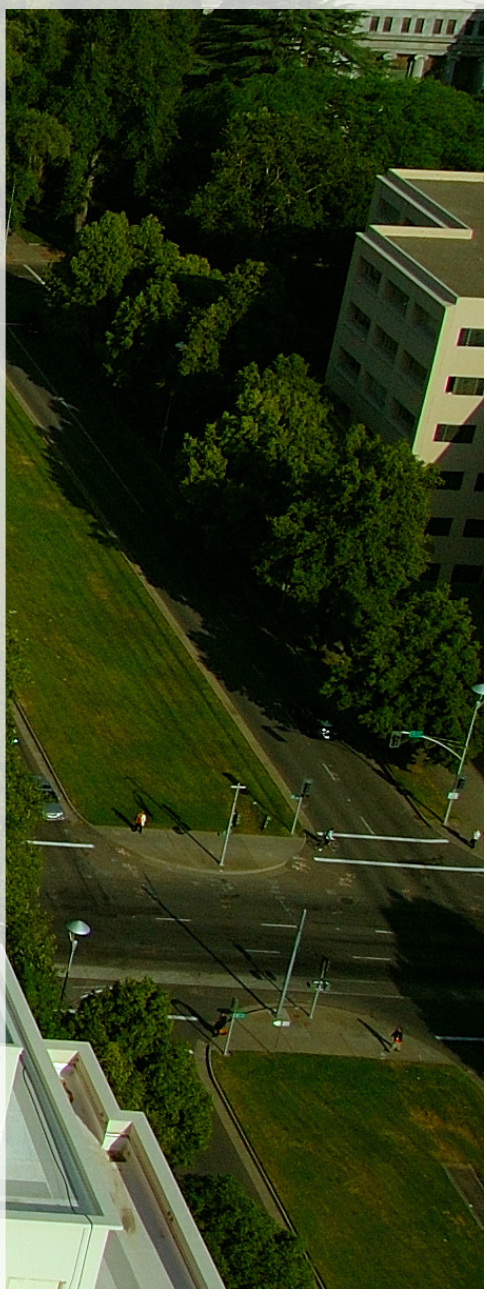
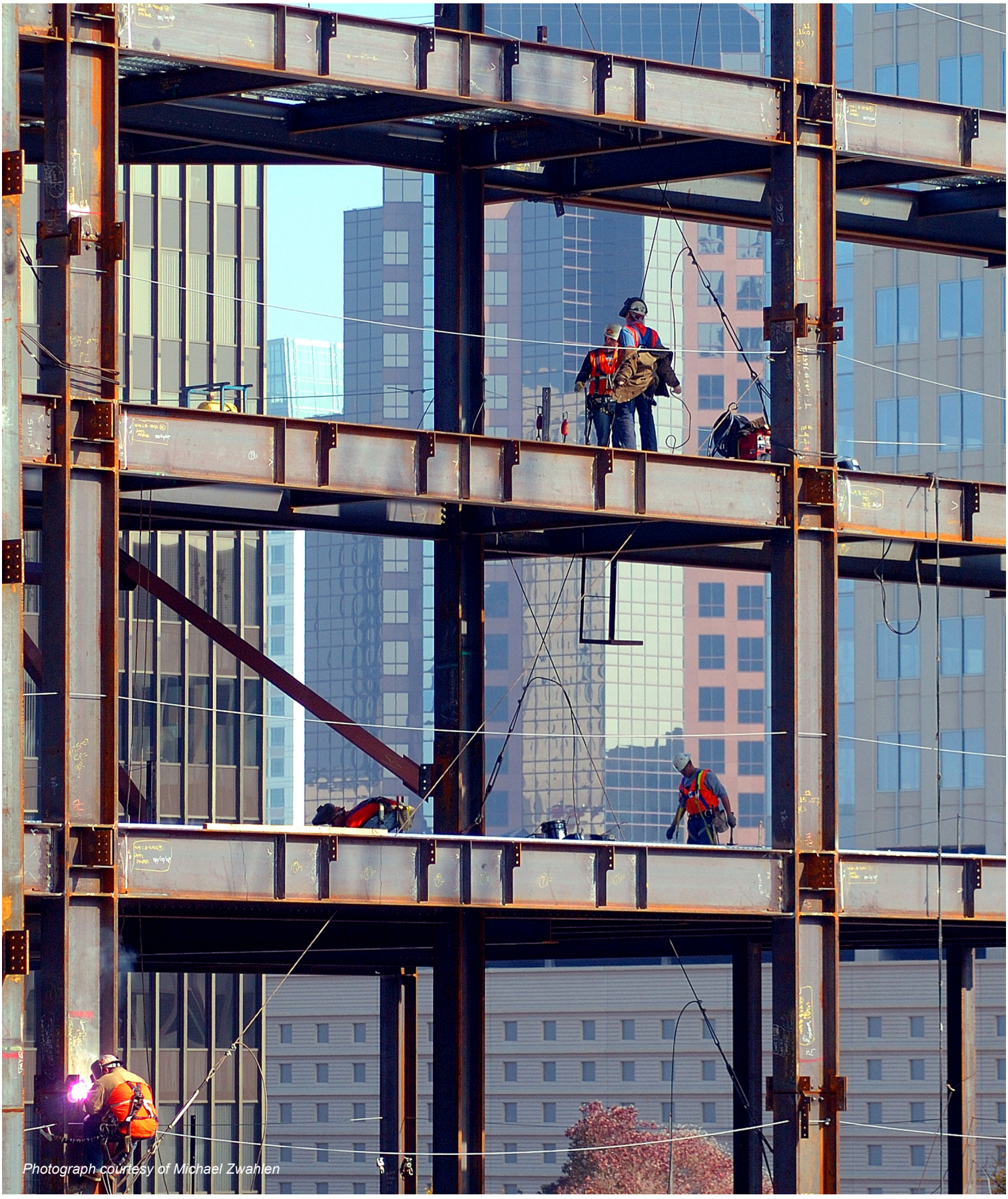
LAND USE AND URBAN DESIGN



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 640,400 persons and 390,100 employees by 2035. *(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, 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 or floor area ratio (FAR), provided that the density or FAR is not reduced, and the proposed use does not compromise the long-term vision of the General Plan. *(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 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)*

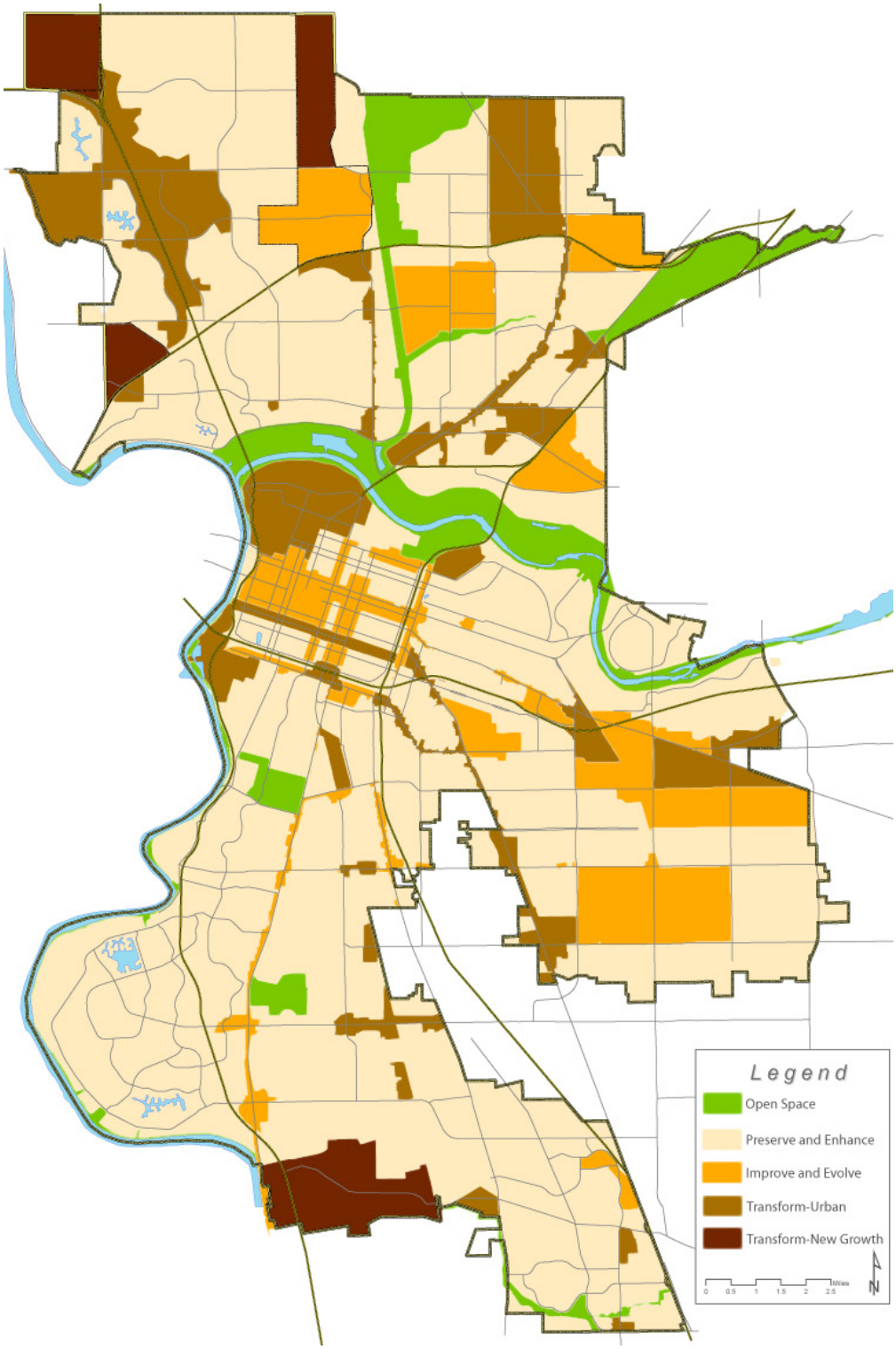
LU 1.1.9 **New Growth.** The City shall continue to plan for future expansion and new growth in Special Study Areas to ensure that regional growth is adequately accommodated and served by the City, particularly when it cannot be absorbed in infill areas. *(MPSP/RDR)*

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

LU 1.1.10 **Exceeding Floor-Area-Ratio.** The City may allow new development to exceed the maximum allowed FAR or density if it is determined that the project provides a significant community benefit. *(RDR)*

LU 1.1.11 **Development Intensity at Less than the Minimum Floor Area Ratio.** The City shall permit development at less than the required minimum FAR if only a ministerial permit is required. Where a discretionary permit is required, a development with a FAR at less than the required minimum may be deemed consistent with the General Plan if the City finds that (1) the use involves no building or by its nature normally conducts a substantial amount of its operations outdoors, or (2) the initial site development is being phased and an overall development plan demonstrates compliance with the FAR standard, or (3) the use is temporary and would not interfere with long-term development of the site consistent with the FAR standard, or (4) the building size or lot coverage is constrained beyond what is otherwise allowed by the zoning designation of the site, due to the existence of an overlay zone or because of environmental features, such as wetlands *(RDR)*

LU 1.1.12 **Expanded Industrial and Heavy Commercial.** The City may allow existing industrial and heavy commercial uses in areas designated as Centers or Corridors to continue and expand operations, provided that such uses operate compatibly with existing and future new residential, and commercial development in the area. *(RDR)*



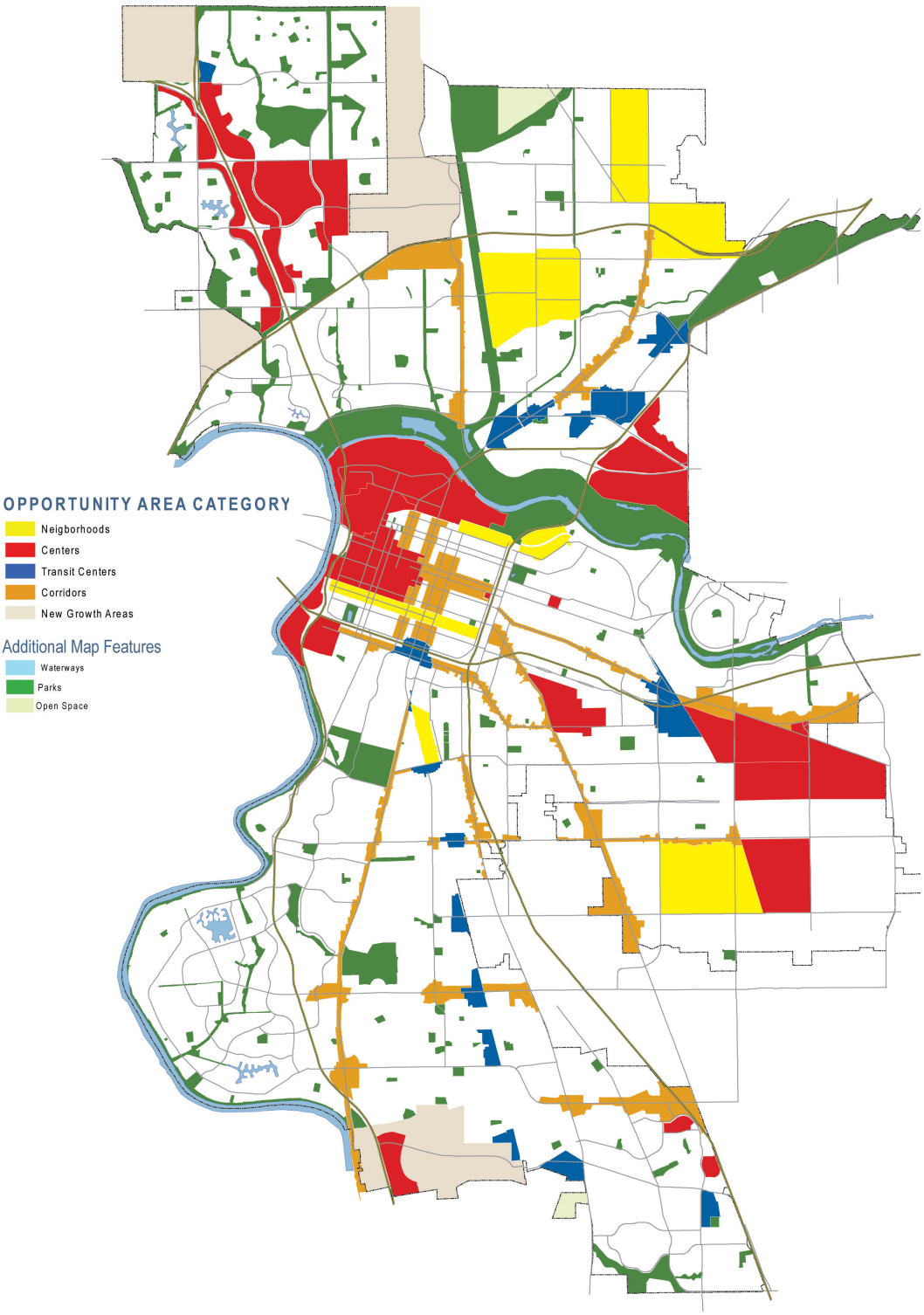
The illustration to the left identifies the relative amount of change that is expected to occur through 2035 in different parts of the city as follows:

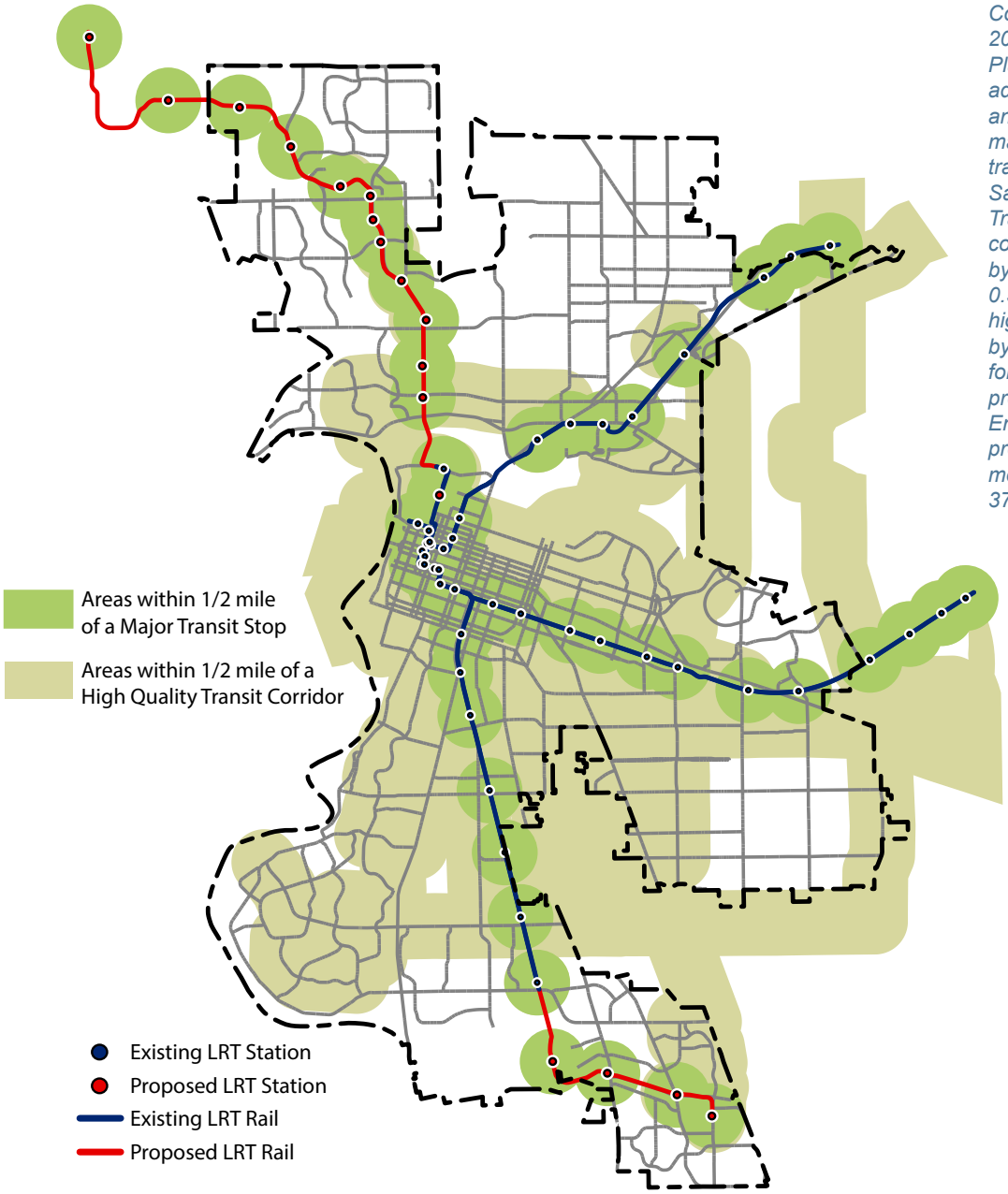
- *Open Space. These areas are expected to remain in open space use such as agriculture, habitat protection, or regional recreation (e.g., Land Park and the American River Parkway).*
- *Preserve and Enhance. These areas are expected to retain their current form and character, but will experience some 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 right identifies subareas 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 left 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 Sustainable Communities and Climate Protection Act of 2008, 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 MTP 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 continue to work with SACOG to develop and periodically update the Sustainable Communities Strategy or an 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 **Project Streamlining for Sustainability.** The City shall review SACOG's Metropolitan Transportation Plan, including the Sustainable Communities Strategy or Alternative Planning Strategy, for projects that may benefit from CEQA streamlining (e.g., full exemption, Sustainable Communities Environmental Assessment, or traffic mitigation) as provided by State law. *(RDR)*

LU 1.2.4 **CEQA Streamlining for Sustainability.** 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)*

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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 by 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 City shall, at the discretion of the Community Development Director, apply the applicable density or FAR range of the General Plan Land Use Designation 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 **General Plan Density Regulations for Historic Structure Conversions.** Where a developer proposes to convert a non-residential historic structure/building to residential use, the City shall not require compliance with density regulations. *(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 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)*

LU 2.1.7 **Good Neighbors.** The City shall encourage businesses located within and adjacent to residential developments to conduct their business in a courteous manner by limiting disturbances and nuisances from operations and patrons, and to act as members of the community by making themselves available to respond to complaints and by participating in neighborhood/community meetings.

LU 2.1.8 **Neighborhood Enhancement.** The City shall promote infill development, reuse, 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.

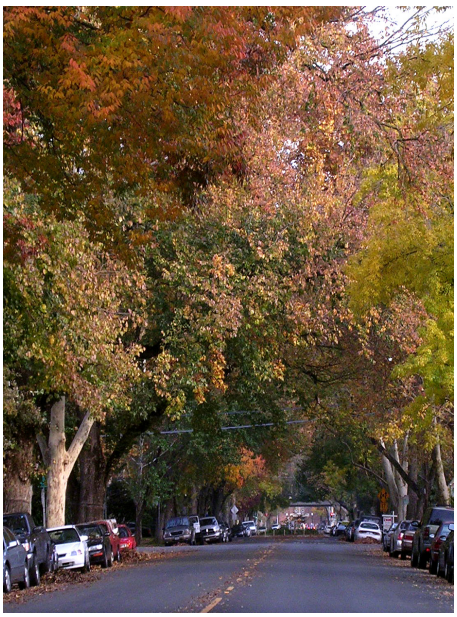
Policies

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, subject to the public safety requirements of the Local Maintaining Agencies (LMA) and the Central Valley Flood Protection Board (CVFPB). *(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 **Open Space System.** 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
- Addressing the operations, maintenance, and public safety needs of the Local Maintaining Agencies (LMA). *(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. *(IP)*

Photograph courtesy of Michael Zwahlen

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)*

GOAL LU 2.5

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

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, reuse, and reinvestment 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 2035 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 **Transit-Oriented Development.** The City shall actively support and facilitate mixed-use retail, employment, and residential development around existing and future transit stations *(RDR)*

LU 2.6.3 **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.
- Public-private partnerships.
- Revised development regulations and entitlement procedures.
- Implementation of City-sponsored studies and master plans. *(MPSP/RDR/FB/JP)*

The CalPERS office building incorporates sustainable building practices.

LU 2.6.4 **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)*

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 2.6.5 **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 2.6.6 **Efficiency Through Density.** The City shall support an overall increase in average residential densities throughout the city consistent with the adopted General Plan Land Use & Urban Form Diagram, as new housing types shift from lower-density, large lot developments to higher-density, small lot and multifamily developments as a means to increase energy efficiency, conserve water, and reduce waste. *(RDR)*

LU 2.6.7 **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 higher green building standard such as CalGreen Tier 1 or Tier 2 or Leadership in Energy and Environmental Design (LEED). *(RDR)*

LU 2.6.8 **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)*

LU 2.6.9 **Sustainability Leader.** The City shall expand existing partnerships with educational institutions, neighborhood groups, businesses, and community organizations to continue efforts to maintain the City's status as an environmental "green" leader. *(PI/IGC/JP)*

LU 2.6.10 **Promote Resiliency.** The City shall continue to collaborate with nonprofit organizations, neighborhoods groups, and other community organizations to promote the issues of air quality, food availability, renewable energy systems, sustainable land use and the reduction of GHGs. *(PI/IGC)*

LU 2.6.11 **Promote Green Building.** The City shall work with local groups and organizations to develop programs (e.g., home tours) to celebrate and raise awareness about innovative green building projects in both new and existing buildings. *(PI/IGC)*

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 reuse and reinvestment projects to promote creativity, innovation, and design quality. *(RDR/IGC)*

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

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

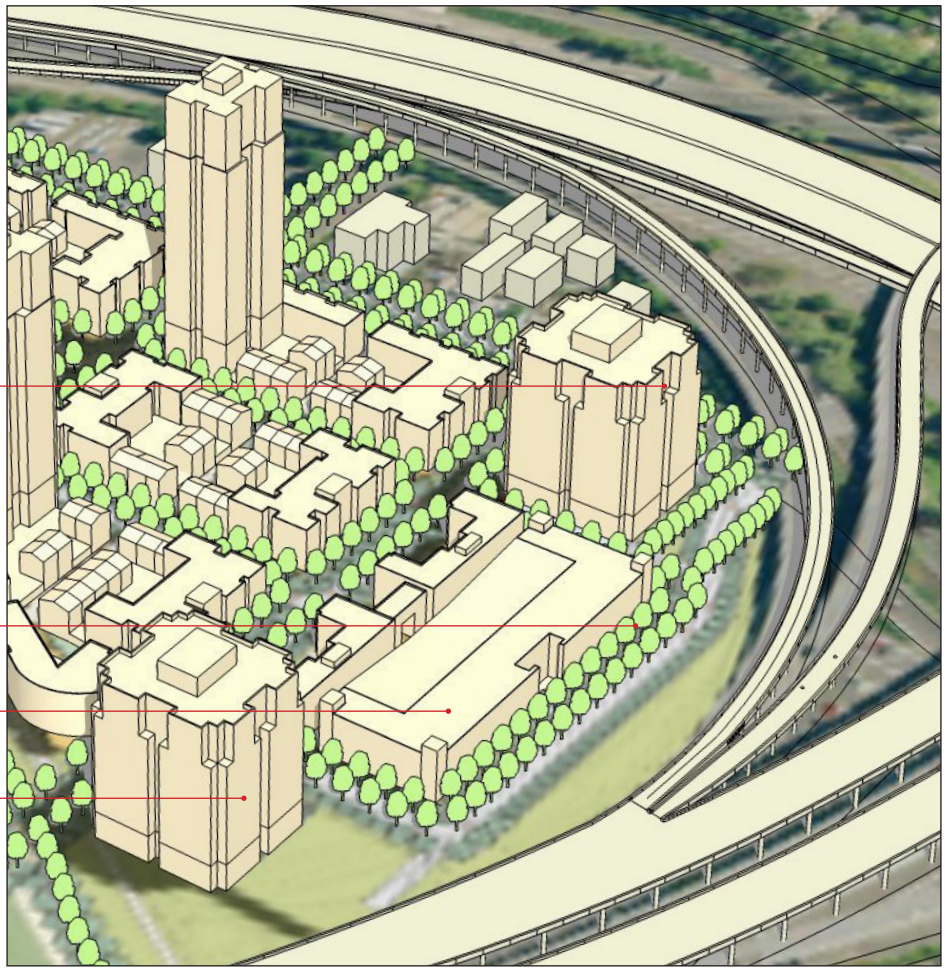
and visual character of adjoining neighborhoods that have lower development intensities and building heights. *(RDR)*

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)*

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

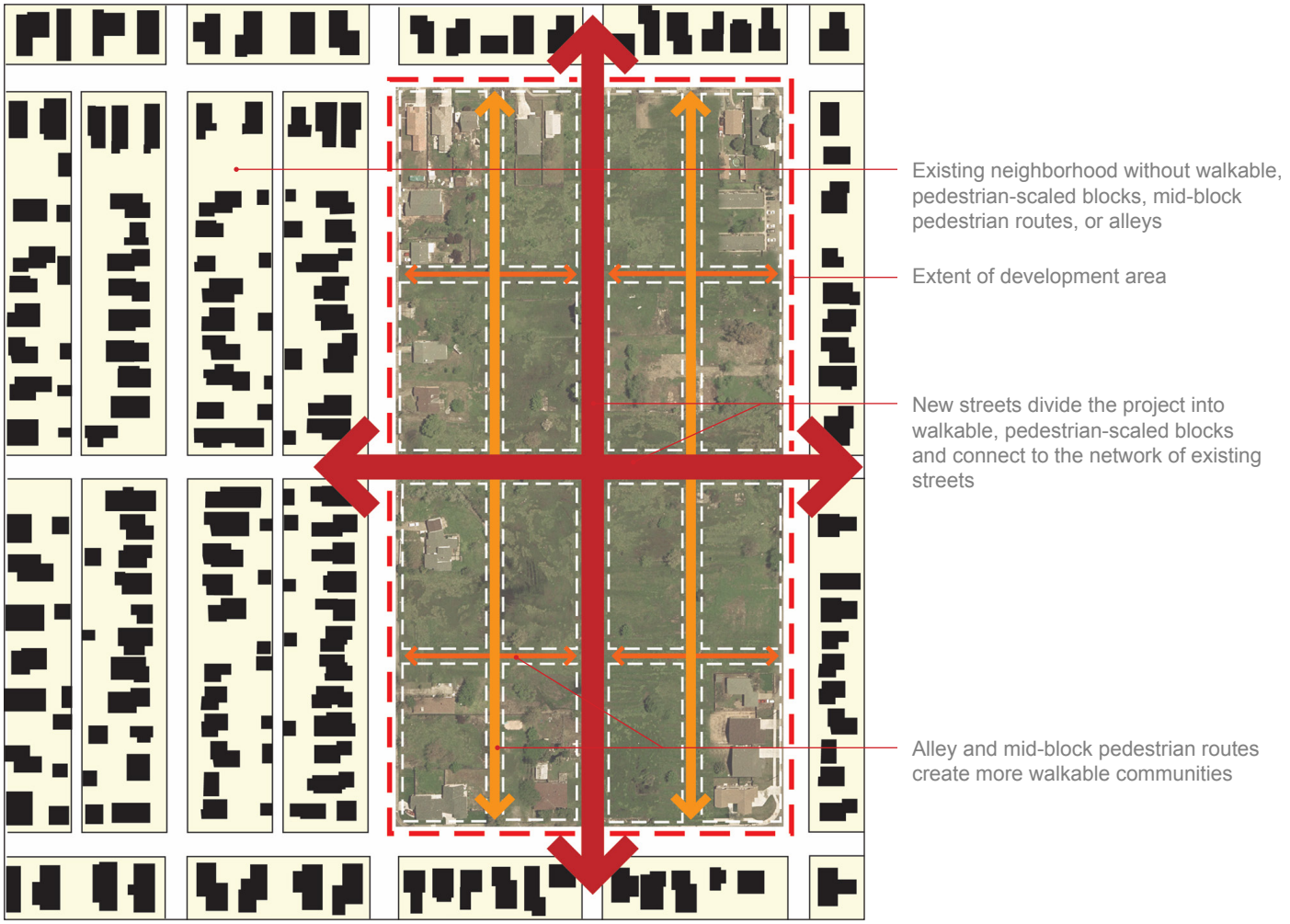


The illustration above shows how development along freeways can be designed with high-quality character.

- 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)*

LU 2.7.6 **Walkable Blocks**. The City shall require new development and reuse and reinvestment 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.



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

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)*

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

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

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)*

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

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)*

LU 2.8.4 **Sustainability For All.** The City shall identify and work with existing groups, such as schools, neighborhood associations, and non profits, to identify issues and opportunities for engaging them in sustainability efforts, and ensure that all possible segments of the community are included in the City's sustainability efforts and outreach. *(PI/IGC)*

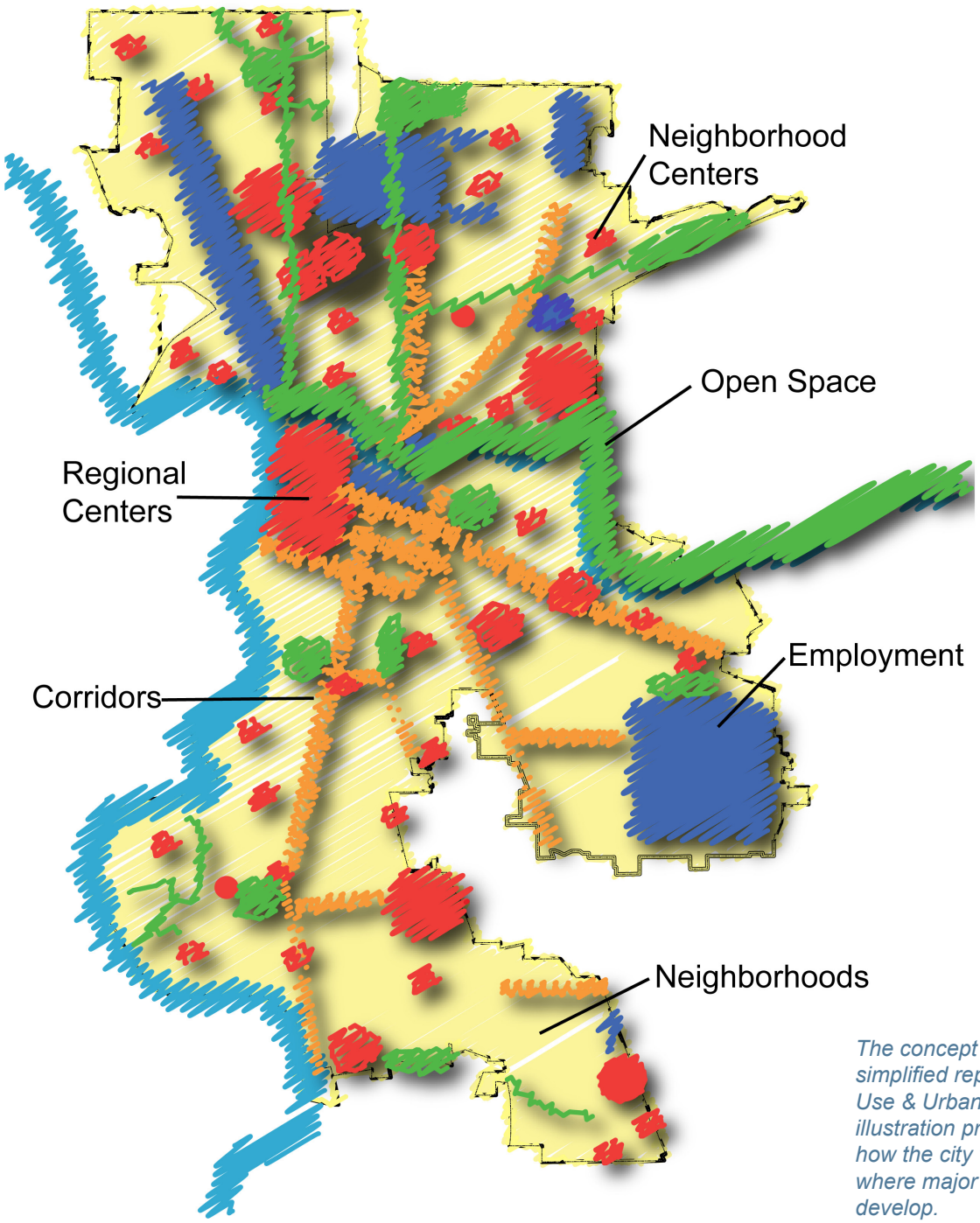
LU 2.8.5 **Safety and Hazardous Materials.** The City shall discourage establishment or expansion of potentially hazardous uses that have the potential to disproportionately impact minority or low-income populations. *(RDR/MPSP)*

LU 2.8.6 **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 2.8.7 **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 2035 including where major centers and corridors will develop.

The 2035 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.

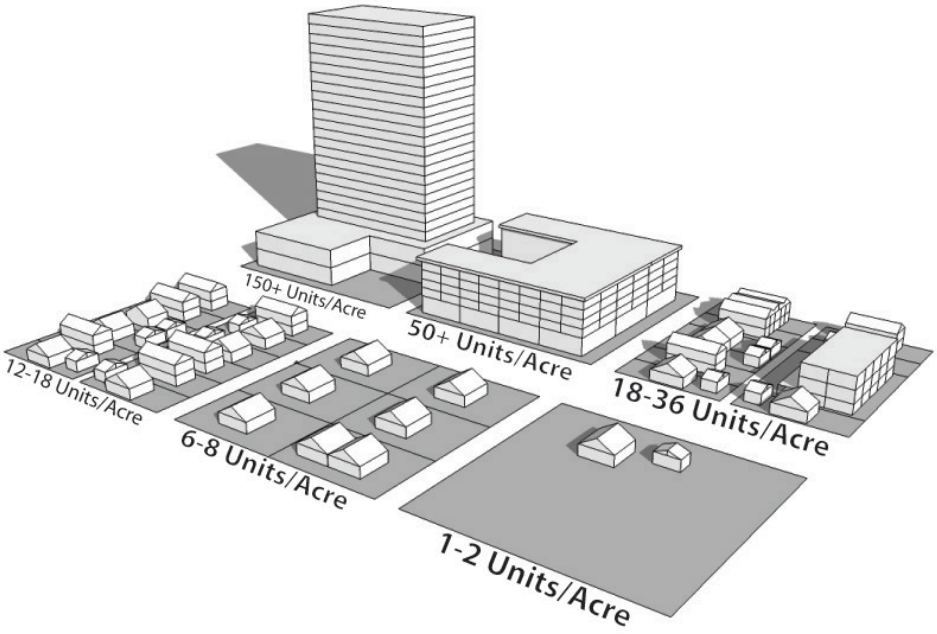
Allowed Uses

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).

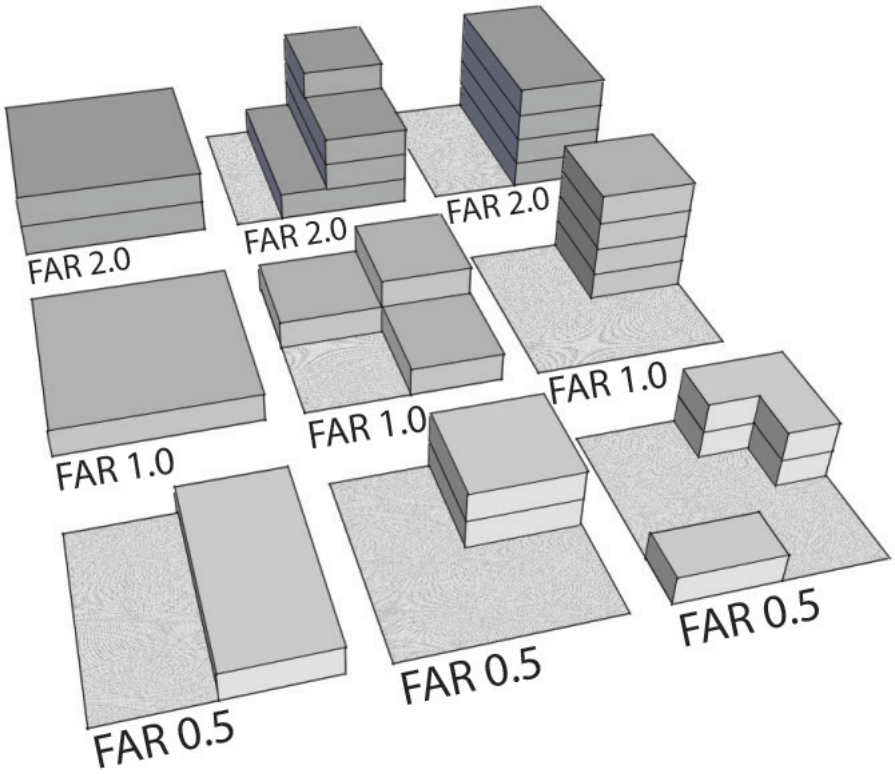


The illustration to the left shows different densities for residential development on a similarly sized lot.

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.

SACRAMENTO
2035 GENERAL PLAN

Figure LU1
Land Use & Urban Form Diagram

Metro Airpark

Natomas Joint Vision Study Area

Panhandle

McClellan Air Park

Natomas Crossing

Camino Norte

Arden Arcade Study Area

Rosemont

East Study Area

Fruitridge Florin Study Area

Town of Freeport Study Area

Sacramento Regional Wastewater Treatment Plant

LAND USE & URBAN FORM LEGEND

Neighborhoods

Rural

- Rural Residential
  Density: 0.25 - 3

Suburban

- Suburban Neighborhood Low
  Density: 3 - 8
- Suburban Neighborhood Medium
  Density: 7 - 17
- Suburban Neighborhood High
  Density: 15 - 30 / FAR: 0.35 - 1.5

Traditional

- Traditional Neighborhood Low
  Density: 3 - 8
- Traditional Neighborhood Medium
  Density: 8 - 36
- Traditional Neighborhood High
  Density: 18 - 36 / FAR: 0.50 - 1.5

Urban

- Urban Neighborhood Low
  Density: 12 - 36 / FAR: 0.50 - 1.5
- Urban Neighborhood Medium
  Density: 33 - 110 / FAR: 1.5 - 4.0
- Urban Neighborhood High
  Density: 61 - 250 / FAR: 2.0 - 8.0

Centers

- Suburban Center
  Density: 15 - 36 / FAR: 0.15 - 2.0
- Traditional Center
  Density: 15 - 36 / FAR: 0.3 - 2.0
- Regional Commercial
  Density: 32 - 80 / FAR: 0.15 - 3.0
- Urban Center Low
  Density: 20 - 150 / FAR: 0.4 - 4.0
- Urban Center High
  Density: 24 - 250 / FAR: 0.5 - 8.0
- Central Business District
  Density: 61 - 450 / FAR: 3.0 - 15.0

Corridors

- Suburban Corridor
  Density: 15 - 36 / FAR: 0.15 - 2.0
- Urban Corridor Low
  Density: 20 - 110 / FAR: 0.3- 3.0
- Urban Corridor High
  Density: 33 - 150 / FAR: 0.3 - 6.0

Districts

- Employment Center Low Rise
  FAR: 0.15 - 1.0
- Employment Center Mid Rise
  Density: 18 - 60 / FAR: 0.25 - 2.0
- Industrial
  FAR: N/A - 1.0
- Public/Quasi-Public
- Open Space
- Parks and Recreation
- Special Study Areas
- Planned Development

Additional Map Features

- Policy Area
- City Limits
- Waterways
- Proposed Parks/Parkways
- Major Road
- Expressway
- Major Rail
- Existing LRT Line
- Proposed LRT Line
- Existing LRT Stations
- Proposed LRT Stations
- Intermodal Station

City of SACRAMENTO

0 0.5 1 2 Miles

N

Map Revised: June 26, 2014

Special Study Areas

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	36.0	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

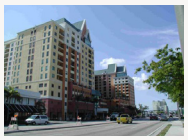
(1) Height guidelines are urban form guidelines, not land use standards.

(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

	Land Use and Urban Form Designation	Guidelines	Standards			
		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	0.15	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	0.15	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	0.50	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	0.15	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

	Land Use and Urban Form Designation	Guidelines	Standards			
		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	0.15	1.00
	Employment Center Mid Rise (3) (See Page 2-102)	3-12	18.0	60.0	0.25	2.00
	Industrial (See Page 2-104)	N/A	N/A	N/A	N/A	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.

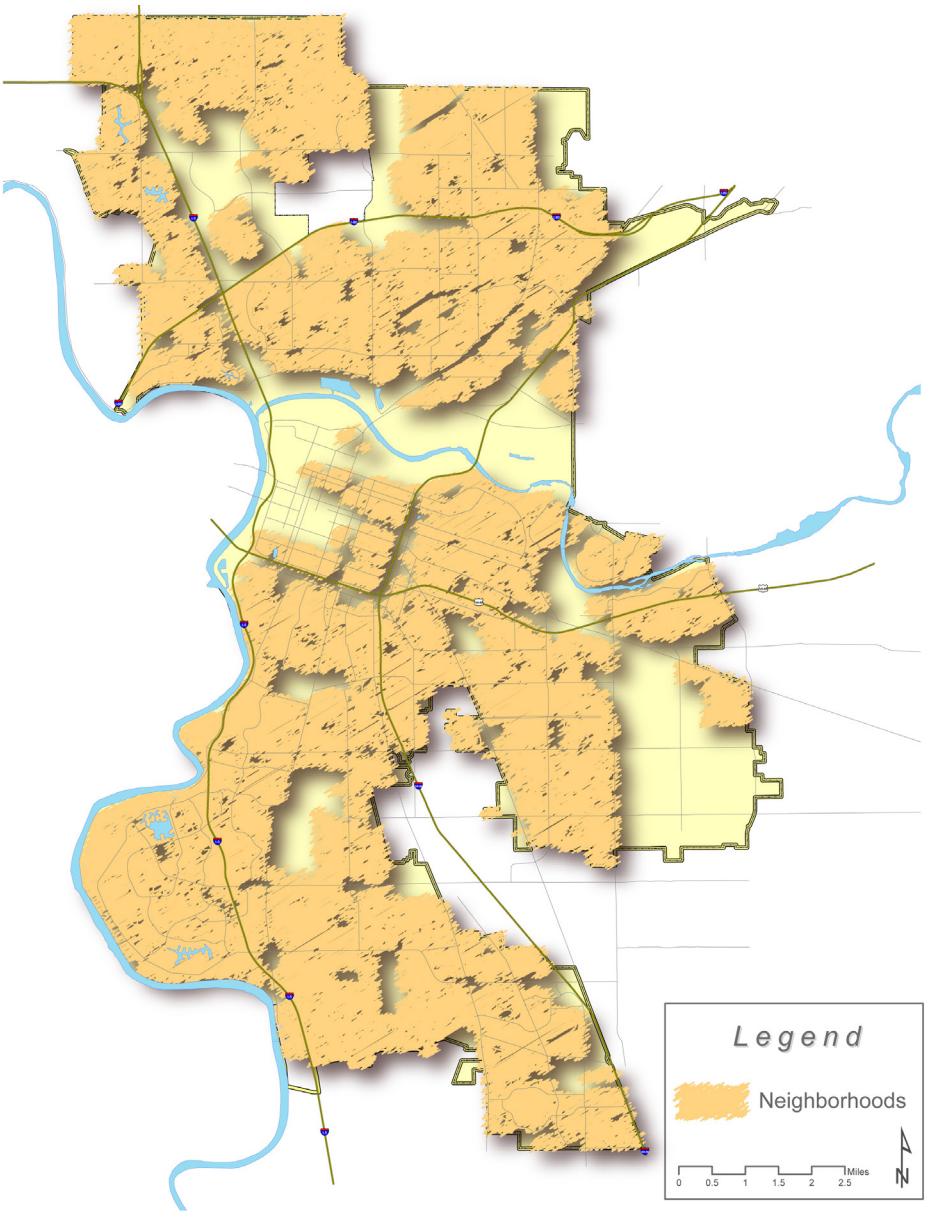
(2) Small commercial (less than 1 acre), where permitted by the land use designation, shall be exempt from the minimum FAR requirement.

(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.

SACRAMENTO 2035 GENERAL PLAN

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

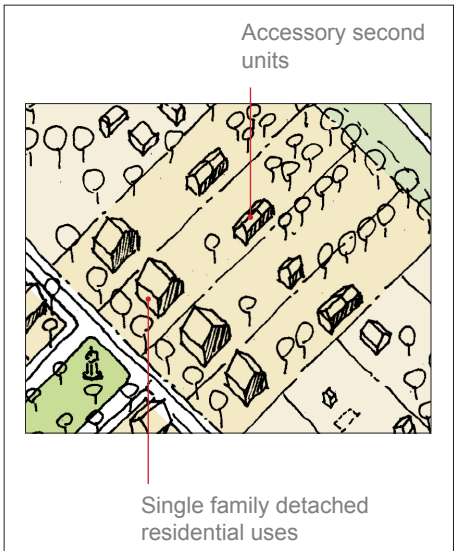
Allowed Uses

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

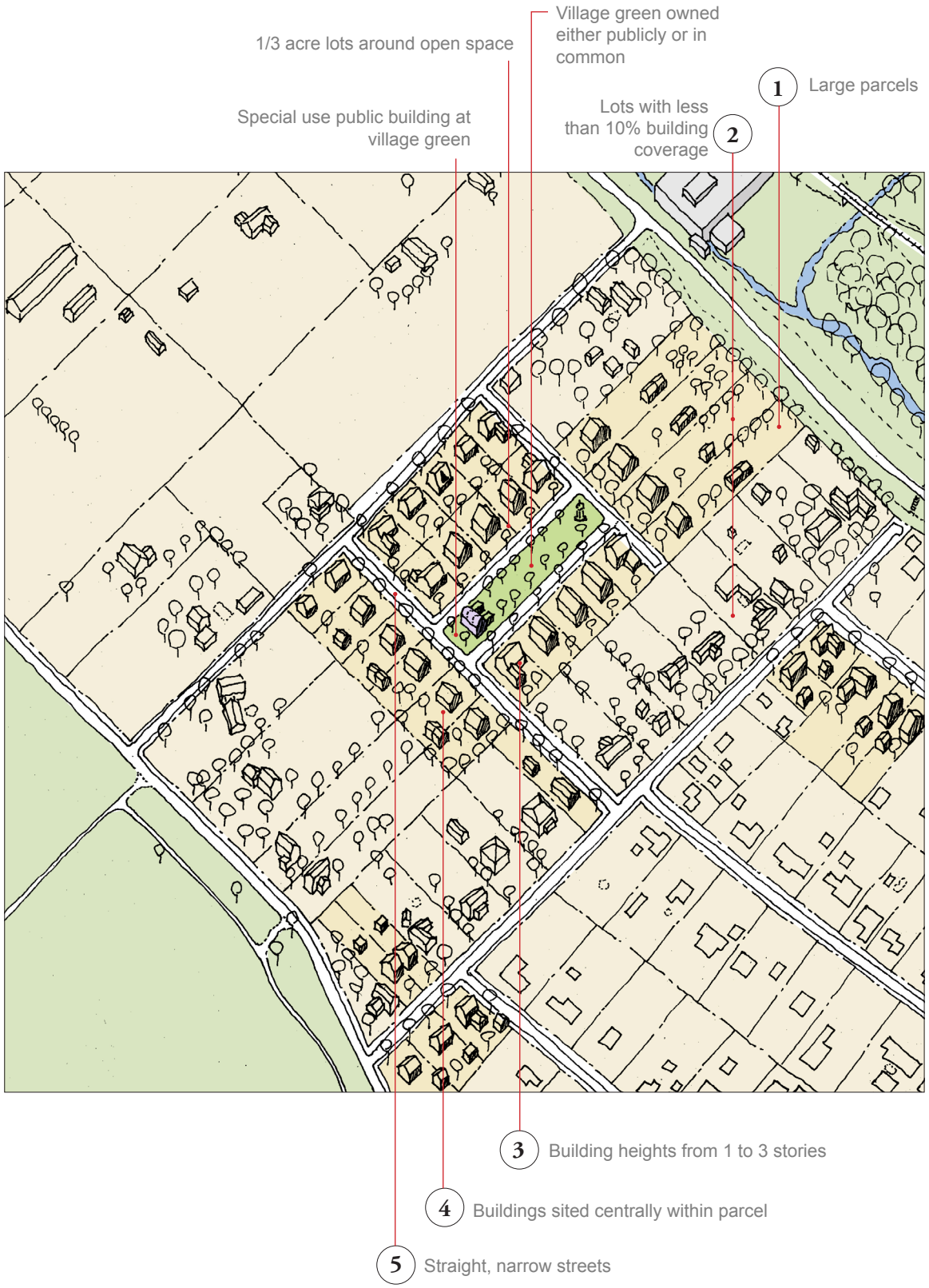
Development Standards

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



LU 4

Rural Residential



SACRAMENTO 2035 GENERAL PLAN

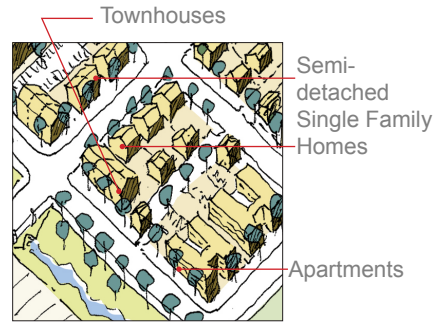
Suburban Residential

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.

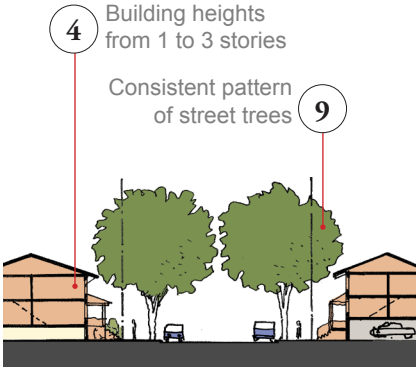
Urban Form Guidelines

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



7 Range of housing types consistent with existing context



Suburban Neighborhood

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:

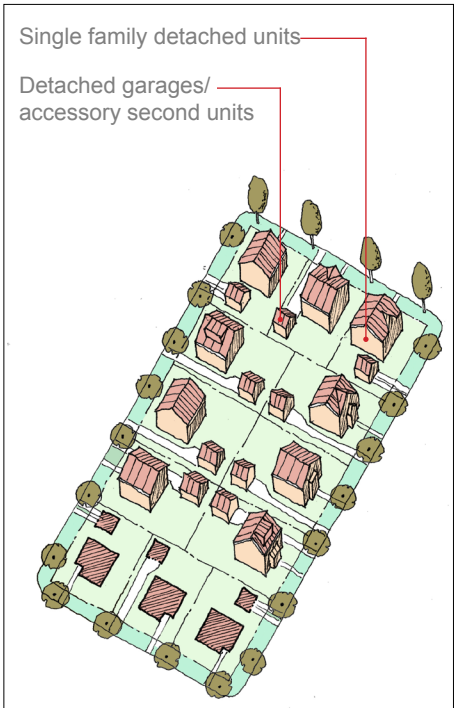
- Multifamily dwellings (e.g., apartments and condominiums)
- Mixed-use neighborhood-serving commercial
- Compatible public, quasi-public, and special uses

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

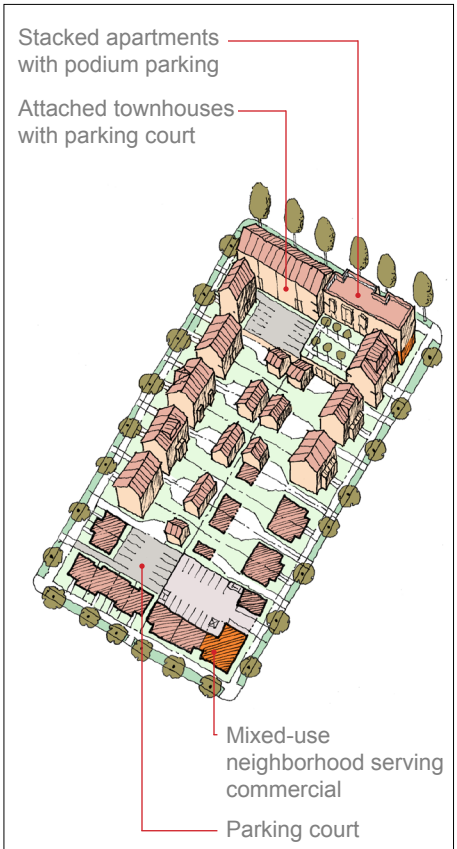


3-8 DU/Ac
(5 DU/Ac shown)

Suburban Medium Density

7-17 DU/Ac
(11 DU/Ac shown)

Suburban High Density



15-30 DU/Ac
(22.5 DU/Ac shown)

SACRAMENTO 2035 GENERAL PLAN

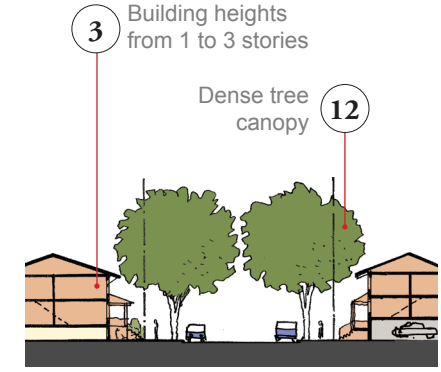
Traditional Neighborhood

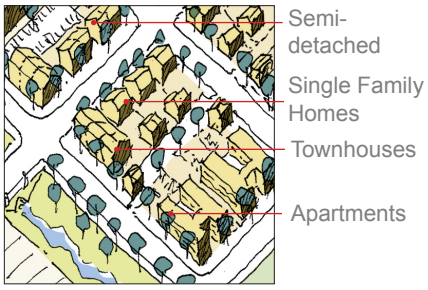
Traditional neighborhoods and the characteristics associated with them are highly desirable and expected to be highly sought after in the future. Many existing traditional neighborhoods are well-established and generally well-preserved; thus, changes to these areas will be relatively modest. Conversely 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, tri-plexes, 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

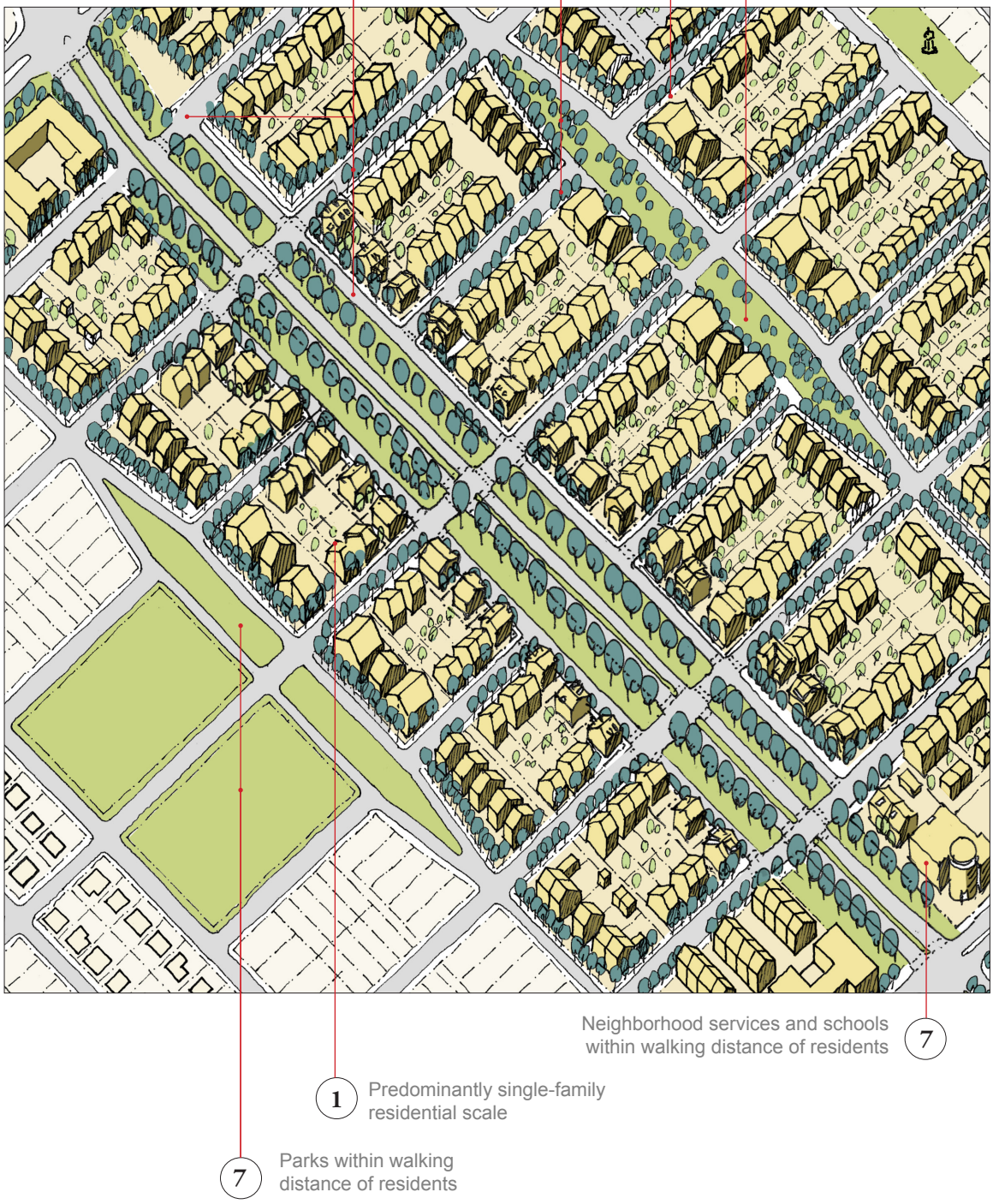




1 Range of residential house types

11 Traffic-calming measures & sidewalks with parkways (e.g., planting strips)

Traditional Neighborhood



Traditional Low Density

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 Medium Density

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: 36.0 Units/ Net Acre
- Maximum FAR: 1.50 FAR

Traditional High Density

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:

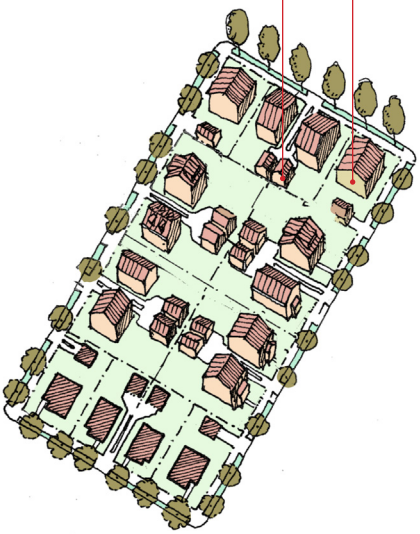
- Small-lot single-family dwellings
- Small-lot single-family attached dwellings (e.g., duplexes, triplexes, townhomes)
- Accessory second units
- Multifamily dwellings (e.g., apartments and condominiums)
- Mixed-use neighborhood-serving commercial uses
- Compatible public, quasi-public, and special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



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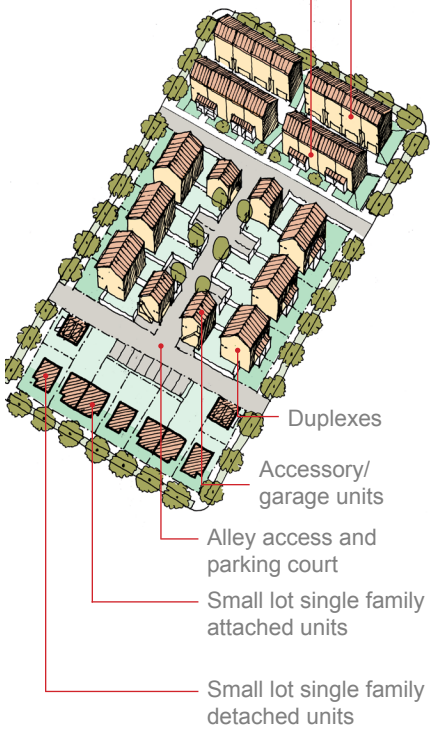
Traditional Medium Density



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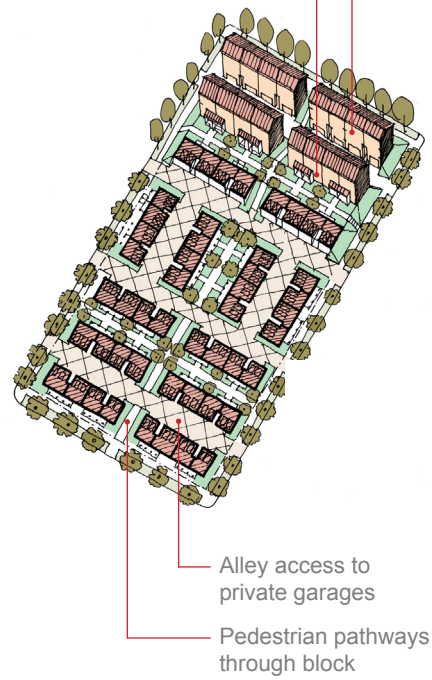
Traditional High Density



18-36 DU/Ac
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SACRAMENTO 2035 GENERAL PLAN

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 addressing 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

6 Vertical & horizontal integration of uses

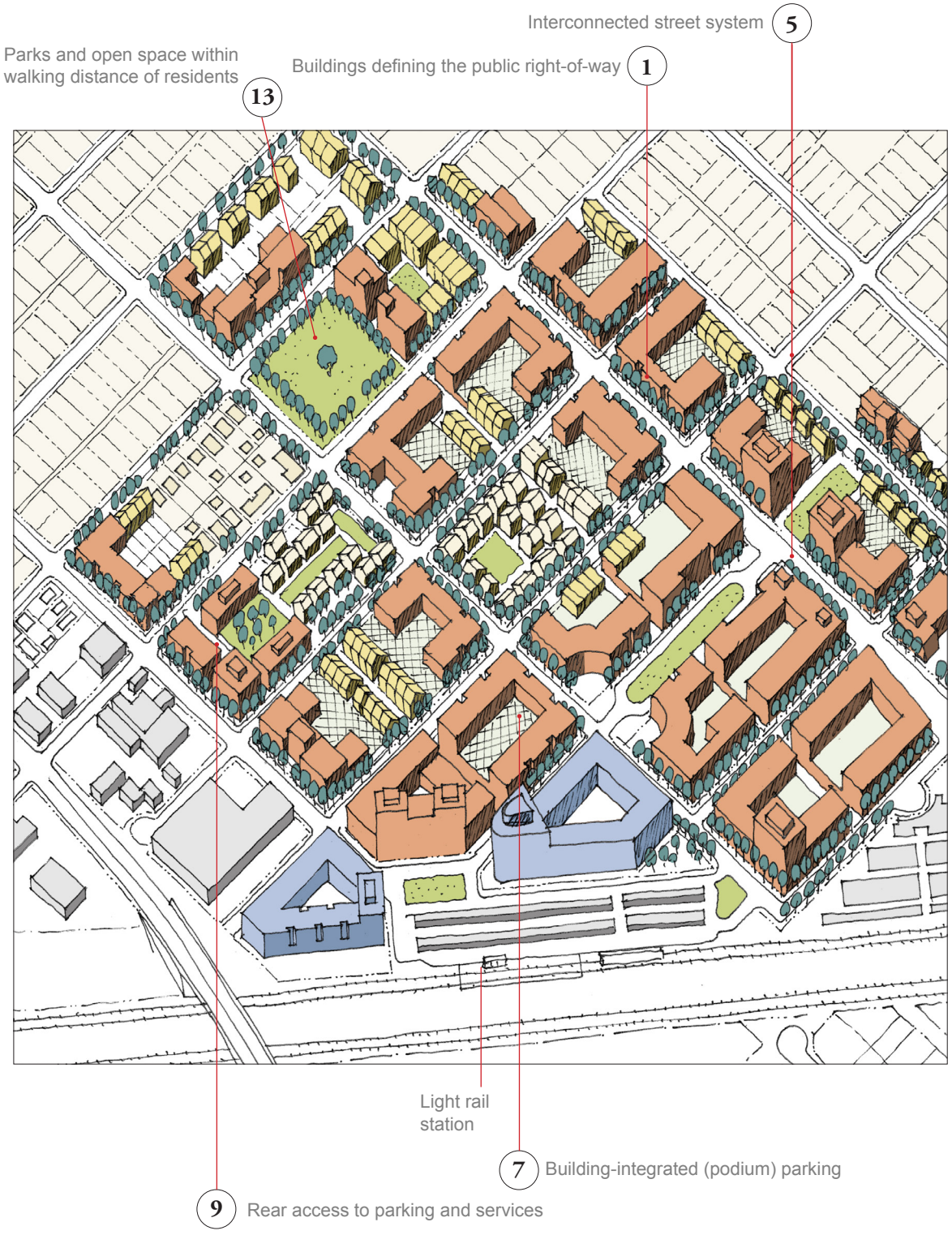
7 Building-integrated (podium) parking

8 No curb cuts along primary street fronts

9 Rear access to parking and services

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

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

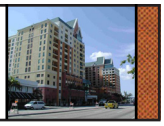
This designation provides for moderate-to higher-intensity urban housing and neighborhood-support uses including the following:

- 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:

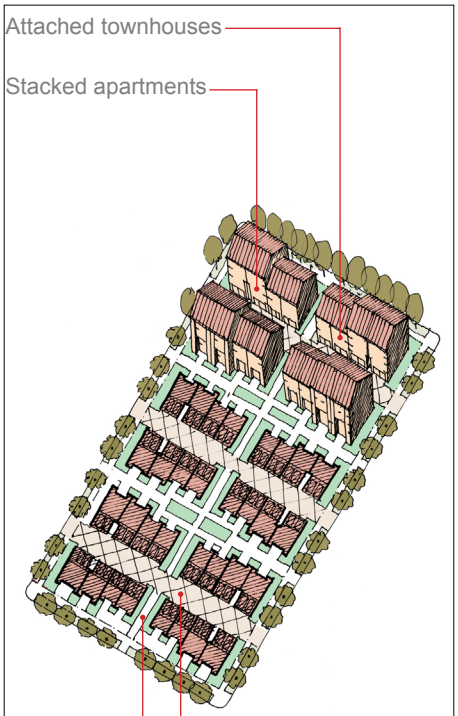
- Small-lot single-family attached dwellings (e.g., duplexes, triplexes, townhomes)
- Multifamily dwellings (e.g., apartments and condominiums)
- Mixed-use neighborhood-serving commercial
- Compatible public, quasi-public, and special uses

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



12-36 DU/Ac
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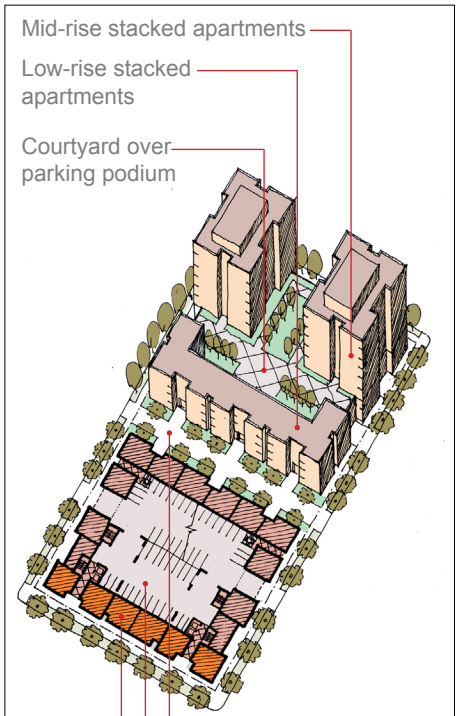
Urban Medium Density



33-110 DU/Ac
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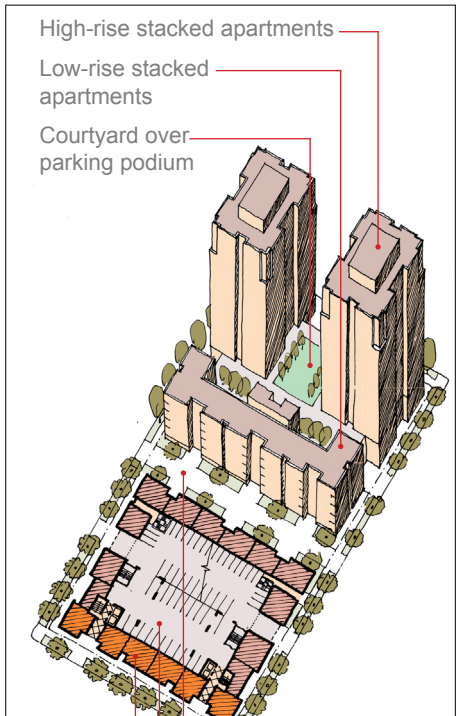
Urban High Density



61-250 DU/Ac
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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)*

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 **Traditional Grid.** The City shall require all new neighborhoods to be designed with traditional grid block sizes. *(RDR)*

LU 4.1.5 **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)*

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.

LU 4.1.6 **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)*

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

LU 4.1.7 **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)*

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

LU 4.1.8 **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 the Housing Element, located in a separately bound document, for additional policies related to residential development and housing.

LU 4.1.9 **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)*

LU 4.1.10 **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 4.1.11 **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 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

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

LU 4.3.3 **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 4.3.4 **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)*

LU 4.3.5 **Small-lot Single Family Development.** Within areas designated Traditional Neighborhood, the City shall allow single family homes on existing parcels of 6,400 square feet or less.

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.** In buildings with nonresidential uses at street level, 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. *(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 encourage all parts of new neighborhoods to be within ½-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)*

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

LU 4.5.5 **Connections to Transit.** The City shall encourage new neighborhoods to include transit stops that can be connected to and support a citywide transit system and are within a ½-mile walking distance of all dwellings. *(RDR/MPSP)*

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

City of SACRAMENTO

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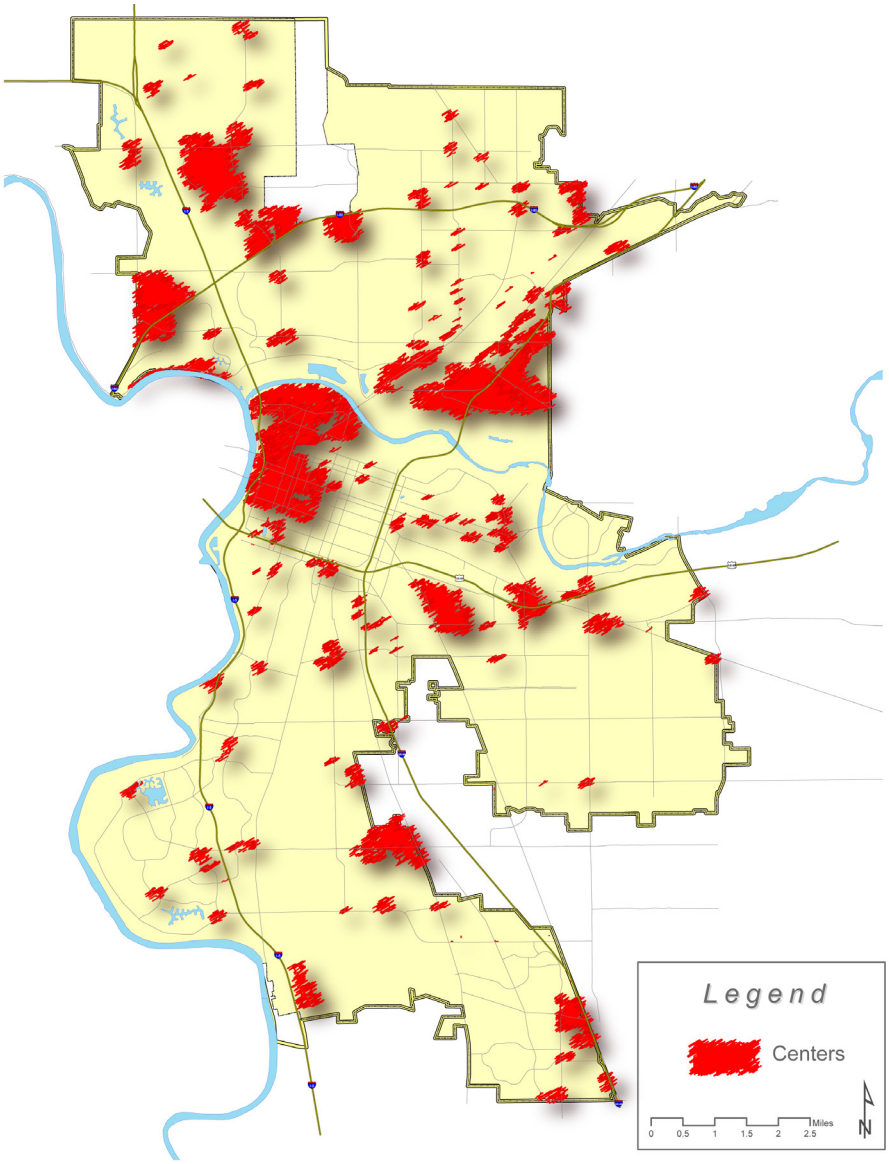
Centers

Policies in this section provide for the intensification, reuse and reinvestment, 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.

SACRAMENTO 2035 GENERAL PLAN

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

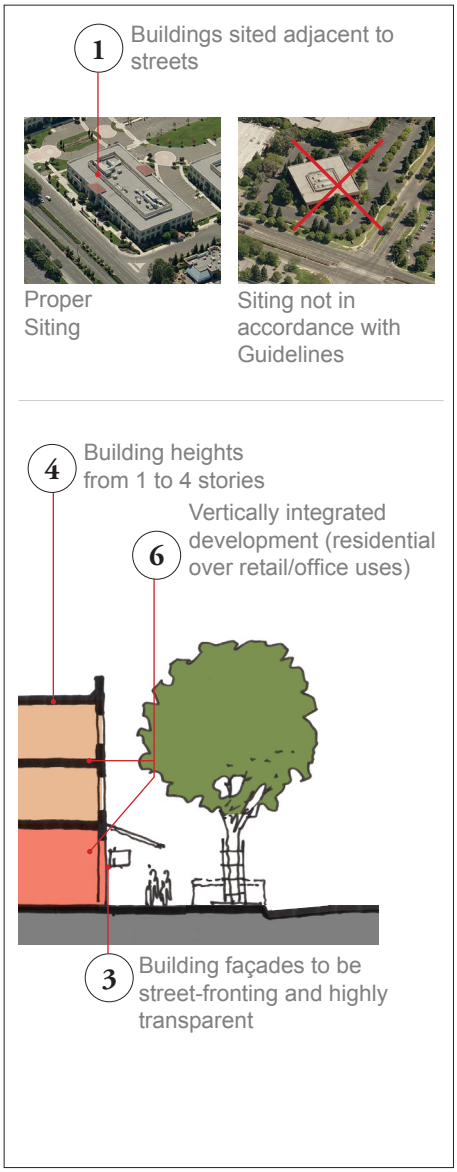
Allowed Uses

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: 0.15 FAR
- Maximum FAR: 2.00 FAR



Suburban 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.*

SACRAMENTO 2035 GENERAL PLAN

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 residential and nonresidential, moderate intensity, single-use development, or horizontal and vertical mixed-use development that includes the following:

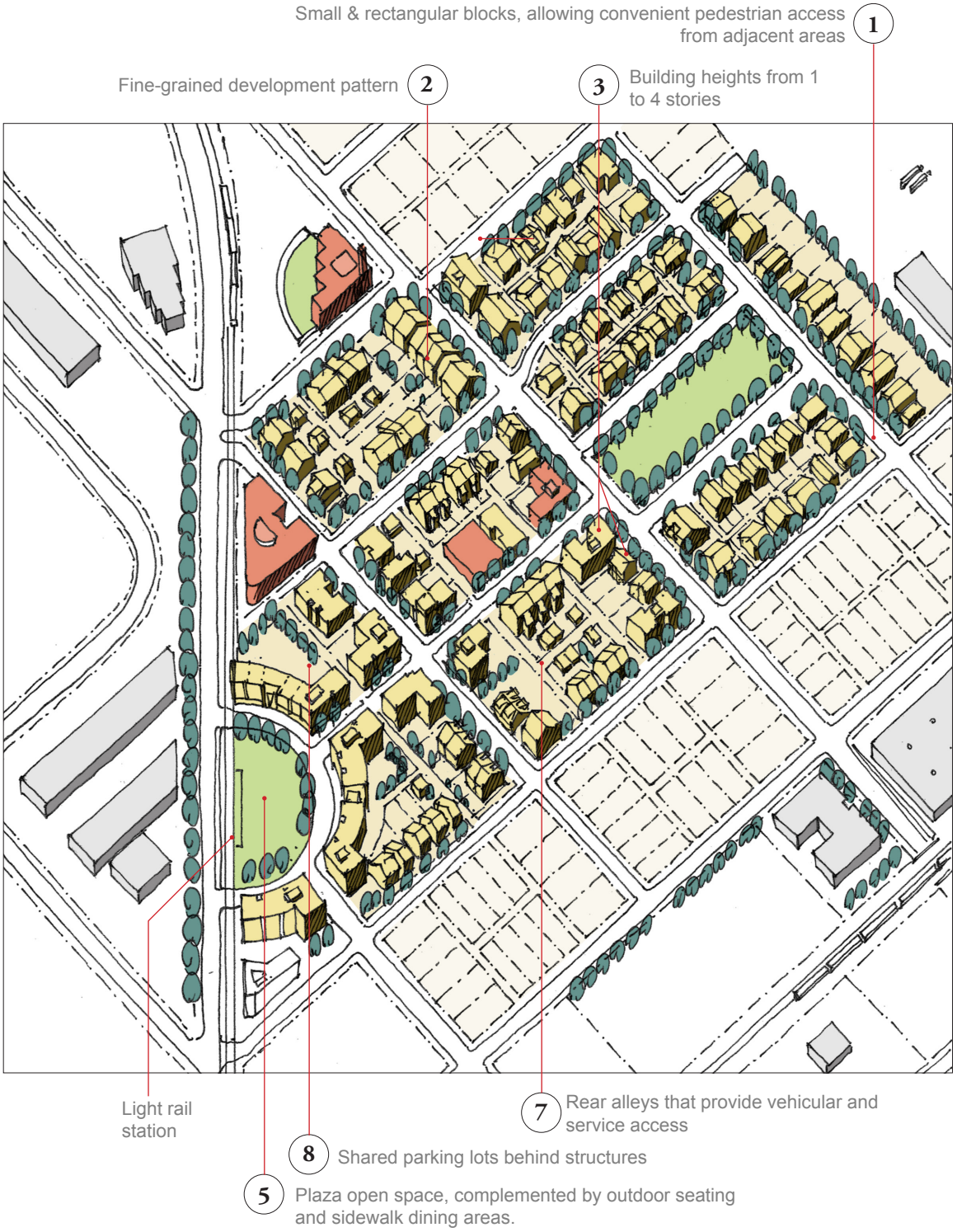
- Residential uses
- Retail, service, office uses
- Central public gathering places
- Compatible public, quasi-public, and special uses

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

10 Sidewalks designed to create inviting streetscapes

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.*

SACRAMENTO 2035 GENERAL PLAN

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

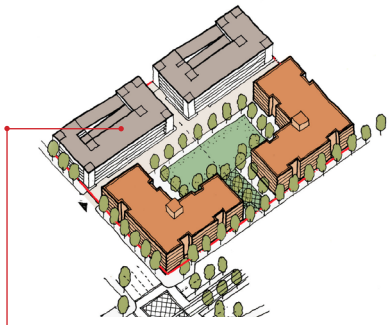
This designation provides for predominantly nonresidential, large-scale, regional shopping centers with a mix of uses including the following:

- 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: 0.15 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

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.*

SACRAMENTO 2035 GENERAL PLAN

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

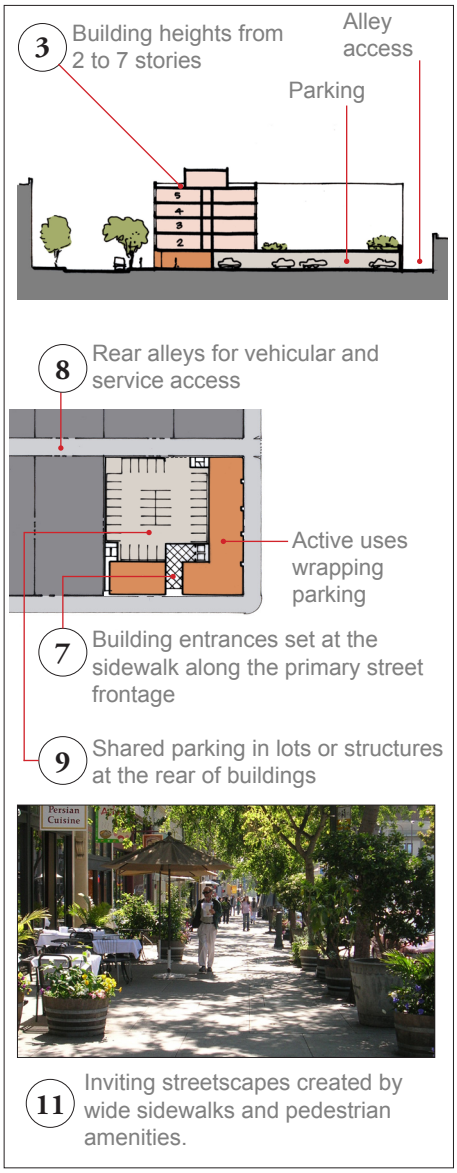
Allowed Uses

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:

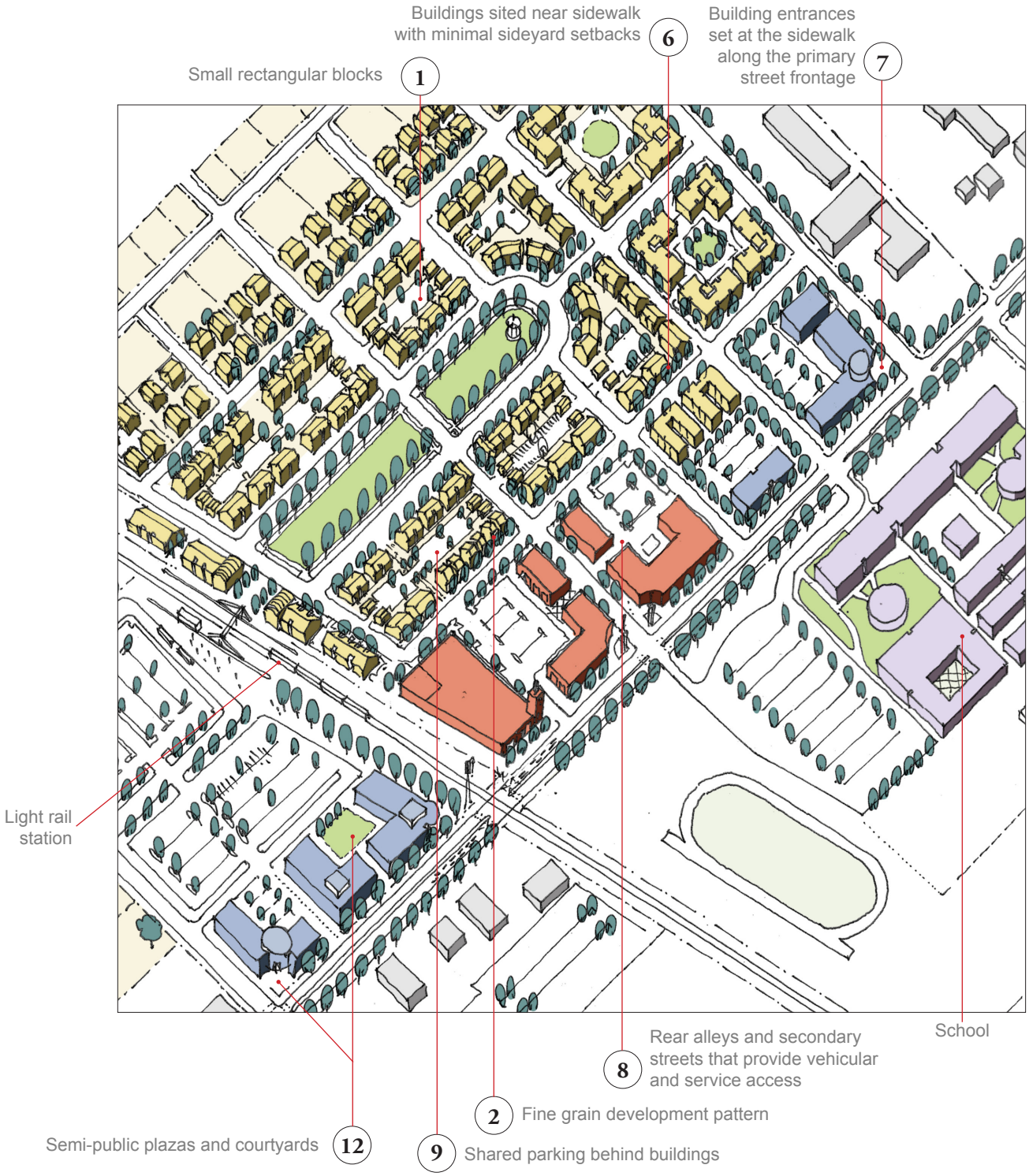
- Retail, service, office, and/or residential uses
- Gathering places such as plazas, courtyards, or parks
- Compatible public, quasi-public, and special uses

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



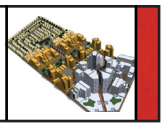
Urban Center Low



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.*

SACRAMENTO 2035 GENERAL PLAN

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 exceeding 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

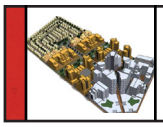
- Minimum Density: 24.0 Units/Net Acre
- Maximum Density: 250.0 Units/Net Acre
- Minimum FAR: 0.50 FAR
- Maximum FAR: 8.00 FAR

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

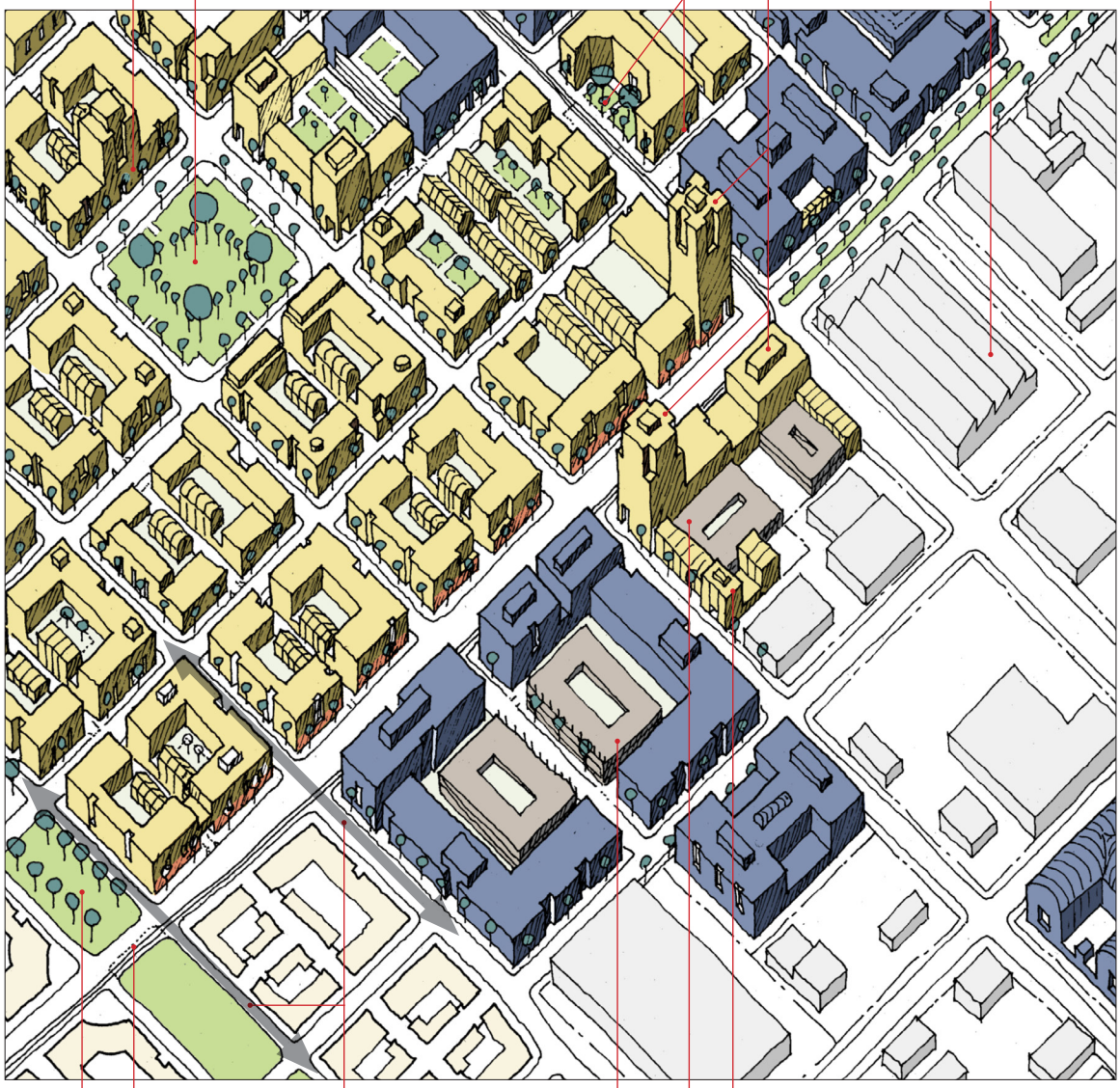
New development transitions in scale from 8-story building to 4-story (one level higher than permitted adjacent)

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



Urban Center 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.*

SACRAMENTO 2035 GENERAL PLAN

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

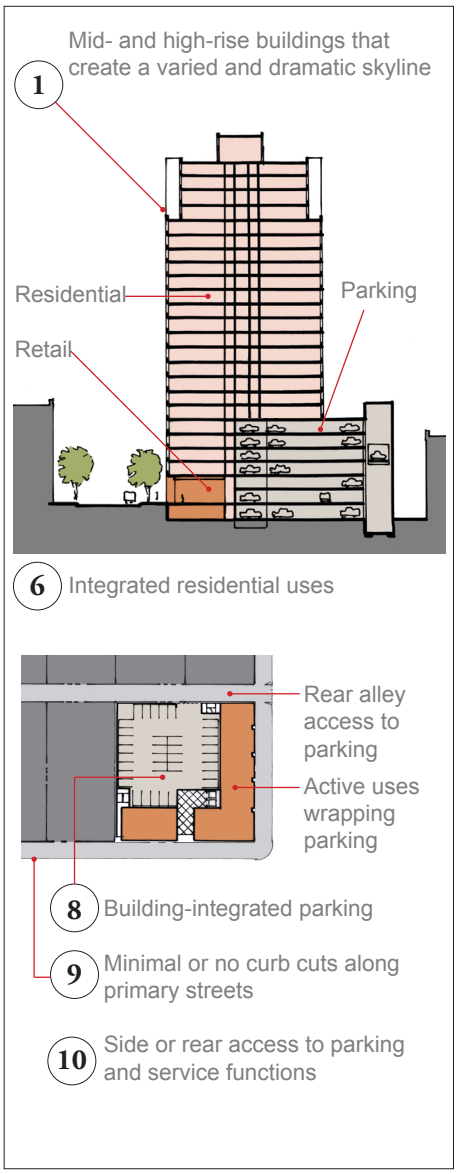
Allowed Uses

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:

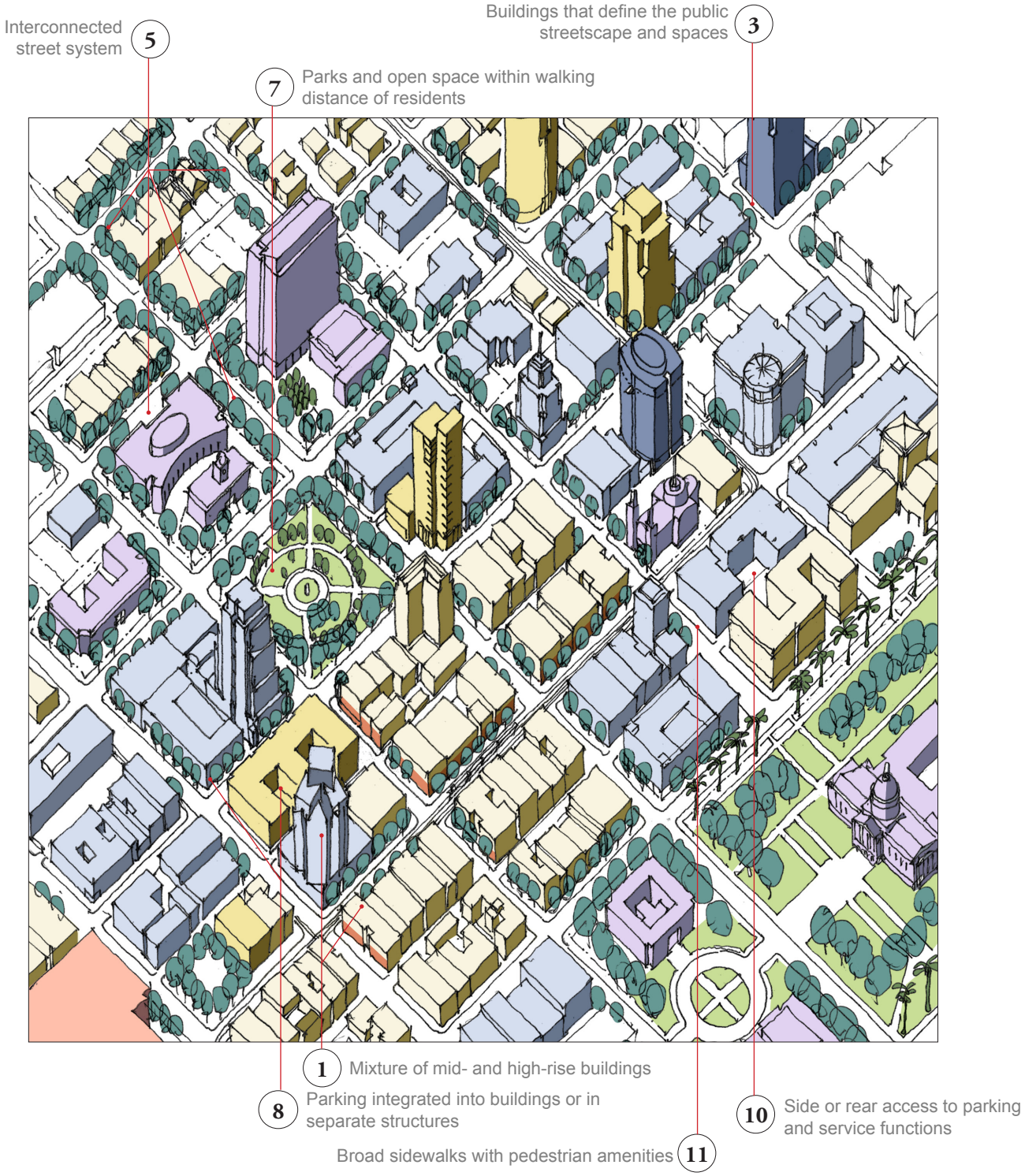
- Office, retail, and service uses
- Multifamily dwellings (e.g., apartments and condominiums)
- Gathering places such as plazas, courtyards, or parks
- Compatible public, quasi-public, and special uses

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)*

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

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)*

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)*

Sacramento Memorial Auditorium, opened in February 1927.

LU 5.1.4 **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)*

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 discourage low-intensity and auto-oriented uses around transit stations. *(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.

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.

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 reuse of existing suburban centers to utilize unused space in parking lots, make the centers more pedestrian friendly, reduce visual clutter associated with signage, and enhance 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)*

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)*

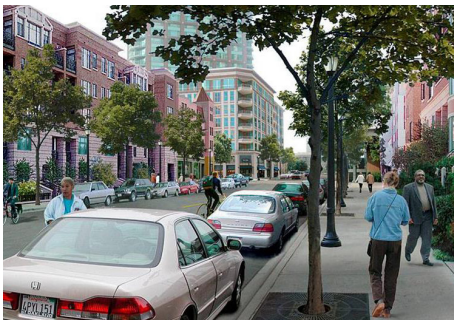
Introducing mixed-use development in existing regional commercial centers creates more attractive buildings and public spaces that enhance retail viability, promotes walking and transit use, and reduces vehicle trips.

Illustration courtesy of Urban Advantage

LU 5.4.2 **Enhanced Design Character.** The City shall encourage reuse of and reinvestment in 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 **Connectivity to Regional Centers.** 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)*

GOAL LU 5.6

Central Business District. Promote the Central Business District (CBD) as the regional center of the greater Sacramento area for living, 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 living, 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 CBD 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 adjoining transition areas around the CBD 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 Development 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 development efforts in 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)*

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

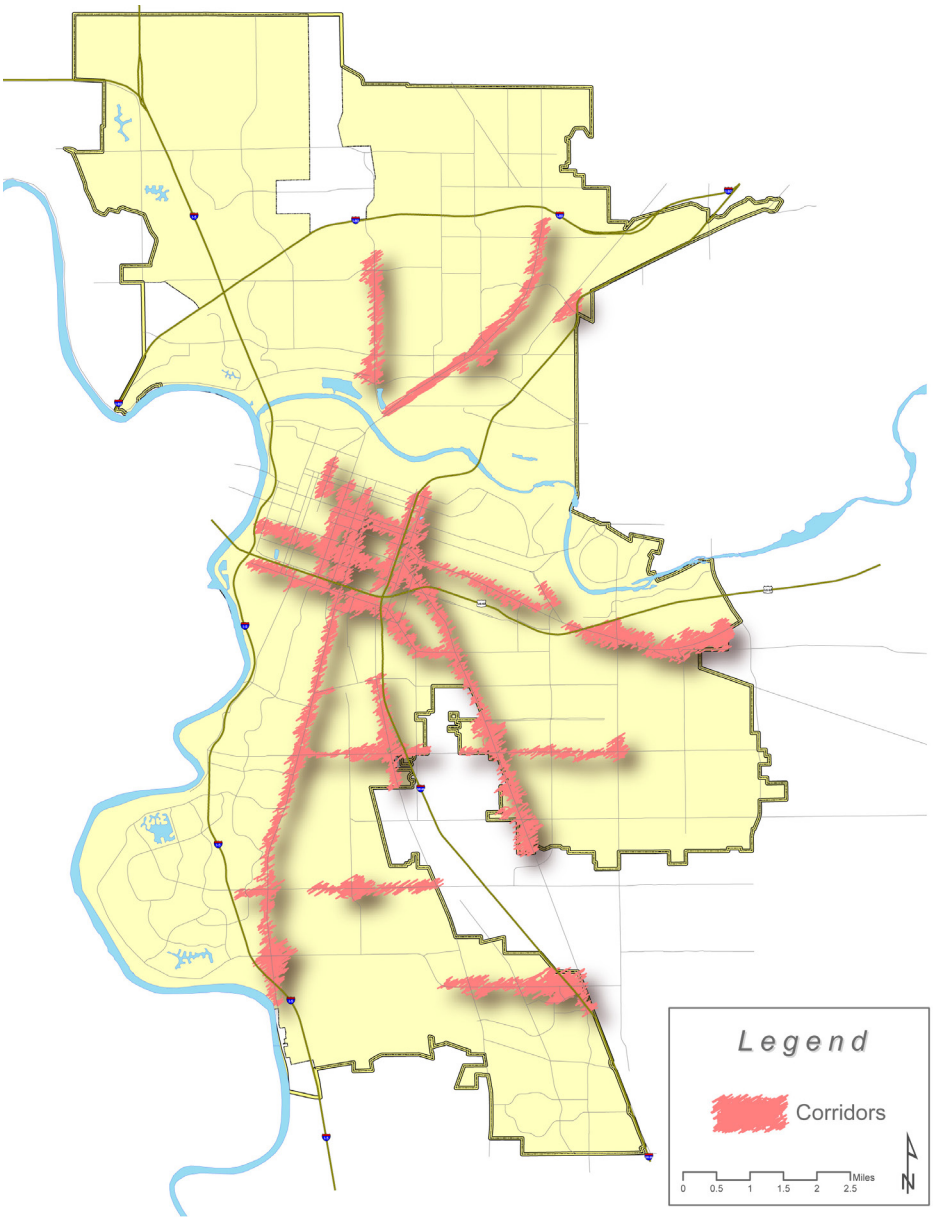
LU 5.6.7 **Cultural Facilities Central City.** The City shall continue to support the existing cultural facilities in the Central City and encourage the development of additional facilities that promote the city as the regional and historic center for meeting and gathering. *(IGC/JP)*

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

1 HOUR
PARKING
8AM-6PM

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.

SACRAMENTO 2035 GENERAL PLAN

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-fronting 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

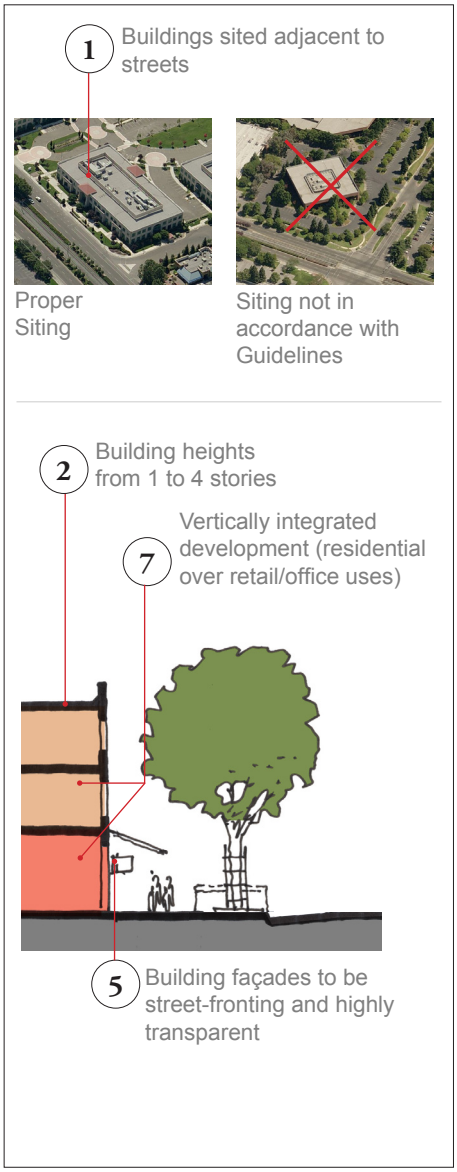
Allowed Uses

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

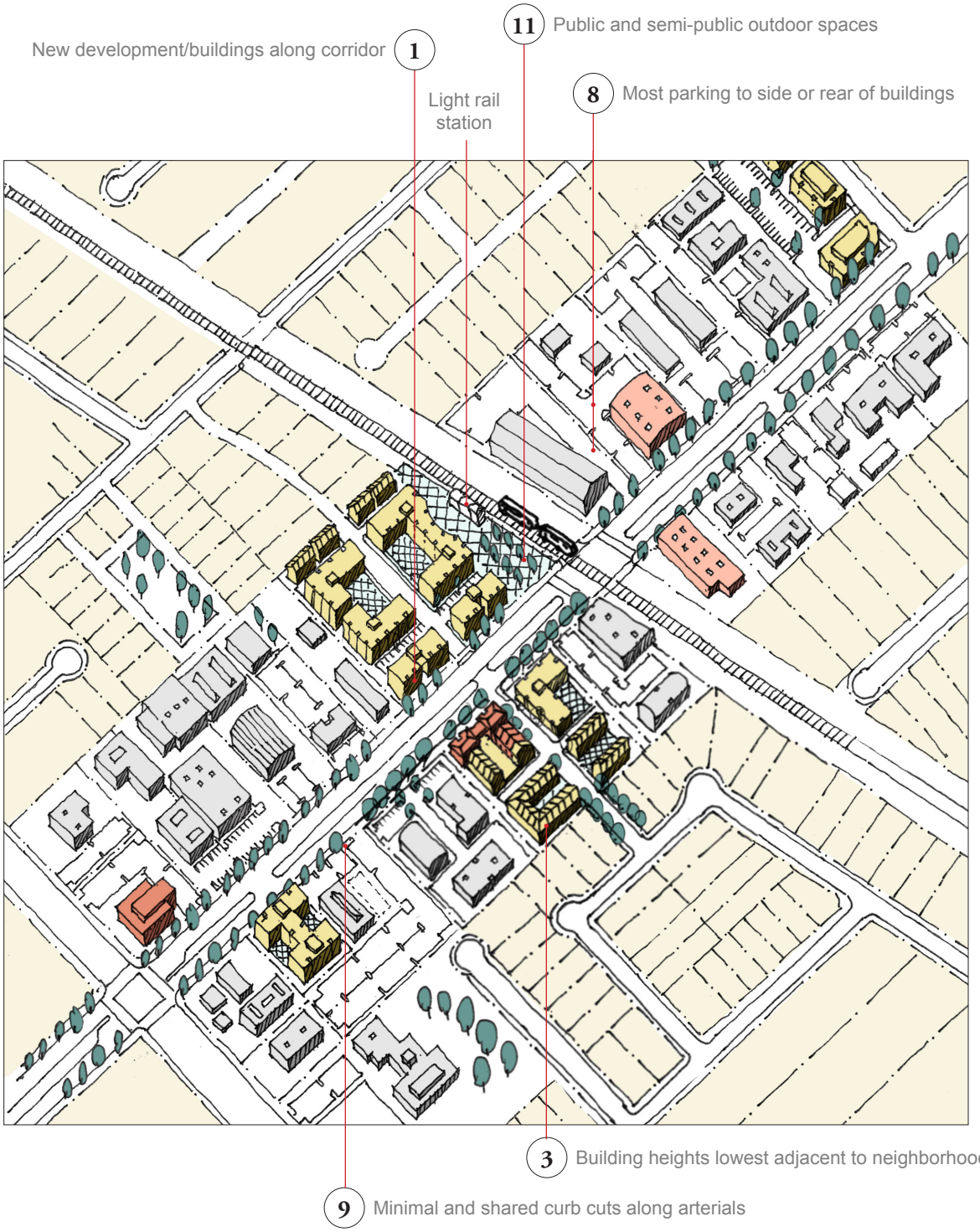
Development Standards

- Minimum Density: 15.0 Units/ Net Acre
- Maximum Density: 36.0 Units/ Net Acre
- Minimum FAR: 0.15 FAR
- Maximum FAR: 2.00 FAR



LU 6

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.*

SACRAMENTO 2035 GENERAL PLAN

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

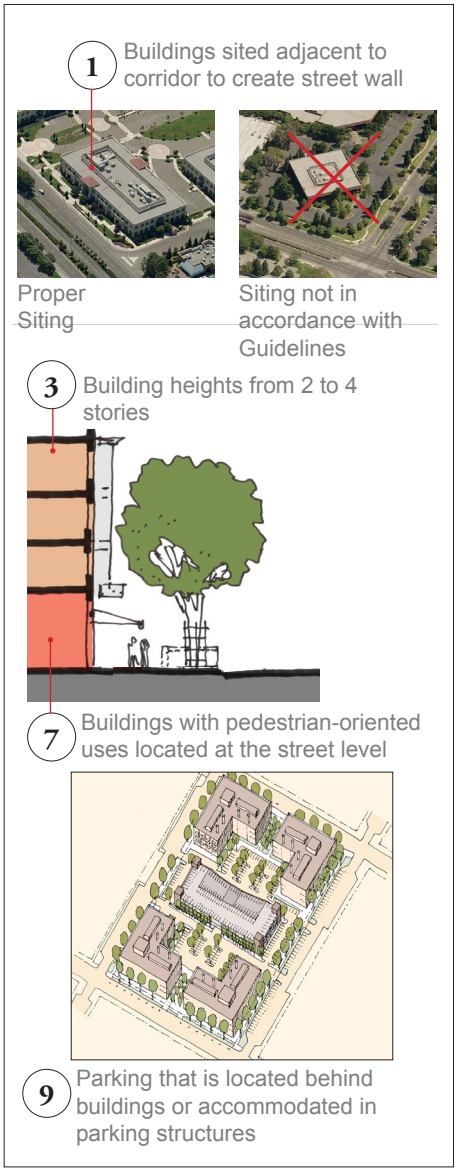
Allowed Uses

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



LU 6

Urban Corridor 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.*

SACRAMENTO 2035 GENERAL PLAN

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

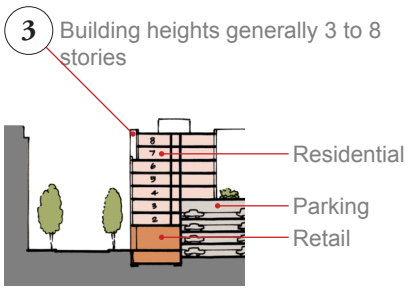
Allowed Uses

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

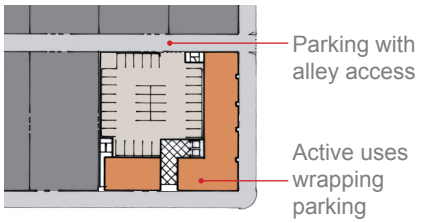
- Retail, service, office, and/or residential uses
- Gathering places such as plazas, courtyards, or parks
- Compatible public, quasi-public, and special uses
- Development should include a mix of nonresidential and residential with more intense development near major intersections

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



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

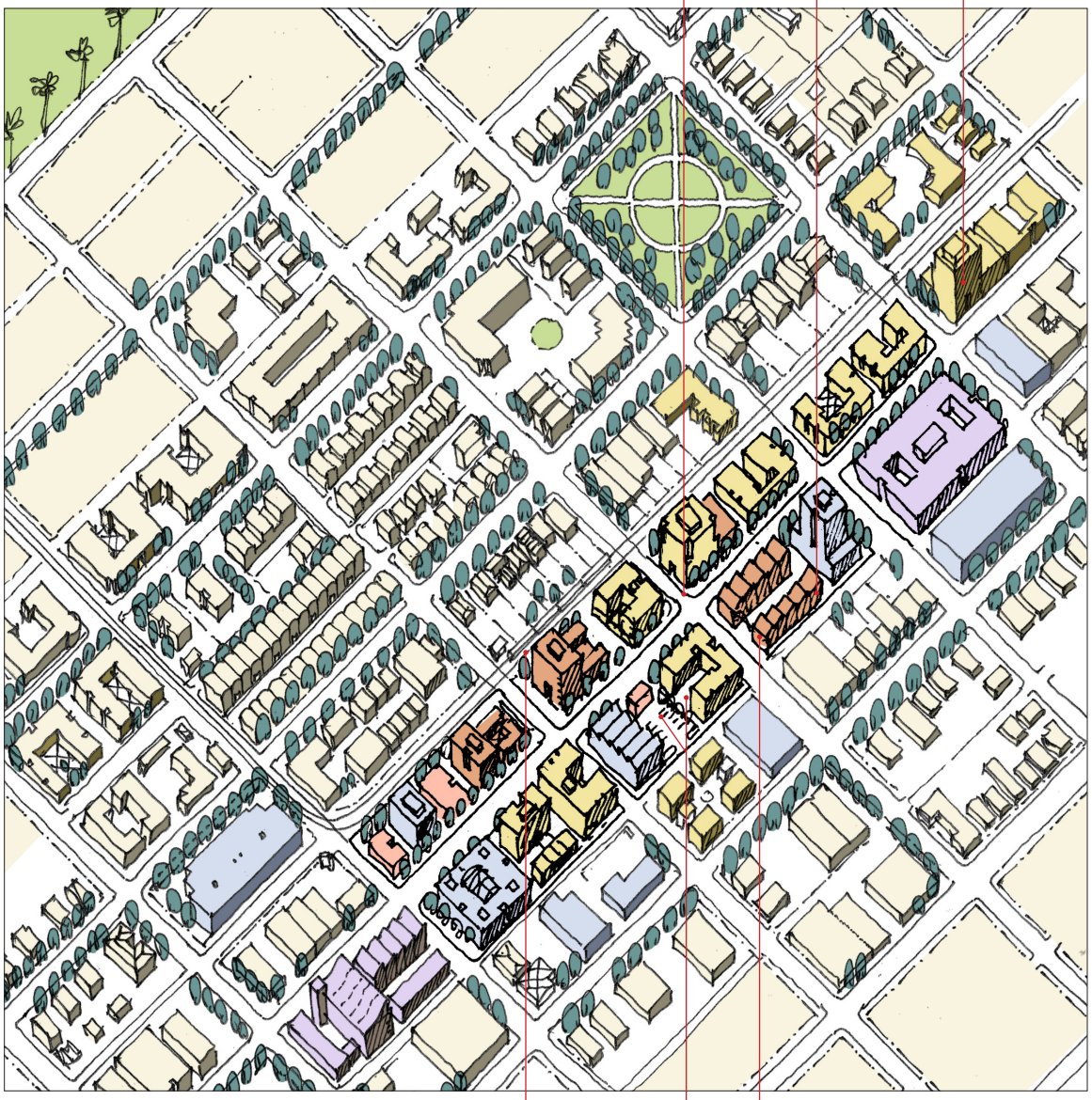
LU 6

Urban Corridor High

Building heights that are highest at major intersections 4

Compact development pattern 1

Building facades and entrances that directly address the street 6



Light rail station

Parking located behind buildings, integrated into buildings or in parking structures 9

10 Minimal curb cuts along arterial streets

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)*

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

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 that provides opportunities for medium- and higher-density housing, while also addressing local and citywide demand for retail and services and complete streets. *(RDR)*

LU 6.1.3 **Efficient Parcel Utilization.** The City shall promote the aggregation of small and irregular shaped parcels along corridors into larger development sites to facilitate their reuse. *(MPSP/JP)*

BEFORE

AFTER

Illustrations courtesy of Urban Advantage

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 **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)*

LU 6.1.5 **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)*

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

LU 6.1.6 **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)*

LU 6.1.7 **Shared Parking, Driveways, and Alley Access.** The City shall encourage the creation of shared parking and driveways as alleys along arterial corridors in order minimize driveways and curb cuts. *(RDR)*

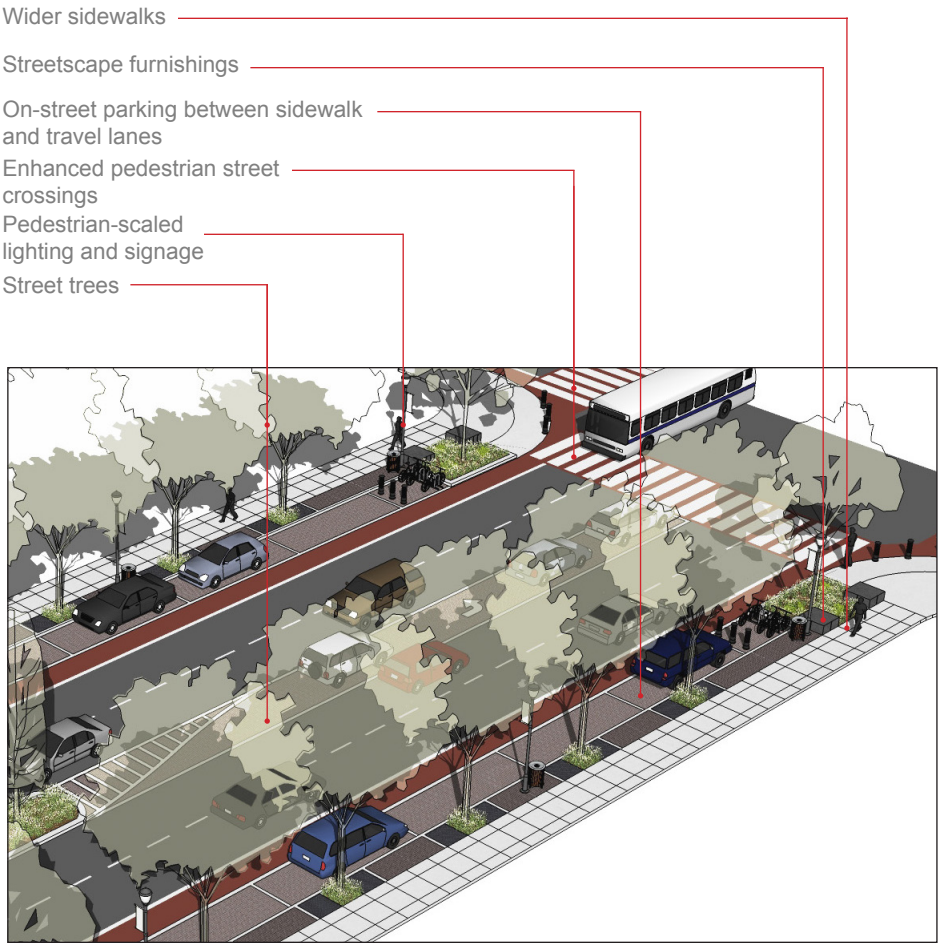
See M 6, Parking, for additional policies for parking.

LU 6.1.8 **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)

LU 6.1.9 **Enhanced Pedestrian Environment**. The City shall require that sidewalks along mixed-use corridors are wide enough to accommodate significant pedestrian traffic and promote the transformation of existing automobile-dominated corridors into boulevards that are attractive, comfortable, and safe for pedestrians by incorporating the following:

- 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)



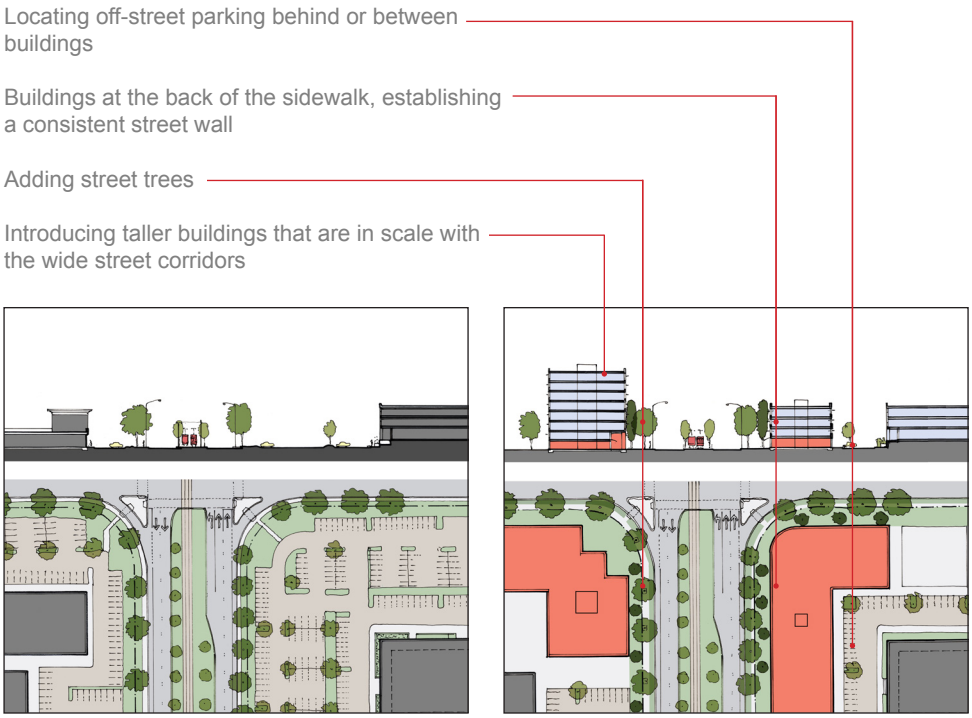
The illustration to the left shows how auto-dominated corridors can be transformed into pedestrian-oriented boulevards.

LU 6.1.10 **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)

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.



The Existing Corridor
(Plan & Section)

The Corridor Transformed
(Plan & Section)

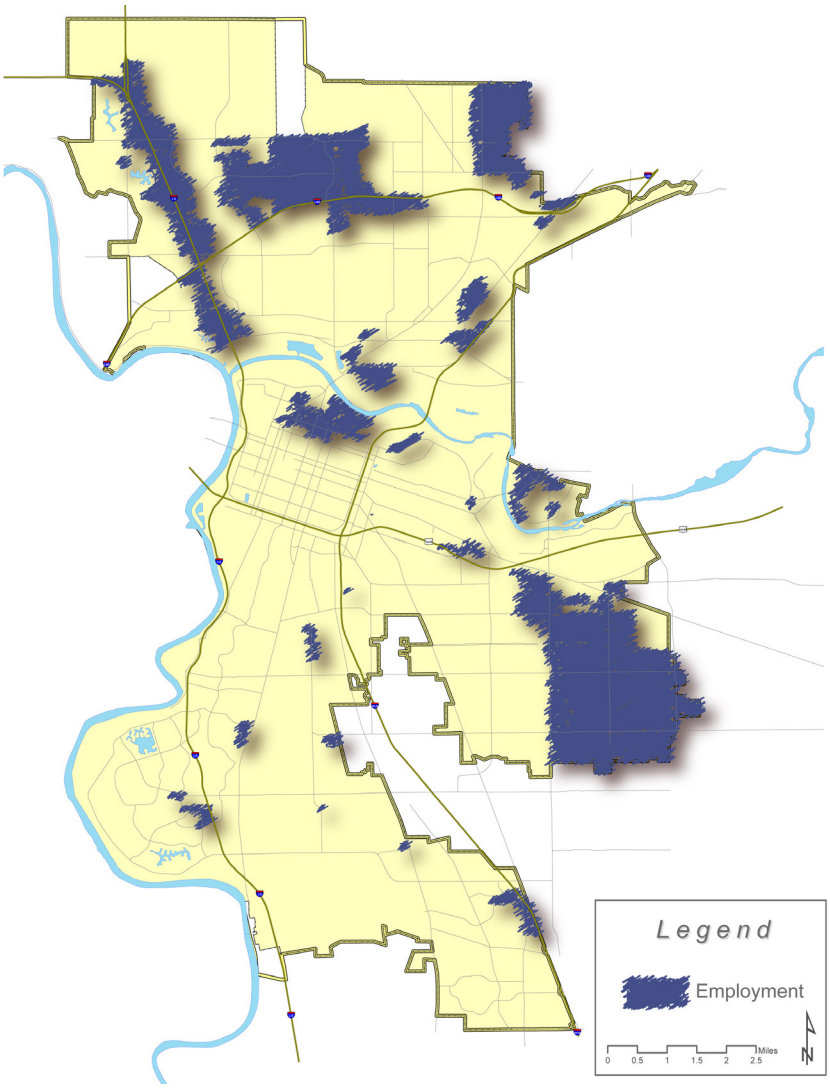
LU 6.1.11 **Differentiating the Corridor.** The City shall promote development patterns that break up long, undifferentiated corridors of commercial strip development by establishing distinct activity nodes or centers that are distinguished by features such as their primary tenants, mix of uses, scale and intensity of development, and architectural character. *(RDR)*

LU 6.1.12 **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 polices 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.

SACRAMENTO 2035 GENERAL PLAN

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

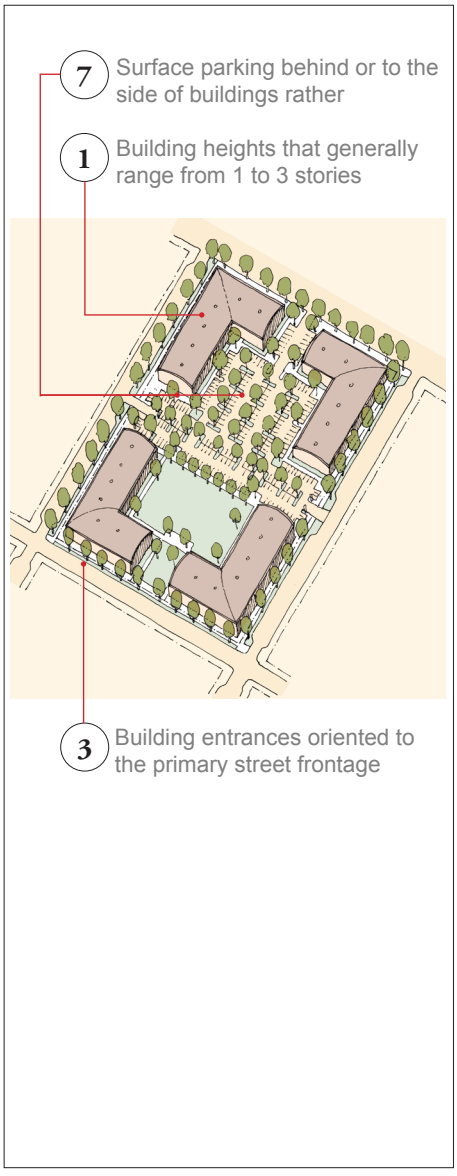
Allowed Uses

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

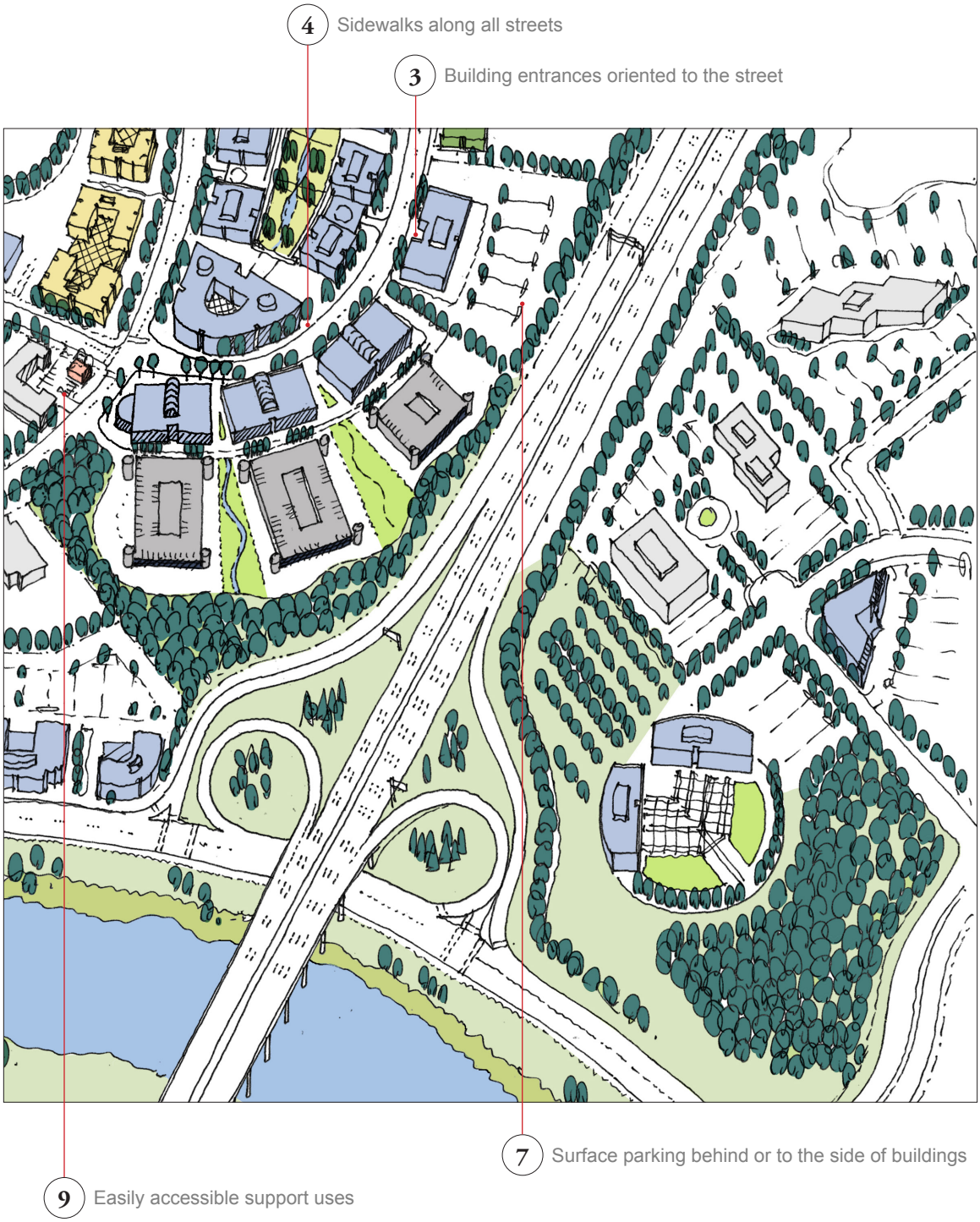
Development Standards

- Minimum FAR: 0.15 FAR
- Maximum FAR: 1.00 FAR



LU 7

Employment Center Low Rise



SACRAMENTO 2035 GENERAL PLAN

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

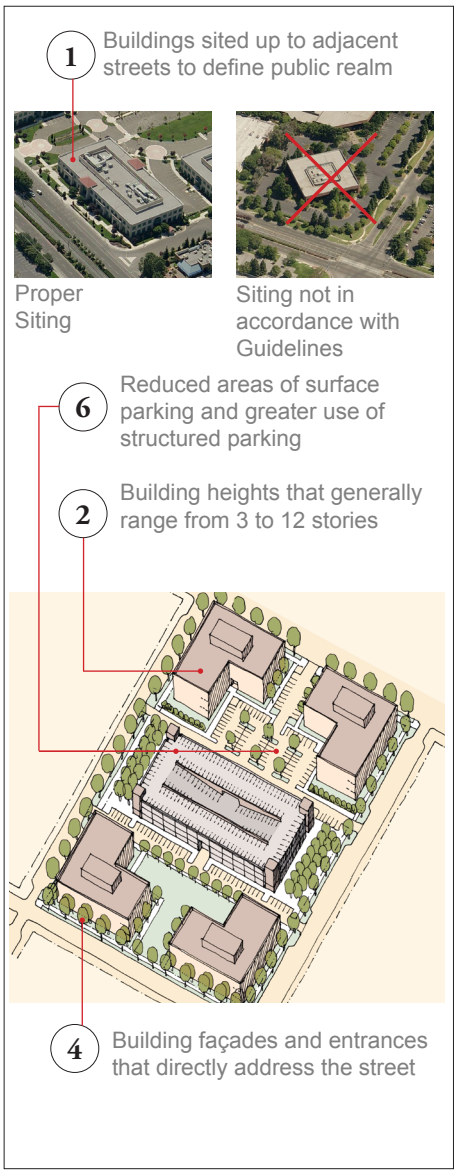
Allowed Uses

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

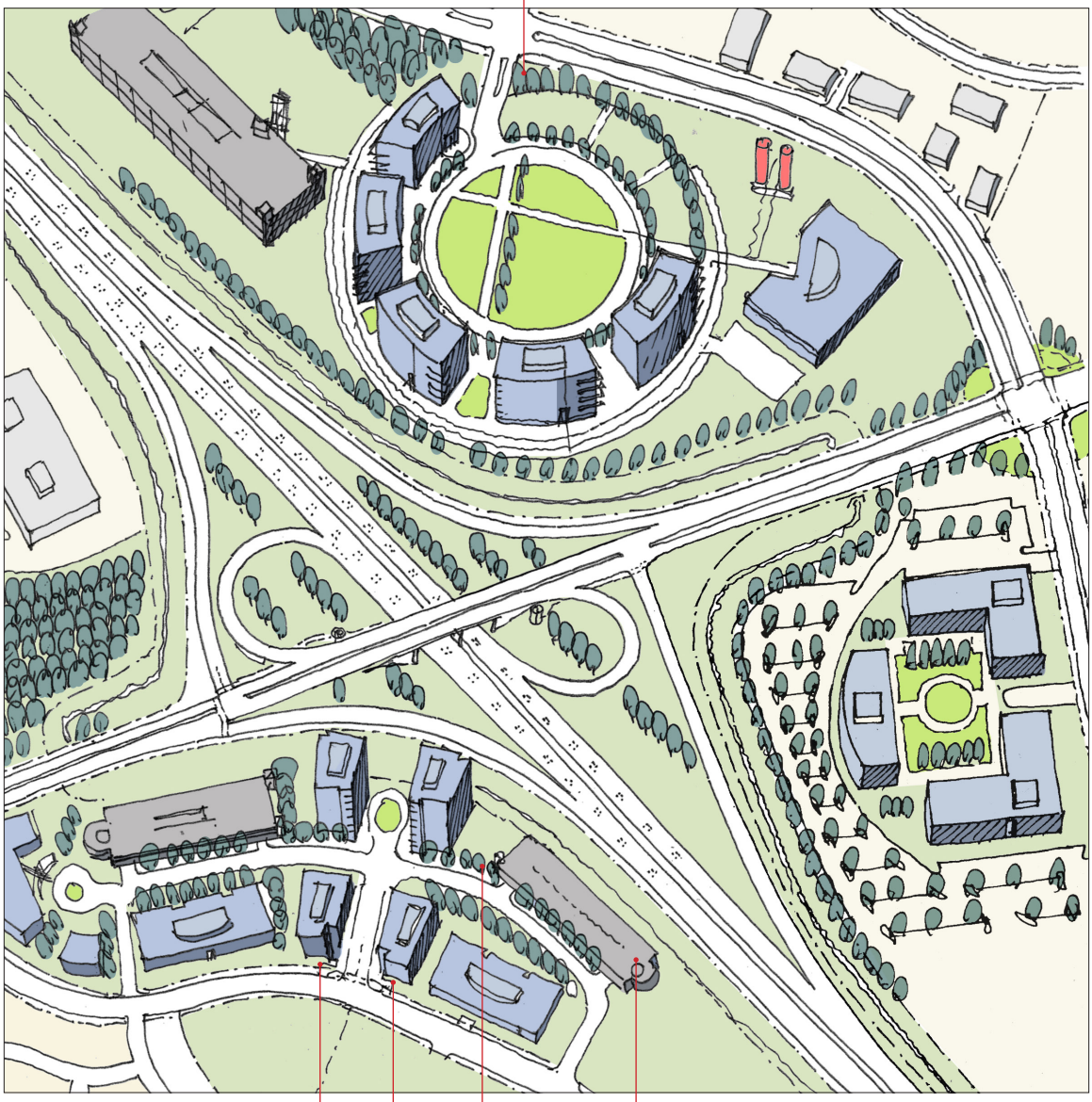
- Office complexes
- Support retail and service uses, such as restaurants, dry-cleaners, gym/fitness centers, markets, hotels, and office services (e.g., printing/copying/shipping)
- Landscaped gathering places that include support uses
- Residential uses as a supportive mixed use or adjacent to large 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: 0.25 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.*

SACRAMENTO 2035 GENERAL PLAN

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

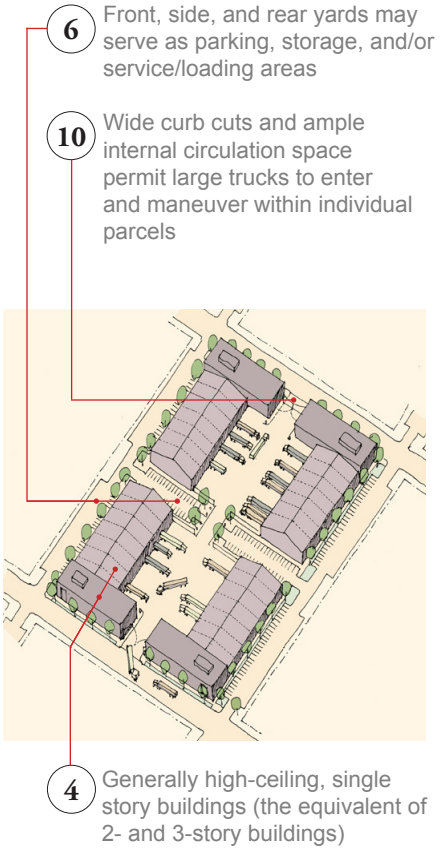
Allowed Uses

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

- Maximum FAR: 1.00 FAR



LU 7

Industrial

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 **Transitional Uses.** The City shall encourage development of transitional uses (e.g., housing and retail) between industrial areas and transit centers/stops. *(RDR)*

LU 7.2.6 **Industrial Development Design.** The City shall require that new and renovated industrial properties and structures incorporate high-quality design and maintenance. *(RDR)*

LU 7.2.7 **Property Maintenance.** The City shall encourage and, where legally permissible, require owners of visually unattractive or poorly maintained industrial properties to upgrade existing structures and properties to improve their visual quality. *(RDR)*

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

LU 7.2.8 **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)*

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

City of SACRAMENTO

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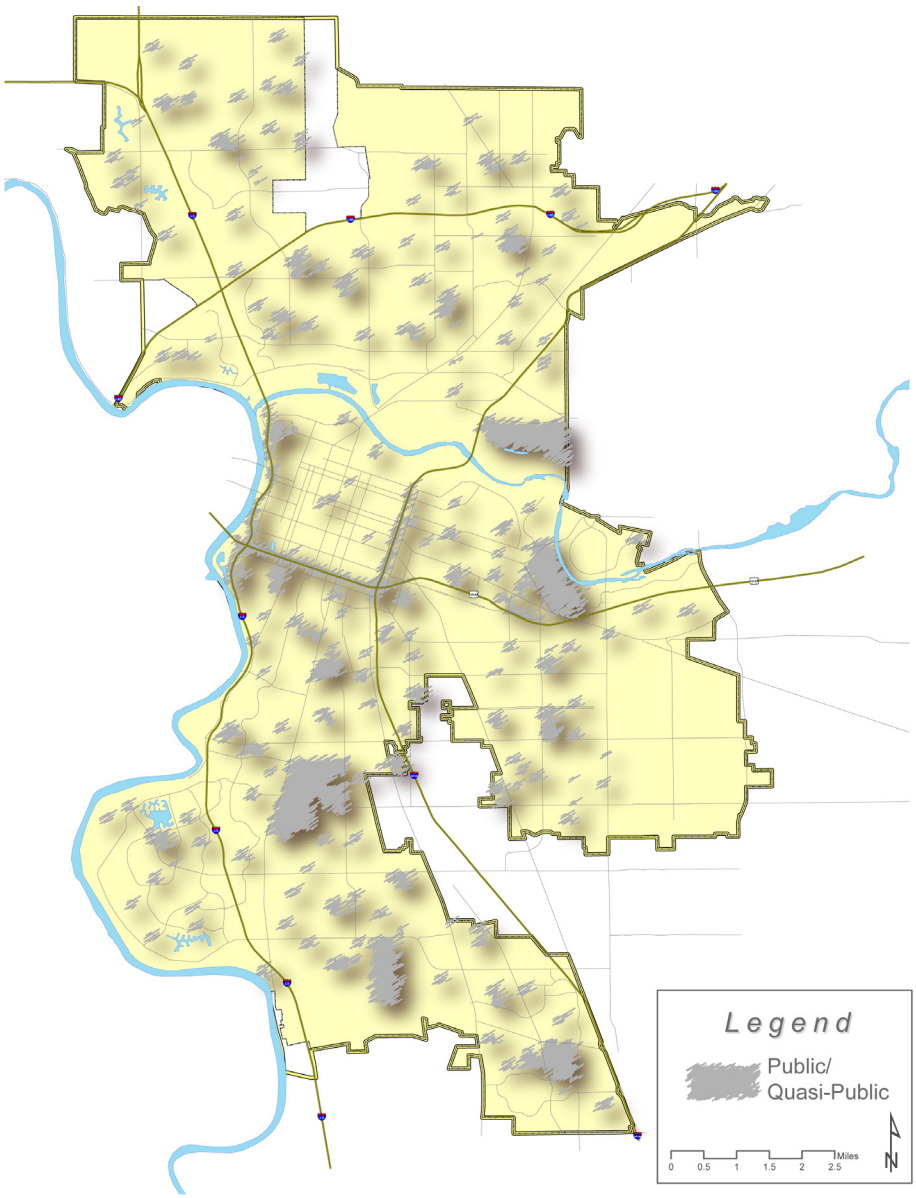
CITY HALL

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.

LU 8.1.4 **Excellence in Public Projects.** The City shall lead by example, demonstrating design excellence in City projects, and City-subsidized reuse projects. *(MPSP/SO)*

LU 8.1.5 **LEED Standard for City-Owned Buildings.** The City shall ensure that new or renovated City-owned buildings are energy efficient and meet, as appropriate, 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)*

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

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)*

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

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)*

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)*

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)*

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

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 and Event Centers.** The City shall encourage and support development throughout the city of assembly facilities for social, cultural, entertainment, sports, educational, and religious activities. *(RDR)*

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

LU 8.2.2 **Artist Enclaves/Live-Work Studios.** The City shall support and encourage the development, reuse, 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)*

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 **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 8.2.6 **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)*

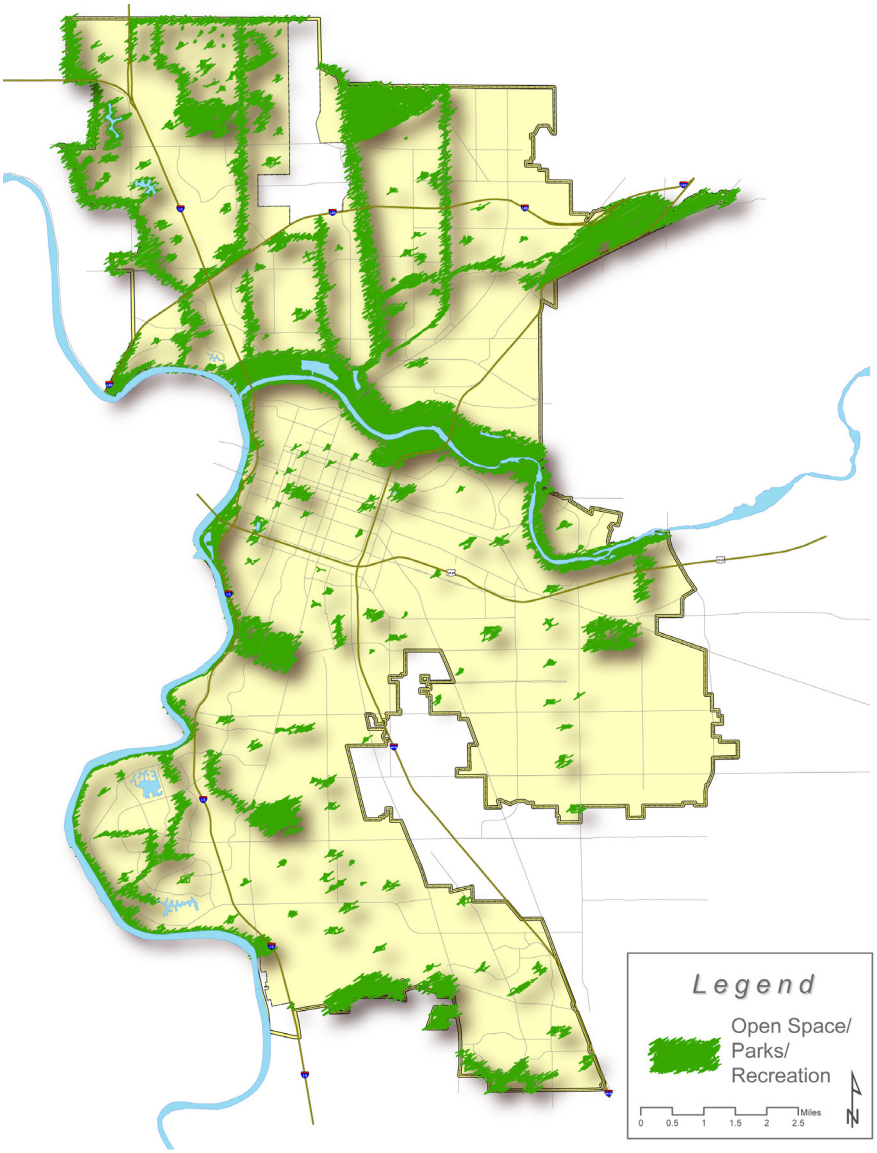
See ER 4, Agriculture, for additional policies for agricultural uses and production.

LU 8.2.7 **Locally-Grown and Organic Foods.** The City shall allow urban farms and market gardens at a scale that is appropriate to Sacramento's neighborhoods, particularly in areas that lack access to fresh healthy foods, and have vacant or underutilized land. *(RDR/PI)*

Tahoe Park

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

Bing Maloney Golf Course.

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

Universal playground accessible to people of all ages and abilities.

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

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 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)*

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

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)*

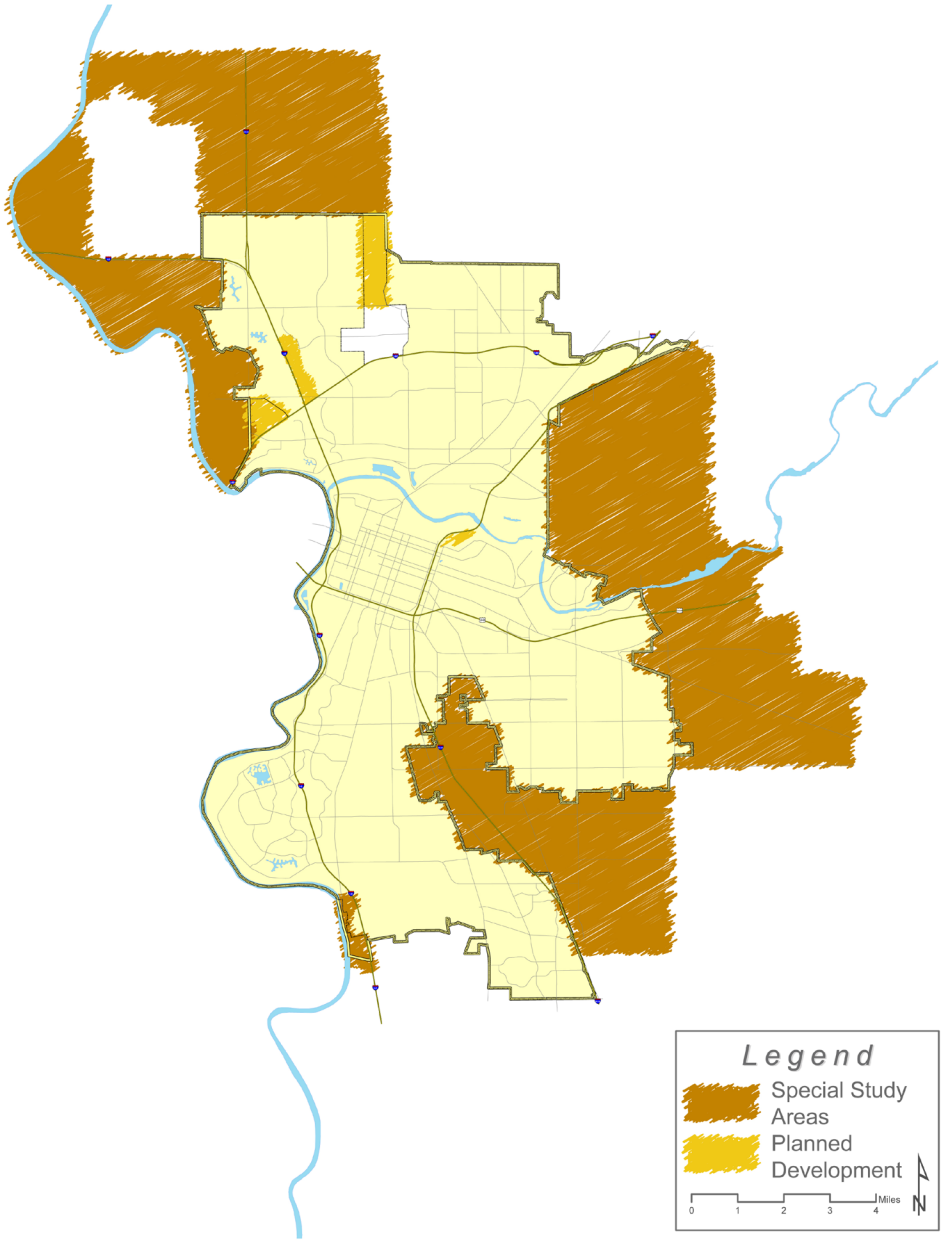
LU 9.1.5 **Private Boat Docks and Marinas.** The City shall discourage development along the rivers of privately owned boat docks and marinas that are not available to the general public. *(RDR)*

See 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 land use and policy document prepared through the Urban American River Parkways Preservation Act (Public Resources Code 5840, et al). *(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 2035 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 2014. 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. Ensure annexation and city expansion is consistent with the Regional Blueprint principles, SACOG MTP/SCS, and the City's Vision and Guiding Principles, and provides 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.
- 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).
- Completion and adoption of Master Plans, Specific Plans, pre-zoning, 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)*

City of SACRAMENTO

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