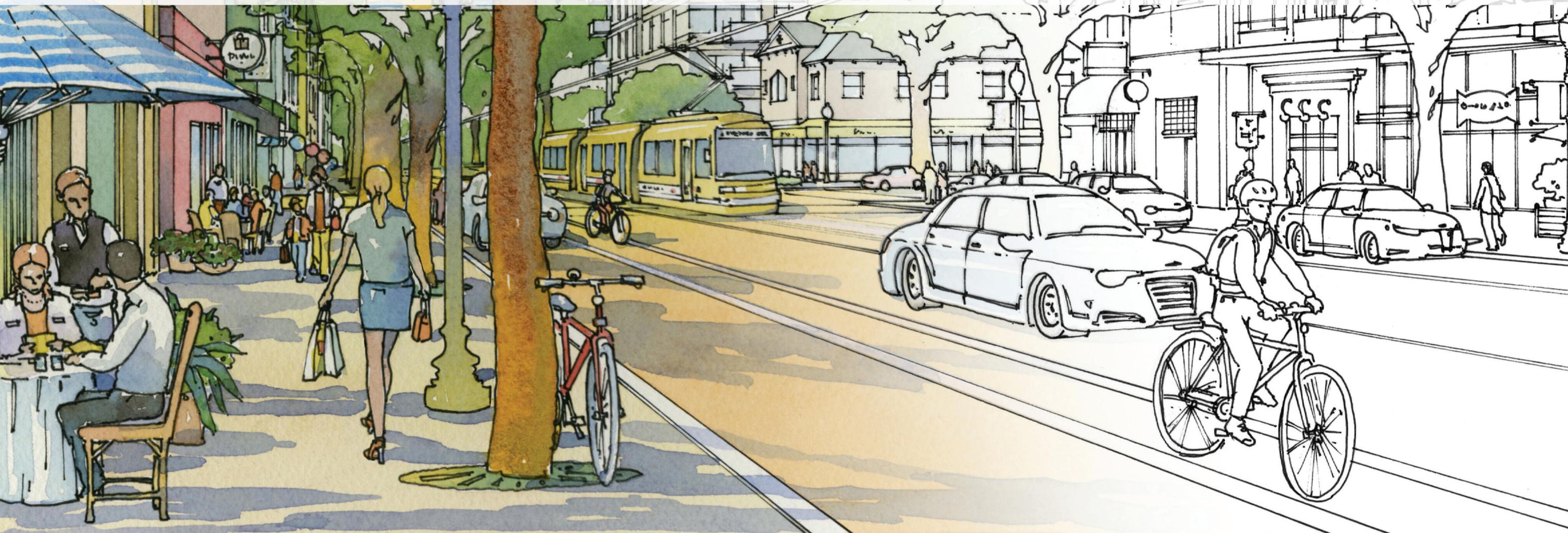


City of Sacramento

DOWN TOWN

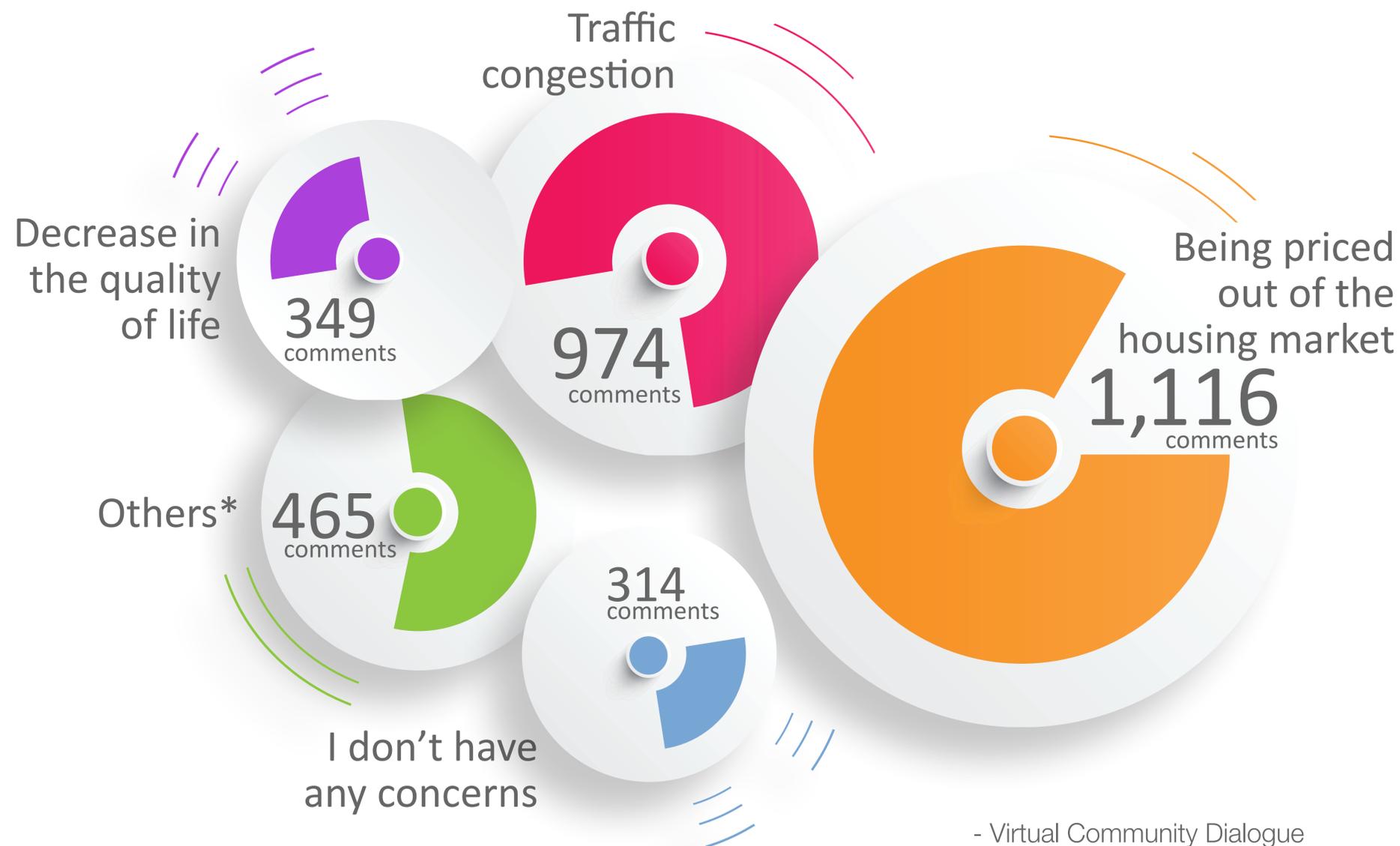
SPECIFIC PLAN



Housing Affordability

What We Heard

What concerns, if any, do you have with adding more housing downtown?



- Virtual Community Dialogue

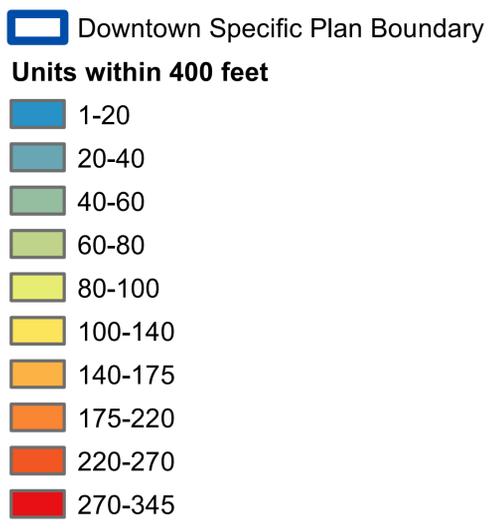
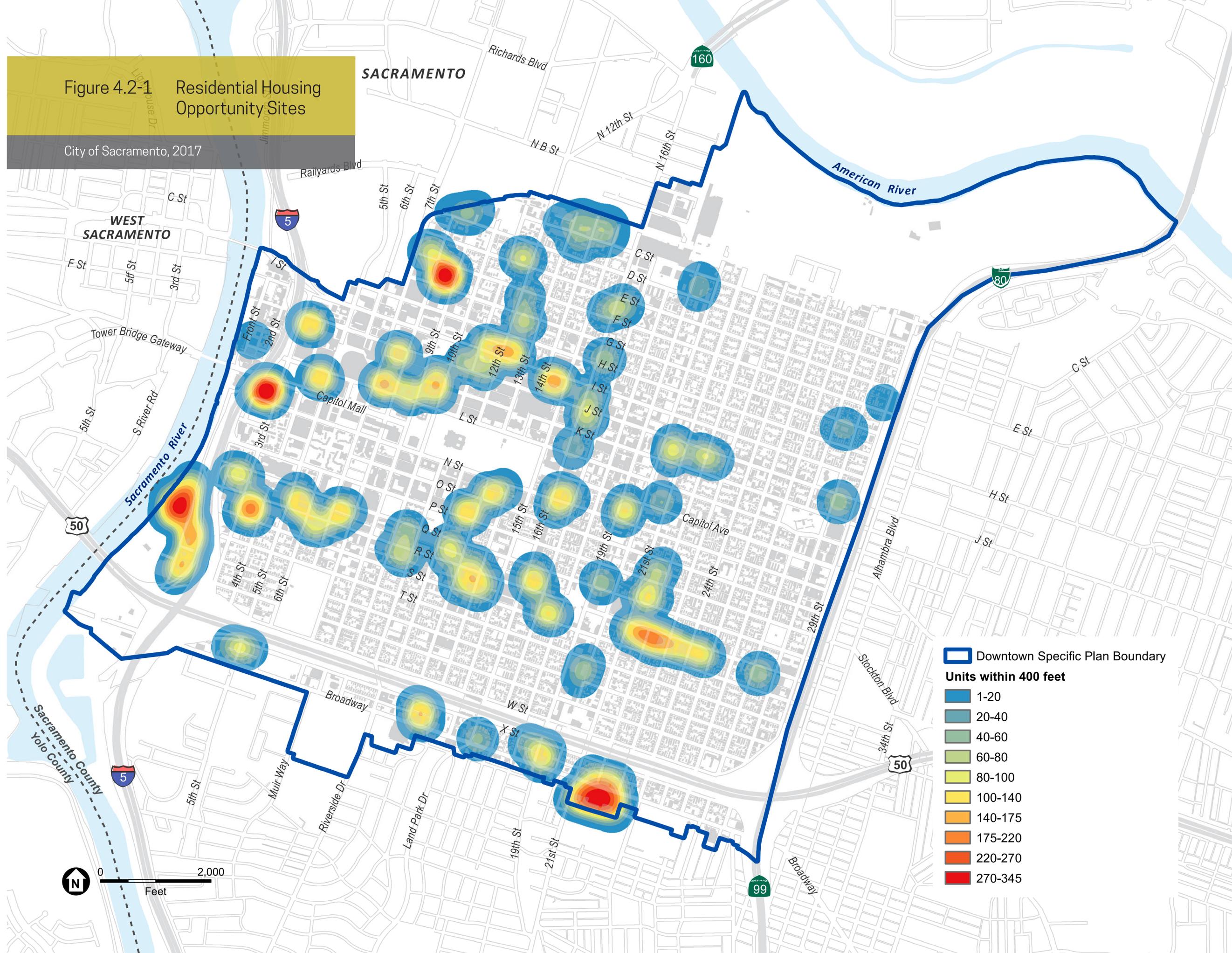
*Gentrification, Loss of Neighborhood Character, Lack of Affordable Housing, Lack of Parking, Over-crowding

Outcomes of the Process

- Goal for 25% of housing to be affordable to lower incomes
- New program to monitor and develop new strategies to counter displacement
- New program to research any regulatory obstacles to alternative, moderate income, housing types

Figure 4.2-1 Residential Housing Opportunity Sites

City of Sacramento, 2017



Downtown Housing Initiative

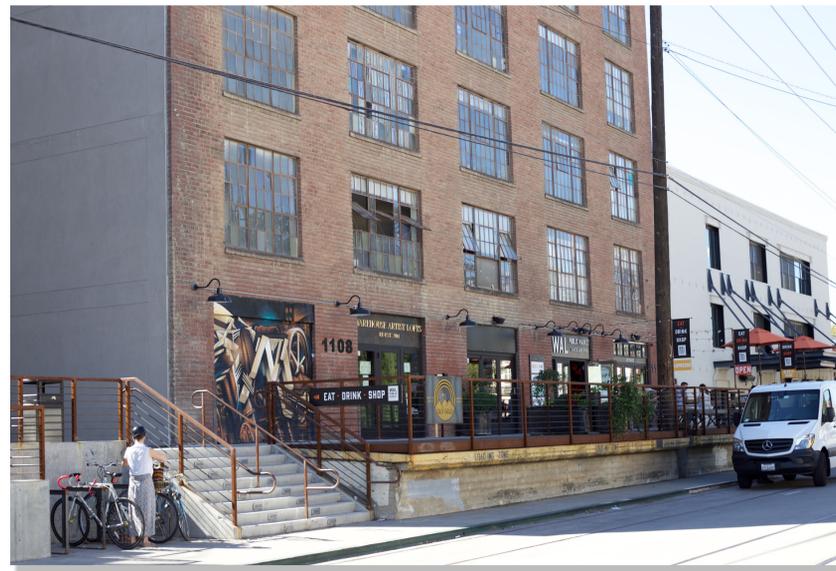


Goals for Housing Types

6,000 market rate



2,500 workforce



1,500 Rapid Re-housing



Housing & Demographic Profile

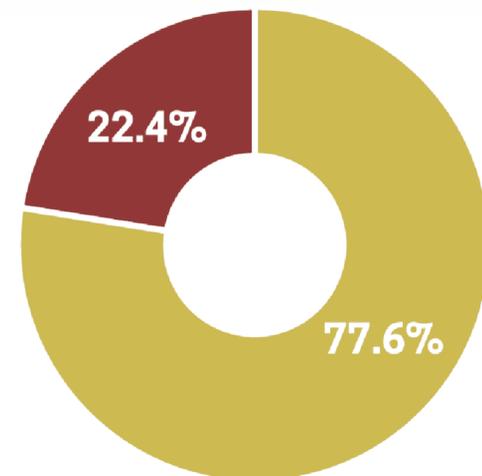
Household Trends



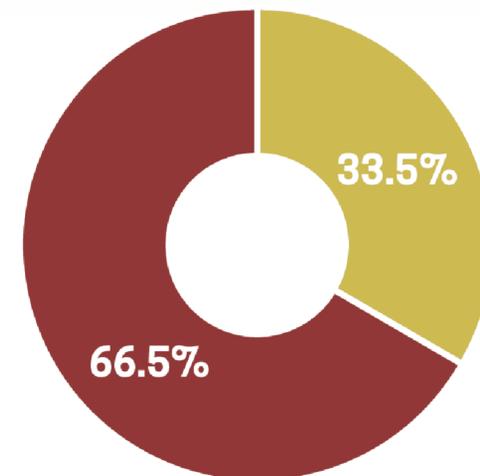
Non-family households may contain a single person living alone or multiple unrelated persons who share a dwelling.



Family households consist of at least two members related by birth, marriage, or adoption.



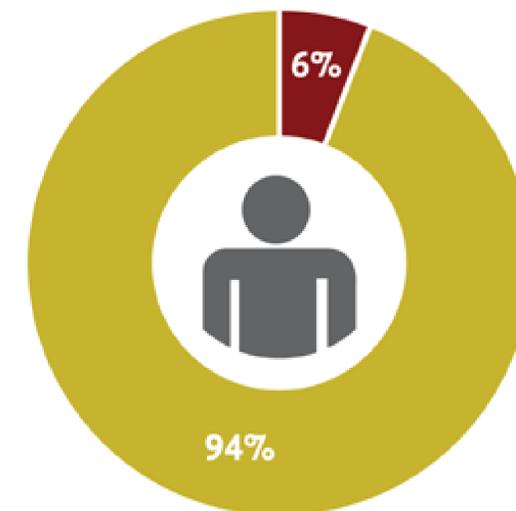
■ Non-Family Households in DSP
■ Family Households in DSP



■ Non-Family Households in MSA
■ Family Households in MSA (Metropolitan Statistical Area)

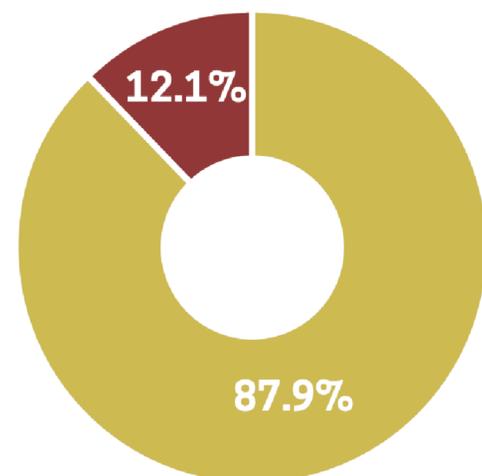
Commute Patterns

DSP Area Employees

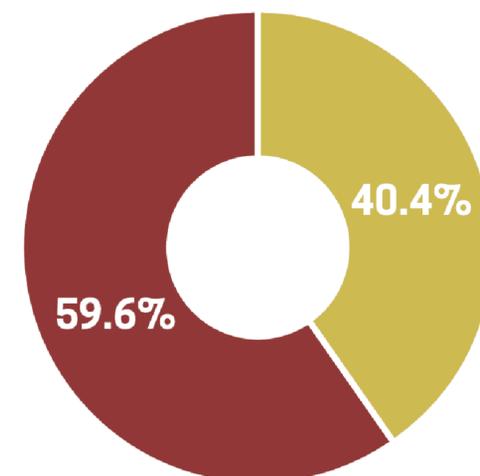


■ In-Commute ■ Live in DSP Area

Household Renters vs. Owners

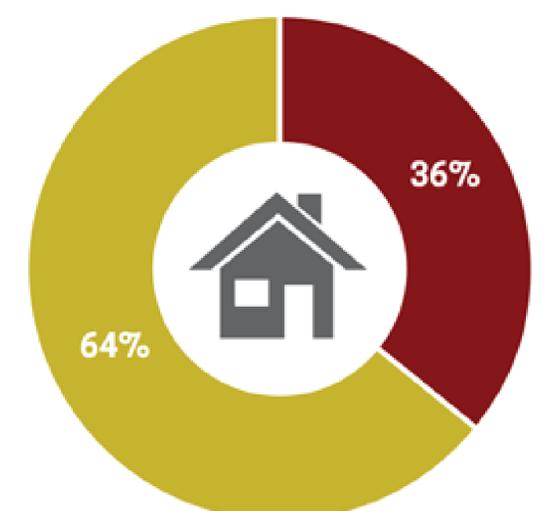


■ Renters in DSP
■ Owners in DSP



■ Renters in MSA (Metropolitan Statistical Area)
■ Owners in MSA (Metropolitan Statistical Area)

DSP Area Residents



■ Out-Commute ■ Work in DSP Area

Clarification on FAR (Floor Area Ratio)



What We Heard

Zoning that enables greater density and increased FAR will be the key to solving this dilemma.

- Developer Advisory Group

Densify without potentially overwhelming high rises.

- Community Open House

FAR regulations can be difficult to work with.

- Developer Advisory Group

Look at commercial corridor zoning and increasing the FAR in appropriate areas.

Outcomes of the Process

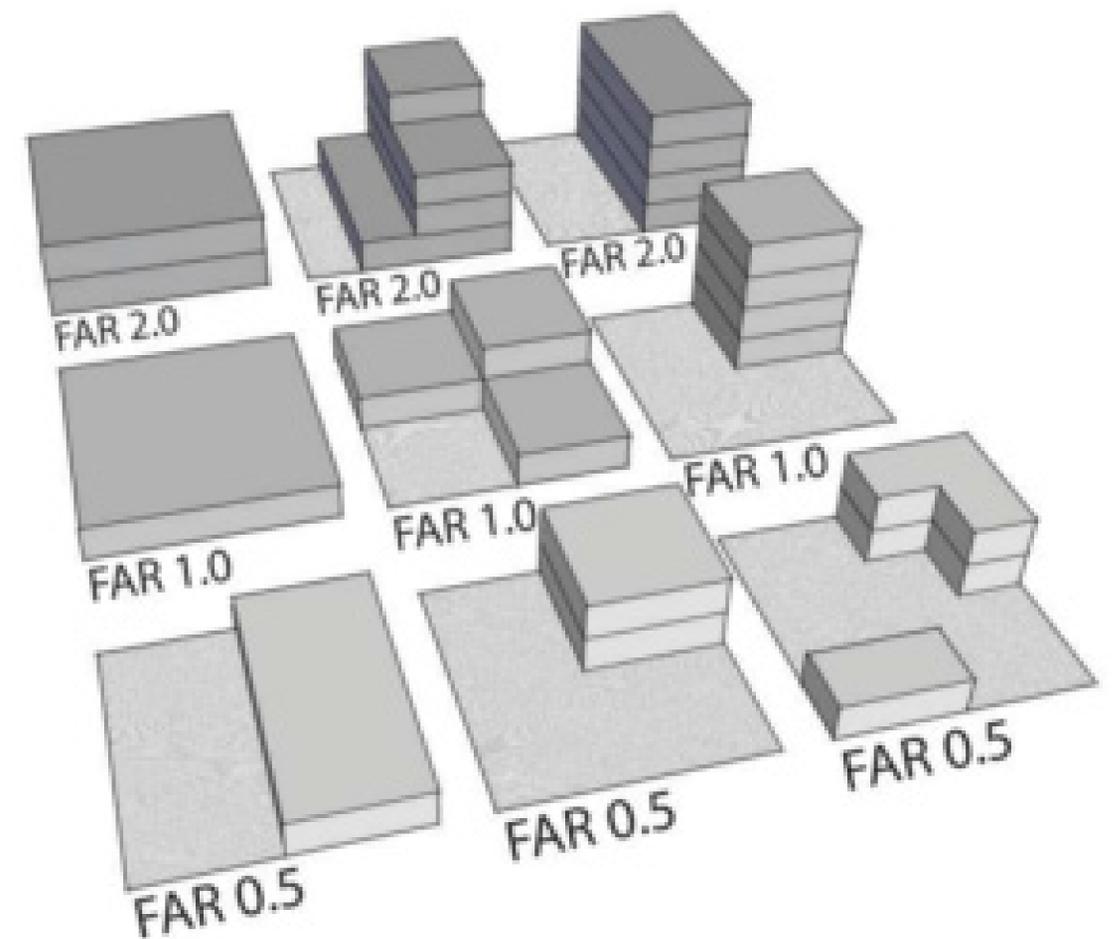
- A project may exceed the FAR threshold by a maximum of 20% if a community benefit is provided
- Max FARs to be reevaluated in the 2040 General Plan Update (2018)

What is FAR (Floor Area Ratio)?



The best way to define an FAR is to give an example:

- An FAR of 1.0 means that a developer is allowed to build the equivalent of a one-story building over the entire lot, or a 2-story over half the lot.
- An FAR of 2.0 means the developer is allowed to build the equivalent of a two-story building over her entire lot, or a 4-story over half the lot.



A truly walkable community that creates healthy transit requires FARs to be at least 1.5 to 3.0

Improved Urban Design

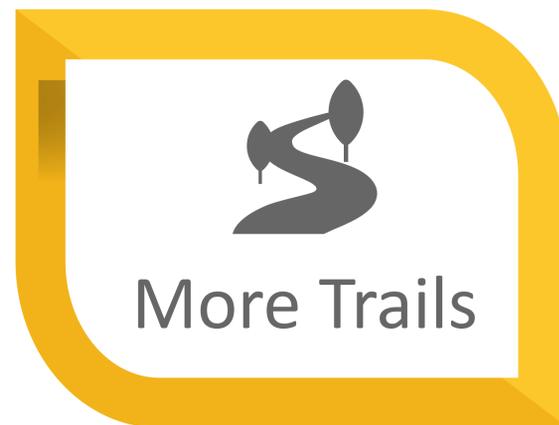
What We Heard

The City should develop an urban design plan and then consistently enforce it.

- Developer Advisory Group

What would propel you to give serious consideration to moving downtown?

Top 4 Considerations from Community Input:



- Virtual Community Dialogue

Outcomes of the Process

Central Core and Neighborhood Design Guidelines updated to:

- Prevent conflicts with new streetcar system and Grid 3.0
- Reflect latest transportation planning policy
- Support our unique urban forest

Special Planning District



What We Heard

Streetcar would positively impact the desirability of development for both tenants and buyers.

- Developer Advisory Group

Open space requirements are too high.

- Developer Advisory Group

What contributes to a healthy neighborhood?

Reduced Parking

A functional transit system

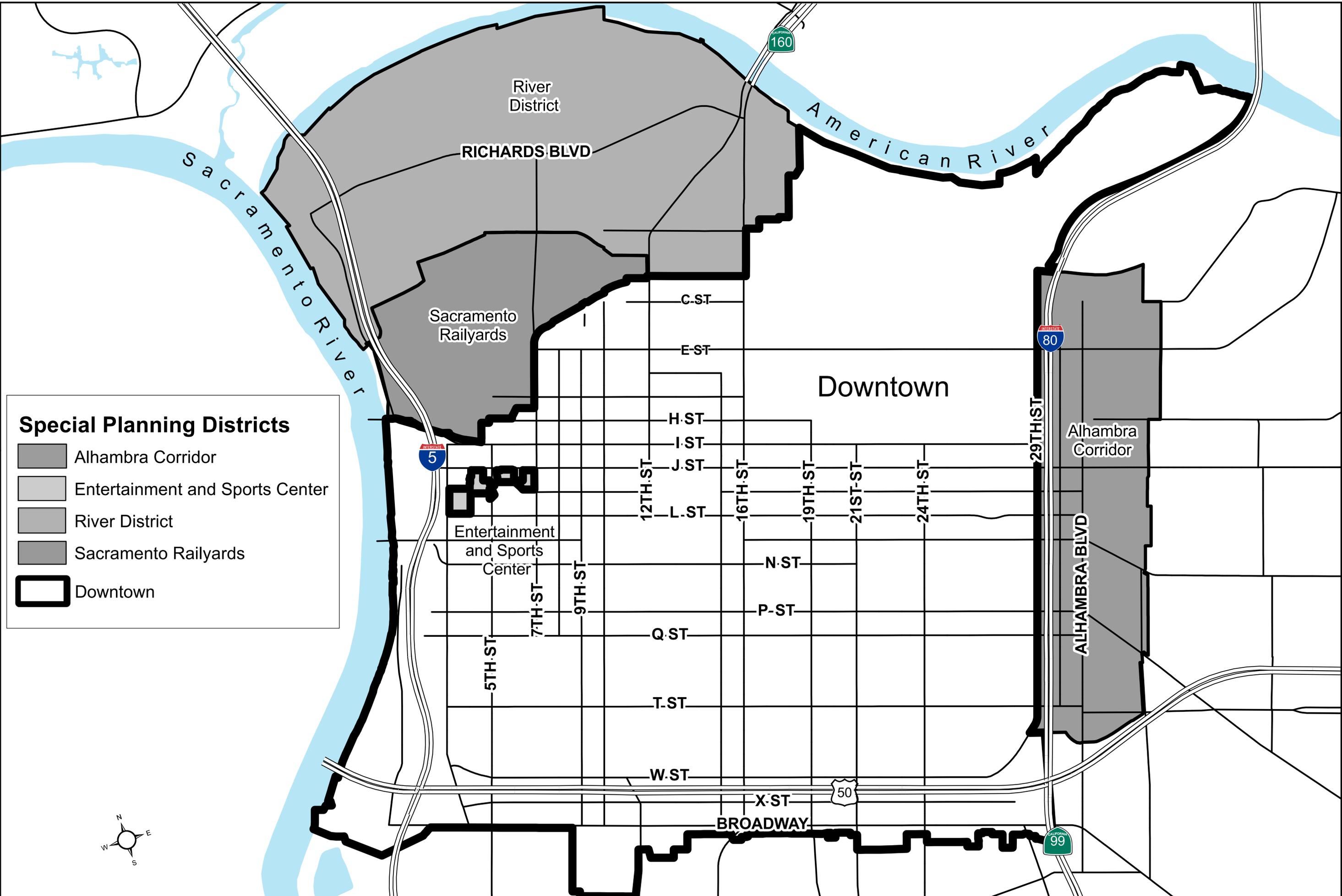
Less parking because it will create more room for people.

Alternative uses of parking garages

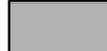
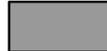
- Stakeholder Representative Group

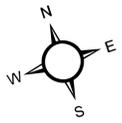
Outcomes of the Process

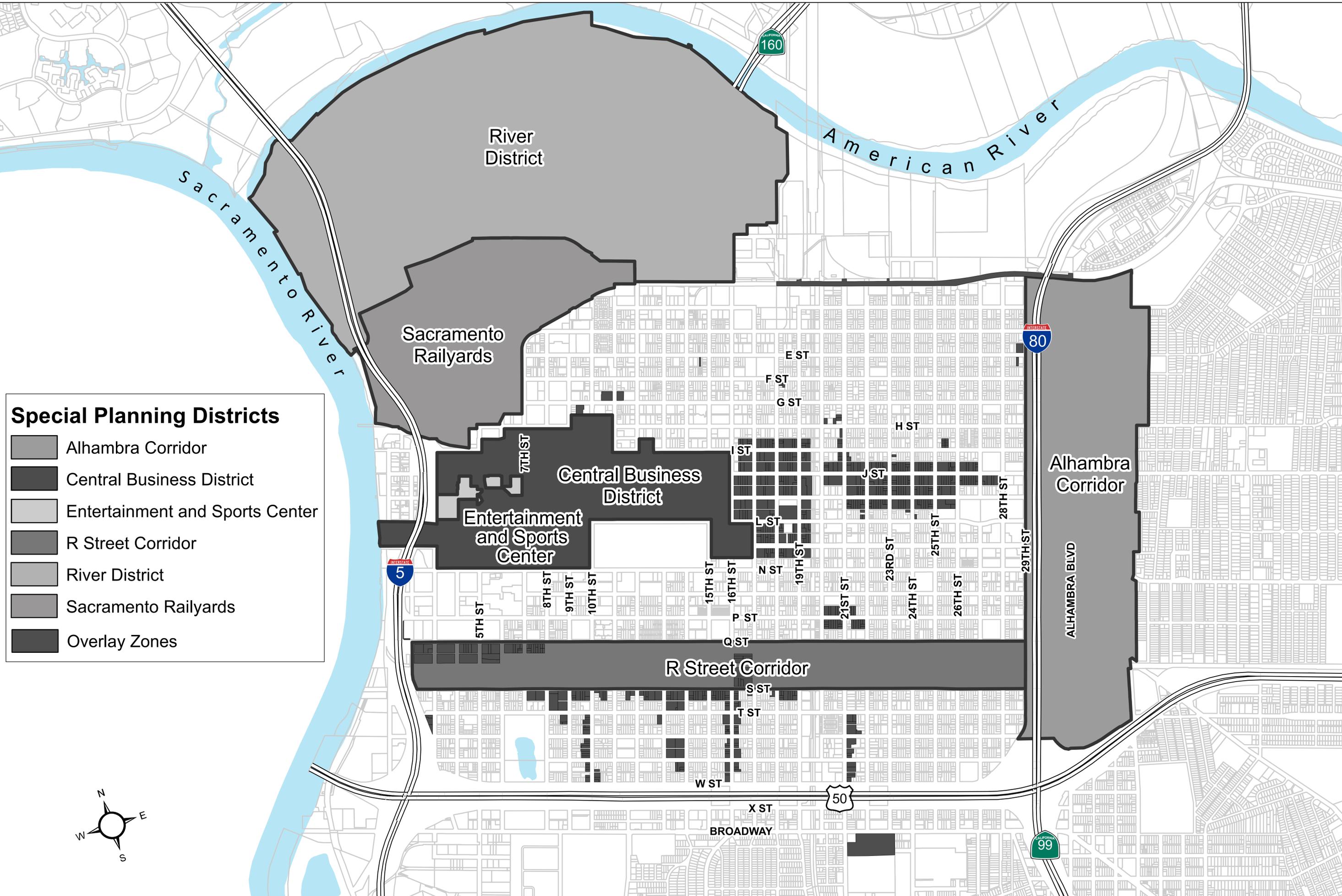
- Transit supportive heights and densities
- Private open space requirements reduced in urban districts and eliminated in the Central Business District (CBD)
- New stand-alone surface parking lots prohibited
- Auto-oriented uses prohibited
- Maximum parking requirements for all commercial uses



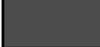
Special Planning Districts

-  Alhambra Corridor
-  Entertainment and Sports Center
-  River District
-  Sacramento Railyards
-  Downtown





Special Planning Districts

-  Alhambra Corridor
-  Central Business District
-  Entertainment and Sports Center
-  R Street Corridor
-  River District
-  Sacramento Railyards
-  Overlay Zones

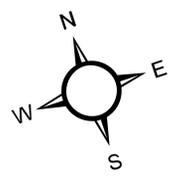
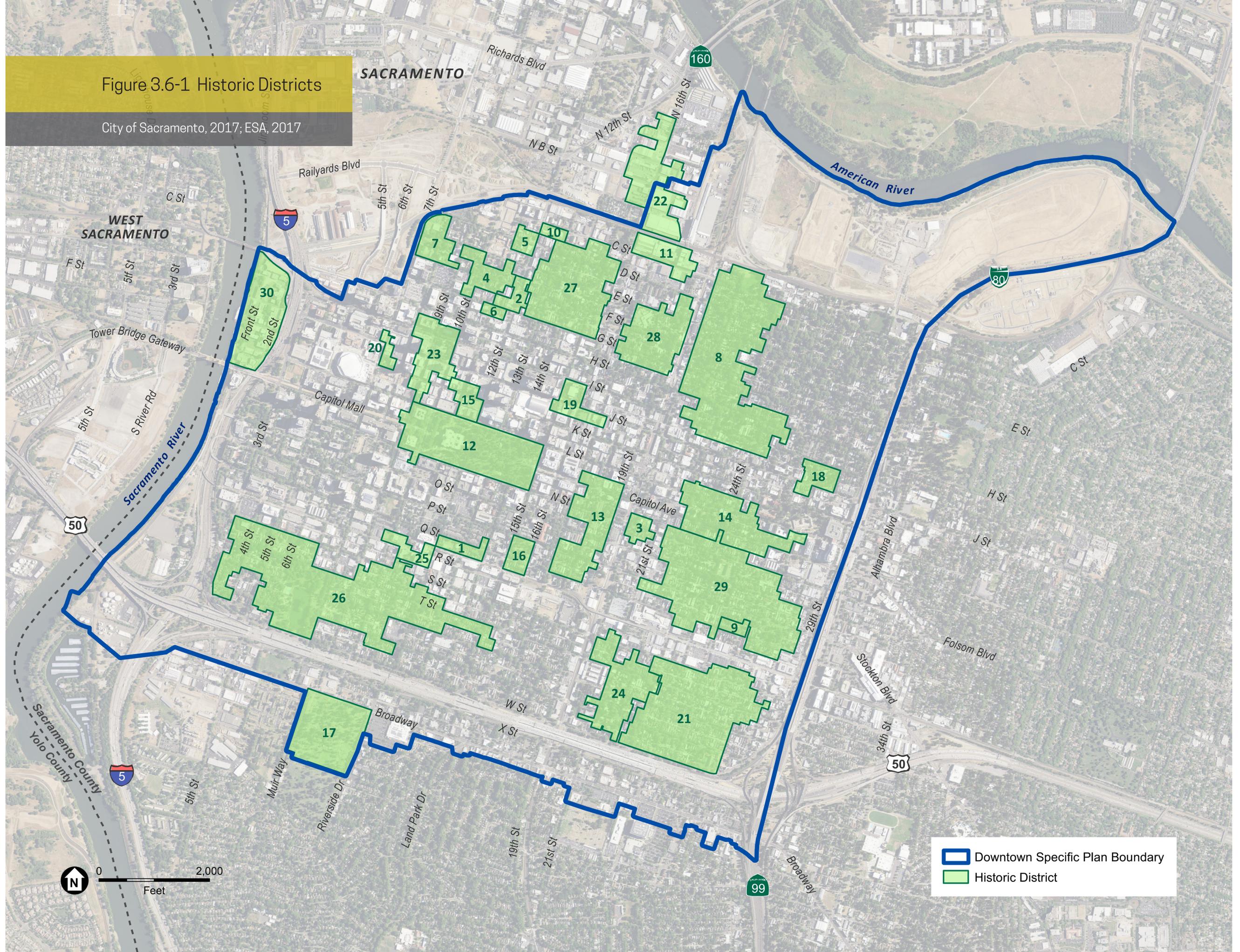


Figure 3.6-1 Historic Districts

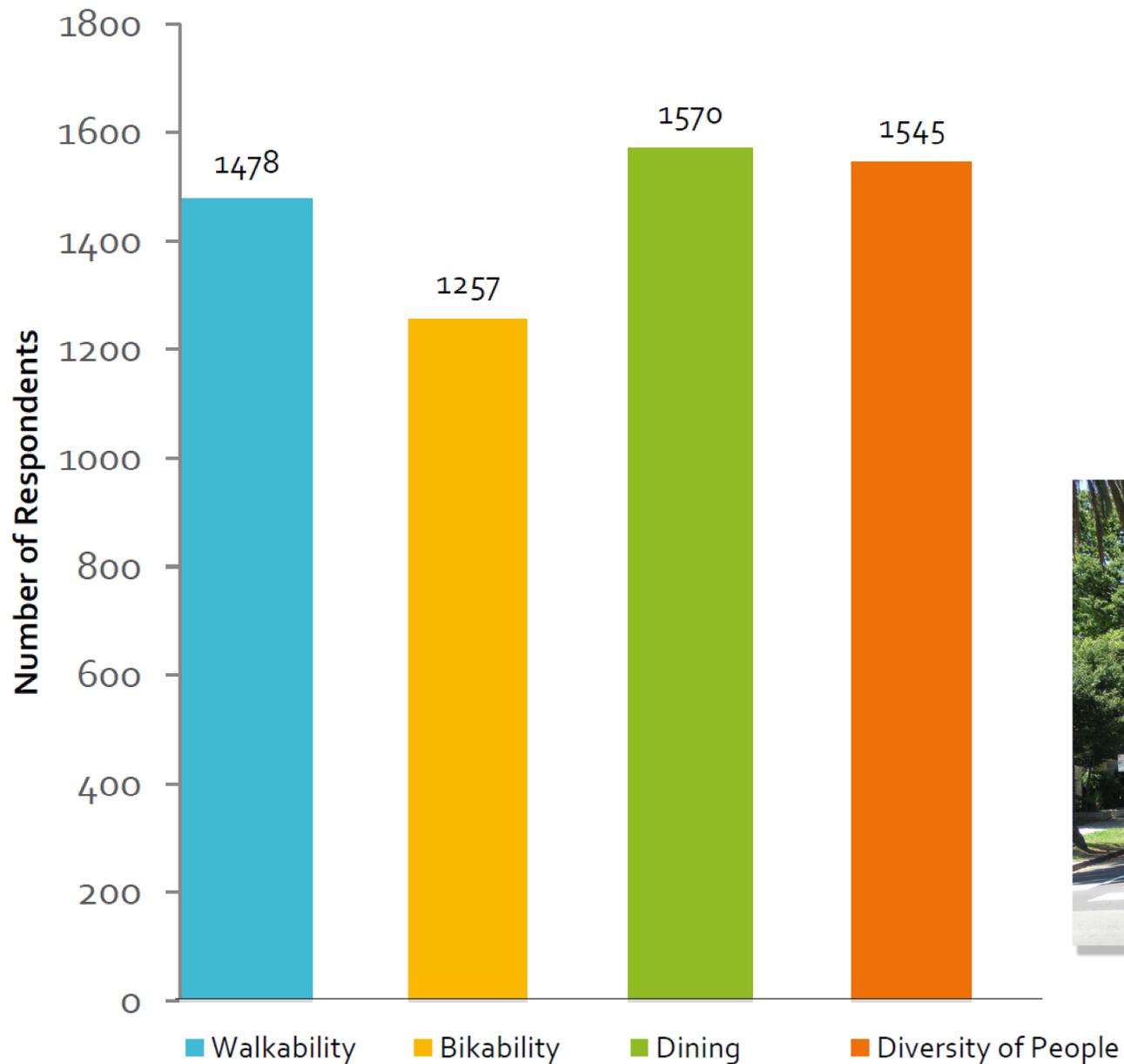
City of Sacramento, 2017; ESA, 2017



Complete Street Infrastructure

What We Heard

What makes Sacramento special?



- Virtual Community Dialogue

Livability and walkability are the first things people look towards when considering moving to the Grid.

- Stakeholder Representative Group



Outcomes of the Process

- Grid 3.0 provides a layered network that prioritizes streets for bicycle, transit and pedestrian infrastructure.
- Grid 3.0 substantially increases bike routes and connections.

Funding for Complete Streets



What We Heard

A dense network of connected and comfortable bikeways and pedestrian walkways would contribute to healthy neighborhoods.

One of the things we need to do is find an adequate way to get funding measures for road repairs and complete streets that don't promote sprawl.

Transportation funding is needed for transit enhancements and complete streets.

A connected network of sidewalks is important in placemaking and encourages safety and health in its truest form.

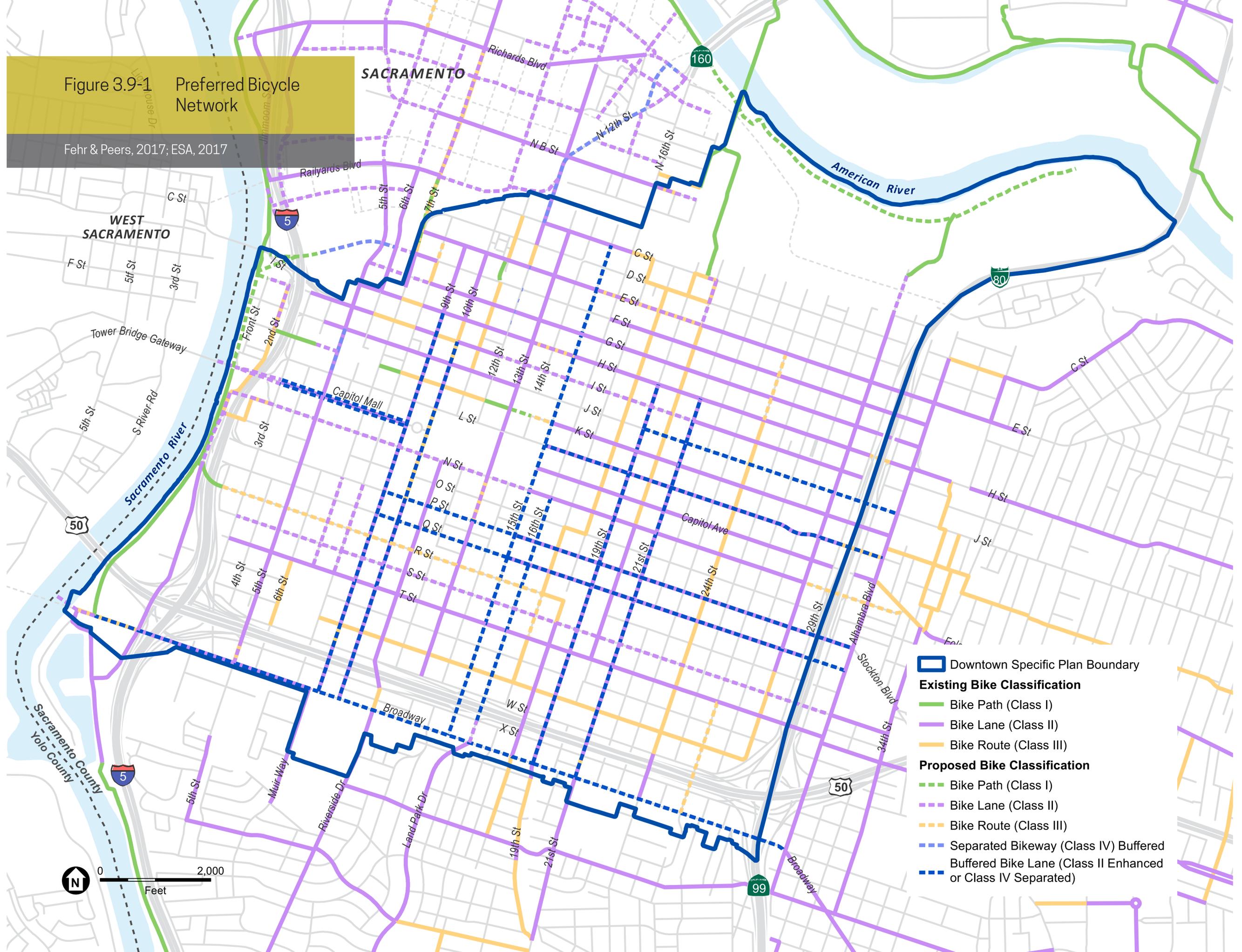
- Stakeholder Representative Group

Outcomes of the Process

- Environmental Impact Report (EIR) completes CEQA review for all Grid 3.0 projects. Projects are more competitive for grant funding and go to the next phase of development.
- Transportation Development Impact Fee and New Downtown Development Impact Fee will provide new source of funding.

Figure 3.9-1 Preferred Bicycle Network

Fehr & Peers, 2017; ESA, 2017



Infrastructure Predictability

What We Heard



The infrastructure downtown wasn't meant to support such a high demand of high-rise or mixed-use developments.

Infrastructure capacity is a continuing issue.

How can the City lower the risk for developers?

Developers must upsize an entire infrastructure system for one project with no subsidy.

Later developers benefit from initial infrastructure upsizing.

Outcomes of the Process

- New utility infrastructure can be reimbursable with an Area Development Impact Fee
- Utility and transportation infrastructure benefits current and future residents
- Infrastructure improvements are identified

Water & Wastewater Demand



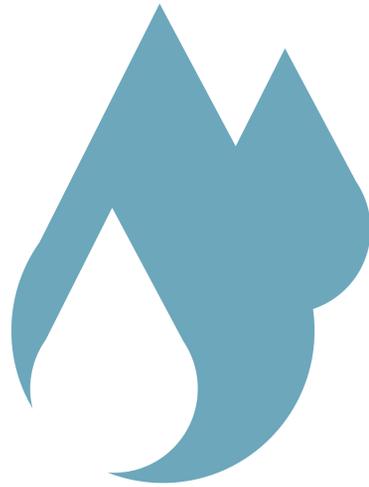
Total Average Water Demand for Downtown Specific Plan Growth = 2,616 afy increase



Residential Average Water Demand

1,608

acre feet per year increase



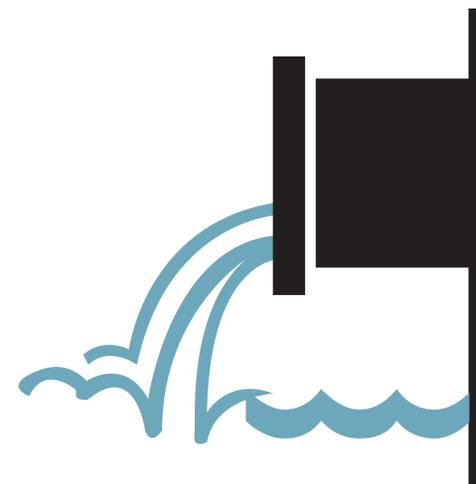
Commercial/Office/Retail Average Water Demand

1,008

acre feet per year increase



Total Wastewater Demand for Downtown Specific Plan Growth = 2.52 mgd increase



2.28
mgd increase

Residential Average Dry Weather Flow (ADWF)



0.24
mgd increase

Commercial/Office/Retail ADWF



afy = acre feet per year
mgd = million gallons / day

Access to Public Art

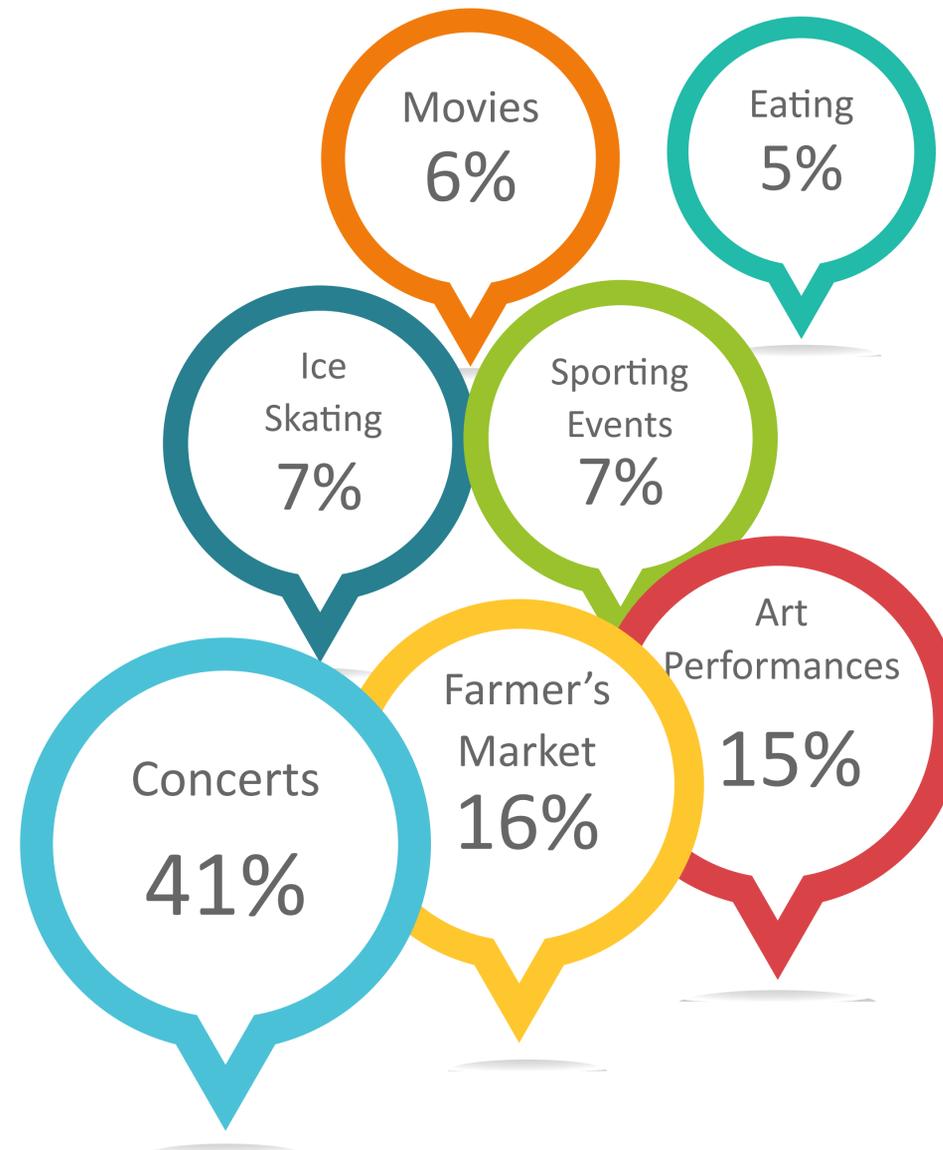
What We Heard

What amenities would you like to see Downtown?



- Virtual Community Dialogue

What activities occur in your favorite public spaces?



- Virtual Community Dialogue

Outcomes of the Process

- Locations identified for public art with recommended art types
- Supportive policies and guidelines for art and culture downtown

Schools

What We Heard



We need to be planning for more schools in downtown and create development with amenities that fit the needs of the families.

- Stakeholder Representative Group

An improved school system is necessary for downtown.

- Developer Advisory Group

What amenities would you like to see Downtown?

Top Considerations from Community Input:



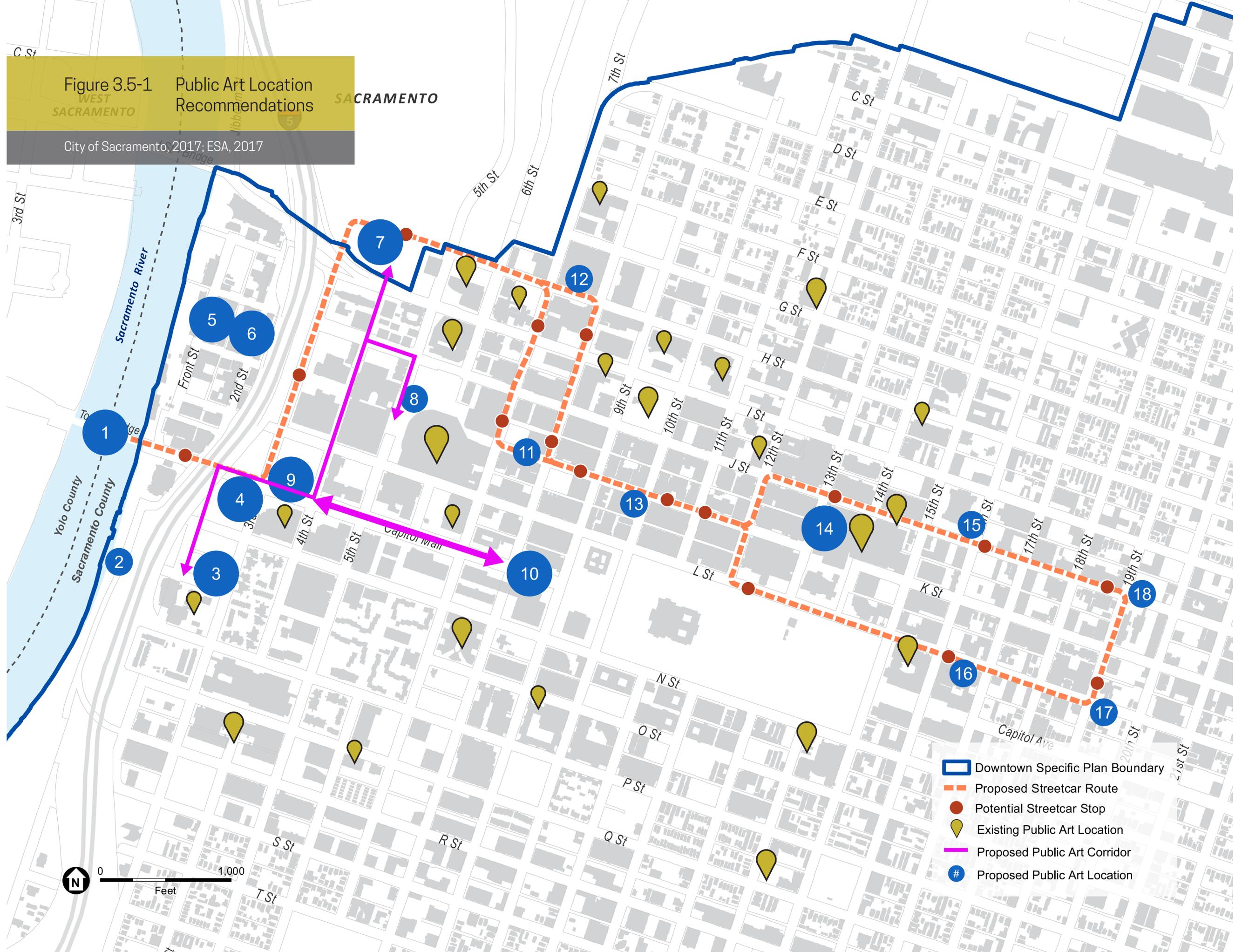
- Virtual Community Dialogue

Outcomes of the Process

- Coordination with Sacramento City Unified School District (SCUSD) to find the best strategies for serving the increased DSP student population
- Regular monitoring of existing student generation rates
- Considering adaptive reuse at school sites

Figure 3.5-1 Public Art Location Recommendations

City of Sacramento, 2017; ESA, 2017



Public Art Location Recommendations



1 Tower Bridge

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



2 O Street Overpass /
Sacramento River Bike Trail

“Time Piece” Sacramento, CA
by Yoshio Taylor



3 Crocker Art Museum



“The Waltz” Chattanooga, TN
(artist unknown)

4 3rd Street /
Capitol Avenue

5 Front Street /
K Street

6 2nd Street /
K Street



“Red Ball Project” Paris, France
by Kurt Perschke

“The Nereid Beckon”
Evanston, IL
by Matt Dehaemers



“LOVE” Philadelphia, PA
by Robert Indiana

7 Sacramento Valley Station



“Siteliner” Tampa, FL
by James Woodfill

Public Art Location Recommendations



8 Sacramento
Downtown
Commons



"Japanese Train Painting" Kobe, Japan
by Tadanori Yokoo

9 West Terminus
of Capitol Mall



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

10 9th Street /
Capitol Mall

11 Saint Rose
of Lima Park

12 7th Street & 8th Street / H Street

13 10th Street / K Street

14 Sacramento
Civic Center

15 16th Street /
J Street

16 17th Street / L Street

17 19th Street /
L Street

18 19th Street /
J Street



"Bus Stop" Curitiba, Brazil
by Jamie Lerner



"Paperclip Bicycle Rack" Washington, D.C.
(artist unknown)

Figure 3.4-2 Parks

City of Sacramento, 2017; ESA, 2017



* Parks within the Railyards Specific Plan Area are not yet constructed but are anticipated to be built out before the horizon of the proposed DSP.

Environmental Impact Report

Predictability



Outcomes of the Process

What We Heard

There is no consistency in the development process.

There needs to be a way to streamline the permit process... It is time consuming and expensive.

Avoid having to do a traffic study for every project.

- Developer Advisory Group

- Streamlined review for housing and mixed use
- Standard mitigation for all projects
- Vehicle Miles Traveled (VMT) analysis for plan area
- No traffic studies required for CEQA under most conditions