



**Natomas Joint Vision
Study Area**

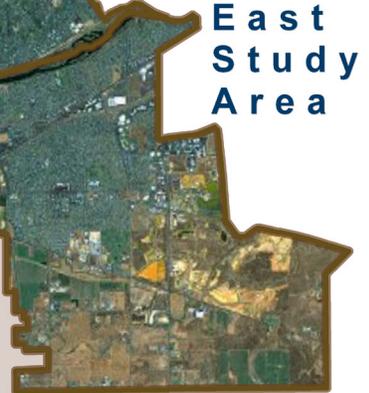
SPECIAL STUDY AREAS



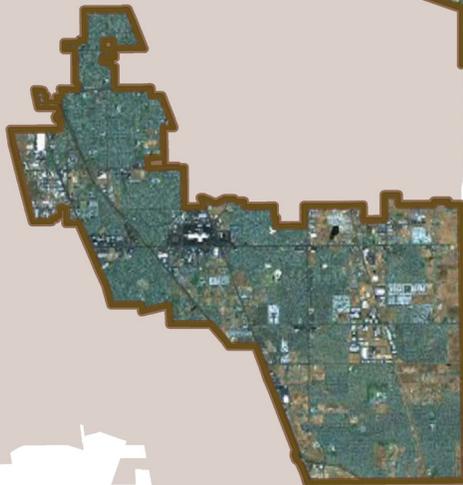
**Town of Freeport
Study Area**



**Arden
Arcade
Study
Area**



**East
Study
Area**



**Fruitridge
Florin
Study
Area**



Introduction

Beyond the boundaries of the 2035 General Plan, the City has defined Special Study Areas that are adjacent to existing city limits and are of interest to the City of Sacramento (Figure SSA-1). Planning for the future of these unincorporated areas necessitates the coordination of the City and County. In some cases, part or all of these areas may eventually be annexed by the city. This section includes, for each Special Study Area, a brief description of existing conditions, background information that explains why the area is a “special study area,” and information related to City and County coordination in managing the future of these areas.

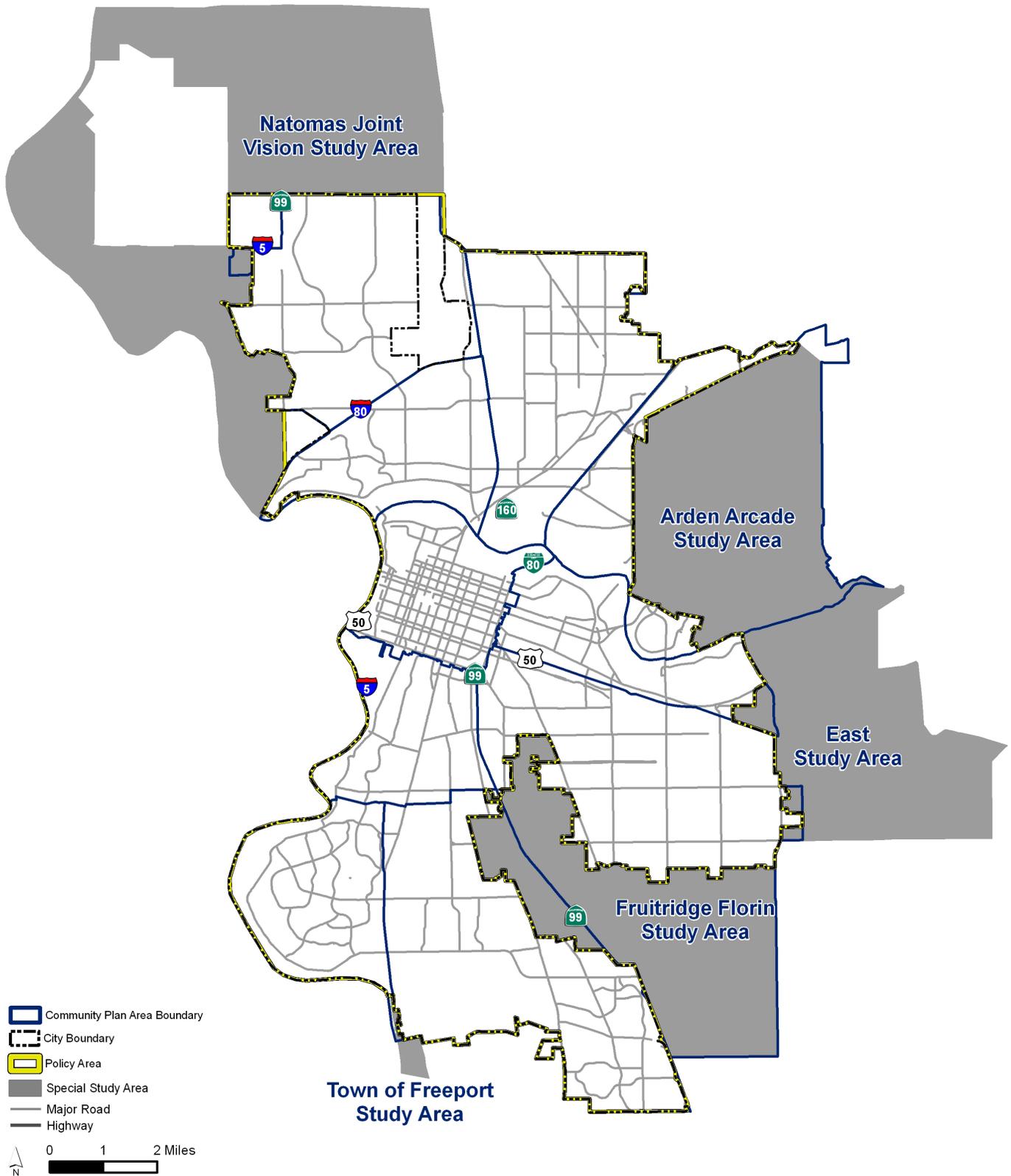


Figure SSA-1
Special Study Areas



Arden Arcade Study Area

The Arden Arcade Study Area is located northeast of Downtown Sacramento (Figure SSA-2). The area encompasses approximately 10,168 acres and is bounded on the north by Auburn Boulevard and Winding Way, on the south by the American River and the Sacramento City limits, on the east by Mission Avenue, and on the west by the Sacramento City limits. The majority of the Arden Arcade Community Plan Area falls within unincorporated areas. It should be noted that Arden Arcade Study Area extends south beyond the Community Plan Area to the American River as shown in Figure SSA-2. Arden Arcade Study Area is connected with the City of Sacramento and outlying areas by Business 80 and several major corridors. The Northeast Light Rail Transit line (Blue Line) runs just to the west of the area.

Arden Arcade Study Area is one of the most intensely developed areas of unincorporated Sacramento County. The area is connected to incorporated neighborhoods to the west and south and has an active residential and business community. Most of the area consists of suburban residential neighborhoods and intensely developed commercial corridors.

The City of Sacramento is interested in possibly expanding its Sphere of Influence (SOI) and subsequently annexing the Arden Arcade Study Area to consolidate public services. Some Arden Arcade Study Area residents and businesses favor staying within the county or incorporating the area as its own city to protect existing special districts such as fire protection, water districts, and parks. Challenges to annexation will likely include revenue sharing issues with Sacramento County and Special Districts, overcoming infrastructure issues, and public support for annexation.

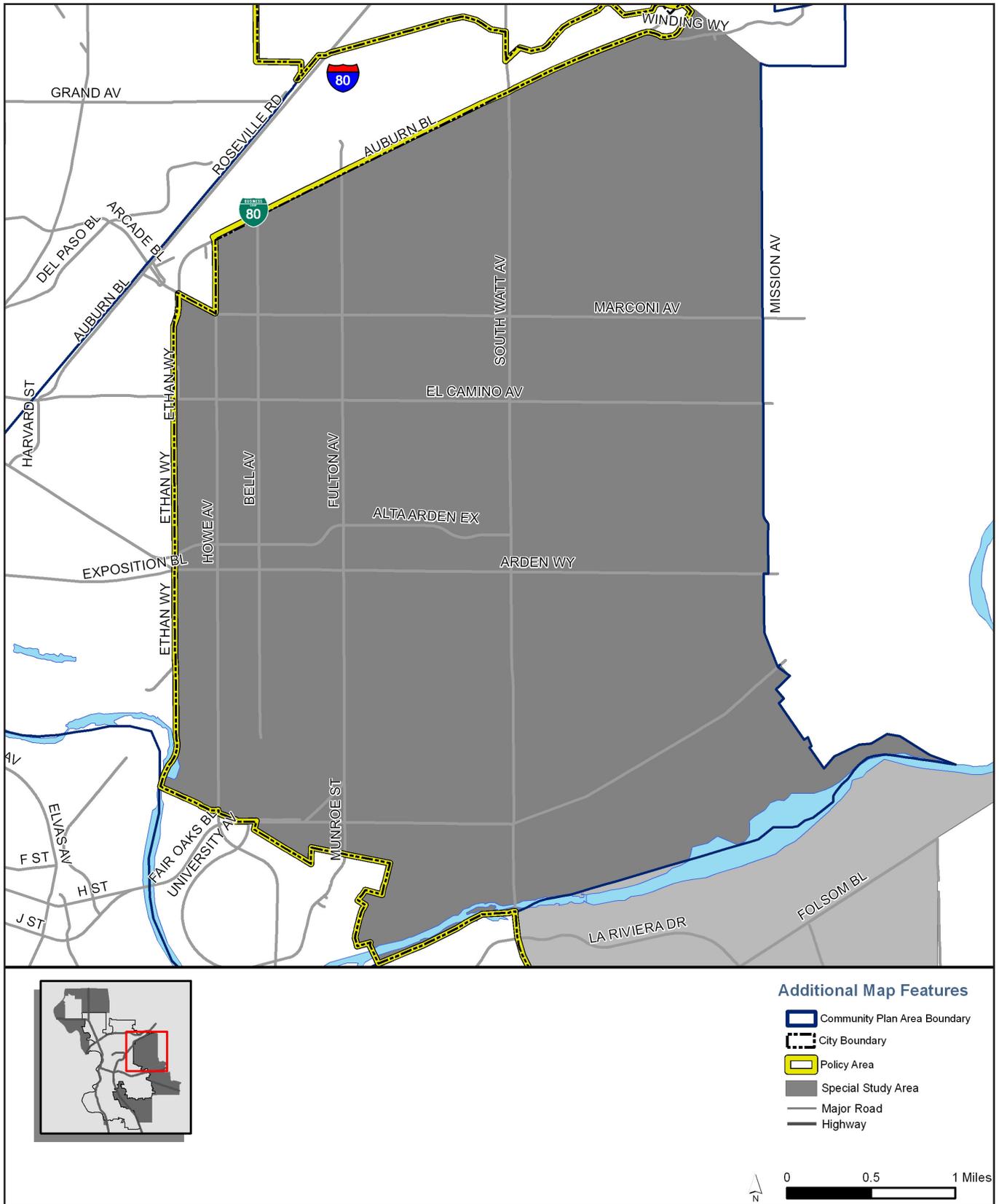


Figure SSA-2
Arden Arcade Study Area



East Study Area

The East Study Area encompasses approximately 9,191 acres and is located east of Sacramento's city limits, south of Highway 50, and west of the city of Rancho Cordova (Figure SSA-3). The area is roughly bounded on the north by the American River, on the south by Elder Creek Road, on the east by Bradshaw Road and Excelsior Road, and on the west by the Sacramento city limits. The East Study Area is connected to Sacramento and outlying areas by Highway 50 and the Jackson Highway (SR-16). The Folsom Light Rail Transit line connects to the northern part of the East Study Area and provides access to Downtown Sacramento, the City of Rancho Cordova, Gold River, and the City of Folsom.

The northern part of the East Area, known as Rosemont, is an established community with low-density suburban neighborhoods and commercial corridors. The Rosemont area is mostly built-out although there are a few underutilized sites around existing light rail stations in the vicinity, particularly the Watt/Manlove station. The City is interested in the possibility of annexing Rosemont to preserve existing neighborhood character and consolidate urban services.

The middle and southern parts of the East Study Area are comprised of exhausted aggregate mining sites undergoing reclamation for future reuse and urbanization, as well as open space areas and some scattered industrial uses. These sites could accommodate significant new growth through a master planned mining reuse and infill project that is consistent with the 2035 General Plan Vision & Guiding Principles and could serve as a national model for the reuse of exhausted mining sites. Mixed-use development in the area could include transit-oriented retail, housing, and office; complete neighborhoods with a diverse range of housing types, densities, and affordability ranges; and preserved and enhanced open space areas.

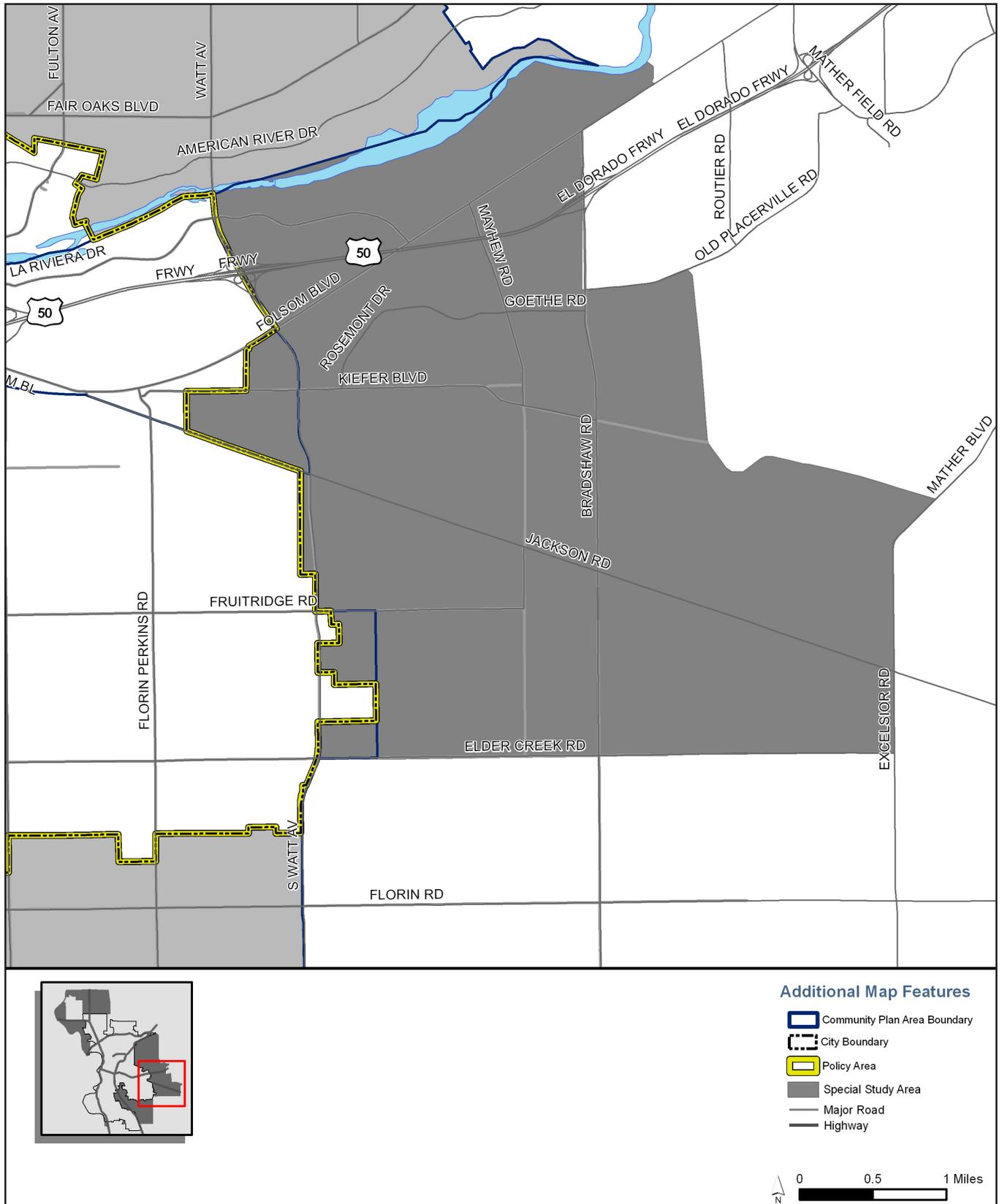


Figure SSA-3
East Study Area



Fruitridge Florin Study Area

The Fruitridge Florin Study Area encompasses approximately 9,490 acres bordered on the north by 12th Avenue, on the east by South Watt Avenue, on the west by the South LRT line, Franklin Boulevard, and Highway 99, and on the south by Calvine Road (Figure SSA-4). The area is surrounded on three sides by the City limits and falls within the City's existing Sphere of Influence. The eastern part is located in the Fruitridge Broadway Community Plan Area, and the western part is located in the South Area Community Plan Area. Highway 99 crosses through the area and connects the Fruitridge Florin Study Area with Downtown Sacramento and the region. There are also several major corridors that cross through the area, connecting it with adjacent communities and the region. Sacramento Regional Transit provides light rail transit services along the South LRT line (Blue Line), with stations adjacent to or near the western portion of the area at Fruitridge Road, 47th Avenue, and Florin Road.

The City's interest in the Fruitridge Florin Study Area is primarily focused on collaboration with the County in planning and development at the city/county border. The Fruitridge Florin Study Area is primarily made up of suburban residential neighborhoods and smaller light industrial and commercial districts with scattered vacant and underutilized sites. Most services (e.g., water, police, fire, parks) are provided by the County of Sacramento and various special districts, but many of these services are challenged by infrastructure deficiencies. Joint efforts between the City and County to plan land use and services will provide many benefits to the area, including employment opportunities for economically challenged areas, transit supportive development, redevelopment of existing corridors, and investment in and revitalization of distressed neighborhoods.

The City and County have been involved in joint efforts to revitalize neighborhoods and corridors. The focus of much of this planning is on higher-density and mixed-use projects adjacent to transit stations, along transit corridors, and mixed-use commercial corridors. For example, the City and County are conducting a joint planning study for Florin Road which passes through both jurisdictions in the South Area community. Challenges to this effort may include revenue sharing issues with Sacramento County, overcoming inadequate infrastructure, addressing vacant and underutilized land challenges, and reconciling fragmented services.

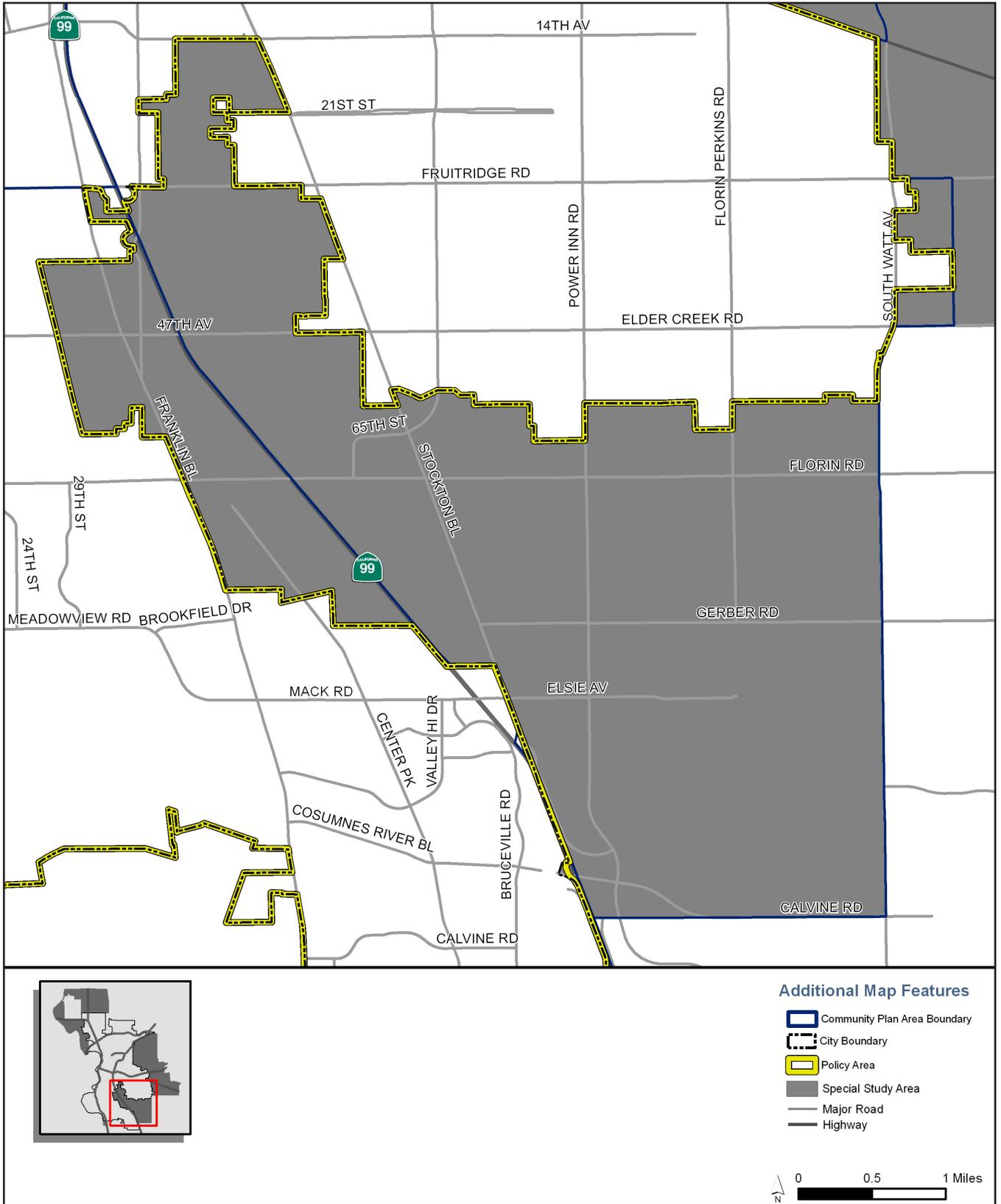


Figure SSA-4
Fruitridge Florin Study Area



Natomas Joint Vision Study Area

The Natomas Joint Vision Study Area (NJVSA) is an unincorporated portion of Sacramento County that encompasses approximately 18,424 acres and is located north and west of the City of Sacramento (Figure SSA-5). The area is bounded on the north by Sutter County, on the south by the Sacramento City limits, on the east by the unincorporated communities of Rio Linda and Elverta, and on the west by the Sacramento River. The NJVSA is connected to Sacramento and the region by I-5 and Highway 99. Sacramento Regional Transit is planning a Downtown/Natomas/Airport (DNA) Light Rail (Green Line) Transit line extension that would connect the southern part of the area to Downtown, South Natomas, North Natomas, and the Sacramento International Airport.

The NJVSA is composed of mostly agriculturally zoned land and open space. Existing residential neighborhoods are located south of Elkhorn Boulevard (North Natomas), and primarily rural residential development is located to the east in the Rio Linda and Elverta areas. The Sacramento International Airport is located within the NJVSA, north of I-5 and west of the newly-developing Metro Air Park. In early 2008, the City approved a request to annex and develop the 577-acre Greenbriar area, which is east of Metro Air Park, north of I-5, and west of Highway 99.

The County Board of Supervisors and the Sacramento City Council approved a Memorandum of Understanding (MOU) on December 10, 2002, that established a vision for land use and revenue sharing for the NJVSA, and assigned responsibilities for development to the City and for preservation of open space, habitat, and agriculture to the County. The MOU defines a set of guiding principles for the implementation of efficient future urban growth, permanent preservation of open space/farmland, improved future air quality, Smart Growth Principles, revenue sharing, and protection of future airport operations. The land use entitlement process has been initiated by the County (2013), but the City is not participating in this effort.

The area has several significant development constraints including wildlife habitat, flood protection, infrastructure financing, and other environmental and associated regulatory issues. These constraints would need to be addressed prior to any development occurring. In addition, the City is committed to preserving functional open space along the Sacramento River and adjacent to Sutter County that includes a system of wildlife corridors and creates buffers between habitat and development.

The NJVSA is one of two large Special Study Areas, the other being the East Study Area (discussed in Part 3, within this Special Study Areas section), that has potential for major new growth.

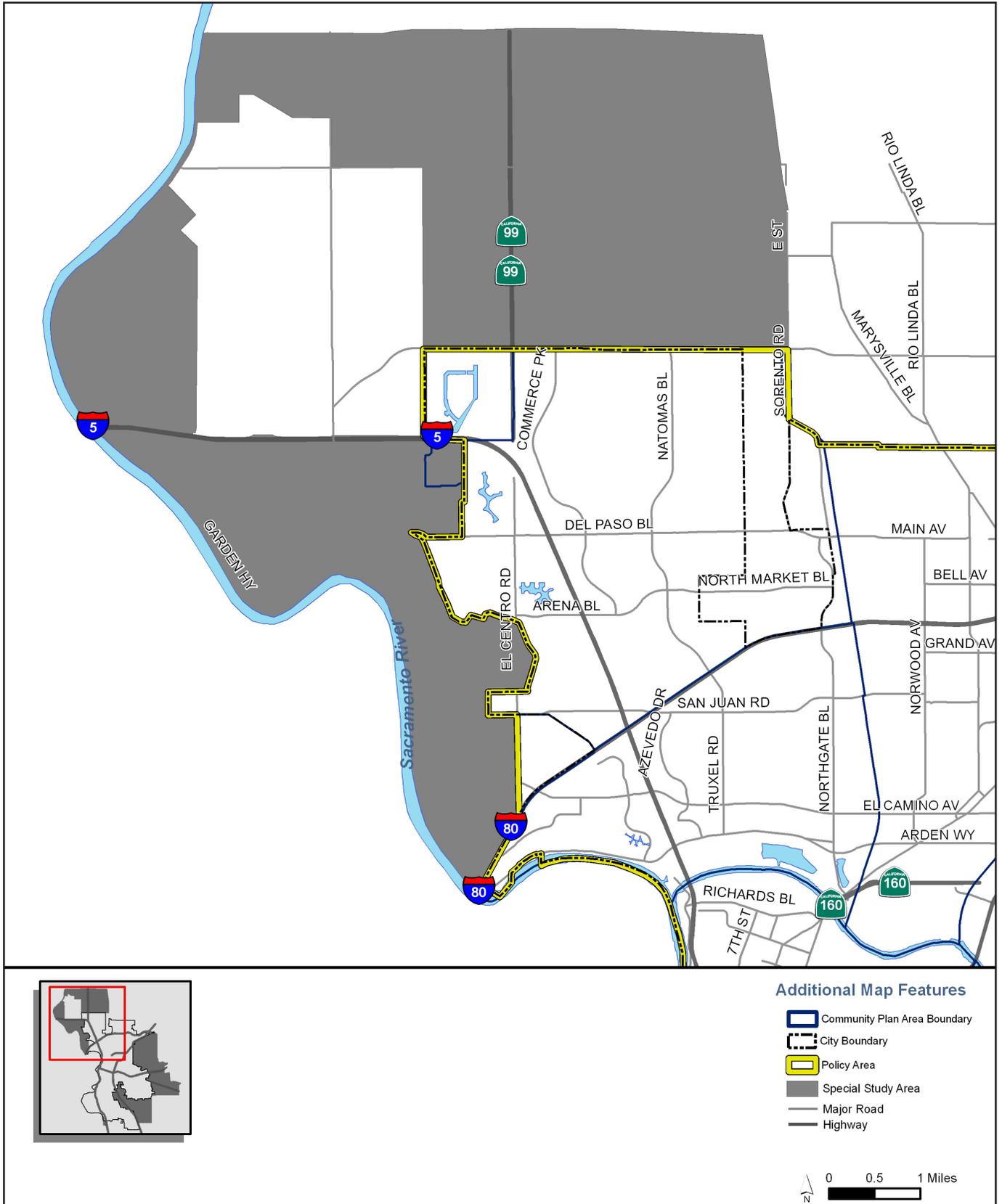


Figure SSA-5
 Natomas Joint Vision Study Area



Town of Freeport Study Area

The town of Freeport Study Area is located approximately 10 miles south of Downtown along the Sacramento River and Highway 160 (Figure SSA-6). The area consists of approximately 197 acres bounded by Sacramento city limits on the north and east, the city-owned Bartley Cavanaugh Golf Course on the south, and the Sacramento River on the west. The Sacramento Regional County Sanitation District (SRCSD) treatment plant is located to the southeast. The Study Area extends southwest beyond the city limits and I-5 with a new interchange (Cosumnes River Boulevard) under construction. Major transportation access is provided by I-5, which connects the area to Downtown Sacramento. This historic town is a point of interest for recreational tourists who pass through on their way to various activities in the Delta. The area includes a variety of sporting goods shops, restaurants, and other small retailers mixed with historic homes that overlook agriculture to the east and the Sacramento River levee to the west.

The town of Freeport Study Area was included in Sacramento's Sphere of Influence in October 1981. The City Council endorsed annexation of the area in April 2004 and shortly after LAFCo approved the annexation. However, a protest was filed by town residents and the annexation attempt failed. City staff is conducting additional outreach and intends to return to LAFCo with the proposed annexation sometime in the future. In 2004, as part of the annexation effort, the City pre-zoned the area by creating a Freeport Special Planning District and established goals, policies, and development standards for the town of Freeport. The district's goal was to retain the "Delta river town" identity and unique historical characteristics of Freeport, improve the level of municipal services to the area, guide future improvements and redevelopment in the district, and promote the preservation of historic structures and features. The town of Freeport Study Area and policies associated with the Special Planning District are also included within the South Area Community Plan.

The City of Sacramento is interested in annexing the town of Freeport Study Area to improve public services and protect its "Delta river town" atmosphere. Existing houses and businesses in Freeport are connected to aging well and septic systems. Upgrades to individual systems are expensive, and the most cost-effective method for residents to access water and sewer infrastructure is to annex to the city of Sacramento. The City is moving forward with development to the east of the town of Freeport Study Area, with the Delta Shores planned community, which could significantly impact existing character and public facilities in the area unless the City is in a position to address the interface between the two. If the town of Freeport area is annexed, planning efforts should promote development adjacent to Freeport that fosters accessibility and connectivity between Freeport and Delta Shores, while preserving the character of the town. The City could ensure that the town of Freeport Study Area is adequately served by public

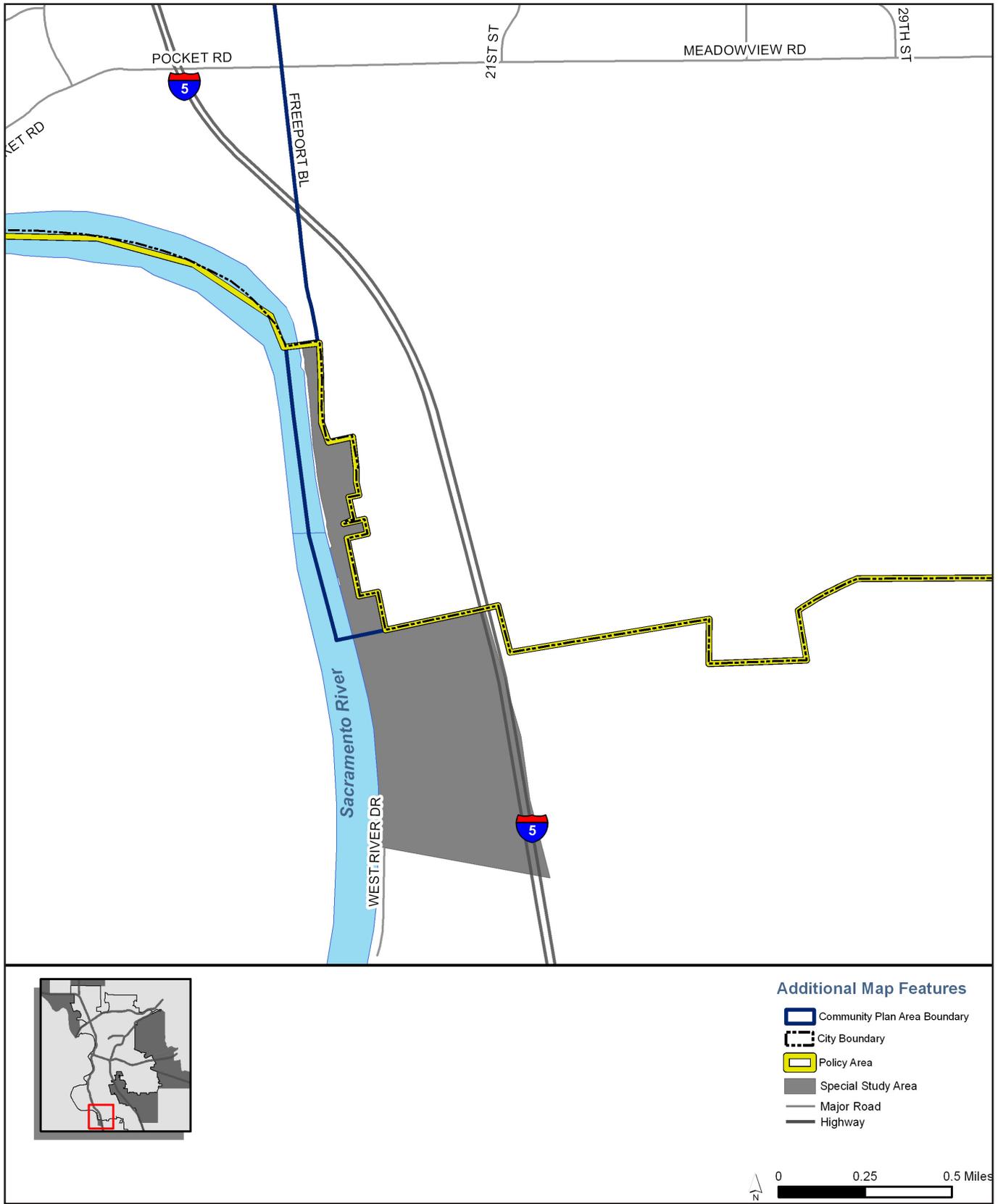


Figure SSA-6
Town of Freeport Study Area



facilities through development of a utilities master plan and financing plan. Challenges to City efforts to annex and integrate it into the city will likely include overcoming inadequate infrastructure and addressing interface issues between the existing town and new development.