What concerns, if any, do you have with adding more housing downtown?

- Being priced out of the housing market: 1,116 comments
- Traffic congestion: 974 comments
- Decrease in the quality of life: 349 comments
- Others*: 465 comments
- I don’t have any concerns: 314 comments

*Gentrification, Loss of Neighborhood Character, Lack of Affordable Housing, Lack of Parking, Over-crowding

Outcomes of the Process

- Goal for 25% of housing to be affordable to lower incomes
- New program to monitor and develop new strategies to counter displacement
- New program to research any regulatory obstacles to alternative, moderate income, housing types
Downtown Housing Initiative

Goals for Housing Types

6,000 market rate

2,500 workforce

1,500 Rapid Re-housing
Housing & Demographic Profile

Household Trends

Non-family households may contain a single person living alone or multiple unrelated persons who share a dwelling.

Family households consist of at least two members related by birth, marriage, or adoption.

Commute Patterns

DSP Area Employees

- 6% Out-Commute
- 94% Live in DSP Area

Household Renters vs. Owners

- 12.1% Renters in DSP
- 87.9% Owners in DSP

- 40.4% Renters in MSA (Metropolitan Statistical Area)
- 59.6% Owners in MSA (Metropolitan Statistical Area)

DSP Area Residents

- 36% Out-Commute
- 64% Work in DSP Area
Clarification on FAR (Floor Area Ratio)

What We Heard

- Zoning that enables greater density and increased FAR will be the key to solving this dilemma.
  - Developer Advisory Group

- FAR regulations can be difficult to work with.
  - Developer Advisory Group

- Densify without potentially overwhelming high rises.
  - Community Open House

- Look at commercial corridor zoning and increasing the FAR in appropriate areas.
  - Developer Advisory Group

Outcomes of the Process

- A project may exceed the FAR threshold by a maximum of 20% if a community benefit is provided.

- Max FARs to be reevaluated in the 2040 General Plan Update (2018)
What is FAR (Floor Area Ratio)?

The best way to define an FAR is to give an example:

- An FAR of 1.0 means that a developer is allowed to build the equivalent of a one-story building over the entire lot, or a 2-story over half the lot.

- An FAR of 2.0 means the developer is allowed to build the equivalent of a two-story building over her entire lot, or a 4-story over half the lot.

A truly walkable community that creates healthy transit requires FARs to be at least 1.5 to 3.0.
Improved Urban Design

What We Heard

What would propel you to give serious consideration to moving downtown?

Top 4 Considerations from Community Input:

- More Trails
- More Bike Connectivity
- More Transit
- More Parks and Open Space

Outcomes of the Process

Central Core and Neighborhood Design Guidelines updated to:

- Prevent conflicts with new streetcar system and Grid 3.0
- Reflect latest transportation planning policy
- Support our unique urban forest

The City should develop an urban design plan and then consistently enforce it.

- Developer Advisory Group

- Virtual Community Dialogue
Special Planning District

What We Heard

Streetcar would positively impact the desirability of development for both tenants and buyers.
- Developer Advisory Group

Open space requirements are too high.
- Developer Advisory Group

What contributes to a healthy neighborhood?

• Reduced Parking

• A functional transit system

• Less parking because it will create more room for people.

• Alternative uses of parking garages

- Stakeholder Representative Group

Outcomes of the Process

• Transit supportive heights and densities

• Private open space requirements reduced in urban districts and eliminated in the Central Business District (CBD)

• New stand-alone surface parking lots prohibited

• Auto-oriented uses prohibited

• Maximum parking requirements for all commercial uses
Figure 3.6-1 Historic Districts

City of Sacramento, 2017; ESA, 2017

Figure 3.6-1  Historic Districts

City of Sacramento, 2017; ESA, 2017
Complete Street Infrastructure

What We Heard

What makes Sacramento special?

Livability and walkability are the first things people look towards when considering moving to the Grid.

- Stakeholder Representative Group

Outcomes of the Process

- Grid 3.0 provides a layered network that prioritizes streets for bicycle, transit and pedestrian infrastructure.
- Grid 3.0 substantially increases bike routes and connections.
Funding for Complete Streets

What We Heard

- Stakeholder Representative Group

A connected network of sidewalks is important in placemaking and encourages safety and health in its truest form.

Transportation funding is needed for transit enhancements and complete streets.

A dense network of connected and comfortable bikeways and pedestrian walkways would contribute to healthy neighborhoods.

One of the things we need to do is find an adequate way to get funding measures for road repairs and complete streets that don’t promote sprawl.

Outcomes of the Process

- Environmental Impact Report (EIR) completes CEQA review for all Grid 3.0 projects. Projects are more competitive for grant funding and go to the next phase of development.

- Transportation Development Impact Fee and New Downtown Development Impact Fee will provide new source of funding.
Figure 3.9-1 Preferred Bicycle Network

Existing Bike Classification
- Bike Path (Class I)
- Bike Lane (Class II)
- Bike Route (Class III)

Proposed Bike Classification
- Bike Path (Class I)
- Bike Lane (Class II)
- Bike Route (Class III)
- Separated Bikeway (Class IV) Buffered
- Buffered Bike Lane (Class II Enhanced or Class IV Separated)

Fehr & Peers, 2017; ESA, 2017
Infrastructure Predictability

What We Heard

The infrastructure downtown wasn’t meant to support such a high demand of high-rise or mixed-use developments.

Infrastructure capacity is a continuing issue.

Developers must upsize an entire infrastructure system for one project with no subsidy.

Later developers benefit from initial infrastructure upsizing.

How can the City lower the risk for developers?

Outcomes of the Process

- New utility infrastructure can be reimbursable with an Area Development Impact Fee
- Utility and transportation infrastructure benefits current and future residents
- Infrastructure improvements are identified

- Developer Advisory Group
Total Average Water Demand for Downtown Specific Plan Growth = 2,616 afy increase

- Residential Average Water Demand: 1,608 afy increase
- Commercial/Office/Retail Average Water Demand: 1,008 afy increase

Total Wastewater Demand for Downtown Specific Plan Growth = 2.52 mgd increase

- Residential Average Dry Weather Flow (ADWF): 2.28 mgd increase
- Commercial/Office/Retail ADWF: 0.24 mgd increase

afy = acre feet per year
mgd = million gallons / day
Access to Public Art

What We Heard

What amenities would you like to see Downtown?

- History Museum
- Murals
- Lighting
- Music Festivals
- Multi-Cultural Museum
- Art Festivals
- Art Installations

What activities occur in your favorite public spaces?

- Concerts 41%
- Farmer’s Market 16%
- Art Performances 15%
- Sporting Events 7%
- Ice Skating 7%
- Movies 6%
- Eating 5%

Outcomes of the Process

- Locations identified for public art with recommended art types
- Supportive policies and guidelines for art and culture downtown

- Virtual Community Dialogue
**Schools**

**What We Heard**

We need to be planning for more schools in downtown and create development with amenities that fit the needs of the families.

- Stakeholder Representative Group

An improved school system is necessary for downtown.

- Developer Advisory Group

**Outcomes of the Process**

- Coordination with Sacramento City Unified School District (SCUSD) to find the best strategies for serving the increased DSP student population

- Regular monitoring of existing student generation rates

- Considering adaptive reuse at school sites
Public Art Location Recommendations

1. Tower Bridge
   “Ben Franklin Bridge Lighting” Philadelphia, PA by Robert Venturi & Denise Scott Brown

2. O Street Overpass / Sacramento River Bike Trail
   “Time Piece” Sacramento, CA by Yoshio Taylor

3. Crocker Art Museum

4. 3rd Street / Capitol Avenue
   “The Waltz” Chattanooga, TN (artist unknown)

5. Front Street / K Street
   “Red Ball Project” Paris, France by Kurt Perschke

6. 2nd Street / K Street
   “The Nereid Beckon” Evanston, IL by Matt Dehaemers

7. Sacramento Valley Station
   “Siteliner” Tampa, FL by James Woodfill

8. Front Street / K Street
   “The Waltz” Chattanooga, TN (artist unknown)
Public Art Location Recommendations

8. Sacramento Downtown Commons
   “Japanese Train Painting” Kobe, Japan by Tadanori Yokoo

9. West Terminus of Capitol Mall

10. 9th Street / Capitol Mall

11. Saint Rose of Lima Park
   “EaCa Alley” Hollywood, CA by Hollywood Bureau of Engineers

12. 7th Street & 8th Street / H Street

13. 10th Street / K Street

14. Sacramento Civic Center

15. 16th Street / J Street
   “Bus Stop” Curitiba, Brazil by Jamie Lerner

16. 17th Street / L Street

17. 19th Street / L Street

18. 19th Street / J Street
   “Paperclip Bicycle Rack” Washington, D.C. (artist unknown)
Figure 3.4-2 Parks

City of Sacramento, 2017; ESA, 2017

- Matsui Waterfront Park
- Sacramento River Parkway
- Riverfront Park

Central Shops Open Space

- Old Sacramento
- Cesar E. Chavez Plaza
- Governor's Mansion
- Capitol Park

- Crocker Park
- Stanford Mansion
- Stanford Park
- Marshall Park
- Fremont Community Garden
- Fremont Park
- Winn Park
- McKinley Park

- Capitol Mall
- Tower Bridge Gateway
- Lighthouse Dr

- Sierra 2 Park
- Sacramento River Parkway

*Parks within the Railyards Specific Plan Area are not yet constructed but are anticipated to be built out before the horizon of the proposed DSP.
Environmental Impact Report
Predictability

What We Heard

- There is no consistency in the development process.
- Avoid having to do a traffic study for every project.
- There needs to be a way to streamline the permit process... It is time consuming and expensive.

Outcomes of the Process

- Streamlined review for housing and mixed use
- Standard mitigation for all projects
- Vehicle Miles Traveled (VMT) analysis for plan area
- No traffic studies required for CEQA under most conditions

- Developer Advisory Group