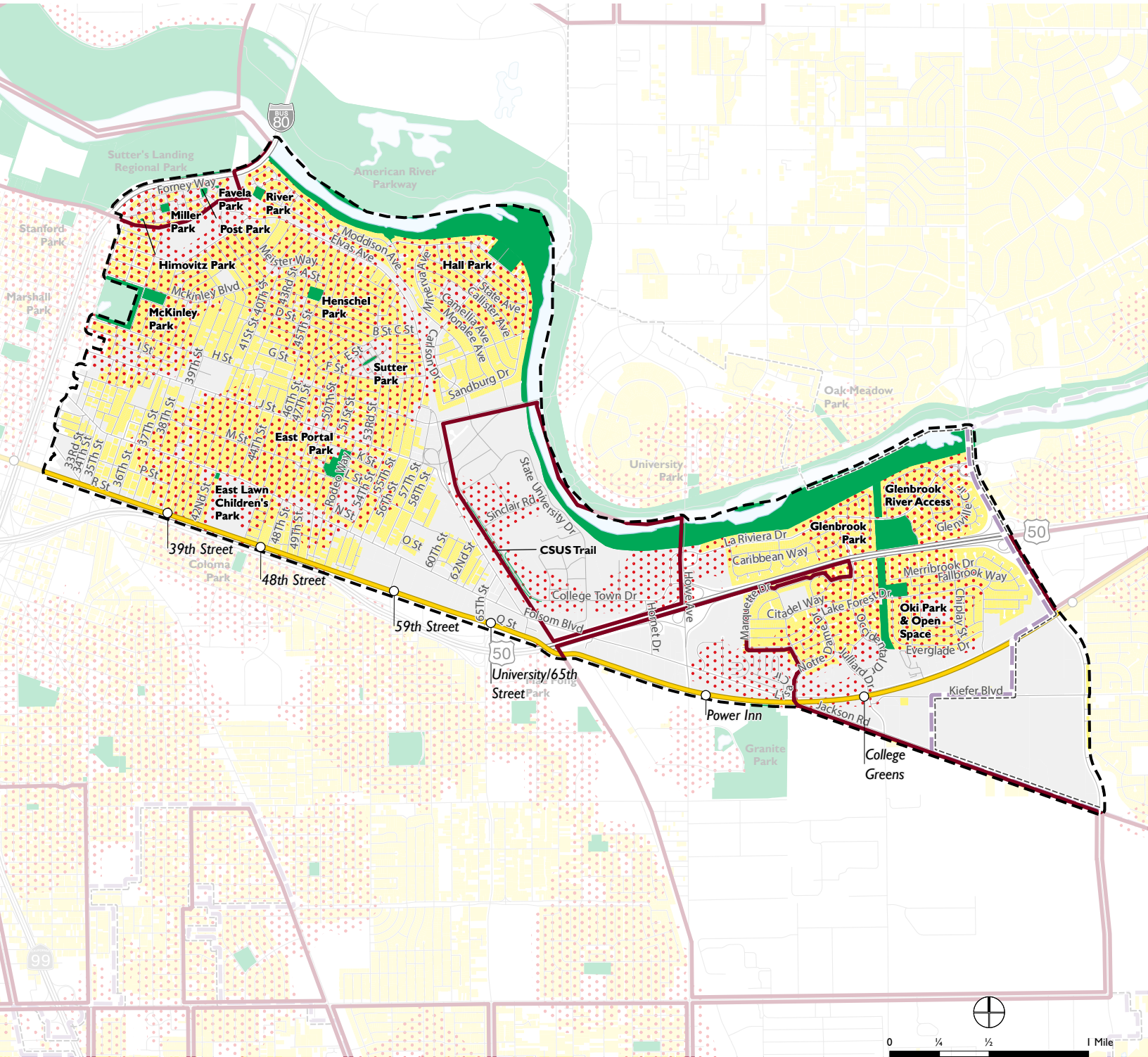
East Sacramento has many beautiful and well-used parks, including four community parks, nine neighborhood parks, and the Glenbrook River Access parkway for a total of 58 acres of green space. This represents about 1.78 acres per thousand residents. However, convenient access to nearby McKinley Park, regional parks and parkways owned and operated by non-City entities generally provides excellent recreational opportunities for residents, particularly from the close proximity to the American River Parkway, which offers water access and trail connections to the rest of the city, although access is limited for some residents by the freeway, and railroad tracks. There are also some residential areas in the River Park, East Sacramento, and College/Glen

neighborhoods, including a disadvantaged community in the southeastern portion of the Community Plan Area that do not have a park within easy walking distance of home (see Map CP-ES-7). The western portion of the Community Plan Area is well established, with limited available land for new parks. The city is exploring other strategies, such as improving connections to existing parks on either side of Highway 50.

For additional policies related to equitable, accessible parks, including age-friendly facilities and use of vacant lots, see the Youth, Parks, Recreation, and Open Space Element.



Map CP-ES-7 East Sacramento Park Access



- 10-minute Walking Access to a Park
- Existing Park
- Disadvantaged Community
- Residential Area
- Sacramento City Limit
- East Sacramento Community Plan Area Boundary
- Sphere of Influence
- Water
- Blue Line
- Gold Line

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

Community Policies

These policies address issues specific to East Sacramento; many of the other community priorities of East Sacramento are common to many areas of Sacramento and are addressed with citywide policies.

Land Use and Placemaking

ES-LUP-1 Sacramento State Connections. The City shall collaborate with Sacramento State University to facilitate better integration between the campus and surrounding community, including through promoting synergistic land uses that support students and research, land uses that support frequent transit and active modes of transportation, and improved gateways and campus identity.

Historic and Cultural Resources

There are no historic and cultural resources policies specific to East Sacramento that supplement the citywide General Plan policies. Please see the Historic and Cultural Resources Element in Part 2 of the General Plan.

Economic Development

There are no economic development policies specific to East Sacramento that supplement the citywide General Plan policies. Please see the Economic Development Element in Part 2 of the General Plan.

Environmental Resources and Constraints

There are no environmental resources and constraints policies specific to East Sacramento that supplement the citywide General Plan policies. Please see the Environmental Resources and Constraints Element in Part 2 of the General Plan.

Environmental Justice

There are no environmental justice policies specific to East Sacramento that supplement the citywide General Plan policies. Please see the Environmental Justice Element in Part 2 of the General Plan.

Mobility

ES-M-1 Sacramento State Pedestrian Connections. The City should advocate for Sacramento State University to build protected pedestrian and bicycle connections through parking lots and school facilities on the east side of campus that provide direct paths to the center of campus.

ES-M-2 Sacramento State Transport. The City should work with Sacramento State University and SacRT to improve connections between Hornet Shuttle service, light rail, and high frequency bus routes.

Transit Village

The 65th Street/University Transit Village is envisioned as a Neighborhood/University Mixed-Use District which provides a lively mix of housing types, retail and employment uses to increase transit ridership and pedestrian activity. 65th Street is envisioned as a pedestrian scale Main Street which connects the University to the surrounding neighborhood and the 65th Street transit station. The design of the Transit Village will emphasize more convenient pedestrian connections for shoppers, employees and residents to the surrounding community, university, and station. In the future, the Transit Village is envisioned to continue its transition from an auto oriented commercial and industrial district to Transit Oriented Development. Financial and regulatory incentives will be provided to encourage development of transit supportive and sustainable development.

The overall goal for the 65th Street/University Transit Village is to create a safe, lively mixed-use neighborhood that serves the University and the surrounding East Sacramento community. The following policies



have been carried over from the 65th Street/University Transit Village Plan (2002), which was repealed in 2010 (Resolution 2010-624). These policies have been edited slightly for consistency, but the content of the policies has not been altered.

ES-TV-1 Transit Supportive Uses. Through zoning and other mechanisms, the City shall promote uses along the Gold Line light rail line that have daily or frequent patronage, such as offices, hotels, shops, services, or high-density residential development and shall discourage auto-oriented and low patronage uses that do not support transit use.

ES-TV-2 Local Mobility Improvements. The City shall ensure that streets and pedestrian and bikeway improvements in the 65th Street/University Transit Village are developed as shown on Figure 9 in Appendix ES-A and as further described in the “65th Street Station Area Study.”

Public Facilities and Safety

There are no public facilities and safety policies specific to East Sacramento that supplement the citywide General Plan policies. Please see the Public Facilities and Safety Element in Part 2 of the General Plan.

Youth, Parks, Recreation, and Open Space

ES-YPRO-1 Improve Park Access. The City shall explore opportunities to improve park access for the disadvantaged College/Glen neighborhood, such as identifying a new park site or a strategy to improve open space access, such as through redevelopment of vacant lots, joint-use agreements, or better connectivity to existing parks.

ES-YPRO-2 Two Rivers Trail. The City shall continue to collaborate with Sacramento County to implement the Two Rivers Trail in the American River Parkway.

ES-YPRO-3 River Amenities. The City shall collaborate with the Sacramento County Regional Parks Department to help ensure the provision of more trash cans, picnic areas, and ADA-accessible access points along the American River in East Sacramento.

ES-YPRO-4 Exercise Equipment. The City shall conduct community outreach to identify an appropriate site for age-friendly outdoor exercise equipment.

RELEVANT PLANS AND STUDIES

The following section lists relevant plans and studies that have been prepared or adopted by local agencies and are directly pertinent to the East Sacramento Community Plan:

- SMUD Headquarters Campus Master Plan Draft EIR (2018)
- Sacramento State Master Plan (2015)
- Sacramento Center for Innovation Specific Plan (2013)



APPENDIX ES-A: 65TH STREET/UNIVERSITY TRANSIT VILLAGE FIGURES

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Figure ES-3: 65th Street between Folsom Boulevard and Q Street

Figure ES-4: Folsom Boulevard between 59th Street and 62nd Street

Figure ES-5: Folsom Boulevard between 62nd Street and 68th Street

Figure ES-6: 66th Street between Elvas Avenue and Folsom Boulevard, 67th Street between Elvas Avenue and Folsom Boulevard, 68th Street between Folsom Boulevard and Q Street

Figure ES-7: 59th Street between Folsom Boulevard and S Street, Elvas Avenue between 65th Street and Folsom Boulevard

Figure ES-8: Elvas Avenue between J Street ramps and 65th Street

Figure ES-9: Circulation Plan for 65th Street/University Transit Village



Figure ES-1: 65th Street/University Transit Village Boundary

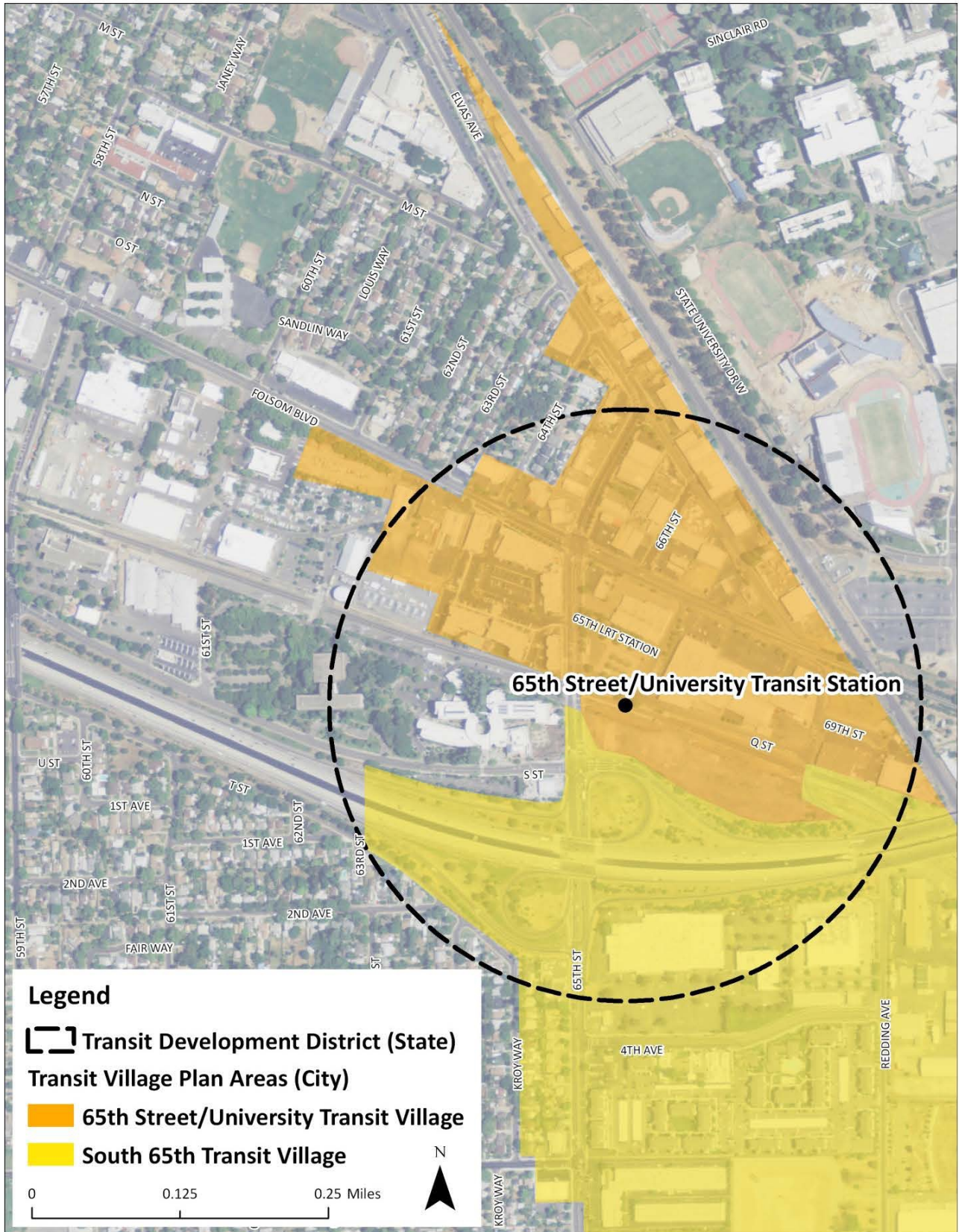


Figure ES-2: 65th Street Between Elvas Avenue and Folsom Boulevard

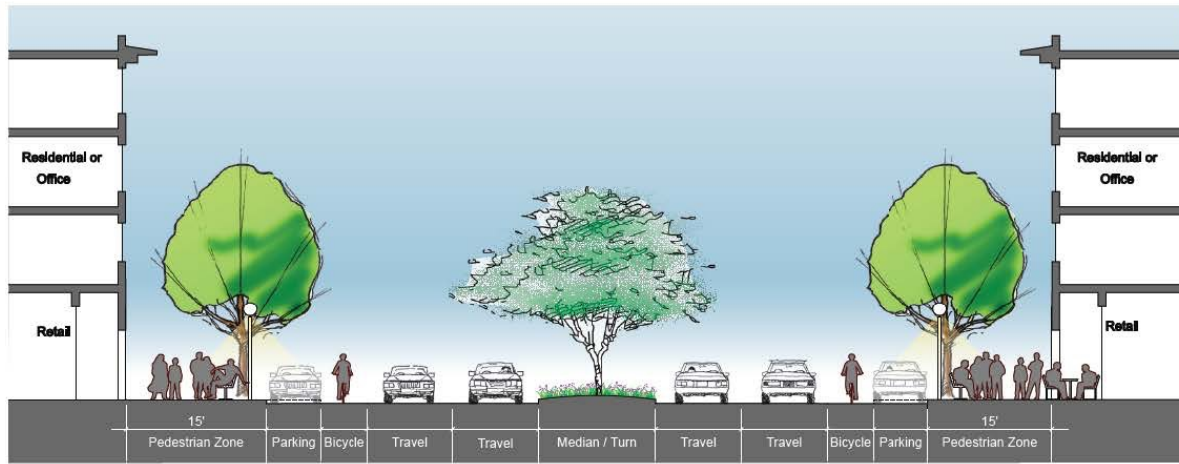


Figure ES-3: 65th Street Between Folsom Boulevard and Q Street

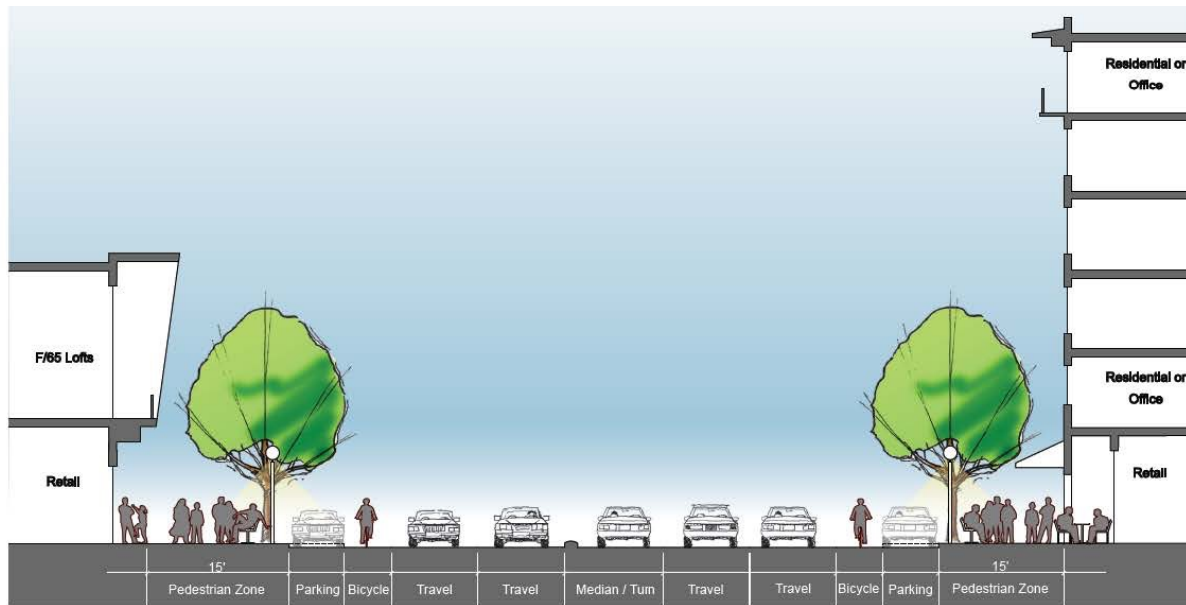


Figure ES-4: Folsom Boulevard Between 59th Street and 62nd Street

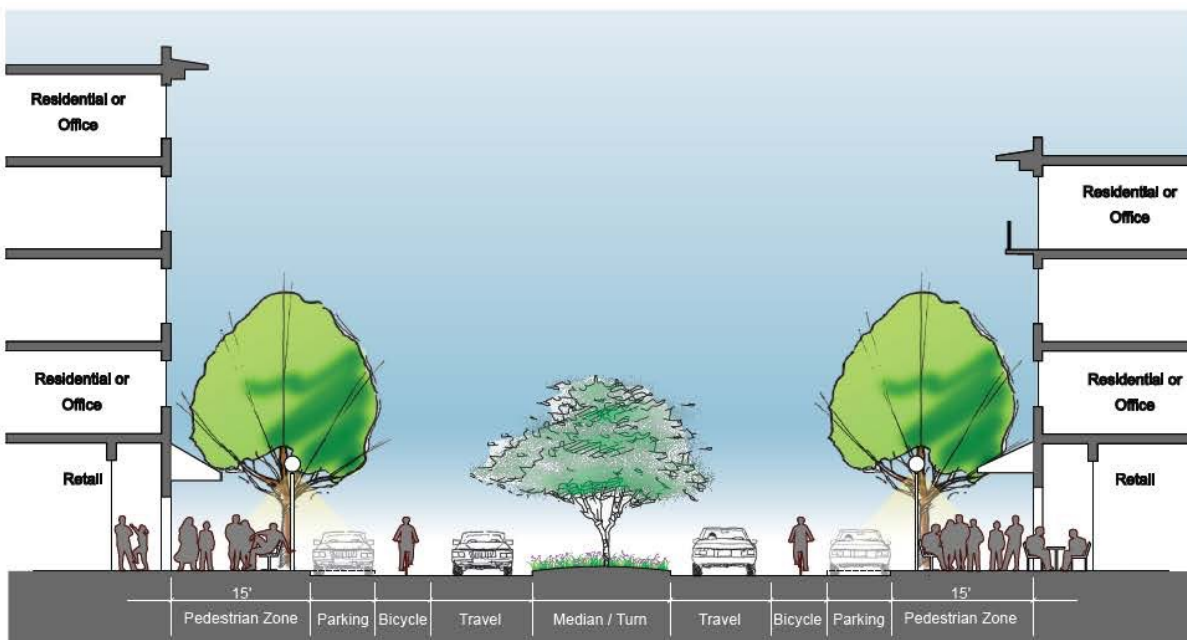
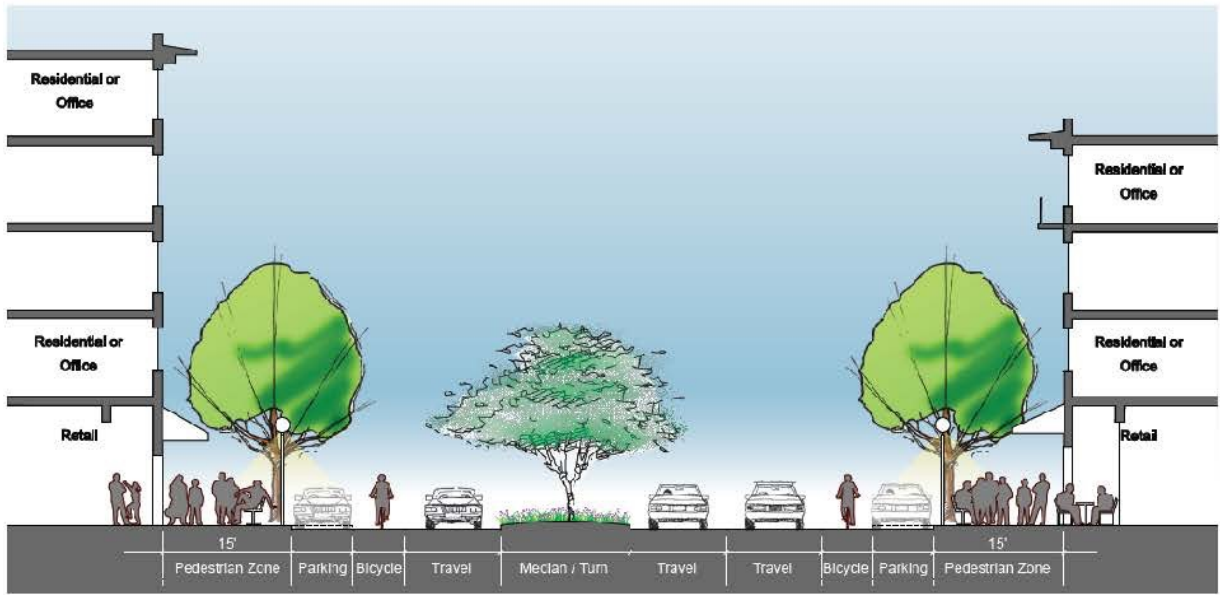
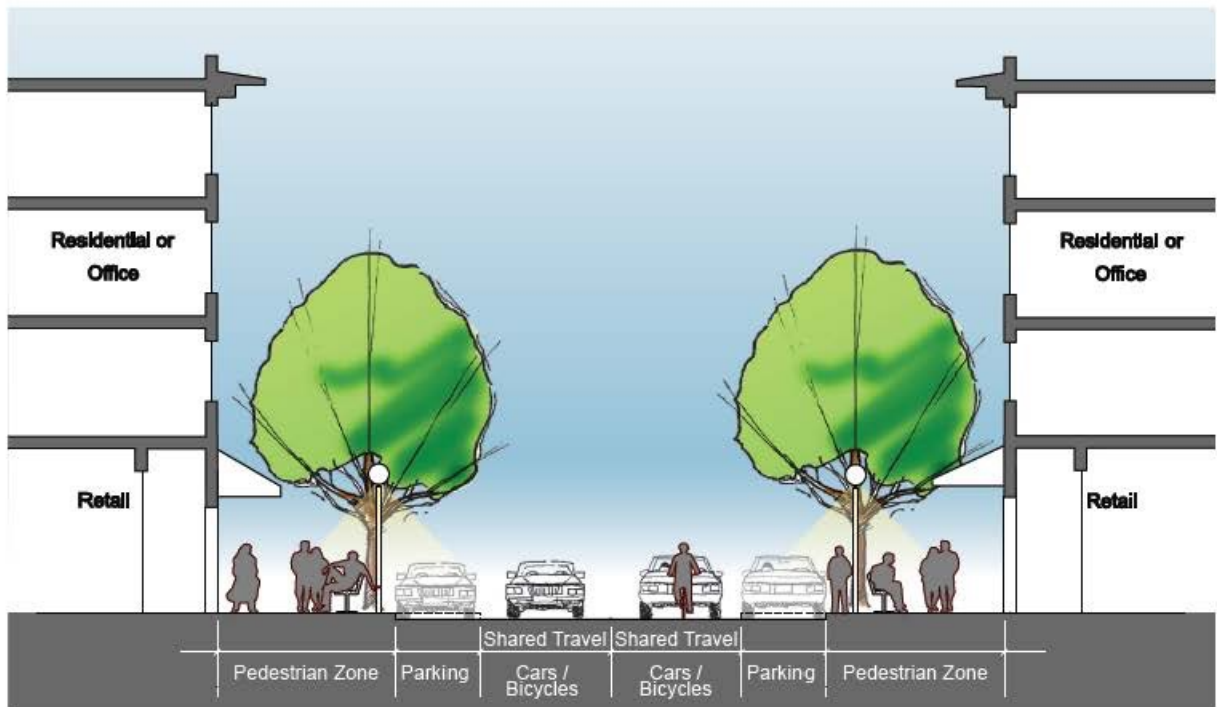


Figure ES-5: Folsom Boulevard between 62nd Street and 68th Street



**Figure ES-6: 66th Street Between Elvas Avenue and Folsom Boulevard
67th Street Between Elvas Avenue and Folsom Boulevard
68th Street Between Folsom Boulevard and Q Street**



**Figure ES-7: 59th Street Between Folsom Boulevard and S Street
Elvas Avenue Between 65th Street and Folsom Boulevard**

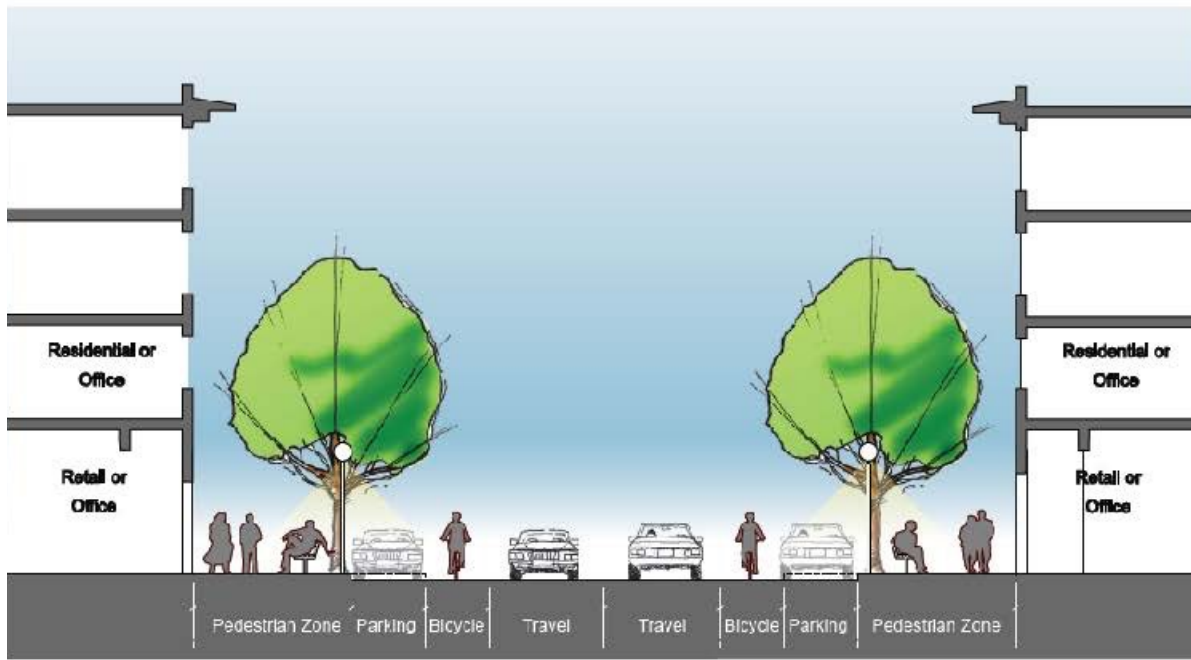


Figure ES-8: Elvas Avenue Between J Street ramps and 65th Street

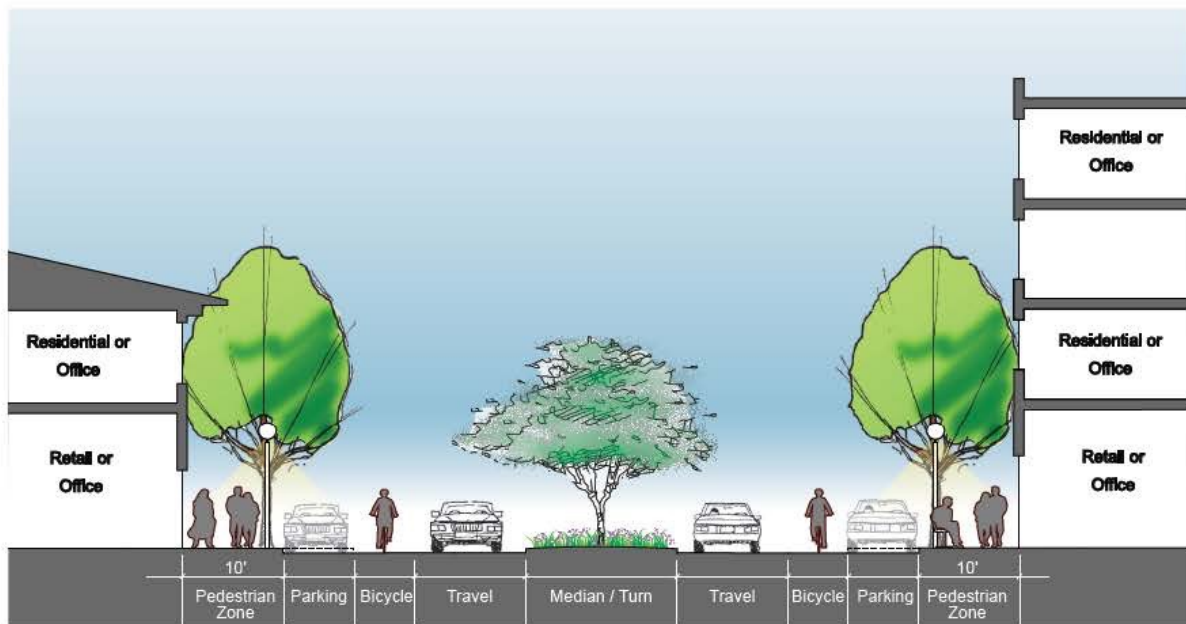


Figure ES-9: Circulation Plan for 65th Street/University Transit Village



