

APPENDIX C

Sacramento Area Council of Governments Consistency Evaluation



December 11, 2015

Scott Johnson, Environmental Planner
City of Sacramento
Department of Community Development
300 Richards Boulevard, Third Floor
Sacramento, CA 95811

Re: Yamane mixed-use project consistency with the Metropolitan
Transportation Plan/Sustainable Communities Strategy for 2035

Dear Mr. Johnson:

You requested SACOG's confirmation that the proposed Yamane mixed-use project is consistent with the Metropolitan Transportation Plan/Sustainable Communities Strategy for 2035 (MTP/SCS). SACOG provides a consistency determination at the request of the lead agency. However, it is the responsibility of the lead agency to make the final determination on a project's consistency with the MTP/SCS. This letter concurs with the City's determination that the Yamane mixed-use project is consistent with the MTP/SCS. The consistency worksheet provided to SACOG by the City is included as an attachment to this letter.

The Yamane mixed-use project is located on two parcels at 25th and J Streets totaling 0.44 acres in midtown Sacramento. As defined in the City's SCS consistency analysis and the project documents, the project consists of a mixed-use building that includes 11,000 square feet of ground-floor commercial uses, 134 dwelling units, and three levels of parking. The residential density is 304.5 dwelling units per acre. Over 50 percent of the total building square footage of the project consists of residential use (156,000 approximate residential square feet / 177,000 approximate total building square feet) and the project FAR is over 0.75 (177,000 approximate total building square footage/19,200 total square footage of the project parcels).

The project is also located within the Sacramento Transit Priority Area. Transit Priority Areas are areas of the region within one-half mile of a major transit stop (existing or planned light rail, street car, train station, or the intersection of two or more major bus routes) or an existing or planned high-quality transit corridor included in the MTP/SCS. In addition to its location adjacent to Bus Route 30, the project site is entirely within one-half mile of a transit stop on the planned

Auburn
Citrus Heights
Colfax
Davis
El Dorado County
Elk Grove
Folsom
Galt
Isleton
Lincoln
Live Oak
Loomis
Marysville
Placer County
Placerville
Rancho Cordova
Rocklin
Roseville
Sacramento
Sacramento County
Sutter County
West Sacramento
Wheatland
Winters
Woodland
Yolo County
Yuba City
Yuba County

Downtown Riverfront Streetcar Project line (19th/J and 19th/L stops) and at least four streets identified as high-quality transit corridors in the MTP/SCS (F Street, J Street, L Street and Capitol Avenue). The attached map shows the project's location within the Sacramento Transit Priority Area. Given the mix of land uses and the project location within the Sacramento Transit Priority Area, the Yamanee mixed-use project is considered a Transit Priority project, as defined by SB 375 (PRC § 21155(b)).

SACOG staff reviewed the project information included in the City's SCS consistency analysis (Attachment). The Yamanee mixed-use project, as part of the central city, is within the Center/Corridor Community designation of the MTP/SCS for the City of Sacramento. Within the Center/Corridor Community, the MTP/SCS forecasts a range of low to high density residential, mixed-use, and commercial, office, and industrial uses (MTP/SCS Appendix E-3, Land Use Forecast Background Documentation, pp. 34-35, April 19, 2012). The project's land uses fall within this range of general uses, densities, and building intensities. Therefore, development at the proposed densities is consistent with the build out assumptions for the area within this community type of the MTP/SCS.

With respect to consistency with the MTP/SCS policies, the applicable policies are embedded in the metrics and growth forecast assumptions of the MTP/SCS. For the purposes of determining SCS consistency, projects consistent with the growth forecast assumptions of the MTP/SCS are consistent with these policies. The MTP/SCS housing forecast for the Center/Corridor Communities was based not only on City policies to encourage housing growth in this area, but also on the following: an assessment of past building activity, current project entitlement activity, and consideration of changing demographic and housing market demand. Infill development and redevelopment is a strategy essential to the success of the Blueprint Preferred Scenario and the MTP/SCS. The Blueprint Preferred Scenario, the adopted MTP/SCS, and the draft MTP/SCS achieve transportation, air quality, and other quality of life benefits by relying in part on infill and redevelopment projects, such as this one, to be developed at the densities allowed in local general plans and zoning codes. The proposed Yamanee mixed-use project is consistent with these growth forecast assumptions.

Our confirmation of the project's consistency with the MTP/SCS is not intended to express any opinion on the site design or the appropriate conditions of approval of the project.

Thank you for inviting SACOG's input as to the consistency of the Yamanee project with the MTP/SCS for 2035. If you have further questions or need further assistance, please don't hesitate to contact myself or SACOG staff member Kacey Lizon (916) 340-6265.

Sincerely,



Mike McKeever
Chief Executive Officer

DETERMINATION OF MTP/SCS CONSISTENCY WORKSHEET
For Qualifying Transit Priority Projects and Residential/Mixed-Use
Residential Projects
As of July 31, 2012ⁱ

Background: Pursuant to SB 375, streamlined CEQA review and analysis is available to Transit Priority Projects (TPPs) and residential or mixed-use residential projects that are consistent with the SCS. The SCS was adopted by the Sacramento Area Council of Governments (SACOG) Board as part of the Metropolitan Transportation Plan/Sustainable Communities Strategy for 2035 on April 19, 2012. The California Air Resources Board issued an Acceptance of GHG Quantification Determination for the SACOG SCS on June 12, 2012.

Streamlined CEQA review available to TPPs consists of one of the following: (1) a Sustainable Communities Environmental Assessment (SCEA) pursuant to Public Resources Code (PRC) § 21155.2(b) or (2) an EIR pursuant to PRC § 21155.2(c).ⁱⁱ

Streamlined CEQA review available to residential or mixed-use residential projects consists of an EIR pursuant to PRC § 21159.28(a).

Purpose: The purpose of this worksheet is to provide lead agencies with assistance on three issues:

1. Whether a proposed project qualifies as a TPP;
2. Whether a proposed project qualifies as a residential or mixed-use residential project (at least 75 percent of the total building square footage is residential);
3. Whether the TPP or residential/mixed-use residential project is consistent with the general land use designation, density, intensity and applicable policies of the MTP/SCS for 2035 adopted by the Sacramento Area Council of Governments (SACOG).

The lead agency has responsibility to make the final determination on these matters and to determine the applicable and appropriate CEQA streamlining, if any.

Directions: This worksheet should be completed by the lead agency, relying on the project description of the proposed project, MTP/SCS Chapters 3 and 4, and MTP/SCS Appendix E-3. Regardless of whether this worksheet is used, pursuant to PRC § 21155(a) and PRC § 21159.28(a), a project can only be consistent with the MTP/SCS if it is consistent with the general land use designation, density, building intensity, and applicable policies specified for the project area in the adopted SCS. This worksheet only applies to the MTP/SCS for 2035 (adopted April 19, 2012); subsequent MTP/SCS adoptions may require updates to this form.

Lead agencies are welcome to contact SACOG for assistance in completing this worksheet. For assistance, contact Kacey Lizon at klizon@sacog.org or 916-340-6265.

Project Title: Yamane (P15-047)

Proposed project is located in (city/county name): City of Sacramento

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1. Transit Priority Project Designation (PRC § 21155(b))

A project must meet the requirements of items **1.A, 1.B, 1.C, and 1.D**, below, to qualify as a Transit Priority Project. For items **1.C and 1.D**, the definition of an MTP/SCS Transit Priority Area is: the area within one-half mile of a rail station stop or a high-quality transit corridor included in the MTP/SCS. A high-quality transit corridor has fixed route bus service with service intervals of 15 minutes or less during peak commute hours. See MTP/SCS Chapter 3 for the map of Transit Priority Areas.

1.A. [X] The Project has a minimum net densityⁱⁱⁱ of 20 dwelling units per acre. Calculation:

$$\begin{aligned} & \text{Total housing units proposed in Project } \underline{134} \div \text{Total Project parcel area (in net}^{\text{ii}} \text{ acres)} \underline{\pm 0.44} \\ & = \underline{304.5 \text{ du/ac}} \quad (\text{Should be } \geq 20 \text{ du/ac}) \end{aligned}$$

1.B. [X] At least 50 percent of the Project's total building square footage is in residential use, **AND**,

[X] The total building square footage of the Project has 25 percent or less non-residential use, or, if it has between 26 and 50 percent in non-residential use, has a minimum FAR of 0.75.

Calculations:

$$\begin{aligned} & \text{Total Project residential square footage } \underline{156,090} \div \text{Total Project building square footage } \underline{177,032} \\ & = \underline{88 \text{ percent}} \quad (\text{Should be } \geq 50\%) \end{aligned}$$

$$\begin{aligned} & \text{Total Project building square footage } \underline{177,032} \div \text{Total Project parcel(s) area square footage } \underline{19,200} \\ & = \underline{9.2} \quad (\text{Should be } \geq 0.75) \end{aligned}$$

1.C. [X] The Project is located within an MTP/SCS Transit Priority Area and the qualifying transit service is *(transit route name/applicable street name/number or light rail stop name as identified in the adopted MTP/SCS):* A "high quality transit corridor" is "a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours" (Public Resource Code, Section 21155 [b][3]). The location of project site is adjacent to a high- quality transit corridor. The Regional Transit Bus Route 30 stops at the project site, at the intersection of J and 25th Streets and provides 15-minute headways during peak commute hours in both the morning and afternoon. No part of the project site is greater than ½ mile from this identified transit stop/transit corridor.

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- 1.D. [X] No more than 25 percent of the area of the Project parcels are farther than one-half mile from the TPA transit stop/corridor and no more than 10 percent of the residential units or 100 units, whichever is less, in the project are farther than one-half mile from the TPA transit stop/corridor.

Calculations:

Project area outside of ½ mile TPA 0 ÷ Total Project area 0
= 0 (Should be ≤ 25%)

Project residential units outside of ½ mile TPA 0 ÷ Total Project units 0
= 0 (Should be ≤ 10% or less than 100 units)

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SECTION 1 CONCLUSION:

- [X] The proposed project meets the requirements of 1.A, 1.B, 1.C, and 1.D and therefore qualifies as a Transit Priority Project.
- [] The proposed project does not meet all the requirements of 1.A, 1.B, 1.C, and 1.D and therefore does not qualify as a Transit Priority Project.

2. Residential or Mixed-Use Residential Project Designation for Projects Located Outside of an MTP/SCS TPA 21159.28(a)

A residential or mixed-use residential project using the streamlined CEQA review to complete an EIR pursuant to PRC § 21159.28(a) must meet the following requirement:

- 2.A.** [X] At least 75 percent of the total building square footage of the project consists of residential use.

Calculation:

Total Project residential square footage 156,090 ÷ Total Project building square footage 177,032
= 88 percent (Should be ≥ 75%)

SECTION 2 CONCLUSION:

- [X] The proposed project meets the requirements of 2.A and therefore qualifies as a residential or mixed-use residential project.
- [] The proposed project does not meet the requirements of 2.A and therefore does not qualify as a residential or mixed-use residential project.

IF A PROJECT DOES NOT QUALIFY AS EITHER A TRANSIT PRIORITY PROJECT (UNDER SECTION 1) OR A RESIDENTIAL OR MIXED-USE RESIDENTIAL PROJECT (UNDER SECTION 2), THE PROJECT DOES NOT QUALIFY FOR SB 375 CEQA STREAMLINING. DO NOT PROCEED TO SECTION 3.

3. Required Consistency with the SCS: General Use Designation, Density and Intensity, and Applicable MTP/SCS Policies (PRC § 21155(a) and PRC § 21159.28(a))

- 3.A.** Applicable MTP/SCS Policies. For the purposes of determining SCS consistency, the policies of

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the MTP/SCS are embedded in the metrics and growth forecast assumptions of the MTP/SCS. Projects consistent with the growth forecast assumptions of the MTP/SCS, as determined by application of items 3.B. and 3.C, are consistent with the MTP/SCS and its policies.

3.B. Applicable Community Type. The MTP/SCS land use forecast is illustrated using Community Types. In order to determine the general use designation, density and intensity of the Project area within the MTP/SCS, the Project must be located within a Community Type designated in the MTP/SCS. The MTP/SCS defines density/building intensity in terms of the amount of growth (residential and non-residential) forecasted and the amount of build out potential within each Community Type area. SACOG monitors development activity on an annual basis to check that the amount of development is consistent with the growth forecast of the MTP/SCS.

For the purposes of the lead agency's determination of SCS consistency, use MTP/SCS Appendix E-3 to identify the Community Type for the Project and fill in the applicable information, below for 3.B.1 and 3.B.2.

3.B.1. The Project is located in the following Community Type:

- Center and Corridor Community
- Established Community
- Developing Community (*list the specific name of the Developing Community as identified in the jurisdiction narrative in Appendix E-3*): _____
- Rural Residential Community

3.B.2 According to Appendix E-3 of the MTP/SCS, the forecast includes 69,208 new housing units and 77,098 new employees by 2035 in the City of Sacramento, with approximately 52 percent of the employment growth (39,753) and 62 percent of the housing (43,099) in Center and Corridor Communities (Table 2-2) (SACOG 2012, Appendix E-3, page 54). Development from the project when added to other entitled projects will not exceed the MTP/SCS build out assumptions for the City or the Center and Corridor Communities in the City.

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3.C. General Use Designation, Density and Building Intensity. The foundation of the land use designations for the MTP/SCS is adopted and proposed local general plans, community plans, specific plans and other local policies and regulations. A project is consistent with the MTP/SCS if its uses are identified in the applicable MTP/SCS Community Type **and** its uses meet the general density and building intensity assumptions for the Community Type. The proposed project does not have to include all allowed uses in the MTP/SCS.

3.C.1. Determine consistency of the Project using one of the methods below:

Option A:

The Project is located in a **Center and Corridor Community or an Established Community** and the Project uses are consistent with the allowed uses of the applicable adopted local land use plan as it existed in 2012 and are at least 80 percent of the allowed density or intensity of the allowed uses. Therefore, the Project is consistent with the MTP/SCS.^v

OR (*for the Yamanee project, both Options A and B are met)

Option B:

The Project is located in a **Center and Corridor Community or an Established Community** and the Project uses have been reviewed in the context of, and are found to be consistent with, the general land use, density, and intensity information provided for this Community Type in Appendix E-3 of the MTP/SCS. Therefore, the Project is consistent with the MTP/SCS.

OR

Option C:

The Project is located in a **Rural Residential Community** and the Project residential density does not exceed the maximum density of one unit per acre as specified in the MTP/SCS, and employment development in the Project is at least 80 percent of the allowed intensity of the land use designations of the adopted general plan. Therefore, the Project is consistent with the MTP/SCS.

OR

Option D:

The Project is located in a **Developing Community** and the Project's average net density meets or exceed the average net density described for this specific Developing Community (as referenced by name of applicable specific plan,

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master plan, or special plan in MTP/SCS Appendix E-3) and employment development in the Project is consistent with the general employment land uses described for this specific Developing Community.^{vi} Therefore, the Project is consistent with the MTP/SCS.

SECTION 3 CONCLUSION:

The proposed project is consistent with the General Use Designation, Density and Intensity, and Applicable MTP/SCS Policies for the following reasons (*summarize findings on use designation, density and intensity for the Project evaluation completed in Section 3*):

Consistency with the MTP/SCS

The proposed project would be located within a MTP/SCS designated "Center and Corridor Community" community type. Center and Corridor Community's consist of areas that are typically higher density and more mixed than surrounding land uses. The MTP/SCS identifies that Transit Priority Areas "provide additional opportunities to realize the benefits of smart land use during the MTP/SCS planning period" (Chapter 3, page 46).

The proposed project includes at least 50 percent residential use square footage (88%), proposes a minimum density of at least 20 units per acre, and is located entirely within ½ mile of a major transit stop, all preconditions of a transit priority project (Public Resource Code, Section 21155 [a] and [b]). Additionally, the proposed project would be consistent with identified benefits outlined in the MTP/SCS for proposed developments within Transit Priority Areas, as it would: (1) increase housing options near high quality transit, (2) provide for increase ridership to support existing and new rail and bus services and reduce vehicle miles traveled and GHG emissions, and (3) increase farebox recovery rates.

Consistency with the City of Sacramento General Plan

The proposed project would be implemented consistent with the City of Sacramento 2035 General Plan, which designates the project site as "Urban Corridor Low." The Urban Corridor Low designation pertains to corridors in which uses and urban form are described as follows, "At major intersections, nodes of intense mixed-use development are bordered by lower-intensity single-use residential, retail, service, and office uses. Street-level frontage of mixed-use projects is developed with pedestrian-oriented uses." The increased floor area ration of the project would be consistent with 2035 General Plan Policy LU 1.1.10, which permits new development to exceed the maximum allowed density if the project provides a significant community benefit.

As a condition of approval, the applicant will be required to ensure that the project will provide significant community benefit to the satisfaction of the City of Sacramento.

Part of the Option A criteria stipulates that the project is consistent with the local land use plan as it existed in 2012 and that the proposed density is at least 80% of the allowed density/intensity. While the City prepared a General Plan update recently and adopted the 2035 General Plan on March 3, 2015, this updated General Plan did not change the allowable land use compared to that which existed in 2012 (the 2030 General Plan). Under the 2030 General Plan, as with the 2035 General Plan, the project site was

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designated “Urban Corridor Low.” The allowed floor area ratio (FAR) was not changed as a part of the General Plan update.

Downtown Housing Initiative

The proposed project would support the Downtown Housing Initiative, a City policy unanimously adopted by the Sacramento City Council on August 25, 2015 to promote the construction of 10,000 residential units in the Central City by 2025. The purpose of this Initiative is to create a better regulatory environment that would help to streamline review procedures and encourage the development of housing in the Central City. The Initiative focuses on four strategies:

- Transit-Oriented Development: provide housing for people who want to live in neighborhoods where transit service provides an alternative to driving.
- Housing Conversion: preserve and repurpose the stock of older buildings to provide additional housing opportunities.
- SMART! Housing: support technologically integrated housing that is energy-efficient, with easy access to amenities to help attract innovators, technopreneurs, the creative class, employees, millennials, and empty nester.
- Rapid Re-Housing: match vulnerable populations in collaboration with non-profit and County partners.

Preliminary targets for this 10,000-unit goal include 60 percent of the dwelling units for market-rate housing, 25% for workforce housing, and 15% for rapid re-housing for the community’s vulnerable populations.¹

Summary

The project is consistent with the uses and densities described for the Center and Corridor Communities in the MTP/SCS. The project is consistent with the allowable land uses from the City’s General Plan and other pertinent local policies, and is at least 80 percent of the allowed density or intensity of the allowed uses.

ⁱ This document may be updated as users provide feedback on its utility.

ⁱⁱ If a TPP complies with an additional series of requirements set forth in PRC § 21155.1, it qualifies as a Sustainable Communities Project and becomes eligible for a complete exemption from CEQA. This worksheet does not address

¹ Please see the City’s Downtown Housing Initiative Plan available online at: http://www.indowntownsac.com/wp-content/uploads/2015/08/SHRA_DHIPlan_8-10-15.pdf

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Sustainable Communities Projects.

ⁱⁱⁱ *Net density* is not defined in PRC §2115(b). In the MTP/SCS, net density is defined as follows: Housing units divided by the acres on which housing is built, exclusive of public rights-of-ways, parks, schools and public areas (MTP/SCS Appendix E-3, pg. 34).

^{iv} The MTP/SCS build out for each Community Type assumes development that is entitled as of January 1, 2008. SACOG monitors housing permits on an annual basis and will ensure that housing and employment projects relying on the SB 375 CEQA benefits will not exceed the capacity assumed in the MTP/SCS.

^v The MTP/SCS general land use, density and intensity in Center and Corridor Communities and Established Communities is based on 80 percent of the allowed density or intensity of the land use designations in adopted general plans as they existed in 2012, unless otherwise noted in Appendix E-3.

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^{vi} The MTP/SCS land use forecast in Developing Communities was modeled according to adopted and proposed specific plans, master plans, and special plans as they existed in 2012, and is based on the housing and employment totals and the average net density of these plans, as outlined in Appendix E-3.

demand, the MTP/SCS assumes that all of these Developing Communities begin to build by 2035. These areas account for significantly less of the city's MTP/SCS employment forecast. About 27 percent of the new jobs in the city will be in Developing Communities. Because many of them are housing focused, it is likely that the housing units will begin building before the employment uses. Additionally, the city has existing employment centers that will capture much of the estimated employment growth. Established Communities make up 60 percent, or 15,744 of the new employment growth and 7 percent or 1,712 of the new housing units. As noted, most of this employment growth is projected to be in the existing employment centers near the center of the city, south of Highway 50, while the majority of the new housing growth will occur through infill and building out existing subdivision. The Center and Corridor Community makes up the remaining 3,446 new jobs and 4,824 new housing units in the city in the MTP/SCS. Infill and redevelopment along the Folsom Boulevard corridor is largely expected during the latter portion of the planning period. In this Center and Corridor Community, only 11 percent of the housing growth and 23 percent of the employment growth expected by 2035 is assumed to occur by 2020. Similarly, the Developing Communities also have the majority of their growth happening in the latter half of the planning period. Because many of these plans are not yet approved, but are currently in process, it is likely that not all of them will begin to build by 2020 and many of them will have just begun construction somewhere close to 2020. Because of the slower growth anticipated in the early years of the plan in these two community types, the city as a whole is expected to grow slower than the regional average during the first 12 years of the plan.

Issues to track through the regional monitoring program include how the final resolution of the South Sacramento HCP, the resolution of outstanding legal issues in some of the developing areas, and the state's attempt to restrict local government redevelopment patterns ultimately affect growth patterns in the city.

Sacramento

The City of Sacramento is centrally located in Sacramento County and is the largest city in the SACOG region, currently having 30 percent of the region's jobs and 22 percent of the housing units. The city recently updated its general plan. The new plan aims to accommodate substantial population growth, largely through infill, reuse, and redevelopment strategies. The general plan identifies opportunity areas throughout the city for significant changes in land use and increased densities. New housing and jobs will be distributed among activity centers of various sizes (neighborhood, sub-regional, and regional), transportation corridors, and new growth areas. These areas generally correspond with the MTP/SCS community types. In the past decade, the majority of the city's employment and residential growth occurred in the North Natomas community and as a result, residential uses in this area are largely built today. For this reason, North Natomas is included with the communities of South Natomas, North Sacramento, Land Park, Pocket, South Sacramento, and Fruitridge/Broadway as having most of their land area in Established Communities in the MTP/SCS. The city has two new growth areas within the current city limits. These areas, marked by the approved Greenbriar Specific Plan and the Delta Shores Specific Plan, are Developing Communities in the MTP/SCS. However, because of the planned light rail extension, much of the Greenbriar Specific Plan is considered a Center and Corridor Community in the MTP/SCS. The city's general plan also identifies two other new growth areas outside the current city limits. One is located adjacent to the southwest corner of North Natomas and the other is located adjacent to the northeast corner of North Natomas. These two areas are not identified for growth in the current MTP/SCS planning period primarily due to their unincorporated status and potential flood and

habitat issues. In addition, Sacramento City and County have a joint MOU that covers the North Natomas Vision Area, which runs north of the current North Natomas Community Plan to the County border with Sutter County. There are substantial development plans by the property owners in this area, but progress on them requires future actions by either the county and/or city, successful completion of levee upgrades, and resolution of substantial permit issues with federal resource agencies. Future growth patterns in the vision area may also be influenced by the timing of constructing the light rail line to the airport and the rate at which the large employment land area east of the expanded Sacramento International Airport expands. This area is not identified for development in the current MTP/SCS planning period.

While most jurisdictions in the region are described as having Established Communities and Developing Communities as their primary community types and growth areas, the City of Sacramento is unique in that Center and Corridor Communities cover much of the city and are the locations where most of their new growth is concentrated. Consistent with the city's infill focused general plan, over the past several years, the downtown area and surrounding neighborhoods have also seen significant revitalization in the form of infill and redevelopment, much of it in mixed-use format. South and east of downtown, infill development has also occurred, albeit on a smaller scale. The entire central city area along with areas covered by a half mile buffer around existing and proposed light rail stations generally make up the Center and Corridor Communities in Sacramento. For discussion purposes these Center and Corridor Communities are grouped into the following six subareas: (1) the central city, covering the area from Broadway to the American River and from the Sacramento River to Alhambra Boulevard., (2) the existing south-line light rail stations, (3) the proposed south-line light rail extension stations, (4) the Folsom-line light rail stations, (5), the northeast line light rail stations, and (6) the proposed north airport-line light rail stations.

The central city Center and Corridor Community is the urban center of the region, encompassing downtown Sacramento, including the State Capitol. This area includes many of the city identified opportunity areas, including the central business district, R street, Broadway, and the 12th, 16th, 19th, and 21st Street corridors. As noted above, these areas have seen an influx of high density residential and mixed-use projects in recent years. This area also includes the city's largest redevelopment opportunity, the Railyards project, where a specific plan has been approved and site cleanup has begun. Located directly north of the Railyards is the Richards Boulevard area which is also planned for significant growth and re-vitalization that has begun with the completion of the new Greyhound Bus terminal and construction of Township 9, a new mixed-use development. The Docks Area Project is a new river-front mixed use plan located along the Sacramento River in the southwest corner of the Center and Corridor Community. Unlike anywhere else in the region, this area has capacity for and plans to build new office, residential and mixed-use building that are likely to exceed three and four stories. In the downtown area, it is possible that new mixed-use and high density housing project could range from four to 24 stories. Most new office building are also likely to build in that same range, however, there is no height limit on new office buildings in the downtown area. Collectively this Center and Corridor Community has the potential capacity to add more than 54,000 new jobs and 27,000 new homes. This would more than double the amount of existing housing units in the central city.

The existing south-line light rail stations span from Broadway to Meadowview and include portions of Florin Road just outside the half mile station area. The proposed south-line extension will begin at Meadowview and expand down to Consumnes River College. The Folsom-line includes station areas from 4th Street to College Greens within the city limits. The northeast-line includes stations from the American River to Watt Avenue in the city limits. The proposed airport-

line will include a number of stations beginning near West El Camino Avenue and extending to Greenbriar in the city limits. Similar to the central city Center and Corridor Community, these communities overlap with a number of the city's opportunity areas. The city also has a number of approved plans for various areas within these Center and Corridor Communities. These include: Curtis Park Railyards, Florin Road Corridor Plan, 65th Street Transit Village, Northeast Line Area Plan, and Swanston Transit Village. The city's general plan and infill programs further support development in these areas. Together, these Center and Corridor Communities have the potential to add about 31,000 new employees and 29,000 new jobs.

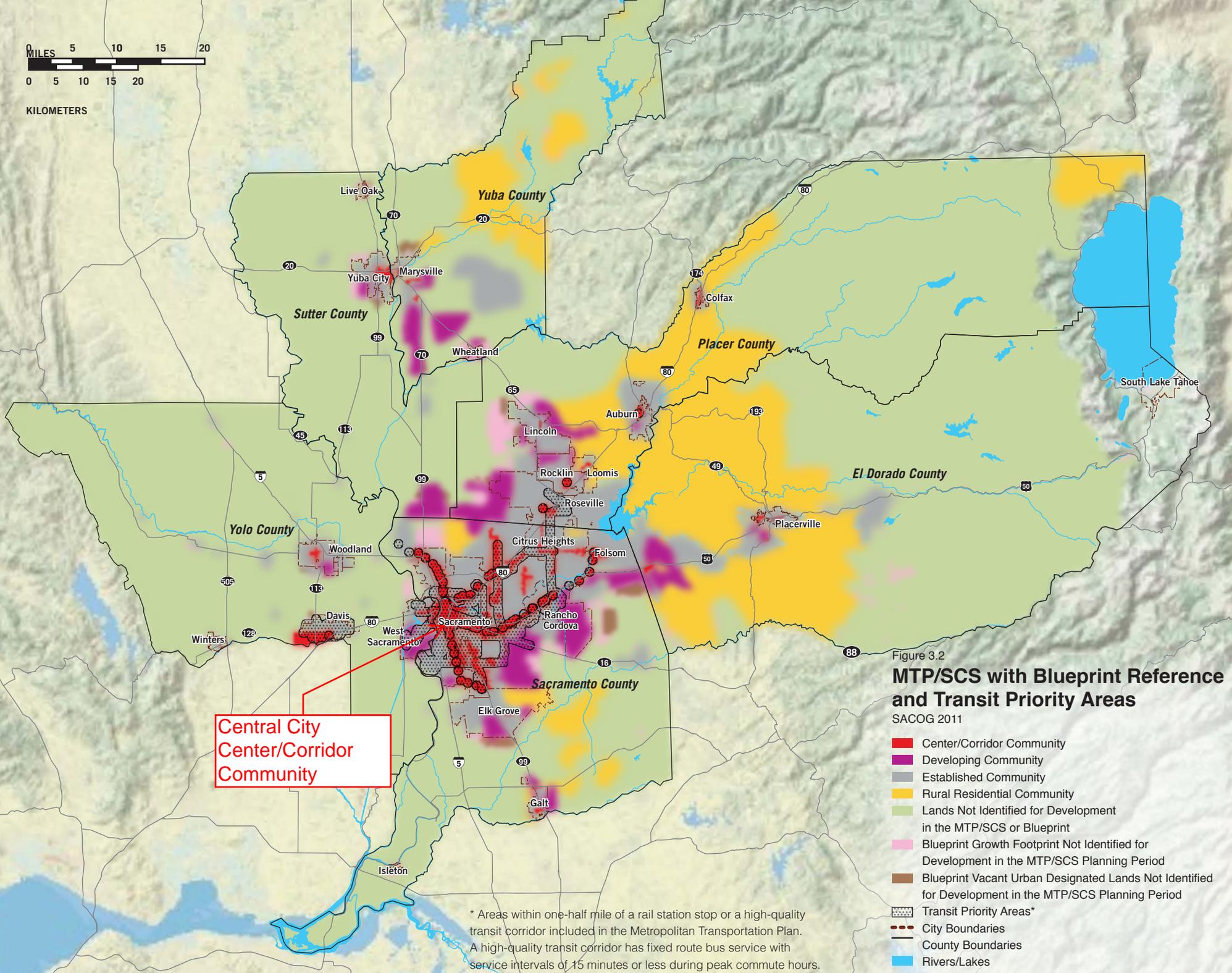
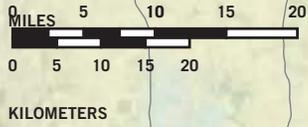
In total, the MTP/SCS forecast includes 69,208 new housing units and 77,098 new employees by 2035 in the City of Sacramento. Approximately 52 percent of that employment growth and 62 percent of the housing growth is in Center and Corridor Communities, much of it in the central city area. Adding significant new housing to the central city area will provide a better jobs-housing ratio and will help in reducing regional VMT. About 46 percent of the city's MTP/SCS employment growth and 30 percent of the housing growth is in Established Communities. Much of this housing growth is the continued build out of North Natomas; however it does include some infill in other existing communities as well. Most of the employment growth is either neighborhood serving commercial and public uses, hospital and college expansions, as well as new industrial uses that are mostly concentrated in the existing industrial center in the southeast portion of the city. Delta Shores, Developing Community, is expected to almost build out the 5,106 new units planned for that area. The average density for this new residential growth is 16 units per acre. The plan has significant commercial lands planned that could provide 6,678 new employees. The MTP/SCS assumes the start of this construction, resulting in 2,123 new employees.

Sacramento is anticipated to maintain a large share of the population, housing, and employment in the SACOG region through 2035. The MTP/SCS forecast assumes the city experiences new housing and employment growth at a pace a little faster than the regional average of 28 percent of new 2035 jobs occurring by 2020 and 39 percent of new 2035 homes by 2020. This is primarily due to the time needed to pull out of the current recession and see some significant new job growth in our region. Most of new growth during the first half of the MTP planning period will occur through development in the city's Established Communities (particularly build-out of North Natomas), as well as a substantial amount of new housing and employment will also occur through infill in Center and Corridor Communities.

There are many issues to track through the regional monitoring program that may influence City of Sacramento growth rates. The future of redevelopment in the state, the success of the city's initiative to comprehensively update its zoning to help it implement its new general plan, the ability of the region and the commitment of the city to build major infrastructure projects (three new bridges, a streetcar system, extend light rail to the airport), and ultimately the amount of market demand for the urban housing projects envisioned by the general plan will also significantly influence future growth patterns in the city.

Sacramento (Unincorporated County)

Unincorporated Sacramento County is the most urbanized of the unincorporated counties in the Sacramento region, with 25 and 20 percent of the region's existing housing and employment, respectively. The majority of its population resides within the Urban Policy Area (UPA), which lies within the Urban Services Boundary (USB), the ultimate boundary for urbanization in the unincorporated county. Sacramento County is nearing completion of an update to its general plan



Central City
Center/Corridor
Community

Figure 3.2
**MTP/SCS with Blueprint Reference
and Transit Priority Areas**
SACOG 2011

- Center/Corridor Community
- Developing Community
- Established Community
- Rural Residential Community
- Lands Not Identified for Development in the MTP/SCS or Blueprint
- Blueprint Growth Footprint Not Identified for Development in the MTP/SCS Planning Period
- Blueprint Vacant Urban Designated Lands Not Identified for Development in the MTP/SCS Planning Period
- Transit Priority Areas*
- City Boundaries
- County Boundaries
- Rivers/Lakes

* Areas within one-half mile of a rail station stop or a high-quality transit corridor included in the Metropolitan Transportation Plan. A high-quality transit corridor has fixed route bus service with service intervals of 15 minutes or less during peak commute hours.