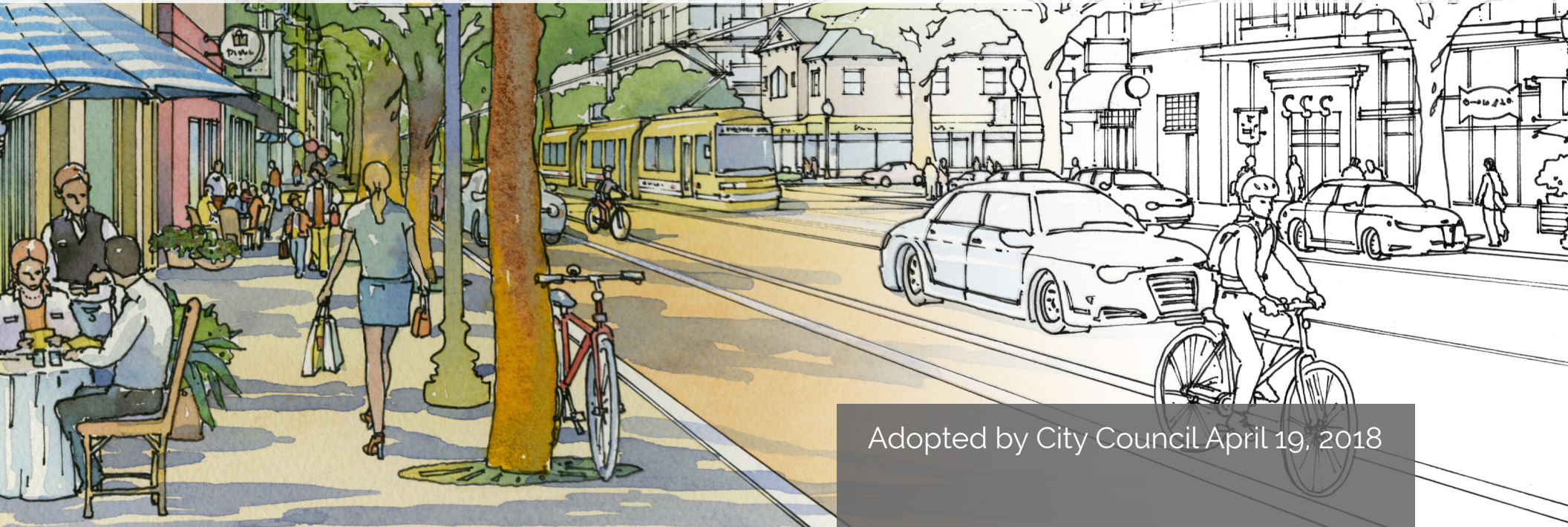
City of Sacramento

CENTRAL CITY

SPECIFIC PLAN



Adopted by City Council April 19, 2018

SACRAMENTO CENTRAL CITY

SPECIFIC PLAN

Adopted by City Council
April 19, 2018

PREPARED FOR:

City of SACRAMENTO

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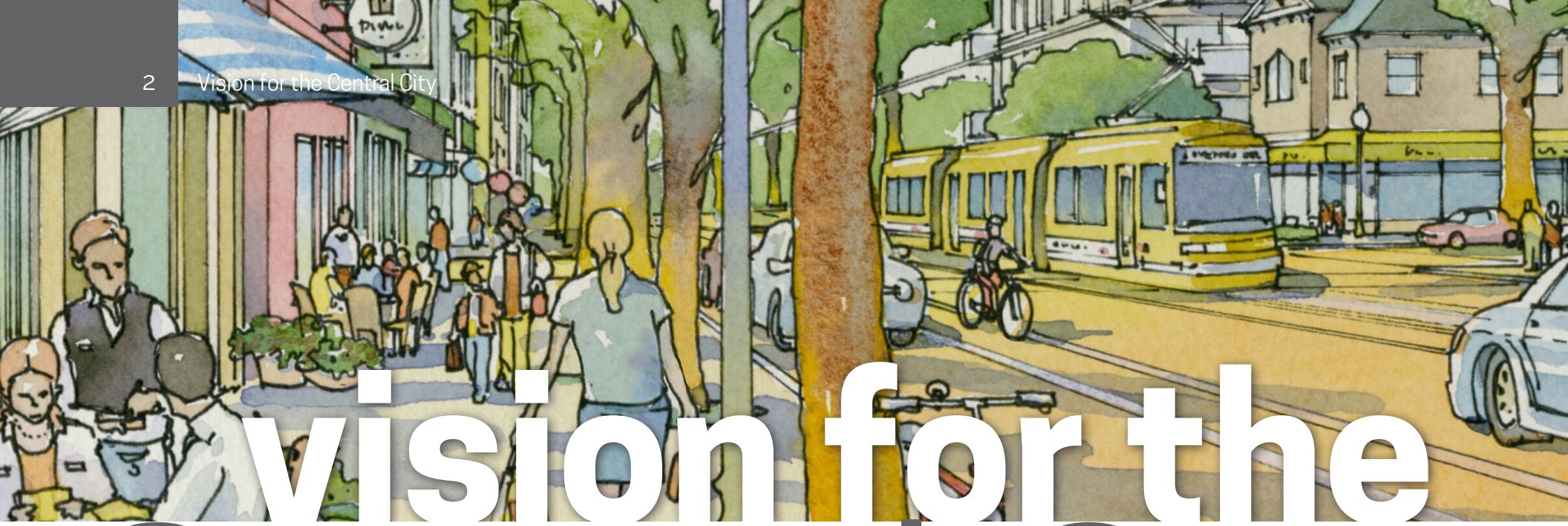
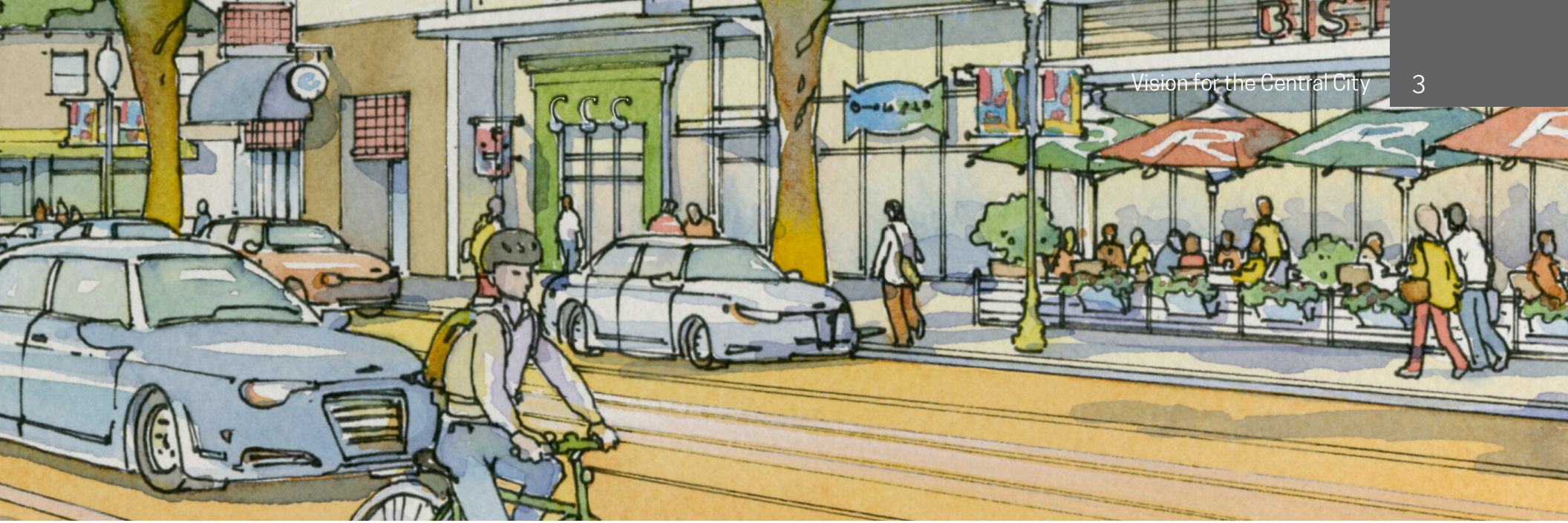


vision for the Central City



The Central City Specific Plan (CCSP) serves as a guide to inspire the continued growth and evolution of Sacramento's Central City. It draws upon the ideas and values of the City's residents, business owners, elected officials, staff and other stakeholders to advance a shared vision for the Central City. That vision is expressed by the following principles that form the framework for the CCSP:

Promote an active, around-the-clock, urban City center.

Support new places to live consistent with the City's Downtown Housing Initiative.

Attract amenities to meet the everyday needs of those who live and work in the Central City.

Draw a diversity of new, emerging and innovative businesses and industries.

Encourage varied housing options that reflect the diversity of Sacramento.

Further the Central City as a destination for the arts, culture, entertainment and tourism.

Reconnect the Central City and the region to a reenergized riverfront.

08

Celebrate Central Sacramento's rich historic, cultural, recreational, and open space assets.

10

Nurture a layered mobility network that supports all modes of travel and the transition toward electrified and autonomous transportation modes.

12

Assure a sustainable, adaptive and thriving Central City that is resilient to climate change.

09

Preserve and enhance the unique character, buildings and streetscapes of Sacramento's Central City.

11

Deliver equitable levels of public services and enhanced utility infrastructure to support existing and new development.

13

Boost certainty for investment by removing barriers to housing and economic growth, streamlining the development review process, and applying meaningful incentives.

EVERYDAY
IS YOUR
CHANCE
TO MAKE
THIS CITY
A LITTLE
BETTER.

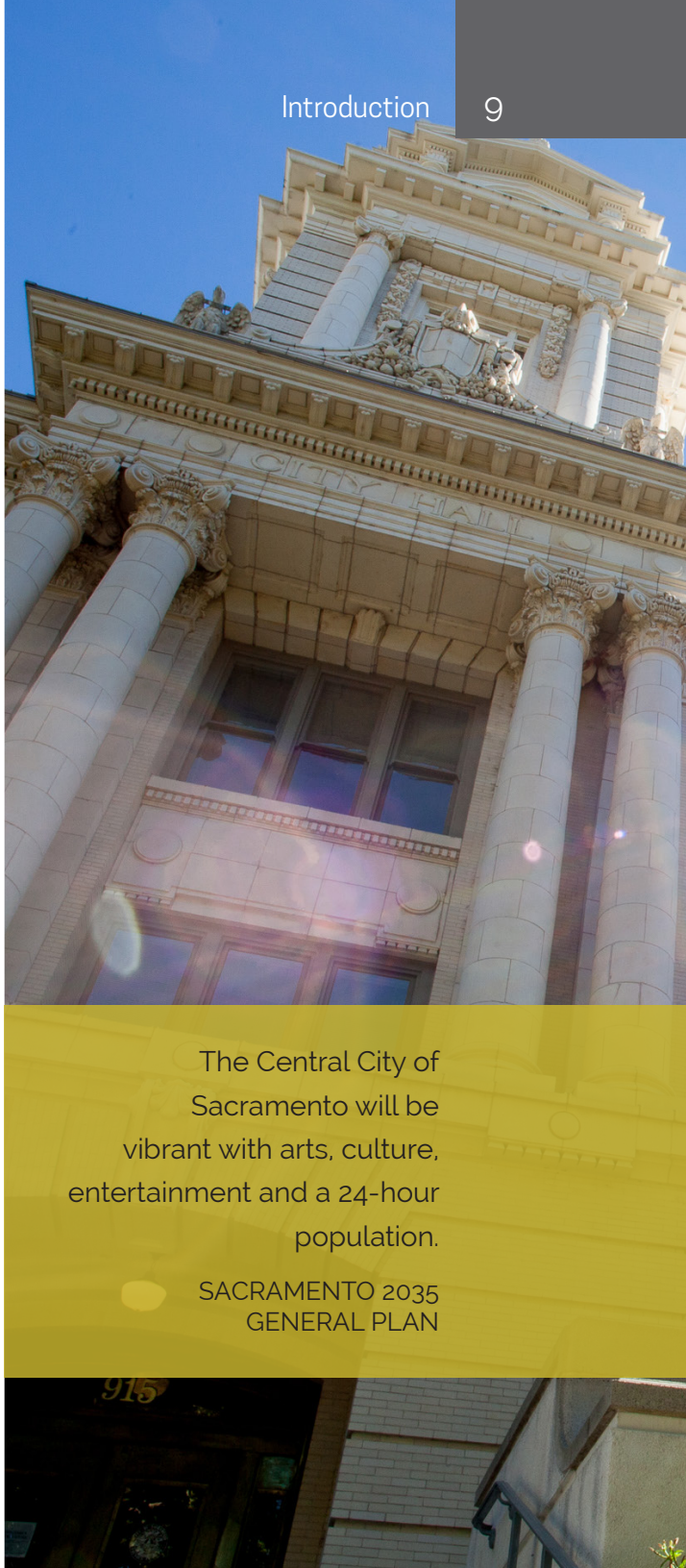
CHAPTER 1

Introduction

1.1 UNLOCKING THE CENTRAL CITY'S FULL POTENTIAL

Sacramento has a long-standing goal to create a vibrant Central City offering world-class amenities and **places for people to live, work and play.** As the heart of the City and gathering place for a growing region, the Central City is pivotal to Sacramento's vision to be the "most livable city in America." The Central City plays numerous roles including state capital, central business district, county seat, riverfront locale, cultural and tourist destination, and home to a diversity of residents. Its form is defined by a series of centers, corridors and neighborhoods framed by a grid of tree-lined, walkable streets that support layered mobility options. It is the City's intent to continue to expand the role and image of the Central City as the region's hub for living, work, commerce, arts, culture, entertainment, and government.

Increasing economic and political momentum has propelled Sacramento's Central City on its way to being the diverse and exciting 21st Century urban center envisioned by the City. The Central City continues to be the prime **work** destination and most important job center in the region attracting more than 90,000 daytime employees to an evolving range of jobs. The City has labored tirelessly to deliver places to **play** including the Golden 1 Center and Downtown Commons, the burgeoning R Street corridor, Midtown, Old Sacramento and the riverfront, and the thriving art and dining scenes all of which attract people from throughout the region and elsewhere, encouraging them to stay and explore beyond the typical workday.



The Central City of Sacramento will be vibrant with arts, culture, entertainment and a 24-hour population.

SACRAMENTO 2035 GENERAL PLAN

Essential to unlocking the full potential of the Central City as the place to be and invest is the development of quality housing that allows residents with diverse economic backgrounds and lifestyle preferences to live near jobs, services and amenities. Based upon US Census data, the population in Sacramento's Central City has decreased by approximately 30,000 people since 1950, with much of the prior housing stock demolished. Despite renewed interest in urban living, the housing base has not grown significantly over the past decade, creating a deficit in supply. This deficit, particularly for moderate and lower income "workforce" housing, has contributed to the Central City's reputation as a commuter destination. It is estimated that over 90 percent of employees working in the Central City commute in from elsewhere.

In response, the Downtown Housing Initiative Plan was launched by the City in 2015 to bring **10,000 new places to live to Sacramento's Central City within 10 years**, a kick-start to achieving the General Plan housing goal of nearly 23,000 total units within the Central City by 2035. This initiative aims to provide mixed income and multi-modal friendly residences to meet a varied range of housing needs. Fortifying the housing base will help to generate needed vitality in the Central City, support a strong retail and cultural core, attract businesses and jobs, stimulate walking and transit oriented development, boost livability and inclusiveness, and enhance the revenue base.

The City faces challenges in promoting the development of housing in the Central City. These include facilitating the types of housing products and associated amenities that will support the demands of residents with diverse economic backgrounds and lifestyle preferences; the hurdles of working with the historic building stock; the need to strengthen mobility options including the streetcar; the capacity of the City's infrastructure to accommodate increased density; the complexity of navigating the CEQA review processes; and the ability to provide meaningful incentives to attract the activities and development desired.

> "The Downtown Housing initiative seeks to increase the population density to a level that can sustain and attract additional investments . . . "
>
> DOWNTOWN HOUSING INITIATIVE PLAN

Representative of Sacramento as a diverse, established, and innovative City, the make-up of our communities includes all generations as potential civic resources. From the Baby Boomer generation to the Millennial populations, with all age groups considered as part of the City's future, Sacramento strives to understand and respect it's past while also positioning itself for the future. The City is committed to closely coordinating with the community, developers and other stakeholders to answer the challenge, leverage public and private investments to facilitate desired change, and further catalyze Central City living and the "urban lifestyle."

1.2 THE SPECIFIC PLAN

The **Central City Specific Plan (CCSP)** presents a unique chance to build upon the momentum in the economic revitalization of the Central City to foster the continued growth of housing, jobs and amenities. Establishing a policy framework to guide development and infrastructure decisions, the CCSP looks to the next 20 years and beyond to address the various opportunities and challenges that the Central City faces. The CCSP provides the vision, strategies and actions to inspire Sacramento's Central City to reach its full potential as a modern, inclusive, interconnected and mature urban center - a place of sustained growth and revitalization.

The CCSP's approach focuses on encouraging and enabling desired outcomes, versus regulating specific solutions.

Specific Plan Organization

01 Introduction

Overview of the context, purpose and creation of the Specific Plan.

02 The Grid

Boundaries and setting of the CCSP area, with discussion of the neighborhoods and planning districts that form the Central City.

03 Planning Framework

Influences, goals, policies and actions that guide decision making and activities within the CCSP area. Topics addressed include land use and urban form, housing, employment, amenities, public art, historic resources, sustainability, public safety, mobility, and utilities.

04 Implementation

Strategies, tools and actions for implementing the Specific Plan including infrastructure financing and phasing, process streamlining, incentives, and monitoring.

Research	Technical Analysis	Prepare Public Review Draft Documents	Prepare Final Documents	Implementation
Summer 2016	**Fall 2016-Spring 2017**	**Spring 2017-Fall 2017**	**Fall 2017 - Winter 2017**	**Early 2018**
Develop housing market analysis and conduct Land Use Survey	Conduct infrastructure analysis, hazardous materials screening, and historic resource evaluations; and identify transportation deficiencies and potential amenities	Prepare Specific Plan, Environmental Impact Report, Central Core Urban Design Guidelines, Financing Plan	Prepare Specific Plan, Environmental Impact Report, Central Core Urban Design Guidelines, Financing Plan	
Council Kick-Off	Development Advisory Group Meetings, Stakeholder Meetings, Technical Advisory Committee, Community Workshop, Preservation Commission, and Planning and Design Commission	Development Advisory Group Meetings, Stakeholder Meetings, Technical Advisory Committee, Community Workshop, Preservation Commission, and Planning and Design Commission	Commission and Council Hearings	

The CCSP has been prepared in accordance with Sacramento Planning and Development Code section 17.904.010 to facilitate implementation of the general plan within a designated area of the city. The CCSP serves as a bridge between individual development projects and the City of Sacramento's General Plan and Central City Community Plan, customizing the planning process and land use regulations to the unique characteristics of the Central City. All subsequent development projects, zoning regulations, public improvements, and related activities within the CCSP area are required to be consistent with this Specific Plan.

1.3 AN INCLUSIVE PROCESS

The CCSP planning process was initiated by the City in June of 2016. Integrated throughout was an outreach program to educate, inform and solicit input from the community and key stakeholders. A broad range of topics were discussed and the input received appreciably influenced the overall shape and direction of the CCSP. The primary components of the outreach program included the following:

- **Developer Advisory Group** composed of local private developers, affordable housing developers, architects, attorneys, and bankers.
- **Interest Based Stakeholder Meetings** with neighborhood association leaders, advocacy groups, developers, property and business improvement districts.
- **Landowner Surveys** available to all landowners in the Central City.
- **Community-wide Workshops and EIR Scoping Meeting** open to all members of the Community.
- **Preservation Commission Meetings** with Commissioners and open to all members of the Community interested in preservation issues.
- **Public Hearings** at the Planning and Design Commission and the City Council.
- **Outreach Tools and Materials** including a project website, informational video series, social media postings, project fact sheet, e-newsletters, and online engagement forum.

CHAPTER 02

The Grid

2.1 SACRAMENTO'S CENTRAL CITY

The Central City Specific Plan Area

The CCSP area is located within the City of Sacramento's Central City community (see Figure 2-1), and is part of the Central City Community Plan area. The CCSP area, also referred to as the plan area or the Central City in this document, is bounded by the River District and Railyards specific plan areas to the north, the Sacramento River to the west, Broadway and parcels fronting the south side of Broadway to the south, and the elevated Interstate 80 Business (Business 80) highway to the east (see Figure 2-2).

The CCSP area is the core of the City of Sacramento and the surrounding region, drawing in a daytime population of more than 100,000 people including residents, employees and visitors. Old Sacramento alone attracts more than 3 million visitors annually. The CCSP area includes a wide variety of State government buildings including the California State Capitol, corporate offices and businesses, high-rise condominiums, residential neighborhoods, parks and recreational areas, restaurants, shops, galleries, museums, theaters, schools, hotels, and industrial and manufacturing complexes. The CCSP area offers a distinct fusion of the old such as historic Sutter's Fort and the Leland Stanford Mansion, blended with the new such as the Golden 1 Center and Sutter Medical Center, bounded by the unique natural resources of the Sacramento and American River parkways.

The CCSP area is built upon an historic grid of tree-lined, walkable streets. The grid consists of an area of approximately 4.25 square miles, with numbered north-south streets starting from the west at the Sacramento River, and lettered east-west streets starting to the north at the Union Pacific Railroad tracks, which parallel the American River. Streets on the grid are spaced approximately every 400 feet, and most portions of the grid feature east-west running alleys located halfway between lettered streets. These distances are easily traversed on foot and bike, enhancing the grid's walkability accessibility.

Office and other primary employment uses are congregated in the Central Business District (CBD), which includes major concentrations of local, State, and federal government employees. Office buildings in the CCSP area range from high rises in the CBD to low-rise, mixed-use buildings in Midtown and along the Broadway Corridor. Commercial, retail, and food-and-drink-serving uses are distributed throughout the CCSP area with clusterings of local, small-scale, and pedestrian-oriented retail and commercial uses on some of the City's commercial corridors such as J and K Streets, as well as in Old Sacramento. Employment density in the CCSP area is shown in Figure 2-3.

Figure 2-1 Project Vicinity

Source: ESRI, 2015; ESA, 2017

Figure 2-2 Central City Specific Plan Area

City of Sacramento, 2017; ESA, 2017

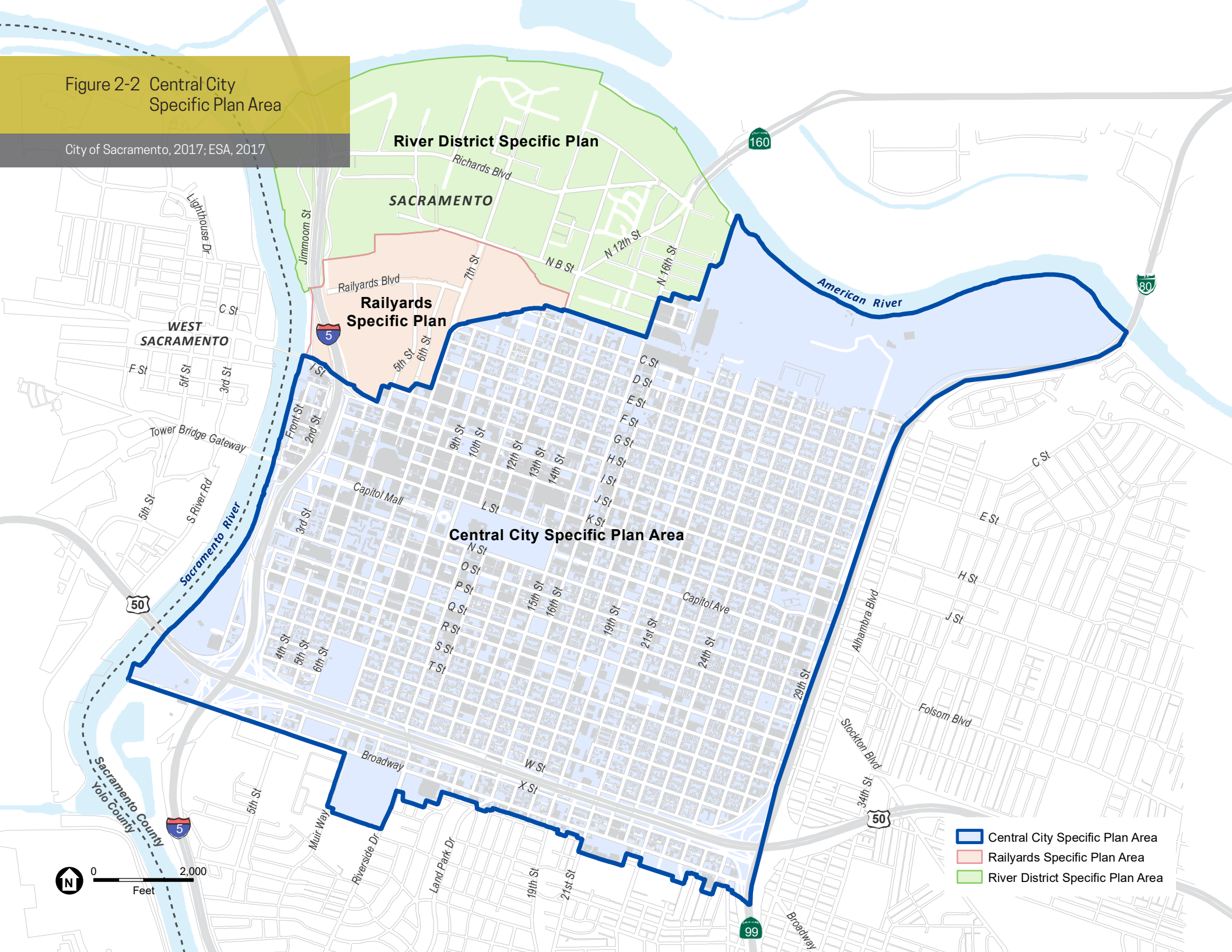
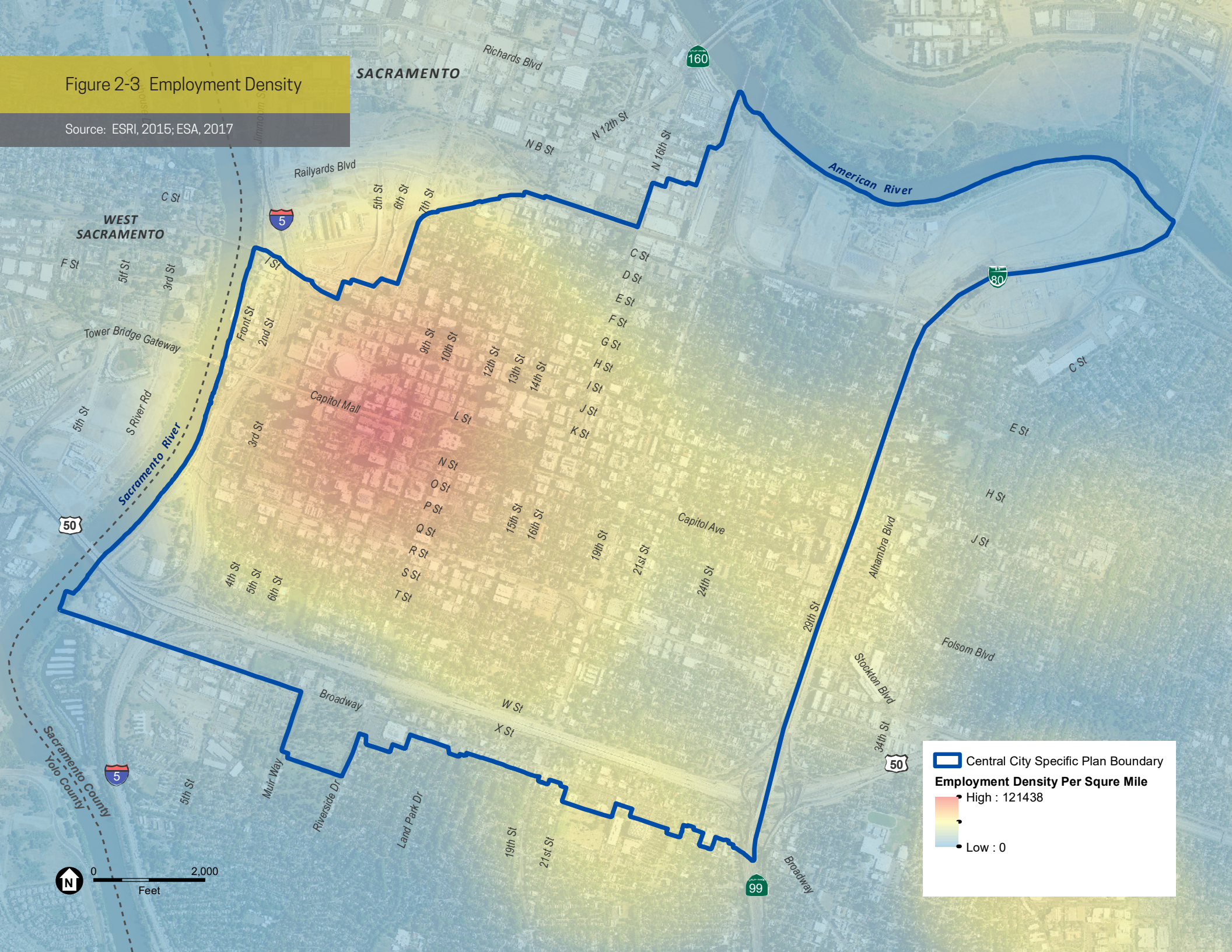


Figure 2-3 Employment Density

Source: ESRI, 2015; ESA, 2017



Residential neighborhoods comprise a substantial portion of the CCSP area. These neighborhoods vary significantly in character, from the perimeter neighborhoods of Southside Park, Marshall School, and Newton Booth, which are primarily residential and characterized by dense canopies of mature trees, to the R Street and 12th Street Districts, which include more commercial, industrial and mixed uses. Residential density generally increases closer to the CBD, and densities are the lowest in the southwest, northeast, and southeast corners of the CCSP area.

Central City's Past

Swiss immigrant John Augustus Sutter first settled the Sacramento area in 1839. Sutter established a fort away from the low-lying rivers area and Sutter's Fort served as an agricultural station and destination for immigrants into California until 1848.

Sutter's small riverside settlement quickly took on the role of bustling port as ocean going ships and riverboats used the Sacramento River to transport goods and gold-seeking passengers to the mine fields in the slopes of the Sierra Nevada after the discovery of gold in 1849. Sutter laid out a grid of streets extending from the waterfront and named the new town Sacramento.

The new town was centered on the embarcadero, or Front Street along the Sacramento River, and continued inland to the east. Sacramento's Central City developed rapidly after 1850. The blocks fronting J Street were heavily developed, owing to the street's use as the main road leading east out of the City, with slightly less development on the parallel I and K Streets. By 1851, J Street was substantially occupied from Front Street eastward, beyond 10th Street, with stores, saloons, hotels, grocery stores, stables, and other concerns vying for the business of visitors and residents.

During the mid-1800s, the City faced severe flooding issues. The majority of flooding stemmed from the American River, where, during heavy rains, segments of the river north of I Street would experience severe flooding. The flood of 1861-62 left portions of the City under 20 feet of water. To address this problem, the City dug a new mouth for the American River, rerouting it north to better regulate flow, and elevated the city streets between I Street and L Street, from Front Street to 12th Street, by approximately four to fifteen feet. The City completed this enormous undertaking in 1873, and this action has shaped the current Central City grid since that time.

With the reduction of flood risk, businesses in the Central City grew steadily. For the first 60 years of its existence, the City of Sacramento consisted of a grid encompassing the modern neighborhoods of Midtown and the CBD. Between 1895 and 1915, the City underwent rapid development largely due to the introduction of a streetcar line. A streetcar line in Sacramento was operational from 1870 to 1947, which supported expanded residential development as outlying areas became more easily accessible.

The earliest annexation efforts in the late nineteenth and early twentieth centuries pulled in the suburbs to the south and east of the grid. These new suburbs provided housing for residents commuting to the CBD, and were developed in phases spanning the first half of the twentieth century. As private automobiles overtook streetcars as the primary form of transportation, the suburbs surrounding Sacramento expanded further away from the streetcar lines, which eventually fell out of use and were removed by the mid-twentieth century.

Sacramento's CBD had fallen into economic and physical decline by the 1930s as the suburban growth pulled residents out of the Central City. Declining tax revenue and property values led to the redevelopment/urban renewal efforts in Sacramento's Central City in the post-war period. In 1950, the City held more than 58,000 people, representing almost half of Sacramento's population of 138,000, and about a quarter of Sacramento County's population of 277,000. Population growth and urban renewal in the 1960s restored interest in the Central City and a number of large projects occurred at this time. I-5 was constructed, Capitol

Mall was developed with a number of government buildings positioned between the State Capitol Building and I-5, the K Street Mall was constructed, and a new courthouse was built at the corner of 9th and H Streets. Sacramento's development of these larger projects followed the trend at the time for most cities to focus on creating public landmarks, high-profile business districts or retail areas. However, with the development of these types of spaces, many projects generally included the removal of entire city blocks, displacing most or all of the neighborhood's original residents. In addition, as times changed and railroads converted from steam to diesel-electric locomotives, the railroad industry required less manpower, and railroad passenger travel slowed dramatically. Gradually, as most industries began to move to other sites outside the City, industrial jobs within the City disappeared, and the residential population in the Central City area began to decline as well. Between the 1950 and 1970 census, Sacramento's Central City population dropped to 27,205, a loss of over 30,000 people. By contrast, Sacramento's City and County population exploded during this period. By 1970, Sacramento County's population had more than doubled to 631,498 and the City grew to 257,105. The Central City went from holding nearly half the City's population, to under 10 percent in less than 20 years.[1]

Sacramento's Central City Today

Today, the Central City of Sacramento is a vibrant, eclectic, and flourishing urban center with elements of a major metropolitan area interspersed with tree-lined residential neighborhoods and burgeoning commercial, residential, and entertainment districts. The historic trees and architectural features found throughout the Central City have provided a mixture of old and new that greatly complements the aspirations for the City as a whole. The Central City is experiencing a substantial increase in commercial and residential growth, owing to a resurgent economy that has brought back substantial investment to the area and inspired many new businesses and generations of urban entrepreneurs. While many State agencies and government entities have traditionally offered significant employment in the Central City, several new employers are opening and expanding their offices within the Central City as well.

Old Sacramento continues to provide a strong retail and historic presence, attracting residents and tourists through the provision of dynamic activities and festivals throughout the year. Further, the projected redevelopment of the Riverfront, mainly to the south of Old Sacramento along the Docks, will harness a critical yet dormant area of the Central City in close proximity to several economic and recreational resources, and has the potential to offer additional interfacing opportunities across the Sacramento River, to West Sacramento.

The Golden 1 Center, home to the Sacramento Kings, provides a prime example of intense development within the Central City. It continues to inject new vitality into the area, increasing foot traffic, stimulating economic activity, and serving as a catalyst for continued investment and development. Additional development of the Kay (the former K Street Mall), located to the east of the Golden 1 Center, has sparked a bustling entertainment and nightlife scene that emanates further to the east into Midtown. Within Midtown, shops and restaurants along J, R, and 21st Streets have become interwoven with higher density residential uses that have established a robust retail and commercial base along with the spread of a variety of popular nightlife and entertainment activity. Broadway has also undergone a variety of design and economic improvements that are preparing it to become a vibrant and complete street.

With more residential life occurring within these corridors, patronage within the Central City has increased dramatically, and a greater number of residents and patrons are finding walking and bicycling as their preferred method of transportation. Coupled with this, many residents are also choosing to live close to their jobs, which further reinforces the importance of the City's role in effectively creating destinations within the Central City to work, play, and live. This influx of new businesses and planned and recently constructed residential and mixed-use projects clearly demonstrate that **the Central City is rising.**

2.2 NEIGHBORHOODS AND DISTRICTS

The CCSP area is made up of different neighborhoods that vary in overall character, land use mix, density, massing and other characteristics. These neighborhoods are key organizing elements of the CCSP area, and are often referred to by the community when distinguishing particular locations in the Central City. The Neighborhoods reflect the historic evolution and fabric of the City, and are depicted on Figure 2-4.

The CCSP also incorporates several planning districts that overlap the City's historic neighborhoods. These planning districts include portions of the CCSP area where substantial development and revitalization has or is anticipated to occur. These districts have or may be subject to more focused future planning efforts. The planning districts are depicted on Figure 2-5.

1 Burg, William. 2013. Sacramento Press. Where did the downtown population go? January 2, 2013. http://sacramentopress.com/2013/01/02/where-did-the-downtown-population-go/

Figure 2-4 Neighborhoods

City of Sacramento, 2017; ESA, 2017

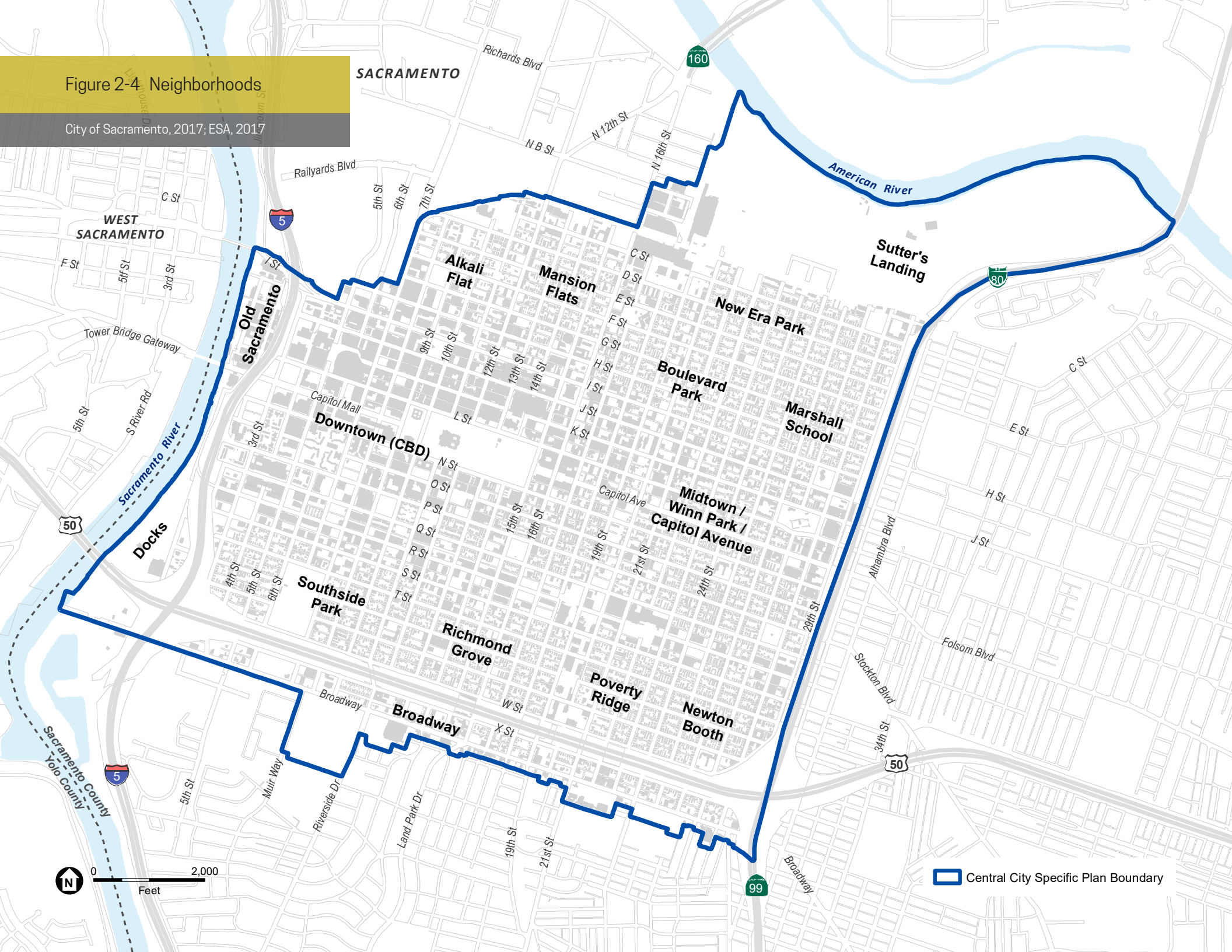
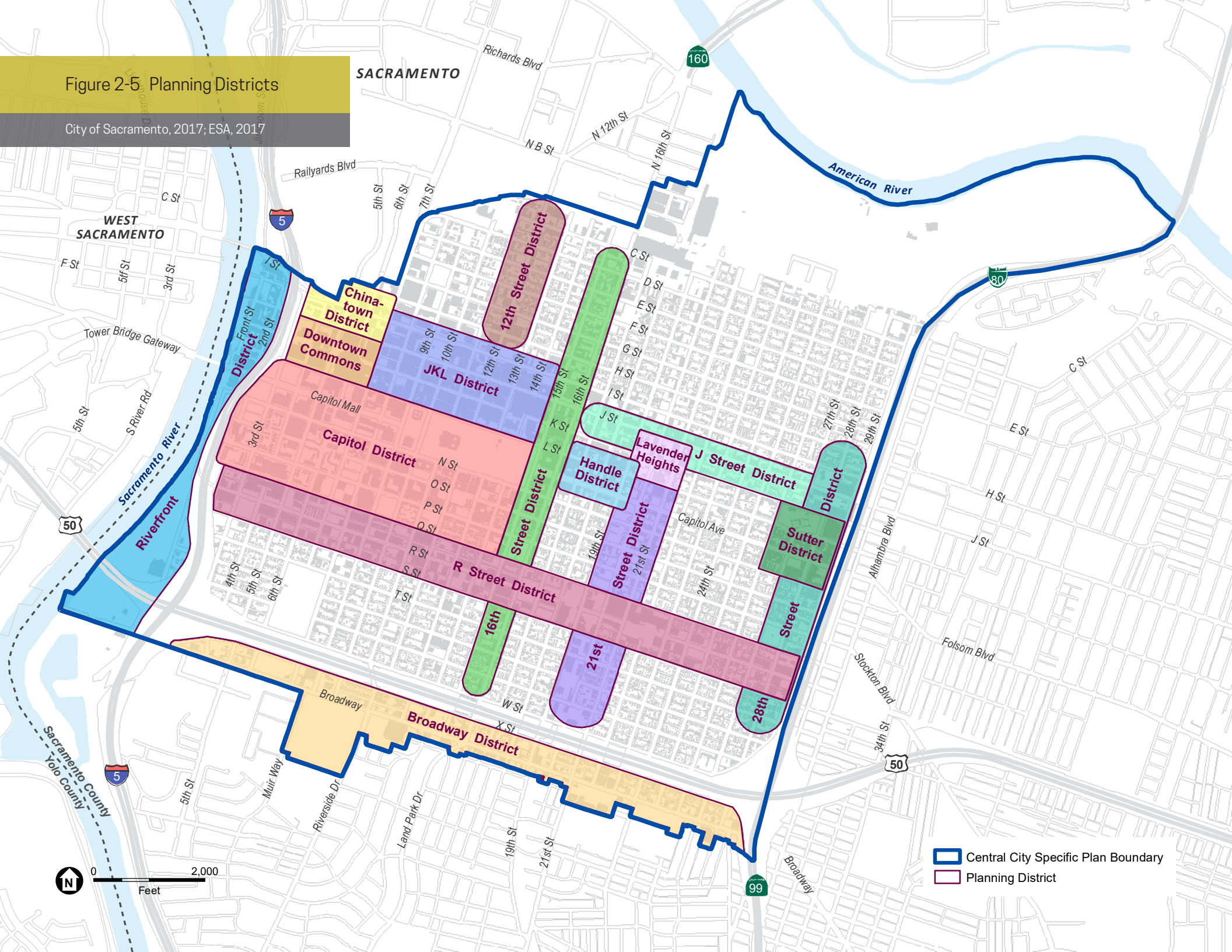


Figure 2-5 Planning Districts

City of Sacramento, 2017; ESA, 2017



The Capitol District

The Capitol District is within the CBD and includes a mixture high- mid-, and low-rise governmental, office, residential, entertainment, and visitor-serving uses built on a formal framework of streets and park spaces. The Capitol District includes the State Capitol, Capitol Park, and Capitol Mall.

The Riverfront District

The Riverfront District occupies the waterfront area along the Sacramento River and includes Old Sacramento to its north and the largely undeveloped Docks area to its south.

Chinatown District

The Chinatown District is located immediately south of the Sacramento Valley Station and includes the Robert T. Matsui Federal Building and U.S. Courthouse. This area, which was the site of early settlements along "China Lake," is in the process of developing a stronger cultural identity.

The Downtown Commons (DoCo) District

The DoCo District includes the Entertainment and Sports Center (ESC) and a forthcoming two-level outdoor mixed-use entertainment and shopping complex.

The JKL District

The JKL District Is one of the fastest growing and vibrant parts of the Central City. This district includes low-mid- and high-rise office, mixed-use, residential, hotel, commercial, retail, restaurant, and entertainment uses including Cesar Chavez Plaza, The Kay (former K Street Mall), and the Sacramento Convention Center.

The 12th Street District

The 12th Street District includes a mixture of low- and mid-rise multifamily residential, office, industrial and commercial uses, as well as the Alkali Flat/La Valentina light rail station.

The 16th Street District

The 16th Street District includes a wide variety of low- mid- and mid-rise office, residential, commercial, retail, restaurant, and industrial uses along one of the Central City's busiest streets. Portions of this roadway also served for an historic route, US 40, a highway that connected across the United States from the east to west.

The J Street District

The J Street District includes predominately low- and mid-rise commercial, office, medical, retail, and restaurant uses along one of the Central City's busiest streets.

The Handle District

Comprising a two-block area, the Handle District is a concentration of over 25 restaurants, wine bars, coffee houses, and other retail businesses in the heart of Midtown.

The Sutter District

The Sutter District is located in Midtown in the eastern portion of the CCSP area and includes Sutter's Fort State Historic Park, Sutter Medical Center, office and residential uses, and restaurants, bars, and nightclubs.

The Lavender Heights District

Located along one of Midtown's most active streets, the Lavender Heights District is primarily a commercial corridor that includes a wide variety of low- and mid-rise office, commercial, restaurant uses, and other businesses. This area has traditionally been known for its cultural identity as the historic center of the LBGT (lesbian, gay, bi-sexual, transgender) community in Sacramento and for its strong support of the LBGT community. Over the years, the Lavender Heights District has become a central meeting space for many different community gatherings. This includes farmer's markets and pedestrian friendly events, and a successful and safe nightlife culture frequented by college students and community members from all backgrounds.

The R Street District

The R Street District extends across the southern portion of the CCSP area and includes a wide variety of uses, including residential neighborhoods, low- and mid-rise residential, office, industrial, commercial, and restaurant uses along the burgeoning R and S Street corridors. Several of the historic warehouses and industrial shops in this district are now home to restaurants, bars, art galleries, design studios, and offices.

The Broadway District

The Broadway District encompasses the Broadway Corridor home to a wide variety of commercial buildings, residences, government facilities, and industrial centers. With a few exceptions, buildings located along Broadway are predominantly low-rise and include various office and industrial buildings, restaurants, fast food restaurants, bars, gas stations, drug stores, and other retail and commercial buildings.

CHAPTER 3

Planning Framework

3.1 LAND USE AND URBAN FORM

Land use plays a critical role in guiding future growth and revitalization in a sustainable manner, as well as in maintaining and enhancing quality of life. The City recognizes that quality of life is dependent upon the form and character of the community, as well as creating a varied mix of mutually supportive uses that can foster a growing economy, a range of housing options, accessible amenities, and a breadth of activities. The intent of the CCSP is to reinforce the preeminent role of the Central City as the core of the region, providing opportunities for thoughtful growth and revitalization, while preserving and enhancing the plan area's multifaceted and distinct character and assets.

City of Sacramento Central City Specific Plan

Land Use & Urban Form Goals

LU.1	**Mix of Uses:** Support a broad mix and intensity of uses that contribute to a vibrant, urban Central City attractive to investment.
LU.2	**Transit Oriented Development:** Facilitate equitable transit oriented development that provides a diversity of residents, employees and visitors greater mobility choices and access to opportunities.
LU.3	**Public Realm:** Establish healthy and inviting streetscapes and civic spaces that inspire walking, biking, and social interaction.
LU.4	**Urban Design:** Reinforce the Central City as a distinct, attractive, and memorable urban place.
LU.5	**Regulatory Support:** Ensure that the City's processes, regulations, and incentives enable desired outcomes.
LU.6	**Central Business District:** Reinforce the Central Business District as the City's urban core.
LU.7	**Central City Corridors:** Transform the Central City's major corridors into vibrant mixed-use, pedestrian-oriented and transit-friendly environments.
LU.8	**Central City Neighborhoods:** Reinforce the Cental City's neighborhoods as desirable places to live.
LU.9	**Riverfront District:** Reengage the riverfront as a lively and connected destination.

3.1.1 GENERAL PLAN LAND USE

The City's General Plan establishes land uses within the CCSP area, and provides an extensive policy framework that guides urban form and design. The General Plan Land Use and Urban Design policies address a variety of topics applicable to the CCSP area, including growth and change, urban form, neighborhoods, centers, corridors, employment uses, public/quasi-public uses, and open space, parks, and recreation uses.

The CCSP area includes a vibrant mix of land uses and a variety of distinct urban landscapes that define its unique character. For instance, standing at the corner of J and 5th Streets, one can experience a dense and busy hub of activity surrounded by high-rise buildings and containing a large number of office uses amid a more prominent automobile presence. However, about 20 blocks to the east, an intersection like D and 23rd Streets provides a quiet, predominantly single-family residential area that features a lush canopy of old growth trees and more limited automobile traffic. These diverse uses and landscapes provide for a range of residential and employment opportunities, amenities, and services that allow the CCSP area to flourish and be more pedestrian- and bicycle-friendly.

As noted, the City's General Plan defines and should be referred to for the various land use designations that have been applied within the CCSP area. Table 3.1.1 provides the estimated development potential for the CCSP area based upon those land uses.

TABLE 3.1-1: DEVELOPMENT POTENTIAL FOR THE CCSP

Land Use Designation[1]	Implementing Zoning Designations[2]	Total Acreage (ac) in CCSP Area	Allowed Density/ Intensity	Backfill Development Potential[3]	New Growth Development Potential[4]	TOTAL Backfill and New Growth Development Potential[5]
Central Business District (CBD)	C-2, C-3, H, M-1, MIXED, OB, R-4, R 5, RO	263.1	61-450 du/ac	--	5,353 du	5,353 du
			3.0-15.0 FAR	2,596,865 sf	2,535,042 sf	5,131,907 sf
Employment Center Low Rise (ECLR)	C-2, C-4, M-1, M 2, MIXED, R 3A, R-4	218.1	n/a	--	269 du	269 du
			0.15-1.0 FAR	19,250 sf	35,729 sf	54,980 sf
MIXED1	C-2, C-3, MIXED	26.3	n/a	--	340 du	340 du
			n/a	0 sf	0 sf	0 sf
Parks and Recreation (PRK)	A-OS, ARP-F, C 2, C-3, F, M-1, M-2, MIXED, R 1B, R 3A, R-4, R-5, RMX	331.5	n/a	--	0 du	0 du
			n/a	2,096 sf	1,744 sf	3,840 sf
Public/Quasi-Public (PUB)	C-3, M-1, M-2, R 1, R-1B, R-3A, TC	72.4	n/a	--	0 du	0 du
			n/a	16,163 sf	16,700 sf	32,863 sf
Traditional Center (TCNT))	C-1, C-2, C-3, MIXED, R 1B, RMX	35.8	15-36 du/ac	--	14 du	14 du
			0.3-2.0 FAR	23,637 sf	37,730 sf	61,367 sf
Traditional Neighborhood High Density (TNHD)	R-1B, R-3A	0.9	18-36 du/ac	--	0 du	0 du
			0.5-1.5 FAR	0 sf	0 sf	0 sf
Traditional Neighborhood Medium Density (TNMD)	C-1, C-2, C-4, H, MIXED, OB, R 1B, R-2B, R 3A, R 4, R-4A, R 5, RMX, RO	479.1	8-36 du/ac	--	143 du	143 du
			n/a	65,291 sf	81,126 sf	146,417 sf
Urban Center High (UCNTHIGH)	C-2, M-1, M-2	27.6	24-250 du/ac	--	759 du	759 du
			0.5-8.0 FAR	24,202 sf	81,126 sf	105,328 sf
Urban Center Low (UCNTLOW)	C-1, C-2, C-4, RO	18.8	20-150 du/ac	--	1,043 du	1,043 du
			0.4-4.0 FAR	31,614 sf	87,473 sf	119,087 sf

TABLE 3.1-1: DEVELOPMENT POTENTIAL FOR THE CCSP

Land Use Designation[1]	Implementing Zoning Designations[2]	Total Acreage (ac) in CCSP Area	Allowed Density/ Intensity	Backfill Development Potential[3]	New Growth Development Potential[4]	TOTAL Backfill and New Growth Development Potential[5]
Urban Corridor High (UCORHIGH)	C-2, MIXED, OB, R-3A, R 4, R-5, RMX	141.6	33-150 du/ac	--	2,624 du	2,624 du
			0.3-6.0 FAR	380,614 sf	503,264 sf	883,878 sf
Urban Corridor Low (UCORLOW)	C-1, C-2, C-4, MIXED, OB, R 1B, R-3A, R-4, R 5, RMX, RO	280.5	20-110 du/ac	--	2,856 du	2,856 du
			0.3-3.0 FAR	192,918 sf	440,459 sf	633,377 sf
Urban Neighborhood Low Density (UNLD)	**C-2, M-1, R-3A**	**6.3**	**12-36 du/ac**	**--**	**0 du**	**0 du**
			0.5-1.5 FAR	**0 sf**	**0 sf**	**0 sf**
TOTAL		**1,902.0**		**0 du**	**13,401 du**	**13,401 du**
				3,352,650 sf	**3,820,394 sf**	**7,173,044 sf**

NOTES:
Dwelling unit (du) totals account for entitled projects as well as future new growth.

1 The Mixed land use designation indicates parcels that contain more than one land use designation on-site.

2 The Mixed implementing zoning designation indicates parcels that contain more than one implementing zoning designation on-site.

3 Backfill Development Potential refers to growth in existing vacant or underutilized buildings. Rates for backfill development were determined by breaking down sf by employment category as a percentage of total development (backfill and new growth combined) and then creating a sum for total sf by land use designation. The rates and employment categories are as follows:

Office: 61 percent backfill, 39 percent new growth.

Government: 61 percent backfill, 39 percent new growth.

Medical: 51 percent backfill, 49 percent new growth.

Service: 38 percent backfill, 62 percent new growth.

Retail: 12 percent backfill, 88 percent new growth.

Food: 12 percent backfill, 88 percent new growth.

4 New Growth refers to new buildings and uses that are being developed. Please see Note 3 for methodology applied. Dwelling unit totals account for entitled projects as well as future new growth.

5 Development Potential is based on parcel data derived from the Sacramento Area Council of Governments (SACOG) SACSIM (Sacramento Activity-Based Travel Simulation Model) data, which assume a combination of backfill and new growth. This total includes total sf for each land use designation, and includes a combination of backfill and new growth.

SOURCE: ESA, 2017; DKS, 2017; SACOG, 2012.

3.1.2 ZONING

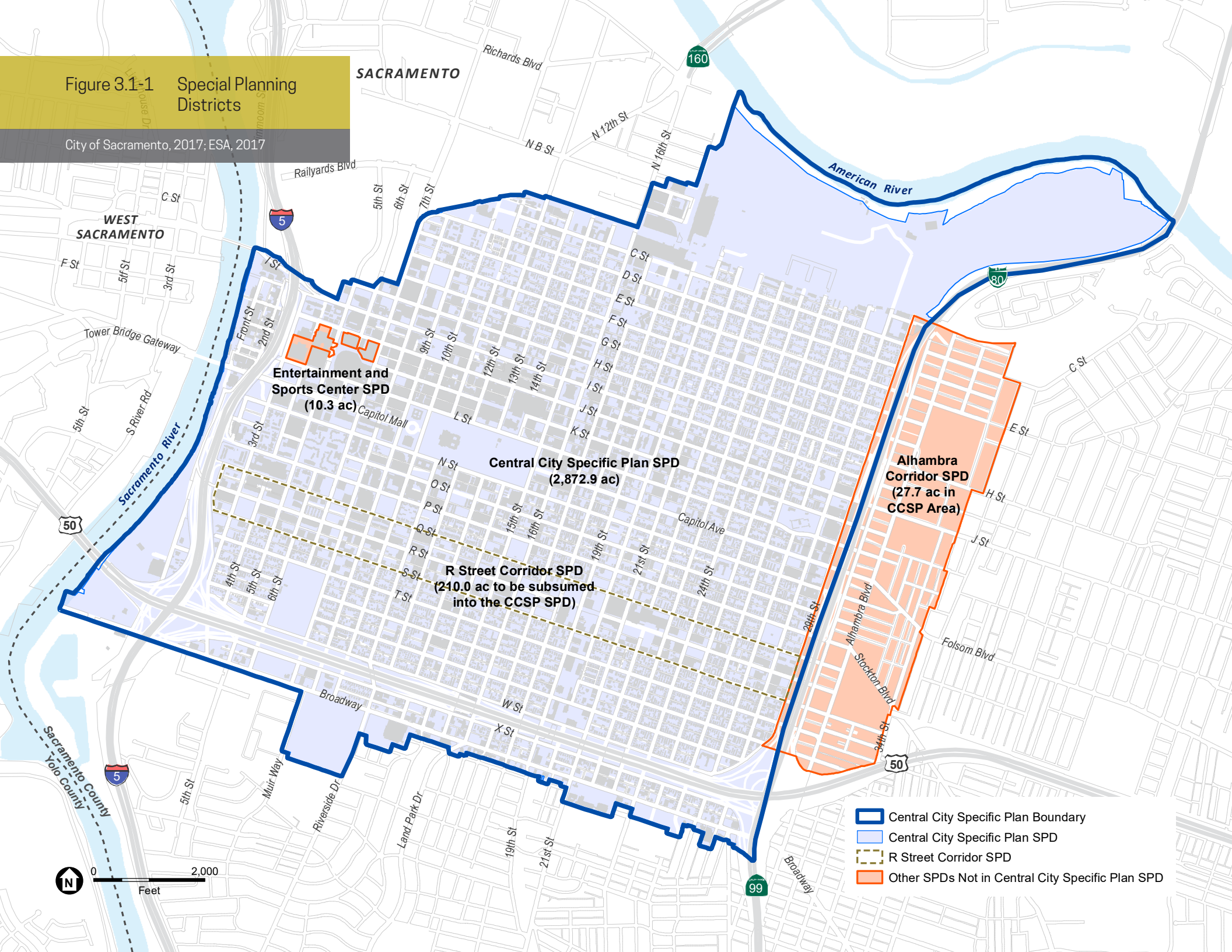
The City's Planning and Development Code (Title 17) provides the zoning regulations for the CCSP area and establishes the framework through which this Specific Plan will be implemented. The Planning and Development Code allows for the establishment of a special planning district (SPD) for defined areas that the Planning and Design Commission and City Council have determined require specifically tailored provisions intended to positively benefit the area and its immediate surroundings.

A new SPD, the Central City SPD, has been established for the plan area, in order to facilitate desired growth and revitalization. As illustrated on Figure 3.1-1, the Central City SPD covers the entire CCSP area outside of the Entertainment and Sports Center (ESC) SPD and the Alhambra Corridor SPD; and therefore, does not apply to these two areas.

The Central City SPD incorporates provisions to facilitate the intensity of development envisioned for the CCSP area, in particular in proximity to the streetcar and other transit services. These actions are intended to enable a denser, more compact development within select portions of the CCSP area, encourage residential and specific commercial and office uses to develop within these areas, and support adaptive reuse. The Central City SPD should be referred to for specific details, and the City's Zoning Map for various zoning districts that have been applied to the CCSP area.

Figure 3.1-1 Special Planning Districts

City of Sacramento, 2017; ESA, 2017



3.1.3 CENTRAL CITY URBAN DESIGN GUIDELINES

The Central City Urban Design Guidelines (CCUDG) – which consist of two parts: Central Core Design Guidelines and Central City Neighborhood Design Guidelines – set forth a long-term vision for the physical form and character of Sacramento's Central City, including the CCSP area. The CCUDG establish required and recommended design elements that are to be applied during the design and review of individual development projects and improvements. The CCUDG specify the design of key components such as streets, sidewalks, and parks that comprise the public realm; address the design of key components that comprise the private realm, including the placement and design of buildings, and the treatment of off-street parking; and promote incorporation of Crime Prevention through Environmental Design (CPTED) features.

The CCUDG were updated concurrent with adoption of the CCSP to address the following objectives - (1) remove outdated and conflicting guidelines with respect to the policies in the existing 2035 General Plan and the Central City Specific Plan; (2) add guidelines that accommodate for the streetcar, facilitate surrounding transit oriented development; and incorporate electric transportation charging access; and (3) refine guidelines that apply to development along alleys, guide how development interfaces with the urban tree canopy, and create a pleasant and walkable environment. The revised Design Guidelines focus on promoting livable, multimodal (i.e., transit-, pedestrian-, and bike-oriented) Central City neighborhoods with distinguished design aesthetics and neighborhood amenities, and on ensuring that new infill development will be compatible with existing development.

In recognition of the unique development goals within industrial areas of the City, the Central City Specific Plan proposes adding special design guidelines to address housing development adjacent to major industrial uses pursuant to Implementing Action LU-3.

3.1.4 LAND USE AND URBAN FORM CHALLENGES AND OPPORTUNITIES

The City faces challenges within its current zoning and regulatory framework, as multiple area specific, plan-wide, and citywide regulations apply to the CCSP area. This can result in a complicated overlapping of zoning, guidelines, initiatives, development standards and other regulations, creating additional complications for applicants in navigating through the development process. While the CCSP more clearly directs and streamlines these multiple regulatory layers, it is incumbent upon the City to continue to simplify and facilitate the regulatory process for all applicants and interested parties

The Challenges and opportunities related to land use and urban form are addressed through the CCSP policies and implementing actions discussed below, as well as the actions discussed in Section 4, Implementation.

3.1.5 LAND USE & URBAN FORM POLICIES

Mix of Uses

LU.1.1 **Mix of Uses.** Maintain a favorable regulatory environment complete with flexible parking and open space requirements, reduced fees and a streamlined process that encourages a mix of mutually supportive residential, commercial, employment, cultural, educational, entertainment, and recreational uses that contribute to the creation of a lively, around-the-clock, urban environment.

LU.1.2 **Residential as a Permitted Use.** Allow residential uses as a permitted use in all Central City industrial and heavy commercial zoning districts.

LU.1.3 **Adaptive Reuse and Revitalization.** Provide regulatory and financial incentives for the adaptive reuse of buildings and the revitalization of underutilized or vacant infill lands to residential, mixed use, or other economically productive uses.

Transit Oriented Development

LU.2.1 **Critical Mass of Density and Intensity.** Encourage higher densities and intensities, greater building heights, housing choices, mixed use projects, amenities, pedestrian and bicycle oriented streetscapes and activities, and active ground floors within walking distance (10-minute walk or 1/2 mile) of the streetcar line and light rail stations to ensure a critical mass of residents and employees to support transit ridership.

LU.2.2 **Transit Ridership.** Discourage uses that generate little to no transit ridership.

LU.2.3 **Waive Parking Requirements.** Support waiving parking requirements for transit oriented development.

LU.2.4 **Multi-modal Linkages.** Increase pedestrian and bicycle connections and linkages to other transit modes from the streetcar line and light rail stations to the surrounding community.

LU.2.5 **Housing Adjacency and Visitor Use.** Work with Sacramento Regional Transit to promote housing development adjacent to stations and encourage visitor use of streetcar, light rail and other transit modes as a convenient way to visit the Central City.

LU.2.6 **Infrastructure Funding.** Support infrastructure funding and incentives for transit oriented development.

Public Realm

LU.3.1 **Pedestrian and Bicycle Facilities.** Facilitate the installation and enhancement of safe, comfortable, convenient, and connected pedestrian and bicycle facilities to encourage walking and bicycling.

LU.3.2 **Street Tree Canopy.** Preserve and enhance the urban street tree canopy. Allow for flexibility in building design and selection of appropriate species to avoid or minimize conflicts between trees with transit facilities, buildings and utility infrastructure.

LU.3.3 **Street Furnishings and Amenities.** Incorporate a variety of quality street furnishings and amenities, including restrooms, to create an attractive and comfortable environment for people to congregate.

LU.3.4 **Reduced Setbacks.** Support reduced setbacks in all Central City commercial zone districts to encourage building placement and active uses to be closer to the sidewalk while accommodating street tree canopies.

LU.3.5 **Parklets.** Encourage the development of parklets and other living green spaces that support local businesses and public gathering while balancing pedestrian, bicycle, and vehicular use of the public right-of-way.

LU.3.6 **Wayfinding and Branding.** Establish a clear sense of identity and arrival to the Central City and its unique districts by providing a network of attractive and easily visible wayfinding, city branding and district branding signs, kiosks, banners, gateways, and other elements that are at the pedestrian level.

LU.3.7 **Lighting.** Continually refine the City's lighting standards, to reflect the latest technology, for pedestrian areas and crossings to enhance visibility and safety, fill gaps in street lighting, and contribute to an attractive and inviting public environment.

LU.3.8 **Publicly Accessible Private Open Space.** Encourage signage of publicly accessible private open space that informs when private open space is also available to the public.

LU.3.9 **Publicly Accessible Restrooms.** Evaluate options for public restrooms in the Central City.

Urban Design

LU.4.1 **Creative and Flexible Design Solutions.** Allow for creative and flexible architectural and other design solutions that acknowledge contextual design through emulation, interpretation, or contrast in character.

LU.4.2 **High Quality Materials.** Encourage the use of high-quality building materials, detailing, and landscaping as defined by the Central City Design Guidelines.

LU.4.3 **Services, Access and Parking.** Promote functional and aesthetic integration of building services, vehicular access, and parking facilities.

LU.4.4 **Sustainable Design.** Promote sustainability in building and landscaping design, construction, renovation, and operations.

LU.4.5 **Investment in Existing Buildings and Sites.** Incentivize economic investment in existing buildings and sites, including facade improvements, new paint and signage, retrofitting, adaptive reuse, preservation of existing trees, and upgraded landscaping and paving.

LU.4.6 **Crime Prevention Through Environmental Design.** Incorporate "Crime Prevention Through Environmental Design (CPTED)" standards in new development to promote public safety.

LU.4.7 **Indoor Air Quality.** Encourage new residential and childcare uses within 500 feet of a transportation or heavy rail corridors to utilize MERV 13 air filters and to position operable windows on the side of the building facing away from these corridors.

LU.4.8 **Bird Friendly Design.** New construction and major renovation projects should incorporate bird-friendly building materials and design features, including, but not limited to, those recommended by the American Bird Conservancy Guidelines for Bird-friendly Design.

Regulatory Support

LU.5.1 **Consistent Standards and Guidelines.** Maintain clear and consistent development standards and design guidelines that are user friendly, remove barriers for Central City projects, and provide adequate flexibility to react to changing market opportunities.

LU.5.2 **Process Streamlining.** Streamline the development review and building permit processes for new housing, employment, and amenities promoted by the Specific Plan.

LU.5.3 **Community Outreach.** Facilitate effective outreach with neighborhood groups and other stakeholders on development proposals.

LU.5.5 **Code Enforcement.** Maintain effective code enforcement standards to discourage blight and encourage the ongoing maintenance and renovation of existing residential and nonresidential buildings and property.

Central Business District

CENTRAL BUSINESS DISTRICT

LU.6.1 **Favorable Regulatory Environment.** Maintain a regulatory environment that encourages the City's most intense residential, retail, commercial, entertainment, and office developments in the Central Business District.

LU.6.2 **Varied Skyline.** Support a mixture of mid- and high-rise buildings creating a varied and dramatic skyline.

LU.6.3 **Housing Expansion and Integration.** Expand the supply of housing in the Central Business District, through the vertical and horizontal integration of residential with other uses.

LU.6.4 **Amenities Within Walking Distance.** Provide for ample resident- and employee-serving retail, services, parks, schools, day care facilities, open space and other amenities within walking distance of housing and businesses.

LU.6.5 **Transit Use.** Support affordable, convenient, frequent, and safe transit options, including light rail, buses, and streetcar, as a primary mode of travel to, from, and within the Central Business District.

CAPITOL MALL

LU.6.6 **Visual Identity.** Enhance the visual identity, landscaping, orientation of development, and unique gateway status of Capitol Mall.

LU.6.7 **Community Engagement.** Engage the community to reimage the underused public spaces along Capitol Mall and create comfortable and inviting gathering places for active arts, festivals, and other events.

LU.6.8 **Multi-Modal Mobility.** Improve multi-modal mobility connections to and from Capitol Mall, as well as to the Sacramento River.

LU.6.9 **Funding Coordination.** Continue to coordinate with the State and other agencies to pursue funding sources to implement improvements to Capitol Mall.

Central City Corridors

CORRIDORS

LU.7.1 **Distinct Visions.** Establish and implement a clear and distinct vision for each of the Central City's major corridors.

LU.7.2 **Favorable Regulatory Environment.** Maintain a favorable regulatory environment that encourages opportunities for new infill development, economic revitalization, and reinvestment along the corridors.

LU.7.3 **New Mixed Uses.** Promote new mixed uses, including additional employment, retail, commercial, services, and residential uses compatible with the nearby neighborhoods.

LU.7.4 **Streetscape and Mobility.** Preserve and enhance well-shaded corridors; promote streetscape improvements that increase mobility for all modes of travel, enhance the pedestrian and bicycle experience, provide continuity in the mobility system, and further connect and unify the corridors.

LU.7.5 **Public Gathering Places.** Encourage more public gathering places along the corridors, such as plazas and courtyards that can accommodate events.

LU.7.6 **Shared Parking.** Continue to improve and develop centralized and shared structured parking facilities.

LU.7.7 **Public Art.** Promote public art as a way to enhance the look, feel, and character of the corridors.

LU.7.8 **Funding and Partnerships.** Pursue funding and build on partnerships to implement corridor improvements, ensure maintenance and enforcement, support promotional and business development activities, and monitor success.

BROADWAY DISTRICT

LU.7.9 **Mixed Use District.** Promote the development of the Broadway District as a viable commercial and residential mixed use district, while preserving its unique character.

LU.7.10 **Broadway Complete Streets Plan.** Implement the Broadway Complete Streets Plan which introduces traffic calming, reduced roadway and intersection widths, reduced left turn lanes, consistent curb treatments and street lighting, and additional on-street parking

LU.7.11 **Identity and Image.** Support expansion of entertainment, restaurants, specialty businesses, landmarks and other elements to improve the identity and image of the corridor in the region.

LU.7.12 **Pedestrian Orientation.** Create a unique character and pedestrian oriented urban form along the corridor and each of its distinct segments: the Lower Broadway or Riverside District, the Tower District, and Upper Broadway.

R STREET DISTRICT

LU.7.13 **Existing Regulations.** Develop and improve the R Street District consistent with the policies of the Central City Community Plan, the guidelines in the R Street Urban Design Plan, and the street cross sections, as shown in Appendix A.

Central City Neighborhoods

LU.8.1 **Diverse and Distinct Neighborhoods.** Maintain the Central City's diverse and distinct neighborhoods to meet the community's needs for complete, sustainable, and highquality living environments.

LU.8.2 **Established Neighborhoods.** Preserve and protect established neighborhoods by providing appropriate transitions in building bulk, form, and intensity for uses adjoining these neighborhoods.

LU.8.3 **Complete Neighborhoods.** Encourage new and revitalized development that supports more complete residential neighborhoods with complementary community-supportive retail, commercial, entertainment, and service uses.

Riverfront District

LU.9.1 **Development and Revitalization.** Support the development and revitalization of Old Sacramento and other areas west of Interstate 5.

LU.9.2 **Riverfront Orientation.** Facilitate uses that orient to and capitalize on the riverfront setting and economy.

LU.9.3 **Visitor and Local-serving Uses.** Seek to balance visitor-serving and local-serving uses and amenities.

LU.9.4 **Connectivity.** Maximize multi-modal transit, pedestrian, bicycle and vehicular connectivity to and along the riverfront.

LU.9.5 **West Sacramento Connections.** Facilitate new surface and water connections to West Sacramento and continue to upgrade existing connections for pedestrian and bicycle access.

LU.9.6 **Railroad Access.** Maintain railroad access for Old Sacramento excursion trains.

LU.9.7 **Backbone of Public Spaces.** Secure and enhance a continuous "backbone" of public space along the riverfront to accommodate a variety of passive and active recreational, entertainment and educational uses, including reprogramming Waterfront Park to more active uses.

LU.9.8 **Public Assembly and Activities.** Create places along the riverfront for public assembly to facilitate regional celebration of the Sacramento River.

LU.9.9 **River Resource and Access.** Promote use of the Sacramento River as a recreational resource, including enhanced river access and launching areas for watercraft.

LU.9.10 **Upgraded Infrastructure.** Improve and upgrade infrastructure to support both new development and the adaptive reuse of existing structures.

LU.9.11 **Visitor Destination.** Promote Old Sacramento as a key regional and visitor destination and encourage new visitor experiences, entertainment, attractions, and access.

LU.9.12 **State Historic Park General Plan.** Partner with California State Parks to evolve and implement the Old Sacramento State Historic Park General Plan.

LU.9.13 **Use Transition.** Discourage industrial uses along the Sacramento River and transition the area to commercial and residential uses.

LU.9.14 **Riverfront Lighting.** Minimize lighting from City structures over waterways to reduce effects on aquatic species, if found to have a significant impact on species behavior and predation.

3.1.6 LAND USE AND URBAN FORM IMPLEMENTING ACTIONS

To achieve the vision for land use and urban form outlined in this CCSP, a number of actions will need to occur. The CCSP goals, policies, implementing actions and proposed improvements will need to be applied effectively throughout the CCSP area, and in this process, every individual development project, improvement, and land use and zoning request within the CCSP area will be subject to these new criteria and thresholds. In this process, the City will utilize not only the CCSP but the City's General Plan, the Central City Community Plan, the City's Planning and Development Code, and the Central City Urban Design Guidelines in its design, review and approval of these various projects. The Central City SPD modifies the permitted uses, development standards, and various other regulations found within the City's Planning and Development Code, and these standards and regulations provided in the Central City SPD supersede those in the Zoning Code. The complete application of the CCSP, in concert with the City's planning regulations and regulatory documents, will serve as implementation.

The following additional actions supplement the City's existing regulations, and will assist in implementation of the CCSP land use and community form goals and policies.

Implementing Action LU-1

Regular Review and Monitoring Progress. Review and update, if necessary the Central City Specific Plan every five years. Prepare an annual report on progress of Central City Specific Plan implementation.

Responsible Entity: Community Development Department
Timeframe: Every 5 years beginning in 2023

Implementing Action LU-2

Vision for Major Corridors. Prepare a plan that defines a vision for each of the Central City's major corridors.

Responsible Entity: Public Works, Community Development Department
Timeframe: 2024-2028

Implementing Action LU-3

Design Guidelines for Housing Adjacent to a Major Industrial Employer. Prepare a set of design guidelines to address the unique objectives and characteristics of housing adjacent to a major industrial employer. Examples of design guidelines that would be prepared include noise reduction measures in walls, roofs, windows, and doors; orientation of balconies and open spaces away from major industrial employers; and additional landscaping for screening purposes.

Responsible Entity: Community Development Department
Timeframe: 2018

3.2 HOUSING

Housing is a key driver of the Central City Specific Plan. The provision of housing is critical in meeting the City's objective of facilitating the expansion of opportunities for all socio-economic groups to live in the Central City. It also contributes to a more vibrant and active city core by fostering an expanded resident population that will activate public spaces, stores, restaurants, and cultural and entertainment venues. By attracting diverse and talented residents, expanding housing opportunities will make the Central City highly appealing to innovative businesses that recognize the workforce is their key asset in an information and innovation driven economy.

Cental City Housing Goals

H.1	**Housing Types:** Provide for a range of housing types that address the needs of a diverse population.
H.2	**Housing Affordability:** Encourage a housing stock that is affordable to all incomes and where at least 25% of area housing is affordable to lower income households (making 80% or less of area median income).
H.3	**Homelessness:** Pursue solutions to reduce homelessness that includes prevention, assertive outreach, shelter and housing.
H.4	**Displacement:** Minimize displacement of low-income residents due to gentrification.

3.2.1 DOWNTOWN HOUSING INFLUENCES

Downtown Housing Initiative Plan

In 2015, the City identified the lack of Downtown housing as a significant fiscal, economic, and community development challenge facing the City of Sacramento. To address the issue, former Mayor Kevin Johnson and the Sacramento Housing and Redevelopment Agency (SHRA) rolled out the Downtown Housing Initiative Plan, with a goal to develop 10,000 places to live in Downtown Sacramento over the following ten years. The Downtown Housing Initiative Plan aims to increase population density in the Central City, such that the area can support additional investments in hotels, grocery stores, and other new retail and entertainment establishments and cultural institutions. This includes the provision of mixed-income, multi-modal friendly residences to meet a diverse range of housing needs. This strategy has the added benefits of stabilizing the tax base and attracting and retaining young residents and employees. The Housing Initiative Plan includes recommendations for policies, processes, resources, and incentives to achieve this goal.

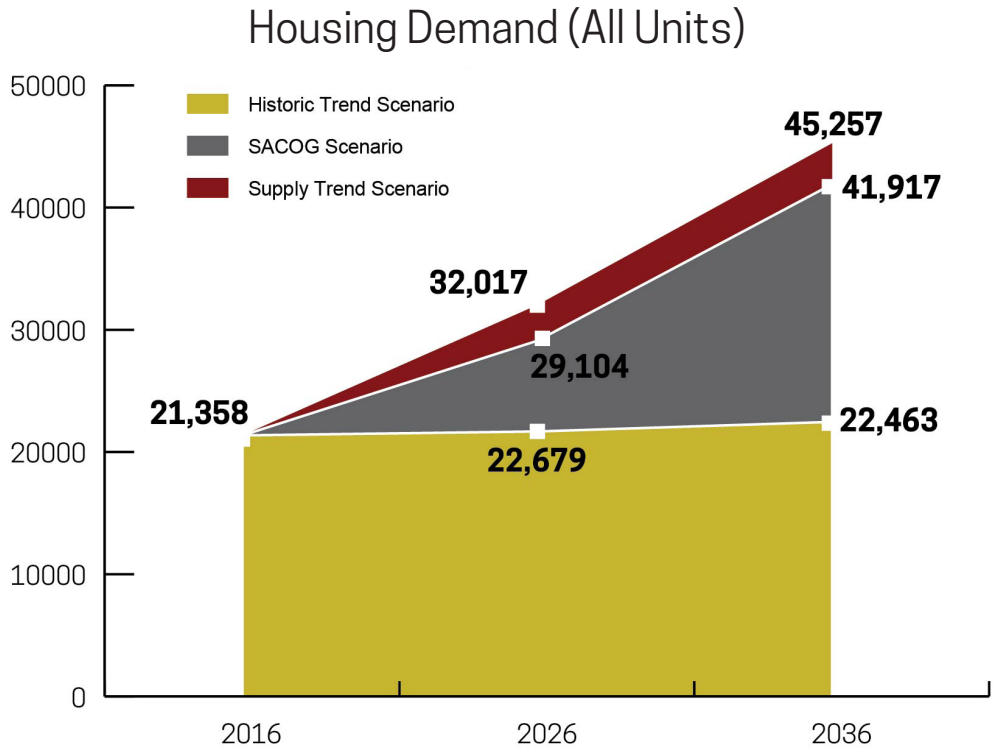
High Demand for Central City Housing

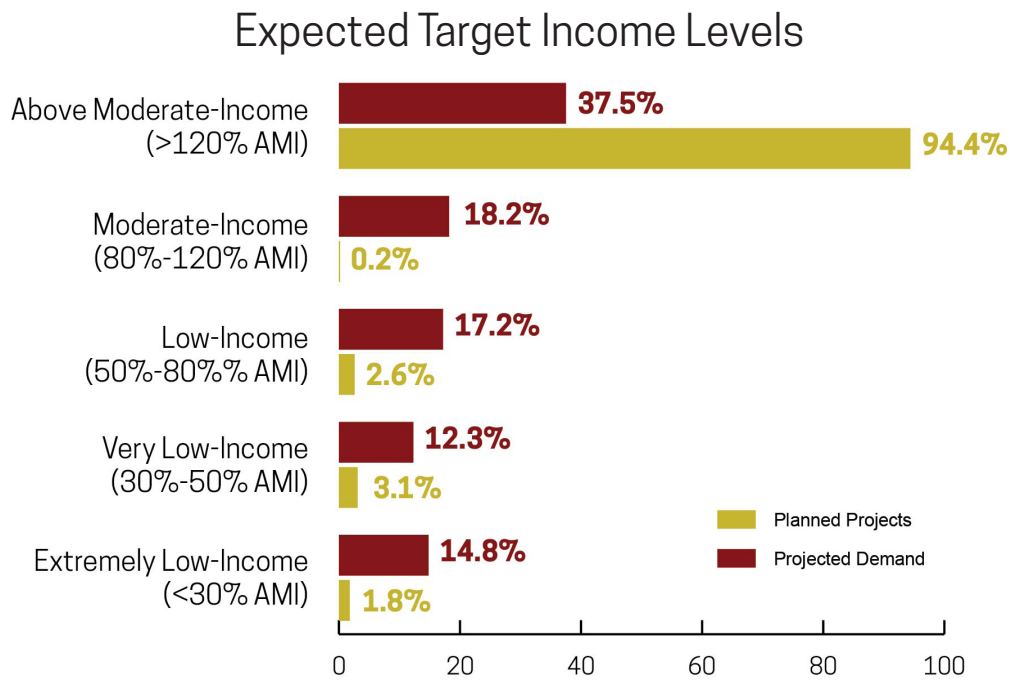
The Downtown Housing Initiative Plan recognizes that the restricted supply of new housing has led to pent-up demand for Central City housing opportunities. The Sacramento Area Council of Governments (SACOG) expects the Central City core population to grow significantly faster than the citywide population between 2012 and 2036. A range of 20-year Central City housing growth scenarios were prepared specifically for the CCSP.

The highest of the growth scenarios assumes that the Central City will capture housing demand sufficient to absorb the City's pipeline of planned housing projects. This scenario assumes that by providing a substantial increase in the number of housing projects that are available in different configurations and price points compared to historic offerings, and by leveraging demographic trends and shifting household preferences which favor higher density housing and increased interest in urban living, the expanded supply of new housing will induce a higher level of demand for urban core housing. Consistent with this scenario, the buildout of the CCSP is anticipated to yield approximately 13,400 dwelling units by the year 2036.

Need for Varied Housing Choices

The rapid escalation of area housing prices, in both the rental and for-sale markets, coupled with rapid declines in vacancy, stand as evidence of significant pent up demand. These trends are in contrast to the historical record, wherein the Central City saw relatively little population and household growth. This departure from the historical trend makes it difficult to gauge the depth and scope of demand for new housing with certainty.





While the available information indicates that the pipeline of planned and proposed projects is likely sufficient to meet the estimated market demand in terms of the total number of units that could be produced, there appears to be a mismatch between the types of housing planned for construction, and the needs of both existing and prospective Central City residents and workers.

New market rental projects are primarily targeting the upper end "lifestyle" segment, rather than the cost-sensitive "rent by necessity" market segment. While the newer rental housing projects are providing important housing opportunities for more highly educated professional workers, new workers in lower wage occupations, such as those in retail and food service, may struggle to locate housing that is both adequate and affordable.

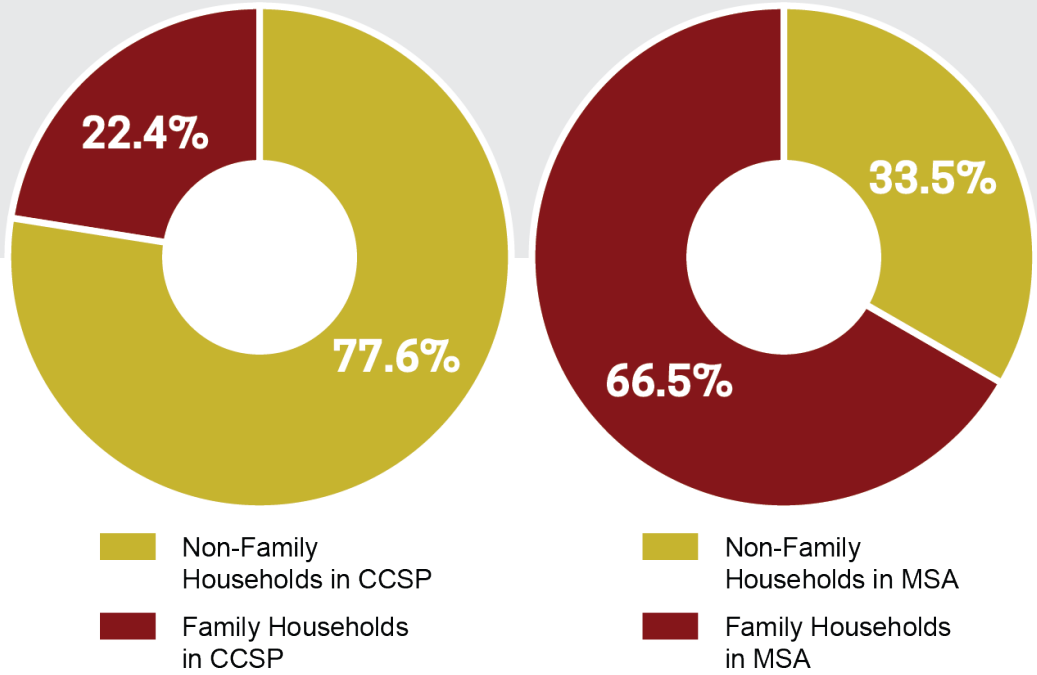
Comparison between household income levels and the sales prices of recently constructed for-sale housing units indicates that the marketplace is only providing new for-sale housing units that are affordable at the above moderate-income level, while only some moderate-income households may be able to afford lower-priced resale housing units.

This mismatch generally supports the conclusion that there is pent up demand for housing affordable to moderate-income households and below in both the rental and ownership housing markets. To meet the City's objectives of facilitating the expansion of opportunities for all socio-economic groups to live in the Central City, the goals and policies of the CCSP build upon the City's General Plan to support and range of housing price points and tenure options including:

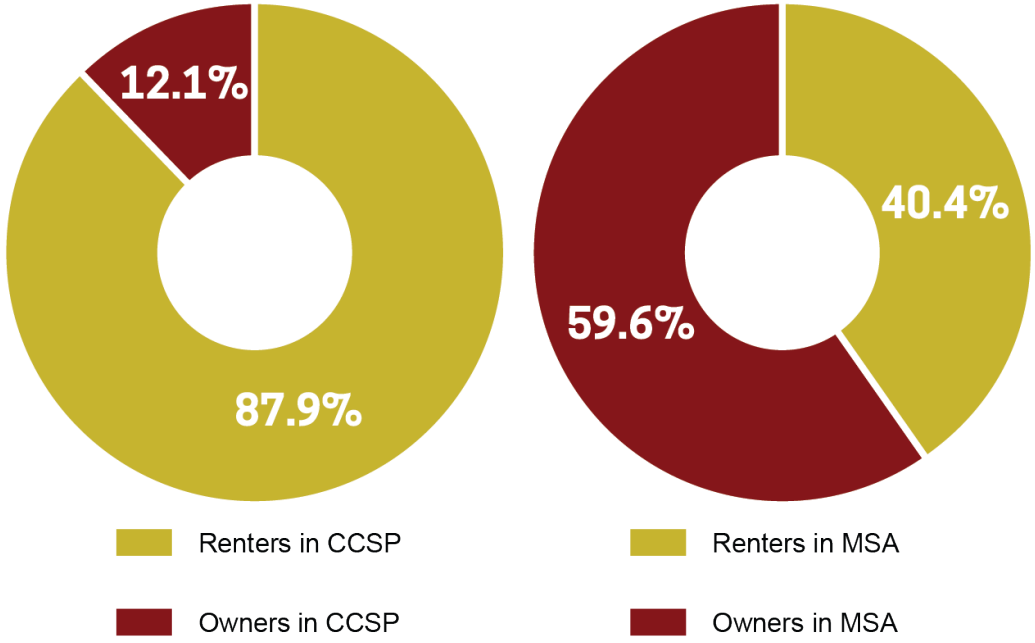
- **Smaller Housing Units.** Non-family households comprise over three-fourths of the Central City population, and single people living alone represent about 60 percent of all Central City households. There is a sustained demand for smaller housing units to accommodate these smaller household sizes and affordability needs.
- **Higher Densities.** Within the City and the region, the Central City has a unique housing mix that is more oriented toward multifamily housing units. Market projections show the trend towards higher densities continuing in the Central City based upon demographics, buyer lifestyle preferences and affordability needs.
- **Lower Income Housing.** When adjusted for household size and organized into income categories, the CCSP area has a disproportionate share of lower income households. In terms of absolute buying power, the CCSP's lower incomes mean that targeted rental rates and sale prices would ideally be lower than elsewhere in the City. The CCSP area's existing lower-income households are at risk of displacement, due to a prevalence of households with excessive or severe housing cost burdens and limited increases in the supply of affordable units.
- **Ownership Opportunities.** About 88 percent of all Central City households are renters. While there is substantial demand for such housing the above average concentration of rental housing units within the Central City housing stock and development pipeline indicates a possible undersupply of affordable ownership housing options.

HOUSING AND DEMOGRAPHIC PROFILE

Household Trends



Household Renters vs. Owners



19.6% 33.2% 14.5% 10.6% 11.1% 11.1%

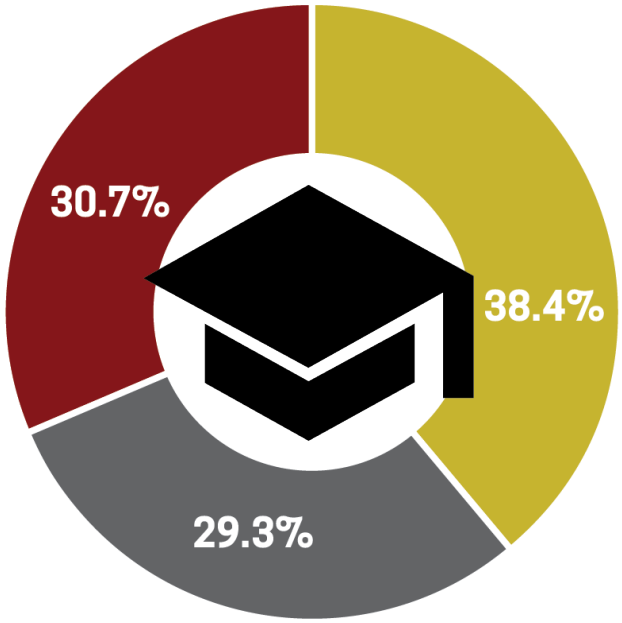
- Under 25 in CCSP
- 25-34 in CCSP
- 35-44 in CCSP
- 45-54 in CCSP
- 55-64 in CCSP
- 65 and Older in CCSP

Age Distribution

- Under 25 in City
- 25-34 in City
- 35-44 in City
- 45-54 in City
- 55-64 in City
- 65 and Older in CCSP

35.1% 16.8% 13.0% 12.7% 11.0% 11.4%

Above Average Educational Attainment

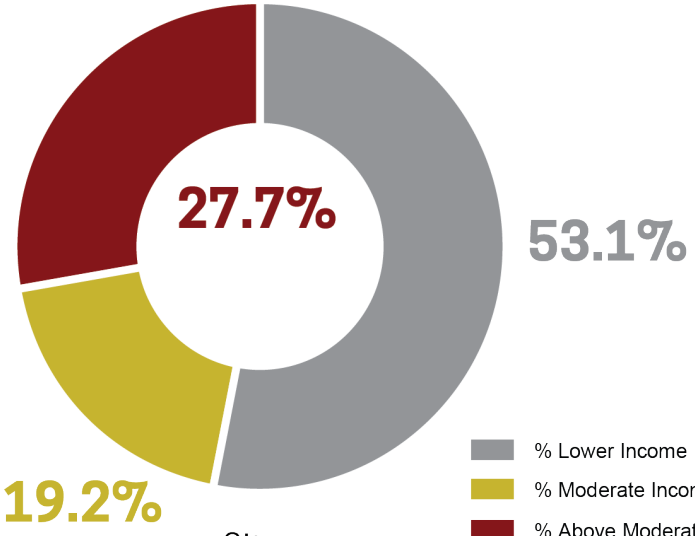


Bachelor's or Higher 2010-2014

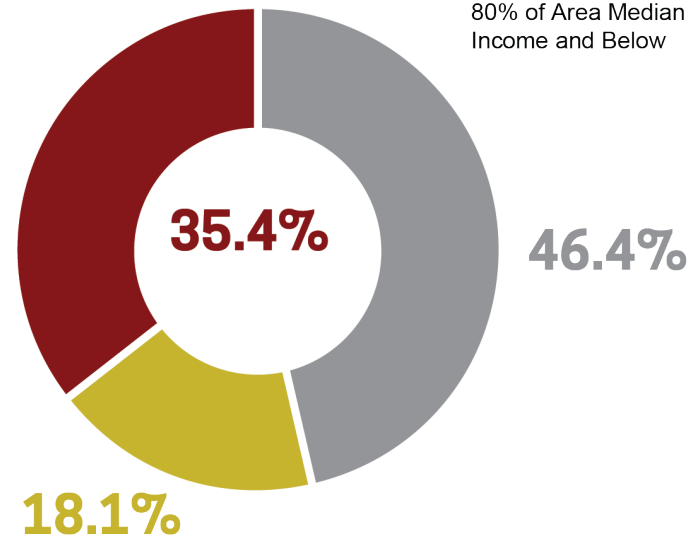
- Sacramento CCSP Area
- City of Sacramento
- Sacramento-Roseville-Arden-Arcade MSA

Average % of Lower Income Households

CCSP Area



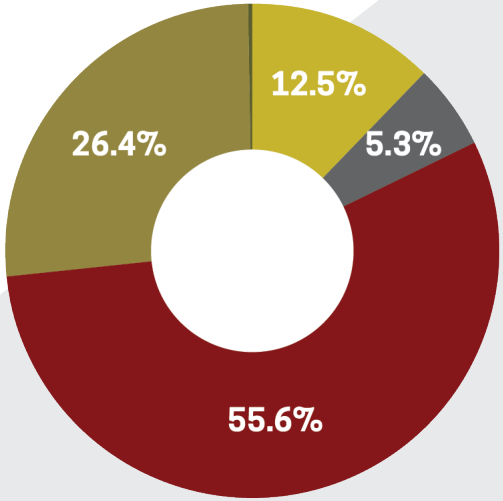
City



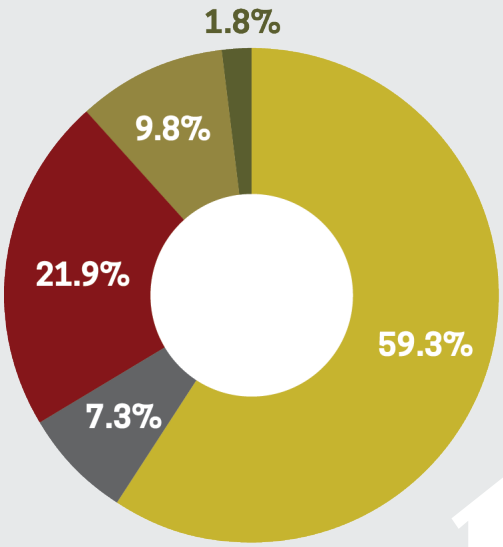
% Lower Income
% Moderate Income
% Above Moderate Income

80% of Area Median Income and Below

Sacramento CCSP Area



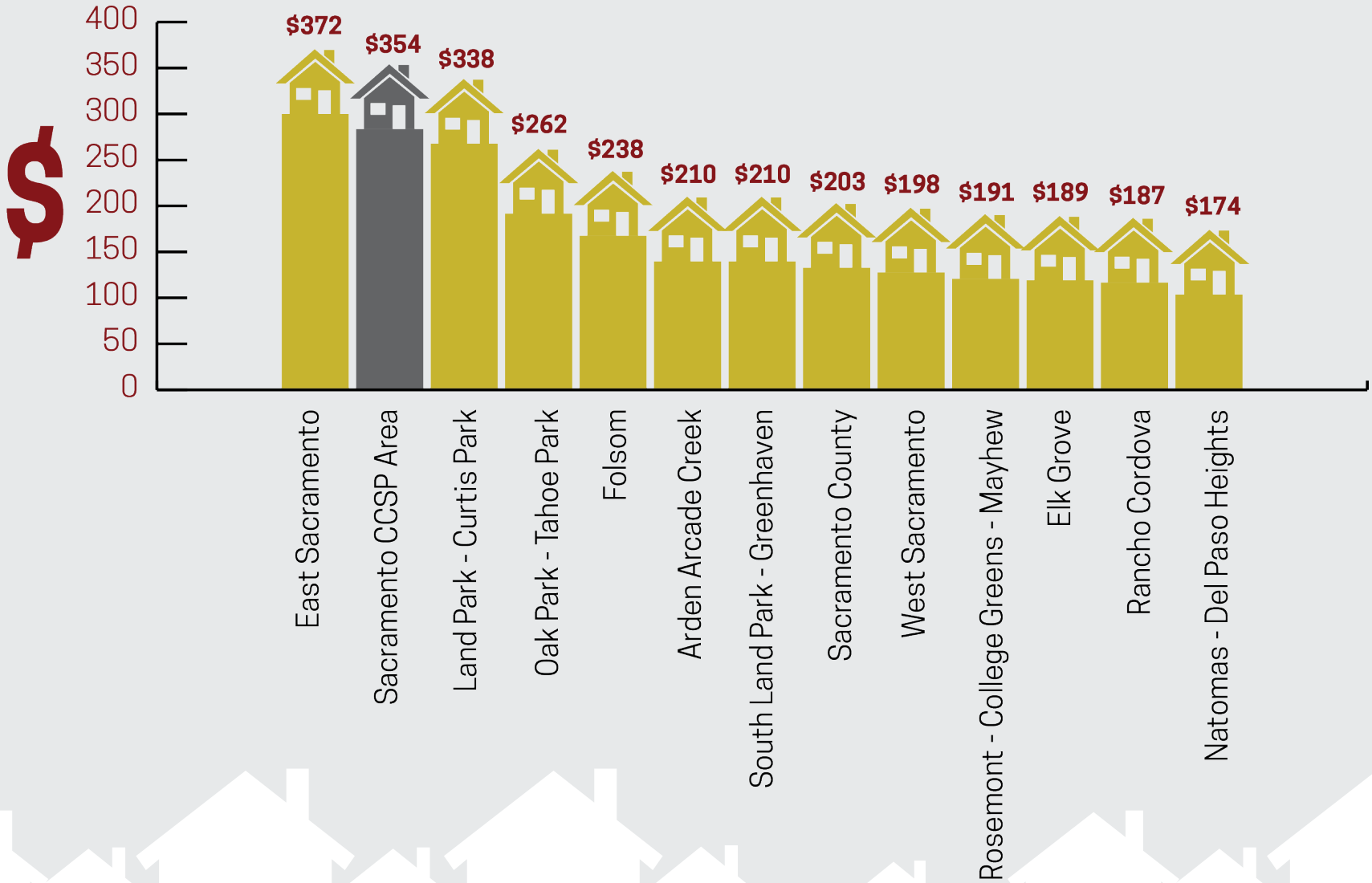
City of Sacramento



Detached Single-Family
Attached Single-Family
Multi-Family (<20 Units)
Multi-Family (20+ Units)
Others

Housing Types

Price per Square Foot Comparison



3.2.2 CENTRAL CITY HOUSING POLICIES

Housing Types

H.1.1 **Preservation, Revitalization and Development.** Meet housing needs through preservation, revitalization and new development.

H.1.2 **Public Investments.** Target public investments to help remove barriers (e.g., infrastructure deficiencies) and improve the feasibility and attractiveness of developing housing in the Central City.

H.1.3 **Variety of Housing Types.** Encourage projects that provide a variety of housing types and sizes, including those that serve individuals, families, seniors and persons living with disabilities.

H.1.4 **Ownership and Rental Opportunities.** Promote the development of both housing ownership opportunities and rental housing.

H.1.5 **Workforce Housing.** Encourage housing that is affordable to, and suitable to the needs of, the Central City workforce.

H.1.6 **Employee Housing.** Partner with major employers to encourage their development of employee housing.

H.1.7 **Family Housing.** Encourage the construction and preservation of family housing (homes with two or more bedrooms and not restricted to seniors), sited in proximity to necessary services and amenities (e.g., grocery stores, schools, after school programs, parks, etc.).

H.1.8 **Move-up Opportunities.** Encourage move-up opportunities for younger households and opportunities for existing workforce households to relocate into the Central City.

H.1.9 **Modest Sized Housing.** Facilitate the development of micro units and modest sized housing that incorporate amenities, gathering spaces, and appropriate property management.

H.1.10 **Live-work Options.** Support live-work options for artists and other home-based businesses.

H.1.11 **New Alternative Housing Types.** Modify standards and regulations as necessary to accommodate housing that is affordable by design (e.g. microunits, tiny homes, bungalow courts, etc.).

H.1.12 **Second Units and Carriage Homes.** Continue to streamline and improve the approval process for second units and carriage homes and incentivize existing property owners to build these homes.

Housing Affordability

H.2.1 **Range of Housing Options.** Provide for a range of housing options at varying affordability levels to accommodate the City's diverse residents and workforce.

H.2.2 **Affordable Housing Integration.** Encourage the integration of affordable and mixed-income housing with market rate housing.

H.2.3 **Affordable Housing Quality.** Ensure that affordable housing is built in a manner that maintains a high quality of design and construction.

H.2.4 **Moderate-income Housing.** Encourage moderate-income housing (households making between 80 and 120% of area median income).

H.2.5 **Publicly-owned Property.** Consider use of publicly-owned property for affordable and workforce housing development.

H.2.6 **Promise Zone Designation.** Maximize the use of available city, county, state, and federal housing programs through the City's Promise Zone designation.

H.2.7 **Funding Sources.** Target and pursue grant funds for the development of new housing, and establish other affordable housing funding sources.

H.2.8 **Affordable Housing and Transportation Projects.** Partner with affordable housing developers and Regional Transit to take advantage of programs and funding sources that pair affordable housing with transportation projects.

H.2.9 **Reduced Construction Costs.** Support organizations such as the North State Building Industry's 5K in 5 Years Jobs Initiative to address an industry-wide labor shortage by creating 5,000 new construction jobs in 5 years.

Homelessness

H.3.1 **Affordable Housing Opportunities and Services.** Continue efforts to reduce homelessness by providing affordable housing opportunities and services.

H.3.2 **Affordable by Design.** Promote the development of housing that is more affordable by design, including micro and Single Room Occupancy units, both market rate and subsidized affordable.

H.3.3 **Service Provider Coordination.** Continue to coordinate with Sacramento County, other cities, and community service providers to serve the homeless.

H.3.4 **Supportive Services.** Work with partner agencies to provide supportive services in existing affordable housing developments.

H.3.5 **Emergency Shelters.** Continue to support existing emergency shelters and additional shelter capacity both in the plan area and citywide.

Displacement

H.4.1 **Anti-displacement and Preservation Resources.** Develop tools to assess and identify neighborhoods that are experiencing, or that are likely to experience, gentrification in order to identify where anti-displacement and preservation resources such as the Home and Housing Trust Funds should be directed.

H.4.2 **Relocation Services.** Support relocation services including counseling, locating replacement housing, and moving expenses when displacement occurs.

H.4.3 **Class B and C Properties.** Support the continued operation and management of Class B and C properties (products built more than 20-30 years ago with lower market rents) as a means of providing housing affordable to moderate-income households, and encourage the Capitol Area Development Authority (CADA) to purchase additional Class B and C properties to expand their portfolios of available workforce housing.

H.4.4 **Condominium Conversions.** Discourage the conversion of Class B and C apartments into condominiums.

H.4.5 **Sufficient Incomes.** Support efforts to facilitate growth in occupations with incomes sufficient to offset the cost of housing in the Central City. Counter displacement of current residents with the preservation and production of affordable housing.

3.2.3 CENTRAL CITY HOUSING IMPLEMENTING ACTIONS

The following actions will assist in the implementation of the Sacramento CCSP housing goals and policies. These actions supplement and are complimentary to:

- Other sections of this Specific Plan that support the development of the CCSP area as an attractive living environment that will be highly desirable to households from all socio-economic segments of the community;
- City regulatory documents that are being updated to support the housing initiative and the Central City Specific Plan such as the Zoning Code and Central City Urban Design Guidelines; and
- Other City policies and programs that provide financial and regulatory incentives, as well as process streamlining actions, in order to facilitate housing and other development in the Central City, as discussed in Section 5, Implementation.

Implementing Action H-1

Downtown Sacramento Housing Initiative Plan. Continue working to implement the key strategies of the Downtown Sacramento Housing Initiative Plan, including: transit oriented development (to promote housing development in key locations supported by multimodal transit services); housing conversion (to rehabilitate outdated nonresidential buildings and transforming them into modern sustainable housing); SMART! housing (to develop technologically integrated housing that addresses the need for "connected" residential developments that facilitate residents' participation in the modern, information- and knowledge-based economy); and housing mix (targeting a variety of housing types, including market rate, workforce, and rapid re-housing).

Responsible Entity: Sacramento Housing and Redevelopment Agency, Community Development Department, Economic Development Department
Timeframe: Ongoing

Implementing Action H-2

Rapid Rehousing. Rapidly rehouse 150 homeless households a year in the plan area consistent with the City's Annual Action Plan and other applicable City housing plans.

Responsible Entity: The City, with implementation support from Sacramento Housing and Redevelopment Agency
Timeframe: Ongoing

Implementing Action H-3

Incentives for Residential Projects. Continue to offer incentives for high density residential projects and conversions from non-residential to residential uses by offering reduced Housing Impact Fees, and utilize Housing Trust Fund monies collected on other projects to provide Central City affordable housing projects with local funds that can leverage other state, federal, and philanthropic funds to address subsidy needs.

Responsible Entity: Community Development Department; Sacramento Housing and Redevelopment Agency
Timeframe: Ongoing

Implementing Action H-4

Middle-income Housing. Evaluate current regulations to better facilitate alternative housing products (e.g. tiny homes, micro units, etc.) to help fill the gap in the housing market for middle-income households as a means to achieving a more permanent and stabilized Central City.

Responsible Entity: Community Development Department
Timeframe: 2019-2020

Implementing Action H-5

Affordable Housing Funding. Help affordable housing developers interested in CCSP projects secure funding from other regional (e.g., SACOG), state, and federal programs, such as Community Development Block Grants, state and federal tax credits, California Cap and Trade programs and State bond programs for affordable and infill/ transit-oriented development, and mortgage revenue bonds.

Responsible Entity: Sacramento Housing and Redevelopment Agency
Timeframe: Ongoing

Implementing Action H-6

Anti-displacement Tools. Develop a strategy, identify tools and funding mechanisms to address anti-displacement due to gentrification.

Responsible Entity: Community Development Department; Sacramento Housing and Redevelopment Agency
Timeframe: 2019-2021

Implementing Action H-7

Monitoring Displacement. Monitor regulated affordable housing that is at risk of converting to market rate as well as rents and vacancy rates for housing in the downtown area.

Responsible Entity: Community Development Department; Sacramento Housing and Redevelopment Agency
Timeframe: 2019-2021

Implementing Action H-8

Affordable Housing Preservation Ordinance. Consider expanding the scope of chapter 5.148 of the City Code, which allows SHRA to preserve HUD subsidized affordable housing, to be expanded to apply to subsidized affordable housing downtown that is not currently subject to the ordinance.

Responsible Entity: Sacramento Housing and Redevelopment Agency
Timeframe: 2019-2021

3.3 EMPLOYMENT

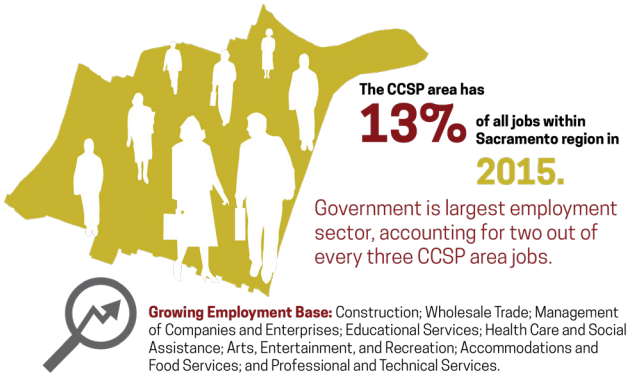
While much of the Central City Specific Plan's focus is on providing additional housing options, implementing the Specific Plan is also an important step that the City of Sacramento will take to expand the range of businesses and employment opportunities within the CCSP area. Increasing the diversity of housing available and stimulating a more vibrant and active Central City will make the CCSP area more accessible and desirable to a broader pool of residents and potential employees. Proximity to those employees is a key draw for many businesses that recognize that the workforce is their key asset and must compete to attract talent. Stimulating a more vibrant and active Central City by fostering an expanded resident population addresses a key locational criteria for 21st Century businesses.

Central City Employment Goals

E.1	**Employment:** Reinforce the Central City as the region's major employment center.
E.2	**Business Assistance:** Expand public and private investment in the business friendly Central City.

3.3.1 CENTRAL CITY EMPLOYMENT INFLUENCES

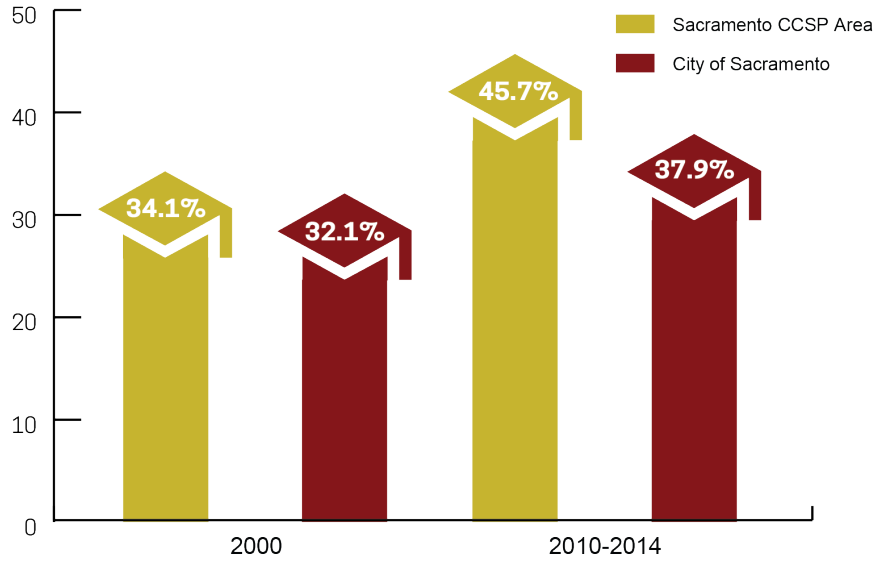
The CCSP area is the Sacramento region's most important job center, accounting for 13 percent of all jobs within the metropolitan statistical area as of 2015. Government remains the largest employment sector, accounting for two out of every three CCSP area jobs, though the employment base is beginning to diversify somewhat.



Most CCSP area residents, regardless of their workplace location, are employed in "white collar" occupations, such as Management, Business, and Financial occupations, and Education, Legal, Community Service, Arts, and Media occupations. The proportion of residents working in occupations associated with lower education, skill, and wage levels has decreased over time. The CCSP area has attracted a higher share of the City of Sacramento's growth in 25 to 34 year-olds. The CCSP area has also attracted a higher share of the City's more educated residents, contributing to a highly educated workforce prized by the knowledge-driven businesses targeted for growth within Sacramento and region.

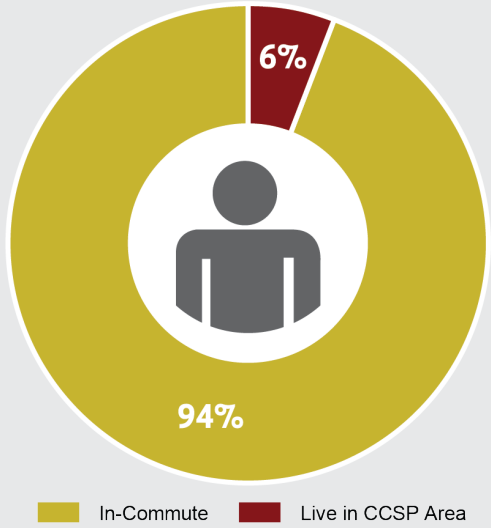
Data from SACOG travel demand model indicate that 94 percent of CCSP area workers commuted in from homes located outside the plan area in 2012. Only about 36 percent of CCSP area residents also worked in the plan area. A 2017 worker survey commissioned by the Capitol Area Development Authority and the City of Sacramento, and completed with support from the Downtown Sacramento Partnership, Midtown Business Association, and others indicates that provision of new Central City housing opportunities that expand the range of housing unit types and housing affordability will be highly desirable to a significant portion of the CCSP area workforce. This information, combined with the very large employment base in the CCSP area, indicates that housing developers have a substantial opportunity to capture additional housing demand from the plan area's existing employment base. Thus, by focusing on housing production, this Specific Plan and its policies will play an important role in making the CCSP area a more competitive and robust business location.

Residents with an Associate's Degree or Higher

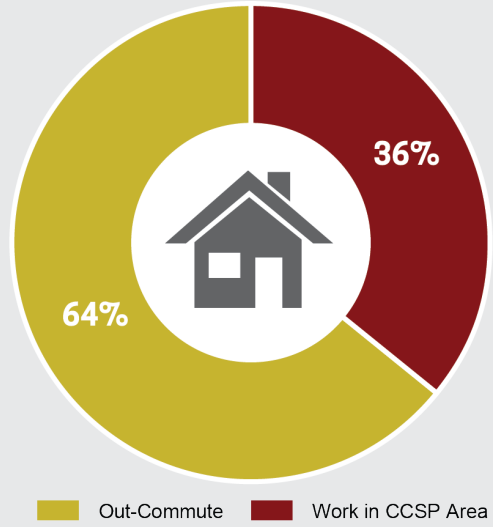


Commute Patterns

CCSP Area Employees



CCSP Area Residents



3.3.2 CENTRAL CITY EMPLOYMENT POLICIES

Employment

E.1.1 **Economic Diversification.** Encourage economic diversification by supporting the creation of private sector jobs.

E.1.2 **Office Space.** Encourage new office space to serve the growth needs of existing and start-up businesses, and provide jobs for the Central City's workforce.

E.1.3 **Innovation Zones.** Promote central Sacramento as an "innovation zone" with the infrastructure and facilities to function as a laboratory for development of cutting-edge, innovative technologies, as well as the amenities and housing resources necessary to attract talent.

E.1.4 **Emerging Businesses.** Accommodate emerging businesses and workplace styles, such as co-working, incubator space, or other new forms of creative businesses that can benefit the local economy.

E.1.5 **Home Grown Businesses.** Assist "home grown" businesses, including smaller businesses, looking to expand and locate within the Central City.

E.1.6 **Interim Use of Vacant Buildings and Lots.** Encourage interim uses of vacant buildings and lots, such as pop-up businesses, cultural or artistic exhibitions, public and private events, and other temporary uses to reduce vacancy rates and enhance activity.

E.1.7 **Public Events.** Partner with local businesses and organizations to support public events that showcases the Central City merchants, music, and food.

E.1.8 **Visitor Destination and Convention Venue.** Partner with Visit Sacramento, the Metro Chamber, and interested stakeholders to market Sacramento's Central City as a visitor destination and convention venue.

E.1.9 **Heritage Tourism.** Partner with Sacramento Heritage and Visit Sacramento to identify and promote heritage tourism activities in the Central City.

E.1.10 **Business and Educational Linkages.** Strengthen linkages between the local business community and nearby educational institutions to ensure the availability of labor with the skills necessary to fill local jobs.

E.1.11 **Attract Skilled Workers.** Promote Central City housing, services, entertainment, amenities and mobility options that are affordable and attractive to skilled workers.

E.1.12 **Workforce Marketing.** Actively market the availability of a comparatively young, well-educated Central City workforce.

Business Assistance

E.2.1 **Economic Development Entities.** Support the efforts of the Sacramento Employment and Economic Development Corporation (SEED Corp) and other economic development entities in the Central City.

E.2.2 **Business Improvement Districts.** Assist business improvement districts in attracting private investment and resolving service issues.

E.2.3 **Business Attraction, Expansion and Retention.** Support efforts to incentivize business attraction and to facilitate business expansion and retention.

E.2.4 **Partnerships.** Promote economic development organizations and businesses, and facilitate public/private partnerships, to advance the Central City's economic development climate.

E.2.5 **Coordinate Efforts.** Coordinate economic development and business recruitment efforts with other established City goals, such as expansion of the Convention Center and other major public investments.

E.2.6 **Business Visitation Program.** Continue to implement the City's business visitation program to assess workforce, regulations and other issues targeted at understanding what local "primary" employers need to stay and grow.

E.2.7 **Infrastructure.** Expand the availability of infrastructure and services needed to support employment growth, including high-speed broadband communications, fiber and wireless infrastructure, enhanced transit opportunities, and supportive services.

3.3.3 CENTRAL CITY EMPLOYMENT IMPLEMENTING ACTIONS

The CCSP employment goals and policies will be implemented through a combination of the continued application of the City's 2013 Economic Development Strategy, as well as actions in other sections of the CCSP that cumulatively support employment growth. As a result, no additional employment specific implementation actions are identified.

The CCSP places an emphasis on increasing the amount of housing within the plan area, which will also support business attraction and retention. This will occur indirectly, as an expanded housing stock and residential population facilitated by the CCSP, creates a more livable Central City area. In turn, the Central City will support an expanded array of retail, restaurant, entertainment, and cultural offerings. This type of dynamic, mixed-use atmosphere, combined with additional Central City amenities, such as bicycle, pedestrian, and transit improvements, will create the type of environment sought by innovative, knowledge-driven businesses. These businesses seek urban locations such as this, because they are a residence location of choice for the rapidly growing Millennial workforce.

In addition, the City of Sacramento's 2013 Economic Development Strategy provides a citywide framework for strategic goals and implementing actions to strengthen and diversify the Sacramento economy. Embedded throughout the strategy are goals and actions that speak both directly and indirectly to diversifying and expanding CCSP area employment and business opportunities.

3.4 COMMUNITY AMENITIES

The provision of retail, education, parks, open space, entertainment, cultural and other amenities contributes to the social infrastructure of a community and improves quality of life. Adequate provision of amenities can establish a key foundation for a safe, healthy, and productive community, supporting economic growth while also enhancing the social experience and livability for all users. In order to expand the CCSP's residential base and embrace a wider range of age and income groups, an appropriate and balanced composition of amenities is essential to influence the identity, level of activity and overall desirability of the plan area.

Central City Community Amenity Goals

CA.1	**Retail Services:** Expand shops, restaurants and other retail services throughout the Central City to enhance opportunities for residents, employees and visitors.
CA.2	**Education:** Support a quality education for all students living within the Central City.
CA.3	**Parks and Open Space:** Continue to enhance parks and open space facilities throughout the Central City.
CA.4	**Entertainment and Culture:** Ensure that the Central City's arts, culture and entertainment scene continues to thrive.

3.4.1 DOWNTOWN RETAIL SERVICES

The provision of retail services (retail shops and restaurants) can greatly shape the economic vitality and identity of neighborhoods and districts within the CCSP area. Similarly, easy access to healthy food options – whether provided at grocery stores, supermarkets, neighborhood convenience stores, community gardens, or farmers markets – is vital to the community's livability. Sacramento has embraced its identity as the "Farm to Fork Capital of America," and as such, the continued development of more localized food options and sources within the CCSP area can contribute to a healthier community.

Restaurants provide a diverse selection of cuisine across the CCSP area, and their proximity to residents, employees and visitors helps to further establish the place-making capabilities of Sacramento's Central City, and enhancing cultural wealth and interaction.

Challenges and Opportunities

The CCSP area has benefitted greatly from revitalization and a resurgent economy, and currently offers a diverse array of retail and restaurant selections. In particular, areas that include Old Sacramento, the Entertainment and Sports Center (ESC) District, 16th Street, R Street, the Handle District, the JKL District, and J Street offer a growing range of unique retail services. Retail market analysis has noted that the CCSP area, with the exception of Old Sacramento, features a lower retail vacancy rate and higher average asking lease rate than the citywide rates.

While the CCSP area does have a strong retail market and contains an increasingly diverse selection of retail options, much of the retail selection is fragmented and limited to certain districts, and this fragmentation has caused some areas to lack retail within walking distance or easily accessible by transit. This fragmentation largely occurs in the predominantly residential and lower density northeast, southeast, and southwest fringes of the CCSP area. Challenges and opportunities related to retail services are addressed through the CCSP policies and implementing actions as described below.

Central City Retail Services Policies

CA.1.1 **Shopping Choices.** Support a variety of retail businesses that offer grocery, food and shopping choices for residents, employees and visitors of all incomes, ages, and backgrounds.

CA.1.2 **Retail Services Distribution.** Maintain a suitable balance of food, grocery and other retail services across the CCSP area, including areas currently underserved by such uses.

CA.1.3 **Neighborhood Serving Retail.** Encourage neighborhood serving retail and services to be located within walking distance of residential neighborhoods and transit stops.

CA 1.4 **Business and Tourist Serving Retail.** Encourage business and tourist serving retail and services to be located within walking distance of businesses, tourist's destination and transit stops.

CA.1.5 **Grocery Stores.** Provide regulatory and other incentives to enable the development of additional grocery stores within the CCSP area.

CA 1.6 **Restaurants.** Promote a range of restaurants, emphasizing a strong presence of outdoor dining during both daytime and evening hours.

CA.1.7 **Farm-to-Fork.** Promote farmer's markets, grocery stores, restaurants and community events that support the "Farm-to-Fork" values of locally sourced produce.

CA.1.8 **Specialty Retail.** Encourage pedestrian-oriented specialty retail, eating, drinking, and entertainment establishments offering quality goods and services.

CA.1.9 **Commercial Opportunities in the Public Realm.** Encourage street vendors, busking and other income generating activities that contribute to activity on the street and in public places.

Central City Retail Implementing Actions

The City will continue to work with the community and local business organizations to attract, assist, strengthen and diversify retail and dining choices for all residents, daytime workers, visitors, and evening patrons within the CCSP area. Emphasis will be placed on ensuring that the distribution of retail opportunities is expanded throughout the CCSP area and generate equal access for all neighborhoods and districts. The majority of zoning districts applied within the CCSP area allow for a range of retail services and restaurants, and the Specific Plan promotes the strategic use of incentives to support the types of uses, development, and investments desired.

The following additional actions will supplement the City's existing programs, policies and efforts, and will assist in the implementation of the CCSP retail services goals and policies.

Implementing Action CA-1

Retail Shortfalls and Offerings. Work with the community, local businesses, and business organizations to identify and locate retail shortfalls within the CCSP area, and to attract and incentivize an increased assortment of retail and restaurant offerings in accordance with the 2035 Sacramento General Plan and the City's Economic Development Strategy.

Responsible Entity: Community Development Department, Economic Development Department
Timeframe: Ongoing

3.4.2 DOWNTOWN EDUCATION

Access to good public schools can greatly influence where families want to live. The City of Sacramento and the CCSP area feature a variety of primary and secondary schools, both public and private, along with higher education opportunities both within and outside the City.

The majority of the CCSP area is within Sacramento City Unified School District (SCUSD), which is the main school district for much of the City of Sacramento, generally to the south of the American River. As of 2017, the SCUSD has a total of 73 school sites districtwide for students in grades K-12. This total includes 44 elementary schools, nine K-8 schools, eight middle schools, and 12 high schools. These schools house approximately 26,683 elementary school students (K-6), 7,070 middle school students (7-8), and 13,062 high school students (9-12). Currently, the only high school within the CCSP area is the MET located at 8th and V Streets, which is a small charter school without a specific attendance area. Figure 3.4-1 indicates the locations of private and public schools both inside and within the vicinity of the CCSP area.

Type of School	SCUSD Area Number of School Sites	CCSP Area Number of School Sites
Elementary (K-8)	53	5
Middle	8	2
High School	12	1

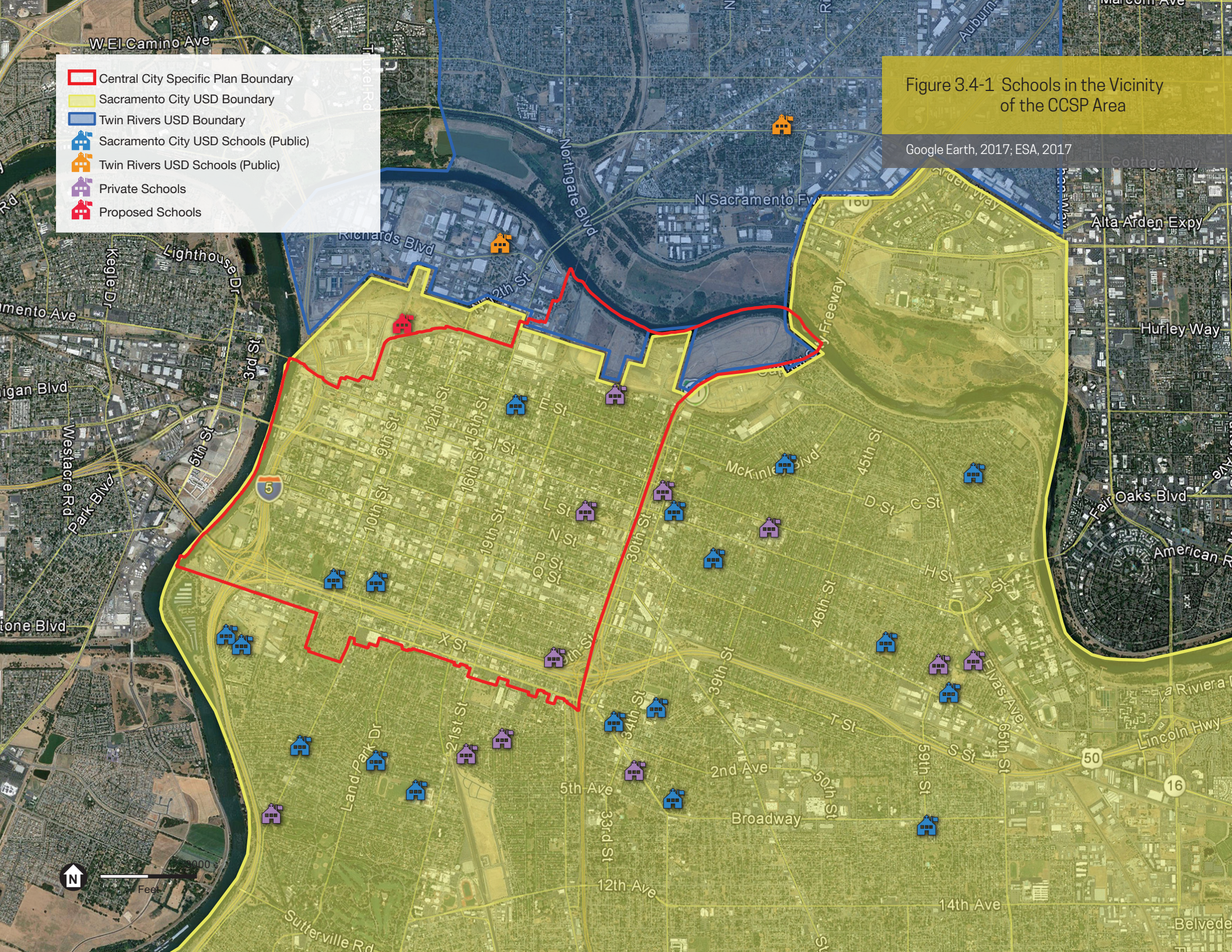


Figure 3.4-1 Schools in the Vicinity of the CCSP Area

Google Earth, 2017; ESA, 2017

TABLE 3.4-1: SCUSD STUDENT GENERATION IN THE CCSP AREA

School Type	Generation Rate	Number of Additional Dwelling Units	Additional Students Generated
Elementary School	0.040	13,401	536
Middle School	0.012	13,401	161
High School	0.019	13,401	255
Total	0.071	13,401	951

SOURCES: SACOG SACSIM, 2017; BAE Urban Economics, 2016; ESA, 2017.

Service Standards and Student Generation

Per the Sacramento 2035 General Plan, the City is committed to working closely with school districts to provide efficient and equitable distribution of quality educational facilities. While no one standard exists for school size, SCUSD currently seeks to meet classroom ratios of 24 students per teacher for grades K-3 and 33 students per teacher for grades 4-12. SCUSD has estimated the additional students, beyond the current number of students, that would be generated through implementation of the CCSP based on projected residential growth and student generation rates as shown in Table 3.4-1.

School Demand

The CCSP would generate additional student population during the build out of the CCSP and may require additional student facilities. Although no schools are proposed as part of the CCSP, Table 3.4-2 presents the capacity, enrollment, and current and proposed excess surpluses and deficits for each of the CCSP area schools.

Challenges and Opportunities

Within the CCSP area three-fourths of the population consists of non-family households, while single people living alone represent about 60 percent of the households, and average ages are lower than elsewhere in the City. This indicates a demand for smaller housing units relative to the rest of the City, and as a result, fewer overall students generated per unit.

Accommodating new residential growth in an urban and built out area can pose challenges. In some urban areas, there have been declining numbers of students, requiring school districts to close schools that did not have enough enrollment to stay open. When faced with an influx of new students in an urban area, school districts like SCUSD have to consider the potential impacts of bussing students to more distant schools within the district, opening closed schools, building additional or expanded buildings within existing schools, or building new schools entirely. Finding vacant sites of appropriate size to build a new school is challenging in an urban area as undeveloped land is scarce and land values are high. Within the CCSP area, SCUSD reopened Washington Elementary School, a formerly closed school during the 2016-2017 school year.

As shown in Table 3.4-1, the CCSP is projected to generate 951 additional students beyond the current number of students within the plan area. The existing schools within the CCSP area as currently configured will not be able to accommodate this growth. The City is committed to working with the SCUSD to provide adequate, high quality schools to serve the CCSP area. Challenges and opportunities related to schools and education are addressed through the CCSP policies and implementing actions as described below.

Central City Education Policies

CA.2.1 **Sacramento City Unified School District.** Work closely with Sacramento City Unified School District to determine strategies to serve the increased CCSP student population in a manner appropriate for an urban area.

CA 2.2 **Partnerships and Joint Use.** Encourage partnerships and joint use opportunities between schools, the City, businesses, and other institutions and agencies.

TABLE 3.4-2: SCUSD SCHOOLS AND CAPACITIES IN THE CCSP AREA

School Name	Design Capacity[a]	Current Enrollment (2016)	Current Surplus/Deficit	CCSP Students	Anticipated Surplus/Deficit
Elementary Schools					
Bret Harte	576	281	295	--	--
Crocker/Riverside	552	664	-112	--	--
Theodore Judah	504	556	-52	--	--
Washington	390	186	204	--	--
William Land	504	425	79	--	--
Total	**2,526**	**2,112**	**414**	**536**	**-122**
Middle Schools					
California	1,023	897	126	--	--
Sutter	1,320	1,171	149	--	--
Total	**2,343**	**2,068**	**275**	**161**	**114**
High Schools					
C.K. McClatchy	**1,650**	**2,259**	**-609**	**255**	**-864**

NOTES:

a. According to the SCUSD, the design capacity totals shown are calculated on the assumption that every single classroom at a school site would be used for classrooms. However, many of the school sites currently have programs that use classroom space such as an art class, preschool, computer lab, student development program, etc. These other uses reduce the number of classrooms that are available. Design capacity totals also do not provide a precise grade by grade and year by year analysis, and therefore may not accurately true capacity capabilities. (Javed, 2017)

SOURCES: Sacramento City Unified School District. April 2017; SACOG SACSIM, 2017; BAE Urban Economics, 2016; ESA, 2017.

CA 2.3 **New Educational Facilities.** Support the development of new school facilities to accommodate students of all ages.

CA 2.4 **Monitoring.** Work collaboratively with the Sacramento City Unified School District to regularly monitor existing student generation rates to accurately determine school facility needs in the future.

CA 2.5 **Adaptive Reuse.** Consider the adaptive reuse of existing buildings for school use.

Central City Education Implementing Actions

New development within the CCSP area will be required to contribute to the provision of new school facilities through the payment of fees or mitigation agreements as allowed under SB50, a State law. As new development is built, the actual student generation rate per household will be monitored in order to evaluate and adjust, if necessary, the student projections.

Although the CCSP area schools currently do not have the capacity to accommodate the projected number of additional students, the City is committed to working with the school district to determine potential solutions to providing adequate school service to the Central City area.

The following additional action will supplement existing programs and policies of the City and State regulations, and will assist in the implementation of the CCSP education goals and policies.

Implementing Action CA-2

Tracking Student Generation Rates. Track the growth of housing in the Central City area and existing student enrollment rates to ensure adequate rates are being used to determine future school facility needs.

Responsible Entity: Community Development Department
Timeframe: Annually

Implementing Action CA-3

School Site. Coordinate with the Sacramento Unified School District to identify a school site in the southeast quadrant of the plan area. Consider the development of a joint use site that could include a school, neighborhood park, and/or a fire station. Coordinating efforts can include the sale of publicly owned land and pooling of resources to acquire and develop the site.

Responsible Entity: Community Development Department, Sacramento City Unified School District, Parks and Recreation Department, Fire Department.
Timeframe: 2018-2020

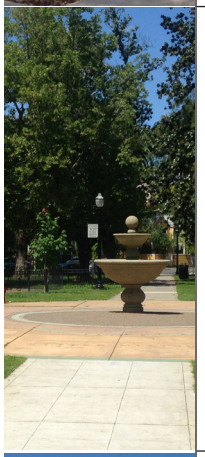
3.4.3 DOWNTOWN PARKS AND OPEN SPACE

Parks and open space provide residents, employees and visitors of the CCSP area with both passive and active forms of recreation that are vital to promoting health and wellness, community interaction, and a sense of place. The City of Sacramento Department of Parks and Recreation (Sacramento DPR) is the primary agency responsible for parks, open spaces, and recreational facilities in the City. Sacramento DPR maintains approximately 3,200 acres of developed parkland, and manages more than 226 parks and numerous other community centers and recreational facilities within the City of Sacramento. Figure 3.4-2 shows the various parks located across the CCSP area.

Parks and Recreation Facilities

Parks in Sacramento are classified as neighborhood, community, or regional, based on their differing function and targeted service areas:

Neighborhood parks are the smallest parks, at up to ten acres in size, and serve local residents and employees located within a half-mile radius. Typically, facilities include tot lots, adventure play areas, unlighted sport fields or sport courts, group picnic areas, landscaping, and walkways.



Community parks are larger, usually ranging from ten to sixty acres in size, and draw residents and employees from a two to three-mile radius. Typical facilities include those in neighborhood parks, as well as lighted sports fields, large picnic areas with shade structures community gardens, restrooms, onsite parking, nature areas, skate parks, water elements, dog parks, and community centers.

Regional parks vary in size depending upon location and opportunity, but are generally larger than community parks, and serve residents, employees, and visitors from across the city and beyond. Typical facilities include a sports complex, golf course, zoo, or regional open space or recreational amenities.

Figure 3.4-2 Parks

City of Sacramento, 2017; ESA, 2017

The CCSP area is also uniquely defined, by the American and Sacramento Rivers, which establish much of the plan area's western and northern boundaries, respectively. Both rivers offer vast natural and recreational resources including boating, swimming, fishing, extensive trails and open space allowing for many forms of active and passive recreation for residents and visitors.

Given the more intensive, urban nature of the CCSP area, parks in the plan area are generally smaller, more compact, and more urban in character than parks in suburban portions of the City. A total of approximately 218 acres of parks of various types currently exist within the CCSP area, and an additional 44.3 acres is planned, as shown in Table 3.4-3, bringing the total City park acreage in the CCSP area to 262.3 acres.

TABLE 3.4-3: PLANNED PARKLAND

Planned Park Type	Acreage
Neighborhood Parks	4.87
Community Parks	4.87
Regional Parks	34.56
Total	**44.30**

In addition, there a number of other parks not managed by Sacramento DPR that offer recreational opportunities in the CCSP area, which include Capitol Park, Old Sacramento State Historic Park, and Sutter's Fort State Historic Park, among others.

Service Standards

The City of Sacramento parkland system service level goals for the CCSP area are summarized in Table 3.4-4. The City maintains flexibility in applying these standards based upon resource availability and the ability to best meet the parks and recreation needs of the community.

TABLE 3.4-4: PARKLAND SERVICE LEVEL GOALS

Park Type	Service Level Goal Per 1,000 Residents
Neighborhood Parks	0.875
Community Parks	0.875
Regional Parks	8.0

CCSP Parkland Demand

Table 3.4-5 provides parkland demand calculations for the CCSP. Applying the CCSP service level goals to determine parkland demand, the total of existing and planned parks result in a deficit of 8.00 acres of community parks and a surplus of 6.04 acres of neighborhood parks (for a combined community and neighborhood park deficit of 1.96 acres).

For regional parkland, total growth under the CCSP is expected to generate a need for 387.36 acres. With 144.58 acres of existing regional parks and 34.56 acres of planned regional parks, an additional 208.22 acres of regional parks is needed to serve the projected CCSP population; however, it should be noted that this amount of regional parkland is intended to serve the entire City and beyond, and does not necessarily need to be located within the CCSP area itself. In the past, land acquisition for Regional Parks and Parkways has been allocated through "other means", including land dedication to the City, grants and special land acquisition fee programs. Also, other parks exist within the CCSP area that are not under the jurisdiction of Sacramento DPR but are available to the public. These include Capitol Park, Old Sacramento State Historic Park, and Sutter's Fort State Historic Park, among others. Together, these parks help to alleviate shortages of City designated regional parkland.

The City has also adopted service level goals for a variety of parkland facilities, such as sports fields, hard courts, picnic areas, playgrounds. As reflected in Table 3.4-6, the CCSP has a surplus of some facilities, such as tennis courts, group picnic areas, pools, and community centers. However, there is a deficit in a number of facilities, which include sports fields (softball, baseball and soccer), volleyball and basketball courts, and playgrounds.

Challenges and Opportunities

The main constraint affecting parks within the CCSP area is the availability of land for additional parkland expansion. As the plan area is built out, no substantial undeveloped land exists that the City could utilize to build new parks, and unlike greenfield and brownfield sites, the plan area does not have much raw or vacant land available, apart from parcels that are smaller in size. The City is planning to add parkland within the Docks area, alongside Sutter's Landing Regional Park, and incorporate the Sacramento Historic City Cemetery to provide additional parks within the CCSP area, and these areas comprise the planned park acreage found in Tables 3.4-3 and 3.4-5. Other future parks can include areas such as the top of parking garages and under freeways, as well as activating underutilized spaces within the existing public Right of Way for recreational use.

TABLE 3.4-5: PARKLAND DEMAND IN THE CCSP AREA

Park Type	City Standard (ac/residents)	Existing CCSP Population (residents)	Projected CCSP Growth (residents)	Projected CCSP Total Population (residents)	Required Park Acres	Existing Park Acres[a]	Planned Park Acres	Surplus/Deficit (ac)
Community	0.875/1,000	26,710	21,710	48,420	42.37	29.50	4.87	-8.00
Neighborhood	0.875/1,000	26,710	21,710	48,420	42.37	43.54	4.87	6.04
Community and Neighborhood	--			--	84.74	73.04	9.74	-1.96
Citywide/ Regional[b]	8/1,000	26,710	21,710	48,420	387.36	144.58	34.56	-208.22
TOTAL	**--**	**26,710**	**21,710**	**48,420**	**472.10**	**217.62**	**44.30**	**-210.18**

NOTES:

a Planned Community Parks provide an additional 4.87 ac, planned Neighborhood Parks provide an additional 4.87 ac, and planned Regional Parks provide an additional 34.56 ac to comprise the totals for existing and planned parks.

b The City does not require dedication and/or in-lieu fees for Citywide/Regional parks. This demand is met through other means.

SOURCE: City of Sacramento, Parks and Recreation Department, May 2017.

TABLE 3.4-6: PARKLAND FACILITY DEMAND IN THE DSP AREA

Amenity Type	City Standard (facility/ residents)	Existing CCSP Population (residents)	Projected CCSP Growth (residents)	Projected CCSP Total Population (residents)	Current Supply (facilities)	Projected Demand (facilities)	Surplus/Deficit (ac)
Softball: Youth, Adult	1/7,500	26,710	21,710	48,420	4	6.5	-2.5
Baseball: Adult, Little League	1/7,500	26,710	21,710	48,420	2	6.5	-4.5
Soccer: Bantam, Full Size	1/7,500	26,710	21,710	48,420	5	6.5	-1.5
Volleyball	1/10,000	26,710	21,710	48,420	3	4.8	-1.8
Basketball: Youth, High School	1/ 5,000	26,710	21,710	48,420	8	9.7	-1.7
Tennis	1/10,000	26,710	21,710	48,420	10	4.8	5.2
Picnic Area (Large Group)	1/30,000	26,710	21,710	48,420	2	1.6	0.4
Playgrounds: Tot Lots, Adventure Play Areas	1/2,500	26,710	21,710	48,420	12	19.4	-7.4
Outdoor Pool Facilities	1/30,000	26,710	21,710	48,420	2	1.6	0.4
Community Centers	1/50,000	26,710	21,710	48,420	4	1.0	3.0

SOURCE: City of Sacramento, Parks and Recreation Department, May 2017.

The City's Small Public Places program recognizes that for some infill areas not fully served to City standards by existing parks, a traditional community or neighborhood park may not be feasible or desirable due to land constraints and the lack of large undeveloped parcels. In these situations, a small park, such as a plaza, tot lot, or community garden, can help meet the local need for public gathering spaces. The City's recent update to the Parkland Dedication Ordinance (Quimby) expands the private park facilities eligible for Quimby Credit, which can help meet the need for neighborhood/community park space and amenities through smaller private recreational spaces.

In addition, efficiencies can be achieved when parks are combined with other public facilities which serve more than one function. The development of joint use facilities is supported by the 2035 General Plan and can include such facilities as joint use public parks and stormwater detention facilities and the co-location of parks adjacent to libraries or schools.

The CCSP also offers an opportunity for City parks and civic places to contain public art, whether temporary or permanent, and include active programming for things such as performances, exhibits, festivals and temporary markets, civic amenities, and monuments that explore community context, create a distinct identity and nurture diversity. Artistic, cultural, and creative strategies to reveal and promote the unique history, character and identity of the CCSP area are provided in Section 3.5 Public Art which reinforces the integration of arts and cultural resources in a contextual civic framework.

These challenges and opportunities are addressed through the CCSP policies and implementing actions as described below.

Central City Parks and Open Space Policies

CA.3.1 **Recreational and Open Space Needs.** Ensure the recreational and open space needs of Central City area residents of all ages are met by leveraging existing parks and recreational areas, enhancing the public space network, and increasing publicly accessible private space.

CA.3.2 **Agency Coordination.** Work with the California Department of Parks and Recreation and other agencies to ensure continued access to parks and open space not under the jurisdiction of the City, and to develop new recreational space and parklands to serve the CCSP population.

CA.3.3 **Small Public Places.** Update park policy on the development of small parks, such as plazas, tot lots, or community gardens, to help meet the local need for public gathering spaces in accordance with the City's Small Public Places program.

CA.3.4 **Siting.** Encourage placement of small public places within active pedestrian corridors supported by increased levels of commercial and residential activity, and fronting parks along public streets.

CA.3.5 **Partnerships and Joint Use.** Encourage partnerships and joint use opportunities between parks, schools, businesses, and other institutions and agencies, including innovative solutions for land acquisitions and maintenance strategies.

CA.3.6 **Rivers.** Provide enhanced access to, and increased recreational and gathering opportunities along, the American and Sacramento Rivers.

CA.3.7 **Funding.** Ensure adequate funding for maintenance of parks and other public spaces including new maintenance funding strategies for small public spaces and partnerships with stewardship groups.

Central City Parks and Open Space Implementing Actions

The following additional actions will supplement the City's existing programs and policies, and will assist in the implementation of the CCSP parks and open space goals and policies.

Implementing Action CA-4

Parkland Development. Continue identifying and developing parkland opportunities throughout the CCSP area including within the Docks, and Sutter's Landing Regional Park while continuing to identify opportunities to develop new parklands and/or upgrade existing parklands to meet projected recreational needs.

Responsible Entity: Community Development Department, Parks and Recreation Department
Timeframe: Ongoing

Implementing Action CA-5

Parkland Development. Explore opportunities for non-traditional smaller park types and joint use facilities and partnerships, including co-location of parks adjacent to libraries or schools, and development of joint use public park/stormwater detention basins; explore new park maintenance funding sources and strategies; and activate underutilized spaces within the existing public Right of Way for recreation uses.

Responsible Entity: Community Development Department, Parks and Recreation Department, Public Works, Economic Development
Timeframe: Ongoing

Implementing Action CA-6

Parks and Master Plan Update. Update the City's Parks and Recreation Master Plan on Small Public Places to be consistent with CCSP policies, and address maintenance funding strategies.

Responsible Entity: Parks and Recreation Department
Timeframe: 2019-2020

3.4.4 CENTRAL CITY ENTERTAINMENT AND CULTURE

Sacramento's Central City is the region's premier entertainment destination, housing numerous theaters, concert halls, clubs, libraries, and museums. Entertainment and cultural venues are important to all demographic groups residing in and visiting the CCSP area, and help to enrich community culture and vibrant around-the-clock activity. Additionally, these facilities attract significant tourist dollars, and an engaging cultural environment is important in drawing new businesses to the community.

As of 2017, the CCSP area has approximately ten theaters, four libraries, and seven museums, in addition to the Golden 1 Center, Memorial Auditorium, Sacramento Convention Center, and other venues. Figure 3.4-3 illustrates the location of these venues. Generally, most of these locations are concentrated in and around the Central Business District and Riverfront Area (within Old Sacramento). Although the CCSP area provides an abundance of diverse entertainment and cultural facilities, as the CCSP area and surrounding region grow, the need and opportunity for additional entertainment and cultural options will increase.

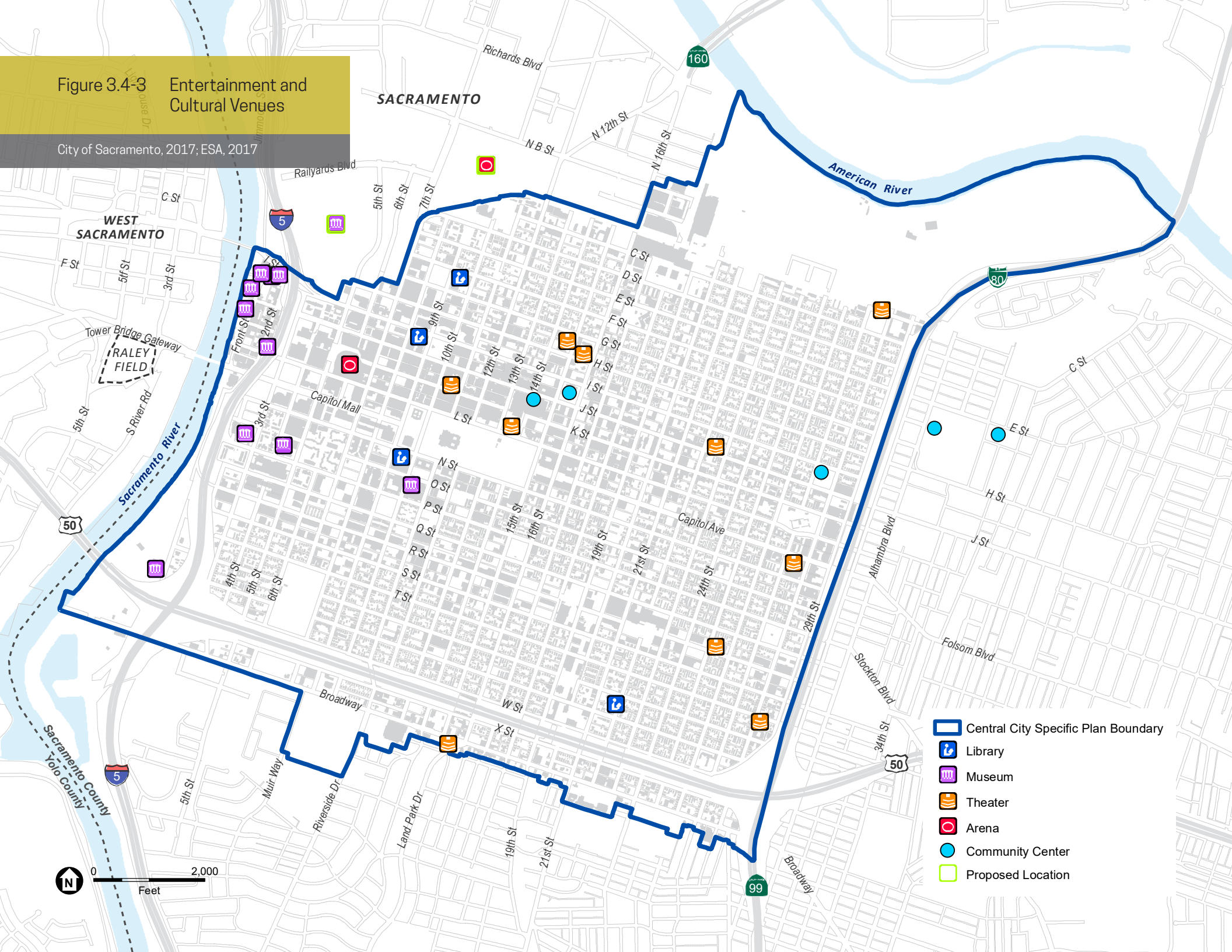
Opportunities and Constraints

Given the regional draw of entertainment and cultural venues, it is advantageous for the City to promote the siting of such facilities in higher-density areas and in proximity to transit and other mobility options to maximize accessibility. In addition, the City's riverfront provides opportunities as a unique entertainment destination. With the highest population and employment densities in the region, the existing base of restaurants and hotels, and the proximity to multiple light rail, bus, and future streetcar services, the CCSP area is uniquely positioned to support and attract entertainment and cultural venues. Hotels are an allowed use in many zones of the plan area, and can bring new visitors to entertainment and cultural venues. Specifically, two hotel sites have been identified in proximity to the Sacramento Convention Center as part of the CCSP. Identified hotel sites include the northwest corner of 13th and J Streets, and the southwest corner of 15th and K Streets.

While a regional draw, the Central City's entrainment and cultural scene is generally smaller in scale and less established with respect to other major cities in California such as such as Los Angeles and the San Francisco Bay Area, and as such, the CCSP area must compete with venues located in these regions. Sacramento can potentially benefit from its lower property values relative to much of the competing urban centers across California, attracting developers and promoters of entertainment and cultural venues to take advantage of cheaper land and development costs. Challenges and opportunities related to entertainment and culture are addressed through the CCSP policies and implementing actions as described below.

Figure 3.4-3 Entertainment and Cultural Venues

City of Sacramento, 2017; ESA, 2017



Central City Entertainment and Culture Policies

CA.4.1 **Entertainment and Cultural Growth.** Identify locations for growth in the entertainment and cultural realm to allow for compatible entertainment and cultural venues.

CA.4.2 **Proximity to Transit.** Encourage entertainment and cultural venues to be located within walking distance of transit stops and services.

CA.4.3 **District Opportunities.** Maintain and expand the robust entertainment and cultural opportunities within the Riverfront District, the ESC District, the JKL District, the Capitol District, the R Street District, and the 16th Street District.

CA.4.4 **Live Entertainment.** Encourage live entertainment venues if they include features that reduce/mitigate noise and other impacts on surrounding neighborhoods.

CA.4.5 **Community Events and Activities.** Support the ability for non-City entities to hold community events and activities.

CA.4.6 **Signature Events.** Incentivize entertainment and cultural venues and signature events that attract regional, national and international audiences to the Central City and the riverfront.

Central City Entertainment and Culture Implementing Actions

The CCSP area already features diverse entertainment and cultural venues, but as the population increases there will be an increase in the demand for these creative spaces and the City is committed to working with a variety of organizations and stakeholders to determine and address the specific needs and opportunities for entertainment and cultural venues. The majority of zoning districts applied within the CCSP area allow for a range of entertainment and cultural uses, and the CCSP promotes the strategic use of incentives to support the types of uses, development, and investments desired.

The following additional action will supplement the City's existing programs and policies, and will assist in the implementation of the CCSP entertainment and culture goals and policies.

Implementing Action CA-7

Entertainment and Cultural Venues. Collaborate with universities and educational institutions, arts and cultural organizations, creative individuals and supporters, Sacramento Public Library, local businesses, and the community to identify, locate, and develop additional entertainment and cultural venues in appropriate locations within the CCSP area.

Responsible Entity: Community Development Department, Economic Development Department
Timeframe: 2021-2023

GOLDEN

3.5 PUBLIC ART

Public art helps to support a vibrant Central City. It encourages pedestrian travel by adding visual interest to the public streetscape enriching the pedestrian experience, and has the potential to catalyze and foster community identity. The CCSP seeks to promote the arts in the Central City area through a distinct art strategy that looks for new opportunities to develop public artworks, highlighting key strategic areas such as the Riverfront, gateway corridors, transportation pathways and nodes to foster transit oriented development patterns. One of the components of this plan is a collaboration with West Sacramento and the Crocker Art Museum to develop the "River Crossing concept" to create a link between the two cities through arts and culture.

Public Art Goals

PA.1	**Public Space:** Contribute to the cultural identity of Sacramento through enhanced public spaces in the Central City that feature high-quality public artwork.
PA.2	**Arts Entertainment:** Provide a wide variety of arts entertainment, including live performance, cinema and public infrastructure.
PA.3	**Enrichment:** Enhance the daily lives of people who live, work, and visit Sacramento's Central City through the installation of public artworks and venues for performances.
PA.4	**Community:** Allow residents of Sacramento to enjoy an enhanced sense of community resulting from the creation of, and/or performance of, art in public spaces.
PA.5	**Promoting Public Transit and Active Transportation:** Integrate public art with infrastructure to promote the use of public transportation and enhance the pedestrian and bicyclist experience.
PA.6	**Sustainability:** Ensure public art is sustainable with minimum negative environmental impact.
PA.7	**Public Safety:** Commission public art that considers the safety of those who interact with it.

Overview

The City Division of the Sacramento Metropolitan Arts Commission (SMAC) is funded by the City and County. The City division administers the programs for arts education, grants and public art. SMAC was established in 1977 to support, promote and advance the arts in this region. SMAC Commissioners foster and advocate for arts and advise, review and make recommendations to the City Council and the County Board of Supervisors.

The eleven-member commission is appointed by City and County elected officials. Commissioners serve on committees for arts education, grants and public art. Art in Public Places (APP), a program within City Division, expands the public's experience of visual art through the installation of artworks in all mediums throughout the County. The collection includes more than 700 diverse works, from monumental to intimate, and is in parks, community centers, transit stations and public service buildings, as well as inside offices and lobbies. The APP program is funded through City and County ordinances and a Memorandum of Understanding that specifies two percent of eligible City and County capital improvement project budgets for city buildings, parking, and decorative structures and recreational facilities be set aside for the commission, purchase, and installation of public art. With the exception that the Crocker Art Museum has its own curatorial program for sites under its control and is not subject to the APP guidelines.

Additionally, Sacramento Regional Transit sets aside funding for art in transit projects; and, other public and private agencies also utilize SMAC to manage art acquisition and curation. SMAC curates and supports acquisition of the art after a capital improvement budget has been approved by the City Council. One focus of the CCSP Public Art Plan is the streetcar stops currently in design by the Downtown/Riverfront Streetcar Project

"Floating Umbrellas" Águeda, Portugal

The APP program provides opportunities for artists to create works that enhance public spaces and to work with architects, engineers, landscape architects, and city planners to design and build civic amenities. Artworks can be functional, such as a bench or tree grate, or address a political or social concern, but all public art creates a sense of place. The APP Program has had many successful projects through the years. Sacramento International Airport and the Golden 1 Arena are examples of spaces that house several notable public art installations that were curated

for the site. Broadway Augmented commissioned eleven renowned artists to create temporary artworks that were virtually installed along the Broadway, enlivening a downtown corridor with no physical impact. Bike racks by Jason Silva add whimsy and function to daily life. The exhibition program features a wide variety of art media and diverse themes that showcase artists throughout the Sacramento region. Display spaces are in the City Hall lobby, Sacramento Municipal Utility District (SMUD) lobby, and the Sacramento County Board of Supervisors' Chambers.

"Contagious Color" Sacramento, CA by L/C Mural & Design

.Challenges and Opportunities

Thoughtful planning provides an opportunity to strengthen and build upon the current community support for the arts. New streetscapes and public spaces furnished with public art, along with neighborhood art walks, will help solidify Sacramento's Central City as the prominent regional cultural destination. The CCSP enhances the existing cultural options by expanding opportunities for outdoor cultural programming. This will benefit the Central City economy with spillover dining, retail, and incidental spending by those who come to enjoy the cultural environment.

The goal of the Public Art Plan is to help create a more beautiful and distinctive city by creating places that provide a culturally immersive environment within which to live, work, and play. By establishing the priority locations and intent of public artworks at the locations, the Public Art Plan will expand opportunities to integrate the public art program into the planning, funding and design of capital improvement projects. The art plan also builds upon the interaction between: redevelopment in housing and business; walkability; transportation pathways and nodes; iconic architecture; the riverfront parkway; historical landmarks; Sacramento's connection with West Sacramento; major cultural institutions, such as the Crocker Art Museum; and the future redesign of the Capitol Mall. An additional goal of the Public Art Plan is to identify key strategic partnerships with Crocker Art Museum and City of West Sacramento and strategies for working with these partners to create an arts district that connects downtown Sacramento and the Washington District of West Sacramento. This Public Art Plan provides for pedestrian-friendly pathways linking art, transportation, entertainment, employment and recreation with new residential development.

The CCSP Public Art Plan has the capacity to:

- Create a sense of place that is specific to the City of Sacramento;
- Create synergy between institutions, cities, and businesses; Create a conscious cultural framework;
- Promote civic pride and identity;
- Celebrate and reflect Sacramento's diversity; Provide a sense of physical orientation; Increase tourism and economic vitality;
- Establish an arts district around the riverfront and key sports and entertainment destinations;
- Reflect and preserve the City's history and character;
- Create an understanding of our historic and cultural resources through interpretive markers and signage, while also recognizing their artistic value; and
- Facilitate public transportation and pedestrian, bicycle and transit travel modes.

Public art enhancements along public rights of way and in local gathering places will support a vibrant and walkable network in Sacramento's Central City. These features encourage pedestrian travel by adding visual interest to the public streetscape which enriches the pedestrian experience and has the potential to catalyze and foster community identity.

Design elements should be used to enhance projects and public rights of way at points of entry to the Central City and on designated corridors. Design of these installations should also embrace and integrate with the public and private realm, while simultaneously highlighting and preserving historical elements of Sacramento. Public art should be conceived of as being integral to the design of the many elements that occupy the public streetscape—making more interesting spaces while not necessarily increasing their size. Public Art can draw residents and visitors to create understanding of our historic and cultural resources while recognizing the historic and architectural resources for their artistic value. This may be implemented through small urban design features, such as fountains, parks, seating areas, landscape art, murals, signage, paving features, and street lighting, or other right-of-way enhancements. At the initiation of design work by City departments such as Planning, Public Works, Economic Development, and Parks, as well as external agencies, should collaborate to determine possible locations guided by the CCSP Public Arts Plan. These challenges and opportunities are addressed through the proposed public art locations and public art corridor, as well as the goals and implementing actions, as described below.

The "Gateway Arch" St. Louis, Missouri

"Net Sculpture" London, England by Janet Echelman

Sculpture - Aerial

"Urban Light" Los Angeles, CA by Chris Burden

Lighting - Installation

"Play" at the Sydney Opera House, Sydney, Australia

Lighting - Projection

"Invoxicated" by Karl-Johan Ekeroth (Location Unknown)

Interactive

Primary Structure, Wanas Sculpture Park, Sweden by Jacob Dahlgren

Play Areas and Structures

"Walk the Walk." Presented in New York, NY by Kate Gilmore

Performing Arts

Stairs at The Camp Retail Development, Costa Mesa, CA

Literary

"Olympic Torch Tower" Atlanta, GA by Taz Anderson

Iconic Architecture

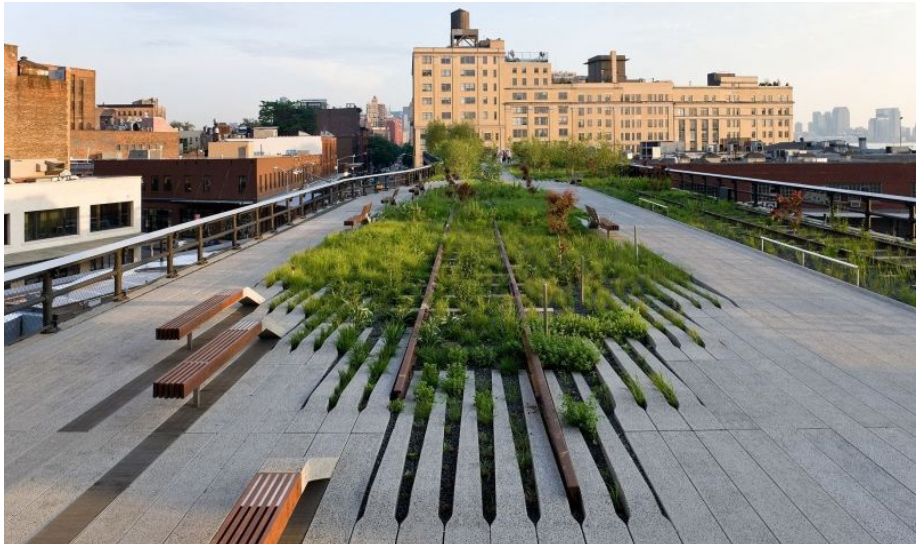
"Trevi Fountain" Rome, Italy by Nicola Salvi Et al.

Water Feature

"Around the Horn" Nantucket, MA

Wayfinding

City of Sacramento Central City Specific Plan



"The High Line" New York, NY by James Corner Field Operations

Creative Landscaping

"The High Trestle Trail Bridge" Madrid, Iowa by Snyder and Associates

Infrastructure

"The Great Wall of Carmichael" Carmichael, CA by Hugh Gorman

Murals

Proposed Public Art Locations

Figure 3.5-1: Public Art Location Recommendation Map, represents the locations of existing public art as well as possible locations for future public art. The existing public art locations are represented by orange pins and have been adjusted in size based on how many public art pieces are in that area. Each public art pin accounts only for public art pieces that are located outdoors and are fully accessible to the public.

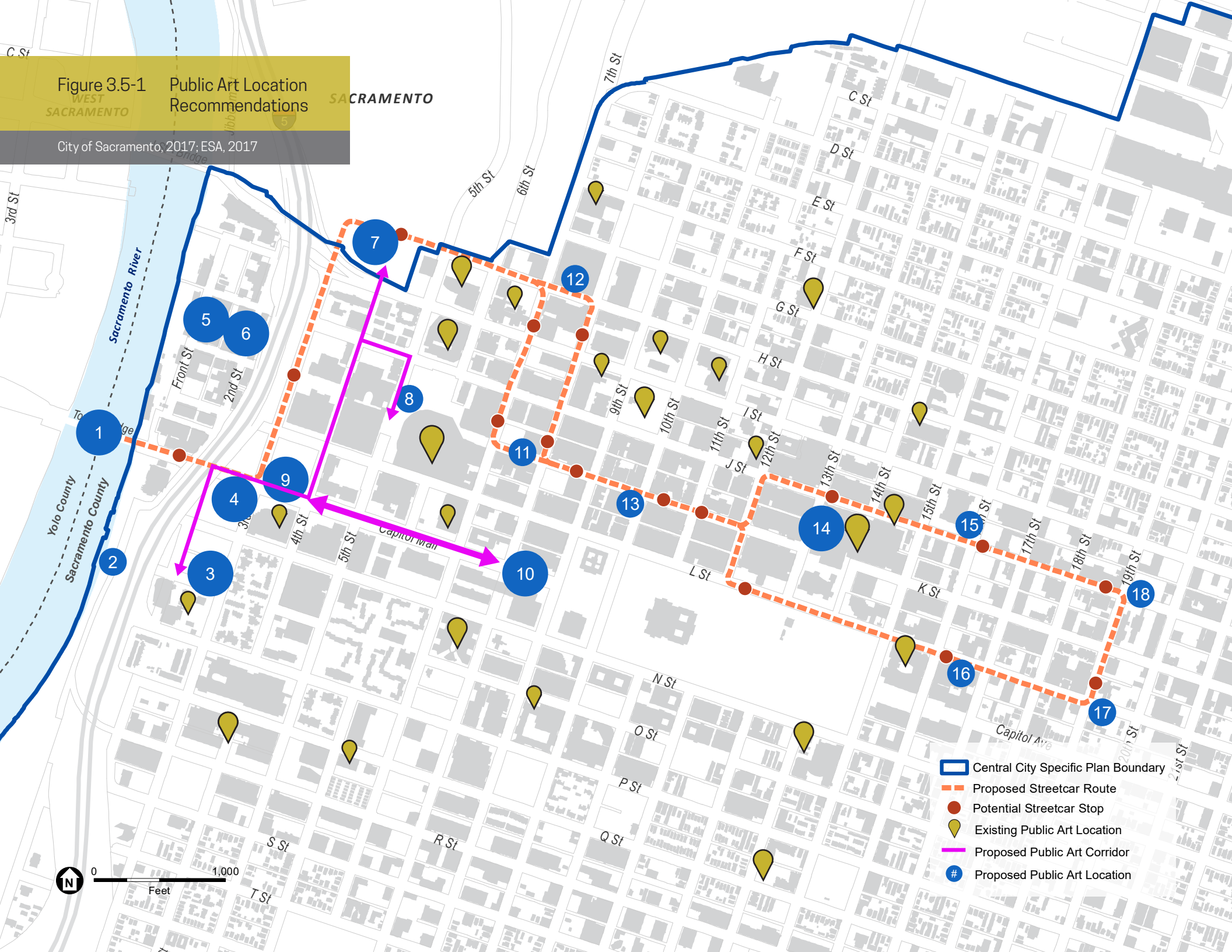
The points of interest for future public art placement are represented by blue circles and have been adjusted in size based on the importance of a specific location. A proposed public art corridor is represented by a purple arrow running along a specific route. These corridors focus on a cohesive path from one point of interest to another. A corridor should be uninterrupted along the entire route and be seen as one continuous piece of art or a series of art pieces.

The locations of proposed public art should include urban design cues that signify the experience of entering the Central City from multiple pedestrian, vehicular and public transit pathways to enhance the visual character of the Central City area. Public art should be located in specific sites that are appropriate for public art installations, public art walks, or temporary performance venues. A description of each recommended site and the type of art that is recommended at each location follows.

The blue circles on Figure 3.5-1, Public Art Location Recommendations, correspond to the following numbered descriptions of recommended public art locations.

Figure 3.5-1 Public Art Location Recommendations

City of Sacramento, 2017; ESA, 2017



1. Tower Bridge

The Tower Bridge is an essential link between West Sacramento and Sacramento's Central City. Capitol Mall terminates on the east side of Tower Bridge and Raley Field is located on the west side. These are just two of the many attractions located in close proximity to Tower Bridge. This key infrastructure connection would benefit from the implementation of light art in numerous ways. A light installation here would illuminate the path from one side of the river to the other. An illuminated Tower Bridge would act as a beacon, visible from multiple areas throughout the City.

"Ben Franklin Bridge Lighting" Philadelphia, PA by Robert Venturi & Denise Scott Brown

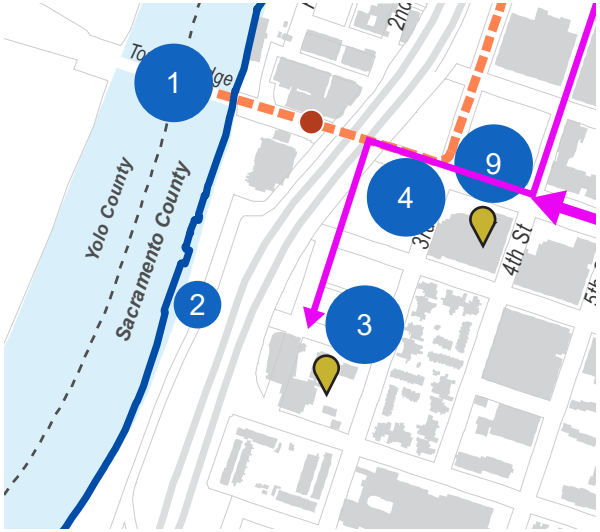
2. O Street Overpass/ Sacramento River Bike Trail

Continually enhancing the multi-modal network of transportation is a high-priority goal for Sacramento. Providing and promoting infrastructure needs for bicyclists is an essential part of diversifying transportation options. There are currently bicycle lanes integrated with vehicular traffic, as well as stand-alone paths like the Sacramento River Bike Trail. Along this trail one can find benches, shade structures and installations like the Circle of Lights. Further investment of light art would illuminate the bike trail at night and provide a safer path for bicyclists and pedestrians. Additionally, a public art sculpture would identify the connection point of two prominent pedestrian and bicycle corridors, O Street and the Sacramento River Bike Trail.

"Time Piece" Sacramento, CA by Yoshio Taylor

3. Crocker Art Museum

The Crocker Art Museum is an art and cultural hub in the City of Sacramento with current plans to add outdoor public art, which will make the immediate vicinity an even greater art destination for both citizens and tourists. Crocker Park, if enhanced, would provide opportunities for numerous live performances and other programs, as well as the creation of a sculptural landscape.



Map 1.1

4. 3rd Street / Capitol Avenue

The parking lot north of Crocker Park is an ideal location for large-scale public art. Visible from the Sacramento River, Interstate 5, Capitol Mall, Tower Bridge and surrounding areas, an iconic architecture or sculptural work, and/or a light installation, would serve to welcome people to Sacramento's Central City and create a wayfinding point for this area of high vehicular and pedestrian activity.

5. Front Street / K Street

As the starting point of the Transcontinental Railroad, this location deserves a public art installation that illustrates the awe of this accomplishment and marks the intersection of the transcontinental line and the Sacramento's civic core. A mural or ground level sculpture relating to the history of the Transcontinental Railroad, Central Pacific Railroad, and Old Sacramento would augment the cultural experience of those visiting this area of the Central City.

6. 2nd Street / K Street

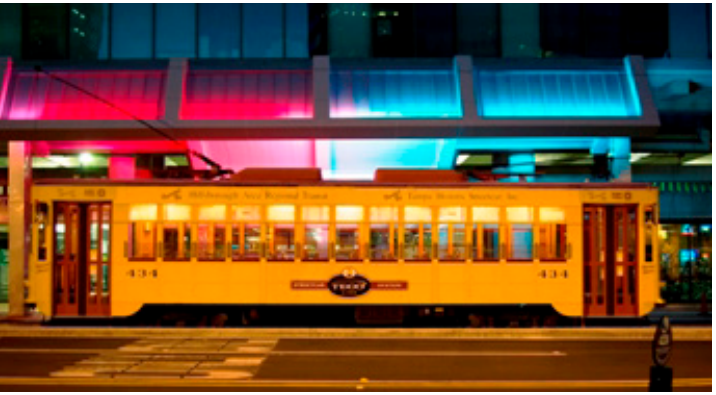
The entry into Old Sacramento from the pedestrian tunnel would benefit greatly from a piece of public art that acknowledges your arrival into this unique district. An art installation that recognizes the history and current economy of the neighborhood would encourage pedestrian circulation at this underutilized entrance. The tunnel itself incorporates public art, but having an installation at the west end of the tunnel would be a welcoming gesture to those entering Old Sacramento.

Map 1.2

"Red Ball Project" Paris, France by Kurt Perschke

"The Nereid Beckon" Evanston, IL by Matt Dehaemers

"LOVE" Philadelphia, PA by Robert Indiana



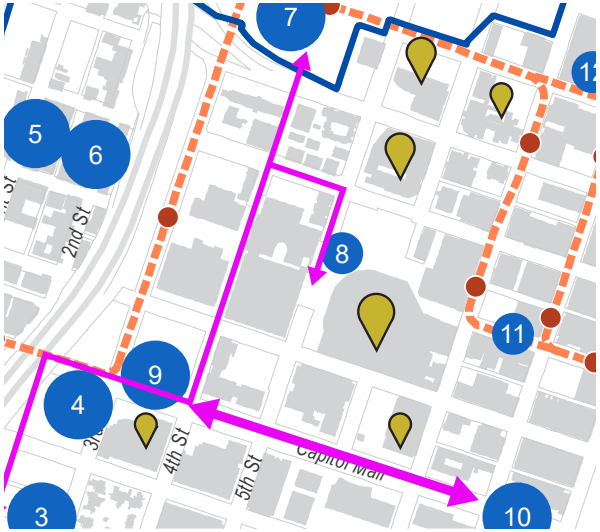
"Siteliner" Tampa, FL by James Woodfill

7. Sacramento Valley Station

As a multi-modal transportation hub, this is a space where people from around the state collect before entering the city. The presence of public art reflecting the function of the Sacramento Valley Station would signify to travelers that they have entered a city with a deep transportation history as well as an advanced contemporary transportation network.

8. Sacramento Downtown Commons

Downtown Commons is an area of high pedestrian activity. Hosting many sporting and cultural events, the space offers several opportunities for public art. Here, people congregate for large events and installations of public art would act as a focal point for the area and help people navigate the space when crowds are at their highest.



Map 1.3

9. West Terminus of Capitol Mall

At the western end of Capitol Mall is an area that should incorporate public art in order to accentuate one of the most important axis in the city. The Capitol Building is a grandiose terminus anchoring the east end of Capitol Mall while the Tower Bridge acts as a terminus on the west end of Capitol Mall. These two visual points of interest are far enough apart from each other that this open space would benefit from a public art installation somewhere between the Capitol Building and Tower Bridge. An artwork, or series of connected artworks, would aid in the visual comprehension of this large space and act as a wayfinding point. With the addition of public art along Capitol Mall, it is crucial to avoid disrupting views of the Capitol and the Tower Bridge, while preserving the ability of this open space to host large events, including everything from marathons to farmers' markets.

10. 9th Street / Capitol Mall

The east end of the Capitol Mall is an ideal location for public performances in various forms, temporary exhibitions and literary art. With the Capitol Building serving as a backdrop, and the surrounding Court of Appeals and the State Office Building, this open space invites large-scale public events, and would benefit from the addition of public art.

11. Saint Rose of Lima Park

Located just across the street from Downtown Commons, this small, intimate plaza already features the Downtown Sacramento Ice Rink during the winter. Performances and public art installations during other times of the year would activate the space on a continual basis. Bookending the westernmost segment of the Kay are streetcar stations at 7th and 8th street, which will increase pedestrian activity. Public art would enhance the public realm for pedestrians and promote circulation around this park.

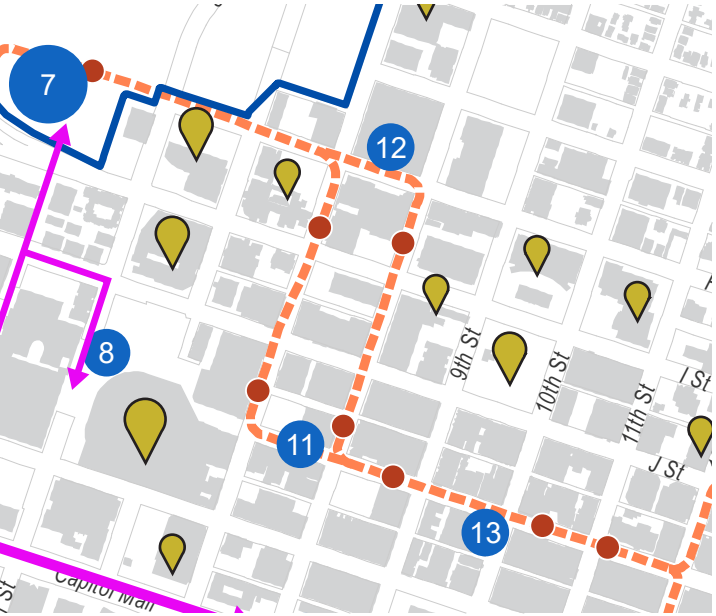
12. 7th Street & 8th Street / H Street

This segment of H Street incorporates the streetcar route with a station at both the intersection of 7th Street and 8th Street. This section of street has parking garage frontage on either side and is in need of public art to animate this corridor. The addition of interactive art would increase a human presence and make this a safer area.

13. 10th Street / K Street

This location falls on the K Street portion of the streetcar route between 9th and 10th Street. Both these streets have designated bike lanes, making this an ideal location for artist-designed bicycle racks or other types of infrastructure art.

"Bus Stop" Curitiba, Brazil by Jamie Lerner



Map 1.4

14. Sacramento Civic Center

There are currently installations of public art surrounding the Sacramento Convention Center, but public art is limited on 13th Street between J Street and L Street. This portion of 13th street is an ideal site for public art due to the slower vehicular traffic, heightened pedestrian traffic, and important events that occur at the Convention Center as well as at the Community Center Theater.

15. 16th Street / J Street

The midway point along the J Street stretch of streetcar is currently lacking any type of public art. In addition to a proposed streetcar station at this intersection, it is also the intersection of Downtown, Midtown, Boulevard Park and Mansion Flats. Public art here would help stimulate other activity in this area. Additionally, the bulk of the city's public art collection is located within Sacramento's Central City. This area could serve as a starting point for integrating public art into surrounding neighborhoods, furthering neighborhood identity and establishing connections.

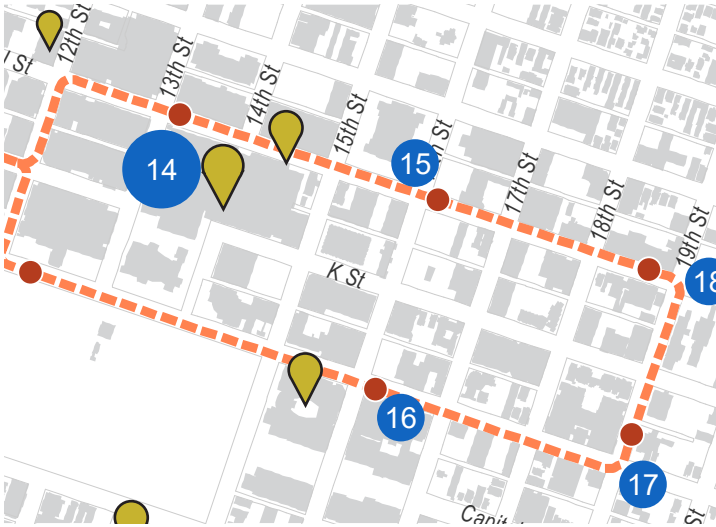
"Japanese Train Painting" Kobe, Japan by Tadanori Yokoo

16. 17th Street / L Street

A proposed streetcar station located at this intersection, along with St. John's Lutheran Church on the northeast corner, creates an interesting juxtaposition of secular architecture and modern infrastructure. Public art here could relate to this unique adjacency. L Street has bike lanes on either side of the street that are situated between a traffic lane and on-street parallel parking. This is an opportunity to use public art to highlight these bike lanes, making them safer for bicyclists.

17. 19th Street / L Street

With recent mixed-use developments in this part of the city, and more people living and working in Midtown, public art would aid in the growth and prosperity of this area. Along with the growing amount of pedestrian activity, there is a proposed streetcar station at this intersection that would support pedestrian circulation.



Map 1.5

18. 19th Street / J Street

This location has a proposed streetcar station on a relatively quiet street corner where the streetcar route shifts from a north- south axis to an east-west axis. Currently there are small retail buildings on all four corners of this intersection that are not being utilized to their fullest potential. With the addition of a sculptural art piece and the streetcar station, this intersection will have the assets it needs to become a lively contributing part of the City of Sacramento. Public art in this area would increase pedestrian activity and add commercial value to the retail.

"Autumn on the Hudson Valley with Branches" New York, New York by Valerie Hegarty

Map 1.6

Streetcar

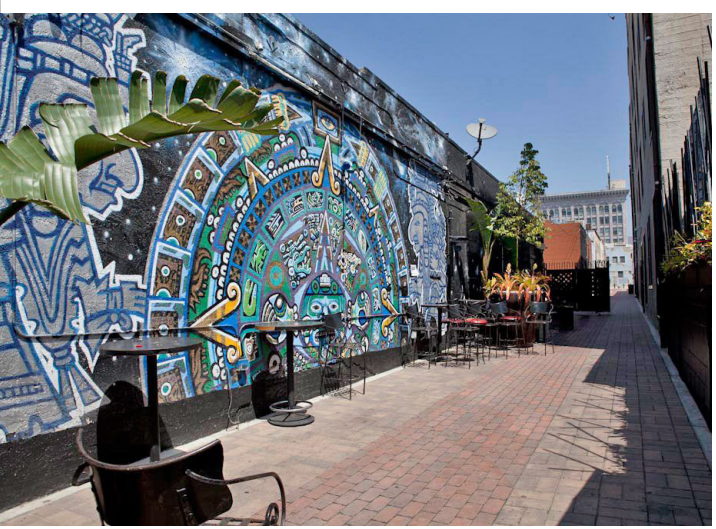
The streetcar expansion of Sacramento's transportation network is an opportunity to establish light art, infrastructure art, and other public art types at each streetcar station, as well as along the streetcar route. It is also an opportunity to incorporate art on or within each carriage of the streetcar. Public art integrated into the streetcar system can have different themes, reflecting the different characteristics, from car to car or station to station.

Every public art location recommendation is addressed in varying levels of detail and is approached from different angles, but taken as a coordinated and comprehensive plan the City will be able to integrate public art into the urban fabric.

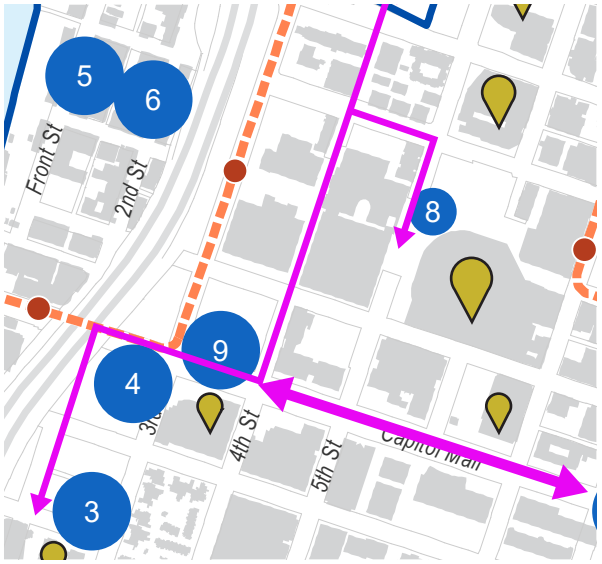
"The Waltz" Chattanooga, TN (artist unknown)

Recommended Public Art Corridors

The objective of a public art corridor is to emphasize a continuous route from one point of interest to another through the implementation of public art. There are two corridors that are highlighted on Figure 3.5-1 Arts Plan Public Art Location Recommendation Map. Corridors are represented by purple lines with arrows at the termini of each route. The first corridor runs from the Sacramento Valley Station to the Crocker Art Museum with a spur, connecting to Downtown Commons, and the other runs the length of Capitol Mall. This is an opportunity to deploy public art in the form of murals, ground and aerial sculpture, installation and projection lighting, and paving, among others. The objective is to enhance these two established routes and to strengthen the connection between prominent features of the Central City.



"EaCa Alley" Hollywood, CA by Hollywood Bureau of Engineers



Map 1.7

Public Art Policies

Public Space

PA.1.1 **Key Locations and Gateways.** Provide public art in locations that enhance the pedestrian experience and signify key locations, including city entry points, places of civic engagement, and public infrastructure. Major art works should be considered for specific sites to mark key gateways into the City.

PA.1.2 **General Plan.** Reinforce the placemaking goals of the City's General Plan by commissioning artworks that are visually distinctive and that become associated with the identity of the Central City and its individual neighborhoods and districts.

PA.1.3 **Artistic and Visual Compatibility.** Emphasize the artistic and visual relationship between Sacramento's Central City, the City of West Sacramento, and the downtown riverfront with the commissioning of iconic works of art that visually unite the two communities.

PA.1.4 **Multi-disciplinary Collaboration.** Involve the communities and create multi-disciplinary teams of artists, architects, engineers, planners, and managers in the artist selection process for capital improvement projects. Community involvement and education are vital to the success of the CCSP Public Art Plan.

PA.1.5 **Fund Aggregation.** Provide an opportunity for arts contributions from the Art in Public Places requirement to be aggregated to facilitate the acquisition of significant public art pieces to be permanently displayed in appropriate Central City locations. Funds may be aggregated for artworks to be purchased by SMAC or by collective purchase by one or more developers.

PA.1.6 **Race and Cultural Equity.** Support SMAC's Race and Cultural Equity Statement that reads, in part, "The Sacramento Metropolitan Arts Commission believes that all people in Sacramento County have the right to celebrate and engage in meaningful and relevant arts and cultural experiences." SMAC strives to ensure equity in its outreach, funding, leadership, resource allocation, partnerships, and programs.

Arts Entertainment

PA.2.1 **Live Performance Venues.** Support live performances on a temporary or permanent basis, such as dance, music, theater and/or cinema.

PA.2.2 **Supporting Infrastructure.** Support temporary street closings and appropriate settings, as well as the availability of supporting nearby infrastructure (i.e., streetcar or other transit, bathrooms, etc.), when identifying sites that support performances.

PA.2.3 **Interactive Art.** Encourage interactive public art that invites user participation or provides sensory stimulation through touch, movement, sound, etc.

PA.2.4 **Celebrating Sacramento's History.** Create opportunities for permanent public art installations that showcase the City's history and architectural history (e.g., Angel's Walk and Little Tokyo Sidewalk Stories installations in downtown Los Angeles).

Enrichment

PA.3.1 **Art in Public Places.** Guide art investment in accordance with the goals of SMAC's Art in Public Places.

PA.3.2 **Recurring Events.** Support recurring events that enhance the City's reputation as an exciting arts venue, providing destinations for local and regional arts patrons and other visitors.

PA.3.3 **Open Space Provision.** Encourage new development projects to incorporate open space to host public and publicly accessible but privately sponsored events such as outdoor theater, crafts fairs, and other cultural events, consistent with the City's regulations.

Community

PA.4.1 **Education and Outreach.** Implement a comprehensive program of community education and outreach for public art, directed to the general public and to the numerous special constituencies affected by the program. These include artists and design professionals, schools, neighborhoods and diverse communities, corporate and private development interests, and public-sector officials.

PA.4.2 **Temporary Artworks.** Promote a temporary artworks program, in concert with an educational component, designed to introduce all sectors of the broad Sacramento area community to public art.

PA.4.3 **Marketing.** Develop a marketing program which includes greater utilization of available resources to promote the creation and enjoyment of art.

PA.4.4 **Open Streets Events.** Support public art and community by holding open streets event in various downtown corridors.

Promoting Transit and Active Transportation

PA.5.1 **Art Adjacent to Light Rail and Streetcar Stations.** Concentrate public art installations adjacent to light rail and streetcar stations, providing aesthetic enjoyment to riders and encouraging more people to use public transit. The adjacent public art installations can be coordinated with the designs of the light rail and streetcar stations.

PA.5.2 **Bike Rack Location.** Encourage people to utilize their bikes rather than cars through strategically located, artist-designed bike racks that celebrate Sacramento's bicycle culture.

PA.5.3 **Bike Racks.** Implement artist-designed bicycle racks that meet the City of Sacramento standards.

PA.5.4 **Performances near Streetcar Stations.** Encourage art performances within walking distance of streetcar stations to promote streetcar ridership and to provide access to performances for all.

PA.5.5 **Designated Art Locations.** Implement public art walks in designated locations to encourage pedestrian activity. These art walks shall be designed to include a variety of mediums, including sculpture, landscape, murals, and text- based art.

Sustainability

PA.6.1 **Best Management Practices.** Follow best management practices to reduce light pollution emitted from light-based artworks, lighting installations, infrastructure and light projections to lessen impact on adjacent properties, wildlife and the night sky.

Public Safety

PA.7.1 **Visibility.** Consider the placement of public art and monuments so that they do not obstruct driver's view of traffic control devices, provide a distraction, or create a roadside hazard to motorists.

PA.7.2 **Pedestrian and Motorist Safety.** Integrate public art with infrastructure to create a safer environment for pedestrians and motorists. Public art infrastructure that could accomplish this includes elaborately paved sidewalks and crosswalks, highlighted bike lanes, artist-designed highway overpasses and underpasses, etc.

PA.7.3 **Public Art Removal.** Reserve the right to relocate or remove any public art if it is deemed unsafe for the public.

Implementing Actions

The CCSP Public Art Plan also sets forth a set of goals, policies, implementing actions, and guidelines that address the important role of art in the development of the Central City area by integrating artistic elements and "moments" into the circulation infrastructure, as well as civic and park amenities of the City. Art improvements are incorporated as essential features for walkability, identity (placemaking), and security. Not only will this help promote the arts within the CCSP area, it will also encourage new investment in transit-served neighborhoods, inform the design of other public and private development, and be a catalyst for broader, sustained discussions about civic design. In addition, the following public art guidelines will assist in the implementation of the Sacramento CCSP, its vision, goals and policies.

The guidelines for the Public Art Plan fall within the jurisdiction of the Sacramento Metropolitan Arts Commission. They have been established to regulate the commissioning, accessioning, maintenance, conservation, and de-accessioning of public art in the City and County of Sacramento.

Implementing Action A-1

Funding Program. Develop a funding program that will include updating the Art in Public Places Ordinance to include aggregation of funds to facilitate the acquisition of significant public art pieces to be displayed in appropriate Downtown locations.

Responsible Entity: Sacramento Metropolitan Arts Commission
Timeframe: 2018-2019

Implementing Action A-2

River Crossing Implementation. Develop a funding program that will include updatinCoordinate with the City of West Sacramento, Crocker Art Museum, Sacramento Regional Transit, and Public Works Department to incorporate art elements that focus on city landmarks such as the Tower Bridge and Crocker Art Museum to create connections, consistent with this Public Art Plan and the requirements of the River Crossing Grant.

Responsible Entity: Sacramento Metropolitan Arts Commission
Timeframe: 2018-2021

The following provides guidance on implementation of the Public Art Plan that address monitoring, siting, context and artistic quality of future public art.

Monitoring

The City of Sacramento tracks the quantitative socioeconomic performance indicators of installing public art throughout the Central City area.

IMPLEMENTATION GUIDELINE-1

- Utilize multiple social media platforms to record, map, and promote check-ins and posts related to specific public art installments and public art events..
- Administer qualitative surveys in specific areas as during art and cultural events, along with before and after public art installations to measure the impact that a particular piece of art has on the people who interact with it, including public transportation riders.
- Track economic activity in specific areas before and after the installation of a public art piece.

Siting

The selection of an appropriate site for public art.

IMPLEMENTATION GUIDELINE-2

Locate works of art in places visible and accessible to the public and on City/County-owned land, or with an agreement for other governmental agencies or private entities. These may include:

- Publicly owned open spaces such as community centers, parks and plazas
- As part of, or adjacent to, public infrastructure, such as city signal boxes and medians, and Regional Transit transportation centers, transit stations and bus shelters
- City/County-owned building façades

IMPLEMENTATION GUIDELINE-3

Strategically locate artwork along established sight-lines to create a focal point and attraction for visitors.

"Angel of the North" Gateshead Tyne and Wear, England by Anthony Gormley

IMPLEMENTATION GUIDELINE-4

Select a location and commission works that complement the site.

IMPLEMENTATION GUIDELINE-5

Encourage the installation of artwork as a permanent enhancement to a development and/or consider designating a special exhibition area in the development to incorporate public artwork through revolving exhibitions.

IMPLEMENTATION GUIDELINE-6

Consider providing thoughtfully designed permanent plinths or pedestals for placement of artworks on a rotating basis.

"Antler Arch" Jackson, WY

"Cloud Gate" a.k.a. "The Bean" Chicago, IL by Anish Kapoor

Context

The consideration of surrounding elements in implementing public art.

IMPLEMENTATION GUIDELINE-7

Respect historical associations, but also utilize the best of modern design.

IMPLEMENTATION GUIDELINE-8

Consider the use of locally derived materials, symbols, and icons.

IMPLEMENTATION GUIDELINE-9

Design artwork to further establish the character, and strengthen the identity of, the development, district, or corridor in which it is to be located.

IMPLEMENTATION GUIDELINE-10

Select artwork that is appropriate in scale, material, form, and content for the physical environment.

Artistic Quality

The capability of a public art piece to enhance the public realm.

IMPLEMENTATION GUIDELINE-11

Commission high-quality artwork that expresses originality and demonstrates the artists' understanding of public space.

IMPLEMENTATION GUIDELINE-12

Select artwork that is durable, easy to maintain, and resists normal wear and exposure to the elements.

IMPLEMENTATION GUIDELINE-13

Select artwork that is inherently safe in design.

IMPLEMENTATION GUIDELINE-14

Where appropriate, consider dynamic or interactive works that engage the viewer.

IMPLEMENTATION GUIDELINE-15

Continue to balance the proportion of works by local, regional, national, and international artists to express a wide variety of vision and talent.

"Urban Umbrella", New York, NY by Agencie

3.6 HISTORIC RESOURCES

The City recognizes the cultural and aesthetic importance of historic resources in the CCSP area and the contributions they make to Sacramento's character, identity, and economic vitality. The preservation of historic resources is important because cities with distinctly identifiable places and history are generally more livable for residents and more attractive to new businesses that sustain the economy. Accordingly, balancing new development opportunities with thoughtful protection, preservation, rehabilitation, and adaptive reuse of historic resources is a key priority and function of the CCSP.

Historic Resource Goals

HR.1	**Historic Resources:** Support the preservation, rehabilitation and adaptive reuse of historic resources.
HR.2	**Education:** Educate residents and visitors about the Sacramento's rich and diverse history.

3.6.1 HISTORIC RESOURCES IN THE CCSP AREA

Historic resources create a distinct sense of place for residents and visitors to Sacramento. Sacramento played a significant role in the gold rush of the mid-nineteenth century, emerged as California's State Capitol, and was a key center of the railroads and their role in the western expansion of the United States. The city was also one of the busiest centers for packing and shipping produce from California's Central Valley to the rest of the country, and experienced significant expansion during World War II and the country's post-war economic growth.

Many of the City's oldest and most prominent historically significant buildings, structures, and public places are located within the CCSP area, including the State Capitol Building and grounds, the Historic Governor's Mansion, Sutter's Fort, the Memorial Auditorium, buildings and structures associated with historic industrial and railroad operations, and the multitude of exceptionally preserved historic homes in CCSP area residential neighborhoods.

In addition to individually significant historic buildings and structures that are located throughout the Central City, the CCSP area includes numerous historic districts. Several of these districts are listed on the National Register of Historical Places, the official list of the Nation's historic places that was authorized by the National Historic Preservation Act of 1966, the California Register of Historical

Resources, and the Sacramento Register of Historic & Cultural Resources (Sacramento Register), which is the City's official list of historic and cultural landmarks and historic districts. Historic districts and individually listed resources within the CCSP area that are shown on Figure 3.6-1 and listed below. Resources listed on the National Register are automatically listed on the California Register. Note that these adopted historic districts do not have the same boundaries as the neighborhoods and districts that make up the Central City as shown in Figures 2-4 and 2-5. The neighborhoods are key organizing elements of the plan area and are often referred to by the community, while the City's planning districts include portions of the plan area where substantial development and revitalization has or is anticipated to occur.

National Register Historic Districts

Alkali Flat Central

Alkali Flat North

Alkali Flat West

Boulevard Park

California State Capitol

Capitol Extension District

New Helvetia

Old Sacramento National Historic Landmark District

Sacramento City Cemetery – 1000 Broadway*

California Register Historic Districts

Capitol Towers

California State Landmarks

California's Capitol Complex (#872)

Sacramento Register Historic Districts

1200-1300 Q Street

12th Street Commercial

North 16th Street

20th and N Street

Alkali Flat South

Bungalow Row

C Street Commercial

C Street Industrial

Capitol Avenue

Capitol Historic

Capitol Mansions

Cathedral Square

Cesar Chavez Plaza Park Central Business District

Fremont Park

Marshall Park

Memorial Auditorium

Merchant Street

Poverty Ridge

R Street

South Side

Washington

Washington School

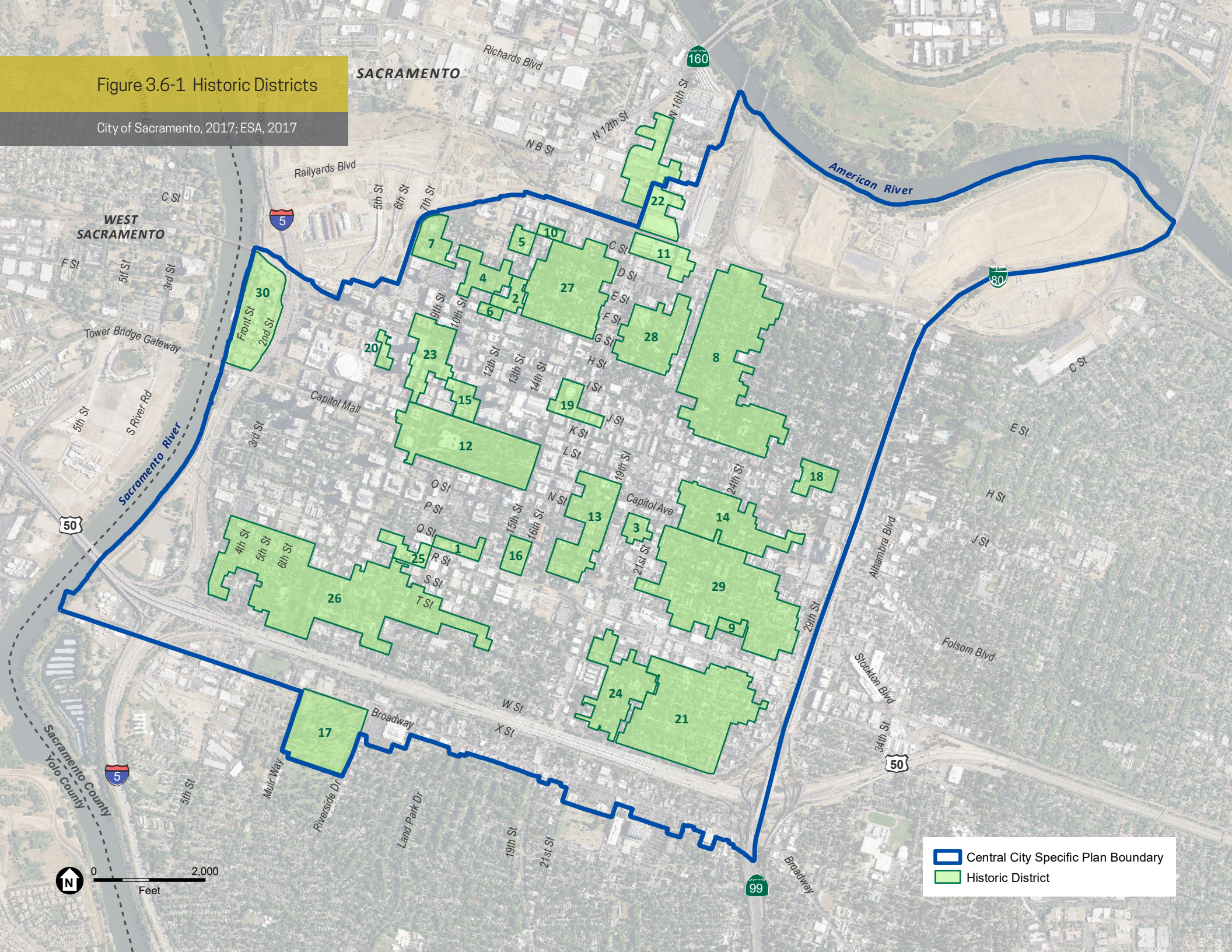
Winn Park

Historic City Cemetery

ID	Name
1	1200-1300 Q Street
2	12th Street Commercial
3	20th and N Street
4	Alkali Flat Central
5	Alkali Flat North
6	Alkali Flat South
7	Alkali Flat West
8	Boulevard Park
9	Bungalow Row
10	C Street Commercial
11	C Street Industrial
12	Capitol
13	Capitol Avenue
14	Capitol Mansions
15	Cathedral Square
16	Fremont Park
17	Historic City Cemetery
18	Marshall Park
19	Memorial Auditorium
20	Merchant Street
21	Newton Booth
22	North 16th Street
23	Plaza Park (Cesar Chavez)
24	Poverty Ridge
25	R Street
26	South Side
27	Washington
28	Washington School
29	Winn Park
30	Old Sacramento National Historic Landmark

Figure 3.6-1 Historic Districts

City of Sacramento, 2017; ESA, 2017



California Register and State Landmarks- Individually listed (*also individually listed on the National Register)

American Railway Express Building – 431 I Street*

Anton Wagner Building – 701 E Street*

Big 4 Building – 111 I Street*

Business & Professional Building (The Legislative Office Building) - 1020 N Street

California State Capitol – 1000 10th Street*

California Almond Growers Exchange (California Landmark #967) – 1809 C Street

California State Library - 914 Capitol Mall

Calpak Plant No 11. – 1721 C Street*

Charles Lais House – 1301 H Street*

Cranston-Geary Residence – 2102 G Street*

The Department of Transportation Building - 1120 N Street

The Department of Food and Agriculture Building - 1220 N Street

Eastern Star Hall – 2719 K Street*

E.B. Crocker Art Gallery – 216 O Street*

Edward P Howe, Jr. House – 2215 21st Street*

Firehouse No. 3/Engine Company No.3 – 1215 19th Street*

Galarneaux, Mary Haley, House – 922 T Street*

Governor's Mansion/Gallatin House (California Landmark #823)– 1530 H Street*

Heilbron House – 704 O Street*

Hotel Regis – 1024 K Street*

Julius Wetzlar House – 1021 H Street*

Merchants National Bank of Sacramento – 1015 7th Street*

Mesick House – 517 8th Street*

Office Building One – 915 Capitol Mall

Old Tavern/Sacramento Brewery – 2801 Capitol Avenue*

Pony Express Terminal/BF Hastings – 1006 2nd Street*

Ruhstaller Building – 900 J Street*

Sacrament City Library – 828 I Street*

Sacramento Hall of Justice – 813 6th Street*

Sacramento Masonic Temple – 1131 J Street*

Sacramento Memorial Auditorium – 1515 J Street*

Senator Hotel/Hotel Senator – 1121 L Street*

Southside Park – Bound by T, W, 6th, and 8th streets

Stanford-Lathrop House – 800 N Street*

State Indian Museum (California Landmark #991) – 2618 K Street

Sutter's Fort/New Helvetia – 2701 L Street*

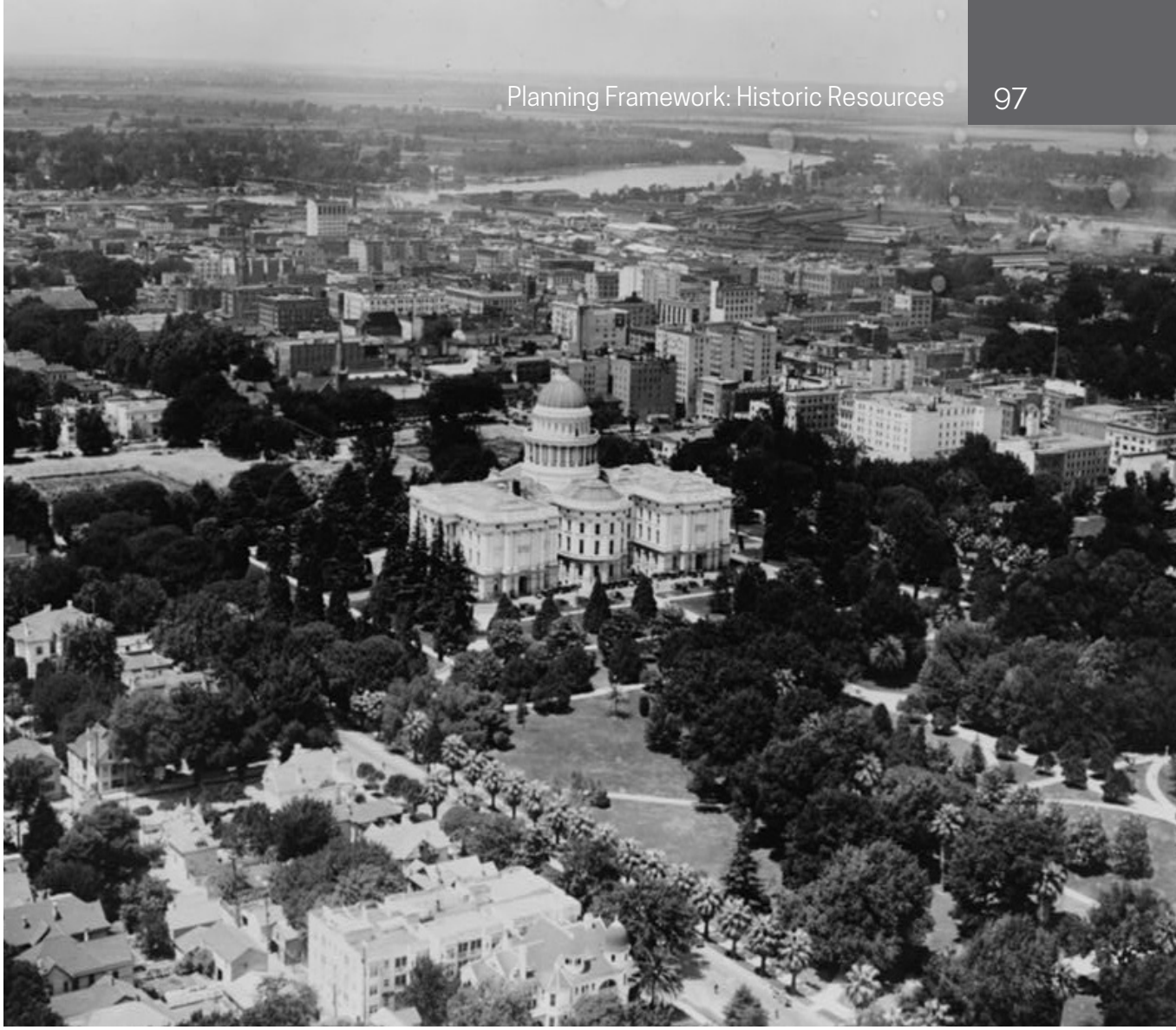
Travelers Hotel – 428 J Street*

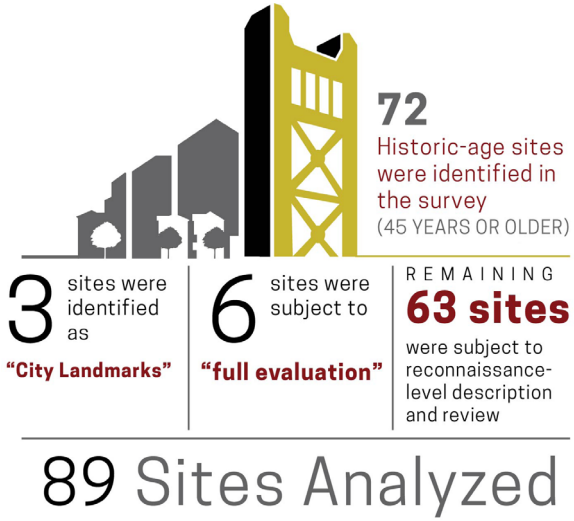
U.S. Post Office, Courthouse & Federal Building– 801 I Street*

Van Voorhies House – 825 G Street*

Westminster Presbyterian Church – 1300 N Street*

The Winters House – 2324 H Street*





3.6.2 CCSP AREA HISTORICAL RESOURCES SURVEY

As part of the environmental compliance for the CCSP, 259 parcels on 89 sites that can provide opportunities for new housing within the CCSP area were surveyed. A total of 72 historic-age (45 years or older) buildings were identified in the survey. Three of the buildings were identified as listed City Landmarks (Thomas Jefferson Elementary School at 1619 N Street, the Marshall Elementary School at 2718 G Street, and a building at 1026 R Street). Six resources were subject to full evaluation. The remaining 63 resources were subject to reconnaissance-level description and review. This initial inventory and identification effort provides guidance for sites with the greatest potential for adaptive reuse or contextually sensitive infill development.

3.6.3 HISTORIC RESOURCES CHALLENGES AND OPPORTUNITIES

The City faces the challenge of balancing the dynamic growth of a vibrant modern downtown core with the desire to preserve and protect its historic resources. It is anticipated that the proposed development associated with the CCSP will introduce new construction adjacent to historic resources and within historic districts, as well as alteration of existing buildings and structures. Alteration of historically significant buildings, structures, and districts – through adaptive reuse or the introduction of new development adjacent to historical resources – has the potential to adversely affect the resources and the community character to which they contribute if the new development is not designed in a manner that is sympathetic with surrounding historic buildings and their historic context. Alternatively, new development presents opportunities for preserving and elevating public awareness of historic resources, particularly through adaptive re-use of historic buildings and structures that might have otherwise been subject to physical neglect, or which have escaped public attention and enjoyment due to their location in industrial zones or other underutilized portions of the CCSP area. The historic resources challenges and opportunities are addressed through the CCSP policies and implementing actions as described below.

3.6.4 HISTORIC RESOURCES POLICIES

Historic Resources

HR.1.1 **Preserve Historic Context.** Ensure that new development is compatible with the context of existing historic resources and historic districts, through early and close collaboration between project applicants and the City Preservation Director, as well as compliance with applicable standards, guidelines and regulations.

HR.1.2 **Adaptive Reuse.** Encourage the adaptive reuse of historic resources in compatibility with the Secretary of the Interior's Standards for the Treatment of Historic Properties.

HR.1.3 **Rehabilitation of Historic Buildings.** Ensure that the rehabilitation of historic buildings and features conform to standards for preservation of historic properties as set forth in the Sacramento Planning and Development Code.

Education

HR.2.1 **Interpretive Displays.** Encourage the development and installation of interpretive displays into adaptive reuse projects when historic resources are involved, or into projects where there are artifacts discovered that highlight the area's prehistory or history.

HR.2.2 **Illustrate Sacramento's History.** Develop a series of interpretive displays throughout the CCSP area that illustrates Sacramento's diverse history and rich cultural heritage.

3.6.5 HISTORIC RESOURCES IMPLEMENTING ACTIONS

CCSP guidance encourages both the adaptive reuse of historic buildings and introduction of modern and architecturally distinct new buildings to add to the ongoing narrative of downtown development. Sacramento's history provides context for the integration of preservation of historic resources and the proposed vision for future downtown development. While some areas have distinct, contextual visual identity due to a concentration of historic period resources, others present a more diverse blend of historic and modern buildings. CCSP guidance supports the preservation of existing historic districts and resources while encouraging sensitive infill development and adaptive reuse for new construction. Adaptive reuse promotes both the conservation of historic buildings and sustainable use of materials.

In addition to adherence to CCSP policies pertaining to historic resources, new development in the CCSP area will be subject to the applicable policies of the General Plan, the City Planning and Development Code (including the requirements of Chapter 17.604, Historic Preservation), and the City's site plan and design review process, which ensure that new development is consistent with applicable plans and design guidelines and is compatible with surrounding development.

In addition, the City's Central City Urban Design Guidelines include a number of provisions that address the protection of historic resources in the CCSP area.

The following additional actions will supplement the City's existing programs and policies, and will assist in the implementation of the CCSP historic resources goals and policies.

Implementing Action HR-1

Utilize Information from CCSP Historic Resources Survey. Review and utilize information from historic resource surveys conducted in the CCSP area. The initial inventory and identification effort as part of the CCSP provides guidance for sites with the greatest potential for adaptive reuse or contextually sensitive infill development. The information collected in the CCSP historic resources survey should be consulted when new development is proposed in the CCSP area to help identify potential effects to historical resources and/or opportunities for adaptive reuse or incorporation of historical elements or features into the new development.

Responsible Entity: Community Development Department
Timeframe: Ongoing

Implementing Action HR-2

Conduct Historic Resource Investigations. Complete historical resource investigations for projects where no historical studies have been prepared for buildings 45 years or older. Where detailed historic studies have been completed and a qualified professional has determined the presence of historical resources either within or adjacent to the site, then a qualified professional should provide guidance for the proposed preservation or adaptive reuse of the resource, or appropriate sympathetic architectural design features, in accordance with the Secretary of the Interior Standards for the Treatment of Historic Properties. In the event that a qualified architectural historian has determined that no historic resources are present either within or adjacent to the project site, no further analysis shall be required. In the event of historic resources damage or demolition, additional mitigation addressing the loss of the structure (e.g., HABS/HAER documentation, development of a historic context statement, interpretive displays) will be incorporated into the proposed project.

Responsible Entity: Community Development Department
Timeframe: Ongoing

Implementing Action HR-3

Design Standards for Alley Infill. Develop design standards for alley infill projects in listed Historic Districts informed by the Preservation Commission's Interim Principles for the Protection of Historic Districts and Landmarks with Respect to Infill Development within the Central City.

Responsible Entity: Community Development Department
Timeframe: 2018

Implementing Action HR-4

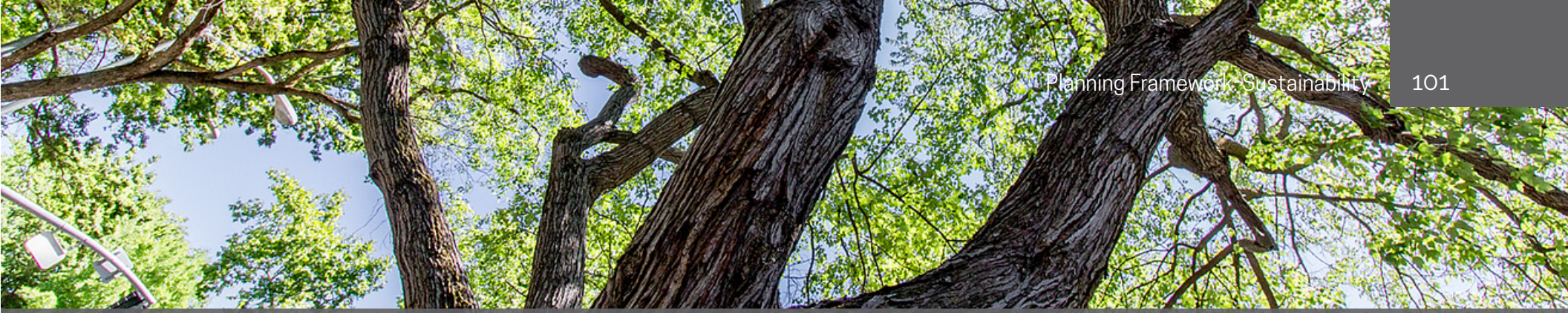
Context Statements and Design Guidelines. Develop context statements and design guidelines for each listed Historic District that are tailored to the unique characteristics of those districts in order to preserve the context of the historic resources.

Responsible Entity: Community Development Department
Timeframe: 2018-2021

Implementing Action HR-5

Mills Act. Implement the Mills Act, allowing owners of historic properties to offset rehabilitation expenses via lowered property taxes.

Responsible Entity: Community Development Department
Timeframe: 2018-2019



3.7 SUSTAINABILITY

Sacramento's latest General Plan envisions a vibrant urban Central City that is healthy, inclusive and prosperous, with the City serving as a model of sustainable development. In promoting this vision, the CCSP embraces sustainability with transit-oriented development, a broad mix and intensity of uses, preservation and enhancement of the tree canopy, and an inviting urban fabric that motivates walking, biking and social interaction. CCSP goals and policies promote efficient use of land and resources, less dependence on motorized vehicles, more use of sustainable building materials, and additional housing, including affordable housing (see Section 3.2, Housing), in a region where it is often in short supply.

3.7.1 A SUSTAINABLE FUTURE

Sustainability is commonly defined as the ability to meet the needs of the present without compromising the ability of future generations to meet their own needs. Sustainability can mean different things to different people, but in general sustainable development is judged on its social, environmental and economic merits – the so-called "triple bottom line." A key theme of the City's

Sustainability Goals

SU.1	**Sustainability:** Establish Sacramento's Central City as a demonstration of a sustainable, resilient and healthy regional center.

latest General Plan is developing a sustainable future that depends on a healthy environment, strong economy, and the social well-being of Sacramento residents. The latest General Plan includes goals and policies that promote land use efficiency, resource conservation, multimodal connectivity, and urban centers with jobs, housing, parks, shopping, services, and transit. Another key theme is reducing greenhouse gas emissions that contribute to climate change, supported by strategies that encourage preservation and enhancement of the City's tree canopy, use of greener alternative or advanced energy systems, architectural design to reduce heat gain, use of recycled construction materials, and water conservation measures. The City's most current Climate Action Plan, provides further articulation of these strategies and includes locally-based measures and performance standards to reduce dependence on fossil fuels and increase the climate resiliency of the City's most vulnerable populations as well as its buildings, infrastructure, transportation systems, and solid waste disposal practices.

3.7.2 SUSTAINABILITY CHALLENGES AND OPPORTUNITIES

Sustainable urban development presents inherent challenges in a world with changing societal needs, limited resources and scarce funding for innovative projects. Solutions must address intertwined issues of environmental protection, economic viability, climate change resilience, public health, and social equity.

The CCSP represents a unique opportunity to provide synergistic development benefits to enhance and promote the values of sustainability. A more diverse and vibrant Central City will provide better access to social and economic opportunities. By locating quality housing near jobs, services and amenities, buildout under the CCSP will enable residents to spend less time driving to distant destinations with more options to ride their bicycles, walk or take transit to run their daily errands or go to work. A diversity of housing and development options will support a range of incomes and lifestyle preferences, which in turn supports a strong retail and cultural core, attracts businesses and jobs, stimulates walking and transit oriented development, and boosts livability and inclusiveness.

Adapting to climate change and being resilient to its effects is a challenge every city faces. These consequences can affect entire communities, including those who are most vulnerable to poor air quality, extreme heat, flooding, droughts, and hazards to public health and safety that are expected with climate change. The challenges and opportunities related to sustainability and resiliency are addressed through the CCSP policies and implementing actions as described below.

3.7.3 SUSTAINABILITY POLICIES

Sustainability

SU.1.1 **Sustainable Development Practices.** Maximize the use of sustainable development practices in the Central City.

SU.1.2 **Reuse of Existing Buildings and Land.** Identify and market a range of economic incentives through the Developer's Toolkit and other platforms promoting the reuse and rehabilitation of older buildings (e.g., Federal Rehabilitation Tax Credit, re-inaugurated Mills Act Program; establishing a revolving rehabilitation loan fund) to avoid unnecessary solid waste production, energy use, and preserve the historic resources already present in the Central City.

SU.1.3 **Green Streets.** Preserve and enhance the tree canopy with species that can adapt to Sacramento's changing climate; encourage the incorporation of additional Green Street features into public rightof way improvements where feasible.

SU.1.4 **Heat Island Effect.** Reduce heat island effect through preservation and enhancement of existing tree canopy as well as site planning and selection of landscape and hardscape materials.

SU.1.5 **Energy Conservation.** Encourage new non-residential construction to meet or exceed Title 24 energy standards.

SU.1.6 **Green or Sustainable Building Materials.** Encourage the use of green or sustainable building materials, including recycled materials that are compatible with the underlying architectural style and character of the building.

SU.1.7 **Sustainable Design.** Encourage sustainable design in new and remodeled buildings, including features such as greywater recycling, green roof requirements, alternative paving, and net-zero energy. Incorporate physical elements of design for the Sacramento climate; openable windows, south and west shading devices, pedestrian level shading elements, integrated greenscape for water filtration and shade.

SU.1.8 **District Energy Systems.** Encourage district level energy solutions in the Central City, which provide the benefits of reliability, resilience after major disasters, managing energy price volatility, "decarbonizing" energy supplies, reducing capital and operating costs, and high levels of energy and water efficiency.

SU.1.9 **Climate Change Resilience.** Consider climate readiness and long-term resilience in all new development including major renovations; encourage design features that buffer storms and flooding, mitigate urban heat islands, and conserve water.

3.7.4 SUSTAINABILITY IMPLEMENTING ACTIONS

Development in the CCSP area will consist mostly of infill and adaptive reuse on vacant/underutilized parcels and be designed to save energy, conserve resources and reduce pollution. Building upon the City's General Plan and Climate Action Plan, CCSP Land Use policies promote urban infill and high density development that uses land efficiently. Compact, mixed use development will reduce the need for automobile trips and encourage the use of transit. The increased density and variety of uses will make the Central City more vibrant and accessible to a larger section of residents and visitors. The adaptive reuse of existing construction will not only preserve the City's cultural heritage, but conserve energy and material resources while minimizing construction waste. New buildings will be subject to the development standards in the City's Climate Action Plan and California Green Building Code.

CCSP Mobility policies promote greater mobility choices that enhance the role of the Central City as the hub of a regional transit system that includes a streetcar, light rail and other key public transit options, while improving the safety and ease of walking, bicycling, and using public transit. This shift toward greener mobility will also reduce greenhouse gas and criteria pollutant emissions, which will help improve air quality in the region.

CCSP policies also promote the health and resiliency of the community by preserving and enhancing the tree canopy, thereby reducing heat islands and providing shade for walking and cycling to ensure the Central City's residents, employees and visitors are not adversely impacted by air quality, noise, and high temperatures.

The economic success of the CCSP area is a major contributor to the City's fiscal sustainability, which in turn supports high quality community infrastructure, financial assistance to social services, as well as events and programs that Sacramento residents, employees and visitors can enjoy on a daily basis. By fostering the sustainable growth of housing, jobs, and amenities, the CCSP adds momentum to the economic revitalization of the heart of Sacramento, helping to ensure a sustainable, healthy and prosperous city for future generations.

The following additional action will assist in the implementation of the CCSP sustainability goals and policies.

Implementing Action SU-1

Climate Change Resiliency. Identify climate change vulnerabilities in the CCSP area, and develop specific actions that the City can take to increase the resiliency of downtown buildings, infrastructure, residents, and businesses. This will be conducted as part of a Citywide effort to address climate resiliency during the City's next phase of climate action planning.

Responsible Entity: City of Sacramento Departments of Community Development and Public Works.
Timeframe: 2021-2023

3.8 PUBLIC SAFETY

Public safety is a key influence in preserving and enhancing public wellbeing, security, and quality of life. It is also an important consideration in attracting residents, businesses, and visitors to the CCSP area. As development and revitalization occur, public safety needs will increase, and the demand for police and fire protection services, in particular, will subsequently expand and evolve. The following establishes actions and improvements for public safety to advance the vision, goals, and policies of the CCSP.

Public Safety Goals

PS.1	**Police Protection:** Provide a high level of security and adequate police protection services throughout the Central City area to prevent and reduce criminal activity and enhance public safety.
PS.2	**Fire Protection:** Provide adequate fire protection services throughout the Central City area to minimize risks and potential damage to life, property and the environment.

3.8.1 POLICE PROTECTION

Law Enforcement Services

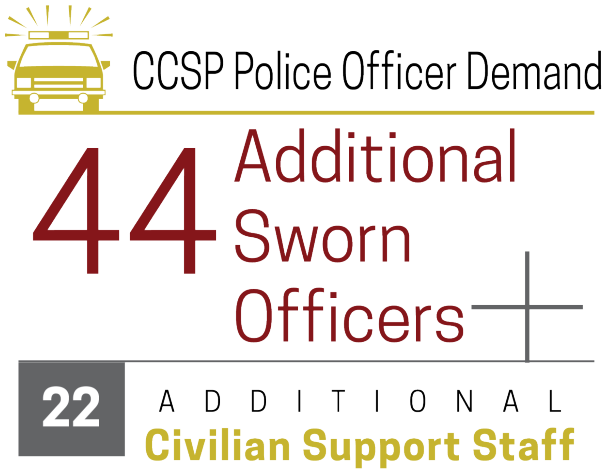
The Sacramento Police Department (Sacramento PD) provides the CCSP area and the greater City of Sacramento with law enforcement services. As the City's primary law enforcement agency, Sacramento PD is responsible for providing a range of policing services, which include patrol, response to emergency calls, detective and forensic investigations, public safety information technology (IT), special weapons and tactics (SWAT), and homeland security, along with mutual aid work with neighboring law enforcement agencies. In 2016, Sacramento PD was staffed by approximately 670 sworn police officers and 280 civilian staff.

No police facilities are located within the plan area. Sacramento PD currently houses its main headquarters at the Public Safety Center and Headquarters building, which is located at 5770 Freeport Boulevard, approximately 2.7 miles to the south of the CCSP area. There are three substations from which patrol divisions operate for the entire department, which comprises four command areas. The substation that currently serves the majority of the CCSP area is the Richards Police Facility, which is located about 0.6 miles directly to the northwest of the plan area at 300 Richards Boulevard within the River District. For CCSP area parcels located to the south of US 50 (i.e., the Broadway Corridor), the Joseph E. Rooney Police Facility at 5303 Franklin Boulevard serves as the main substation, in addition to more

broadly serving the South Command. The Joseph E. Rooney Facility is located approximately 2.1 miles to the south of the plan area. Figure 3.81 illustrates existing Sacramento PD facilities serving the CCSP Area.

Service Standards

Per the City's General Plan, Sacramento PD strives to maintain optimum staffing levels, response times and facilities to provide quality police services to the community and keep pace with growth in the City. To that end, Sacramento PD has a target ratio of 2.0 sworn police officers per 1,000 residents and one civilian support staff per two sworn officers. Staffing levels are currently below these ratios. Sacramento PD estimates its projected additional staffing demand for the plan area based on the anticipated residential and non-residential development and revitalization. Accounting for these factors, it is estimated that the CCSP will ultimately generate the demand for 44 additional sworn officers and 22 additional civilian support staff beyond current staffing levels.



Challenges and Opportunities

The City faces a number of law enforcement challenges unique to the CCSP area that are not as common within the less urban parts of the City. In particular, homelessness is a more pervasive and visible issue within the CCSP area and poses distinct issues with public safety and perception. The downtown core also accommodates several major events, entertainment venues, and public assembly facilities that require additional police and security support. While the CCSP area does present unique law enforcement challenges, it also provides the opportunity to apply innovative and evolving urban policing methods and tools; establish enhanced community partnerships and communication programs; explore new funding opportunities to support law enforcement services; develop and potentially co-locate needed police facilities; and incorporate measures in development and revitalization to increase safety.

The challenges and opportunities related to police protection are addressed through the CCSP policies and implementing actions as described below.

Police Protection Policy

PS.1.1 **Funding Police Protection Services.** Allocate sufficient funding to staff, house, equip and maintain effective and visible police protection services within the CCSP area.

Implementing Actions

Development projects and public improvements within the CCSP area are required to comply with City of Sacramento policies, regulations, and Sacramento PD recommendations regarding safety and security. Discretionary development projects in the plan area will be routed to Sacramento PD for recommendations on design elements that affect traffic safety and crime prevention. In addition, future projects and public improvements will be designed and/or conditioned to incorporate Crime Prevention through Environmental Design (CPTED) principles to minimize opportunities for criminal activities.

A new police substation is going to be constructed at the neighboring Railyards site, which will provide enhanced law enforcement services to the CCSP area. In discussions with Sacramento PD, the existing Richards Police Facility and the new Railyards substation will be sufficient in containing the needed additional facilities and overall projected response stemming from the development of the plan area. The proposed Railyards substation will be collocated with a new fire station.

The following additional action will supplement the City's existing programs and policies, and will assist in the implementation of the CCSP police protection goals and policies.

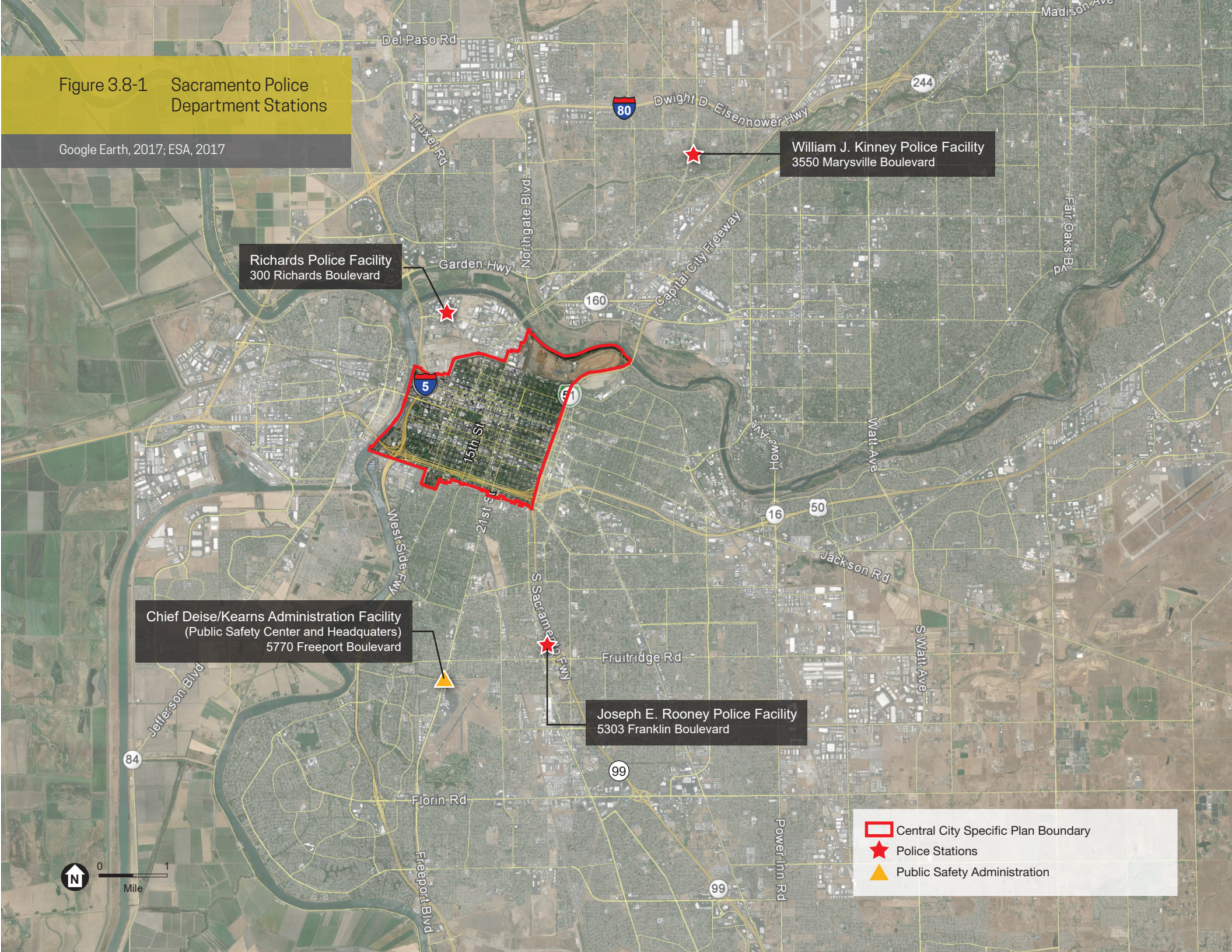
Implementing Action HS-1

Police Facilities, Services and Funding. Continue to ensure adequate police facilities, services and funding are provided to serve projected growth as development occurs in the CCSP and surrounding areas within the City.

Responsible Entity: Sacramento Police Department
Timeframe: Ongoing

Figure 3.8-1 Sacramento Police Department Stations

Google Earth, 2017; ESA, 2017



3.8.2 FIRE PROTECTION

Fire Protection Services

Sacramento Fire Department (SFD) provides the CCSP area and the greater City of Sacramento with fire protection and emergency medical services, along with contracted services for the Pacific/Fruitridge Fire Protection District (FPD) and Natomas FPD in unincorporated Sacramento County. As a major regional fire department, SFD offers several emergency services, including pre-hospital care, ambulance transportation, firefighting, hazardous materials handling, domestic preparedness, and search and rescue.

The CCSP area is currently served by multiple stations. These include Station 1, located at 624 Q Street, Station 2, located at 1229 I Street, and Station 5, located at 731 Broadway. There are two additional stations that are located just beyond the boundaries of the plan area: Station 4, located at 3145 Granada Way and approximately 0.25 miles to the east of the plan area, and Station 14, located at 1341 North C Street and approximately 0.4 miles to the north of the plan area. Figure 3.82 illustrates existing SFD facilities serving the CCSP Area.

Service Standards

Per the City's General Plan, SFD strives to maintain optimum staffing levels, response times, and facilities, to provide quality fire protection and emergency medical services to the community and keep pace with growth in the City. To that end, SFD has a target standard of 3,500 calls per year per fire company. SFD estimates its projected demand for the plan area based on the anticipated residential and non-residential development to occur within the plan area boundaries. The average response time for all SFD engine companies in 2016 was five minutes and 15 seconds.

Challenges and Opportunities

Challenges for SFD within the CCSP area pertain generally to service capabilities and resources, including meeting current and future needs, as well as covering operations and maintenance costs. Currently, fire stations within the plan area are generally responding to a number of calls above capacity, and as such, it is more difficult for SFD to respond with targeted response times. Furthermore, in cases where a fire company may receive a call while responding to another call, other surrounding companies from neighboring communities may have to assist, thereby limiting capabilities in other parts of the City. Taller buildings in the CCSP area also create a challenge for SFD because specialized equipment for high-rise fire and/or emergency incidents is required. While the CCSP area does present unique fire protection challenges, it also provides the opportunity to identify and secure new facilities to provide optimum response times; establish enhanced community partnerships and education programs; explore new funding opportunities to support fire protection and emergency medical services; and address safe design and on-site fire protection in development and revitalization.

The challenges and opportunities related to fire protection are addressed through the CCSP policies and implementing actions as described below.

Fire Protection Policy

PS.2.1 **Funding Fire Protection Services.** Allocate sufficient funding to staff, house, equip and maintain effective fire protection services within the CCSP area.

Implementing Actions

All fire stations that are within or adjacent to the plan area currently receive call volumes that exceed the target standard. As a result, a new fire station will need to be constructed within the CCSP area to meet the demands of future development and allow target response times to be met. SFD has indicated that a new station, located west of the BNSF tracks that run near 19th Street, would be an optimal location. Figure 3.8-2 illustrates the general location of this proposed fire station. The precise timing, location, acquisition, design, and construction of this facility will be monitored and managed by SFD.

Development projects and public improvements within the CCSP area are required to comply with City of Sacramento policies, regulations, and SFD recommendations regarding fire protection. Proposals for development in the plan area will be routed to the Fire Department for recommendations on design elements that affect fire prevention and safety, including access, water pressure flows, and building design.

The following additional action will supplement the City's existing programs and policies, and will assist in the implementation of the CCSP fire protection

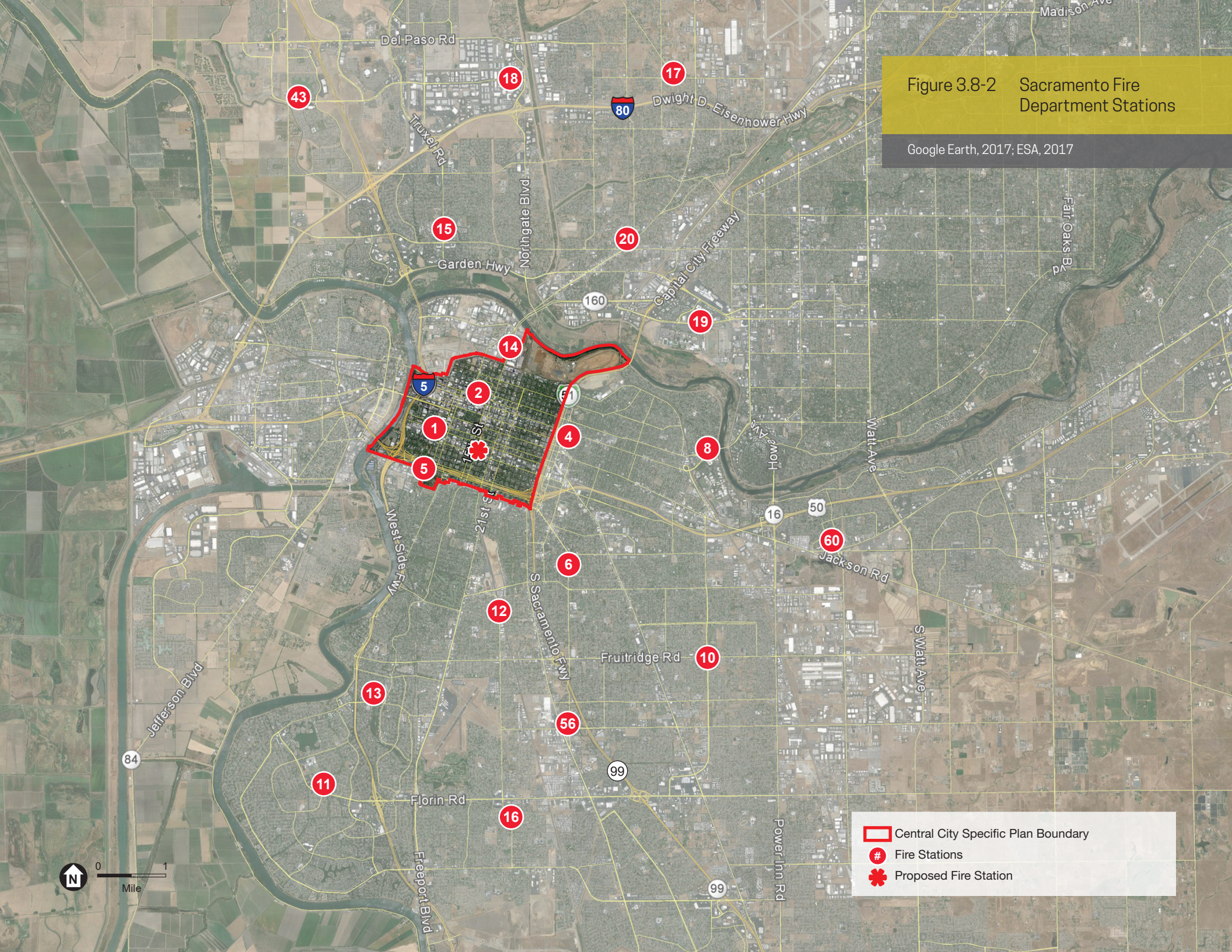


Figure 3.8-2 Sacramento Fire Department Stations

Google Earth, 2017; ESA, 2017

goals and policies.

Implementing Action HS-2

New Fire Station. Identify the exact timing, location and funding for a new fire station site west of the BNSF in order to adequately serve the projected growth in the CCSP area.

Responsible Entity: Sacramento Fire Department
Timeframe: 2024-2028

Implementing Action HS-3

Fire Protection Funding. Continue to ensure adequate fire protection services and funding are provided to serve projected growth as development occurs in the CCSP and surrounding areas within the City.

Responsible Entity: Sacramento Fire Department
Timeframe: Ongoing

3.9 MOBILITY

The mobility system in the CCSP area incorporates recommendations from Grid 3.0, which documents the City's planning efforts to define the future of the Central City's mobility network. The CCSP mobility system is designed to allow for the safe and convenient movement of pedestrians, bicyclists, transit users, and automobiles, while managing on- and off-street parking and the efficient use of alleys. As growth and development occurs in the Central City, it will be vital that the mobility system offers choices for its residents, employees, and visitors and that movement in the CCSP area functions well. This section describes challenges and opportunities of the existing mobility system and the proposed improvements to the pedestrian, bicycle, transit, and roadway networks. The intent is to offer a wide variety of mobility choices that prioritize non-vehicular travel and promote alternatives to the automobile, as well as increase connectivity between land uses, alleviate congestion, and improve public health.

Mobility Goals

M.1	**Grid System:** Build on the historic grid system to provide the Central City with a layered network of diverse and inclusive walking, bicycling, and transit options.
M.2	**Safety:** Improve transportation safety for all modes to encourage increased walking, bicycling, and public transit use.
M.3	**Layered Network:** Emphasize the Central City's uniquely layered transportation network to contribute to a safer and more effective travel environment.
M.4	**Bicycling:** Enhance the bicycling network to encourage increased bicycling across the Central City for bicyclists of all abilities.
M.5	**Walking:** Ensure a safe and accessible walking network to allow for enhanced pedestrian activity throughout the Central City.
M.6	**Transit:** Support enhanced opportunities for diverse and growing public transit connections within Central City to help provide a more equitable and robust transportation system, both locally and regionally.
M.7	**Rail:** Pursue a variety of rail transportation options in the Central City in alignment with the existing transportation system, emphasizing the importance of multi-regional and multimodal transportation connections.
M.8	**Parking:** Provide a parking network that allows for flexibility and efficiency in the use of urban space while enhancing the viability of desired development.
M.9	**Alleys:** Develop an active and cohesive alley system that enhances the grid system and better integrates pedestrian, bicycle, and vehicular access.
M.10	**Future Technology:** Promote active engagement with new mobility technologies to adapt to evolving systems of movement.

MOBILITY POLICIES

Grid System

M.1.1 **Neighborhood Connections.** Improve connections between the Central City and surrounding neighborhoods, especially for walking, bicycling, and transit trips.

M.1.2 **Commercial Corridors.** Enhance commercial corridors for safe walking and bicycling while accommodating both through and local traffic.

M.1.3 **Grid Connectivity.** Preserve and enhance the high level of connectivity provided by the street grid for all travel modes.

M.1.4 **Curb Cuts for Driveways.** Discourage new curb cuts for driveways for properties with adequate alley access.

M.1.5 **Complete Streets.** Promote two-way travel, support use of smart technologies to improve mobility, support pilot projects to test out mobility options, and encourage convenient and affordable transit options.

M.1.6 **Riverfront Connections.** Integrate the Riverfront into the grid through improved connections, emphasizing visibility, wayfinding, and enhanced pedestrian and bicycle routes that highlight the riverfront destination.

Safety

M.2.1 **Safe Travel Modes.** Target safe mobility for all travel modes, working in concert with the Vision Zero Action Plan and the Council-adopted goal of zero traffic fatalities and serious injuries by 2027.

M.2.2 **Neighborhood Streets.** Ensure neighborhood streets are places where people feel safe to walk and bike.

Layered Network

M.3.1 **Minimize Conflicts.** Promote safety and efficiency for all travel modes by prioritizing modes by block, minimizing conflicts between competing modes on high volume (transit, bike, motor vehicle) routes.

M.3.2 **Balanced Network.** Reduce the number of lanes dedicated to automobiles in order to regain right-of-way for other modes to balance the network

Bicycling

M.4.1 **Bicycle Network Projects and Improvements.** Pursue bicycle network projects and improvements that accomplish the following objectives:

a. Fill gaps in the existing bicycle network by adding new facilities through travel lane reductions and conversions.

b. Provide new buffered and/or protected bike lanes.

c. Complete the bicycle network between the Sacramento and American Rivers consistent with adopted plans.

d. Establish a more complete Low Stress Bicycle Network with appropriate crossing treatments at high volume streets.

Walking

M.5.1 **Pedestrian Network Projects and Improvements.** Pursue pedestrian network projects and improvements that accomplish the following objectives (which are mapped in Figure 3.9-2):

a. Streetscape projects for commercial/transit streets to improve conditions for walking.

b. Improve connections between the Central City and surrounding neighborhoods ("Connector Street Enhancements").

c. Provide new sidewalks where they don't currently exist ("Gap Projects").

d. Increase sidewalk capacity in areas with high pedestrian volumes ("Activity Center Enhancements".

e. Shaded sidewalks and improved street lighting.

M.5.2 **Walkability.** Preserve a high level of walkability across the grid by minimizing pedestrian delay at intersections.

Transit

M.6.1 **Transit Connectivity.** Promote transit connectivity with transit stops and stations that facilitate attractive and convenient transfers between light rail, streetcar, bus services, and that support active transportation connections.

M.6.2 **Regional Transit Hub.** Preserve and strengthen the role of the Central City as the hub of the regional transit system.

M.6.3 **Transit Network Expansion.** Support transit network expansion and improvement and coordinate transit planning and operations between transit operators serving the Central City.

M.6.4 **Streetcar.** Promote visibility and access to the streetcar line, light rail stations and other key public transit facilities through enhanced pedestrian and bicycle connections, lighting, and wayfinding signage.

M.6.5 **Transit Vehicle Movement.** Prioritize transit vehicle movement over the private automobile on blocks with high transit vehicle volumes, high transit ridership, or high levels of transit delay, implementing exclusive lanes and priority signalization per the preferred transit network (Figure 3.9-2).

M.6.6 **Development Density and Active Frontage.** Encourage dense development with active ground floor frontage adjacent to transit stations.

M.6.7 **Transit Stop Structures.** Ensure that transit stop structures are transparent to provide visibility to and support vibrant and inviting storefronts.

M.6.8 **Streetcar Station Design.** Ensure streetcar station design that provides a comfortable environment for waiting passengers without compromising the pedestrian and bicycle travel way. A clear pedestrian path should be available when transit is present.

M.6.9 **Sidewalks as Streetcar Station Platforms.** Allow sidewalks to serve as station platforms provided that the needs of both the streetcar passengers and pedestrians not utilizing the streetcar service are reasonably accommodated.

M.6.10 **On-Street Parking Minimization. Locate streetcar** stops and design length of streetcar platforms that minimize reduction of on-street parking where possible.

M.6.11 **Access to Transit Stations.** Support safe and convenient pedestrian and bicycle access to/from light rail and streetcar stations while minimizing conflicts between travel modes.

Figure 3.9-1 Preferred Bicycle Network

Fehr & Peers, 2017; ESA, 2017

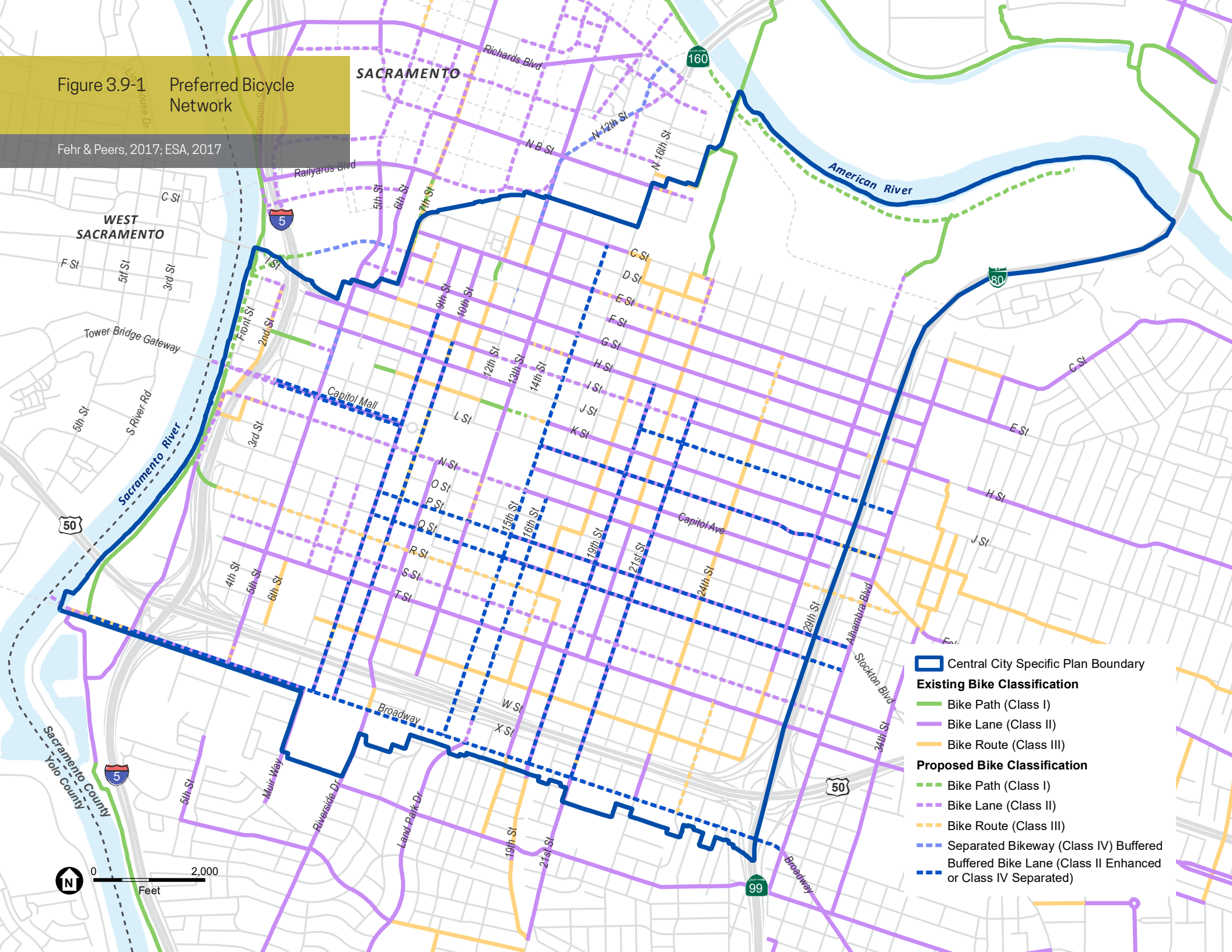
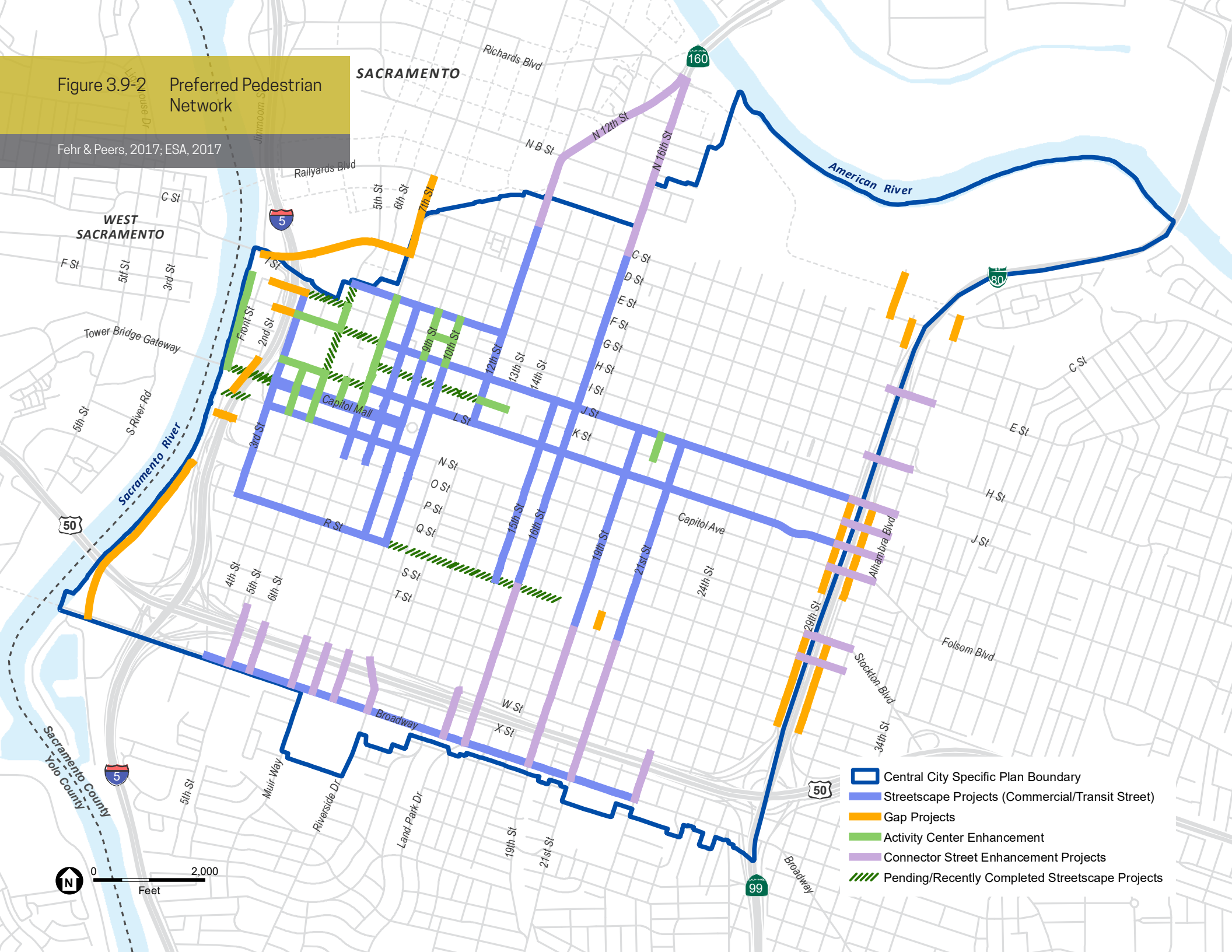


Figure 3.9-2 Preferred Pedestrian Network

Fehr & Peers, 2017; ESA, 2017



Central City Specific Plan Boundary
Streetscape Projects (Commercial/Transit Street)
Gap Projects
Activity Center Enhancement
Connector Street Enhancement Projects
Pending/Recently Completed Streetscape Projects

Rail

M.7.1 **High Speed Rail.** Advance City engagement with high speed rail planning, emphasizing integration with other transportation modes in the Central City.

M.7.2 **Rail Stations.** Partner with transit agencies in the planning and development of appropriate rail stations, in conjunction with developing intercity rail services.

M.7.3 **Regional Rail.** Promote the Central City as a regional rail destination connecting Sacramento with the Bay Area, the Central Valley, base of the Sierras and north.

Parking

M.8.1 **Minimize Impacts to On-Street Parking.** Minimize impacts to on-street parking, including residential permit parking, resulting from development with reduced parking requirements.

M.8.2 **Electric Vehicle Parking and Charging.** Ensure availability of public infrastructure for Zero Emission Vehicles to support multi-family and daytime users, including publicly accessible charging in the right-of-way.

M.8.3 **Flexible On-street Curb Space.** Promote flexible use of on-street curb space and loading areas in commercial corridors, prioritizing different uses by time of day.

M.8.4 **Stand-alone Surface Parking Lots.** Prohibit new stand-alone surface parking lots and encourage the conversion of existing parking lots to uses that support transit ridership.

M.8.5 **Centralized Parking Structures.** Facilitate the development of centralized parking structures to promote shared parking, optimize the use and efficiency of parking areas, and support a "park once" strategy.

M.8.6 **Lined Parking Structures.** Encourage concealed parking structures that are wrapped with active uses along the street.

M.8.7 **Parking Area Lighting.** Refine lighting standards for parking areas to improve visibility and safety and contribute to an inviting public environment.

M.8.8 **Wayfinding.** Enhance wayfinding to public parking structures.

M.8.9 **Teacher Parking.** Allow school teachers to park in surrounding neighborhoods in order to maximize the use of school property

M.8.10 **Shared Parking.** Encourage shared parking and off-street parking solutions for longer term visits.

M.8.11 **Parking Structure Reuse.** Develop an understanding of how parking structures can be reused and designed to be reused for future conversion.

M.8.12 **Parking Garage Conversion.** Promote the conversion of parking garages to residential and commercial uses by encouraging flat plate parking garages with separate access and a minimum floor height of 10 feet.

Alleys

M.9.1 **Alley Activation.** Activate the public alley network by encouraging development that fronts onto alleys, landscaping, pedestrian and bicycle amenities, and other elements that enhance general livability, visual quality, and safety while supporting the goal of historic preservation. (CI)

M.9.2 **Alley Design.** Both commercial and residential district pedestrian alleys should consider paving materials that are conducive for both vehicular and pedestrian activity, be ADA compliant, shield public/private areas from parking structure interior lighting, screen trash bins and service areas, and be designed consistent with the Central City Urban Design Guidelines.

M.9.3 **Alley Performance.** Encourage alleys in residential districts to perform as minor streets, providing a pedestrian friendly environment affording frontage access to residential units and vehicle access to garages and service areas. Trash enclosures should be located within the buildings and not blocking the alley.

M.9.4 **Pedestrian- and Bicycle-friendly Alleys.** Encourage activated pedestrian- and bicycle-friendly alleys in commercial areas.

Future Technology

M.10.1 **Emerging Transportation Technologies.** Support emerging transportation technologies and services to increase transportation system efficiency. Allow for flexibility in the transportation network to take advantage of alternate methods to achieve mobility goals.

M.10.2 **Zero-emission and Low-emission Vehicles.** Continue to collaborate with State and regional partners to support rapid adoption of zero-emission and low-emission vehicles, which involves the following objectives:

a. Standardizing infrastructure and regulations for public EV charging stations.

b. Developing guidelines and standards for dedicated and preferential parking for zero- and low-emission vehicles (including charging stations for plug-in EVs, where necessary).

c. Expanding access to zero emission transportation for multifamily and low income households

d. Allowing a diversity of business models and approaches to enable zero emission technology (such as free chargers operated by a third party, pay to charge installations, etc.)

M.10.3 **Evolving Technologies and Transportation Platforms.** Monitor evolving technologies and transportation platforms, such as transportation network companies and autonomous vehicles, and adapt plans and standards to accommodate emerging technologies as appropriate.

M.10.4 **Adaptable Transportation Design.** Encourage adaptable transportation design, allowing for future reuse of such facilities as parking garages as well as conversion of on-street parking to loading zones for pick-up/drop-off activities.

M.10.5 **Intelligent Transportation System (ITS measures).** Develop an ITS Master Plan and implement ITS technologies to improve signal timing and efficiency to improve traffic operations and improve the overall mobility system.

3.9.1 PEDESTRIAN NETWORK

The street grid system within the CCSP area serves the most walkable 4.65 square mile area in the Sacramento region. Fifteen percent of the residents within the larger Central City area walk to work on a regular basis, which equates to approximately five times the rate of those who choose this form of commute in the City as a whole; evidence suggests that the percentage of walk trips for non-commuters in the CCSP area is even higher. Sacramento's mild climate and flat terrain certainly contribute to creating this walkable environment, but the transportation system and land use patterns within the CCSP area play a starring role.

Challenges and Opportunities

The CCSP area has a gridded street system that provides opportunities for a high level of pedestrian accessibility and multiple direct travel paths between destinations. The redundancy of the grid also allows for individual streets to have fewer travel lanes and low travel speeds of 30 mph or less; these attributes, combined with sidewalk bulb-outs that reduce crossing distances at some intersections, contribute to increased pedestrian comfort and safety. Most traffic signals within the plan area operate with relatively short cycle lengths (i.e., 70 seconds or less) and feature fixed pedestrian walk phases, which decrease pedestrian delay by reducing the likelihood that pedestrians will miss a cycle. Most streets also feature sidewalks on both sides of the street that are buffered from the roadway by on-street parking and landscaped buffers, which often consist of tall trees that offer pedestrians shade from direct sunlight to create a more pleasant walking environment. Pedestrian scale lighting is prominent in many commercial areas but less so in residential neighborhoods. Lastly, there is an extensive system of east-west alleys that enhances access to parcels while limiting the number of curb cuts on major roadways, resulting in improved pedestrian safety.

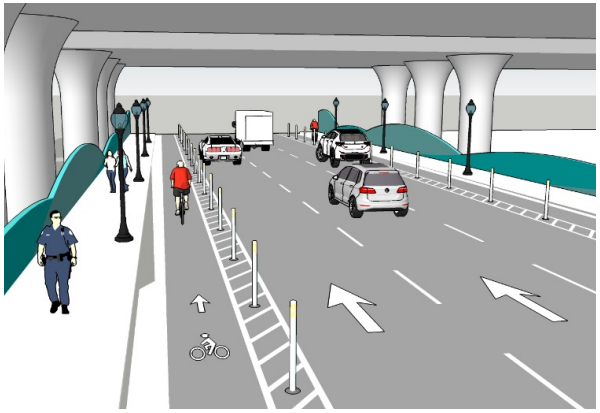
Challenges in the CCSP area related to the pedestrian network include some intersections located along primary vehicular routes that feature multiple turn lanes and lack crosswalks on some approaches, resulting in safety concerns and potential out-of-direction travel for pedestrians. Select roadways in the CCSP area adjacent to freeways and beneath freeway overcrossings lack sidewalks along both sides of the street, and in some areas, outdoor seating, transit stops, or other amenities obstruct a clear pedestrian travel way. Some blocks within the CCSP area (e.g. L Street and Capitol Avenue) only feature automobile-scale lighting that is unable to penetrate the dense tree cover and properly illuminate sidewalks, which may discourage pedestrian use. In addition, three major freeways bisect the CCSP area, creating both physical and psychological barriers to access and mobility, while former state highways (e.g. 12th Street, 16th Street, Broadway) have larger curb radii at some intersections. Lastly, traffic signals along select one-way streets that are coordinated to facilitate the movement of motor vehicle traffic give priority to automobile traffic and may give less priority to pedestrians.

Implementing Actions

Pedestrian network improvements proposed as part of the CCSP are shown in Figure 3.9-1. The new and enhanced facilities will improve walking conditions, enhance connections between the CCSP area and surrounding neighborhoods, provide new sidewalks where they do not currently exist, and provide additional sidewalk capacity in areas with high pedestrian volumes.

Proposed CCSP improvements include streetscape projects that will provide safe pedestrian facilities that include wider sidewalks and plazas at major activity locations and intersection crossings, enhanced crosswalk markings, and close integration with transit. Streetscape projects will also include bicycle amenities, including parking, that will be installed consistent with the City's Bike Rack Design and Placement Standards adopted by City Council in April 2017.

Proposed connector street enhancement projects would improve connections between the CCSP area surrounding neighborhoods. Strategies may include public art, improved lighting, wider sidewalks and intersection crossing treatments to mitigate the freeway barrier to pedestrian travel, occurring on streets that cross under Highway 50 or Interstate 80 Business (Business 80).



An example of a connector street enhancement

The Public Art Plan section of the CCSP addresses the role of art in facilitating and promoting non-vehicular travel modes. Art improvements are incorporated as essential features within streetscape, bicycle, pedestrian improvements to increase traffic in underutilized corridors; activate the public realm; serve as wayfinding and create identity. In addition, strategically placed art installations create destinations, encouraging residents and visitors to walk and bicycle.

The desired outcome of the connector street enhancement projects is safe, comfortable, well-signed pedestrian routes that better connect the CCSP area with surrounding neighborhoods, commercial districts, and riverfront uses along the Sacramento River and to the American River Parkway.

The CCSP also includes proposed pedestrian gap projects to minimize the effects of freeway and railroad barriers, provide new grade-separated pedestrian/bicycle facilities connecting across the Union Pacific Railroad, and fill gaps in sidewalk coverage along the 29th/30th Street couplet.

Lastly, the CCSP includes activity center enhancement projects as shown on Figure 3.9-1 that would expand existing pedestrian facilities adjacent to major pedestrian activity centers, such as Golden 1 Center, Old Sacramento, and the City Hall/Cesar Chavez Plaza Park area.

The following actions will assist in the implementation of the proposed CCSP improvements.

Implementing Action M-1

Pedestrian Network Improvements. Implement proposed improvements to the pedestrian network to accommodate future growth as shown on Figure 3.9-1.

Responsible Entity: Public Works Department
Timeframe: 2024-2028

Implementing Action M-2

Design and Procedures Manual. Update Section 15 of the Design and Procedures Manual to incorporate pedestrian, bicycle, transit and roadway network urban design best practices within the CCSP area, consistent with guidance contained in the City's Central Core Design Guidelines related to the Travelway Realm.

Responsible Entity: Community Development Department, Public Works Department
Timeframe: 2021-2023

Implementing Action M-3

Wayfinding Policy. Develop a policy framework to guide the design and placement of signs for pedestrian, bicycling, transit, roadway and parking wayfinding.

Responsible Entity: Public Works Department
Timeframe: 2018-2019

Implementing Action M-4

Wayfinding Program. Develop a wayfinding program to establish a fair and predictable system for implementation of signs for pedestrians, bicyclists, transit users, roadways and parking facilities.

Responsible Entity: Public Works Department
Timeframe: 2018-2019

3.9.2 BICYCLE NETWORK

The CCSP area serves as the hub of the Sacramento region's bicycle network. The Sacramento River Parkway, Two Rivers Bike Trail, and Sacramento Northern Bike Trail all serve the larger Central City and provide connections to the American River Bike Trail, which stretches for 33 miles between Sacramento and Folsom Lake. These facilities serve the CCSP area on its periphery. The bicycle network within the CCSP area consists primarily of Class II on-street bike lanes and handles eight percent of the commute trips for residents of the larger Central City, which equates to approximately four times the rate of those who choose to commute by bicycle in the City as a whole.

Challenges and Opportunities

The CCSP area's gridded street system provides opportunities for a high level of bicycle accessibility and multiple direct travel paths between destinations. The west side and north side of the CCSP area are flanked by major bicycle routes – the American River Bike Trail and the Sacramento River Parkway. Additionally, the north-south Sacramento Northern Bike Trail ties into the CCSP area between 19th and 20th Streets, and provides access to the American River Bike Trail. Many streets in the CCSP area feature relatively low travel speeds and traffic volumes, resulting in increased bicycle safety and comfort. There is also an extensive system of east-west alleys that limits the number of curb cuts, resulting in improved bicycle safety.

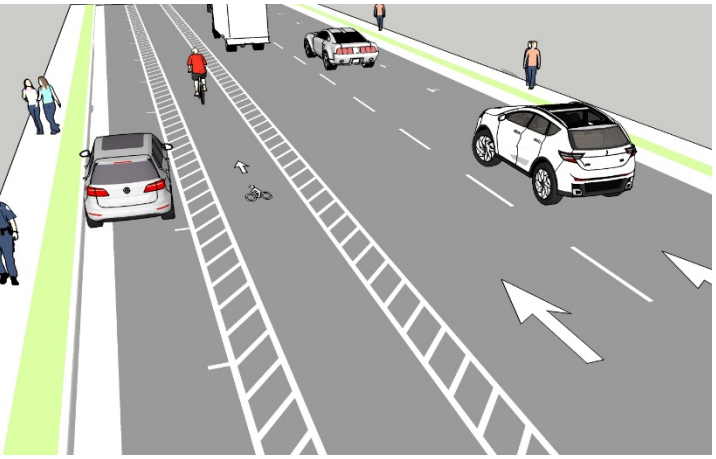
Although the eastern portion of the bicycle network within the CCSP area is highly connected, the western portion is relatively fragmented and lacking in bicycle infrastructure. Many east-west on-street bicycle lanes in Midtown do not extend west beyond 15th Street. There are also several discontinuous east-west on-street bicycle lanes beneath Business 80 in the eastern portion of the CCSP area. Other challenges within the existing bicycle network include in-street rail tracks that are difficult for bicyclists to navigate, one-way streets that make some bike trips longer or encourage sidewalk riding, insufficient bike parking, traffic signals coordinated to motor vehicle speeds and not bicycle speeds, the lack of a bike connection through Old Sacramento, and the frequency of two-way stop controlled intersections that do not adhere to NACTO guidance, which can impede the flow of cyclists and may encourage cyclists to disobey stop signs or other traffic control measures.

Implementing Actions

Development projects and public improvements within the CCSP area are required to comply with City of Sacramento policies, regulations, and standards. In regards to bicycle facilities, this includes modifications related to the implementation of buffered or separated bicycle facilities as called for in the CCSP.

The CCSP includes specific improvements related to the bicycle network that involve re-striping existing roadways to fill gaps in the existing bicycle network and provide a more complete system along the Sacramento and American Rivers consistent with adopted plans, provide new buffered bike lanes or separated bikeways, and establish a more complete low-stress bicycle network. Low stress bicycle networks are characterized as networks that provide connectivity between destinations; provide sufficient safety elements, such as dedicated bike lanes and physical barriers between bicyclists and vehicles; adequate traffic control devices, such as traffic signals or all-way stops; lower roadway speed limits; or proper directional signage. Low stress routes allow residents and visitors of all ages and abilities to complete many types of trips by bicycling, including trips to school, work, and errands, or for recreation. Additionally, the 2016 Bicycle Master Plan's Bikeway Facility Selection Guidelines will guide towards implementation of low stress bikeways.

Streets that have excess capacity and where a reduction in travel lanes are proposed can be reconfigured to accommodate on-street bike lanes where there are currently no bike facilities. These conversions are less costly than the two-way conversions, as they typically only require new pavement striping and signing. Separated/protected bikeway projects will also be implemented, and are similar to the buffered bike lanes, but include a vertical element, such as a curb, raised median, or bollards. Lastly, shared use paths will be added as part of the CCSP and are intended to be used by both bicyclists and pedestrians.



An example of a buffered/separated bikeway.

In addition to the following implementing action which will assist in the implementation of the proposed CCSP improvements, Implementing Actions M-2 through M-4, associated with revisions to the City's Design and Procedures Manual and wayfinding, also apply to bicycle facilities.

Implementing Action M-5

Bicycle Network Improvements. Implement proposed improvements to the bicycle network to accommodate future growth as shown on Figure 3.9-1.

Responsible Entity: Public Works Department
Timeframe: 2024-2028

3.9.3 TRANSIT NETWORK

The Sacramento Regional Transit District (RT) serves as the primary provider of local transit service in the CCSP area, which functions as the hub of RT's regional bus and rail networks. Region-wide as of 2017, RT operates 69 bus routes and 42.9 miles of light rail on three lines: the Blue Line, the Gold Line, and the Green Line. All three light rail lines converge in the Central City.

In addition to RT, numerous other transit providers offer commuter service to the CCSP area, including Yolo County Transportation District's Yolobus, Elk Grove Transit (e-Tran), Roseville Transit, El Dorado Transit, Yuba-Sutter Transit, Folsom Stage Lines, the San Joaquin Regional Transit District, and Amador Regional Transit. These commuter services utilize RT stops that are shared with local bus service.

Commuters to the CCSP area also have the ability to travel by intercity rail. The Sacramento Valley Station is located just north of I Street between 3rd Street and 5th Street. The station is served by two Amtrak California regional routes, the San Joaquin (Sacramento-Bakersfield), and the Capitol Corridor. The Capitol Corridor is an intercity passenger train service between San Jose, Oakland/San Francisco, and Sacramento/Placer County along a 170-mile rail corridor, and carries the vast majority of the passengers using the Sacramento Valley Station. The station is also served by two long distance Amtrak routes, the Coast Starlight (Seattle-Portland-Sacramento-Los Angeles) and the California Zephyr (Emeryville-Sacramento-Denver-Chicago). The RT Gold Line connects the Amtrak station to the Sacramento region's light rail transit network, and the station is also served by Amtrak intercity buses and local RT buses.

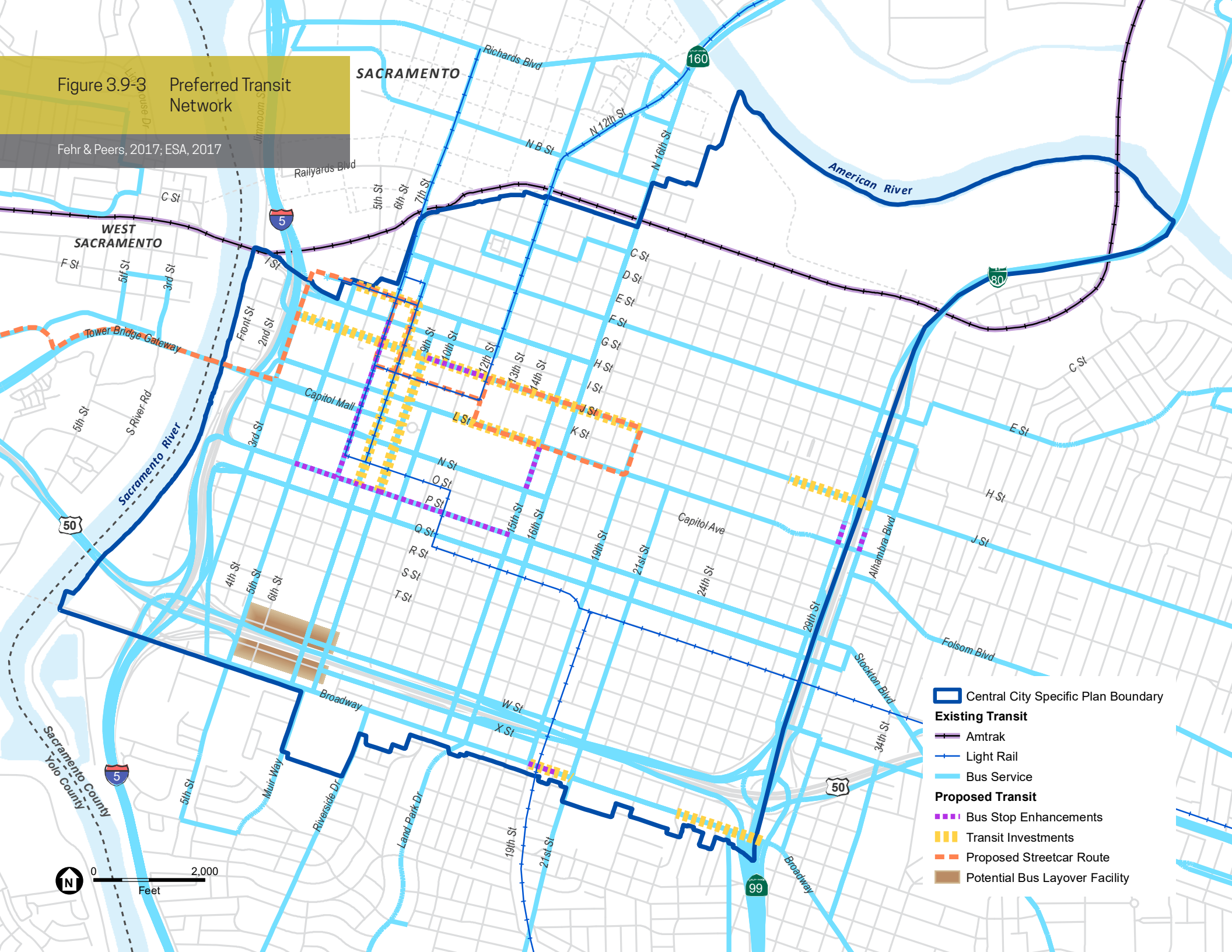
Streetcar

Sacramento neighborhoods were once connected by small electric transit vehicles (i.e. streetcars) that transported passengers between places that were beyond a comfortable walking distance but within reasonable distance to travel by streetcar. Since May 2006, the City of Sacramento has worked in partnership with the City of West Sacramento, the Sacramento Regional Transit District and the Yolo County Transportation District to plan a return of streetcars within the Central City. Benefits of the project include improved mobility, enhanced transit accessibility and connectivity, economic development, and improved air quality. Construction of the streetcar starter line is expected to begin in 2018, with a planned opening in 2020.

The 3.3-mile route will travel between the West Sacramento Civic Center and Midtown Sacramento, serving major Sacramento destinations in the Central City that include the Sacramento Valley Station, Golden 1 Center, and Sacramento Convention Center. Figure 3.9-3 displays the proposed streetcar route. Streetcar stops will be located every few blocks along the alignment to ensure convenient access for passengers. The streetcar alignment could include up to 19 planned stops in the CCSP area. Seven of these streetcar stops are located in close proximity to existing RT light rail stations to maximize travel distance on transit throughout the CCSP area and beyond.

Figure 3.9-3 Preferred Transit Network

Fehr & Peers, 2017; ESA, 2017



The streetcar will fulfill a vital role in the CCSP area transit network. Today, a variety of bus, light rail, and commuter rail services effectively carry passengers in and out of Sacramento's Central City. The addition of streetcar will complement the existing transit network by facilitating the expeditious movement of passengers within downtown itself improving transit service and local circulation, connecting employees to offices, visitors to event centers, and a growing number of Central City residents to their homes.

Challenges and Opportunities

There are many opportunities for transit use in the CCSP area to be integrated with the Sacramento Valley Station, the region's intercity passenger rail hub, and the proposed streetcar. In addition, all Regional Transit LRT service converges within the CCSP area, and numerous suburban transit providers provide commuter bus service to/from the Central City.

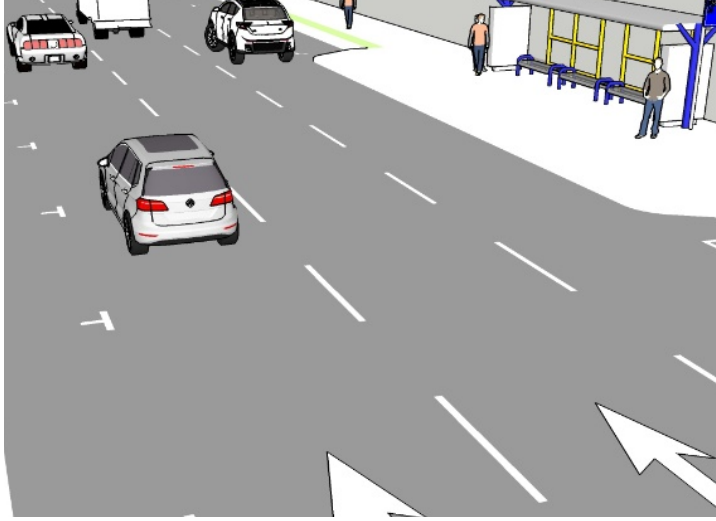
The existing dense, mixed-use urban framework of the Central City has the potential to generate substantial streetcar ridership during both peak and off-peak periods. The streetcar also provides an attractive mobility option for short-distance trips between proximate neighborhoods and destinations, and its integration with existing transit services provides opportunities to close gaps and improve connectivity to the region-wide transit network. The streetcar can also catalyze private investment in the CCSP area as development within walkable urban neighborhoods becomes more desirable.

Challenges related to transit in the CCSP area include the lack of existing high-quality circulator service for trips within the larger Central City. Bus routes within the Central City operate entirely in mixed-flow travel lanes. Funding constraints resulted in the elimination of the $1 Central City Fare in 2009, requiring riders to pay a full fare for all trips, and limited service (i.e. headways and hours of operation). Fare evasion has also been a problem. In addition, there is also a lack of pedestrian/bicycle network connectivity to select LRT stations within the CCSP area (e.g., the Broadway Station platform is only accessible from the north, there are no sidewalks on 29th Street or 30th Street adjacent to 29th Street Station) and a perceived deficiency of safety and security. Shared local/commuter bus stop locations with high levels of service experience stacking of buses that results in delays. The CCSP area also lacks a centralized midday layover location for commuter bus drivers. Lastly, routes are difficult to alter, making responsiveness to changes in demand a challenge.

Challenges of implementing the streetcar include potential right of way constraints and conflicts between the streetcar and other travel modes in shared right of ways. In addition, streetcar operations are subject to traffic congestion, slow operating speeds, and travel time delay in mixed-flow operations, which is a challenge for the system's reliability. Integration of the streetcar into the existing urban area could also require substantial relocation of utilities.

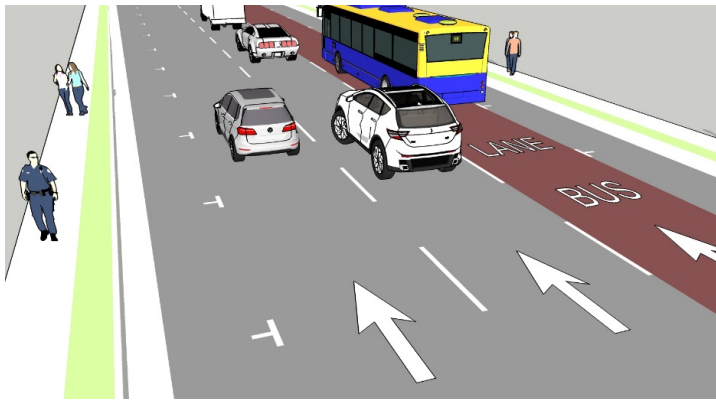
Implementing Actions

Development projects and public improvements within the CCSP area are required to comply with City of Sacramento policies, regulations, and standards. However, the highly urbanized nature of the CCSP area presents unique circumstances where modifications to the citywide standards may be required. In regard to transit, this includes modifications necessary to implement best practices related to in-street rail (i.e., light rail and future streetcar), dedicated transit lanes, and transit stop improvements.



An example of a bus stop enhancement.

Proposed transit improvements in the CCSP area are intended to enhance the operation of existing and future transit service in an effort to improve overall mobility, and include improvements such as bus stop enhancements and dedicated transit lanes. All of the proposed transit facilities will be created through a reduction in automobile traffic lanes or on-street parking, as acquisition of new right of way on streets in the CCSP area is considered not feasible. As such, there is a direct relationship between the proposed transit system and roadway network, as shown on Figure 3.9-4.



An example of a dedicated transit lane.

The reduction in automobile travel lanes will allow for the provision of dedicated transit lanes on streets where the number of transit vehicles is projected to exceed 70 during the peak hour. Non-transit vehicles would be prohibited from using these dedicated transit lanes unless they are turning right at an upcoming intersection or accessing a parking facility on the right side of the street.

In addition to the following implementing actions that assist in the implementation of the proposed CCSP improvements, Implementing Actions M-2 through M-4, associated with revisions to the City's Design and Procedures Manual and wayfinding, also apply to transit facilities.

Implementing Action M-6

Transit Network Improvements. Implement proposed improvements to the transit network to accommodate future growth as shown on Figure 3.9-4.

Responsible Entity: Public Works Department/ Sacramento Regional Transit District
Timeframe: 2024-2028

Implementing Action M-7

Centralized Layover Facility. Create centralized layover facility with driver amenities for commuter buses.

Responsible Entity: Public Works Department
Timeframe: 2018-2019

3.9.4 ROADWAY NETWORK

The high level of roadway network connectivity found on the Grid allows streets within the CCSP area to function as an adaptable system, able to accommodate significant levels of travel demand. The presence of one-way couplets contributes to creating a hierarchy of roadways, with arterials handling the highest levels of demand, and local streets handling the lowest levels of demand. Roadways within the CCSP area typically have low posted speed limits of 30 mph or less.

Challenges and Opportunities

Due to the numerous potential travel paths between two points in the CCSP area, the system disperses motor vehicle traffic throughout the area. Motorists benefit from being able to easily adapt their travel path to a nearby parallel route, lowering both the amount of delay experienced by the individual as well as others using the system. The system of gridded streets provides a high level of vehicular accessibility and allows for redundancy during congestion-causing events. The CCSP area also has one-way arterial streets that are able to handle high traffic flows to and from the regional freeway system, with coordinated signal timing plans providing for efficient vehicle progression along key arterial routes. This is supplemented by an extensive system of east-west alleys that enhance access to parcels (as well as utility maintenance/ repair and garbage collection vehicles) while limiting the number of curb cuts, resulting in improved vehicular flow.

Challenges in the CCSP area include the three major freeways that bisect the area, creating both physical and psychological barriers to access and mobility. There are a limited number of bridges across the American River and Sacramento River, which result in high traffic volumes and congestion on existing crossings, which reduces mobility. Gateways to/from freeways within the CCSP area experience the highest levels of congestion. Half-street closures installed within the northern portion of Midtown pose challenges to wayfinding and local access and result in the concentration of traffic on select residential streets. There are also other street abandonments and closures in portions of the CCSP area City that have resulted in gaps within the Grid, resulting in reduced vehicular access and concentration of traffic on adjacent streets.

There is little opportunity to provide for additional vehicle capacity in the CCSP network, and reductions in vehicle lanes, additional crossings, and additional light rail and streetcar service and frequency will further reduce capacity for moving automobiles. Additional technological improvements and better opportunities for non-automobile mobility will be needed to allow for continued vehicle movement in connection with future growth.

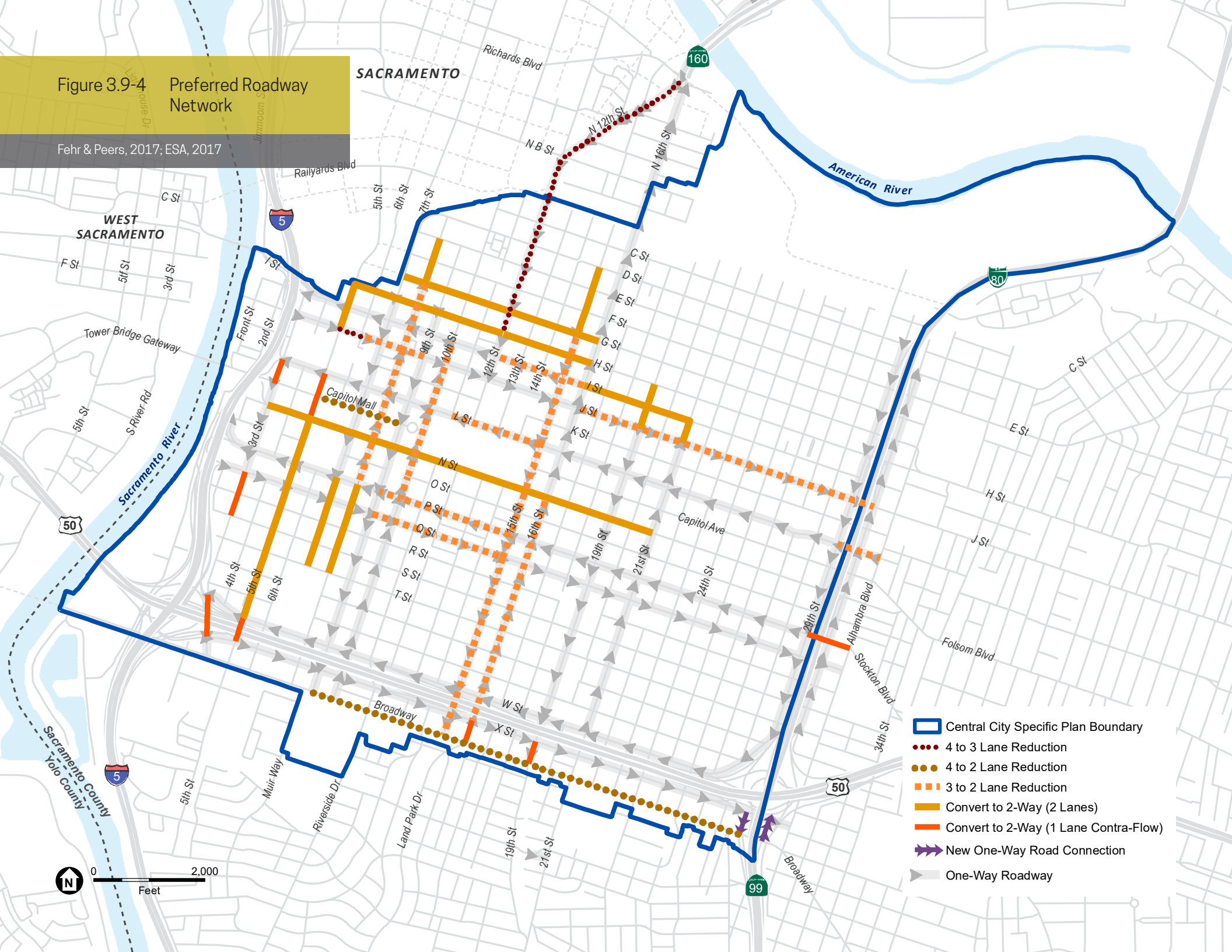
Implementing Actions

Development projects and public improvements within the CCSP area are required to comply with City of Sacramento policies, regulations, and standards. However, the highly urbanized nature of the CCSP area presents unique circumstances where modifications to the citywide standards may be required.

The roadway network improvements proposed as part of the CCSP primarily involve re-striping existing roadways, adding a few blocks of new roadway, converting one-way streets to two-way streets, and providing lane reductions along specific travel corridors. The proposed roadway network is shown on Figure 3.95. These roadway improvements will enhance and facilitate increased movement in the CCSP area.

Figure 3.9-4 Preferred Roadway Network

Fehr & Peers, 2017; ESA, 2017



In addition to the following implementing action that assist in the implementation of the proposed CCSP improvements, Implementing Actions M-2 through M-4, associated with revisions to the City's Design and Procedures Manual and wayfinding, also apply to roadway facilities.

Implementing Action M-8

Roadway Network Improvements. Implement proposed improvements to the roadway network to accommodate future growth as shown on Figure 3.9-5.

Responsible Entity: Public Works Department
Timeframe: 2024-2028

3.9.5 PARKING MANAGEMENT

Within the Central City area during a typical weekday, on-street parking is over 85 percent occupied and about 45 percent of blocks are fully occupied, with highest parking demand in Old Sacramento and the areas surrounding the State Capitol.

In the future, it is anticipated that increases in the supply of parking will lag behind economic growth. The amount of on-street parking is essentially capped, and recent zoning changes require fewer parking spaces for development than what has been historically provided. Some existing and future demand will be ameliorated by shifts to non-automotive modes (transit, walk, bike), influenced by expanded alternative mode networks, mixed-use development, and more residences in the CCSP area. Parking demand is also expected to increase on evenings and weekends, as land use changes continue to transform portions of the CCSP area from employment-oriented districts to a mixed-use area.

Parking management is essential to controlling parking supply and demand to balance the diverse needs of the City and users. This involves prioritizing parking according by type of user (e.g., employees, shoppers, event attendees, residents, tourist, etc.) by location, time of day, parking duration, and cost. Emerging smart parking technologies (e.g., real time supply/demand information, wayfinding/navigation, parking apps, online reservations, etc.) can improve user satisfaction while mitigating impacts.

Challenges and Opportunities

There is ample existing parking supply that exceeds demand in most areas during most time periods. Additionally, there are emerging smart parking technologies, user interfaces (e.g., apps, online reservations, wayfinding, etc.), and real-time data to support parking management decisions, as well as the opportunity to share parking supply by time of day for different user groups (e.g., daytime employees, evening event attendees).

The challenge will be to accommodate the automobile and its parking needs, while encouraging non-automotive modes. Another challenge will be to provide ample parking at a reasonable cost to support business and economic development. As the City increases its nightlife activity, it will require managing the system on a 24/7 basis, with expanding metered areas and times. Other challenges to parking management in the CCSP area include determining the roles of the public versus the private sector in parking supply and operations, bringing in sufficient revenue to maintain parking structures, and balancing the flexible management of on-street parking versus City codes and regulations.

Expected electric vehicle market growth will also cause a demand for additional electrified parking spaces in the CCSP area. Building codes now require electric vehicle charging infrastructure. The addition of electrical equipment (charging stations and related facilities) to accommodate charging demand may also need to be housed in parking areas.

The long term implementation of autonomous vehicles will also have an impact of parking access by reducing parking pressure. Long-term shift toward rideshare and a reduction in single person car ownership should help reduce parking requirements.

Implementing Actions

Effective parking management involves ongoing collection of information, analysis of that information, and developing actions and strategies to achieve the City's parking goals and objectives, which are structured to meet the overall General Plan goals of developing and maintaining an integrated, multi-modal transportation system. Within the highly urbanized CCSP area, parking management involves the implementation of innovative parking strategies to assist economic development, improve the quality of life in neighborhoods, and address environmental concerns, all at the same time. The City is specifically encouraging dense, mixed-use development that increases multimodal travel and reduces the need for automobile parking. Mixed-use development also increases shared parking during peak and off-peak periods.

The City has implemented tier-based pricing for on-street parking in some areas and the option to reserve event parking to better manage demand during peak periods. Parking supply maximums have also been designated for certain developments, while keeping in mind that a balance in supply must be maintained amongst the development. As new buildings are added that may increase parking needs, it is important that this does not result in a higher parking demand on the street. Evolving market forces such as the increased presence of Transportation Network Companies (i.e. Lyft, Uber, etc.) place greater importance on curb space management and potentially reduce the need for parking. By properly managing parking inventory, the City will balance the competing parking needs and desires of residents, employees, business owners, and visitors. Appropriate parking for all users will be provided through a balance of location, time, and cost. Emerging smart parking technologies may also improve user satisfaction, increase efficient utilization, and mitigate environmental impacts.

In addition to the following implementing action, Implementing Actions M-3 and M-4, associated with wayfinding, also apply to parking facilities. Estimation on the impacts of autonomous vehicles would help determine if parking pressure will be reduced over the next two decades. Additional parking facility electrification should also be added into the overall plan.

Implementing Action M-9

Parking Demand Monitoring and Management. Actively monitor parking demand and manage CCSP parking supply to achieve the goals and objectives of the General Plan, CCSP, and Central City Parking Master Plan.

Responsible Entity: Public Works Department, Parking Services Division
Timeframe: Ongoing

Implementing Action M-10

Parking Supply Inventory. Review green, yellow and white curbs to see if those areas are still being utilized as intended. If not consider converting to on street parking spaces to increase the supply of parking in the plan area.

Responsible Entity: Public Works Department, Parking Services Division
Timeframe: 2019-2021

Implementing Action M-11

Old Sacramento Parking. Update parking requirements for Old Sacramento to be included in the Central Business District parking district.

Responsible Entity: Community Development Department
Timeframe: 2019-2020

3.9.6 ALLEY ACTIVATION

Most of the CCSP area's 38 miles of alleys currently fulfill a utilitarian role. By accommodating the more unsightly aspects of urban life, alleys help to maintain a more aesthetically pleasing street front and experience for pedestrians and bicyclists. In addition to aesthetic benefits, alleys also provide access for emergency services and assist with reducing the number of curb cuts along roadways, which enhances safety for bicyclists and pedestrians on the street network.

Although alleys may often host less visually appealing elements, they are receiving increasing attention as the CCSP area continues to grow. As available space in the Central City declines, efficient use of what is left becomes more important. Due in part to this phenomenon, developers in the CCSP area have started building homes and storefronts that are accessed via alleys.

This trend has started a conversation in Sacramento about how to "activate" alleys, and make them a more desirable place to travel or spend time.

Challenges and Opportunities

The alleys available across the CCSP area provide a substantial opportunity for increased residential and non-residential frontages, and their ubiquity allows for nearly the entire CCSP area to benefit from this asset. These alleys connect to a vast network of streets and, similarly, a diverse range of land uses, and as a result, these potential frontages could develop unique connections throughout the Central City depending on the adjacent land uses and development standards. In addition to their vast presence in the CCSP area, alleys can also easily integrate into the urban framework and connect with many of the plan area's various attractions and amenities.

However, as alley activation occurs, the City will face the challenge of maintaining the utilitarian capabilities of the alleys and complying with ADA policies and standards within the confined right of way. These alleys currently serve key automobile roles, largely as access to parking for homes and businesses, and the City will need to strike a balance between these automobile needs and the activation strategies that may restrict alley circulation and automobile movement.

Implementing Actions

The City's Central City Urban Design Guidelines was updated concurrent with adoption of the CCSP to account for and implement the Specific Plan vision, goals and policies including the design guidelines for alley activation. However, subsequent planning and detail on alley activation is required, and the following implementing action focuses on this subsequent action.

Implementing Action M-12

Alley Activation Program. Create an alley activation program that makes alleys a more desirable place to travel or spend time, while balancing their utilitarian function with the need for more efficient use of remaining land within the Central City and other portions of the City. The alley activation program will outline:

- A clear process for which a property owner or business owner would have to follow in order activate an alley.
- The types of alley activation the City would like to see implemented that include but are not limited to:
    - Green Alleys that incorporate sustainable infrastructure
    - Residential Alleys that support and provide access to adjacent residences
    - Shared Alleys that prioritize movement of pedestrians
    - Vibrant Commercial/Mixed Use Alleys that provide a destination for visitors, employees and residents including businesses that face the alley.
- The specific strategies that can be used to activate an alley that includes but not limited to:
    - Designate select alleys as pedestrian malls that permit vehicular travel
    - Development that fronts onto alley
    - Lighting enhancements – may include pedestrian-scale lighting, overhead lighting, or decorative lighting (e.g., string lights)
    - Public art
    - Landscaping – street trees, gardens, raised planters, etc.
    - Pedestrian/bicycle amenities – benches, trash receptacles, bike racks, etc.
    - Decorative paving
- Priority alleys to be activated.
- Incentives for alley activation projects.
- Maintenance strategy and funding sources

Responsible Entity: Public Works Department, Community Development Department
Timeframe: 2018-2020

3.10 UTILITIES

Adequate and reliable public and private utilities including water, wastewater, storm drainage, electricity, telecommunications, and street lighting are necessary for providing a high quality of life. It is also an important consideration in attracting developers, residents, and businesses to the CCSP area. As development and revitalization occur, the demands on the existing public utilities systems will increase and the systems will need to be improved and expanded over time. The following establishes actions and improvements for utilities to advance the vision, goals, and policies of the CCSP.

Utility Goals

U.1	**Utilities:** Provide adequate utility infrastructure and services to meet the needs of new and existing development in a reliable, efficient, and environmentally responsible manner.

3.10.1 UTILITY POLICY

U.1.1 **Infrastructure Improvements.** Support the implementation of infrastructure improvements related to water, the Combined Sewer System, Drainage (Basin 52), electricity, natural gas, telecommunications, and street lights, and reflect the prioritization, as shown in on Figures 3.10-1 to 3.10-22 to adequately serve development in the Central City.

U.1.2 **Water Supply.** Maximize water conservation, and implement new water diversion, treatment and groundwater pumping as needed to ensure sufficient water supply.

U.1.3 **Combined Sewer System and Drainage (Basin 52) System Capacity.** Require that new development manages wastewater, drainage and dewatered groundwater to not exceed existing CSS and Basin 52 system capacity.

U.1.4 **Joint Utility Trench.** Encourage the use of common joint utility trenches for extension of electric, telecommunications, and gas conduits and mains with development.

U.1.5 **Upgraded Utility Lines.** Support the extension of upgraded utility lines to serve not only a single development project, but other nearby sites that can provide opportunities for housing to share the costs of necessary utility upgrades.

U.1.6 **Rate Payer Funds.** Support the matching of City utility rate payer funds to the extent possible with development upgrades that also improve existing service.

U.1.7 **Agency Coordination.** Continue to coordinate closely amongst internal City transportation and utility infrastructure departments, as well as with public utility providers (e.g., SMUD, AT&T) to successfully upgrade existing infrastructure systems.

U.1.8 **Low Impact Drainage (LID) and Green Infrastructure Measures.** Encourage the implementation of low impact drainage (LID) and green infrastructure measures in projects to limit or reduce any increases in storm drainage flows into either the Combined Sewer System and/or the Basin 52 Drainage system.

U.1.9 **Storm Drainage Services.** Ensure new development has adequate storm drainage services and current service levels are maintained.

U.1.10 **Alley Lighting.** Continue to work with SMUD to improve alley lighting, where feasible, through the use of SMUD poles and other means such as building installed fixtures.

U.1.11 **Improved Street Lighting.** Continue to pursue funding to fill in the gaps for street and corridor lighting, and connect "dark" streets to major amenities in order to provide better lighting and improved pedestrian safety.

U.1.12 **WIFI Service.** Continue to work with local telecommunication providers to provide free WIFI service in public locations in the Central City.

U.1.13 **Public Utility Easements.** In cases when buildings are setback more than 12 feet from the property line, new development should dedicate a public utility easement in order to provide additional space for utilities.

U.1.14 **Telecommunication Tower Siting.** Work with cell providers to create unique solutions to free standing cell towers.

3.10.2 WATER

Existing Conditions

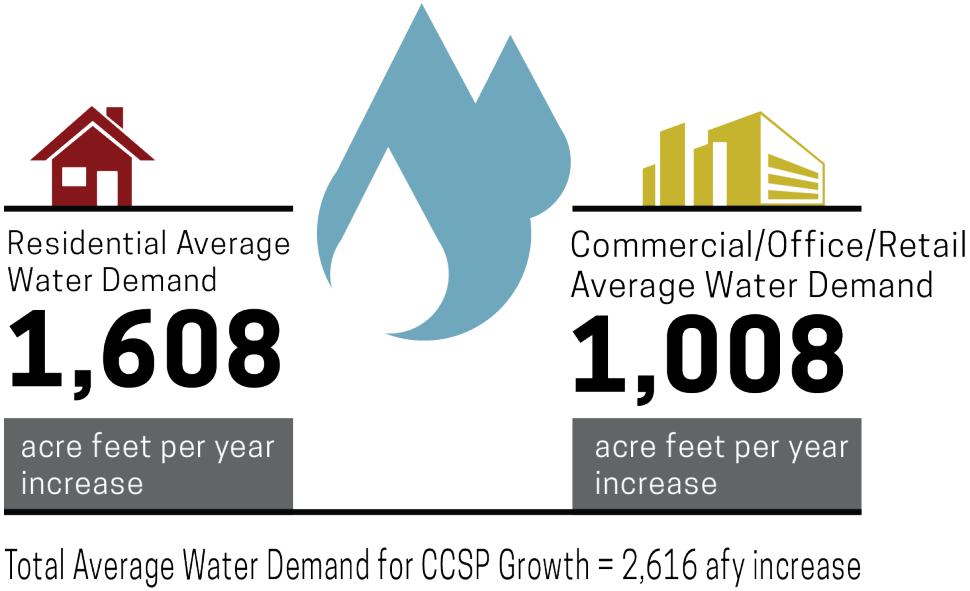
The City of Sacramento provides domestic water to the CCSP area, and utilizes both surface water and groundwater to meet the water demands. The City treats surface water diverted from the Sacramento and American Rivers through the Sacramento River Water Treatment Plant (SRWTP) and the E.A. Fairbairn Water Treatment Plant (FWTP), respectively. Additionally, the City extracts groundwater from both the North Sacramento and Central Sacramento basins. The current reliable water production capacity is approximately 280 million gallons per day (mgd). The CCSP area is generally served by several major transmission mains ranging in size from 14-inch to 42-inch in diameter together with an extensive system of service mains ranging in size from 6-inch to 12-inch in diameter. Incremental upsizing of the existing mains has been performed over the years as development in the CCSP area has occurred.

Water Demand

The total additional water demand from anticipated residential and non-residential growth under the CCSP is shown below.

Challenges and Opportunities

Much of the water system mains within the CCSP area are cast iron pipelines, which have demonstrated a history of problems associated with mains reaching the end of their useful life. Continued replacement/upsizing of the cast iron mains, and the smaller 6-inch and 8-inch mains is envisioned in order to provide adequate domestic water needs and meet current regulations for fire suppression. Assessment and prioritization of rehabilitation of the distribution system in the CCSP area is currently in the beginning stages as part of the City Department of Utilities asset management program.



The City Department of Utilities has an active Capital Improvement Program (CIP) for maintaining and upgrading the water supply system. The implementation of the water improvements necessary to serve a specific project site is typically the responsibility of future developers. The City's policy is to require the developer to construct any infrastructure necessary to support the project in question without compromising service or water quality to the project area. The current City policy could prove burdensome to a smaller developer whose project exceeds the capacity of the water system.

Implementing Actions

The infrastructure improvements required to serve all new development will need to meet current City standards. Looped water main systems are typically required due to the unreliability of dead end mains, and the potential for water quality problems as a result of stagnant water. Additional water main installation may also be required depending on the existing system layout. All new water services are required to be metered.

The plan for the CCSP area is to upgrade the existing water system supply grid to serve the sites that can provide opportunities for housing, entitled planning projects, and commercial/office only sites with adequate water for both domestic and fire suppression needs. The existing water system will require strategic upgrades to serve the proposed projects. Extensions of the existing distribution main system is envisioned to provide adequate service to the future development within the CCSP area. The proposed extensions of the existing service main system will be accomplished using a combination of new 8-inch and 12-inch water mains. The proposed water system improvements together with the CIP projects and future water transmission mains are depicted in Figures 3.10-1 through 3.10-4.

The sites that can provide opportunities for housing, entitled planning projects, and commercial/office projects are located throughout the CCSP area. However, in some areas, especially along the some of the major commercial corridors, these sites are more clustered together. This clustering creates an opportunity for strategic infrastructure improvements in these areas to remove constraints that would be burdensome for a single development. Of the proposed infrastructure improvements in the CCSP area, there are six locations that have been as Priority Investment Areas where the concentrations of development would benefit from focused infrastructure investments. These Priority Investment Areas are depicted in Figures 3.10-5 through 3.10-10.

The following action will assist in the implementation of the proposed CCSP water improvements.

Implementing Action U-1

Water System Improvements. Implement proposed improvements to the existing water system in order to accommodate future growth as shown on Figures 3.10-1 through 3.10-4. Identify how these improvements can be funded and implemented in order to improve the system and serve as a catalyst for future development.

Responsible Entity: Utilities; Community Development Department
Timeframe: Ongoing

Figure 3.10-1 Water Mains–NW Portion of CCSP Area

NV5, 2017

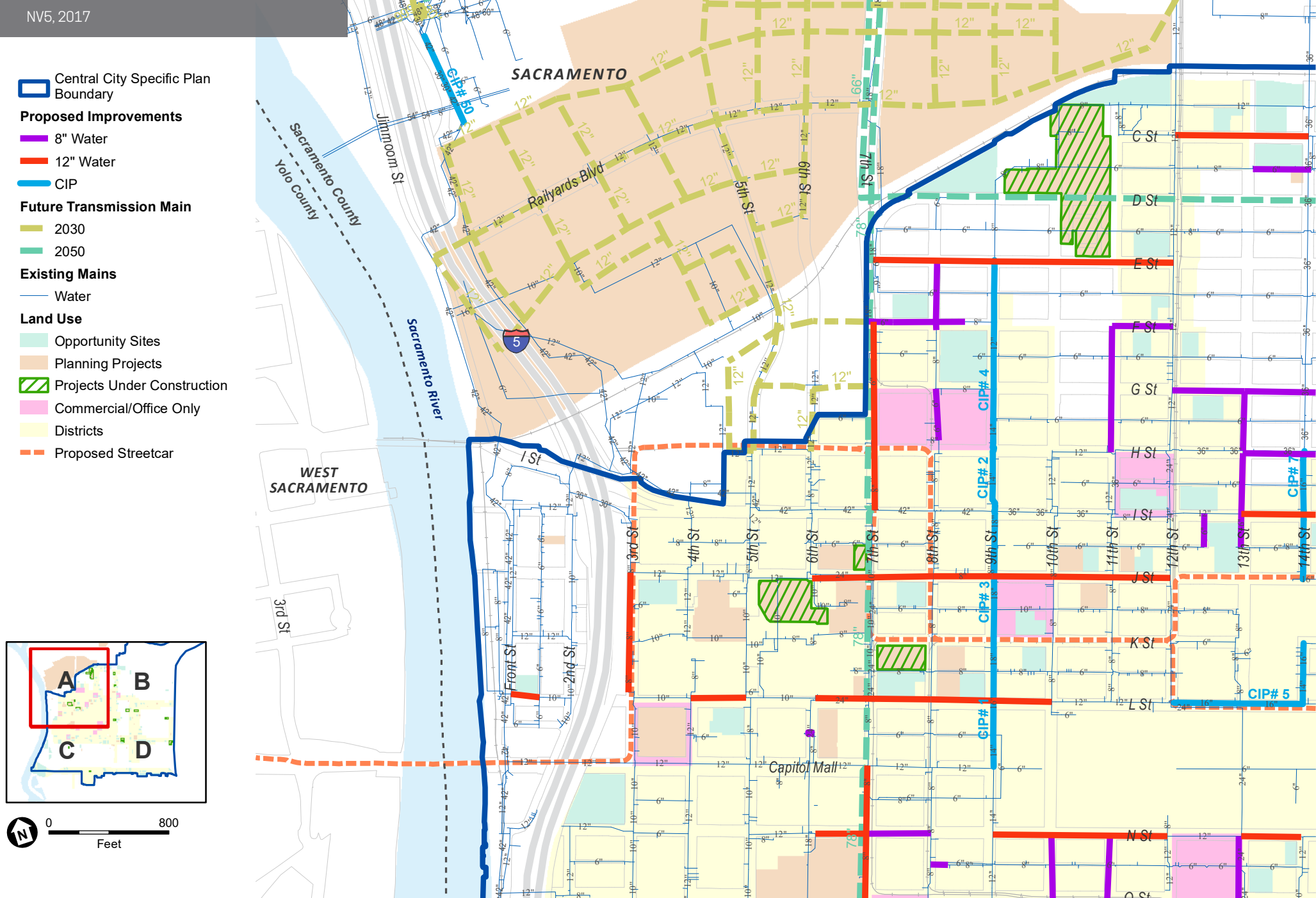


Figure 3.10-2 Water Mains–NE Portion of CCSP Area

NV5, 2017

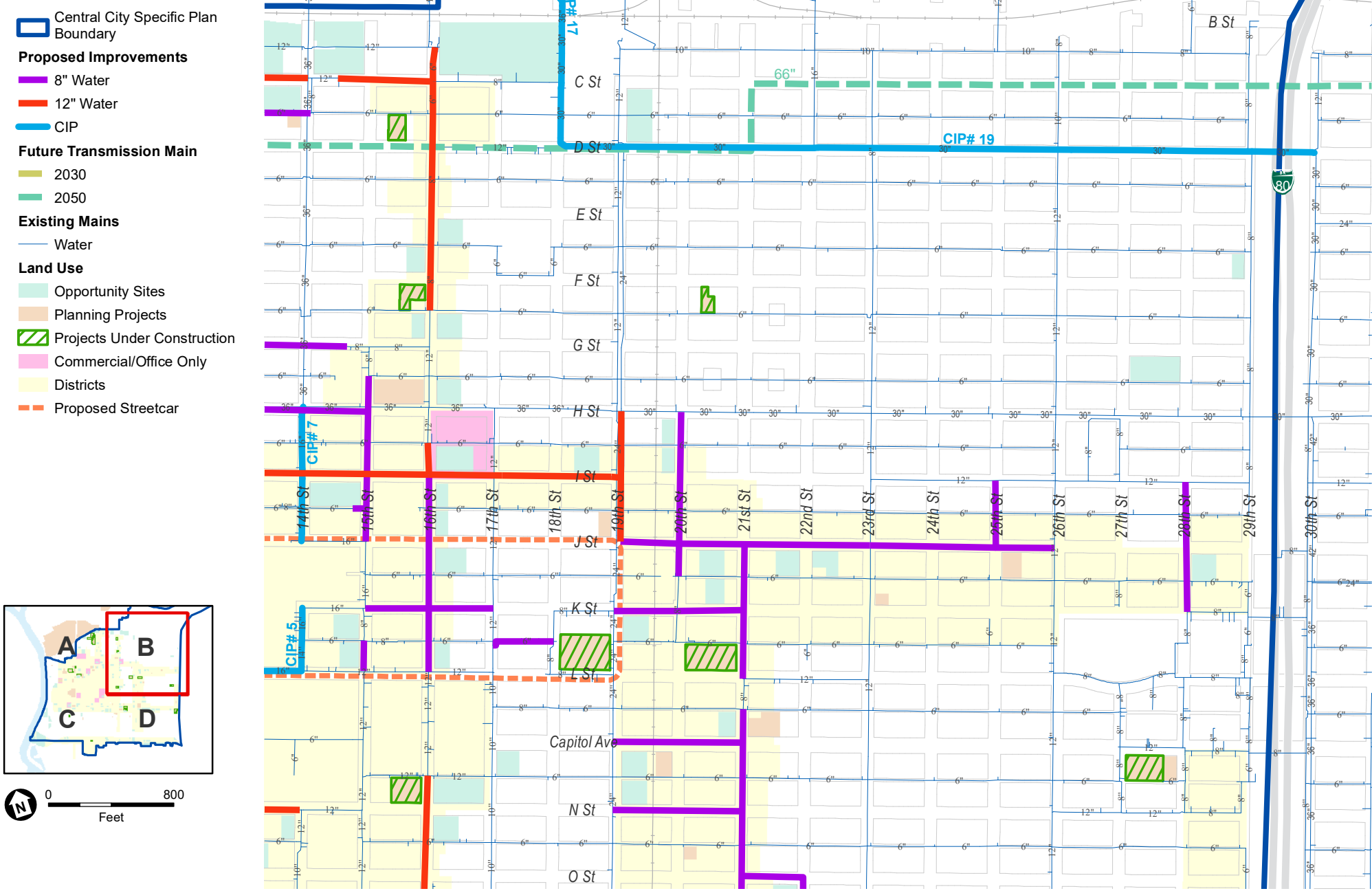


Figure 3.10-3 Water Mains–SW Portion of CCSP Area

NV5, 2017

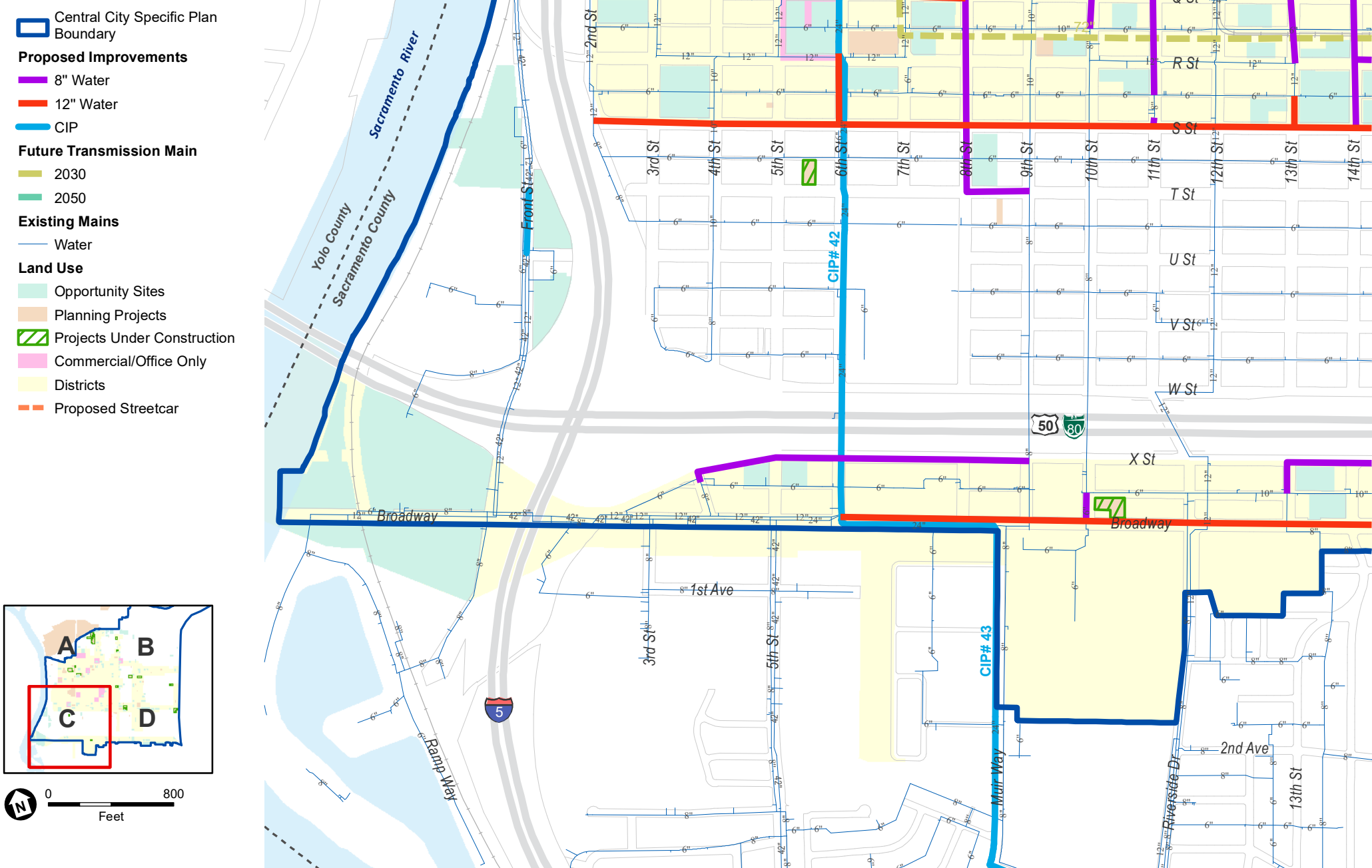


Figure 3.10-4 Water Mains–SE Portion of CCSP Area

NV5, 2017

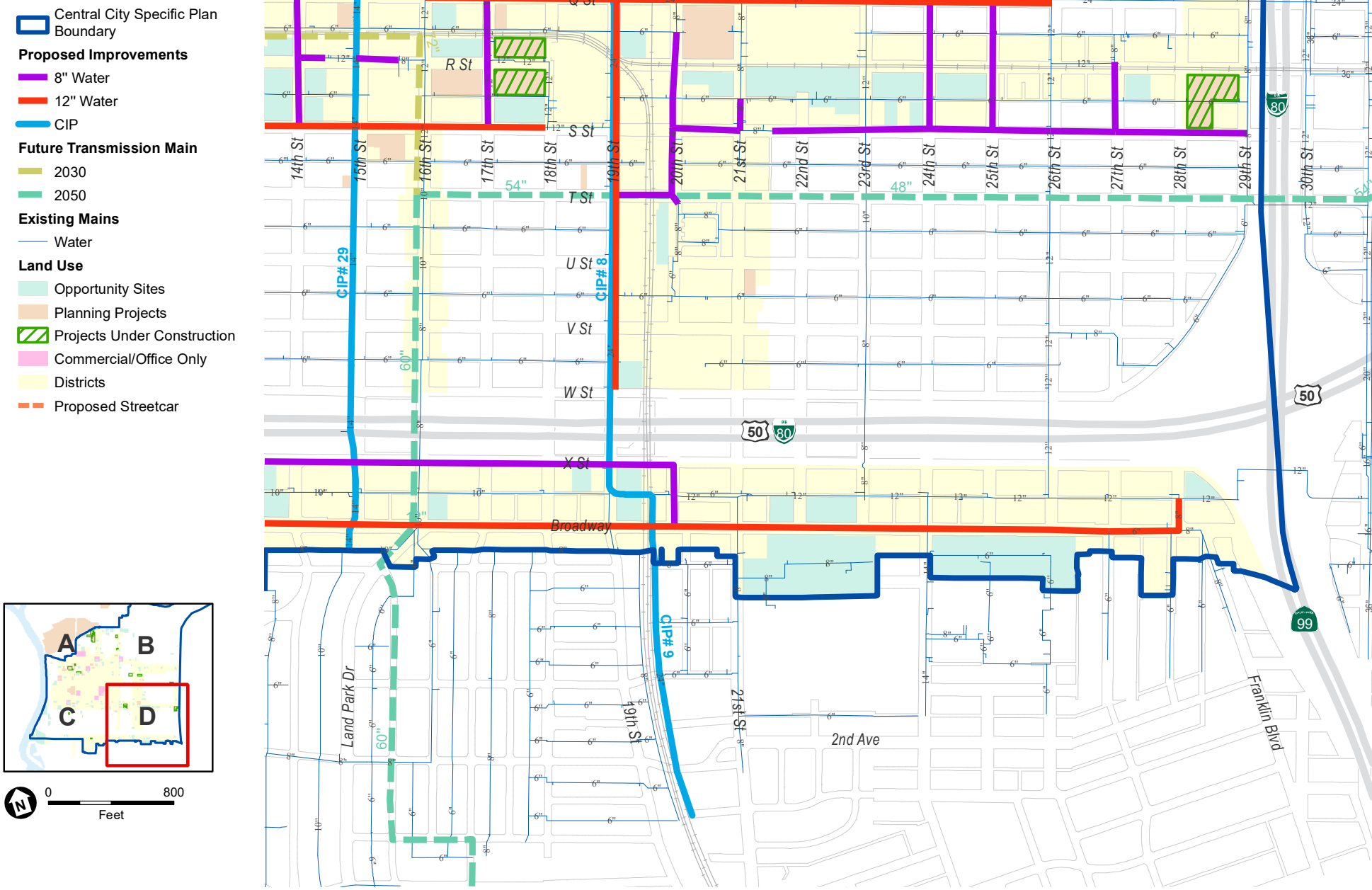


Figure 3.10-5 Priority Investment Area 1

NV5, 2017

Central City Specific Plan Boundary
Priority Investment Area

Street Lights
- Ornamental

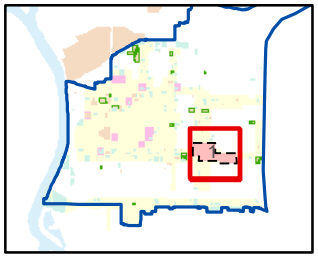
Wastewater and Storm Drainage
- CIP
- CSSIP Sewer Pipes
- CSS Development Specific
- 3rd Street CSS
- Basin 52-Alternative 2

Water Mains
- 12"
- 8"
- CIP

Future Transmission Main
- 2030
- 2050

SMUD
- New Overhead Line
- New Underground Line
- Reconductor OH Line
- New UG Line Alt.2

Land Use
- Opportunity Sites
- Planning Projects
- Projects Under Construction
- Commercial/Office Only
- Districts
- Basin 52
- Proposed Streetcar



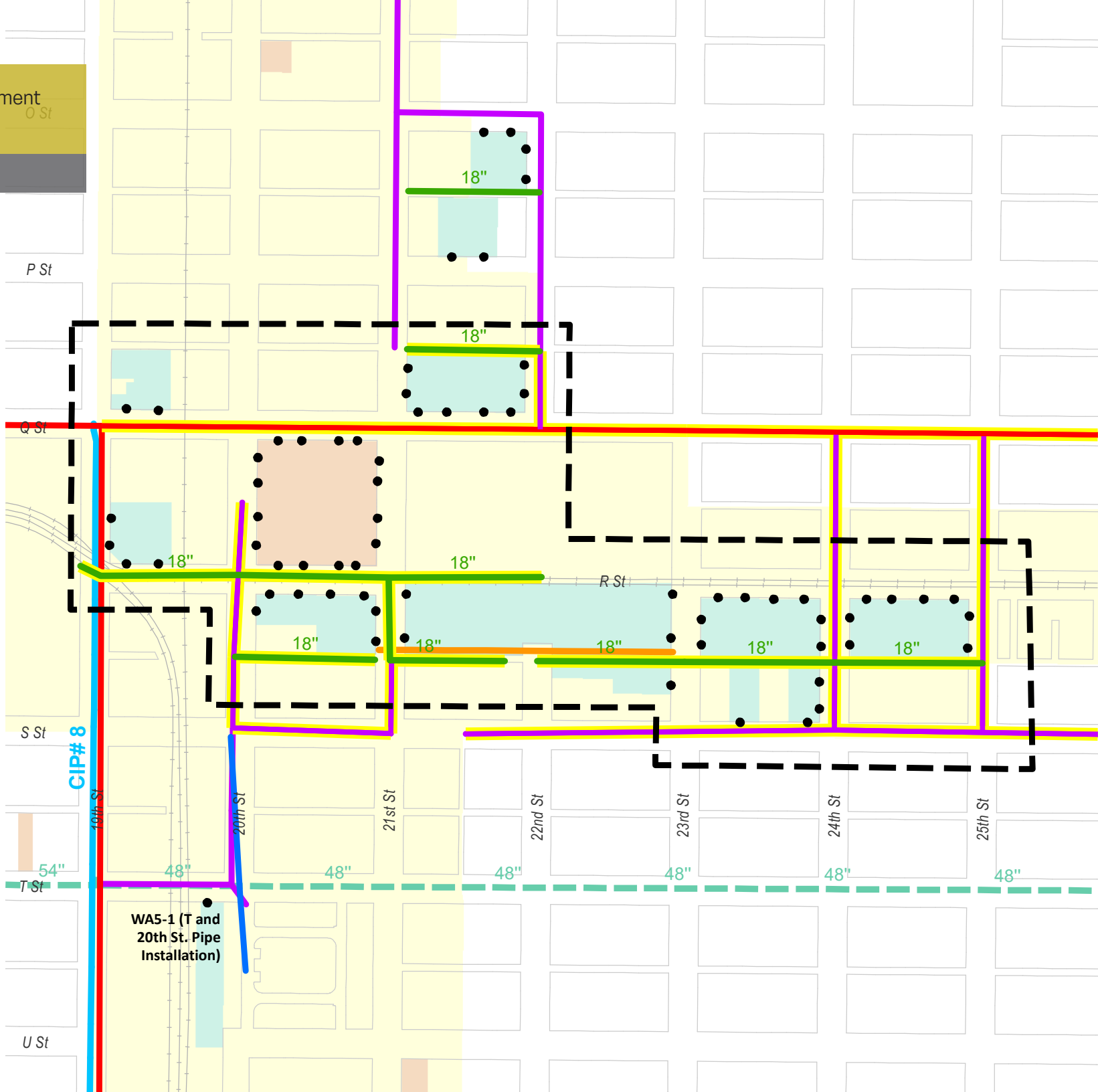


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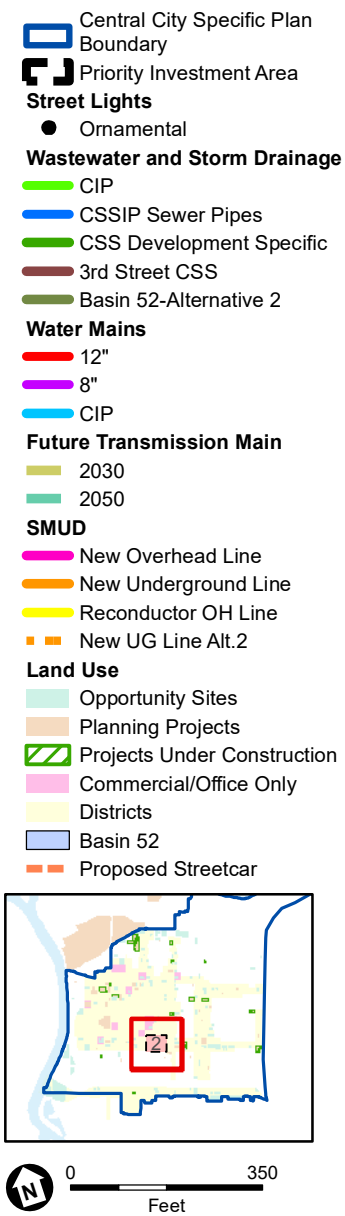
Figure 3.10-6 Priority Investment Area 2

NV5, 2017



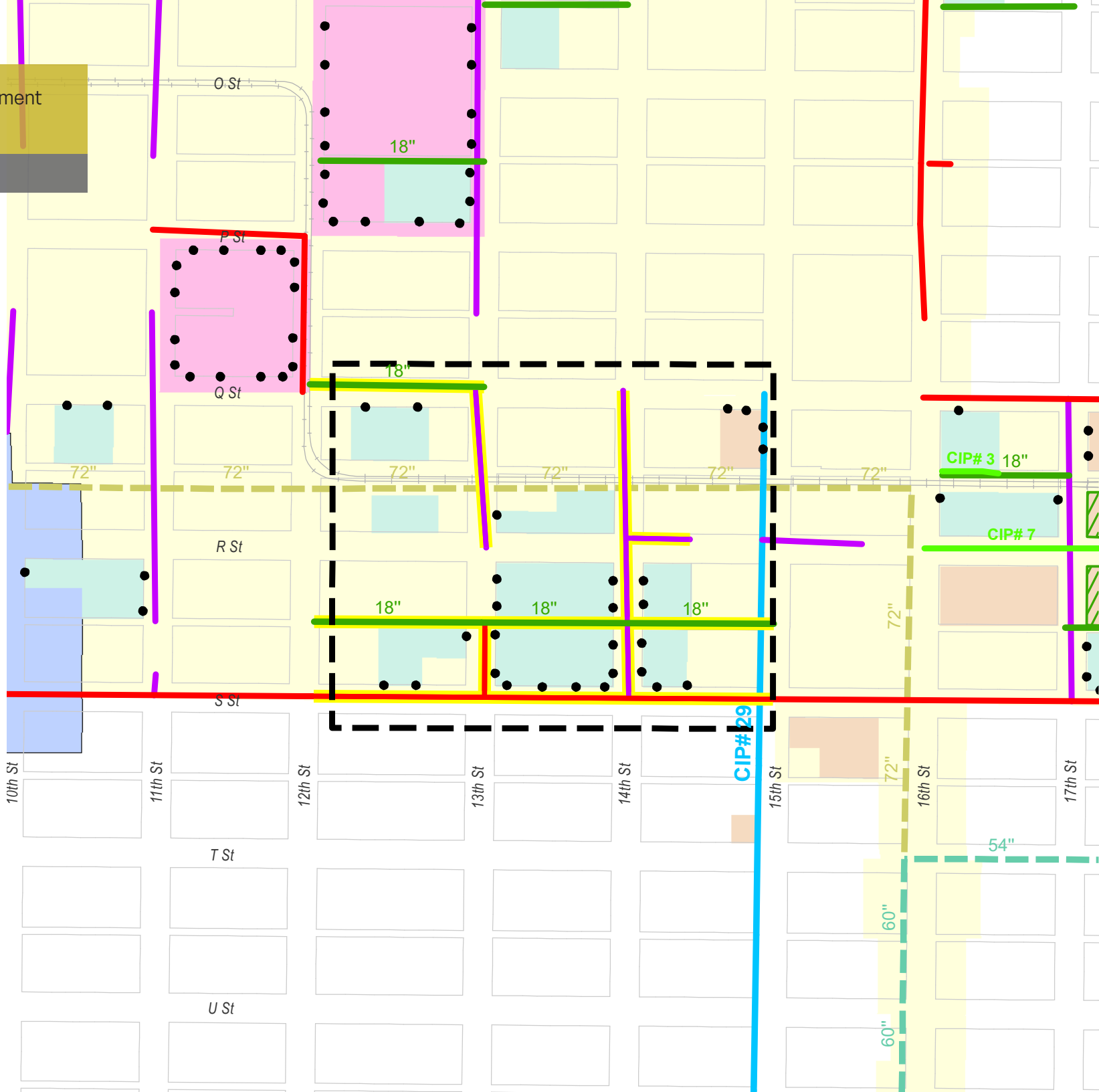


Figure 3.10-7 Priority Investment Area 3

NV5, 2017

Central City Specific Plan Boundary
Priority Investment Area

Street Lights
- Ornamental

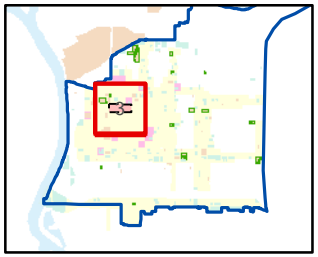
Wastewater and Storm Drainage
- CIP
- CSSIP Sewer Pipes
- CSS Development Specific
- 3rd Street CSS
- Basin 52-Alternative 2

Water Mains
- 12"
- 8"
- CIP

Future Transmission Main
- 2030
- 2050

SMUD
- New Overhead Line
- New Underground Line
- Reconductor OH Line
- New UG Line Alt.2

Land Use
- Opportunity Sites
- Planning Projects
- Projects Under Construction
- Commercial/Office Only
- Districts
- Basin 52
- Proposed Streetcar



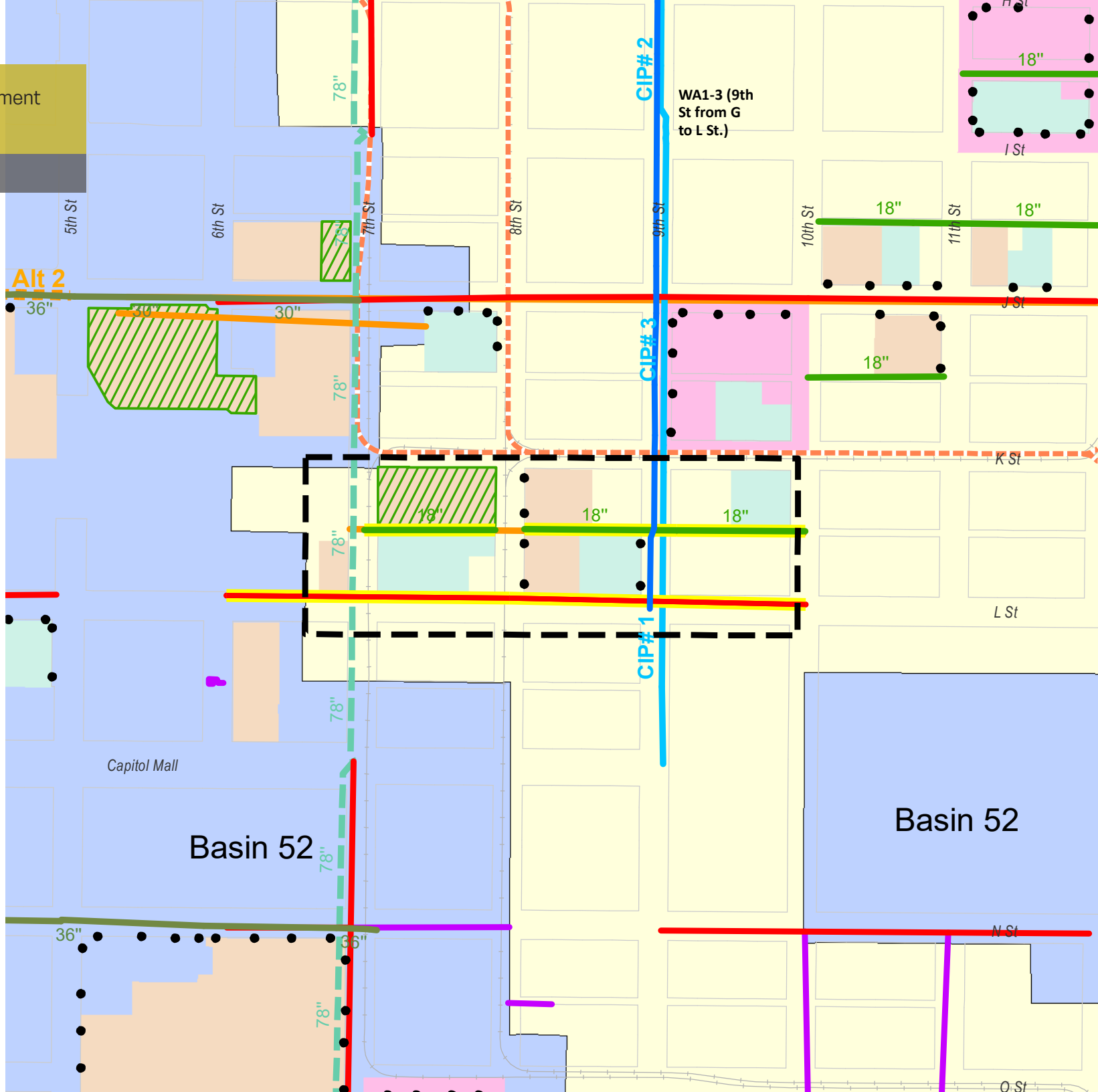


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Figure 3.10-8 Priority Investment Area 4

NV5, 2017

Central City Specific Plan Boundary
Priority Investment Area

Street Lights
- Ornamental

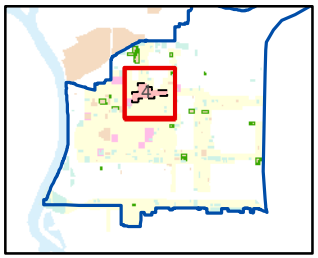
Wastewater and Storm Drainage
- CIP
- CSSIP Sewer Pipes
- CSS Development Specific
- 3rd Street CSS
- Basin 52-Alternative 2

Water Mains
- 12"
- 8"
- CIP

Future Transmission Main
- 2030
- 2050

SMUD
- New Overhead Line
- New Underground Line
- Reconductor OH Line
- New UG Line Alt.2

Land Use
- Opportunity Sites
- Planning Projects
- Projects Under Construction
- Commercial/Office Only
- Districts
- Basin 52
- Proposed Streetcar



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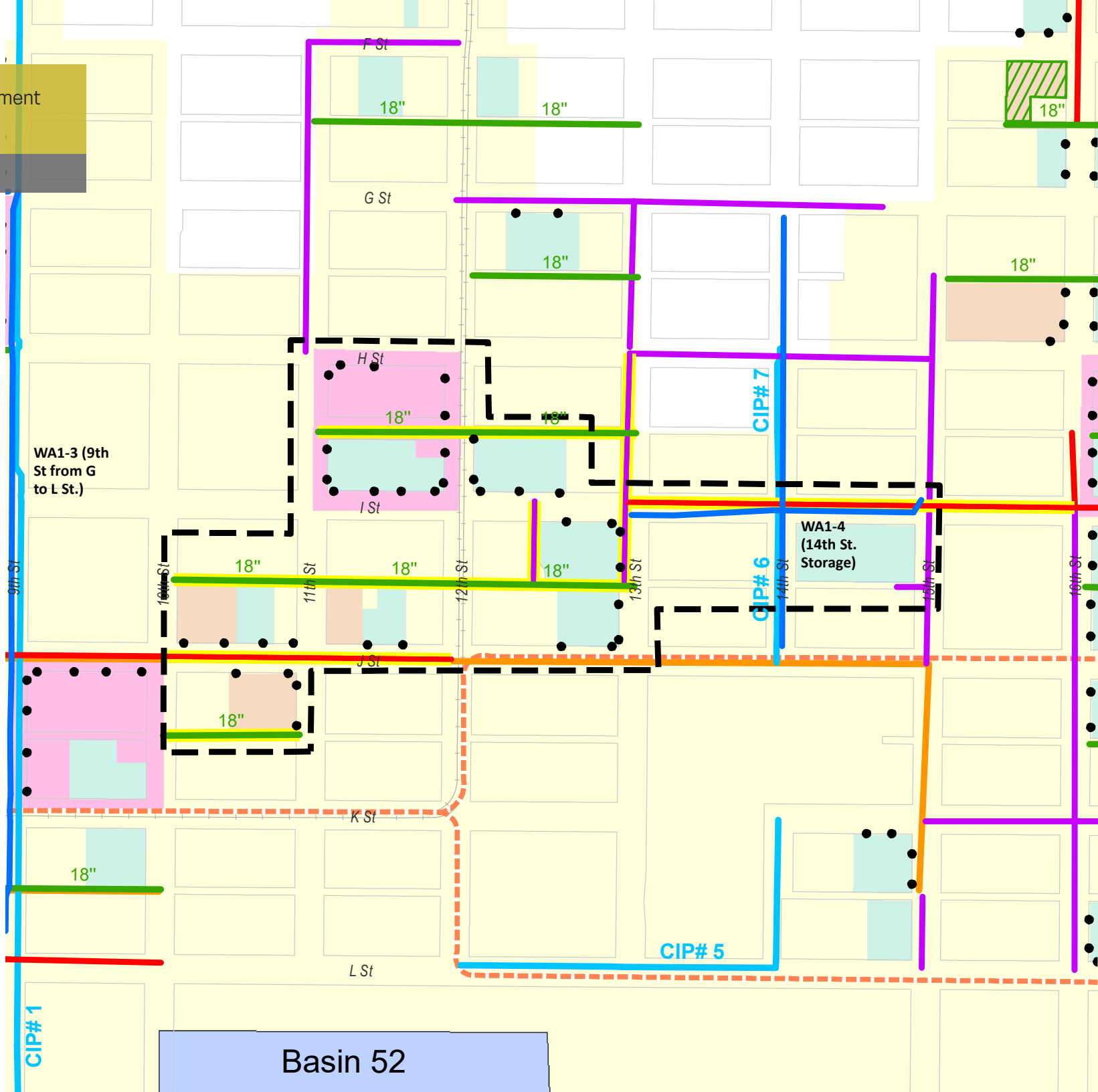


Figure 3.10-9 Priority Investment Area 5

NV5, 2017

Central City Specific Plan Boundary
Priority Investment Area

Street Lights
- Ornamental

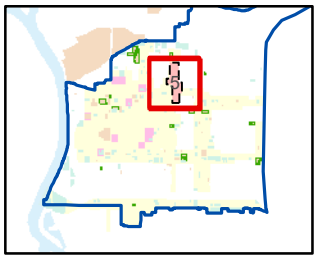
Wastewater and Storm Drainage
- CIP
- CSSIP Sewer Pipes
- CSS Development Specific
- 3rd Street CSS
- Basin 52-Alternative 2

Water Mains
- 12"
- 8"
- CIP

Future Transmission Main
- 2030
- 2050

SMUD
- New Overhead Line
- New Underground Line
- Reconductor OH Line
- New UG Line Alt.2

Land Use
- Opportunity Sites
- Planning Projects
- Projects Under Construction
- Commercial/Office Only
- Districts
- Basin 52
- Proposed Streetcar



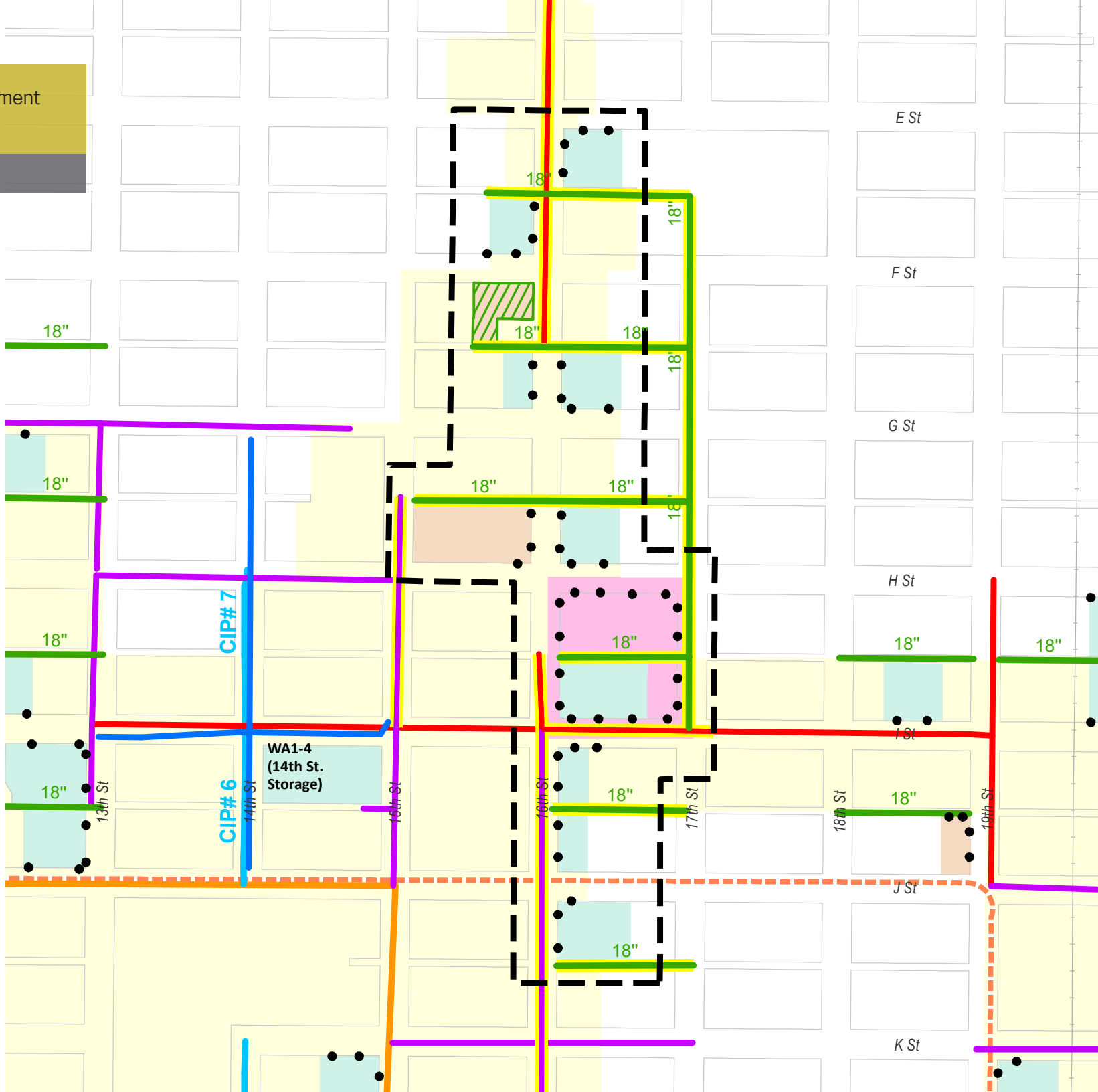


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Figure 3.10-10 Priority Investment Area 6

NV5, 2017

Central City Specific Plan Boundary
Priority Investment Area

Street Lights
- Ornamental

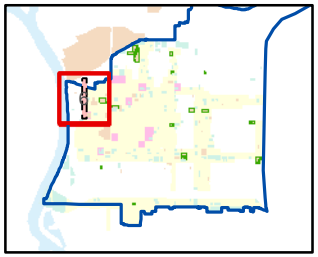
Wastewater and Storm Drainage
- CIP
- CSSIP Sewer Pipes
- CSS Development Specific
- 3rd Street CSS
- Basin 52-Alternative 2

Water Mains
- 12"
- 8"
- CIP

Future Transmission Main
- 2030
- 2050

SMUD
- New Overhead Line
- New Underground Line
- Reconductor OH Line
- New UG Line Alt.2

Land Use
- Opportunity Sites
- Planning Projects
- Projects Under Construction
- Commercial/Office Only
- Districts
- Basin 52
- Proposed Streetcar



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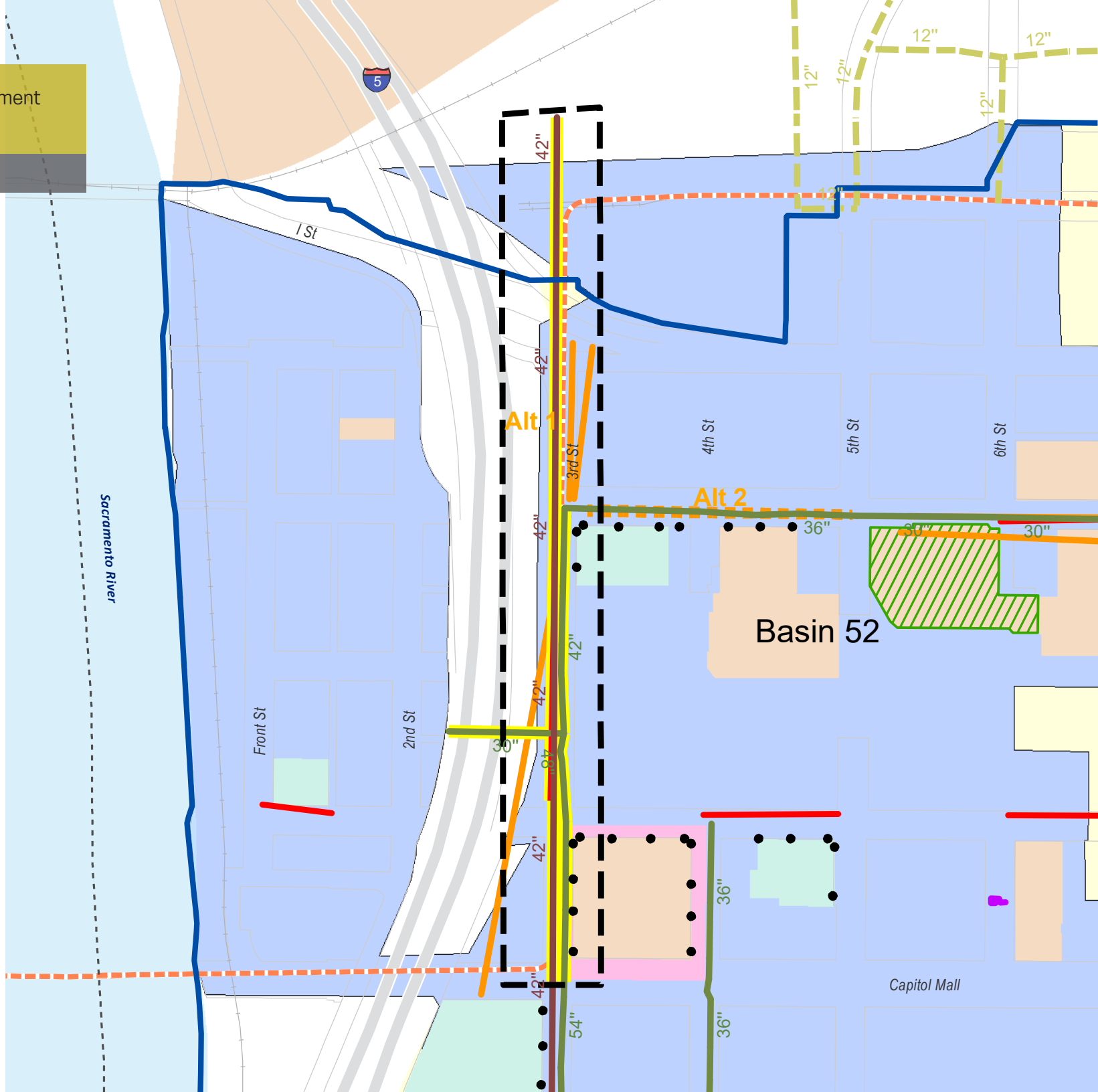


3.10.3 WASTEWATER AND STORM DRAINAGE

Existing Conditions

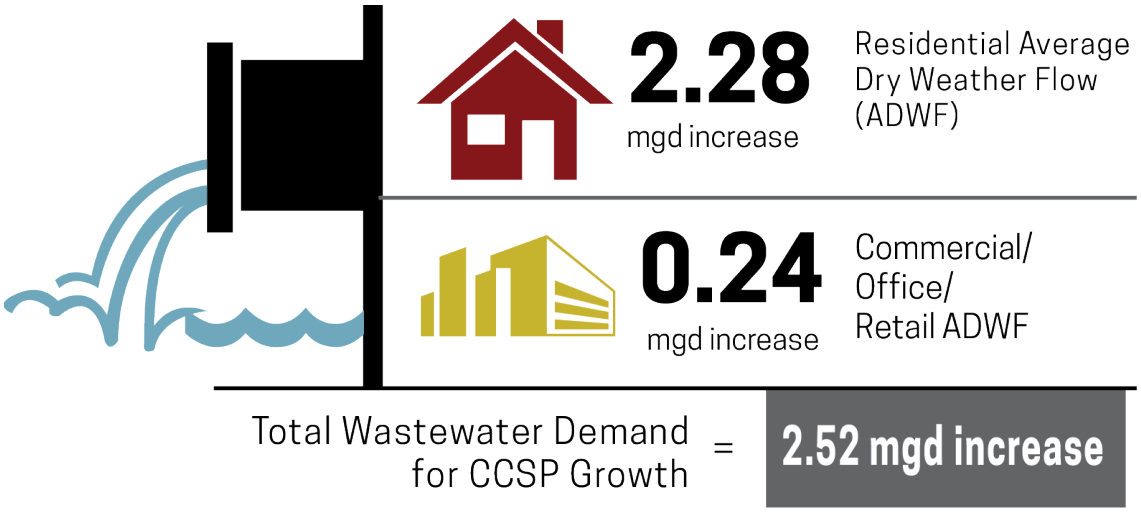
The CCSP is served by both the Combined Sewer System (CSS) and Storm Drainage Basin 52 (Basin 52). The CSS is the legacy storm drain and sanitary sewer system that conveys both storm water and sanitary flows. It encompasses approximately 7,500 acres of the Central City, East Sacramento and Land Park areas. Another 3,700 acres including the River Park, California State University and eastern Sacramento areas utilize the system for sanitary sewer only. The City discontinued constructing combined sewer and storm systems in 1946, although continued connections to the existing CSS are allowed.

The CSS that serves both the sanitary sewage and much of the stormwater needs of the CCSP area consists of pipes ranging in size from 4-inches to 120-inches in diameter. The local drainage and sanitary sewage is typically collected in 8-inch to 12-inch piping systems located in the alleyways and streets. The collection system has collector pipelines ranging in size from 24-inches to 36-inches in diameter. The piping system is greatly oversized for the sanitary sewer component, but inadequate for the City's current storm drainage design standard of 10-year capacity.

The City has recently completed the majority of the Downtown Combined Sewers Upsizing project. This project added significant capacity to the CSS with the installation of large diameter pipelines ranging in size from 36-inch to 84-inch on U, P, S, 5th and 7th Streets.

The City of Sacramento's storm drainage requirements are handled by numerous drainage basins. Most of these basins are located outside of the CSS area. Basin 52 provides a separated storm drainage collection system in the westerly portion of the CCSP area. Storm drainage within this area is gravity piped to the pump station (Pump Station 52) located near the Crocker Art Museum. The pump station discharges directly to the Sacramento River. Sanitary sewer piping from the Basin 52 area is collected with a separated gravity system and connected to the CSS.

The Basin 52 piping system ranges from 12-inches to 54-inches in diameter. The larger collection mains are located in 3rd Street, 4th Street, and 7th Street. The system generally flows southwesterly towards the Basin 52 Pump Station, located adjacent to the Crocker Art Museum at the corner of 3rd and P Streets. The system is currently over capacity, and allows fairly significant street flooding even during the 2-year storm event. This flooding is comprised only of stormwater, not sanitary sewage. Property flooding for at-grade structures is only anticipated during the 100-year storm event, although underground structures are at risk during smaller storm events.



Wastewater Demand

The total additional wastewater flows from anticipated residential and non-residential growth under the CCSP is shown below.

Challenges and Opportunities

The stormwater runoff characteristics of the current and proposed CCSP area land uses are similar. As a result, the peak stormwater flow rate and volume of rainfall-runoff is not expected to significantly change when the new development occurs. In addition, the City requires the developer to mitigate any increased drainage flows, and will consider one of five approaches to mitigate the impacts, including payment of the CSS drainage impact fee, utilization of low impact development Best Management Practices (BMPs), on-site or off-site improvements as determined by a Drainage Design Report, on-site storage, or participation in a City sponsored project that improves the system in the area.

The existing system in the CCSP area is generally comprised of 6-inch to 10-inch pipelines in the alleys and streets. Although these pipelines are more than adequately sized for the sanitary sewer flows, they are typically undersized for the added storm drainage flows during a rainfall event. New development will have to upsize the existing pipe or add a separate 18-inch storm drain pipeline to the system to accommodate additional flows. Adding an 18-inch pipeline to an existing alley or street may prove difficult, and will need to be analyzed on a project by project basis.

Implementing Actions

Sanitary sewer flows are expected to increase because of the future increased density of land uses in the CCSP area. Since the majority of the sites are previously developed with highly impervious surfaces (i.e. roof tops, parking lots, sidewalks, etc.), the stormwater runoff flows from the projects are not anticipated to increase with the development. The increased sanitary sewer flows are anticipated to be relatively small compared to the stormwater component of the CSS design flows. The City does require the developer to mitigate the increased sewer flows. The City will consider payment of the established CSS Mitigation fee, or participation in a City sponsored project that improves the system in the area, to mitigate the impacts.

The updated Combined Sewer System Improvement Plan (CSSIP) has recommended eleven projects located within the CCSP area. In addition to these CSSIP projects, improvements specific to the locations of the sites that can provide opportunities for housing, entitled planning projects, projects under construction, and commercial/office only sites have been conceptually identified and are depicted in Figures 3.10-11 through 3.10-14.

Although future development can be located throughout the CCSP area, in some areas especially along the some of the major commercial corridors, these sites are more clustered together. This clustering creates an opportunity for strategic infrastructure improvements in these areas to remove constraints that would be burdensome for a single development. Of the proposed infrastructure improvements in the CCSP area, there are six locations that have been identified as Priority Investment Areas, where the concentrations of development would benefit from focused infrastructure investments, as depicted in Figures 3.10-5 through 3.10-10.

The following action will assist in the implementation of the proposed CCSP wastewater and storm drainage improvements.

Implementing Action U-2

Wastewater and Storm Drainage Improvements. Implement proposed improvements to the existing CSS and Basin 52 in order to accommodate future growth as shown on Figures 3.10-11 through 3.10-14. Identify how these improvements can be funded and implemented in order to improve the existing wastewater and storm drainage systems and serve as a catalyst for future development.

Responsible Entity: Utilities; Community Development Department
Timeframe: Ongoing

Figure 3.10-11 Wastewater Storm Drainage - NW

NV5, 2017

- Central City Specific Plan Boundary
- Storage
- Flap Valve/Gate
- Pumps
- Weirs

Proposed Improvements

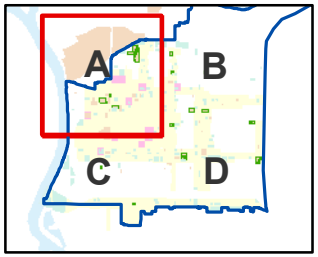
- CIP
- CSSIP Sewer Pipes
- 3rd Street CSS
- CSS Development Specific
- Basin 52-Alternative 2

Existing Mains

- Drainage
- Sewer
- Combined Sewer
- Completed CSS Upsizing

Land Use

- Opportunity Sites
- Planning Projects
- Projects Under Construction
- Commercial/Office Only
- Districts
- Basin 52
- Proposed Streetcar



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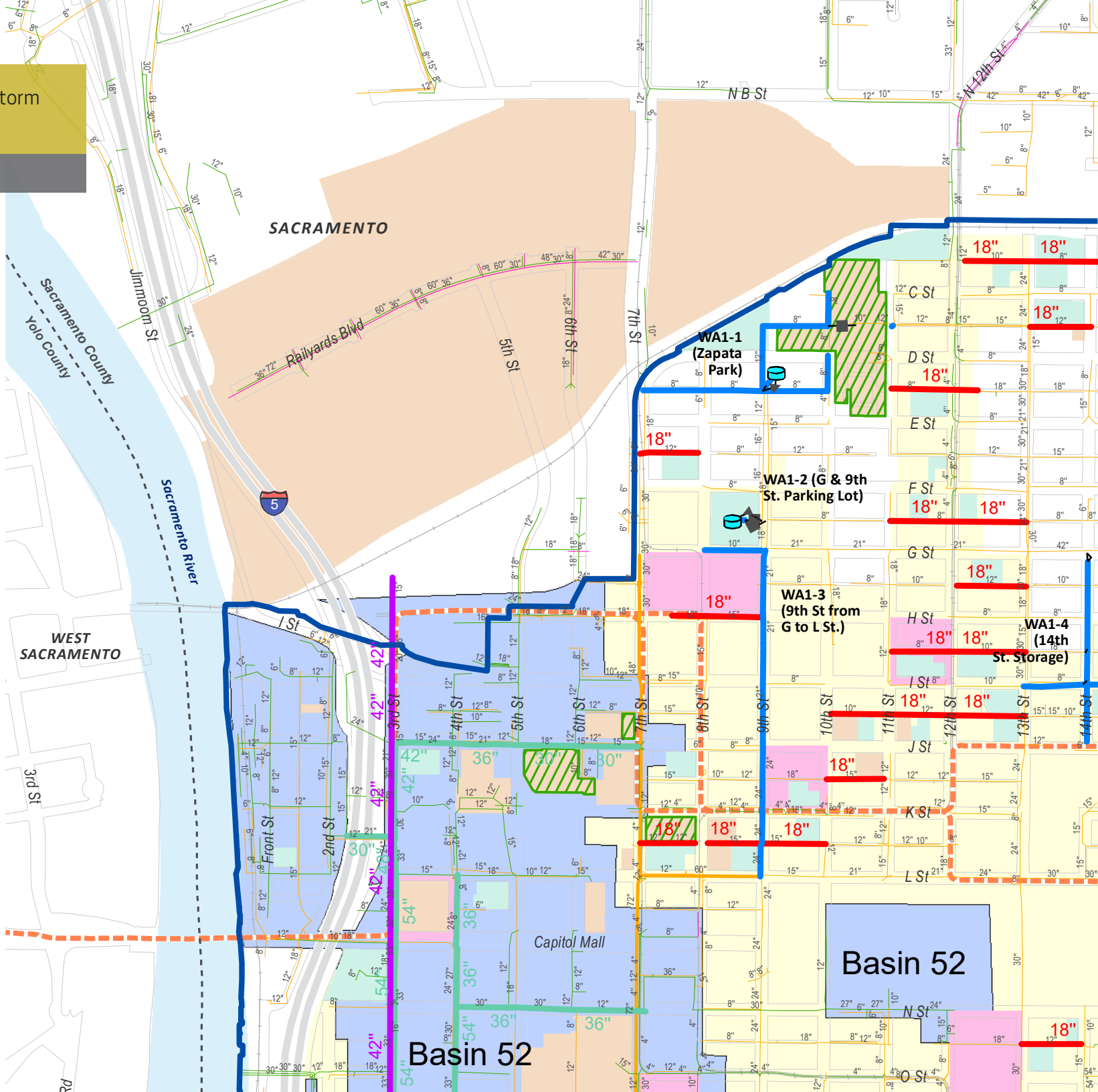


Figure 3.10-12 Wastewater Storm Drainage - NE

NV5, 2017

- Central City Specific Plan Boundary
- Storage
- Flap Valve/Gate
- Pumps
- Weirs

Proposed Improvements

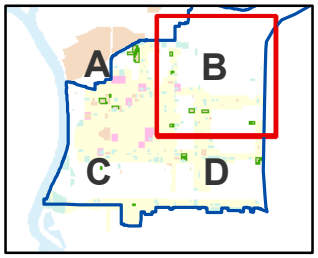
- CIP
- CSSIP Sewer Pipes
- 3rd Street CSS
- CSS Development Specific
- Basin 52-Alternative 2

Existing Mains

- Drainage
- Sewer
- Combined Sewer
- Completed CSS Upsizing

Land Use

- Opportunity Sites
- Planning Projects
- Projects Under Construction
- Commercial/Office Only
- Districts
- Basin 52
- Proposed Streetcar



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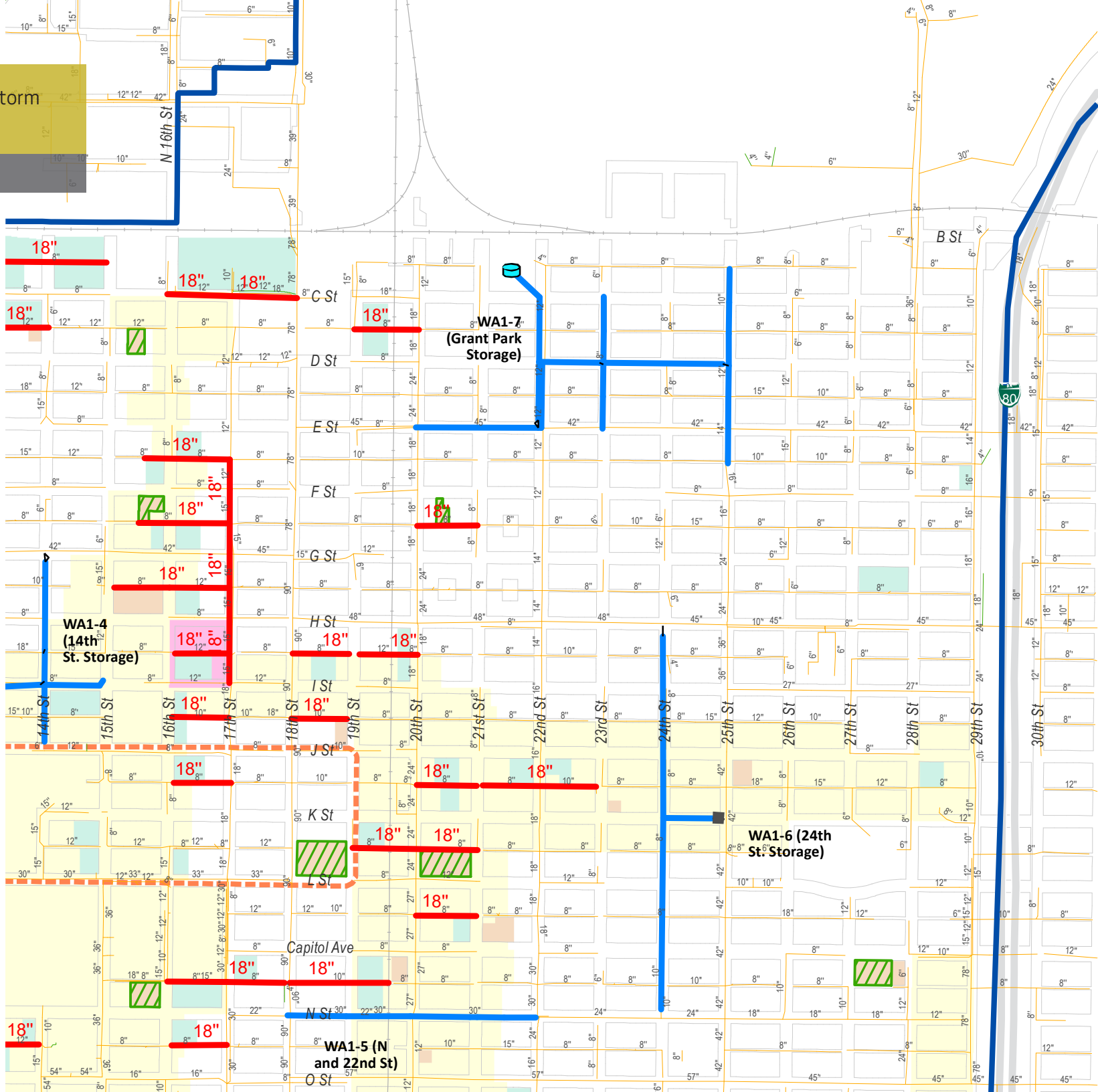


Figure 3.10-13 Wastewater Storm Drainage - SW

NV5, 2017

- Central City Specific Plan Boundary
- Storage
- Flap Valve/Gate
- Pumps
- Weirs

Proposed Improvements

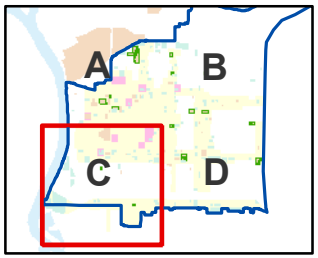
- CIP
- CSSIP Sewer Pipes
- 3rd Street CSS
- CSS Development Specific
- Basin 52-Alternative 2

Existing Mains

- Drainage
- Sewer
- Combined Sewer
- Completed CSS Upsizing

Land Use

- Opportunity Sites
- Planning Projects
- Projects Under Construction
- Commercial/Office Only
- Districts
- Basin 52
- Proposed Streetcar



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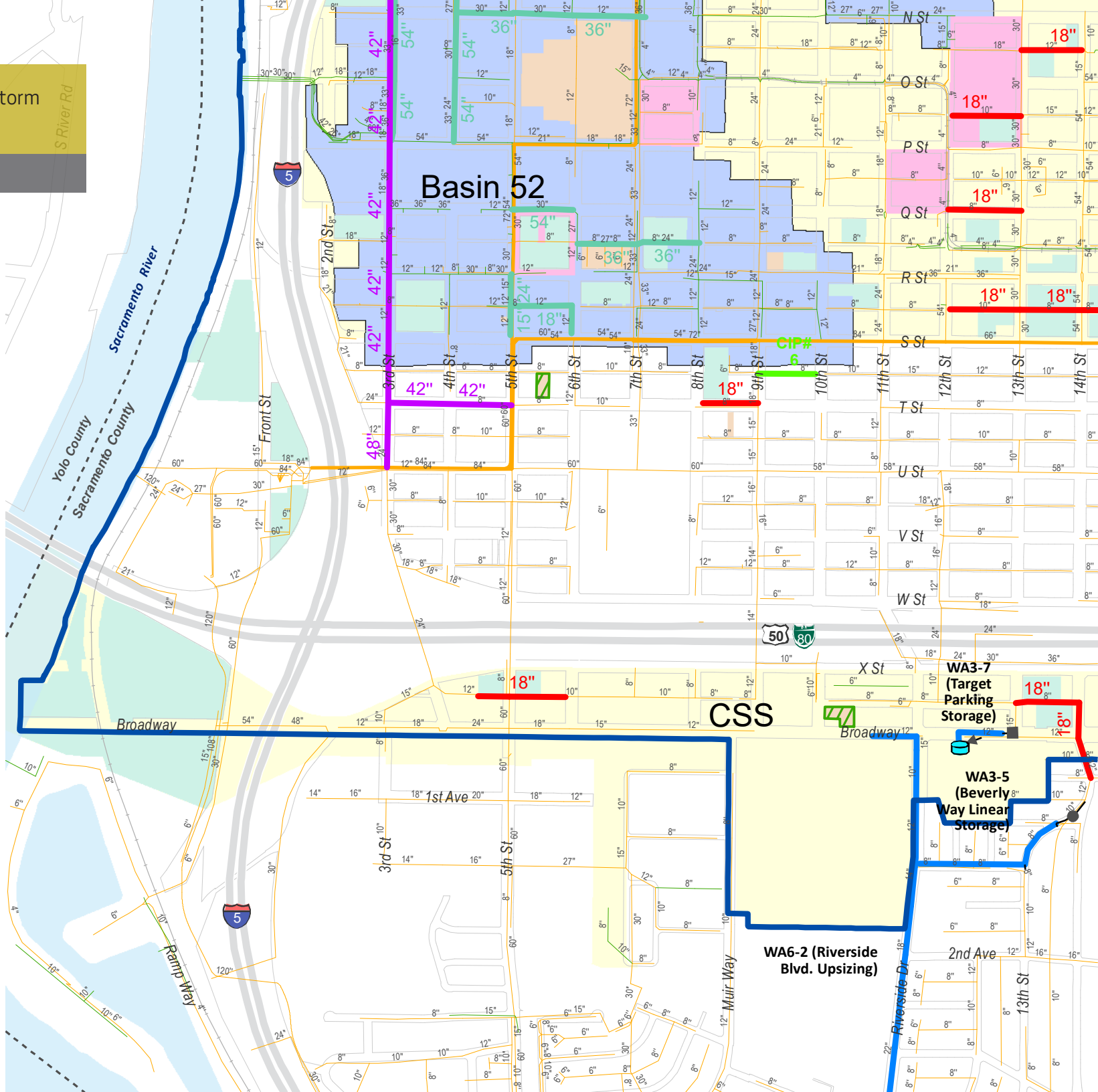


Figure 3.10-14 Wastewater Storm Drainage -SE

NV5, 2017

- Central City Specific Plan Boundary
- Storage
- Flap Valve/Gate
- Pumps
- Weirs

Proposed Improvements

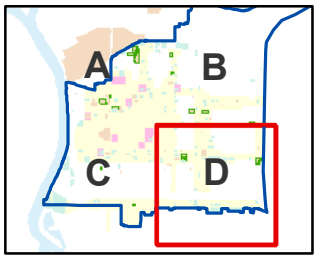
- CIP
- CSSIP Sewer Pipes
- 3rd Street CSS
- CSS Development Specific
- Basin 52-Alternative 2

Existing Mains

- Drainage
- Sewer
- Combined Sewer
- Completed CSS Upsizing

Land Use

- Opportunity Sites
- Planning Projects
- Projects Under Construction
- Commercial/Office Only
- Districts
- Basin 52
- Proposed Streetcar



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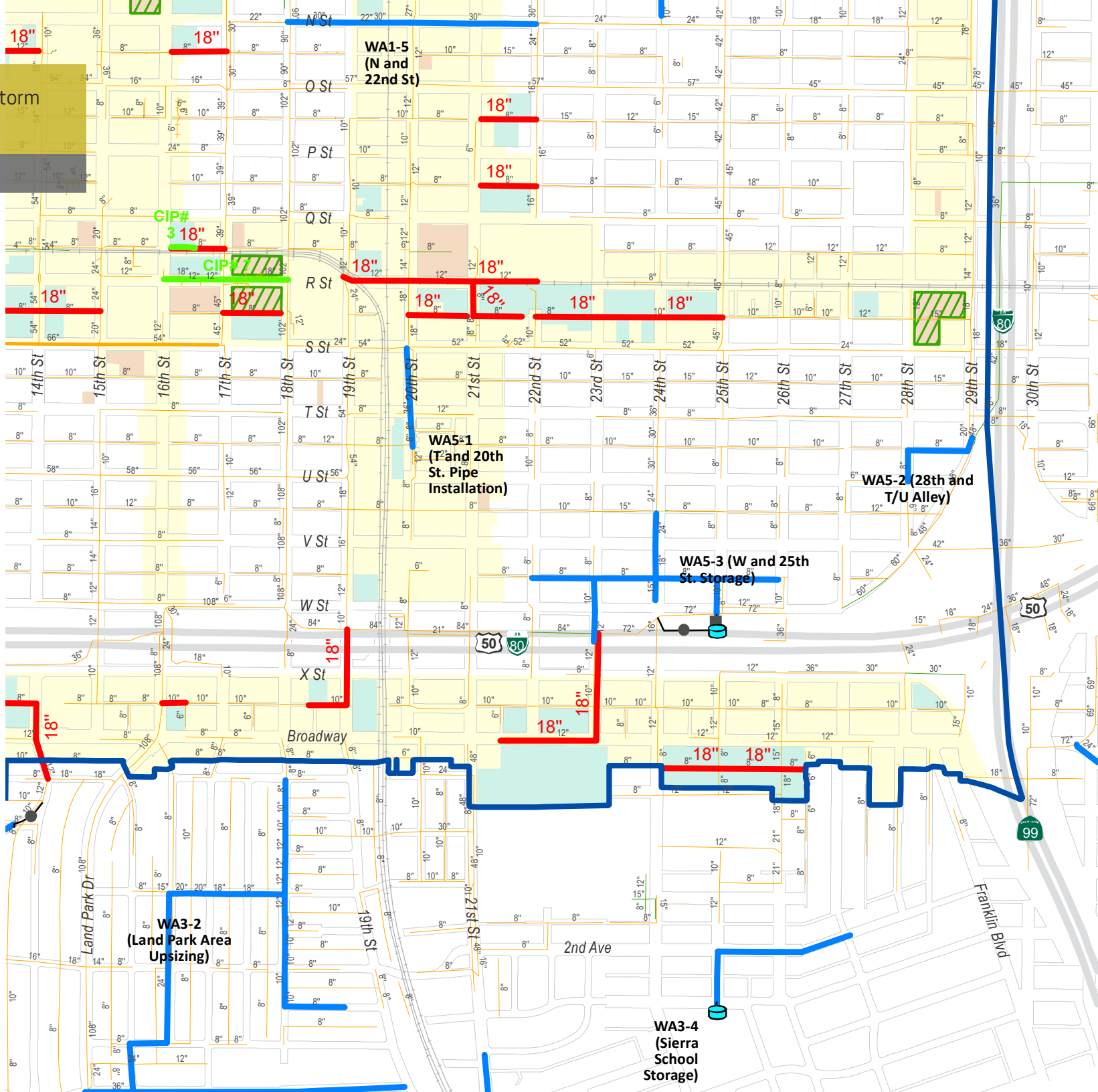


3.10.4 ELECTRICITY

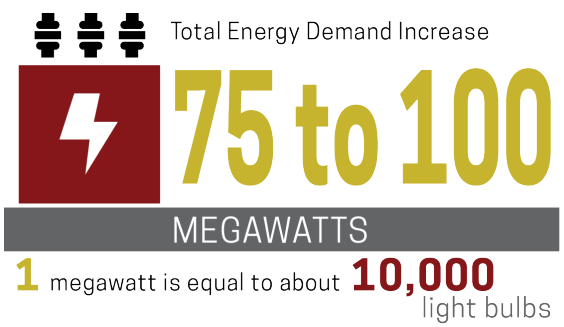
Existing Conditions

The Sacramento Municipal Utility District (SMUD) provides electrical service to customers located within the CCSP area. Power is transmitted to the CCSP area by a looped underground 115 kilovolt (kV) transmission system that feeds several substations that step down, or reduce, the voltage to 12 kV and 21 kV distribution systems. The 115 kV loop connects SMUD Station A located at 6th and H Streets, Station B located at 19th and O Streets, and Station D located at 8th and R Streets. This loop is also connected to the North City (north of 20th and C Streets) and Mid City (35th and R Streets) substations.

Station D, Mid City, and the North City substations step down the 115 kV to 21 kV and Station A and Station B step down 115 kV to 12 kV to serve the overall Central City area. The 12 kV system serves a secondary network system. The 21 kV system serves the balance of the Central City area and will likely be used to serve new development within the CCSP area.

Energy Demand

The energy demand from anticipated growth under the CCSP is shown below.



Challenges and Opportunities

Challenges to providing electricity service in the future include the limited capacity of the 12kV line for expansion. It is served by Station A, which has six transformer banks (ranging from 20-25 megavolt-ampere, or MVA), and Station B, which contains three transformer banks (37.5 MVA each), and neither station has further room for additional transformer banks. There are a number of options for relocating electrical distribution and transmission facilities. Connections may present varying technical challenges and may require creative solutions including: above ground facilities located off and adjacent to alleys; above ground facilities within an alcove off and adjacent to alleys'; above ground facilities within an alcove and adjacent to the street; and vaulted facilities within a subject property's footprint.

The future 21 kV routes and switchgear locations are continually subject to change based on the sequence that development occurs, specific load requirements, other utility conflicts, availability of required space for splicing manholes, duct banks, etc. These routes will provide the 21 kV feeder system to within two blocks of the identified sites that can provide opportunities for housing and entitled proposed projects. Additional infrastructure (switchgear, transformers, conduit, pull boxes, etc.) to serve these sites will need to be determined with SMUD and the individual site developers.

Implementing Actions

A majority of the additional load associated with implementation of the CCSP would require adding major components in the plan area. With additional transportation electrification expected to increase with technology trending toward DC fast charging plazas. Each charging station could require up to 2 MW increasing the overall load requirements to 94-118 MW. SMUD is already working on replacing the North City substation (NCY) with Station E, a 60MVA facility. These features are depicted in Figures 3.10-15 through 3.10-18. Once Station A (network) is replaced with Station G, and the Station A site is decommissioned, Station A is being planned to add a 80 MW 21 kV substation. With the anticipated development in the CCSP area, another 3-40 MVA substations would be required along the 7th Street corridor in the Railyards or River District, preferably between North B Street and Richards Boulevard.

The following actions will assist in the implementation of the proposed CCSP electricity improvements.

Implementing Action U-3

Electric System Improvements. Work with SMUD to implement proposed improvements as shown in Figures 3.10-15 through 3.10-18 and to coordinate construction of utility and street improvements in the CCSP.

Responsible Entity: Utilities; Community Development Department; Sacramento Municipal Utility District
Timeframe: Ongoing

Figure 3.10-15 Electrical Infrastructure - NW

NV5, 2017

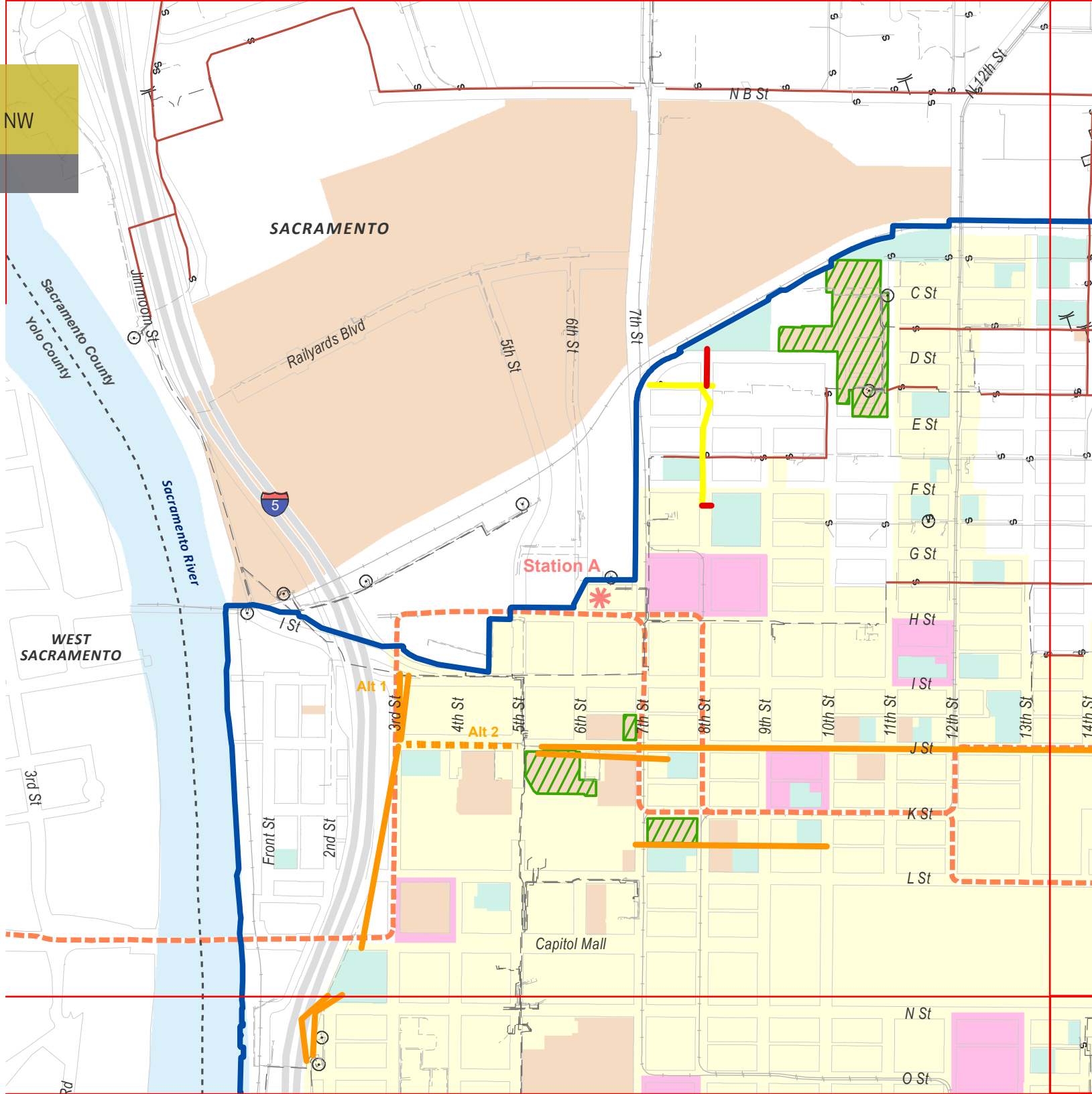
Central City Specific Plan Boundary

SMUD

- New Overhead Line
- New Underground Line
- Reconductor OH Line
- New UG Line Alt.2
- New Cubicle
- Station
- 21 Overhead Feeder
- 21 Overhead Local
- 21 Underground Feeder
- 21 Underground Local

Land Use

- Opportunity Sites
- Planning Projects
- Projects Under Construction
- Commercial/Office Only
- Districts
- Proposed Streetcar



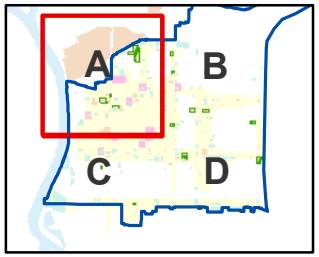


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Figure 3.10-16 Electrical Infrastructure - NE

NV5, 2017

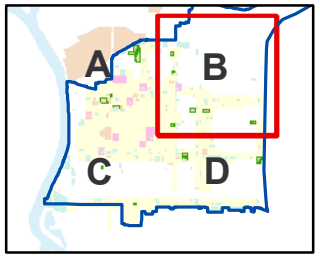
Central City Specific Plan Boundary

SMUD

- New Overhead Line
- New Underground Line
- Reconductor OH Line
- New UG Line Alt.2
- New Cubicle
- Station
- 21 Overhead Feeder
- 21 Overhead Local
- 21 Underground Feeder
- 21 Underground Local

Land Use

- Opportunity Sites
- Planning Projects
- Projects Under Construction
- Commercial/Office Only
- Districts
- Proposed Streetcar



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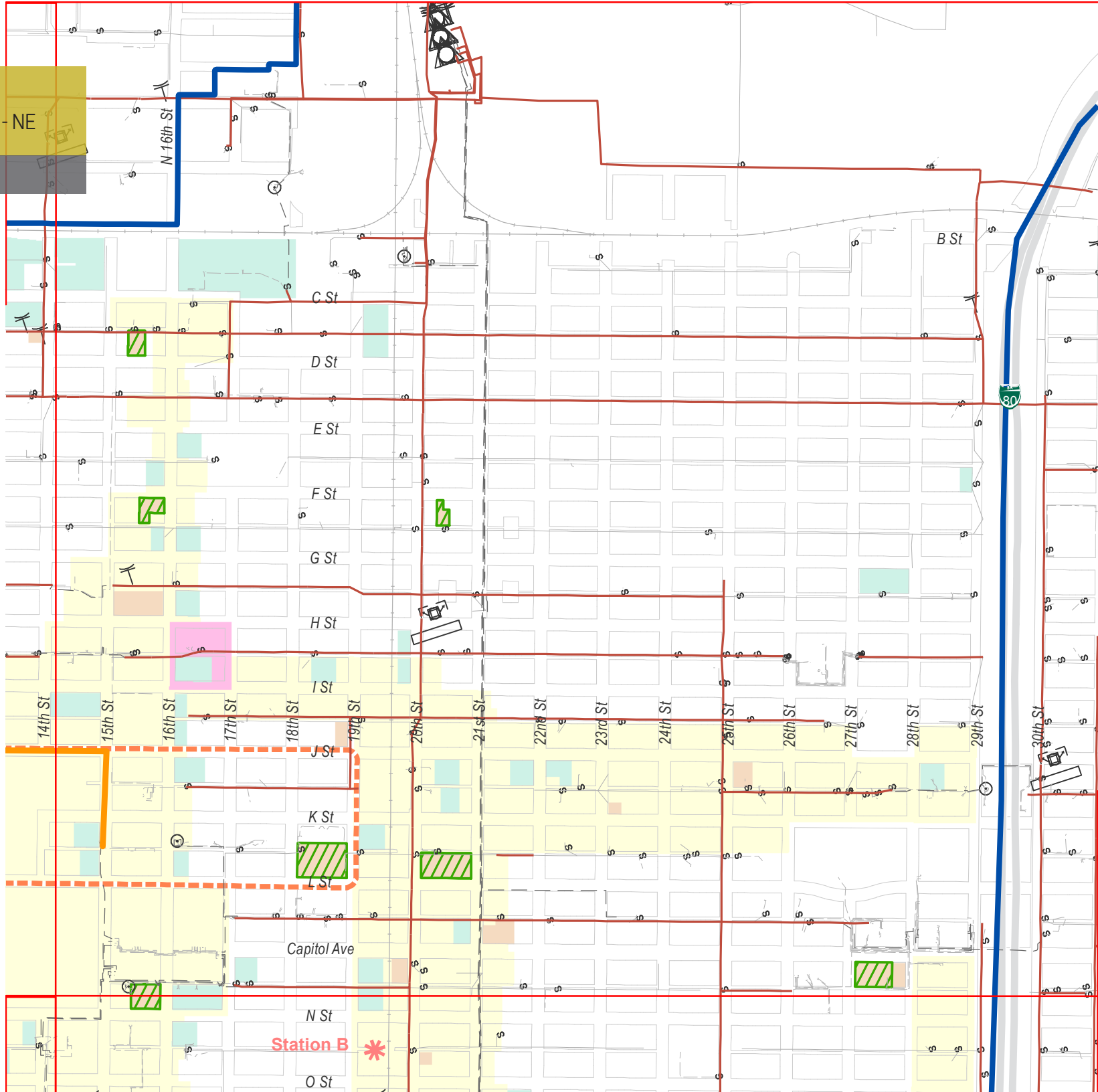


Figure 3.10-17 Electrical Infrastructure - SW

NV5, 2017

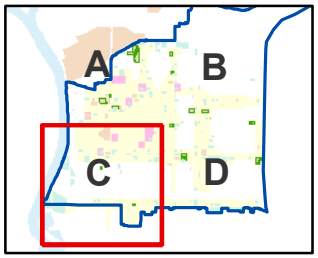
Central City Specific Plan Boundary

SMUD

- New Overhead Line
- New Underground Line
- Reconductor OH Line
- New UG Line Alt.2
- New Cubicle
- Station
- 21 Overhead Feeder
- 21 Overhead Local
- 21 Underground Feeder
- 21 Underground Local

Land Use

- Opportunity Sites
- Planning Projects
- Projects Under Construction
- Commercial/Office Only
- Districts
- Proposed Streetcar



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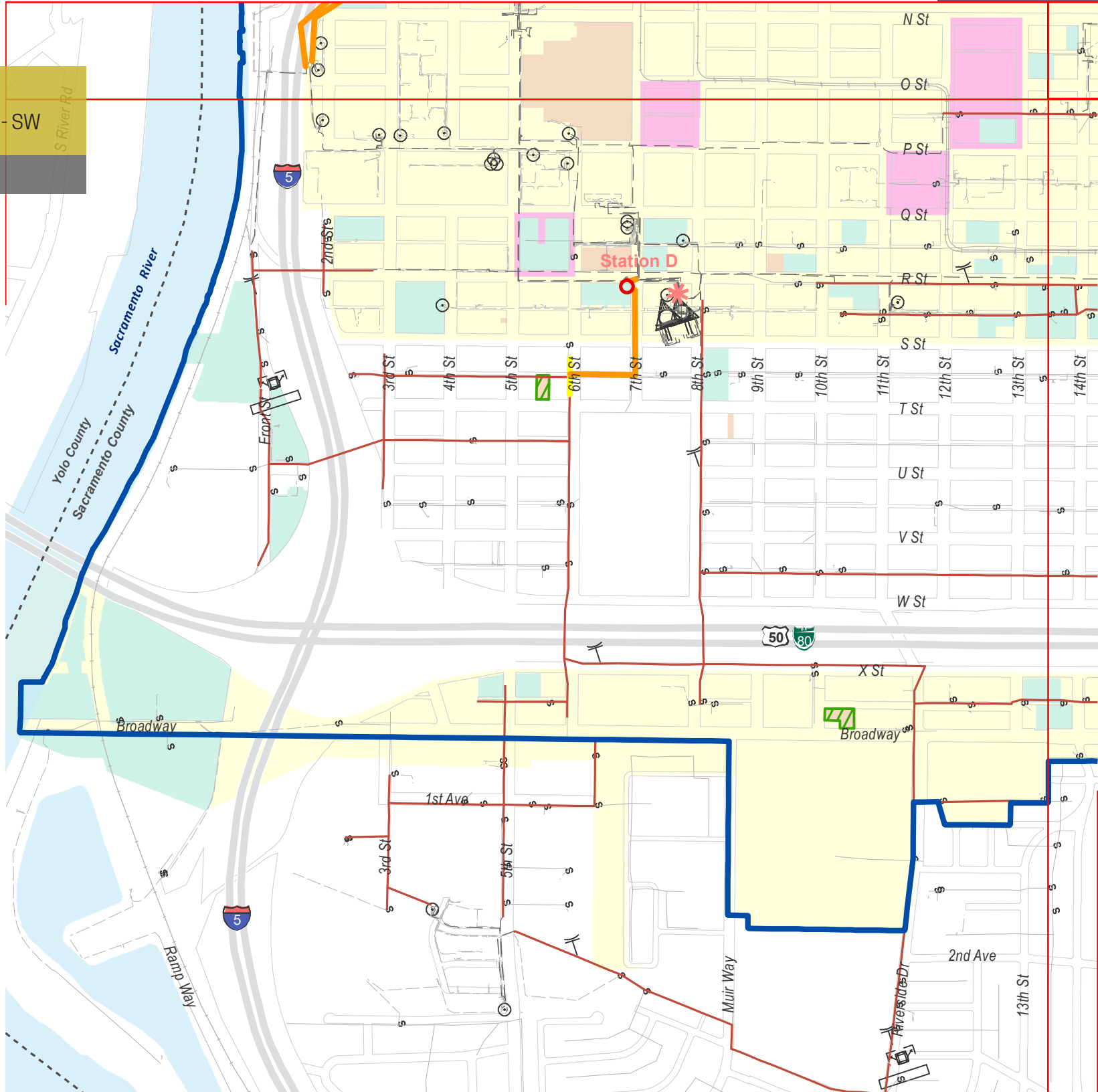


Figure 3.10-18 Electrical Infrastructure - SE

NV5, 2017

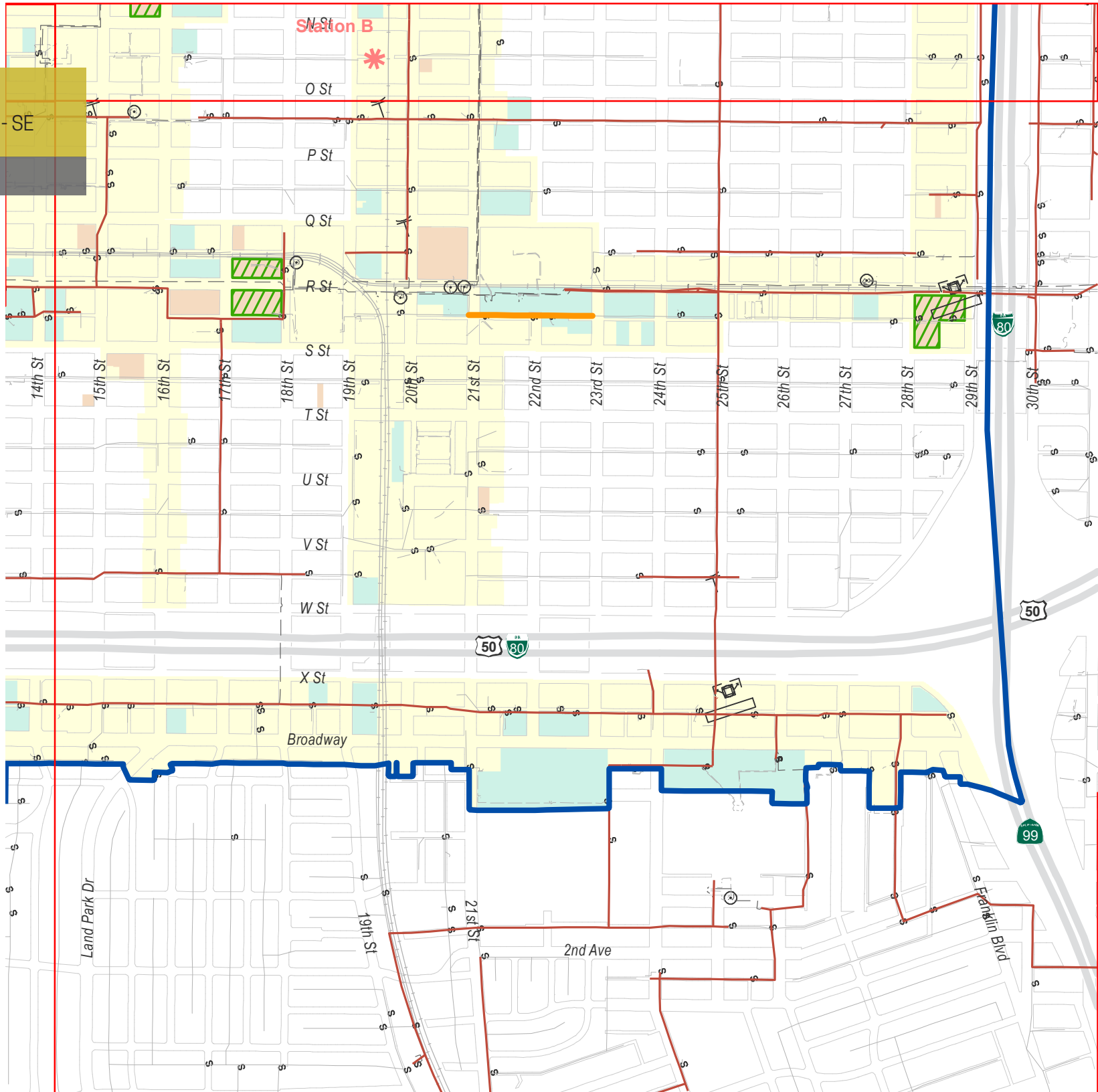
Central City Specific Plan Boundary

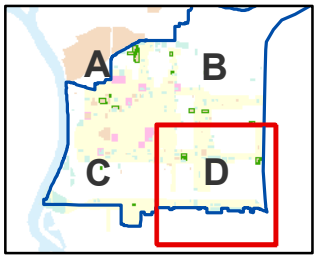
SMUD

- New Overhead Line
- New Underground Line
- Reconductor OH Line
- New UG Line Alt.2
- New Cubicle
- Station
- 21 Overhead Feeder
- 21 Overhead Local
- 21 Underground Feeder
- 21 Underground Local

Land Use

- Opportunity Sites
- Planning Projects
- Projects Under Construction
- Commercial/Office Only
- Districts
- Proposed Streetcar





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Implementing Action U-4

Safety and Development Adjacent to Utility Transmission Lines. Work with SMUD to evaluate tools to address safety concerns and development adjacent to utility transmission lines.

Responsible Entity: Utilities; Community Development Department; Sacramento Municipal Utility District
Timeframe: Ongoing

3.10.5 NATURAL GAS

Existing Conditions

The Pacific Gas & Electric Company (PG&E) supplies natural gas to the Sacramento area. In the CCSP area, there are both high pressure and low pressure distribution systems. High pressure system pipelines, generally of a 4-inch diameter and larger, carry gas at approximately 40 pounds per square inch (psi). Low pressure system pipelines, generally of a 2-inch diameter, carry gas at a pressure of a 7-inch water column (about 0.25 psi). Service is generally provided from the low pressure system unless usage exceeds about 3,000 cubic feet per hour; however, in the CCSP area the system is all high pressure. Regulators are used to reduce high pressure to low pressure.

Challenges and Opportunities

If the user is a core (non-interruptible) customer in the service area and will accept service at 7-inch water column pressure, PG&E is generally obligated by California Public Utilities Commission (CPUC) regulations to provide service without additional cost for service. If the user is a non-core (interruptible) customer, or needs an elevated pressure service for large volume use, there are charges for service according to the company's new business tariffs. Whether a project is a core user or a non-core user dependent on the type of use for the facility or business, it is more likely that projects in the CCSP will feature core customers.

Implementing Actions

PG&E has indicated they are currently making improvements to their system in accordance with a number of projects and initiatives, which may negate the need for future improvements when or if the new developments are constructed in the CCSP area. PG&E will service the new developments and infrastructure as they are constructed and require service. Upgrades to the existing system will be addressed on a case-by-case basis as additional information is received on the actual development square footage and maximum and minimum gas loads.

3.10.6 TELECOMMUNICATIONS

Existing conditions

Within the CCSP area there are numerous telecommunications providers. The following are the main providers for telephone and cable services: AT&T, Comcast, Consolidated Communications, Electric Lightwave (ELI), and the City of Sacramento. AT&T supplies local and long distance telephone service, and also data communications, in most of the Sacramento area. Comcast provides cable television service in the Sacramento area. Consolidated Communications also provides telecommunications service in the Sacramento's Central City area and is centered around the existing larger buildings in the Central core, with some of their fiber system actually in the Comcast/AT&T manhole and conduit system. Electric Lightwave, Inc. (ELI) provides data and communications, internet, local and long distance voice communications in the Sacramento area for non-residential customers.

The City of Sacramento currently owns an existing fiber network that supplies Municipal and Smart City services. The network provides connections between various traffic signals, utility sumps, reservoirs and City facilities spread throughout the City. The network consists of approximately 160 miles of underground fiber-optic cables and conduits that transverse the main corridors of Sacramento enabling the City to run efficient operations, reduces operational costs while expanding capabilities.

Challenges and Opportunities

Coordination of the numerous telecommunications facilities is challenging in the CCSP area, with several utilities operating separate systems in their own location within the streets and alleys. Co-locating future facilities in a common joint utility trench should be encouraged whenever possible.

Implementing Actions

Telecommunications providers have indicated the existing system within the plan area should be sufficient to serve the proposed growth anticipated under the CCSP with relatively minor additions. In general, service to each new development will be coordinated with the main electrical service in a common joint trench. Typically, a few 2-inch conduits will be added to the joint trench for service to the projects. Extension of the existing systems can also utilize the proposed 21kV conduit trench proposed by SMUD for the electrical system.

The following action will assist in the implementation of the proposed CCSP telecommunication improvements.

Implementing Action U-5

Telecommunication Improvements. Work with the SMUD, telecommunications providers, and project developers to identify locations where future telecommunication facilities can be co-located in a common joint trench.

Responsible Entity: Utilities; Community Development Department; Sacramento Municipal Utility District
Timeframe: Ongoing

3.10.7 STREET LIGHTS

Existing Conditions

Within the CCSP area, there are approximately 3,400 street lights that are maintained by the City of Sacramento Public Works Department. There are an additional 250 lights that are owned and maintained by SMUD. There are also 55 lights that are owned and maintained by Regional Transit (RT) along the light rail tracks on K Street between 7th and 12th and along O Street between 7th and 10th. The majority of these lights are the City's post top ornamental style light (acorn style lighting fixtures). There are also mast arm (aka cobra head) style lights. The ornamental style lights are more aesthetically pleasing than the stark style of the mast arm style. However, the luminaires (light bulbs) in the ornamental lights are lower wattage than the mast arm style and therefore require more lights at a tighter spacing (typically four lights on each side of the street – total of eight lights per street block) to provide the desired level of lighting. The RT lights are a special dual luminaire and banner pole style.

Challenges and Opportunities

The City has dedicated funding from Lighting Landscaping and Maintenance Districts (LLMDs) and the City's General Fund for the maintenance of existing street lights. New lights or improvements to the existing lights, however, are typically from grant funds, private funds, public-private partnerships, assessment districts, etc. It can be a challenge for the City to assemble a variety of resources to pay for street lighting improvement projects.

Implementing Actions

Figures 3.10-19 through 3.10-22 illustrate the proposed and existing street lights within the CCSP area. Developers of projects in the CCSP area are typically required, as part of plan review, to improve the street lights along the street frontage of their project using ornamental style street lights. However, these lights are only installed on the development side of the street, not across the street, and not on the adjacent blocks.

The City has identified needed street lighting in the two large older predominantly residential areas of the CCSP, one in the Northeast area of the CCSP and the other in the southeast area of the CCSP. The proposed lighting in these areas is the ornamental style street lights. However, funding for street lighting improvements in these two areas has not been identified.

The following action will assist in the implementation of the proposed CCSP street light improvements.

Implementing Action U-6

Street Light Improvements. Work with private business districts/partnerships to identify locations and sources of funding for street light improvements, consistent with Figures 3.10-19 through 3.10-22.

Responsible Entity: Public Works
Timeframe: Ongoing

Figure 3.10-19 Street Lights - NW

NV5, 2017

Central City Specific Plan Boundary

Proposed Street Lights

- Ornamental

Existing Street Lights

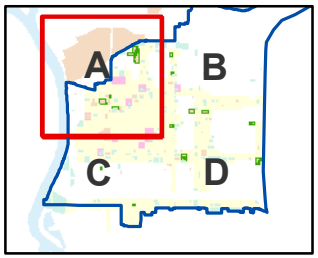
- Mast Arm
- Ornamental
- Dual Mast Arm
- Post Top
- Light & Banner Pole

Owner

- DOT
- SMUD
- Regional Transit

Land Use

- Opportunity Sites
- Planning Projects
- Projects Under Construction
- Commercial/Office Only
- Districts
- Proposed Streetcar



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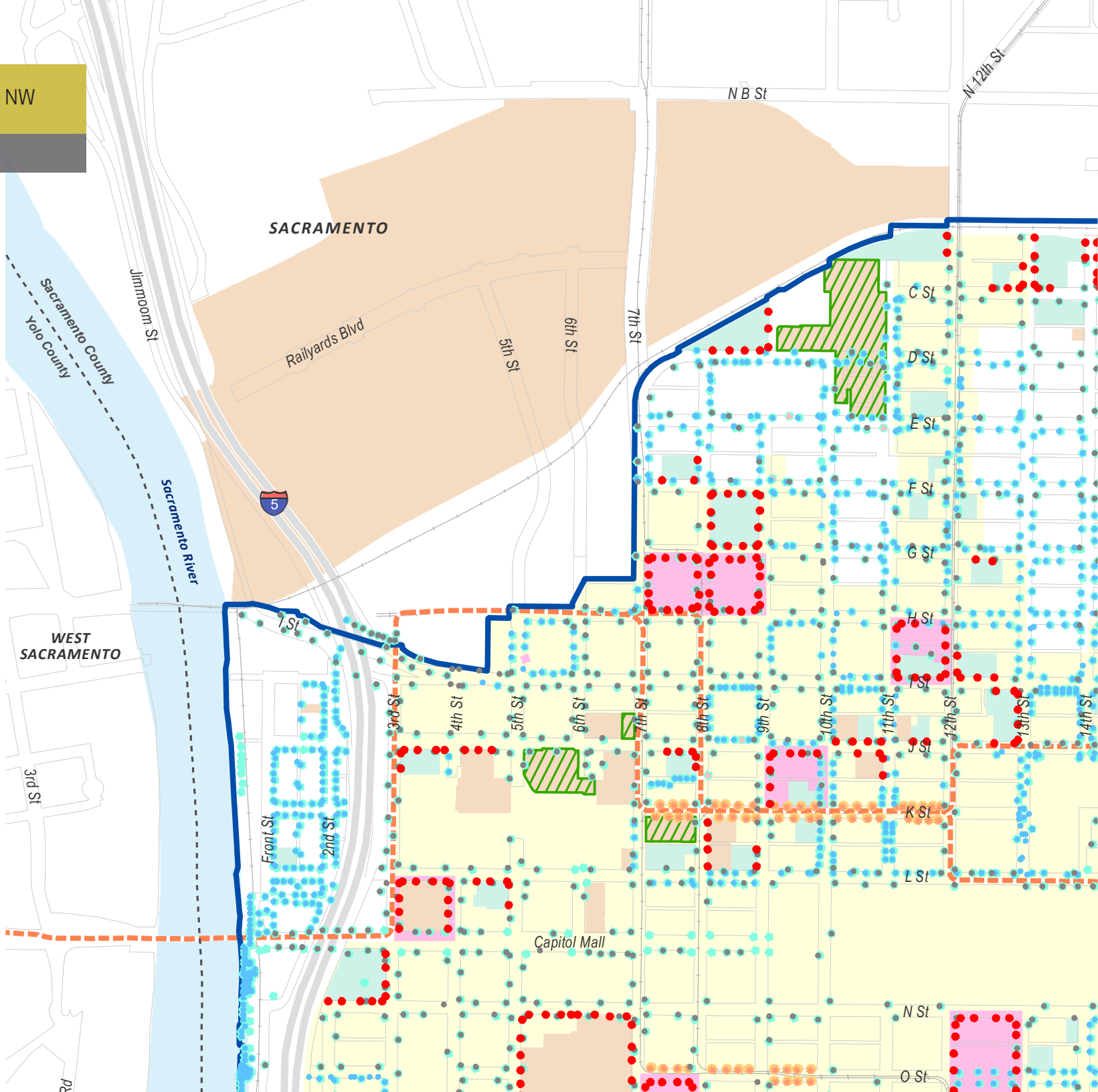


Figure 3.10-20 Street Lights - NE

NV5, 2017

Central City Specific Plan Boundary

Proposed Street Lights

- Ornamental

Existing Street Lights

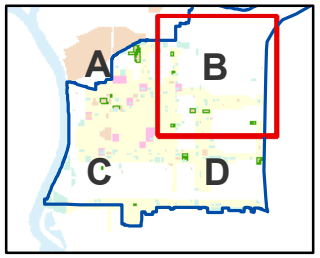
- Mast Arm
- Ornamental
- Dual Mast Arm
- Post Top
- Light & Banner Pole

Owner

- DOT
- SMUD
- Regional Transit

Land Use

- Opportunity Sites
- Planning Projects
- Projects Under Construction
- Commercial/Office Only
- Districts
- Proposed Streetcar



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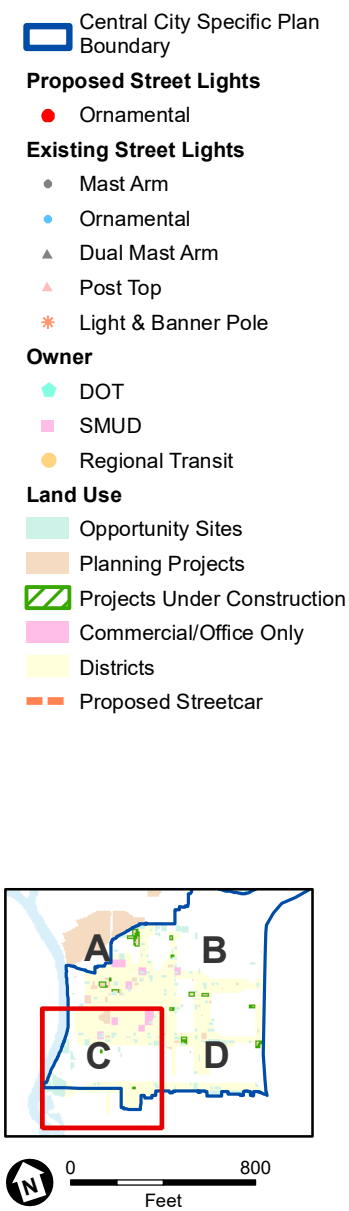
N 16th St
B St
C St
D St
E St
F St
G St
H St
I St
J St
K St
L St
Capitol Ave
N St
O St
14th St
15th St
16th St
17th St
18th St
19th St
20th St
21st St
22nd St
23rd St
24th St
25th St
26th St
27th St
28th St
29th St
30th St
80

Figure 3.10-21 Street Lights - SW

NV5, 2017



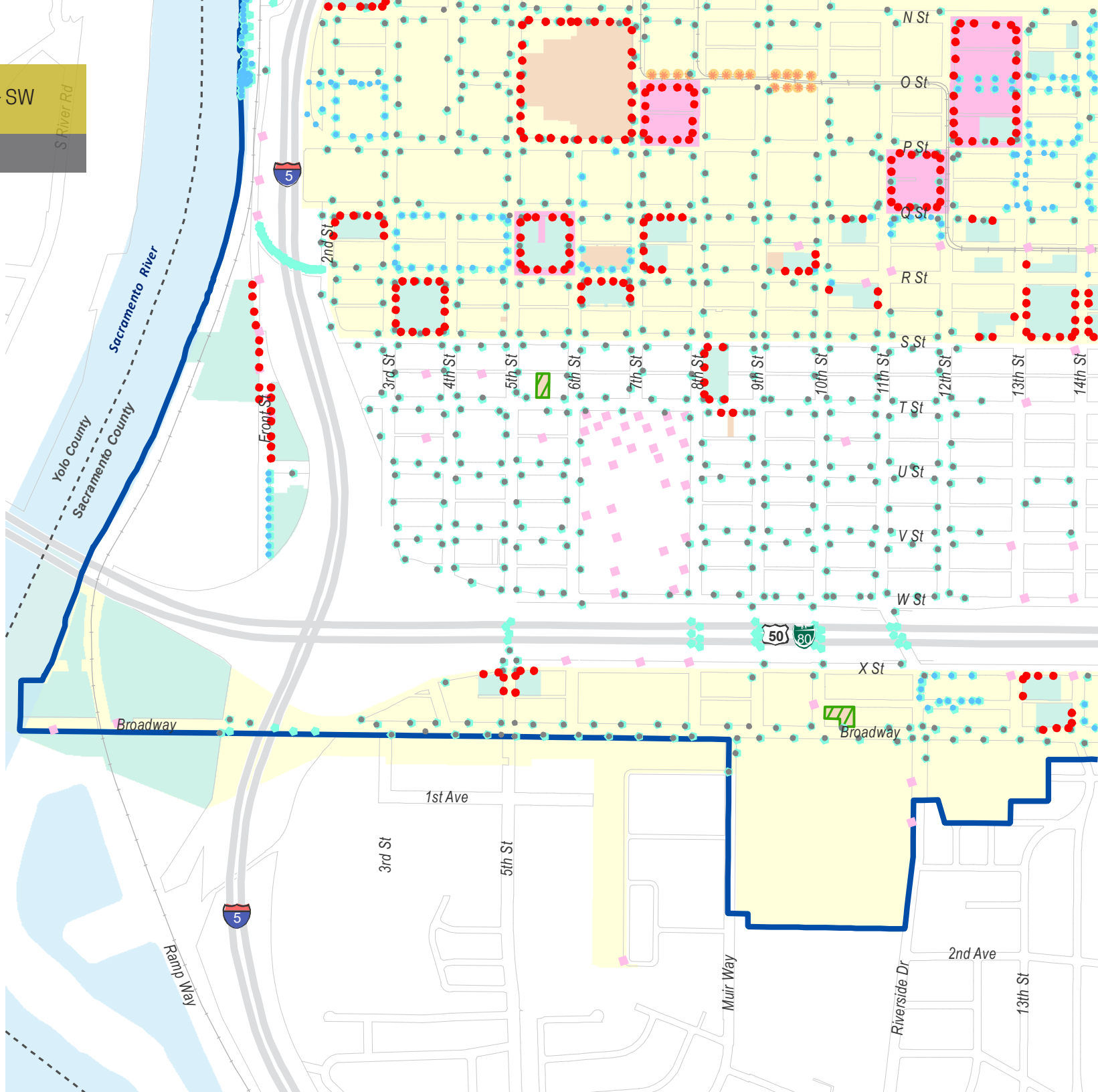


Figure 3.10-22 Street Lights - SE

NV5, 2017

Central City Specific Plan Boundary

Proposed Street Lights

- Ornamental

Existing Street Lights

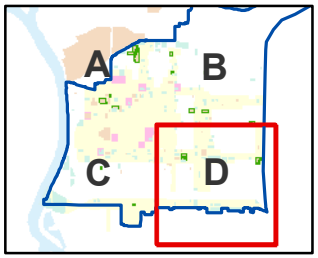
- Mast Arm
- Ornamental
- Dual Mast Arm
- Post Top
- Light & Banner Pole

Owner

- DOT
- SMUD
- Regional Transit

Land Use

- Opportunity Sites
- Planning Projects
- Projects Under Construction
- Commercial/Office Only
- Districts
- Proposed Streetcar



0 800 Feet

N St
O St
P St
Q St
R St
S St
T St
U St
V St
W St
X St
Broadway
14th St
15th St
16th St
17th St
18th St
19th St
20th St
21st St
22nd St
23rd St
24th St
25th St
26th St
27th St
28th St
29th St
30th St
Land Park Dr
19th St
21st St
2nd Ave
Franklin Blvd
50
80
99

CHAPTER 04

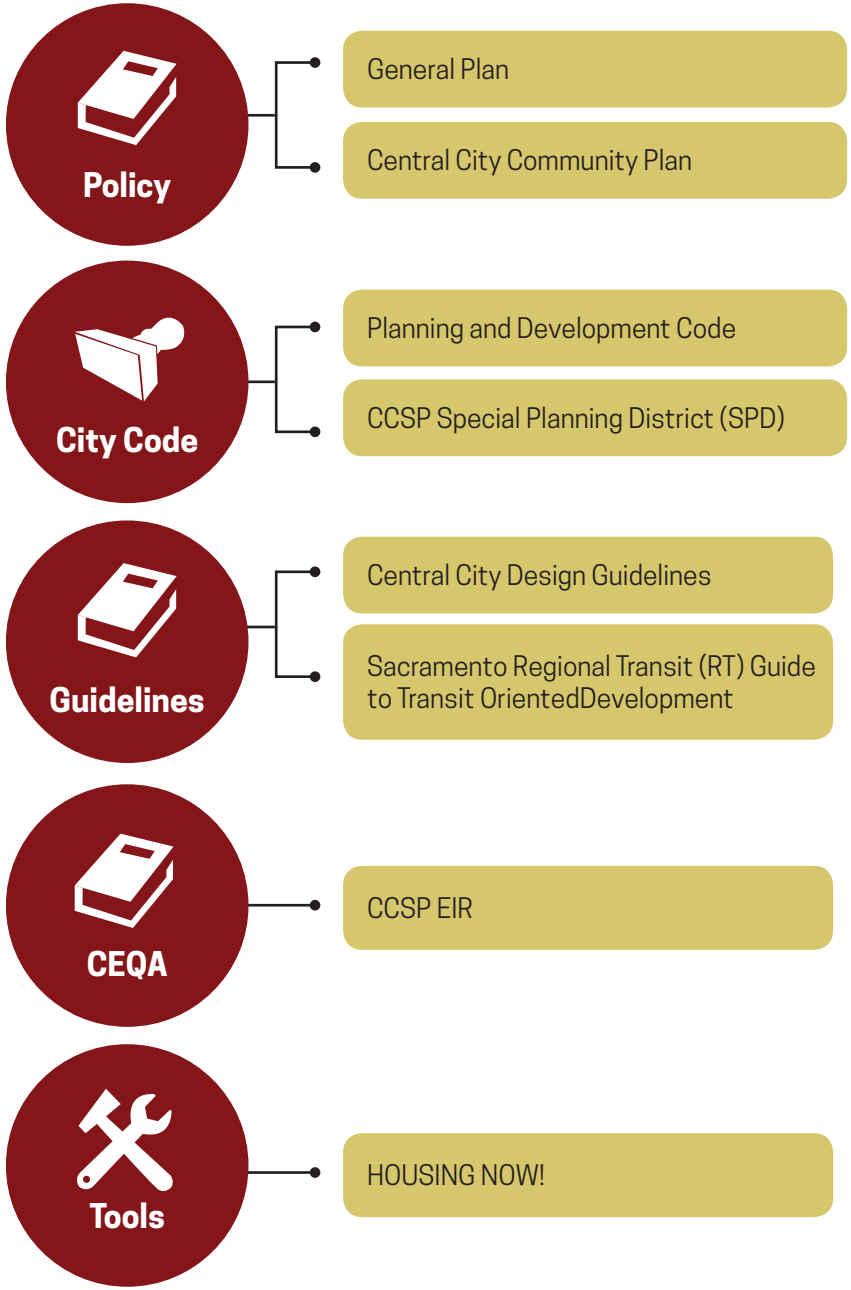
DO NOT
ENTER
CITY HALL GARAGE

Implementation

Government Code Section 65451 requires that a Specific Plan provide a program of implementation measures necessary to carry out its proposed land uses, infrastructure, development standards, and other criteria. There are a number of City plans, regulations, programs, processes, incentives and other tools that will be applied in implementing the CCSP. Some of these tools are applicable to all development within the CCSP area, while others are specific to certain types of development and/or geographic locations. Some of the tools existed at the time of Specific Plan approval, others were modified concurrent with adoption of the CCSP, and others are intended to be further developed subsequent to CCSP adoption. This section summarizes the implementing actions available to the City, project proponents and community within the CCSP area. The intent is to ensure that implementation occurs in an orderly manner that is responsive to changing circumstances and market conditions, and achieves the desired vision for Sacramento's Central City.

4.1 RELATIONSHIP TO OTHER DOCUMENTS, REGULATIONS, AND TOOLS

Implementation of the CCSP is to be administered by the City of Sacramento in accordance with the policies and provisions of several related planning, program and regulatory documents. In addition to the CCSP, the following documents will need to be consulted for any development, improvements, services and other activities undertaken within the CCSP area. The heirachy and relationships between these various documents are illustrated on Figure 4.1-1, Document Hierarchy.



General Plan

The City of Sacramento General Plan serves as the long-term policy guide for the physical and economic development of the City. The City's core values are the foundation of the General Plan and the underlying basis for its vision and direction. The CCSP is consistent with and implements the goals and policies of the General Plan and supplements these goals and policies by providing direction to reflect conditions unique to the CCSP area.

Central City Community Plan

Within the 2035 General Plan, there are eleven community plans that span the entirety of the city and some adjacent unincorporated areas. These community plans are designed to further refine policies and goals at a more local level and are unique to each plan area. The CCSP falls within the Central City Community Plan (CCCP) area, which recognizes the role of the Central City as the core for Sacramento and greater region, and responds to the diverse history and development across the broader community.

Figure 4.1-1 Document Hierarchy

ESA, 2017

Planning and Development Code

The Planning and Development Code (Title 17) provides the zoning regulations for the CCSP area and establishes the framework through which the Specific Plan will be implemented. The Planning and Development Code allows for the establishment of Special Planning Districts (SPDs).The purpose of SPDs are to regulate properties under multiple ownership that are in need of general physical and economic improvement or that have special environmental features that standard land use, zoning, and other regulations cannot adequately address. SPDs are used for selected areas of a commuity to provide flexibilility in order to stimulate new development, provide incentives for private development, provide mechanisms for preserving and enhancing unique environmental features, and encouraging coordinated development of properties through a unified theme, consistent with the goals and criteria for the SPD area. The CCSP area is covered by three SPDs, including the Central City SPD adopted concurrently with the CCSP, and the existing Entertainment and Sports Center (ESC) SPD and the Alhambra Corridor SPD. These three SPDs do not overlap and future development within the CCSP should refer to the SPD that applies to their project site (see Figure 3.1-3).

Central City Urban Design Guidelines

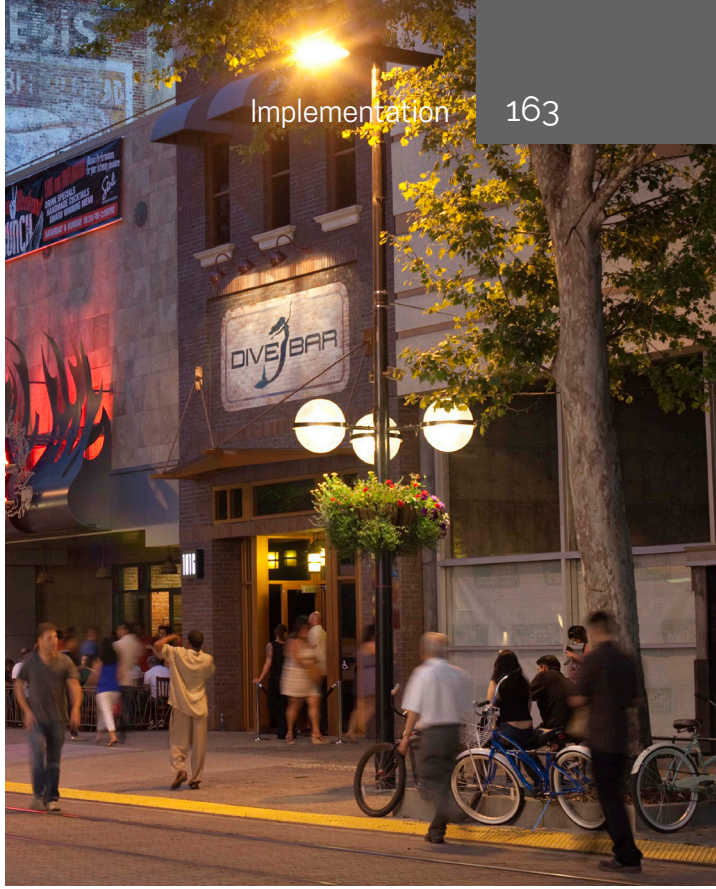
The Central City Urban Design Guidelines (CCUDG), which include the Central Core and Central Neighborhood Design Guidelines, set forth a long-term vision for the physical form and character of Sacramento's Central City, including the CCSP area. The CCUDG establish required and recommended design elements that are to be applied during the design and review of individual development projects and improvements. Concurrent with approval of the CCSP, the CCUDG were amended to ensure consistency with the goals and polices of the CCSP.

CCSP EIR

An Environmental Impact Report (EIR) was certified concurrent with approval of the CCSP. The EIR, prepared in accordance with the California Environmental Quality Act (CEQA), examines the potential direct and indirect environmental effects of the project and identifies appropriate mitigation measures, where feasible, to reduce impacts determined to be potentially significant. The CCSP EIR serves as the base environmental document for purposes of evaluating subsequent development entitlements, discretionary permits, and ministerial approvals within the plan area. Included is a Mitigation Monitoring Plan to be used by the City and project developers in ensuring compliance with adopted mitigation measures.

HOUSING NOW!

The Housing Now! Program is an interactive web mapping tool developed concurrent with the CCSP to enhance access to property and zoning information for housing opportunity sites within the plan area. Applicants interested in housing development within the CCSP should consult the Housing Now! Program to learn more about site size, land use, zoning, constraints, proximity to transit and other elements relevant to site selection and development. The Housing NOW! Program provides easy access to available information for each opportunity site, as well as enables searches for sites, issues and opportunities to facilitate successful project implementation. The Housing Now! Program supplements the City's Downtown Developer Toolkit.



Sacramento Regional Transit (RT) Guide to Transit Oriented Development

Sacramento Regional Transit's (RT) Guide to Transit Oriented Development serves as a guide to establish standards centered around transit oriented development, which is seen as a key tool in improving on the goals of increasing transit ridership and allowing for additional transportation options in the greater Sacramento region.

4.2 PROJECT APPROVALS AND INCENTIVES

4.2.1 PROJECT APPROVALS

Individual development projects within the CCSP are subject to review and approval of subsequent permits and entitlements by the City of Sacramento. Typical entitlements may include site plan review, use permits, deviations, parcel maps, subdivision maps, and/or other permits. Application and processing requirements shall be in accordance with the City's Planning and Development Code.

All subsequent development projects, public improvements and other activities shall be consistent with the provisions of the CCSP and pertinent City of Sacramento policies, requirements and standards. In acting to approve a subsequent project or permit, the City may impose conditions as are reasonably necessary to ensure that the project is in compliance with the CCSP and all other applicable plans and regulations.

4.2.2 PROCESS STREAMLINING

Streamlining and Assistance Programs

In order to facilitate development in the Central City area, the City has and continues to adopt and refine various process streamling and assistance measures. The Downtown Housing Initiative Plan supports this desire with a goal of developing 10,000 housing units in 10 years, and includes policies, strategies, and recommendations to provide greater incentives, resources and process streamlining. At the time of adoption of the CCSP the following streamlining and assistance processes, indicated in Table 4.2.1 below, were available to CCSP project applicants.

Housing Opportunity Sites

Eighty five opportunity sites within the CCSP area were identified as being able to accommodate housing in the future. These Housing Opportunity Sites, as shown in Figure 4.2-1 and listed in Appendix B, are generally vacant and/or underutilized and are at least one-quarter of an acre in size. The CCSP process included an evaluation of cultural resources, utility infrastructure needs and hazardous materials at the 85 Housing Opportunity Sites as described below. Since detailed information is available for these sites, future development review processes are streamlined as landowners and developers identify potential challenges to development and can build upon the existing information associated with the utility infrastructure anlaysis, cultural resources inventory and hazardous materials overview.

CCSP UTILITY INFRASTRUCTURE ANALYSIS

The CCSP Utility Infrastructure Analysis is a preliminary engineering and planning level effort that identifies potential opportunities to provide integrated infrastructure at the least cost through phasing options or the application of sustainable design principles and value engineering design. The evaluation includes a review of entitled projects within the CCSP area along with the Housing Opportunity Sites. The analysis estimates the existing capacity of sanitary sewer, storm drainage, water, electrical power, telecommunications and natural gas infrastructure systems and the projected infrastructure demands posed by anticipated development. The analysis also includes an estimate of probable construction costs and offers recommendations for six (6) priority investment areas that have the least infrastucture constraints (refer to Section 4.3.1 for additional details). This study will be useful for City staff and developers to evaluate probable infrastructure costs and most viable infrastructure investment projects. It should be noted that the proposed utility infrastructure improvements and estimated costs represent one scenario of how future growth will occur in the CCSP area. Exact locations of future development could vary from what was assumed in the Utility Infrastructure Analysis, and therefore, required infrastrcuture improvements could also vary from what is assumed.

CCSP CULTURAL RESOURCES SURVEY

A Cultural Resources Survey and Inventory was prepared for the CCSP area focused on the Housing Opportunity Sites (as shown in Figure 4.2-1). A preliminary survey and research was conducted to identify those Opportunity Sites that included historic-age (45 years or older) buildings and structures. The study found that there are 72 historic-age buildings and structures, and the City identified six historic–age buildings located on four of the Opportunity Sites for full evaluation for the National Register, California Register and local listing. There are also three City Landmarks on three of the Opportunity Sites and the Opportunity Sites are all located within four City of Sacramento historic districts.

ENVIRONMENTAL SITE ASSESSMENT

A Phase I Environmental Site Assessment overview study was conducted for the Housing Opportunity Sites. The study identified evidence or indications of recognized envioronmental conditions (REC), otherwise known as hazardous substances or petroluem products (as defined by the American Society for Testing and Materials). The study is to

Figure 4.2-1 Residential Housing Opportunity Sites

City of Sacramento, 2017

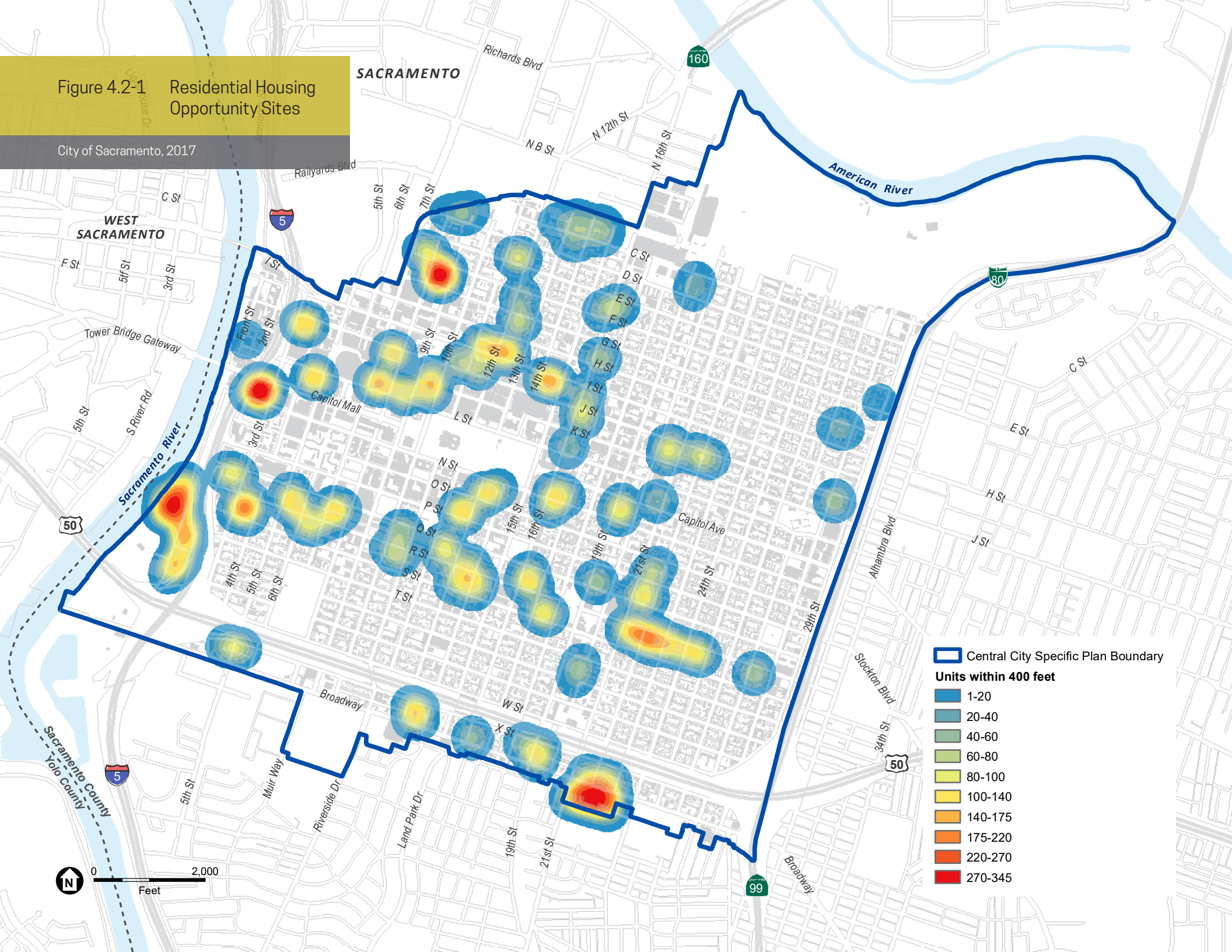


TABLE 4.2.1: AVAILABLE STREAMLINING AND ASSISTANCE PROCESSES

Available Streamlining and Assistance Processes	Description
Pre-application review	A pre-application review provides developers the opportuinty to present their project concept, ask questions and clarify project requirements before a formal submittal.
Sacramento Community Development Tracker	An online tracking system for permits to track all city staff correspondence and approvals during the life of the project.
"One-stop" Public Counter	A single point of entry for public information and services to initiate the development application process and reduce wait times. The "one-stop" shop includes building, planning, fire, utilities and development engineering services.
Assigned Project Manager	Projects valued at one $1 million or more are eligible for a designated project manager to help facilitiate a more efficient development review process.
Electronic Plan Check (EPC)	The EPC program enables applicants to submit their application package as an electronic (PDF) submittal through the Community Development Department's Citizen Portal as an alterantive to an in-person, public counter submittal.
Customer Service Training	City staff participates in customer service training programs to assist in creating a more positive experience at every level of engagement.
Interdisciplinary Process Review Meetings	The Matrix Review Committee, which includes staff from various city departments, Regional Transit and SMUD, meets regularly to communicate and coordinate on projects including the identificaiton of any red flags with a proposed project. Follow up meetings are then scheduled with the applicant to review any identified issues.
Cycle Times	Established turnaround times for building plan review are provided.
Expedited Plan Review	The Building Division offers Expedited Plan Review subject to approval by the Supervising Engineer and an additional expedited plan review fee.
Third Party Plan Review	Provides the option of a third party plan review to offer faster review periods.
Staff-Level Planning Approval	The comprehensive update of the Planning and Development Code included increased staff-level approvals, reducing the number of projects subject to commission level review.

be used as a reference for identifying potential environmental issues at the Housing Opportunity Sites and is the basis for future more detailed assessments, as needed. The Housing Opportunity Sites were ranked for their potential, on a scale of low, moderate and high, for REC. The study identified 27 Housing Opportunity Sites with a high potential (impacts exist on the site) of an REC, 36 have a moderate potential (impacts may exist on the site) and 22 have a low potential to have an REC (impacts are not likely to exist on the site).

4.2.3 CEQA STREAMLINING

Each subsequent development project shall be reviewed to ensure compliance with CEQA. Development applications will be reviewed on a project-by-project basis to determine appropriate CEQA review, if any. In general, if a subsequent project is determined to be consistent with the CCSP and within the scope of the CCSP EIR, further environmental review may not be necessary. If it is determined that a development application is inconsistent with the CCSP and/or outside the scope of the CCSP EIR, a determination will be made as to the appropriate subsequent environmental document in accordance with CEQA. Nothing in the CCSP or CCSP EIR limits the City's authority or discretion to determine the appropriate CEQA review for any subsequent project.

Future projects that are consistent with the CCSP and CCSP EIR may be eligible for CEQA streamlining mechanisms, inlcuding, but not limited to, the following:

EXEMPTIONS FOR RESIDENTIAL PROJECTS PURSUANT TO A SPECIFIC PLAN

In accordance with Government Code Section 65457, "any residential development project, including any subdivision, or any zoning change that is undertaken to implement and is consistent with a specific plan for which an environmental impact report has been certified after January 1, 1980 is exempt" from further CEQA review, absent substantial changes or new information as defined by State CEQA Guidelines Section 15162. If a proposed residential project is consistent with the CCSP, a project applicant could avoid preparation and public circulation of a subsequent environmental document and proceed directly to the Site Plan and Design Review Review approval process. This mechanism provides the opportunity for streamlined environmental review for residential projects located within the CCSP area. Applicable mitigation measures identified in the CCSP EIR would be implemented.

EXEMPTIONS FOR PROJECTS CONSISTENT WITH A COMMUNITY PLAN, GENERAL PLAN OR ZONING

Consistent with Public Resources Code Section 21083.3, Section 15183(a) of the State CEQA Guidelines states, "CEQA mandates that projects which are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR is certified shall not require additional environmental review except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site." Applicable mitigation measures identified in the CCSP EIR would be implemented. If an effect that is peculiar to the project or its site is identified, Uniformly Applied Development Standards may be implemented to reduce or eliminate the effect.

EXEMPTIONS FOR RESIDENTIAL, EMPLOYMENT CENTER OR MIXED USE DEVELOPMENT PROJECTS PURSUANT TO A SPECIFIC PLAN

Public Resources Code Section 21155.4 allows residential, employment center, or mixed-use projects within a transit priority area that are consistent with a specific plan for which an EIR has been certified, and are consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in the Sustainable Communities Strategy to be exempt from further CEQA review.

EXEMPTIONS FOR INFILL PROJECTS

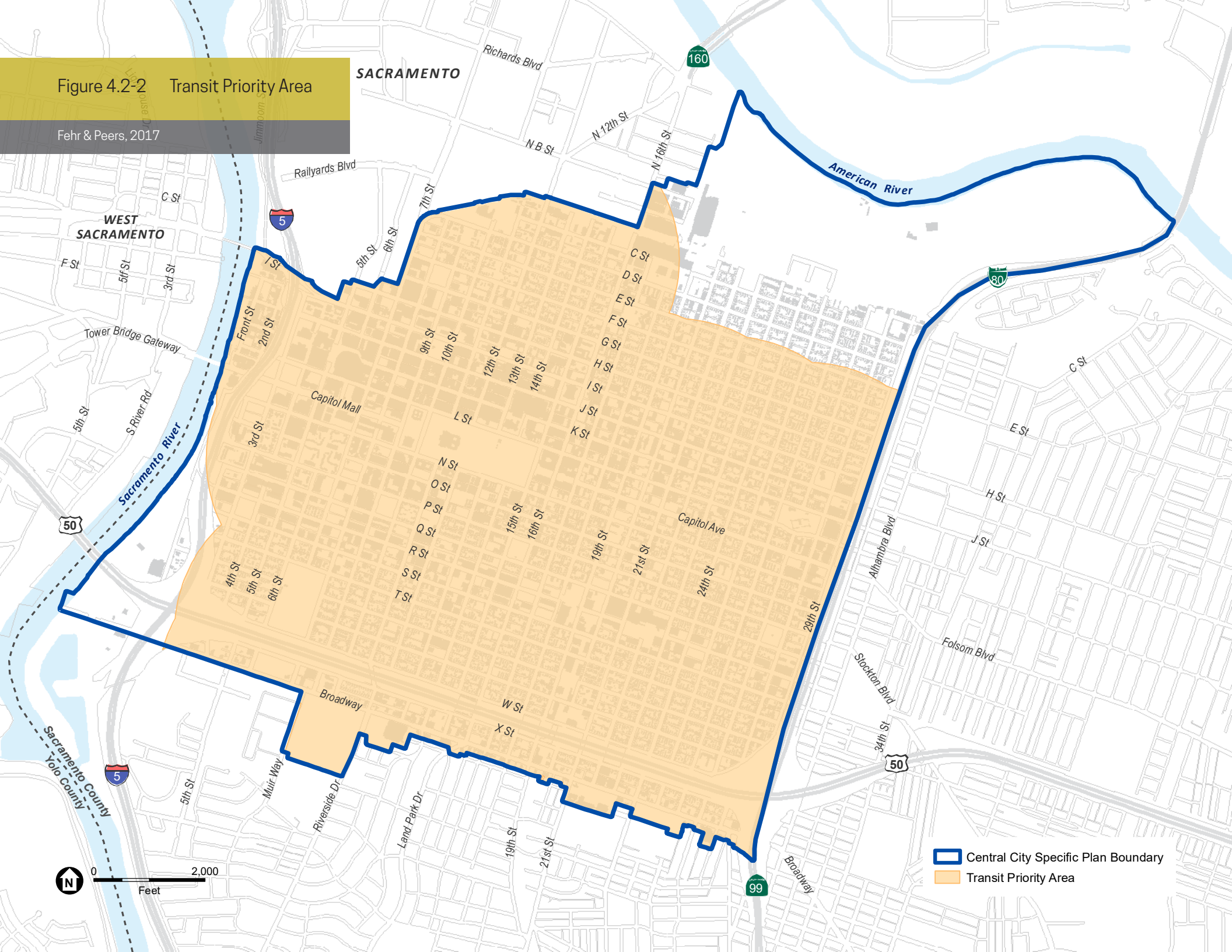
Public Resources Code Section 21094.5 provides streamlining by focusing further CEQA analysis only on effects that are specific to the project or project site and were not addressed as significant effects in the prior environmental impact report, or focusing the analysis on effects, based on substantial evidence, that would be more significant than previously described in the prior environmental impact report.

FOCUSED EIR FOR CERTAIN PROJECTS

Public Resources Code Section 21158.5 allows projects consisting of multiple family residential development of no more than 100 units, or residential and commercial or retail mixed-use development of not more than 100,000 square feet that comply with certain conditions to prepare a focused EIR. The focused EIR prepared will only be limited to a discussion of potentially significant effects on the environment specific to the project, or which substantial new information shows will be more significant than described in the prior EIR.

Figure 4.2-2 Transit Priority Area

Fehr & Peers, 2017



FUTURE TRAFFIC ANALYSIS

The need for additional traffic studies for future projects will be limited for those projects that meet the new Vehicle Miles Traveled (VMT) standards established as part of the CCSP EIR process. Transportation impacts to VMT are considered less than significant if:

- For residential uses - the residential use is within a Transit Priority Area and VMT per capita is equal to or below 85 percent of the existing average regional household VMT per capita; and/or
- For office/employment center uses - the office/employment center use is within a Transit Priority Area and VMT per employee is equal to or below 85 percent of the existing average VMT per employee for Sacramento County; and/or
- For retail uses - the retail use is within a Transit Priority Area and it is not a "regional" retail use.

Implementation of the CCSP, including land use development and implementation of transportation improvements, would not result in a significant impact on the environment on per capita or per employee basis in the CCSP area, and would not require further project-specific analysis of VMT for the purposes of CEQA compliance.

The enactment of SB 743 established CEQA exemptions for certain qualifying projects, including projects proposed within a transit priority area. The majority of the CCSP area would meet the criteria for proximity to transit as shown in Figure 4.2-2. New residential, retail, office/employment center and mixed use projects (as further defined in the CCSP EIR) within these transit priority areas would be determined to not have significant VMT-related transportation impacts, and thus would not require further VMT analysis for the purposes of CEQA compliance, as long as the project is:

- Consistent with the CCSP, and
- Does not include more parking for use by residents, customers, or employees of the project than the maximum allowed by the City.

While further LOS and VMT analysis would not be necessary for projects that comply with the CCSP (as described above), future projects may be required to provide supplemental studies to address ingress/egress, pedestrian/bicycle/vehicle conflicts, parking and other such mobility-related issues as required by the City.

4.2.4 REGULATORY RELIEF

In addition to the process and CEQA streamlining opportunities, the Planning and Development Code includes regulatory incentives applicable to the CCSP area to promote housing and infill development. At the time of adoption of the CCSP the following regulatory incentives were available to CCSP project applicants.

HISTORIC PRESERVATION

The Mills Act program provides economic incentives for the preservation of historic buildings. Enacted in 1972, the Mills Act legislation grants participating located governments the authority to enter into contracts with owners of qualified historic properties who restore and maintain those historic properties. The property owner is granted a tax break for participating in the program. Mills Act contracts are for 10 years initially with automatic yearly extensions. The contract stays with the property and transfers from owner to owner. The local government establishes their own criteria, application procedures, and contract terms and determines how many contracts they will allow in their jurisdiction.

CENTRAL CITY SPECIAL PLANNING DISTRICT (SPD)

As described in Section 4.1, the CCSP includes the adoption of a new SPD. The new SPD has been designed to provide regulatory incentives that will further encourage development consistent with the goals of the CCSP. These incentives include:

- Increased maximum height allowances in the C-2, OB and RMX zones

TABLE 4.2.2: AVAILABLE REGULATORY INCENTIVES

Available Regulatory Incentives	Description
Reduced Parking Requirements	No parking is required in the Central Business District (CBD). 0.5 to 1 space per dwelling unit is required in all other areas within the CCSP.
Quimby Park Dedication Requirements	The Quimby Park Dedication requirements have been reduced from 5 acres per 1,000 residents to 1.75 acres per 1,000 residents within the Central City.
Permitted Use	Housing is a permitted use in all commercial and mixed use zones.
Historic Preservation (for listed historic resources)	
Permitted Use (General)	A building may be used for a use not permitted in the zoning district as approved by a zoning administrator conditional use permit (subject to Section 17.232.130 of the Planning and Development Code).
Permitted Use (in Multi-Family Zones)	Commercial and office uses are allowed in multi-family zones (subject to Section 17.604.750 of the Planning and Development Code).
Building Requirements	The building official is authorized to use the California Historical Building Code for potential flexibility with structural, accessibility and energy requirements when preserving historic features (subject to Section 17.604.710 of the Planning and Development Code).
Open Space Requirements	The Preservation Director may waive up to 100 percent of the required private open space required (subject to 17.604.730 of the Planning and Development Code).
Parking	Off-street parking is not required for historic resources that are converted from nonresidential uses to residential uses (subject to Section 17.608.020 of the Planning and Development Code).
Historic Preservation (Process)	
Plan Check	Concurrent building plan check is permitted for historic resources.
Site Plan and Design Review	Historic resources are potentially exempt from Site Plan and Design Review if it meets specific criteria for work involving siding, windows, exterior doors, HVAC equipment, electrical and solar panels and re-roofs.

TABLE 4.2.3: AVAILABLE FINANCIAL INCENTIVES

Available Regulatory Incentives	Description
Property Assessed Clean Energy (PACE) Financing Program	This program provides financing for energy efficiency and renewable energy improvements on private property.
Green Improvements Financing Program	This program provides financing for green remodels and upgrades.
Sacramento Brownfields Program	This program provides financing for redevelopment of environmentally contaminated sites.
Housing Impact Fee	The Housing Impact Fee is set at an initial $0.00 fee rate for high density housing and conversions from nonresidential to residential uses.
Statewide Community Infrastructure Program (SCIP)	This program provides the ability to create assessment districts for individual parcels that will allow landowners to finance applicable infrastructure improvements.
Fee Deferral	Fee deferals are allowed for housing developments of 5 units or more.
City Development Impact Fee Ordinance	The City's Development Impact Fee Ordinance standardizes how new or updated fees are assessed.

- Increases in the maximum density allowances in the OB and RMX zones
- Reduced open space requirements for residential uses
- No open space requirements will apply to the conversion of a nonresidential building to a multi-unit dwelling
- Reduction of the adaptive resuse density requirement to 1 dwelling unit/350 square feet for listed historic resources
- Elimination of the 60 foot height threshold in the Central Business District that triggers commission-level site plan and design review

4.2.5 FINANCIAL INCENTIVES

Reducing costs is another mechansim that can be used to further spur infill development. The City has implemented a number of financial incentive programs aimed at improving the feasibility to develop within the CCSP area. At the time of adoption of the CCSP the following financial incentives were available to CCSP project applicants:

4.3 INFRASTRUCTURE FINANCING AND PHASING

4.3.1 PRIORITY INVESTMENT AREAS

The Utility Infrastructure Analysis described in Section 4.2.2 identifies six locations within the CCSP as Priority Investment Areas (PIAs) where the concentrations of development would benefit from focused infrastructure investments. The general location of each of these PIAs is shown in Figure 4.3-1 and further described below. It should be noted that as previously discussed, the locations of future development represents one scenario that may occur and actual development could occur at different locations within the CCSP area. Therefore, the exact locations of the PIAs may shift in the future.

PIA #1

PIA #1 is generally located along R Street and Rice Street between 19th Street to the west and 25th Street to the east, with additional parcels located along 22nd Street between O Street and Q street. PIA #1 is projected to include a total of 1050 residential units and 102,522 square feet of commercial development. Priority infrastructure improvements in this area include a 3,757 linear foot CSS 18 inch pipeline, 4,863 linear foot 8 inch water main and 2,778 linear foot 12 inch water main.

PIA #2

PIA #2 is generally located along R Street between 12th Street to the west and 15th Street to the east, with additional concentrations of Housing Opportunity Sites and a project site between Quill Street and Q street. PIA #2 is projected to include a total of 467 residential units and 56,118 square feet of commercial development. Priority infrastructure improvements in this area include a 1,728 linear foot CSS 18 inch pipeline, 1,442 linear foot 8 inch water main and 1,454 linear foot 12 inch water main.

PIA #3

PIA #3 is generally located along Kayak Street between K Street to the north and L Street to the south and between 7th Street to the west and 10th Street to the east. PIA #3 is projected to include a total of 710 residential units and 206,584 square feet of commercial development. Priority infrastructure improvements in this area include a 1,123 linear foot CSS 18 inch pipeline and 1,579 linear foot 12 inch water main.

PIA #4

PIA #4 is generally located along I Street between H Street to the north and J Street to the south and between 11th Street to the west and 13th Street to the east. There are additional Housing Opportunity Sites and planned projects located along Jazz Street and Improv Street. PIA #4 is projected to include 800 residential units and 198,999 square feet of commercial development. Priority infrastructure improvements in this area include a 2,494 linear foot CSS 18 inch pipeline, 854 linear foot 8 inch water main and 2,009 linear foot 12 inch water main.

PIA #5

PIA #5 is generally located along 16th Street between E Street to the north and Jazz Street to the south. PIA #5 is projected to include 449 residential units and 144,093 square feet of commercial development. Priority infrastructure improvements in this area include a 4,433 linear foot CSS 18 inch pipeline, 1,886 linear foot 8 inch water main and 2,136 linear foot 12 inch water main.

PIA #6

PIA #6 is a constrained area located along 3rd Street from Capital Mall to H Street. There are five proposed projects within this area, but the cost estimate for this area does not include any development as this was an area identified for its location as a critical infrastructure juncture point. Priority infrastructure improvements in this area include a 798 linear foot 8 inch water main, a CSS relief sewer line at 3rd street, and 30 inch, 42 inch, 48 inch and 54 inch pipelines identified in the Basin 52 Master Plan.

TABLE 4.3.4: SUMMARY OF PRIORITY INVESTMENT AREAS

Description	Planning Projects		Opportunity Sites		Commercial/ Office Only	Totals		Infrastructure
	Residential Units	Commercial (s.f.)	Residential Units	Commercial (s.f.)	Commercial (s.f.)	Residential Units	Commercial (s.f.)	Amount
Priority Investment Area #1	253	6,875	797	95,647	0	1,050	102,522	$2,694,720
Priority Investment Area #2	73	8,800	394	47,318	0	467	56,118	$1,151,940
Priority Investment Area #3	337	161,829	373	44,755	0	710	206,584	$722,190
Priority Investment Area #4	194	4,480	606	72,719	121,800	800	198,999	$1,462,380
Priority Investment Area #5	155	0	294	35,293	108,800	449	144,093	$2,396,250
Priority Investment Area #6	0	0	0	0	0	0	0	$5,158,900
TOTALS	**1,012**	**181,984**	**2,464**	**295,732**	**230,600**	**3,476**	**708,316**	**$13,586,380**

4.3.2 OVERVIEW OF FUNDING OPTIONS

Public Facilities Finance Plan

PUBLIC FACIITIES FINANCE PLAN PRINCIPLES

A Public Facilities Finance Plan (CCSP Financing Plan) was prepared for the CCSP. The CCSP Finance Plan addresses infrastructure costs for new development and identifies options to mitigate these financial constraints, including how infrastructure will be phased and funding sources that may be obtained. To ensure that public infrastructure will be funded and delivered to meet the demands of the Plan area, the CCSP Finance Plan is based upon the following principles:

- The Finance Plan provides the framework to ensure all essential infrastructure and public facilities necessary for public health, safety, and welfare are constructed in accordance with the City's development standards in a timely manner to support development in the Plan Area.
- The Finance Plan identifies the specific maintenance services unique to the Plan Area and identifies appropriate funding sources.
- The City will, in accordance with prudent fiscal judgment, provide tax-exempt municipal financing to keep financing costs for public facilities to a minimum. Any public debt issued by the City must meet all City debt policies and not adversely affect the City's credit rating.
- Developers may be required to advance-fund or construct significant portions of backbone infrastructure and public facilities exceeding their proportionate share. Such developers may seek private financing necessary to carry such improvements to the extent public financing is not available and to fund the developers' own share of such costs.
- New development will fund the proportionate share of backbone infrastructure traditionally funded in new development projects, and carried costs exceeding respective fair shares are subject to various credit and reimbursement mechanisms.

- After approval of the Finance Plan by City Council, the City will promptly initiate proceedings and undertake actions to implement the various components of the Finance Plan.
- Because it is impossible to predict the manner in which development of the Plan Area will unfold, the absorption of the projected land uses, and therefore the timing of improvement requierments, the various components of the Finance Plan will require regular updates to reflect changes in land use and improvement assumptions.
- The actions contemplated herein by the City are subject to the legislative discretion of the City at the time of approval and must b in compliance with all applicable laws and regulations.

FINANCE PLAN OPTIONS

Buildout of the CCSP will require significant investments in infrastructure and public facilities, including improvements to transportation systems, sanitary sewer, storm drainage, water, street lighting, library, parks and open space, schools and public safety facilities (police and fire). Installation of the required backbone infrastructure and public facilities is estimated to cost over $500 million (all costs reported in 2017 dollars) at buildout of the CCSP. The CCSP Financing Plan provides a detailed funding strategy, including a breakdown of the estimated costs for improvements, identified sources and assumptions regarding the use of that funding, financing techniques and a thorough nexus evaluation of the proposed CCSP Impact Fee program consistent with AB 1600 procedural guidelines.

The CCSP Finance Plan recognizes the complexity of the project and the inability to provide a precise understanding of the market conditions that will ultimately determine the amount of new development, sequencing of development and ultimate improvements that will need to be constructed. However, the CCSP Finance Plan provides a level of certainty for the development community and the City by providing an understanding of the costs and financing options for infrastructure and public facilities improvements. The CCSP Finance Plan also provides a framework for the ongoing update of infrastructure cost estimates, funding options and development information that will help facilitate future development within the CCSP area. Because of the extent of infrastructure requirements and mix of funding sources required, the City will need to closely coordinate the use of public and private funding mechanisms over time. A combination of the following funding options are expected to be used to finance the necessary infrastructure and public facilities:

- Plan Area Based Funding
  - Central City Specific Plan Development Impact Fee Program
- City Fees
  - Park Impact Fees
  - Combined Sewer System(CSS) Fees
  - Transportation Development Impact Fee
  - Water Development Fees
- Other Fee Programs
  - I-5 Subregional Corridor Mitigation Program
  - School Mitigation Fees
- Other Plan Area Contributions
  - Downtown Transportation Impact Fee Fund Balance
  - Basin 52 Subarea Funding
- Other City/Sucessor Agency
  - EIFD/CRIA
  - Other City Funding Sources
- Utility Rate Revenue
  - CSS
  - Water
- Other Funding Sources
  - Regional, State and Federal
  - Private Developer Funding
  - Other

Refer to the CCSP Finance Plan for additional details.

Public Art Funding

The CCSP also includes an ambitious Public Art Plan to facilitate the creation of beautiful, highly distinctive and culturally rich places throughout the plan area. Multiple funding sources will be required to implement the full scope of the Public Art Plan, including existing and future funding programs. These funding sources are summarized here and described in more detail below:

Existing

- Art in Public Places (APP) Program- 2% set aside of eligible City and County capital improvement project budgets
- Sacramento Regional Transit set asides
- State of California set asides
- Existing City Ordinance 17.52.090 – potential fee credits for exceptional art installation, civic amenity or placemaking features

Future

- "Destination Sacramento" in-lieu fund
- Community Facilities Districts and Enhanced Infrastructure Financing Districts – identification of public art as eligible facilities during district formation
- Grants – including transportation and park grants
- Fundraising for the Public Art Plan through events and festivals
- Partnerships with nonprofit arts organizations
- Partnerships and collaborations with West Sacramento and Crocker Art Museum

Adequate funding is critical to accomplishing the ambitious public art program described in Section 4.5, Public Art. There is not just one funding option but multiple approaches to combining resources needed to achieve the Public Art Plan goals.

One source of Funding for APP Programs is derived from capital projects, which the City manages and administers. SMAC (Sacramento Metropolitan Arts Commission) curates and manages the acquisition of the art funded within the capital improvement budgets. City and County ordinances and a Memorandum of Understanding specify two percent of eligible City and County capital improvement project budgets be set aside for the commission, purchase, and installation of artworks throughout the City. City ordinances currently provide for a two-percent allocation set aside for art integrated into city buildings, parking and decorative structures and recreational facilities. Transportation, sewer, water, and storm drain capital projects do not have this requirement currently. It is recommended that for transportation and transit investment in the areas designated by the CCSP Public Art Plan, the City, and Sacramento Regional Transit Agency coordinate with SMAC and other arts partners at the initiation of design so that the goals of the CCSP are met and State and federal grant proposals can include the art improvement.

Sacramento Regional Transit and the State of California set aside funding for art in some projects and other public and private agencies also contract with SMAC to curate and manage art acquisition. The City should encourage SMAC to implement the goals of the CCSP Public Art Plan with these other clients and partners. One focus of the CCSP Public Art Plan locations is the street car stops currently in design by the Downtown/Riverfront Streetcar Project.

Collaborative partnerships will be important to bring the communities together to support projects and events with funding, coordination efforts, community volunteers, and activation. SMAC will work with:

- Private property owners to activate vacant storefront spaces with temporary exhibitions.
- Nonprofit Arts Organizations to program the public spaces with arts and cultural events and festivals.
- Commercial Event Planners to organize events and festivals, with a percentage of profit to go into a fund for the CCSP Public Art Plan.
- Neighborhood associations regarding public art and community outreach.
- Future collaborations with West Sacramento should include the iconic Sacramento Tower Bridge, future pedestrian bridges, and riverfront parks.
- Installations in the west Capitol Mall locations should be planned coincident with the installations and near term in- vestments of the Crocker Art Museum in the Crocker's out- door sculpture garden.

City Ordinance Chapter 17.512 requires the dedication of land or payment of a fee in lieu thereof or both as a condition of final subdivision map or parcel map for park and recreational purposes and provides for fee credits for developer. Section 17.512.090 of this section provides that the City Council may authorize fee credits under certain conditions for exceptional aesthetic quality, size, or if the space or facility particularly complements/ leverages development. The City and developers should collaborate early in the design phase to identify the potential for a developer to include an art installation, civic amenity, or place-making feature in a dedicated space or the existing public realm and bring it the Council for fee credit consideration as provided by this ordinance.

ADDITIONAL FUNDING RECOMMENDATIONS

Realizing the potential of public art as an economic driver, many cities have passed ordinances that provide an incentive for developers to incorporate artwork into the overall project. Projects that provide public art would be allowed to increase in the floor-area ratio as long as the project meets other applicable development standards and design guidelines. Works of art must be accessible to the public during business hours and meet the qualifications of an artwork. Signage, reproductions, educational activities, mass-produced items and decorative elements not created by an artist are excluded.

Artworks are owned and maintained by the developer. If the developer does not want to commission an on-site artwork, an in- lieu contribution, based on a percentage of the construction cost, may be contributed to the public art fund.

Explore the creation of a "Destination Sacramento" Fund utilizing a share of future transient occupancy tax revenue. The funding program could include programming for temporary and permanent art and civic amenities such as gateway monuments in the area of the River Crossing among other projects. Given the shared goals and objectives of "Destination Sacramento" and this plan, this funding source should be explored for temporary or permanent installations that meet specified criteria of this fund.

To the extent possible budget proposals for state and federal transportation and parks grants should provide for and include art in the requested funding plan.

Property based improvement districts, community facilities districts and enhanced infrastructure financing districts can fund public art if it is described as an eligible expense in the formation documentation. When property owners and/or the City are identifying eligible improvements for the formation of these districts, within any portion of the CCSP area, public art should be included as an eligible facility.

4.4 IMPLEMENTING ACTIONS

Each section this Specific Plan identifies implementing actions to further the goals and policies of the CCSP. These implementing actions are listed in a table in Appendix C, which is intended to be used by the City as a tool to assist in execution and monitoring. The table includes a timeframe to complete each implementation action, which City department(s) is responsible for leading implementation, and which department(s) will support the responsible department.

4.5 ADMINISTRATION AND MONITORING

4.5.1 AMENDMENTS TO THE SPECIFIC PLAN

Over time, various sections of the Specific Plan may need to be revised to respond to changing conditions and to ensure alignment of the Specific Plan's goals, policies and implementing actions with development in the area. Any amendment to the Specific Plan shall be done in accordance with applicable law.

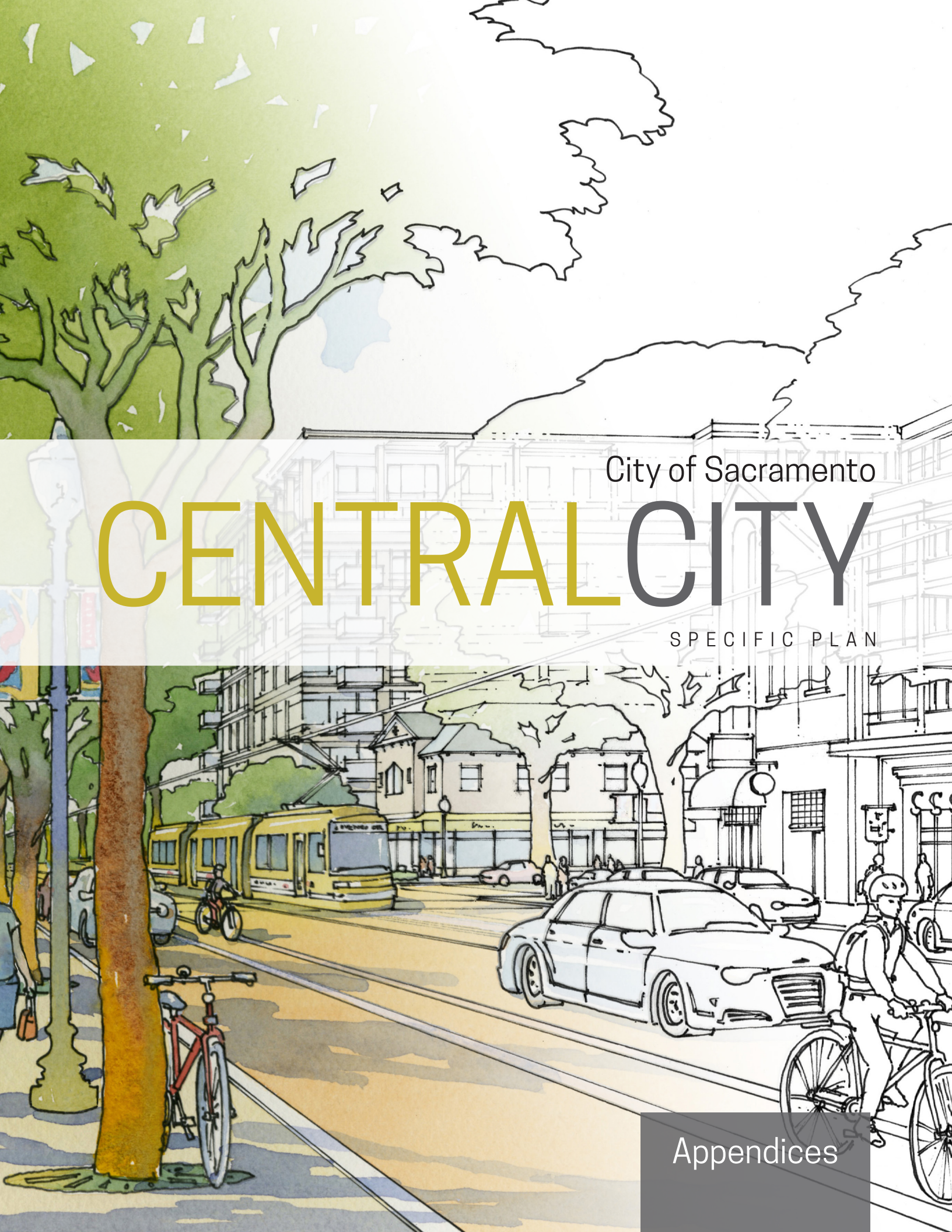
4.5.2 SEVERABILITY

If any portion of this Specific Plan is, for any reason, held invalid by a court of competent jursidcitions, such portion shall be deemed a separate, distinct and independent provision and the invalidity of such provision shall not affect the validity of the remaining portion of this Specific Plan.

City of Sacramento

CENTRALCITY

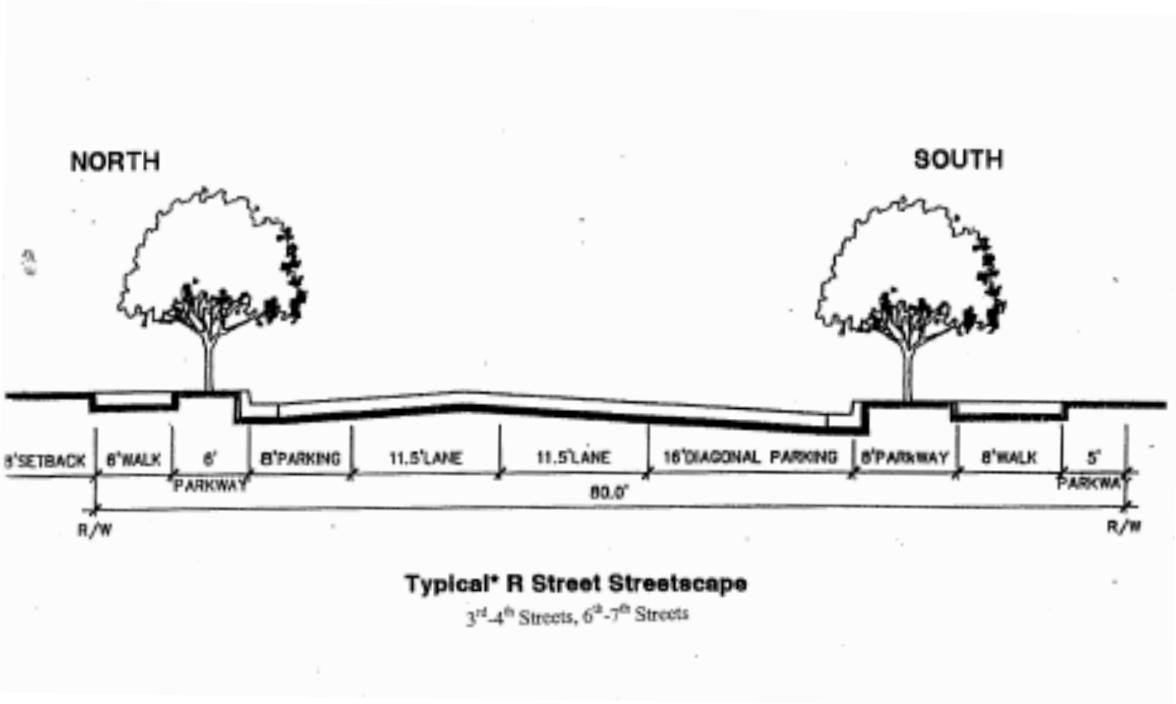
SPECIFIC PLAN



Appendices

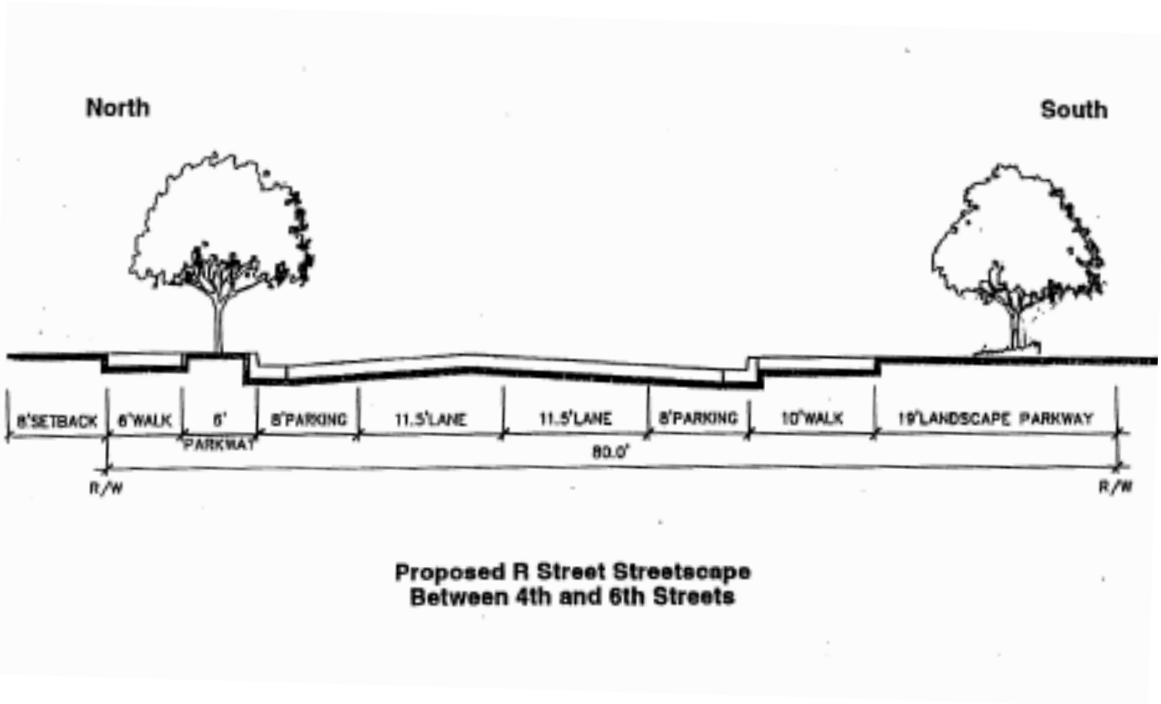
A

R Street Cross Sections



Typical* R Street Streetscape

3rd-4th Streets, 6th-7th Streets



Proposed R Street Streetscape
Between 4th and 6th Streets

Exhibit B

Figure 14c

R Street Corridor
Cross Sections
7th to ~~19th~~ 9th Streets

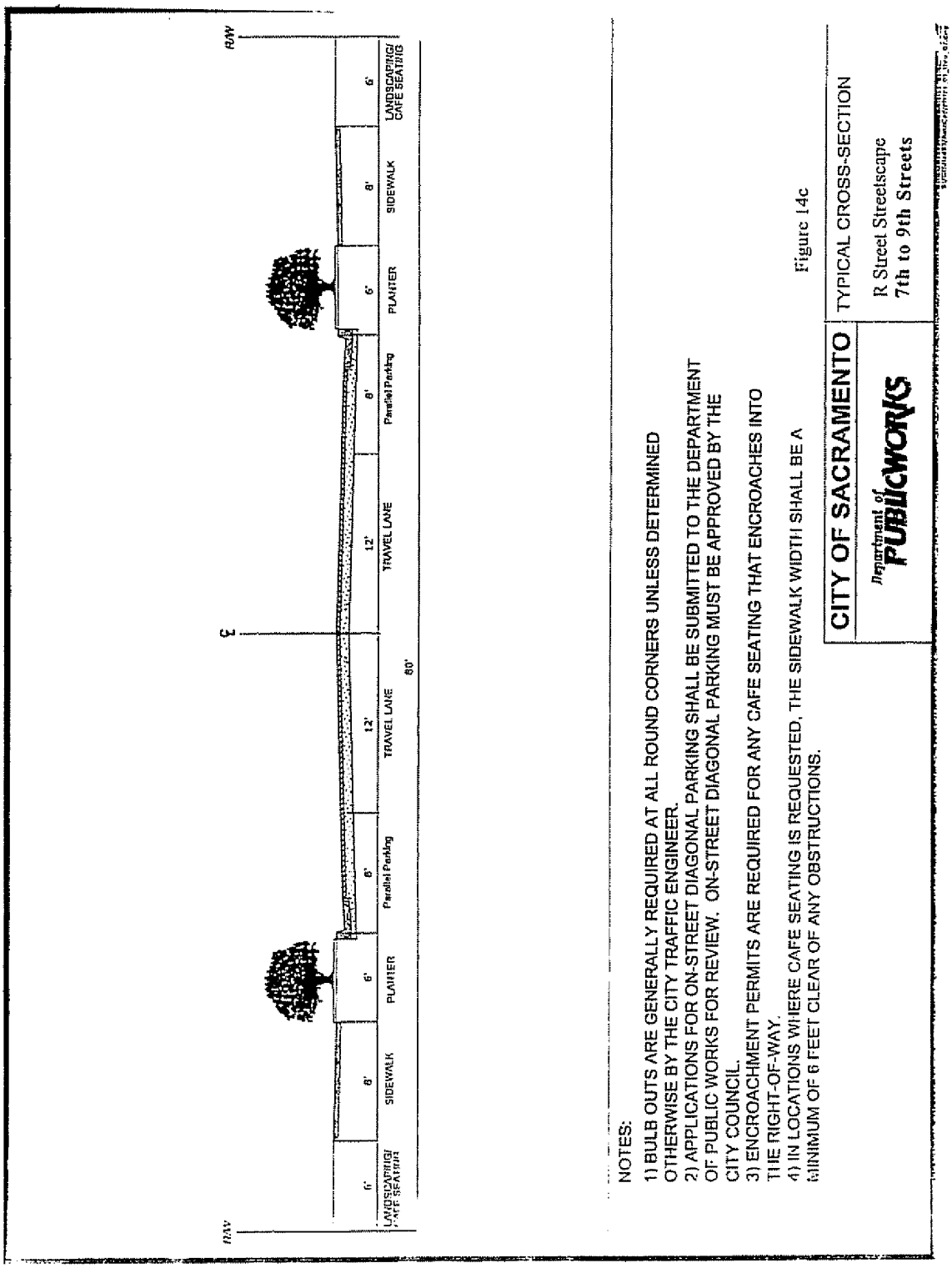
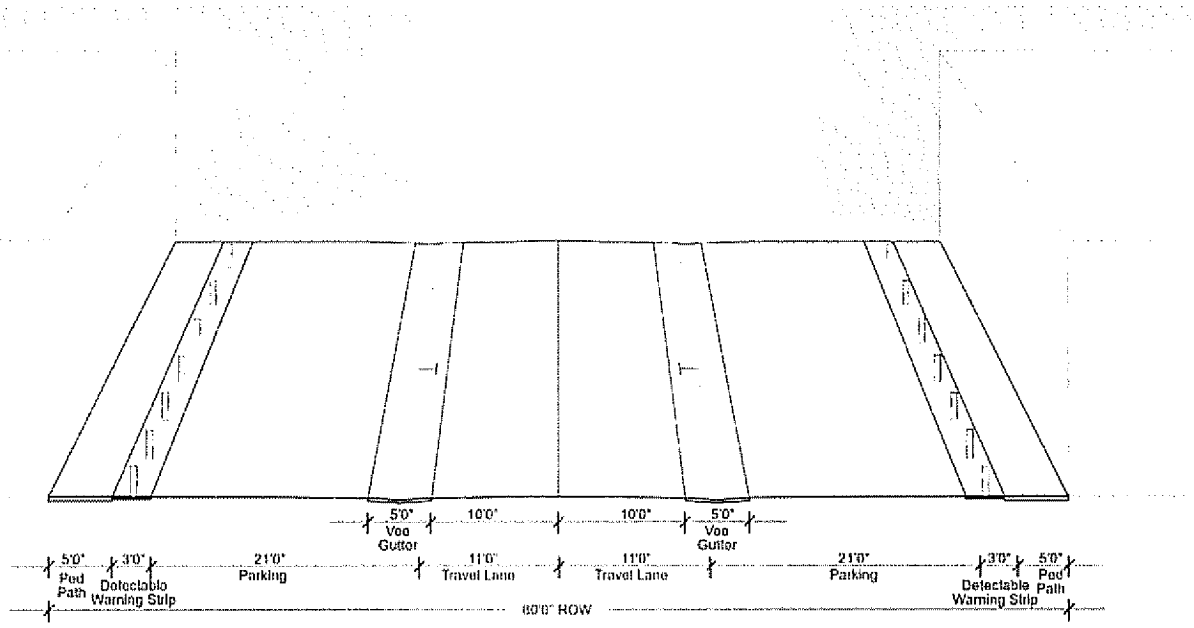


Figure 15a

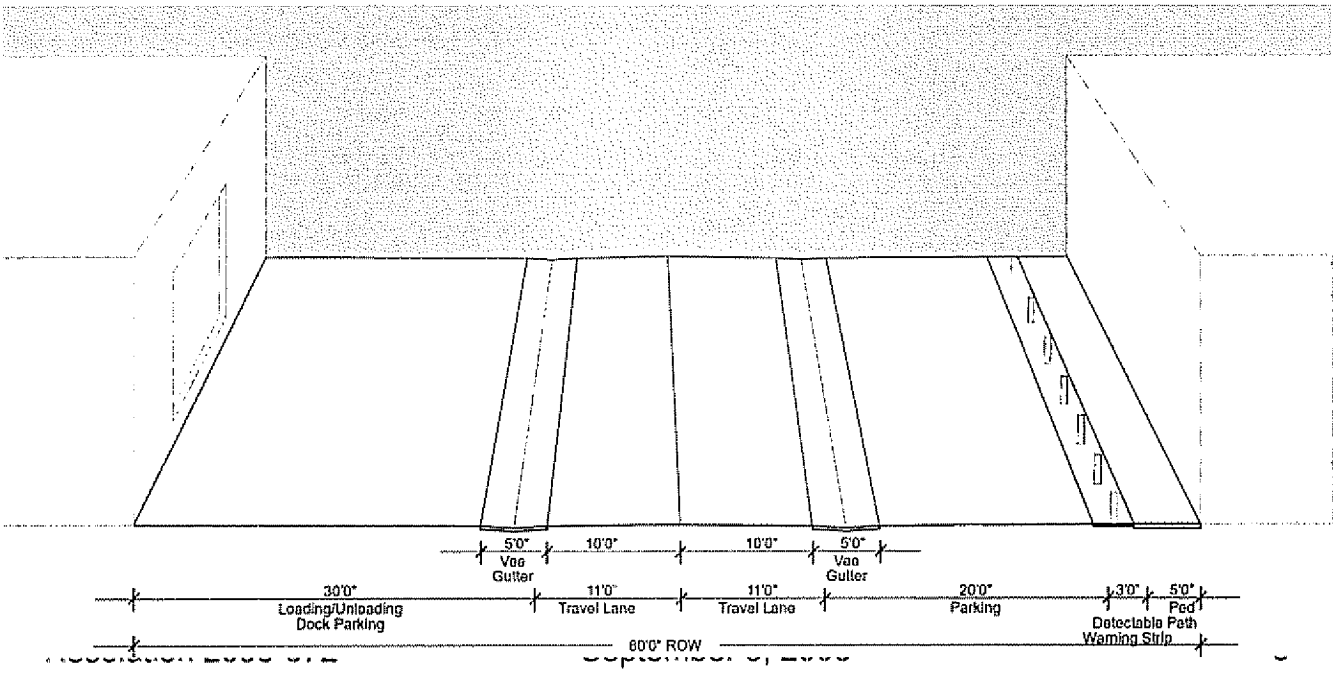
R Street Corridor
Capitol Area Neighborhood Streetscape Sections
Sector A 9th to 12th/13th Streets

Sector A - Prototypical Section



Dimensions and elements of the cross section might be modified during the design phase.

Sector A - Loading on One Side of Street (9th to 10th Street)

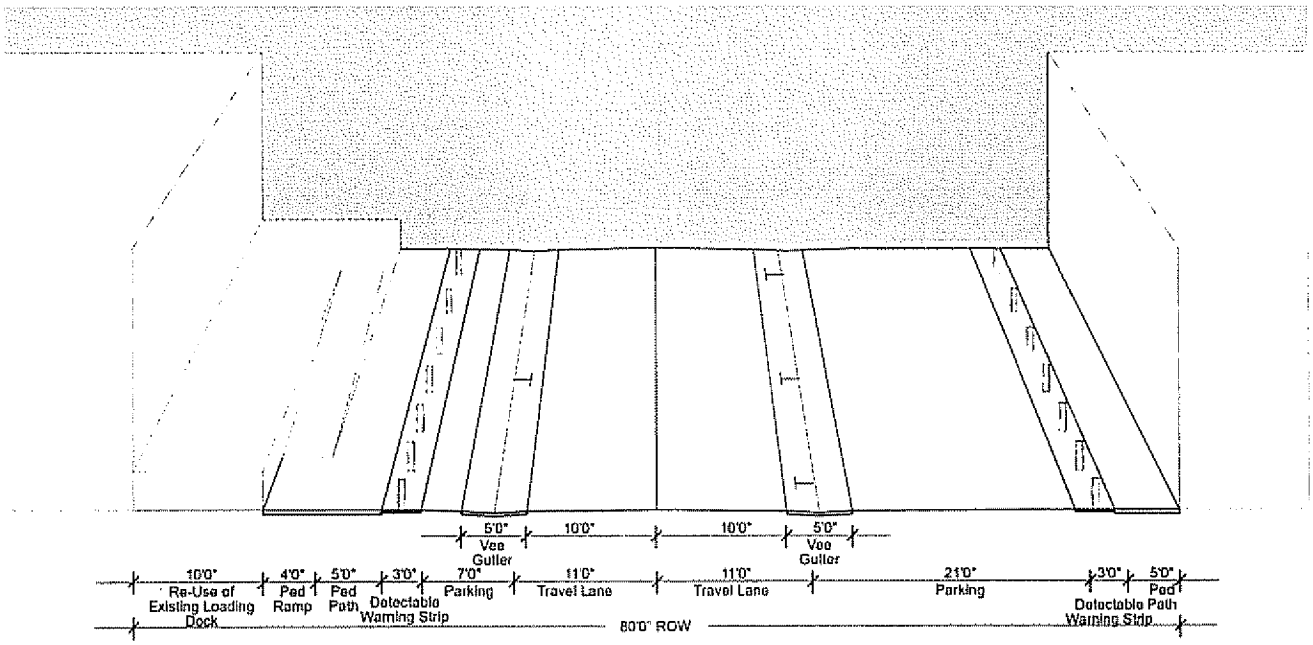


Dimensions and elements of the cross section might be modified during the design phase.

Figure 15b

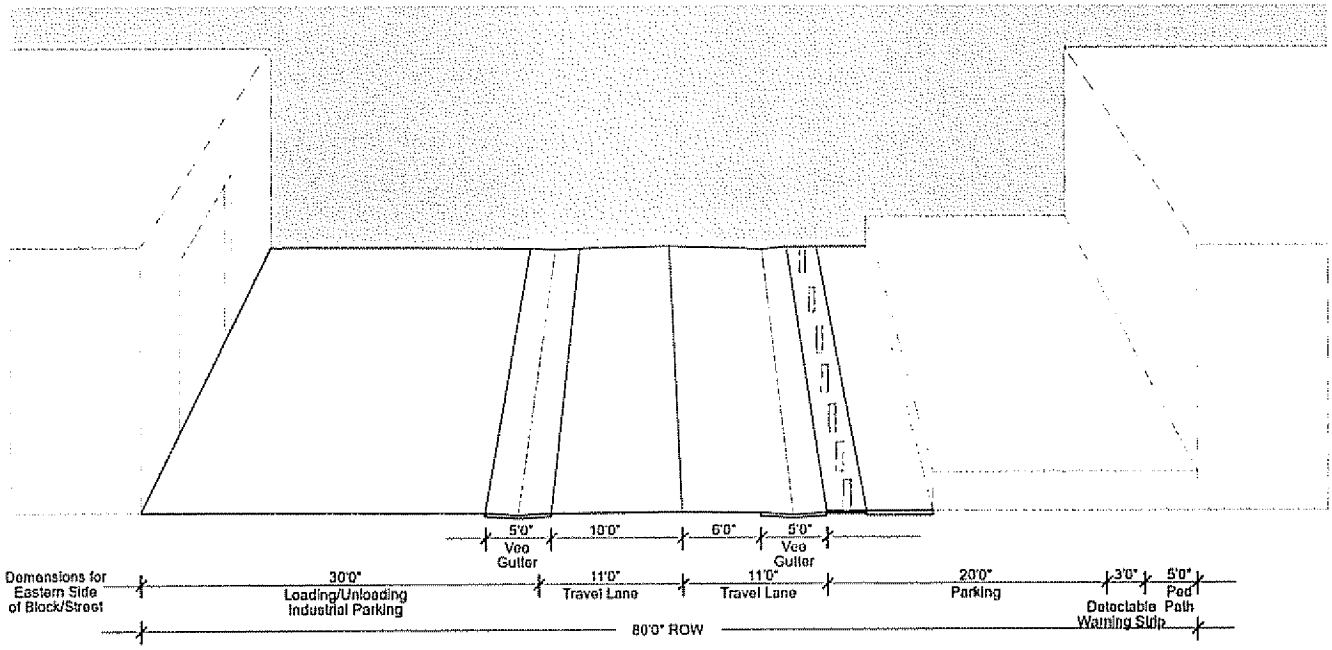
R Street Corridor
Capitol Area Neighborhood Streetscape Sections
Sector A 9th to 12th/13th Streets

Sector A - Protruding Loading Dock (10th to 11th Street)



Dimensions and elements of the cross section might be modified during the design phase

Sector A - Protruding Loading Dock (11th to 12th Street)

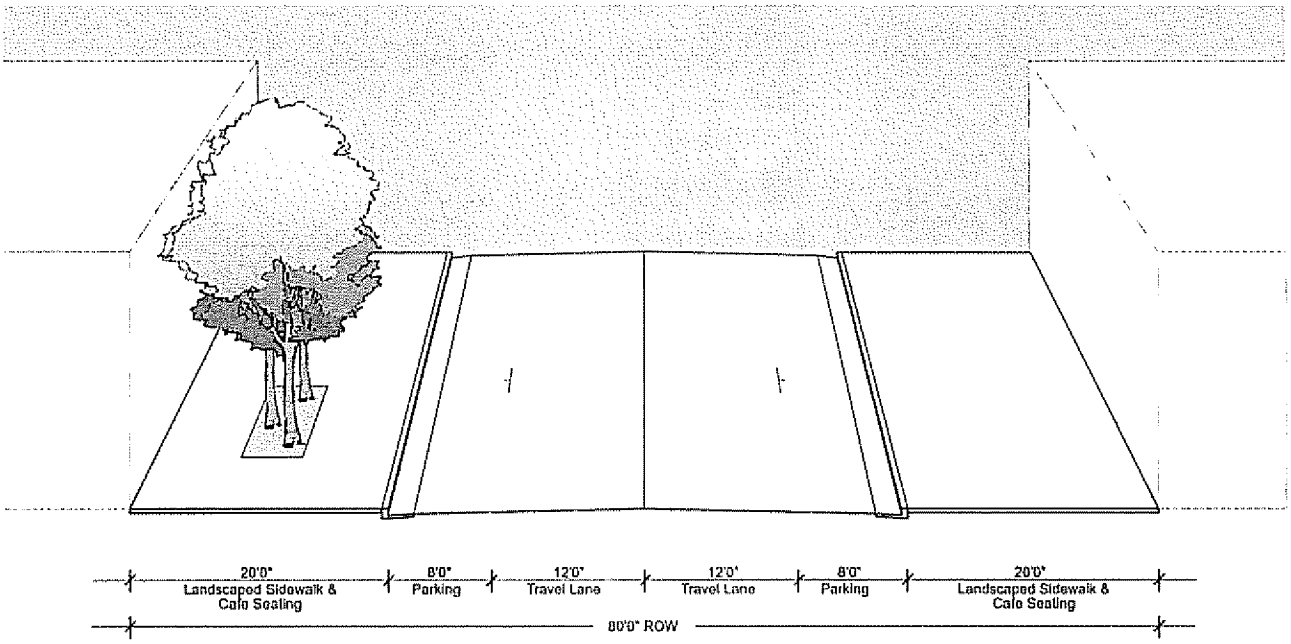


Dimensions and elements of the cross section might be modified during the design phase.

Figure 15c

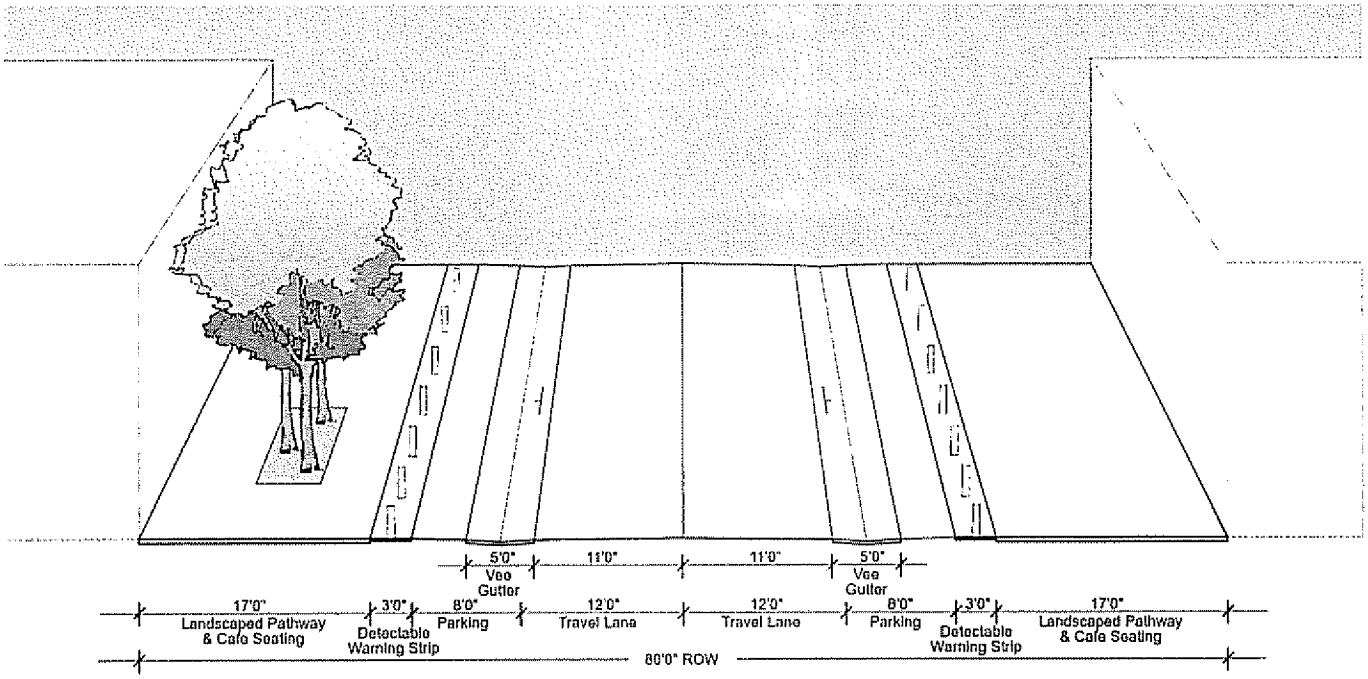
R Street Corridor
Capitol Area Neighborhood Streetscape Sections
Sector B 12th/13th to 15th Streets

Sector B - Prototypical Section Phase I



Dimensions and elements of the cross section might be modified during the design phase.

Sector B - Prototypical Section Phase II

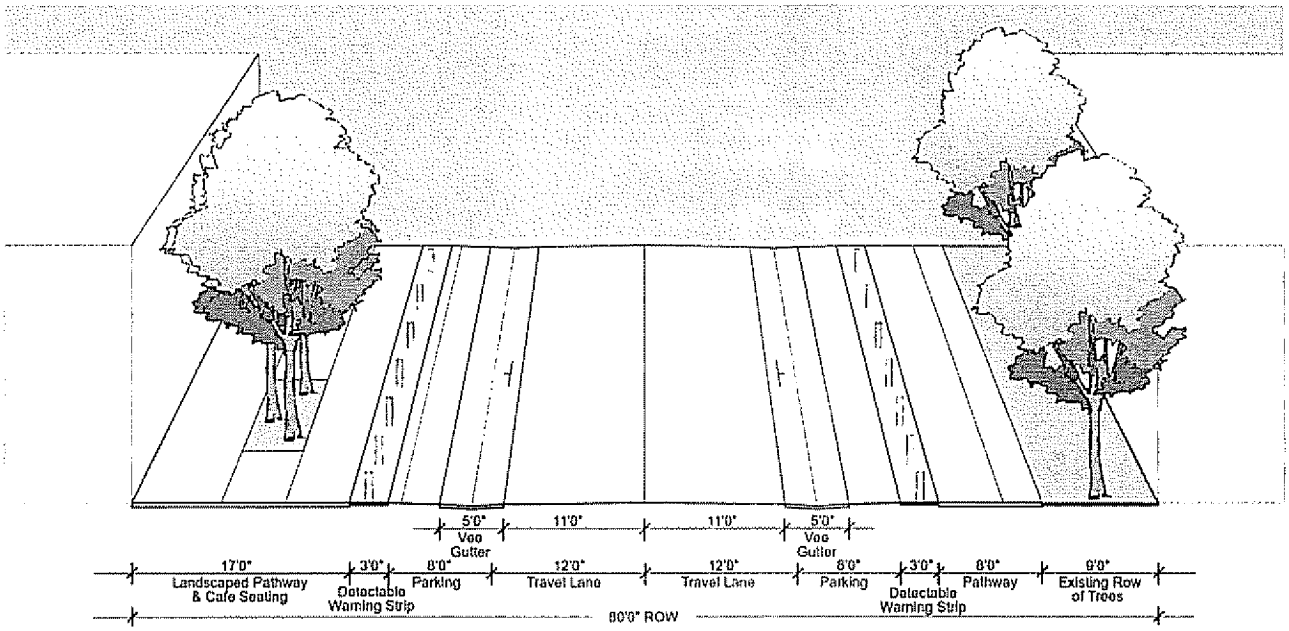


Dimensions and elements of the cross section might be modified during the design phase

Figure 15d

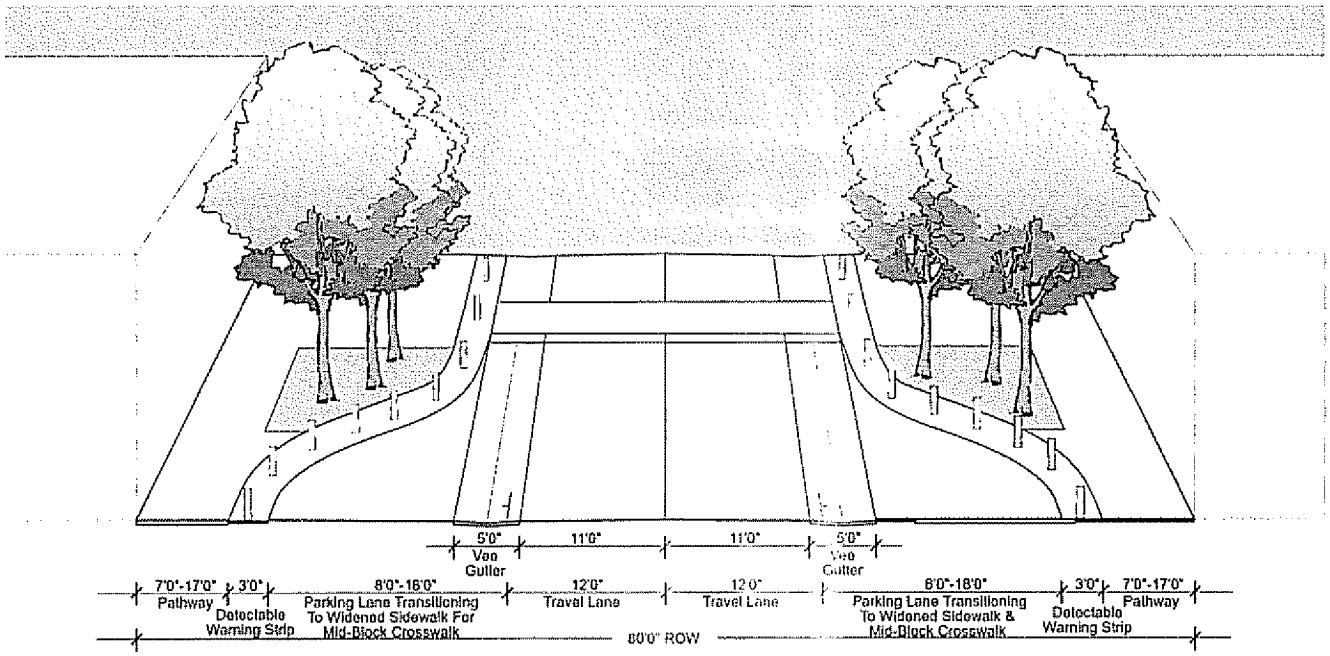
R Street Corridor
Capitol Area Neighborhood Streetscape Sections
Sector B 12th/13th to 15th Streets

Sector B - Phase II Option (12th to 13th Street)



Dimensions and elements of the cross section might be modified during the design phase

Sector B – Mid Block Crossing

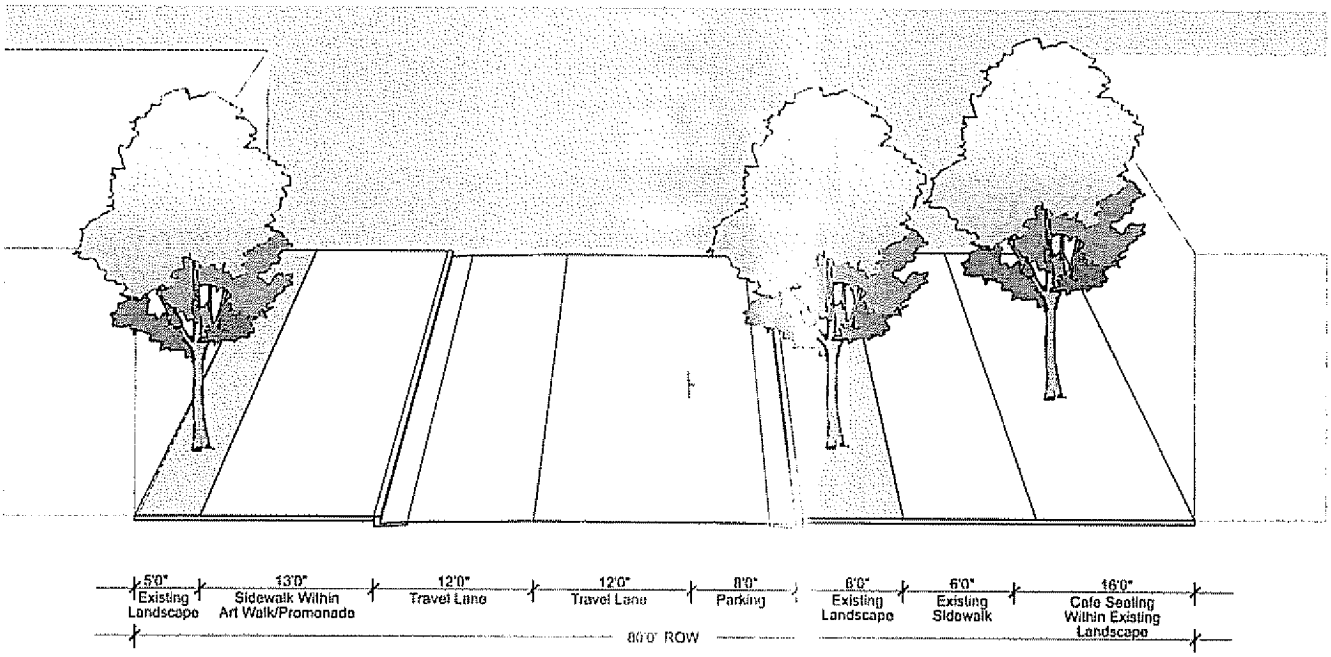


Dimensions and elements of the cross section might be modified during the design phase

Figure 15e

R Street Corridor
Capitol Area Neighborhood Streetscape Sections
Sector C 15th to 16th Streets

Sector C – Prototypical Section

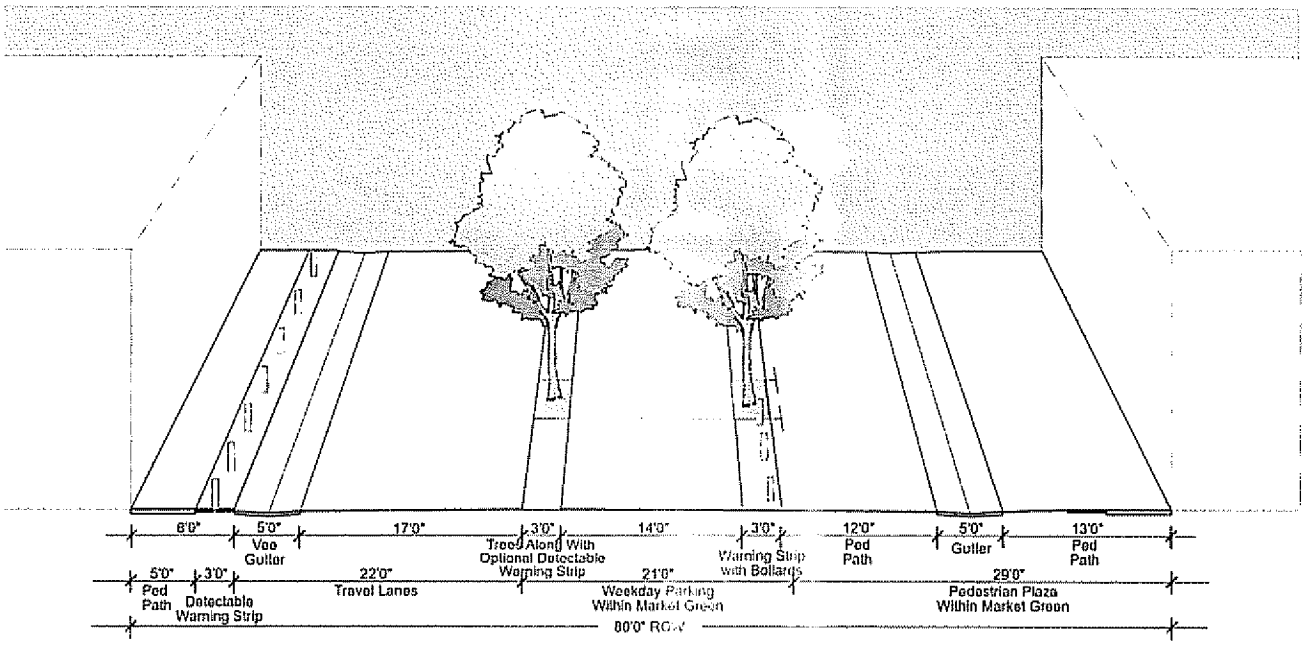


Dimensions and elements of the cross section might be modified during the design phase.

Figure 15-F

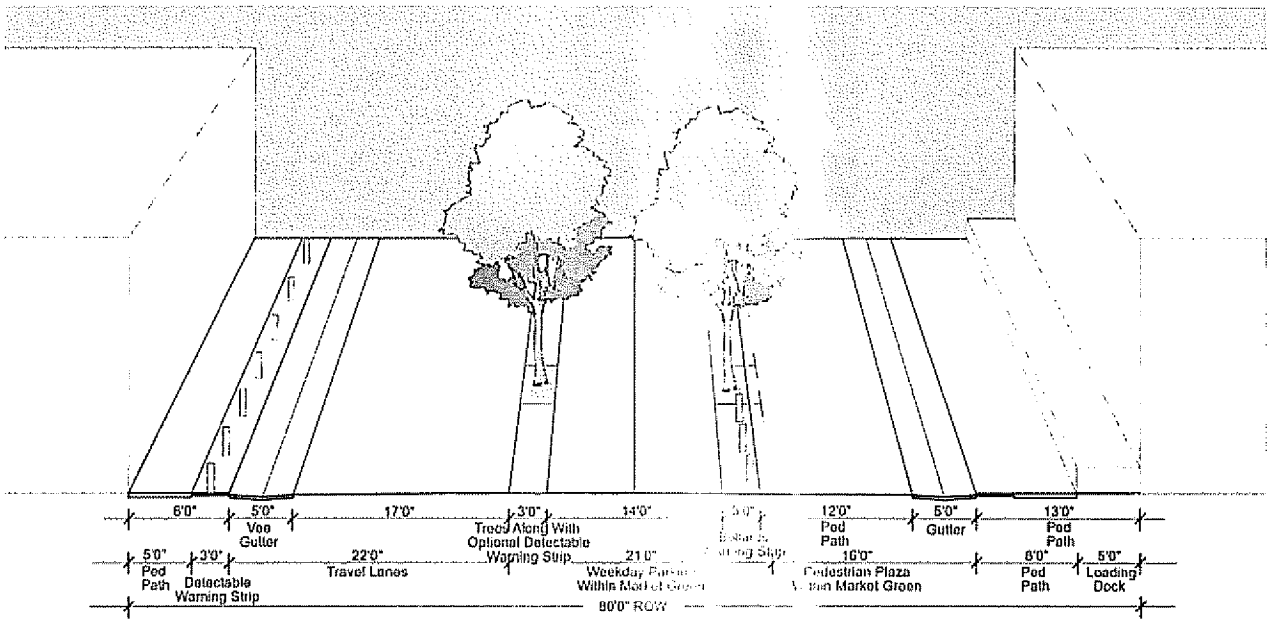
R Street Corridor
Capitol Area Neighborhood Streetscape Sections
Sector D 16th to 18th Streets

Sector D – Weekday Section



Dimensions and elements of the cross section might be modified during the design phase.

Sector D - Weekday Section (Loading Dock 16 to 17th)

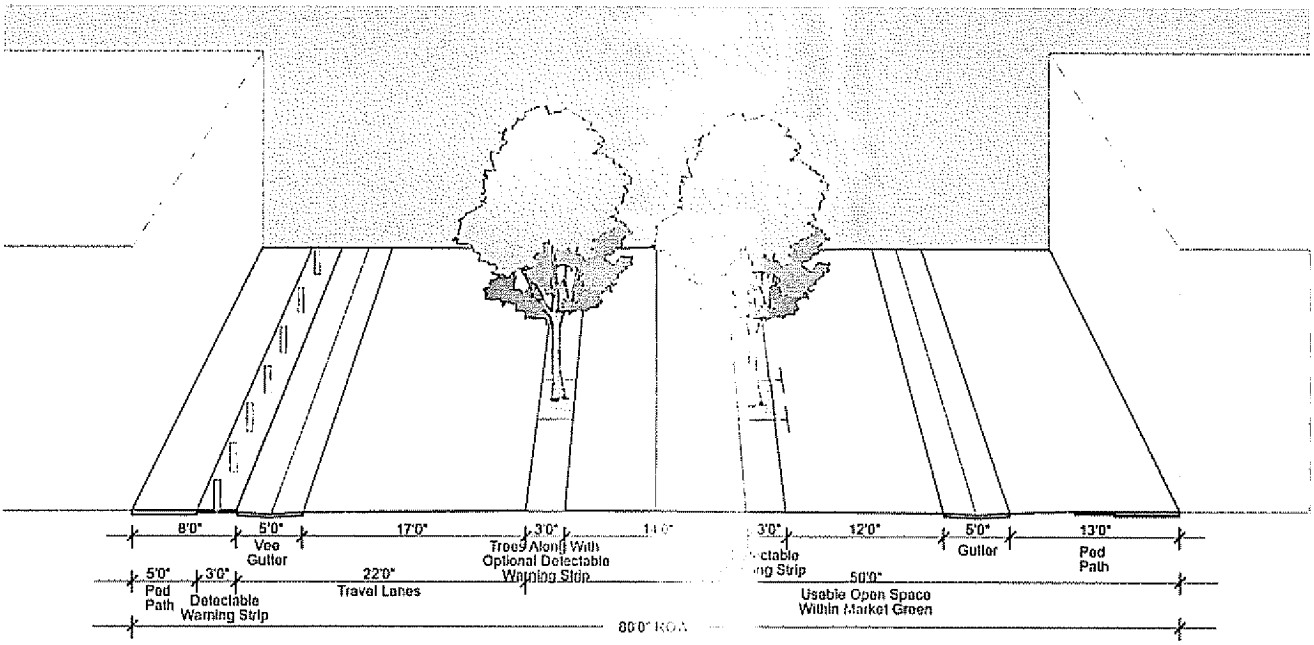


Dimensions and elements of the cross section might be modified during the design phase.

Figure 15 F

R Street Corridor
Capitol Area Neighborhood Streetscape Sections
Sector D 16th to 18th Streets

Sector D - Weekend Section



Dimensions and elements of the cross section might be modified during the design phase.

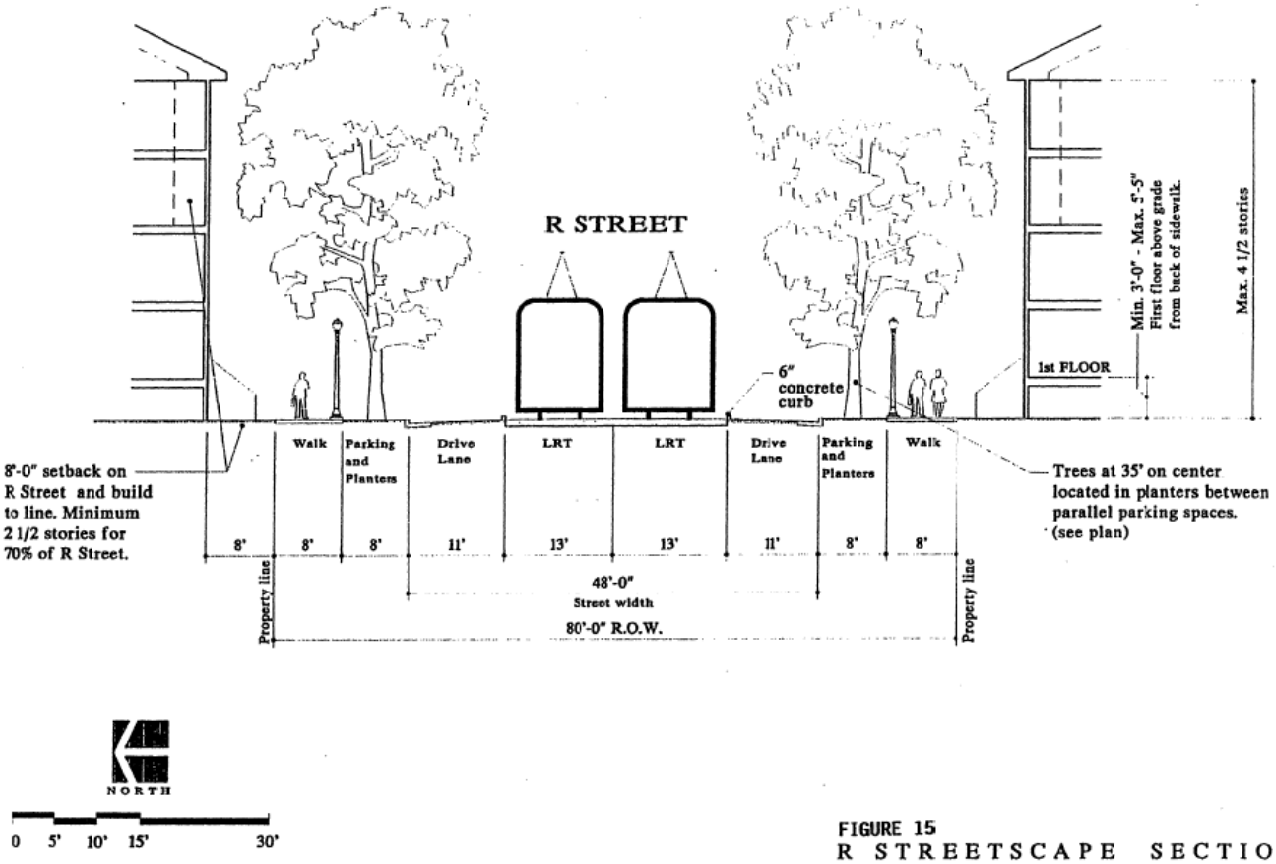
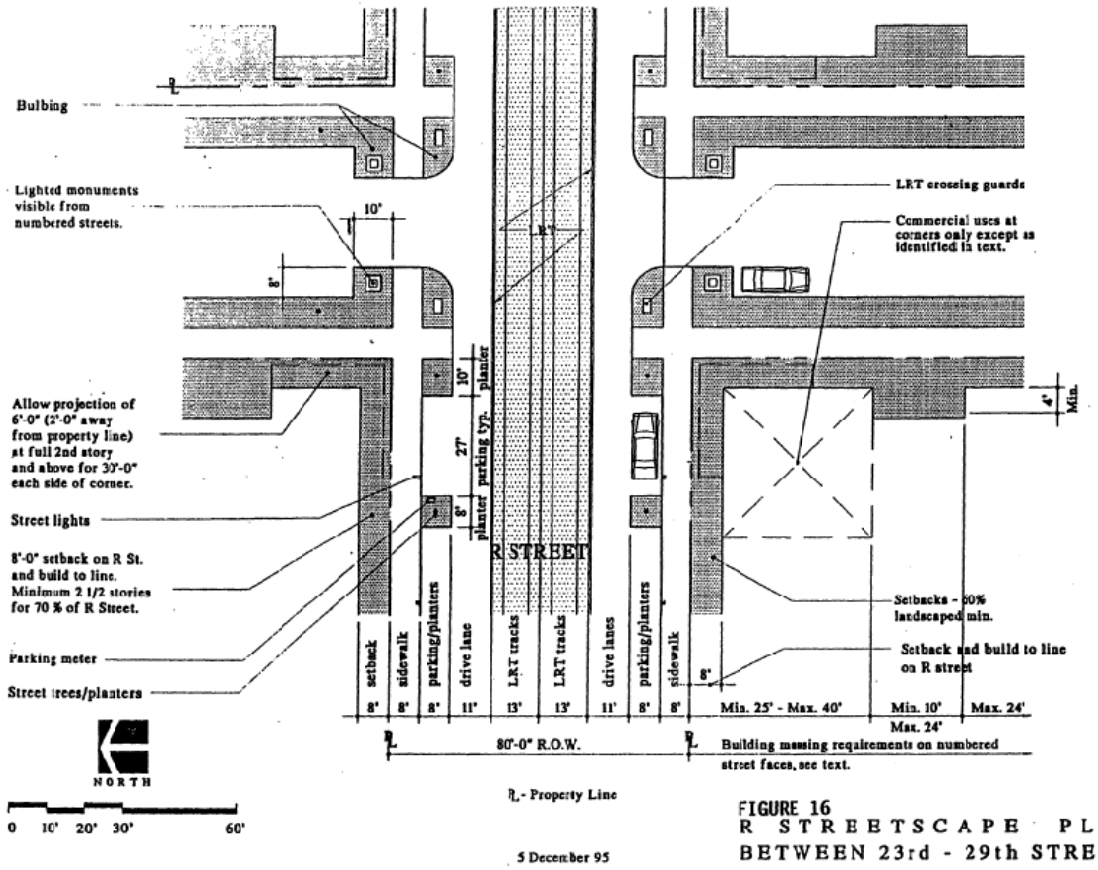


FIGURE 15
R STREETSCAPE SECTION
BETWEEN 23rd - 29th STREETS

5 December 95



℄ - Property Line

5 December 95

FIGURE 16
R STREETSCAPE PLAN
BETWEEN 23rd - 29th STREETS

B

Opportunity Sites Table

Opportunity Site ID#	APN	Address	DU	Acreage
1	01002240270000		698.7	7.0
2	01002220180000	2201 Broadway	118.6	1.2
3	01002210210000	2121 Broadway	56.2	0.6
4	01002130080000	1901 Broadway	125.8	1.3
5	01002110200000	1818 X Street	44.2	0.4
7	00902530120000		15.2	0.2
	00902530130000		15.1	0.2
	00902530160000	1331 Broadway	56.5	0.6
	Total 7:		86.9	0.9
8	00902530010000	2411 13th Street	15.0	0.2
	00902530020000	2401 13th Street	14.8	0.1
	00902530030000	1306 X Street	14.7	0.1
	00902530040000	1314 X Street	14.5	0.1
	00902530050000	1318 X Street	29.6	0.3
	Total 8:		88.7	0.9
9	01000510010000	1801 27th Street	59.5	0.6
10	01000930140000		8.7	0.1
	01000930340000	1924 T Street	58.8	0.6
	Total 10:		67.5	0.7
11	01000410010000		119.4	1.2
12	00902350010000	2415 5th Street	58.8	0.6
13	00902320090000	2400 5th Street	53.7	0.5
14	01000350010000	1809 23rd Street	58.3	0.6
	01000350020000	1800 24th Street	61.7	0.6
	Total 14:		119.9	1.2
15	01000330020000	1800 23rd Street	68.7	0.7
	01000330040000	2229 S Street	14.6	0.1
	01000330070000		14.0	0.1
	01000330210000	1801 21st Street	283.3	2.8
	Total 15:		380.6	3.8
16	00900950060000	1713 S Street	14.7	0.1
	00900950070000	1709 S Street	14.4	0.1
	00900950080000	1829 17th Street	12.8	0.1
	00900950090000	1817 17th Street	13.3	0.1
	00900950110000	1818 18th Street	60.0	0.6
	Total 16:		115.1	1.2
18	00703210160000	1619 21st Street	30.3	0.3
	00703210190000	2123 Q Street	60.4	0.6
	00703210200000	1720 21st Street	30.2	0.3
	Total 18:		120.9	1.2
19	00602940100000	1720 17th Street	15.2	0.2
	00602940110000	1726 17th Street	7.7	0.1
	00602940120000	1730 17th Street	7.7	0.1
	00602940130000		7.6	0.1
	00602940140000	1619 R Street	7.5	0.1
	00602940150000	1725 17th Street	29.8	0.3

Opportunity Site ID#	APN	Address	DU	Acreage
	00602940160000	1721 17th Street	14.5	0.1
	Total 19:		90.2	0.9
21	00702520160000		14.8	0.1
	00702520170000		15.9	0.2
	00702520180000		13.9	0.1
	00702520190000		15.8	0.2
	Total 21:		60.4	0.6
22	00602940170000	1608 Q Street	58.3	0.6
23	00702520070000		2.2	0.1
	00702520080000		2.1	0.1
	00702520090000		2.1	0.1
	00702520100000		2.1	0.1
	00702520250000		4.0	0.1
	00702520260000		0.2	0.0
	00702520270000		4.4	0.1
	Total 23:		17.1	0.6
24	00602850160000		43.7	0.4
	00602850180000		4.1	0.0
	00602850200000		3.5	0.0
	00602850210000		14.8	0.1
	Total 24:		66.1	0.7
25	00602830100000		42.0	0.4
26	00900730030000		27.9	0.3
27	00602820050000		15.8	0.2
	00602820060000		5.0	0.0
	00602820070000		10.0	0.1
	00602820080000		10.0	0.1
	00602820090000		10.0	0.1
	00602820100000		10.0	0.1
	00602820110000		10.0	0.1
	Total 27:		70.8	0.7
29	00602740050000	1008 Q Street	14.8	0.1
	00602740060000	1010 Q Street	14.5	0.1
	00602740070000	1022 Q Street	29.4	0.3
	Total 29:		58.7	0.6
30	00900610310000		106.3	1.1
31	00602640190000		13.0	0.1
	00602640230000		30.2	0.3
	00602640280000	1727 7th Street	14.1	0.1
	Total 31:		57.3	0.6
32	00701440210000	1906 Capitol Avenue	59.7	0.6
33	00602220120000	1520 13th Street	10.6	0.1
	00602220130000	1522 13th Street	11.7	0.1
	00602220140000	1237 P Street	23.5	0.1
	00602220150000	1229 P Street	25.9	0.2
	00602220160000	1227 P Street	24.4	0.1

Opportunity Site ID#	APN	Address	DU	Acreage
	00602220170000	1221 P Street	24.6	0.1
	00602220180000	1217 P Street	23.4	0.1
	Total 33:		144.2	0.9
34	00602640010000	1715 7th Street	7.1	0.1
	00602640020000	1711 7th Street	7.8	0.1
	00602640030000	1703 7th Street	7.1	0.1
	00602640040000	702 Q Street	6.9	0.1
	00602640050000	706 Q Street	16.2	0.2
	00602640060000	712 Q Street	13.2	0.1
	00602640070000	718 Q Street	5.5	0.1
	00602640080000		9.8	0.1
	00602640090000	720 Q Street	14.4	0.1
	00602640100000	726 Q Street	7.2	0.1
	00602640200000		7.5	0.1
	Total 34:		102.7	1.0
35	00602330010000	1413 16th Street	7.2	0.1
	00602330040000	1610 N Street	14.5	0.1
	00602330050000	1614 N Street	14.6	0.1
	00602330270000	1401 16th Street	22.7	0.2
	Total 35:		59.0	0.6
36	00701440200000		60.0	0.6
37	00701450140000	2020 L Street	41.7	0.4
38	00900510060000		244.3	2.4
39	00701130260000	2812 J Street	58.4	0.6
40	00602230130000	1315 O Street	24.9	0.2
	00602230150000	1305 O Street	12.0	0.1
	00602230160000	1301 O Street	11.8	0.1
	00602230170000	1421 13th Street	11.8	0.1
	00602230180000	1419 13th Street	13.0	0.1
	00602230190000	1309 O Street	15.8	0.1
	00602230200000		9.9	0.1
	Total 40:		99.2	0.6
41	00602550090000		50.8	0.5
	00602550100000	1724 6th Street	73.3	0.7
	00602550110000		45.0	0.4
	Total 41:		169.0	1.7
42	00601740160000		117.7	1.2
43	00602230040000	1326 N Street	24.7	0.1
	00602230050000	1333 N Street	12.9	0.1
	00602230060000	1404 14th Street	6.1	0.0
	00602230070000	1414 14th Street	5.8	0.0
	Total 43:		49.6	0.3
44	00602450080000	1710 3rd Street	13.6	0.1
	00602450100000	226 Q Street	43.4	0.4
	00602450110000	200 Q Street	57.5	0.6
	Total 44:		114.6	1.1

Opportunity Site ID#	APN	Address	DU	Acreage
45	00700930250000	2200 J Street	50.5	0.5
46	00700850080000	2025 K Street	15.3	0.2
	00700850150000	2015 K Street	30.0	0.3
	Total 46:		45.3	0.5
47	00700910020000	2124 J Street	30.2	0.3
	00700910110000	2130 J Street	27.7	0.3
	Total 47:		57.8	0.6
48	00601240100000	1601 L Street	37.4	0.4
49	00700850160000	2020 J Street	60.3	0.6
50	00302020010000		35.9	1.2
53	00601230010000	1600 J Street	28.7	0.3
	00601230020000	1610 J Street	14.9	0.1
	00601230030000	1614 J Street	14.6	0.1
	00601230040000	1616 J Street	14.9	0.1
	Total 53:		73.0	0.7
54	00301540250000	2827 F Street	9.4	0.3
55	00600640120000	925 16th Street	29.6	0.3
56	00600640140000		28.9	0.3
57	00600980200000	116 9th Street	104.9	0.6
58	00601020040000	916 K Street	22.4	0.1
	00601020120000	920 K Street	18.3	0.1
	00601020140000	930 K Street	43.2	0.3
	00601020150000	924 K Street	14.0	0.1
	Total 58:		97.9	0.6
59	00601350280000	201 N Street	213.5	1.3
	00601350290000		25.2	0.2
	00601350300000		199.6	1.2
	Total 59:		438.3	2.7
60	00600960110000	1120 8th Street	16.5	0.1
	00600960160000	1117 7th Street	24.5	0.1
	00600960170000	703 L Street	129.3	0.8
	Total 60:		170.2	1.0
61	00600560010000		47.9	0.3
	00600560020000		23.6	0.1
	00600560030000		24.0	0.1
	00600560040000		47.8	0.3
	00600560050000		25.7	0.2
	00600560060000		12.7	0.1
	00600560070000		10.6	0.1
	Total 61:		192.3	1.2
62	00601430350000	414 L Street	42.2	0.3
	00601430380000	424 L Street	103.8	0.6
	Total 62:		146.0	0.9
63	00600470100000		63.9	0.4
64	00600440130000	1023 J Street	62.2	0.4
65	00201740240000	1613 H Street	59.5	0.6

Opportunity Site ID#	APN	Address	DU	Acreage
66	00600940040000	712 J Street	12.6	0.1
	00600940050000	714 J Street	11.4	0.1
	00600940090000	716 Street	100.4	0.6
	Total 66:		124.4	0.8
67	00600510130000	1201 I Street	31.4	0.2
	00600510140000	1201 I Street	24.5	0.1
	00600510150000	1201 I Street	48.3	0.3
	00600510160000	1201 I Street	24.5	0.1
	00600510170000	1201 I Street	23.9	0.1
	Total 67:		152.6	0.9
68	00600870490000	1025 3rd Street	152.2	0.9
69	00201620020000		14.9	0.1
	00201620030000	1220 G Street	42.7	0.4
	00201620040000	1224 G Street	15.2	0.2
	Total 69:		72.8	0.7
70	00201320250000		45.1	0.5
71	00201360020000	515 16th Street	7.8	0.1
	00201360030000	511 16th Street	7.4	0.1
	00201360040000	1600 E Street	7.0	0.1
	00201360050000	1604 E Street	6.9	0.1
	00201360060000	1608 E Street	6.9	0.1
	00201360070000	1612 E Street	7.5	0.1
	00201360080000	1612 E Street	14.5	0.1
	Total 71:		58.0	0.6
72	00201610010000		41.3	0.4
73	00300730030000	305 19th Street	2.2	0.1
	00300730040000	301 19th Street	2.3	0.1
	00300730050000	1912 C Street	4.4	0.1
	00300730140000	1913 D Street	4.8	0.2
	00300730200000	313 19th Street	10.2	0.3
	00300730210000	321 19th Street	14.5	0.5
	Total 73:		38.5	1.3
74	00600720250000		13.5	0.5
75	00201440010000		408.4	2.5
76	00201150130000	424 12th Street	46.0	0.5
	00201150140000	1117 E Street	15.2	0.2
	00201150150000		30.1	0.3
	Total 76:		91.3	0.9
77	00201020110000	516 8th Street	23.3	0.2
	00201020120000	721 F Street	22.4	0.2
	00201020130000	719 F Street	8.1	0.1
	00201020140000	717 F Street	21.6	0.2
	00201020150000	711 F Street	14.9	0.1
	Total 77:		90.2	0.9
78	00200840010000		8.6	0.3
	00200840020000		8.9	0.3

Opportunity Site ID#	APN	Address	DU	Acreage
	00200840030000		18.0	0.6
	Total 78:		35.4	1.2
79	00200850030000		7.9	0.3
	00200850040000	216 15th Street	38.0	1.3
	00200850050000	1401 C Street	12.3	0.4
	00200850060000		14.8	0.5
	Total 79:		73.0	2.4
80	00200810050000	216 13th Street	1.3	0.0
	00200810060000	218 13th Street	1.4	0.0
	00200810180000	1219 C Street	8.6	0.3
	00200810210000	1221 C Street	4.1	0.1
	Total 80:		15.5	0.5
81	00200830010000	213 13th Street	36.4	1.2
	00200830040000		7.8	0.3
	00200830050000	1313 C Street	9.3	0.3
	00200830060000	1301 C Street	7.2	0.2
	Total 81:		60.6	2.0
82	00200610110000	829 D Street	53.7	1.8
	00200610120000		9.7	0.3
	Total 82:		63.5	2.1
91	00900850250000	1410 R Street	48.4	0.5
	00900850270000		43.3	0.4
	Total 91:		91.7	0.9
96	00900120020000		243.5	2.2
	00900120480000		86.4	0.8
	00900120580000		136.8	1.3
	00900120590000		4.4	0.0
	00900120670000		149.9	1.4
	00900420060000		24.3	0.2
	00901020130000		128.1	1.2
	00901040150000		177.5	1.6
	00901640160000		31.2	0.3
	Total 96:		982.0	9.0
97	00900730040000		61.6	0.6
101	00601160030000	1418 K Street	0.0	0.0
	00601160040000	1422 K Street	0.0	0.0
	00601160050000	1112 15th Street	0.0	0.0
	00601160140000		0.0	0.0
	Total 101:		**0.0**	**0.0**
102	00600520210000		0.0	0.0
115	00201430170000		0.0	0.0
116	00201450260000		0.0	0.0
Total Tier 1:			**8,827.5**	**85.4**
94	00900830050000		19.0	0.2
	00900830060000		3.9	0.0
	00900830070000	1808 14th Street	39.8	0.4

Opportunity Site ID#	APN	Address	DU	Acreage
	00900830090000	1301 S Street	27.1	0.3
	00900830100000	1325 S Street	33.9	0.3
	Total 94:		123.7	1.2
107	00601010170000		10.5	0.1
	00601010180000		20.3	0.1
	00601010190000		23.1	0.2
	00601010230000		10.1	0.1
	00601010240000		26.1	0.2
	Total 107:		90.2	0.7
108	00600460050000	1121 I Street	89.0	0.6
	00600460060000	1101 I Street	21.7	0.2
	00600460070000	1125 I Street	24.5	0.2
	Total 108:		135.1	0.9
Total Tier 2:			**349.0**	**2.8**
Grand Total:			**9,176.5**	**88.3**

Note: During the sites analysis, certain sites were determined to be ineligible as housing opportunity sites and were removed from the inventory. Therefore the Opportunity Site ID numbers are not sequential.

C

Implementing Actions

TABLE C-1
IMPLEMENTING ACTIONS FOR THE CCSP

Implementing Action	Timeframe	Responsible Department	Supporting Department(s)
Land Use and Urban Form Implementing Actions			
Implementing Action LU-1 **Regular Review and Monitoring Progress.** Review and update, if necessary the Central City Specific Plan every five years. Prepare an annual report on progress of Central City Specific Plan implementation.	Every 5 years beginning in 2023	Community Development Department	
Implementing Action LU-2 **Vision for Major Corridors.** Prepare a plan that defines a vision for each of the Central City's major corridors.	2024-2028	Public Works, Community Development Department	
Implementing Action LU-3 **Design Guidelines for Housing Adjacent to a Major Industrial Employer.** Prepare a set of design guidelines to address the unique objectives and characteristics of housing adjacent to a major industrial employer. Examples of design guidelines that would be prepared include noise reduction measures in walls, roofs, windows, and doors; orientation of balconies and open spaces away from major industrial employers; and additional landscaping for screening purposes.	2018	Community Development Department	
Housing Implementing Actions			
Implementing Action H-1 **Downtown Sacramento Housing Initiative Plan.** Continue working to implement the key strategies of the Downtown Sacramento Housing Initiative Plan, including: transit oriented development (to promote housing development in key locations supported by multimodal transit services); housing conversion (to rehabilitate outdated nonresidential buildings and transforming them into modern sustainable housing); SMART! housing (to develop technologically integrated housing that addresses the need for "connected" residential developments that facilitate residents' participation in the modern, information- and knowledge-based economy); and housing mix (targeting a variety of housing types, including market rate, workforce, and rapid re-housing).	Ongoing	Sacramento Housing and Redevelopment Agency, Community Development Department, Economic Development Department	
Implementing Action H-2 **Rapid Rehousing.** Rapidly rehouse 150 homeless households a year in the plan area consistent with the City's Annual Action Plan and other applicable City housing plans.	Ongoing	The City, with implementation support from Sacramento Housing and Redevelopment Agency	
Implementing Action H-3 **Incentives for Residential Projects.** Continue to offer incentives for high density residential projects and conversions from non-residential to residential uses by offering reduced Housing Impact Fees, and utilize Housing Trust Fund monies collected on other projects to provide Central City affordable housing projects with local funds that can leverage other state, federal, and philanthropic funds to address subsidy needs.	Ongoing	Community Development Department; Sacramento Housing and Redevelopment Agency	
Implementing Action H-4 **Middle-income Housing.** Evaluate current regulations to better facilitate alternative housing products (e.g. tiny homes, micro units, etc.) to help fill the gap in the housing market for middle-income households as a means to achieving a more permanent and stabilized Central City.	2019-2020	Community Development Department	

TABLE C-1
IMPLEMENTING ACTIONS FOR THE CCSP

Implementing Action	Timeframe	Responsible Department	Supporting Department(s)
Implementing Action H-5 **Affordable Housing Funding.** Help affordable housing developers interested in CCSP projects secure funding from other regional (e.g., SACOG), state, and federal programs, such as Community Development Block Grants, state and federal tax credits, California Cap and Trade programs and State bond programs for affordable and infill/transit-oriented development, and mortgage revenue bonds.	Ongoing	Sacramento Housing and Redevelopment Agency	
Implementing Action H-6 **Anti-displacement Tools**. Develop a strategy, identify tools and funding mechanisms to address anti-displacement due to gentrification.	2019-2021	Community Development Department; Sacramento Housing and Redevelopment Agency	
Implementing Action H-7 **Monitoring Displacement.** Monitor regulated affordable housing that is at risk of converting to market rate as well as rents and vacancy rates for housing in the downtown area.	2019-2021	Community Development Department; Sacramento Housing and Redevelopment Agency	
Implementing Action H-8 **Affordable Housing Preservation Ordinance**. Consider expanding the scope of chapter 5.148 of the City Code, which allows SHRA to preserve HUD subsidized affordable housing, to be expanded to apply to subsidized affordable housing downtown that is not currently subject to the ordinance.	2019-2021	Sacramento Housing and Redevelopment Agency	
Community Amenities Implementing Actions			
Implementing Action CA-1 **Retail Shortfalls and Offerings.** Work with the community, local businesses, and business organizations to identify and locate retail shortfalls within the CCSP area, and to attract and incentivize an increased assortment of retail and restaurant offerings in accordance with the 2035 Sacramento General Plan and the City's Economic Development Strategy.	Ongoing	Community Development Department, Economic Development Department	
Implementing Action CA-2 **Tracking Student Generation Rates.** Track the growth of housing in the Central City area and existing student enrollment rates to ensure adequate rates are being used to determine future school facility needs.	Annually	Community Development Department	
Implementing Action CA-3 **School Site.** Coordinate with the Sacramento Unified School District to identify a school site in the southeast quadrant of the plan area. Consider the development of a joint use site that could include a school, neighborhood park, and/or a fire station. Coordinating efforts can include the sale of publicly owned land and pooling of resources to acquire and develop the site.	2018-2020	Community Development Department, Sacramento City Unified School District, Parks and Recreation Department, Fire Department.	
Implementing Action CA-4 **Parkland Development**. Continue identifying and developing parkland opportunities throughout the CCSP area including within the Docks, and Sutter's Landing Regional Park while continuing to identify opportunities to develop new parklands and/or upgrade existing parklands to meet projected recreational needs.	Ongoing	Community Development Department, Parks and Recreation Department	

TABLE C-1
IMPLEMENTING ACTIONS FOR THE CCSP

Implementing Action	Timeframe	Responsible Department	Supporting Department(s)
Implementing Action CA-5 **Parkland Development.** Explore opportunities for non-traditional smaller park types and joint use facilities and partnerships, including co-location of parks adjacent to libraries or schools, and development of joint use public park/stormwater detention basins; explore new park maintenance funding sources and strategies; and activate underutilized spaces within the existing public Right of Way for recreation uses.	Ongoing	Community Development Department, Parks and Recreation Department, Public Works, Economic Development	
Implementing Action CA-6 **Parks and Master Plan Update**. Update the City's Parks and Recreation Master Plan on Small Public Places to be consistent with CCSP policies, and address maintenance funding strategies.	2019-2020	Parks and Recreation Department	
Implementing Action CA-7 **Entertainment and Cultural Venues.** Collaborate with universities and educational institutions, arts and cultural organizations, creative individuals and supporters, Sacramento Public Library, local businesses, and the community to identify, locate, and develop additional entertainment and cultural venues in appropriate locations within the CCSP area.	2021-2023	Community Development Department, Economic Development Department	
Historic Resources Implementing Actions			
Implementing Action HR-1 **Utilize Information from DSP Historic Resources Survey.** Review and utilize information from historic resource surveys conducted in the CCSP area. The initial inventory and identification effort as part of the CCSP provides guidance for sites with the greatest potential for adaptive reuse or contextually sensitive infill development. The information collected in the CCSP historic resources survey should be consulted when new development is proposed in the CCSP area to help identify potential effects to historical resources and/or opportunities for adaptive reuse or incorporation of historical elements or features into the new development.	Ongoing	Community Development Department	
Implementing Action HR-2 **Conduct Historic Resource Investigations.** Complete historical resource investigations for projects where no historical studies have been prepared for buildings 45 years or older. Where detailed historic studies have been completed and a qualified professional has determined the presence of historical resources either within or adjacent to the site, then a qualified professional should provide guidance for the proposed preservation or adaptive reuse of the resource, or appropriate sympathetic architectural design features, in accordance with the Secretary of the Interior Standards for the Treatment of Historic Properties. In the event that a qualified architectural historian has determined that no historic resources are present either within or adjacent to the project site, no further analysis shall be required. In the event of historic resources damage or demolition, additional mitigation addressing the loss of the structure (e.g., HABS/HAER documentation, development of a historic context statement, interpretive displays) will be incorporated into the proposed project.	Ongoing	Community Development Department	

TABLE C-1
IMPLEMENTING ACTIONS FOR THE CCSP

Implementing Action	Timeframe	Responsible Department	Supporting Department(s)
Implementing Action HR-3 **Design Standards for Alley Infill.** Develop design standards for alley infill projects in listed Historic Districts informed by the Preservation Commission's Interim Principles for the Protection of Historic Districts and Landmarks with Respect to Infill Development within the Central City.	2018	Community Development Department	
Implementing Action HR-4 **Context Statements and Design Guidelines.** Develop context statements and design guidelines for each listed Historic District that are tailored to the unique characteristics of those districts in order to preserve the context of the historic resources.	2018-2021	Community Development Department	
Implementing Action HR-5 **Mills Act.** Implement the Mills Act, allowing owners of historic properties to offset rehabilitation expenses via lowered property taxes.	2018-2019	Community Development Department	
Sustainability Implementating Actions			
Implementing Action SU-1 **Climate Change Resiliency.** Identify climate change vulnerabilities in the CCSP area, and develop specific actions that the City can take to increase the resiliency of downtown buildings, infrastructure, residents, and businesses. This will be conducted as part of a Citywide effort to address climate resiliency during the City's next phase of climate action planning.	2021-2023	City of Sacramento Departments of Community Development and Public Works.	
Public Safety Implementating Actions			
Implementing Action HS-1 **Police Facilities, Services and Funding.** Continue to ensure adequate police facilities, services and funding are provided to serve projected growth as development occurs in the CCSP and surrounding areas within the City.	Ongoing	Sacramento Police Department	
Implementing Action HS-2 **New Fire Station.** Identify the exact timing, location and funding for a new fire station site west of the BNSF in order to adequately serve the projected growth in the CCSP area.	2024-2028	Sacramento Fire Department	
Implementing Action HS-3 **Fire Protection Funding.** Continue to ensure adequate fire protection services and funding are provided to serve projected growth as development occurs in the CCSP and surrounding areas within the City.	Ongoing	Sacramento Fire Department	
Mobility Implementing Actions			
Implementing Action M-1 **Pedestrian Network Improvements.** Implement proposed improvements to the pedestrian network to accommodate future growth as shown on Figure 3.9-1.	2024-2028	Public Works Department	
Implementing Action M-2 **Design and Procedures Manual.** Update Section 15 of the Design and Procedures Manual to incorporate pedestrian, bicycle, transit and roadway network urban design best practices within the CCSP area, consistent with guidance contained in the City's Central Core Design Guidelines related to the Travelway Realm.	2021-2023	Community Development Department, Public Works Department	

TABLE C-1
IMPLEMENTING ACTIONS FOR THE CCSP

Implementing Action	Timeframe	Responsible Department	Supporting Department(s)
Implementing Action M-3 **Wayfinding Policy.** Develop a policy framework to guide the design and placement of signs for pedestrian, bicycling, transit, roadway and parking wayfinding.	2018-2019	Public Works Department	
Implementing Action M-4 **Wayfinding Program.** Develop a wayfinding program to establish a fair and predictable system for implementation of signs for pedestrians, bicyclists, transit users, roadways and parking facilities.	2018-2019	Public Works Department	
Implementing Action M-5 **Bicycle Network Improvements.** Implement proposed improvements to the bicycle network to accommodate future growth as shown on Figure 3.9-1.	2024-2028	Public Works Department	
Implementing Action M-6 **Transit Network Improvements.** Implement proposed improvements to the transit network to accommodate future growth as shown on Figure 3.9-4.	2024-2028	Public Works Department/Sacramento Regional Transit District	
Implementing Action M-7 **Centralized Layover Facility.** Create centralized layover facility with driver amenities for commuter buses.	2018-2019	Public Works Department	
Implementing Action M-8 **Roadway Network Improvements.** Implement proposed improvements to the roadway network to accommodate future growth as shown on Figure 3.9-5.	2024-2028	Public Works Department	
Implementing Action M-9 **Parking Demand Monitoring and Management.** Actively monitor parking demand and manage CCSP parking supply to achieve the goals and objectives of the General Plan, CCSP, and Central City Parking Master Plan.	Ongoing	Public Works Department, Parking Services Division	
Implementing Action M-10 **Parking Supply Inventory.** Review green, yellow and white curbs to see if those areas are still being utilized as intended. If not consider converting to on street parking spaces to increase the supply of parking in the plan area.	2019-2021	Public Works Department, Parking Services Division	
Implementing Action M-11 **Old Sacramento Parking.** Update parking requirements for Old Sacramento to be included in the Central Business District parking district.	2019-2020	Community Development Department	
Implementing Action M-12 **Alley Activation Program.** Create an alley activation program that makes alleys a more desirable place to travel or spend time, while balancing their utilitarian function with the need for more efficient use of remaining land within the Central City and other portions of the City. The alley activation program will outline: ▪ A clear process for which a property owner or business owner would have to follow in order activate an alley. ▪ The types of alley activation the City would like to see implemented that include but are not limited to: ○ Green Alleys that incorporate sustainable infrastructure ○ Residential Alleys that support and provide access to adjacent residences	2018-2020	Public Works Department, Community Development Department	

TABLE C-1
IMPLEMENTING ACTIONS FOR THE CCSP

Implementing Action	Timeframe	Responsible Department	Supporting Department(s)
○ Shared Alleys that prioritize movement of pedestrians ○ Vibrant Commercial/Mixed Use Alleys that provide a destination for visitors, employees and residents including businesses that face the alley. ▪ The specific strategies that can be used to activate an alley that includes but not limited to: ○ Designate select alleys as pedestrian malls that permit vehicular travel ○ Development that fronts onto alley ○ Lighting enhancements – may include pedestrian-scale lighting, overhead lighting, or decorative lighting (e.g., string lights) ○ Public art ○ Landscaping – street trees, gardens, raised planters, etc. ○ Pedestrian/bicycle amenities – benches, trash receptacles, bike racks, etc. ○ Decorative paving ○ Mid-block pedestrian crossings – marked crosswalks, bulb-outs to provide direct connections for pedestrians ▪ Priority alleys to be activated. ▪ Incentives for alley activation projects. ▪ Maintenance strategy and funding sources			
Utilities Implementing Actions			
Implementing Action U-1 **Water System Improvements.** Implement proposed improvements to the existing water system in order to accommodate future growth as shown on Figures 3.10-1 through 3.10-4. Identify how these improvements can be funded and implemented in order to improve the system and serve as a catalyst for future development.	Ongoing	Utilities Department, Community Development Department	
Implementing Action U-2 **Wastewater and Storm Drainage Improvements.** Implement proposed improvements to the existing CSS and Basin 52 in order to accommodate future growth as shown on Figures 3.10-11 through 3.10-14. Identify how these improvements can be funded and implemented in order to improve the existing wastewater and storm drainage systems and serve as a catalyst for future development.	Ongoing	Utilities Department, Community Development Department	
Implementing Action U-3 **Electric System Improvements.** Work with SMUD to implement proposed improvements as shown in Figures 3.10-15 through 3.10-18 and to coordinate construction of utility and street improvements in the CCSP.	Ongoing	Utilities Department, Community Development Department, Sacramento Municipal Utilities District	
Implementing Action U-4 **Safety and Development Adjacent to Utility Transmission Lines.** Work with SMUD to evaluate tools to address safety concerns and development adjacent to utility transmission lines.	Ongoing	Utilities Department, Community Development Department, Sacramento Municipal Utility District	
Implementing Action U-5 **Telecommunication Improvements.** Work with the SMUD, telecommunications providers, and project developers to identify locations where future telecommunication facilities can be co-located in a common joint trench.	Ongoing	Utilities Department, Community Development Department, Sacramento Municipal Utilities District	

TABLE C-1
IMPLEMENTING ACTIONS FOR THE CCSP

Implementing Action	Timeframe	Responsible Department	Supporting Department(s)
Implementing Action U-6 **Street Light Improvements.** Work with private business districts/partnerships to identify locations and sources of funding for street light improvements, consistent with Figures 3.10-19 through 3.10-22.	Ongoing	Public Works Department	