

INTRODUCTION

This section of the CIP summarizes the planning policies, major development projects, and planned public improvements within the City's shovel-ready areas.

The *2035 General Plan* (adopted on March 3, 2015 by Council Resolution 2015-0061) anticipates much of the City's growth will occur as infill. In October 2009, the City Council approved the Shovel-Ready Sites Program's Tier 1 and Tier 2 priority areas to implement the Plan's infill goals and policies, and to align programming guide criteria and CIP funding in an effort to focus resources toward new infrastructure projects in priority shovel-ready areas (Resolution 2009-629).

In addition to identifying opportunities of growth, the *2035 General Plan* also includes goals and policies dedicated to the preservation and enhancement of existing neighborhoods. Therefore, it is important to balance the City's investment in shovel-ready areas with the maintenance of established communities. As such, the City continues to identify projects in the Shovel-Ready Sites Program's Tier 1 and 2 priority areas while balancing the needs of existing neighborhoods.

The recently updated General Plan was necessary to keep the general plan relevant and informative to future planning endeavors. Completion of the General Plan supports citywide economic development by:

- Streamlining development project review and approval (including compliance with the California Environmental Quality Act (CEQA))
- Focusing infrastructure investments by including a Shovel-Ready Investment Plan for the Shovel-Ready Sites Tier 1 and 2 priority areas
- Providing a comprehensive list of the key infrastructure improvement investments that could be made by the City in order to foster private sector development (as identified on pages C-9 through C-19)
- Simplifying the implementation and monitoring of the Plan
- Conforming to minimum state and federal requirements

An analysis is performed annually to determine the consistency of the CIP with the *2035 General Plan's* goals and policies, and uses the Shovel-Ready Sites Program Tier 1 and Tier 2 priority areas to gauge consistency with the City's investments in opportunity areas. This analysis is then presented to the Planning and Design Commission.

Growth Areas – 2014

In 2014, the City experienced private development that demonstrated an initial economic recovery meeting the City's General Plan Infill goals as this growth occurred in Shovel-Ready (Tier 1 and Tier 2) areas.

Non-residential development (>10,000 square feet of new construction)

| Name of Development (Location) | Square Feet | Shovel-Ready Area |
|--|-------------|--|
| St. John's Women's Shelter (8411 Jackson Rd) | 18,862 | 65 th Street North – Tier 1 |
| Township 9 – Parcel 11 | 12,500 | Tier 1 - Central Business District |

New Residential Development

| Name of Development (Location) | # Residential or Dwelling Units | Shovel-Ready Area |
|---|---------------------------------|------------------------------------|
| East End Gateway 3 (1510 16th Street) | 60 multi-family | Tier 1 - Central City Corridors |
| 2500 R Street (same) | 24 single-family | Tier 2 - Meadowview |
| Hampton Station (Hither Way) | 17 single-family | Tier 2 - Strawberry Manor |
| Del Paso Nuevo Phase 4 (Del Paso Heights) | 12 single-family | Tier 2 - Strawberry Manor |
| Blue Mountain Homes (Morrison Avenue) | 12 single-family | Tier 2 - Broadway |
| Broadway Triangle (3425 Broadway) | 4 lofts | Tier 1 - Central Business District |

SHOVEL-READY SITES PROGRAM

The Shovel-Ready Sites Program was established in FY2004/05 with the intent of encouraging economic development at key locations in the city. The goal of the program is to promote economic development by leveraging and attracting private investment. Specifically the program seeks to:

- Make sites available to advance the objectives and opportunities as set forth in the General Plan Economic Development Element
- Foster public-private partnerships to achieve economic development goals
- Spur private investment in the city, especially by businesses

The program works to address and provide solutions to infrastructure, transportation, planning, and environmental challenges. City costs may be recaptured over time through assessment districts, fees, or other financing mechanisms, as well as through increased property and sales tax revenue associated with new development.

The lists below and the following map identify the shovel-ready opportunity areas identified as either Tier 1 or Tier 2.

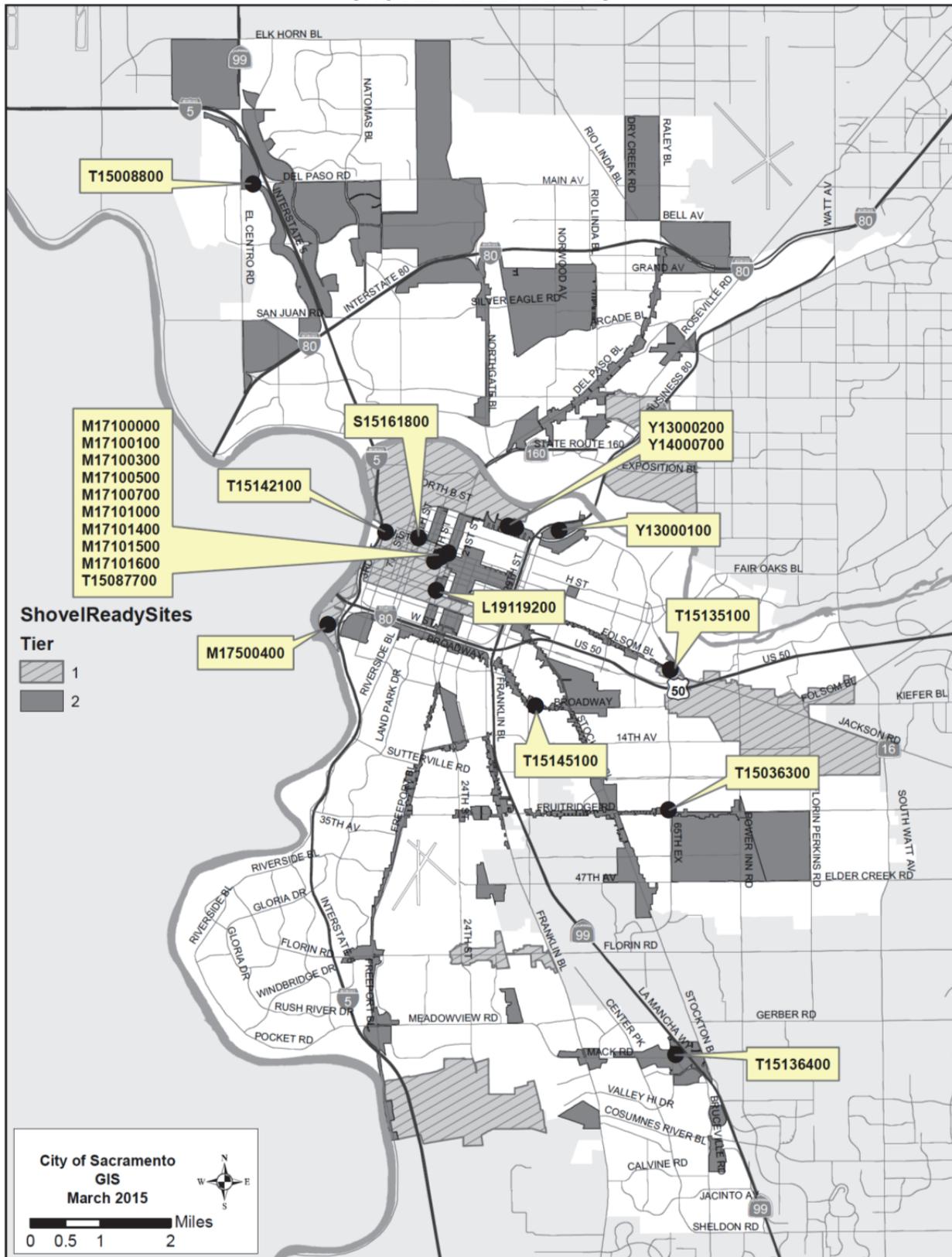
Tier 1 Sites (highest priority)

- Swanston Station, Arden Fair, Point West, Cal Expo
- Central City
- 65th Street/University Village, Innovation & Technology Village, Granite Regional Park
- Florin Road
- Delta Shores

Tier 2 Sites

- North Natomas, Panhandle, Greenbriar
- North Sacramento, Robla, McClellan/Parker Homes
- Power Inn Area
- Other Infill Areas (Corridors and Transit Station Areas)

SHOVEL-READY AREAS



The Shovel-Ready Sites Program's Tier 1 and Tier 2 priority areas include a number of projects or programs. These are reflected on the map following the area described; details may be found in their corresponding program section.

SHOVEL-READY SITES PROGRAM – TIER 1 FUNDING EFFORTS

In 2008 and 2009, the City Council demonstrated the City's commitment to the Shovel-Ready Sites Program by allocating funding to key planning efforts in high priority shovel-ready areas (Tier 1 areas) to prepare these areas for development as the economy recovers. Specific efforts include those listed below.

- River District Specific Plan: A comprehensive development and finance plan for the 750-acre River District, located north of Downtown adjacent to the American and Sacramento Rivers. The District is transforming from its historic industrial uses to become a vibrant mixed use community with a balance of housing and businesses. The River District Specific Plan, approved in February 2011, provides guidance and policy direction to establish roadway connections with surrounding neighborhoods, transition of underdeveloped parcels and/or incompatible uses, provide parks and neighborhood amenities and improve connections to the American and Sacramento Rivers.
 - Recent projects include the Sacramento Water Treatment Plant's expansion and upgrade which is currently underway and Township 9's Cannery Place Apartments which was completed and welcomed its first residents in the fall of 2014.
 - The Powerhouse Science Center (PHSC), formerly known as the Discovery Museum, was approved for an annual appropriation of \$350,000 per year for 20 years to assist with the payments on a \$25 million construction loan. This annual allocation will assist in the relocation and expansion of the PHSC to 400 Jibboom Street, the City-owned historic PG&E Power Station property.
- Sacramento Center for Innovation Specific Plan: The plan represents a comprehensive development and finance plan for the area south of Highway 50 near 65th Street and east of the railroad tracks. Working in conjunction with the Power Inn Alliance, property owners, Sacramento Municipal Utility District (SMUD), and California State University, Sacramento (CSUS), this effort is focused on preparing a large underutilized infill area for future development to serve as a center for green and biotechnology as well as other research and development related businesses. The Specific Plan was adopted by Resolution 2013-0399 on December 10, 2013.
- Florin Auto Dealership Master Plan: Most of the new auto dealers in both the city and unincorporated portions of Florin Road have closed or are likely to cease operations in the near future, some of which have been replaced with used car lots. This has resulted in the loss of sales tax dollars and quality jobs in a key part of the South Area Community Plan. This effort has involved planning, economic development, transportation, infrastructure financing, environmental, and marketing studies designed to help attract developers to this area and foster redevelopment of the sites. The Florin Road Corridor Plan was approved by Council in October 2010. Phase II environmental assessment work was completed in January 2012, identifying remediation requirements on eight sites with minor contamination. No further studies have been undertaken since that time.

- Downtown Development Strategy: Development in the downtown area often faces unknown obstacles such as hidden infrastructure improvement costs. The City completed an infrastructure study in September 2011. The purpose of the study was to assess infrastructure needs and identify key catalyst sites in the Central Business District. The value of this study is to reduce the uncertainty and expedite the approval process for infill projects in this area in order to position the Central Business District for growth as the economy improves. The study was a useful reference in redeveloping the 700 block of K Street.

SHOVEL-READY SITES PROGRAM – TIER 1 PRIORITY AREAS

Central City

Tier 1 priority areas in the Central City include the Downtown Railyards new growth area, the River District, the J-K-L Central Business District area, the R Street corridor, the Waterfront area, and portions of the Alkali Flat neighborhood.

Funding

The City has been awarded funding from Propositions 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act) and 1C (Housing and Emergency Shelter Trust Fund Act), approved by the California voters in November 2006, that will be used to support major infrastructure projects such as the track relocation for the Railyards and transportation and utility infrastructure for the Township 9 project in the River District.

Downtown Infrastructure Study

Significant investment in infrastructure will be necessary to support additional higher density infill development. Funded by the Shovel-Ready Sites Program, the Downtown Infrastructure Study covered 54 city blocks from I Street to Capitol Avenue, 3rd to 17th Streets, encompassing 12 proposed projects and 19 opportunity sites having development or redevelopment potential totaling 3.3 million square feet and over 1,100 residential units. The study was completed in September 2011. The study will help promote development by removing the unknowns about the condition of infrastructure and any existing utility capacity to support anticipated growth in the downtown.

Downtown Railyards

The City Council approved entitlements for the Downtown Railyards in December 2007. Several funding and infrastructure efforts have taken place since this action:

- Richards I-5 Interchange Interim Project (T15028200) was completed in June 2012; this project widened off-ramps and the Richards Boulevard underpass and extended Bercut Drive to the northern portion of the Railyards site.
- In December 2009, the City secured \$20 million in federal stimulus money and \$28 million in Proposition 1 B funding to be applied toward the approximately \$79 million cost of new railroad tracks, platforms, and tunnels as part of the Intermodal Transportation Facility project (T15029000). Together with the \$31 million acquired through a variety of other sources, the project track relocation is fully funded.
- Moving and realigning the railroad tracks 500 feet north cleared the way for the development of housing, shops, museums, and entertainment venues at the Railyards and for future expansion of the depot into a world-class regional multimodal transportation center. Current completed improvements include service and safety

upgrades, new passenger platforms, and grade-separated access to passenger trains and across the rail corridor.

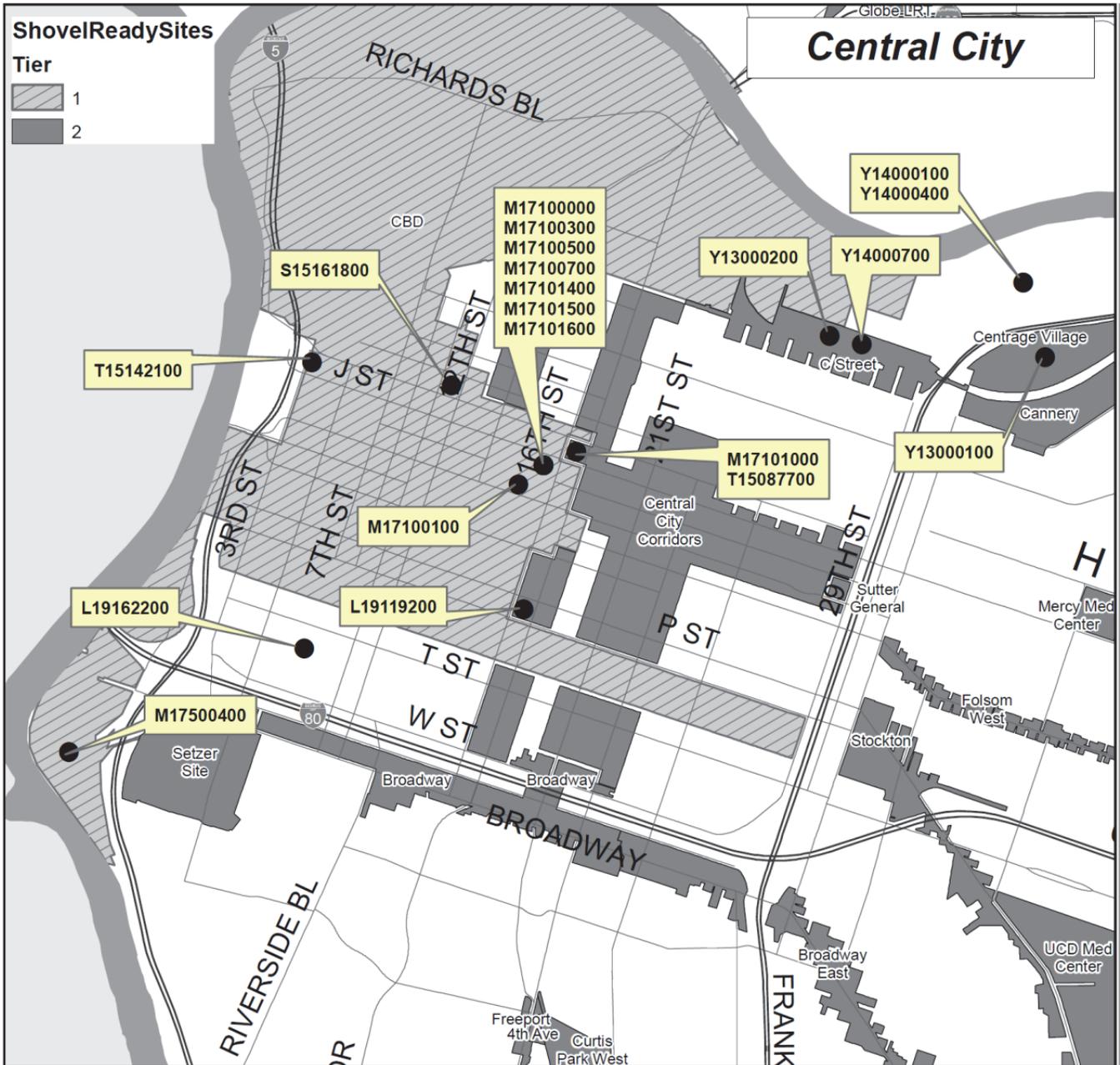
- Construction of bridges (T15098800) over the future new railroad tracks started in June 2010 and was finished in March 2011. The construction of 6th Street, (T15116200) from the southern terminus to Railyards Boulevard, was awarded in December 2012 as has been completed. The construction of 5th Street, from the southern terminus to Railyards Boulevard, and Railyards Boulevard, from 7th Street to Bercut Drive, was started in spring 2013 and has been completed.
- On April 28, 2011, the City and its partner I.A. Sacramento Holdings, LLC, a subsidiary of Inland American Real Estate Trust, Inc., broke ground on the Track Relocation Project - Phase 1 of the future Intermodal Transportation Facility (T15029000) that will connect the Railyards to the rest of downtown. The Sacramento Valley Station project moved another step closer to reality in June when the U.S. Department of Transportation awarded a \$15 million grant to the City toward a \$30 million renovation of the historic depot. The early 20th century building sees a 21st century passenger volume of 1.2 million travelers per year. Construction began in fall 2014 to rehabilitate the historic building, which will include renovation of the waiting room and bathrooms, addition of office and retail space and new wiring, plumbing, and fixtures, and is expected to be completed in December 2020. Reinforcing the structure to withstand earthquakes has been completed as a separate contract.

R Street Corridor

An infrastructure assessment of the R Street Corridor was completed and grant funds were directed for improvement of the CSS to support additional development. Grant funds (L19012000) were utilized to acquire a park site to support existing and future residential development in the R Street Corridor. In 2006 the City, in collaboration with the Capitol Area Development Authority (CADA), prepared the R Street Streetscape Master Plan identifying a variety of improvements on the R Street Corridor between 10th and 18th Streets. The master plan reinvents the corridor as a high-density infill development opportunity site that will ultimately provide live/work opportunities and a thriving retail district.

The project improvements are occurring in three phases. Phase I designed and constructed improvements on R Street between 10th Street and 13th Street. Phase II constructed improvements for the segment of R Street between 16th Street and 18th Street. Phase I and Phase II have been completed. Phase III, initiated by the City and CADA, is the final phase and will construct improvements between 13th Street and 16th Street.

The R Street Streetscape Phase III project (T15135900) (from 13th Street to 16th Street) entails reconstruction of the roadway wearing surface, new frontages which preserve and respect the historic character of the area, landscaping, on-street parking enhancements, street furniture, pedestrian improvements, and streetscape elements, which provide architectural enhancement to the corridor. It is scheduled to be completed by December 2015.



| Project # | Project Name | Project Description |
|-----------|--------------------------------------|--|
| L19119200 | Fremont Park Improvements | Park improvements including adding a renovating existing seating areas, paving, and planting. |
| M17100000 | Community Center Maintenance Program | This program provides for scheduled and unscheduled major maintenance, repair, or equipment for the Convention Center Complex. |
| M17100100 | Theater Renovation Program | The Community Center Theater has not had a major renovation since opening in 1974. This program will include a major renovation of the Sacramento Community Center Theater, including a financial feasibility study. |

| Project # | Project Name | Project Description |
|-----------|---|--|
| M17100300 | Convention Center AV Maintenance Program | This program maintains and replaces City-owned audiovisual (AV) equipment and systems at the Sacramento Convention Center. |
| M17100500 | Convention Center Chiller Maintenance Program | Upgrade/replace as necessary the three existing centrifugal chillers at the Sacramento Convention Center. |
| M17100700 | Community Center Security System Program | This ongoing program continually assesses and upgrades the existing security surveillance system at the Convention Center Complex, including new equipment to reflect current technology. |
| M17101000 | Memorial Auditorium Improvements Program | This program addresses deferred maintenance, facility improvements, and renovation needs at the historic Sacramento Memorial Auditorium. |
| M17101400 | Convention Center Roof Replacement | Replace roof on Convention Center as part of a preventive maintenance schedule. |
| M17101500 | Convention Center Carpet Replacement | Replace existing carpet in the Convention Center, approximately 15,000 square yards, due to wear. |
| M17101600 | Convention Center Chair Replacement | Replace existing chairs in the Convention Center, approximately 12,000 chairs. |
| M17500400 | Marina Improvements Program | This program will provide funding for retrofitting, major repairs, and improvements at the Sacramento Marina as needed. |
| S15161800 | Downtown Traffic Signals Upgrades | Replace obsolete controllers and serial communications system for traffic signals in the downtown area. Project is bordered by I-5, Broadway, Alhambra Boulevard, and the American River. Current funding is for Phase I of the project, which includes I and J Streets from 3rd to 16th Streets, and 15th and 16th Streets from Sproule Avenue to Broadway. |
| T15087700 | Downtown Transportation System Management (TSM) Program | Provision of facilities that increase the people moving capacity of the existing transportation system using TSM measures. |
| T15142100 | Hollow Sidewalk Monitoring Program | Identify, evaluate, and monitor conditions of hollow sidewalks. Perform annual inspections and prepare recommendations for needed repairs. Notify property owners of any repairs required or recommended to hollow sidewalk locations for which they are responsible. |
| Y13000100 | Landfill Flare Replacement | To comply with clean air regulations set by the California Air Resources Board and the Sacramento Metropolitan Air Quality Management District, the methane gas generated by the waste buried at the 28th Street landfill must be continuously burned using two flare stations that are part of the landfill gas collection system. |
| Y13000200 | Cannon-Scollan Landfill Closure | Closure of the landfill site located directly west of the 28th Street Landfill and south of the Dellar Landfill |
| Y14000100 | Landfill Site Closure Program | California law requires that funding be set aside each year to ensure that there will be sufficient resources to cover future closure activities. |
| Y14000400 | Groundwater Remediation Program | State-mandated financial obligations for the landfill's groundwater corrective action program require owners of solid waste facilities to establish financial assurance to cover a "reasonably foreseeable release" into the groundwater. |
| Y14000700 | Dellar Landfill Closure | Closure of the landfill site located directly west of the 28th Street Landfill. |

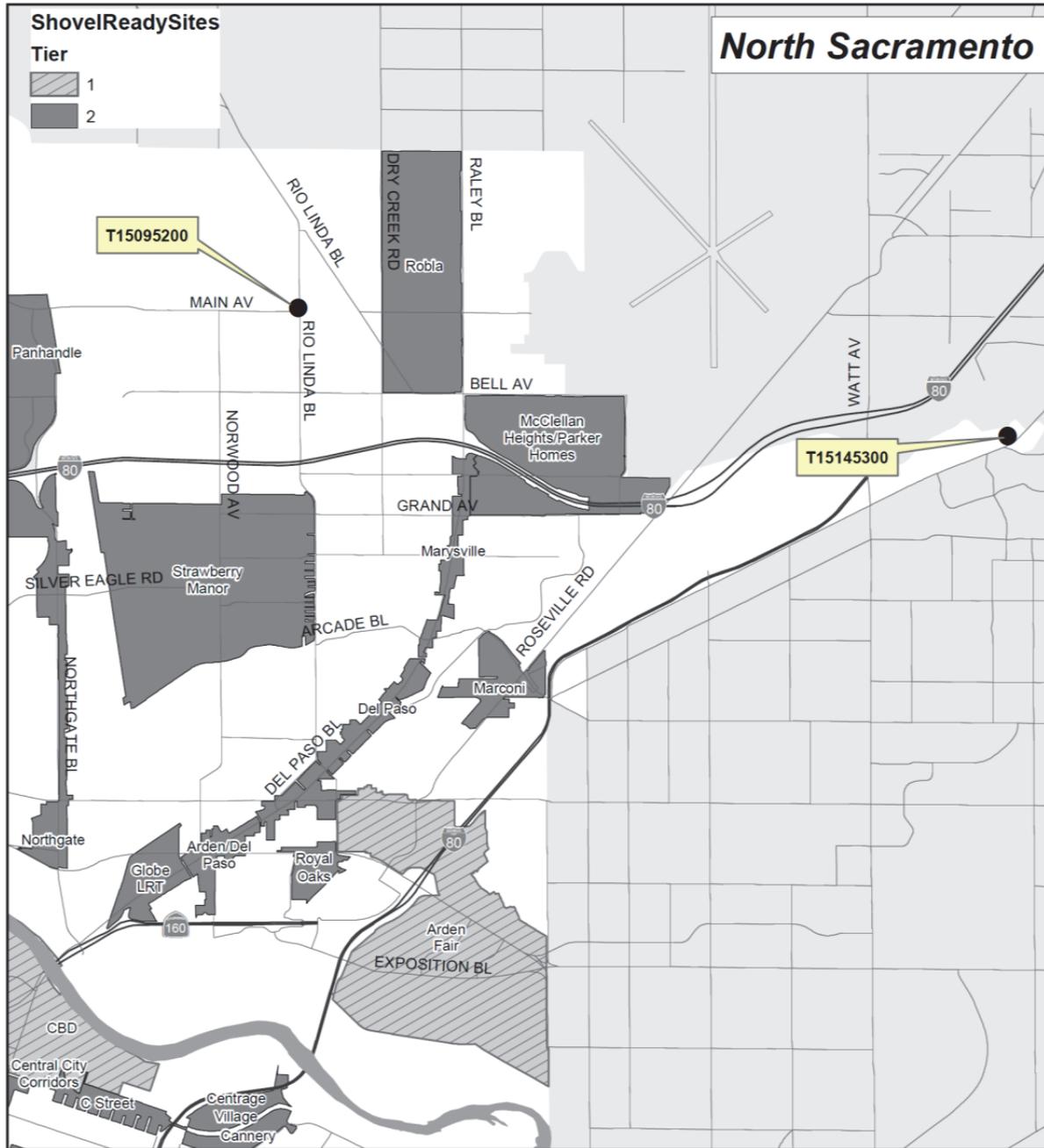
North Sacramento Area**Swanston/Arden Fair/Point West/Cal Expo**

The Swanston/Arden Fair/Point West/Cal Expo opportunity area (shown on the North Sacramento map) is split by Business 80. To the west of Business 80 is the Swanston light rail train station and the Swanston Estates neighborhood, including single and multi-family residential, retail, commercial, and industrial. To the east of Business 80 are the Point West, Arden Fair, and Cal Expo areas.

The Swanston Station Pedestrian Bridge is proposed to improve pedestrian access from the light rail station over the Union Pacific Railroad (UPRR) tracks to a significant employment center area east of the tracks.

Arden Fair Mall, located on Arden Way, is Sacramento's largest regional retail center and tax generator in the city. Cal Expo, the home to the California State Fair since 1968, is located on 350-acres adjacent to the American River. Cal Expo is currently considering new plans predicated on a strong desire to pursue opportunities that would provide resources for facility improvements needed for the State Fair and today's consumer and tradeshow environment. Point West, located between Arden Fair and Cal Expo, complements the surrounding land uses with professional offices, hotels, and multi-family residential.

The Point West area will be planned to complement the Arden Fair Mall and Cal Expo plans. Future development may include continued growth of retail, multi-family residential, and employment uses. This center can provide close-in employment opportunities for surrounding residential areas to reduce commute distances and provide employment opportunities in housing-rich communities. A major component of the area will be to promote development that fosters accessibility and connectivity with adjacent transit centers to safely and efficiently accommodate a mixture of cars, transit, bicyclists, and pedestrians.



| Project # | Project Name | Project Description |
|-----------|--|---|
| T15095200 | Rio Linda Boulevard & Main Avenue Bridge | Replace existing bridge on Rio Linda Boulevard and realign intersection with Main Avenue for safety improvements. |
| T15145300 | Auburn Boulevard Bridge Replacement | This project will replace the bridge on Auburn Boulevard that passes over Arcade Creek. |

South Area

65th Street, University Village, Granite Regional Park

The Sacramento Center for Innovation (SCI) Specific Plan area is bounded by U.S. Highway 50 on the north, UPRR on the west, UPRR crossing at Power Inn Road, and Power Inn Road on the east. It is located to the south of CSUS and to the west of the Granite Regional Park development area. Currently, the land uses are primarily heavy commercial, light industrial, and industrial. The *2030 General Plan* identified the area as an opportunity area, changed the land use designation from industrial to employment center, and recommended further land use refinement.

The SCI Specific Plan was adopted by Resolution 2013-0399 on December 10, 2013. It provides a clear focus for the urban design, development standards, design guidelines, public facilities, utility capacity, and circulation that is proposed in the SCI Specific Plan area.

The 65th Street/University Village opportunity area is poised to evolve into a vibrant and innovative campus-centered community that will provide a physical, social, and psychological connection to CSUS and the surrounding development and communities. The focus for this area will be on people, workforce development, education, jobs, and transit. CSUS will continue to attract innovative and creative students and faculty, and to prepare students for a highly competitive workforce aligned with our economy's needs today and in the future. An environment that fosters the exchange of technical knowledge and expertise between CSUS students and faculty and private and public sector business enterprises has been established in this area. Companies located here would then benefit from the availability of a student workforce and opportunities to collaborate with faculty. CSUS would benefit from faculty recruitment and retention and the real-world internship and educational opportunities for students.

The Granite Regional Office Park (120-acres) is partially built out with total development to include over three million square feet of office space with supporting retail and light industrial development. As a portion of the Clean Tech Zone (formerly known as the Florin-Perkins Enterprise Zone), the area is home to Sacramento's newest clean and green technology enterprises. However, AB 93 (effective January 1, 2014) repealed the enterprise zone provisions and the enterprise zone program is winding down.

Florin Road Corridor

The Florin Road Corridor Plan is a joint planning effort between the City and the County of Sacramento (County) to promote coordinated planning and economic revitalization along the corridor. The boundaries extend along Florin Road between Tamoshanter Way in the city and Stockton Boulevard in the county. The plan area covers three miles of Florin Road. The City portion is approximately 1.42 miles between Tamoshanter Way and Franklin Boulevard.

In order to implement the City's *2035 General Plan* as well as the County's new General Plan, the City has partnered with the County to promote coordinated planning and economic revitalization along the corridor. The City Council approved specific actions on October 19, 2010, including rezones, creation of a design review district, South Area Community Plan, and *2030 General Plan* amendments. A few remaining pieces of the Florin Road Corridor Plan including the Streetscape Master Plan update, mobility study, and infrastructure analysis will be presented to Council for acceptance following completion of review by the county. No recent activity has occurred.

Delta Shores

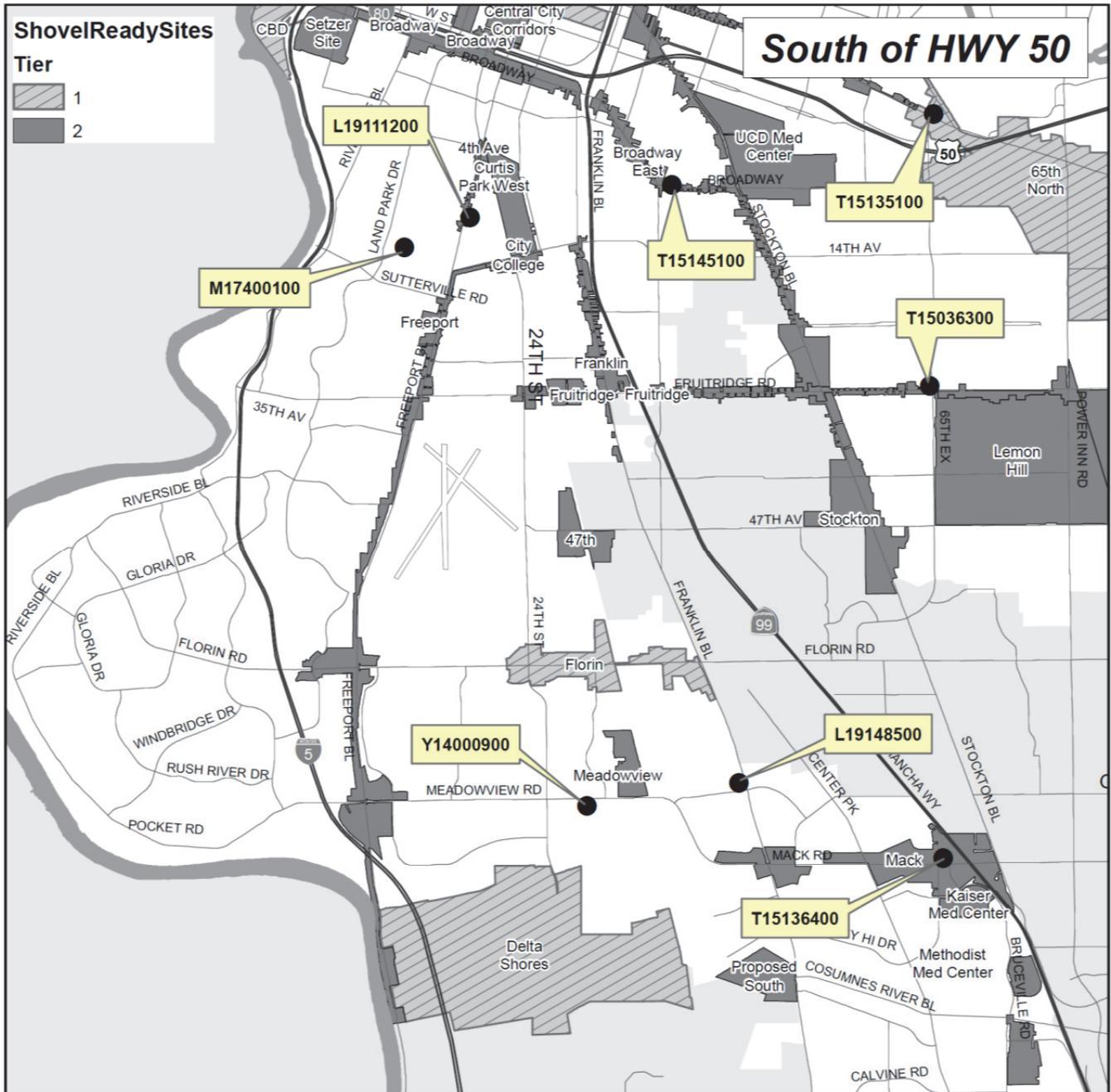
Delta Shores is located within the South Area Community Plan Area, updated in March 2009. The plan evaluates the land uses and need for infrastructure, schools, and other community facilities and services required to address new growth in the area.

This new growth area has experienced relatively high levels of recent population growth, and this trend is expected to continue. This community's potential growth is mostly associated with the Delta Shores area, build out of the Jacinto Creek Planning Area, and development along the existing light rail transit line and future extension of the south line transit corridor.

Future development includes the approved College Square mixed-use project near Cosumnes River College and the future development of the Delta Shores area in the south. Delta Shores is one of the last major undeveloped areas within the city. The Delta Shores area is generally located east of Freeport Boulevard, south of the existing Meadowview neighborhood, north of the Sacramento Regional County Sanitation District Wastewater Treatment Plant, and east of the Morrison Creek levee. The site is approximately 800-acres and will contribute to meeting the City's future housing and commercial needs. The planning entitlements and financing plan were approved by the City Council in January 2009.

Major public improvements proposed to serve planned new growth in the Delta Shores area include the following – some of which are not in the current CIP cycle but do provide a context for recent planning efforts.

- Cosumnes Boulevard Extension and Interchange (T15018000). On January 8, 2013, the City Council approved the plans and specifications, and awarded the construction contract to Teichert Construction (Resolution 2013-0009); the new interchange and the entire road extension will be completed in 2015. The project will be fully completed by January 2016.
- Phase 2 extension of light rail transit from Meadowview to Calvine Road.
- Construction of the Sacramento Regional County Sanitation District interceptor line.
- Construction of the new Freeport Regional Water Authority intake and pipeline from the Sacramento River to the Folsom South Canal.



| Project # | Project Name | Project Description |
|-----------|------------------------------|---|
| L19111200 | Plaza Cervantes Improvements | Add improvements to the expansion area of the existing park including items such as additional paving, benches, irrigation, and planting. |
| L19148500 | Phoenix Green Lease/Purchase | Provide funding for the lease of the park site from U.S. Postal Service for an additional 10-year term. Intent is to acquire site from U.S. Postal Service when sufficient funding becomes available. |

| Project # | Project Name | Project Description |
|-----------|---|--|
| M17400100 | William Land Golf Improvements Program | This program finances major maintenance activities at William Land Golf Course, including design and development activities. Projects include irrigation improvements, greens rehabilitation, and structural repairs. |
| T15036300 | Fruitridge Road Streetscape Enhancements | Construct new curb, gutter, and sidewalk to enhance streetscape. |
| T15135100 | Folsom Boulevard Complete Street | Improve Folsom Boulevard from 65th Street to the UPRR Underpass. |
| T15136400 | Mack Road & Valley Hi Drive Traffic Signal Upgrade | Upgrade the existing traffic signal at Mack Road and Valley Hi Drive/La Mancha Way and install a right turn lane for the westbound to northbound movement. |
| T15145100 | Highway Safety Improvement Program (HSIP) Hybrid Pedestrian Signals | Install Hybrid Pedestrian Signals at uncontrolled crosswalks on nine principal arterial roadways within the City. |
| Y14000900 | Solid Waste Facility Repair & Rehabilitation Program | Ongoing program to provide sufficient resources to address facility related issues at the Meadowview City Service Center including, e.g., the repair or rehabilitation of the building interior and exteriors, electrical, and parking lot paving. |

SHOVEL-READY SITES PROGRAM – TIER 2 PRIORITY AREAS**North Natomas**

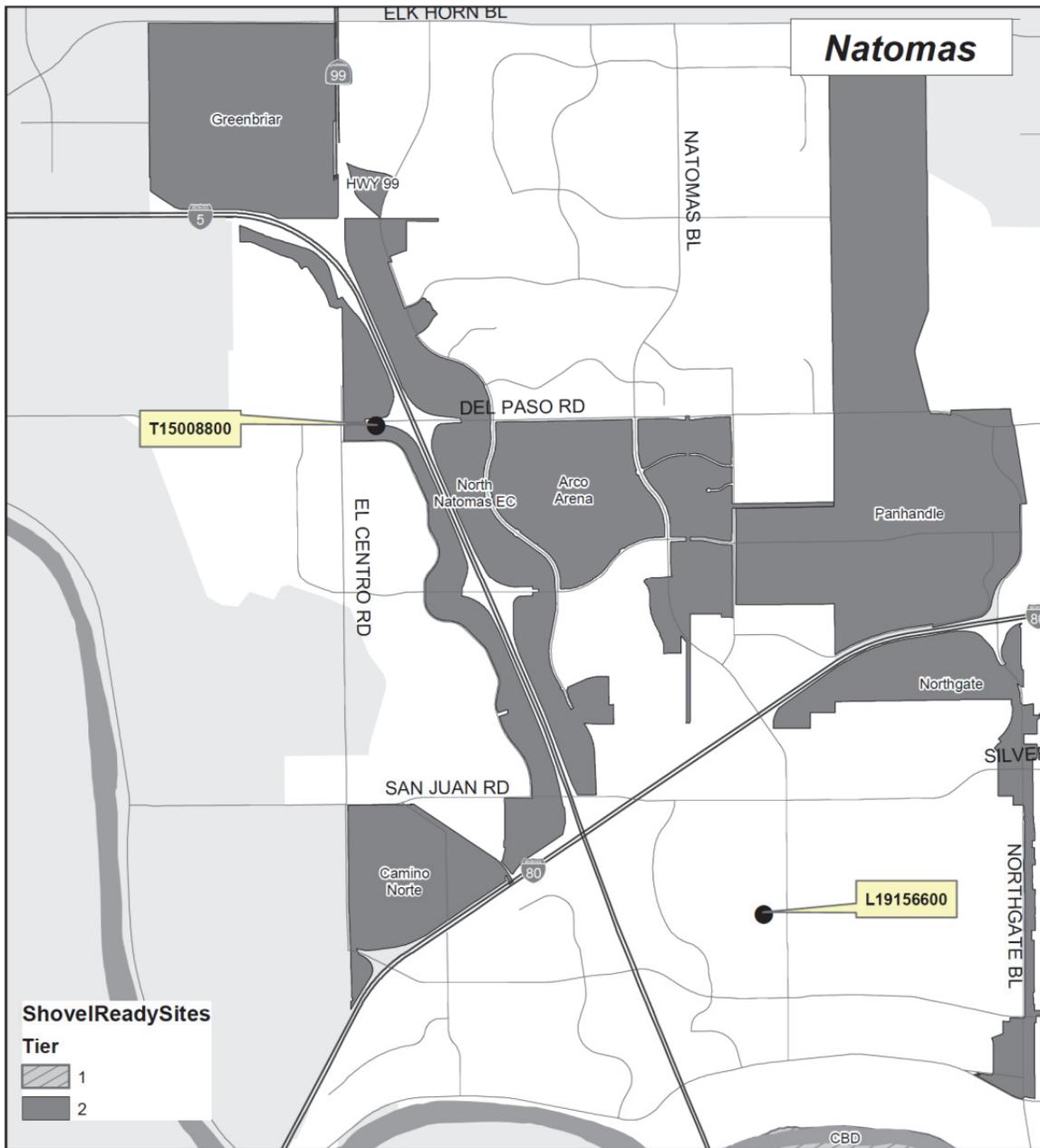
North Natomas presents great potential for growth and is designated as a Tier 2 priority and major growth area in the city for new housing and employment opportunities. In recent years, North Natomas accounted for 47 percent of the development in the city. Based on *2035 General Plan* land use designations, North Natomas is projected to account for approximately 20 percent of new housing and 25 percent of new jobs in the City. Since 2005, more than 14,000 dwelling units have been built in North Natomas and the area is currently about two-thirds built-out for residential uses. Office employment, however, is only partially developed with approximately 3 million square feet built and 7 million square feet authorized but not yet built.

The North Natomas New Growth Area is bounded by Interstate 80 on the south, Elkhorn Boulevard on the north, and city limits on the east and the west. North Natomas includes the Panhandle area (595-vacant acres proposed for annexation) and Greenbriar (a 577-acre vacant parcel annexed in May 2008). North Natomas includes a well-integrated mixture of residential, employment, commercial, and civic uses, interdependent on quality transit service, surrounding a town center. An elementary school serves as the focal point of each of the fourteen proposed neighborhoods. Employment centers, located at the light rail train stations and along the freeways, are mixed-use centers consisting of primary employment generators and secondary retail, industrial, and residential uses serving the employees and employers of the center.

Development in the North Natomas area was previously restricted by the Federal Emergency Management Agency's (FEMA's) 2008 maps which designated the Natomas Basin as an AE (high risk of flood) zone. No new construction has been permitted in the Natomas Basin until such time that the area has at least 100-year flood protection (or A99 designation). The de facto moratorium is anticipated to be lifted in June 2015 when FEMA effectively remaps Natomas from the AE to the A99 flood zone. Commercial (retail, office, industrial, and warehouse) will be allowed to develop. However, because the area still has less than 100 year flood protection, residential growth will be limited to 1,000 new single-family dwelling units and 500 new multi-family dwelling units per year.

On January 27, 2009, the City Council adopted Resolution 2009-007 which extends the timeline for certain land use entitlements and building permits in the Natomas Basin while the area has an AE designation (high risk of flood) on FEMA's Flood Insurance Rate Maps. In other words, special permits, tentative maps, and building permits that were properly approved prior to December 8, 2008, have an "extended shelf life."

The improvement projects in North Natomas are funded as part of the 2015-2020 CIP or are built by private landowners. Infrastructure and draft finance plans were recently adopted for Greenbriar and proposed for the Panhandle. Information for specific projects is listed in the appropriate section of this CIP document. The major infrastructure improvements are financed from the following fees – based upon development impact fees and Mello-Roos Community Facilities Districts – and are generally due at the time a building permit is issued: Quimby Act (Fund 2508) for the dedication of land for parks; North Natomas Public Facilities Fee (Fund 3206) for backbone infrastructure; Park Development Impact Fee (Fund 3204) for park development; and Mello-Roos (pay-as-you-go) Community Facilities Districts and bond districts.



| Project # | Project Name | Project Description |
|-----------|---|--|
| L19156600 | South Natomas Community Park Improvements | Add a new restroom building adjacent to the rose garden and resurface the existing playground safety surface at the Fort Natomas Playground with a new 2" surface cap. |
| T15008800 | North Natomas Freeway Monitoring Program | Annual, ongoing monitoring of the freeway interchanges serving North Natomas is required by the cooperative agreement between the City of Sacramento and the State of California (City Agreement No. 95-217). Monitors traffic operations at the freeway off-ramps and adjacent intersections. |

North Sacramento, Robla, and McClellan Parker Homes

The lack of adequate water, drainage, and sewer improvements has hindered development in the area – especially between Dry Creek Road and Raley Boulevard. As individual subdivisions are developed, the corresponding local infrastructure and limited off-site infrastructure is constructed, although subdivisions prior to annexation were often approved without provisions for backbone infrastructure.

In 2009, the *2030 General Plan* redesignated the eastern portion of the Robla opportunity area from Suburban Residential Low-Density to Employment Center Low Rise to reflect existing and likely near-future development in that area. No additional changes were made in the *2035 General Plan*.

The City worked jointly with Sacramento Housing and Redevelopment Agency and a team of consultants to develop the McClellan Heights and Parker Homes Plan. The plan assesses and prioritizes infrastructure and housing needs for both the Parker Homes and McClellan Heights neighborhoods. Additionally staff developed land use and zoning recommendations to encourage residential development and neighborhood serving amenities while allowing existing businesses to continue operating.

The McClellan Heights/Parker Home Plan, located just east of McClellan Business Park, was approved by Council in 2007. The plan area is generally bounded on the north by Bell Avenue, the east by Winters Street, the south by Interstate 80, and the west by Raley Boulevard. The plan was adopted by City Council on November 27, 2007, and provides the following:

- An infrastructure plan for existing and new development
- A land use and zoning plan to facilitate the development of new housing, neighborhood serving commercial, and other compatible uses
- A housing needs assessment for the existing housing in Parker Homes and McClellan Heights

Northeast Line Implementation Plan

This planning effort promotes reinvestment, redevelopment, and revitalization along the light rail corridor that includes the Globe, Arden/Del Paso, and Royal Oaks Stations. The Plan includes land use changes to better streamline uses that support an active and safe commercial corridor such as mixed-use and mixed-density housing as well as office and general commercial uses. Additionally, the Plan (adopted on March 15, 2011) has recommended infrastructure improvements that focus on key areas along the light rail corridor to encourage catalyst and near-term development in the area.

Power Inn Area

The Power Inn Area is part of the larger Fruitridge/Broadway community, which includes Sacramento's manufacturing and warehousing district and the Granite Regional Office Park. Increased mixed-use development opportunities will be realized in proximity to light rail transit along Folsom Boulevard (e.g., 65th Street, Power Inn Road, and Watt/Manlove light rail train stations). Higher intensity uses will take advantage of light rail transit and freeway (U.S. 50) access, which should attract housing, office development, and other employee and resident-serving uses.

Aspen 1/Rock Creek/New Brighton is a proposed 232-acre project (P09-038) from Stonebridge (Teichert Land Company) located south of Jackson Highway on the west side of South Watt Avenue. The Sacramento Area Local Agency Formation Commission (LAFCo) approved an amendment to the

City's Sphere of Influence to include a 28-acre sliver of previously unincorporated vacant land as part of this project site. Development entitlements are anticipated to be approved in summer 2015.

Infrastructure improvements in the Power Inn area include:

- Light rail train bridge over Watt Avenue to eliminate light rail train station/auto conflicts
- Provide reliable water supply to the southeast of the City by constructing a pipeline from the Fairbairn Water Treatment Plant to the Florin Reservoir (Z14004000) – completed
- South Watt Avenue widening (pending County project)
- Funding for the Ramona Avenue extension (T15018400) – estimated completion date, January 2017

Transit Station Areas

The City's Infill Program identifies areas around existing city light rail stations as areas for new infill development and redevelopment. Many of the targeted stations require additional planning entitlements and zoning changes and require infrastructure upgrades to support additional development.

In past years, the City devoted some state grant funds to support streetscape enhancements on 65th Street. Additional analysis is being conducted to identify funding needs for infrastructure to support planned development. The City recently completed a circulation plan for the area and is now in the process of developing a finance plan to identify funding sources for the utility and transportation infrastructure improvements that would support job creation and additional development in the area.

The City recently completed infrastructure studies for the Florin, Meadowview, and Swanston light rail station areas that would serve as the first step in identifying needed capital improvements and financing options for those areas. The Florin and Meadowview studies were completed in 2009. The Draft Environmental Impact Report for the Swanston Transit Village Station was released in February 2009 and was adopted in April 12, 2011. The Northeast Line Implementation Plan – addressing the Globe, Arden/Del Paso, and Royal Oaks light rail stations – was adopted in March 2011.

Commercial Corridors

Commercial corridors are identified in the City's Infill and Economic Development Programs as target investment areas. These areas are primarily provided support indirectly through streetscape design planning that had been funded through the Public Works Department. The City has identified infrastructure improvements as part of the Florin Road Corridor Plan, which is a joint City-County effort for that corridor. The plan was completed in the fall of 2010.

Target Residential Neighborhoods

While not identified by the Shovel-Ready Program, the City's Infill Program targets residential neighborhoods that include a substantial number of vacant lots and infill opportunities. Most of the assistance in these areas is through fee reduction (e.g., sewer credits administered through the Economic Development Department) and waiver programs.

SOURCES OF CIP FUNDING

This overview summarizes the CIPs that contribute toward the infill development goals and policies. Funding is provided from a variety of sources depending on the nature of, and funding available for, the improvement. Many projects supportive of the City's Infill Program are initiated by the City's Utilities, Public Works, and Economic Development Departments. Funding sources include the City's General and Utility Funds, various transportation funds, Workforce Housing Reward Program grants, and other local, state, and federal grant funds.

The Infill Program also includes a number of fee waiver and reduction programs and other programs funded through the General Fund and grants.

Federal, State, and Local Grant Funds

Several infrastructure projects supportive of infill development were programmed in prior years and are underway. Funding has been provided through state, federal, and local grants in addition to matching City funds. The City has received federal grant funds and SACOG funds to fund improvements in several infill areas in the City including the R Street Corridor and several light rail train station areas. Descriptions of the major funding sources of the City's CIPs may be found in section K of this book.

In addition to the aforementioned grant programs, the City has also pursued and received state grants, including the Jobs-Housing Balance Program and the Workforce Housing (WFH) Reward Program, which have been used to support infrastructure projects. Over the life of this WFH program, the City has received over \$6.7 million from these grant funds. While these grants have been discontinued by California's Housing & Community Development (HCD) Department, HCD has created the Housing Related Parks Program. Planning staff, along with Parks, is pursuing funding through that program. The program is very similar to the WFH program except that grant funds can only be used for parks.

The City also successfully pursued grant funding in the first round of funding for the 2006 Proposition 1C (also known as the Housing and Emergency Shelter Trust Fund Act of 2006) bond programs including the Transit-Oriented Development Program, the Infill Infrastructure Grant Program, and CALReUSE Remediation Program. As a result of City efforts, the City directly received \$31 million and supported developer applications which received another \$25 million. Projects benefiting from the first round of Proposition 1C program funding include:

- Downtown Railyards
- Township 9
- Curtis Park Village

These funds are slated to assist with major infrastructure projects or brownfield remediation associated with the developments.

In 2010, the City also applied to the California Sustainable Strategies Pilot Program on behalf of these same developments in order to have them designated as Catalyst Projects. This designation will give the City higher priority for future state and federal grant funding. During August 2010, Township 9 was designated "Gold" as a model sustainable community that would:

“...enable the State to support local innovation, develop projects that integrate environmental, economic, transportation and housing goals and test strategies for broad

implementation throughout California. The designated projects must remove barriers to development of transformative projects, demonstrate a high level of transferability, promote effective jobs and housing relationships, enhance multi-modal transportation options, integrate sustainability and economic development plans, demonstrate significant resource, economic, and environmental benefits, and provide opportunities for community engagement and cross-sector collaboration.”

As a result of being designated a Catalyst Project in the pilot program, Township 9 secured approximately \$1.35 million for housing development which began construction in January 2013 and is expected to be completed in June 2016.