

City of Sacramento

Zoning

Map Book

This book contains Zoning Maps for the City of Sacramento. The purpose of zoning is to divide the city into areas of such size, shape and number best suited to carry out the land use regulations of the City of Sacramento. These regulations are found in Title 17 of the Sacramento City Code (Zoning Code).

Listed in this document are brief definitions of the zoning designations found in the City of Sacramento. General information on height, landscaping and parking regulations for each of the zones are also noted.

For specific information regarding land use regulations on a piece of property, you should consult the Zoning Code or contact one of the public information counters located at:

**300 Richards Blvd, 3rd Floor
Sacramento, CA 95811**



City of Sacramento Zoning Designations

RESIDENTIAL ZONES

- RE Rural Estates Zone: This is a very low-density residential zone. It is intended to be applied primarily to areas impacted by high noise levels, within designated approach or clear zones around airports, within identified floodway and floodway fringe areas, and other areas where physical and/or safety considerations necessitate very low density residential use. This zoning district is designated as "RE" with the maximum permitted units per acre as a suffix (i.e., RE-1/4, RE-1/2, RE-1/1, RE-1/0.5).
- R-1 Standard Single Family Zone: This is a low density residential zone composed of single family detached residences on lots a minimum of 52 feet by 100 feet in size. This zone may also include recreational, religious and educational facilities as the basic elements of a balanced neighborhood. Minimum lot dimensions are 52 feet by 100 feet interior, 62 feet by 100 feet corner, 7-8 units per acre. Maximum height is 35 feet; maximum lot coverage is 40%.
- R-1A Single Family Alternative Zone: This is a low to medium density residential zone intended to permit the establishment of single family, individually owned, attached or detached residences where lot sizes, height, area and/or setback requirements vary from Standard Single Family. This zone is intended to accommodate alternative single-family designs, which are determined to be compatible with Standard Single Family areas. Maximum density in this zone is 15 dwelling units per net acre. Maximum height is 35 feet; maximum lot coverage is 40%.
- R-1B Single Family or Two Family Zone: This is a residential zone located primarily inside the Central City which allows single family units by right and two family units subject to Special Permit approval. The lots generally exist so there is no minimum lot size or density. However, lots smaller than 40 feet by 80 feet present design restrictions. Maximum height is 35 feet; maximum lot coverage is 60%.
- R-2 Two-Family Zone: This is a residential zone allowing two single family attached or detached units under one ownership. This zone is intended to provide a low-density buffer between single family and more intense land uses. Minimum land area per unit is 2,600 square feet per unit. A maximum of two units are permitted on one lot in this zone. An interior lot and 3,100 square feet per unit for a corner lot. Maximum height is 35 feet; maximum lot coverage is 40%.
- R-2A Multi-Family Zone: This is a multi-family residential zone designated to provide for garden apartments and cluster housing. This zone is regulated so that the structures cover a minimum of ground area and a maximum of open space is provided. Minimum land area per unit is 2,500 square feet, for a maximum density of 17 units per acre. Maximum height is 35 feet; maximum lot coverage is 50%.
- R-2B Multi-Family Zone: This is a multi-family residential zone. This zone offers broader density flexibility as a transition from the garden apartment setting to a more traditional apartment setting. Minimum land area per unit is 2,000 square feet, for a maximum density of 21 units per acre. Maximum height is 35 feet; maximum lot coverage is 50%.

- R-3 Multi-Family Zone: This is a multi-family residential zone intended for more traditional types of apartments. This zone is located outside the central city serving as a buffer along major streets and shopping centers. Minimum land area per unit is one thousand four hundred and fifty (1,450) square feet. Maximum density for the R-3 zone is thirty (30) dwelling units per acre.
- R-3A Multi-Family Zone: This is a multi-family residential zone located in the Central city and certain areas adjacent thereto. It is designed to provide development regulations that are consistent with goals for various residential areas in the Central City. Minimum land area per unit is 1,200 square feet, for a maximum density of 36 units an acre. Maximum height is 35 feet; maximum lot coverage is 50%.
- R-4 Multi-Family Zone: This is a multi-family residential zone located generally adjacent to R-5 zoning. Minimum land area per unit is 750 square feet, for a maximum density of 58 units per acre. Maximum height is 35 feet; maximum lot coverage is 60%.
- R-4A Multi-Family Zone: This is a multi-family zone located generally in urban neighborhoods, corridors, and centers in the Central City or near major transit stops. Minimum land area per unit is three hundred ninety-six (393) square feet. Maximum density for the R-4A zone is one hundred ten (110) units per acre.
- R-5 Multi-Family Zone: This is a multi-family residential zone located only within the Central Business District. This is not entirely a residential zone and may include institutional, office and commercial uses subject to special permit review. The minimum land area per unit depends upon the percentage of lot coverage. Densities in this zone range from 87 to 174 dwelling units per acre.
- RCMU Residential/Commercial Mixed Use Zone: (*Sacramento Railyards Specific Plan*) This zone corresponds to the Residential/Commercial Mixed Use land use designation in the Sacramento Railyards Specific Plan. This zone is designed to create an area that emphasizes a wide mixture of urban uses with an emphasis on commercial uses with a residential component. See Chapter 17.124 for use, density, intensity, applicable development standards, and other special regulations.
- RO Residential-Office Zone: This is a medium density multiple family residential zone, generally located inside the Central City Community Plan area. The zone permits limited development of office uses subject to the granting of a Special Permit by the Planning Commission. Minimum land area per unit is 1,200 square feet, 36 units per acre. Maximum height is 35 feet.
- RMU Residential Mixed Use Zone: (*Sacramento Railyards Specific Plan*) This zone corresponds to the Residential Mixed Use land designation in the Sacramento Railyards Specific Plan. This zone allows for a broad range of residential mixed uses including high-density residential, neighborhood-serving retail uses, and restaurants with an emphasis on residential. See Chapter 17.124 for use, density, intensity, applicable development standards, and other special regulations.
- RMX Residential Mixed Use Zone: This is a mixed-use zone. The zone permits multiple family residential, office and limited commercial uses in a mixture established for the area through a special planning district or adopted location standards. Minimum land area per unit is 1,200 square feet, 36 units per acre. Maximum height is 35 feet.

COMMERCIAL AND OFFICE ZONES

- C-1 Limited Commercial Zone: This is a limited commercial zone which allows certain office, retail stores, and service establishments which are compatible with residential developments. This zone is intended to be applied to small parcels which are surrounded by a residential neighborhood. Any nonresidential development in the C-1 zone that requires a discretionary entitlement shall also be subject to review for consistency with the commercial corridor design principles adopted pursuant to Section 17.132.180 and as they may be amended from time to time
- C-2 General Commercial Zone: This is a general commercial zone which provides for the sale of commodities, or performance of services, including repair facilities, offices, small wholesale stores or distributors, and limited processing and packaging. Any nonresidential development in the C-2 zone that requires a discretionary entitlement shall also be subject to review for consistency with the commercial corridor design principles adopted pursuant to Section 17.132.180 and as they may be amended from time to time.
- C-3 Central Business District Zone-Special Planning District: The Central Business District (CBD or C-3 zone) applies to a 67-block portion of the Central City. The CBD or C-3 zone is the only classification which has no height limit and is intended for the most intense retail, commercial and office developments in the City. Residential uses are permitted by special permit.
- C-4 Heavy Commercial Zone: This is a commercial zone designed primarily for warehousing, distribution types of activity, and those commercial uses having a minimum of undesirable impact upon nearby residential areas. A minimum of light manufacturing and processing is permitted. The maximum height is 75 feet. There is no maximum lot coverage. Parking ratio for warehousing no less than 1 space per 1000 square feet gross floor area and no more than 1 space per 500 square feet gross floor area.
- EC Employment Center Zone: This zone is a flexible zone for primarily employment generating uses in a pedestrian friendly setting with ample private and/or public open space. The EC zone also provides the opportunity for a variety and mix of supporting uses, including support retail, residential and light industrial. The EC zone has several categories of permitted intensity ranging from 30 employees per net acre (EC 30) to 80 employees per net acre (EC 80). The designation of intensity will be determined by proximity to planned transit service, freeway/roadway access, maintaining or improving housing opportunities, and maintaining or improving the environmental qualities within the EC zoned area.
- HC Highway Commercial Zone: This is a zone in which the principal use of land is for establishments offering accommodations or services to motorists, and for certain other specialized non-merchandising activities. This zone will ordinarily be located in appropriate areas along Federal and State Freeway Routes or other highways or major streets of local jurisdiction. New development requires plan review approval by the city. Outside of the Central City the maximum height is 35 feet, and maximum lot coverage is 40%.
- OB Office Building Zone: This is primarily for development of business office centers, and institutional or professional buildings. All new office buildings require plan review approval by the city. Maximum height 35 feet, there is no maximum lot coverage. The parking ratio for offices located outside the Central City is a

minimum of no less than 1 space to 400 gross square feet, and a maximum of no more than 1 space to 275 gross square feet.

- ORMU Office/Residential Use Zone: (*Sacramento Railyards Specific Plan*) This zone corresponds to the Office/Residential Mixed Use land use designations for the Sacramento Railyards Specific Plan. This zone allows for a broad range of office, residential, hotel, and supporting retail with an emphasis on office and residential. See Chapter 17.124 for use, density, intensity, applicable development standards, and other special regulations.
- SC Shopping Center Zone: This is a general shopping center zone, which provides a wide range of goods and services to the community. This zone, however, prohibits general commercial uses, which are not compatible with a retail shopping center. New development requires plan review approval by the city. The maximum height is 35 feet; there is no maximum lot coverage. Parking ratio for retail uses outside of the Central City is 1 space per 250 gross square feet.

INDUSTRIAL AND MANUFACTURING ZONES

- M-1 Light Industrial Zone: This zone permits most fabricating activities, with the exception of heavy manufacturing and the processing of raw materials. The maximum height is 75 feet; there is no maximum lot coverage. Parking ratio for warehousing uses is 1 space per 1000 square feet gross floor area, and no more than 1 space per 500 square feet of gross floor area.
- M-2 Heavy Industrial Zone: This zone permits the manufacture or treatment of goods from raw materials. Maximum height is 75 feet. There is no maximum lot coverage. The parking ratio for warehousing uses is no less than 1 space per 1000 square feet gross floor area and no more than 1 space per 500 square feet of gross floor area.
- M-1(S) & M-2(S) Industrial zones: are defined the same as above. However additional site improvements designed to obtain an industrial park-like setting. These include: all street frontages must have a 25 foot landscaped setback, the business must be conducted within a completely enclosed building, or within an area enclosed on all sides by a 6 foot high solid fence or wall, no materials or supplies shall be stored within the required front or street side yard setback area, nor shall any building, parking stall, structure, fence, or wall extend into said area.
- MIP Manufacturing - Industrial Park Zone: This zone was created to ensure the proper development and use of land and improvements in a manner so as to achieve a park like, nuisance-free environment for light manufacturing, warehousing and distribution land uses in an industrial park setting in accordance with the policies of the City General Plan, Community Plans and the Planned Unit Development Guidelines adopted for each industrial park. To ensure development standards that shall reduce to a minimum the impact of industry on the use and development of the surrounding non-industrial property or neighborhoods.
- MRD Manufacturing, Research and Development Zone: This zone is intended to protect and preserve prime industrial land for high quality manufacturing,

assembly, research and development and related supporting uses. The zone prohibits unrelated and incompatible industrial, commercial, office, residential and other non-industrial uses. The uses, regulations and the development standards of this zone are to ensure the proper development and use of land and improvements in a manner so as to achieve a high quality, campus-park-like, nuisance free environment for manufacturing, assembly, research and development type land uses in accordance with the policies of the City General Plan, Community Plans, and the PUD Guidelines adopted for the area.

OTHER ZONES

- A Agricultural Zone: This zone restricts the use of land primarily to agriculture and farming. It is also considered an open space zone. Property in this zone will be considered for reclassification when proposed for urban development, which is consistent with the General Plan. The maximum height is 50 feet; the maximum number of units permitted is 1 dwelling per 5 acres.
- A-OS Agriculture-Open Space Zone: This is an exclusive agricultural zone designed for the long-term preservation of agricultural and open space land. This zone is designated to prevent the premature development of land in this category to urban uses. The maximum height is 50 feet.
- ARP-F American River Parkway: Applies to areas designated as a floodway likely to be inundated by a flood having a one per cent per annum chance of occurrence or greater. This overlay is intended to prevent the loss of life and property by prohibiting the erection of improvements or structures. Also to protect the natural features of property within the flood plain of the American River to prevent erosion and situation and to preserve valuable open space in accordance with the provisions of the General Plan.
- F Flood Zone: This is a special zone which permits agricultural uses and other uses subject to special review and approval. It is also considered an open space zone. It is intended to be applied to areas along the Sacramento and American Rivers and their tributaries, and other areas subject to inundation. Development requires plan review approval.
- H Hospital Zone: This zone is designed primarily for medically related services such as hospitals and convalescent homes, and for group care facilities for the physically and mentally handicapped. In addition, medical offices, laboratories, and pharmacies are also permitted. The maximum height limit is 45 feet; however a special permit may be granted to exceed this limit. There is no maximum lot coverage. The parking ratio for hospitals is 1 space per patient bed.
- SPX Sports Complex Zone: This zone was created to ensure the proper development and use of land and improvements in a manner so as to achieve a private sports complex whose facilities shall, at a minimum, be developed to accommodate the design requirements of professional and amateur sports in accordance with the specific land use policies of the City General Plan, Community Plans, and the Planned Unit Development (PUD) Guidelines. The Sport Complex (SPX) zone classification is appropriate for only land designated Sports Complex on a Community Plan.
- TC Transportation Corridor Zone: This zone is intended to regulate land uses within, above, and below public transportation corridors to insure that the development thereof is consistent with the General Plan, and to provide uniform standards for

the development of ground rights and/or air rights within such corridor. Permitted uses are freeways, highways and public streets. Other uses may be permitted subject to special permit approval.

OVERLAY ZONES AND SPECIAL CLASSIFICATION

Properties with these zoning designations have additional requirements over the base zone.

- AOL Ascot Avenue Overlay Zone: The AOL designation appearing after a land use classification on the official zoning map shall mean that the property so classified is subject to the requirements and restrictions set forth in chapter 17.152 of the zoning code in addition to those of the underlying zone. In the event of a conflict between a provision of this chapter and a provision contained in another section of this title, the most restrictive provision shall apply. For example, if the underlying zone is M-1-S-R, then the "R" identifies the need for obtaining an approved plan review by the city planning commission prior to issuance of building permits.
- BC Building Conservation Overlay Zone: The purpose of the building conservation (BC) overlay zone is to encourage the retention of residential uses and historically and architecturally significant structures in specific areas zoned residential office (RO) in the central city. This overlay zone establishes criteria for conversion of existing structures to office uses, and allows only residential development of vacant or substantially vacant property to maintain residential character of these areas and discourage demolition or neglect of residential and historic structures in these areas.
- EA Executive Airport Overlay Zone: Applies to that area included within the four airport zones delineated around the Executive Airport established on August 1982. EA-1 overlay includes the area within Approach Zone 1, due to its immediate proximity to airport runways; this is the most restrictive EA overlay zone. EA-2 overlay includes the area within Approach Zone 2. This area is adjacent to the EA-1 areas and under primary flight paths. EA-3 overlay includes the area within Approach Zone 3. This area is under primary flight paths but is more distant from the airport than EA-2 areas. EA-4 overlay includes the area within over flight Zone 4. This area generally encircles the airport and is the least restrictive overlay zone.
- E, W, C, N East, West, Central, or North Richards Blvd: Affixed to zoning in Richards Blvd. area as indicators of industrial locations that have different zoning requirements. They are consistent with the Community Plan land use designation for Office, Residential, Utility and Blue Diamond areas. Since these properties were not rezoned with the adoption of Richards Blvd area plan and the land use designations, this is how these zoning areas are identified with different zoning requirements.
- FF/F Floodway Fringe Overlay Zone: Applies to all areas of the City shown on the United States Flood Insurance Rate Map (FIRM) for the City of Sacramento as being within the area subject to at least a one percent chance of flooding in any one year and which lie outside a designated floodway. Within the FF zone, residential structures shall have the lowest floor (including basement) elevated a minimum of one foot (1') above the base flood level as specified in the FIRM and United States Flood Insurance Rate Study for the City of Sacramento.

- FW/W Floodway Overlay Zone: Applies to all areas of the City which are indicated on the United States Flood Insurance Administration Flood Boundary and Floodway Map for the City of Sacramento as being within a designated floodway. Within the FW zone, no building permit or entitlement shall be issued, nor shall any structure be erected unless certification is provided to the Director of Building Inspection from a registered professional engineer that said development would not increase the level of the base flood.
- (I-5) Interstate 5 Corridor Overlay Zone: The Interstate 5 freeway is the primary entrance way to the city from the Sacramento Metropolitan Airport and from all areas north of Sacramento. When surrounded by agricultural fields, the Interstate 5 freeway offers an attractive entrance to the city. Contiguous urban development adjacent to the freeway will present potentially adverse aesthetic impact upon the users of the freeway due to the loss of the agricultural lands and open space. Special development regulations adopted herein will serve to reduce those impacts and implement the general plan and the South Natomas community plan.
- LI Labor Intensive Overlay Zone: Applies to areas where a high density of employees per acre is desired to maximize use of public facilities and services such as freeways and light rail transit stations, or where a higher concentration of people is desired for economic revitalization.
- MC Midtown Commercial Overlay Zone:
The purpose of the midtown commercial (MC) overlay zone is to encourage active pedestrian uses along the J street corridor from 20th to 28th streets and discourage those uses that detract from pedestrian activity.
- NC Neighborhood Corridor: The purpose of the neighborhood corridor (NC) overlay zone is to encourage the development of new housing in specified general commercial (C-2) zoned corridors located within low-to-medium density residential neighborhoods. At the same time, some restrictions on commercial or office development are established in order to ensure compatibility with adjacent residential uses. It is intended to allow a wider range of commercial uses than the RMX or C-1 zones, but at less intensity than the C-2 zone. Mixed-use projects, in which commercial or office uses are contained in the same building or on the same site as residential, are encouraged.
- PC American River Parkway Corridor: May be applied to all areas of the City for which the Council determines that development might have an impact upon the preservation or enhancement of the scenic, recreational, fishery or wildlife value of the American River Parkway.
- PUD Planned Unit Development: The purpose of the Planned Unit Development designation is to provide for greater flexibility in the design of integrated developments than is otherwise possible through the strict application of the City's zoning regulations. PUD allows for a variety of land uses in one area to exist through creative and imaginative planning. Properties with a PUD designation are subject to the specific development guidelines of the PUD in which it is located and the Zoning Ordinance section relating to PUD's.
- R Review: Allows for the review of a proposed development plan to ensure, among other things, that the proposed development is consistent with the General Plan and any applicable community or specific plans; that the utilities and infrastructure is sufficient to support the proposed development and are

compatible with City standards; and that the proposed development is compatible with surrounding development.

- SPD Special Planning District: An area designated as a Special Planning District has been determined to be in need of general physical and economic improvement or has special environmental features that land use, zoning and other regulations cannot adequately address. Property with an SPD designation is subject to the requirements set fourth in the SPD Ordinance adopted specifically for the area and the SPD section of the zoning ordinance.
- SWR Solid Waste Restricted Overlay Zone: The purpose of this chapter is to address the heavy concentration of solid waste facilities that exist in certain areas of the city. Concentration of a large number of solid waste facilities has led to increases in traffic congestion, air quality impacts, and hazards to human health. This overlay zone is intended to restrict the establishment or expansion of solid waste facilities in the areas where it is applied. This overlay zone is also intended to stimulate the establishment of new solid waste facilities near new growth areas, so waste disposal services can more efficiently serve the increasing needs of the population now and into the future without further impacting areas of the city that already contain an over-concentration of such facilities.
- T Toxic Remediation: parcels subject to hazardous materials remediation requirements shall have a "T" suffix affixed to their zoning designation to reflect the existence of hazardous materials remediation obligations. Removal of the "T" suffix by completion of the applicable hazardous materials remediation obligations shall generally be a prerequisite to development on a particular parcel. See Chapter 17.124.070 Rezoning, "T" suffix and nonconforming use regulations.
- TO Transit overlay zone: This overlay zone allows a mix of moderate to high density residential and nonresidential uses, by right, to promote transit rider ship within walking distance of an existing or proposed light rail transit station. The district is intended to promote coordinated and cohesive site planning and design that maximizes land use transit supportive development, to create continuity of pedestrian-oriented street scapes and activities throughout the district and to encourage pedestrian, bicycle and transit rather than exclusive automobile access to employment, services and residences. This overlay zone provides a streamlined approval process, permits increased heights, densities and intensities over the base zone for projects with a residential component and encourages housing and mixed use projects. The district also restricts certain uses that do not support transit rider-ship
- UN Urban Neighborhood Overlay Zone: the purpose of this overlay zone is to encourage the development of new housing and mixed use development in specified general commercial (C-2) and residential mixed use (RMX) zoned areas located southeast of the memorial auditorium between the central business district and the central city's midtown and residential areas. This overlay zone permits increased heights over the base zone for projects with a residential component, and encourages housing and mixed use projects. It also places some restrictions and review on some kinds of commercial uses that are permitted in the underlying C-2 zone to maintain compatibility with residential uses.

- (WC) With Conditions: this is not an official overlay zone. This designation used to denote those areas where zoning has been applied with certain conditions. Contact the public counter or the zoning administrator for clarification of these conditions.
- XH Experimental Housing Overlay Zone: Contact redevelopment for clarification of this new overlay zone.