

**CITYWIDE GOALS
AND POLICIES**

PART
2

Introduction

The Citywide Goals and Policies are the heart of the General Plan. The goals and policies flow directly from the Vision & Guiding Principles and address a broad range of topics required by state law and those that address unique local concerns. Policies in Part 3 supplement the Citywide Goals and Policies in Part 2 and are more geographically specific. It should be noted that the abbreviations following each policy refer to the type of tools or actions the City can use to carry out the policies. These eight types of tools and actions are listed below and explained in detail in Part 4, Administration and Implementation.

- Regulation and Development Review (*RDR*)
- City Master Plans, Strategies, and Programs (*MPSP*)
- Financing and Budgeting (*FB*)
- Planning Studies and Reports (*PSR*)
- City Services and Operations (*SO*)
- Inter-governmental Coordination (*IGC*)
- Joint Partnerships with the Private Sector (*JP*)
- Public Information (*PI*)



INTRODUCTION

The ten citywide elements of the Sacramento 2030 General Plan are as follows:



Land Use and Urban Design (LU)

Historic and Cultural Resources (HCR)



Economic Development (ED)

Housing (H)
Located in a Separately Bound Document



Mobility (M)

Utilities (U)



Education, Recreation, and Culture (ERC)

Public Health and Safety (PHS)



Environmental Resources (ER)

Environmental Constraints (EC)

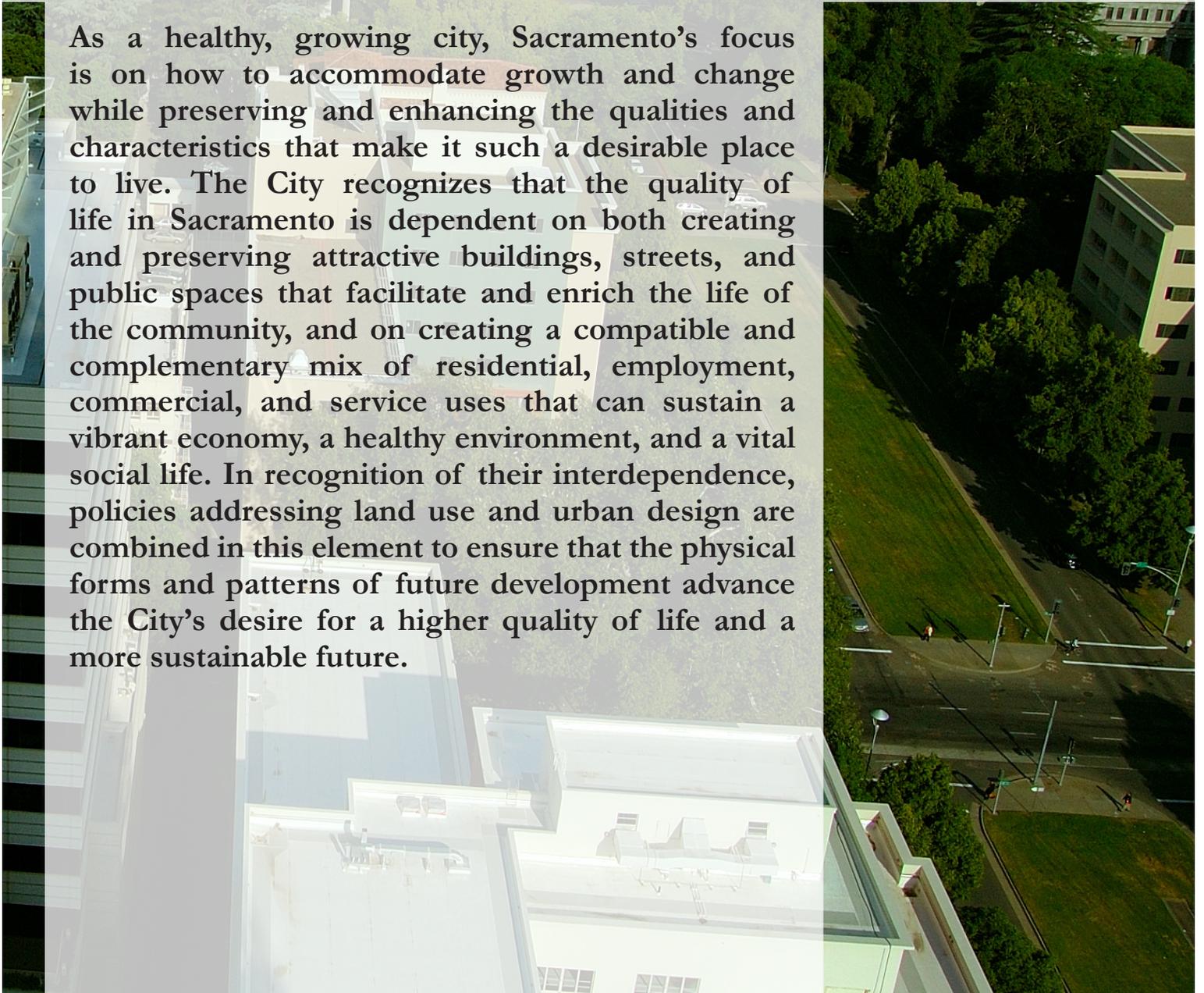


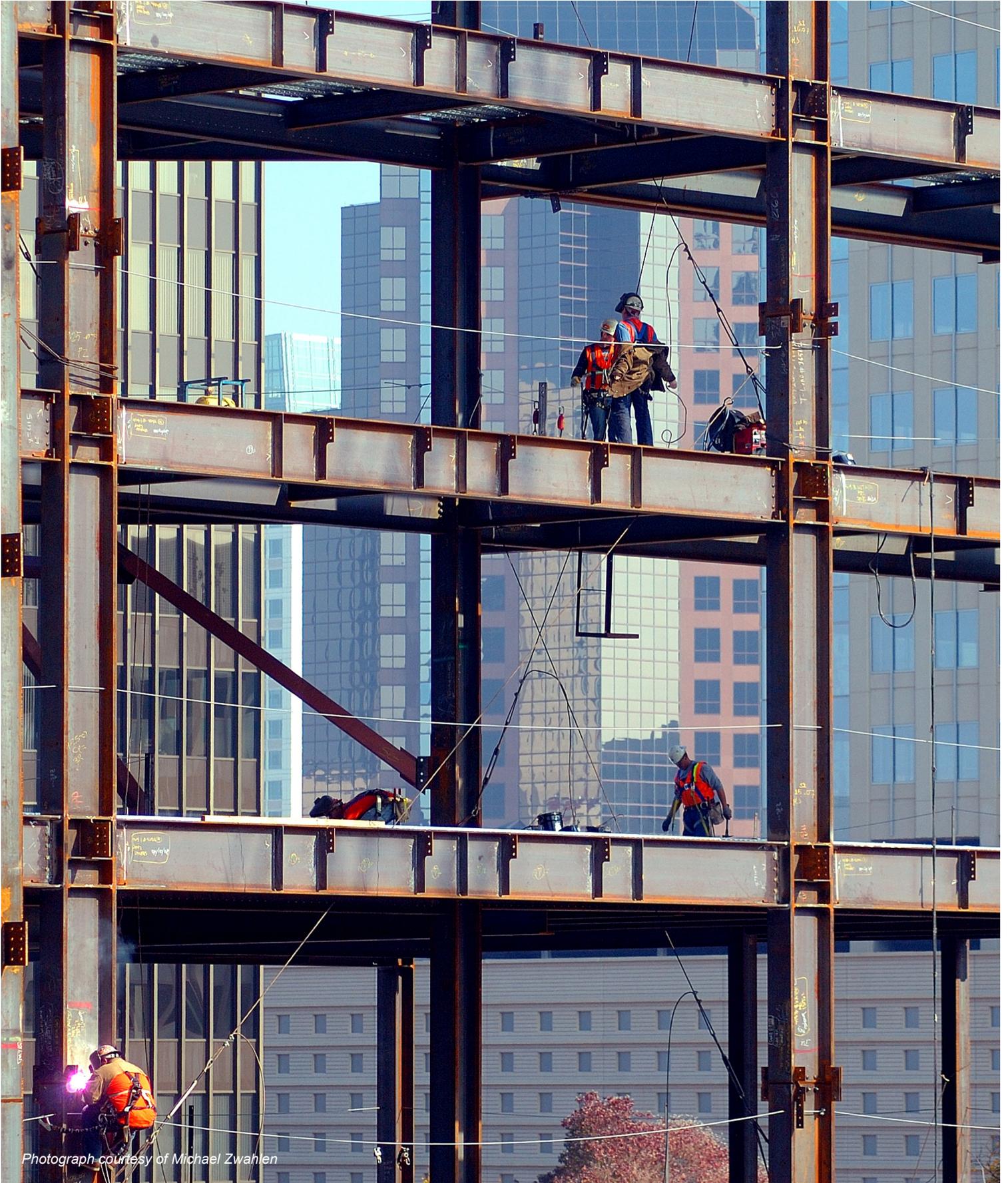
Photograph courtesy of Michael Zwahlen



LAND USE AND URBAN DESIGN

As a healthy, growing city, Sacramento's focus is on how to accommodate growth and change while preserving and enhancing the qualities and characteristics that make it such a desirable place to live. The City recognizes that the quality of life in Sacramento is dependent on both creating and preserving attractive buildings, streets, and public spaces that facilitate and enrich the life of the community, and on creating a compatible and complementary mix of residential, employment, commercial, and service uses that can sustain a vibrant economy, a healthy environment, and a vital social life. In recognition of their interdependence, policies addressing land use and urban design are combined in this element to ensure that the physical forms and patterns of future development advance the City's desire for a higher quality of life and a more sustainable future.





Photograph courtesy of Michael Zwahlen

Growth and Change

Policies in this section provide for strategic growth and change that preserves existing viable neighborhoods and targets new development to infill areas that are vacant or underutilized, as well as to “greenfield” areas. Changes proposed to established areas focus on enhancing the quality of life through improved connectivity with other parts of the city, greater access to amenities, enhanced safety, and greater housing and employment choices.

GOAL LU 1.1

Growth and Change. Support sustainable growth and change through orderly and well-planned development that provides for the needs of existing and future residents and businesses, ensures the effective and equitable provision of public services, and makes efficient use of land and infrastructure.

Policies

- LU 1.1.1** **Regional Leadership.** The City shall be the regional leader in sustainable development and encourage compact, higher-density development that conserves land resources, protects habitat, supports transit, reduces vehicle trips, improves air quality, conserves energy and water, and diversifies Sacramento’s housing stock. *(RDR)*
- LU 1.1.2** **Building Intensity and Population Density.** The City shall regulate the levels of building intensity and population density according to the standards and land use designations set out in the General Plan and the Sacramento City Code. Within these designations, cumulative development shall not exceed 650,000 persons and 474,000 employees by 2030. *(RDR/PSR)*
- LU 1.1.3** **Growth and Change Evaluation.** The City shall review and adjust, as needed, the General Plan’s land use, population, and employment capacities every five years, subject to the evaluation of their impacts. *(RDR)*
- LU 1.1.4** **Leading Infill Growth.** The City shall facilitate infill development through active leadership and the strategic provision of infrastructure and services and supporting land uses. *(MPSP)*

Photograph courtesy of Sacramento Area Council of Governments



The City will be a regional leader of sustainable, compact development.

See the Utilities Element for additional policies on the provision of infrastructure facilities and services.

LU 1.1.5

Infill Development. The City shall promote and provide incentives (e.g., focused infill planning, zoning/rezoning, revised regulations, provision of infrastructure) for infill development, redevelopment, mining reuse, and growth in existing urbanized areas to enhance community character, optimize City investments in infrastructure and community facilities, support increased transit use, promote pedestrian- and bicycle-friendly neighborhoods, increase housing diversity, ensure integrity of historic districts, and enhance retail viability. (RDR/MPSP)



Vacant and underutilized properties within the existing urban area provide opportunities for new development.



Infill development, redevelopment, reuse, and growth in existing urbanized areas enhances community character, optimizes City investments in infrastructure and community facilities, supports increased transit use, promotes pedestrian- and bicycle-friendly neighborhoods, increases housing diversity, ensures integrity of historic districts, and enhances retail viability.

LU 1.1.6

Infill below Minimum Standards. The City shall allow renovations and expansions of existing development that fall below the allowed minimum density and floor area ratio (FAR), provided that the existing structure is not demolished. (RDR)

LU 1.1.7

Interim Zoning Consistency. In areas where zoning has not been brought into conformity with the General Plan, the City shall allow property owners to develop consistent with the existing zoning if only a ministerial permit is required. For property owners requiring a discretionary permit, the City shall allow property owners to either (1) develop consistent with the existing zoning, provided the City makes a finding that approval of the project would not interfere with the long-term development of the area consistent with the General Plan, or (2) develop under the General Plan designation, in which case the City will facilitate rezoning consistent with the General Plan. (RDR)

LU 1.1.8 **Annexation Prior to City Services.** Prior to the provision of City services to new unincorporated areas, the City shall require those unincorporated properties be annexed into the city, or that a conditional service agreement be executed agreeing to annex when deemed appropriate by the City. *(RDR)*



LU 1.1.9 **Balancing Infill and New Growth.** The City shall maintain a balanced growth management approach by encouraging infill development within the existing Policy Area where City services are in place, and by phasing city expansion into Special Study Areas where appropriate. *(MPSP/RDR)*

See LU 10, Special Study Areas and Planned Development, for additional policies on Special Study Areas.

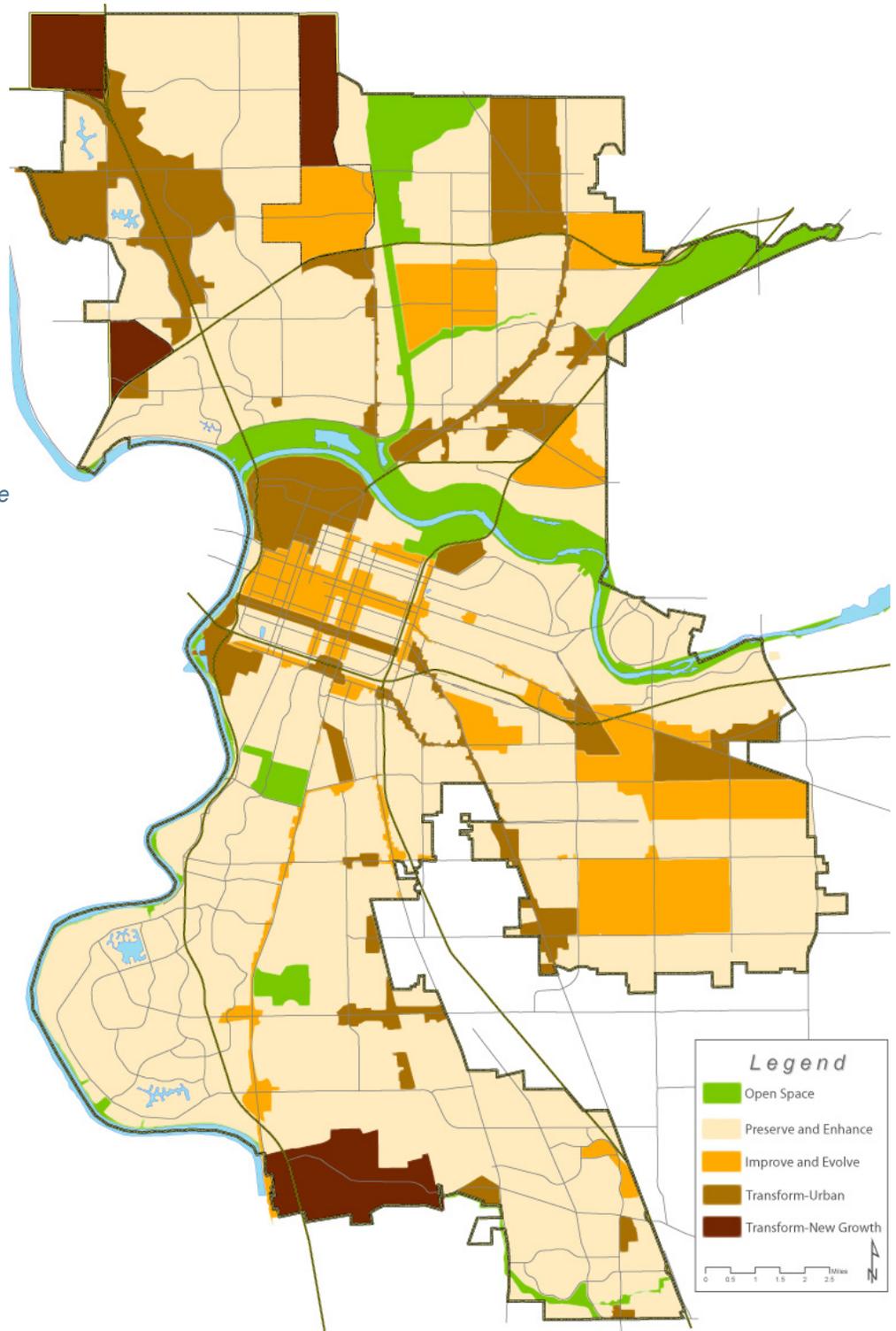
LU 1.1.10 **New Growth.** The City shall continue to plan for future expansion and new growth in Special Study Areas to ensure that regional growth is adequately accommodated and served by the City, particularly when it cannot be absorbed in infill areas. *(MPSP/RDR)*

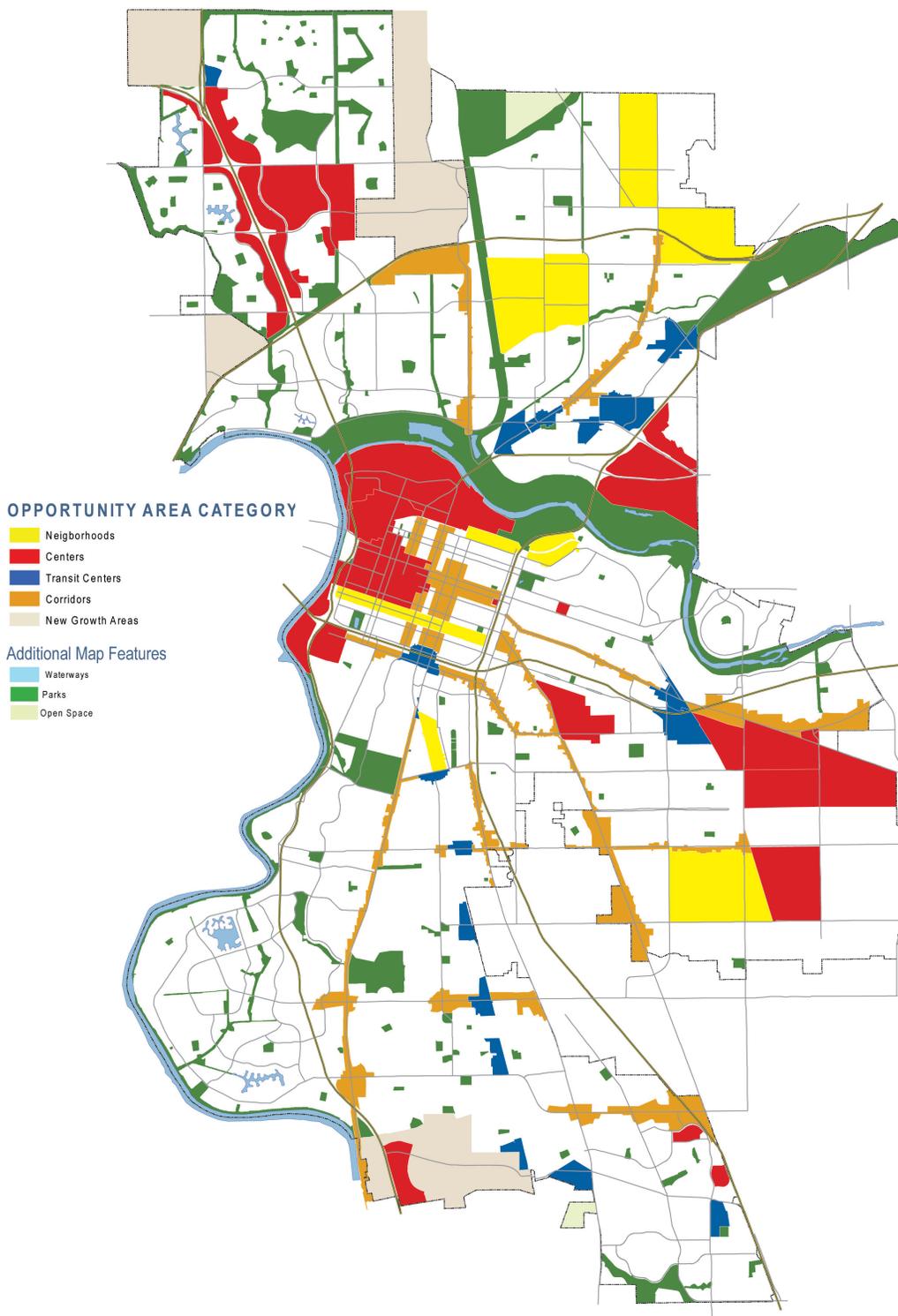
LU 1.1.11 **Exceeding Floor-Area-Ratio.** New development may exceed the maximum FAR if it is determined that the project provides a significant community benefit. *(RDR)*



The illustration to the right identifies the relative amount of change that is expected to occur through 2030 in different parts of the city as follows:

- **Open Space.** These areas are expected to remain in open space use such as agriculture, habitat protection, or regional recreation (e.g., Land Park and the American River Parkway).
- **Preserve and Enhance.** These areas are expected to retain their current form and character, but will experience some minor infill and reuse consistent with their current form and character (e.g., Pocket, East Sacramento, and South Natomas).
- **Improve and Evolve.** These areas are expected to experience significant change through infill, reuse, and redevelopment (e.g., Lemon Hill, UC Davis Medical Center, and Central Business District).
- **Transform-Urban.** These existing urban areas are expected to experience dramatic change through major development and redevelopment projects (e.g., the River District, UP Railyards, and I-5 Employment Centers).
- **Transform-New Growth.** These existing open space areas are expected to experience dramatic change through major new development projects (e.g., Greenbriar and Delta Shores).





The illustration to the left identifies sub-areas of the City that have been identified for future infill, reuse, or redevelopment. These development opportunity areas contain vacant or underutilized lands that provide opportunities for future growth. Categories include:

- **Neighborhoods.** These areas are expected to contain a diversity of housing types, as well as complementary community supportive uses.
 - **Centers.** These areas are expected to develop for commercial and employment uses (without housing) and/or mixed-use projects that integrate housing with retail, office, community facilities and other uses.
 - **Transit Centers.** Similar to centers, with a focus on transit, these areas may include any combination of employment, services, retail and/or entertainment and housing centered on a transit station.
 - **Corridors.** These areas will provide connections between centers, districts and neighborhoods and are expected to contain a mix of uses, including housing, retail and office development that support surrounding neighborhoods.
 - **New Growth Areas.** These areas are generally vacant land located on the outer edges of the city and are expected to see greenfield development, requiring new infrastructure and services.
- Opportunity areas are further identified in Part 3, Community Plan Areas and Special Study Areas.

The illustration to the right shows areas included in the Sacramento Area Council of Governments (SACOG) 2035 Metropolitan Transportation Plan (MTP) (2007) that are within or adjacent to the City of Sacramento and located within 0.5 mile of a major transit stop or a high-quality transit corridor. The MTP for the Sacramento Region is the Regional Transportation Plan (RTP) for the six-county Sacramento region, as defined by SACOG. Projects located within 0.5 miles of a major transit stop or a high-quality transit corridor identified by a SACOG MTP could be eligible for certain project review streamlining provisions under the California Environmental Quality Act (CEQA), provided that this and other criteria are met, per the provisions of Senate Bill 375 (SB 375) of 2008.



REGIONAL SUSTAINABLE COMMUNITIES

California Senate Bill 375 (Chapter 728 Statutes of 2008), known as “the Anti-Sprawl Bill,” requires each metropolitan planning organization (MPO) to include a Sustainable Communities Strategy in its regional transportation plan (RTP) or to adopt an Alternative Planning Strategy, for the purpose of reducing greenhouse gas emissions, aligning planning for transportation and housing needs, and creating incentives for the implementation of the strategies, such as CEQA streamlining and transportation funding. Policies in this section provide for coordination with SACOG in preparing its RTP and for consistency with SACOG’s strategies in the City’s planning efforts to facilitate and streamline the development of residential mixed-use projects and “Transit Priority Projects.”

GOAL LU 1.2

Sustainable Sacramento Strategy. Support statewide and regional efforts to reduce greenhouse gas emissions, fund transportation improvements, and meet housing needs.

Policies

- LU 1.2.1** **Regional Coordination.** The City shall work with SACOG to develop and periodically update the Sustainable Communities Strategy or Alternative Planning Strategy as part of the Regional Transportation Planning process. *(IGC)*
- LU 1.2.2** **Sustainable Sacramento Strategy.** The City shall review SACOG’s Regional Transportation Plan, including the Sustainable Communities Strategy or Alternative Planning Strategy, each time it reviews and updates the General Plan and any master plan, strategy, and zoning, to ensure overall consistency among all of these plans and strategies and allow for CEQA streamlining and eligibility for State transportation funding. *(MPSP)*
- LU 1.2.3** **Streamlined Development.** The City shall work with SACOG to ensure that cumulative impacts for any Regional Transportation Plan are analyzed pursuant to CEQA so that applicable projects may benefit from CEQA streamlining (e.g., full exemption, Sustainable Communities Environmental Assessment, or traffic mitigation) as provided by State law. *(IGC)*



Citywide Land Use and Urban Design

Policies in this section articulate a vision for a sustainable city of livable residential neighborhoods and distinctive and vibrant centers and corridors that incorporate more compact mixed-use development, energy- and resource-efficient buildings and landscapes, effective public transit, attractive pedestrian-friendly streets, and a robust urban forest. The policies promote development that utilizes the city’s natural and cultural assets as keys to enhancing Sacramento’s position as an attractive place to live and work and a unique destination to visit. Additionally, these policies promote uses that equitably support the diverse needs of Sacramento’s residents including opportunities for commerce, employment, recreation, education, culture, entertainment, and civic engagement.

GOAL LU 2.1

City of Neighborhoods. Maintain a city of diverse, distinct, and well-structured neighborhoods that meet the community’s needs for complete, sustainable, and high-quality living environments, from the historic downtown core to well-integrated new growth areas.

See LU 4, Neighborhoods, for additional policies on residential development and neighborhood design.

Policies

LU 2.1.1 Neighborhoods as a Basic Unit. Recognizing that Sacramento’s neighborhoods are the basic living environments that make-up the city’s urban fabric, the City shall strive through its planning and urban design to preserve and enhance their distinctiveness, identity, and livability from the downtown core to well integrated new growth areas. *(RDR/MPSP)*



LU 2.1.2 Protect Established Neighborhoods. The City shall preserve, protect, and enhance established neighborhoods by providing sensitive transitions between these neighborhoods and adjoining areas, and requiring new development, both private and public, to respect and respond to those existing physical characteristics buildings, streetscapes, open spaces, and urban form that contribute to the overall character and livability of the neighborhood. *(RDR)*



Neighborhoods are the basic living environments that make-up the city’s urban fabric.

LU 2.1.3

Complete and Well-Structured Neighborhoods. The City shall promote the design of complete and well-structured neighborhoods whose physical layout and land use mix promote walking to services, biking, and transit use; foster community pride; enhance neighborhood identity; ensure public safety; are family-friendly and address the needs of all ages and abilities. (RDR)



Mixed-use neighborhood centers within walking distance of surrounding neighborhoods provide local-serving commercial, employment, and entertainment uses; additional housing and transit opportunities; and gathering places for residents.

LU 2.1.4

General Plan Density Regulations for Mixed-Density Development Projects. Where a developer proposes a multi-parcel development project with more than one residential density or FAR, the applicable density or FAR range of the General Plan Land Use Designation shall be applied to the net developable area of the entire project site rather than individual parcels within the site. Some parcels may be zoned for densities/intensities that exceed the maximum allowed density/intensity of the project site's Land Use Designation, provided that the net density of the project as a whole is within the allowed range. (RDR)

LU 2.1.5

Neighborhood Centers. The City shall promote the development of strategically located (e.g., accessible to surrounding neighborhoods) mixed-use neighborhood centers that accommodate local-serving commercial, employment, and entertainment uses; provide diverse housing opportunities; are within walking distance of surrounding residents; and are efficiently served by transit. (RDR)

Complete Neighborhoods

Complete neighborhoods promote livability and safety for residents of all ages, incomes, and cultural backgrounds. Characteristics of complete neighborhoods include the following:

- *A mix of housing types and housing affordability*
- *One or more nodes or districts of vibrant commercial or civic activity that provide identity for the neighborhood (e.g., shopping district, collection of public buildings)*
- *Neighborhood services and facilities including schools, parks, retail (e.g., grocery store, drug store), restaurants and cafes, and community centers or other public meeting hall*
- *Employment opportunities accessible by transit*
- *Sustainable designs and green infrastructure that respond to climatic demands and conserves scarce resources*
- *Extensive tree canopy and attractive landscaping*
- *A sense of personal safety (e.g., low crime rate, short police and emergency response times)*
- *An interconnected street network with short blocks and few cul-de-sacs*
- *Convenient access to public transportation (e.g., light rail and bus)*
- *A complete network of pedestrian, bicycle, transit, and roadway facilities that are connected to adjacent neighborhoods, centers, corridors, and employment*
- *Well-maintained housing and public facilities*

LU 2.1.6 **Neighborhood Enhancement.** The City shall promote infill development, redevelopment, rehabilitation, and reuse efforts that contribute positively (e.g., architectural design) to existing neighborhoods and surrounding areas. *(RDR)*



GOAL LU 2.2

City of Rivers. Preserve and enhance Sacramento’s riverfronts as signature features and destinations within the city and maximize riverfront access from adjoining neighborhoods to facilitate public enjoyment of this unique open space resource.

See the Environmental Resources and the Education, Recreation, and Culture elements for additional policies on rivers, waterways, and riparian habitat.

Policies

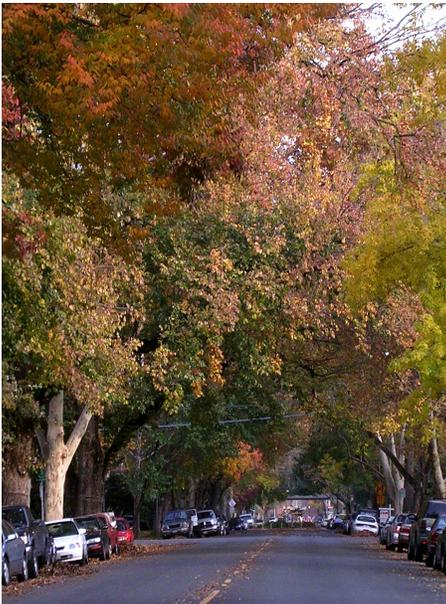
LU 2.2.1 **World-Class Rivers.** The City shall encourage development throughout the city to feature (e.g., access, building orientation, design) the Sacramento and American Rivers and shall develop a world-class system of riverfront parks and open spaces that provide a destination for visitors and respite from the urban setting for residents. *(MPSP)*

LU 2.2.2 **Waterway Conservation.** The City shall encourage the conservation and restoration of rivers and creeks within the urbanized area as multi-functional open space corridors that complement adjoining development and connect the city’s parks and recreation system to the Sacramento and American rivers. *(RDR/MPSP)*

LU 2.2.3

Improving River Development and Access. 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. *(RDR/MPSP)*

See the Education, Recreation, and Culture and Environmental Resources elements for additional policies on parks, open space, and urban forest.



GOAL LU 2.3

City of Trees and Open Spaces. Maintain multi-functional “green infrastructure” consisting of natural areas, open space, urban forest, and parkland, which serves as a defining physical feature of Sacramento, provides visitors and residents with access to open space and recreation, and is designed for environmental sustainability.

Policies

LU 2.3.1

Multi-functional Green Infrastructure. The City shall strive to create a comprehensive and integrated system of parks, open space, and urban forests that frames and complements the city’s urbanized areas. *(MPSP)*

LU 2.3.2

Adjacent Development. The City shall require that development adjacent to parks and open spaces complements and benefits from this proximity by:

- Preserving physical and visual access
- Requiring development to front, rather than back, onto these areas
- Using single-loaded streets along the edge to define and accommodate public access
- Providing pedestrian and multi-use trails
- Augmenting nonaccessible habitat areas with adjoining functional parkland
- Extending streets perpendicular to parks and open space and not closing off visual and/or physical access with development *(RDR)*



GOAL LU 2.4

City of Distinctive and Memorable Places. Promote community design that produces a distinctive, high-quality built environment whose forms and character reflect Sacramento's unique historic, environmental, and architectural context, and create memorable places that enrich community life.

See ER 7, Aesthetic Resources, for additional policies on maintenance and protection of significant visual and aesthetic resources that contribute to the identity and character of Sacramento.

Policies

LU 2.4.1 Unique Sense of Place. The City shall promote quality site, architectural and landscape design that incorporates those qualities and characteristics that make Sacramento desirable and memorable including: walkable blocks, distinctive parks and open spaces, tree-lined streets, and varied architectural styles. (RDR)

LU 2.4.2 Responsiveness to Context. The City shall require building design that respects and responds to the local context, including use of local materials where feasible, responsiveness to Sacramento's climate, and consideration of cultural and historic context of Sacramento's neighborhoods and centers. (RDR)



LU 2.4.3

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. *(JP)*

LU 2.4.4

Iconic Buildings. The City shall encourage the development of iconic public and private buildings in key locations to create new landmarks and focal features that contribute to the city’s structure and identity. *(RDR/MPSP)*



LU 2.4.5

Distinctive Urban Skyline. The City shall encourage the development of a distinctive urban skyline that reflects the vision of Sacramento with a prominent central core that contains the city’s tallest buildings, complemented by smaller urban centers with lower-scale mid- and high-rise development. *(RDR/MPSP)*

Photograph courtesy of Michael Zwahlen

See the Mobility Element for additional policies on pedestrianways, bikeways, transit, roadways, and other modes of transportation that connect the city.

GOAL LU 2.5

City Connected and Accessible. Promote the development of an urban pattern of well-connected, integrated, and accessible neighborhoods corridors, and centers.

Policies

LU 2.5.1

Connected Neighborhoods, Corridors, and Centers. The City shall require that new development, both infill and greenfield, maximizes connections and minimizes barriers between neighborhoods corridors, and centers within the city. *(RDR)*

LU 2.5.2

Overcoming Barriers to Accessibility. The City shall strive to remove and minimize the effect of natural and manmade barriers to accessibility between and within existing neighborhoods corridors, and centers. *(MPSP/RDR)*

GOAL LU 2.6

City Sustained and Renewed. Promote sustainable development and land use practices in both new development and redevelopment that provide for the transformation of Sacramento into a sustainable urban city while preserving choices (e.g., where to live, work, and recreate) for future generations.

Sustainability policies are threaded throughout the 2030 General Plan in all elements.

Policies

LU 2.6.1 Sustainable Development Patterns. The City shall promote compact development patterns, mixed use, and higher-development intensities that use land efficiently; reduce pollution and automobile dependence and the expenditure of energy and other resources; and facilitate walking, bicycling, and transit use. *(RDR)*

LU 2.6.2 Redevelopment and Revitalization Strategies. The City shall employ a range of strategies to promote revitalization of distressed, under-utilized, and/or transitioning areas, including:

- Targeted public investments.
- Development incentives.
- Redevelopment assistance.
- Public-private partnerships.
- Revised development regulations and entitlement procedures.
- Implementation of City- or SHRA-sponsored studies and master plans. *(MPSP/RDR/FB/JP)*

LU 2.6.3 Sustainable Building Practices. The City shall promote and, where appropriate, require sustainable building practices that incorporate a “whole system” approach to designing and constructing buildings that consume less energy, water and other resources, facilitate natural ventilation, use daylight effectively, and are healthy, safe, comfortable, and durable. *(RDR/IGC)*



The CalPERS office building incorporates sustainable building practices.





Retention and renovation of existing buildings retains the structures' embodied energy and limits the generation of waste.

See ER 3, Urban Forest, for additional policies on the urban heat island effect.

LU 2.6.4

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, increase energy efficiency, make it more energy efficient, and limit the generation of waste. (RDR)

LU 2.6.5

Green Building Retrofit. The City shall promote the retrofitting of existing structures with green building technologies/practices and encourage structures being renovated to be built to a green building standard such as Leadership in Energy and Environmental Design (LEED). (RDR)

LU 2.6.6

Heat Island Effect. The City shall reduce the "heat island effect" by promoting and requiring, where appropriate, such features as reflective roofing, green roofs, light-colored pavement, and urban shade trees and by reducing the unshaded extent of parking lots. (RDR)

GOAL LU 2.7

City Form and Structure. Require excellence in the design of the city's form and structure through development standards and clear design direction.

Policies

LU 2.7.1

Development Regulations. The City shall promote design excellence by ensuring city development regulations clearly express intended rather than prohibited outcomes and reinforce rather than inhibit quality design. (RDR)

LU 2.7.2

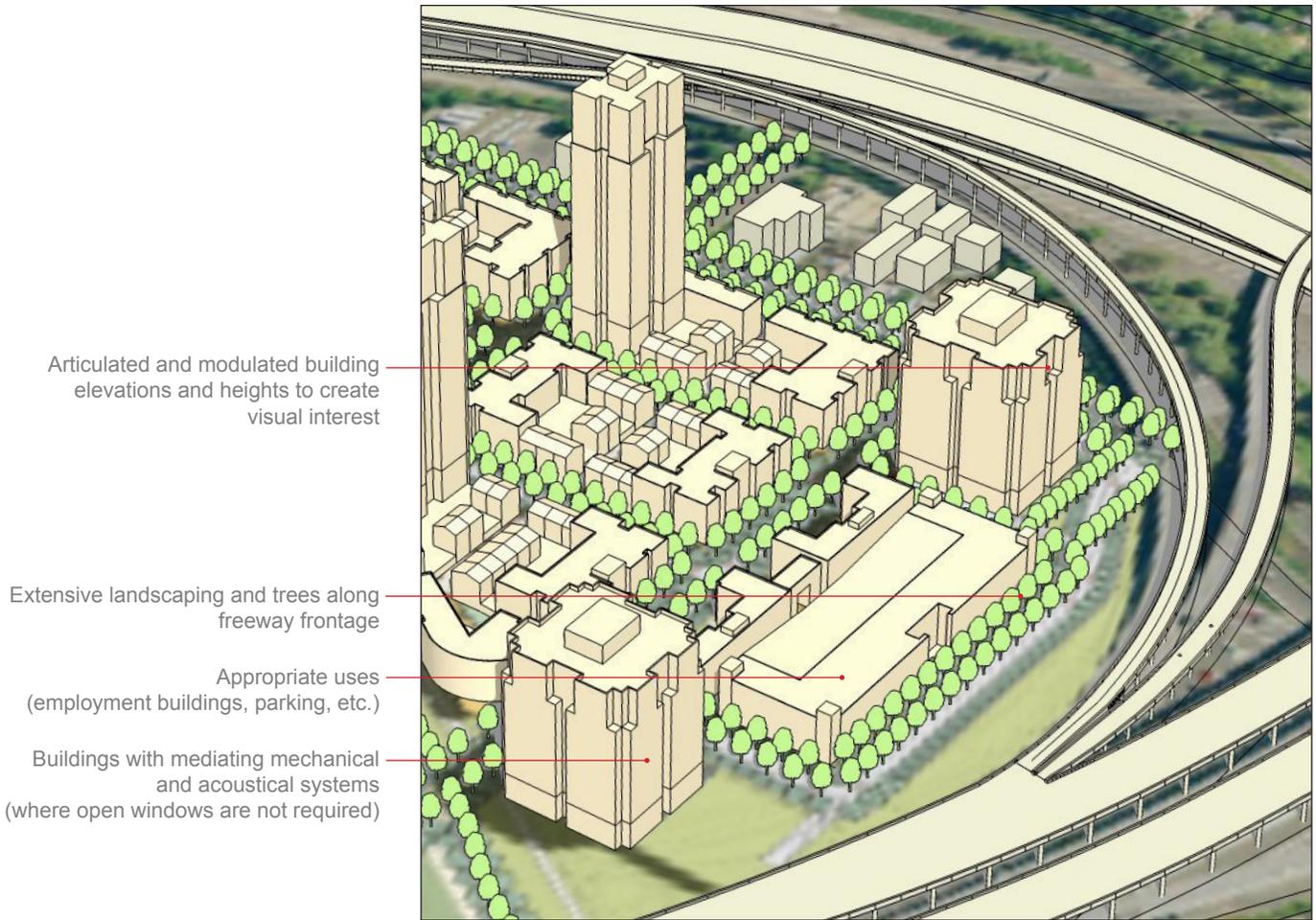
Design Review. The City shall require design review that focuses on achieving appropriate form and function for new and redevelopment projects to promote creativity, innovation, and design quality. (RDR/IGC)



The illustration above shows how the scale and massing of new development will transition in building height and bulk.

LU 2.7.3 **Transitions in Scale.** The City shall require that the scale and massing of new development in higher-density centers and corridors provide appropriate transitions in building height and bulk that are sensitive to the physical and visual character of adjoining neighborhoods that have lower development intensities and building heights. (RDR)

LU 2.7.4 **Public Safety and Community Design.** The City shall promote design of neighborhoods, centers, streets, and public spaces that enhances public safety and discourages crime by providing street-fronting uses (“eyes on the street”), adequate lighting and sight lines, and features that cultivate a sense of community ownership. (RDR)



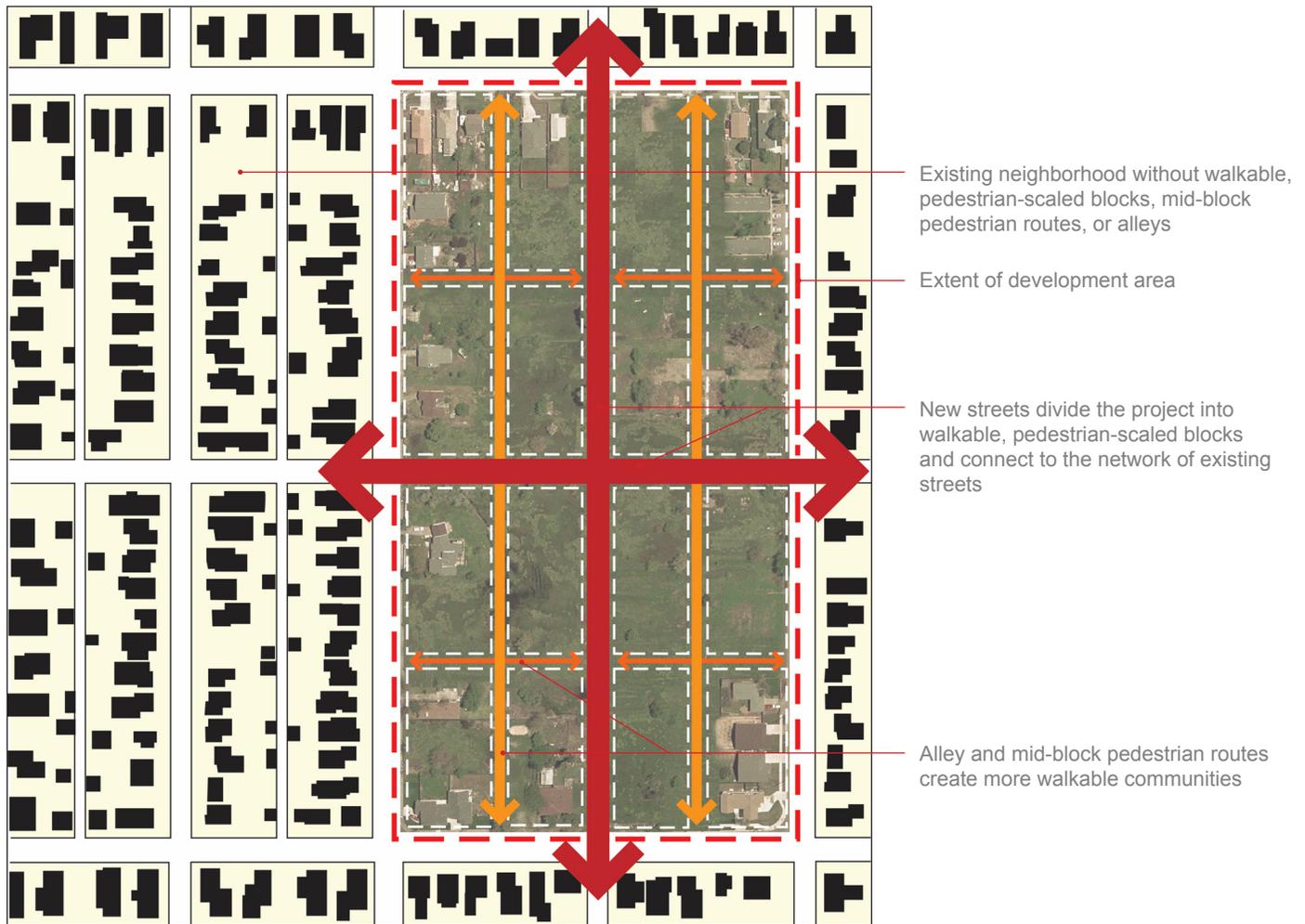
The illustration above shows how development along freeways can be designed with high-quality character.

See ER 6, Air Quality, for a policy that protects air quality for “sensitive uses.”

LU 2.7.5

Development along Freeways. The City shall promote high-quality development character of buildings along freeway corridors and protect the public from the adverse effects of vehicle-generated air emissions, noise, and vibration, using such techniques as:

- Requiring extensive landscaping and trees along the freeway fronting elevation
- Establish a consistent building line, articulating and modulating building elevations and heights to create visual interest
- Include design elements that reduce noise and provide for proper filtering, ventilation, and exhaust of vehicle air emissions (*RDR/MPSP*)



The illustration above shows how new development can create walkable, pedestrian-scaled blocks, and publicly accessible mid-block pedestrian routes.

LU 2.7.6 Walkable Blocks. The City shall require new development and redevelopment projects to create walkable, pedestrian-scaled blocks, publicly accessible mid-block and alley pedestrian routes where appropriate, and sidewalks appropriately scaled for the anticipated pedestrian use. (RDR)

See M 2, Walkable Communities, for additional policies on pedestrian facilities.

LU 2.7.7 Buildings that Engage the Street. The City shall require buildings to be oriented to and actively engage and complete the public realm through such features as building orientation, build-to and setback lines, façade articulation, ground-floor transparency, and location of parking. (RDR)

LU 2.7.8 Screening of Off-street Parking. The City shall reduce the visual prominence of parking within the public realm by requiring most off-street parking to be located behind or within structures or otherwise fully or partially screened from public view. (RDR/MSPS)

GOAL LU 2.8

City Fair and Equitable. Ensure fair and equitable access for all citizens to employment, housing, education, recreation, transportation, retail, and public services, including participation in public planning for the future.

Policies

See LU 8, Public/Quasi-Public and Special Uses, for additional policies on the equitable distribution of public facilities.

LU 2.8.1 **Equitable Distribution of Uses and Amenities.** The City shall strive to ensure that desirable uses and neighborhood amenities are distributed equitably throughout the city. (RDR/MSPS)

LU 2.8.2 **Public Facilities and Services.** The City shall strive to equitably distribute public facilities, improvements, and services throughout the city, with priority given to remedying existing deficiencies in blighted or under-served neighborhoods. (MPSP)

LU 2.8.3 **High-Impact Uses.** The City shall avoid the concentration of high-impact uses and facilities in a manner that disproportionately affects a particular neighborhood, center, or corridor to ensure that such uses do not result in an inequitable environmental burden being placed on low-income or minority neighborhoods. (RDR)

See the Housing Element, located in a separately bound document, for additional policies on the equitable distribution of house types.

LU 2.8.4 **Housing Type Distribution.** The City shall promote an equitable distribution of housing types for all income groups throughout the city and promote mixed-income developments rather than creating concentrations of below-market-rate housing in certain areas. (RDR/MPSP)

LU 2.8.5 **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. (RDR/MPSP)

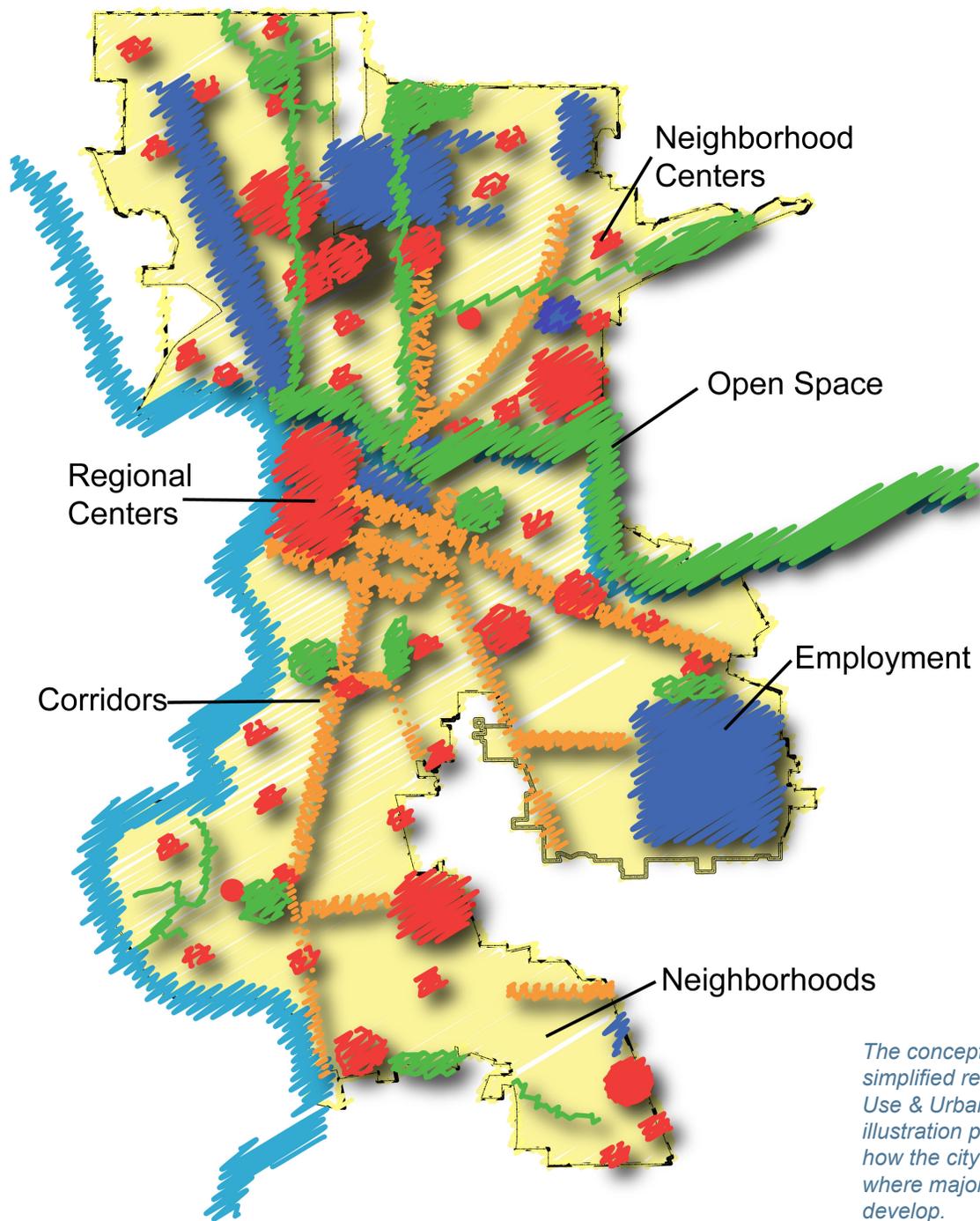


- LU 2.8.6** **Community Outreach.** The City shall strive to engage all segments of the community in planning decisions, including non-English-language speakers, the elderly, youth, working parents, low-income residents, and other similar special needs groups. *(PI)*



Land Use and Urban Form Diagram: Overview

This section presents the Land Use and Urban Form Diagram as well as an overview of urban form guidelines, standards of population density and building intensity, and allowed uses for the various land use and urban form designations in the plan.



The concept diagram to the left is a simplified representation of the Land Use & Urban Form Diagram. This illustration provides an overall idea of how the city will look in 2030 including where major centers and corridors will develop.

The 2030 General Plan includes a diagram (Figure LU 1) and set of designations that give direction for both land use and urban form. The system includes components for allowed uses, population density, building intensity, and urban form criteria for the different neighborhoods, centers, and corridors throughout the city. These components work together to define the overall role of each area of the city, whether it's for living (neighborhoods), gathering and employment (centers), travel and commerce (corridors), preservation (open space), or a unique role (other district) such as a college.

Land Use & Urban Form Designations and Development Standards

State planning law requires general plans to establish “standards of population density and building intensity” as well as allowed uses for the various land use designations in the plan (Government Code Section 65302(a)). Each land use and urban form designation in this section specifies (1) urban form guidelines, (2) allowed uses, and (3) development standards. These are described below and summarized in Table LU-1.

Urban Form Guidelines

Unlike the allowed uses and development standards described below, the urban form guidelines are recommendations not required standards.

Urban form describes key physical form characteristics envisioned for each designation. Urban form guidelines are intended to inform future development by ensuring that all parties (i.e., developers, the City, and the public) share a common understanding of the characteristics that contribute to good design and consider the implications of individual project design on the form and character of the community as a whole.

These qualities include characteristics such as the height and bulk of buildings, the location of buildings on their lots, the relationship of buildings to streets, the height of buildings relative to adjacent neighborhoods, and the location and character of parking and pedestrian facilities. Unlike the allowed uses and development standards described below, the urban form guidelines are recommendations not required standards.

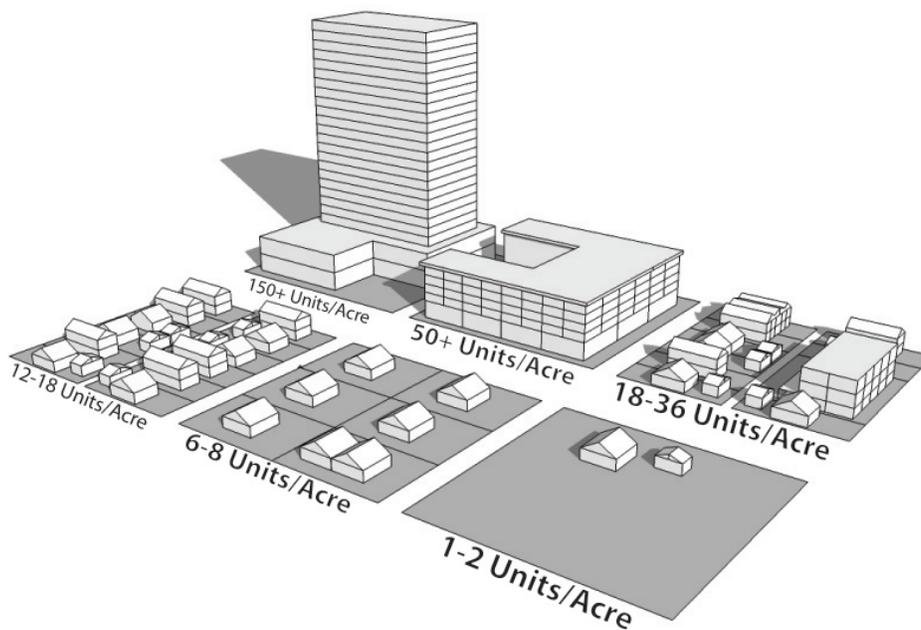
Allowed Uses

These descriptions outline the range of uses that are allowed within each designation.

Development Standards

These are legal standards of density for residential uses and standards of building intensity for nonresidential and mixed use. The following explains how these standards operate.

Standards of building density for residential uses are stated as the allowable range (i.e., minimum and maximum) of dwelling units per net acre. Standards of population density for residential uses can be derived by multiplying the maximum number of dwelling units per net acre by the average number of persons per dwelling unit assumed for the applicable residential designation (e.g., two persons per dwelling unit).

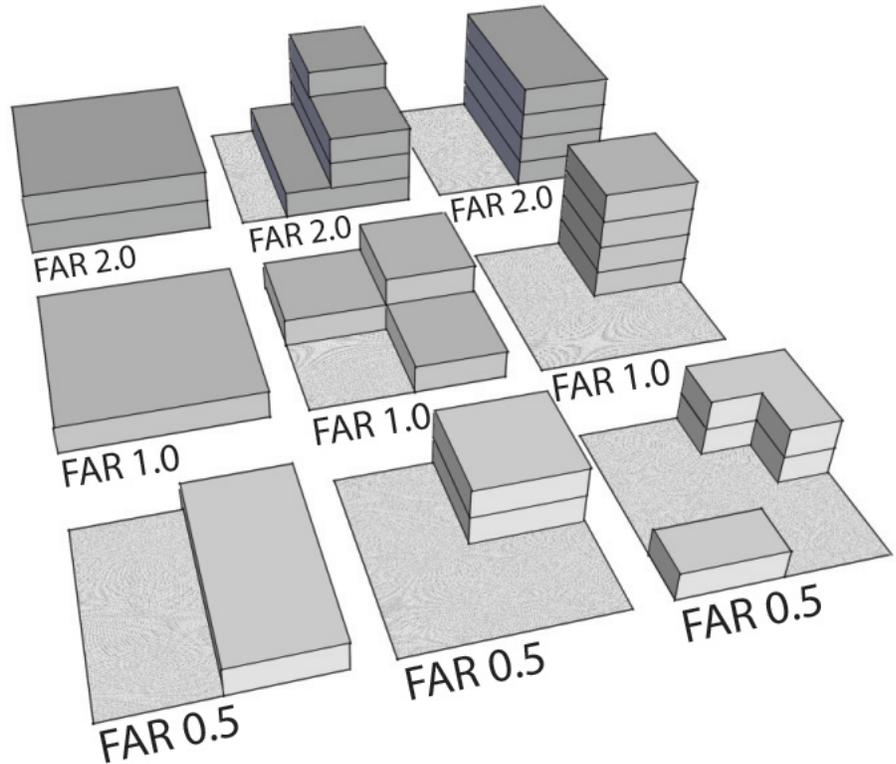


The illustration to the left shows different densities for residential development on a similarly sized lot.

Standards of building intensity for nonresidential uses such as mixed-use, commercial, and industrial development are stated as a range (i.e., minimum and maximum) of floor-area ratios (FARs). In the case of mixed-use developments that include residential uses, the FAR includes residential building square footage, and the density range is not applicable.

An FAR is the gross building area on a site, excluding structured parking, to the net developable area of the site. The net developable area is the total area of a site excluding portions that cannot be developed (e.g., right-of-way, public parks, etc.). A site includes all contiguous parcels that will share parking or access. For example, on a lot with 25,000 square feet of land area, a FAR of 0.50 will allow 12,500 square feet of useable building floor area to be built, regardless of the number of stories in the building (e.g., 6,250 square feet per floor on two floors or 12,500 square feet on one floor). On the same 25,000-square-foot lot, a FAR of 1.00 would allow 25,000 square feet of useable floor area, and a FAR of 2.00 would allow 50,000 square feet of useable floor area. The diagram above shows various building configurations representing FARs of 0.50, 1.00, and 2.00.

The illustration to the right shows how various building configurations represent different FARs of 0.5, 1.0, and 2.0.



While FAR provides for the overall development size and intensity, it does not specify the form or character of the building. Different interpretations of the same FAR can result in buildings of very different character. The urban form guidelines for each designation describe key physical form characteristics envisioned for the designation. In addition, other City regulations (e.g., zoning or design guidelines height limits, building setbacks, and open space requirements) guide the form of buildings within a given FAR range.

Fig LU 1

11X17 INsert

Table LU 1 Land Use & Urban Form Designations

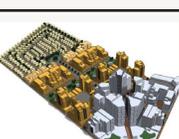
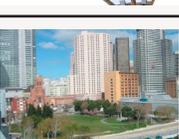
		Guidelines	Standards			
Land Use and Urban Form Designation		Building Height (Number of Stories) ⁽¹⁾	Minimum Density (dwelling units per acre)	Maximum Density (dwelling units per acre)	Minimum Floor Area Ratio (FAR) ⁽²⁾	Maximum Floor Area Ratio (FAR)
Neighborhoods						
	Rural Residential ⁽⁴⁾ (See Page 2-40)	1-3	0.25	3.0	N/A	1.50
	Suburban Neighborhood Low Density ⁽⁴⁾ (See Page 2-44)	1-3	3.0	8.0	N/A	1.50
	Suburban Neighborhood Medium Density ⁽⁴⁾ (See Page 2-44)	1-3	7.0	17.0	N/A	1.50
	Suburban Neighborhood High Density ^{(3) (4)} (See Page 2-44)	1-3	15.0	30.0	0.35	1.50
	Traditional Neighborhood Low Density ⁽⁴⁾ (See Page 2-48)	1-3	3.0	8.0	N/A	1.50
	Traditional Neighborhood Medium Density ⁽⁴⁾ (See Page 2-48)	1-3	8.0	21.0	N/A	1.50
	Traditional Neighborhood High Density ^{(3) (4)} (See Page 2-48)	1-3	18.0	36.0	0.50	1.50
	Urban Neighborhood Low Density ^{(3) (4)} (See Page 2-52)	2-4	12.0	36.0	0.50	1.50
	Urban Neighborhood Medium Density ^{(3) (4)} (See Page 2-52)	3-8	33.0	110.0	1.50	4.00

(1) Height guidelines are urban form guidelines, not land use standards.

(2) Small commercial (less than 1 acre), where permitted by the land use designation, shall be exempt from the minimum FAR requirement.

(3) Residential development that is part of a mixed-use building shall comply with the allowed floor area ratio (FAR) range and is not subject to the allowed density range. Stand alone residential development shall comply with the allowed density range.

(4) Neighborhood support uses (schools, parks, libraries, community centers, and childcare/elderly care facilities) are also allowed.

Table LU 1 Land Use & Urban Form Designations						
		Guidelines	Standards			
Land Use and Urban Form Designation		Building Height (Number of Stories) ⁽¹⁾	Minimum Density (dwelling units per acre)	Maximum Density (dwelling units per acre)	Minimum Floor Area Ratio (FAR) ⁽²⁾	Maximum Floor Area Ratio (FAR)
	Urban Neighborhood High Density ^{(3) (4)} (See Page 2-52)	4-24	61.0	250.0	2.00	8.00
Centers						
	Suburban Center ⁽³⁾ (See Page 2-66)	1-4	15.0	36.0	0.25	2.00
	Traditional Center ⁽³⁾ (See Page 2-68)	1-4	15.0	36.0	0.30	2.00
	Regional Commercial Center ⁽³⁾ (See Page 2-70)	1-6	32.0	80.0	0.25	3.00
	Urban Center Low ⁽³⁾ (See Page 2-72)	2-7	20.0	150.0	0.40	4.00
	Urban Center High ⁽³⁾ (See Page 2-74)	2-24	24.0	250.0	1.75	8.00
	Central Business District ⁽³⁾ (See Page 2-76)	4+	61.0	450.0	3.00	15.00
Corridors						
	Suburban Corridors ⁽³⁾ (See Page 2-86)	1-4	15.0	36.0	0.25	2.00
	Urban Corridor Low ⁽³⁾ (See Page 2-88)	2-6	20.0	110.0	0.30	3.00

(1) Height guidelines are urban form guidelines, not land use standards.

(2) Small commercial (less than 1 acre), where permitted by the land use designation, shall be exempt from the minimum FAR requirement.

(3) Residential development that is part of a mixed-use building shall comply with the allowed floor area ratio (FAR) range and is not subject to the allowed density range. Stand alone residential development shall comply with the allowed density range.

(4) Neighborhood support uses (schools, parks, libraries, community centers, and childcare/elderly care facilities) are also allowed.

Table LU 1 Land Use & Urban Form Designations						
		Guidelines	Standards			
Land Use and Urban Form Designation		Building Height (Number of Stories) ⁽¹⁾	Minimum Density (dwelling units per acre)	Maximum Density (dwelling units per acre)	Minimum Floor Area Ratio (FAR) ⁽²⁾	Maximum Floor Area Ratio (FAR)
	Urban Corridor High ⁽³⁾ (See Page 2-90)	3-8	33.0	150.0	0.30	6.00
Other Designations						
	Employment Center Low Rise (See Page 2-100)	1-3	N/A	N/A	0.25	1.00
	Employment Center Mid Rise ⁽³⁾ (See Page 2-102)	3-12	18.0	60.0	0.35	2.00
	Industrial (See Page 2-104)	N/A	N/A	N/A	0.10	1.00
	Public/Quasi-Public (See Page 2-112)	N/A	N/A	N/A	N/A	N/A
	Open Space (See Page 2-120)	N/A	N/A	N/A	N/A	N/A
	Parks and Recreation (See Page 2-121)	N/A	N/A	N/A	N/A	N/A
	Special Study Area (See Page 2-126)	N/A	N/A	N/A	N/A	N/A
	Planned Development (See Page 2-126)	N/A	N/A	N/A	N/A	N/A

(1) Height guidelines are urban form guidelines, not land use standards.

(2) Small commercial (less than 1 acre), where permitted by the land use designation, shall be exempt from the minimum FAR requirement.

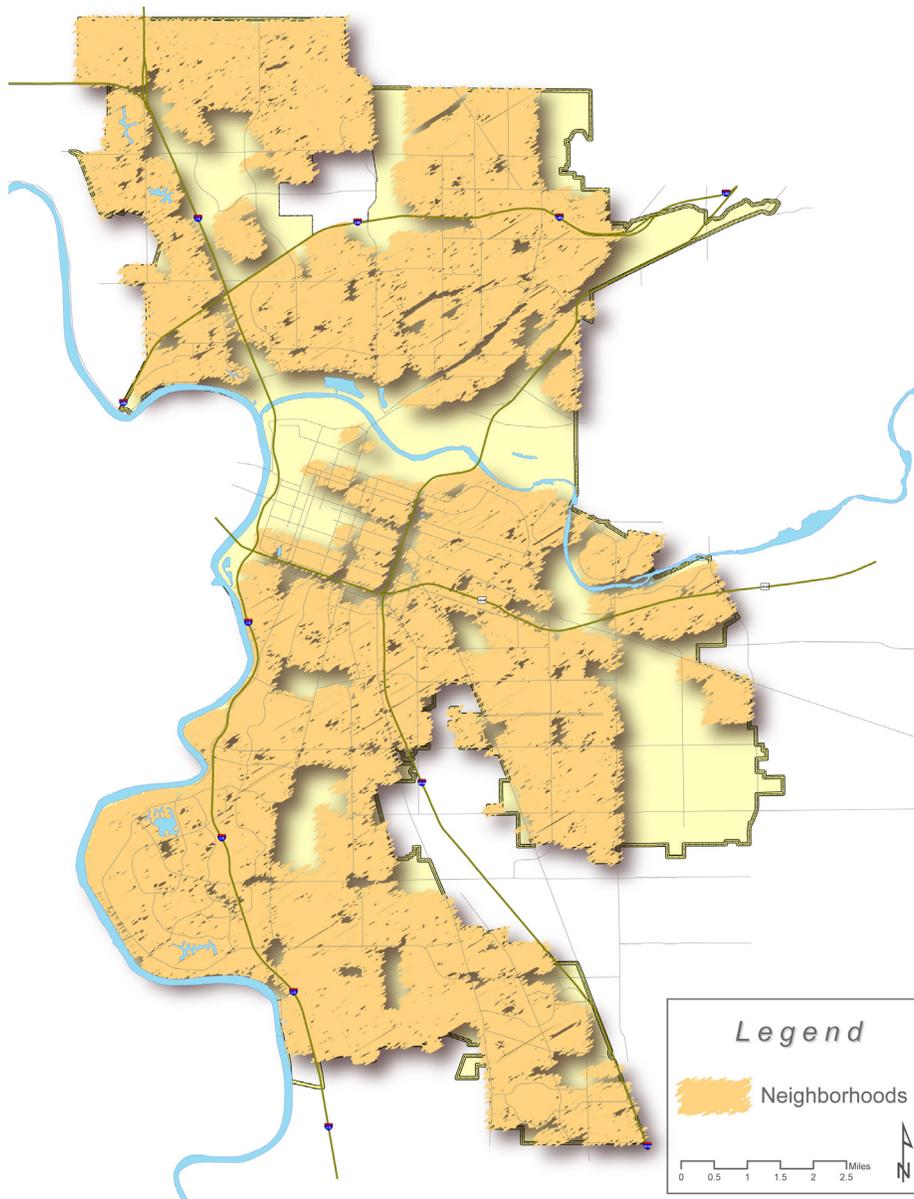
(3) Residential development that is part of a mixed-use building shall comply with the allowed floor area ratio (FAR) range and is not subject to the allowed density range. Stand alone residential development shall comply with the allowed density range.

(4) Neighborhood support uses (schools, parks, libraries, community centers, and childcare/elderly care facilities) are also allowed.



Neighborhoods

Policies in this section provide for the protection, maintenance, and enhancement of Sacramento’s residential neighborhoods, assuring that new development complements and reinforces their unique characteristics through sensitive infill and transitions in scale from adjacent centers and corridors. They provide for residential neighborhoods that contain a diversity of housing types and support the development of more complete residential neighborhoods and complementary community-supportive uses such as neighborhood-serving commercial and appropriately scaled public and quasi-public uses, such as schools parks, and libraries; fire and police facilities; community centers, private social halls, religious institutions and other places of assembly; cultural facilities; hospitals; and transportation-related and utility facilities. Table LU-2 (Page 2-54) provides a quick comparison of urban form guidelines for the different neighborhood types.



The diagram to the left illustrates the location of Sacramento’s existing and planned neighborhoods.

Rural Residential



Rural Residential has a limited role in Sacramento’s future. Rural Residential areas contribute to variety and choice in housing and lifestyle. However, given the inefficient use of land and infrastructure, this development pattern will be limited to a few areas of the city. Rural Residential areas are the preferred residential designation to provide “buffers” and serve as a physical transition between Suburban Neighborhoods and the city’s outer edges that abut open space.

Urban Form Guidelines

Key urban form characteristics of Rural Residential areas that should be preserved, enhanced, and/or introduced include the following:

1. Large parcels relating to the size and shape of older agricultural landholdings
2. Large residential lots with low building coverage (e.g., less than 10 percent)
3. Building heights generally ranging from one to three stories
4. Buildings sited centrally within the parcel with deep front, side, and rear setbacks
5. Generally straight, narrow streets designed to accommodate lower traffic volumes generated by low-density development (i.e., not designed to urban standards)
6. Rural street improvement standards including the following:
 - Compacted shoulders and open drainage swales with limited curb and gutter improvements
 - Minimal or no street lights
 - No on-street parking lanes

- Paved and/or compact aggregate pedestrian/multi-use trails separated from and aligned along one side of the public roadway (rather than sidewalks on both sides of roadway)
- Large street trees scaled to the open character of the rural landscape and set back from the roadway

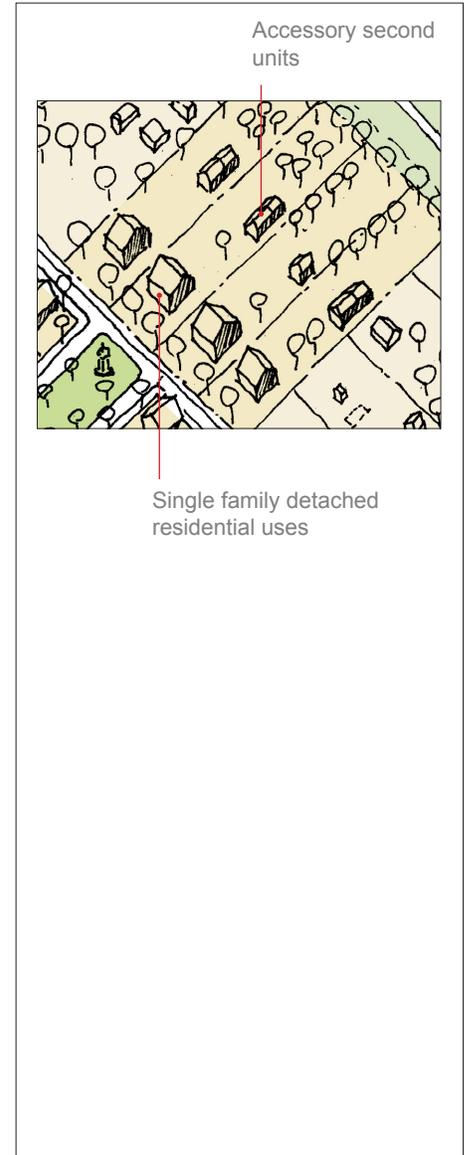
Allowed Uses

This designation provides for the following uses:

- Single-family detached residential uses normally associated with urban/rural interface areas
- Accessory second units
- Limited neighborhood-serving commercial uses
- Compatible public, quasi-public, and special uses

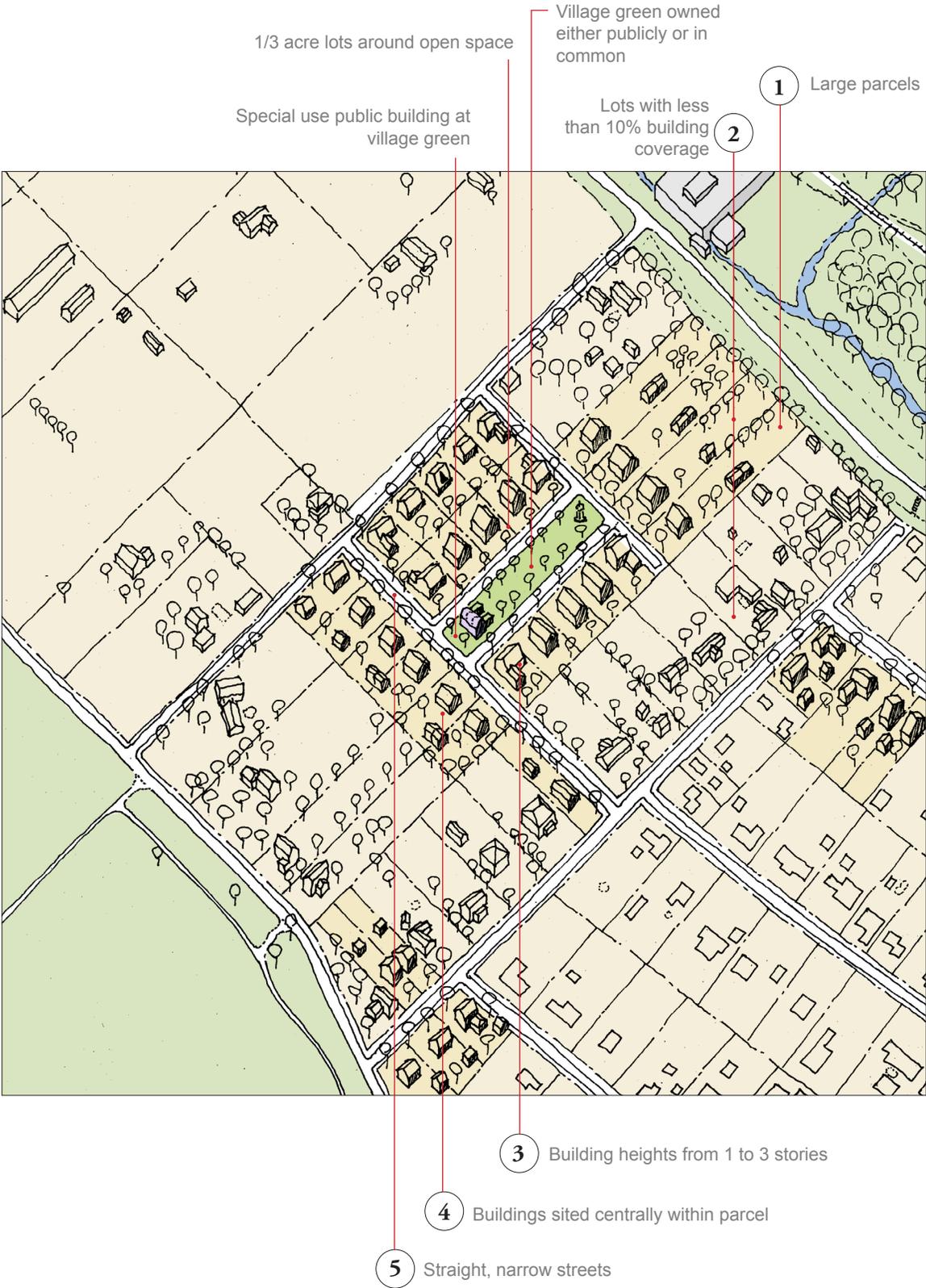
Development Standards

- Minimum Density: 0.25 Units/ Net Acre
- Maximum Density: 3.0 Units/ Net Acre
- Maximum FAR: 1.50 FAR





Rural Residential



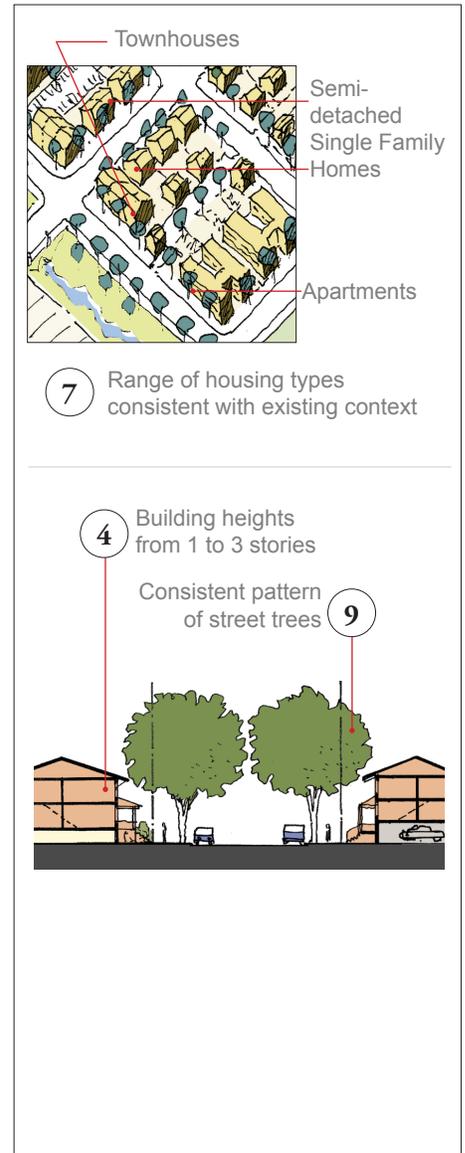
**Suburban
Neighborhood**

The suburban neighborhood designations (low, medium, and high) will continue to be the predominant residential development pattern in existing neighborhoods. As a result, the magnitude of change anticipated for these areas is substantially less than what is anticipated for the commercial corridors and centers that serve them. Changes proposed in areas identified as suburban neighborhoods are more subtle, focusing on how to enhance the quality of such areas by improving characteristics such as connectivity, pedestrian safety, neighborhood character, and housing choice.

Urban Form Guidelines

Key urban form characteristics envisioned for the suburban neighborhood designations include the following:

1. Predominantly single-family residential scale
2. Higher-density uses near centers or major transit routes
3. Lot coverage generally not exceeding 60 percent
4. Building heights generally ranging from one to three stories
5. A street system providing distribution of traffic and route flexibility
6. Neighborhood parks within walking distance of local residents
7. A range of housing types and designs consistent with existing forms and patterns
8. Street design balancing pedestrian and bicycle use with vehicular circulation by incorporating traffic-calming measures and more attractive and functional pedestrian/bicycle facilities
9. Consistent patterns of street trees providing shade and enhancing character and identity



Suburban Neighborhood

Typical existing suburban street pattern of curvilinear roads and cul-de-sacs, with minimal connectivity & route flexibility

School

5 Streets system provides traffic distribution and route flexibility

6 Parks within walking distance of residents



6 Parks within walking distance of residents

7 See opposite

2 Higher-density near centers or transit

9 Consistent patterns of street trees

1 Single-family residential scale

**Suburban
Low Density**



**Suburban Neighborhood Low Density
Allowed Uses**

This designation provides for low-intensity housing and neighborhood-support uses including the following:

- Single-family detached dwellings
- Single-family attached dwellings (e.g., duplexes, triplexes, townhomes)
- Accessory second units
- Limited neighborhood-serving commercial on lots three acres or less
- Compatible public, quasi-public, and special uses

**Suburban Neighborhood Low Density
Development Standards**

- Minimum Density: 3.0 Units/ Net Acre
- Maximum Density: 8.0 Units/ Net Acre
- Maximum FAR: 1.50 FAR

**Suburban
Medium Density**



**Suburban Neighborhood Medium Density
Allowed Uses**

This designation provides for medium-density housing and neighborhood-support uses including the following:

- Small-lot single-family detached dwellings
- Small-lot single-family attached dwellings (e.g., duplexes, triplexes, townhomes)
- Accessory second units
- Multifamily dwellings (e.g., apartments and condominiums)
- Limited neighborhood-serving commercial on lots three acres or less
- Compatible public, quasi-public, and special uses

**Suburban Neighborhood Medium Density
Development Standards**

- Minimum Density: 7.0 Units/ Net Acre
- Maximum Density: 17.0 Units/ Net Acre
- Maximum FAR: 1.50 FAR

**Suburban
High Density**



**Suburban Neighborhood High Density
Allowed Uses**

This designation provides for single-use multifamily housing and predominantly residential mixed-use development in areas served by major transportation routes and facilities, and near major shopping areas, including the following:

- Multifamily dwellings (e.g., apartments and condominiums)
- Mixed-use neighborhood-serving commercial
- Compatible public, quasi-public, and special uses

**Suburban Neighborhood High Density
Development Standards**

- Minimum Density: 15.0 Units/ Net Acre
- Maximum Density: 30.0 Units/ Net Acre
- Minimum FAR: 0.35 FAR
- Maximum FAR: 1.50 FAR

Development Standards Note: Residential development that is part of a mixed-use building shall comply with the allowed floor area ratio (FAR) range and is not subject to the allowed density range. Stand alone residential development shall comply with the allowed density range.



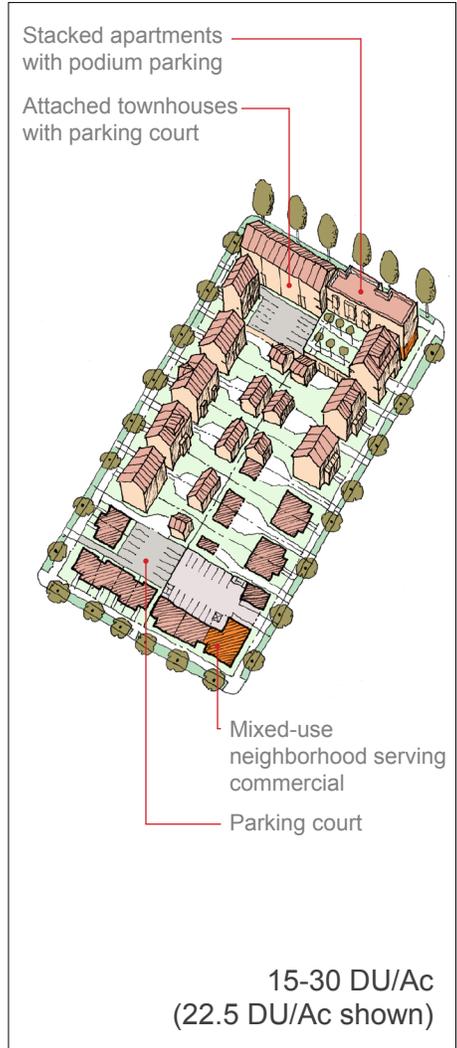
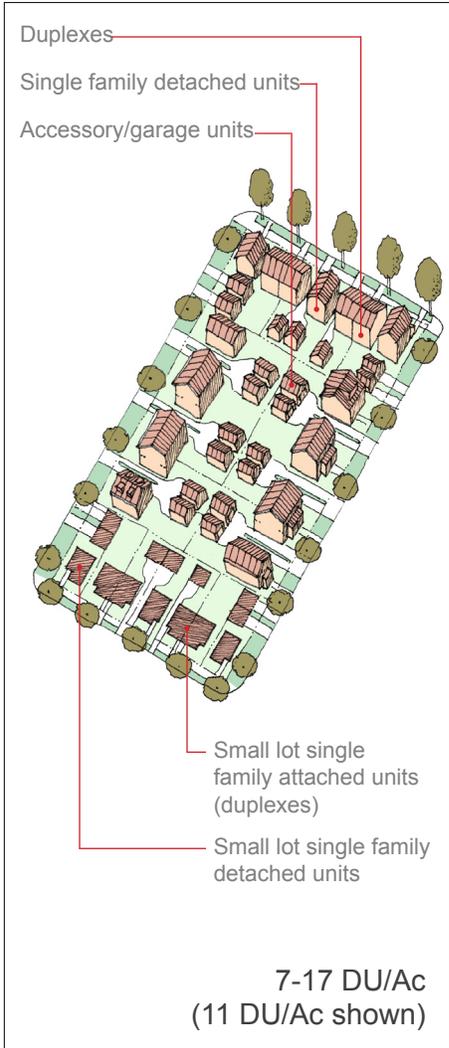
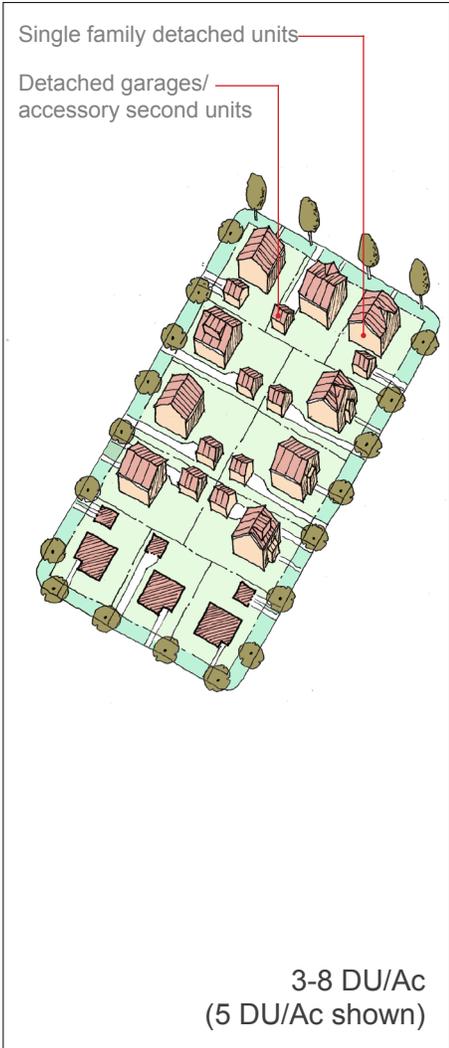
**Suburban
Low Density**



**Suburban
Medium Density**



**Suburban
High Density**



Traditional Neighborhood

Traditional neighborhoods and the characteristics associated with them are highly desirable and expected to be highly sought after in the future. Many existing traditional neighborhoods are well-established and generally well-preserved; thus, changes to these areas will be relatively modest. Conversely some traditional neighborhoods, such as Oak Park, have many of the key formal characteristics of a traditional neighborhood, but have declined over time. These neighborhoods will experience more substantial change related to rehabilitation of units, infill development, and streetscape improvements. Changes proposed in these traditional neighborhoods will focus on preserving and restoring the quality of such areas by protecting and enhancing features such as scale and quality of housing, neighborhood character, and housing choice. It should be noted that Traditional Neighborhoods contain a wide diversity of development and thus some houses and buildings fall outside the allowed development standards. The City expects to retain this diversity. It is also anticipated that future new development areas will be planned with attributes that emulate the traditional neighborhood form and character and include adequate neighborhood-serving uses.

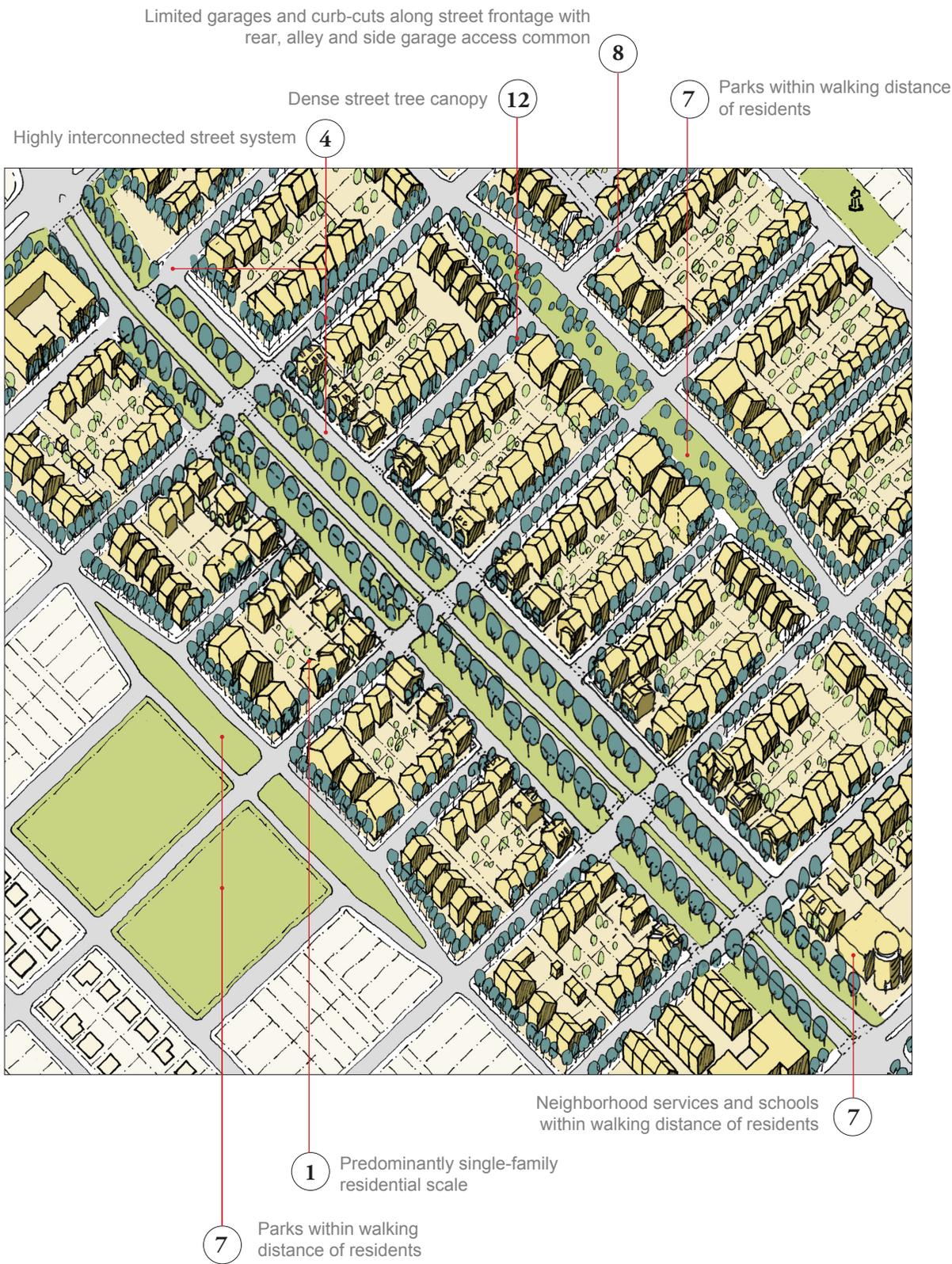
Urban Form Guidelines

Key urban form characteristics of low-, medium-, and high-density residential development in traditional neighborhoods include the following:

1. Predominantly single-family residential scale and including a mix of single-family units, second units, duplexes, triplexes, four-plexes, and apartments
2. Lot coverage generally not exceeding 70 percent
3. Building heights generally ranging from one to three stories for all traditional neighborhood designations
4. A highly interconnected street system facilitating flow of traffic, connectivity, and route flexibility
5. Pedestrian-scale blocks that are easy to navigate
6. A comprehensive, integrated, and interconnected pedestrian/bicycle system
7. Neighborhood services, transit, parks and schools within walking distance of local residents
8. Limited garages and curb cuts along the street frontage with rear, alley, and side garage access
9. Diverse architectural designs consistent with the neighborhoods forms and patterns
10. Street design balancing pedestrian and bicycle uses and safety with vehicular circulation
11. Traffic-calming measures, sidewalks with parkways (e.g., planting strips), and more attractive and functional pedestrian/bicycle facilities
12. Dense street tree canopy providing shade and enhanced neighborhood character and identity



Traditional Neighborhood





Traditional Neighborhood Low Density Allowed Uses

This designation provides for moderate-intensity housing and neighborhood-support uses including the following:

- Single-family detached dwellings
- Single-family attached dwellings (e.g., duplexes, triplexes, townhomes)
- Accessory second units
- Limited neighborhood-serving commercial on lots two acres or less
- Compatible public, quasi-public, and special uses

Traditional Neighborhood Low Density Development Standards

- Minimum Density: 3.0 Units/ Net Acre
- Maximum Density: 8.0 Units/ Net Acre
- Maximum FAR: 1.50 FAR

Traditional Neighborhood Medium Density Allowed Uses

This designation provides for higher-intensity medium-density housing and neighborhood-support uses including the following:

- Small-lot single-family dwellings
- Small-lot single-family attached dwellings (e.g., duplexes, triplexes, townhomes)
- Accessory second units
- Multifamily dwellings (e.g., apartments and condominiums)
- Limited neighborhood-serving commercial on lots two acres or less
- Compatible public, quasi-public, and special uses

Traditional Neighborhood Medium Density Development Standards

- Minimum Density: 8.0 Units/ Net Acre
- Maximum Density: 21.0 Units/ Net Acre
- Maximum FAR: 1.50 FAR

Traditional Neighborhood High Density Allowed Uses

This designation provides for single-use multifamily housing and predominantly residential mixed-use development in areas served by major transportation routes and facilities, and near shopping areas, including the following:

- Small-lot single-family dwellings
- Small-lot single-family attached dwellings (e.g., duplexes, triplexes, townhomes)
- Accessory second units
- Multifamily dwellings (e.g., apartments and condominiums)
- Mixed-use neighborhood-serving commercial uses
- Compatible public, quasi-public, and special uses

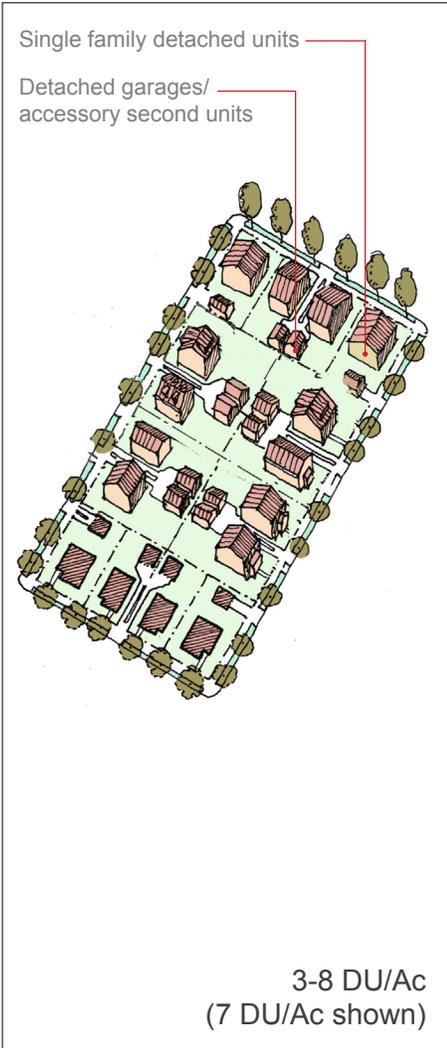
Traditional Neighborhood High Density Development Standards

- Minimum Density: 18.0 Units/ Net Acre
- Maximum Density: 36.0 Units/ Net Acre
- Minimum FAR: 0.50 FAR
- Maximum FAR: 1.50 FAR

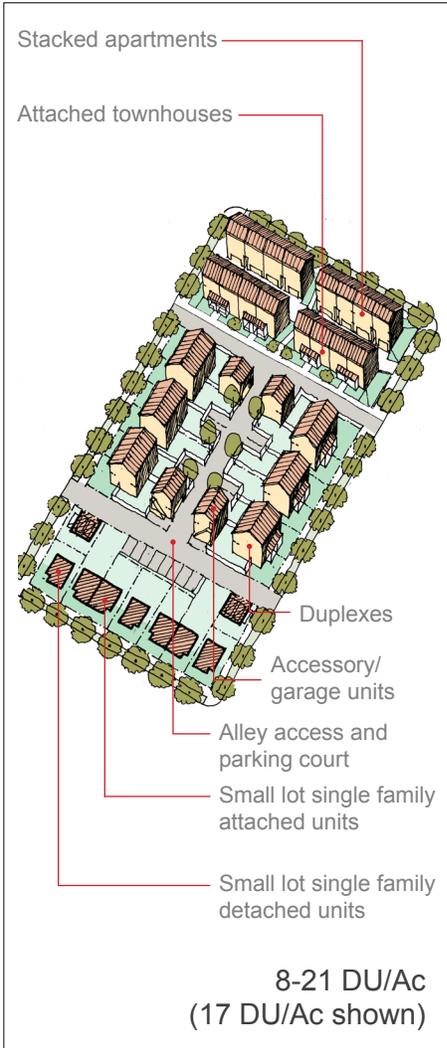
Development Standards Note: Residential development that is part of a mixed-use building shall comply with the allowed floor area ratio (FAR) range and is not subject to the allowed density range. Stand alone residential development shall comply with the allowed density range.



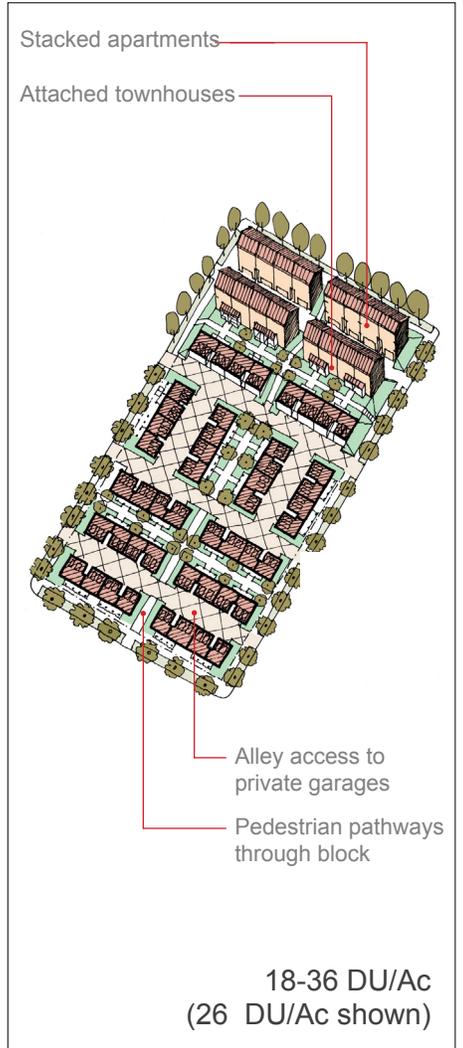
**Traditional
Low Density**



**Traditional
Medium Density**



**Traditional
High Density**



Urban Neighborhood

While the area proposed for Urban Neighborhoods is relatively small compared to the other neighborhood form categories, Urban Neighborhoods will play a significant role in Sacramento's future. The city's continued growth as a regional center for business, culture and entertainment increases the demand for and interest in urban residential living. Urban Neighborhoods are highly active areas where people live, work and recreate seven days a week and around the clock. As the city continues to grow, new Urban Neighborhoods will be developed in urban centers outside the Central City.

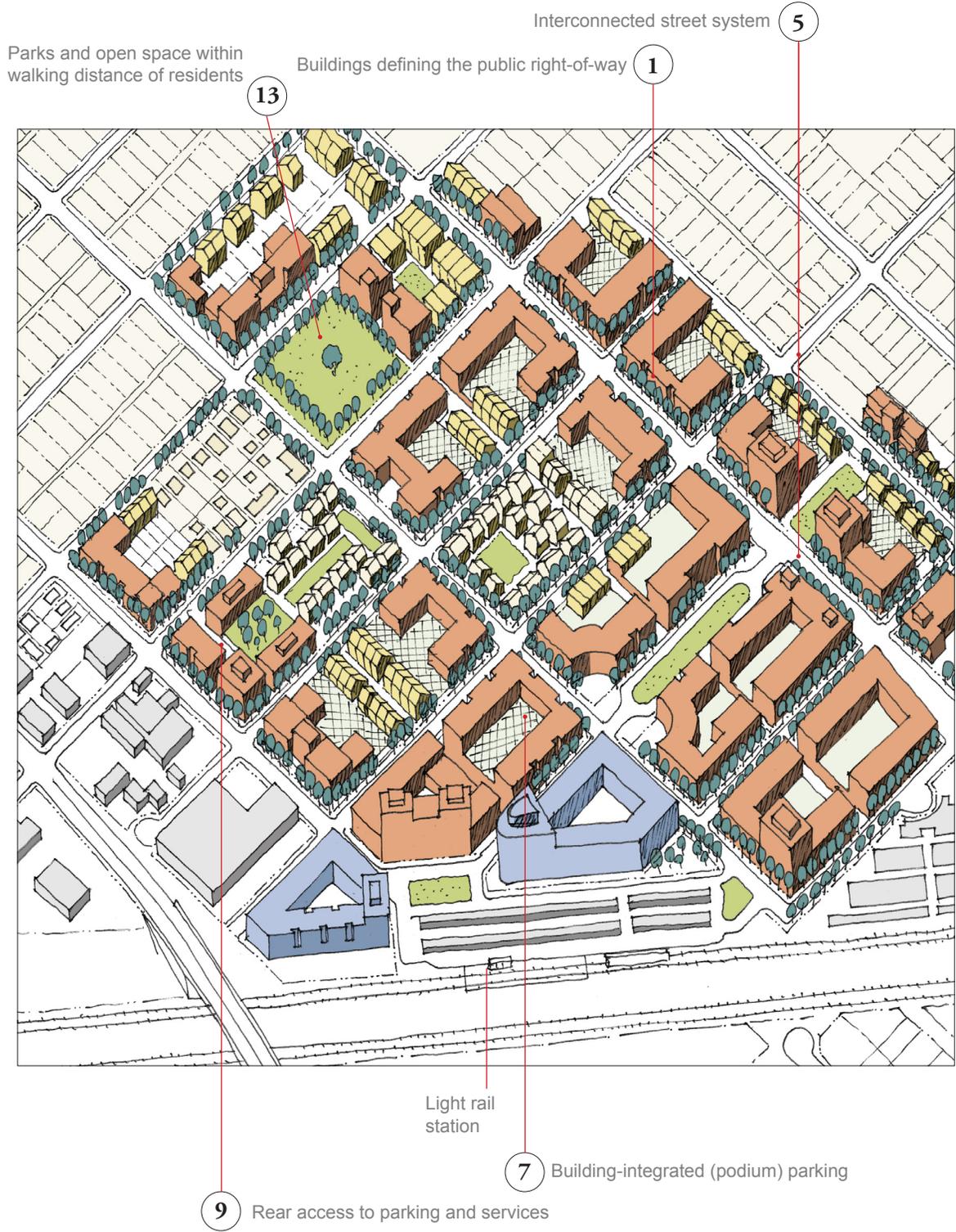
Urban Form Guidelines

Key urban form characteristics of low, medium, and high-density residential development and support uses in urban neighborhoods include the following:

1. Buildings establishing a consistent setback from street that produces a pleasing definition to the public right-of-way (e.g., sidewalk, parkway strip, and street)
2. Building façades and entrances that directly address the street and have a high degree of transparency (i.e., numerous windows) on street-fronting façades
3. Building heights generally ranging from:
 - Two to four stories for Low Density
 - Three to eight stories for Medium Density
 - Four to twenty-four stories for High Density
4. Lot coverage generally not exceeding 80 percent
5. An interconnected street system providing for traffic and route flexibility
6. Vertical and horizontal integration of complementary nonresidential uses
7. Off-street parking integrated into the buildings or placed in separate parking structures
8. Minimal or no curb cuts along street fronts and façades
9. Side or rear access to parking and service functions
10. Broad sidewalks appointed with appropriate pedestrian amenities/facilities
11. Street design that integrates pedestrian, bicycle, and vehicular use and incorporates traffic-calming features and on-street parking
12. Consistent planting of street trees providing shade and enhance a character and identity
13. Public parks and open space areas within walking distance of local residents



Urban Neighborhood



**Urban
Low Density**



**Urban Neighborhood Low Density
Allowed Uses**

This designation provides for moderate-intensity urban housing and neighborhood-support uses including the following:

- Small-lot single-family dwellings
- Small-lot single-family attached dwellings (e.g., duplexes, triplexes, townhomes)
- Accessory second units
- Mixed-use neighborhood-serving commercial
- Compatible public, quasi-public, and special uses

**Urban Neighborhood Low Density
Development Standards**

- Minimum Density: 12.0 Units/Net Acre
- Maximum Density: 36.0 Units/Net Acre
- Minimum FAR: 0.50 FAR
- Maximum FAR: 1.50 FAR

**Urban
Medium Density**



**Urban Neighborhood Medium Density
Allowed Uses**

This designation provides for moderate-to higher-intensity urban housing and neighborhood-support uses including the following:

- Small-lot single-family dwellings
- Small-lot single-family attached dwellings (e.g., duplexes, triplexes, townhomes)
- Multifamily dwellings (e.g., apartments and condominiums)
- Mixed-use neighborhood-serving commercial
- Compatible public, quasi-public, and special uses

**Urban Neighborhood Medium Density
Development Standards**

- Minimum Density: 33.0 Units/Net Acre
- Maximum Density: 110.0 Units/Net Acre
- Minimum FAR: 1.50 FAR
- Maximum FAR: 4.00 FAR

**Urban
High Density**



**Urban Neighborhood High Density
Allowed Uses**

This designation provides for single-use urban multifamily housing and predominantly residential urban mixed-use development in areas served by major transportation routes and facilities, and near major shopping areas, including the following:

- Small-lot single-family attached dwellings (e.g., duplexes, triplexes, townhomes)
- Multifamily dwellings (e.g., apartments and condominiums)
- Mixed-use neighborhood-serving commercial
- Compatible public, quasi-public, and special uses

**Urban Neighborhood High Density
Development Standards**

- Minimum Density: 61.0 Units/Net Acre
- Maximum Density: 250.0 Units/Net Acre
- Minimum FAR: 2.0 FAR
- Maximum FAR: 8.0 FAR

Development Standards Note: Residential development that is part of a mixed-use building shall comply with the allowed floor area ratio (FAR) range and is not subject to the allowed density range. Stand alone residential development shall comply with the allowed density range.



**Urban
Low Density**



**Urban
Medium Density**



**Urban
High Density**

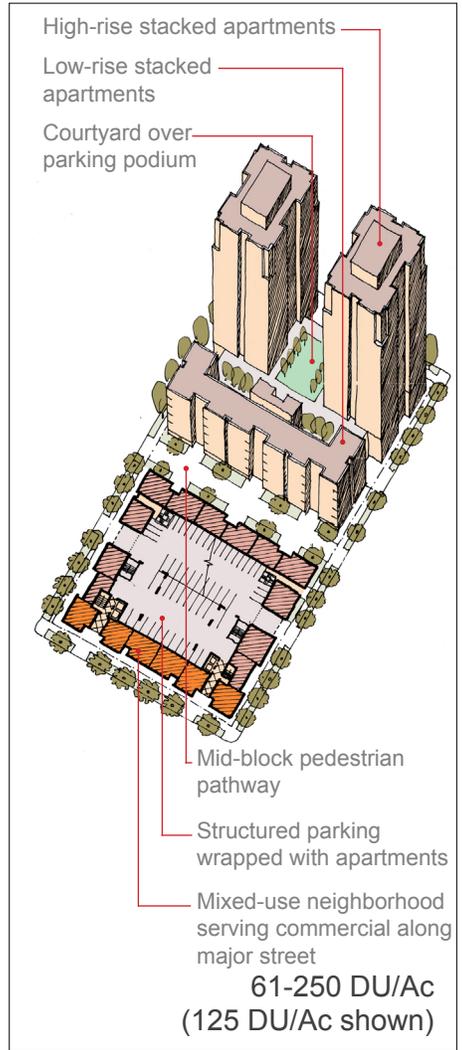
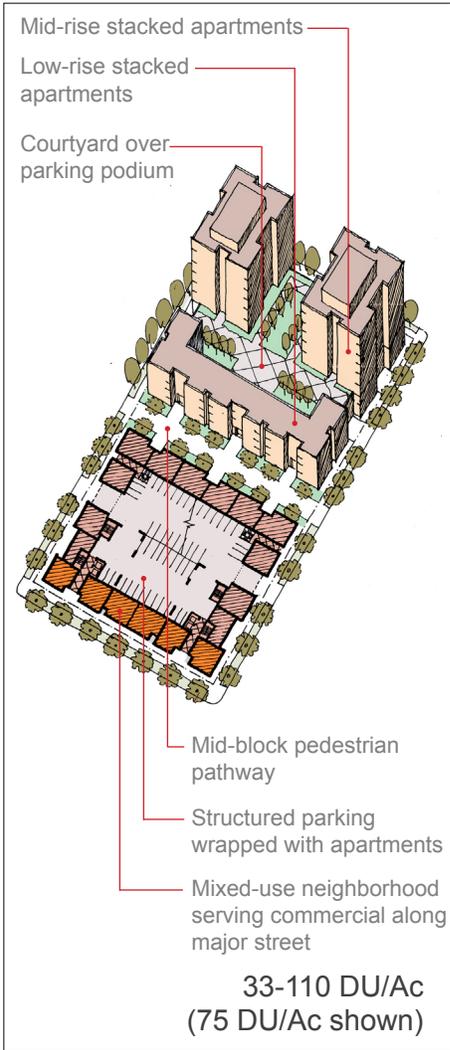


Table LU 2 Comparison of Neighborhood Type Urban Form Guidelines									
Neighborhood Types	Predominant Building Types	Lot Size	Building Coverage	Setbacks/ Building Placement	Block Pattern	Street Width/ Orientation	Primary Vehicular Loading	On-Street Parking	Pedestrian Realm
Rural Residential	Single-Family Dwellings	Very Large–Large	Low: <10%	Large Front, Side and Rear Yards	Interconnected Large Blocks	Narrow / Vehicular	Front	No	Minimal Public Improvements with Private Landscape Amenities
Suburban Neighborhood	Single-Family Dwellings	Large–Medium	Medium: <60%	Large Front and Rear Yards with Medium Side Yards	Interconnected Medium to Pedestrian-Scaled Blocks	Wide–Moderate / Balanced	Front or Alley	Optional	Medium-Width Zone with Street Trees
Traditional Neighborhood	Small-lot Single-Family Dwellings	Medium–Small	Medium–High: <70%	Medium to Small Front Yards with Small Side Yards with Consistent Setbacks	Highly Interconnected Pedestrian-Scaled Blocks in Grid Pattern	Narrow / Balanced	Alley / Side Street	Yes	Medium-Width Zone with Densely Placed Street Trees
Urban Neighborhood	Townhouses and Multifamily Dwellings	Small	High: <80%	Minimal or No Front and Side Yards with Consistent Setbacks	Highly Interconnected Pedestrian-Scaled Blocks in Grid Pattern	Moderate–Narrow/ Balanced	Alley / Side Street	Yes	Wide Zone with Densely Placed Street Trees

SOURCE: WRT | Solomon E.T.C. 2009

This matrix compares the urban form of the four neighborhood types as established by the respective guidelines.



See the Housing Element, located in a separately bound document, for additional policies related to residential development and housing.

GOAL LU 4.1

Neighborhoods. Promote the development and preservation of neighborhoods that provide a variety of housing types, densities, and designs and a mix of uses and services that address the diverse needs of Sacramento residents of all ages, socio-economic groups, and abilities.

Policies

LU 4.1.1

Mixed-Use Neighborhoods. The City shall require neighborhood design that incorporates a compatible and complementary mix of residential and nonresidential (e.g., retail, parks, schools) uses that address the basic daily needs of residents and employees. (RDR)

LU 4.1.2

Neighborhood Amenities. The City shall encourage appropriately scaled community-supportive facilities and services within all neighborhoods to enhance neighborhood identity and provide convenient access within walking and biking distance of city residents. (RDR/MPSP)



- Tree canopy
- Housing oriented to street
- Parkway
- Walkable sidewalk
- Minimal curb cuts

LU 4.1.3 Walkable Neighborhoods. The City shall require the design and development of neighborhoods that are pedestrian friendly and include features such as short blocks, broad and well-appointed sidewalks (e.g., lighting, landscaping, adequate width), tree-shaded streets, buildings that define and are oriented to adjacent streets and public spaces, limited driveway curb cuts, paseos and pedestrian lanes, alleys, traffic-calming features, convenient pedestrian street crossings, and access to transit. *(RDR/MPSP)*

See M 2, Walkable Communities, for additional policies on pedestrian facilities.

LU 4.1.4 Alley Access. The City shall encourage the use of well-designed and safe alleys to access individual parcels in neighborhoods in order to reduce the number of curb cuts, driveways, garage doors, and associated pedestrian/automobile conflicts along street frontages. *(RDR)*

LU 4.1.5 Connecting Key Destinations. The City shall promote better connections by all travel modes between residential neighborhoods and key commercial, cultural, recreational, and other community-supportive destinations for all travel modes. *(RDR/MPSP)*

LU 4.1.6 Neighborhood Transitions. The City shall provide for appropriate transitions between different land use and urban form designations along the alignment of alleys or rear lot lines and along street centerlines, in order to maintain consistent scale, form, and character on both sides of public streetscapes. *(RDR)*



Well-designed alleys provide alternative access to homes and reduce the number of curb cuts, driveways, garage doors, and associated pedestrian/automobile conflicts along street frontages.



Small lot single-family detached housing around a neighborhood park.

LU 4.1.7

Connections to Open Space. The City shall ensure that new and existing neighborhoods contain a diverse mix of parks and open spaces that are connected by trails, bikeways, and other open space networks and are within easy walking distance of residents. *(RDR/MPSP)*

See ER 3, Urban Forest, for additional policies on the city's trees and urban forest management.

LU 4.1.8

Neighborhood Street Trees. The City shall encourage the strategic selection of street tree species to enhance neighborhood character and identity and preserve the health and diversity of the urban forest. *(RDR/MPSP)*

See the Housing Element, located in a separately bound document, for additional policies related to residential development and housing.

LU 4.1.9

Residential Diversity. The City shall avoid concentrations of single-use high-density multifamily residential uses (e.g., apartments and condominiums) in existing or new neighborhoods. *(RDR)*

LU 4.1.10

Balanced Neighborhoods. The City shall require new major residential development to provide a balanced housing mix that includes a range of housing types and densities. *(RDR)*

LU 4.1.11

Senior Housing Development. The City shall encourage the development of senior housing in neighborhoods that are accessible to public transit, commercial services, and health and community facilities. *(RDR/MPSP)*

LU 4.1.12 Family-Friendly Neighborhoods. The City shall promote the development of family-friendly neighborhoods throughout the city that provide housing that accommodates families of all sizes and provides safe and convenient access to schools, parks, and other family-oriented amenities and services. *(RDR/MPSP)*

LU 4.1.13 Gated Communities. The City shall discourage creation of gated communities in an effort to promote social cohesiveness and maintain street network efficiency, adequate emergency response times, and convenient travel routes for all street users. *(RDR)*

GOAL LU 4.2

Suburban Neighborhoods. Encourage the creation of more complete and well-designed suburban neighborhoods that provide a variety of housing choices and mix of uses that encourage walking and biking.

Policies

LU 4.2.1 Enhanced Walking and Biking. The City shall pursue opportunities to promote walking and biking in existing suburban neighborhoods through improvements such as:

- Introducing new pedestrian and bicycle connections
- Adding bike lanes and designating and signing bike routes
- Narrowing streets where they are overly wide
- Introducing planting strips and street trees between the curb and sidewalk
- Introducing traffic circles, speed humps, traffic tables, and other appropriate traffic-calming improvements *(RDR/MPSP)*

See M 2, Walkable Communities, M 3, Public Transit, and M 5, Bikeways, for additional policies on pedestrian, transit, and bicycle facilities and services.



Promote walking and bicycling by providing well-designed trails and facilities.

Illustration courtesy of Urban Advantage

See ER 3, Urban Forest, for additional policies on the city's trees and urban forest management.

LU 4.2.2

Enhanced Urban Forest. The City shall pursue opportunities to enhance the urban forest in existing suburban neighborhoods by undertaking neighborhood street tree planting programs that introduce more trees into the public right-of-way, rather than depending on trees in private yards. Potential strategies include the following:

- Introducing new planting strips and street trees between the curb and sidewalk
- Creating tree wells in existing sidewalks
- Adding trees in new curb extensions and traffic circles
- Adding trees to public parks and greenways (MPSP/SO)

Illustrates how existing neighborhoods can incorporate trees and other greenery to enhance neighborhood character and livability.

Photograph courtesy of Urban Advantage



Illustration courtesy of Urban Advantage

LU 4.2.3 Suburban Infill and Secondary Units. The City shall continue to support efforts to provide more varied housing opportunities in existing suburban neighborhoods through infill and intensification on existing available sites, and by allowing secondary units on single-family lots, and implementing deep lot provisions that allow for additional development on excessively large lots. *(RDR)*

GOAL LU 4.3

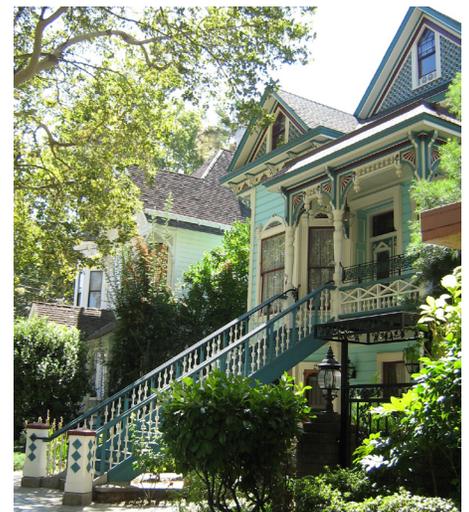
Traditional Neighborhoods. Retain the pedestrian-scale, pre-automobile form, and lush urban forest that typifies traditional neighborhoods and contributes to their special sense of place.

See the Historic and Cultural Resources Element for additional policies related to preservation of structures and neighborhoods.

Policies

LU 4.3.1 Traditional Neighborhood Protection. The City shall protect the pattern and character of Sacramento’s unique traditional neighborhoods, including the street-grid pattern, architectural styles, tree canopy, and access to public transit, neighborhood services and amenities. *(RDR)*

LU 4.3.2 Replacement of Non-Conforming Densities in Traditional Neighborhoods. The City shall preserve the existing diversity of housing types and densities on each block of Traditional Neighborhoods. Where proposed residential development on a parcel within a Traditional Neighborhood block would exceed the maximum allowed density, the City may allow the development if it would not cause the overall density for the block to be exceeded. Where the density of existing development on a Traditional Neighborhood block falls outside the applicable density range of its land use designation, the City shall allow replacement development on the parcel that maintains the same density. *(RDR)*



LU 4.3.3

Alley Activation Density Bonus in Traditional Neighborhood Medium Density. Within the Traditional Neighborhood Medium Density designation, development shall be allowed to reach 36 units per acre provided that the following conditions are met:

- The parcel is zoned for a maximum density of 36 units per acre.
- The development maintains the character of Traditional Neighborhood Medium Density by presenting a façade of single-family homes or duplexes.
- The additional units, bringing the total density up to 36 units per acre, are built in the back of the street-facing units, and are accessed by the alley. *(RDR)*

LU 4.3.4

Corner Duplexes and Halfplexes in Traditional Neighborhood Medium Density. Within the Traditional Neighborhood Medium Density designation, an exception to the maximum density standard shall be granted for the construction of duplexes and halfplexes on corner parcels of a traditionally scaled block. *(RDR)*

LU 4.3.5

Density Regulations for Mixed-Density Development Projects. Where a developer proposes a multi-parcel development project with more than one residential density or FAR, the applicable density or FAR range of the General Plan Land Use Designation shall be applied to the net developable area of the entire project site rather than individual parcels within the site. Some parcels may be zoned for densities/intensities that exceed the maximum allowed density/intensity of the project site’s Land Use Designation, provided that the net density of the project as a whole is within the allowed range. *(RDR)*

LU 4.3.6

Exceeding Floor-Area-Ratio. New development may exceed the maximum FAR if it is determined that the project provides a significant community benefit. *(RDR)*



LU 4.3.7

Single-Family Housing in Traditional Neighborhoods. The City shall encourage the retention of existing single-family dwellings in Traditional Neighborhoods and discourage rezoning of single-family districts to multifamily districts. *(RDR)*

GOAL LU 4.4

Urban Neighborhoods. Promote vibrant, high-density, mixed-use urban neighborhoods with convenient access to employment, shopping, entertainment, transit, civic uses (e.g., school, park, place of assembly, library, or community center), and community-supportive facilities and services.

Policies

- LU 4.4.1** **Well-Defined Street Fronts.** The City shall require that new buildings in urban neighborhoods maintain a consistent setback from the public right-of-way in order to create a well-defined public sidewalk and street. *(RDR)*
- LU 4.4.2** **Building Orientation.** The City shall require that building facades and entrances directly face the adjoining street frontage and include a high proportion of transparent windows facing the street in buildings with nonresidential uses at street level. *(RDR)*
- LU 4.4.3** **Building Design.** The City shall encourage sensitive design and site planning in urban neighborhoods that mitigates the scale of larger buildings through careful use of building massing, setbacks, facade articulation, fenestration, varied parapets and roof planes, and pedestrian-scaled architectural details. *(RDR)*
- LU 4.4.4** **Ample Public Realm.** The City shall require that higher-density urban neighborhoods include small public spaces and have broad tree-lined sidewalks furnished with appropriate pedestrian amenities that provide comfortable and attractive settings to accommodate high levels of pedestrian activity. *(RDR)*
- LU 4.4.5** **Parking and Service Access and Design.** The City shall require that, to the degree feasible, parking and service areas in urban neighborhoods be accessed from alleys or side streets to minimize their visibility from streets and public spaces. Curb cuts for driveways should not be allowed along the primary street frontage. *(RDR)*



Careful use of building massing, setbacks, roof planes, and pedestrian-scaled architectural details provide for sensitive transitions.



LU 4.4.6

Mix of Uses. The City shall encourage the vertical and horizontal integration of a complementary mix of commercial, service and other nonresidential uses that address the needs of families and other household types living in urban neighborhoods. Such uses may include daycare and school facilities, retail and services, and parks, plazas, and open spaces. (RDR)

GOAL LU 4.5

New Neighborhoods. Ensure that complete new neighborhoods embody the city's principles of Smart Growth and Sustainability.

Policies

LU 4.5.1

New Growth Neighborhoods. The City shall ensure that new residential growth areas include neighborhoods that maintain a mix of residential types and densities, and that the residential mix will provide appropriate transitional features that integrate the area with adjacent existing neighborhoods and development. (RDR)

LU 4.5.2

Compact Neighborhoods. The City shall require developers to create new residential neighborhoods that are pedestrian and bicycle friendly, are accessible by transit, and make efficient use of land and infrastructure by being compact with higher average densities. (RDR)



See LU 1, Growth and Change, for additional policies related to city expansion, new growth, and development.



Compact pedestrian- and bicycle-friendly neighborhood.

LU 4.5.3 Green Neighborhoods. The City shall encourage new development to build to a green neighborhood rating standard and apply for certification in a green neighborhood system such as LEED-ND (Leadership in Energy and Environmental Design-Neighborhood Development). (RDR)

LU 4.5.4 New Neighborhood Core. The City shall require all parts of new neighborhoods be within 1/2-mile of a central gathering place that is located on a collector or minor arterial and that includes public space, shopping areas, access to transit, and community-supportive facilities and services. (RDR)

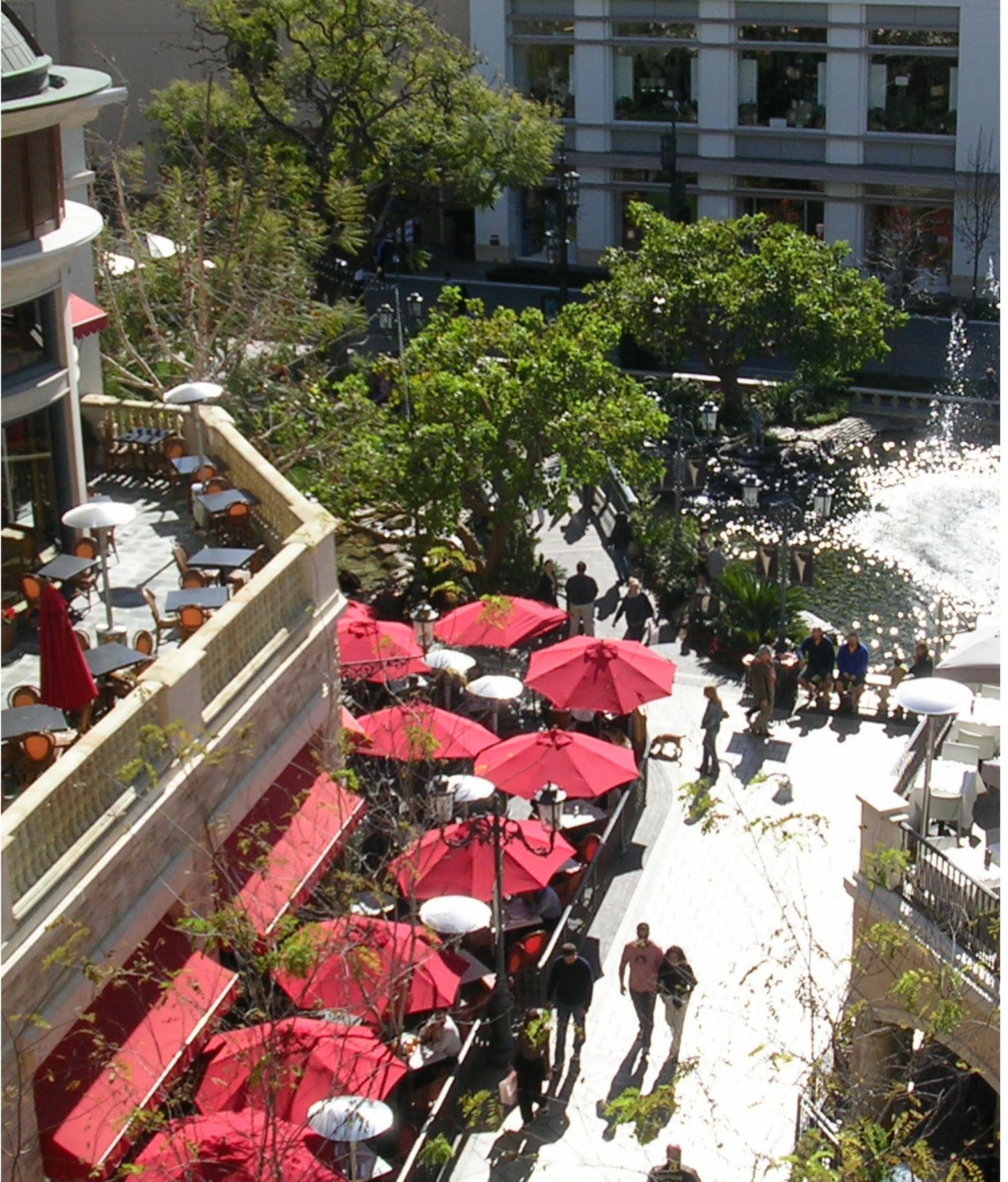
LU 4.5.5 Traditional Grid. The City shall require all new neighborhoods to be designed with traditional grid block sizes ranging from 300 to 400 feet in length. (RDR)

LU 4.5.6 Connections to Transit. The City shall require new neighborhoods to include transit stops that connect to and support a citywide transit system and are within a 1/2-mile walking distance of all dwellings. (RDR/MPSP)

See M 3, Public Transit, for additional policies related to transit facilities and service.

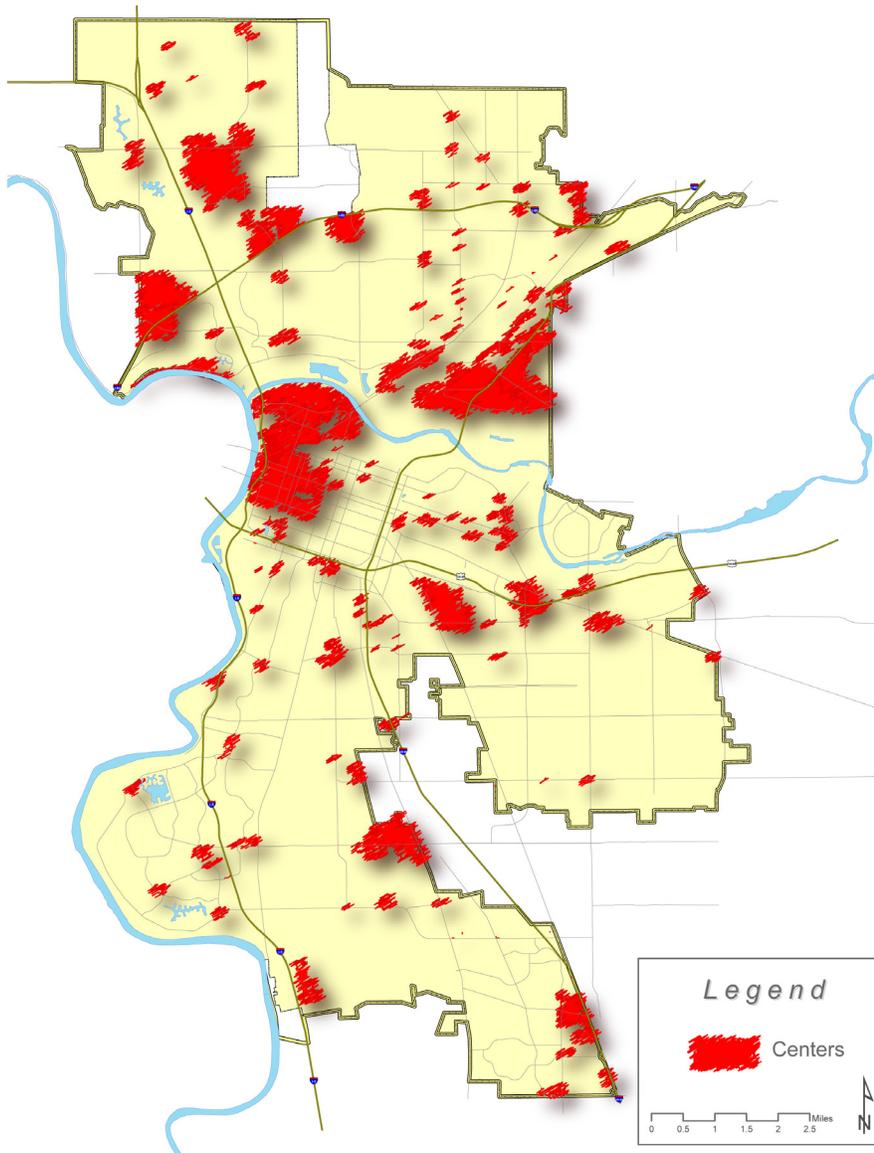


Del Paso Nuevo is a redeveloped master planned community, located in North Sacramento, which converted a distressed area into a new neighborhood.



Centers

Policies in this section provide for the intensification, redevelopment, and revitalization of Sacramento’s uniquely identifiable centers that are defined by their common functional role, mix of uses, density/intensity, physical form and character, and/or environmental setting as places for commerce, employment, entertainment, culture, and living. Pedestrian-oriented activities are encouraged with plazas, cafes, bookstores, and restaurants that draw a variety of people and offer a welcome setting. Policies accommodate development of property exclusively for commercial and employment uses (without housing) and/or mixed-use projects that integrate housing with retail, office, community facilities, and other uses within the same structure or on the same site. These areas also integrate community-serving uses, such as public meeting rooms and daycare facilities in key activity areas. Center policies ensure that their development is consistent with adjacent neighborhoods through the siting of buildings, transitions in scale, and land use mix.



The diagram to the left illustrates the general location of Sacramento’s centers.

Suburban Center



Sacramento has numerous automobile-oriented suburban centers that represent a significant opportunity for transformation and enhancement. Because of the large amount of land dedicated to parking, new infill development can be added to surface parking areas and along adjoining public corridors to create more compact and consistent development. Parking can be relocated behind buildings and out of public view, while residential and office uses can be integrated into the suburban centers. Broad sidewalks with street trees and pedestrian zone amenities as well as public gathering places can be created to promote walking and social interaction.

Urban Form Guidelines

Key urban form characteristics envisioned for suburban centers include the following:

1. Compact development pattern with buildings sited adjacent to streets to add character and spatial definition to the public realm
2. Centrally-located gathering places (e.g. a small park or greenspace, outdoor restaurant/ café seating, or other publicly accessible area) supporting surrounding uses
3. Building façades and entrances with a high degree of transparency and on-street and internal street fronting façades
4. Building heights generally ranging from one to four stories (taller heights acceptable if supported by context and market)
5. Lot coverage generally not exceeding 60 percent
6. Integrated residential and office uses
7. Separated parking between buildings, pedestrian paths, and landscaping
8. Attractive pedestrian streetscapes with broad sidewalks appointed with appropriate landscaping, lighting, and pedestrian amenities/facilities

9. Convenient and attractive pedestrian connections from adjoining neighborhoods and transit
10. Streets designed to integrate and balance safe pedestrian, bicycle, and transit use with efficient vehicular traffic flow
11. Attractive landscaping of public right-of-way with street trees and other plantings to enhance center character and identity

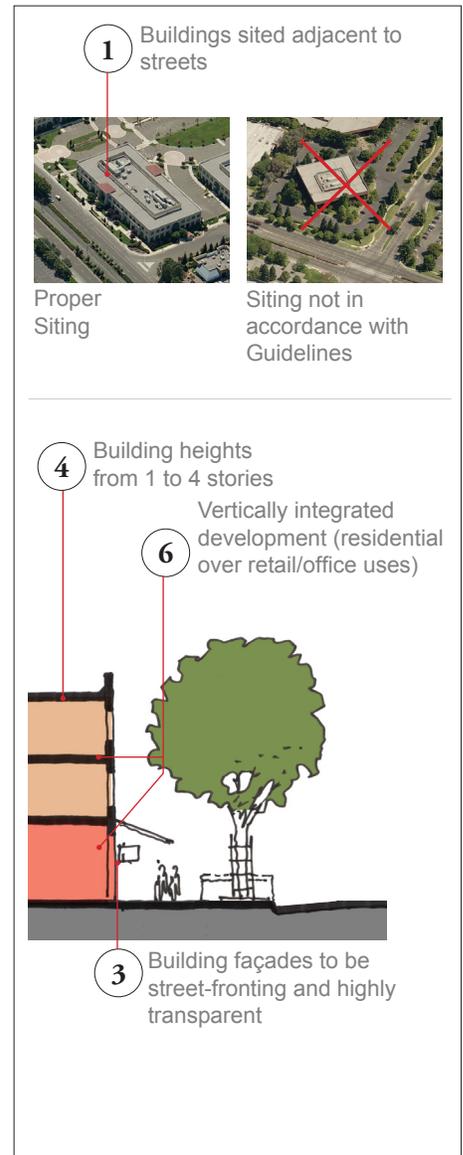
Allowed Uses

This designation provides for predominantly nonresidential, lower-intensity single-use commercial development or horizontal and vertical mixed-use development that includes the following:

- Retail, service, office, and/or residential uses
- Central public gathering places
- Compatible public, quasi-public, and special uses

Development Standards

- Minimum Density: 15.0 Units/ Net Acre
- Maximum Density: 36.0 Units/ Net Acre
- Minimum FAR: 0.25 FAR
- Maximum FAR: 2.00 FAR





Suburban Center

1 Buildings sited adjacent to streets



2 Centrally-located gathering places/parks

7 Parking between or behind buildings

11 Attractive landscaping of public right-of-way

Development Standards Note: Residential development that is part of a mixed-use building shall comply with the allowed floor area ratio (FAR) range and is not subject to the allowed density range. Stand alone residential development shall comply with the allowed density range.

Traditional Center



Sacramento’s traditional centers are a critical element of sustainable, walkable traditional neighborhoods that provide essential daily services within walking distance of surrounding residents. Infill development in areas designated as Traditional Center can create additional character and spatial definition. Residential and office uses can also be integrated into traditional centers to create a more balanced mix of uses and additional job opportunities for surrounding residents. Sidewalks integrated with pedestrian amenities can also provide an active pedestrian component and physical connections to adjoining neighborhoods.

Urban Form Guidelines

Key urban form characteristics envisioned for traditional centers include the following:

1. Small, rectangular blocks, allowing for convenient pedestrian access from adjacent areas
2. Relatively small and narrow lots, providing a fine-grained development pattern
3. Building heights generally ranging from one to four stories (taller heights acceptable if supported by context and market)
4. Lot coverage generally not exceeding 80 percent
5. Buildings sited at or near the sidewalk and typically abut one another with limited side yard setbacks
6. Building entrances set at the sidewalk with preference for corner entrances when buildings are located on a corner lot
7. Rear alleys and secondary streets providing vehicular and service access to reduce the need for driveways and curb cuts on the primary street
8. Parking provided on-street as well as in individual or shared lots at the side or rear of structures, or in screened parking structures

9. Transparent building frontages with pedestrian-scaled articulation and detailing
10. Moderately wide sidewalks (e.g., 6 to 10 feet) furnished with street trees, outdoor seating areas, and other amenities that create inviting streetscapes
11. Public streetscapes serving as the center’s primary open space, complemented by outdoor seating, plazas, courtyards, and sidewalk dining areas

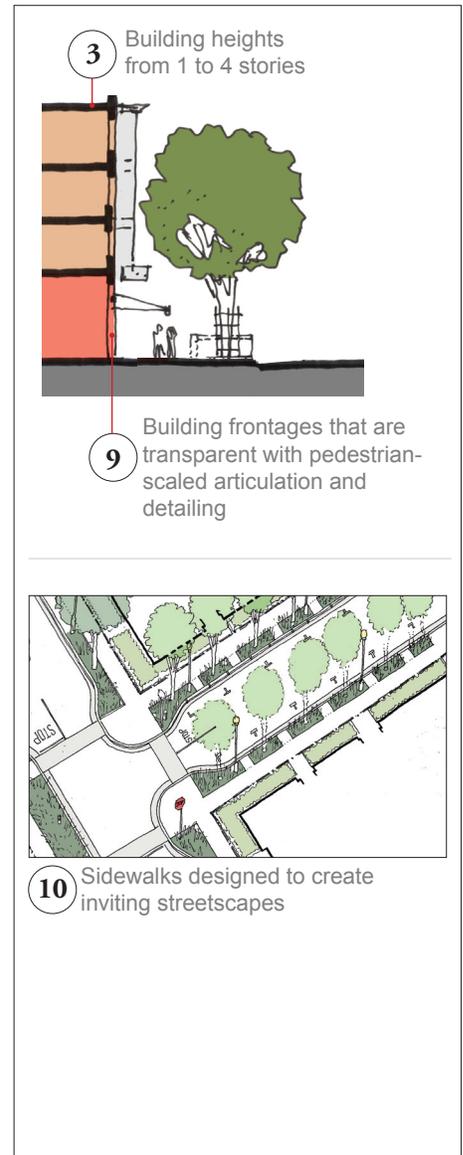
Allowed Uses

This designation provides for predominantly nonresidential, moderate intensity, single-use commercial development or horizontal and vertical mixed-use development that includes the following:

- Retail, service, office, and/or residential uses
- Central public gathering places
- Compatible public, quasi-public, and special uses

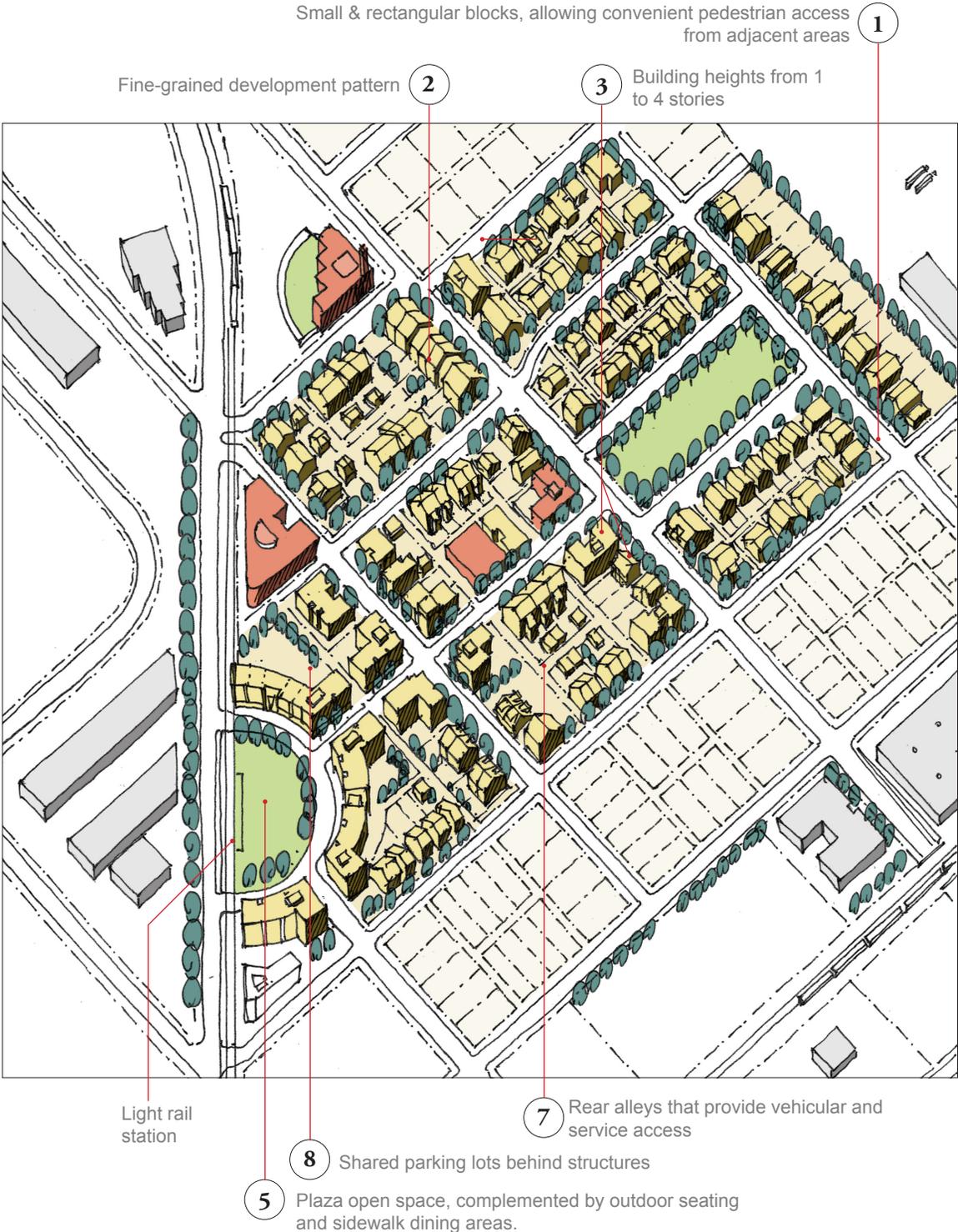
Development Standards

- Minimum Density: 15.0 Units/ Net Acre
- Maximum Density: 36.0 Units/ Net Acre
- Minimum FAR: 0.30 FAR
- Maximum FAR: 2.00 FAR





Traditional Center



Development Standards Note: Residential development that is part of a mixed-use building shall comply with the allowed floor area ratio (FAR) range and is not subject to the allowed density range. Stand alone residential development shall comply with the allowed density range.

**Regional
Commercial Center**



Sacramento has numerous regional commercial centers along major corridors and major freeway interchanges. These centers represent a significant opportunity for transformation and enhancement (i.e., increased residential and employment uses). New infill development can be added to surface parking areas and along adjoining corridors to create a more compact development pattern that creates a regional destination for living, working, and shopping. Parking can be relocated to structures and behind building, while residential and office uses can be integrated into the regional commercial centers to create a more balanced mix of uses. Broad sidewalks with street trees and pedestrian amenities within the centers can create an active pedestrian component that promotes walking.

Urban Form Guidelines

Key characteristics envisioned for regional commercial centers include the following:

1. A development pattern with buildings sited at or near the front lot line on internal streets and plazas that add character and spatial definition to the center
2. Centrally located gathering places/plazas connected by pedestrian paths
3. Building façades and entrances with a high degree of transparency
4. Building heights that generally range from one to six stories (taller heights are acceptable if supported by context and market)
5. Lot coverage generally not exceeding 60 percent
6. Integrated (vertical and horizontal) of residential and office uses into the centers
7. Parking located behind buildings or accommodated in parking structures
8. Internal pedestrian streetscapes with broad sidewalks, appropriate landscaping, lighting, and pedestrian amenities/facilities

9. Convenient and attractive pedestrian connections from adjacent transit facilities
10. Internal streets designed to integrate and balance safe pedestrian, bicycle, and transit use with efficient vehicular traffic flow
11. Attractive landscaping of public and internal right-of-ways with street trees and other plantings to enhance center character and identity

Allowed Uses

This designation provides for predominantly nonresidential, large-scale, regional shopping centers with a mix of uses including the following:

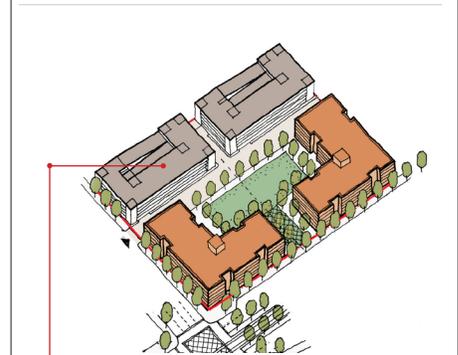
- Major retail stores, home improvement stores, offices, restaurants, and services
- Multifamily dwellings (e.g., apartments and condominiums)
- Central public gathering places
- Compatible public, quasi-public, and special uses

Development Standards

- Minimum Density: 32.0 Units/ Net Acre
- Maximum Density: 80.0 Units/ Net Acre
- Minimum FAR: 0.25 FAR
- Maximum FAR: 3.00 FAR



3 Building façades to be street-fronting and highly transparent at ground floor



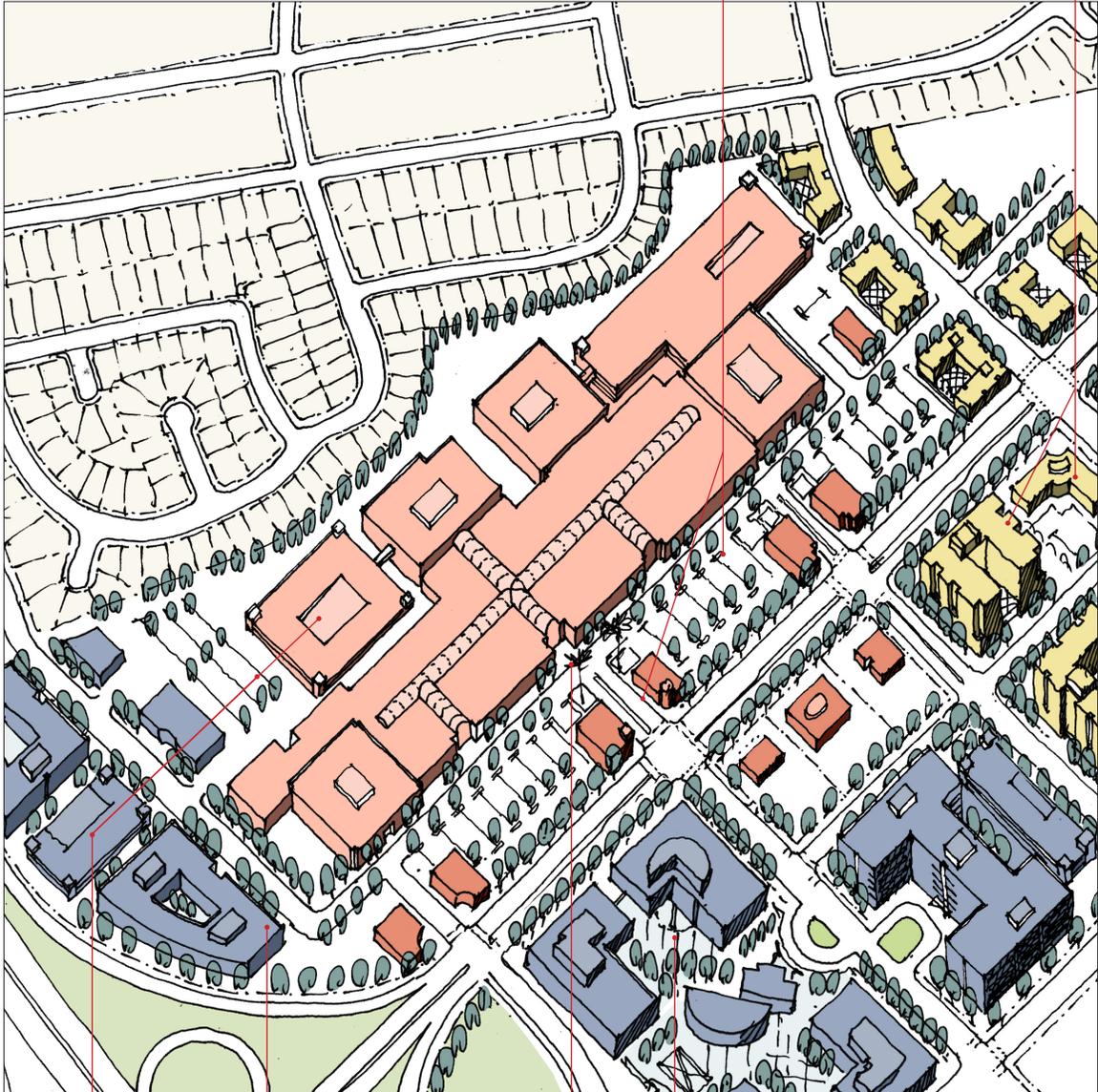
7 Parking that is located behind buildings or accommodated in parking structures



Regional Commercial Center

Vertical and horizontal integrations of uses 6

Integrated streets that balance pedestrian, bicycle, transit and vehicular traffic 10



2 Centrally-located gathering places/plazas

8 Internal pedestrian ways with broad sidewalks

1 Development pattern with buildings sited up to internal streets and plazas

7 Parking located behind buildings or in parking structures

Development Standards Note: Residential development that is part of a mixed-use building shall comply with the allowed floor area ratio (FAR) range and is not subject to the allowed density range. Stand alone residential development shall comply with the allowed density range.

**Urban
Center Low**



Sacramento’s Urban Center Low provides for smaller urban areas throughout the city. Each center includes employment-intensive uses, a mix of housing, and a wide variety of retail uses. Urban Center Low is located around light rail stations, along local arterials, and in other key areas of the city. Building heights for Urban Center Low tend toward low- and mid-rise structures. Other characteristics will take into account adjacent neighborhoods, such as stepping down building heights from mid-rise structures to adjacent lower density neighborhoods.

Urban Form Guidelines

Key urban form characteristics envisioned for Urban Center Low include the following:

1. Blocks are small and rectangular, allowing for convenient pedestrian access from adjacent areas
2. Relatively small and narrow lots, providing a fine-grained development pattern
3. Building heights generally ranging from two to seven stories (taller heights are acceptable if supported by context and market)
4. Building heights stepping down to not more than one story higher at the property line than permitted in the adjacent neighborhood unless separated by a roadway, rail corridor, or other setback or buffer
5. Lot coverage generally not exceeding 80 percent
6. Buildings sited at or near the sidewalk along the primary street frontage and typically abut one another with limited side yard setbacks
7. Building entrances set at the sidewalk along the primary street frontage
8. Rear alleys and secondary streets providing vehicular and service access, with limited driveways and curb cuts on primary streets

9. Parking provided on-street as well as in individual or shared lots at the rear of structures, or in screened parking structures
10. Transparent building frontages with pedestrian-scaled articulation and detailing
11. Moderately wide sidewalks (e.g., 6 to 10 feet), furnished with street trees, public seating areas, and other amenities that create inviting streetscapes
12. Public streetscapes serving as the area’s primary open space, complemented by plazas, courtyards, and sidewalk dining areas

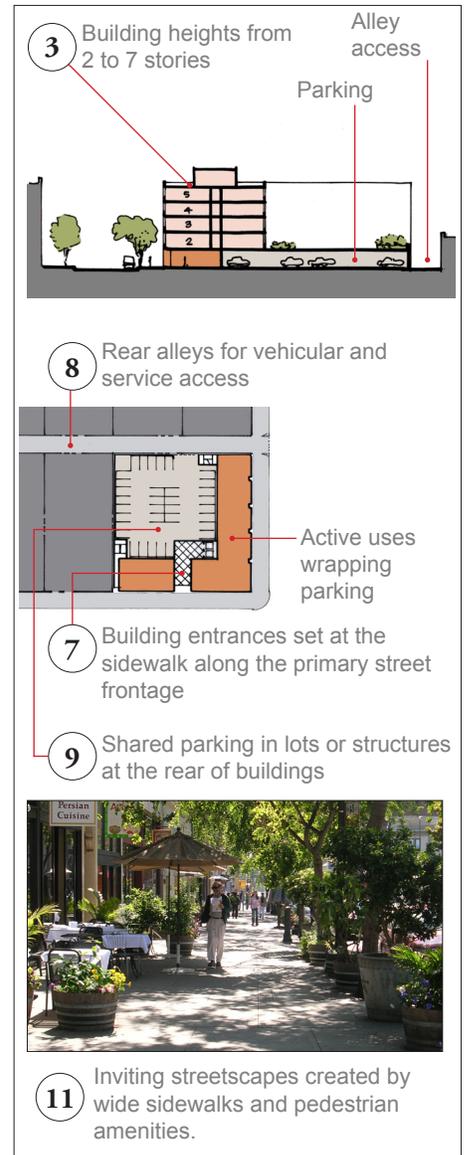
Allowed Uses

This designation provides for a balanced mix of high-density/intensity single-use commercial or residential development or horizontal and vertical mixed-use development that includes the following:

- Retail, service, office, and/or residential uses
- Gathering places such as plazas, courtyards, or parks
- Compatible public, quasi-public, and special uses

Development Standards

- Minimum Density: 20.0 Units/ Net Acre
- Maximum Density: 150.0 Units/ Net Acre
- Minimum FAR: 0.40 FAR
- Maximum FAR: 4.00 FAR



3 Building heights from 2 to 7 stories

Alley access

Parking

8 Rear alleys for vehicular and service access

Active uses wrapping parking

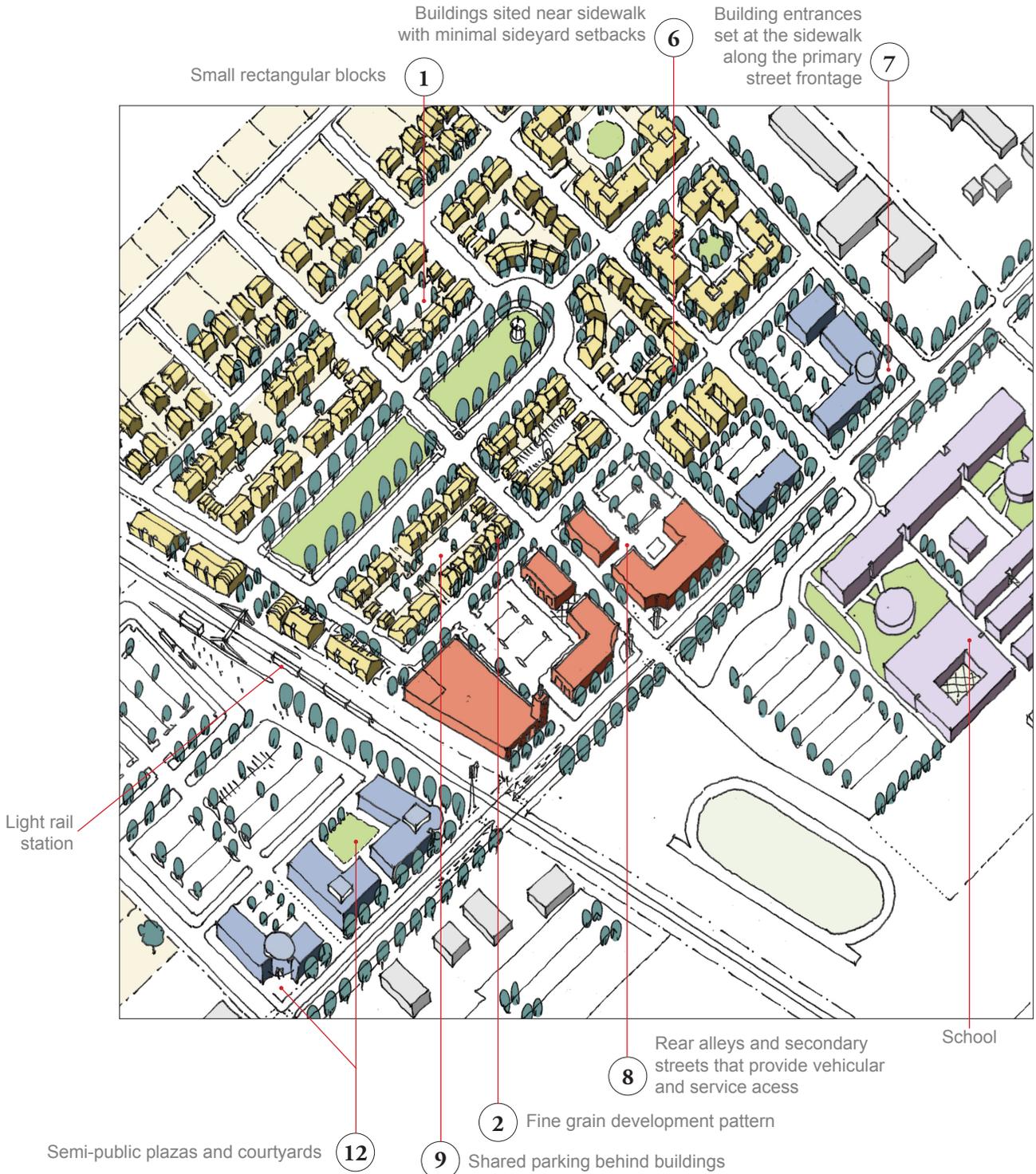
7 Building entrances set at the sidewalk along the primary street frontage

9 Shared parking in lots or structures at the rear of buildings

11 Inviting streetscapes created by wide sidewalks and pedestrian amenities.

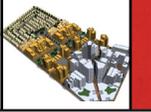


Urban Center Low



Development Standards Note: Residential development that is part of a mixed-use building shall comply with the allowed floor area ratio (FAR) range and is not subject to the allowed density range. Stand alone residential development shall comply with the allowed density range.

**Urban
Center High**



Sacramento’s Urban Center High provides thriving areas with concentrations of uses similar to downtown. Each center includes employment-intensive uses, high-density housing, and a wide variety of retail uses including large-format retail, local shops, restaurants, and services. These areas include major transportation hubs accessible by public transit, major highways and local arterials, and pedestrian travel. Building heights vary from low to high rise (e.g., two to twenty-four stories). Other characteristics, such as building orientation, frontage-type, access, parking, streetscape, and open space, are similar to those in the Central Business District.

Urban Form Guidelines

Key urban form characteristics envisioned for Urban Center High include the following:

1. A mix of low- and mid-rise buildings (two to twenty-four stories) creating a varied and defined skyline
2. Lot coverage generally does not exceed 90 percent
3. Building heights stepping down to not more than one story higher at the property line than permitted in the adjacent neighborhood unless separated by a roadway, rail corridor, or other setback or buffer
4. Buildings sited to positively define the public streetscape and public spaces
5. Building façades and entrances directly addressing the street and having a high degree of transparency
6. An interconnected street system providing greater distribution of traffic and route flexibility
7. Vertical and horizontal integration of residential uses
8. Public parks and open space areas within walking distance of local residents
9. Parking integrated into buildings or placed in separate structures

10. Minimal or no curb cuts along primary street façades, with side or rear access to parking and service functions
11. Broad sidewalks appointed with appropriate pedestrian amenities/facilities
12. Street design integrating safe pedestrian, bicycle, transit and vehicular use and incorporates traffic-calming features and on-street parking
13. Consistent planting of street trees providing shade and enhance character and identity

Allowed Uses

This designation provides for a balanced mix of high-density/intensity single-use commercial or residential development or horizontal and vertical mixed-use development that includes the following:

- Retail, service, office, and residential uses
- Gathering places such as plazas, courtyards, or parks
- Compatible public, quasi-public, and special uses

Development Standards

- Minimum Density: 24.0 Units/ Net Acre
- Maximum Density: 250.0 Units/ Net Acre
- Minimum FAR: 1.75 FAR
- Maximum FAR: 8.00 FAR



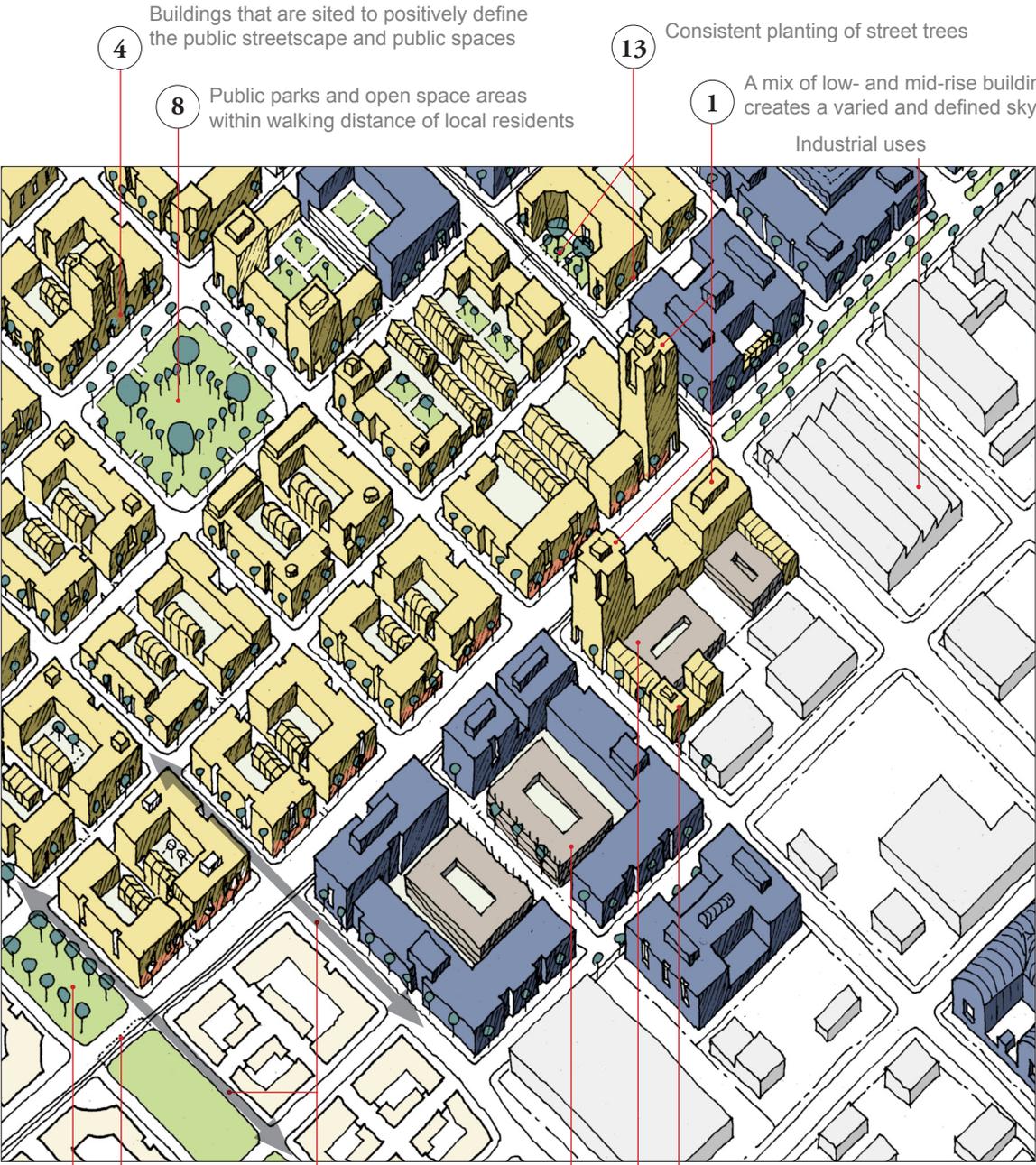
5 Building entrances that directly address the street and have a high degree of transparency

New development transitions in scale from 8-story building to 4-story (one level higher than permitted adjacent)



Existing adjoining residential parcels with permitted 3 story development

3 Building heights that step down to not more than one story higher than permitted on adjacent parcels



- 4 Buildings that are sited to positively define the public streetscape and public spaces
- 8 Public parks and open space areas within walking distance of local residents
- 13 Consistent planting of street trees
- 1 A mix of low- and mid-rise buildings that creates a varied and defined skyline
- Industrial uses

- Light rail stop
- 6 An interconnected street system
- 3 Building heights that step down to not more than one story higher than permitted on adjacent parcels
- 8 Public parks and open space areas within walking distance of local residents
- 9 Parking integrated into buildings
- 9 Parking in separate structures, integrated into block planning & layout

Development Standards Note: Residential development that is part of a mixed-use building shall comply with the allowed floor area ratio (FAR) range and is not subject to the allowed density range. Stand alone residential development shall comply with the allowed density range.

Central Business District



The Central Business District (CBD) is Sacramento’s most intensely developed area. The CBD includes a mixture of retail, office, governmental, entertainment and visitor-serving uses built on a formal framework of streets and park spaces laid out for the original Sutter Land Grant in the 1840s. The vision for the CBD is a vibrant downtown core that will continue to serve as the business, governmental, retail, and entertainment center for the city and the region. A significant element in the future CBD includes new residential uses. Increasing the residential population will add vitality to the CBD by extending the hours of activity and the built-in market for retail, services, and entertainment.

Urban Form Guidelines

Key urban form characteristics envisioned for the Central Business District include the following:

1. A mixture of mid- and high-rise buildings creating a varied and dramatic skyline with unlimited heights
2. Lot coverage generally not exceeding 90 percent
3. Buildings are sited to positively define the public streetscape and public spaces
4. Building façades and entrances directly addressing the street and have a high degree of transparency
5. An interconnected street system providing for traffic and route flexibility
6. Vertical and horizontal integration of residential uses
7. Public parks and open space areas within walking distance of local residents
8. Parking is integrated into buildings or placed in separate structures
9. Minimal or no curb cuts along primary streets
10. Side or rear access to parking and service functions
11. Broad sidewalks appointed with appropriate pedestrian amenities, including sidewalk restaurant/café seating

12. Street design integrating pedestrian, bicycle, transit and vehicular use and incorporates traffic-calming features and on-street parking
13. Consistent planting of street trees providing shade and enhance character and identity

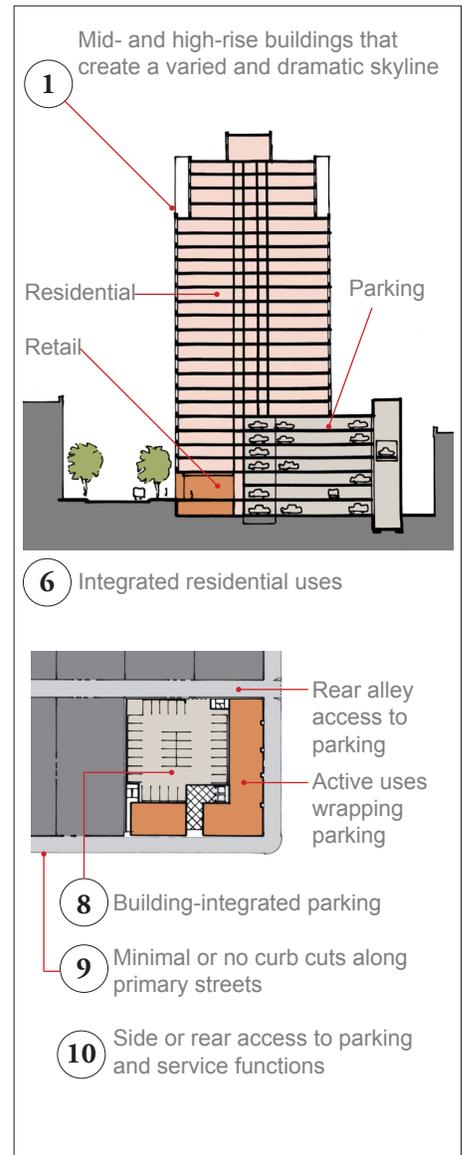
Allowed Uses

This designation provides for mixed-use high-rise development and single-use or mixed-use development within easy access to transit (i.e., ground floor office/retail beneath residential apartments and condominiums) that includes the following:

- Office, retail, and service uses
- Multifamily dwellings (e.g., apartments and condominiums)
- Gathering places such as plazas, courtyards, or parks
- Compatible public, quasi-public, and special uses

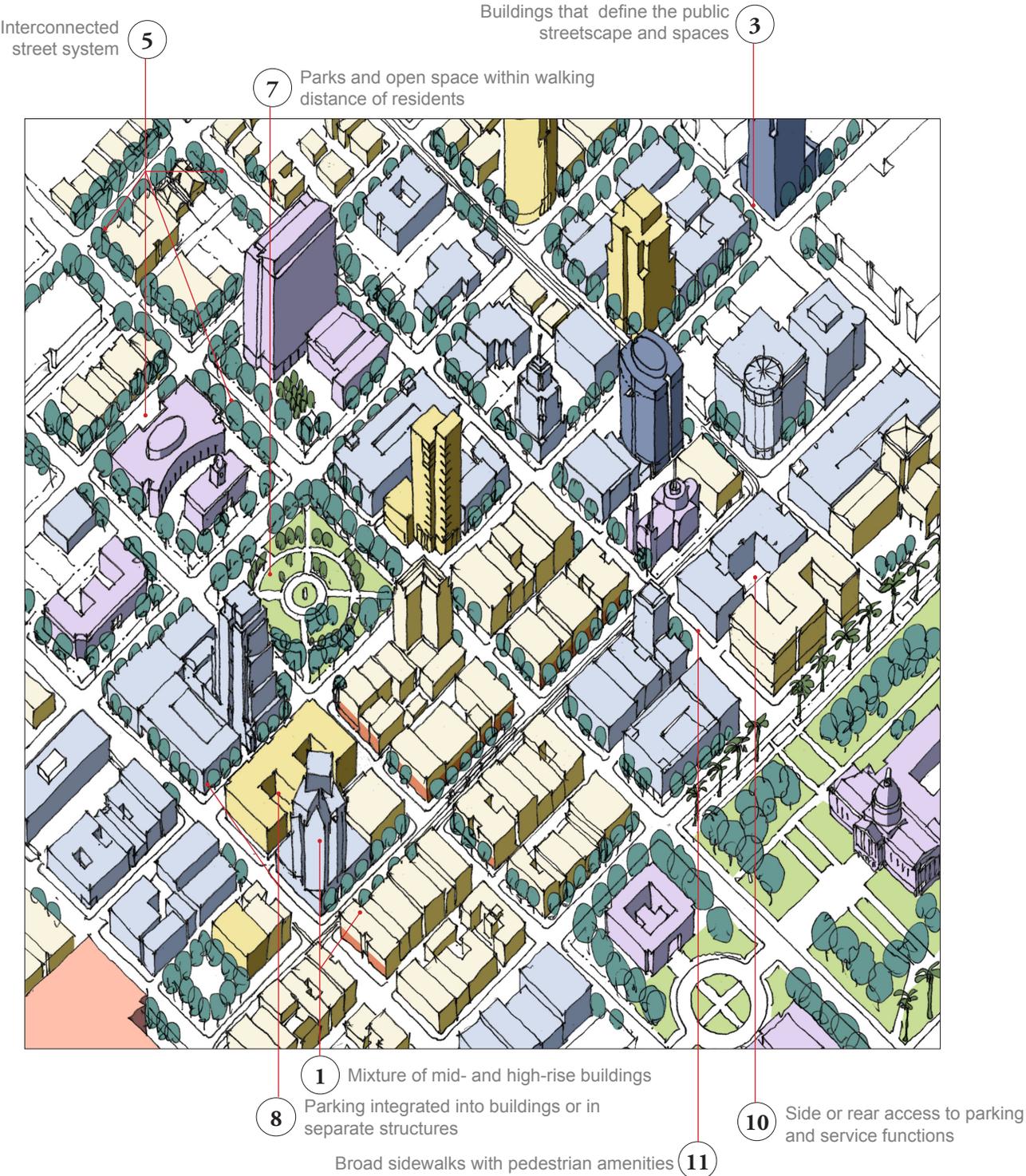
Development Standards

- Minimum Density: 61.0 Units/ Net Acre
- Maximum Density: 450.0 Units/ Net Acre
- Minimum FAR: 3.00 FAR
- Maximum FAR: 15.00 FAR





Central Business District



Development Standards Note: Residential development that is part of a mixed-use building shall comply with the allowed floor area ratio (FAR) range and is not subject to the allowed density range. Stand alone residential development shall comply with the allowed density range.



GOAL LU 5.1

Centers. Promote the development throughout the city of distinct, well-designed mixed-use centers that are efficiently served by transit, provide higher-density, urban housing opportunities and serve as centers of civic, cultural, and economic life for Sacramento’s neighborhoods and the region.

Policies

LU 5.1.1

Diverse Centers. The City shall encourage development of local, citywide, and regional mixed-use centers that address different community needs and market sectors, and complement and are well integrated with the surrounding neighborhoods. (RDR)

LU 5.1.2

Centers Served by Transit. The City shall promote the development of commercial mixed-use centers that are located on existing or planned transit stops in order to facilitate and take advantage of transit service, reduce vehicle trips, and enhance community access. (RDR)

See M 3, Public Transit, for additional policies related to transit facilities and service.



LU 5.1.3

Cultural and Entertainment Centers. The City shall actively support the development of cultural, education, and entertainment facilities and events in the city’s centers to attract visitors and establish a unique identity for Sacramento. (MPSP/IGC/JP)

LU 5.1.4

Major Retail and Office Development. The City shall work with developers to develop major regional commercial and office projects in centers throughout the city that provide shopping and jobs for all city residents. (RDR/JP)



Sacramento Memorial Auditorium, opened in February 1927.

See ERC 4, Arts and Culture, and ERC 5, Museums, Zoos, and Other Major Destination Attractions, for additional policies on cultural and entertainment uses.

LU 5.1.5

Vertical and Horizontal Mixed-Use. The City shall encourage and, where feasible, require the vertical and horizontal integration of uses within commercial centers and mixed-use centers, particularly residential and office uses over ground floor retail. (RDR)

GOAL LU 5.2

Suburban Centers. Promote more attractive, pedestrian-friendly suburban centers that serve surrounding neighborhoods and businesses at local gathering places where people shop and socialize.

Policies

LU 5.2.1 Suburban Centers and Destinations. The City shall provide incentives (e.g., rezoning, density bonuses, or housing by right) to transform existing auto-dominated suburban centers into neighborhood destinations by integrating residential, office, service, and community-supportive facilities and services with retail uses and by adding public plazas and pedestrian amenities that will create people-oriented centers for living, working, and gathering. *(RDR)*

LU 5.2.2 Enhanced Design Character. The City shall encourage renovation, infill, and redevelopment of existing suburban centers that reduces the visual prominence of parking lots, makes the centers more pedestrian friendly, reduces visual clutter associated with signage, and enhances the definition and character of the street frontage and associated streetscape. *(RDR/JP)*

LU 5.2.3 Public Space. The City shall work with suburban centers to integrate pedestrian amenities, traffic-calming features, plazas and public areas, attractive streetscapes, shade trees, lighting, and open spaces within the existing center to create destinations for area residents to shop and gather. *(RDR/JP)*



Vertical and horizontal integration of uses within centers promotes ground floor uses that engage the public and contribute to a more active and vibrant public realm.



Transforming existing auto-dominated suburban centers into neighborhood destinations creates pedestrian-oriented centers for living, working, and gathering.

Photograph and Illustrations courtesy of Urban Advantage

GOAL LU 5.3

Traditional Centers. Promote traditional centers where people can shop and socialize within walking distance of surrounding neighborhoods.

Policy

LU 5.3.1 Development Standards. The City shall continue to support development and operation of centers in traditional neighborhoods by providing flexibility in development standards, consistent with public health and safety, in response to constraints inherent in retrofitting older structures and in creating infill development in established neighborhoods. (RDR)



GOAL LU 5.4

Regional Commercial Centers. Establish major mixed-use activity centers through development and reinvestment in existing regional commercial centers that are vibrant, regionally accessible destinations where people live, work, shop, and congregate in a mix of retail, employment, entertainment, and residential uses.

Policies

LU 5.4.1 Incorporating Housing and Employment Uses. The City shall promote the introduction of housing and employment uses in the city’s existing regional commercial centers as a means of enhancing retail viability, establishing pedestrian-oriented shopping districts, creating more attractive buildings and public spaces, supporting transit viability, and reducing vehicle trips. (RDR)



Introducing mixed-use development in existing regional commercial centers creates more attractive buildings and public spaces that enhance retail viability, promotes walking and transit use, and reduces vehicle trips.

Illustration courtesy of Urban Advantage

LU 5.4.2

Enhanced Design Character. The City shall encourage redevelopment of existing regional commercial centers into dynamic mixed-use centers by replacing surface parking with structured parking, replacing parking area drive aisles with pedestrian-friendly shopping streets, infilling parking areas with multi-story mixed-use buildings, and creating attractive, well-appointed streetscapes and plazas. *(RDR)*

LU 5.4.3

Neighborhood Centers and Destinations. The City shall require greater pedestrian and bicycle connections between mixed-use regional commercial centers and surrounding neighborhoods. *(RDR/MPSP)*

Illustration courtesy of Urban Advantage



High-density urban centers create opportunities for housing, employment, and commercial activities and promote transit use.



GOAL LU 5.5

Urban Centers. Promote the development of high-density urban centers that are readily accessible by transit and contain a dynamic mix of retail, employment, cultural, and residential uses.

Policies

LU 5.5.1

Urban Centers. The City shall promote the development of a series of urban centers, as designated in the Land Use & Urban Form Diagram, that create significant opportunities for employment, housing, and commercial activity in areas outside of the Central Business District (CBD). *(RDR)*

LU 5.5.2

Transit-Oriented Development. The City shall actively support and facilitate mixed-use retail, employment, and residential development around existing and future transit stations *(RDR)*

GOAL LU 5.6

Central Business District. Promote the Central Business District (CBD) as the regional center of the greater Sacramento area for commerce, culture, and government.

Policies

LU 5.6.1

Downtown Center Development. The City shall encourage development that expands the role of the CBD as the regional center for commerce, arts, culture, entertainment, and government. *(RDR)*

LU 5.6.2 Family-Friendly Downtown. The City shall promote the CBD as a family-friendly area by requiring the development of a variety of housing types, daycare and school facilities, family-oriented services, and parks, plazas, and open spaces that will safely and comfortably accommodate those who wish to raise a family. *(RDR)*

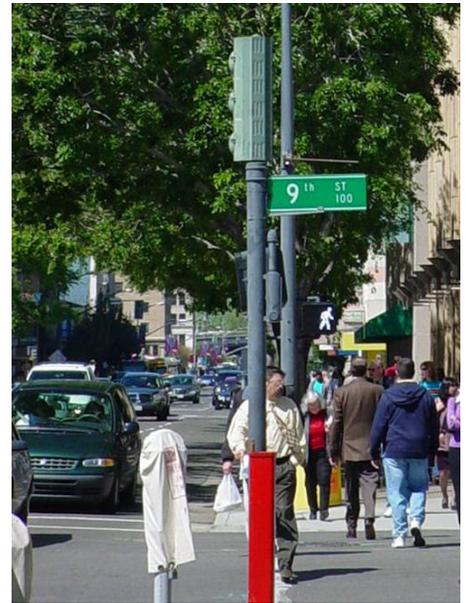
LU 5.6.3 Mixed-Use Downtown Development. The City shall support a mixed use, vibrant Central Business District by encouraging innovative mixed-use development resulting in development consistent with Sacramento’s commitment to environmental sustainability. *(RDR)*

LU 5.6.4 Building Height Transitions. The City shall maintain height standards for the CBD and adjoining transition areas consistent with the General Plan vision for a higher-density Central City and sensitive transitions to surrounding neighborhoods. *(RDR)*

LU 5.6.5 Capital View Protection. The City shall ensure development conforms to the *Capital View Protection Act*. *(RDR/IGC)*

LU 5.6.6 Central City Redevelopment Projects. The City shall work with the Sacramento Housing and Redevelopment Agency (SHRA), the Capitol Area Development Authority (CADA), and private developers to ensure that redevelopment plans adopted for redevelopment areas surrounding the CBD (e.g., Railyards, River District, Docks Area, R Street) respect and respond to the urban patterns—streets, blocks, building heights, massing—and character established in the CBD, and do not undermine the physical centrality, visual primacy, or land use composition of the CBD. *(IGC/JP)*

LU 5.6.7 Cultural Facilities Central City. The City shall continue to support the existing cultural facilities in the Central City and encourage the development of additional facilities that promote the city as the regional and historic center for meeting and gathering. *(IGC/JP)*



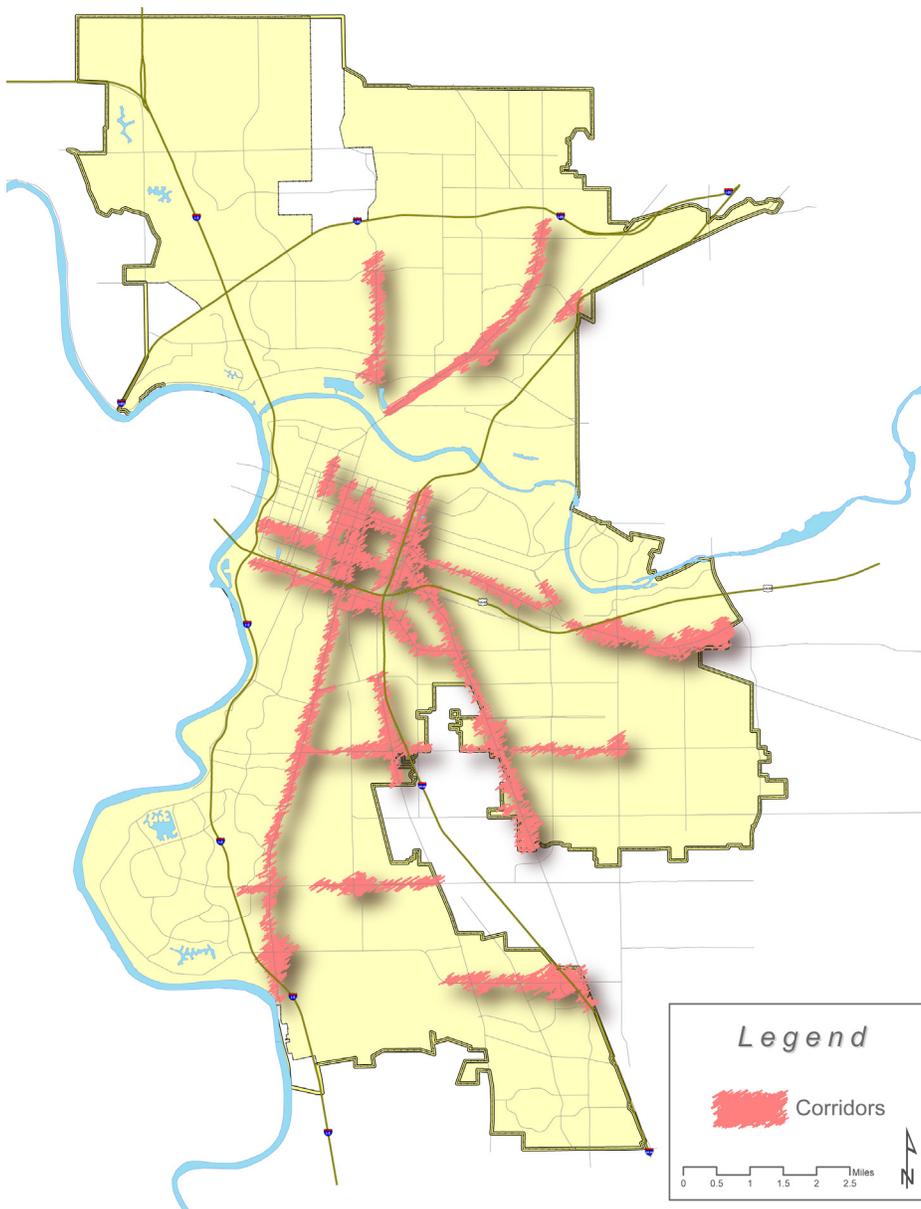
Redevelopment efforts, in areas like R Street shown above, will respect and respond to urban patterns and character established in the CBD.

See ERC 4, Arts and Culture, and ERC 5, Museums, Zoos, and Other Major Destination Attractions, for additional policies on cultural and entertainment uses.



Corridors

Policies in this section provide for the transformation of auto oriented commercial corridors to mixed-use, pedestrian-oriented and transit friendly environments. Policies promote corridors as community and neighborhood connectors, transportation routes, and energetic places for living that are a magnet for mixed-use development and residential uses, are defined by pedestrian-oriented streetscapes, and frequented as local gathering places (i.e., cafes, restaurants, plazas). These areas support surrounding neighborhood and contribute to a more compact and consistent pattern of development. Development adjacent to established neighborhoods will transition from higher intensity uses to lower intensities to limit impacts to residential areas.



The diagram to the left illustrates the location of Sacramento's corridors.

Suburban Corridor



Sacramento’s suburban corridors are envisioned as auto-oriented, moderate-density retail, office, and residential corridors that support surrounding suburban neighborhoods. Low-rise buildings line auto-oriented corridors with new development along the corridor contributing to a more compact and consistent pattern, with parking relocated to the side and rear of buildings. Residential uses are integrated along the corridor, with limited street level frontages that are mixed with retail, neighborhood services, and restaurants. The streetscape is appointed with landscaping, lighting, public art, and other amenities that support and enhance shopping and retail activities.

Urban Form Guidelines

Key urban form characteristics envisioned for suburban corridors include the following:

1. A development pattern with moderate lot coverage, moderate side yard setbacks, and buildings sited near the corridor to create a varied but consistent street wall
2. Building heights generally ranging from one to four stories
3. Highest building heights at major intersections and lower when adjacent to lower-density neighborhoods unless near a major intersection
4. Lot coverage generally not exceeding 50 percent
5. Building façades and entrances directly addressing the street and have a high degree of transparency on street-facing façades
6. Buildings with a high degree of pedestrian-oriented uses located at street level
7. Integrated (vertical and horizontal) residential uses along the corridors
8. Parking limited in the front of the building and located to the side or rear of buildings
9. Limited curb cuts along arterial streets, with shared access to parking and service functions

10. Attractive streetscape with sidewalks designed to accommodate pedestrian traffic that includes appropriate landscaping, lighting, and pedestrian amenities/facilities
11. Public and semi-public outdoor spaces such as plazas, courtyards, and cafes

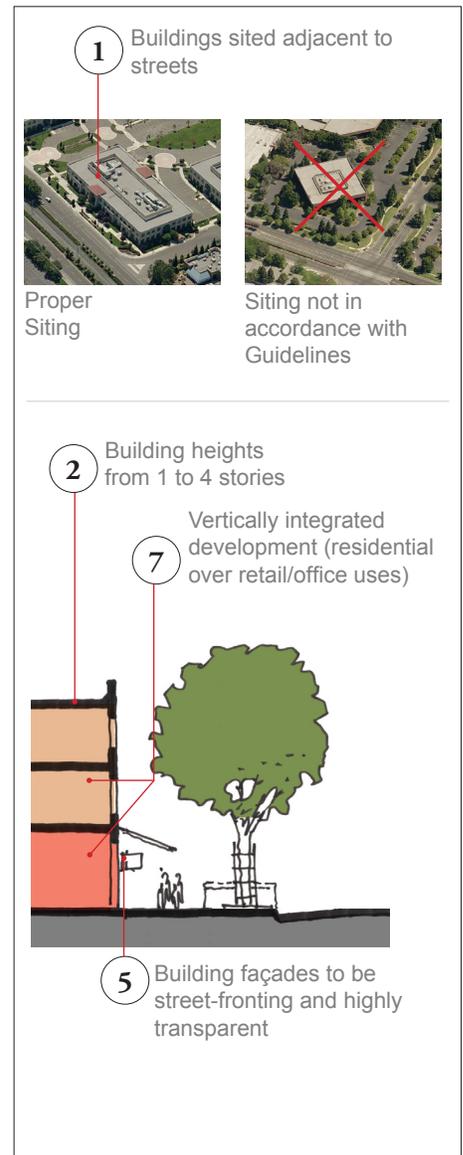
Allowed Uses

This designation provides for a mix of single-use commercial and residential development and horizontal and vertical mixed-use development that includes the following:

- Retail, service, office, and residential uses
- Gathering places such as plazas or parks
- Compatible public, quasi-public, and special uses
- Large-scale development should include a mix of nonresidential and residential uses with more intense development near major intersections

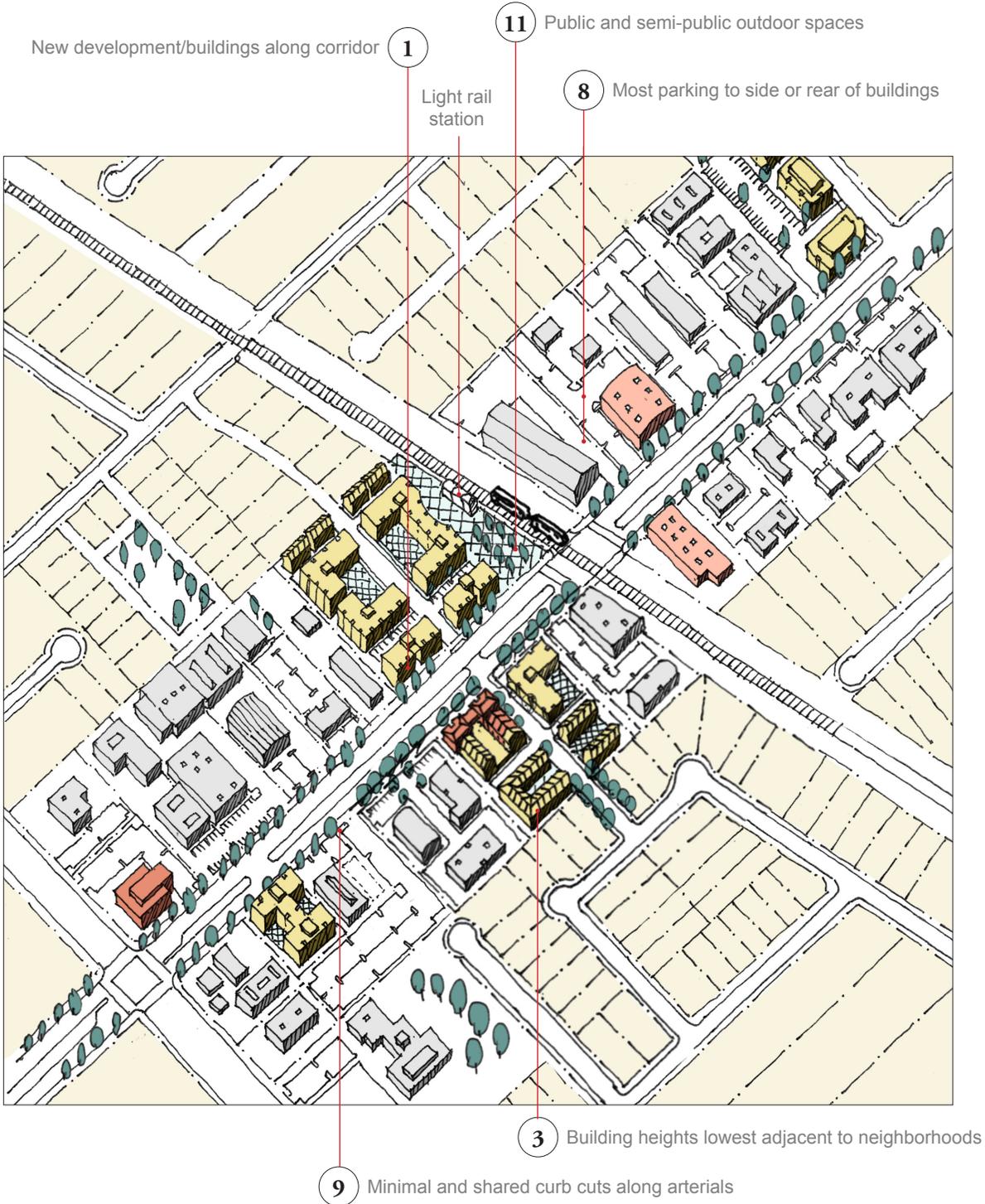
Development Standards

- Minimum Density: 15.0 Units/ Net Acre
- Maximum Density: 36.0 Units/ Net Acre
- Minimum FAR: 0.25 FAR
- Maximum FAR: 2.00 FAR





Suburban
Corridor



Development Standards Note: Residential development that is part of a mixed-use building shall comply with the allowed floor area ratio (FAR) range and is not subject to the allowed density range. Stand alone residential development shall comply with the allowed density range.

**Urban
Corridor Low**



Urban Corridor Low includes street corridors that have multistory structures and more-intense uses at major intersections, lower-intensity uses adjacent to neighborhoods, and access to transit service throughout. At major intersections, nodes of intense mixed-use development are bordered by lower-intensity single-use residential, retail, service, and office uses. Street-level frontage of mixed-use projects is developed with pedestrian-oriented uses. The streetscape is appointed with landscaping, lighting, public art, and other pedestrian amenities.

Urban Form Guidelines

Key urban form characteristics envisioned for Urban Corridor Low includes the following:

1. A development pattern with moderate lot coverage, limited side yard setbacks, and buildings sited up to the corridor to create a consistent street wall
2. More intense mixed-use development at intersections with stepped down residential uses in between
3. Building heights generally ranging from two to six stories
4. Building heights highest at major intersections and lower when adjacent to neighborhoods unless near a major intersection
5. Lot coverage generally not exceeding 70 percent
6. Building façades and entrances directly addressing the street
7. Buildings with pedestrian-oriented uses such as outdoor cafes located at the street level
8. Integrated (vertical and horizontal) residential uses along the corridors
9. Parking located to the side or behind buildings, or accommodated in parking structures
10. Limited number of curb cuts along arterial streets, with shared and/or rear alley access to parking and service functions

11. Attractive pedestrian streetscape, with sidewalks designed to accommodate pedestrian traffic, that includes appropriate landscaping, lighting, and pedestrian amenities/facilities
12. Public and semi-public outdoor spaces such as plazas, courtyards, and sidewalk cafes

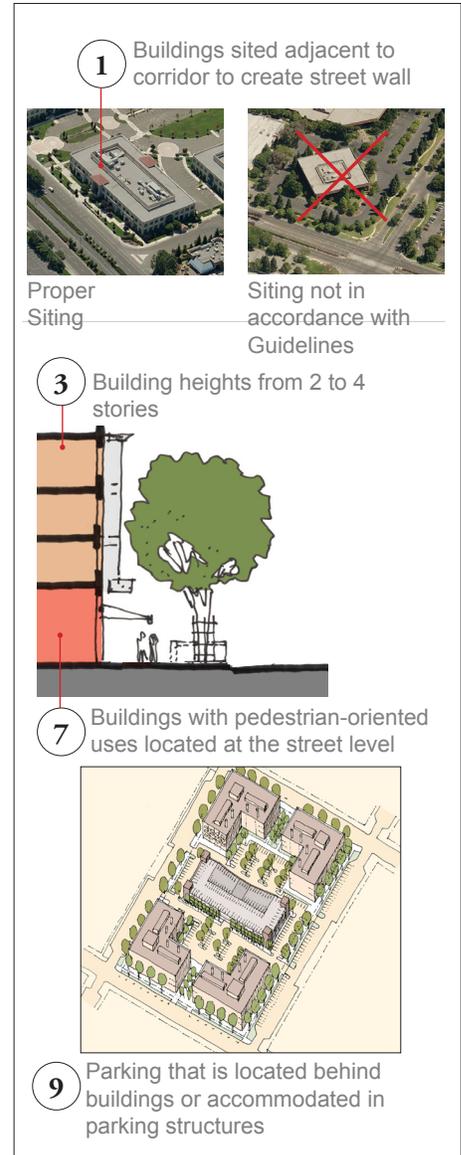
Allowed Uses

This designation provides for a mix of horizontal and vertical mixed-use development and single-use commercial and residential development that includes the following:

- Retail, service, office, and residential uses
- Gathering places such as plazas, courtyards, or parks
- Compatible public, quasi-public, and special uses
- Large-scale development should include a mix of nonresidential and residential uses with more intense development near major intersections

Development Standards

- Minimum Density: 20.0 Units/ Net Acre
- Maximum Density: 110.0 Units/ Net Acre
- Minimum FAR: 0.30 FAR
- Maximum FAR: 3.00 FAR

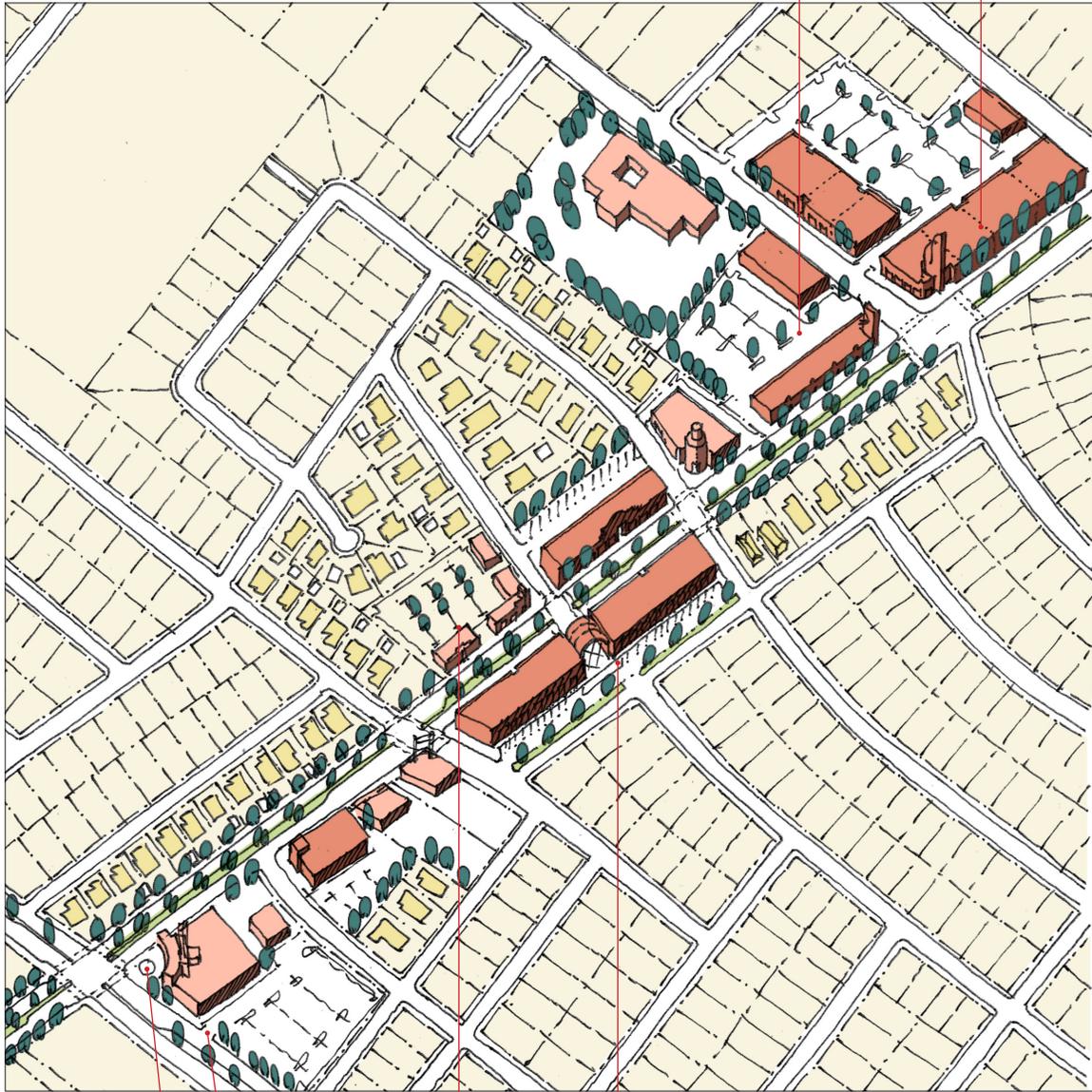




Urban Corridor Low

New development/buildings along corridor 1

Parking located to the side or behind buildings, or in parking structures 9



Public and semi-public outdoor spaces (corner plaza) 12

9 Parking located to the side or behind buildings, or in parking structures

12 Public and semi-public outdoor spaces

10 Minimal and shared curb cuts along arterials

Development Standards Note: Residential development that is part of a mixed-use building shall comply with the allowed floor area ratio (EAR) range and is not subject to the allowed density range. Stand alone residential development shall comply with the allowed density range.

**Urban
Corridor High**



Corridors with this designation in urbanized areas include multi-story structures and highly developed transit service. New development along the corridor contributes to a more compact and consistent pattern that relocates parking primarily to structures and to the rear of buildings. Street level frontages are lined with retail and other pedestrian-oriented uses. The streetscape is appointed with pedestrian amenities that support and enhance pedestrian activity.

Urban Form Guidelines

Key urban form characteristics envisioned for Urban Corridor High include the following:

1. Compact development pattern with high lot coverage, limited side yard setbacks, and buildings sited at or near their front lot lines to create a consistent and well-defined street wall
2. Building heights highest at intersections and stepped down in between
3. Building heights generally ranging from three to eight stories
4. Building heights highest at major intersections and lower when adjacent to neighborhoods unless near a major intersection
5. Lot coverage generally not exceeding 80 percent
6. Building façades and entrances directly addressing the street and having a high degree of transparency
7. Buildings with a high degree of pedestrian-oriented uses such as outdoor cafes and restaurant seating located at street level
8. Integrated residential, office, and retail uses
9. Parking is located behind buildings, integrated into buildings, or accommodated in separate parking structures

10. Limited number of curb cuts along arterial streets, with shared and/or rear alley access to parking and service functions
11. Attractive pedestrian streetscape, with broad sidewalks that includes appropriate landscaping, lighting, and pedestrian amenities/facilities
12. Public and semi-public outdoor spaces such as plazas, courtyards, and sidewalk cafes

Allowed Uses

This designation provides a mix of horizontal and vertical mixed-use development and single-use commercial and residential development that includes the following:

- Retail, service, office, and/or residential uses
- Gathering places such as plazas, courtyards, or parks
- Compatible public, quasi-public, and special uses
- Development should include a mix of nonresidential and residential with more intense development near major intersections

Development Standards

- Minimum Density: 33.0 Units/ Net Acre
- Maximum Density: 150.0 Units/ Net Acre
- Minimum FAR: 0.30 FAR
- Maximum FAR: 6.00 FAR



3 Building heights generally 3 to 8 stories

8 Integrated residential uses along corridors

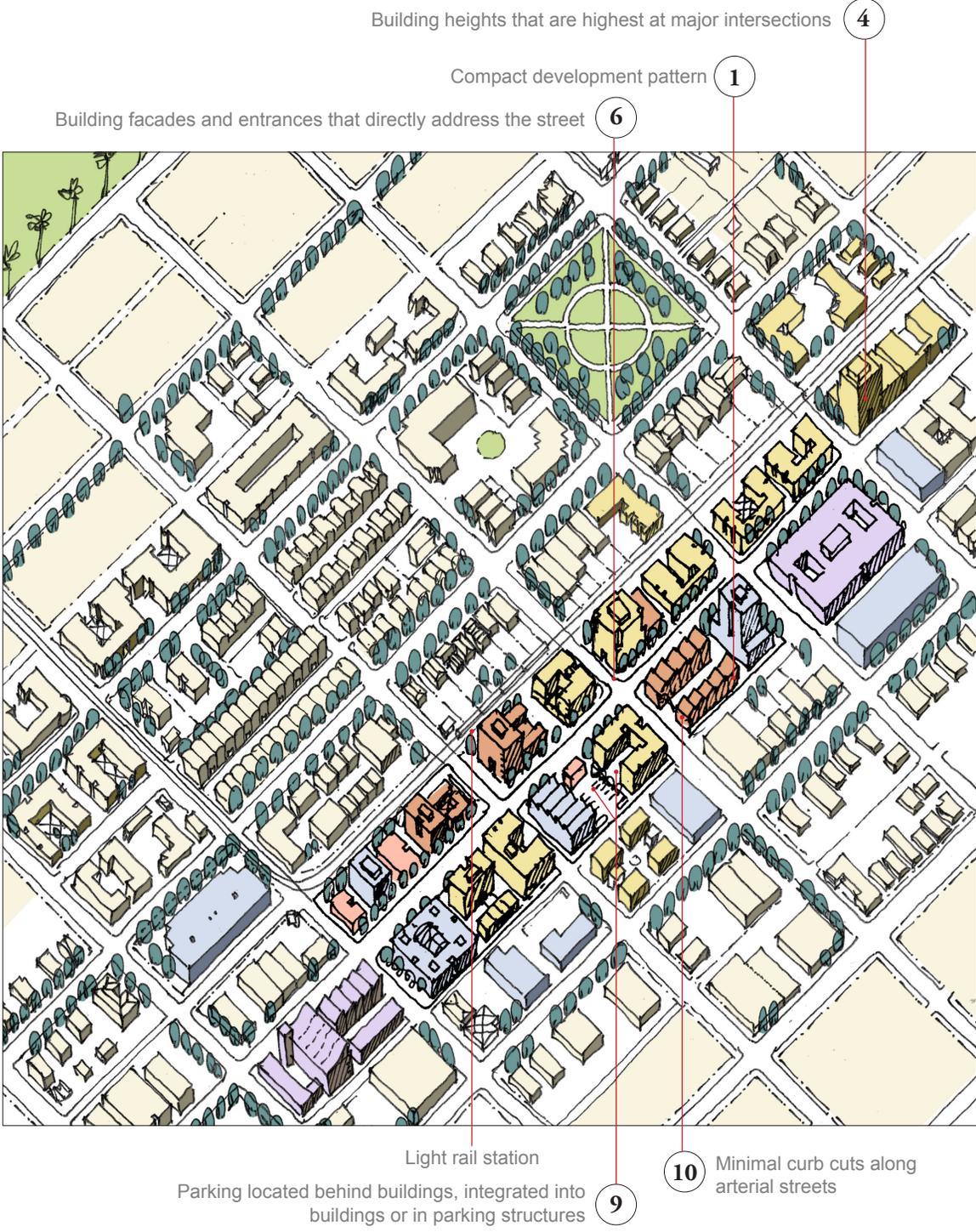
9 Parking located behind buildings or integrated into buildings

7 pedestrian-oriented uses located at street level

11 Attractive pedestrian streetscapes



Urban Corridor High



Development Standards Note: Residential development that is part of a mixed-use building shall comply with the allowed floor area ratio (FAR) range and is not subject to the allowed density range. Stand alone residential development shall comply with the allowed density range.

New corridor development should be oriented to and frame the street to enhance the pedestrian environment.



GOAL LU 6.1

Corridors. Support the development of major circulation corridors that balance their vehicular function with a vibrant mix of uses that contribute to meeting local and citywide needs for retail, services, and housing and provide pedestrian-friendly environments that serve as gathering places for adjacent neighborhoods.

Policies

LU 6.1.1

Mixed-Use Corridors. The City shall create or improve mixed-use corridors by requiring compact development patterns that are oriented to and frame the street, establish a safe and comfortable environment for walking, and avoid encroachment upon adjacent residential areas. (RDR)

LU 6.1.2

Transformed Corridors. The City shall facilitate the transformation of major thoroughfares dominated by auto-oriented strip commercial uses to include a broader mix of uses, both horizontal and vertical, that provides opportunities for medium- and higher-density housing, while also addressing local and citywide demand for retail and services. (RDR)



BEFORE



AFTER

Illustrations courtesy of Urban Advantage

LU 6.1.3 **Redeveloping Automobile-Oriented Corridors.** The City shall promote redevelopment of existing automobile-oriented corridors and the upgrading of existing commercial development to create vibrant, mixed-use boulevards that balance efficient movement of motor vehicles with the creation of attractive pedestrian-friendly districts that serve the adjoining neighborhoods as well as passing motorists. *(RDR)*

Redevelopment and upgrading of existing automobile-oriented corridors creates vibrant, mixed-use boulevards that balance efficient movement of motor vehicles with attractive pedestrian-friendly districts that serve the adjoining neighborhoods as well as passing motorists.

LU 6.1.4 **Efficient Parcel Utilization.** The City shall promote the aggregation of small and irregular shaped parcels along corridors into larger development sites to facilitate their redevelopment. *(MPSP/JP)*

See LU 1, Growth and Change, for additional policies on infill development.

LU 6.1.5 **Corridor Uses.** The City shall encourage residential, mixed-use, retail, service commercial, and other pedestrian-oriented development along mixed-use corridors to orient to the front of properties with entries and stoops fronting the street. *(RDR)*



Directing higher-intensity land uses and taller buildings to major intersections promotes physical differentiation along the corridor.

LU 6.1.6

Higher Intensity Nodes. The City shall generally direct higher-intensity land uses and taller buildings to major intersections along arterial roads to facilitate access, enhance transit service, and promote physical differentiation along the corridor. (RDR)

LU 6.1.7

Conversion to Residential. The City shall support proposals to convert nonresidential properties along mixed-use corridors, between major intersections, to residential or mixed-use residential uses. (RDR)



See M 2, Walkable Communities, for additional policies on pedestrian facilities.

LU 6.1.8

Sidewalks and Pedestrian Amenities. The City shall require that sidewalks along mixed-use corridors are wide enough to accommodate significant pedestrian traffic and the integration of public amenities and landscaping. (RDR)

See M 6, Parking, for additional policies for parking.

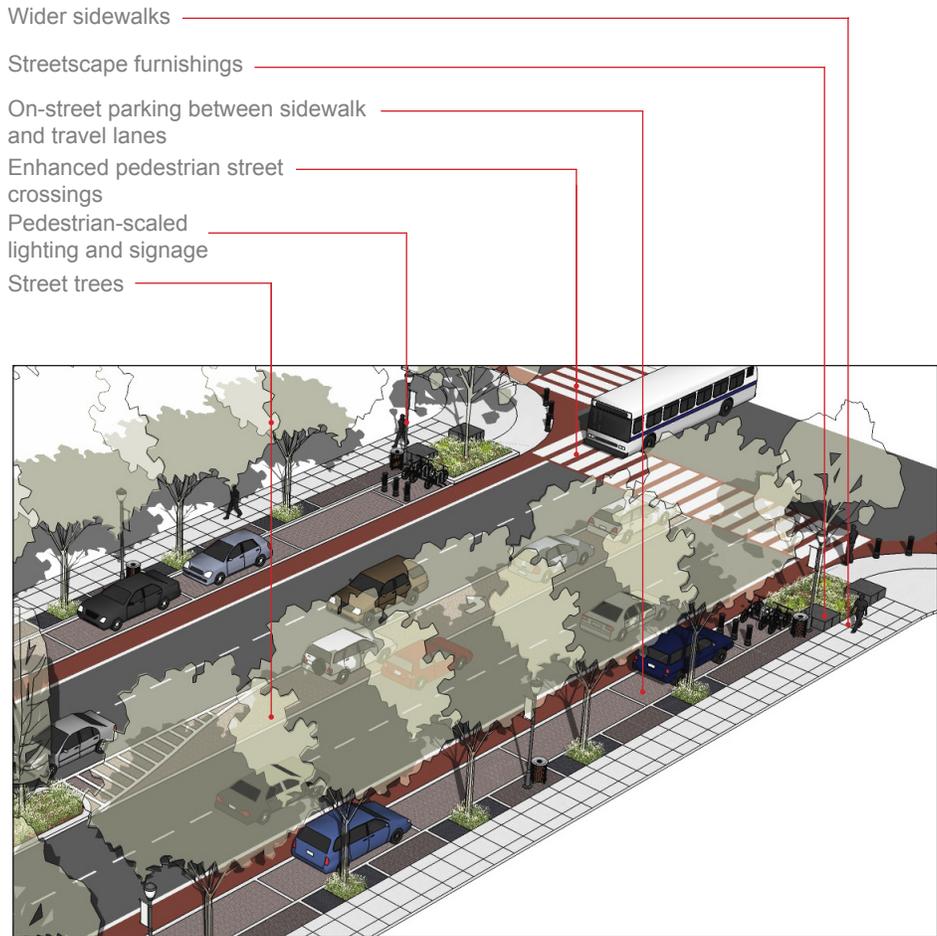
LU 6.1.9

Shared Parking, Driveways, and Alley Access. The City shall encourage the creation of shared parking and driveways as alleys along arterial corridors in order to minimize driveways and curb cuts. (RDR)

LU 6.1.10

Corridor Transit. The City shall require design and development along mixed-use corridors that promotes the use of public transit and pedestrian and bicycle travel and maximizes personal safety through development features such as:

- Safe and convenient access for pedestrians between buildings and transit stops, parking areas, and other buildings and facilities
- Roads designed for automobile use, efficient transit service as well as pedestrian and bicycle travel (RDR/MPSP)



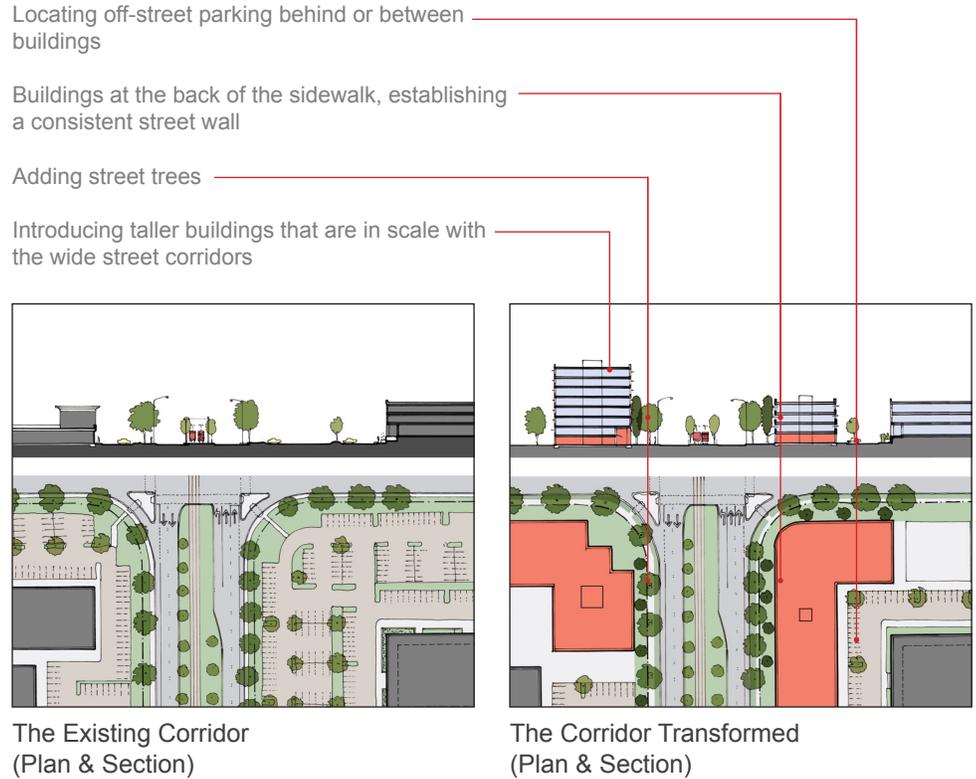
The illustration to the left shows how auto-dominated corridors can be transformed into pedestrian-oriented boulevards.

LU 6.1.11 Enhanced Pedestrian Environment. The City shall promote the transformation of existing automobile-dominated corridors into boulevards that are attractive, comfortable, and safe for pedestrians by incorporating the following:

- Wide sidewalks
- On-street parking between sidewalk and travel lanes
- Few curb cuts and driveways
- Enhanced pedestrian street crossings
- Building entrances oriented to the street
- Transparent ground floor frontages
- Street trees
- Streetscape furnishings
- Pedestrian-scaled lighting and signage (RDR/MPSP)

See M 2, Walkable Communities, for additional policies on pedestrian improvements.

The illustration to the right shows how development and streetscapes along corridors can be improved to promote better character.



LU 6.1.12

Visual and Physical Character. The City shall promote development patterns and streetscape improvements that transform the visual and physical character of typical automobile-oriented corridors by:

- Enhancing the definition of the corridor by locating buildings at the back of the sidewalk, and establishing a consistent street wall
- Introducing taller buildings that are in scale with the wide, multi-lane street corridors
- Locating off-street parking behind or between buildings (rather than between building and street)
- Reducing visual clutter by regulating the number, size and design quality of signs
- Removing utility poles and under-grounding overhead wires
- Adding street trees (*RDR/MPSP*)

LU 6.1.13 **Differentiating the Corridor.** The City shall promote development patterns that break up long, undifferentiated corridors of commercial strip development by establishing distinct activity nodes or centers that are distinguished by features such as their primary tenants, mix of uses, scale and intensity of development, and architectural character. *(RDR)*

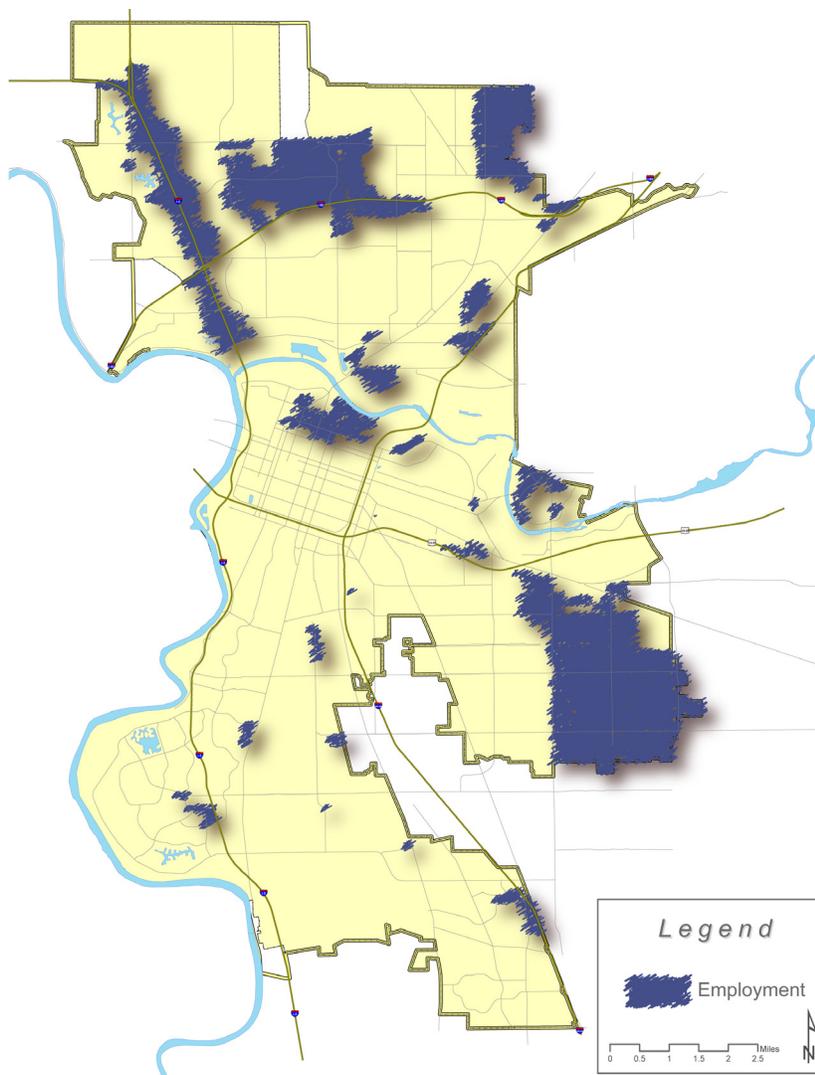
LU 6.1.14 **Compatibility with Adjoining Uses.** The City shall ensure that the introduction of higher-density mixed-use development along major arterial corridors is compatible with adjacent land uses, particularly residential uses, by requiring such features as:

- Buildings setback from rear or side yard property lines adjoining single-family residential uses
- Building heights stepped back from sensitive adjoining uses to maintain appropriate transitions in scale and to protect privacy and solar access
- Landscaped off-street parking areas, loading areas, and service areas screened from adjacent residential areas, to the degree feasible
- Lighting shielded and directed downward to minimize impacts on adjacent residential uses *(RDR)*



Employment

Policies in this section promote the city's position as a major regional and interstate employment center through continuation of existing operations, promotion of new industries, and improvements in job accessibility. They provide for the continued growth of the city's existing employment centers and encourage the reuse of underutilized, vacant, or obsolete industrial buildings. These policies provide for new manufacturing, research and development, flex space, industry incubators, professional office, and similar uses that range from high-intensity, mixed-use office centers, large business parks, warehouses, and distribution facilities to manufacturing and other heavy industrial areas. "Clean" industries, such as light manufacturing, research and development, and high technology, will take advantage of the education and skills of the city's emergent population. Employment policies promote improvements in site planning to create business parks on sites with attractive architecture and landscaping, to make employment areas accessible to pedestrians, bicyclists, and transit and to encourage the integration of additional employment support uses such as retail, services, and in some cases, mixed-use residential areas.



The diagram to the left illustrates the location of Sacramento's existing and planned employment areas.

**Employment
Center Low Rise**



Employment Center Low Rise (business parks) plays an important role in the city by supporting businesses and providing employment. It is not anticipated that there will be any significant change in the form and character of areas designated Employment Center Low Rise in the foreseeable future. Changes are likely to be more subtle, including improvements in accessibility to pedestrians, bicyclists, and transit and the integration of additional support uses.

Urban Form Guidelines

Key urban form characteristics envisioned for Employment Center Low Rise areas include the following:

1. Building heights generally ranging from one to three stories
2. Lot coverage generally not exceeding 60 percent
3. Building entrances oriented to the primary street frontage rather than to parking areas
4. Sidewalks along all streets to accommodate pedestrian movement, with connecting walkways from sidewalks into individual sites
5. Bicycle lanes along key roadways
6. Transit stops near business park entries
7. Location of surface parking behind or to the side of buildings rather than between primary street and primary street façade
8. Location of outdoor storage and production yards so that they are screened from public view by buildings, fencing and/or landscaping
9. Easily accessible support uses

Allowed Uses

This designation provides for employment generating uses that generally do not produce loud noise or noxious odor including the following:

- Industrial or manufacturing that occurs entirely within an enclosed building or an enclosed outdoor area with appropriately landscaped setbacks
- Office flex-space (i.e., industrial structures converting to office or research and design uses)
- Residential and commercial flex-space (i.e., industrial structures converting to residential or commercial uses) in areas expected to transition to urban development
- Office uses
- Retail and service uses that provide support to employees
- Compatible public, quasi-public, and special uses

Development Standards

- Minimum FAR: 0.25 FAR
- Maximum FAR: 1.00 FAR

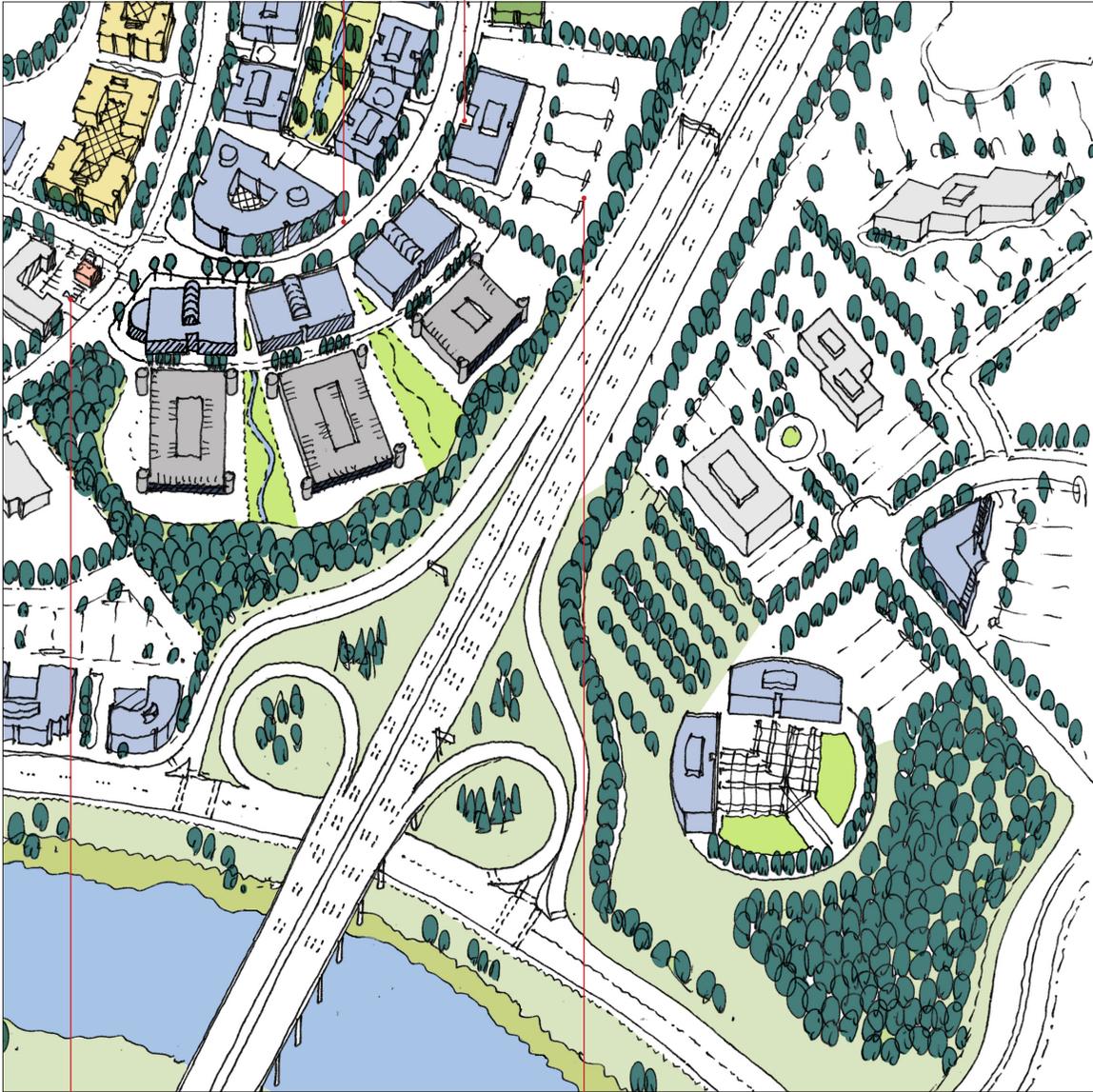




**Employment
Center Low Rise**

4 Sidewalks along all streets

3 Building entrances oriented to the street



7 Surface parking behind or to the side of buildings

9 Easily accessible support uses

**Employment
Center Mid Rise**



Employment Center Mid Rise areas play a critical role in accommodating new businesses and creating new jobs. The combination of high-density buildings and low site coverage in existing employment centers provides the opportunity for new infill development in these areas with complementary uses that transforms the existing single-use areas into more self-sufficient mixed-use areas with reduced dependence on automobile transportation.

Urban Form Guidelines

Key urban form characteristics envisioned for the employment center mid rise areas include the following:

1. A more compact development pattern with buildings sited at or near front lot lines along primary streets to add character and spatial definition to the public realm
2. Building heights generally ranging from three to twelve stories (taller heights are acceptable if supported by context and market)
3. Lot coverage generally not exceeding 70 percent
4. Building façades and entrances directly address the street and having a high degree of transparency
5. Greater integration of residential, retail, and service uses
6. Reduced areas of surface parking and greater use of structured parking
7. Convenient and attractive pedestrian and vehicular connections from adjoining neighborhoods
8. Building entrances oriented to the primary street frontage rather than to parking areas
9. Sidewalks accommodate pedestrian movement, with connecting walkways from sidewalk into individual sites

10. Bicycle lanes along key roadways
11. Transit stops within office parks
12. Shuttle bus and/or public transportation that provide connections to retail shopping districts

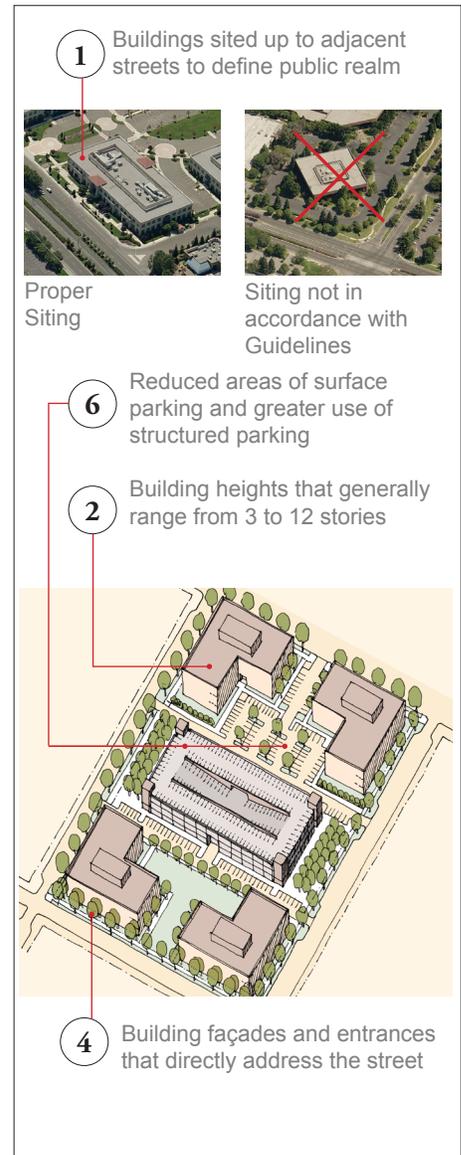
Allowed Uses

This designation provides for large mixed-use office/employment centers that include the following:

- Mid-rise office complexes
- Support retail and service uses, such as restaurants, dry-cleaners, gym/fitness centers, markets, hotels, and office services (e.g., printing/copying/shipping)
- Landscaped gathering places that include support uses
- Residential uses as a supportive mixed use or adjacent to large employment center
- Compatible public, quasi-public, and special uses

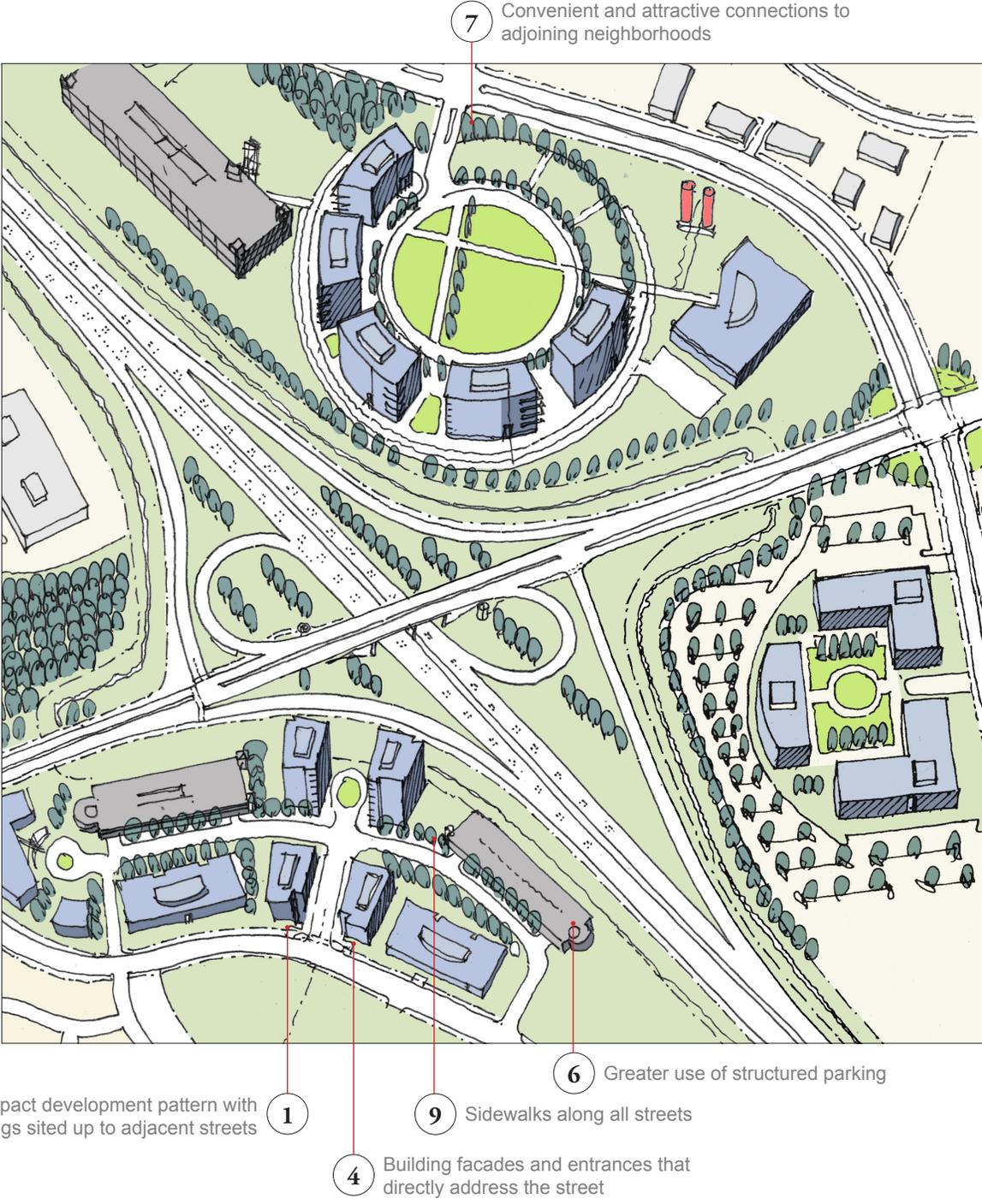
Development Standards

- Minimum Density: 18.0 Units/ Net Acre
- Maximum Density: 60.0 Units/ Net Acre
- Minimum FAR: 0.35 FAR
- Maximum FAR: 2.00 FAR





Employment Center Mid Rise



Development Standards Note: Residential development that is part of a mixed-use building shall comply with the allowed floor area ratio (FAR) range and is not subject to the allowed density range. Stand alone residential development shall comply with the allowed density range.

Industrial



Industrial designated areas represent the built form typically associated with manufacturing, warehousing, and other industrial activities. Development patterns associated with industrial uses can vary significantly, with block sizes typically large and varied in terms of shape. Industrial area street systems typically are designed to serve large blocks (i.e., rather than having uses that fit into a prescribed block and street pattern), and are characterized by a limited number of streets with few interconnections.

Urban Form Guidelines

Key urban form characteristics envisioned for industrial areas include the following:

1. Lot coverage highly variable and dependent upon the needs of a given activity
2. High building coverage high (e.g., 50 to 75 percent) or quite low (e.g., 25 percent or less) in areas where outdoor storage or production processes are the primary activity
3. Very large floor plates
4. Generally single-story buildings, with ceiling heights typically quite high (the equivalent of two- and three-story buildings) to accommodate production and storage
5. Minimal setbacks
6. Front, side, and rear yards may serve as parking, storage, and/or service/loading areas
7. More articulation, detailing, and fenestration on facades visible from major thoroughfares and freeways
8. Rooftop equipment screening with parapets

9. Wide curb cuts and ample internal circulation space permit large trucks to enter and maneuver within individual parcels
10. Landscaping used to buffer adjacent sensitive uses

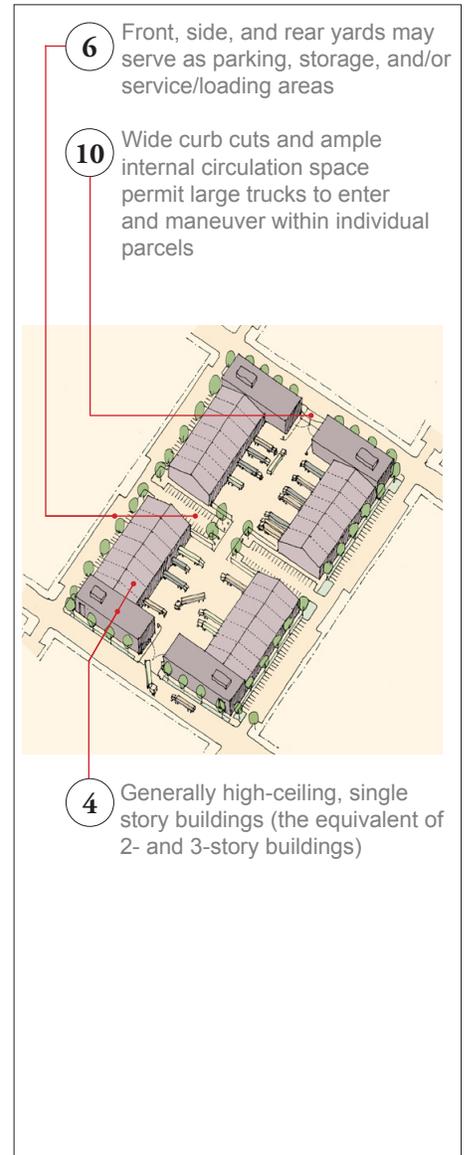
Allowed Uses

This designation provides for employment generating uses that may produce loud noise or noxious odor and tend to have a high volume of truck traffic. These uses include the following:

- Industrial or manufacturing that may occur within or outside a building
- Office, retail and service uses that provide support to employees
- Compatible public, quasi-public, and special uses
- This designation should not be located adjacent to a residential neighborhood or center without substantial buffers (employment center low rise, parks, greenways, or open space)

Development Standards

- Minimum FAR: 0.10 FAR
- Maximum FAR: 1.00 FAR





See the Economic Development Element for additional policies related to employment growth.

GOAL LU 7.1

Employment Centers. Encourage employee-intensive uses throughout the city in order to strengthen Sacramento’s role as a regional and West Coast employment center and to encourage transit ridership and distribute peak hour commute directions.

Policies



LU 7.1.1

Employment Intensive Uses. The City shall encourage employee-intensive uses such as medical and professional offices, light industry, research, and skill training. (RDR)

LU 7.1.2

Housing in Employment Centers. The City shall require compatible integration of housing in existing and proposed employment centers to help meet housing needs and reduce vehicle trips and commute times, where such development will not compromise the City’s ability to attract and maintain employment-generating uses. (RDR)

LU 7.1.3

Accessory Support Uses. The City shall require new employment centers and industrial development to incorporate such accessory uses as public open space amenities, transit amenities, child care facilities, and non-office retail uses based on the size and location of the development and the availability and capacity of existing accessory uses. (RDR)



LU 7.1.4

Urban Design. The City shall require that new and renovated employment center development be designed to accommodate safe and convenient walking, biking, and transit use, and provide an attractive, high-quality “campus environment,” characterized by the following:

- A highly interconnected system of streets and walkable blocks
- Buildings sited around common plazas, courtyards, walkways, and open spaces
- Extensive on-site landscaping that emphasizes special features such as entryways, and screens parking lots and service areas
- A coordinated and well-designed signage program for tenant identification and way finding
- Attractive streetscapes and lighting to promote pedestrian activity

- Clearly marked entrance drives, pedestrian routes, and building entries that minimize potential conflict between service vehicles, private automobiles, and pedestrians
- Facilities and services such as child care, cafes, and convenience retail that address employee needs. *(RDR)*

LU 7.1.5 **Transitions to Urban Development.** The City shall support changes in land use designation from Employment Center Low Rise to higher intensity land uses, on parcels located within a half-mile walking distance of a light rail station or other major transit stop, when appropriate market conditions and infrastructure are in place. *(RDR)*

GOAL LU 7.2

Industrial Development. Maintain industrial districts that provide for the manufacturing of goods, flex space, and research and development that are attractive, compatible with adjoining nonindustrial uses, and well-maintained.

Policies

LU 7.2.1 **Industrial Growth.** The City shall encourage the protection, continued intensification, and expansion of existing industrial, warehousing, and distribution facilities and provide for new warehousing/distribution activities in select locations when found to be compatible with existing surrounding neighborhoods, to provide a range of employment opportunities for Sacramento’s residents. *(RDR)*

LU 7.2.2 **Internal Movement.** The City shall require industrial uses proposed near existing and planned residential areas to be designed to limit the impacts of truck traffic on these residential areas. *(RDR)*

LU 7.2.3 **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. *(RDR)*



LU 7.2.4

Industrial Conversion. The City shall promote, when appropriate, the conversion of existing industrial, warehousing, and distribution facilities to flex space and 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. (RDR)



LU 7.2.5

Industrial Development Design. The City shall require that new and renovated industrial properties and structures incorporate high-quality design and maintenance including the following:

- Extensive on-site landscaping and buffers
- Visual screening of areas used for outdoor storage, processing, and other industrial operations
- Consistent architectural treatment of all building elevations
- Consistent and well-designed signage
- Control of on-site lighting, noise, odors, vibrations, toxic materials, truck access, and other factors that may impact adjoining nonindustrial land uses
- Employee amenities, such as outdoor seating for employees (RDR)

See PHS 6, Code Enforcement, for additional policies on property maintenance and regulation.

LU 7.2.6

Property Maintenance. The City shall encourage and, where subject to redevelopment, require owners of visually unattractive or poorly maintained industrial properties to upgrade existing structures and properties to improve their visual quality. (RDR)

See PHS 3, Hazardous Materials, for additional policies on hazardous material use, transport, and disposal.

LU 7.2.7

Hazardous Industries. The City shall require industrial uses that use solvents and/or other toxic or hazardous materials to be sited in concentrated locations away from existing or planned residential, commercial, or employment uses and require the preparation of Hazardous Substance Management Plans to limit the possibility of contamination. (RDR)

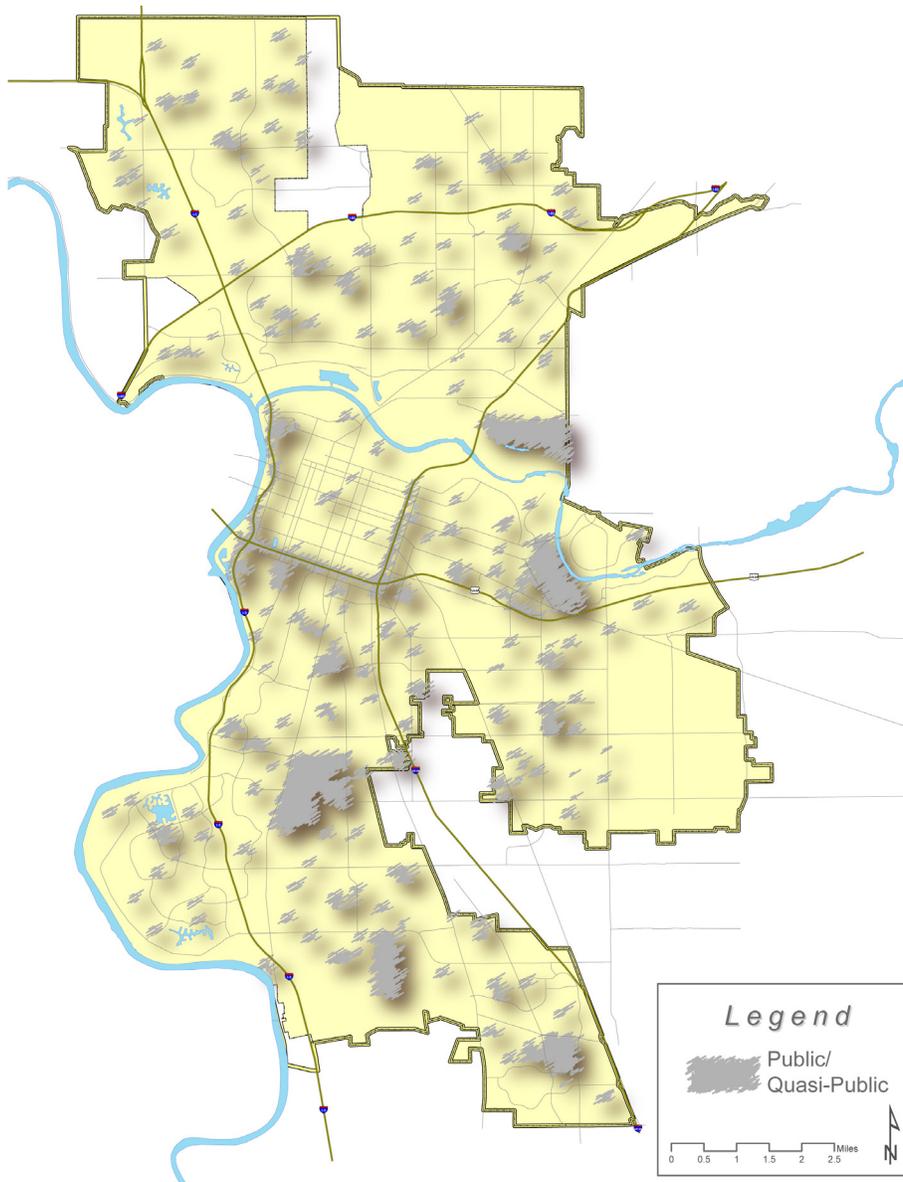


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Public/Quasi-Public and Special Uses

Policies in this section provide for a diversity of public and private community-supportive uses that are located equitably throughout the city to support the needs of Sacramento’s current and future residents and employees. The policies ensure that the city’s public buildings, sites, and infrastructure are designed to be compatible in scale, mass, character, and architecture with the area where they are located. Collaborative and creative solutions are encouraged with non-city public and private agencies and entities to design their structures and improvements to achieve a high level of visual and architectural quality that complements adjoining uses. Consolidation and co-location of public uses is encouraged to enable them to serve as a centerpiece of community identity, as well as to maximize the efficient use of land.



The diagram to the left illustrates the location of Sacramento’s existing and planned public/quasi-public uses.

Public/Quasi-Public

The Public/Quasi-Public designation describes areas with unique uses and typically unique urban forms. These areas host community services and/or educational, cultural, administrative, and recreational facilities often located within a well-landscaped setting. Most of these areas provide a public function and as a result, existing buildings often include a significant amount of surface parking lots and structured parking to accommodate users of the facilities. It should be noted that many Public/Quasi-Public uses are also allowed and are located in other land use and urban form designations.

Urban Form Guidelines

Building forms vary due to the variety of activities, though most buildings tend to be fairly large floor-plate, multi-story structures containing meeting rooms, classrooms, offices, assembly areas, and research space. Generally, automobile access and parking are limited to the periphery of the site in order to create a park-like pedestrian zone. Similarly, recreation facilities such as parks, greenways, stadiums, tracks, ball fields, and tennis courts are located on the perimeter of the public use.

Sacramento's existing public developments are generally built out, and it is assumed that their physical form will remain relatively unchanged in the future.

Allowed Uses

This designation provides for public and quasi-public uses including the following:

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

Special Uses

Special Use policies provide for special uses (e.g., assembly facilities, live-work studios, and care facilities) that are included within several Land Use and Urban Form designations.



GOAL LU 8.1

Public/Quasi-Public. Provide for governmental, utility, institutional, educational, cultural, religious, and social facilities and services that are located and designed to complement Sacramento's neighborhoods, centers, and corridors and to minimize incompatibility with neighborhoods and other sensitive uses.

Policies

LU 8.1.1 **Public Places.** The City shall create vibrant public places in Sacramento's neighborhoods, centers, and corridors that serve as gathering places. *(MPSP/SO)*

LU 8.1.2 **Adequate Community Supporting Uses.** The City shall seek to ensure that all manner of public and private community-supportive facilities and services are located throughout the city to provide places that serve the varied needs of the community, provide for community meeting places, and provide community and neighborhood landmark buildings and places. *(MPSP/IGC/JP)*

LU 8.1.3 **Adequate Sites.** The City shall proactively seek to acquire land throughout the city to provide for adequate parks and public facilities, particularly in infill areas where available land is scarce. *(MPSP/SO)*



California Environmental Protection Agency Headquarters Building (Cal/ EPA) in downtown Sacramento became the first LEED for Existing Buildings Platinum certified building in 2004.

See ERC 1, Education, for additional policies for schools.



Public art incorporated into the landscape of the Federal Courthouse in downtown Sacramento.

See ERC 4, Arts and Culture, for additional policies on public art.

LU 8.1.4

Excellence in Public Projects. The City shall lead by example, demonstrating design excellence in City projects, and City-subsidized redevelopment projects. *(MPSP/SO)*

LU 8.1.5

LEED Standard for City-Owned Buildings. The City shall ensure that all new or renovated City-owned buildings are energy efficient and meet, at a minimum, LEED (Leadership in Energy and Environmental Design) Silver or equivalent standard. *(RDR/SO)*

LU 8.1.6

Architecture and Planning that Complements Adjoining Uses. The City shall strive to ensure that the City-owned buildings, sites, and infrastructure are designed to be compatible in scale, mass, character, and architecture with the district or neighborhood in which they are located. *(MPSP)*

LU 8.1.7

Compatibility of Non-City Public Uses. The City shall encourage school and utility districts and other government agencies that may be exempt from City land use control and approval to plan their properties and design buildings at a high level of visual and architectural quality that maintains the character of the district or neighborhood in which they are located. *(RDR/IGC/JP)*

LU 8.1.8

Public Art. The City shall promote the incorporation of public art in the design of the public realm to:

- Add visual variety and richness.
- Delight, surprise, amuse, and inspire.
- Educate and inform.
- Engage and involve.
- Celebrate Sacramento’s heritage and environment. *(RDR/MPSP)*

LU 8.1.9

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. *(MPSP/IGC/JP)*

LU 8.1.10 College Campus Development. The City shall encourage colleges to integrate uses such as residential, retail, services, and other public facilities in and around their campuses to augment the economic vitality of the neighborhood and ensure that other public enhancements that contribute to a greater quality of life, such as arts, culture, athletic, public lectures, and/or medical facilities, are accessible to the community. *(RDR/IGC/JP)*



LU 8.1.11 Joint Development. The City shall encourage public/private partnerships when developing surplus City properties to enhance the surrounding community and provide a source of revenue to fund improvements to city services or facilities. *(RDR/SO/IGC)*

See PHS 4, Emergency Response and Disaster Preparedness, for additional policies on the provision of emergency care facilities.

LU 8.1.12 Facility Strategy. In addition to business considerations, the City shall include economic development and revitalization criteria in its ranking criteria for the placement of City offices and facilities. *(RDR/SO)*

LU 8.1.13 Medical Centers. The City shall work with owners of existing and planned medical centers to develop master plans that advance the City’s economic development objectives, maintain definable medical districts, provide for compatibility with surrounding areas, and achieve cohesive and integrated land uses. *(RDR/IGC/JP)*



LU 8.1.14 Medical Center Expansions. The City shall prohibit the rezoning of any parcel that is residentially zoned for the purposes of expanding a major medical facility. *(RDR)*

See M 8, Aviation, for additional policies on aviation and airports.

LU 8.1.15 Airport Compatibility. The City shall work with the Sacramento County Airport System (SCAS) and the Airport Land Use Commission to ensure that new development near the area’s airports is compatible with airport operations and Airport Land Use Compatibility Plans. *(RDR/IGC)*

LU 8.1.16 Consistency with Airport Land Use Commission Policies. The City shall ensure that all development is consistent with the policies adopted by the SACOG Airport Land Use Commission. *(RDR)*

LU 8.1.17 Deed Notice. The City shall require that all new development within an airport-defined over-flight zone provide deed notices to future residents and property owners upon transfer of title concerning airport over flights and noise. *(RDR)*

LU 8.1.18 Airport Related Land Uses. The City shall encourage commercial and industrial developments requiring air service to locate in the vicinity of an airport. *(RDR)*

GOAL LU 8.2

Special Uses. Provide for the development of Special Uses (e.g., assembly facilities, live-work studios, and care facilities) that are included within several Land Use and Urban Form Designations.

Policies

LU 8.2.1 Assembly Facilities. The City shall encourage and support development of assembly facilities for social, cultural, educational, and religious organizations throughout the city. *(RDR)*

LU 8.2.2 Artist Enclaves/Live-Work Studios. The City shall support and encourage the development, redevelopment, and conversion of certain areas of the city and existing buildings to create art districts, live-work studios, and affordable residential enclaves for artists and their families. *(RDR/MPSP)*

Ethel MacLeod Hart Multipurpose Senior Center located in Marshall Park in midtown Sacramento provides supportive services and programs for seniors.



LU 8.2.3 Care Facilities. The City shall encourage the development of senior daycare facilities, assisted living facilities, hospice, child care, and other care facilities in appropriate areas throughout the city. *(MPSP/RDR)*

LU 8.2.4 **Child Care Supply.** The City shall consider the impact of residential and employment development projects on the supply of local child care and encourage the incorporation of on-site or off-site facilities, require in-lieu fees to provide facilities, or require other measures to provide for affordable, quality child care. (RDR)



LU 8.2.5 **Child Care in Employment Centers.** The City shall encourage major employers to incorporate child care facilities and/or programs to help attract and maintain a productive work force and provide an accessible source of child care to area employees. (RDR/JP)

LU 8.2.6 **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. (RDR/JP)

See PHS 4, Emergency Response and Disaster Preparedness, for additional policies on the provision of emergency care facilities.

LU 8.2.7 **Farmers/Public Markets.** The City shall continue to support existing farmers markets, public markets, and similar activities and encourage the development of additional markets throughout the city to provide residents with access to fresh, local produce and convenient shopping. (RDR)

See ER 4, Agriculture, for additional policies for agricultural uses and production.



Open Space, Parks, and Recreation

Open Space, Parks, and Recreation policies provide for the preservation, continued growth, and enhancement of Sacramento’s rich resource of parklands, recreational areas, and surrounding open spaces such as the American River Parkway. They promote the integration and connection of parklands and natural open spaces through greenways and trails that enhance the city’s urban character and provide Sacramento’s residents and workforce with opportunities to enjoy the natural environment, provide visual “relief” from urban development, protect significant plant and animal habitats, and protect development from natural environmental hazards. Additional policies promote enhancement of existing amenities, as well as development of new parks, greenways, and open spaces as character-defining resources that emphasize the retention of natural landforms and plant communities.



The diagram to the left illustrates the location of Sacramento’s existing and planned open space, parks, and recreation areas.

These policies provide for natural open space and other areas primarily used for recreation within easy access of all city residents. These areas are characterized by a high degree of open area, and a limited number of buildings connected through an integrated system of greenways. In urban areas of the city, smaller parks, plazas, and boulevard parks will provide open space and recreation opportunities.

Open Space



Natomas Basin habitat conservation area.

*Photograph courtesy of
The Natomas Basin Conservancy*

The Open Space designation includes areas that are intended to remain essentially open with limited or no development. This urban form type includes largely unimproved open spaces used primarily for passive recreation, resource protection, and/or hazard avoidance.

Urban Form

Open space is an important component of all urban areas that is essential to preserving natural features, establishing quality living environments, and maintaining boundaries and buffers between communities and noncompatible uses.

Allowed Uses

This designation provides for natural, managed, and cultivated open space, including the following:

- Natural parks
- Woodlands
- Habitat
- Agriculture
- Floodplains
- Areas with permanent open space easements
- Buffers between urban areas
- Compatible public, quasi-public, and selected special uses

Parks and Recreation

The designation includes greenways, large developed parks, and other areas primarily used for recreation (smaller parks and recreation facilities are included as elements within other urban form types). Typically, these areas are characterized by a high degree of open area, and a limited number of buildings. Recreational facilities frequently include sports fields, playground equipment, picnic areas, sitting areas, concession businesses, open turf and natural areas, trails, and golf courses. Examples of this designation in Sacramento include regional parks, such as Granite and William Land, and the Bing Maloney Golf Course.

Urban Form

The intensive public use associated with parks, greenways, and recreation facilities often requires the provision of off-street parking facilities. Sports fields and other facilities may include lighting for evening use, and require the use of amplified sound systems for announcers or music. These uses can generate large crowds, and so care must be taken when locating these types of facilities near neighborhoods. The city's existing facilities have been established to serve the public's outdoor recreational needs, and are not expected to undergo significant changes in the coming years, except where new facilities will be added to increase usability or capacity.

Allowed Uses

This designation provides for public and private recreational opportunities to surrounding neighborhoods, communities, and the region including the following:

- Parks (community and regional parks)
- Greenways and trails
- Golf courses and commercial recreation facilities with an emphasis on outdoor
- Compatible public, quasi-public, and selected special uses



Bing Maloney Golf Course.



Universal playground accessible to people of all ages and abilities.

See ERC 2, Parks and Recreation, and ER 2, 3, and 4, Biological Resources, Urban Forest, and Agriculture, for additional policies on open space, parks, and recreation.



GOAL LU 9.1

Open Space, Parks, and Recreation. Protect open space for its recreational, agricultural, safety, and environmental value and provide adequate parks and open space areas throughout the city.

Policies

LU 9.1.1

Open Space Preservation. The City shall limit, to the extent feasible, the wasteful and inefficient conversion of open space to urban uses and place a high priority on acquiring and preserving open space lands for recreation, habitat protection and enhancement, flood hazard management, public safety, water and agricultural resources protection, and overall community benefit. *(RDR/MPSP)*



LU 9.1.2 **New Parks and Open Spaces.** The City shall ensure that sufficient parks, open space, water corridor parkways, and trails are planned throughout the city, to ensure adequate facilities are available to existing and future residents. *(RDR/MPSP)*

LU 9.1.3 **Connected Open Space System.** The City shall ensure that new development does not create barriers to the connections among the various parts of the city’s parks and open space systems. *(RDR)*

LU 9.1.4 **Open Space Buffers.** The City shall use traditional, developed parks and employ innovative uses of open space to “soften” the edges between urban areas and the natural environment. *(RDR/MPSP)*

LU 9.1.5 **Private Boat Docks and Marinas.** The City shall discourage development along the rivers of privately owned boat docks and marinas that are not available to the general public. *(RDR)*



See ERC 2, Parks and Recreation, for specific standards related to the provision of parks, open space, and recreation facilities.

See M 3, Public Transit, for additional policies on private water transportation.

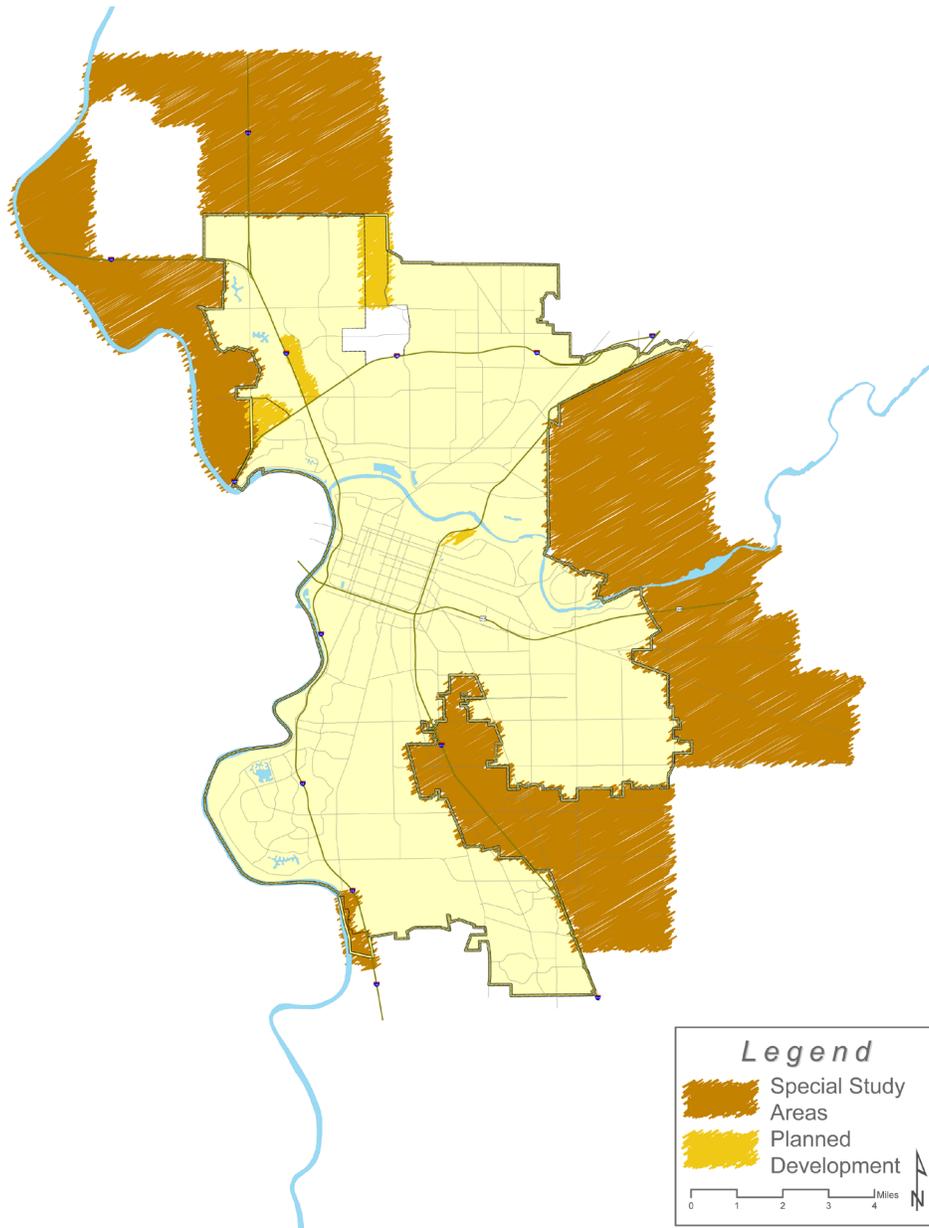


LU 9.1.6 **American River Parkway Plan.** The City recognizes the American River Parkway Plan as an important state approved land use and policy document. *(RDR/MPSP)*



Special Study Areas and Planned Development

Policies in this section ensure that areas mostly on the edges of the city are planned through a process that addresses regional, local, and site specific issues. They also provide opportunities for the City to explore possible expansions into adjoining lands or where inter-jurisdictional cooperation is needed with the County and other entities to resolve issues regarding the nature, timing, extent of development, the appropriate mechanism to achieve flood protection and open space preservation, and other related challenges. Of particular concern is the need to determine the timing and extent of development planned in the Natomas Joint Vision Study Area, including preservation of a one-mile open space buffer.



The diagram to the left illustrates the location of Sacramento's Special Study Areas and Planned Development.

Special Study Areas

See Part 3, Community Plan Areas and Special Study Areas for a discussion of the five Special Study Areas.

The Special Study Areas designation is applied to five potential annexation areas 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 Joint Vision Study Area, and Town of Freeport Study Area. The future land use and urban form for these areas will include a combination of several land use and urban form designations applied in conjunction with a General Plan amendment. (See Part 3 of the 2030 General Plan for a discussion of these areas.)

Planned Development

The Planned Development designation is applied to four areas with pending projects that are in the development review process as of March 2009. These include McKinley Village, Panhandle, Camino Norte, and Natomas Crossing.

Specific land use and urban form designations (i.e., designations outlined in this plan) will be applied to these areas once planning is complete and the City has approved the development.

GOAL LU 10.1

Growth and Change beyond the Policy Area. Plan comprehensively for growth and change in Special Study Areas consistent with the Regional Blueprint principles and the City's Vision and Guiding Principles, and ensure that annexation and development provide regional and community benefits.

Policies

See LU 1, Growth and Change, for additional policies on new development in Special Study Areas.

LU 10.1.1

Special Study Areas and Interagency Coordination.

The City shall engage in cooperative planning with Sacramento County, school districts, Sacramento Local Agency Formation Commission (LAFCo), and other public agencies to ensure that mutual benefits can be derived from potential future development of Special Study Areas adjacent to the city's boundaries. (IGC)

LU 10.1.2 Comprehensive Planning for Special Study Areas. The City shall require that Special Study Areas be planned comprehensively prior to annexation and development, and subject to the following processes:

- Amendment of the General Plan, including completion of a new Community Plan chapter where applicable.¹
- Approval of a Sphere of Influence amendment by the LAFCo prior to annexation request where applicable. (Sacramento LAFCo local policies discourage concurrent Sphere of Influence Amendment and Annexation).²
- Completion and adoption of Master Plans, Specific Plans and Development Agreements, as appropriate, in order to establish the timing, phasing, costs, and responsible parties associated with development in the area to be annexed. (MPSP/RDR)

LU 10.1.3 Regional and Community Benefits. The City shall require that regional and community benefits are achieved as the result of annexations and development approvals in any Special Study Area or Planned Development Area, consistent with the goals and policies outlined in this Plan. Examples include, but are not limited to, the following:

- A mix of land uses that results in a full range of jobs, housing, amenities, services, and open space, resulting in complete neighborhoods and dynamic centers that have strong linkages with the city and region.
- Transportation systems, including transit and roadways that are substantially improved and expanded, in a manner that provides enhanced mobility for all sectors of the community and benefits regional air quality.
- Sustainable infrastructure and community facilities, where adequate land is provided for such facilities, and construction and ongoing maintenance are funded by proposed development.
- Conservation of open space, including important agricultural lands, sensitive habitat areas and wildlife corridors, and other non-urbanized areas that serve as buffers or “greenbelts” for public use.

¹⁾ The Fruitridge Florin Study Area is located in the Fruitridge Broadway Community Plan Area and the South Area Community Plan Area. The Town of Freeport Study Area is already within the South Area Community Plan. The unincorporated portion of Arden Arcade Study Area lies within the Arden Arcade Community Plan boundary. Natomas Joint Vision Study Area and East Study Area would require new Community Plan chapters.

²⁾ Town of Freeport Study Area and Fruitridge Florin Study Area are already within the City's Sphere of Influence.

- Net fiscal benefits are achieved by both the City and County, with minimal impacts to affected special districts. *(MPSP/RDR)*

LU 10.1.4

Planned Development. The City shall require areas designated Planned Development on the Land Use and Urban Form Diagram be developed consistent with the General Plan's Vision and Guiding Principles and obtain a General Plan Amendment to designate the area consistent with the proposed project using the appropriate designations contained in the Land Use and Urban Design Element. *(RDR)*

LU 10.1.5

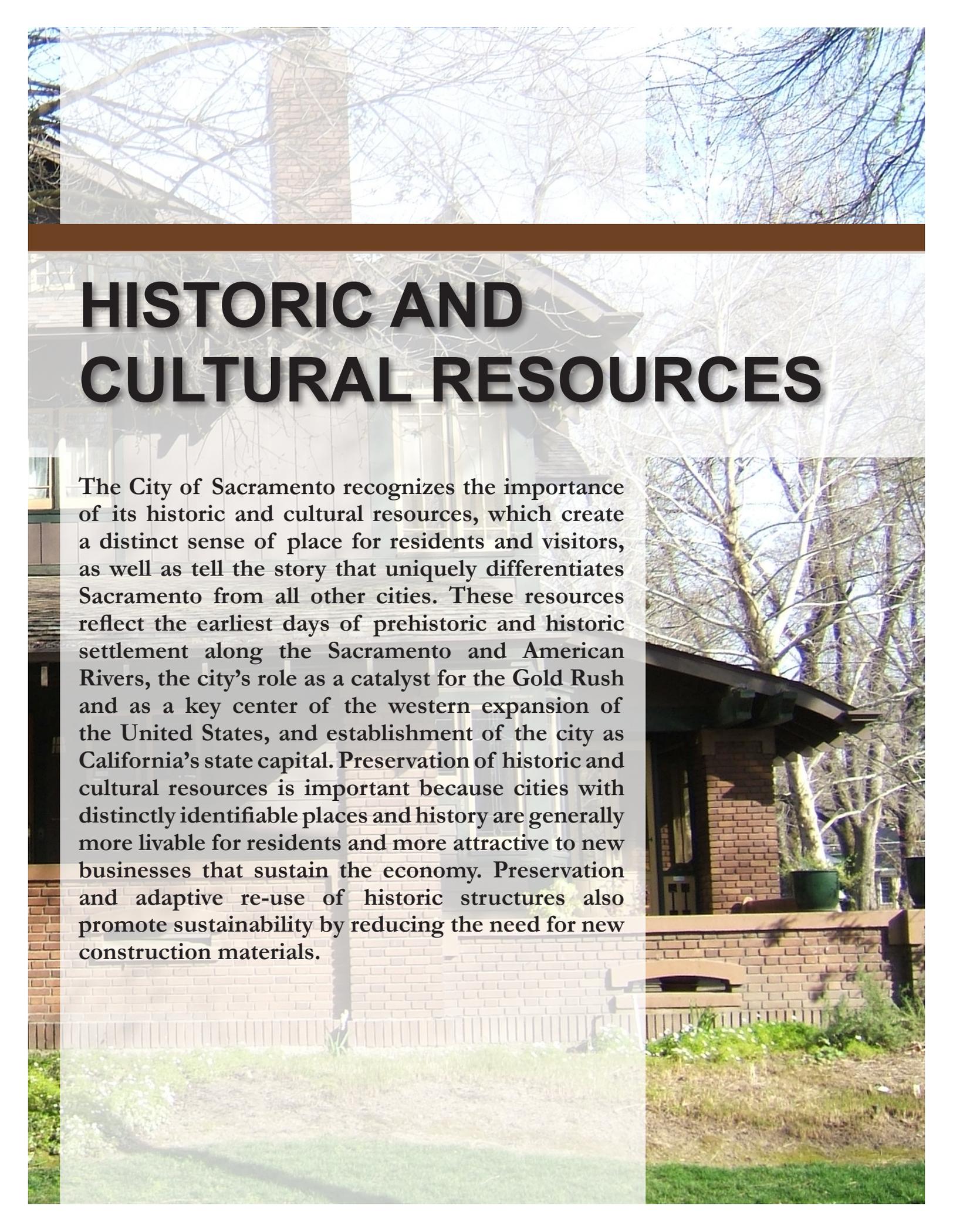
Planned Development Sunset. The City shall not designate any other areas Planned Development beyond those shown on the Land Use and Urban Form Diagram as of March 3, 2009. *(RDR/MPSP)*



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Craftsman style home listed on the National Register of Historic Places.



HISTORIC AND CULTURAL RESOURCES

The City of Sacramento recognizes the importance of its historic and cultural resources, which create a distinct sense of place for residents and visitors, as well as tell the story that uniquely differentiates Sacramento from all other cities. These resources reflect the earliest days of prehistoric and historic settlement along the Sacramento and American Rivers, the city's role as a catalyst for the Gold Rush and as a key center of the western expansion of the United States, and establishment of the city as California's state capital. Preservation of historic and cultural resources is important because cities with distinctly identifiable places and history are generally more livable for residents and more attractive to new businesses that sustain the economy. Preservation and adaptive re-use of historic structures also promote sustainability by reducing the need for new construction materials.

Built in 1914, this prominent building along Broadway in the heart of Oak Park was renovated in 1997 to house U.S. Bank.



Citywide Historic and Cultural Preservation

Policies in this section provide for identification, protection, and assistance in the preservation of historic and cultural resources. The policies maintain a citywide program consistent with the State and Federal Certified Local Government program and state laws and regulations related to historic and cultural resources.

GOAL HCR 1.1

Comprehensive City Preservation Program. Maintain a comprehensive, citywide preservation program to identify, protect, and assist in the preservation of Sacramento's historic and cultural resources.

Policies

- HCR 1.1.1 Certified Local Government.** The City shall maintain its status as a Certified Local Government (CLG) and use CLG practices as the key components of the City's preservation program. *(RDR/SO)*
- HCR 1.1.2 Preservation Office, Commission, and Program.** The City shall maintain a Preservation Office, Commission, and program to administer the City's preservation functions and programs. *(RDR/SO)*



Built in 1938, the Tower Theater has been preserved and is a Sacramento historical landmark.



Memorial Auditorium, opened in 1927, is built in the style best termed Mediterranean Revival. The Auditorium continues to be one of the city's architectural centerpieces.

Identification and Preservation

Policies in this section provide for the identification of historic and cultural resources and ensure that City, State, and Federal historic preservation laws, regulations, and codes are implemented. Policies support the City actively pursuing the identification, protection, and maintenance of historic and cultural resources, including consultation with appropriate organizations and individuals early in the planning and development process to identify opportunities and minimize potential impacts to historic and cultural resources.

GOAL HCR 2.1

Identification and Preservation of Historic and Cultural Resources.

Identify and preserve the city’s historic and cultural resources to enrich our sense of place and our understanding of the city’s prehistory and history.

Policies

HCR 2.1.1 Identification. The City shall identify historic and cultural resources including individual properties, districts, and sites (e.g., archaeological sites) to provide adequate protection of these resources. *(PSR)*

HCR 2.1.2 Applicable Laws and Regulations. The City shall ensure that City, State, and Federal historic preservation laws, regulations, and codes are implemented, including the California Historical Building Code and State laws related to archaeological resources, to ensure the adequate protection of these resources. *(RDR)*

HCR 2.1.3 Consultation. The City shall consult with the appropriate organizations and individuals (e.g., Information Centers of the California Historical Resources Information System (CHRIS), the Native American Heritage Commission (NAHC), and Native American groups and individuals) to minimize potential impacts to historic and cultural resources. *(IGC/JP)*



Sacramento Archives & Museum Collection Center is the repository and research center for the City and County historic collections and serves the community by acquiring, preserving, exhibiting, and providing access to the documentary and material culture of the area.



Craftsman style fourplex.

See Appendix E, Glossary & Acronyms, for definitions and terminology in the Historic and Cultural Resources Element.

HCR 2.1.4

Incentives and Enforcement. The City shall develop and support regulatory (e.g., appropriate development and zoning standards), technical, and financial incentives (e.g., City, State, Federal, and private grants, loans, easements, and tax credits) and enforcement programs to promote the maintenance, rehabilitation, preservation, and interpretation of the city’s historic and cultural resources. *(RDR/FB/SO)*

HCR 2.1.5

National, California, and Sacramento Registers. The City shall pursue eligibility and listing for qualified resources including historic districts and individual resources under the appropriate register(s). *(RDR/IGC/JP)*



The Downtown Sacramento Central Public Library is compatible as an add-on structure to the adjacent historic building.

HCR 2.1.6

Planning. The City shall take historical and cultural resources into consideration in the development of planning studies and documents. *(MPSP/PSR)*

HCR 2.1.7

Historic Resource Property Maintenance. The City shall actively pursue maintenance and upkeep of historic resources to avoid the need for major rehabilitation and to reduce the risks of demolition, loss through fire or neglect, or impacts from natural disasters. *(RDR/PI)*

HCR 2.1.8

Historic Preservation Enforcement. The City shall ensure that City enforcement procedures and activities comply with local, State, and Federal historic and cultural preservation requirements. *(SO)*

HCR 2.1.9

City-Owned Resources. The City shall maintain all City-owned historic and cultural resources in a manner that is consistent with the U.S. Secretary of the Interior’s Standards for the Treatment of Historic Properties. *(SO)*

HCR 2.1.10

Early Consultation. The City shall minimize potential impacts to historic and cultural resources by consulting with property owners, land developers, and the building industry early in the development review process. *(RDR/JP/PI)*



The Elliot building (left) was designed to be compatible in scale and massing with the historic East End Lofts building (right).

HCR 2.1.11

Compatibility with Historic Context. The City shall review proposed new development, alterations, and rehabilitation/remodels for compatibility with the surrounding historic context. The City shall pay special attention to the scale, massing, and relationship of proposed new development to surrounding historic resources. *(RDR)*



Adaptive reuse of a former automobile dealership, now converted to a restaurant.

HCR 2.1.12 Contextual Elements. The City shall promote the preservation, rehabilitation, restoration, and/or reconstruction, as appropriate, of contextual elements (e.g., structures, landscapes, street lamps, signs) related to the historic resource. (RDR)

See LU 2, Citywide Land Use and Urban Design, for additional policies on development context.

HCR 2.1.13 Adaptive Reuse. The City shall encourage the adaptive reuse of historic resources when the original use of the resource is no longer feasible. (RDR/SO)

HCR 2.1.14 Demolition. The City shall consider demolition of historic resources as a last resort, to be permitted only if rehabilitation of the resource is not feasible, demolition is necessary to protect the health, safety, and welfare of its residents, or the public benefits outweigh the loss of the historic resource. (RDR)

The former Van Voorhies Mansion, built in the Italianate architectural style, has undergone historic restoration and is now used as office space.

HCR 2.1.15 Archaeological Resources. The City shall develop or ensure compliance with protocols that protect or mitigate impacts to archaeological, historic, and cultural resources including prehistoric resources. (RDR)

HCR 2.1.16 Preservation Project Review. The City shall review and evaluate proposed preservation projects and development projects involving Landmark parcels and parcels within Historic Districts based on adopted criteria and standards. (RDR)





The historic 1885 Llewellyn Williams Mansion is built in the Italianate-Stick architectural style, and after considerable remodeling and restoration, the Mansion was reopened in 1995 as the Sacramento International Hostel.

Public Awareness and Appreciation

Policies in this section support and provide for public education and appreciation of the value of Sacramento’s historic and cultural resources, as well as City coordination with other entities to help develop and promote the preservation of Sacramento’s historic and cultural resources.

GOAL HCR 3.1

Public Awareness and Appreciation. Foster public awareness and appreciation of Sacramento’s historic and cultural resources.

Policies

HCR 3.1.1 Heritage Tourism. The City shall work with agencies, organizations, property owners, and business interests to develop and promote Heritage Tourism opportunities, in part as an economic development tool. *(IGC/JP)*

HCR 3.1.2 Coordination with Other Entities. The City shall coordinate with and support public (e.g., SHRA), quasi-public, and private entities in their preservation programs and efforts. *(IGC/JP)*

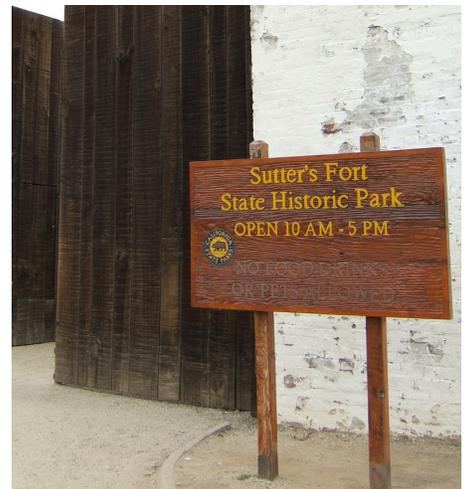
HCR 3.1.3 Public/Private Partnerships. The City shall explore public/private partnerships in its preservation program efforts, including partnerships with business and education interests, and expansion of shared missions with Sacramento Heritage, Inc. *(IGC/JP)*

HCR 3.1.4 Education. The City shall act as a conduit and provide information to the public on Sacramento’s historic and cultural resources and preservation programs through the region’s cultural resources survey repository at the North Central Information Center, educational institutions, and the City’s website in order to promote the appreciation, maintenance, rehabilitation, and preservation of Sacramento’s historic and cultural resources. *(PI)*

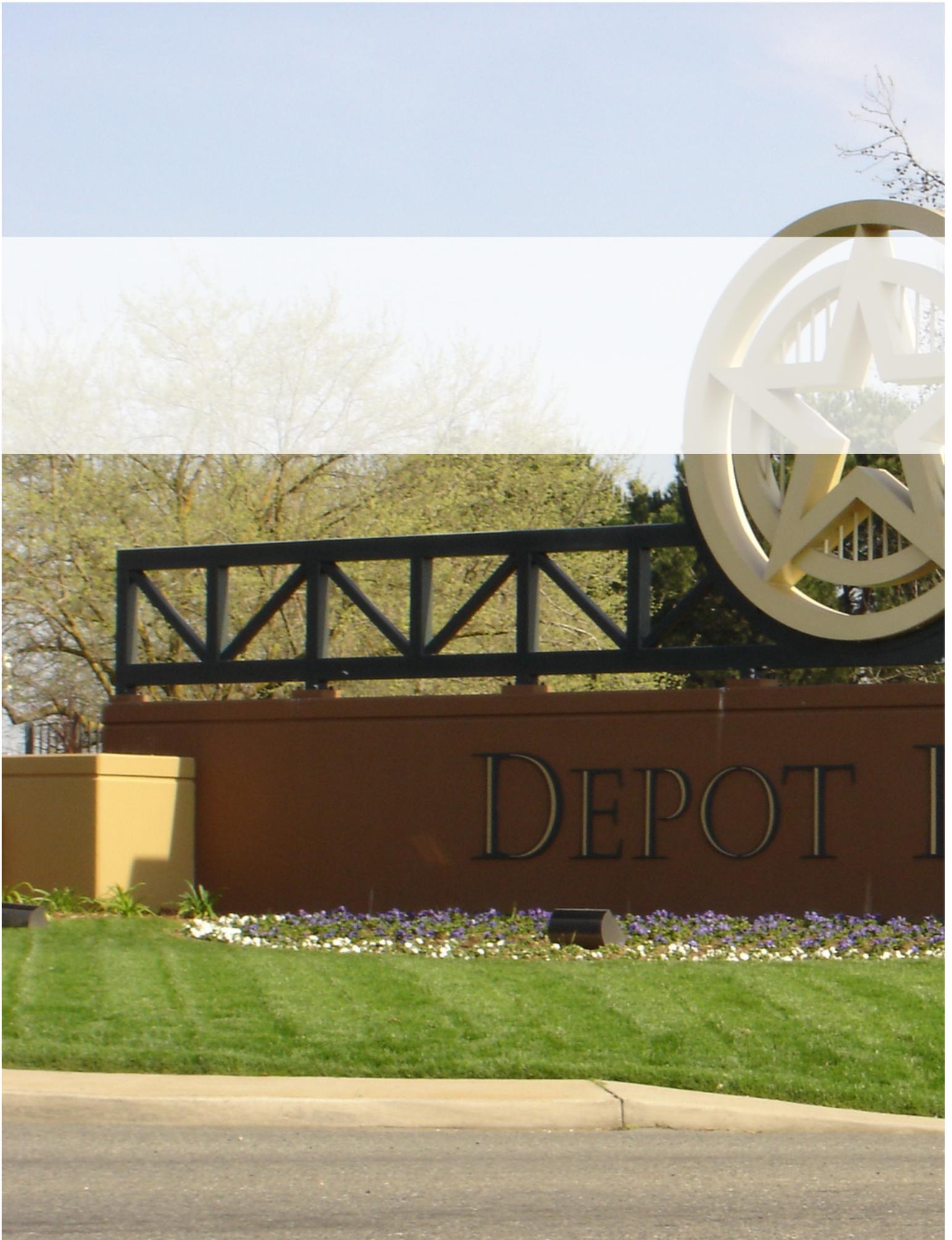
The Old Sacramento Historic District is an example of Heritage Tourism and is listed as a National Historic Landmark by the National Park Service.



See LU 8, Public/Quasi-Public and Special Uses, ED 1, Business Climate, and ERC 5, Museums, Zoos, and Other Major Destination Attractions, for additional policies on tourism and cultural and entertainment uses.



Sutter's Fort has been furnished and reconstructed to reflect its 1846 appearance and stands as the oldest restored Fort in the United States.



DEPOT I



ECONOMIC DEVELOPMENT

The City of Sacramento recognizes the importance of increasing individual wealth and creating employment opportunities while at the same time generating sufficient revenues for the city to develop facilities and provide services and community amenities. The growth provided for in Sacramento's 2030 General Plan presents a great opportunity to improve the city's quality of life, reshape its economy, and enhance its role as a great place to work and do business. The city's economic development activities must take place within this context.

The Economic Development Element is designed to respond to current trends in business activities and future changes in economic conditions as the City takes actions to achieve its vision as America's most livable city. The Economic Development policies provide for the retention and expansion of existing businesses and attraction of new businesses to increase job opportunities for Sacramento's residents. The policies also address the development of an educated and skilled workforce through development of the skills of existing residents and the attraction of new residents.



Business Climate

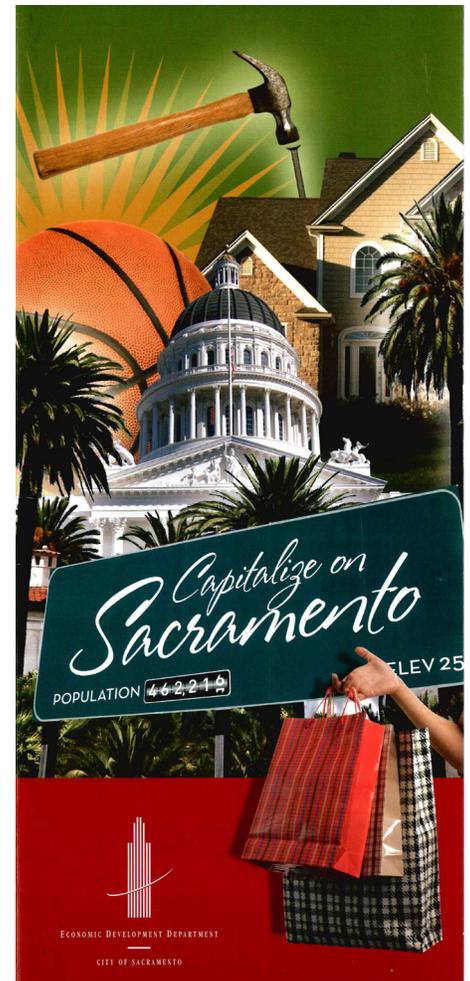
Policies in this section support a healthy and sustainable economy, which enables the City to achieve many of its financial and economic goals. Businesses are an important source of the city's economic well-being, and policies provide for economic development partnerships, incentives, and a supportive business climate to retain and expand existing and attract new businesses.

GOAL ED 1.1

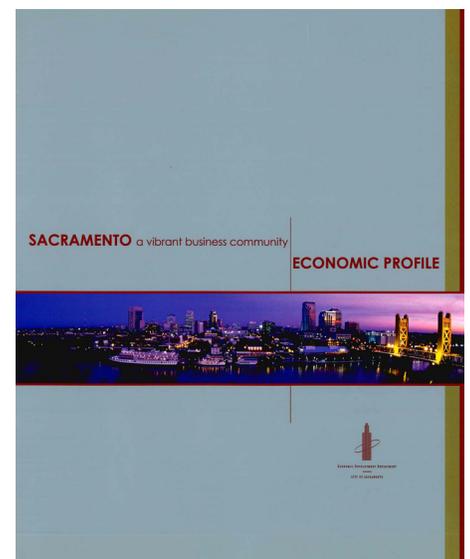
Business Climate. Maintain a supportive business climate and a healthy, sustainable economy that increases the City's ability to expand existing businesses and attract and retain new businesses.

Policies

- ED 1.1.1** **City Image.** The City shall continue to promote Sacramento among its citizens and the wider business community as a livable community and an excellent place to do business. *(PI)*
- ED 1.1.2** **Economic Development Strategy.** The City shall maintain and implement an Economic Development Strategy to support the city's prosperity and long-term fiscal competitiveness. *(MPSP)*
- ED 1.1.3** **Market Trends.** The City shall monitor industry and market trends and regularly provide current information to City policymakers and the business community. *(PSR/PI)*
- ED 1.1.4** **Economic Development Partnerships.** The City shall partner with economic development organizations and businesses seeking to expand or locate in Sacramento. *(P)*
- ED 1.1.5** **Small and Startup Business Assistance.** The City shall provide incentives to existing small and startup businesses, including minority- and women-owned businesses, to facilitate their expansion and job creation. *(SO)*



The City's Economic Development Strategy is a framework that sets out new market-driven directions, engages all stakeholders, acts locally and thinks regionally, and creates new complementary advantages.





Hotel located near Old Sacramento and the State Capitol that accommodates tourists and business travelers.

ED 1.1.6

Tourism and Related Businesses. The City shall continue to work with the Sacramento Convention and Visitors Bureau (SCVB) and interested stakeholders to market Sacramento as a tourist destination and convention venue. *(JP/PI)*

ED 1.1.7

Sustainable Businesses. The City shall attract and retain long-term, economically sustainable businesses. *(JP)*



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Photograph courtesy of Steve McKay, Sacramento State

Workforce

Policies in this section seek to facilitate workforce skill development by coordinating with educators and leaders from the business community to meet the workforce demand of the region. In a knowledge-based economy, the skills of the local workforce are a region's greatest competitive resource and advantage.

GOAL ED 2.1

Workforce. Assist in preparing an educated, skilled, and competitive workforce to match the employment needs of the region and its businesses.

Policies

ED 2.1.1 Higher Education and Local Economy. The City shall work with local organizations such as Linking Education and Economic Development (LEED) in developing links between public and private providers of primary, secondary, and post-secondary education and with local businesses and industries to develop and promote educational programs relevant to the needs of the local economy. *(JP/PI)*

ED 2.1.2 Attraction of Key Technical Institutions. The City shall identify and seek to attract public and private technical institutions, such as those with specialized training programs in arts, trade, and technical subjects to serve the workforce requirements of Sacramento businesses. *(JP)*

ED 2.1.3 Retention of Local College Graduates. The City shall encourage and actively support efforts by local educational institutions, businesses, and public agencies to assimilate local college graduates into the city and regional workforce in order to reduce leakage to other employers outside the region. *(IGC/JP)*

ED 2.1.4 Attract Skilled Workers. The City shall work to improve the quality of life in the city to retain existing skilled workers and attract skilled workers from beyond the region. *(MPSP)*



Sacramento State provides access to quality education and produces college graduates that are ready to join the workforce.

Photograph courtesy of Mary Weikert, Sacramento State



Twelve story office building located in South Natomas along Interstate 5.

Place

Policies in this section ensure that there are suitable areas and sites with adequate infrastructure throughout the city for new and expanding businesses including cutting edge technology and sustainable businesses. This includes proactively identifying and marketing areas of the city for economic growth and ensuring adequate infrastructure is in place to facilitate economic growth.

GOAL ED 3.1

Land, Sites, and Opportunities. Provide opportunities for expansion and development of businesses by ensuring availability of suitable sites, appropriate zoning, and access to infrastructure and amenities.

See the Land Use and Urban Design Element for additional policies related to growth and development.

Policies

ED 3.1.1 Land Supply Inventory. The City shall maintain an adequate land supply to meet projected employment and retail land demand, including sites that are “shovel ready.” *(MPSP/SO)*

ED 3.1.2 Opportunity Areas. The City shall strategically market key opportunity areas identified in the City’s Economic Development Strategy and the General Plan. *(PI)*

ED 3.1.3 Creation of Manufacturing Districts. The City shall create and market manufacturing districts in one or more of the city’s opportunity areas to encourage growth in manufacturing businesses. *(MPSP)*



Manufacturing and receiving warehouse use in Robla area in northern Sacramento.



UC Davis Medical Center.

ED 3.1.4

University Research Parks. The City shall work with public and private universities to explore development of a technology/research park tied to educational institutions. *(IGC/JP)*

ED 3.1.5

Businesses Working on Cutting Edge Technology. The City shall work with universities, Sacramento Area Commerce and Trade Organization (SACTO), and other groups to encourage businesses working with cutting edge technology to locate in Sacramento. *(IGC/JP)*



The Florin Road Partnership was the first business improvement district on a commercial corridor in California.

- ED 3.1.6** **Business Improvement Districts.** The City shall continue to encourage formation and assist with implementation of business improvement districts (BIDs). *(SO)*

- ED 3.1.7** **Infrastructure and Public Facilities.** The City shall continue to identify, construct, and maintain infrastructure systems and facilities required to promote and sustain a positive economic climate. *(MPSP/SO)*

- ED 3.1.8** **Infrastructure Investments.** The City shall anticipate needs and coordinate City infrastructure investments with economic development opportunities. *(MPSP/FB/SO)*



Participation and Leadership

Policies in this section seek to leverage resources of entities throughout the city and region to support and implement the goals of the 2030 General Plan and Economic Development Element. This includes the integration of City departments to meet Sacramento's economic goals, as well as the City assuming a prominent leadership role in implementing key regional initiatives.



GOAL ED 4.1

Leadership. Provide leadership in the city and the region in order to achieve the city's and the region's economic goals.

Policies

ED 4.1.1 **City Role in Economic Initiatives.** The City shall provide leadership in key regional economic initiatives by actively participating in economic development programs such as the Partnership for Prosperity, the Metro Chamber's Economic Development Committee, Metro Pulse Program, and other economic development initiatives. *(IGC/JP)*

The City of Sacramento is committed to providing accountable, transparent, fair, and streamlined services to our customers. This move toward improved customer service is built upon the goals of streamlining programs and processes for efficiency, planning for and promoting appropriate economic development, encouraging employees to become problem solvers rather than regulators, and improving internal organizational structures.



ED 4.1.2 Strong City and Business Relationship. The City shall maintain a strong customer service orientation toward businesses. *(SO)*

ED 4.1.3 Public/Private Partnerships. The City shall support and encourage public/private partnerships and other efforts to implement the key development projects that meet the City's revitalization and redevelopment goals. *(IGC/JP)*

ED 4.1.4 Regional Marketing Activities. The City shall actively participate in regional marketing activities by coordinating its efforts with SACTO and other economic development agencies in the region. *(IGC/JP)*

ED 4.1.5 Port of Sacramento. The City shall work with the Port of Sacramento in expanding and improving port facilities to support the import and export needs of Sacramento businesses. *(IGC)*

ED 4.1.6 Foreign Trade Zone. The City shall assist the Port of Sacramento in becoming a Foreign Trade Zone. *(IGC)*



Port of Sacramento.



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CITY OF SACRAMENTO

HOUSING

Located in a Separately Bound Document







MOBILITY

The City of Sacramento recognizes the importance of developing a first class, efficient, multi-modal transportation network that minimizes impacts to the environment and neighborhoods. The Mobility Element contains policies that will create a well-connected transportation network, support increased densities and a mix of uses in multi-modal districts, help walking become more practical for short trips, support bicycling for both short- and long-distance trips, improve transit to serve highly frequented destinations, conserve energy resources, reduce greenhouse gas emissions and air pollution, and do so while continuing to accommodate auto mobility. The element also includes policies related to parking, goods movement, airports, and transportation funding. Achieving a balanced transportation system will require a greater investment in transit, pedestrian, and bicycle infrastructure. Additional policies that address connectivity and the provision of pedestrian ways, bicycle routes, transit, and road facilities can be found in the Land Use and Urban Design Element.





Circulation System

Policies in this section provide for increased transportation choices through the development of an integrated, multi-modal transportation system. A flexible Level of Service (LOS) standard will support planned development and require enhanced infrastructure to support transit, walking, and biking in multi-modal districts. The transportation network will be well-connected. Emerging technologies that promote a balanced transportation system will be supported.

GOAL M 1.1

Comprehensive Transportation System. Provide a transportation system that is effectively planned, managed, operated, and maintained.

Policies

- M 1.1.1** **Right-of-Ways.** The City shall manage the use of transportation right-of-ways by all travel modes, consistent with the goal to provide Complete Streets, as described in Goal M 4.2. *(SO)*
- M 1.1.2** **Travel System.** The City shall manage the travel system to ensure safe operating conditions. *(SO)*
- M 1.1.3** **Emergency Services.** The City shall coordinate the development and maintenance of all transportation facilities with emergency service providers to ensure continued emergency service operation and service levels. *(IGC/JP)*
- M 1.1.4** **Facilities and Infrastructure.** The City shall effectively operate and maintain transportation facilities and infrastructure to preserve the quality of the system. *(SO)*





Sacramento Regional Transit bus.

Ensure the City's transportation's system supports and enriches the quality of life for present and future generations by improving mobility and accessibility through investment in a balanced, multi-modal system.

GOAL M 1.2

Multimodal System. Provide expanded transportation choices to improve the ability to travel efficiently and safely to destinations throughout the city and region.

Policies

M 1.2.1

Multimodal Choices. The City shall promote development of an integrated, multi-modal transportation system that offers attractive choices among modes including pedestrianways, public transportation, roadways, bikeways, rail, waterways, and aviation and reduces air pollution and greenhouse gas emissions. (MPSP/SO)

M 1.2.2

LOS Standard. The City shall allow for flexible Level of Service (LOS) standards, which will permit increased densities and mix of uses to increase transit ridership, biking, and walking, which decreases auto travel, thereby reducing air pollution, energy consumption, and greenhouse gas emissions.

- a. Core Area Level of Service Exemption—LOS F conditions are acceptable during peak hours in the Core Area bounded by C Street, the Sacramento River, 30th Street, and X Street. If a Traffic Study is prepared and identifies a LOS impact that would otherwise be considered significant to a roadway or intersection that is in the Core Area as described above, the project would not be required in that particular instance to widen roadways in order for the City to find project conformance with the General Plan. Instead, General Plan conformance could still be found if the project provides improvements to other parts of the citywide transportation system in order to improve transportation-system-wide roadway capacity, to make intersection improvements, or to enhance non-auto travel modes in furtherance of the General Plan goals. The improvements would be required within the project site vicinity or within the area affected by the project's vehicular traffic impacts. With the provision of such other transportation infrastructure improvements, the project would not be required to provide any mitigation for vehicular traffic impacts to road segments in order to conform to the General Plan. This exemption does not affect the implementation of previously approved roadway and intersection improvements identified for the Railyards or River District planning areas.

- b. Level of Service Standard for Multi-Modal Districts—The City shall seek to maintain the following standards in the Central Business District, in areas within ½ mile walking distance of light rail stations, and in areas designated for urban scale development (Urban Centers, Urban Corridors, and Urban Neighborhoods as designated in the Land Use and Urban Form Diagram). These areas are characterized by frequent transit service, enhanced pedestrian and bicycle systems, a mix of uses, and higher-density development.
- Maintain operations on all roadways and intersections at LOS A-E at all times, including peak travel times, unless maintaining this LOS would, in the City’s judgment, be infeasible and/or conflict with the achievement of other goals. LOS F conditions may be acceptable, provided that provisions are made to improve the overall system and/or promote non-vehicular transportation and transit as part of a development project or a City-initiated project.
- c. Base Level of Service Standard—the City shall seek to maintain the following standards for all areas outside of multi-modal districts.
- Maintain operations on all roadways and intersections at LOS A-D at all times, including peak travel times, unless maintaining this LOS would, in the City’s judgment, be infeasible and/or conflict with the achievement of other goals. LOS E or F conditions may be accepted, provided that provisions are made to improve the overall system and/or promote non-vehicular transportation as part of a development project or a City-initiated project.
- d. Roadways Exempt from Level of Service Standard—The above LOS standards shall apply to all roads, intersections, or interchanges within the City except as specified below. If a Traffic Study is prepared and identifies a significant LOS impact to a roadway or intersection that is located within one of the roadway corridors described below, the project would not be required in that particular instance to widen roadways in order for the City to find project conformance with the General Plan. Instead, General Plan conformance could still be found if the project provides improvements to other parts of the city wide transportation system in order to improve transportation-system-wide roadway capacity, to make intersection improvements, or to

enhance non-auto travel modes in furtherance of the General Plan goals. The improvements would be required within the project site vicinity or within the area affected by the project's vehicular traffic impacts. With the provision of such other transportation infrastructure improvements, the project would not be required to provide any mitigation for vehicular traffic impacts to the listed road segment in order to conform to the General Plan.

- 12th/14th Avenue: State Route 99 to 36th Street
- 24th Street: Meadowview Road to Delta Shores Circle
- 65th Street: Folsom Boulevard to 14th Avenue
- Alhambra Boulevard: Folsom Boulevard to P Street
- Arcade Boulevard: Marysville Boulevard to Del Paso Boulevard
- Arden Way: Capital City Freeway to Ethan Way
- Blair Avenue/47th Avenue: S. Land Park Drive to Freeport Boulevard
- Broadway: 15th Street to Franklin Boulevard
- Broadway: 58th to 65th Streets
- El Camino Avenue: Stonecreek Drive to Marysville Boulevard
- El Camino Avenue: Capitol City Freeway to Howe Avenue
- Elder Creek Road: 65th Street to Power Inn Road
- Florin Perkins Road: 14th Avenue to Elder Creek Road
- Florin Road: Greenhaven Drive to I-5; 24th Street to Franklin Boulevard
- Folsom Boulevard: 34th Street to Watt Avenue
- Freeport Boulevard: Broadway to Seamas Avenue
- Fruitridge Road: Franklin Boulevard to SR 99
- Garden Highway: Truxel Road to Northgate Boulevard
- Howe Avenue: American River Drive to Folsom Boulevard

- J Street: 43rd Street to 56th Street
- Mack Road: Meadowview Road to Stockton Boulevard
- Martin Luther King Boulevard: Broadway to 12th Avenue
- Marysville Boulevard: I-80 to Arcade Boulevard
- Northgate Boulevard: Del Paso Road to SR 160
- Raley Boulevard: Bell Avenue to I-80
- Roseville Road: Marconi Avenue to I-80
- Royal Oaks Drive: SR 160 to Arden Way
- Truxel Road: I-80 to Gateway Park

M 1.2.3 **Multimodal Access.** The City shall promote the provision of multimodal access to activity centers such as commercial centers and corridors, employment centers, transit stops/stations, airports, schools, parks, recreation areas, and tourist attractions. *(MPSP/SO)*

GOAL M 1.3

Barrier Removal. Improve system connectivity by removing barriers to travel.

Policies

M 1.3.1 **Grid Network.** The City shall require all new residential, commercial, or mixed-use development that proposes or is required to construct or extend streets to develop a transportation network that provides for a well-connected, walkable community, preferably as a grid or modified grid. *(RDR)*

Complete Streets

Complete streets include facilities and designs that enable safe access for all users (i.e., pedestrians, bicyclists, motorists and transit riders) of all ages and abilities. Characteristics of complete streets include the following:

- *A comprehensive, integrated, and connected network*
- *Balanced design to accommodate walking, cycling, transit, driving, parking, and deliveries*
- *Variety of uses and activities that create a varied streetscape*
- *Design that relates well to the street's bordering uses and allows for continuous activity*
- *Pedestrian and biking facilities that promote safety and maximize access to bordering uses*
- *Aesthetically designed street lights that provide sufficient illumination of sidewalks*
- *Consistent landscaping that includes street trees and landscaped medians and sidewalks*
- *Sustainable design that minimizes runoff, minimizes heat island effects, and responds to climatic demands and conserves scarce resources*
- *Well-maintained facilities*

M 1.3.2

Private Complete Streets. The City shall require large private developments (e.g., office parks, apartment complexes, retail centers) to provide internal complete streets that connect to the existing roadway system. *(RDR)*

M 1.3.3

Eliminate Gaps. The City shall eliminate “gaps” in roadways, bikeways, and pedestrian networks.

- a. The City shall construct new multi-modal crossings of the Sacramento and American Rivers.
- b. The City shall plan and seek funding to construct grade-separated crossings of freeways, rail lines, canals, creeks, and other barriers to improve connectivity.
- c. The City shall construct new bikeways and pedestrianways in existing neighborhoods to improve connectivity. *(MPSP/SO)*



Pedestrianway and bikeway connection between Sacramento State and the adjacent commercial district and residential neighborhoods.

- M 1.3.4** **Barrier Removal for Accessibility.** The City shall remove barriers, where feasible, to allow people of all abilities to have access within and among infrastructure serving the community. *(MPSP/SO)*
- M 1.3.5** **Connections to Transit Stations.** The City shall provide connections to transit stations by identifying roadway, bikeway, and pedestrianway improvements to be constructed within ½ mile of major transit stations. Transportation improvements in the vicinity of major transit stations shall emphasize the development of complete streets. *(MPSP/SO)*
- M 1.3.6** **Multi-Jurisdictional Transportation Corridors.** The City shall work with adjacent jurisdictions to identify existing and future transportation corridors that should be linked across jurisdictional boundaries so that sufficient right-of-way may be preserved. *(IGC)*
- M 1.3.7** **Regional Transportation Planning.** The City shall continue to actively participate in Sacramento Area Council of Government’s (SACOG’s) regional transportation planning efforts to coordinate priorities with neighboring jurisdictions and continue to work with the Sacramento Regional Transit District (RT) and the California Department of Transportation (Caltrans) on transportation planning, operations, and funding. *(IGC/FB)*



Meadowview Light Rail Station with pedestrianway and bikeway improvements.

GOAL M 1.4

Transportation Demand Management. Decrease the dependence on single-occupant use of motor vehicles through Transportation Demand Management.

Policies

- M 1.4.1** **Increase Vehicle Occupancy.** The City shall work with a broad range of agencies (e.g., SACOG, SMAQMD, Sacramento RT, Caltrans) to encourage and support programs that increase vehicle occupancy including the provision of traveler information, shuttles, preferential parking for carpools/vanpools, transit pass subsidies, and other methods. *(MPSP/PI)*

- M 1.4.2** **Automobile Commute Trip Reduction.** The City shall encourage employers to provide transit subsidies, bicycle facilities, alternative work schedules, ridesharing, telecommuting and work-at-home programs, employee education, and preferential parking for carpools/vanpools. *(JP/PI)*
- M 1.4.3** **Transportation Management Associations.** The City shall encourage commercial, retail, and residential developments to participate in or create Transportation Management Associations. *(JP/PI)*
- M 1.4.4** **Off-Peak Deliveries.** The City shall encourage business owners to schedule deliveries at off-peak traffic periods. *(JP/PI)*

GOAL M 1.5

Emerging Technologies and Services. Use emerging transportation technologies and services to increase transportation system efficiency.

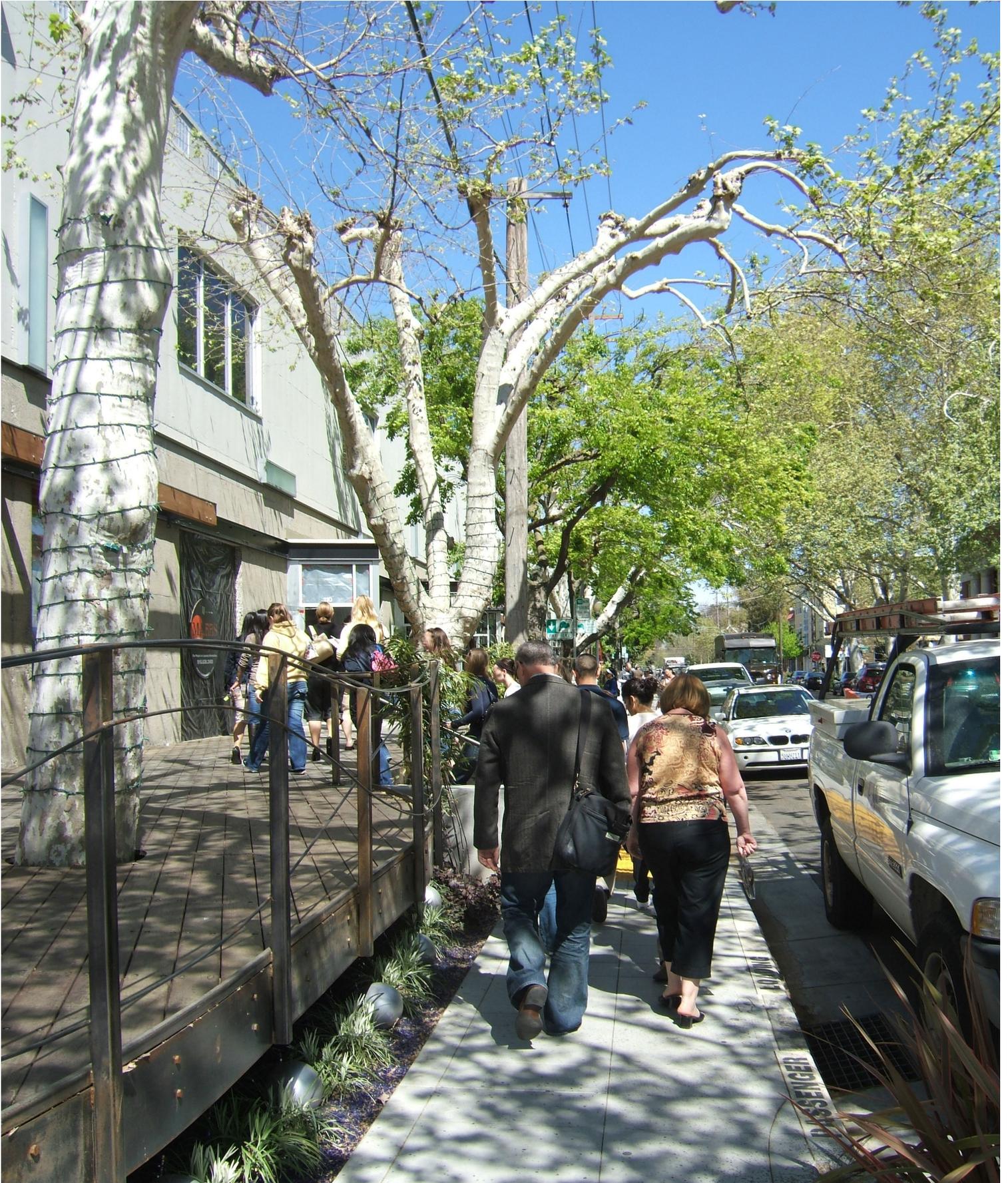
Policies

- M 1.5.1** **Facilities for Emerging Technologies.** The City shall assist in the provision of support facilities such as alternative fueling stations (e.g., electric and hydrogen) for emerging technologies. *(RDR/JP)*
- M 1.5.2** **Use of Public Right-of-Way.** The City shall provide for the use of public right-of-way, including parking facilities at major transit stations and employment centers, for support facilities such as alternative fueling stations in urban centers and other areas where appropriate. *(RDR/SO)*



Electric vehicle parking at a City of Sacramento parking garage.

- M 1.5.3 Public-Private Transportation Partnerships.** The City shall provide incentives for and cooperate with public-private transportation partnerships (such as car sharing companies) to establish pilot programs within the Central City, urban centers, employment centers, and other appropriate areas, to reduce single-occupant vehicle use. *(IGC/JP)*
- M 1.5.4 High Emission Vehicle Buy-Back.** The City shall support the efforts of the Sacramento Air Quality Management District and other agencies and organizations that have buy-back programs for high emissions vehicles. *(IGC/JP)*
- M 1.5.5 Neighborhood Electric Vehicles.** The City shall encourage developments and street systems that support the use of Neighborhood Electric Vehicles (NEV). *(RDR/JP)*
- M 1.5.6 Provide Fair Share of Intelligent Transportation Systems Improvements.** The City shall coordinate with Caltrans and provide a fair share of funding to implement Intelligent Transportation Systems improvements on the following freeway segments, upon mutual agreement of terms between the City and Caltrans.
- Interstate 5: Arena Boulevard to I-80
 - Interstate 5: I-80 to West El Camino Avenue
 - State Route 50: Freeport Boulevard to State Route 99
 - State Route 50: 59th Street to 65th Street
 - State Route 50: Howe Avenue to Watt Avenue
 - State Route 51 (Capital City Freeway): Watt Avenue to I-80
 - State Route 51 (Capital City Freeway): Arden Way to El Camino Avenue
 - State Route 99: Broadway to 12th Avenue *(FB/IGC)*



Walkable Communities

Policies in this section support the goal of making Sacramento a model pedestrian-friendly city—the “Walking Capital.” Safe, walkable environments will be created through the provision of a continuous pedestrian network with sidewalks that are enjoyable places to walk. Residents will be encouraged to integrate walking into their daily activities to promote a healthier lifestyle and improve energy resource conservation goals.



Pedestrianway connecting K Street Mall and L Street, on the north side of the State Capitol.

GOAL M 2.1

Integrated Pedestrian System. Design a universally accessible, safe, convenient, and integrated pedestrian system that promotes walking.

Policies

M 2.1.1 Pedestrian Master Plan. The City shall maintain and implement a Pedestrian Master Plan that carries out the goals and policies of the General Plan and defines: the type and location of pedestrian-oriented streets and pathways; standards for sidewalk width, improvements, amenities, and street crossings; the schedule for public improvements; and developer responsibilities. All new development shall be consistent with the applicable provisions of the Pedestrian Master Plan. (MPSP)

M 2.1.2 Sidewalk Design. The City shall require that sidewalks wherever possible be developed at sufficient width to accommodate pedestrians including the disabled; a buffer separating pedestrians from the street and curbside parking; amenities; and allow for outdoor uses such as cafes. (MPSP)

See the City of Sacramento Pedestrian Master Plan, Pedestrian Corridors and Nodes Map. Pedestrian street corridors are areas targeted for upgraded pedestrian improvements, and pedestrian nodes are areas within the city with the highest levels of pedestrian demand.

- M 2.1.3** **Streetscape Design.** The City shall require that pedestrian-oriented streets be designed to provide a pleasant environment for walking including shade trees; plantings; well-designed benches, trash receptacles, news racks, and other furniture; pedestrian-scaled lighting fixtures; wayfinding signage; integrated transit shelters; public art; and other amenities. *(MPSP)*
- M 2.1.4** **Cohesive Network.** The City shall develop a cohesive pedestrian network of public sidewalks and street crossings that makes walking a convenient and safe way to travel. *(MPSP)*
- M 2.1.5** **Continuous Network.** The City shall provide a continuous pedestrian network in existing and new neighborhoods that facilitates convenient pedestrian travel free of major impediments and obstacles. *(MPSP)*
- M 2.1.6** **Building Design.** The City shall ensure that new buildings are designed to engage the street and encourage walking through design features such as placing the building with entrances facing the street and providing connections to sidewalks. *(RDR)*
- M 2.1.7** **Parking Facility Design.** The City shall ensure that new automobile parking facilities are designed to facilitate safe and convenient pedestrian access, including clearly defined corridors and walkways connecting parking areas with buildings. *(RDR)*
- M 2.1.8** **Housing and Destination Connections.** The City shall require new subdivisions and large-scale developments to include safe pedestrian walkways that provide direct links between streets and major destinations such as transit stops and stations, schools, parks, and shopping centers. *(RDR)*



M 2.1.9 Pedestrian Awareness Education. The City shall develop partnerships with local organizations to develop education materials and promote pedestrian awareness. *(IGC/PI)*



M 2.1.10 Safe Pedestrian Crossings. The City shall improve pedestrian safety at intersections and mid-block locations by providing safe, well-marked pedestrian crossings, bulb-outs, or median refuges that reduce crossing widths, and/or audio sound warnings. *(SO)*

M 2.1.11 Speed Management Policies. The City shall develop and implement speed management policies that support driving speeds on all city streets that are safe for pedestrians. *(RDR/PS)*

M 2.1.12 Safe Sidewalks. The City shall develop safe and convenient pedestrianways that are universally accessible, adequately illuminated, and properly designed to reduce conflicts between motor vehicles and pedestrians. *(RDR)*





Public Transit

Policies in this section seek to foster increased transit use through the provision of new service lines and the extension of existing lines, increased frequency of service, and the provision of direct pedestrian and bicycle access to transit station areas. Increased transit use will further the City’s efforts to become more sustainable and energy efficient. Transit and land use will be tightly linked, with transit stations integrated into walkable, transit-oriented districts and neighborhoods. Plans will be developed for new transit service such as high speed rail, regional rail, bus rapid transit, streetcars, new bus routes between urban centers, and neighborhood bus service.

Figure M 1 shows transit corridors including existing and future light rail routes, the Capitol Corridor rail line, the proposed high speed rail alignment, and candidate transit corridors. The candidate transit corridors shown on Figure M 1 do not represent specific routes but indicate links between major activity centers that are anticipated to be served in the future by bus service such as bus rapid transit, enhanced bus, and/or express bus service.

GOAL M 3.1

Safe, Comprehensive, and Integrated Transit System. Create and maintain a safe, comprehensive, and integrated transit system as an essential component of a vibrant transportation system.

Policies

M 3.1.1 Transit for All. The City shall support a well-designed transit system that meets the transportation needs of Sacramento residents and visitors including seniors, the disabled, and transit-dependent persons. The City shall enhance bicycle and pedestrian access to stations. *(IGC)*

M 3.1.2 Maintain Services. The City shall work with transit providers to maintain services within the city that are timely, cost-effective, and responsive to growth patterns and enhance transit where feasible. *(IGC)*

M 3.1.3 Variety of Transit Types. The City shall consider a variety of transit types including high speed rail, inter-city rail, regional rail, light rail transit, bus rapid transit, trolleys (streetcars), enhanced buses, express buses, local buses, neighborhood shuttles, pedi-cabs, and jitneys to meet the needs of residents, workers, and visitors. *(MPSP)*



Sacramento Regional Transit trolley.



Amtrak regional rail.



Sacramento Regional Transit light rail.

M 3.1.4 **Reduced Transit Fares.** The City shall work with Regional Transit to reduce fares within certain high density/intensity areas (e.g., Central Business District) of the city to facilitate increased transit ridership. *(IGC)*

M 3.1.5 **Unified Traveler Information System.** The City shall work with Regional Transit and SACOG to support local transit providers in developing and maintaining a unified traveler information system. *(IGC/PI)*



Traffic signalization providing priority to transit to improve mobility circulation.

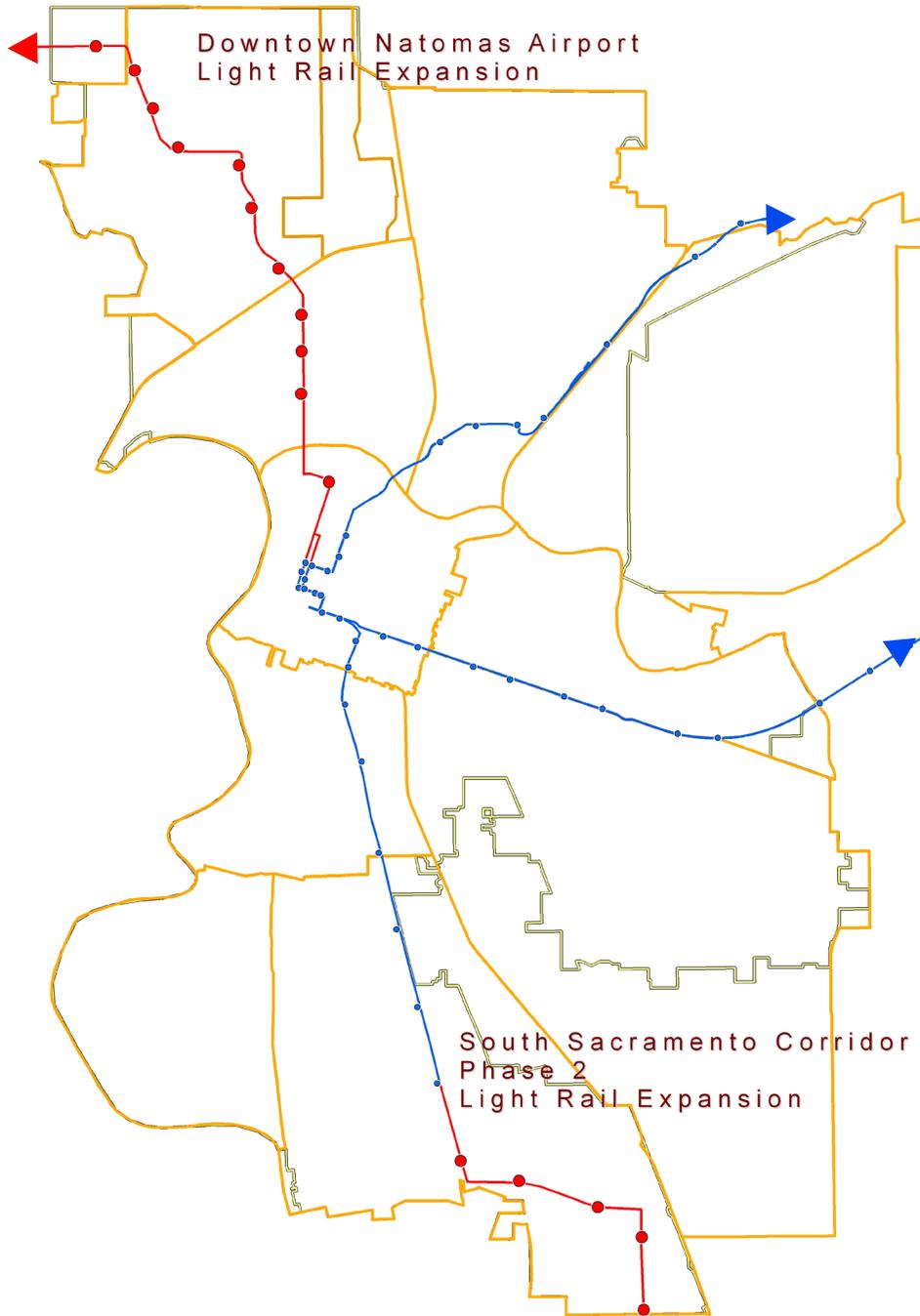
M 3.1.6 **Safe System.** The City shall coordinate with Regional Transit to maintain a safe, clean, comfortable, and rider-friendly waiting environment at all transit stops within the city. *(IGC)*

M 3.1.7 **Transit Amenities.** The City shall work with transit providers to incorporate features such as traffic signal priority, queue jumps, exclusive transit lanes to improve transit operations. *(MPSP/SO/IGC)*

M 3.1.8 **Transit Service.** The City shall support the enhancement and improvement of transit service. *(IGC)*

M 3.1.9 **Demand-Responsive Service.** The City shall support the provision of demand-responsive service (e.g., paratransit) and other transportation services for those unable to use conventional transit. *(IGC/JP)*

M1 Figure



The diagram above illustrates Sacramento's existing and proposed light rail transit lines and stations.



Photograph courtesy of Paratransit, Inc.

- M 3.1.10** **New Facilities.** The City shall work with transit providers to incorporate transit facilities into new private development and City project designs including incorporation of transit infrastructure (i.e., electricity, fiber-optic cable, etc.), alignments for transit route extensions, and new station locations. *(MPSP/IGC)*
- M 3.1.11** **Right-of-Way Preservation.** The City shall assist Regional Transit in identifying and preserving rights-of-way suitable for transit services. *(MPSP/IGC)*
- M 3.1.12** **Direct Access to Stations.** The City shall ensure that projects located in the Central City and within ½ mile walking distance of existing and planned light rail stations provide direct pedestrian and bicycle access to the station area, to the extent feasible. *(RDR)*
- M 3.1.13** **Light Rail Extensions and Enhancements.** The City shall support the extension of light rail service to Sacramento International Airport, further extension in South Sacramento, and other improvements to facilities such as the 65th Street, Royal Oaks, and Swanston stations. *(MPSP/IGC)*
- M 3.1.14** **Streetcar Facilities.** The City shall support the development of streetcar lines in the Central City and other multi-modal districts. *(MPSP)*
- M 3.1.15** **Dedicated Bus Facilities.** The City shall support the provision of dedicated bus lanes and related infrastructure as appropriate. *(MPSP)*
- M 3.1.16** **Developer Contributions.** The City shall require developer contributions for bus facilities and improvements. *(RDR/FB)*
- M 3.1.17** **Transit Extension Studies.** The City shall continue to support transit extension studies. *(PSR)*



Amtrak train station passenger waiting area.

GOAL M 3.2

Long-Distance Passenger Rail Services. Support long-distance passenger rail service.

Policies

M 3.2.1 **Passenger Rail Service.** The City shall encourage and promote passenger rail service to and through the Sacramento area. *(IGC/PI)*

M 3.2.2 **Sacramento Intermodal Transportation Facility.** The City shall support the development of the Sacramento Intermodal Transportation Facility. *(MPSP/JP)*



M 3.2.3 **Transcontinental Passenger Rail Service.** The City shall support the continued provision of transcontinental passenger rail service to Sacramento by Amtrak. *(IGC)*

M 3.2.4 **Capitol Corridor.** The City shall support Capitol Corridor and other regional rail service to downtown Sacramento. *(IGC)*

The City's intermodal station will serve local, regional, and transcontinental travelers.



M 3.2.5 **High Speed Rail Service.** The City shall support and advocate extension of High Speed Rail service to Sacramento. *(MPSP/IGC)*

GOAL M 3.3

Private Transit Services. Support private transit services to provide greater choices.

Policies

M 3.3.1 **Inter-City Bus Service.** The City shall promote the continued operation of private inter-city bus service. *(JP/PI)*

M 3.3.2 **Taxi Service.** The City shall promote the continued operation of taxi service, including the provision of dedicated, on-street loading spaces where appropriate, incremental improvements in gas mileage, and improved access for passengers with disabilities. *(MPSP/JP)*



Dedicated, on-street parking for taxicabs.



M 3.3.3 **Private Water Transportation Services.** The City shall support the development of private water transportation services, where appropriate, along the Sacramento River by continuing to operate publicly owned dock facilities. *(MPSP/JP)*



Roadways

Policies in this section provide for streets that are designed to balance the diverse needs of pedestrians, bicyclists, transit riders, and motorists. Streets will be categorized according to both function and typology, considering the surrounding land use context. Street improvements are designed to minimize environmental and neighborhood impacts.

GOAL M 4.1

Roadway System. Create a roadway system that will ensure the safe and efficient movement of people, goods, and services that supports livable communities and reduces air pollution and greenhouse gas emissions.

Policies

- M 4.1.1** **Emergency Access.** The City shall develop a roadway system that is redundant (i.e., includes multiple alternative routes) to the extent feasible to ensure mobility in the event of emergencies. *(MPSP)*
- M 4.1.2** **Balancing Community Impacts with Economic Development Goals.** The City shall evaluate and strive to balance impacts to the community and the environment with economic development goals when adding or modifying roads and bridges. *(MPSP/PSR)*
- M 4.1.3** **Community Outreach.** The City shall continue to work with the community on an individual-project basis to identify feasible solutions to lessen the impacts of arterial and collector improvements on local streets. *(PI)*
- M 4.1.4** **Partnerships with Other Agencies.** The City shall develop partnerships with agencies to inspect and maintain bridge facilities. *(IGC)*
- M 4.1.5** **Bridge Crossings.** The City shall continue to work with adjacent jurisdictions to establish the appropriate responsibilities to fund, evaluate, plan, design, construct, and maintain new river crossings. *(IGC)*
- M 4.1.6** **Roundabouts.** The City shall consider roundabouts as an intersection traffic control option with demonstrated air quality and safety benefits, where deemed feasible and appropriate. *(MPSP)*

The Tower Bridge provides a bridge crossing over the Sacramento River for pedestrians, bicycles, and vehicles connecting Sacramento to the City of West Sacramento.



GOAL M 4.2

Complete Streets. Provide complete streets that balance the diverse needs of users of the public right-of-way.

Policies

M 4.2.1 Adequate Rights-of-Way. The City shall ensure that all new roadway projects and major reconstruction projects provide appropriate and adequate rights-of-way for all users including bicyclists, pedestrians, transit riders, and motorists except where pedestrians and bicyclists are prohibited by law from using a given facility. (MPSP)

Well-marked pedestrian crossings provide pedestrian safety at intersections and mid-block locations that helps encourage walking.

Photograph courtesy of Michael Zwahlen



See M 2, Walkable Communities and LU 4, Neighborhoods, LU 5, Centers, LU 6, Corridors, and LU 7, Employment for additional policies on pedestrian facilities.

M 4.2.2 Pedestrian and Bicycle-Friendly Streets. The City shall ensure that new streets in areas with high levels of pedestrian activity (e.g., employment centers, residential areas, mixed-use areas, schools) support pedestrian travel by providing such elements as detached sidewalks, frequent and safe pedestrian crossings, large medians to reduce perceived pedestrian crossing distances, Class II bike lanes, frontage roads with on-street parking, and/or grade-separated crossings. (MPSP)

See ER 3, Urban Forest for additional policies on the city's street tree canopy.

M 4.2.3 Adequate Street Tree Canopy. The City shall ensure that all new roadway projects and major reconstruction projects provide for the development of an adequate street tree canopy. (MPSP)

M 4.2.4 Pedestrian and Bicycle Facilities on Bridges. The City shall identify existing and new bridges that can be built, widened, or restriped to add pedestrian and/or bicycle facilities. *(MPSP)*

M 4.2.5 Multi-Modal Corridors. The City shall designate multi-modal corridors in the Central City, within and between urban centers, along major transit lines, and/or along commercial corridors to receive increased investment for transit, bikeway, and pedestrianway improvements. *(MPSP)*

M 4.2.6 Identify Gaps in Complete Streets. The City shall identify streets that can be “more complete” either through a reduction in the number or width of travel lanes or conversions, with consideration for emergency vehicle operation. The City shall consider new bikeways, enhanced sidewalks, on-street parking, and exclusive transit lanes on these streets. *(PSR)*



Safe pedestrian crossings, on-street parking, street trees, and landscaped medians on Del Paso Boulevard.

Traffic circle in midtown Sacramento.



GOAL M 4.3

Neighborhood Traffic. Enhance the quality of life within existing neighborhoods through the use of neighborhood traffic management techniques, while recognizing the City’s desire to provide a grid system that creates a high level of connectivity.

Policy

- M 4.3.1 Neighborhood Traffic Management.** The City shall continue wherever possible to design streets and approve development applications in such a manner as to reduce high traffic flows and parking problems within residential neighborhoods. *(RDR/MPSP)*

GOAL M 4.4

Roadway Functional Classification and Typology. Maintain an interconnected system of streets that allows travel on multiple routes by multiple modes.

Policy

- M 4.4.1 Roadway Network Development.** The City shall develop a roadway network that categorizes streets according to function and type, as shown citywide on Figure M-2A and in the core area on Figure M-2B, considering the surrounding land use context. Figure M-3A and Figure M-3B show the number of existing and proposed through travel lanes citywide and in the core area, respectively.

Street Functional Classification

The City of Sacramento’s streets are classified based on both function and typology. Figure M-2A and Figure M-2B shows the functional classification of city roadways. The functional classification for the city’s roadways is defined as follows.

M2A Figure

M2B Figure

M3A Figure

M3B Figure

- *Major Arterial:* A four to six-lane street that serves longer distance trips and serves as the primary route for moving traffic through the city connecting urban centers, residential neighborhoods, and commercial centers to one another, or to the regional transportation network. Movement of people and goods, also known as “mobility,” rather than access to adjacent land uses, is the primary function of an arterial street. These streets carry moderate-to-heavy vehicular movement, low-to-high pedestrian and bicycle movements, and moderate-to-high transit movement. Typical major arterials have right-of-way widths of approximately 80 to 150 feet. Arterials configured as boulevards have right-of-way widths of approximately 90 to 180 feet.
- *Minor Arterial:* A two-lane street that serves longer distance trips and provides access to the regional transportation system. These streets carry low-to-moderate vehicular movement, low-to-high pedestrian and bicycle movements, and moderate-to-high transit movement. These roadways typically have high levels of access control. Typical minor arterial streets have right-of-way widths of approximately 50 to 90 feet.
- *Major Collector:* A two to four-lane street that primarily provides movement between arterial streets and collector or local streets and, secondarily, provides access to abutting properties. These streets carry low-to-moderate vehicular movement, low-to-heavy pedestrian movement, moderate-to-heavy bicycle movement, and low-to-moderate transit movement. These roadways have medians and moderate access control. Typical major collector streets have right-of-way widths of approximately 60 to 120 feet.
- *Minor Collector:* A two-lane street that connects residential uses to the major street system. These roadways are undivided and have lower levels of access control than arterials or major collectors. Typical minor collector streets have right-of-way widths of approximately 40 to 80 feet.
- *Local:* A two-lane street that provides direct access to abutting land uses. Local streets serve the interior of a neighborhood. These streets carry low vehicular movement, low-to-heavy pedestrian movement, and low-to-moderate bicycle movement. Typical local streets have right-of-way widths of approximately 40 to 60 feet.

- *Alley*: A travel way that provides secondary, and occasionally primary, vehicle access to the rear and side entrances of residential and commercial uses.

Street Typology

Street typologies expand upon the functional classifications to consider street context and non-auto travel modes. This definition ensures that street standards are not uniformly applied but consider a street’s relation to surrounding land uses, appropriate travel speeds, and need to accommodate multiple travel modes. Table M 1 lists the street types appropriate for each functional classification.

Table M 1 Street Typology System Integrating Street Function and Type						
Functional Class	Street Type					
	Residential Street	Main Street	Mixed-Use Street	Commercial Street	Industrial Street	Boulevard
Major Arterial				●	●	●
Minor Arterial	●	●	●	●	●	●
Major Collector	●	●	●	●	●	●
Minor Collector	●	●	●	●	●	
Local	●	●	●		●	
Alley						

Most street types can be found in more than one functional class, and vice versa. Street design should consider both street function and street type when enhancements are made to the multi-modal street system. For example, a street that has an arterial function and a residential type will have different characteristics and design features than a residential street with a collector or local access function. Residential arterial streets serve longer distance trips than residential collector or local streets. As such, maintaining the through capacity should be a higher priority on a residential arterial than on a residential collector or local street. Similarly, a mixed-use collector street and an industrial collector street have different characteristics. A mixed-use collector emphasizes accommodating several transportation modes while an industrial collector emphasizes accommodating heavy trucks and automobiles.

- *Residential Streets*: Residential Streets serve two major purposes. Minor arterials that serve as residential streets balance multi-modal mobility with land access.

As collector or local streets, residential streets are designed to emphasize walking, bicycling, and property access. In both cases, residential streets tend to be more pedestrian-oriented than commercial streets.

- *Main Streets:* Main streets serve retail and mixed land uses including downtown areas and neighborhood centers. Unlike commercial streets, main streets are designed to promote walking, bicycling, and transit with attractive streetscape and pedestrian-oriented design elements. Generally, main street activities are concentrated along a two- to eight-block area, but may extend further depending on the type of adjacent land uses and the area served. Narrower street widths can be used to reduce travel speeds on main street segments.
- *Mixed-Use Streets:* Mixed-Use Streets are located in high intensity mixed-use commercial, retail, and residential areas with substantial pedestrian activity and extended hours of demand. Alternative modes of travel are emphasized on Mixed-Use Streets with increased use of pedestrian, bicycle and transit design elements.
- *Commercial Streets:* The most common commercial streets are the strip commercial arterials. Strip commercial arterials have historically served commercial areas containing numerous small retail strip centers with buildings set back behind fronting parking lots. Many commercial streets are anticipated to transition over time, as redevelopment/reuse occurs, to incorporate many of the characteristics of the Main Street or Mixed-Use Street typologies.
- *Industrial Streets:* Industrial Streets are designed to accommodate significant volumes of large vehicles such as trucks, trailers, and other delivery vehicles. Because these areas are relatively low-density, bicycle and pedestrian travel is more infrequent than in other types of neighborhoods, but still should be accommodated.
- *Boulevards:* Boulevards serve a gateway or civic purpose and should be considered for special treatments that include expansive landscaped medians, wide sidewalks, and on-street or off-street bike lanes. Traffic flow should be maintained and transit access optimized. An optional design element could include medians that separate travel lanes from parking access lanes, to reduce delays caused by on-street parking and provide an additional buffer for adjacent land uses. (MPSP)



Bikeways

Policies in this section support an increase in trips taken by bicycling, given that 40 percent of all trips are 2 miles or shorter. The construction of a comprehensive citywide bikeway network, support facilities such as convenient and secure bicycle parking, and an educated driving public will facilitate increased bicycling.

GOAL M 5.1

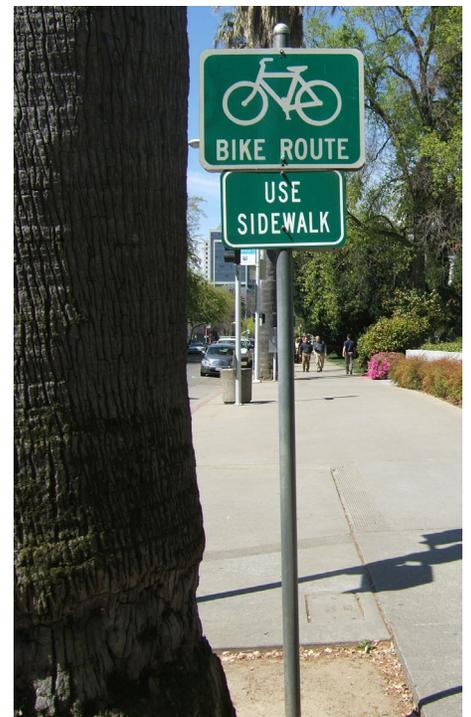
Integrated Bicycle System. Create and maintain a safe, comprehensive, and integrated bicycle system and support facilities throughout the city that encourage bicycling that is accessible to all.

Policies

- M 5.1.1** **Bikeway Master Plan.** The City shall maintain and implement a Bikeway Master Plan that carries out the goals and policies of the General Plan. All new development shall be consistent with the applicable provisions of the Bikeway Master Plan. *(MPSP)*
- M 5.1.2** **Appropriate Bikeway Facilities.** The City shall provide bikeway facilities that are appropriate to the street classifications and type, traffic volume, and speed on all right-of-ways. *(MPSP)*
- M 5.1.3** **Conformance to Applicable Standards.** The City shall require all bikeways to conform to applicable Federal and State standards. *(MPSP)*
- M 5.1.4** **Motorists, Bicyclists, and Pedestrian Conflicts.** The City shall develop safe and convenient bikeways that reduce conflicts between bicyclists and motor vehicles on streets, and bicyclists and pedestrians on multi-use trails and sidewalks. *(MPSP/PI)*
- M 5.1.5** **Speed Management Policies.** The City shall develop and implement speed management policies that support driving speeds on all city streets that are safe for bicyclists. *(RDR/PS)*
- M 5.1.6** **Connections between New Development and Bicycle Facilities.** The City shall require that new development provides connections to and does not interfere with existing and proposed bicycle facilities. *(RDR)*



Safe and convenient bikeways reduce conflicts between bicyclists and motor vehicles on streets, and bicyclists, and pedestrians on sidewalks.





M 5.1.7

Class II Bike Lane Requirements. The City shall require Class II bike lanes on all new arterial and collector streets. *(RDR)*



M 5.1.8

Connections between New Development and Bikeways. The City shall ensure that new commercial and residential development projects provide frequent and direct connections to the nearest bikeways. *(RDR)*

M 5.1.9

Conversion of Underused Facilities. The City shall convert underused rights-of-way along travel lanes, drainage canals, and railroad corridors to bikeways wherever possible and desirable. *(MPSP/SO)*

M 5.1.10

Bike Safety for Children. The City shall support infrastructure and programs that encourage children to bike safely to school. *(MPSP/SO)*

M 5.1.11

Bike Facilities in New Developments. The City shall require that larger new development projects (e.g., park-and-ride facilities, employment centers, educational institutions, recreational and retail destinations, and commercial centers) provide bicycle parking (i.e., short-term bicycle parking for visitors and long-term bicycle parking for residents or employees), personal lockers, showers, and other bicycle-support facilities. *(RDR)*



M 5.1.12

Bicycle Parking at Transit Facilities. The City shall coordinate with transit operators to provide for secure short- and long-term bicycle parking at all light rail stations, bus rapid transit stations, and major bus transfer stations. *(IGC/JP)*

A Sacramento Police officer properly fits a bicycle helmet for elementary school students.



Gathering at the State Capitol to kick-off bicycle commute month for the Sacramento Region.

M 5.1.13 **Public Information and Education.** The City shall promote bicycling through public information and education, including the publication of literature concerning bicycle safety and the health and environmental benefit of bicycling. *(PI)*

M 5.1.14 **Encourage Bicycle Use.** The City shall encourage bicycle use in all neighborhoods, especially where short trips are most common. *(PI)*



Parking

Policies in this section focus on providing sufficient parking for businesses, while protecting adjacent neighborhoods and the environment. Reduced parking requirements will be provided where appropriate to promote walkable communities and non-automobile forms of transportation. On-street parking use will be maximized through the use of parking management tools. Parking pricing will continue to be applied in appropriate locations.

GOAL M 6.1

Managed Parking. Provide and manage parking such that it balances the citywide goals of economic development, livable neighborhoods, sustainability, and public safety with the compact multi-modal urban environment prescribed by the General Plan.

Policies

- M 6.1.1** **Appropriate Parking.** The City shall ensure that appropriate parking is provided, considering access to existing and funded transit, shared parking opportunities for mixed-use development, and implementation of Transportation Demand Management plans. *(RDR)*
- M 6.1.2** **Reduce Minimum Parking Standards.** The City shall reduce minimum parking standards over time to promote walkable neighborhoods and districts and to increase the use of transit and bicycles. *(RDR/PSR)*
- M 6.1.3** **Identify Parking Deficiencies and Conflicts.** The City shall monitor parking supply and utilization to identify deficiencies or conflicts as they develop, particularly for public parking areas in the Central City. *(PSR)*
- M 6.1.4** **Reduction of Parking Areas.** The City shall strive to reduce the amount of land devoted to parking through such measures as development of parking structures, the application of shared parking for mixed-use developments, and the implementation of Transportation Demand Management plans to reduce parking needs. *(RDR)*
- M 6.1.5** **Maximize On-Street Parking Turnover.** The City shall implement parking management tools (including emerging technology) that maximize on-street parking turnover, where appropriate. *(RDR)*



Multi-level parking structure.

- M 6.1.6** **Residential Permit Parking.** The City shall manage the city's Residential Permit Parking (RPP) areas in a way that protects the residential character of the neighborhoods, ensures adequate parking availability for residents, and supports the needs of small, neighborhood-supporting businesses. *(RDR/SO)*
- M 6.1.7** **Disincentives for Single-Occupant Vehicle Trips.** The City shall discourage single-occupant vehicle trips through parking supply and pricing controls in areas where supply is limited and alternative transportation modes are available. *(RDR/SO)*
- M 6.1.8** **Separate Parking Costs.** The City shall provide incentives for projects that separate the cost of parking from lease payments. *(RDR)*

Sacramento neighborhood with a residential parking permit requirement.





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Goods Movement

Policies in this section support the movement of goods via rail, truck, marine (i.e., port), and air transportation modes. Policies also seek to reduce the impacts of rail and truck operations on adjacent neighborhoods and sensitive land uses.



GOAL M 7.1

Safe Movement of Goods. Provide for the safe and efficient movement of goods to support commerce while maintaining livability in the city and region.

Policies

- M 7.1.1** **Efficient Goods Movement.** The City shall support infrastructure improvements and the use of emerging technologies that facilitate the clearance, timely movement, and security of trade, including facilities for the efficient intermodal transfer of goods between truck, rail, marine, and air transportation modes. *(MPSP)*
- M 7.1.2** **Goods Movement by Rail.** The City shall work with railroad operators to facilitate the transport by rail of goods through the city. *(JP)*

- M 7.1.3** **Minimize Freight Trains during Peak Hours.** The City shall work with railroad operators to coordinate schedules to keep freight trains out of Downtown during peak travel hours. *(JP)*
- M 7.1.4** **Train Noise Minimization.** The City shall work with railroad operators to minimize the impact of train noise on adjacent sensitive land uses. *(RDR/JP)*
- M 7.1.5** **Truck Traffic Route Designation.** The City shall designate official truck routes to minimize the impacts of truck traffic on residential neighborhoods and other sensitive land uses. *(MPSP)*
- M 7.1.6** **Truck Traffic Noise Minimization.** The City shall seek to minimize noise and other impacts of truck traffic, deliveries, and staging in residential and mixed-use neighborhoods. *(RDR)*
- M 7.1.7** **Port of Sacramento.** The City shall support the Port of Sacramento's proposed deep water dredging and facility expansion plans. *(IGC)*



Port of Sacramento.



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|--|--|---|--|
| 1 5953 CA. DEPARTMENT OF FISH & GAME | 5 5999 WORTHINGTON ENTERPRISES | 7 6133 SAC JET CENTER | 11 6273 CLARKSBURG AIR REPAIR UNION FLIGHTS |
| 2 5957 SACRAMENTO AVIATION MANAGEMENT CO. | 6 6107 SACRAMENTO EXECUTIVE HELICOPTERS AIRLINE TRANSPORT PROFESSIONALS | 8 6155 MATTHEWSON AVIATION | 12 6286 SKY WALK INC. |
| 3 5963 CALIF. AIRCRAFT, INC. | | 9 6151 AIRPORT ADMINISTRATION & OPERATIONS CENTER
SKY WALK EXECUTIVE FLYERS BEACH SACCO AIR TRAFFIC CONTROL TOWER | 13 6293 SHERIFF'S AERO SQUADRON |
| 4 5979 CARTWRIGHT AERIAL SURVEYS, INC. | | 10 6249 AMERICAN AERIAL | 14 6365 AIRBORNE ELECTRONICS |



Aviation

Policies in this section support general and commercial aviation, while protecting surrounding uses and promoting efficient ground connections to airport facilities.



See LU 8, Public/Quasi-Public and Special Uses, for additional policies on aviation and airports.

Sacramento International Airport.

GOAL M 8.1

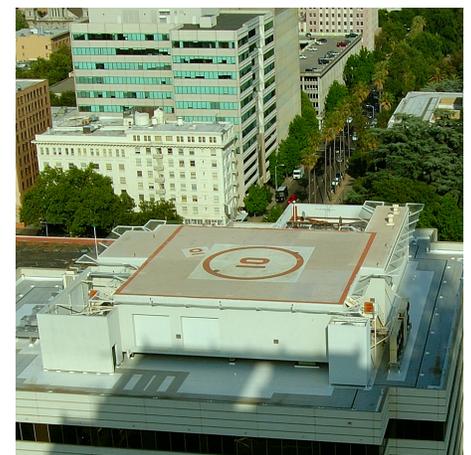
Aviation Facilities. Promote general and commercial aviation facilities within the parameters of compatible surrounding uses.

Policies

M 8.1.1 Aviation Services. The City shall work with the Sacramento County Airport System (SCAS) to plan for a full range of aviation services and promote airline service that meets the present and future needs of residents and the business community. *(MPSP)*

M 8.1.2 Efficient Ground Connections. The City shall promote efficient ground connections to its air transport facilities. *(MPSP)*

M 8.1.3 Helicopter Use. The City shall maintain designated areas for helicopter use. *(RDR)*



Del Paso Boulevard street improvements and beautification.



Transportation Funding

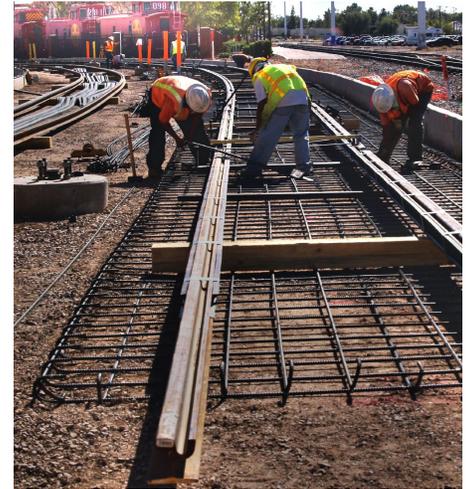
Policies in this section support the development of new locally controlled transportation funds for the construction, maintenance, management, and operation of the transportation system. Federal and State funding will continue to be pursued for projects that serve regional travel needs. The implementation of key transportation facilities will be advanced through bonding or innovative funding measures.

GOAL M 9.1

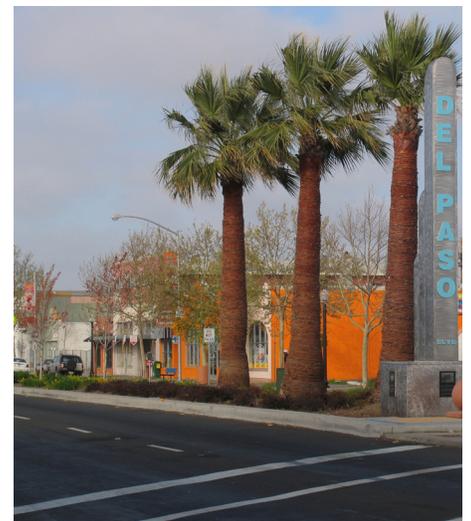
Transportation Funding. Provide sufficient funding to construct and maintain the transportation facilities needed to achieve the city's mobility goals.

Policies

- M 9.1.1** **New Development Fees.** The City shall assess fees on all new development for all transportation modes to ensure that new development bears its fair share of the costs for new and expanded facilities. *(RDR/FB)*
- M 9.1.2** **New Funding for Facility Maintenance.** The City shall develop new funding sources for maintenance of roadway, pedestrian, and bikeway facilities. *(MPSP/FB)*
- M 9.1.3** **Dedicated Funding Sources.** The City shall investigate additional sources of funding and support the development of a stable, dedicated funding source for all modes to provide continuing maintenance, operation, and management of the city's transportation network. *(FB)*
- M 9.1.4** **Use of Pricing.** The City shall support the use of pricing (e.g, increasing parking costs), where appropriate, to maximize resources that can be used to fund new transportation facilities including roads and expanded transit service. *(FB)*
- M 9.1.5** **Funding of Facilities for Urban Centers.** The City shall advance the implementation of transportation backbone facilities in the Central Business District and other urban centers through bonding and innovative funding measures. *(FB)*



Construction of new light rail tracks.

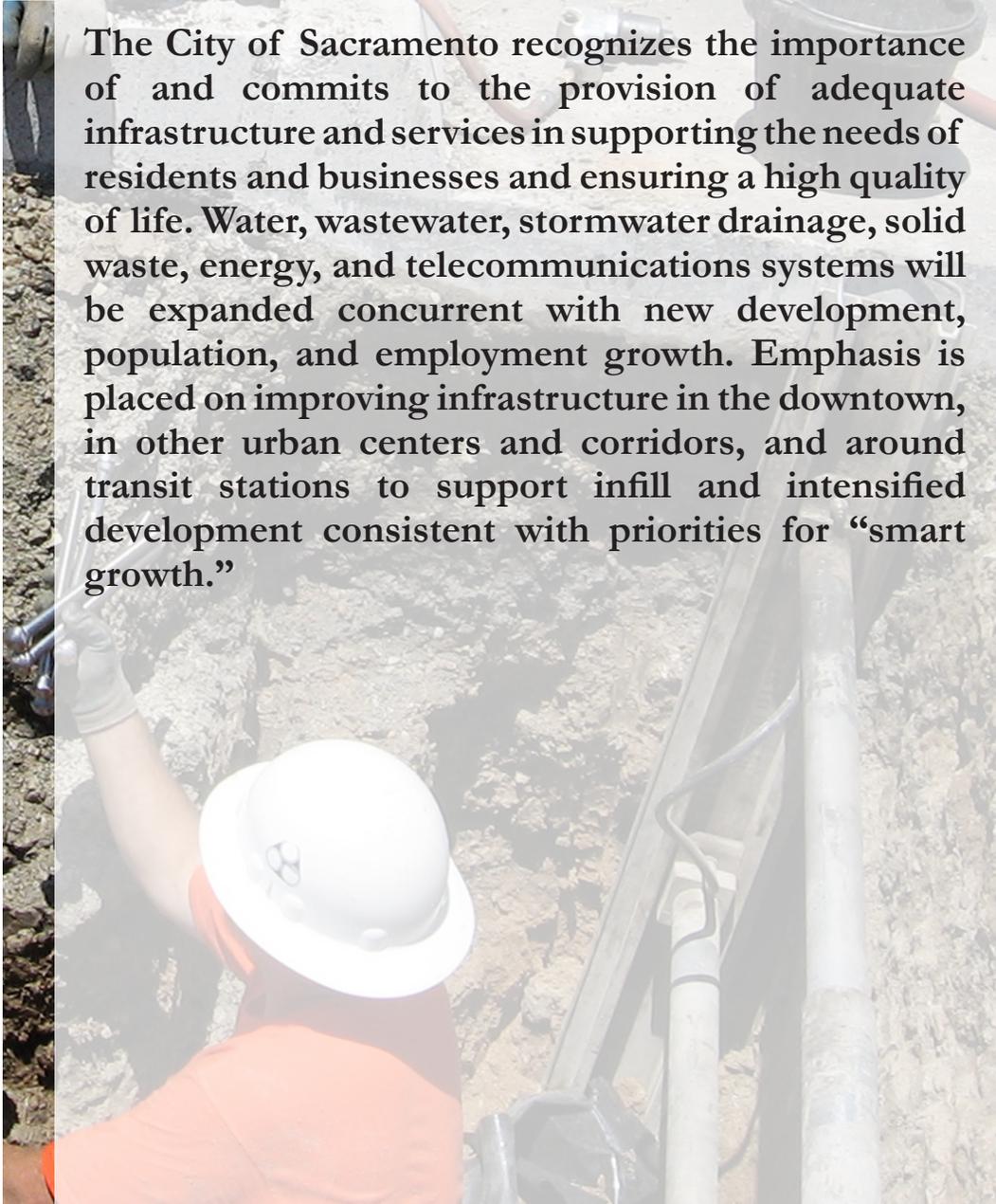






UTILITIES

The City of Sacramento recognizes the importance of and commits to the provision of adequate infrastructure and services in supporting the needs of residents and businesses and ensuring a high quality of life. Water, wastewater, stormwater drainage, solid waste, energy, and telecommunications systems will be expanded concurrent with new development, population, and employment growth. Emphasis is placed on improving infrastructure in the downtown, in other urban centers and corridors, and around transit stations to support infill and intensified development consistent with priorities for “smart growth.”





Citywide Utilities

Policies in this section provide for high-quality and efficient utility services throughout the city. A level of service for all utilities will be established and utilities will be managed to meet the established level of service. Utility policies promote sustainability and seek to limit impacts to environmentally sensitive areas.



City utility workers providing infrastructure improvements in Natomas.

GOAL U 1.1

High-Quality Infrastructure and Services. Provide and maintain efficient, high-quality public infrastructure facilities and services throughout the city.

Policies

- U 1.1.1** **Provision of Adequate Utilities.** The City shall continue to provide and maintain adequate water, wastewater, and stormwater drainage utility services to areas in the city currently receiving these services from the City, and shall provide and maintain adequate water, wastewater, and stormwater drainage utility services to areas in the city that do not currently receive these City services upon funding and construction of the infrastructure necessary to provide these City services. *(MPSP/SO)*
- U 1.1.2** **Citywide Level of Service Standards.** The City shall establish and maintain service standards [Levels of Service (LOS)] for water, wastewater, stormwater drainage, and solid waste services. *(MPSP/SO)*
- U 1.1.3** **Sustainable Facilities and Services.** The City shall continue to provide sustainable utility services and infrastructure in a cost-efficient manner. *(MPSP/SO)*

U 1.1.4

Special Districts. The City shall review existing adjacent and overlapping special districts and consider whether annexation, detachment, consolidation, and/or retention of existing special districts for drainage, wastewater, and solid waste is needed to increase the efficiency and quality of service and delivery. *(MPSP/PS)*



See LU 1, Growth and Change, and LU 10, Special Study Areas and Planned Development, for additional policies related to the provision of infrastructure facilities for new development.

U 1.1.5

Timing of Urban Expansion. The City shall assure that new public facilities and services are phased in conjunction with the approved urban development it is intended to serve. *(MPSP/SO)*

U 1.1.6

Growth and Level of Service. The City shall require new development to provide adequate facilities or pay its fair share of the cost for facilities needed to provide services to accommodate growth without adversely impacting current service levels. *(JP)*



Workers repairing underground utility infrastructure.

U 1.1.7

Infrastructure Finance. The City shall develop and implement a financing strategy and assess fees to construct needed water, wastewater, stormwater drainage, and solid waste facilities to maintain established service levels and to mitigate development impacts to these systems (e.g., pay capital costs associated with existing infrastructure that has inadequate capacity to serve new development). The City shall also assist developers in identifying funding mechanisms to cover the cost of providing utility services in infill areas. *(MPSP/FB)*

U 1.1.8 **Infill Areas.** The City shall identify and prioritize infill areas for infrastructure improvements. (PS)

U 1.1.9 **Joint-Use Facilities.** The City shall support the development of joint-use water, drainage, and other utility facilities as appropriate in conjunction with schools, parks, golf courses, and other suitable uses to achieve economy and efficiency in the provision of services and facilities. (IGC/SO)

U 1.1.10 **Safe, Attractive, and Compatible Utility Designs.** The City shall ensure that public utility facilities are designed to be safe, aesthetically pleasing, and compatible with adjacent uses. (RDR/MPSP)

U 1.1.11 **Underground Utilities.** The City shall require undergrounding of all new publicly owned utility lines, encourage undergrounding of all privately owned utility lines in new developments, and work with electricity and telecommunications providers to underground existing overhead lines. (RDR/IGC)

See LU 1, Growth and Change, for additional policies related to infill development.



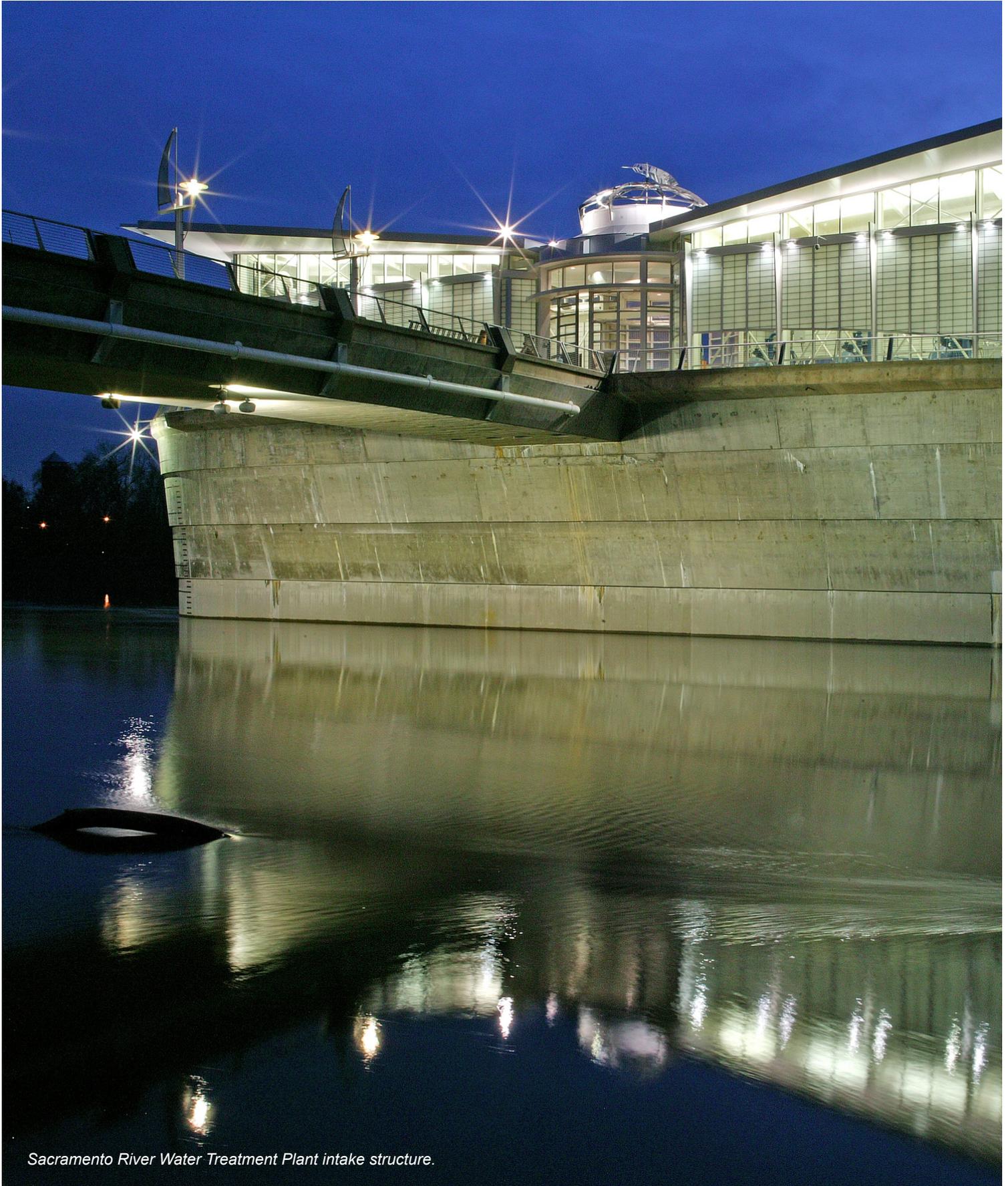
Joint use stormwater drainage/detention facility in conjunction with a park.



The photographs to the left illustrate an area where overhead utility lines (top) were undergrounded (bottom).

U 1.1.12 **Impacts to Environmentally Sensitive Lands.** The City shall locate and design utilities to avoid or minimize impacts to environmentally sensitive areas and habitats. (MPSP/RDR)

See ER 1, Water Resources, and ER 2, Biological Resources, for additional policies related to natural resource protection.



Sacramento River Water Treatment Plant intake structure.

Water Systems

Policies in this section provide existing and future residents a reliable water supply by utilizing the City's water rights and maintaining long-term water supply plans, as well as by updating water rates and water development fees to cover maintenance and development of infrastructure. Water conservation policies will be implemented by the City to increase water use efficiency. Existing water infrastructure will be maintained and priority given to fund critical infrastructure in need of improvements, while new development will not be constructed until adequate infrastructure is in place.

GOAL U 2.1

High-Quality and Reliable Water Supply. Provide water supply facilities to meet future growth within the city's Place of Use and assure a high-quality and reliable supply of water to existing and future residents.

See ER 1, Water Resources, for additional policies on water and water resources.

Policies

- U 2.1.1** **Exercise and Protect Water Rights.** The City shall exercise and protect its water rights and entitlements in perpetuity. *(SO)*
- U 2.1.2** **Optimize Water System.** The City shall optimize storage, treatment, and distribution capacity of its water system. *(MPSP/SO)*
- U 2.1.3** **Water Treatment Capacity and Infrastructure.** The City shall plan, secure funding for, and procure sufficient water treatment capacity and infrastructure to meet projected water demands. *(MPSP/FB/SO)*
- U 2.1.4** **Priority for Water Infrastructure.** The City shall give high priority in capital improvement programming to funding rehabilitation or replacement of critical infrastructure that has reached the end of its useful life. *(FB)*
- U 2.1.5** **Comprehensive Water Supply Plans.** The City shall prepare, implement, and maintain long-term, comprehensive water supply plans. *(MPSP)*
- U 2.1.6** **High-Quality Service Provision.** The City shall provide water service that meets or exceeds State and Federal drinking water standards. *(MPSP/SO)*

See PHS 4, Emergency Response and Disaster Preparedness, for additional policies on emergency preparedness.



U 2.1.7 **Water Supply During Emergencies.** The City shall, to the extent feasible, maintain adequate water supply during emergencies. *(MPSP/SO)*

U 2.1.8 **Emergency Water Conservation.** The City shall reduce water use during periods of water shortages and emergencies. *(PSR/PI)*

U 2.1.9 **New Development.** The City shall ensure that water supply capacity is in place prior to granting building permits for new development. *(RDR)*

U 2.1.10 **Water Conservation Programs.** The City shall implement conservation programs that increase water use efficiency, including providing incentives for adoption of water efficiency measures. *(RDR/MPSP/SO)*

U 2.1.11 **Water Conservation Enforcement.** The City shall continue to enforce City ordinances that prohibit the waste or runoff of water, establish limits on outdoor water use, and specify applicable penalties. *(RDR)*

See LU 1, Growth and Change, for additional policies related to the provision of services for new development.



U 2.1.12 **Recycled Water.** The City shall continue to investigate the feasibility of utilizing recycled water where appropriate, cost effective, safe, and environmentally sustainable.
(PSR)

U 2.1.13 **Landscaping.** The City shall continue to require the use of water-efficient landscaping in all new development.
(RDR)



Sacramento Regional County Sanitation District treatment plant.

*Photograph courtesy of
Sacramento Regional County Sanitation District*

Wastewater Systems

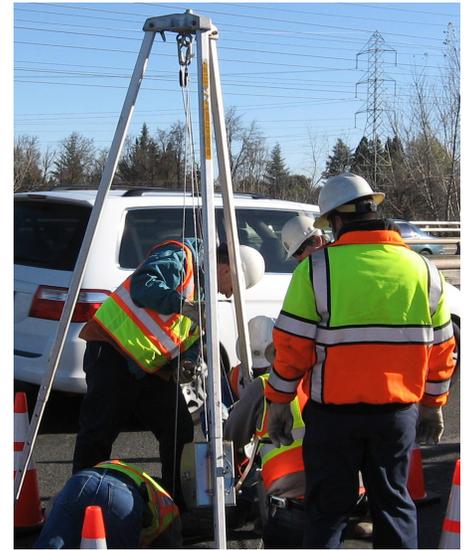
Policies in this section provide for adequate and reliable sewer service by requiring master planned infrastructure for new developments to meet ultimate capacity needs and avoid future replacement. Plans will be developed and financing programs proposed for areas where services are or will soon be deficient. Wastewater outflows will be minimized and capacity will be developed and maintained to handle additional sewer flows from new development.

GOAL U 3.1

Adequate and Reliable Sewer and Wastewater Facilities. Provide adequate and reliable sewer and wastewater facilities that collect, treat, and safely dispose of wastewater.

Policies

- U 3.1.1 Sufficient Service.** The City shall provide sufficient wastewater conveyance, storage, and pumping capacity for peak sanitary sewer flows and infiltration. *(MPSP)*
- U 3.1.2 New Developing Areas.** The City shall ensure that public facilities and infrastructure are designed and constructed to meet ultimate capacity needs to avoid the need for future upsizing. For facilities subject to incremental upsizing, initial design shall include adequate land area and any other elements not easily expanded in the future. Infrastructure and facility planning should discourage over-sizing of infrastructure which could contribute to growth beyond what was anticipated in the General Plan. *(MPSP)*
- U 3.1.3 Stormwater Infiltration Reduction.** The City shall develop design standards that reduce infiltration into new City-maintained sewer pipes. *(RDR/MPSP)*
- U 3.1.4 Combined Sewer System Rehabilitation.** The City shall continue to rehabilitate the Combined Sewer System (CSS) to provide adequate wastewater collection, treatment, and disposal in areas served by this system. *(SO)*



See LU 1, Growth and Change, for additional policies related to the provision of services for new development.



Stormwater Drainage

Policies in this section require construction of adequate storm drainage facilities and services. Policies ensure new drainage facilities are adequately sized and constructed, support coordinated efforts in the development of regional stormwater facilities, and require developers to prepare watershed drainage plans.

GOAL U 4.1

Adequate Stormwater Drainage. Provide adequate stormwater drainage facilities and services that are environmentally sensitive, accommodate growth, and protect residents and property.

Policies

U 4.1.1 Adequate Drainage Facilities. The City shall ensure that all new drainage facilities are adequately sized and constructed to accommodate stormwater runoff in urbanized areas. *(MPSP/RDR)*

U 4.1.2 Master Planning. The City shall implement master planning programs to:

- Identify facilities needed to prevent 10-year event street flooding and 100-year event structure flooding
- Ensure that public facilities and infrastructure are designed pursuant to approved basin master plans
- Ensure that adequate land area and any other elements are provided for facilities subject to incremental sizing (e.g., detention basins and pump stations) *(MPSP)*

U 4.1.3 Regional Stormwater Facilities. The City shall coordinate efforts with Sacramento County and other agencies in the development of regional stormwater facilities. *(IGC)*



Construction of a stormwater drainage facility with curb and gutter.

See EC 2, Flooding Hazards, for additional policies on flooding and flood protection.



Vactor trucks efficiently collect waste and sediment from catch basins and manholes.

U 4.1.4

Watershed Drainage Plans. The City shall require developers to prepare watershed drainage plans for proposed developments that define needed drainage improvements per City standards, estimate construction costs for these improvements, and comply with the City's National Pollutant Discharge Elimination System (NPDES) permit. *(RDR)*

U 4.1.5

New Development. The City shall require proponents of new development to submit drainage studies that adhere to City stormwater design requirements and incorporate measures to prevent on- or off-site flooding. *(RDR)*



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Solid Waste

Policies in this section support a wide range of programs to reduce waste, use recycled building materials, and support the recycling of construction and landscaping waste. These policies are consistent with Sacramento’s desire to be a more sustainable community; recycling can reduce greenhouse gas emissions through energy savings, and reduced solid waste results in less land devoted to landfills. The use of disposable, toxic, or non-renewable products will be reduced in City operations and residents will be educated on the benefits of waste diversion and recycling. Solid waste and recycling facilities will be distributed throughout the city and will be designed compatible with surrounding land uses.

GOAL U 5.1

Solid Waste Facilities. Provide adequate solid waste facilities, meet or exceed State law requirements, and utilize innovative strategies for economic and efficient collection, transfer, recycling, storage, and disposal of refuse.

See LU 2, Citywide Land Use and Urban Design, for additional policies on sustainable practices.

Policies

U 5.1.1 Zero Waste. The City shall achieve zero waste to landfills by 2040 through reusing, reducing, and recycling solid waste; and using conversion technology if appropriate. *(SO/MPSP)*

U 5.1.2 Landfill Capacity. The City shall continue to coordinate with Sacramento County in providing long-term landfill disposal capacity. *(IGC)*

U 5.1.3 Transfer Stations. The City shall provide for adequate transfer station facilities to meet the city’s demand. *(MPSP)*

See LU 2, Citywide Land Use and Urban Design, for additional policies on the equitable treatment of residents.

U 5.1.4 Equitably Distributed and Compatible Facilities. The City shall ensure that solid waste and recycling facilities are distributed equitably throughout the city, avoiding over-concentration in areas that are well-served, and shall ensure that facility location and design are compatible with surrounding land uses (e.g., by incorporating adequate buffers, siting facilities appropriately to maintain the integrity of surrounding development). *(MPSP)*



A recycling center facility that is compatible with the surrounding residential and commercial neighborhood uses.



U 5.1.5 Residential and Commercial Waste Disposal. The City shall continue to provide curbside trash and recycling collection service to single-family residential dwellings and offer collection service to commercial and multi-family residential development. *(SO)*

U 5.1.6 Yard Waste and Street Sweeping. The City shall continue to provide garden refuse yard waste collection service to single-family residential dwellings and provide street sweeping service to commercial and residential development. *(SO)*

U 5.1.7 Voluntary Containerized Yard Waste Program. The City shall continue to expand its voluntary containerized yard waste collection program. *(SO)*



High school-age volunteers during a neighborhood clean up day.

U 5.1.8 Neighborhood Clean-Up Program. The City shall continue sponsoring the Neighborhood Clean-Up Program. *(SO)*

U 5.1.9 Diversion of Waste. The City shall encourage recycling, composting, and waste separation to reduce the volume and toxicity of solid wastes sent to landfill facilities. *(MPSP/SO)*

U 5.1.10 Electronic Waste Recycling. The City shall continue to coordinate with businesses that recycle electronic waste to provide convenient collection/drop off locations for city residents. *(SO)*

U 5.1.11 Composting and Grasscycling Programs. The City shall sponsor solid waste educational programs on backyard waste composting and grasscycling (i.e., mulching grass clippings back into the lawn). *(PI)*

U 5.1.12 City Recycling. The City shall serve as a role model to businesses and institutions regarding purchasing decisions that minimize the generation of solid waste in addition to encouraging all City staff to recycle at City facilities. *(SO)*

U 5.1.13 Food Waste Recycling. The City shall develop a food waste recycling program. *(PSR/SO)*

U 5.1.14 Recycled Materials for Goods Packaging. The City shall support state legislation calling for the use of recycled materials and smaller packaging of retail goods and require that retail establishments use recycled materials for goods packaging in lieu of plastic bags. *(IGC)*

- U 5.1.15** **Recycled Materials in New Construction.** The City shall encourage the use of recycled materials in new construction. *(PI)*

- U 5.1.16** **Recycling and Reuse of Construction Wastes.** The City shall require recycling and reuse of construction wastes, including recycling materials generated by the demolition and remodeling of buildings, with the objective of diverting 85 percent to a certified recycling processor. *(RDR)*

- U 5.1.17** **Waste for Energy Generation.** The City shall continue to use waste (e.g., methane emissions from landfills) for energy generation. *(SO)*

- U 5.1.18** **Disposable, Toxic, or Non-Renewable Products.** The City shall reduce the use of disposable, toxic, or nonrenewable products in City operations. *(SO)*

- U 5.1.19** **Sacramento Regional Recycling Market Development Zone.** The City shall support the Sacramento Regional Recycling Market Development Zone (SRRMDZ). *(IGC/JP)*

- U 5.1.20** **Waste Composting and Recycling for Landscapes.** The City shall sponsor educational programs regarding the use of waste composing and yard waste recycling for landscapes in lieu of fertilizer. *(PI)*

- U 5.1.21** **Educational Programs.** The City shall sponsor public educational programs regarding the benefits of solid waste diversion and recycling and encourage residents and businesses to redistribute reusable materials (e.g., at garage sales or materials exchanges). *(PI)*

Recycling of construction waste in downtown Sacramento.



See PHS 3, Hazardous Materials, for additional policies on hazardous waste.



Energy Resources

Policies in this section require reducing the peak electric load for city facilities, reducing the City fleet fuel consumption, improving energy efficiency of City facilities, and encouraging city residents to consume less energy. Policies also support an increasing reliance on renewable energy to reduce Sacramento's dependence on nonrenewable energy sources. Businesses that promote energy efficiency and renewable technologies will be recruited. In addition, to further increase the city's environmental sustainability, policies require that new buildings be designed and sited to maximize energy generation opportunities (e.g., solar) and promote public education about resource conservation.

GOAL U 6.1

Adequate Level of Service. Provide for the energy needs of the city and decrease dependence on nonrenewable energy sources through energy conservation, efficiency, and renewable resource strategies.

See LU 2, Citywide Land Use and Urban Design, for additional policies on sustainable practices.

Policies

- U 6.1.1 Electricity and Natural Gas Services.** The City shall continue to work closely with local utility providers to ensure that adequate electricity and natural gas services are available for existing and newly developing areas. (IGC/JP)
- U 6.1.2 Peak Electric Load of City Facilities.** The City shall reduce the peak electric load for City facilities by 10 percent by 2015 compared to the baseline year of 2004, through energy efficiency, shifting the timing of energy demands, and conservation measures. (SO)
- U 6.1.3 City Fleet Fuel Consumption.** The City shall reduce its fleet's fuel consumption by 15 percent by 2010 compared to the baseline year of 2003, and city operations shall be substantially fossil free (e.g., electricity, motor fuels). (SO)
- U 6.1.4 Energy Efficiency of City Facilities.** The City shall improve energy efficiency of City facilities on a unit basis to consume 25 percent less energy by 2030 compared to the baseline year of 2005. (SO)

With growing concerns about climate change, Sacramento is being proactive in reducing the City's carbon footprint. Policies in U 6, Energy Resources, will reduce energy consumption and increase energy efficiency, in addition to other policies throughout this Plan that help minimize the City's contribution to global climate change.

U 6.1.5

Energy Consumption per Capita. The City shall encourage residents and businesses to consume 25 percent less energy by 2030 compared to the baseline year of 2005. (SO)

Solar electric panels at Cal Expo, installed in September 2000, produce enough energy to power approximately 180 homes and serve as shaded parking for 1,000 cars.

Photograph courtesy of Sacramento Municipal Utility District



A parking meter that is powered by solar energy.

See ED 1, Business Climate, for additional policies on attracting new businesses.

U 6.1.6

Renewable Energy. The City shall encourage the installation and construction of renewable energy systems and facilities such as wind, solar, hydropower, geothermal, and biomass facilities. (RDR/PI)

U 6.1.7

Solar Access. The City shall ensure, to the extent feasible, that sites, subdivisions, landscaping, and buildings are configured and designed to maximize solar access. (RDR)

U 6.1.8

Other Energy Generation Systems. The City shall promote the use of locally shared solar, wind, and other energy generation systems as part of new planned developments. (RDR/PI)

U 6.1.9

Green Businesses. The City shall assist regional organizations in efforts to recruit businesses to Sacramento that research, develop, manufacture, utilize, and promote energy efficiency, conservation, and advanced renewable technologies such as waste-to-energy facilities. (IGC/JP)

U 6.1.10

Energy Rebate Programs. The City shall promote energy rebate programs offered by local energy providers to increase energy efficiency in older neighborhoods and developments. (IGC/JP/PI)



U 6.1.11 Energy Efficiency Improvements. The City shall develop and implement energy efficiency standards for existing buildings, and provide incentives to property owners to make improvements necessary to meet minimum energy efficiency standards upon sale of a property or change of lease of rental properties. *(RDR/MPSP)*

U 6.1.12 Energy Efficiency Audits. The City shall continue to work with the Sacramento Metropolitan Utility District to conduct energy efficiency audits of existing buildings. *(MPSP)*

U 6.1.13 Energy Efficient Incentives. The City shall develop incentives to encourage the use of energy efficient vehicles, equipment, and lighting. *(MPSP)*

U 6.1.14 Sustainable Development and Resource Conservation Education. The City shall work with appropriate agencies to develop educational materials and activities for residents and developers regarding the objectives and techniques of sustainable development and resource conservation. *(IGC/JP/PI)*





Telecommunications

Policies in this section provide a wide range of innovative systems and services to attract and retain state-of-the-art businesses citywide, provide access to all residents, and facilitate public education. Telecommunication systems will be incorporated into public buildings and services, as well as into large-scale planned communities and office and commercial projects, to increase the accessibility of information. Telecommunication infrastructure will be designed to be compatible with adjacent uses and to minimize visual impacts.



Telecommunications tower in the Richards Boulevard area, north of downtown Sacramento.

GOAL U 7.1

Telecommunication Technology. Provide state-of-the-art telecommunication services for households, businesses, institutions, and public agencies throughout the city that connect Sacramento to the nation and world.

Policies

U 7.1.1 **Access and Availability.** The City shall work with service providers to ensure access to and availability of a wide range of state-of-the-art telecommunication systems and services for households, businesses, institutions, and public agencies throughout the city. *(JP)*

- U 7.1.2 Adequate Facilities and Service.** The City shall work with utility companies to retrofit areas that are not served by current telecommunication technologies and shall provide strategic long-range planning of telecommunication facilities for newly developing areas, as feasible. *(JP)*
- U 7.1.3 State-of-the-Art Technology.** The City shall encourage local industries, higher educational institutions, and other entities to support innovation in the design and implementation of state-of-the-art telecommunication technologies and facilities. *(IGC/JP)*
- U 7.1.4 Co-Location.** The City shall encourage compatible co-location of telecommunication facilities and shall work with utility companies to provide opportunities for siting telecommunications facilities on City-owned property and public right-of-ways. *(RDR/JP)*
- U 7.1.5 Incorporation into Public Buildings and Uses.** The City shall establish requirements for the incorporation and accessibility of state-of-the-art telecommunication systems and services (e.g., internet) for public use in public buildings (e.g., libraries) and support the development of informational kiosks in public places and streetscapes (e.g., parks, plazas, shopping malls). *(RDR/PI)*
- U 7.1.6 Large Scale Developments.** The City shall establish requirements for the installation of state-of-the-art internal telecommunications technologies in new large-scale planned communities and office and commercial developments (e.g., wiring of all new housing and businesses). *(RDR)*
- U 7.1.7 Household Telecommunication Systems.** The City shall encourage the installation of telecommunications systems (e.g., internet) in every city household to facilitate resident access to information about public services, transit, emergencies, and other information. *(JP/PI)*
- U 7.1.8 City Operations/Public Services.** The City shall continue to use telecommunications to enhance the performance of internal City operations and the delivery of public services. *(SO)*



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The image is a collage. At the top, there are two photos of trees against a blue sky. Below this is a dark brown horizontal bar. The main title is in large, bold, black letters. Underneath the title is a paragraph of text. To the right of the text is a photo of trees. Below the text and to the right is a photo of a green sign with white letters that reads 'CALIFORNIA STATE UNIVERSITY SACRAMENTO'. At the bottom, there are two photos of green bushes.

EDUCATION, RECREATION, AND CULTURE

The City of Sacramento recognizes the importance of providing quality education, cultural services, and recreation and parks in making Sacramento a great place to live and do business. Access to education, good jobs, active recreational opportunities, and participation in the arts enhances the city's livability for residents. In addition, a skilled workforce and an engaging cultural environment are important in attracting new industries to the community to keep the city's economy healthy.

CALIFORNIA STATE
UNIVERSITY SACRAMENTO



Education

Policies in this section provide for the development of new schools commensurate with population growth that are accessible from every neighborhood. Opportunities for life-long learning are encouraged, enabling Sacramento's residents to obtain skills to meet the needs of evolving business sectors. Schools are encouraged to be located and designed to serve as a centerpiece of neighborhood identity and activity.

GOAL ERC 1.1

Efficient and Equitable Distribution of Facilities. Provide efficient and equitable distribution of quality educational facilities for life-long learning and development of a highly skilled workforce that will strengthen Sacramento's economic prosperity.

Policies

ERC 1.1.1 School Locations. The City shall work with school districts at the earliest possible opportunity to provide school sites and facilities that are located in the neighborhoods they serve. *(IGC)*

ERC 1.1.2 Locational Criteria. The City shall continue to assist in reserving school sites based on each school district's criteria, the school siting guidelines of the California Department of Education, and on the City's following location criteria:

- Locate elementary schools on sites that are safely and conveniently accessible, and away from heavy traffic, excessive noise, and incompatible land uses.
- Locate school sites centrally with respect to their planned attendance areas.
- Locate schools in areas where established and/or planned walkways, bicycle paths, or greenways link schools with surrounding uses.
- Locate, plan, and design new schools to be compatible with adjacent uses. *(RDR/IGC)*

ERC 1.1.3 Realignment of District Boundaries. The City shall work with school districts to realign district boundaries to coincide with neighborhood and community boundaries. *(IGC)*



Sacramento City College Learning Resource Center.

See LU 8, Public/Quasi-Public and Special Uses for additional policies on schools and school locations.



Elementary school in the Tahoe Park neighborhood.



ERC 1.1.4 **Schools in Urban Areas.** The City shall work with school districts in urban areas to explore the use of existing smaller sites to accommodate lower enrollments, and/or higher intensity facilities (e.g., multi-story buildings, underground parking, and playgrounds on roofs). *(IGC)*

ERC 1.1.5 **Joint-Use Development.** The City shall work with school districts and institutions of higher education to explore opportunities for joint-use development that integrates uses for recreation, cultural, and non-school-related activities at new and existing facilities. *(IGC)*

ERC 1.1.6 **School Transit Plans.** The City shall continue to work with school districts to prepare and adopt school transit plans to reduce automobile trips and increase the use of other transportation modes to schools. *(IGC)*



Cosumnes River Community College opened in 1970.

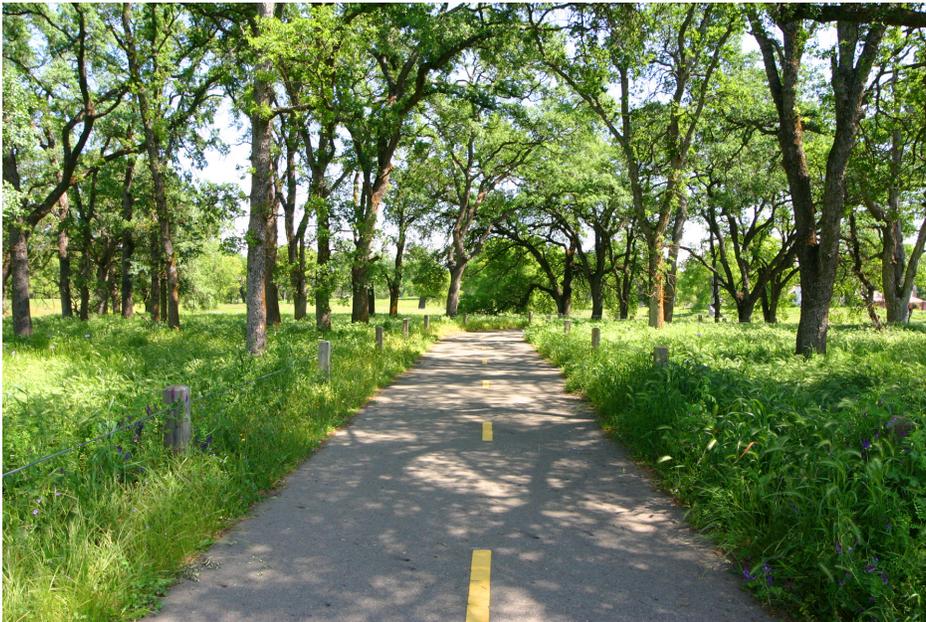


- ERC 1.1.7** **Higher Education.** The City shall encourage and support the development, expansion, and upgrade of higher education facilities such as community colleges, California State University, and private universities. *(IGC)*
- ERC 1.1.8** **Higher Education and K–12 School Districts.** The City shall encourage higher education institutions to strengthen their links with local K–12 school districts to facilitate the transfer of students into these institutions. *(IGC)*
- ERC 1.1.9** **Multi-University Campus.** The City shall cooperate with systems of higher education to explore the future possibility of a multi-university campus. *(IGC)*
- ERC 1.1.10** **Research and Development Parks with Universities.** The City shall support the growth of research and development businesses and organizations associated with universities, which enhance the education and diversity of the Sacramento population. *(IGC)*
- ERC 1.1.11** **School Financing Plans.** The City shall assist school districts with school financing plans and methods to provide permanent schools in existing and newly developing areas in the City. *(IGC)*



Parks and Recreation

Policies in this section provide for the maintenance of existing facilities and for the development of new parklands, facilities, and programs throughout the city to enable access from neighborhoods. In higher density areas, such as downtown, small public places will be developed to support the lifestyle and needs of residents. In addition, Sacramento's riverfronts and natural open spaces will be linked to enhance opportunities for walking, bicycling, picnicking, participating in water sports, and appreciating natural open spaces and conservation areas. Access to a broad range of recreational activities is important to improving public health through exercise. The location of schools and their recreational facilities can serve as a focal point of neighborhood identity and activity. Parklands also help to sustain natural environmental resources by providing landscapes that absorb greenhouse gases, produce oxygen, and filter pollutants into the groundwater basin.



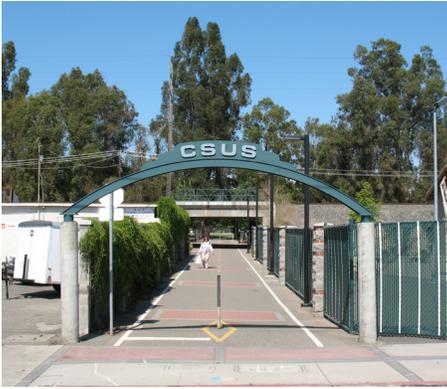
GOAL ERC 2.1

Integrated Parks and Recreation System. Provide an integrated system of parks, open space areas, and recreational facilities that are safe and connect the diverse communities of Sacramento.

See LU 9, Open Space, Parks, and Recreation, for additional policies on parks and recreation facilities and locations.

Policies

ERC 2.1.1 Complete System. The City shall develop and maintain a complete system of parks and open space areas throughout Sacramento that provide opportunities for both passive and active recreation. (MPSP/SO)



A pedestrian walkway connects the Sacramento State campus to surrounding businesses and residences.

ERC 2.1.2

Connected Network. The City shall connect all parts of Sacramento through integration of recreation and community facilities with other public spaces and rights-of-way (e.g., buffers, medians, bikeways, sidewalks, trails, bridges, and transit routes) that are easily accessible by alternative modes of transportation. *(MPSP)*

GOAL ERC 2.2

Parks, Community and Recreation Facilities and Services. Plan and develop parks, community and recreation facilities, and services that enhance community livability; improve public health and safety; are equitably distributed throughout the city; and are responsive to the needs and interests of residents, employees, and visitors.



Universal playground, accessible to people of all ages and abilities.



Policies

ERC 2.2.1

Parks and Recreation Master Plan. The City shall maintain and implement a Parks and Recreation Master Plan to carry out the goals and policies of this General Plan. All new development will be consistent with the applicable provisions of the Parks and Recreation Master Plan. *(MPSP)*

ERC 2.2.2

Timing of Services. The City shall ensure that the development of parks and community and recreation facilities and services keeps pace with development and growth within the city. *(MPSP/SO)*

ERC 2.2.3 **Service Level Goals.** The City shall develop and maintain parks and recreational facilities in accordance with the goals in Table ERC 1. *(MPSP/SO)*

Table ERC 1 Parks, Community Facility, and Recreation Facility Service Level Goals	
<i>Park Types</i>	<i>Acres per 1,000 Residents</i>
Neighborhood Serving: Urban plazas, pocket parks and/or Neighborhood Parks	2.5 acres
Community Serving: Community Parks	2.5 acres
Citywide/Regionally Serving: Regional Parks, Parkways, and/or Open Space	8.0 acres
Linear Parks/Parkways and Trails/Bikeways	0.5 linear miles
<i>Community Facilities</i>	<i># of Units</i>
Multi-Use Recreation Complexes (must include a building over 10,000 sq. ft.)	1 per 50,000 residents
<i>Recreation Facilities</i>	<i># of Units per Residents</i>
Aquatic Facilities:	
Play Pool/Water Spray Feature	1 per 15,000
Outdoor Complex: Swimming and Wading Pool	1 per 30,000
Off Leash Dog Parks (Neighborhood/Community)	1 per 60,000
Picnic Areas (Large Group/Class I)	1 per 30,000
Playgrounds: Tot Lots, Adventure Play Areas	1 per 2,500
Skateboard Parks (Neighborhood/Community)	1 per 35,000
Community Gardens	1 per 50,000
Nature Interpretation Centers	2 total ^a
Fields	
Softball, including: Adult, Youth	1 per 7,500 (total)
Lighted	1 per 45,000
Baseball, including: Adult, Youth (Little League)	1 per 7,500 (total)
Lighted	1 per 45,000
Soccer, including: Bantam, Full Size	1 per 7,500 (total)
Lighted	1 per 30,000
Courts	
Volleyball	1 per 10,000
Basketball, including Youth, High School	1 per 5,000
Tennis	1 per 10,000

a. One north and one south of the American River.

- ERC 2.2.4 Meeting Service Level Goals.** The City shall require new residential development to dedicate land, pay in-lieu fees, or otherwise contribute a fair share to the acquisition and development of parks or recreation facilities to meet the service level goals in Table ERC 1. For development in urban infill areas where land dedication is not feasible, the City shall explore creative solutions in providing park and recreation facilities that reflect the unique character of the area it serves. *(RDR/MPSP)*
- ERC 2.2.5 Facilities of Other Public Agencies.** The City shall consider the use of other public agencies' parks and recreation facilities within and near the city to help meet community recreation needs. *(MPSP/IGC)*
- ERC 2.2.6 Public Parkland Preservation.** The City shall ensure that any public parkland converted to nonrecreational uses is replaced to serve the same community, consistent with California's *Public Park Preservation Act of 1971* (Public Resources Code Section 5401). *(RDR/MPSP)*
- ERC 2.2.7 Capital Investment Priorities.** The City shall give priority to the following parks and recreation capital investments:
- Acquiring land for or constructing parks and recreation facilities where adopted Service Level Goals are not being met
 - Acquiring, restoring and preserving large natural areas for habitat protection and passive recreation use such as walking, hiking, and nature study
 - Acquiring and developing areas for recreation use and public access along the banks of the American and Sacramento Rivers
 - Building and improving parks and facilities to ensure safety for users and adjacent properties *(MPSP/FB)*
- ERC 2.2.8 High-Density High-Rise.** The City shall require all large, high-density, high-rise residential projects (e.g., land use designations that include Central Business District, Urban Centers, Urban Corridors, and Urban Neighborhoods) to mitigate for the lack of private yards and access to nature through land dedication or payment of in-lieu fees for parkland and/or recreational facilities. *(RDR)*



As land becomes scarce in developed areas, traditional park space that is larger in size will become increasingly difficult to provide for infill developments; thus, small public places will need to be provided to help meet future recreational demands.

- ERC 2.2.9** **Small Public Places for New Development.** The City shall allow new development to provide small plazas, pocket parks, civic spaces, and other gathering places that are available to the public, particularly in infill areas, to help meet recreational demands. *(RDR)*
- ERC 2.2.10** **Range of Experience.** The City shall provide a range of small to large parks and recreational facilities. Larger parks and complexes should be provided at the city's edges and along the rivers as a complement to smaller sites provided in areas of denser development. *(MPSP)*
- ERC 2.2.11** **On-Site Facilities.** The City shall promote and provide incentives such as density bonuses or increases in building height for large-scale development projects to provide on-site recreational amenities and gathering places that are available to the public. *(RDR)*
- ERC 2.2.12** **Compatibility with Adjoining Uses.** The City shall ensure that the location and design of all parks, recreation, and community centers are compatible with existing adjoining uses. *(RDR)*
- ERC 2.2.13** **Surplus or Underutilized Land.** The City shall consider acquiring or using surplus, vacant, or underutilized parcels or abandoned buildings for public recreational use. *(MPSP/FB)*



Youth basketball camp.

ERC 2.2.14 Youth “Friendliness.” The City shall provide parks and facilities for youth between the ages of 10 and 18 to ensure safe gathering places for their recreation. *(RDR/MPSP)*

ERC 2.2.15 Aging Friendly Community. The City shall develop facilities that support continuing engagement, foster the personal enrichment and independence of older residents, and reflect the needs of Sacramento’s aging population within the community. *(SO)*

ERC 2.2.16 Organized Sports Facilities. The City shall develop facilities (e.g., multi-field complexes) for a variety of organized sports. *(MPSP)*

ERC 2.2.17 Joint-Use Facilities Co-located. The City shall support the development of parks and recreation facilities co-located with public and private facilities (e.g., schools, libraries, and detention basins). *(IGC/JP)*

ERC 2.2.18 Private Commercial Recreational Facilities. The City shall encourage the development of private commercial recreational facilities to help meet recreational interests of Sacramento’s residents, workforce, and visitors. *(RDR/JP)*

Located in the South Area, the Bing Maloney Golf Course Complex provides an 18-hole municipal course with a driving range and practice putting greens.



ERC 2.2.19 Municipal Golf Courses. The City shall maintain and reinvest in municipal golf courses, to foster a sense of community pride, ensure the City’s courses remain competitive in the marketplace, and encourage play. *(SO/FB)*



A Sacramento area YMCA offers youth and teen activities; fitness and aquatics classes; day, summer, and sports camps; and childcare programs.

ERC 2.2.20 **Responsiveness to Community.** The City shall work with affected neighborhoods in the design of parks and recreational facilities to meet the unique needs and interests of residents (e.g., providing for cultural heritage gardens and teen centers). *(PI)*

GOAL ERC 2.3

Recreational Programs. Support recreation and community service programs that promote wellness, fun, lifelong learning, skill development, personal enrichment, and positive relationships.

Policies

ERC 2.3.1 **Full Inclusion.** The City shall provide for full inclusion in programs at City facilities for people of diverse cultures, backgrounds, ages, gender, interests, languages, lifestyles, abilities, and socioeconomic status. *(MSPS/PI)*

ERC 2.3.2 **Interpretation and Celebration.** The City shall provide recreation programming, special events and venues, and educational opportunities that honor, interpret, and celebrate the diversity, history, cultural heritage, and traditions of Sacramento. *(MPSP/SO/PI)*



A baseball diamond with specialized surface that enables people of all abilities access to play.

GOAL ERC 2.4

Rivers, Creeks, and Natural Resource Areas. Provide positive recreational experiences and enjoyment of nature through the development, maintenance, patrol, and preservation of the rivers, creeks, and natural resource areas, while maximizing the use of these areas through partnerships with other agencies.

Policies

- ERC 2.4.1** **Service Levels.** The City shall provide 0.5 linear mile of parks/parkways and trails/bikeways per 1,000 population. *(MPSP/SO)*
- ERC 2.4.2** **River Recreation.** The City shall work with regional partners, state agencies, private land owners, and developers to manage, preserve, and enhance the Sacramento and American River Parkways to increase public access for active and passive recreation. *(IGC/JP)*
- ERC 2.4.3** **Connections to Other Trails.** The City shall maintain existing and pursue new connections to local, regional, and state trails. *(MPSP/IGC)*

The Two Rivers Bike Trail provides a bike route along the south side of the American River within the Richards Boulevard area and connections to other local and regional trails.



- ERC 2.4.4** **Setbacks from Rivers and Creeks.** The City shall ensure adequate building setbacks from rivers and creeks, increasing them where possible to protect natural resources. *(RDR)*

GOAL ERC 2.5

Funding. Secure adequate and reliable funding for the acquisition, development, rehabilitation, programming, and maintenance of parks, community facilities, recreation facilities, trails, parkways, and open space areas.

Policies

ERC 2.5.1 Multiple Tools. The City shall use a broad range of funding and economic development tools to ensure high-quality development, maintenance, and programming of the City parks and recreation system. *(FB)*

ERC 2.5.2 River Parkway. The City shall coordinate with Sacramento County and other agencies and organizations to secure funding to patrol, maintain, and enhance the American River and Sacramento River Parkways. *(FB/IGC/JP)*



Recreational multi-use path along the Sacramento River.

ERC 2.5.3 Property Acquisition. The City shall secure funding for property acquisitions that can be accessed quickly to respond to opportunities. *(FB)*

ERC 2.5.4 Capital Funding. The City shall fund the costs of acquisition and development of City neighborhood and community parks, and community and recreation facilities through land dedication, in lieu fees, and/or development impact fees. *(FB)*



Libraries

Policies in this section provide for the expansion of library resources and new facilities commensurate with population growth, which creates a civic environment with vast opportunities for learning and cultural and academic enrichment. Not only do libraries serve as a repository for books, music, and other resources, they also can serve as multi-functional facilities, gathering places for readings, and cultural centers for performances and community events. In new development, they can be co-located with schools and parks to function as a centerpiece of neighborhood identity.



The Colonial Heights Public Library, located in the Fruitridge Broadway Area, includes a homework center, college and career center, and a community room for community group meetings and activities.

GOAL ERC 3.1

Adequate Library Facilities. Provide adequate library facilities that enhance Sacramento's quality of life and create a civic environment with vast opportunities for self-learning and cultural and academic enrichment.

See LU 8, Public/Quasi-Public and Special Uses for additional policies on libraries and library locations.

Policies

ERC 3.1.1 Adequate Services and Facilities. The City shall ensure adequate library services and facilities are maintained for all residents. (MPSP/SO)

ERC 3.1.2 Library Siting. The City shall target the siting of libraries in higher-density and infill areas along major arterials and transit service routes to provide convenient access to Sacramento residents. (MPSP)



The Martin Luther King Jr. Regional Public Library, located in the South Area, includes a special Samuel C. Pannell African American Collection established in memory of the late Sacramento City Councilman, which contains adult fiction and non-fiction written by or about African Americans.

- ERC 3.1.3** **Under-Served Areas.** The City shall give priority to the construction of new libraries in communities that are deficient in library services including the Pocket area, East Sacramento near 65th Street and Folsom Boulevard, North Highlands, and the South Area Community Plan area. *(RDR/MPSP)*
- ERC 3.1.4** **Joint Use.** The City shall encourage joint use of library facilities with public and private agencies at locations such as schools and community centers. *(SO/IGC/JP)*
- ERC 3.1.5** **Facility Usage.** The City shall encourage the use of library facilities as additional venues for arts-related events and programs (e.g., book readings, concerts, art exhibitions, and others). *(MPSP/PI)*



The Downtown Sacramento Central Public Library & Galleria is a multi-functional facility incorporating meeting space with traditional library uses.

- ERC 3.1.6** **Multi-Functional Facilities.** The City shall support the evolution of libraries to transition as multi-functional facilities, cultural centers, and gathering places. *(MPSP/SO)*
- ERC 3.1.7** **Computer Technology and Access.** The City shall encourage use of computers and the Internet to access library resources and other information. *(SO/PI)*
- ERC 3.1.8** **Educational Awareness.** The City shall promote public awareness of library facilities and services. *(PI)*
- ERC 3.1.9** **Funding.** The City, in conjunction with the Sacramento Library Authority, shall explore methods of financing new library facilities and expanding and upgrading existing facilities. *(IGC/FB)*



Fortune Festival, a celebration of Asian and Pacific Islander culture and business.

Arts and Culture

Policies in this section support the diversity of first-class arts and cultural facilities located in Sacramento. Art programs and exhibitions, musical and dramatic performances, and similar events provide opportunities for the attendance of residents and visitors, as well as their participation and appreciation. The inclusion of art in public places broadens the exposure and awareness of city residents and visitors, and enhances and enriches the community culture and quality of life.

GOAL ERC 4.1

Diversity of Arts and Cultural Facilities and Programs. Provide a diversity of first-class arts and cultural facilities and programs for people of all ages to improve knowledge of Sacramento's history, enhance quality of life, and enrich community culture.

See LU 8, Public/Quasi-Public and Special Uses and ED 1, Business Climate, for additional policies on tourism and cultural and entertainment uses.

Policies

- ERC 4.1.1** **Sacramento as the Region's Cultural Center.** The City shall partner with universities and educational institutions, libraries, arts and cultural organizations and facilities, and creative individuals and supporters to strengthen the region's network of cultural resources. *(IGC/JP)*
- ERC 4.1.2** **Accessible Facilities and Programs.** The City shall encourage the development of arts and cultural facilities and programs that are accessible to all residents (e.g., affordable and accessible by various travel modes). *(MPSP/IGC/JP)*
- ERC 4.1.3** **City-Owned Resources.** The City shall invest in City-owned arts and cultural resources and facilities, and make improvements as necessary. *(SO/FB)*
- ERC 4.1.4** **Downtown Venues for the Region.** The City shall explore opportunities to work with other jurisdictions in the region to support the development and expansion of regional performing arts venues in downtown Sacramento. *(IGC)*



The Sacramento Theatre Company in downtown Sacramento, opened in 1942, presents public performances of classical and modern plays in two theatres with more than 300 performances per year.



Crest Theater.

ERC 4.1.5 **Convention Center.** The City shall expand Convention Center facilities and adjacent supportive infrastructure, including hotels, to attract top-tier national and international events. *(SO/FB)*

ERC 4.1.6 **City Archives.** The City shall maintain and enhance the City Archives as a unique cultural resource for documenting the human experience in Sacramento. *(SO)*

ERC 4.1.7 **Community Center Theater.** The City shall support the Community Center Theater as a vibrant, attractive facility that provides first class programming. *(SO)*

ERC 4.1.8 **Conservation of Resources.** The City shall fund the conservation of its art and materials collection. *(FB)*

Friday Night Concert in the Park event at Cesar Chavez Plaza Park in downtown Sacramento.



ERC 4.1.9 **Citywide Expansion of Resources.** The City shall encourage and support expansion of art and cultural events, festivals, activities, and performances throughout the city. *(SO/IGC/JP)*

ERC 4.1.10 **Partnerships to Increase Programs.** The City shall encourage partnerships among arts and cultural groups, community organizations, and the business community to develop arts and cultural educational activities and programming for all ages. *(IGC/JP/PI)*

ERC 4.1.11 **Programs for Children.** The City shall support programs and events that introduce children to the arts and provide positive outlets to explore their own talents and creativity for self-expression. *(MPSP/PI)*



The Oak Park Community Center provides arts and activities for youths, adults, and seniors.

- ERC 4.1.12** **Retention of Artists.** The City shall encourage artists to live and work in Sacramento. *(JP)*
- ERC 4.1.13** **Maintenance of City-Owned Facilities.** The City shall allocate funding to the maintenance of City-owned arts and cultural facilities. *(FB)*
- ERC 4.1.14** **Assistance for Non-City-Owned Facilities.** The City shall support arts stabilization for private and nonprofit arts and cultural organizations to maintain and expand their facilities, program, and events. *(FB/JP)*
- ERC 4.1.15** **Grants and Donations.** The City shall support the efforts of nonprofit, private, and community-based organizations to apply for public and private grants and encourage donations for arts and cultural activities. *(JP)*
- ERC 4.1.16** **Cultural Institutions.** The City shall promote funding for integrated marketing opportunities and partnerships for cultural institutions. *(IGC/JP)*
- ERC 4.1.17** **Contributions to Art in Public Places Program.** The City shall encourage private commercial development to contribute two percent of a project’s total construction budget to the City’s Art in Public Places program. *(RDR/JP)*
- ERC 4.1.18** **Public Art in New Developments.** The City shall encourage private commercial development to include public art in all new buildings. *(RDR/JP)*



The B Street Theatre in midtown Sacramento provides live theater to general audiences, families, and school children.



Public art at the west entrance of the Sacramento Convention Center.



Sacramento Zoo exhibits over 400 animals on 14 acres in William Land Park.

Museums, Zoos, and Other Major Destination Attractions

Policies in this section facilitate the continued operation and new development of diverse facilities and programs that are accessible to residents and visitors alike and maintain and strengthen Sacramento's role as the primary center of culture in the region. These major destination attractions provide important local opportunities for residents and school children to learn about history, science, art, culture, wildlife species, and the environment.



Aerial view of Sutter's Fort State Historic Park.

Photograph courtesy of California State Parks Department

GOAL ERC 5.1

Major Destination Attractions. Maintain and strengthen Sacramento's traditional role as the regional center for major destination attractions.

Policies

ERC 5.1.1 **Development and Expansion of Attractions.** The City shall support the development and expansion of world-class destination attractions throughout Sacramento including museums, zoos, and the Sacramento River and American River waterfronts. *(RDR)*

ERC 5.1.2 **New Zoo.** The City shall support the relocation of the existing Sacramento Zoo to facilitate its expansion. *(MPSP)*



The Sacramento Historic City Cemetery, established in 1849, was designed to resemble a Victorian garden and is the oldest existing cemetery in Sacramento.



ERC 5.1.3 Educational Activities. The City shall support expanded educational activities at the city’s cultural facilities (e.g., Fairytale Town, Sacramento Zoo, Discovery Museum Gold Rush History Center, Crocker Art Museum, Discovery Museum Science & Space Center, and performing arts venues). (MPSP/JP)

ERC 5.1.4 Historic City Cemetery. The City shall maintain and protect the Historic City Cemetery and support its use as a cultural and educational site. (MPSP)



The California State Railroad Museum is within the Old Sacramento Historic District and offers railroad heritage experiences and tours to Sacramento residents and visitors.

ERC 5.1.5 **Old Sacramento Historic District.** The City shall maintain and protect the Old Sacramento Historic District, as defined in the 1967 Redevelopment Plan, while recognizing its importance for tourism and its role as a commercial district. *(RDR/MPSP)*

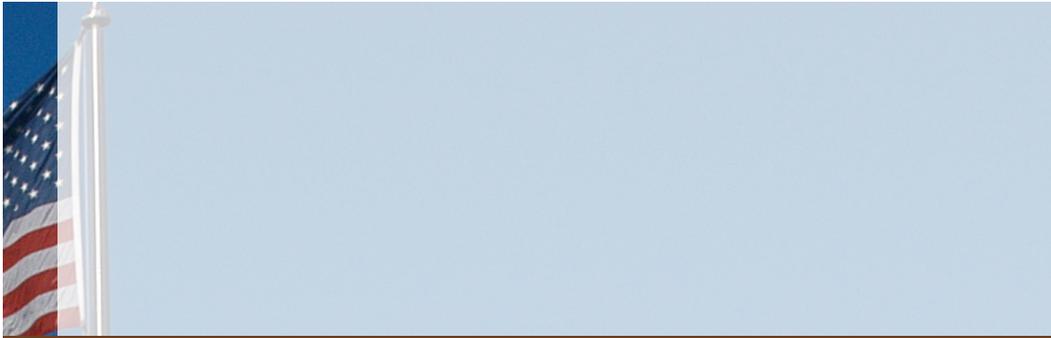
ERC 5.1.6 **Sacramento Marina.** The City shall support the enhancement of the Sacramento Marina as a recreational connection to the Sacramento River waterfront. *(MPSP/IGC/JP)*

ERC 5.1.7 **Funding.** The City shall allocate funding for the ongoing maintenance, renovation, and programming of City-owned museums, zoos, and other major destination attractions. *(SO/FB)*



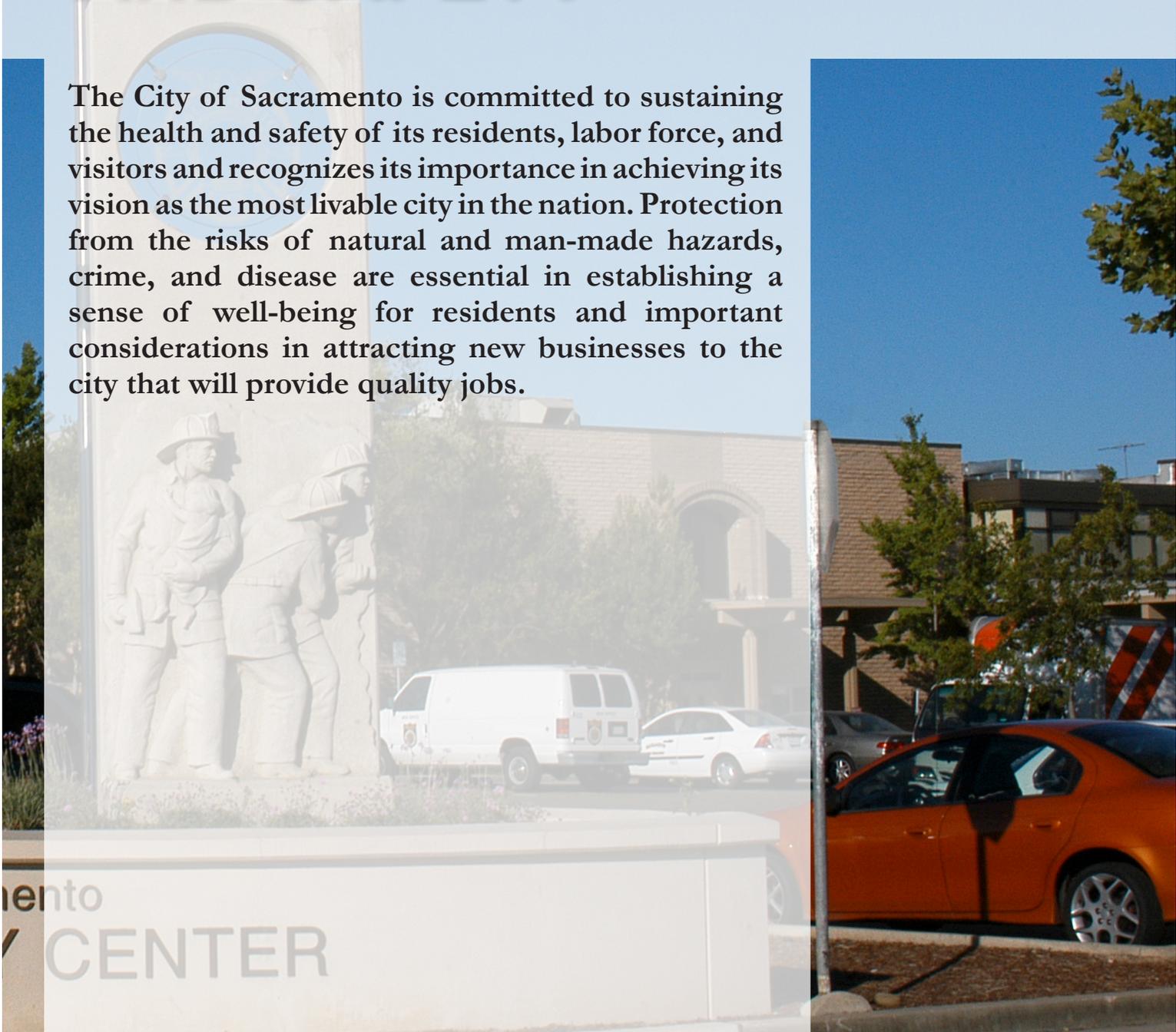


City of Sac
PUBLIC SAFE



PUBLIC HEALTH AND SAFETY

The City of Sacramento is committed to sustaining the health and safety of its residents, labor force, and visitors and recognizes its importance in achieving its vision as the most livable city in the nation. Protection from the risks of natural and man-made hazards, crime, and disease are essential in establishing a sense of well-being for residents and important considerations in attracting new businesses to the city that will provide quality jobs.



ento
CENTER



Police officers utilize vehicle, bicycle, and equestrian modes of travel to keep Sacramento safe.

Police Services

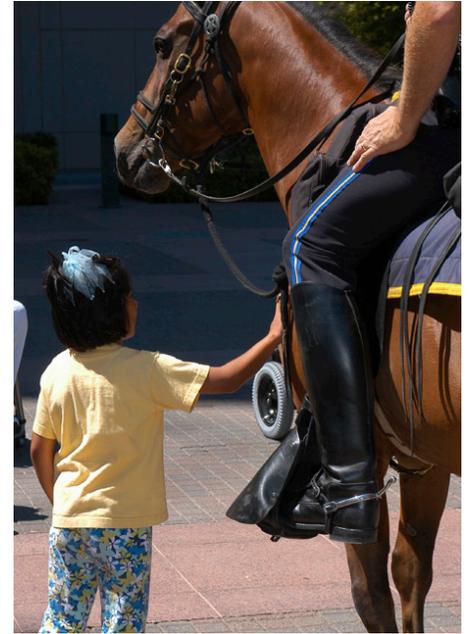
Policies in this section provide for education, forming relationships with the community, and the expansion of personnel and facilities commensurate with population growth to serve and protect the long-term health, safety, and well-being of all areas of the City. Cooperative programs with adjoining jurisdictions and State and Federal agencies will continue to be implemented to facilitate prompt response for a major emergency or event. Cooperative relationships will be formed with community residents and businesses to educate them about potential risks and prevention techniques. Development applications will be reviewed for the layout and design of spaces and buildings to maximize safety, utilizing “Crime Prevention through Environmental Design” strategies.

GOAL PHS 1.1

Crime and Law Enforcement. Work cooperatively with the community, regional law enforcement agencies, local government and other entities to provide quality police service that protects the long-term health, safety, and well-being of our city, reduce current and future criminal activity, and incorporate design strategies into new development.

Policies

- PHS 1.1.1** **Police Master Plan.** The City shall maintain and implement a Police Master Plan to address staffing and facility needs, service goals, and deployment strategies. *(MPSP)*
- PHS 1.1.2** **Response Time Standards.** The City shall strive to achieve and maintain appropriate response times for all call priority levels to provide adequate police services for the safety of all city residents and visitors. *(MPSP)*
- PHS 1.1.3** **Staffing Standards.** The City shall maintain optimum staffing levels for both sworn police officers and civilian support staff in order to provide quality police services to the community. *(MPSP)*
- PHS 1.1.4** **Timing of Services.** The City shall ensure that development of police facilities and delivery of services keeps pace with development and growth in the city. *(MPSP/SO)*





South Area Police Substation.

PHS 1.1.5 **Distribution of Facilities.** The City shall expand the distribution of police substation type facilities to allow deployment from several smaller facilities located strategically throughout the city and provide facilities in underserved and new growth areas in order to provide appropriate response to all city residents. *(MPSP)*

PHS 1.1.6 **Co-Location of Facilities.** The City shall seek to co-locate police facilities with other City facilities, such as fire stations, to promote efficient use of space and provision of police protection services within dense, urban portions of the city. *(MPSP)*

PHS 1.1.7 **Development Review.** The City shall continue to include the Police Department in the review of development projects to adequately address crime and safety, and promote the implementation of *Crime Prevention through Environmental Design* principles. *(RDR)*

PHS 1.1.8 **Development Fees for Facilities and Services.** The City shall require development projects to contribute fees for police protection services and facilities. *(RDR/FB)*

PHS 1.1.9 **Technology to Improve Safety.** The City shall work in partnership with appropriate agencies to incorporate technology in public and private development to increase public and personal safety. *(RDR/MPSP)*

See the Land Use and Urban Design Element for policies related to development design.



North Area Police Substation.

PHS 1.1.10 **Crime in Neighborhoods.** The City shall work with appropriate agencies and the community to reduce crime in all neighborhoods. *(IGC/JP/PI)*

PHS 1.1.11 **Communication with the Community.** The City shall maintain communication with the community to improve relationships and customer satisfaction, while continually exploring innovative means of communication. *(PI)*



Police officer on horseback communicating with a visitor to Old Sacramento.

PHS 1.1.12 **Cooperative Delivery of Services.** The City shall work with local, State, and Federal criminal justice agencies to promote regional cooperation in the delivery of services. *(IGC)*



Fire Services

Policies in this section provide for coordinated fire protection and emergency medical services that serve all areas of the city and support the needs of Sacramento residents and businesses. Policies ensure a safe and healthy community through the expansion of fire personnel and facilities commensurate with population growth. Residents and businesses will be educated regarding potential risks and fire prevention techniques, while existing and new development will continue to be required to incorporate fire prevention and suppression measures.

GOAL PHS 2.1

Fire Protection and Emergency Medical Services. Provide coordinated fire protection and emergency medical services that support the needs of Sacramento residents and businesses and maintains a safe and healthy community.

Policies

PHS 2.1.1 Fire Master Plan. The City shall maintain and implement a Fire Department Master Plan to address staffing and facility needs and service goals. *(MPSP)*

PHS 2.1.2 Response Time Standards. The City shall strive to maintain appropriate emergency response times to provide optimum fire protection and emergency medical services to the community. *(MPSP)*

PHS 2.1.3 Staffing Standards. The City shall maintain optimum staffing levels for sworn, civilian, and support staff, in order to provide quality fire protection and emergency medical services to the community. *(MPSP)*

PHS 2.1.4 Response Units and Facilities. The City shall provide additional response units, staffing, and related capital improvements, including constructing new fire stations, as necessary, in areas where a company experiences call volumes exceeding 3,500 in a year to prevent compromising emergency response and ensure optimum service to the community. *(MPSP/SO/FB)*

PHS 2.1.5 Timing of Services. The City shall ensure that the development of fire facilities and delivery of services keeps pace with development and growth of the city. *(MPSP/SO)*





Fire Station No. 5, located on Broadway in the O'Neil Park neighborhood.

- PHS 2.1.6** **Locations of New Stations.** The City shall ensure that new fire station facilities are located strategically throughout the city to provide optimal response times to all areas. *(MPSP)*
- PHS 2.1.7** **Future Station Locations.** The City shall require developers to set aside land with adequate space for future fire station locations in areas of new development. *(RDR)*
- PHS 2.1.8** **Co-Location of Facilities.** The City shall seek to co-locate fire facilities with other City facilities, such as police stations, to promote efficient use of space and provision of fire protection and emergency medical services within dense, urban portions of the city. *(MPSP)*
- PHS 2.1.9** **Advances in Technology.** The City shall invest in, and incorporate, future technological advances that enhance the City's ability to deliver emergency medical response, fire-rescue, and fire prevention services more efficiently and cost-effectively. *(SO)*

PHS 2.1.10 Regional Cooperative Delivery. The City shall work with the various fire protection districts and other agencies to promote regional cooperative delivery of fire protection and emergency medical services. *(IGC)*

PHS 2.1.11 Development Fees for Facilities and Services. The City shall require development projects to contribute fees for fire protection services and facilities. *(RDR/FB)*



Former Sacramento Fire Chief.

GOAL PHS 2.2

Fire Prevention Programs and Suppression. The City shall deliver fire prevention programs that protect the public through education, adequate inspection of existing development, and incorporation of fire safety features in new development.

Policies

PHS 2.2.1 Education. The City shall promote educational programs for the public related to safety issues, fire prevention, and emergency preparedness. *(PI)*

PHS 2.2.2 Development Review for New Development. The City shall continue to include the Fire Department in the review of development proposals to ensure projects adequately address safe design and on-site fire protection and comply with applicable fire and building codes. *(RDR)*

See U 2, Water Systems, for additional policies on water supply and water delivery infrastructure and services.



PHS 2.2.3

Fire Sprinkler Systems. The City shall promote installation of fire sprinkler systems for both commercial and residential use and in structures where sprinkler systems are not currently required by the City Municipal Code or Uniform Fire Code. *(RDR)*

PHS 2.2.4

Water Supplied for Fire Suppression. The City shall ensure that adequate water supplies are available for fire-suppression throughout the city, and shall require development to construct all necessary fire suppression infrastructure and equipment. *(RDR/MPSP/SO)*

PHS 2.2.5

High-Rise Development. The City shall require that high rise structures include sprinkler systems and on-site fire suppression equipment and materials, and be served by fire stations containing truck companies with specialized equipment for high-rise fire and/or emergency incidents. *(RDR)*

PHS 2.2.6

Fire Safety Inspections. The City shall continue to maintain a program consistent with requirements of State law to inspect buildings not under authority of the Office of the State Fire Marshall. *(MPSP)*

PHS 2.2.7

Wildland Hazards on City-Owned Spaces. The City shall continue to remove excessive/overgrown vegetation (e.g., trees, shrubs, weeds) and rubbish from City-owned property to prevent and minimize fire risks to surrounding properties. *(SO)*

PHS 2.2.8

Wildland Hazards on Private Properties. The City shall continue to require private property owners to remove excessive/overgrown vegetation (e.g., trees, shrubs, weeds) and rubbish to the satisfaction of the Fire Department to prevent and minimize fire risks to surrounding properties. *(RDR)*



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Hazardous Materials

Policies in this section continue practices for the documentation, monitoring, clean up, and re-use of hazardous materials and sites. In addition to their contribution to the safety and well-being of residents, businesses, and visitors to Sacramento, these actions are important contributors to the reduction of surface and groundwater pollution, air pollution, and greenhouse gases.



Sacramento Recycling and Transfer Station disposal site for household hazardous waste.

GOAL PHS 3.1

Reduce Exposure to Hazardous Materials and Waste. Protect and maintain the safety of residents, businesses, and visitors by reducing, and where possible, eliminating exposure to hazardous materials and waste.

Policies

PHS 3.1.1 Investigate Sites for Contamination. The City shall ensure buildings and sites are investigated for the presence of hazardous materials and/or waste contamination before development for which City discretionary approval is required. The City shall ensure appropriate measures are taken to protect the health and safety of all possible users and adjacent properties. (RDR)



See LU 7, Employment, for additional policies on clean industries that feature light manufacturing, research and development, and high technology uses.

- PHS 3.1.2** **Hazardous Material Contamination Management Plan.** The City shall require that property owners of known contaminated sites work with Sacramento County, the State, and/or Federal agencies to develop and implement a plan to investigate and manage sites that contain or have the potential to contain hazardous materials contamination that may present an adverse human health or environmental risk. *(RDR)*
- PHS 3.1.3** **Household Hazardous Waste Collection Programs.** The City shall continue to provide household hazardous waste collection programs to encourage proper disposal of products containing hazardous materials or hazardous wastes. *(MPSP/SO)*
- PHS 3.1.4** **Transportation Routes.** The City shall restrict transport of hazardous materials within Sacramento to designated routes. *(RDR/MPSP)*
- PHS 3.1.5** **Clean Industries.** The City shall strive to maintain existing clean industries in the city and discourage the expansion of businesses, with the exception of health care and related medical facilities that require on-site treatment of hazardous industrial waste. *(RDR)*
- PHS 3.1.6** **Compatibility with Hazardous Materials Facilities.** The City shall ensure that future development of treatment, storage, or disposal facilities is consistent with the County's Hazardous Waste Management Plan, and that land uses near these facilities, or proposed sites for the storage or use of hazardous materials, are compatible with their operation. *(RDR/IGC)*
- PHS 3.1.7** **Education.** The City shall continue to educate residents and businesses on how to reduce or eliminate the use of hazardous materials and products, and shall encourage the use of safer, nontoxic, environmentally friendly equivalents. *(PI)*



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Emergency Response and Disaster Preparedness

Policies in this section focus on providing a high level of safety and protection for residents and businesses from natural disasters such as floods, earthquakes, urban and wildland fires, and terrorist acts. The policies continue cooperative agreements with adjoining jurisdictions and State and Federal agencies that prescribe procedures for preparedness, response, and disaster recovery.



GOAL PHS 4.1

Response to Natural and Human-Made Disasters. Promote public safety through planning, preparedness, and emergency response to natural and human-made disasters.

Policies

PHS 4.1.1 Multi-Hazard Emergency Plan. The City shall maintain and implement the Multi-Hazard Emergency Plan to address disasters such as earthquakes, flooding, dam or levee failure, hazardous material spills, epidemics, fires, extreme weather, major transportation accidents, and terrorism. (MPSP)



The Sacramento Fire Department responding to a fire emergency along a 300-foot stretch of an elevated Union Pacific railroad trestle.

- PHS 4.1.2** **Post-Disaster Response.** The City shall plan for the continued function of critical facilities following a major seismic or geologic disaster to help prevent major problems during post-disaster response such as evacuations, rescues, large numbers of injuries, and major clean up operations. *(MPSP/IGC/JP/PI)*
- PHS 4.1.3** **Emergency Operations Center.** The City, in conjunction with other local, State, and Federal agencies, shall ensure operational readiness of the Emergency Operations Center (EOC), conduct annual training for staff, and maintain, test, and update equipment to meet current standards. *(SO/IGC)*
- PHS 4.1.4** **Emergency and Disaster Preparedness Exercises.** The City shall coordinate with local and regional jurisdictions to conduct emergency and disaster preparedness exercises to test operational and emergency plans. *(IGC)*
- PHS 4.1.5** **Mutual Aid Agreements.** The City shall continue to participate in mutual aid agreements to ensure adequate resources, facilities, and other support for emergency response. *(MPSP/IGC)*
- PHS 4.1.6** **Education Programs.** The City shall sponsor and support educational programs regarding emergency response, disaster preparedness protocols and procedures, and disaster risk reduction. *(PI)*



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Public Health and Human Services

Policies in this section support the County of Sacramento as the principal provider of health and human service facilities and services. Programs to address the special needs of the disabled, homeless, and senior populations will be supported. A healthy and active lifestyle for Sacramento residents will be encouraged to improve overall public health.



Sutter General Hospital is located in midtown Sacramento and provides medical services.

GOAL PHS 5.1

Human Services and Healthy Communities. Improve the provision of human services and promote public health and safety.

Policies

- PHS 5.1.1** **Facilities Location.** The City shall work with the County on identifying adequate sites for health and human services facilities within the city to ensure that such facilities are easily accessible, distributed equitably throughout the city in a manner that makes the best use of existing facilities, and are compatible with adjoining uses. *(RDR/IGC)*
- PHS 5.1.2** **Co-Location.** The City shall encourage the integration of multi-use human service functions within existing and future facilities, where feasible. *(RDR/IGC)*



Opened in 1983, Sacramento Loaves & Fishes feeds the hungry and shelters the homeless, providing a welcoming, safe, and clean facility for homeless men, women and children with human service needs.

See M 2, Walkable Communities, and M 5, Bikeways, for policies addressing walkable neighborhoods and bike facilities.

- PHS 5.1.3** **Disabled Population.** The City shall consider access to transit, housing, and social services when siting facilities to serve the city’s disabled population. *(RDR/IGC)*
- PHS 5.1.4** **Homeless Population.** The City shall work with public and private social service agencies to site facilities to address the human service needs of the city’s homeless populations. *(IGC/JP)*
- PHS 5.1.5** **Needs of Seniors.** The City shall work with the County Health and Human Services Department to site facilities that meet basic needs of the city’s senior resident population such as nutrition and healthcare and the provision of supportive services such as volunteer opportunities, youth mentorship, outreach, legal advice, advocacy, and case management. *(RDR/IGC)*
- PHS 5.1.6** **Educational Programs.** The City shall work with the County to promote health education and awareness (e.g., obesity, asthma, nutrition, exercise), publicize the County’s human service programs, educate the public about the unique needs and capabilities of members of special needs populations within the city (e.g., the disabled, elderly, non-English-speaking, and low-income), and improve the efficacy of drug and alcohol abuse programs within the city. *(IGC/PI)*
- PHS 5.1.7** **Healthy Communities.** The City shall encourage the planning of new communities and revitalization of existing urban areas to achieve improvements in overall public health by encouraging a healthier living environment that includes walkable neighborhoods, access to recreation and open space, healthy foods, medical services, and public transit. *(RDR)*
- PHS 5.1.8** **Pest/Vector Management.** The City shall coordinate with appropriate agencies to support pest/vector management strategies (e.g., mosquito control) and public education. *(IGC/PI)*
- PHS 5.1.9** **Active Living.** The City shall promote active living (i.e., a lifestyle that incorporates physical activity into the routines of daily life) by establishing pedestrian and bicycle connections between neighborhoods, centers, corridors, and transportation facilities. *(RDR)*



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Code Enforcement

Policies in this section focus on enforcing code requirements and providing adequate code department facilities, services, and staffing. Properties with public nuisance violations and blighted or deteriorated conditions will not be permitted, and substandard or dangerous buildings must be either repaired or demolished. Maintaining communication with residents and businesses is supported to develop public outreach, provide education, and to facilitate voluntary compliance with city ordinances. Core code enforcement services include preservation of existing housing stock, health and safety code response, safe and fair business operations, vehicle abatement, and ensuring well-maintained properties.

GOAL PHS 6.1

Compliance with Health and Safety Codes. Improve the health, safety, and visual quality of the community by ensuring compliance with health and safety codes.

Policies

- PHS 6.1.1** **Code Enforcement Master Plan.** The City shall maintain and implement a Code Enforcement Master Plan to enforce code requirements and provide adequate code department facilities, services, and staffing. *(MPSP)*
- PHS 6.1.2** **Facilities, Services, and Staffing.** The City shall provide facilities and staffing to maintain an aggressive and visible code enforcement program. *(SO)*
- PHS 6.1.3** **Code Requirements.** The City shall enforce code requirements to ensure that existing housing meets health and safety standards. *(RDR)*
- PHS 6.1.4** **Public Nuisance.** The City shall require properties with identified public nuisance violations to eliminate or remove the conditions. *(RDR)*
- PHS 6.1.5** **Abandoned Vehicles.** The City shall require removal of abandoned vehicles. *(RDR)*



Trash illegally dumped along a Sacramento roadway.



PHS 6.1.6 **Graffiti.** The City shall require removal of graffiti that is in public view. *(RDR)*

PHS 6.1.7 **Deterioration, Blight, and Deferred Maintenance.** The City shall require that housing units are maintained to ensure a safe and healthy living environment, preventing blight and deterioration resulting from deferred maintenance. *(RDR)*

PHS 6.1.8 **Substandard and Dangerous Buildings.** The City shall require all buildings that are identified as substandard or dangerous be either repaired or demolished. *(RDR)*

PHS 6.1.9 **Residential Rental Inspection.** The City shall require systematic inspection of all residential rental property. *(RDR)*

PHS 6.1.10 **Building Inspection.** The City shall enforce code requirements by inspecting buildings requiring a fire code operational use permit and mandated for inspection by the California Health and Safety Code. *(MPSP)*

PHS 6.1.11 **Communication and Education.** The City shall work with residents, businesses, and community organizations in conducting public outreach and educational programs to promote voluntary compliance with city ordinances. *(IGC/JP/PI)*

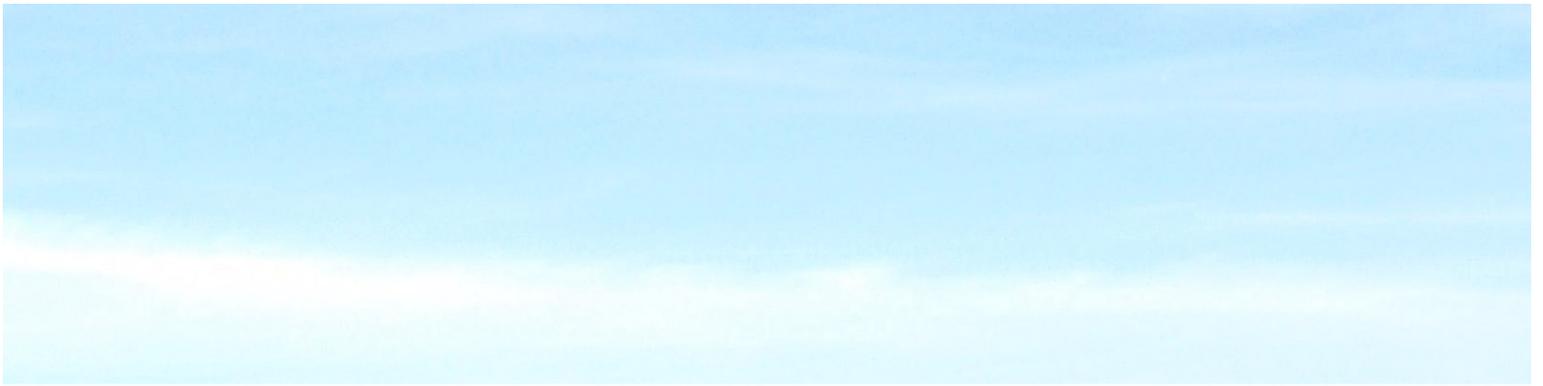
PHS 6.1.12 **Safe and Fair Practices.** The City shall maintain safe and fair business operations and ensure the health and safety of the general public through enforcement of State and local health and safety statues and codes. *(SO)*

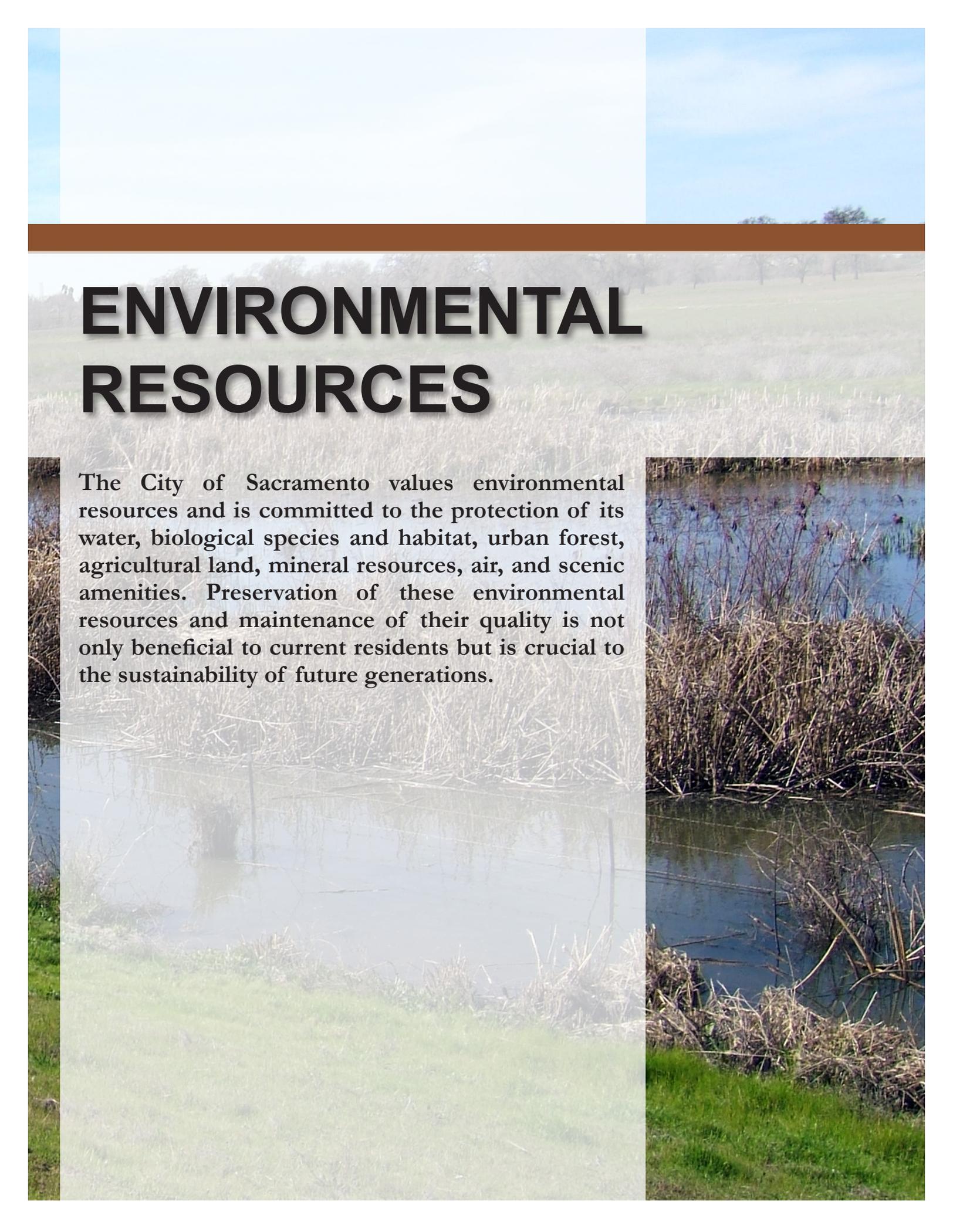


Dangerous building cited with code violations.



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ENVIRONMENTAL RESOURCES

The City of Sacramento values environmental resources and is committed to the protection of its water, biological species and habitat, urban forest, agricultural land, mineral resources, air, and scenic amenities. Preservation of these environmental resources and maintenance of their quality is not only beneficial to current residents but is crucial to the sustainability of future generations.





A bioswale in a parking lot that is designed to remove silt and pollution from surface water runoff.

Water Resources

Policies in this section guide development and infrastructure practices to ensure protection of surface water and groundwater quality from runoff and pollution. Clean water is essential in sustaining present and future generations, as well as, fisheries, plants, and animals that are a part of the ecosystem and provide a resource for growing food.



The confluence of the American River and Sacramento River.

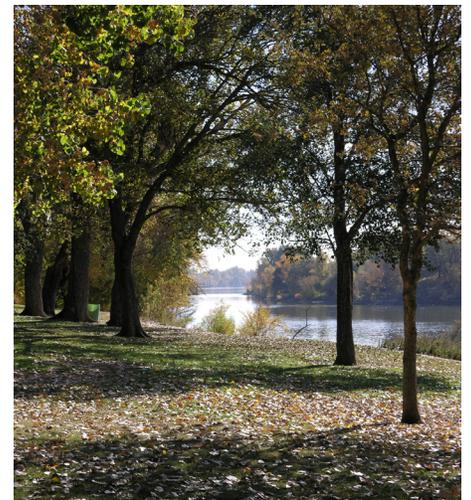
GOAL ER 1.1

Water Quality Protection. Protect local watersheds, water bodies and groundwater resources, including creeks, reservoirs, the Sacramento and American rivers, and their shorelines.

Policies

ER 1.1.1 Conservation of Open Space Areas. The City shall conserve and where feasible create or restore areas that provide important water quality benefits such as riparian corridors, buffer zones, wetlands, undeveloped open space areas, levees, and drainage canals for the purpose of protecting water resources in the City's watershed, creeks, and the Sacramento and American rivers. *(RDR/MPSP)*

ER 1.1.2 Regional Planning. The City shall continue to work with local, State, and Federal agencies and private watershed organizations to improve water quality. *(IGC/JP)*





See U 4, Stormwater Drainage, for additional policies on stormwater collection and conveyance.

ER 1.1.3 **Stormwater Quality.** The City shall control sources of pollutants and improve and maintain urban runoff water quality through storm water protection measures consistent with the City’s National Pollution Discharge Elimination System (NPDES) Permit. (RDR/MPSP)

ER 1.1.4 **New Development.** The City shall require new development to protect the quality of water bodies and natural drainage systems through site design, source controls, storm water treatment, runoff reduction measures, best management practices (BMPs) and Low Impact Development (LID), and hydromodification strategies consistent with the city’s NPDES Permit. (RDR/MPSP/SO)



Stream habitat.

ER 1.1.5 **No Net Increase.** The City shall require all new development to contribute no net increase in stormwater runoff peak flows over existing conditions associated with a 100-year storm event. (RDR)

ER 1.1.6 **Post-Development Runoff.** The City shall impose requirements to control the volume, frequency, duration, and peak flow rates and velocities of runoff from development projects to prevent or reduce downstream erosion and protect stream habitat. (RDR/MPSP)

- ER 1.1.7** **Construction Site Impacts.** The City shall minimize disturbances of natural water bodies and natural drainage systems caused by development, implement measures to protect areas from erosion and sediment loss, and continue to require construction contractors to comply with the City's erosion and sediment control ordinance and stormwater management and discharge control ordinance. *(RDR/MPSP)*
- ER 1.1.8** **Watershed Education.** The City shall implement watershed awareness and water quality educational programs for City staff, community groups, the public, and other appropriate groups. *(PI)*



Photograph courtesy of The Natomas Basin Conservancy

Biological Resources

Policies in this section guide the location, design, and quality of development to protect important biological resources such as wildlife habitat, open space corridors, and ecosystems. Conservation and protection of important biological resources are integral to a healthy human population and contribute to regional economic advantages such as quality of life.

GOAL ER 2.1

Natural and Open Space Protection. Protect and enhance open space, natural areas, and significant wildlife and vegetation in the city as integral parts of a sustainable environment within a larger regional ecosystem.

Policies

ER 2.1.1 Resource Preservation. The City shall encourage new development to preserve on-site natural elements that contribute to the community's native plant and wildlife species value and to its aesthetic character. *(RDR/MPSP)*

ER 2.1.2 Conservation of Open Space. The City shall continue to preserve, protect, and provide access to designated open space areas along the American and Sacramento rivers, floodways, and undevelopable floodplains. *(MPSP/IGC)*

ER 2.1.3 Natural Lands Management. The City shall promote the preservation and restoration of contiguous areas of natural habitat throughout the city and support their integration with existing and future regional preserves. *(RDR/IGC)*

ER 2.1.4 Retain Habitat Areas. The City shall retain plant and wildlife habitat areas where there are known sensitive resources (e.g., sensitive habitats, special-status, threatened, endangered, candidate species, and species of concern). Particular attention shall be focused on retaining habitat areas that are contiguous with other existing natural areas and/or wildlife movement corridors. *(RDR/IGC)*

ER 2.1.5 Riparian Habitat Integrity. The City shall preserve the ecological integrity of creek corridors, canals, and drainage ditches that support riparian resources by preserving native plants and, to the extent feasible, removing invasive nonnative plants. If not feasible, adverse impacts on riparian habitat shall be mitigated by the preservation and/or restoration of this habitat at a 1:1 ratio, in perpetuity. *(RDR/IGC)*



Retention of wetland habitat within a residential neighborhood.



American River riparian habitat.



ER 2.1.6

Wetland Protection. The City shall preserve and protect wetland resources including creeks, rivers, ponds, marshes, vernal pools, and other seasonal wetlands, to the extent feasible. If not feasible, the mitigation of all adverse impacts on wetland resources shall be required in compliance with State and Federal regulations protecting wetland resources, and if applicable, threatened or endangered species. Additionally, the City shall require either on- or off-site permanent preservation of an equivalent amount of wetland habitat to ensure no-net-loss of value and/or function. *(RDR/IGC)*

ER 2.1.7

Annual Grasslands. The City shall preserve and protect grasslands and vernal pools that provide habitat for rare and endangered species. If not feasible, the mitigation of all adverse impacts on annual grasslands shall comply with State and Federal regulations protecting foraging habitat for those species known to utilize this habitat. *(RDR/IGC)*



ER 2.1.8

Oak Woodlands. The City shall preserve and protect oak woodlands, and/or significant stands of oak trees in the city that provide habitat for common native, and special-status wildlife species. If not feasible, the mitigation of all adverse impacts on oak woodlands shall comply with the standards of the *Oak Woodlands Conservation Act*. *(RDR)*

ER 2.1.9

Wildlife Corridors. The City shall preserve, protect, and avoid impacts to wildlife corridors. If corridors are adversely affected, damaged habitat shall be replaced with habitat of equivalent value. *(RDR/MPSP)*

ER 2.1.10 **Habitat Assessments.** The City shall consider the potential impact on sensitive plants for each project requiring discretionary approval and shall require pre-construction surveys and/or habitat assessments for sensitive plant and wildlife species. If the preconstruction survey and/or habitat assessment determines that suitable habitat for sensitive plant and/or wildlife species is present, then either (1) protocol-level or industry-recognized (if no protocol has been established) surveys shall be conducted; or (2) presence of the species shall be assumed to occur in suitable habitat on the project site. Survey Reports shall be prepared and submitted to the City and the California Department of Fish and Game (CDFG) or the United States Fish and Wildlife Service (USFWS) (depending on the species) for further consultation and development of avoidance and/or mitigation measures consistent with state and federal law. *(RDR)*



ER 2.1.11 **Agency Coordination.** The City shall coordinate with State and Federal resource agencies (e.g., California Department of Fish and Game (CDFG)), U.S. Army Corps of Engineers, and United States Fish and Wildlife Service (USFWS)) to protect areas containing rare or endangered species of plants and animals. *(IGC)*

ER 2.1.12 **Natomas Basin Habitat Conservation Plan.** The City shall continue to participate in and support the policies of the Natomas Basin Habitat Conservation Plan for the protection of biological resources in the Natomas Basin. *(RDR/IGC)*

ER 2.1.13 **Support Habitat Conservation Plan Efforts.** The City shall encourage and support regional habitat conservation plans such as the South Sacramento Habitat Conservation Plan to conserve and manage habitat for special-status species. *(RDR/IGC)*

ER 2.1.14 **Public Education.** The City shall support educational programs for residents and visitors about the uniqueness and value of the natural resources, plants, and wildlife in the region, and how to manage development to preserve native wildlife populations. *(PI)*

ER 2.1.15 **Community Involvement.** The City shall encourage community volunteerism and stewardship to help protect and rehabilitate the area's natural resources. *(JP/PI)*



Natomas Basin habitat conservation area.

*Photograph courtesy of
The Natomas Basin Conservancy*

Photograph courtesy of
Pictometry International. © 2006.



Urban Forest

Policies in this section sustain and enhance the city’s urban forest, a valuable environmental resource that distinguishes Sacramento as a “City of Trees” and greatly benefits city residents. Extensive tree canopies reduce the urban heat island effect and make streets and sidewalks more pleasant places to walk. Trees also absorb carbon dioxide and pollution and produce oxygen, which contributes to improved air quality and human health.



GOAL ER 3.1

Urban Forest. Manage the city’s urban forest as an environmental, economic, and aesthetic resource to improve Sacramento residents’ quality of life.

Policies

ER 3.1.1 **Urban Forest Management Plan.** The City shall maintain and implement an Urban Forest Management Plan. (MPSP)

See the Land Use and Urban Design Element and ERC 2, Parks and Recreation, for additional policies on expansion, preservation, and maintenance of the urban forest.



Volunteers plant new trees in a park.

ER 3.1.2 **Manage and Enhance.** The City shall continue to plant new trees, ensure new developments have sufficient right-of-way width for tree plantings, manage and care for all publicly owned trees, and work to retain healthy trees. *(RDR/MPSP/SO)*

ER 3.1.3 **Trees of Significance.** The City shall require the retention of trees of significance (such as heritage trees) by promoting stewardship of such trees and ensuring that the design of development projects provides for the retention of these trees wherever possible. Where tree removal cannot be avoided, the City shall require tree replacement or suitable mitigation. *(RDR/MPSP)*

ER 3.1.4 **Visibility of Commercial Corridors.** The City shall balance the tree canopy of the urban forest with the need for visibility along commercial corridors, including the selection of tree species with elevated canopies. *(RDR)*

ER 3.1.5 **Solar Access.** The City shall promote plantings and tree placement that recognizes the value of solar access for alternative energy systems. *(RDR/PI)*

ER 3.1.6 **Urban Heat Island Effects.** The City shall continue to promote planting shade trees with substantial canopies, and require, where feasible, site design which uses trees to shade rooftops, parking facilities, streets, and other facilities to minimize heat island effects. *(RDR/PI)*



- ER 3.1.7** **Shade Tree Planting Program.** The City shall continue to provide shade trees along street frontages within the city. *(MSPS)*
- ER 3.1.8** **Public Education.** The City shall promote the importance and benefits of trees and of the urban forest through awareness, partnerships, and efforts that educate residents on the best methods of planting and maintaining trees. *(IGC/JP/PI)*
- ER 3.1.9** **Funding.** The City shall provide adequate funding to manage and maintain the city's urban forest on City property, including tree planting, training, maintenance, removal, and replacement. *(SO/FB)*



View of the California State Capitol through the tree canopy at 18th and Capitol in midtown Sacramento.



Agriculture

Policies in this section promote access to locally grown and organic food through urban agriculture, the creation and continuation of Sacramento's community and rooftop gardens, and the City's collaboration with surrounding jurisdictions and agencies to protect and preserve agricultural lands and operations outside of the city. Viable local food sources contribute to the long-term sustainability of Sacramento by providing food security in a future challenged by global climate change and uncertain energy supplies. Agricultural land also provides other benefits such as habitat, open space, and flood protection as well as aesthetic value.

GOAL ER 4.1

Access to Locally Grown and Organic Foods. Support access to locally grown and organic foods to Sacramento residents as a means of supporting local farmers, keeping agricultural lands in production, promoting sustainable agricultural practices, reducing energy expended on food transport, and preserving Sacramento's agricultural heritage.

See LU 9, Open Space, Parks, and Recreation, for additional policies on agriculture.

Policies

ER 4.1.1 Locally Grown and Organic Foods. The City shall provide venues for farmer's markets, particularly in areas that lack access to fresh and healthy foods, and encourage serving locally grown and organic foods at City public facilities. *(RDR/PI)*

ER 4.1.2 Community and Rooftop Gardens. The City shall promote urban agriculture by supporting community and rooftop gardens and recognize their value in providing fresh food in urban areas in addition to their recreational, community building, landscaping, and educational value. *(RDR/PI)*



Fremont Community Garden is an example of urban agriculture in downtown Sacramento.



Agricultural operations.

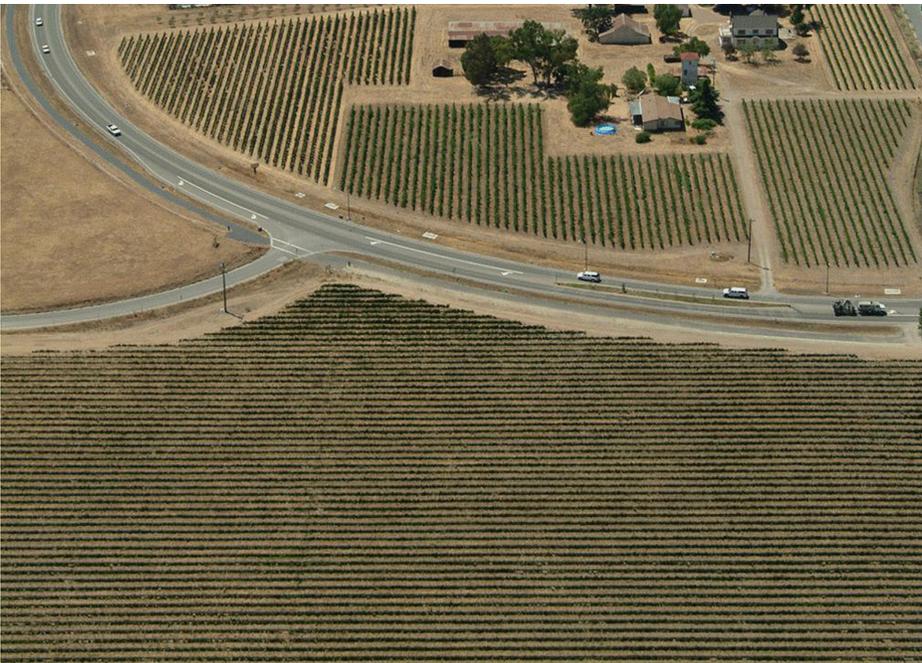
GOAL ER 4.2

Growth and Agriculture. Support preservation and protection of agricultural lands and operations outside of the city for their value for open space, habitat, flood protection, aesthetics, and food security by working with surrounding jurisdictions.

Policies

- ER 4.2.1** **Protect Agricultural Lands.** The City shall encourage infill development and compact new development within the existing urban areas of the city in order to minimize the pressure for premature conversion of productive agricultural lands for urban uses. *(RDR)*
- ER 4.2.2** **Permanent Preservation.** The City shall work with the County, Natomas Basin Conservancy, and other entities to protect and permanently preserve a one-mile buffer outside of the current city limits as of adoption of the General Plan to preserve viable agricultural activities and as a community separator between Sutter and Sacramento Counties and along the Sacramento River. *(IGC/JP)*

- ER 4.2.3** **Coordinate to Protect Farmland.** The City shall continue to work with County and other adjacent jurisdictions to implement existing conservation plans to preserve prime farmland and critical habitat outside the city. *(RDR/IGC)*
- ER 4.2.4** **Development Adjacent to Agriculture.** The City shall require open space or other appropriate buffers for new development abutting agricultural areas to protect the viability of existing agricultural operations outside of the city and ensure compatibility of uses with residents in adjacent areas. *(RDR)*
- ER 4.2.5** **Homeowner Notification.** The City shall require that purchasers of homes located in the vicinity of agricultural operations be provided notification of such activities by way of their deeds and/or escrow documentation. *(RDR/PI)*



Compatible residential development adjacent to active agriculture lands.



Mineral Resources

Policies in this section provide for the protection of mineral resource zones, require that ongoing mineral resource extraction activities are compatible with and minimize impacts on adjoining uses, and support mineral extraction activities within the city until these resources are depleted or extraction is no longer economically viable.

GOAL ER 5.1

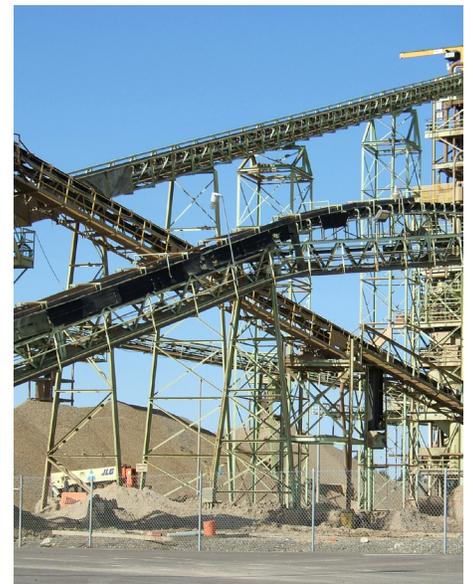
Conservation and Compatibility. Conserve existing and newly discovered aggregate deposits for environmentally and community-sensitive extraction and reclamation, while ensuring compatibility between extraction activity and surrounding uses.

Policies

ER 5.1.1 Mineral Resource Zones. The City shall protect lands designated MRZ-2, as mapped by the California Geological Survey, and continue to regulate activities consistent with the *Surface Mining and Reclamation Act*, mineral land classification information, and the *California Environmental Quality Act*. (RDR)

ER 5.1.2 Compatible Operations. The City shall require that current and future mineral extraction operations in designated MRZ-2 be compatible with and minimize impacts on adjoining uses. (RDR)

ER 5.1.3 Ongoing Extraction Activities. The City shall continue to support ongoing environmentally sensitive mineral extraction activities within the city until these resources are depleted or extraction is no longer economically viable. (RDR)



Aggregate mining extraction operations.

Photograph courtesy of Michael Zwahlen



Air Quality

Policies in this section provide for air quality improvements and the reduction of greenhouse gases, which are fundamental objectives that underlie policies throughout the 2030 General Plan. These policies provide land use, mobility, energy conservation, and similar strategies that reduce automobile trips, energy consumption, and pollution. Air Quality policies provide for the management of commercial and industrial uses as well as human activities to reduce emissions and pollution, while improving human health.

Sacramento recognizes the importance of reducing greenhouse gas emissions and implementation of policies in ER 6, and throughout this Plan, will help minimize the City's contribution to global climate change.

GOAL ER 6.1

Improved Air Quality. Improve the health and sustainability of the community through improved regional air quality and reduced greenhouse gas emissions that contribute to climate change.

Policies

ER 6.1.1 Maintain Ambient Air Quality Standards. The City shall work with the California Air Resources Board and the Sacramento Metropolitan Air Quality Management District (SMAQMD) to meet State and Federal ambient air quality standards. (RDR)

ER 6.1.2 New Development. The City shall review proposed development projects to ensure projects incorporate feasible measures that reduce construction and operational emissions for reactive organic gases, nitrogen oxides, and particulate matter (PM₁₀ and PM_{2.5}) through project design. (RDR)

ER 6.1.3 Emissions Reduction. The City shall require development projects that exceed SMAQMD ROG and NO_x operational thresholds to incorporate design or operational features that reduce emissions equal to 15 percent from the level that would be produced by an unmitigated project. (RDR)

ER 6.1.4 Protect all Residents Equally. The City shall ensure that all land use decisions are made in an equitable fashion in order to protect residents, regardless of age, culture, ethnicity, gender, race, socioeconomic status, or geographic location, from the health effects of air pollution. (RDR)



See Appendix B, 2030 General Plan: Addressing Climate Change, for policies that reduce greenhouse gas emission from new development.

See the Mobility Element for additional policies that reduce emissions and air pollution.



Mixed-use urban infill development in midtown Sacramento at 18th and L Streets.



ER 6.1.5

Development near TAC Sources. The City shall ensure that new development with sensitive uses located adjacent to toxic air contaminant sources, as identified by the California Air Resources Board (CARB), minimizes potential health risks. In its review of these new development projects, the City shall consider current guidance provided by and consult with CARB and SMAQMD. (RDR)

ER 6.1.6

Sensitive Uses. The City shall require new development with sensitive uses located adjacent to mobile and stationary toxic air contaminants (TAC) be designed with consideration of site and building orientation, location of trees, and incorporation of appropriate technology for improved air quality (i.e., ventilation and filtration) to lessen any potential health risks. In addition, the City shall require preparation of a health risk assessment, if recommended by Sacramento Metropolitan Air Quality Management District, to identify health issues, reduce exposure to sensitive receptors, and/or to implement alternative approached to development that reduces exposure to TAC sources. (RDR)

ER 6.1.7

Greenhouse Gas Reduction Goal. The City shall work with the California Air Resources Board to comply with statewide greenhouse gas reduction goals as established in the *Global Warming Solutions Act of 2006 for 2020* and any subsequent targets. (RDR)

ER 6.1.8

Citywide Greenhouse Gas Assessment. The City shall comply with pertinent State regulations to assess citywide greenhouse gas emissions for existing land uses and the adopted General Plan buildout. (RDR)

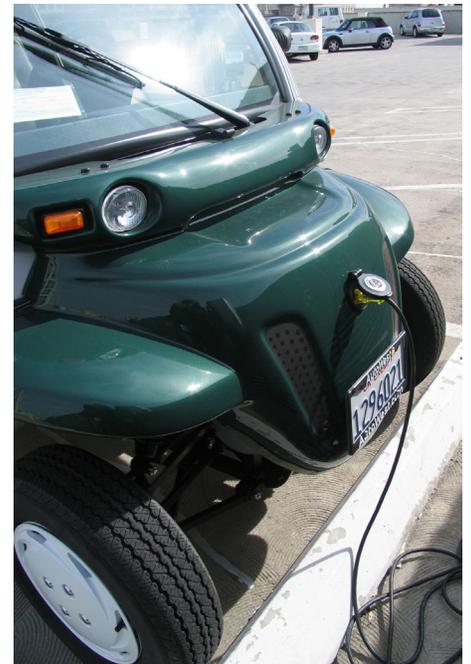
ER 6.1.9

Greenhouse Gas Reduction in New Development. The City shall reduce greenhouse gas emissions from new development by discouraging auto-dependent sprawl and dependence on the private automobile; promoting water conservation and recycling; promoting development that is compact, mixed use, pedestrian friendly, and transit oriented; promoting energy-efficient building design and site planning; improving the jobs/housing ratio in each community; and other methods of reducing emissions. (RDR)

ER 6.1.10

Climate Change Assessment and Monitoring. The City shall continue to assess and monitor the effects of climate change. (PSR)

- ER 6.1.11** **Coordination with SMAQMD.** The City shall coordinate with SMAQMD to ensure projects incorporate feasible mitigation measures if not already provided for through project design. *(RDR/IGC)*
- ER 6.1.12** **Reduced Emissions for City Operations.** The City shall promote reduced idling, trip reduction, routing for efficiency, and the use of public transportation, carpooling, and alternate modes of transportation for operating City departments. *(SO)*
- ER 6.1.13** **Fleet Operations.** The City shall continue to purchase low-emission vehicles for the City's fleet and to use available clean fuel sources for trucks and heavy equipment. *(SO)*
- ER 6.1.14** **Zero-Emission and Low-Emission Vehicle Use.** The City shall encourage the use of zero-emission vehicles, low-emission vehicles, bicycles and other non-motorized vehicles, and car-sharing programs by requiring sufficient and convenient infrastructure and parking facilities in residential developments and employment centers to accommodate these vehicles. *(RDR/PI)*
- ER 6.1.15** **Preference for Reduced-Emission Equipment.** The City shall give preference to contractors using reduced-emission equipment for City construction projects and contracts for services (e.g., garbage collection), as well as businesses which practice sustainable operations. *(SO/JP)*
- ER 6.1.16** **Transportation Systems Management and Trip Reduction.** The City shall encourage all City employees to use means other than a single-occupant vehicle for their daily work commute. *(PI)*
- ER 6.1.17** **Wood Stove/Fireplace Replacement.** The City shall promote the replacement of non-EPA certified fireplaces and woodstoves and encourage city residents to participate in SMAQMD's Wood Stove and Wood Fireplace Change-Out Incentive Program. *(SO/JP)*
- ER 6.1.18** **Employer Education Programs.** The City shall encourage employers to participate in SMAQMD public education programs. *(IGC/JP/PI)*
- ER 6.1.19** **Air Quality Education.** The City shall educate the public about air quality standards, health effects, and efforts they can make to improve air quality and reduce greenhouse gas emissions in the Sacramento region. *(PI)*



Zero emission electric vehicle plugged into an electrical recharge outlet at a City of Sacramento parking garage.

Spanning the Sacramento River, the Tower Bridge serves as a visual landmark and gateway into the City of Sacramento.



Aesthetic Resources

Policies in this section provide for the maintenance and protection of significant visual and aesthetic resources, which contribute to the identity and character of Sacramento through sensitive planning and design, maintenance, and code enforcement efforts.



Scenic view from the Jibboom Street Bridge of the American River and Discovery Park.

GOAL ER 7.1

Visual Resource Preservation. Maintain and protect significant visual resources and aesthetics that define Sacramento.

Policies

ER 7.1.1 **Protect Scenic Views.** The City shall seek to protect views from public places to the Sacramento and American rivers and adjacent greenways, landmarks, and urban views of the downtown skyline and the State Capitol along Capitol Mall. *(RDR)*

ER 7.1.2 **Visually Complimentary Development.** The City shall require new development be located and designed to visually complement the natural environment/setting when near the Sacramento and American rivers, and along streams. *(RDR)*



Preservation of existing palm trees in right-of-way adjacent to construction site.

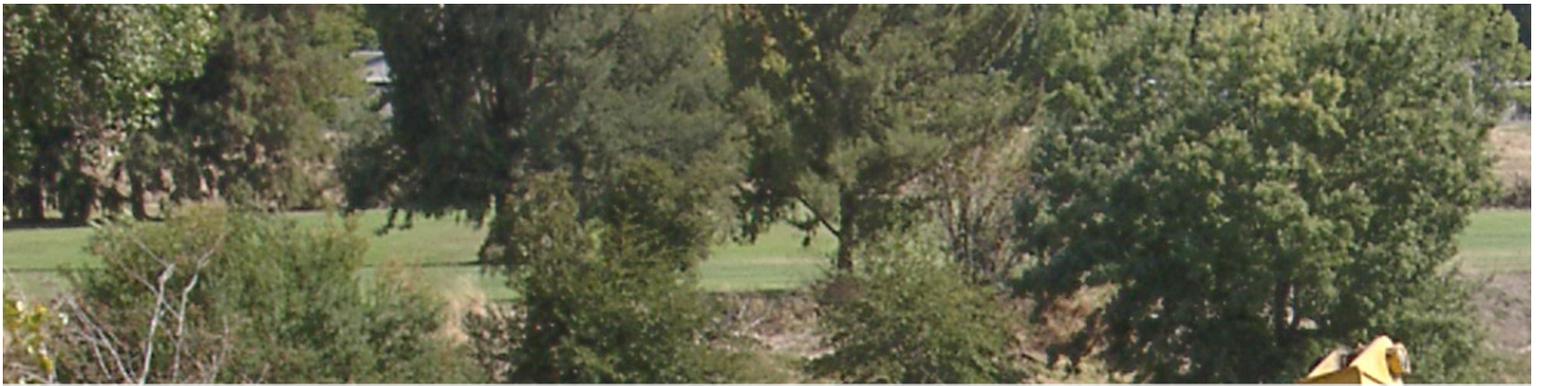
- ER 7.1.3** **Minimize Removal of Existing Resources.** The City shall require new commercial, industrial, and residential development to minimize the removal of mature trees, and other significant visual resources present on the site. (RDR)
- ER 7.1.4** **Standards for New Development.** The City shall seek to ensure that new development does not significantly impact Sacramento’s natural and urban landscapes. (RDR)

ER 7.1.5 **Lighting.** The City shall minimize obtrusive light by limiting outdoor lighting that is misdirected, excessive, or unnecessary. (RDR)

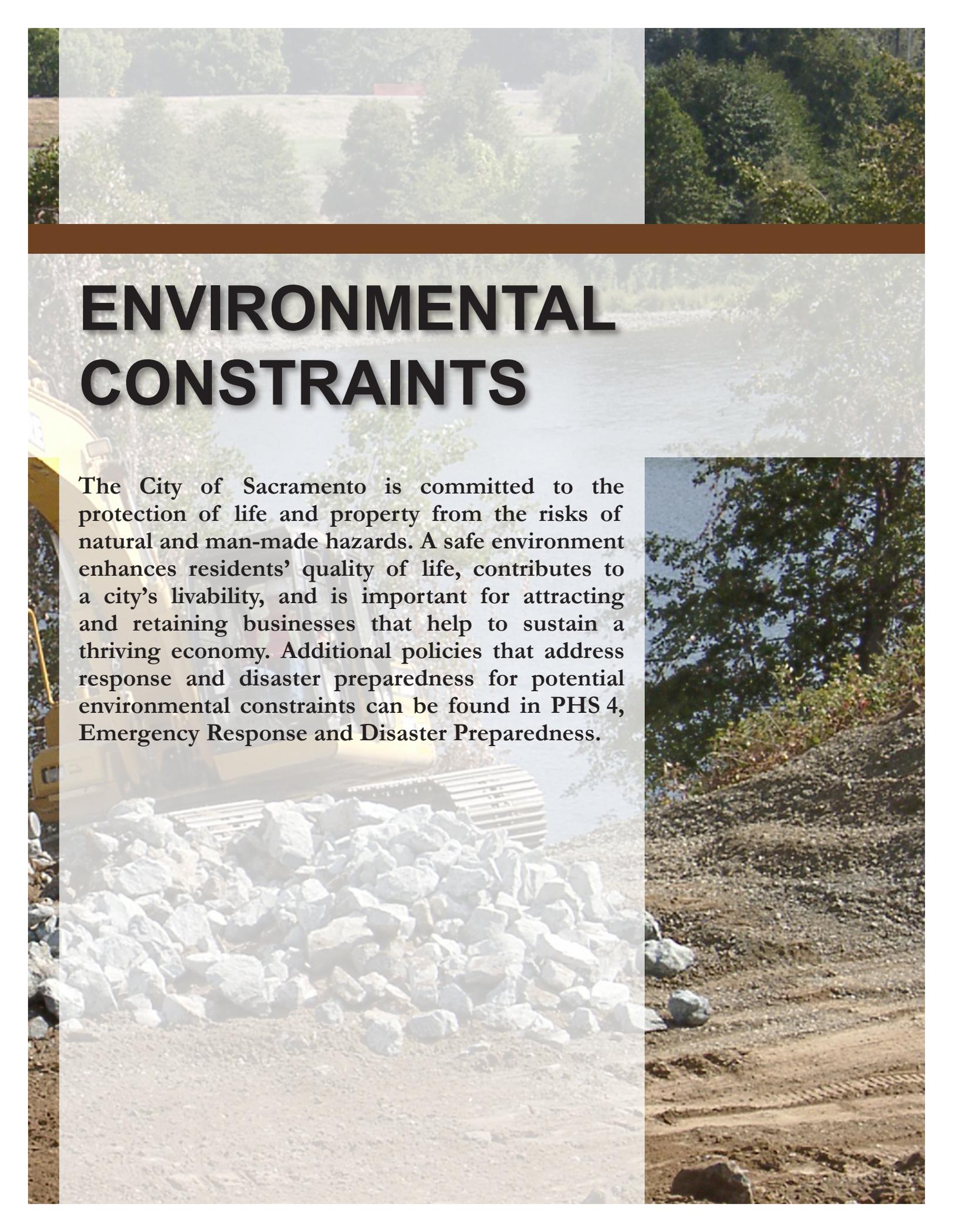
ER 7.1.6 **Glare.** The City shall require that new development avoid the creation of incompatible glare through development design features. (RDR)



26-story building at 9th and J Streets in downtown Sacramento with windows that are designed to have reduced glare and reflection.



Photograph courtesy of Sacramento Area Flood Control Agency



ENVIRONMENTAL CONSTRAINTS

The City of Sacramento is committed to the protection of life and property from the risks of natural and man-made hazards. A safe environment enhances residents' quality of life, contributes to a city's livability, and is important for attracting and retaining businesses that help to sustain a thriving economy. Additional policies that address response and disaster preparedness for potential environmental constraints can be found in PHS 4, Emergency Response and Disaster Preparedness.



Seismic and Geologic Hazards

Policies in this section protect the public from seismic and geologic hazards by requiring enforcement of safety standards, state-of-the-art site design and construction methods, and mitigation to minimize the impacts of new development. These policies also require that emergency and post-disaster response plans be regularly updated and implemented to ensure the continued safety of Sacramentans.

GOAL EC 1.1

Hazards Risk Reduction. Protect lives and property from seismic and geologic hazards and adverse soil conditions.

Policies

EC 1.1.1 Review Standards. The City shall regularly review and enforce all seismic and geologic safety standards and require the use of best management practices (BMPs) in site design and building construction methods. (RDR)

EC 1.1.2 Geotechnical Investigations. The City shall require geotechnical investigations to determine the potential for ground rupture, ground-shaking, and liquefaction due to seismic events, as well as expansive soils and subsidence problems on sites where these hazards are potentially present. (RDR)

EC 1.1.3 Retrofit Critical Facilities. The City shall promote the upgrade, retrofitting, and/or relocation of all existing critical facilities (e.g., hospitals, schools, police stations, and fire stations) and other important public facilities that do not meet current building code standards and are within areas susceptible to seismic or geologic hazards. (RDR/SO/IGC)

See PHS 4, Emergency Response and Disaster Preparedness, for additional policies addressing emergency response and disaster preparedness for potential environmental constraints.



See LU 8, Public/Quasi-Public and Special Uses, PHS1, Police Service; and PHS 2, Fire Services, for additional policies addressing critical facilities.



The old Sacramento City Hall was retrofitted to meet seismic safety standards.



Flooding Hazards

Policies in this section protect Sacramento residents by requiring maintenance of existing natural channel floodplain storage areas and by supporting the Sacramento Area Flood Control Agency (SAFCA) in implementing projects that will ultimately provide a 200-year level of flood protection or greater. New development will be evaluated for potential flood hazards prior to approval and will be set back a minimum distance from levees to minimize flooding risk and to allow for future modifications of the system. Flooding evacuation and rescue maps will be updated regularly. In addition, flooding hazard policies provide for protection from dam failure.

Appendix C provides the Flood Insurance Rate Map (FIRM), which shows the Federal Emergency Management Agency (FEMA) flood zones, for the City of Sacramento and the definition of each flood zone.



H Street Bridge during the 1986 flood event.

Photograph courtesy of Sacramento Area Flood Control Agency

GOAL EC 2.1

Flood Protection. Protect life and property from flooding.

Policies

EC 2.1.1 Interagency Flood Management. The City shall work with local, regional, State, and Federal agencies to maintain an adequate information base, prepare risk assessments, and identify strategies to mitigate flooding impacts. *(MPSP/IGC)*

EC 2.1.2 Interagency Levee Management. The City shall work with local, regional, State, and Federal agencies to ensure new and existing levees are adequate in providing flood protection. *(IGC)*

See U4, Stormwater Drainage, for additional policies addressing flood control measures.



Landside toe of the levee along the American River.



Improvements to levee infrastructure.

Photograph courtesy of Sacramento Area Flood Control Agency

See U 4, Stormwater Drainage, for additional flood hazard policies addressing requirements for new development.



See LU 1, Growth and Change, for additional policies promoting infill development.

See LU 8, Public/Quasi-Public and Special Uses for additional policies addressing critical facilities.

EC 2.1.3

Funding for 200-year Flood Protection. The City shall continue to cooperate with local, regional, State, and Federal agencies in securing funding to obtain the maximum level of flood protection that is practical, with a minimum goal of achieving at least 200-year flood protection as quickly as possible. *(FB/IGC)*

EC 2.1.4

Floodplain Storage Maintenance. The City shall encourage the preservation of urban creeks and rivers to maintain existing floodplain storage. *(IGC)*

EC 2.1.5

Floodplain Requirements. The City shall regulate development within floodplains in accordance with State and Federal requirements and maintain the City’s eligibility under the National Flood Insurance Program. *(RDR)*

EC 2.1.6

New Development. The City shall require evaluation of potential flood hazards prior to approval of development projects. *(RDR)*

EC 2.1.7

Levee Setbacks for New Development. The City shall prohibit new development within a minimum distance of 50 feet of the landside toe of levees. Development may encroach within this 50-foot area provided that “oversized” levee improvements are made to the standard levee section consistent with local, regional, State, and Federal standards. *(RDR)*

EC 2.1.8

Dedication of Levee Footprint. The City shall require new development adjacent to a levee to dedicate the levee footprint in fee to the appropriate public flood control agency. *(RDR/IGC)*

EC 2.1.9

Oversized Levees for Infill Development. The City shall support the construction of “oversized” levees that can increase levee stability and improve site characteristics, recreation, and river access where infill development and redevelopment occurs next to a levee. *(MPSP/IGC)*

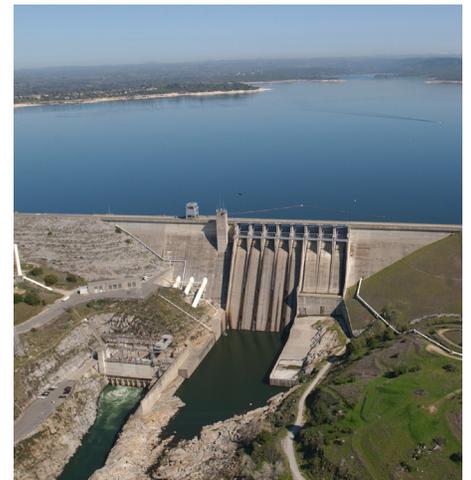
EC 2.1.10

Siting and Design of Critical Facilities. The City shall require that critical facilities and large public assembly facilities be located and designed to mitigate potential flood risk to ensure long term operation. *(RDR/SO/IGC/JP)*

EC 2.1.11

Levees Used to Access Developments. The City shall prohibit new development from using levees for primary access. *(RDR)*

- EC 2.1.12** **Roadway Systems as Escape Routes.** The City shall require that roadway systems for areas protected from flooding by levees be designed to provide multiple escape routes for residents in the event of a levee failure. *(RDR/MPSP)*
- EC 2.1.13** **Unobstructed Access to Levees.** The City shall provide unobstructed access, whenever feasible, on City-owned land to levees for maintenance and emergencies and require setbacks and easements for access to levees from private property. *(RDR/IGC)*
- EC 2.1.14** **Comprehensive Flood Management Plan.** The City shall maintain, implement, update, and make available to the public the local Comprehensive Flood Management Plan. *(MPSP/IGC)*
- EC 2.1.15** **Flooding Evacuation and Rescue Maps.** The City shall maintain, update, and make available to the public current flood evacuation and rescue maps. *(MPSP)*
- EC 2.1.16** **Flood Risk Notification.** The City shall annually notify owners of residential development protected from flooding by a levee and/or subject to inundation in the event of levee failure of the risk. *(PI)*
- EC 2.1.17** **Deed Notification.** The City shall require, for areas protected by levees, all new developments to include a notice within the deed that the property is protected by flooding from a levee and that the property can be subject to flooding if the levee fails or is overwhelmed. *(RDR/PI)*
- EC 2.1.18** **Flood Insurance.** The City shall encourage all residents protected by levees to purchase flood insurance. *(PI)*
- EC 2.1.19** **Dam Failure.** The City shall plan for the evacuation of people from areas subject to inundation from Folsom, Nimbus, or an Oroville dam failure. *(MPSP/IGC/JP)*



Folsom Lake Reservoir and dam facility.

Photograph courtesy of Sacramento Area Flood Control Agency



Executive Airport in the South Area.

Noise

Policies in this section protect residents, businesses, and visitors from noise hazards by establishing exterior and interior noise standards. Higher exterior noise standards are allowed for residential infill projects and mixed-use developments, as long as the interior noise standard is maintained. Mixed-use projects will be required to mitigate for on-site noise sources to ensure compatibility of uses. These policies also require construction noise impacts to be mitigated and require the reduction of noise from vehicles and aircrafts to protect residents, businesses, and visitors.

Existing noise contours for major sources in Sacramento, which include motor vehicles on roadways, aircraft at Sacramento International Airport and Executive Airport, light rail and heavy rail are shown in Appendix D. Future noise contours for roadways, based on projected development under the 2030 General Plan, are also shown in Appendix D.



Photograph courtesy of Michael Zwahlen

GOAL EC 3.1

Noise Reduction. Minimize noise impacts on human activity to ensure the health and safety of the community.

Policies

EC 3.1.1 Exterior Noise Standards. The City shall require noise mitigation for all development where the projected exterior noise levels exceed those shown in Table EC 1, to the extent feasible. *(RDR)*

Table EC 1 Exterior Noise Compatibility Standards for Various Land Uses

<i>Land Use Type</i>	<i>Highest Level of Noise Exposure That Is Regarded as "Normally Acceptable"^a (L_{dn}^b or CNEL^c)</i>
Residential—Low Density Single Family, Duplex, Mobile Homes	60 dBA ^{d,e}
Residential—Multi-family	65 dBA
Urban Residential Infill ^f and Mixed-Use Projects ^g	70 dBA
Transient Lodging—Motels, Hotels	65 dBA
Schools, Libraries, Churches, Hospitals, Nursing Homes	70 dBA
Auditoriums, Concert Halls, Amphitheaters	Mitigation based on site-specific study
Sports Arena, Outdoor Spectator Sports	Mitigation based on site-specific study
Playgrounds, Neighborhood Parks	70 dBA
Golf Courses, Riding Stables, Water Recreation, Cemeteries	75 dBA
Office Buildings—Business, Commercial and Professional	70 dBA
Industrial, Manufacturing, Utilities, Agriculture	75 dBA

SOURCE: Governor's Office of Planning and Research, *State of California General Plan Guidelines 2003*, October 2003

- a. As defined in the *Guidelines*, "Normally Acceptable" means that the "specified land use is satisfactory, based upon the assumption that any building involved is of normal conventional construction, without any special noise insulation requirements."
- b. L_{dn} or Day Night Average Level is an average 24-hour noise measurement that factors in day and night noise levels.
- c. CNEL or Community Noise Equivalent Level measurements are a weighted average of sound levels gathered throughout a 24-hour period.
- d. dBA or A-weighted decibel scale is a measurement of noise levels.
- e. The exterior noise standard for the residential area west of McClellan Airport known as McClellan Heights/Parker Homes is 65 dBA.
- f. With land use designations of Central Business District, Urban Neighborhood (Low, Medium, or High) Urban Center (Low or High), Urban Corridor (Low or High).
- g. All mixed-use projects located anywhere in the City of Sacramento.

EC 3.1.2

Exterior Incremental Noise Standards. The City shall require noise mitigation for all development that increases existing noise levels by more than the allowable increment shown in Table EC 2, to the extent feasible. (RDR)

Table EC 2 Exterior Incremental Noise Impact Standards for Noise-Sensitive Uses (dBA)

<i>Residences and buildings where people normally sleep^a</i>		<i>Institutional land uses with primarily daytime and evening uses^b</i>	
<i>Existing L_{dn}</i>	<i>Allowable Noise Increment</i>	<i>Existing Peak Hour L_{eq}</i>	<i>Allowable Noise Increment</i>
45	8	45	12
50	5	50	9
55	3	55	6
60	2	60	5
65	1	65	3
70	1	70	3
75	0	75	1
80	0	80	0

SOURCE: Federal Transit Administration, *Transit Noise Impact and Vibration Assessment*, May 2006
 a. This category includes homes, hospitals, and hotels where a nighttime sensitivity to noise is assumed to be of utmost importance.
 b. This category includes schools, libraries, theaters, and churches where it is important to avoid interference with such activities as speech, meditation, and concentration on reading material.

EC 3.1.3 Interior Noise Standards. The City shall require new development to include noise mitigation to assure acceptable interior noise levels appropriate to the land use type: 45 dBA L_{dn} for residential, transient lodgings, hospitals, nursing homes and other uses where people normally sleep; and 45 dBA L_{eq} (peak hour) for office buildings and similar uses. (RDR)

EC 3.1.4 Interior Noise Review for Multiple, Loud Short-Term Events. In cases where new development is proposed in areas subject to frequent, high-noise events (such as aircraft over-flights, or train and truck pass-bys), the City shall evaluate noise impacts on any sensitive receptors from such events when considering whether to approve the development proposal, taking into account potential for sleep disturbance, undue annoyance, and interruption in conversation, to ensure that the proposed development is compatible within the context of its surroundings. (RDR)

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Community Noise Equivalent Level (CNEL). An L_{dn} with an additional 5 dBA “penalty” for the evening hours between 7:00 P.M. and 10:00 P.M. This is essentially a measure of ambient noise.

Day-Night Average Noise Level (L_{dn}). A 24-hour average L_{eq} with a 10 dBA “penalty” added to noise levels during the hours of 10:00 P.M. to 7:00 A.M. to account for increased sensitivity that people tend to have to nighttime noise. Because of this penalty, the L_{dn} would always be higher than its corresponding 24-hour L_{eq} (e.g., a constant 60 dBA noise over 24 hours would have a 60 dBA L_{eq}, but a 66.4 dBA L_{dn}).

dBA. Measurement unit for “a-weighted decibels,” which are commonly used for measuring environmental and industrial noise and the potential hearing damage associated noise health effects.

Equivalent Energy Noise Level (L_{eq}). Constant noise level that would deliver the same acoustic energy to the ear of a listener as the actual time-varying noise would deliver over the same exposure time. No “penalties” are added to any noise levels during the exposure time; L_{eq} would be the same regardless of the time of day during which the noise occurs.

Sound Exposure Level or Single Event Level (SEL). A descriptor used to characterize the severity of short-duration sound events. SEL is the time-averaged, constant intensity, A-weighted sound level over a one-second reference time that would produce the same sound exposure as the actual time-varying sound over the actual exposure time. In practice, SEL is usually applied in situations where there are multiple sound events, each one having its own characteristic SEL.

See ERC 2, Parks and Recreation, for additional policies on parks and recreation.

EC 3.1.5

Interior Vibration Standards. The City shall require construction projects anticipated to generate a significant amount of vibration to ensure acceptable interior vibration levels at nearby residential and commercial uses based on the current City or Federal Transit Administration (FTA) criteria. (RDR)

EC 3.1.6

Vibration Screening Distances. The City shall require new residential and commercial projects located adjacent to major freeways, hard rail lines, or light rail lines to follow the FTA screening distance criteria. (RDR)

EC 3.1.7

Vibration. The City shall require an assessment of the damage potential of vibration-induced construction activities, highways, and rail lines in close proximity to historic buildings and archaeological sites and require all feasible mitigation measures be implemented to ensure no damage would occur. (RDR)

EC 3.1.8

Operational Noise. The City shall require mixed-use, commercial, and industrial projects to mitigate operational noise impacts to adjoining sensitive uses when operational noise thresholds are exceeded. (RDR)

See LU 4, Neighborhoods, and M 4, Roadways, for additional policies on residential streets, connectivity, and roadways.

EC 3.1.9

Compatibility with Park and Recreation Uses. The City shall limit the hours of operation for parks and active recreation areas in residential areas to minimize disturbance to residences. (RDR/SO)

EC 3.1.10

Construction Noise. The City shall require development projects subject to discretionary approval to assess potential construction noise impacts on nearby sensitive uses and to minimize impacts on these uses, to the extent feasible. (RDR)

EC 3.1.11

Alternatives to Sound Walls. The City shall encourage the use of design strategies and other noise reduction methods along transportation corridors in lieu of sound walls to mitigate noise impacts and enhance aesthetics. (RDR)

EC 3.1.12 Residential Streets. The City shall discourage widening streets or converting streets to one-way in residential areas where the resulting increased traffic volumes would raise ambient noise levels. *(MPSP/SO)*

EC 3.1.13 Vehicle Purchase. The City shall purchase vehicles and equipment with low noise generation and maintain them to minimize noise. *(SO)*

GOAL EC 3.2

Airport Noise. Minimize exposure to high noise levels in areas of the city affected by Mather, Executive, McClellan, and Sacramento International Airports.

See LU 8, Public/Quasi-Public and Special Uses and M 8, Aviation, for additional policies related to airports and aviation.

Policies

EC 3.2.1 Land Use Compatibility. The City shall limit residential development within the 65 dBA CNEL airport noise contour, or in accordance with plans prepared by the Airport Land Use Commission, and shall only approve noise-compatible land uses. *(RDR)*

EC 3.2.2 Hazardous Noise Protection. The City shall discourage outdoor activities or uses in areas outside the 70 dBA CNEL airport noise contour where people could be exposed to hazardous noise levels. *(RDR)*

EC 3.2.3 Cooperative Noise Reduction. The City shall work with the Sacramento County Airport Systems (SCAS) to monitor aircraft noise, implement noise-reducing operation measures (i.e., Fly Quiet, Fly Neighborly programs), and promote pilot awareness of noise sensitive land uses. *(IGC)*



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