



LAND USE

CHAPTER





CHAPTER 3

LAND USE

This chapter provides the land use framework and development standards for the Plan Area to ensure realization of the project’s vision, while allowing for flexibility and innovative design over time. These standards are built on and supplement existing policies, regulations, and guidelines of the Sacramento 2035 General Plan and the Sacramento City Code. This chapter also provides a diagram of a conceptual development program by district for the Plan Area (refer to [Figure 3-3](#) provided at the end of this chapter). This figure is conceptual in nature and it is assumed that actual development will vary.

3.1 CONCEPT AND LAND USES

The Plan Area was used as a sports arena and training facility for the Sacramento Kings Basketball team, and has been vacant since 2016. Because the surrounding area has been rapidly developed over the last 15 years, it is an ideal location for new infill development opportunities.

The Plan Area is centrally located in the North Natomas Community and borders the North Natomas Town Center (Town Center) to the north. The Town Center includes intense employment and commercial centers, and high-density residential, civic, and regional park uses.¹ Additionally, the Plan Area would have easy access to three light rail stations planned along Truxel Road and north of Del Paso Road.²

The Plan Area is generally surrounded by an employment center, with suburban commercial and suburban residential uses to the east, south, and west ([Figure 3-1](#)). These conditions offer the project a unique opportunity to become a mixed-use community with transitional intensity. The project is envisioned to provide a balance of uses, such as residential, hospital, office, commercial, mixed-use, open spaces, and community amenities. The project would support an appropriate density of uses that is lower than the adjacent Town Center, but higher in core areas than the suburban communities located adjacent to the Plan Area.

The mix of uses anticipated by the project would help create an urban center that is compact, well-defined, and multi-modal, enabling employees and residents in and near the Plan Area to enjoy a vibrant, convenient, and sustainable urban lifestyle.

The development standards for the Plan Area should (1) incorporate C-2 zone policies under the Sacramento City Code, as modified by this PUD, and (2) build upon the guidance of, and supplementing the regulations for, the Urban Center Low designation under the Sacramento 2035 General Plan. Refer to [Figure 3-2](#).

1 North Natomas Community Plan, Page 3-NN-4.

2 Sacramento 2035 General Plan, Mobility, Figure M2, Light Rail Facilities.



Figure 3-1. Surrounding Land Uses
SOURCE: ESA, 2021

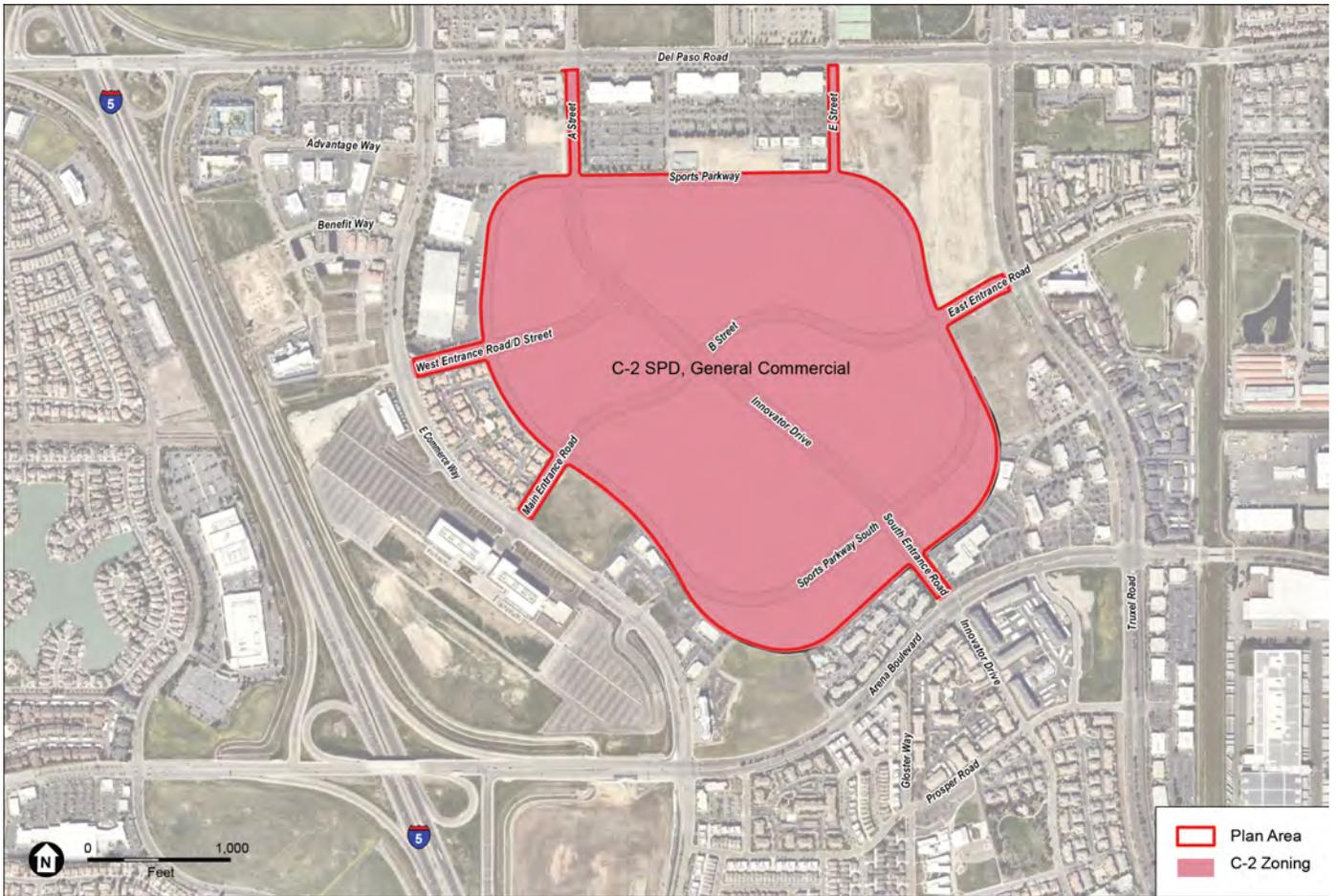


Figure 3-2. Zoning Designation
SOURCE: ESA, 2021



Multi-Family Residential



Townhomes



Small lot single family residential



Duplex

3.2 ADJACENCIES

The Plan Area is bounded on three sides by Sports Parkway as a perimeter road, and shares a boundary with the Town Center on the northern side of the site.

Land uses to the north in the Town Center include a mix of office, commercial, residential, educational, civic, and open space uses. Other adjacent uses are generally low-density, low-rise development with suburban character.

Various commercial uses are located east of the Plan Area across Sports Parkway, including retail, office, restaurant, educational, and institutional uses. Centene, a national healthcare insurance company, has a 68-acre campus adjacent to the Plan Area on Commerce Way. Commercial and residential uses, including multi-family residential, office, educational, and medical uses, are located south of the Plan Area across Sports Parkway. Across Sports Parkway to the west, adjacent parcels are utilized for multi-family residential, retail, commercial, restaurant, and religious facility uses.

3.3 RESIDENTIAL

The project could accommodate a range of residential products to meet the needs of a variety of users. With its quasi urban center character, permitted residential uses within the C-2 zone include single-family residential, duplex, mixed-use residential, townhouse, and multi-family residential uses.³

A residential mixed-use designation allows for residential uses of various densities to be situated in conjunction with other uses permitted in the C-2 zone, such as office, retail, restaurant, education, civic, and commercial services uses. Residential mixed-use is intended to allow for the co-location of residential, commercial, and open space uses to allow for the growth of dynamic, efficient, and sustainable communities with cohesive overall characters.

³ Sacramento City Code, §17.216.710 C-2 Zone-Permitted Uses.

3.3.1 Policies

3.3.1.1 Connectivity. Urban center residential uses should be located and designed to promote walkability, support multi-modal transportation, and reduce automobile trips, where feasible. These uses should be strategically situated adjacent and connected to a vibrant public realm that promotes mobility and connectivity between neighborhoods. Residential units should have easy access to commercial uses and open spaces through complete streets, pedestrian paths, and bikeways.⁴

3.3.1.2 Variety in Housing Types and Densities.

Residential uses across the Plan Area are intended to allow for a variety of housing types and densities ranging from a minimum of 20 to a maximum of 150 dwelling units per net acre. It is recognized that some development projects may include residential product types that fall below the prescribed minimum 20 dwelling unit per net acre range. Such projects are permitted provided that:

- (1) The density of the project does not fall below 17 dwelling units per net acre; and
- (2) The average density of the district that the project is in achieves a minimum average density of 20 dwelling units per net acre.

Upon request of a development project that falls below 20 dwelling units per net acres, the project applicant shall prepare and/or update a table tracking cumulative residential densities with the district to demonstrate that existing and planned densities will achieve the minimum density requirement.

3.3.1.3 Housing Diversity. Encourage a wide diversity of multi-family housing types and a mixture of rental and ownership housing. Encourage projects that provide a variety of housing types and sizes, including step-up housing and those that serve individuals, families, seniors and persons living with disabilities.

3.3.1.4 Mixed-Income Housing. Encourage vertical mixed integration of housing and other uses, where commercially sensible.

3.3.1.5 Live-Work. Support live-work options for artists and a variety of other home-based businesses.

3.3.1.6 School. An elementary or middle school could be located within the Plan Area to serve the neighborhoods and community. The school site should be located so the school is bounded on at least two sides by minor streets.

3.3.1.7 Parks and Open Space. A variety of public, private, and semi-public parks and open spaces appropriate for an urban environment shall serve the Plan Area’s residents and greater community.

3.4 EMPLOYMENT

As a new urban center, the Plan Area would include employment center uses as one of its primary designations. Employment centers create more jobs for the City of Sacramento, and serve as important mechanisms to promote economic development and growth within a region by functioning as high-quality employment anchors.

In contrast to isolated office parks, employment centers provide complementary residential and commercial opportunities, as they situate employment-generating opportunities in close proximity to a mix of uses in settings which facilitate pedestrian, bicycle, transit, and rideshare connection opportunities. As a result, dependence on individual vehicles and parking needs associated with this use are reduced.⁵

4 North Natomas Community Plan, Residential, p. 3-NN-5

5 City of Sacramento, Planning and Development Code Map Book, p. 6



Innovative office space

3.4.1 Policies

- 3.4.1.1 Employment Anchor.** Encourage a minimum of one high-quality employment anchor in the Plan Area.
- 3.4.1.2 Innovation Zone.** Promote Innovation Park as an “innovation zone” with the infrastructure and facilities to support the development of cutting-edge, innovative technologies, as well as the amenities and housing resources necessary to attract talent. 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.
- 3.4.1.3 Pedestrian-Friendly Design.** Design for employment-generating uses should provide for a pedestrian-friendly setting with ample open space.

3.4.1.4 Variety in Supporting Uses. Employment-generating uses should provide for a variety of supporting uses, including mixed-uses for retail, and residential. The close proximity of supporting uses allows for pedestrian, bicycle, and rideshare-connection opportunities, which collectively help reduce dependence on the automobile. Consequently, parking needs are reduced and shared parking opportunities increase.

3.5 COMMERCIAL

Innovator Drive will serve as the primary commercial corridor including a mix of higher intensity, pedestrian focused uses activating ground floor uses. The commercial corridor along Innovator Drive is to be easily accessible by users inside and outside of the Plan Area through interconnected roads, bicycle facilities, and pedestrian networks.

The C 2 zoning is intended to accommodate a wide variety of land uses by definition, or following requirements associated with a conditional use permit. These uses range from high density residential developments to a diverse array of indoor and outdoor destination uses to a broad collection of sales uses and uses related to manufacturing, service, and repair, limited to 6,400 gross square feet.

3.5.1 Policies

3.5.1.1 Variety of Commercial Uses. The project should ensure sufficient commercial space, sized appropriately, to provide a variety of commercial activities to meet the daily and weekly needs of various users in the Plan Area and surrounding communities.



Commercial uses along a main street

3.5.1.2 Walkable Retail. Encourage neighborhood serving retail and services to be located within walking distance of residential neighborhoods and transit stops.

3.5.1.3 Street Activity. Encourage outdoor dining, street vendors, and other income generating activities that contribute to activity on the street and in public places.

3.5.1.4 Allowed and Prohibited Uses. Uses allowed within the Innovation Park Planned Unit Development are those uses permitted by the underlying C-2 zone, with the exception of the following uses which are prohibited.

1. Gas stations
2. Accessory drive-throughs
3. Mortuary; crematory
4. Manufacturing, service, and repair
5. Auto – storage, rental

6. Auto – service, repair
7. Equipment – rental, sales yard
8. Mini-storage; locker building
9. Mobile home – sales, storage
10. Towing service, vehicle storage yard
11. Superstore
12. Transit vehicle – service, repair, storage

3.6 HOSPITAL/MEDICAL CAMPUS

A key component of the project is the Hospital/Medical Campus site which would offer health care for patients in northern Sacramento County and emergency access to medical services along the Interstate 5 (I-5) and Interstate 80 (I-80) corridors; and serve as an important employment anchor within North Natomas.

The hospital would be designed and equipped to operate as a Level II trauma center to accommodate a possible future designation by Sacramento County based on distribution of emergency services and facility capability pursuant to Code of California Regulations Title 22, Division 9, Chapter 7, Sections 100254 through 100256 and 100259.



Medical facility with landscape setback

The proposed Hospital/Medical Campus would be prominently located along the west side of Innovator Drive, bounded by Sports Parkway to the west and B Street to the north, on Parcel D.

Parcel D is approximately 35 acres and, like the remainder of the Plan Area, would be zoned C-2 to accommodate the variety of uses within the proposed Medical Campus and to support future commercial and medical office expansion. Parcel D1 (approximately 10 acres) is envisioned to include ancillary or related office/retail/university uses as well as outdoor space that can be enjoyed by the public.

3.6.1 Policies

3.6.1.1 Hospital. Develop a full-service teaching hospital in North Natomas that also supports opportunities for employment, residential, and other commercial uses.

3.6.1.2 Parks and Open Space. Incorporate publicly accessible plazas and greenspace within the Hospital/Medical Campus to create an amenitized outdoor environment and experience for users.

3.7 PARKS/OPEN SPACE

The Plan Area as an urban center should provide an open space network, consisting of a variety of public spaces, to support an urban lifestyle and the needs of residents, workers, and visitors, that also enhances the overall identity of Innovation Park.

For example an urban plaza would provide workers with a convenient area to have lunch and rest, a neighborhood park would be used by residents to picnic and relax, a Class I bike route and pedestrian path would provide recreational opportunities, while passive parks offer a welcoming place to rest. This network would be complemented by lively and inviting public streetscapes that could include sidewalk dining areas.

In addition to streetscape the following public spaces are envisioned as key components of the open space network in the Plan Area (**Figure 6-1**):

- Urban Plaza
- Nature Park
- Innovator Loop Curvilinear Park



Urban park for gathering and interaction



Interconnected bike paths can encourage the use of alternative transportation mode

In addition, publicly accessible, privately owned and maintained open spaces (semi-public) would be located on-site including within the Hospital/Medical Campus and the open space associated with the potential school site.

To encourage public health and safety, public space in the Plan Area shall be connected to nearby parks, open space areas, and recreational facilities to create a complete open space network for the Plan Area.

Open space networks shall be realized by connecting parks and open spaces through various types of links, such as pedestrian pathways, sidewalks, bike lanes, medians, and bridges. These links are important components of the project's circulation system, and would encourage alternative modes of transportation throughout the Plan Area.

3.7.1 Policies

3.7.1.1 Parks and Open Space Network. Include a hierarchical open space network, including public and semi-public, and active and passive spaces, throughout the Plan Area to facilitate connectivity and movement between districts, and provide residents, workers, and visitors with opportune and inviting means of accessing the mix of uses envisioned within the various neighborhoods.

3.7.1.2 Provision of Parks and Open Space. Adequate public open space amenities for residents in the Plan Area should be provided within 0.5 miles of all residents. The amount of open space and recreational facilities reserved within the Plan Area shall be commensurate with an appropriate amount of open space for the dense urban environment.

3.7.1.3 Urban Parks and Open Space. Promote smaller, amenity oriented open space areas that complement the urban nature of Innovation Park. Encourage activated public streetscapes, plazas, courtyards and sidewalk dining areas.

3.7.1.4 Scale and Placement. 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.

3.7.1.5 Public/Private Partnerships. Encourage partnerships and joint use opportunities between parks, schools, businesses, and other institutions and agencies to allow for publicly accessible, privately owned and maintained open spaces (i.e. semi-public spaces such as within the Hospital/ Medical Campus and the open space/sports fields associated with any potential schools).

3.8 CONCEPTUAL DEVELOPMENT PROGRAM

The land uses proposed in the Plan Area, as discussed in this chapter, are graphically represented in **Figure 3-3**, which provides a diagram of a conceptual development program by district. This diagram is strictly conceptual and subject to change as individual development projects are reviewed and approved by the City.

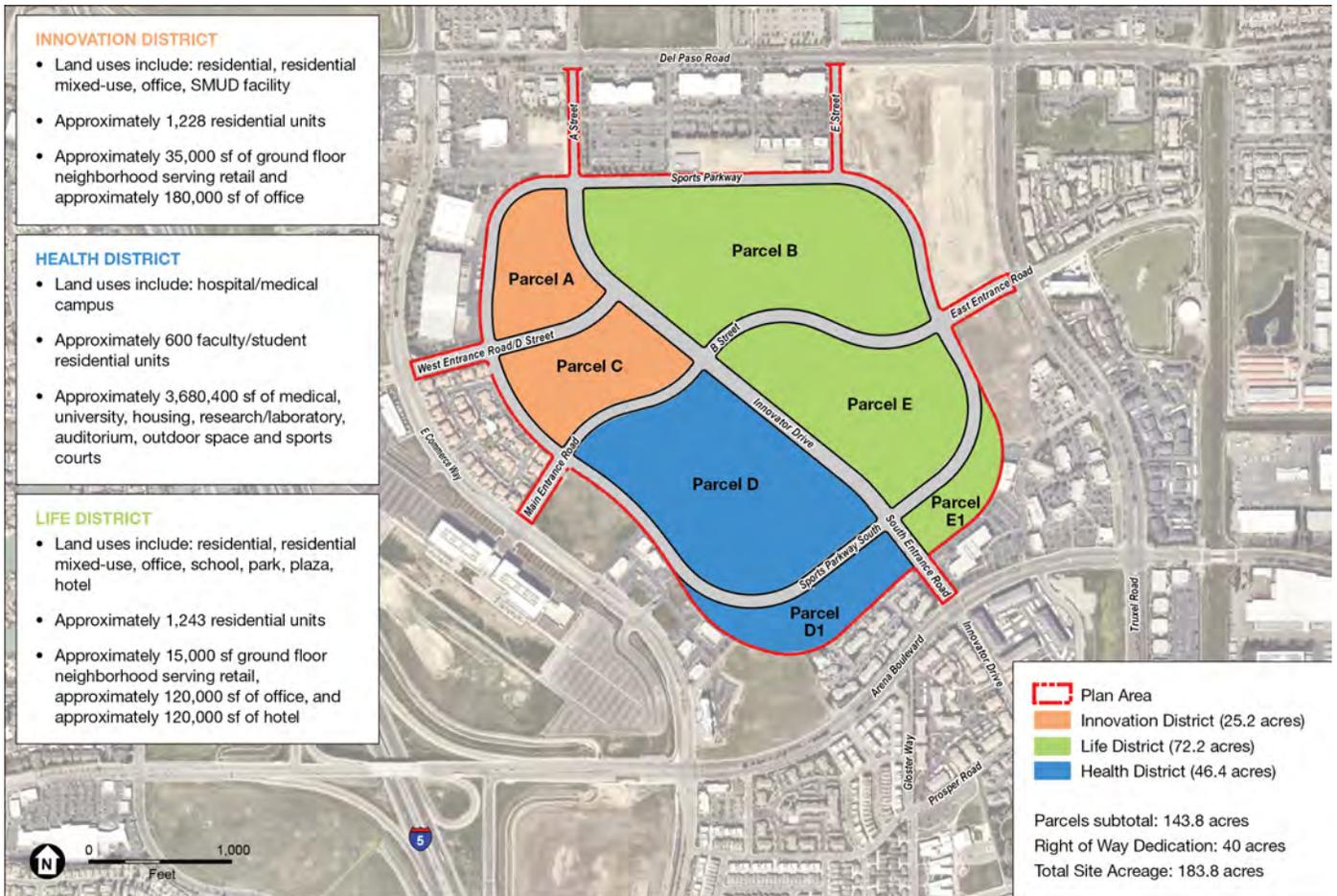


Figure 3-3. Conceptual Development Program by District

SOURCE: ESA, 2021

Note: This figure is conceptual in nature and it is assumed that actual development will vary; subject to change.