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Vision for the Central City

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The Central City Specific Plan (CCSP) serves as a guide to inspire the continued growth and evolution of Sacramento’s Central City. It draws upon the ideas and values of the City’s residents, business owners, elected officials, staff and other stakeholders to advance a shared vision for the Central City. That vision is expressed by the following principles that form the framework for the CCSP:
Support new places to live consistent with the City’s Downtown Housing Initiative.

Attract amenities to meet the everyday needs of those who live and work in the Central City.

Draw a diversity of new, emerging and innovative businesses and industries.

Celebrate Central Sacramento’s rich historic, cultural, recreational, and open space assets.

Nurture a layered mobility network that supports all modes of travel and the transition toward electrified and autonomous transportation modes.

Assure a sustainable, adaptive and thriving Central City that is resilient to climate change.

Encourage varied housing options that reflect the diversity of Sacramento.

Further the Central City as a destination for the arts, culture, entertainment and tourism.

Reconnect the Central City and the region to a reenergized riverfront.

Preserve and enhance the unique character, buildings and streetscapes of Sacramento’s Central City.

Deliver equitable levels of public services and enhanced utility infrastructure to support existing and new development.

Boost certainty for investment by removing barriers to housing and economic growth, streamlining the development review process, and applying meaningful incentives.

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EVERYDAY IS YOUR CHANCE TO MAKE THIS CITY A LITTLE BETTER.
1.1 UNLOCKING THE CENTRAL CITY’S FULL POTENTIAL

Sacramento has a long-standing goal to create a vibrant Central City offering world-class amenities and places for people to live, work, and play. As the heart of the City and gathering place for a growing region, the Central City is pivotal to Sacramento’s vision to be the “most livable city in America.” The Central City plays numerous roles including state capital, central business district, county seat, riverfront locale, cultural and tourist destination, and home to a diversity of residents. Its form is defined by a series of centers, corridors and neighborhoods framed by a grid of tree-lined, walkable streets that support layered mobility options. It is the City’s intent to continue to expand the role and image of the Central City as the region’s hub for living, work, commerce, arts, culture, entertainment, and government.

Increasing economic and political momentum has propelled Sacramento’s Central City on its way to being the diverse and exciting 21st Century urban center envisioned by the City. The Central City continues to be the prime work destination and most important job center in the region attracting more than 90,000 daytime employees to an evolving range of jobs. The City has labored tirelessly to deliver places to play including the Golden 1 Center and Downtown Commons, the burgeoning R Street corridor, Midtown, Old Sacramento and the riverfront, and the thriving art and dining scenes all of which attract people from throughout the region and elsewhere, encouraging them to stay and explore beyond the typical workday.

The Central City of Sacramento will be vibrant with arts, culture, entertainment and a 24-hour population.

SACRAMENTO 2035
GENERAL PLAN
Essentially unlocking the full potential of the Central City, as a place to live and work, the development of quality housing that allows residents with diverse economic backgrounds and lifestyle preferences to live near jobs, services and amenities. Based upon US Census data, the population in Sacramento’s Central City has decreased by approximately 30,000 people since 1950, with much of the prior housing stock demolished. Despite renewed interest in urban living, the housing base has not grown significantly over the past decade, creating a deficit in supply. This deficit, particularly for moderate and lower income “workforce” housing, has contributed to the Central City’s reputation as a commuter destination. It is estimated that over 90 percent of employees working in the Central City commute in from elsewhere.

In response, the Downtown Housing Initiative Plan was launched by the City in 2015 to bring 10,000 new places to live to Sacramento’s Central City within 10 years, a kick-start to achieving the General Plan housing goal of nearly 23,000 total units within the Central City by 2035. This initiative aims to provide mixed income and multi-modal friendly residences to meet a varied range of housing needs. Fortifying the housing base will help to generate needed vitality in the Central City, support a strong retail and cultural core, attract businesses and jobs, stimulate walking and transit oriented development, boost livability and inclusiveness, and enhance the revenue base.

The City faces challenges in promoting the development of housing in the Central City. These include facilitating the types of housing products and associated amenities that will support the demands of residents with diverse economic backgrounds and lifestyle preferences; the hurdles of working with the historic building stock; the need to strengthen mobility options including the streetcar; the capacity of the City’s infrastructure to accommodate increased density; the complexity of navigating the CEQA review processes; and the ability to provide meaningful incentives to attract the activities and development desired.

The Central City Specific Plan (CCSP) presents a unique chance to build upon the momentum in the economic revitalization of the Central City to foster the continued growth of housing jobs and amenities. Establishing a policy framework to guide development and infrastructure decisions, the CCSP looks to the next 20 years and beyond to address the various opportunities and challenges that the Central City faces. The CCSP provides the vision, strategies and actions to inspire Sacramento’s Central City to reach its full potential as a modern, inclusive, interconnected and mature urban center—a place of sustained growth and revitalization.

The CCSP’s approach focuses on encouraging and enabling desired outcomes, versus regulating specific solutions. The CCSP’s approach focuses on encouraging and enabling desired outcomes, versus regulating specific solutions.

Specific Plan Organization

1.2 THE SPECIFIC PLAN

The Central City Specific Plan (CCSP) presents a unique chance to build upon the momentum in the economic revitalization of the Central City to foster the continued growth of housing jobs and amenities. Establishing a policy framework to guide development and infrastructure decisions, the CCSP looks to the next 20 years and beyond to address the various opportunities and challenges that the Central City faces. The CCSP provides the vision, strategies and actions to inspire Sacramento’s Central City to reach its full potential as a modern, inclusive, interconnected and mature urban center—a place of sustained growth and revitalization.

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Representative of Sacramento as a diverse, established, and innovative City, the make-up of our communities includes all generations as potential civic resources. From the Baby Boomer generation to the Millennial populations, with all age groups considered as part of the City’s future, Sacramento strives to understand and respect it’s past while also positioning itself for the future. This initiative seeks to increase the population density to a level that can sustain and attract additional investments. The Downtown Housing Initiative Plan is established, and innovative City, the make-up of our communities includes all generations as potential civic resources. From the Baby Boomer generation to the Millennial populations, with all age groups considered as part of the City’s future, Sacramento strives to understand and respect it’s past while also positioning itself for the future. This initiative seeks to increase the population density to a level that can sustain and attract additional investments. The Downtown Housing Initiative Plan is established, and innovative City, the make-up of our communities includes all generations as potential civic resources. From the Baby Boomer generation to the Millennial populations, with all age groups considered as part of the City’s future, Sacramento strives to understand and respect it’s past while also positioning itself for the future. This initiative seeks to increase the population density to a level that can sustain and attract additional investments. The Downtown Housing Initiative Plan is
The CCSP has been prepared in accordance with Sacramento Planning and Development Code section 17.904.010 to facilitate implementation of the general plan within a designated area of the city. The CCSP serves as a bridge between individual development projects and the City of Sacramento’s General Plan and Central City Community Plan, customizing the planning process and land use regulations to the unique characteristics of the Central City. All subsequent development projects, zoning regulations, public improvements, and related activities within the CCSP area are required to be consistent with this Specific Plan.

1.3 AN INCLUSIVE PROCESS

The CCSP planning process was initiated by the City in June of 2016. Integrated throughout was an outreach program to educate, inform and solicit input from the community and key stakeholders. A broad range of topics were discussed and the input received appreciably influenced the overall shape and direction of the CCSP. The primary components of the outreach program included the following:

- Developer Advisory Group composed of local private developers, affordable housing developers, architects, attorneys, and bankers.
- Interest Based Stakeholder Meetings with neighborhood association leaders, advocacy groups, developers, property and business improvement districts.
- Landowner Surveys available to all landowners in the Central City.
- Community-wide Workshops and EIR Scoping Meeting open to all members of the Community.
- Preservation Commission Meetings with Commissioners and open to all members of the Community interested in preservation issues.
- Public Hearings at the Planning and Design Commission and the City Council.
- Outreach Tools and Materials including a project website, informational video series, social media postings, project fact sheet, e-newsletters, and online engagement forum.
2.1 SACRAMENTO’S CENTRAL CITY

The Central City Specific Plan Area

The CCSP area is located within the City of Sacramento’s Central City community (see Figure 2-1) and is part of the Central City Community Plan area. The CCSP area also referred to as the plan area or the Central City in this document, is bounded by the River District and Railyards specific plan areas to the north, the Sacramento River to the west, Broadway and parcels fronting the south side of Broadway to the south, and the elevated Interstate 80 Business (Business 80) highway to the east (see Figure 2-2).

The CCSP area is the core of the City of Sacramento and the surrounding region, drawing in a daytime population of more than 100,000 people including residents, employees and visitors. Old Sacramento alone attracts more than 3 million visitors annually.

The CCSP area includes a wide variety of State government buildings including the California State Capitol, corporate offices and businesses, high-rise condominiums, residential neighborhoods, parks and recreational areas, restaurants, shops, galleries, museums, theaters, schools, hotels, and industrial and manufacturing complexes. The CCSP area offers a distinct fusion of the old such as historic Sutters Fort and the Leland Stanford Mansion, blended with the new such as the Golden 1 Center and Sutter Medical Center, bounded by the unique natural resources of the Sacramento and American River parkways.

The CCSP area is built upon an historic grid of tree-lined, walkable streets. The grid consists of an area of approximately 4.25 square miles, with numbered north-south streets starting from the west at the Sacramento River, and lettered east-west streets starting to the north at the Union Pacific Railroad tracks, which parallel the American River. Streets on the grid are spaced approximately every 400 feet, and most portions of the grid feature east-west running alleys located halfway between lettered streets. These distances are easily traversed on foot and bike, enhancing the grid’s walkability accessibility.

Office and other primary employment uses are congregated in the Central Business District (CBD), which includes major concentrations of local, State, and federal government employees. Office buildings in the CCSP area range from high-rises in the CBD to low-rise, mixed-use buildings in Midtown and along the Broadway Corridor. Commercial, retail, and food-and-drink-serving uses are distributed throughout the CCSP area with clusterings of local, small-scale, and pedestrian-oriented retail and commercial uses on some of the City’s commercial corridors such as J and K Streets, as well as in Old Sacramento. Employment density in the CCSP area is shown in Figure 2-3.
Figure 2-1
City of Sacramento Downtown Specific Plan
Project Vicinity

Source: ESRI, 2015; ESA, 2017

Figure 2-2
Central City Specific Plan Area

City of Sacramento, 2017; ESA, 2017
Sutter’s small riverside settlement quickly took on the role of bustling port as ocean-going ships and riverboats used the Sacramento River to transport goods and gold-seeking passengers to the mine fields in the slopes of the Sierra Nevada after the discovery of gold in 1848. Sutter laid out a grid of streets extending from the waterfront and named the new town Sacramento.

The new town was centered on the embarcadero, or Front Street along the Sacramento River, and continued inland to the east. Sacramento’s Central City developed rapidly after 1850. The blocks fronting J Street were heavily developed, owing to Sutter’s use as the main road leading east out of the City, with slightly less development on the parallel I and K Streets. By 1856, J Street was substantially occupied from Front Street eastward, beyond 12th Street, with stores, saloons, hotels, grocery stores, stables, and other concerns vying for the business of visitors and residents.

During the mid-1850s, the City faced severe flooding issues. The majority of flooding stemmed from the American River, where, during heavy rains, segments of the river north of I Street would experience severe flooding. The flood of 1851-52 left portions of the City under 20 feet of water. To address this problem, the City dug a new line in Sacramento was operational from 1870 to 1947, which supported expanded residential development as outlying areas became more easily accessible.

The earliest annexation efforts in the late nineteenth and early twentieth centuries pulled in the suburbs to the south and east of the grid. These new suburbs provided housing for residents commuting to the CBD, and were developed in phases spanning the first half of the twentieth century. As private automobiles overtook streetcars as the primary form of transportation, the suburbs surrounding Sacramento expanded further away from the streetcar lines, which eventually fell out of use and were removed by the mid-twentieth century.

Sacramento’s CBD had fallen into economic and physical decline by the 1930s as the suburban growth pulled residents out of the Central City. Declining tax revenue and property values led to the redevelopment/urban renewal efforts in Sacramento’s Central City in the post-war period. In 1950, the City held more than 50,000 people, representing almost half of Sacramento’s population of 138,000, and about a quarter of Sacramento County’s population of 270,000. Population growth and urban renewal in the 1950s restored interest in the Central City and a number of large projects occurred at this time. I-5 was constructed, Capitol
Sacramento’s Central City Today

Today, the Central City of Sacramento is a vibrant, eclectic, and flourishing urban center with a variety of popular nightlife and entertainment venues, retail and commercial base along with the spread of residential uses that have established a robust retail and commercial base along with the spread of residential uses that have established a robust 

architectural features found throughout the Central City have provided a mixture of old and new that greatly complements the aspirations for the City as a whole. The Central City is experiencing substantial increase in commercial and residential growth, giving to a reawakening economy that has brought back substantial investment to the area and inspired many new businesses and generations of urban entrepreneurs. While many State agencies and government entities have traditionally offered significant employment in the Central City, several new employers are opening and expanding their offices within the Central City as well.

Old Sacramento continues to provide a strong retail and historic presence, attracting residents and tourists through the provision of dynamic activities and festivals throughout the year. Further, the projected redevelopment of the Riverfront, moving to the south of Old Sacramento along the Docks, will harness a critical yet dormant area of the Central City in close proximity to several economic and recreational resources, and has the potential to offer additional interfacing opportunities across the Sacramento River to West Sacramento.

The Golden 1 Center, home to the Sacramento Kings, provides a prime example of intense activity. Broadway has also undergone a variety of design and economic improvements that are preparing it to become a vibrant and complete street.

With more residential life occurring within these corridors, patronage within the Central City has increased dramatically, and a greater number of residents and patrons are finding walking and bicycling as their preferred method of transportation. Coupled with this, many residents are also choosing to live close to their jobs, which further reinforces the importance of the City’s role in effectively creating destinations within the Central City to work, play and live. This influx of new businesses and planned and recently completed residential and retail use projects clearly demonstrate the Central City is rising.

2.2 NEIGHBORHOODS AND DISTRICTS

The CCSP area is made up of different neighborhoods that vary in overall character, land use mix, density, zoning and other characteristics. These neighborhoods are key organizing elements of the CCSP area, and are often referred to by the community when distinguishing particular locations in the Central City. The Neighborhoods reflect the historic evolution and fabric of the City, and are depicted on Figure 2-4.

The CCSP also incorporates several planning districts that overlap the City’s historic neighborhoods. These planning districts include portions of the CCSP area where substantial new development and revitalization has or is anticipated to occur. These districts have or may be subject to more focused future planning efforts. The planning districts are depicted on Figure 2-5.
The Capitol District

The Capitol District is within the CBD and includes a mature high-, mid-, and low-rise governmental, office, residential, entertainment, and visitor-serving uses built on a formal framework of streets and park spaces. The Capitol District includes the State Capitol, Capitol Park, and Capitol Mall.

The Riverfront District

The Riverfront District occupies the waterfront area along the Sacramento River and includes Old Sacramento to its north and the largely undeveloped Docks area to its south.

Chinatown District

The Chinatown District is located immediately south of the Sacramento Valley Station and includes the Robert T. Matsui Federal Building and U.S. Courthouse. This area, which was the site of early settlements along "China Lake," is in the process of developing a stronger cultural identity.
The Grid

City of Sacramento Central City Specific Plan

The Downtown Commons (DoCo) District
The DoCo District includes the Entertainment and Sports Center (ESC) and a forthcoming two-level outdoor mixed-use entertainment and shopping complex.

The JKL District
The JKL District is one of the fastest growing and vibrant parts of the Central City. The district includes low- and high-rise office, mixed-use residential hotel, commercial retail, restaurant, and entertainment uses including Cesar Chavez Plaza, The Kay (former K Street Mall), and the Sacramento Convention Center.

The 12th Street District
The 12th Street District includes a mixture of low- and mid-rise multifamily residential, office, industrial, and commercial uses, as well as the Alkali Flat/La Valentina light rail station.

The 16th Street District
The 16th Street District includes a wide variety of low-, mid-, and high-rise office, residential, commercial, retail, restaurant, and industrial uses along one of the Central City’s busiest streets. Portions of this roadway also served for an historic route, U.S. 40, a highway that connected across the United States from the east to west.

The J Street District
The J Street District includes predominantly low- and mid-rise commercial, office, medical, retail, and restaurant uses along one of the Central City’s busiest streets.

The Handle District
Comprising a two-block area, the Handle District is a concentration of over 25 restaurants, wine bars, coffee houses, and other retail businesses in the heart of Midtown.
The Sutter District

The Sutter District is located in Midtown in the eastern portion of the CCSP area and includes Sutter’s Fort State Historic Park, Sutter Medical Center, office and residential uses, and restaurants, bars, and nightclubs.

The Lavender Heights District

Located along one of Midtown’s most active streets, the Lavender Heights District is primarily a commercial corridor that includes a wide variety of low- and mid-rise office, commercial, restaurant uses, and other businesses. This area has traditionally been known for its cultural identity as the historic center of the LGBT (lesbian, gay, bisexual, transgender) community in Sacramento and for its strong support of the LGBT community. Over the years, the Lavender Heights District has become a central meeting space for many different community gatherings. This includes farmer’s markets and pedestrian-friendly events, and a successful and safe nightlife culture frequented by college students and community members from all backgrounds.

The R Street District

The R Street District extends across the southern portion of the CCSP area and includes a wide variety of uses, including residential neighborhoods, low- and mid-rise residential, office, industrial, commercial, and restaurant uses along the burgeoning R and S Street corridors. Several of the historic warehouses and industrial shops in this district are now home to restaurants, bars, art galleries, design studios, and offices.

The Broadway District

The Broadway District encompasses the Broadway Corridor home to a wide variety of commercial buildings, residences, government facilities, and industrial centers. With a few exceptions, buildings located along Broadway are predominantly low-rise and include various office and industrial buildings, restaurants, fast food restaurants, bars, gas stations, drug stores, and other retail and commercial buildings.
Land use plays a critical role in guiding future growth and revitalization in a sustainable manner, as well as in maintaining and enhancing quality of life. The City recognizes that quality of life is dependent upon the form and character of the community, as well as creating a varied mix of mutually supportive uses that can foster a growing economy, a range of housing options, accessible amenities, and a breadth of activities. The intent of the CCSP is to reinforce the preeminent role of the Central City as the core of the region, providing opportunities for thoughtful growth and revitalization, while preserving and enhancing the plan area’s multifaceted and distinct character and assets.
3.1 GENERAL PLAN LAND USE

The City’s General Plan establishes land uses within the CCSP area, and provides an extensive policy framework that guides urban form and design. The General Plan Land Use and Urban Design policies address a variety of topics applicable to the CCSP area, including growth and change, urban form, neighborhoods, corridors, employment uses, public/quasi-public uses, and open space, parks, and recreation uses.

The CCSP area includes a vibrant mix of land uses and a variety of distinct urban landscapes that define its unique character. For instance, standing at the corner of J and 5th Streets, one can experience a dense and busy hub of activity surrounded by high-rise buildings and containing a large number of office uses amid a more prominent automobile presence. However, about 20 blocks to the east, an intersection like D and 23rd Streets provides a quiet, predominantly single-family residential area that features a lush canopy of old growth trees and more limited automobile traffic. These diverse uses and landscapes provide for a range of residential and employment opportunities, amenities, and services that allow the CCSP area to flourish and be more pedestrian- and bicycle-friendly.

As noted, the City’s General Plan defines and should be referred to for the various land use designations that have been applied within the CCSP area. Table 3.1.1 provides the estimated development potential for the CCSP area based upon those land uses.

**3.1.1 Land Use & Urban Form Goals**

- **LU.1 Mix of Uses:** Support a broad mix and intensity of uses that contribute to a vibrant, urban Central City attractive to investment.
- **LU.2 Transit Oriented Development:** Facilitate equitable transit oriented development that provides a diversity of residents, employees and visitors greater mobility choices and access to opportunities.
- **LU.3 Public Realm:** Establish healthy and inviting streetscapes and civic spaces that inspire walking, biking, and social interaction.
- **LU.4 Urban Design:** Reinforce the Central City as a distinct, attractive, and memorable urban place.
- **LU.5 Regulatory Support:** Ensure that the City’s processes, regulations, and incentives enable desired outcomes.
- **LU.6 Central Business District:** Reinforce the Central Business District as the City’s urban core.
- **LU.7 Central City Corridors:** Transform the Central City’s corridors into vibrant mixed-use, pedestrian-oriented and transit-friendly environments.
- **LU.8 Central City Neighborhoods:** Reinforce the Central City’s neighborhoods as desirable places to live.
- **LU.9 Riverfront District:** Reconnect the riverfront as a lively and connected destination.

### TABLE 3.1-1: DEVELOPMENT POTENTIAL FOR THE CCSP

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<td>Central Business District (CBD)</td>
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<td>Parks and Recreation (PRK)</td>
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<td>27.6</td>
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<td>TOTAL Backfill and New Growth Development Potential</td>
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</table>
3.1.2 ZONING

The City’s Planning and Development Code (Title 17) provides the zoning regulations for the CCSP area and establishes the framework through which this Specific Plan will be implemented. The Planning and Development Code allows for the establishment of a special planning district (SPD) for defined areas that the Planning and Design Commission and City Council have determined require specifically tailored provisions intended to positively benefit the area and its immediate surroundings.

A new SPD, the Central City SPD, has been established for the plan area, in order to facilitate desired growth and revitalization. As illustrated on Figure 3.1-1, the Central City SPD covers the entire CCSP area outside of the Entertainment and Sports Center (ESC) SPD and the Alhambra Corridor SPD; and therefore, does not apply to these two areas. The Central City SPD incorporates provisions to facilitate the intensity of development envisioned for the CCSP area, in particular in proximity to the streetcar and other transit services. These actions are intended to enable a denser, more compact development within select portions of the CCSP area, encourage residential and specific commercial and office uses to develop within these areas, and support adaptive reuse. The Central City SPD should be referred to for specific details, and the City’s Zoning Map for various zoning districts that have been applied to the CCSP area.

### TABLE 3.1-1: DEVELOPMENT POTENTIAL FOR THE CCSP

<table>
<thead>
<tr>
<th></th>
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<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Urban Corridor High</td>
<td>C-2, MIXED, OB, R-3A, R-4-5, DMR</td>
<td>140.6</td>
<td>0.3-6.0 FAR</td>
<td>330,054 sf</td>
<td>2,856 sf</td>
<td>883,878 sf</td>
</tr>
<tr>
<td>Urban Corridor Low</td>
<td>C-2, C-4, C-5 MIXED, OB, R-3A, R-4-5, DMR</td>
<td>20-150 du/ac</td>
<td>0.3-6.0 FAR</td>
<td>340,266 sf</td>
<td>2,856 sf</td>
<td>633,377 sf</td>
</tr>
<tr>
<td>Urban Neighborhood Low</td>
<td>C-2, C-4, R-3A</td>
<td>8.3</td>
<td>12-36 du/ac</td>
<td>0 sf</td>
<td>0 sf</td>
<td>8 sf</td>
</tr>
<tr>
<td></td>
<td>Low Density (UNLD)</td>
<td></td>
<td></td>
<td>280.5</td>
<td>192,918 sf</td>
<td>633,377 sf</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td></td>
<td></td>
<td>1,902.0</td>
<td>13,401 du</td>
<td>13,401 du</td>
</tr>
</tbody>
</table>

**NOTES:**

1. Dwelling unit and dollar accounts for entitled projects as well as future new growth.

2. Mixed land use designation indicates parcels that contain more than one land use designation on-site.

3. Mixed implementing zoning designation indicates parcels that contain more than one implementing zoning designation on-site.

4. Backfill Development Potential refers to growth in existing vacant or underutilized buildings. Rates for backfill development were determined by breaking down of employment category as a percentage of total development backfill and new growth combined and then creating a sum for total of by land use designation. The rates and employment categories are as follows:
   - Office: 0.3 percent backfill, 30 percent new growth.
   - Government: 0.5 percent backfill, 25 percent new growth.
   - Medical: 2 percent backfill, 10 percent new growth.
   - Service: 0.3 percent backfill, 40 percent new growth.
   - Retail: 0.3 percent backfill, 10 percent new growth.
   - Food: 0.3 percent backfill, 40 percent new growth.

5. New Growth refers to new buildings and uses that are being developed. Please see Note 3 for methodology applied. Dwelling unit totals account for entitled projects as well as future new growth.

6. Development Potential is based on parcel data derived from the Sacramento Area Council of Governments (SACOG) SACSIM (Sacramento Activity-Based Travel Simulation Model) data, which assume a combination of backfill and new growth. This total includes total sf for each land use designation, and includes a combination of backfill and new growth.

**SOURCE:** ESA, 2017; DKS, 2017; SACOG, 2012.
3.1.3 CENTRAL CITY URBAN DESIGN GUIDELINES

The Central City Urban Design Guidelines (CCUDG) – which consist of two parts: Central Core Design Guidelines and Central City Neighborhood Design Guidelines – set forth a long-term vision for the physical form and character of Sacramento’s Central City, including the CCSP area. The CCUDG establish required and recommended design elements that are to be applied during the design and review of individual development projects and improvements. The CCUDG specify the design of key components such as streets, sidewalks, and parks that comprise the public realm; address the design of key components that comprise the private realm, including the placement and design of buildings, and the treatment of off-street parking; and promote incorporation of Crime Prevention through Environmental Design (CPTED) features.

The CCUDG were updated concurrent with adoption of the CCSP to address the following objectives - (1) remove outdated and conflicting guidelines with respect to the policies in the existing 2035 General Plan and the Central City Specific Plan; (2) add guidelines that accommodate for the streetcar, facilitate surrounding transit oriented development; and incorporate electric transportation charging access; and (3) refine guidelines that apply to development along alleys, guide hho development interfaces with the urban tree canopy, and create a pleasant and walkable environment. The revised Design Guidelines focus on promoting livable, multimodal (i.e., transit-, pedestrian-, and bike-oriented) Central City neighborhoods with distinguished design aesthetics and neighborhood amenities, and on ensuring that new infill development will be compatible with existing development.

The CCUDG were updated concurrent with adoption of the CCSP to address the following objectives - (1) remove outdated and conflicting guidelines with respect to the policies in the existing 2035 General Plan and the Central City Specific Plan; (2) add guidelines that accommodate for the streetcar, facilitate surrounding transit oriented development; and incorporate electric transportation charging access; and (3) refine guidelines that apply to development along alleys, guide hho development interfaces with the urban tree canopy, and create a pleasant and walkable environment. The revised Design Guidelines focus on promoting livable, multimodal (i.e., transit-, pedestrian-, and bike-oriented) Central City neighborhoods with distinguished design aesthetics and neighborhood amenities, and on ensuring that new infill development will be compatible with existing development.
The City faces challenges within its current zoning and regulatory framework, as multiple programs and policies can apply to the CCSP area. This can result in a complex regulatory environment, with different initiatives, development standards, and other regulations applying, sometimes without clear implementation procedures. Applicants need guidance on navigating through the development process. While the CCSP more clearly directs and facilitates the regulatory process for all applicants in navigating through the development process, the CCSP more clearly directs and facilitates the regulatory process for all applicants in navigating through the development process.
Planning Framework: Land Use and Urban Form

Central Business District

CENTRAL BUSINESS DISTRICT

LU.6.1 Favorable Regulatory Environment. Maintain a regulatory environment that encourages the City’s most intense residential, retail, commercial, entertainment, and office developments in the Central Business District.

LU.6.2 Varied Skyline. Support a mixture of mid- and high-rise buildings creating a varied and dramatic skyline.

LU.6.3 Housing Expansion and Integration. Expand the supply of housing in the Central Business District, through the vertical, and horizontal integration of housing "corridors" to provide a diverse mix of housing types and affordable, convenient, frequent, and safe transit options, including the riverfront, parks, schools, day care facilities, open space and other amenities, within walking distance of housing and businesses.

LU.6.4 Amenities Within Walking Distance. Provide for ample resident- and employee-serving retail services, parks, schools, day care facilities, open space and other amenities, within walking distance of housing and businesses.

LU.6.5 Transverse Streets. Implement a transverse streets system to provide for convenient, frequent, and safe transit options, including the riverfront, parks, schools, day care facilities, open space and other amenities, as a primary mode of travel to, from, and within the Central Business District.

CAPITOL MALL

LU.6.6 Capitol Mall. Maintain a clear and distinct vision for each of the Central City’s major corridors.

LU.6.7 Multi-Modal Mobility. Improve multi-modal mobility along Capitol Mall, as well as to the Sacramento River.

LU.6.8 Funding Coordination. Continue to coordinate with the State and other agencies to pursue funding sources to implement improvements to Capitol Mall.

Central City Corridors

LU.7.1 Distinct Visions. Establish and implement a clear and distinct vision for each of the Central City’s major corridors.

LU.7.2 Favorable Regulatory Environment. Maintain a regulatory environment that encourages opportunities for new development, economic revitalization, and realignment along the corridors.

LU.7.3 New Mixed Uses. Promote new mixed uses, including additional employment, retail, commercial, residential, and services, compatible with the nearby neighborhoods.

LU.7.4 Streetscape and Mobility. Preserve and enhance well-shaded corridors; promote streetscape improvements that increase mobility for all modes of travel; enhance the pedestrian and bicycle experience; provide continuity in the mobility system; and further connect and unify the corridors.

LU.7.5 Public Gathering Places. Encourage more people gathering along the corridors, such as plazas and courtyards that can accommodate events.

LU.7.6 Shared Parking. Continue to improve and develop centralized and shared structured parking facilities.

LU.7.7 Public Art. Promote public art as a way to enhance the look, feel, and character of the corridors.

LU.7.8 Funding and Partnerships. Pursue funding and build on partnerships to equip corridor improvement projects, secure maintenance and support, promote social and economic development activities, and monitor success.

BROADWAY DISTRICT

LU.7.9 Mixed Use District. Promote the development of the Broadway District as a viable commercial and residential mixed use district, while preserving its unique identity, landscaping, orientation of development and unique gateway status of Capitol Mall.

LU.7.10 Broadway Complete Streets Plan. Implement the Broadway Complete Streets Plan which introduces traffic calming, reduced roadway and intersection widths, reduced left turn lanes, consistent curb treatments and intersection calming, reduced roadway and intersection widths, reduced left turn lanes, consistent curb treatments and intersection calming.

LU.7.11 Identity and Image. Support expansion of entertainment, restaurants, specialty businesses, landmarks, and other features that enhance the community’s image of the corridor in the region.

LU.7.12 Pedestrian Orientation. Create a unique character and pedestrian-friendly environment for all forms along the corridor and each of its distinct segments, the lower Broadway or Riverside District, the Tower District, and Upper Broadway.

R STREET DISTRICT

LU.7.13 Existing Regulations. Develop and improve the R Street District consistent with the policies of the Central City Community Plan, the guidelines in the R Street Urban Design Plan, and the street cross sections, as shown in Appendix A.

Central City Neighborhoods

LU.8.1 Diverse and Distinct Neighborhoods. Maintain the Central City’s diverse and distinct neighborhoods to meet the diverse regional, economic, social, and cultural needs of the community.

LU.8.2 Established Neighborhoods. Preserve and protect established neighborhoods by providing appropriate transitions in building bulk, form, and intensity for uses and amenities.

LU.8.3 New Mixed Uses. Promote mixed-use development that supports new and revitalized development that provides complete residential neighborhoods with complementary community-supportive retail, commercial, entertainment, and service uses.

LU.8.4 Mixed Use District. Promote the creation of a viable commercial and residential mixed use district, while preserving its unique identity, landscaping, orientation of development and unique gateway status of Capitol Mall.

LU.8.5 Corps of Engineers. Support the Corps of Engineers to facilitate regional cooperation and coordination along the corridor and each of its distinct segments.

LU.8.6 Public Assembly and Activities. Create public gathering places along the corridor to facilitate regional cooperation and coordination along the corridor and each of its distinct segments.

Riverfront District

LU.9.1 Development and Revitalization. Support the development and revitalization of Old Sacramento and other areas west of Interstate 5.

LU.9.2 Riverfront Orientation. Facilitate uses that benefit and complement the riverfront.

LU.9.3 Visitor and Local-serving Uses. Seek to balance visitor-serving and local-serving uses and amenities.

LU.9.4 Connectivity. Maximize multi-modal transit, pedestrian, bicycle and vehicular connectivity to and along the riverfront.

LU.9.5 West Sacramento Connections. Maintain and build on existing connections to and from West Sacramento.

LU.9.6 Shared Parking. Continue to improve and develop centralized and shared structured parking facilities.

LU.9.7 Backbone of Public Space. Secure and develop corridors, such as plazas and courtyards that can accommodate events.

LU.9.8 Visitor and Local-serving Uses. Balance visitor-serving and local-serving uses and amenities.

LU.9.9 Public Access and Use. Create public gathering places along the corridor to facilitate regional cooperation and coordination along the corridor and each of its distinct segments.

LU.9.10 River Resource Access. Promote use of the Sacramento River as a recreational resource and enhance river access and launching areas for watercraft.

39 City of Sacramento Central City Specific Plan

City of Sacramento Central City Specific Plan

40 Planning Framework: Land Use and Urban Form

City of Sacramento Central City Specific Plan

41 Planning Framework: Land Use and Urban Form
The Central City SPD modifies the permitted uses, development standards, and various other regulations found within the City’s Planning and Development Code, and these standards and regulations provided in the Central City SPD supersede those in the Zoning Code. The complete application of the CCSP, in concert with the City’s planning regulations and regulatory documents, will serve as implementation.

The following additional actions supplement the City’s existing regulations, and will assist in implementation of the CCSP land use and community form goals and policies.

**Implementing Action LU-1**

```
Regular Review and Monitoring Progress.
Review and update, if necessary the Central City Specific Plan implementation.
```

**Responsibility Entity:** Community Development Department

**Timeframe:** Every 5 years beginning in 2023

**Implementing Action LU-2**

```
Vision for Major Corridors.
Prepare a plan that defines a vision for each of the Central City’s major corridors.
```

**Responsibility Entity:** Public Works, Community Development Department

**Timeframe:** 2024-2028

**Implementing Action LU-3**

```
Design Guidelines for Housing Adjacent to a Major Industrial Employer.
Prepare a set of design guidelines to address the unique objectives and characteristics of housing adjacent to a major industrial employer. Examples of design guidelines that would be prepared include noise reduction measures in walls, roofs, windows, and doors; orientation of balconies and open spaces away from major industrial employers; and additional landscaping for screening purposes.
```

**Responsibility Entity:** Community Development Department

**Timeframe:** 2018

3.2 HOUSING

Housing is a key driver of the Central City Specific Plan. The provision of housing is critical in meeting the City’s objective of facilitating the expansion of opportunities for all socio-economic groups to live in the Central City. It also contributes to a more vibrant and active city core by fostering an expanded resident population that will activate public spaces, stores, restaurants, and cultural and entertainment venues. By attracting diverse and talented residents, expanding housing opportunities will make the Central City highly appealing to innovative businesses that recognize the workforce is their key asset in an information and innovation driven economy.

**Central City Housing Goals**

- **H.1 Housing Types:** Provide for a range of housing types that address the needs of a diverse population.
- **H.2 Housing Affordability:** Encourage a housing stock that is affordable to all incomes and where at least 25% of area housing is affordable to lower income households (making 80% or less of area median income).
- **H.3 Homelessness:** Pursue solutions to reduce homelessness that includes prevention, assertive outreach, shelter and housing.
- **H.4 Displacement:** Minimize displacement of low-income residents due to gentrification.
The highest of the growth scenarios assumes that the Central City will capture housing demand sufficient to absorb the City’s pipeline of planned housing projects. This scenario assumes that by providing a substantial increase in the number of housing projects that are available in different configurations and price points compared to historical offerings, and by leveraging demographic trends and shifting household preferences which favor higher density housing and increased interest in urban living, the expanded supply of new housing will reduce a higher level of demand for urban core growth. Consistent with this scenario, the buildout of the CCSP is anticipated to yield approximately 13,400 dwelling units by the year 2036.

Need for Varied Housing Choices

The rapid escalation of area housing prices, in both the rental and for-sale markets, coupled with rapid declines in vacancy, stands as evidence of significant pent up demand. These trends are in contrast to the historical record, wherein the Central City saw relatively little population and household growth. This departure from the historical trend makes it difficult to gauge the depth and scope of demand for new housing with certainty.

While the available information indicates that the pay wage for example, for policies, processes, resources, and incentives to achieve this goal. The Housing Initiative Plan includes streamlined planning, development, and approval processes. The plan also recommends policies and processes to ensure that the need for and supply of new housing is responsive to the needs of both existing and prospective Central City residents and workers.

Market projections show the area’s existing rental and ownership housing markets. To meet the City’s objectives of facilitating the expansion of opportunities for all socio-economic groups to live in the Central City, the goals and strategies of the CCSP build upon the City’s General Plan to support and range of housing price points and tenure options including.

- Smaller Housing Units. Non-family households comprise slightly over 60 percent of all Central City households. There is a sustained demand for smaller housing units to accommodate these smaller household sizes and affordability needs.

- Higher Densities. Within the City and the region, the Central City has a unique housing mix that is more oriented toward multifamily units. Market projections show the trend toward higher densities continuing in the Central City based on population demographics, but lifestyle preferences and affordability needs.

- Lower Income Housing. When adjusted for household income to household income categories, the CCSP area has a disproportionate share of lower income households. In terms of absolute buying power, the lower incomes mean that targeted rental rates and sale prices would ideally be lower than elsewhere in the City. The CCSP area’s existing lower-income households are at risk of displacement to lower-cost areas. While only some moderate-income households may be able to afford lower-priced resale units. This mismatch generally supports the conclusion that there is pent up demand for housing affordable to moderate-income households and below in both the rental and ownership housing markets. To meet the City’s objectives of facilitating the expansion of opportunities for all socio-economic groups to live in the Central City, the goals and strategies of the CCSP build upon the City’s General Plan to support and range of housing price points and tenure options including.

<table>
<thead>
<tr>
<th>Housing Demand (All Units)</th>
<th>2016</th>
<th>2026</th>
<th>2036</th>
</tr>
</thead>
<tbody>
<tr>
<td>Historic Trend Scenario</td>
<td>21,860</td>
<td>28,240</td>
<td>26,460</td>
</tr>
<tr>
<td>SACOG Scenario</td>
<td>22,879</td>
<td>29,104</td>
<td>26,436</td>
</tr>
<tr>
<td>Supply Trend Scenario</td>
<td>32,017</td>
<td>40,257</td>
<td>41,917</td>
</tr>
</tbody>
</table>

Comparison between household income levels and the sales prices of recently constructed for-sale housing units indicates that the marketplace is only providing new for-sale housing units that are not affordable at the above moderate-income level, while only some moderate-income households may be able to afford lower-priced resale units. This mismatch generally supports the conclusion that there is pent up demand for housing affordable to moderate-income households and below in both the rental and ownership housing markets. To meet the City’s objectives of facilitating the expansion of opportunities for all socio-economic groups to live in the Central City, the goals and strategies of the CCSP build upon the City’s General Plan to support and range of housing price points and tenure options including.

Expected Target Income Levels

<table>
<thead>
<tr>
<th>Income Level</th>
<th>Percentage of Population</th>
<th>Percentage of Housing Market</th>
</tr>
</thead>
<tbody>
<tr>
<td>Above-Moderate-Income (&gt;120% AMI)</td>
<td>37.5%</td>
<td>94.6%</td>
</tr>
<tr>
<td>Moderate-Income (90%-120% AMI)</td>
<td>18.2%</td>
<td>2.0%</td>
</tr>
<tr>
<td>Low Income (50%-60% AMI)</td>
<td>17.2%</td>
<td>2.6%</td>
</tr>
<tr>
<td>Very Low Income (&lt;30% AMI)</td>
<td>12.3%</td>
<td>3.1%</td>
</tr>
<tr>
<td>Extremely Low-Income (&lt;33% AMI)</td>
<td>14.8%</td>
<td>1.9%</td>
</tr>
</tbody>
</table>

- Smaller Housing Units. Non-family households comprise slightly over 60 percent of all Central City households. There is a sustained demand for smaller housing units to accommodate these smaller household sizes and affordability needs.

- Higher Densities. Within the City and the region, the Central City has a unique housing mix that is more oriented toward multifamily units. Market projections show the trend toward higher densities continuing in the Central City based on population demographics, but lifestyle preferences and affordability needs.

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- Small Housing Units. Small households comprise slightly over 60 percent of all Central City households. There is a sustained demand for smaller housing units to accommodate these smaller household sizes and affordability needs.

- Higher Densities. Within the City and the region, the Central City has a unique housing mix that is more oriented toward multifamily units. Market projections show the trend toward higher densities continuing in the Central City based on population demographics, but lifestyle preferences and affordability needs.

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- Higher Densities. Within the City and the region, the Central City has a unique housing mix that is more oriented toward multifamily units. Market projections show the trend toward higher densities continuing in the Central City based on population demographics, but lifestyle preferences and affordability needs.
3.2.2 CENTRAL CITY HOUSING POLICIES

Housing Types

H.1.1 Preservation, Revitalization and Development. Meet housing needs through preservation, revitalization and new development.

H.2.1.7 Family Housing. Engage the development of both homeowner and rental housing opportunities and services.

H.1.2 Public Investments. Target public investments to help remove barriers (e.g., transportation, land use, and financing) that as the home to affordable housing and support new development in the Central City.

H.1.3 Variety of Housing Types. Encourage projects that provide a variety of housing types and sizes, including those that serve individuals, families, seniors and persons living with disabilities.

H.1.4 Overlays and Rental Opportunities. Promote the development of both housing ownership opportunities and rental housing.

H.1.5 Employee Housing. Encourage the construction and preservation of family housing (homes with two or more bedrooms and not restricted to seniors) sited in proximity to necessary services and amenities, e.g., grocery stores, schools, after school programs, parks, etc.

H.1.6 Housing Affordability. Provide a range of housing options at varying affordability levels, including workforce, tenant-based, homeownership opportunities and services.

H.1.7 Affordable Housing. Encourage the construction of affordable and mixed-income housing with market rate housing.

H.1.8 Affordable Housing Quality. Ensure that affordable housing is built in a manner that maintains a high quality of design and construction.

H.1.9 Moderate Steel Housing. Facilitate the development of micro units and moderate sized housing that incorporate amenities, gathering spaces, and appropriate building codes.

H.1.10 Move-up Opportunities. Consider where multi-family developments are located near existing employment centers.

H.1.11 Housing Affordability. Provide a range of housing options at varying affordability levels, including workforce, tenant-based, homeownership opportunities and services.

H.1.12 Housing Affordability. Provide a range of housing options at varying affordability levels, including workforce, tenant-based, homeownership opportunities and services.

H.1.13 Housing Affordability. Provide a range of housing options at varying affordability levels, including workforce, tenant-based, homeownership opportunities and services.

H.1.14 New Alternative Housing Types. Modify standards and requirements that are necessary to accommodate housing that is affordable by design (e.g., micro units, carriage homes, bungalow courts, etc.)

H.1.15 Second Units and Carriage Homes. Continue to streamline and improve the approval process for second units and carriage homes and incentivize existing housing to provide these buildings.

Housing Affordability

H.2.1 Housing Affordability. Provide a range of housing options at varying affordability levels, including workforce, tenant-based, homeownership opportunities and services.

H.2.2 Affordable Housing Integration. Encourage the integration of affordable and mixed-income housing with market rate housing.

H.2.3 Affordable Housing Quality. Ensure that affordable housing is built in a manner that maintains a high quality of design and construction.

H.2.4 Affordable Rental Housing. Provide a range of housing options at varying affordability levels, including workforce, tenant-based, homeownership opportunities and services.

H.2.5 Publicly-owned Property. Consider use of publicly-owned property for affordable and workforce housing development.

Displacement

H.2.6 Promote the development of new and existing public housing developments.

H.2.7 Affordable Housing and Transportation Projects. Partner with affordable housing developers and Regional Transit to take advantage of programs and funding sources that pair affordable housing with transportation projects.

H.2.8 Reduced Construction Costs. Support the development of innovative practices such as the North State Building Industry’s 5K in 5 Years Initiative to address the industry-wide labor shortage by creating 5,000 new construction jobs in 5 years.

Homelessness

H.3.1 Affordable Housing Opportunities and Services. Continue efforts to reduce homelessness by providing affordable housing opportunities and services.

H.3.2 Affordable Housing Design. Promote the development of housing that is more affordable by design, including micro and Single Room Occupancy units, both market rate and subsidized affordable.

H.3.3 Service Provider Coordination. Continue to coordinate with Sacramento County, other cities, and community service providers to serve the homeless.

H.3.4 Supportive Services. Work with partner agencies to provide supportive services in existing affordable housing developments.

H.3.5 Emergency Shelters. Continue to support existing emergency shelters and additional shelter capacity both within the plan area and citywide.

City of Sacramento Central City Specific Plan
3.2.3 CENTRAL CITY HOUSING IMPLEMENTING ACTIONS

The following actions will assist in the implementation of the Sacramento CCSP housing goals and policies. These actions supplement and are complimentary to:

- Other sections of this Specific Plan that support the development of the CCSP area as an affordable living environment that will be highly desirable to households from all socioeconomic segments of the community.

City regulatory documents that are being updated to support the housing initiative and the Central City Specific Plan such as the Zoning Code and Central City Urban Design Guidelines; and

- Other City policies and programs that provide financial and regulatory incentives, as well as process streamlining actions, in order to facilitate housing and other development in the Central City, as discussed in Section 5, Implementation.

Implementing Action H-1
Downtown Sacramento Housing Initiative Plan. Continue working to implement the key strategies of the Downtown Sacramento Housing Initiative Plan, including transit oriented development to promote housing development in key locations supported by multimodal transit services; housing conversion to rehabilitate outdated nonresidential buildings; and transforming them into modern, sustainable housing; SMART! housing to develop technologically integrated housing that addresses the need for “connected” residential developments that facilitate residents’ participation in the modern, information- and knowledge-based economy, and housing mix (targeting a variety of housing types, including market rate, workforce and rapid re-housing).

Responsible Entity: Sacramento Housing and Redevelopment Agency; Community Development Department; Economic Development Department
Timeframe: Ongoing

Implementing Action H-2
Rapid Rehousing. Rapidly rehouse 150 homeless households a year in the plan area consistent with the City’s Annual Action Plan and other applicable City housing plans.

Responsible Entity: The City; with implementation support from Sacramento Housing and Redevelopment Agency
Timeframe: Ongoing

Implementing Action H-3
Incentives for Residential Projects. Continue to offer incentives for high density residential projects and conversions from non-residential to residential uses by offering reduced Housing Impact Fees, and utilize Housing Trust Fund monies collected on other projects to provide Central City affordable housing projects with local funds that can leverage other state, federal, and philanthropic funds to address subsidy needs.

Responsible Entity: Community Development Department; Sacramento Housing and Redevelopment Agency
Timeframe: Ongoing

Implementing Action H-4
Middle-income Housing. Evaluate current regulations to better facilitate alternative housing products (e.g. tiny homes, micro units, etc.) to help fill the gap in the housing market for middle-income households as a means to achieve a more permanent and stabilized Central City.

Responsible Entity: Community Development Department
Timeframe: 2019-2020

Implementing Action H-5
Affordable Housing Funding. Help affordable housing developers interested in CCSP projects secure funding from other regional, state, and federal programs, such as Community Development Block Grants, state and federal tax credits, California Capitalize and State programs and State bond programs for affordable and infill/ transit-oriented development, and mortgage revenue bonds.

Responsible Entity: Sacramento Housing and Redevelopment Agency
Timeframe: Ongoing

Implementing Action H-6
Anti-displacement Tools. Develop a strategy, identify tools and funding mechanisms to address anti-displacement due to gentrification.

Responsible Entity: Community Development Department
Timeframe: 2019-2021

Implementing Action H-7
Monitoring Displacement. Monitor regulated affordable housing that is at risk of converting to market rate as well as rents and vacancy rates for housing in the downtown area.

Responsible Entity: Community Development Department
3.3 EMPLOYMENT

Central City Employment Goals

E.1 Employment: Reinforce the Central City as the region’s major employment center.

E.2 Business Assistance: Expand public and private investment in the business friendly Central City.

3.3.1 CENTRAL CITY EMPLOYMENT INFLUENCES

The CCSP area is the Sacramento region’s most important job center, accounting for 13 percent of all jobs within the metropolitan statistical area as of 2015. Government remains the largest employment sector, accounting for two out of every three CCSP area jobs, though the employment base is beginning to diversify somewhat.

Proximity to those employees is a key draw for many businesses that recognize that the workforce is their key asset and must compete to attract talent. Stimulating a more vibrant and active Central City by fostering an expanded resident population addresses a key locational criteria for 21st Century businesses.
3.3.2 CENTRAL CITY EMPLOYMENT POLICIES

Employment

E.1.1 Economic Diversification. Encourage economic diversification by supporting the creation of private sector jobs.
E.1.2 Office Space. Encourage new office space to support workforce stabilization and startup businesses, and provide jobs for the Central City workforce.
E.1.3 Innovation Zones. Promote central Sacramento as an "Innovation zone" with the infrastructure and facilities to function as a laboratory for development with the infrastructure and facilities to function as a laboratory for development with emerging businesses and workplace locations necessary to attract talent.
E.1.4 Home Grown Businesses. Assist "home grown" businesses, including smaller businesses, looking to expand and locate within the Central City.
E.1.5 Interim Use of Vacant Buildings and Lots. Encourage interim uses of vacant buildings and lots, such as pop-up businesses, cultural or artistic exhibitions, public and private events, and other temporary uses to reduce vacancy rates and enhance activity.
E.1.6 Public Events. Partner with local businesses to develop main street, public events that showcases the Central City's "liveability," businesses, and public events that showcase the Central City's "liveability.
E.1.7 Visitor Destination and Convention Venue. Partner with Visit Sacramento to attract visitors to the City and encourage tourism.
E.1.8 Economic Diversification. Encourage economic diversification by supporting the creation of private sector jobs.
E.1.9 Heritage Tourism. Partner with Sacramento Heritage and Visit Sacramento to promote Sacramento's heritage tourism activities in the Central City.
E.1.10 Business and Educational Linkages. Strengthen linkages between the local business community and nearby educational institutions to ensure the availability of labor with the skills necessary to fill local jobs.
E.1.11 Attract Skilled Workers. Promote Central City housing, services, entertainment, amenities and mobility options that are affordable and attractive to skilled workers.
E.1.12 Workforce Marketing. Actively market the availability of labor with the skills necessary to fill local jobs.

Business Assistance

E.2.1 Economic Development Entities. Support the efforts of the Sacramento Employment and Economic Development Corporation (SEED Corp) and other economic development entities in the Central City.
E.2.2 Business Improvement Districts. Support the efforts of the Sacramento Business Improvement Districts to address service issues.
E.2.3 Business Attraction, Expansion and Retention. Support efforts to incentivize business attraction and to facilitate business expansion and retention.
E.2.4 Partnerships. Promote economic development organizations and businesses, and facilitate public/private partnerships to advance the Central City's economic development climate.
E.2.5 Coordinate Efforts. Coordinate economic and business recruitment efforts with other established City goals, to the extent possible, and within the framework of the Convention Center and other major public investments.
E.2.6 Coordinate Efforts. Coordinate economic and business recruitment efforts with other established City goals, to the extent possible, and within the framework of the Convention Center and other major public investments.
E.2.7 Infrastructure. Expand the availability of infrastructure and services needed to support employment growth, including high-speed broadband communications, fiber, and wireless infrastructure, and enhanced travel opportunities for residents.

City of Sacramento Central City Specific Plan

Commute Patterns

Resident with an Associate's Degree or Higher

<table>
<thead>
<tr>
<th>2014-2019</th>
<th>2000</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>In-Commute</td>
<td>27.9%</td>
<td>46.3%</td>
</tr>
<tr>
<td>Live in CCSP area</td>
<td>31.1%</td>
<td>57.4%</td>
</tr>
<tr>
<td>Out-Commute</td>
<td>22.1%</td>
<td>53.7%</td>
</tr>
<tr>
<td>Work in CCSP area</td>
<td>26.0%</td>
<td>20.0%</td>
</tr>
</tbody>
</table>

City of Sacramento Central City Specific Plan
3.3 CENTRAL CITY EMPLOYMENT IMPLEMENTING ACTIONS

The CCSP employment goals and policies will be implemented through a combination of the continued application of the City’s 2013 Economic Development Strategy, as well as actions in other sections of the CCSP that cumulatively support employment growth. As a result, no additional employment specific implementation actions are identified.

3.3.3 CENTRAL CITY EMPLOYMENT IMPLEMENTING ACTIONS

The CCSP places an emphasis on increasing the amount of housing within the plan area, which will also support business attraction and retention. This will occur indirectly, as an expanded housing stock and residential population facilitated by the CCSP, creates a more livable Central City area. In turn, the Central City will support an expanded array of retail, restaurant, entertainment, and cultural offerings. This type of dynamic, mixed-use atmosphere, combined with additional Central City amenities, such as bicycling, pedestrian and transit improvements, will create the type of environment sought by innovative, knowledge-driven businesses. These businesses seek urban locations such as this, because they are a residence location of choice for the rapidly growing Millennial workforce.

In addition, the City of Sacramento’s 2013 Economic Development Strategy provides a citywide framework for strategic goals and implementing actions to strengthen and diversify the Sacramento economy. Embedded throughout the strategy are goals and actions that speak both directly and indirectly to diversifying and expanding CCSP area employment and business opportunities.

The provision of retail, education, parks, open space, entertainment, cultural and other amenities contributes to the social infrastructure of a community and improves quality of life. Adequate provision of amenities can establish a key foundation for a safe, healthy, and productive community, supporting economic growth while also enhancing the social experience and livability for all users. In order to expand the CCSP’s residential base and embrace a wider range of age and income groups, an appropriate and balanced composition of amenities is essential to influence the identity, level of activity and overall desirability of the plan area.

3.4 COMMUNITY AMENITIES

Central City Community Amenity Goals

CA.1 Retail Services: Expand shops, restaurants and other retail services throughout the Central City to enhance opportunities for residents, employees and visitors.

CA.2 Education: Support a quality education for all students living within the Central City.

CA.3 Parks and Open Space: Continue to enhance parks and open space facilities throughout the Central City.

CA.4 Entertainment and Culture: Ensure that the Central City’s arts, culture and entertainment scene continues to thrive.

3.4.1 DOWNTOWN RETAIL SERVICES

The provision of retail services (retail shops and restaurants) can greatly shape the economic, social, and identity of neighborhoods and districts within the CCSP area. Similarly, easy access to healthy food options – whether provided at grocery stores, super markets, neighborhood convenience stores, community gardens, or farmers markets – is vital to the community’s livability. Sacramento has embarked its identity as the “Farm to Fork Capital of America,” and as such, the continued development and implementation of more localized food options and sources within the CCSP area can contribute to a healthier community.

Restaurants provide a diverse selection of cuisine across the CCSP area, and their proximity to residents, employees and visitors helps to further establish the place-making capabilities of Sacramento’s Central City; and enhancing cultural wealth and interaction.
Challenges and Opportunities

The CCSP area has benefitted greatly from revitalization and a neigbouring economy, and currently offers a diverse array of retail and restaurant selections. In particular, areas that include Old Sacramento, the Entertainment and Sports Center (ESSC) District, 6th Street, R Street, the Handel District, the JKL District, and J Street offer a growing range of unique retail services. Retail market analysis reveals that the CCSP area, with the exception of Old Sacramento, features a lower retail vacancy rate than the citywide rates.

While the CCSP area does have a strong retail market, it contains a surprisingly diverse selection of retail options, much of the retail selection is fragmented and limited to certain districts, and this fragmentation has caused some areas to lack retail at a walking distance or easily accessible by transit. This fragmentation largely occurs in the predominantly residential, and lower density northeast, southeast, and southwest fringes of the CCSP area. Challenges and opportunities related to retail services are addressed through the CCSP policies and implementing actions as described below.

Central City Retail Services Policies

CA.1.1 Shopping Choices. Support a variety of retail businesses that offer grocery, food and shopping choices for residents, employees, and visitors of all incomes, ages, and backgrounds.

CA.1.2 Retail Services Distribution. Maintain a suitable balance of food, grocery and other retail services across the CCSP area, including areas currently underserved by such uses.

Central City Retail Implementing Actions

The CCSP area will continue to work with the community and local business organizations to attract, assist, strengthen and diversify retail and dining choices for all residents, daytime workers, visitors, and evening patrons within the CCSP area. Emphasis will be placed on ensuring that the distribution of retail opportunities is expanded throughout the CCSP area and generate equal access for all neighborhoods and districts. The majority of zoning districts applied within the CCSP area allow for a range of retail services and restaurants. The Specific Plan promotes the strategic use of incentives to support the types of uses, development, and investments desired.

Type of School SCUSD Area CCSB Area Number of School Sites Number of School Sites

Elementary (K-8) 53 5
Middle 8 2
High School 12 1

Implementing Action CA-1 Retail Shortfalls and Offerings. Work with the community, local businesses, and business organizations to identify and locate retail shortfalls within the CCSP area and to attract and incentivize an increased assortment of retail and restaurant offerings in accordance with the 2013 Sacramento General Plan and the City’s Economic Development Strategy.

Responsible Entity: Community Development Department: Economic Development Department Timeframe: Ongoing

3.4.2 DOWNTOWN EDUCATION

Access to good public schools can greatly influence where families want to live. The City of Sacramento and the CCSB area feature a variety of primary and secondary schools, both public and private, along with higher education opportunities both within and outside the City.

The majority of the CCSB area is within Sacramento City Unified School District (SCUSD), which is the main school district for much of the City of Sacramento, generally to the south of the American River. As of 2017, the SCUSD has a total of 73 school sites designated for students in grades K-12. This total includes 44 elementary schools, nine K-8 schools, eight middle schools, and 12 high schools. These schools house approximately 26,683 elementary school students (K-8), 7,977 middle school students (7-8), and 13,062 high school students (9-12). Currently, the only high school within the CCSB area is the MET located at 8th and V Streets, which is a small charter school without a specific attendance area. Figure 3.4-2 indicates the locations of private and public schools both inside and within the vicinity of the CCSB area.

Planning Framework: Community Amenities

City of Sacramento Central City Specific Plan

City of Sacramento Central City Specific Plan
Service Standards and Student Generation

Per the Sacramento 2035 General Plan, the City is committed to working closely with school districts to provide efficient and equitable distribution of quality educational facilities. While no one standard exists for school size, SCUSD currently seeks to meet classroom ratios of 24 students per teacher for grades K-3 and 33 students per teacher for grades 4-12. SCUSD has estimated the additional students, beyond the current number of students, that would be generated through implementation of the CCSP based on projected residential growth and student generation rates as shown in Table 3.4-1.

Challenges and Opportunities

Within the CCSP area three-fourths of the population consists of non-family households, while single people living alone represent about 60 percent of the households, and average ages are lower than elsewhere in the City. This indicates a demand for smaller housing units relative to the rest of the City, and as a result, fewer overall students generated per unit.

Accommodating new residential growth in an urban and built-out area can pose challenges. In some urban areas, there have been declining numbers of students, requiring school districts to close schools that did not have enough enrollment to stay open. When faced with an influx of new students in an urban area, school districts like SCUSD have to consider the potential impacts of bussing students to more distant schools within the district, opening closed schools, building additional or expanded buildings within existing schools, or building new schools entirely. Finding vacant sites of appropriate size to build a new school is challenging in an urban area as undeveloped land is scarce and land values are high. Within the CCSP area, SCUSD reopened Washington Elementary School, a formerly closed school during the 2016-2017 school year.

As shown in Table 3.4-2, the CCSP is projected to generate 951 additional students beyond the current number of students within the plan area. The existing schools within the CCSP area as currently configured will not be able to accommodate this growth. The City is committed to working with the SCUSD to provide adequate, high quality schools to serve the CCSP area. Challenges and opportunities related to schools and education are addressed through the CCSP policies and implementing actions as described below.

Central City Education Policies

CA.2.1 Sacramento City Unified School District. Work closely with Sacramento City Unified School District to determine strategies to serve the increased CCSP student population in a manner appropriate for an urban area.

CA.2.2 Partnerships and Joint Use. Encourage partnerships and joint use opportunities between schools, the City, businesses, and other institutions and agencies.

City of Sacramento Central City Specific Plan

Table 3.4-1: SCUSD Student Generation in the CCSP Area

<table>
<thead>
<tr>
<th>School Type</th>
<th>Generation Rate</th>
<th>Number of Additional Dwelling Units</th>
<th>Additional Students Generated</th>
</tr>
</thead>
<tbody>
<tr>
<td>Elementary</td>
<td>0.040</td>
<td>13,401</td>
<td>536</td>
</tr>
<tr>
<td>Middle</td>
<td>0.012</td>
<td>13,401</td>
<td>161</td>
</tr>
<tr>
<td>High</td>
<td>0.019</td>
<td>13,401</td>
<td>255</td>
</tr>
<tr>
<td>Total</td>
<td>0.071</td>
<td>13,401</td>
<td>951</td>
</tr>
</tbody>
</table>


Accommodating new residential growth in an urban and built-out area can pose challenges. In some urban areas, there have been declining numbers of students, requiring school districts to close schools that did not have enough enrollment to stay open. When faced with an influx of new students in an urban area, school districts like SCUSD have to consider the potential impacts of bussing students to more distant schools within the district, opening closed schools, building additional or expanded buildings within existing schools, or building new schools entirely. Finding vacant sites of appropriate size to build a new school is challenging in an urban area as undeveloped land is scarce and land values are high. Within the CCSP area, SCUSD reopened Washington Elementary School, a formerly closed school during the 2016-2017 school year.

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City of Sacramento Central City Specific Plan
TABLE 3.4-2: SCHOOLS AND CAPACITIES IN THE CCSP AREA

<table>
<thead>
<tr>
<th>School Name</th>
<th>Design Capacitya</th>
<th>Current Enrollment (2016)</th>
<th>Current Surplus/Deficit</th>
<th>CCSP Students</th>
<th>Anticipated Surplus/Deficit</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Elementary Schools</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bret Harte</td>
<td>1,275</td>
<td>1,661</td>
<td>-386</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Crocker/Riverside</td>
<td>1,249</td>
<td>1,642</td>
<td>-393</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Theodore Judah</td>
<td>1,014</td>
<td>1,658</td>
<td>-642</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Washington</td>
<td>990</td>
<td>1,063</td>
<td>-77</td>
<td></td>
<td></td>
</tr>
<tr>
<td>William Land</td>
<td>901</td>
<td>1,016</td>
<td>-115</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>4,343</td>
<td>5,112</td>
<td>-769</td>
<td>539</td>
<td>-122</td>
</tr>
<tr>
<td><strong>Middle Schools</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>California</td>
<td>1,023</td>
<td>607</td>
<td>416</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sutter</td>
<td>1,320</td>
<td>1,731</td>
<td>-410</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>2,343</td>
<td>2,308</td>
<td>45</td>
<td>161</td>
<td>154</td>
</tr>
<tr>
<td><strong>High Schools</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>C.K. McClatchy</td>
<td>1,856</td>
<td>2,250</td>
<td>-400</td>
<td>55</td>
<td>-184</td>
</tr>
</tbody>
</table>

**NOTES:**

- According to the CUSD, the design capacity totals shown are calculated on the assumption that every single classroom at a school site would be used for classrooms. However, many school sites currently house programs that use classroom space such as an after-school program, computer lab, student development program, etc. These often use less than the number of classrooms that are available. Design capacity totals also do not provide a precise grade by grade and year by year analysis, and therefore may not accurately reflect capacity of a new school.

- SOURCES: Sacramento City Unified School District, April 2017; SACOG SAGSIM, 2017; BAE Urban Economics, 2016; ESA, 2017

**3.4.2 DOWNTOWN PARKS AND OPEN SPACE**

Parks and open space provide residents, employees, and visitors of the CCSP area with both passive and active forms of recreation that are vital to promoting health and wellness, community interaction, and a sense of place. The City of Sacramento Department of Parks and Recreation, Sacramento DRR is the primary agency responsible for parks, open spaces, and recreational facilities in the City. Sacramento DRR maintains approximately 3,200 acres of developed parkland, and manages more than 230 parks and numerous other community centers and recreational facilities within the City of Sacramento. Figure 3.4-2 shows the various parks located across the CCSP area.
The CCSP area is also uniquely defined by the American and Sacramento Rivers, which establish much of the plan area’s western and northern boundaries, respectively. Both rivers offer vast natural and recreational resources including boating, swimming, fishing, extensive trails and open space allowing for many forms of active and passive recreation for residents and visitors.

Given the more intensive, urban nature of the CCSP area, parks in the plan area generally are smaller, more compact, and more urban in character than parks in suburban portions of the City. A total of approximately 286 acres of parks of various types currently exist within the CCSP area, and an additional 44.3 acres is planned, as shown in Table 3.4.2, bringing the total City park acreage in the CCSP area to 262.3 acres.

In addition, there are a number of other parks not managed by Sacramento DPR that offer recreational opportunities in the CCSP area, which include Capitol Park, Old Sacramento State Historic Park and Sutter’s Fort State Historic Park, among others. Together, these parks help manage the CCSP area that are not under the jurisdiction of Sacramento DPR but are available to the public. These include Capitol Park, Old Sacramento State Historic Park, and Sutter’s Fort State Historic Park, among others. Together, these parks help alleviate shortages of City designated regional parkland.

For regional parkland, total growth under the CCSP is expected to generate a need for 387.36 acres. With 144.58 acres of existing regional parks and 34.56 acres of planned regional parks, an additional 208.22 acres of regional parks are needed to serve the projected CCSP population. However, it should be noted that this amount of regional parkland is intended to serve the entire City and beyond, and does not necessarily need to be located within the CCSP area itself. In the past, land acquisition for Regional Parks and Parkways has been allocated through “other means,” including land dedication to the City, grants and special land acquisition fee programs. Also, other parks exist within the CCSP area that are not under the jurisdiction of Sacramento DPR but are available to the public. These include Capitol Park, Old Sacramento State Historic Park, and Sutter’s Fort State Historic Park, among others. Together, these parks help alleviate shortages of City designated regional parkland.

TABLE 3.4-2: PARKLAND SERVICE LEVEL GOALS

<table>
<thead>
<tr>
<th>Park Type</th>
<th>Service Level Goal Per 1,000 Residents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Neighborhood Parks</td>
<td>0.875</td>
</tr>
<tr>
<td>Community Parks</td>
<td>0.875</td>
</tr>
<tr>
<td>Regional Parks</td>
<td>8.0</td>
</tr>
</tbody>
</table>

CCSP Parkland Demand

CSP 3.4-5 provides parkland demand calculations for the CCSP. Applying the CCSP service level goals to determine parkland demand, the total of existing and planned parks results in a deficit of 8.00 acres of community parks and a surplus of 6.04 acres of neighborhood parks. For a combined community and neighborhood park deficit of 1.96 acres.

TABLE 3.4-5: PLANNED PARKLAND

<table>
<thead>
<tr>
<th>Planned Park Type</th>
<th>Acreage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Neighborhood Parks</td>
<td>4.87</td>
</tr>
<tr>
<td>Community Parks</td>
<td>4.87</td>
</tr>
<tr>
<td>Regional Parks</td>
<td>36.68</td>
</tr>
<tr>
<td>Total</td>
<td>44.30</td>
</tr>
</tbody>
</table>
The City has also adopted service level goals for a variety of parkland facilities, such as sports fields, hard courts, picnic areas, playgrounds, and community centers. However, there is a deficit in a number of facilities, which include sports fields (softball, baseball, and soccer), volleyball and basketball courts, and playgrounds.

Challenges and Opportunities

The main constraint affecting parks within the CCSP area is the availability of land for additional parkland expansion. As the plan area is built out, no substantial undeveloped land exists that the City could utilize to build new parks, and unlike greenfield and brownfield sites, the plan area does not have much rare or vacant land available, apart from parcels that are smaller in size. The City is planning to add parkland within the Docks area, alongside Sutter’s Landing Regional Park, and incorporate the Sacramento Historic City Cemetery to provide additional parks within the CCSP area, and these areas comprise the planned park acreage found in Tables 3.4-3 and 3.4-5. Other future parks can include areas such as the top of parking garages and under freeways, as well as activating underutilized spaces within the existing public right-of-way for recreational use.

### TABLE 3.4-6: PARKLAND DEMAND IN THE DSP AREA

<table>
<thead>
<tr>
<th>Park Type</th>
<th>City Standard (ac/residents)</th>
<th>Existing CCSP Population (residents)</th>
<th>Projected CCSP Growth (residents)</th>
<th>Projected CCSP Total Population (residents)</th>
<th>Required Park Acres</th>
<th>Existing Park Acresa</th>
<th>Planned Park Acres</th>
<th>Surplus/Deficit (ac)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Community</td>
<td>0.875/1,000</td>
<td>26,710</td>
<td>21,710</td>
<td>48,420</td>
<td>42.37</td>
<td>40.77</td>
<td>1.60</td>
<td>-8.00</td>
</tr>
<tr>
<td>Neighborhood</td>
<td>0.875/1,000</td>
<td>26,710</td>
<td>21,710</td>
<td>48,420</td>
<td>42.37</td>
<td>40.77</td>
<td>1.60</td>
<td>-8.00</td>
</tr>
<tr>
<td>Citywide/Regionalb</td>
<td>3/1,000</td>
<td>26,710</td>
<td>21,710</td>
<td>48,420</td>
<td>87.36</td>
<td>86.48</td>
<td>0.88</td>
<td>-6.82</td>
</tr>
<tr>
<td>TOTAL</td>
<td>--</td>
<td>26,710</td>
<td>21,710</td>
<td>48,420</td>
<td>127.82</td>
<td>127.02</td>
<td>0.80</td>
<td>-10.82</td>
</tr>
</tbody>
</table>

Notes:
- a Planned Community Parks provide an additional 4.87 ac, planned Neighborhood Parks provide an additional 4.87 ac, and planned Regional Parks provide an additional 34.56 ac to comprise the totals for existing and planned parks.
- b The City does not require dedication and/or in-lieu fees for Citywide/Regional parks. This demand is met through other means.

Source: City of Sacramento, Parks and Recreation Department, May 2017.

### TABLE 3.4-7: PARKLAND FACILITY DEMAND IN THE DSP AREA

<table>
<thead>
<tr>
<th>Facility Type</th>
<th>City Standard (ac/residents)</th>
<th>Existing CCSP Population (residents)</th>
<th>Projected CCSP Growth (residents)</th>
<th>Projected CCSP Total Population (residents)</th>
<th>Surplus/Deficit (ac)</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Facility Type</th>
<th>City Standard (ac/residents)</th>
<th>Existing CCSP Population (residents)</th>
<th>Projected CCSP Growth (residents)</th>
<th>Projected CCSP Total Population (residents)</th>
<th>Surplus/Deficit (ac)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Softball, Youth, Adult</td>
<td>1/7,500</td>
<td>26,710</td>
<td>21,710</td>
<td>48,420</td>
<td>4</td>
</tr>
<tr>
<td>Baseball, Adult, Little League</td>
<td>1/7,500</td>
<td>26,710</td>
<td>21,710</td>
<td>48,420</td>
<td>4</td>
</tr>
<tr>
<td>Soccer, Bantam, Full Size</td>
<td>1/7,500</td>
<td>26,710</td>
<td>21,710</td>
<td>48,420</td>
<td>4</td>
</tr>
<tr>
<td>Volleyball</td>
<td>1/10,000</td>
<td>26,710</td>
<td>21,710</td>
<td>48,420</td>
<td>3</td>
</tr>
<tr>
<td>Basketball, Youth, High School</td>
<td>1/10,000</td>
<td>26,710</td>
<td>21,710</td>
<td>48,420</td>
<td>3</td>
</tr>
<tr>
<td>Tennis</td>
<td>1/10,000</td>
<td>26,710</td>
<td>21,710</td>
<td>48,420</td>
<td>3</td>
</tr>
<tr>
<td>Picnic Area (Large Group)</td>
<td>1/30,000</td>
<td>26,710</td>
<td>21,710</td>
<td>48,420</td>
<td>3</td>
</tr>
<tr>
<td>Playgrounds, Tot Lots, Adventure Play Areas</td>
<td>1/2,500</td>
<td>26,710</td>
<td>21,710</td>
<td>48,420</td>
<td>2</td>
</tr>
<tr>
<td>Outdoor Pool Facilities</td>
<td>1/30,000</td>
<td>26,710</td>
<td>21,710</td>
<td>48,420</td>
<td>1</td>
</tr>
<tr>
<td>Community Centers</td>
<td>1/50,000</td>
<td>26,710</td>
<td>21,710</td>
<td>48,420</td>
<td>1</td>
</tr>
</tbody>
</table>

Notes:
- a Planned Community Parks provide an additional 4.87 ac, planned Neighborhood Parks provide an additional 4.87 ac, and planned Regional Parks provide an additional 34.56 ac to comprise the totals for existing and planned parks.

Source: City of Sacramento, Parks and Recreation Department, May 2017.
The City of Sacramento’s Planning Framework: Community Amenities discusses the integration of arts and cultural resources in a variety of public places within the City. The plan identifies opportunities along the American and Sacramento Rivers, which can help meet the need for neighborhood/cultural options as described below.

CB.3.4 ENTRAINEDMENT AND CULTURAL OPPORTUNITIES

Sacramento’s Central City is the region’s premier entertainment destination, housing numerous theaters, concert halls, clubs, libraries, and museums. Entertainment and cultural venues are important to all demographic groups residing in and visiting the Sacramento area and surrounding region grow, the need and opportunity for additional entertainment and cultural facilities, as the CCSP area and surrounding region grow, the need and opportunity for additional entertainment and cultural facilities, as the CCSP area and surrounding region grow.

The CCSP area hosts numerous entertainment and cultural venues, it is advantageous for the City to take advantage of cheaper land and development opportunities along the American and Sacramento Rivers, which can help meet the need for neighborhood/cultural options as described below.

Implementing Action CA-5

Parkland Development. Continue identifying and developing parkland opportunities throughout the City, and to develop new recreational gathering spaces in accordance with the City’s Small Public Places program.

Implementation Timeframe: Ongoing

Central City Parks and Open Space

Implementation Actions

The following additional actions will supplement the City’s existing programs and policies, and will assist in the implementation of the CCSP parks and open space goals and policies.

Policy

CA.3.4

Sacramento Rivers.

As of 2017, the CCSP area has approximately ten theaters, four libraries, and seven museums, in addition to the Golden 1 Center, Memorial Auditorium, Sacramento Convention Center, and the Sacramento River vibrant around-the-clock activity. Additionally, these facilities provide visitors with unique, arts and entertainment destinations. The City’s Small Public Places program.

Potential sites for new parks include the 15th Street corridor and the southwest corner of 15th and K Streets.

While a regional draw, the Central City’s entertainment and cultural options are smaller in scale and less established with respect to other major cities in California such as Los Angeles and the San Francisco Bay Area, and as such, the CCSP area must compete with venues located in these regions. Sacramento’s potential benefit from its lower property values, compared to the existing base of restaurants and hotels, as the CCSP area and surrounding region grow, the need and opportunity for additional entertainment and cultural options will increase.

Opportunities and Contrasts

Given the regional draw of entertainment and culture, it is advantageous for the City to take advantage of cheaper land and development opportunities along the American and Sacramento Rivers, which can help meet the need for neighborhood/cultural options as described below.

City of Sacramento Central City Specific Plan
Central City Entertainment and Cultural Policies

CA.4.1 Entertainment and Cultural Growth. Identify locations for growth in the entertainment and cultural realm to allow for compatible entertainment and cultural venues.

CA.4.2 Proximity to Transit. Encourage entertainment and cultural venues to be located within walking distance of transit stops and services.

CA.4.3 District Opportunities. Maintain and expand the robust entertainment and cultural opportunities within the Riverfront District, the ESC District, the JKL District, the Capitol District, the R Street District, and the 16th Street District.

CA.4.4 Live Entertainment. Encourage live entertainment venues. If they include features that reduce/mitigate noise and other impacts on surrounding neighborhoods.

CA.4.5 Community Events and Activities. Support the ability for non-City entities to hold community events and activities.

CA.4.6 Signature Events. Incentivize entertainment and cultural venues and signature events that attract regional, national and international audiences to the Central City and the riverfront.

Central City Entertainment and Culture Implementing Actions

The CCSP area already features diverse entertainment and cultural venues, but as the population increases there will be an increase in the demand for these creative spaces and the City is committed to working with a variety of organizations and stakeholders to determine and address the specific needs and opportunities for entertainment and cultural venues. The majority of zoning districts applied within the CCSP area allow for a range of entertainment and cultural uses, and the CCSP promotes the strategic use of incentives to support the types of uses, development, and investments desired.

The following additional action will supplement the City’s existing programs and policies, and will assist in the implementation of the CCSP entertainment and culture goals and policies.

Implementing Action CA-7

Entertainment and Cultural Venues. Collaborate with universities and educational institutions, arts and cultural organizations, creative individuals and supporters, Sacramento Public Library, local businesses, and the community to identify, locate, and develop additional entertainment and cultural venues in appropriate locations within the CCSP area.

Responsible Entity: Community Development Department, Economic Development Development Department

Timeframe: 2021-2023
Public Art Goals

**PA.1** Public Space: Contribute to the cultural identity of Sacramento through enhanced public spaces in the Central City that feature high-quality public artwork.

**PA.2** Arts Entertainment: Provide a wide variety of arts entertainment, including live performance, cinema and public infrastructure.

**PA.3** Enrichment: Enhance the daily lives of people who live, work, and visit Sacramento's Central City through the installation of public artworks and venues for performances.

**PA.4** Community: Allow residents of Sacramento to enjoy an enhanced sense of community resulting from the creation of and/or performance of art in public spaces.

**PA.5** Promoting Public Transit and Active Transportation: Integrate public art with infrastructure to promote the use of public transportation and enhance the pedestrian and bicyclist experience.

**PA.6** Sustainability: Ensure public art is sustainable with minimum negative environmental impact.

**PA.7** Public Safety: Commission public art that considers the safety of those who interact with it.

Public art helps to support a vibrant Central City. It encourages pedestrian travel by adding visual interest to the public streetscape enriching the pedestrian experience, and has the potential to catalyze and foster community identity. The CCSP seeks to promote the arts in the Central City area through a distinct art strategy that looks for new opportunities to develop public artworks, highlighting key strategic areas such as the Riverfront, gateway corridors, transportation pathways and nodes to foster transit oriented development patterns. One of the components of this plan is a collaboration with West Sacramento and the Crocker Art Museum to develop the “River Crossing concept” to create a link between the two cities through arts and culture.
Overview

The City Division of the Sacramento Metropolitan Arts Commission (SMAC) is funded by the City and County. The City division administers the programs for arts education, grants and public art. SMAC was established in 1977 to advise, review and make recommendations to the City Council and the County Board of Supervisors. The eleven-member commission is appointed by City and County selected officials. Commissioners serve on committees for arts education, grants and public art. In Public Places (APP), a program within City Division, expands the public’s experience of visual art through the installation of artworks in public places across the City. The collection includes more than 700 diverse works, from monumental to intimate, in public parks, community centers, transit stations and public service buildings and offices and lobbies. The APP program is funded through City and County revenue and a Memorandum of Understanding that specifies two percent of City and County ordinances and a Memorandum of Understanding that specifies two percent of construction budgets for city buildings, parking, and eligible City and County capital improvement projects. Additionally, Sacramento Regional Transit sets aside funding for art in transit projects; and other public and private agencies also utilize SMAC to manage art acquisition and curations. SMAC curates and supports acquisition of the art after a capital improvement budget has been approved by the City Council. One focus of the CCSP Public Art Plan is the streetwear stops currently in design by the Downtown/Division/Streetview Street Project.

The City of Sacramento Central City Specific Plan

The APP Program provides opportunities for artists to create works that enhance public spaces and to work with architects, engineers, landscape architects, and city planners to design and build civic amenities. The programs can be functional, such as a bench or tree grate, or address a political or social concern, but all public art creates a sense of place. The APP Program has had many successful projects through the years. Sacramento International Airport and the Golden 1 Arena are examples of spaces that house several notable public art installations that were curated.

For the site Broadway Augmented, commissioned eleven renowned artists to create temporary installations along Broadway, enlivening a downtown corridor with whimsy and function to daily life. The exhibition featured works in all mediums throughout the City Hall lobby, Sacramento Municipal Utility District (SMUD) lobby, and the Sacramento County Board of Supervisors’ Chambers.

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Challenges and Opportunities

Planning thought provides an opportunity to strengthen and build upon the current community support for the arts. New streetscapes and public spaces furnished with public art, along with neighborhood art walks, will help solidify Sacramento Central City as the prominent regional cultural destination. The CCSP enhances the existing cultural options by expanding opportunities for outdoor cultural programming. This will benefit the Central City economy with spillover dining, retail, and incidental spending by those who come to enjoy the cultural environment.

The APP Program seeks to help create a more beautiful and distinctive city by creating places that are visually interesting, from midblock gardens within which to live, work and play. By establishing the alignment of these works in all mediums throughout the City at the locations, the Public Art Plan will expand opportunities for artists to be included into the planning, funding and design of capital improvement projects. The plan also builds upon the tradition of using art, murals, signage, paving features, and street furniture to enhance the public streetscape—making more interesting the design of the many elements that occupy the public streetscape—making more interesting the design of the many elements that occupy the streetscape. These features encourage pedestrian travel by adding visual interest to the public streetscape which enriches the pedestrian experience and has the potential to catalyze and foster community identity.

Design elements should be used to enhance projects and public rights of way at points of entry to the Central City and on designated corridors. Designing these installations should also embrace and integrate with the public and private realms, while simultaneously highlighting and preserving historical elements of Sacramento. Public art should be conceived of as being integral to the design of the many elements that occupy the public streetscape—making more interesting spaces while not necessarily increasing their size. Public Art can draw residents and visitors to create understanding of our historic and cultural resources while recognizing the historic and architectural treasures for their artistic value. This may be implemented through small urban design features, such as fountains, parks, seating areas, landscape art, murals, signage, paving features, and street furniture, that house several notable public art installations that were curated.

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“Net Sculpture” London, England by Janet Echelman
Sculpture - Aerial

“Urban Light” Los Angeles, CA by Chris Burden
Lighting - Installation

“Invoxicated” by Karl-Johan Ekeroth (Location Unknown)
Interactive

Primary Structure, Wanas Sculpture Park, Sweden by Jacob Dahlgren
Play Areas and Structures

“Walk the Walk.” Presented in New York, NY by Kate Gilmore
Performing Arts

Stairs at The Camp Retail Development, Costa Mesa, CA
Literary
Planning Framework: Public Art

Iconic Architecture

Olympic Torch Tower, Atlanta, GA by Todd Schlieter

Wayfinding

“Wayfinding” by Kelly Barique/Barique Studio

Water Feature

Fountains

“Fountains” by Nicola Scobie

Creative Landscaping

Infrastructure

“High Line” Wayfinding by James Corner Field Operations

“The High Line” New York, NY by James Corner Field Operations

Murals

“The Great Wall of Carmichael” by Hugh Gorman

“The Great Wall of Carmichael” by Hugh Gorman

Creative Landscaping

“The High Line” New York, NY by James Corner Field Operations

Infrastructure

“The High Line” New York, NY by James Corner Field Operations

City of Sacramento Central City Specific Plan
Proposed Public Art Locations

Figure 3.5-1: Public Art Location Recommendation Map represents the locations of existing public art as well as possible locations for future public art. The existing public art locations are represented by orange pins and have been adjusted in size based on how many public art pieces are in that area. Each public art pin accounts only for public art pieces that are located outdoors and are fully accessible to the public.

The points of interest for future public art placement are represented by blue circles and have been adjusted in size based on the importance of a specific location. A proposed public art corridor is represented by a purple arrow running along a specific route. These corridors focus on a cohesive path from one point of interest to another. A corridor should be uninterrupted along the entire route and be seen as one continuous piece of art or a series of art pieces.

The locations of proposed public art should include urban design cues that signify the experience of entering the Central City from multiple pedestrian, vehicular and public transit pathways to enhance the visual character of the Central City area. Public art should be located in specific sites that are appropriate for public art installations, public art walks, or temporary performance venues. A description of each recommended site and the type of art that is recommended at each location follows.

The blue circles on Figure 3.5-1, Public Art Location Recommendations, correspond to the following numbered descriptions of recommended public art locations:
1. Tower Bridge

The Tower Bridge is an essential link between West Sacramento and Sacramento’s Central City. Capitol Mall terminates on the west side of Tower Bridge and Raley Field is located on the west side. These are just two of the many attractions located in close proximity to Tower Bridge. This key infrastructure connection would benefit from the implementation of light art in numerous ways. A light installation here would illuminate the path from one side of the river to the other. An illuminated Tower Bridge would encourage pedestrian and bicycle corridors, O Street Overpass/Sacramento River Bike Trail. Continually enhancing the multi-modal network of transportation is a high priority goal for Sacramento. Providing and promoting infrastructure needs for bicyclists is an essential part of streamlining transportation options. There are currently bicycle lanes integrated with vehicular traffic, as well as stand-alone paths like the Sacramento River Bike Trail. Along this trail one can find benches, shade structures and installations like the Circle of Lights. Further investment of light art would illuminate the bike trail at night and provide opportunities for numerous live performances and other programs, as well as the creation of a sculptural landscape.

2. O Street Overpass/Sacramento River Bike Trail

Continually enhancing the multi-modal network of transportation is a high priority goal for Sacramento. Providing and promoting infrastructure needs for bicyclists is an essential part of streamlining transportation options. There are currently bicycle lanes integrated with vehicular traffic, as well as stand-alone paths like the Sacramento River Bike Trail. Along this trail one can find benches, shade structures and installations like the Circle of Lights. Further investment of light art would illuminate the bike trail at night and provide a safer path for bicyclists and pedestrians. Additionally, a public art sculpture would identify the connection point of two prominent pedestrian and bicycle corridors, O Street and the Sacramento River Bike Trail.

3. Crocker Art Museum

The Crocker Art Museum is an art and cultural hub in the City of Sacramento with current plans to add outdoor public art, which will make the immediate vicinity an even greater art destination for both citizens and tourists. Crocker Park, if enhanced, would provide opportunities for numerous live performances and other programs, as well as the creation of a sculptural landscape.

4. 3rd Street / Capitol Avenue

The parking lot north of Crocker Park is an ideal location for large-scale public art. Visible from the Sacramento River, Montlake & Capitol Mall, Tower Bridge and surrounding areas, an iconic architecture or sculptural work, and/or a light installation, would serve to welcome people to Sacramento’s Central City and create a wayfinding point for this area of high vehicular and pedestrian activity.

5. Front Street / K Street

The entry into Old Sacramento from the pedestrian tunnel would benefit greatly from a piece of public art that acknowledges your arrival into this unique district. An art installation that recognizes the history and current economy of the neighborhood would encourage pedestrian circulation at this underutilized entrance. The tunnel itself incorporates public art, but having an installation at this underutilized entrance. The tunnel itself incorporates public art, but having an installation at this underutilized entrance would create a welcoming gesture to those entering Old Sacramento.
6.  Sacramento Downtown Commons

Downtown Commons is an area of high pedestrian activity. Hosting many sporting and cultural events, the space offers several opportunities for public art: people congregate for large events and installations of public art; would act as a focal point reflecting the function of the Sacramento Valley Station as a wayfinding point. With the addition of public art, this area could serve as a starting point for integrating public art into surrounding neighborhoods. With public art along Capitol Mall, it is crucial to avoid disrupting views of the Capitol and Tower Bridge, while preserving the ability of this open space to host large events, including everything from marathons to farmers’ markets.

7. Sacramento Valley Station

As a multi-modal transportation hub, this is a space where people from around the state collect before entering the city. The presence of public art reflecting the function of the Sacramento Valley Station would signal to travelers that they have entered a city with a deep transportation history. The Sacramento Downtown Commons, this small, intimate plaza already features the Downtown Sacramento Arts Site during the winter. Performances and public art installations during other times of the year would activate the space on a continual basis. Bookending the easternmost segment of Capitol Mall at 7th and 8th Street, which will increase pedestrian activity, public art would enhance the public realm for pedestrians and promote circulation around this park.

8. Sacramento Downtown Commons

This segment of H Street incorporates the streetcar route between 7th and 8th Street. This section of street has parking garage frontage on either side and is in need of public art to animate this corridor. The addition of interactive art would increase a human presence and make this a safer area.

9. West Terminus of Capitol Mall

At the western end of Capitol Mall is an area that would incorporate public art in order to accentuate one of the most important axes in the city. The Capitol Building is a grandiose terminus anchoring the west end of Capitol Mall while the Tower Bridge acts as a terminus on the west end of Capitol Mall. These two visual points of interest are far enough apart from each other that this open space would benefit from a public art installation somewhere between the Capitol Building and Tower Bridge. An artwork, or series of connected artworks, would aid in the visual comprehension of this large space and act as a wayfinding point. With the addition of public art along Capitol Mall, it is crucial to avoid disrupting views of the Capitol and the Tower Bridge, while preserving the ability of this open space to host large events, including everything from marathons to farmers’ markets.

10. 9th Street / Capitol Mall

One of the most important axis in the city. The Capitol Building and Tower Bridge. An artwork, or series of connected artworks, would aid in the visual comprehension of this large space and act as a wayfinding point. With the addition of public art along Capitol Mall, it is crucial to avoid disrupting views of the Capitol and the Tower Bridge, while preserving the ability of this open space to host large events, including everything from marathons to farmers’ markets.

11. Saint Rose of Lima Park

Located just across the street from Downtown Commons, this small, intimate plaza already features the Downtown Sacramento Arts Site during the winter. Performances and public art installations during other times of the year would activate the space on a continual basis. Bookending the easternmost segment of Capitol Mall at 7th and 8th Street, which will increase pedestrian activity, public art would enhance the public realm for pedestrians and promote circulation around this park.

12. 11th Street / J Street

This midway point along the J Street stretch of streetcar is currently lacking any type of public art. In addition to a proposed streetcar station at this intersection, it is also the intersection of Downtown, Midtown, Boulevard Park and Mansion Flats. Public art here would help stimulate other activity in this area. Additionally, the bulk of the city’s public art collection is located within Sacramento’s Central City. This area could serve as a starting point for integrating public art into surrounding neighborhoods, furthering neighborhood identity and establishing connections.

13. 11th Street / K Street

This location falls on the K Street portion of the streetcar route between 7th and 10th Street. Both these streets have designated bike lanes, making this an ideal location for art-directed bicycle rad or other typologies of infrastructure art.

14. Sacramento Civic Center

There are currently installations of public art surrounding the Sacramento Convention Center but public art is limited on 13th Street between J Street and L Street. This portion of 13th street is a vital site for public art due to the slow velocity traffic, heightened pedestrian traffic, and important events that occur at the Convention Center as well as at the Community Center Theater.

15. 16th Street / J Street

A proposed streetcar station located at this intersection, along with St. John’s Lutheran Church on the northwest corner, creates an interesting juxtaposition of secular architecture and modern infrastructure. Public art here could serve as a wayfinding point to the unique adjacency. L Street has bike lanes on either side of the street that are situated between a traffic lane and on-street parallel parking. This is an opportunity to use public art to highlight these bike lanes, making them safer for bicyclists.

16. 17th Street / L Street

With recent mixed-use developments in this part of the city, and more people living and working in Midtown, public art would aid in the growth and prosperity of this key commercial area. The growing amount of pedestrian activity, there is a proposed streetcar station at this intersection that would support pedestrian circulation.
Recommended Public Art Corridors

The objective of a public art corridor is to emphasize a continuous route from one point of interest to another through the implementation of public art. There are two corridors that are highlighted on Figure 3.5-1 Arts Plan Public Art Location Recommendation Map. Corridors are represented by purple lines with arrows at the termini of each node. The first corridor runs from the Sacramento Valley Station to the Crocker Art Museum, on a spur connecting to Downtown Core, and the other runs the length of Capitol Mall. This is an opportunity to deploy public art in the form of murals, ground and aerial sculpture, installation and projection lighting, and paving, among others. The objective is to enhance these two established routes and to strengthen the connection between prominent features of the Central City.

Public Art Policies

Public Space

PA.1.1 Key Locations and Gateways. Provide public art in locations that enhance the pedestrian experience and signify key locations, including city entry points, places of civic engagement, and public infrastructure. Major art works should be carefully coordinated with specific sites to mark key gateways into the City.

PA.1.2 General Plan. Reinforce the placemaking goal of the City’s General Plan by commissioning artworks that are visually distinctive and that become associated with the identity of the Central City and its individual neighborhoods and districts.

PA.1.3 Artistic and Visual Compatibility. Emphasize the artistic and visual relationship between Sacramento’s Central City, the City of West Sacramento, the downtown neighborhood with the commissioning of iconic works of art that visually unite the two communities.

PA.1.4 Multi-disciplinary Collaboration. Involve the communities and multidisciplinary teams of artists, architects, engineers, planners, and managers in the artist selection process for capital improvement projects. Community involvement and education are vital to the success of the CCS-Public Art Plan.

PA.1.5 Fund Aggregation. Provide an opportunity for arts contributions from the Art in Public Places requirement to be aggregated to facilitate the acquisition of significant public art pieces to be permanently displayed in appropriate Central City locations. Funds may be aggregated for artworks to be purchased by SMAC or by collective purchase by one or more developers.

PA.1.6 Race and Cultural Equity. Support SMAC’s Race and Cultural Equity Statement that reads, in part, “The Sacramento Metropolitan Art Commission believes that all people in Sacramento County have the right to celebrate and engage in meaningful and relevant arts and cultural experiences.” SMAC strives to ensure equity in its outreach, funding, leadership, resources, distribution, partnerships, and programs.

Arts Entertainment

PA.2.1 Live Performance Venues. Support live performances on a temporary or permanent basis, such as dance, music, theater and/or cinema.

PA.2.2 Supporting Infrastructure. Support temporary street closings and appropriate settings, as well as the availability of supporting nearby infrastructure, i.e. sidewalk or other transit, bathrooms, etc., when identifying sites that support performances.

PA.2.3 Interactive Art. Encourage interactive public art that invites user participation or provides sensory stimulation through touch, movement, sound, etc.
PA.4.1 Community Planning Framework: Public Art

Artists and design professionals, schools, and citizens affected by the program. These include directed to the general public and to education and outreach for public art, implementation of a Education and Outreach.

PA.4.2 Temporary Artworks. Promote a temporary arts program, in conjunction with other City’s regulations.

PA.4.3 Marketing. Develop a marketing program which includes greater utilization of available resources to promote the creation and enjoyment of art.

PA.4.4 Open Streets Events. Support public art and community by holding open streets events in various downtown areas.

PA.4.5 Designated Art Locations. Implement a public art system in designated locations to encourage pedestrian activity. These art works shall be designed to include a variety of mediums, including sculpture, landscape, murals, and text-based art.

PA.5.1 Visibility. Consider the placement of public art and monuments so that they do not obstruct driver’s view of public transit stops, provide a destination, create a necessity to电动 the light rail and streetcar systems.

PA.5.2 Bike Rack Location. Encourage people to utilize their bikes rather than cars through strategically located, artist-designed bike racks that celebrate Sacramento’s bicycle culture.

PA.5.3 Bike Racks. Implement artist-designed bike racks that meet the City of Sacramento standards.

PA.5.4 Performances near Streetcar Stations. Encourage public art performances within walking distance of streetcar stations to promote streetcar ridership and to provide access to performances for all.

PA.6.1 Best Management Practices. Follow best management practices to reduce light pollution from light-based art installations, lighting installations, infrastructure and light projections to limit light spillover and impact to adjacent properties, the wildlife and the night sky.

PA.6.2 Pedestrian and Motorist Safety. Integrate public art with infrastructure to create a safer environment for pedestrians and motorists. Public art installations may also accommodate utility boxes, including elaborately paved sidewalks and crosswalks, highlighted bike lanes, artist-designed highway overpasses and underpasses, etc.

PA.6.3 Bike Rack Location. Encourage people to utilize their bikes rather than cars through strategically located, artist-designed bike racks that celebrate Sacramento’s bicycle culture.

PA.7.1 Sustainability.

PA.7.2 Visibility. Consider the placement of public art and monuments so that they do not obstruct driver’s view of public transit stops, provide a destination, create a necessity to电动 the light rail and streetcar systems.

PA.7.3 Bike Rack Location. Encourage people to utilize their bikes rather than cars through strategically located, artist-designed bike racks that celebrate Sacramento’s bicycle culture.

PA.7.4 Performances near Streetcar Stations. Encourage public art performances within walking distance of streetcar stations to promote streetcar ridership and to provide access to performances for all.

PA.4.4.1 Art in Public Places. Guide art investment and use of public art based on the City’s history and architectural history (e.g., public art installations that showcase the City’s history, art walk events in various downtown areas).

PA.4.4.2 Promoting Transit and Active Transportation. Implement a streetcar system to increase accessibility, support new transit-oriented development, and encourage pedestrian activity.

PA.4.4.3 Art Adjacent to Light Rail and Streetcar Stations. Create opportunities for public art installations adjacent to light rail and streetcar stations, providing additional public art visits to encourage active use of public transit. The adjacent public art installations can be coordinated with the City’s light rail and streetcar systems.

PA.4.4.4 Bike Rack Location. Encourage people to utilize their bikes rather than cars through strategically located, artist-designed bike racks that celebrate Sacramento’s bicycle culture.

PA.4.4.5 Bike Racks. Implement artist-designed bike racks that meet the City of Sacramento standards.

PA.4.4.6 Performances near Streetcar Stations. Encourage public art performances within walking distance of streetcar stations to promote streetcar ridership and to provide access to performances for all.

PA.5.5 Designated Art Locations. Implement a public art system in designated locations to encourage pedestrian activity. These art works shall be designed to include a variety of mediums, including sculpture, landscape, murals, and text-based art.

PA.5.5.1 Visibility. Consider the placement of public art and monuments so that they do not obstruct driver’s view of public transit stops, provide a destination, create a necessity to电动 the light rail and streetcar systems.

PA.5.5.2 Bike Rack Location. Encourage people to utilize their bikes rather than cars through strategically located, artist-designed bike racks that celebrate Sacramento’s bicycle culture.

PA.5.5.3 Bike Racks. Implement artist-designed bike racks that meet the City of Sacramento standards.

PA.5.5.4 Performances near Streetcar Stations. Encourage public art performances within walking distance of streetcar stations to promote streetcar ridership and to provide access to performances for all.

PA.6.4 Visibility. Consider the placement of public art and monuments so that they do not obstruct driver’s view of public transit stops, provide a destination, create a necessity to电动 the light rail and streetcar systems.

PA.6.5 Sustainability.

PA.6.6 Pedestrian and Motorist Safety. Integrate public art with infrastructure to create a safer environment for pedestrians and motorists. Public art installations may also accommodate utility boxes, including elaborately paved sidewalks and crosswalks, highlighted bike lanes, artist-designed highway overpasses and underpasses, etc.

PA.7.5 Sustainability.

PA.8.1 Sustainability.

PA.8.2 Pedestrian and Motorist Safety. Integrate public art with infrastructure to create a safer environment for pedestrians and motorists. Public art installations may also accommodate utility boxes, including elaborately paved sidewalks and crosswalks, highlighted bike lanes, artist-designed highway overpasses and underpasses, etc.

PA.8.3 Bike Rack Location. Encourage people to utilize their bikes rather than cars through strategically located, artist-designed bike racks that celebrate Sacramento’s bicycle culture.

PA.8.4 Bike Racks. Implement artist-designed bike racks that meet the City of Sacramento standards.

PA.8.5 Performances near Streetcar Stations. Encourage public art performances within walking distance of streetcar stations to promote streetcar ridership and to provide access to performances for all.

PA.8.6 Designated Art Locations. Implement a public art system in designated locations to encourage pedestrian activity. These art works shall be designed to include a variety of mediums, including sculpture, landscape, murals, and text-based art.

PA.8.7 Visibility. Consider the placement of public art and monuments so that they do not obstruct driver’s view of public transit stops, provide a destination, create a necessity to电动 the light rail and streetcar systems.

PA.8.8 Bike Rack Location. Encourage people to utilize their bikes rather than cars through strategically located, artist-designed bike racks that celebrate Sacramento’s bicycle culture.

PA.8.9 Bike Racks. Implement artist-designed bike racks that meet the City of Sacramento standards.

PA.8.10 Performances near Streetcar Stations. Encourage public art performances within walking distance of streetcar stations to promote streetcar ridership and to provide access to performances for all.

PA.9.1 Sustainability.

PA.9.2 Pedestrian and Motorist Safety. Integrate public art with infrastructure to create a safer environment for pedestrians and motorists. Public art installations may also accommodate utility boxes, including elaborately paved sidewalks and crosswalks, highlighted bike lanes, artist-designed highway overpasses and underpasses, etc.

PA.9.3 Bike Rack Location. Encourage people to utilize their bikes rather than cars through strategically located, artist-designed bike racks that celebrate Sacramento’s bicycle culture.

PA.9.4 Bike Racks. Implement artist-designed bike racks that meet the City of Sacramento standards.

PA.9.5 Performances near Streetcar Stations. Encourage public art performances within walking distance of streetcar stations to promote streetcar ridership and to provide access to performances for all.

PA.9.6 Designated Art Locations. Implement a public art system in designated locations to encourage pedestrian activity. These art works shall be designed to include a variety of mediums, including sculpture, landscape, murals, and text-based art.

PA.9.7 Visibility. Consider the placement of public art and monuments so that they do not obstruct driver’s view of public transit stops, provide a destination, create a necessity to电动 the light rail and streetcar systems.

PA.9.8 Bike Rack Location. Encourage people to utilize their bikes rather than cars through strategically located, artist-designed bike racks that celebrate Sacramento’s bicycle culture.

PA.9.9 Bike Racks. Implement artist-designed bike racks that meet the City of Sacramento standards.

PA.9.10 Performances near Streetcar Stations. Encourage public art performances within walking distance of streetcar stations to promote streetcar ridership and to provide access to performances for all.

PA.10.1 Sustainability.

PA.10.2 Pedestrian and Motorist Safety. Integrate public art with infrastructure to create a safer environment for pedestrians and motorists. Public art installations may also accommodate utility boxes, including elaborately paved sidewalks and crosswalks, highlighted bike lanes, artist-designed highway overpasses and underpasses, etc.

PA.10.3 Bike Rack Location. Encourage people to utilize their bikes rather than cars through strategically located, artist-designed bike racks that celebrate Sacramento’s bicycle culture.

PA.10.4 Bike Racks. Implement artist-designed bike racks that meet the City of Sacramento standards.

PA.10.5 Performances near Streetcar Stations. Encourage public art performances within walking distance of streetcar stations to promote streetcar ridership and to provide access to performances for all.

PA.10.6 Designated Art Locations. Implement a public art system in designated locations to encourage pedestrian activity. These art works shall be designed to include a variety of mediums, including sculpture, landscape, murals, and text-based art.

PA.10.7 Visibility. Consider the placement of public art and monuments so that they do not obstruct driver’s view of public transit stops, provide a destination, create a necessity to电动 the light rail and streetcar systems.

PA.10.8 Bike Rack Location. Encourage people to utilize their bikes rather than cars through strategically located, artist-designed bike racks that celebrate Sacramento’s bicycle culture.

PA.10.9 Bike Racks. Implement artist-designed bike racks that meet the City of Sacramento standards.

PA.10.10 Performances near Streetcar Stations. Encourage public art performances within walking distance of streetcar stations to promote streetcar ridership and to provide access to performances for all.

Implementing Actions

The CSSP Public Art Plan also sets forth a set of goals, policies, implementing actions, and guidelines that address the important role of art in the development of the Central City area by integrating artistic elements and "moments" into the circulation infrastructure, as well as civic and park amenities of the City. Art improvements are incorporated as essential features for walkability, identity (placemaking), and security. Not only will this help promote the arts within the CSSP area, it will also encourage new investment in transit-served neighborhoods, inform the design of other public spaces and private development, and be a catalyst for broader, sustained discussions about civic design. In addition, the following public art guidelines will assist in the implementation of the CSSP Public Art Plan.

The guidelines for the Public Art Plan fall within the jurisdiction of the Sacramento Metropolitan Arts Commission. They have been established to introduce all sectors of the broad area community to public art. The guidelines for the Public Art Plan fall within the jurisdiction of the Sacramento Metropolitan Arts Commission. They have been established to introduce all sectors of the broad area community to public art.

IMPLEMENTATION GUIDELINE-1

Implementing Action A-1

River Crossing Implementing Action A-2

Develop a funding program that will include updating the Art in Public Places Ordinance to include aggregation of funds to facilitate the acquisition of significant public art pieces to be displayed in appropriate Downtown locations.

Responsible Entity: Sacramento Metropolitan Arts Commission

Timeframe: 2018-2021

The following provides guidance on implementation of the Public Art Plan that address monitoring, siting and installation, marketing.

Implementing Action A-3

The City of Sacramento tracks the quantitative socioeconomic performance indicators of installing public art throughout the Central City area.

Monitoring

The City of Sacramento tracks the quantitative socioeconomic performance indicators of installing public art throughout the Central City area.

Implementing GUIDELINE-1

The selection of an appropriate site for public art. The selection of an appropriate site for public art. The City may select a variety of locations for public art.

IMPLEMENTATION GUIDELINE-2

Locate works of art in places visible and accessible to the public and on City/Country-owned land, or with an agreement for other governmental agencies or private entities. These may include:

Public art on public space or land owned by the City of West Sacramento, Crocker Art Museum, Sacramento Regional Transit, and Public Works.

Responsible Entity: Sacramento Metropolitan Arts Commission

Timeframe: 2018-2021

The following provides guidance on implementation of the Public Art Plan that address monitoring, siting and installation, marketing.

Implementing GUIDELINE-3

Strategically locate artwork along established civic centers to create a focal point and attraction for visitors.
IMPLEMENTATION GUIDELINE-4
Select a location and commission works that complement the scale.

IMPLEMENTATION GUIDELINE-5
Encourage the installation of artwork as a permanent enhancement to a development and/or consider designating a special exhibition area in the development to incorporate public artwork through rotating exhibitions.

IMPLEMENTATION GUIDELINE-6
Consider providing thoughtfully designed permanent plinths or pedestals for placement of artworks on a rotating basis.

IMPLEMENTATION GUIDELINE-7
Select a location that is durable, easy to maintain, and resists normal wear and exposure to the elements.

IMPLEMENTATION GUIDELINE-8
Commission high-quality artwork that expresses originality and demonstrates the artistic understanding of public space.

IMPLEMENTATION GUIDELINE-9
Select artwork that is inherently safe in design.

IMPLEMENTATION GUIDELINE-10
Where appropriate, consider dynamic or interactive works that engage the viewer.

IMPLEMENTATION GUIDELINE-11
Continue to balance the proportion of works by local, regional, national, and international artists to express a wide variety of vision and talent.

ARTISTIC QUALITY
The capability of a public art piece to enhance the public realm.

IMPLEMENTATION GUIDELINE-12
Commission art that is appropriate in scale, material, form, and content for the physical environment.

IMPLEMENTATION GUIDELINE-13
Select artwork that is durable, easy to maintain, and resists normal wear and exposure to the elements.

IMPLEMENTATION GUIDELINE-14
Select artwork that is inherently safe in design.

IMPLEMENTATION GUIDELINE-15
Continue to balance the proportion of works by local, regional, national, and international artists to express a wide variety of vision and talent.

Historic Resource Goals
HR.1 Historic Resources: Support the preservation, rehabilitation and adaptive reuse of historic resources.
HR.2 Education: Educate residents and visitors about the City’s rich and diverse history.

3.6 HISTORIC RESOURCES

The City recognizes the cultural and aesthetic importance of historic resources in the CCSP area and the contributions they make to Sacramento’s character, identity, and economic vitality. The preservation of historic resources is important because cities with distinctly identifiable places and history are generally more livable for residents and more attractive to new businesses that sustain the economy. Accordingly, balancing new development opportunities with thoughtful protection, preservation, rehabilitation, and adaptive reuse of historic resources is a key priority and function of the CCSP.

HISTORIC RESOURCES IN THE CCSP AREA
Historic resources create a distinct sense of place for residents and visitors to Sacramento. Sacramento played a significant role in the gold rush of the mid-nineteenth century, emerged as California’s State Capitol, and was a key center of the railroads and their role in the western expansion of the United States. The city was also one of the busiest centers for packing and shipping produce from California’s Central Valley to the rest of the country, and experienced significant expansion during World War II and the country’s post-war economic growth.

Many of the City’s oldest and most prominent historically significant buildings, structures, and public places are located within the CCSP area, including the State Capitol Building and grounds, the Historic Governor’s Mansion, Sutter’s Fort, the Merchants Exchange Building, and many other places associated with historic industrial and railroad operations, and the multitude of exceptionally preserved historic homes in CCSP area residential neighborhoods.

In addition to individually significant historic buildings and structures that are located throughout the Central City, the CCSP area includes numerous historic districts. Several of these districts are listed on the National Register of Historic Places, the official list of the Nation’s historic places that was authorized by the National Historic Preservation Act of 1966, the California Register of Historical Resources.
Resources, and the Sacramento Register of Historic & Cultural Resources (Sacramento Register), which is the City's official list of historic and cultural landmarks and historic districts. Historic districts and individually listed resources within the CCSP area that are shown on Figure 3.6-1 and listed below. Resources listed on the National Register are automatically listed on the California Register. Note that these adopted historic districts do not have the same boundaries as the neighborhoods and districts that make up the Central City as shown in Figures 2-4 and 2-5. The neighborhoods are key organizing elements of the plan area and are often referred to by the community, while the City’s planning districts include portions of the plan area where substantial development and revitalization has or is anticipated to occur.

National Register Historic Districts
- Alkali Flat Central
- Alkali Flat North
- Alkali Flat South
- Boulevard Park
- California State Capitol
- Capitol Extension District
- New Helvetia
- Old Sacramento National Historic Landmark District
- Sacramento City Cemetery – 1000 Broadway

California Register Historic Districts
- Capitol Towers

California State Landmarks
- California’s Capitol Complex (#872)

Sacramento Register Historic Districts
- 1200-1300 Q Street
- 12th Street Commercial
- North 12th Street
- Alkali Flat South
- Alkali Flat North
- Alkali Flat West
- Boulevard Park
- Fremont Park
- Marshall Park
- Memorial Auditorium
- Merchant Street
- P Street
- South Side
- Sacramento City Cemetery
- Capitol Historic
- Capitol Mansions
- Washington School
- Cesar Chavez Plaza
- Uptown
- Old Sacramento National Historic Landmark

City of Sacramento Central City Specific Plan

Figures 3.6-1 Historic Districts

City of Sacramento, 2017; ESA, 2017

ID Name
1 1200-1300 Q Street
2 12th Street Commercial
3 North 12th Street
4 Alkali Flat South
5 Alkali Flat North
6 Alkali Flat West
7 Boulevard Park
8 Fremont Park
9 Marshall Park
10 Memorial Auditorium
11 Merchant Street
12 P Street
13 South Side
14 Sacramento City Cemetery
15 Capitol Historic
16 Capitol Mansions
17 Washington School
18 Cesar Chavez Plaza
19 Uptown
20 Old Sacramento National Historic Landmark
California Register and State Landmarks—individually listed (*also individually listed on the National Register)

American Railway Express Building – 431 J Street
Anton Wagner Building – 707 E Street
Big 4 Building – 111 S Street

Business & Professional Building (The Legislative Office Building) - 1020 N Street
California State Capitol – 1000 10th Street
California Almond Growers Exchange (California Landmark #53) – 2500 C Street
California State Library – 914 Capitol Mall
Calpak Plant No 11. – 1721 C Street
Charles Lais House – 1301 H Street
Cromwell-Geary Residence – 2620 G Street

The Department of Transportation Building - 1120 N Street
The Department of Food and Agriculture Building - 1120 N Street
Eastern Star Hall – 2719 K Street
E.B. Crocker Art Gallery – 218 O Street
Edward D. House, Jr. House – 2251 21st Street
Finkhouse No. 3/Engine Company No 3) – 1215 13th Street
Galambos, Mary Haley, House – 502 T Street
Governor’s Mansion/Gallatin House (California Landmark #823) – 1530 H Street
Heilbron House – 704 O Street
Hotel Regis – 1024 K Street
Julius Whitaker House – 1021 H Street
Merchants National Bank of Sacramento – 3055 7th Street

Mossick House – 512 8th Street
Office Building One – 915 Capitol Mall
Old Tavern/Sacramento Brewery – 2801 Capitol Avenue
Pony Express Terminal/EF Hardings – 1006 2nd Street
Ruisthaler Building – 900 J Street
Sacramento City Library – 828 I Street
Sacramento Hall of Justice – 1631 8th Street
Sacramento Masonic Temple – 1313 J Street
Sacramento Memorial Auditorium – 955 J Street
Senator Hotel/Hotel Senator – 1121 L Street
Southside Park – Bound by T, W, 6th, and 8th streets
Stanford-Lathrop House – 800 N Street
State Indian Museum (California Landmark #961) – 2618 K Street
Sutter’s Fort/New Helvetia – 2701 L Street
Travelers Hotel – 418 J Street
U.S. Post Office, Courthouse & Federal Building – 801 I Street
Van Voorhis House – 825 G Street
Westminster Presbyterian Church – 1300 N Street
The Winters House – 2314 H Street

3.6.2 CCSP AREA HISTORICAL RESOURCES SURVEY

As part of the environmental compliance for the CCSP, 259 parcels on 89 sites that can provide opportunities for new housing within the CCSP area were surveyed. A total of 72 historic-age (45 years or older) buildings were identified in the survey. Three of the buildings were identified as listed City Landmarks (Thomas Jefferson Elementary School at 1015 S Street, the Marshall Elementary School at 2118 G Street, and a building at 2101 G Street). Six resources were subject to full evaluation. The remaining 63 resources were subject to reconnaissance-level description and review. This initial inventory and identification effort provides guidance for sites with the greatest potential for adaptive reuse or contextually sensitive infill development.
3.6.3 HISTORIC RESOURCES CHALLENGES AND OPPORTUNITIES

The City faces the challenge of balancing the dynamic growth of a vibrant modern downtown core with the desire to preserve and protect its historic resources. It is anticipated that the proposed development associated with the CCSP will introduce new construction adjacent to historic resources and within historic districts, as well as alteration of existing buildings and structures. This challenge is compounded by the need for adaptive re-use of historic buildings and structures that might have otherwise been subject to physical neglect, or which have escaped public attention and enjoyment due to their location in industrial zones or other underutilized portions of the CCSP area. The historic resources challenges and opportunities are addressed through the CCSP and implementing actions as described below.

3.6.4 HISTORIC RESOURCES POLICIES

Historic Resources

HR.1.1 Preserve Historic Context. Ensure that new development is compatible with the context of existing historic resources and districts, through early and close collaboration between project applicants and the City Preservation Director, as well as compliance with applicable standards, guidelines and regulations.

HR.1.2 Adaptive Re-use. Encourage the adaptive re-use of historic resources in compatibility with the Secretary of the Interior’s Standards for the Treatment of Historic Properties.

3.6.5 HISTORIC RESOURCES IMPLEMENTING ACTIONS

CCSP guidance encourages both the adaptive reuse of historic buildings and introduction of modern and architecturally distinct new buildings to add to the ongoing narrative of downtown development. Sacramento's history provides context for the integration of preservation of historic resources and the proposed vision for future downtown development. While some areas have distinct, contextual visual identity due to a concentration of historic period resources, others present a more diverse blend of historic and modern buildings. CCSP guidance encourages the preservation of existing historic districts and resources, while encouraging sensitive infill development and adaptive reuse for new construction. Adaptive reuse promotes both the conservation of historic buildings and sustainable use of materials.
3.7 SUSTAINABILITY

Sacramento’s latest General Plan envisions a vibrant urban Central City that is healthy, inclusive and prosperous, with the City serving as a model of sustainable, resilient and healthy regional center. In promoting this vision, the CCSP embraces sustainability with transit-oriented development, a broad mix and intensity of uses, preservation and enhancement of the tree canopy, and an inviting urban fabric that motivates walking, biking and social interaction.

Implementing Action HR-2

Conduct Historic Resource Investigations. Complete historic resource investigations for projects where no historical studies have been prepared for buildings 45 years or older. Where detailed historic studies have been completed and a qualified professional has determined the presence of historical resources either within or adjacent to the site, then a qualified professional should provide guidance for the proposed preservation or adaptive reuse of the resources or appropriate sympathetic architectural design features, in accordance with the Secretary of the Interior Standards for the Treatment of Historic Properties. In the event that a qualified architectural historian has determined that no historical resources are present either within or adjacent to the project site, no further analysis shall be required in the event of historical resources damage or demolition. Additional mitigation addressing the loss of the structure (e.g., HABS/HAER documentation, development of a historic context statement, interpretive display) will be incorporated into the proposed project.

Responsible Entity: Community Development Department
Timeframe: Ongoing

Implementing Action HR-3

Design Standards for Alley Infill. Develop design standards for alley infill projects in listed Historic Districts informed by the Preservation Commission’s Interim Principles for the Protection of Historic Districts and Landmarks with Respect to Infill Development within the Central City.

Responsible Entity: Community Development Department
Timeframe: 2018

Implementing Action HR-4

Context Statements and Design Guidelines. Develop context statements and design guidelines for each listed Historic District that are tailored to the unique characteristics of those districts in order to preserve the context of the historic resources.

Responsible Entity: Community Development Department
Timeframe: 2018-2021

Implementing Action HR-5

Mill’s Act. Implement the Mill’s Act allowing owners of historic properties to offset rehabilitation expenses via lowered property taxes.

Responsible Entity: Community Development Department
Timeframe: 2018-2019

3.7.1 A SUSTAINABLE FUTURE

Sustainability is commonly defined as the ability to meet the needs of the present without compromising the ability of future generations to meet their own needs. Sustainability can mean different things to different people, but in general sustainable development is judged on its social, environmental and economic merits – the so-called “triple bottom line.” A key theme of the City’s Sustainable Goals

Sustainability: Establish Sacramento’s Central City as a demonstration of a sustainable, resilient and healthy regional center.

- Viable Neighborhoods
- Affordable Housing
- Inclusive Community
- Enhanced Mobility
- Prosperous & Resilient Economy
- Mixed Use Development
- Transit-Oriented Development
- Renewable Energy
- Green Building Materials
- Healthy Environment
- Healthy Trees
- Diverse Population
- Safe Streets
- Historic Preservation

City of Sacramento Central City Specific Plan
City of Sacramento Central City Specific Plan
3.72 SUSTAINABILITY CHALLENGES AND OPPORTUNITIES

Sustainable urban development presents inherent challenges in a world with changing social and economic conditions, limited resources and scarce funding for innovation and development. Other key themes are reducing greenhouse gas emissions that contribute to climate change, supported by strategies that encourage preservation and reinforcement of the Central City’s tree canopy, use of greener alternative or advanced energy systems, and low impact design to reduce heat gain, use of recycled construction materials, and water conservation measures. The City’s most current Central City Specific Plan promotes further articulation of these strategies and includes locally-based measures and performance standards to reduce the City's emissions and mitigate the consequences of climate change.

The CCSP represents a unique opportunity to promote synergistic development benefits and connectivity, and to enhance and promote the values of sustainability, resiliency, and vibrant Central City. It will provide broader access to social and economic opportunities. By locating quality housing near jobs, services and amenities, building the walkable, pedestrian environment the residents of the Central City will enable residents to spend less time driving to distant destinations with more options to ride their bicycles, walk or take transit to their daily errands or go to work. A diversity of housing and work space options will support a range of incomes and lifestyle preferences, which in turn supports a stronger retail and cultural core, attracts businesses and jobs, stimulates walking and transit oriented development, and boosts livability and inclusiveness.

Adapting to climate change and being resilient to its effects is a challenge for every city. These challenges can affect entire communities, including those who are most vulnerable to poor air quality, extreme heat, flooding, droughts, and hazards to public health and safety that are expected with climate change. The challenges and opportunities related to sustainability and resiliency are addressed through the CCSP policies and implementing actions as described below.

3.73 SUSTAINABILITY POLICIES

Sustainability

SU.1.6 Sustainable Development Practices. Maximize the use of sustainable development practices that encourage incentives that reduce the negative impacts of land use and development. The CCSP requires the use of new building construction and renovation strategies to reduce the City's emissions and mitigate the consequences of climate change.

SU.1.7 Reuse of Existing Buildings and Land. Land Use policies encourage the reuse and rehabilitation of older buildings (e.g., Federal Rehabilitation Tax Credit, re-inaugurated Mills Act Program, establishment of a revolving rehabilitation loan fund to avoid unnecessary solid waste production, energy use and pollution)

SU.1.8 District Energy Systems. Encourage district energy solutions in the Central City, which provide the benefits of reliability, energy efficiency, and the conservation of energy supplies, reducing capital and operating costs, and improving high levels of energy and water efficiency.

SU.1.9 Climate Change Resilience. Consider climate change readiness and long-term resilience in all new development and expansion of existing tree canopy; openable windows, south and west shading devices, pedestrian level shading, vegetated green walls for water filtration and shade.

SU.1.10 Sustainability. Support actions that encourage preservation and enhancement of existing tree canopy, which provide the benefits of urban climate; openable windows, south and west shading devices, pedestrian level shading, vegetated green walls for water filtration and shade.

SU.1.11 Compact, mixed use development will reduce the need for automobile trips and encourage the use of transit. This increased density and variety of uses makes the Central City more walkable and accessible to a larger section of residents and visitors. The adaptive reuse of existing construction will only preserve the City’s cultural heritage, but conserve energy and material resources while minimizing construction waste (including the recycling of building materials) to the extent consistent with the CCSP policies and implementing actions as described below.

SU.1.14 Sustainable Development Practices. Maximize the use of sustainable development practices that encourage incentives that reduce the negative impacts of land use and development.

SU.1.15 Reuse of Existing Buildings and Land. Land Use policies encourage the reuse and rehabilitation of older buildings, including major renovations; encourage development of development practices in the Central City.

SU.1.16 Maximize the use of sustainable development practices in the Central City.

SU.1.17 Sustainable Design. Support actions that encourage preservation and enhancement of existing tree canopy, which provide the benefits of urban climate; openable windows, south and west shading devices, pedestrian level shading, vegetated green walls for water filtration and shade.

SU.1.18 District Energy Systems. Encourage district energy solutions in the Central City, which provide the benefits of reliability, energy efficiency, and the conservation of energy supplies, reducing capital and operating costs, and improving high levels of energy and water efficiency.

SU.1.19 Climate Change Resilience. Consider climate change readiness and long-term resilience in all new development and expansion of existing tree canopy; openable windows, south and west shading devices, pedestrian level shading, vegetated green walls for water filtration and shade.

SU.1.20 Sustainability. Support actions that encourage preservation and enhancement of existing tree canopy, which provide the benefits of urban climate; openable windows, south and west shading devices, pedestrian level shading, vegetated green walls for water filtration and shade.

3.74 SUSTAINABILITY IMPLEMENTING ACTIONS

Development in the CCP area will consist mostly of infill and adaptive reuse on vacant and underutilized parcels and be designed to save energy, conserve resources and reduce pollution. Building upon the City’s General Plan and Climate Action Plan, CCP Land Use policies promote urban infill and high density development that uses land efficiently. Compact, mixed use development will reduce the need for automobile trips and encourage the use of transit. The increased density and variety of uses makes the Central City more walkable and accessible to a larger section of residents and visitors. The adaptive reuse of existing construction will only preserve the City’s cultural heritage, but conserve energy and material resources while minimizing construction waste (including the recycling of building materials) to the extent consistent with the CCSP policies and implementing actions as described below.

CCSP Mobility policies promote greater mobility choices that enhance the role of the Central City as the hub of a regional transit system that includes a streetcar, light rail and other key public transit options, while improving the safety and ease of walking, bicycling and using public transit. This shift toward greener mobility will also reduce greenhouse gas emissions, an essential step towards improving air quality in the region.

CCSP policies also promote the health and resiliency of the community by preserving and enhancing the Central City’s tree canopy. The CCSP also promotes the Green Building Code, which will help improve air quality in the region.
The economic success of the CCSP area is a major contributor to the City’s fiscal sustainability, which in turn supports high quality community infrastructure, financial assistance to social services, as well as events and programs that Sacramento residents, employees and visitors can enjoy on a daily basis. By fostering the sustainable growth of housing, jobs, and amenities, the CCSP adds momentum to the economic revitalization of the heart of Sacramento, helping to ensure a sustainable, healthy and prosperous city for future generations.

The following additional action will assist in the implementation of the CCSP sustainability goals and policies:

**Implementing Action SU-1**

**Climate Change Resiliency.** Identify climate change vulnerabilities in the CCSP area, and develop specific actions that the City can take to increase the resiliency of downtown buildings, infrastructure, residents, and businesses. This will be conducted as part of a Citywide effort to address climate resiliency during the City’s next phase of climate action planning.

**Responsible Entity:** City of Sacramento Departments of Community Development and Public Works.

**Timeframe:** 2021-2023

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**3.8 PUBLIC SAFETY**

Public safety is a key influence in preserving and enhancing public wellbeing, security, and quality of life. It is also an important consideration in attracting residents, businesses, and visitors to the CCSP area. As development and revitalization occur, public safety needs will increase, and the demand for police and fire protection services, in particular, will subsequently expand and evolve. The following establishes actions and improvements for public safety to advance the vision, goals, and policies of the CCSP.

**3.8.1 POLICE PROTECTION**

**Law Enforcement Services**

The Sacramento Police Department (Sacramento PD) provides the CCSP area and the greater City of Sacramento with law enforcement services. As the City’s primary law enforcement agency, Sacramento PD is responsible for providing a range of policing services, which include patrol, response to emergency calls, detective and forensic investigations, public safety information technology (IT), special weapons and tactics (SWAT), and homeland security along with mutual aid work with neighboring law enforcement agencies. In 2016, Sacramento PD was staffed by approximately 670 sworn police officers and 280 civilian staff.

No police facilities are located within the plan area. Sacramento PD currently houses its main headquarters at the Public Safety Center and Headquarters building, which is located at 5770 Freeport Boulevard, approximately 2.7 miles to the south of the CCSP area. There are three substations from which patrol divisions operate for the entire department, which comprises four command areas. The substation that currently serves the majority of the CCSP area is the Richards Police Facility, which is located about 0.6 miles directly to the northwest of the plan area at 300 Richards Boulevard within the River District. For CCSP area parcels located to the south of US 50 (i.e., the Broadway Corridor) the Joseph E. Rooney Police Facility at 5303 Franklin Boulevard serves as the main substation, in addition to more...
Challenges and Opportunities
The City faces a number of law enforcement challenges unique to the CCSP area that are not as common within the less urban parts of the City. In particular, homelessness is a more pervasive and visible issue within the CCSP area and poses distinct issues with public safety and perception. The downtown core also accommodates several major events, entertainment venues, and public assembly facilities that require additional police and security support. While the CCSP area does present unique law enforcement challenges, it also provides the opportunity to apply innovative and evolving urban policing methods and tools, develop enhanced community partnerships and communication programs, explore new funding opportunities to support law enforcement services, and incorporate Crime Prevention through Environmental Design (CPTED) principles to minimize opportunities for criminal activities.

Implementing Actions
Development projects and public improvements within the CCSP area are required to comply with City of Sacramento policies, regulations, and Sacramento PD recommendations regarding safety and security. Discretionary development projects in the plan area will be routed to Sacramento PD for recommendations on design elements that affect traffic safety and crime prevention. In addition, future projects and public improvements will be designed and/or conditioned to incorporate Crime Prevention through Environmental Design (CPTED) principles to minimize opportunities for criminal activities.

The City’s existing programs and policies are designed to enhance law enforcement services to the CCSP area. In discussions with Sacramento PD, the existing Richards Police Facility and the new Railyards substation will be sufficient in containing the needed additional facilities and overall projected response stemming from the development of the plan area. The proposed Railyards substation will be collocated with a new fire station. The following additional action will supplement the City’s existing programs and policies, and will assist in the implementation of the CCSP police protection goals and policies.

Implementing Action HS-1
Police Facilities, Services and Funding. Continue to ensure adequate police facilities, services and funding are provided to serve projected growth as development occurs in the CCSP and surrounding areas within the City.

Responsible Entity: Sacramento Police Department
Timeframe: Ongoing
City of Sacramento Central City Specific Plan

3.8.2 FIRE PROTECTION

Fire Protection Services
Sacramento Fire Department (SFD) provides the CCSP area and the greater City of Sacramento with fire protection and emergency medical services, along with contracted services for the Pacific/Fruitridge Fire Protection District (PFFD) and Natomas FPD in unincorporated Sacramento County. As a major regional fire department, SFD offers several emergency services, including pre-hospital care, ambulance transportation, fire-fighting, hazardous materials handling, domestic preparedness, and search and rescue.

The CCSP area is currently served by multiple stations. These include Station 5, located at 4343 F Street, Station 6, located at 1232 W Street, and Station 5, located at 733 Broadway. There are two additional stations that are located just beyond the boundaries of the plan area: Station 1, located at 3440 Grand Avenue, and approximately 0.25 miles to the east of the plan area, and Station 14, located at 731 Broadway. There are six additional stations that are located just beyond the boundaries of the plan area: Station 2, located at 1229 I Street, and Station 12, located at 1340 North C Street and approximately 0.4 miles to the north of the plan area.

Proposals for development in the plan area will be an optimal location. Figure 3.8-2 illustrates the general location of the proposed fire station. The precise timing, location, acquisition, design, and construction of this facility will be monitored and managed by SFD.

Development projects and public improvements within the CCSP area are required to comply with City of Sacramento policies, regulations, and SFD recommendations regarding fire protection. Proposals for development in the plan area will be reviewed by the Fire Department for recommendations on design elements that affect fire prevention and safety, including access, water pressure flows, and building design.

The following additional action will supplement the City’s existing programs and policies, and will assist in the implementation of the CCSP fire protection policies.

Impelementing Actions

Fire Protection Policy
PS.2.1 Funding Fire Protection Services. Allocate sufficient funding to staff, house, equip and maintain effective fire protection services within the CCSP area.

Challenges and Opportunities

Challenges for SFD within the CCSP area pertain generally to service capabilities and resources, including meeting current and future needs, as well as covering operations and maintenance costs. Currently, few stations within the plan area are generally responding to a number of calls above capacity, and as such, it is more difficult for SFD to respond with targeted response times. Furthermore, in cases where a fire company may receive a call while responding to another call, other surrounding companies from neighboring communities may have to assist, thereby limiting capabilities in other parts of the City. Taller buildings in the CCSP area also create a challenge for SFD because specialized equipment for high-rise fire and/or emergency incidents is required. While the CCSP area does present unique fire-protection challenges, it also provides the opportunity to identify and secure new facilities to provide optimum response times, establish enhanced community partnerships, and education programs to explore new funding opportunities to support fire protection and emergency medical services; and address safety design and on-site fire protection in development and revitalization.

Fire Protection Policy

Funding Fire Protection Services.

Challenges for SFD within the CCSP area pertain generally to service capabilities and resources, including meeting current and future needs, as well as covering operations and maintenance costs. Currently, few stations within the plan area are generally responding to a number of calls above capacity, and as such, it is more difficult for SFD to respond with targeted response times. Furthermore, in cases where a fire company may receive a call while responding to another call, other surrounding companies from neighboring communities may have to assist, thereby limiting capabilities in other parts of the City. Taller buildings in the CCSP area also create a challenge for SFD because specialized equipment for high-rise fire and/or emergency incidents is required. While the CCSP area does present unique fire-protection challenges, it also provides the opportunity to identify and secure new facilities to provide optimum response times, establish enhanced community partnerships, and education programs to explore new funding opportunities to support fire protection and emergency medical services; and address safety design and on-site fire protection in development and revitalization.

Challenges and Opportunities related to fire protection are addressed through the CCSP policies, and implementing actions as described below.
3.9 MOBILITY

The mobility system in the CCSP area incorporates recommendations from Grid 3.0, which documents the City’s planning efforts to define the future of the Central City’s mobility network. The CCSP mobility system is designed to allow for the safe and convenient movement of pedestrians, bicyclists, transit users, and automobiles, while managing on- and off-street parking and the efficient use of alleys. As growth and development occurs in the Central City, it will be vital that the mobility system offers choices for its residents, employees, and visitors and that movement in the CCSP area functions well. This section describes challenges and opportunities of the existing mobility system and the proposed improvements to the pedestrian, bicycle, transit, and roadway networks. The intent is to offer a wide variety of mobility choices that prioritize non-vehicular travel and promote alternatives to the automobile, as well as increase connectivity between land uses, alleviate congestion, and improve public health.
Grid System

M.11 Neighborhood Connections. Improve connections between the Central City and surrounding neighborhoods, especially for walking, bicycling, and transit trips.

M.12 Commercial Corridors. Enhance commercial corridors for safe walking and bicycling while accommodating both through and local traffic.

M.13 Grid Connectivity. Preserve and enhance the high level of connectivity provided by the street grid to travel modes.

M.14 Curb Cuts for Driveways. Discourage new street setbacks for driveways for properties with adequate alley access.

M.15 Complete Streets. Promote two-way travel, support new smart technologies to improve mobility, support pilot projects to test new mobility options, and encourage convenient and affordable transit options.

M.16 Riverfront Connections. Simultaneously connect the Riverfront into the grid through improved connections for pedestrians, bicyclists, wayfinding, and enhanced pedestrian and bicycle routes that highlight the riverfront destination.

Safety

M.21 Safe Travel Modes. Target safe mobility for all travel modes, walking is core for the Vision Zero Action Plan and the Council’s adopted goal of zero traffic fatalities and serious injuries by 2023.

M.22 Neighborhood Streets. Ensure neighborhood streets are places where people feel safe to walk and bike.

Layered Network

M.3.1 Minimize Conflicts. Promote safety and efficiency by prioritizing modes by block, minimizing conflicts between complete streets and both high volume transit, bike, and motor vehicle modes.

M.3.2 Balanced Network. Reduce the number of lanes dedicated to automobiles in order to regain right-of-way for other modes to balance the network.

Bicycling

M.4 Bicycle Network Projects and Improvements. Pursue bicycle network improvements to contribute to a safer and more effective travel environment.

Bal Tablility. Preserve a high level of walkability across the grid by minimizing pedestrian delay at intersections.

Transit

M.8.1 Transit Connectivity. Promote transit connectivity with transit stops and stations that facilitate attractive and convenient transfers between light rail, streetcar, bus services, and that support active transportation connections.

M.8.2 Regional Transit Hub. Preserve and strengthen the role of the Central City as the hub of the regional transit system.

M.8.3 Transit Network Expansion. Support transit network expansion and improvement and coordinate transit planning and operations between transit operators serving the Central City.

M.8.4 Streetcar. Promote visibility and access to the streetcar line, light rail stations and other key public transit facilities through enhanced pedestrian and bicycle connections, lighting, and wayfinding signage.

Mobility Goals

Grid System: Build on the historic grid system to provide the Central City with a layered network of diverse and inclusive walking, bicycling, and transit options.

Safety: Improve transportation safety for all modes to encourage increased walking, bicycling and transit options.

Layered Network: Emphasize the Central City’s unique layered transportation network to contribute to a safer and more effective travel environment.

Bicycling: Enhance the bicycling network to encourage increased bicycling across the Central City for bicyclists of all abilities.

Walking: Ensure a safe and accessible walking network to allow for enhanced pedestrian safety throughout the Central City.

Transit: Support enhanced opportunities for diverse and growing public transit connections within Central City to help provide a more equitable and robust transportation system, both locally and regionally.

Rail: Pursue a variety of rail transportation options in the Central City in alignment with the existing transportation system, emphasizing the importance of multi-regional and multimodal transportation connections.

Neighborhood Streets: Preserve and enhance pedestrian and bicycle access to/from light rail and streetcar stations while minimizing conflicts between travel modes.

Neighborhood Connections: Improve connections between the Central City and surrounding neighborhoods, especially for walking, bicycling, and transit trips.

Commercial Corridors: Enhance commercial corridors for safe walking and bicycling while accommodating both through and local traffic.

Grid Connectivity: Preserve and enhance the high level of connectivity provided by the street grid to travel modes.

Curb Cuts for Driveways: Discourage new street setbacks for driveways for properties with adequate alley access.

Complete Streets: Promote two-way travel, support new smart technologies to improve mobility, support pilot projects to test new mobility options, and encourage convenient and affordable transit options.

Riverfront Connections: Simultaneously connect the Riverfront into the grid through improved connections for pedestrians, bicyclists, wayfinding, and enhanced pedestrian and bicycle routes that highlight the riverfront destination.

Safe Travel Modes: Target safe mobility for all travel modes, walking is core for the Vision Zero Action Plan and the Council’s adopted goal of zero traffic fatalities and serious injuries by 2023.

Neighborhood Streets: Ensure neighborhood streets are places where people feel safe to walk and bike.

Minimize Conflicts: Promote safety and efficiency by prioritizing modes by block, minimizing conflicts between complete streets and both high volume transit, bike, and motor vehicle modes.

Balanced Network: Reduce the number of lanes dedicated to automobiles in order to regain right-of-way for other modes to balance the network.

Bicycle Network Projects and Improvements: Pursue bicycle network improvements to contribute to a safer and more effective travel environment.

Walkability: Preserve a high level of walkability across the grid by minimizing pedestrian delay at intersections.

Transit Connectivity: Promote transit connectivity with transit stops and stations that facilitate attractive and convenient transfers between light rail, streetcar, bus services, and that support active transportation connections.

Regional Transit Hub: Preserve and strengthen the role of the Central City as the hub of the regional transit system.

Transit Network Expansion: Support transit network expansion and improvement and coordinate transit planning and operations between transit operators serving the Central City.

Streetcar: Promote visibility and access to the streetcar line, light rail stations, and other key public transit facilities through enhanced pedestrian and bicycle connections, lighting, and wayfinding signage.
Figure 3.9-1: Preferred Bicycle Network

- Existing Bike Classification:
  - Bike Path (Class I)
  - Bike Lane (Class II)
  - Bike Route (Class III)

- Proposed Bike Classification:
  - Bike Path (Class I)
  - Bike Lane (Class II)
  - Bike Route (Class III)
  - Separated Bikeway (Class IV) Buffered
  - Buffered Bike Lane (Class II Enhanced)
  - Bike Lane (Class II Separated)

Figure 3.9-2: Preferred Pedestrian Network

- Street Projects (Commercial/Transit Street)
- Gap Projects
- Activity Center Enhancement
- Connector Street Enhancement Projects
- Pending/Rounded Completed Street Projects
Challenges and Opportunities

The CCSP area has a gridded street system that provides opportunities for a high level of pedestrian accessibility and multiple direct travel paths between destinations. The redundancy of the grid also allows for individual street travel with fewer travel lanes and low travel speeds of 30 mph or less, which facilitate pedestrian movement with sidewalks and built-outs that reduce crossing distances at intersections. Contributed to pedestrian comfort and safety. Most traffic signals within the plan area operate with relatively short cycle lengths (i.e., 70 seconds or less) and feature dedicated and preferential parking for zero- and low-emission vehicles, which involves the placement of public parking structures in areas that are conducive for both vehicular and bicycle-friendly amenities, and to accommodate emerging technologies as pedestrian-friendly environments.

Challenges in the CCSP area related to the pedestrian network include some intersections located along primary vehicular routes that feature traffic signals, resulting in safety concerns and potential output-during travel for pedestrians. Select roadways in the CCSP area adjacent to the pedestrian network are narrower, which limits sidewalks along both sides of the street, and in some areas, outdoor seating, transit stops, or other pedestrian amenities obstruct a clear pedestrian travel way. Select roadways in the CCSP area adjacent to the pedestrian network are narrower, which limits sidewalks along both sides of the street, and in some areas, outdoor seating, transit stops, or other pedestrian amenities obstruct a clear pedestrian travel way.
Implementing Actions

Pedestrian network improvements proposed as part of the CCSP are shown in Figure 3-9.1. The new and enhanced facilities will improve pedestrian safety conditions, enhance connections between the CCSP area and surrounding neighborhoods, provide new sidewalks where they do not currently exist, and provide additional sidewalk capacity in areas with high pedestrian volumes.

Proposed CCSP improvements include streetscape, bicycle, and pedestrian enhancements that will improve connectivity to existing pedestrian networks and active transportation systems. Pedestrian network improvements proposed as part of the CCSP include

- Enhancements to the existing pedestrian network that will be installed consistent with the City’s Bike Plan
- Enhanced crosswalk markings, and close connector street enhancement projects
- Bicycle facilities that will be installed consistent with the City’s Bike Plan
- Streetscape, bicycle, pedestrian improvements to increase traffic safety and pedestrian wayfinding

The following actions will assist in the implementation of the proposed CCSP improvements.

Implementing Action M-1

Pedestrian Network Improvements. Implement proposed improvements to the pedestrian network that will accommodate future growth as shown in Figure 3-9.1.

Responsible Entity: Public Works Department

Timeframe: 2018-2019

Implementing Action M-2


Responsible Entity: Community Development Department, Public Works Department

Timeframe: 2021-2022

Implementing Action M-3

Wayfinding Policy. Develop a policy framework to guide the design and placement of signs for wayfinding. Pedestrian, bicycling, transit, roadway and parking wayfinding

Responsible Entity: Public Works Department

Timeframe: 2018-2019

Challenges and Opportunities

The CCSP area’s streets grid system provides opportunities for a high level of bicycle accessibility and multiple direct travel paths between destinations. The west side and north side of the CCSP area are ranked by major bicycle routes as the American River Bike Trail and the Sacramento River Parkway. Additionally, the north-south Sacramento Northern Bike Trail lies into the CCSP area between 15th and 20th Streets, and provides access to the American River Bike Trail. Many streets in the CCSP area feature either low traffic speeds and low volumes, resulting in increased bicycle safety and comfort. There is also an extensive network of west-east alleys that limit the number of curb cuts, resulting in improved bicycle safety.

Although the eastern portion of the bicycle network within the CCSP area is highly connected, there are some connections that are lacking in bicycle infrastructure. Many west-east on-street bicycle lanes lack median striping or shoulder striping on major commercial streets, east-west beyond 15th Street. There are also several bike facilities that lack quality striping or shoulders. The north-south Sacramento River Parkway, Two Rivers Bike Trail, and Sacramento Northern Bike Trail all serve the larger Central City and provide connections to the American River Bike Trail, which stretches for 23 miles between Sacramento and Folsom Lakes. These facilities serve the CCSP area’s principal traffic artery. The bicycle network within the CCSP area considers priority of Class II on-street lanes and handles eight percent of the commute trips for residents of the larger region’s bicycle network. The Sacramento River Parkway, Two Rivers Bike Trail, and Sacramento Northern Bike Trail are all important facilities that provide new sidewalks where they do not currently exist, and provide additional sidewalk capacity in areas with high pedestrian volumes.

The CCSP area serves as the hub of the Sacramento region’s bicycle network. The American River Parkway, Two Rivers Bike Trail, and Sacramento Northern Bike Trail all serve the larger Central City and provide connections to the American River Bike Trail, which stretches for 23 miles between Sacramento and Folsom Lakes. These facilities serve the CCSP area’s principal traffic artery. The bicycle network within the CCSP area considers priority of Class II on-street lanes and handles eight percent of the commute trips for residents of the larger region’s bicycle network. The Sacramento River Parkway, Two Rivers Bike Trail, and Sacramento Northern Bike Trail are all important facilities that provide new sidewalks where they do not currently exist, and provide additional sidewalk capacity in areas with high pedestrian volumes.

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Implementing Action M-6

Bicycle Network Improvements. Implement proposed improvements to the bicycle network to accommodate future growth as shown on Figure 3.9-1.

3.9 TRANSIT NETWORK

The Sacramento Regional Transit District (RT) serves as the primary provider of local transit service in the CCSP area, which functions as the hub of RT’s regional bus and rail networks. Region-wide as of 2017, RT operates 99 bus routes and 147 miles of light rail on three lines: the Blue Line, the Green Line, and the Gold Line. All three light rail lines converge in the Central City.

In addition to RT, numerous other transit providers offer commuter service to the CCSP area, including Yolo County Transportation District’s (YCTD), Elk Grove Transit (Elk Trans), Roseville Transit, El Dorado Transit, Yuba-Sutter Transit, Folsom/Sierra Foothills, the San Joaquin/Placer/California/West Sacramento Transit Authority, and Amador Regional Transit. These commuter services utilize RT stops that are shared with local bus service.

Commuters to the CCSP area also have the ability to travel by intercity rail. The Sacramento Valley Station is located just north of 1st Street between 3rd Street and 5th Street. The station is served by two Amtrak California regional routes, the San Joaquín/Sacramento (San Joaqín/Sacramento-Bakersfield); and the Capitol Corridor. The Capitol Corridor is an intercity passenger train service between San Jose, Oakland/San Francisco, and Sacramento/Placer County along a 170-mile rail corridor and carries the vast majority of the passengers using the Sacramento Valley Station. The station is also served by two long distance

Amtrak routes, the Coast Starlight (Seattle-P advertisement) and the California Zephyr (Emeryville-Sacramento- Denver-Chicago). The RT Gold Line connects the Amtrak station to the Sacramento region’s light rail transit network, and the station is also served by Amtrak intercity buses and local RT buses.

Streetcar

Sacramento neighborhoods were once connected by small electric transit vehicles (i.e. streetcars) that transported passengers between places that were beyond a comfortable walking distance but within reasonable distance to travel by streetcar. Since May 2006, the City of Sacramento has worked in partnership with the City of West Sacramento, the Sacramento Regional Transit District, and the Yolo County Transportation District to plan a return of streetcars within the Central City. Benefits of the project include improved mobility, enhanced transit accessibility and connectivity, economic development, and improved air quality. Construction of the streetcar starter line is expected to begin in 2023, with a planned opening in 2025.

The 3.3-mile route will travel between the West Sacramento Civic Center and Midtown Sacramento, serving major Sacramento destinations in the Central City that include the Sacramento Valley Station, Golden 1 Center, and Sacramento Convention Center. Figure 3.9-3 displays the proposed streetcar route. Streetcar stops will be located every few blocks along the alignment to ensure convenient access for passengers. The streetcar alignment could include up to 17 light rail stations to maximize travel distance on transit throughout the CCSP area and beyond.
The streetcar will fulfill a vital role in the CCSP area by providing frequent, reliable, and efficient transportation options within the Central City. Today, a variety of bus, light rail, and commuter rail services effectively carry passengers in and out of Sacramento’s Central City. The addition of streetcar will complement the existing transit network by facilitating the expeditious movement of people and goods within the CCSP area, making it easier to improve transit service and local circulation, connecting employees to offices, visitors to event centers, and a growing number of Central City residents to their destinations.

Challenges and Opportunities

There are many opportunities for transit use in the CCSP area to be integrated with the Sacramento Regional Transit District’s (SacRT) extensive network of rail lines, and the proposed streetcar in addition. In regard to transit, this includes modifications necessary to accommodate future growth as shown on Figure 3-9-2. Development projects and public improvements within the DSP area are required to comply with City of Sacramento policies, regulations, and standards. The high-urbanized nature of the CCSP area presents unique circumstances where modifications to the citywide standards may be required.

Proposed transit improvements in the CCSP area are intended to enhance the operation of existing transit service in an effort to improve overall mobility, and include improvements such as bus stop enhancements and dedicated transit lanes. The presence of one-way couplets contributes to creating a hierarchy of roadways, with arterials handling the highest levels of demand and local streets handling the lowest levels of demand. For example, the Central City has the potential to generate substantial relocation of utilities.

The CCSP area also lacks a centralized midday layover location for commuter bus drivers. Lastly, there is also a lack of pedestrian/bicycle network connectivity to select LRT stations within the DSP area. The CCSP area presents unique circumstances where modifications to the citywide standards may be required. In regard to transit, this includes modifications necessary to accommodate future growth as shown on Figure 3-9-2. Development projects and public improvements within the DSP area are required to comply with City of Sacramento policies, regulations, and standards. The high-urbanized nature of the CCSP area presents unique circumstances where modifications to the citywide standards may be required.

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Challenges in the CCSP area include the three major arterial routes. This is supplemented by an existing hierarchy of roadways, with arterials handling the highest levels of demand, and local streets handling the lowest levels of demand. Conversion of one-way streets to two-way streets, converting one-way streets to two-way streets, and providing lane reductions along specific travel corridors to address traffic congestion is required. This is supplemented by an existing hierarchy of roadways, with arterials handling the highest levels of demand, and local streets handling the lowest levels of demand. Conversion of one-way streets to two-way streets, converting one-way streets to two-way streets, and providing lane reductions along specific travel corridors to address traffic congestion is required.

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In addition to the following implementing action that assist in the implementation of the proposed CCSP improvements, Implementing Actions M-2 through M-4, associated with revisions to the City’s Design and Procedures Manual and wayfinding, also apply to roadway facilities.

**Implementing Action M-8**

**Roadway Network Improvements.** Implement proposed improvements to the roadway network to accommodate future growth as shown on Figure 3-9-4.

**Responsible Entity:** Public Works Department

**Timeframe:** 2024-2028

The challenge will be to accommodate the automobile and its parking needs, while encouraging non-automotive modes. Another challenge will be to provide ample parking at a reasonable cost to support business and economic development. As the City increases its nightlife activity it will require managing the system on a 24/7 basis, with expanding metered areas and times. Other challenges to parking management in the CCSP area include determining the roles of the public versus the private sector in parking supply and operations, bringing in sufficient revenue to maintain parking structures, and balancing the flexible management of on-street parking versus City codes and regulations.

**Challenges and Opportunities**

There is ample existing parking supply that exceeds demand in most areas during most time periods. Additionally, there are emerging smart parking technologies, user interfaces (e.g., apps, online reservations, wayfinding, etc.) and real-time data to support parking management decisions, as well as the opportunity to share parking supply by time of day for different user groups (e.g., daytime employees, evening event attendees).

Parking management is essential to controlling parking supply and demand to balance the economic needs of the City and users. This involves prioritizing parking according to type of user (e.g., shoppers, event attendees, residents, tourist, etc.) by location, time of day, parking duration, and cost. Emerging smart parking technologies (e.g., real-time supply/demand information, wayfinding/ navigation, parking apps, online reservations, etc.) can improve user satisfaction while mitigating impacts.
The City has implemented tier-based pricing for on-street parking in same areas and the option to reserve event parking to better manage demand during peak periods. Parking supply maximums have also been designated for certain developments, while keeping in mind that a balance in supply must be maintained throughout the development. As new buildings are added that may increase parking needs, it is important that this does not result in a higher parking demand on the street. Evolving market forces such as the increased presence of Transportation Network Companies (i.e. Lyft, Uber, etc.) place greater importance on curb space management and potentially reduce the need for parking. Parking Demand Monitoring and Management: The City will balance the competing parking needs and desires of residents, employees, business owners, and visitors. Appropriate parking for all users will be provided through a balance of location, time, and cost. Emerging smart parking technologies may also improve user satisfaction, increase efficient utilization, and mitigate environmental impacts. In addition to the following implementing action, Implementing Actions M-3 and M-4, associated with wayfinding, also apply to parking facilities. Consideration of the impacts of autonomous vehicle parking would help determine if parking pressure will be reduced over the next two decades. Additional parking facility electrification should also be added to the overall plan.

### Implementing Action M-9
**Parking Demand Monitoring and Management.**
Actively monitor parking demand and manage CCSP parking supply to achieve the goals and objectives of the General Plan, CCSP, and Central City Parking Master Plan.

**Responsible Entity:** Public Works Department, Parking Services Division

**Timeframe:** Ongoing

### Implementing Action M-10
**Parking Supply Inventory:** R Favorite green zone and white curbs to see if these areas are still being utilized as intended. If not, consider converting to on-street parking spaces to increase the supply of parking in the plan area.

**Responsible Entity:** Public Works Department, Parking Services Division

**Timeframe:** 2019-2021

### Implementing Action M-11
**Old Sacramento Parking:** Update parking management and enforcement policies and standards within the confined right of way. The alleys available across the CCSP area provide access for emergency services and pedestrians, as well as provide access for emergency services and pedestrians on the street. Although alleys may often host less visually appealing elements, they are receiving increasing attention as the CCP area continues to grow. As available space in the Central City declines, efficient use of what is left becomes more important. Due in part to this phenomenon, developers in the CCSP area have installed a variety of businesses, cafes, and stores that are accessed via alleys.

This trend has started a conversation in Sacramento about how to “activate” alleys, and make them a more desirable place to travel or spend time.

### PLANNING FRAMEWORK

**3.9.6 ALLEY ACTIVATION**
Most of the CCP areas’ 38 miles of alleys currently fulfill a utilitarian role. By accommodating the more aesthetically appealing aspects of urban life, alleys help to maintain a more aesthetically pleasing street front and experience for pedestrians and bicyclists. In addition to aesthetic benefits, alleys also provide access for emergency services and assist with reducing the number of curb cuts along roadways, which enhances safety for bicyclists and pedestrians on the street network.

However, as alley activation occurs, the City will face the challenge of maintaining the utilitarian capabilities of the alleys while complying with ADA policies and standards within the confined right of way. These alleys currently serve key automobile roles, largely as access to parking for homes and businesses, and the City will need to strike a balance between these automobile needs and the activation strategies that may restrict alley circulation and automobile movement.

### Challenges and Opportunities
The alleys available across the CCP area provide a substantial opportunity for increased residential and non-residential frontages, and their ubiquity allows for nearly the entire CCP area to be utilized from this asset. These alleys connect to a vast network of streets and sidewalks, a diverse range of land uses, and as a result, these potential frontages could develop unique connections throughout the Central City depending on the adjacent land uses and development standards. In addition to their visual presence in the CCP area, alleys can also easily integrate within the urban framework and connect with many of the plan area’s various attractions and amenities.
Implementing Actions

The City’s Central City Urban Design Guidelines was updated concurrently with adoption of the CCSP to account for and implement the Specific Plan vision, goals, and policies including the design guidelines for alley activation. However, subsequent planning and detail on alley activation is required, and the following implementing action focuses on this subsequent action.

Implementing Action M-12
Alley Activation Program. Create an alley activation program that makes alleys a more desirable place to travel or spend time, while balancing their utilitarian function with the need for more efficient use of remaining land within the Central City and other portions of the City. The alley activation program will outline:

- A clear process for which a property owner or business owner would have to follow in order to activate an alley.
- The types of alley activation the City would like to see implemented that include but are not limited to:
  - Green Alleys that incorporate sustainable infrastructure
  - Residential Alleys that support and provide access to adjacent residences
  - Shared Alleys that prioritize movement of pedestrians
  - Vibrant Commercial/Mixed Use Alleys that provide a destination for visitors, employees, and residents including businesses that face the alley.

- The specific strategies that can be used to activate an alley that includes but not limited to:
  - Designate select alleys as pedestrian malls that permit vehicular travel
  - Development that fronts onto alley
  - Lighting enhancements – may include pedestrian-scale lighting, overhead lighting, or decorative lighting (e.g., string lights)
  - Public art
  - Landscaping – street trees, gardens, raised planters, etc.
  - Pedestrian/bicycle amenities – benches, trash receptacles, bike racks, etc.
  - Decorative paving
  - Priority alleys to be activated
  - Incentives for alley activation projects.
  - Maintenance strategy and funding sources.

Responsible Entity: Public Works Department, Community Development Department.

Timeframe: 2018-2020

- Incentives for alley activation projects.
- Priority alleys to be activated
- Maintenance strategy and funding sources

3.10 UTILITIES

Adequate and reliable public and private utilities including water, wastewater, storm drainage, electricity, telecommunications, and street lighting are necessary for providing a high quality of life. It is also an important consideration in attracting developers, residents, and businesses to the CCSP area. As development and revitalization occur, the demands on the existing public utilities systems will increase and the systems will need to be improved and expanded over time. The following establishes actions and improvements for utilities to advance the vision, goals, and policies of the CCSP.

3.10.1 UTILITY POLICY

U.1 Infrastructure Improvements. Support the implementation of infrastructure improvements related to the Combined Sewer System, Drainage (Basin 52), electricity, natural gas, telecommunications, and street lights, and reflect the prioritization, as shown in on Figures 3.10-1 to 3.10-22 to adequately serve development in the Central City.

U.2 Water Supply. Maximize water conservation, and implement new water diversion, treatment and groundwater recharge as needed to ensure sufficient water supply.

U.3 Combined Sewer System and Drainage (Basin 52) System Capacity. Require that new development manages wastewater drainage and develops groundwater to not exceed existing CSS and Basin 52 system capacity.

U.4 Joint Utility Trenches. Encourage the use of common joint utility trenches for extension of electric, telecommunications, and gas conduits and mains with development.

U.5 Upgraded Utility Lines. Support the extension of upgraded utility lines to serve not only a single development project, but other nearby sites that can provide opportunities for housing to share the costs of necessary utility upgrades.

U.6 Rate Payer Funds. Support the matching of City utility rate payer funds to the extent possible with development upgrades that also improve existing service.

U.7 Agency Coordination. Continue to coordinate closely amongst internal City transportation and utility infrastructure departments, as well as with public utility providers (e.g., SMUD, AT&T) to successfully upgrade existing infrastructure systems.
The City of Sacramento Central City Specific Plan

Planning Framework: Utilities

3.10.2 WATER

Existing Conditions
The City of Sacramento provides domestic water to the CCSP area and utilizes both surface water and groundwater to meet the water demands. The City treats surface water diverted from the Sacramento and American Rivers through the Sacramento River Water Treatment Plant (SFNTW) and the E.A. Fairbairn Water Treatment Plant (EATWWTP), respectively. Additionally, the City extracts groundwater from both the North Sacramento and Central Sacramento basins. The current reliable water production capacity is approximately 280 million gallons per day (mgd). The CCSP area is generally served by several major transmission mains ranging in size from 14-inch to 42-inch in diameter. Incremental upsizing of the existing service mains ranging in size from 6-inch to 12-inch in diameter has been maintained over the years as development in the CCSP area has occurred.

Water Demand
The total additional water demand from anticipated residential and non-residential growth under the CCSP is shown below.

Challenges and Opportunities
Much of the water system mains within the CCSP area are cast iron pipelines, which have demonstrated a history of problems associated with mains reaching the end of their useful life. Continued replacement/upsizing of the cast iron mains, and the smaller 6-inch and 8-inch mains is envisioned in order to provide adequate domestic water needs and meet current regulations for fire suppression needs. The existing water system will require strategic upgrades to serve the proposed improvements to the existing water system supply grid to serve the sites that can provide opportunities for housing, entitled planning projects, and commercial/office only sites along the major commercial corridors, these sites are more clustered together. This clustering creates an opportunity for strategic infrastructure investments in these areas to remove constraints that would be burdensome for a single development.

Implementing Actions
The proposed extensions of the existing water service main system will be accomplished using a combination of new 8-inch and 12-inch water mains. The proposed water system improvements also include the implementation of low impact drainage infrastructure measures, where feasible, through the use of SMUD to improve alley lighting, where necessary, through the use of SMUD to improve alley lighting.

Water System Improvements

The following action will assist in the implementation of the proposed CCSP water improvements.

Implementing Action U-1

Water System Improvements: Implement proposed improvements to the existing water system in order to accommodate future growth as shown on Figures 3.10-4 through 3.10-7. Note that these improvements can be funded and implemented in order to improve the system and serve as a catalyst for future development.

Residential Average Water Demand

<table>
<thead>
<tr>
<th>Water Demand</th>
<th>1,608</th>
<th>acre feet per year increase</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial/Office/Retail Average Water Demand</td>
<td>1,008</td>
<td>acre feet per year increase</td>
</tr>
</tbody>
</table>

Total Average Water Demand for CCSP Growth = 2.516 af increase

City of Sacramento Central City Specific Plan

City of Sacramento Central City Specific Plan
Figure 3.10-5 Priority Investment Area 1

Figure 3.10-6 Priority Investment Area 2
3.10.3 WASTEWATER AND STORM DRAINAGE

Existing Conditions

The CCSP is served by both the Combined Sewer System (CSS) and Storm Drainage Basin 52 (Basin 52). The CSS is the legacy storm drain and sanitary sewer system that conveys both stormwater and sanitary flows. It encompasses approximately 7,500 acres of the Central City, East Sacramento and Land Park areas. Another 3,700 acres including the Sacramento River, California State University and western Sacramento areas utilize the system for sanitary sewer only. The City discontinued constructing combined sewer and storm systems in 1946, although continued connections to the existing CSS are allowed.

The CSS that serves both the sanitary sewer and much of the stormwater needs of the CSS area consists of pipes ranging in size from 4-inches to 120-inches in diameter. The local drainage and sanitary sewer collection system in the area consists of a 36-inch to 84-inch on U, P, S, and T mains located in 3rd Street, 4th Street, and 7th Street. The system generally flows southwesterly adjacent to the Crocker Art Museum at the corner of 5th and 7th Streets. The system generally flows southwesterly towards the Basin 52 Pump Station, located adjacent to the Crocker Art Museum at the corner of 3rd and P Streets. The system is currently over capacity and allows fairly significant street flooding even during the 2-year storm event. This flooding is comprised only of stormwater not sanitary sewage. Property flooding for all structures is only anticipated during the 2-year storm event, although underground structures are at risk during similar storm events.

The stormwater runoff characteristics of the area are such that the proposed CSS area land uses are more than adequately sized for the sanitary sewer systems. Sanitary sewer piping from the Basin 52 area is gravity piped to the pump station (Pump Station 52) located near the Crocker Art Museum. The pump station discharges directly to the Sacramento River. Sanitary sewer piping from the Basin 52 area is gravity piped to the pump station and connected to the CSS.

The Basin 52 piping system ranges from 12-inches to 94-inches in diameter. The larger collection mains are located in 3rd Street, 4th street, and 7th Street. The system generally flows southwesterly towards the Basin 52 Pump Station, located adjacent to the Crocker Art Museum at the corner of 3rd and P Streets. The system is currently over capacity and allows fairly significant street flooding even during the 2-year storm event. This flooding is comprised only of stormwater not sanitary sewage. Property flooding for all structures is only anticipated during the 2-year storm event, although underground structures are at risk during similar storm events.

The existing system in the CSS area is generally comprised of a 6-inch to 10-inch pipeline in the alleys and streets. Although these pipelines are more than adequately sized for the sanitary sewer flows, they are typically undersized for the added storm drainage flows during a rainfall event. New development will have to upsise the existing pipe or add a separate 18-inch storm drain pipeline to the system to accommodate additional flows. Adding an 18-inch pipeline to an existing alley or street may prove difficult and will need to be analyzed on a project by project basis.

Implementing Actions

Sanitary sewer flows are expected to increase because of the future increased density of land uses in the CSS area. Since the majority of the sites are previously developed with highly impervious surfaces i.e. roof tops, parking lots, sidewalks, etc. the increased storm water flow for new projects are not anticipated to increase with the development. The increased sanitary sewer flows are anticipated to be relatively small compared to the stormwater combined sewer flows in the area. The City does require the developer to mitigate the increased sanitary flows through the use of payment of the established CSS Mitigation fee, or participation in a City sponsored project that improves the system in the area to mitigate the impacts.

Although future development can be located throughout the CSS area, in some areas especially along the same of the major commercial corridors, these sites are more clustered together. This clustering creates an opportunity for strategic infrastructure improvements in these areas to remove constraints that would be burdensome for a single development. Of the proposed infrastructure improvements in the CSS area, there are six locations that have been identified as Priority Infrastructure Improvements where the concentrations of development would benefit from focused infrastructure investments, as depicted in Figures 3.10-5 through 3.10-10.

The following actions will assist in the implementation of the combined sewer and sanitary sewage, and storm drainage improvements.

Implementing Action U-2

Wastewater and Storm Drainage Improvements.

Identify and implement significant improvements in these areas to support the growth as shown on Figures 3.10-1 through 3.10-14.

City of Sacramento Central City Specific Plan

The following action will assist in the implementation of the combined sewer and sanitary sewage, and storm drainage improvements.

Design Report, on-site storage, or participation in a

Responsible Entity: Utilities Community Development Department

Timeframe: Ongoing
3.10.4 ELECTRICITY

Existing Conditions

The Sacramento Municipal Utility District (SMUD) provides electrical service to customers located within the CCSP area. Power is transmitted to the CCSP area by a looped underground 115 kV (kilovolt) transmission system that feeds several substations that step down, or reduce, the voltage to 12 kV and 21 kV distribution systems. The 115 kV loop connects SMUD Station A located at 49th and H Streets, Station B located at 19th and O Streets, and Station D located at 35th and R Streets. This loop is also connected to the North City (north of 20th and C Streets) and Mid City (35th and R Streets) substations.

Station D Mid City, and the North City substations step down the 195 kV to 21 kV and Station A and Station B step down 212 kV to 21 kV to serve the overall Central City area. The 12 kV system serves a secondary network system. The 21 kV system serves the balance of the Central City area and will likely be used to serve new development within the CCSP area.

Energy Demand

The energy demand from anticipated growth under the CCSP is shown below.

| Energy Demand Increase | Total 75 to 100 | MEGAWATTS
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1 megawatt is equal to about 10,000 light bulbs</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

City of Sacramento Central City Specific Plan

Challenges and Opportunities

Challenges to providing electricity service in the future include the limited capacity of the 115 kV line for expansion. It is served by Station A, which has six transformer banks ranging from 20-25 megawatt-ampere, or MVA, and Station B, which contains three transformer banks (375 MVA each) and neither station has further room for additional transformer banks. There are a number of options for relocating electrical distribution and transmission facilities. Connections may present varying technical challenges and may require creative solutions including above ground facilities located off and adjacent to alleys, above ground facilities within an alcove off and adjacent to alleys, above ground facilities within an alcove off and adjacent to alleys, above ground facilities within an alcove off and adjacent to alleys, above ground facilities within an alcove off and adjacent to alleys, above ground facilities within an alcove off and adjacent to alleys, above ground facilities within an alcove off and adjacent to alleys, above ground facilities within an alcove off and adjacent to alleys.

The future 21 kV routes and switching locations are continually subject to change based on the sequence that development occurs, specific load requirements, other utility conflicts, availability of required space for splicing manholes, duct banks, etc. These routes will provide the 21 kV feeder system to within two blocks of the identified sites that can provide opportunities for housing and entitled proposed projects. Additional infrastructure (transfomers, conduct, pull boxes, etc.) to serve these sites will need to be determined with SMUD and the individual site developers.

Implementing Actions

A majority of the additional load associated with implementation of the CCSP would require adding major components in the plan area. With additional transportation electrification expected to increase with technology trending toward DC fast charging plazas. Each charging station could require up to 2 MW increasing the overall load requirements to 34-38 MW. SMUD is already working on replacing the 115 kV substations (NCY and Station L) with Station E, a 60 MVA facility. These features are depicted in Figures 3.10-9 through 3.10-18. Once Station A (network) is replaced with Station G and the Station A site is decommissioned, Station A is being planned to add a 80 MW 21 kV substation. With the anticipated development in the CCSP area, another 3-40 MVA substations would be required along the 7th Street corridor in the Railyards or River District, preferably between North B Street and Richards Boulevard.

The following actions will assist in the implementation of the proposed CCSP electricity improvements.

Implementing Action U-3

Electric System Improvements. Work with SMUD to implement proposed improvements as shown in Figures 3.10-9 through 3.10-18 and to coordinate construction of utility and street improvements in the CCSP.

Responsible Entity: Utilities; Community Development Department; Sacramento Municipal Utility District.

Timeframe: Ongoing
Figure 3.10-16 Electrical Infrastructure - NE

Figure 3.10-17 Electrical Infrastructure - SW
3.10.5 NATURAL GAS

Existing Conditions

The Pacific Gas & Electric Company (PG&E) supplies natural gas to the Sacramento area in the CCSP area, there are both high-pressure and low-pressure distribution systems. High-pressure system pipelines, generally of a 6-inch diameter and larger, carry gas at approximately 40 pounds per square inch (psi). Low-pressure system pipelines, generally of a 2-inch diameter, carry gas at a pressure of a 7-inch water column (about 0.25 psi). Service is generally provided from the low-pressure system unless usage exceeds about 3,000 cubic feet per hour; however, in the CCSP area the system is all pressure service for large volume use, there are changes for service according to the company’s new business tariffs. Whether a project is a core user or a non-core user dependent on the type of use for the facility or business, it is more likely that projects in the CCSP will feature core customers.

Implementing Actions

PG&E has indicated they are currently making improvements to their system in accordance with a number of projects and initiatives, which may negate the need for future improvements when or if the new developments are constructed in the CCSP area. PG&E will service the new developments and infrastructure as they are constructed and require service. Upgrades to the existing system will be addressed on a case-by-case basis as additional information is received on the actual development square footage and maximum and minimum gas loads.

Challenges and Opportunities

If the user is a core (non-interruptible) customer in the service area and will accept service at 7-inch water column pressure, PG&E is generally obliged by California Public Utilities Commission (CPUC) regulations to provide service without additional cost for service. If the user is a non-core (interruptible) customer, or needs an elevated pressure service for large volume usage, there are charges for service according to the company’s new business tariffs. Whether a project is a core user or a non-core user dependent on the type of use for the facility or business, it is more likely that projects in the CCSP will feature core customers.

3.10.6 TELECOMMUNICATIONS

Existing conditions

Within the CCSP area there are numerous telecommunications providers. The following are the main providers for telephone and cable services: AT&T, Comcast, Consolidated Communications, Electric Lightwave (ELI), and the City of Sacramento. AT&T supplies local and long-distance telephone service, and also data communications, in most of the Sacramento area.

Comcast provides cable television service in the Sacramento area. Consolidated Communications also provides telecommunications service in the Sacramento’s Central City area and is centered around the existing larger buildings in the Central area, with some of their fiber system actually in the City of Sacramento. AT&T supplies local and long-distance telephone service, and also data communications in most of the Sacramento area. Consolidated Communications also provides telecommunications service in the Sacramento’s Central City area and is centered around the existing larger buildings in the Central area, with some of their fiber system actually in the City of Sacramento.

The City of Sacramento currently owns an existing fiber network that supplies Municipal and Small City services. The network provides connections between service, traffic, signals, utility, water, and conduits that transverse the main corridors of Sacramento enabling the City to run efficient operations, reduces operational costs, while expanding capabilities.

City of Sacramento Central City Specific Plan

Figure 3.10-18 Electrical Infrastructure - SE Planning Framework: Utilities

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Challenges and Opportunities

Coordination of the numerous telecommunication facilities is challenging in the CCSP area, with several utilities operating separate systems in their own location within the streets and alleys. Co-locating future facilities in a common joint utility trench should be encouraged whenever possible.

Implementing Actions

Telecommunication providers have indicated the existing systems within the plan area should be sufficient to serve the proposed growth anticipated under the CCSP with relatively minor additions. In general, service to each new development will be coordinated with the main electrical service in a common joint trench. Typically, a few 2-inch conduits will be added to the joint trench for service to the projects. Extension of the existing systems can also utilize the proposed 21kV conduit trench proposed by SMUD for the electrical system.

The following action will assist in the implementation of the proposed CCSP telecommunication improvements.

Implementing Action U-5

Telecommunication Improvements. Work with the SMUD telecommunication providers, and project developers to identify locations where future telecommunication facilities can be co-located in a common joint trench.

Responsible Entity: Utilities; Community Development Department; Sacramento Municipal Utility District

Timeframe: Ongoing

3.10.7 STREET LIGHTS

Existing Conditions

Within the CCSP area there are approximately 3,000 street lights that are maintained by the City of Sacramento Public Works Department. There are an additional 770 lights that are owned and maintained by SMUD. There are also 37 lights that are owned and maintained by Regional Transit (RT) along light rail tracks on K Street between 7th and 12th and along O Street between 7th and 10th. The majority of these lights are the City’s least top ornamental style light (cobra head style lighting fixtures). There are also mast arm (aka cobra head) style lights. The ornamental style lights are more aesthetically pleasing than the stark style of the mast arm style. However, the luminaires (light fixtures) are more efficient and last longer than the mast arm style and therefore require more maintenance and repairs.

The City has identified needed street lighting in the two large elder predominantly residential areas of the CCSP, one in the Northeast area of the CCSP and the other in the Southeast area of the CCSP. The proposed street lights in these areas is the ornamental style street lights. However, funding for street lighting improvements in these two areas has not been identified.

The following action will assist in the implementation of the proposed CCSP street light improvements.

Implementing Action U-6

Street Light Improvements. Work with private business districts/partnerships to identify locations and sources of funding for street light improvements, consistent with Figures 3.10-19 through 3.10-22.

Responsible Entity: Public Works

Timeframe: Ongoing

Implementing Actions

Figures 3.10-19 through 3.10-22 illustrate the proposed and existing street lights within the CCSP area. Developers of projects in the CCSP area are typically required as part of plan review, to improve the street lights along the street frontage of their project using ornamental style street lights. However, these lights are only installed on the development side of the street, not across the street, and not on the adjacent blocks.

The City has identified needed street lighting in the two large elder predominantly residential areas of the CCSP, one in the Northeast area of the CCSP and the other in the Southeast area of the CCSP. The proposed lighting in these areas is the ornamental style street lights. However, funding for street lighting improvements in these two areas has not been identified.

The following action will assist in the implementation of the proposed CCSP street light improvements.

Implementing Action U-6

Street Light Improvements. Work with private business districts/partnerships to identify locations and sources of funding for street light improvements, consistent with Figures 3.10-19 through 3.10-22.

Responsible Entity: Public Works

Timeframe: Ongoing
Figure 3.10-22 Street Lights - SE
Implementation

Government Code Section 65451 requires that a Specific Plan provide a program of implementation measures necessary to carry out its proposed land uses, infrastructure, development standards, and other criteria. There are a number of City plans, regulations, programs, processes, incentives and other tools that will be applied in implementing the CCSP. Some of these tools are applicable to all development within the CCSP area, while others are specific to certain types of development and/or geographic locations. Some of the tools existed at the time of Specific Plan approval, others were modified concurrent with adoption of the CCSP, and others are intended to be further developed subsequent to CCSP adoption. This section summarizes the implementing actions available to the City, project proponents and community within the CCSP area. The intent is to ensure that implementation occurs in an orderly manner that is responsive to changing circumstances and market conditions, and achieves the desired vision for Sacramento’s Central City.

4.1 RELATIONSHIP TO OTHER DOCUMENTS, REGULATIONS, AND TOOLS

Implementation of the CCSP is to be administered by the City of Sacramento in accordance with the policies and provisions of several related planning, program and regulatory documents. In addition to the CCSP, the following documents will need to be consulted for any development, improvements, services and other activities undertaken within the CCSP area. The hierarchy and relationships between these various documents are illustrated on Figure 4.1-1, Document Hierarchy.
General Plan

The City of Sacramento General Plan serves as the long-term policy guide for the physical and economic development of the City. The City's core values are the foundation of the General Plan and the policies, principles, and guidelines that inform the zoning and land use policies. The City's General Plan values are the foundation of the General Plan and the policies, principles, and guidelines that inform the zoning and land use policies.

Central City Community Plan

Within the General Plan, there are eleven community plans that span the entirety of the City and some adjacent unincorporated areas. These community plans are designed to further refine policies and goals at a more local level and are unique to each plan area. The CCSP falls within the Central City Community Plan (CCCP) area, which recognizes the role of the Central City as the core for Sacramento and the greater region, and responds to the diverse history and development across the broader community.

Planning and Development Code

The Planning and Development Code (Title 17) provides the zoning regulations for the CCSP area and establishes the framework through which the Specific Plan will be implemented. The Planning and Development Code allows for the establishment of Special Planning Districts (SPDs). The purpose of SPDs is to regulate properties under multiple ownership that are in need of general physical and economic improvement or that have special environmental features that standard land use zoning and other regulations cannot adequately address. SPDs are used for selected areas of a community to provide flexibility in order to stimulate new development, provide incentives for private development, provide mechanisms for preserving and enhancing unique environmental features, and encouraging coordinated development of properties through a unified theme, consistent with the goals and criteria for the SPD area. The CCSP area is covered by three SPDs, including the Central City SPD, the Central Core SPD, and the Alhambra Corridor SPD. These three SPDs do not overlap and future development within the City Core should refer to the SPD that applies to their project site (see Figure 3.1-3).

Central City Urban Design Guidelines

The Central City Urban Design Guidelines (CCUDG), which include the Central Core and Central Neighborhood Design Guidelines, set forth a long-term vision for the physical form and character of Sacramento’s Central City, including the CCSP area. The CCUDG establish required and recommended design elements that are to be applied during the design and review of individual development projects and improvements. Concurrent with approval of the CCSP, the CCUDG were amended to ensure consistency with the goals and policies of the CCSP.

CCSP EIR

An Environmental Impact Report (EIR) was certified concurrent with approval of the CCSP. The EIR, prepared in accordance with the California Environmental Quality Act (CEQA), examines the potential direct and indirect environmental effects of the project and identifies appropriate mitigation measures, where feasible, to reduce impacts determined to be potentially significant. The CCSP EIR serves as the base environmental document for purposes of evaluating subsequent development entitlements, discretionary permits, and ministerial approvals within the plan area. Included is a Mitigation Monitoring Plan to be used by the City and project developers in ensuring compliance with adopted mitigation measures.

HOUSING NOW!

The Housing Now! Program is an interactive web mapping tool developed concurrent with the CCSP to enhance access to property and zoning information for housing opportunity sites within the plan area. Applicants interested in housing development within the CCSP should consult the Housing Now! Program to learn more about site size, land use zoning, constraints, proximity to transit and other elements relevant to site selection and development. The Housing Now! Program provides easy access to available information for each opportunity site, as well as enables searches for sites, issues and opportunities to facilitate successful project implementation. The Housing Now! Program supplements the City’s Downtown Developer Toolkit.

Sacramento Regional Transit (RT) Guide to Transit Oriented Development

Sacramento Regional Transit’s (RT) Guide to Transit Oriented Development serves as a guide to establish standards centered around transit oriented development, which is seen as a key tool in improving on the goals of increasing transit ridership and allowing for additional transportation options in the greater Sacramento region.
4.2 PROJECT APPROVALS AND INCENTIVES

4.2.1 PROJECT APPROVALS

Individual development projects within the CCSP are subject to review and approval of subsequent permits and entitlements by the City of Sacramento. Typical entitlements may include site plan review, use permits, deviations, parcel maps, subdivision maps, and/or other permits. Application and processing requirements shall be in accordance with the City’s Planning and Development Code.

All subsequent development projects, public improvements, and other activities shall be consistent with the provisions of the CCSP and pertinent City of Sacramento policies, requirements, and standards. In addition to approval of a subsequent project or permit, the City may impose conditions as are reasonably necessary to ensure that the project is in compliance with the CCSP and all applicable plans and regulations.

4.2.2 PROCESS STREAMLINING

Streamlining and Assistance Programs

In order to facilitate development in the Central City area, the City has and continues to adopt and refine various process streamlining and assistance measures. The Downtown Housing Initiative Plan supports this desire with a goal of developing 10,000 housing units in 10 years and includes policies, strategies, and recommendations to provide greater incentives, resources, and process streamlining. At the time of adoption of the CCSP, the following streamlining and assistance processes, indicated in Table 4.2.1, were available to CCSP project applicants.

Housing Opportunity Sites

Eighty-five opportunity sites within the CCSP area were identified as being able to accommodate housing in the future. These Housing Opportunity Sites, as shown in Figure 4.2-1 and listed in Appendix B, are generally vacant and/or underutilized and are at least one-quarter of an acre in size. The CCSP process included evaluation of cultural resources, utility infrastructure needs and hazardous materials at the 85 Housing Opportunity Sites as described below. Since detailed information is available for these sites, future development review processes are streamlined as landowners and developers identify potential challenges to development and can build upon the existing information associated with the utility infrastructure analysis, cultural resources inventory, and hazardous material overview.

CCSP UTILITY INFRASTRUCTURE ANALYSIS

The CCSP Utility Infrastructure Analysis is a preliminary engineering and planning level effort that identifies potential opportunities to provide integrated infrastructure at the least cost through planning options or the application of sustainable design principles and value engineering design. The evaluation includes a review of entitled projects within the CCSP area along with the Housing Opportunity Sites. The analysis evaluates the existing capacity of sanitary sewer, storm drainage, water, electric power, telecommunications and natural gas infrastructure systems and the projected infrastructure demands posed by anticipated development. The analysis also includes an estimate of probable construction costs and offers recommendations for six infrastructure investment areas that have the least infrastructure constraints relative to Section 4.2.1.

This study will be useful for City staff and developers to evaluate probable infrastructure costs and most viable infrastructure investment projects. It should be noted that the proposed utility infrastructure improvements and estimated costs represent one scenario of how future growth will occur in the CCSP area. Exact locations of future development could vary from what was assumed in the Utility Infrastructure Analysis, and therefore, required infrastructure improvements could also vary from what is assumed.

CCSP CULTURAL RESOURCES SURVEY

A Cultural Resources Survey and Inventory was prepared for the CCSP area focused on the Housing Opportunity Sites as shown in Figure 4.2-1. A preliminary survey and research was conducted to identify those Opportunity Sites that included historic-age (45 years or older) buildings and structures. The study found that there are 72 historic-age buildings and structures, and the City identified six historic-age buildings, located on four of the Opportunity Sites for full evaluation for the National Register, California Register and local listing. There are also three City Landmarks on three of the Opportunity Sites and the Opportunity Sites are all located within four City of Sacramento historic districts.

ENVIRONMENTAL SITE ASSESSMENT

A Phase I Environmental Site Assessment overview study was conducted for the Housing Opportunity Sites. The study identified evidence of indigenous recognized environmental conditions (IEC), otherwise known as hazardous substances or petroleum products (as defined by the American Society for Testing and Materials). The study is to
be used as a reference for identifying potential environmental issues at the Housing Opportunity Sites and is the basis for future more detailed assessments, as available. The Housing Opportunity Sites were ranked for their potential on a scale of low, moderate, and high. For the NEC, 30 have a moderate potential impacts exist on the site of an NEC, 30 have a moderate potential impacts may exist on the site and 22 have a low potential to have an NEC impact real estate existing on the site.

**TABLE 4.2.1: AVAILABLE STREAMLINING AND ASSISTANCE PROCESSES**

<table>
<thead>
<tr>
<th><strong>PROCEDURE</strong></th>
<th><strong>DESCRIPTION</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Staff-Level Planning Approval</strong></td>
<td>The comprehensive update of the Planning and Development Code included increased staff-level approval mechanisms, including, but not limited to, the Site Plan and Design Review approval for any subsequent project. This mechanism provides the opportunity for streamlined environmental review for residential projects located within the CCSP. Applicable mitigation measures identified in the CCSP EIR would be implemented.</td>
</tr>
</tbody>
</table>
For retail uses - the retail use is within a Transit Priority Area and it is not a "regional" retail use.

For office/employment center uses - the office/employment center use is within a Transit Priority Area and VMT per employee is equal to or below 85 percent of the existing average regional household VMT per capita; and/or

For residential uses - the residential use is within a Transit Priority Area and VMT per capita is equal to or below 85 percent of the existing average regional household VMT per capita; and/or

For office/employment center uses - the office/employment center use is within a Transit Priority Area and VMT per employee is equal to or below 85 percent of the existing average VMT per employee for Sacramento County; and/or

For retail uses - the retail use is within a Transit Priority Area and it is not a "regional" retail use.

For office/employment center uses - the office/employment center use is within a Transit Priority Area and VMT per employee is equal to or below 85 percent of the existing average VMT per employee for Sacramento County; and/or

HISTORIC PRESERVATION

The Mills Act program provides economic incentives for the preservation of historic buildings. Enacted in 1972, the Mills Act legislation grants participating local governments the authority to enter into contracts with owners of qualified historic properties who restore and maintain those historic properties. The property owner is granted a tax break for participating in the program; Mills Act contracts are for 10 years initially with automatic yearly extensions. The contract stays with the property and transfers from owner to owner. The local government establishes their own criteria, application procedures, and contract terms and determines how many contracts they will allow in their jurisdiction.

CENTRAL CITY SPECIAL PLANNING DISTRICT (SPD)

As described in Section 4.1, the CCSP includes the adoption of a new SPD. The new SPD has been designed to provide regulatory incentives that will further encourage development consistent with the goals of the CCSP. These incentives include:

- Increased maximum height allowances in the C-2, OB and RMX zones.
### TABLE 4.2.2: AVAILABLE REGULATORY INCENTIVES

<table>
<thead>
<tr>
<th>Available Regulatory Incentives</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Reduced Parking Requirements</strong></td>
<td>No parking is required in the Central Business District (CBD). 0.5 to 1 space per dwelling unit is required in all other areas within the CCSP.</td>
</tr>
<tr>
<td><strong>Quimby Park Dedication Requirements</strong></td>
<td>The Quimby Park Dedication requirements have been reduced from 5 acres per 1,000 residents to 1.75 acres per 1,000 residents within the Central City.</td>
</tr>
<tr>
<td><strong>Permitted Use</strong></td>
<td>Housing is a permitted use in all commercial and mixed use zones.</td>
</tr>
<tr>
<td><strong>Historic Preservation (for listed historic resources)</strong></td>
<td>Building may be used for a use not permitted in the zoning district as approved by a zoning administrator conditional use permit (subject to Section 17.232.130 of the Planning and Development Code).</td>
</tr>
<tr>
<td><strong>Permitted Use (General)</strong></td>
<td>Commercial and office uses are allowed in multi-family zones (subject to Section 17.604.750 of the Planning and Development Code).</td>
</tr>
<tr>
<td><strong>Permitted Use (in Multi-Family Zones)</strong></td>
<td>Commercial and office uses are allowed in multi-family zones (subject to Section 17.604.750 of the Planning and Development Code).</td>
</tr>
<tr>
<td><strong>Building Requirements</strong></td>
<td>The building official is authorized to use the California Historical Building Code for potential flexibility with structural, accessibility and energy requirements when preserving historic features (subject to Section 17.604.710 of the Planning and Development Code).</td>
</tr>
<tr>
<td><strong>Open Space Requirements</strong></td>
<td>The Preservation Director may waive up to 100 percent of the required private open space required (subject to Section 17.604.730 of the Planning and Development Code).</td>
</tr>
<tr>
<td><strong>Parking</strong></td>
<td>Off-street parking is not required for historic resources that are converted from nonresidential uses to residential uses (subject to Section 17.608.020 of the Planning and Development Code).</td>
</tr>
<tr>
<td><strong>Historic Preservation (Process)</strong></td>
<td>historic resources are potentially exempt from Site Plan and Design Review if it meets specific criteria for work involving siding, windows, exterior doors, HVAC equipment, electrical and solar panels and roof.</td>
</tr>
<tr>
<td><strong>Plan Check</strong></td>
<td>Concurrency building plan check is permitted for historic resources.</td>
</tr>
<tr>
<td><strong>Site Plan and Design Review</strong></td>
<td>Historic resources are potentially exempt from Site Plan and Design Review if it meets specific criteria for work involving siding, windows, exterior doors, HVAC equipment, electrical and solar panels and roof.</td>
</tr>
</tbody>
</table>

### TABLE 4.2.3: AVAILABLE FINANCIAL INCENTIVES

<table>
<thead>
<tr>
<th>Available Regulatory Incentives</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Property Assessed Clean Energy (PACE) Financing Program</strong></td>
<td>This program provides financing for energy efficiency and renewable energy improvements on private property.</td>
</tr>
<tr>
<td><strong>Green Improvements Financing Program</strong></td>
<td>This program provides financing for green remodels and upgrades.</td>
</tr>
<tr>
<td><strong>Sacramento Brownfields Program</strong></td>
<td>This program provides financing for redevelopment of environmentally contaminated sites.</td>
</tr>
<tr>
<td><strong>Housing Impact Fee</strong></td>
<td>The Housing Impact Fee is set at an initial $0.01 fee rate for high density housing and conversions from nonresidential to residential uses.</td>
</tr>
<tr>
<td><strong>Statewide Community Infrastructure Program (SCIP)</strong></td>
<td>This program provides the ability to create assessment districts for individual parcels that will allow landowners to finance applicable infrastructure improvements.</td>
</tr>
<tr>
<td><strong>Fee Deferral</strong></td>
<td>Fee deferrals are allowed for housing developments of 5 units or more.</td>
</tr>
<tr>
<td><strong>City Development Impact Fee Ordinance</strong></td>
<td>The City’s Development Impact Fee Ordinance standardizes how new or updated fees are assessed.</td>
</tr>
</tbody>
</table>

### 4.2.5 FINANCIAL INCENTIVES

Reducing costs is another mechanism that can be used to further spur infill development. The City has implemented a number of financial incentive programs aimed at improving the feasibility to develop within the CCSP area. At the time of adoption of the CCSP, the following financial incentives were available to CCSP project applicants:

- Increases in the maximum density allowances in the OB and RMX zones
- Reduced open space requirements for residential uses
- No open space requirements will apply to the conversion of a nonresidential building to a multi-unit dwelling
- Reducation of the adaptive reuse density requirement to a building unit/350 square feet for listed historic resources
- Elimination of the 60 foot height threshold in the Central Business District that triggers commissioner-level site plan and design review
4.3 INFRASTRUCTURE FINANCING AND PHASING

4.3.1 PRIORITY INVESTMENT AREAS

The Utility Infrastructure Analysis described in Section 4.2 identifies six Priority Investment Areas (PIAs) within the CCSP as Priority Investment Areas (PIAs). Phasing refers to the concentrations of development and the actual development that may occur and actual development could occur at different locations within the CCSP area. Therefore, the exact locations of the PIAs may shift in the future.

4.3.2 OVERVIEW OF FUNDING OPTIONS

Public Facilities Finance Plan

PUBLIC FACILITIES FINANCE PLAN PRINCIPLES

A Public Facilities Finance Plan (CCSP Financing Plan) was prepared for the CCSP. The CCSP Financing Plan addresses infrastructure costs for new development and identifies options to mitigate financial constraints, including how public infrastructure will be phased and funding sources that may be obtained. To ensure that public infrastructure will be funded and delivered to meet the demands of the Plan Area, the CCSP Financing Plan is based on the following principles:

- The Finance Plan provides the framework to ensure that essential infrastructure and public facilities to a minimum. Any public debt issued by the City must meet all City debt policies and ensures all essential infrastructure and public maintenance services unique to the Plan Area.
- The Finance Plan identifies the specific maintenance services unique to the Plan Area and identifies appropriate funding sources.
- The City will, in accordance with prudent fiscal judgment, provide tax-exempt municipal financing to keep funding costs for public facilities to a minimum. Any public debt issued by the City must meet all City debt policies and not adversely affect the City's credit rating.

- Developers may be required to advance-fund or construct significant portions of backbone infrastructure and public facilities exceeding their fair share. Such development may seek private financing necessary to carry such improvements to the extent public financing is not available and to fund the developers' own share of costs.
- New development will fund the proportionate share of backbone infrastructure traditionally funded in new development projects and earned costs exceeding respective fair shares are subject to various credit and reimbursement mechanisms.

<table>
<thead>
<tr>
<th>TABLE 4.3.4: SUMMARY OF PRIORITY INVESTMENT AREAS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Description</td>
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<tr>
<td>Priority Investment Area #1</td>
</tr>
<tr>
<td></td>
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<tr>
<td>Priority Investment Area #2</td>
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<tr>
<td>Priority Investment Area #3</td>
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<tr>
<td>Priority Investment Area #4</td>
</tr>
<tr>
<td>Priority Investment Area #5</td>
</tr>
<tr>
<td>Priority Investment Area #6</td>
</tr>
<tr>
<td>TOTALS</td>
</tr>
</tbody>
</table>

The Finance Plan provides the framework to ensure that essential infrastructure and public facilities necessary for public health, safety, and welfare are constructed in accordance with the City’s development standards in a timely manner to support development in the Plan Area. The Finance Plan identifies the specific maintenance services unique to the Plan Area and identifies appropriate funding sources. The City will, in accordance with prudent fiscal judgment, provide tax-exempt municipal financing to keep funding costs for public facilities to a minimum. Any public debt issued by the City must meet all City debt policies and not adversely affect the City’s credit rating.
The CCSP Finance Plan recognizes the complexity of the project and the inability to provide a precise understanding of the market conditions that will ultimately determine the amount of new development, sequencing of development and ultimate improvements that will need to be constructed. However, the CCSP Finance Plan provides a level of certainty for the development community and the City by providing an understanding of the costs and financing requirements for infrastructure and public facilities improvements. The CCSP Finance Plan also provides a framework for the ongoing update of infrastructure cost estimates, funding options and development information that will help facilitate future development within the CCSP area. Because of the extent of infrastructure requirements and mix of funding sources required, the City will need to closely coordinate the use of public and private funding mechanisms over time. A combination of the following funding options are expected to be used to finance the necessary infrastructure and public facilities.

- **Plan Area Based Funding**
- **Central City Specific Plan Development Impact Fee Program**
- **City Fees**
- **Private Developer Funding**
- **Public Art Funding**
- **Other**

### Other Fee Programs
- 1.5 Subterranean Corridor Mitigation Program
- School Mitigation Fees
- Other Plan Area Contributions
- Downtown Transportation Impact Fee Fund Balance
- Basin 52 Subarea Funding
- Other City/Successor Agency
- EFD/CRDA
- Other City Funding Sources
- Utility Rate Revenue
- CSS
- Water
- Other Funding Sources
- Regional, State and Federal
- Sacramento Regional Transit
- EIFD/CRIA
- Basin 52 Subarea Funding
- Downtown Transportation Impact Fee Fund
- School Mitigation Fees
- Private Developer Funding
- Other

Refer to the CCSP Finance Plan for additional details.

### Public Art Funding

The CCSP also includes an ambitious Public Art Plan to facilitate the creation of beautiful, highly distinctive and culturally rich places throughout the plan area. Multiple funding sources will be required to implement the full scope of the Public Art Plan, including existing and future funding programs. These funding sources are summarized here and described in more detail below.

- **Art in Public Places (APP) Programs**
  - 5% set aside of eligible City and County capital improvement project budgets
- **Sacramento Regional Transit set asides**
- **State of California set asides**
- **Existing City Ordinance 12.52.00 – potential fee credits for exceptional art installation, civic amenity or placemaking features.

### Future

- **Destination Sacramento**
  - In-Town Funding
    - Community Facilities Districts and Enhanced Infrastructure Financing Districts – identification of public art as eligible facilities during district formation
    - Grants – including transportation and park grants
    - Fundraising for the Public Art Plan through events and festivals

- **Partnerships with nonprofit arts organizations.**
- **Partnerships and collaborations with West Sacramento and Crocker Art Museum**
- **Sacramento Regional Transit and State of California set aside funding for art in some projects and other public and private agencies also contract with SMAC to curate and manage art acquisition.**

### Adequate funding is critical to accomplishing the ambitious Public Art program described above.

### Fundraising for the Public Art Plan through events and festivals

- **Partnerships with nonprofit arts organizations.**
- **Partnerships and collaborations with West Sacramento and Crocker Art Museum**
- **Sacramento Regional Transit and State of California set aside funding for art in some projects and other public and private agencies also contract with SMAC to curate and manage art acquisition.**

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### Fundraising for the Public Art Plan through events and festivals

- **Partnerships with nonprofit arts organizations.**
- **Partnerships and collaborations with West Sacramento and Crocker Art Museum**
- **Sacramento Regional Transit and State of California set aside funding for art in some projects and other public and private agencies also contract with SMAC to curate and manage art acquisition.**

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    - Fundraising for the Public Art Plan through events and festivals

- **Partnerships with nonprofit arts organizations.**
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- **Sacramento Regional Transit and State of California set aside funding for art in some projects and other public and private agencies also contract with SMAC to curate and manage art acquisition.**

### Future
Collaborative partnerships will be important to bring the communities together to support projects and events with funding coordination efforts, community volunteers, and activation. SMAC will work with:

- Private property owners to activate vacant storefront spaces with temporary exhibitions.
- Nonprofit Arts Organizations to program the public spaces with arts and cultural events and festivals.
- Commercial Event Planners to organize events.
- Nonprofit Arts Organizations to program the storefront spaces with temporary exhibitions.
- Private property owners to activate vacant storefront spaces with temporary exhibitions.
- Community volunteers, and activation. SMAC will work with.

City Ordinance Chapter 17.51 requires the dedication of land or payment of a fee in lieu thereof or both as a condition of final subdivision map or parcel map for park and recreational purposes and provides for fee credits for development Section 17.511. This section provides that the City Council may authorize fee credits under certain conditions for exceptional aesthetic quality, size, or if the space or facility particularly complements leveraging development. The City and developers should collaborate early in the design phase to identify the potential for a developer to include an art installation, civic amenity, or place-making feature in a dedicated space or the existing public realm and bring it to the Council for fee credit consideration as provided by this ordinance.

ADDITIONAL FUNDING RECOMMENDATIONS

Realizing the potential of public art as an economic driver many cities have passed ordinances that provide an incentive for developers to incorporate artwork into the overall project. Projects that provide public art would be allowed to increase in the floor-area ratio as long as the project meets other applicable development standards and design guidelines. Works of art must be accessible to the public during business hours and meet the qualifications of an artwork. Signage, reproductions, educational activities, mass-produced items and decorative elements not created by an artist are excluded.

Artworks are owned and maintained by the developer. If the developer does not want to commission an on-site artwork, an in-lieu contribution, based on a percentage of the construction cost, may be provided by this ordinance.

Explore the creation of a ‘Destination Sacramento’ Fund utilizing a share of future transient occupancy tax revenue. The funding program could include programming for temporary and permanent art and civic amenities such as gateway monuments in the area of the River Crossing among other projects. Given the shared goals and objectives of ‘Destination Sacramento’ and this plan, this funding source should be explored for temporary or permanent installations that meet specified criteria of this fund.

To the extent possible budget proposals for state and federal transportation and parks grants should be prepared and funds for and include art in the requested funding plan.

Property based improvement districts, community festival districts, and enhanced infrastructure financing districts can fund public art if it is described as an eligible expense in the formation documentation. When property owners and/or the City are contributing eligible improvements for the formation of these districts, within any portion of the CCSP area, public art should be included as an eligible facility.

4.4 IMPLEMENTING ACTIONS

Each section of the Specific Plan identifies implementing actions to further the goals and policies of the CCSP. These implementing actions are listed in a table in Appendix C, which is intended to be used by the City as a tool to assist in execution and monitoring. The table includes a timeframe to complete each implementation action, which City departments are responsible for implementation, and which departments will support the responsible department.

4.5 ADMINISTRATION AND MONITORING

4.5.1 AMENDMENTS TO THE SPECIFIC PLAN

Over time various sections of the Specific Plan may need to be revised to respond to changing conditions and to ensure continuous alignment with the City's overall plan. Any amendment to the Specific Plan shall be done in accordance with applicable law.

4.5.2 SEVERABILITY

If any portion of this Specific Plan is, for any reason, held invalid by a court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision and the invalidity of such provision shall not affect the validity of the remaining portion of this Specific Plan.
R Street Cross Sections
Exhibit B

Figure 14c

R Street Corridor
Cross Sections
7th to 19th 9th Streets

NOTES:

1) BULB OUTS ARE GENERALLY REQUIRED AT ALL ROUND CORNERS UNLESS DETERMINED
   OTHERWISE BY THE CITY TRAFFIC ENGINEER.
2) ALIGNMENT OF CAFE FENCING ON STREET OR STREET RIGHT-OF-WAY MUST BE APPROVED BY THE
   DEPARTMENT OF PUBLIC WORKS FOR REVIEW. ON STREET DIAGONAL PARKING MUST BE APPROVED BY THE
   CITY COUNCIL.
3) ENCROACHMENT PERMITS ARE REQUIRED FOR ANY CAKE SEATING THAT ENCROACHES INTO
   THE RIGHT-OF-WAY.
4) IN LOCATIONS WHERE CAKE SEATING IS REQUESTED, THE SIDEWALK WIDTH SHALL BE A
   MINIMUM OF 6 FEET CLEAR OF ANY OBSTRUCTIONS.
Figure 15a
R Street Corridor
Capitol Area Neighborhood Streetscape Sections
Sector A  9th to 12th/13th Streets

Sector A - Prototypical Section

Dimensions and elements of the cross section might be modified during the design phase.

Sector A - Loading on One Side of Street (9th to 10th Street)

Dimensions and elements of the cross section might be modified during the design phase.
Figure 15b

R Street Corridor
Capitol Area Neighborhood Streetscape Sections

**Sector A  9\textsuperscript{th} to 12\textsuperscript{th}/13\textsuperscript{th} Streets**

**Sector A - Protruding Loading Dock (10\textsuperscript{th} to 11\textsuperscript{th} Street)**

Dimensions and elements of the cross section might be modified during the design phase

**Sector A - Protruding Loading Dock (11\textsuperscript{th} to 12\textsuperscript{th} Street)**

Dimensions and elements of the cross section might be modified during the design phase
Figure 15c

R Street Corridor
Capitol Area Neighborhood Streetscape Sections

**Sector B  12th/13th to 15th Streets**

Sector B - Prototypical Section Phase I

Dimensions and elements of the cross section might be modified during the design phase.

**Sector B - Prototypical Section Phase II**

Dimensions and elements of the cross section might be modified during the design phase.
Figure 15d

R Street Corridor
Capitol Area Neighborhood Streetscape Sections
Sector B 12th/13th to 15th Streets

Sector B - Phase II Option (12th to 13th Street)

Dimensions and elements of the cross section might be modified during the design phase

Sector B – Mid Block Crossing

Dimensions and elements of the cross section might be modified during the design phase
Figure 15e

R Street Corridor
Capitol Area Neighborhood Streetscape Sections
Sector C  15th to 16th Streets

Sector C – Prototypical Section

Dimensions and elements of the cross section might be modified during the design phase.
Figure 15-F

R Street Corridor
Capitol Area Neighborhood Streetscape Sections
Sector D  16th to 18th Streets

Sector D – Weekday Section

Dimensions and elements of the cross section might be modified during the design phase

Sector D - Weekday Section (Loading Dock 16 to 17th)

Dimensions and elements of the cross section might be modified during the design phase
Figure 15 F
R Street Corridor
Capitol Area Neighborhood Streetscape Sections
Sector D  16th to 18th Streets

Sector D - Weekend Section

Dimensions and elements of the cross section might be modified during the design phase.
Part Three: COMMUNITY PLAN AREAS AND SPECIAL STUDY AREAS

Adopted March 3, 2009

FIGURE 15
R STREETSCAPE SECTION BETWEEN 23rd - 29th STREETS

FIGURE 16
R STREETSCAPE PLAN BETWEEN 23rd - 29th STREETS
Opportunity Sites Table
<table>
<thead>
<tr>
<th>Opportunity Site ID#</th>
<th>APN</th>
<th>Address</th>
<th>DU</th>
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<tr>
<td></td>
<td>00601010190000</td>
<td>23.1</td>
<td>0.2</td>
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<tr>
<td></td>
<td>00601010230000</td>
<td>10.1</td>
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<td></td>
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<td></td>
<td>00601010240000</td>
<td>26.1</td>
<td>0.2</td>
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<tr>
<td></td>
<td><strong>Total 107:</strong></td>
<td><strong>90.2</strong></td>
<td><strong>0.7</strong></td>
<td></td>
</tr>
<tr>
<td>108</td>
<td>00600460050000</td>
<td>1121 I Street</td>
<td>89.0</td>
<td>0.6</td>
</tr>
<tr>
<td></td>
<td>00600460060000</td>
<td>1101 I Street</td>
<td>21.7</td>
<td>0.2</td>
</tr>
<tr>
<td></td>
<td>00600460070000</td>
<td>1125 I Street</td>
<td>24.5</td>
<td>0.2</td>
</tr>
<tr>
<td></td>
<td><strong>Total 108:</strong></td>
<td><strong>135.1</strong></td>
<td><strong>0.9</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Total Tier 2:</strong></td>
<td><strong>349.0</strong></td>
<td><strong>2.8</strong></td>
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</tr>
<tr>
<td></td>
<td><strong>Grand Total:</strong></td>
<td><strong>9,176.5</strong></td>
<td><strong>88.3</strong></td>
<td></td>
</tr>
</tbody>
</table>

Note: During the sites analysis, certain sites were determined to be ineligible as housing opportunity sites and were removed from the inventory. Therefore the Opportunity Site ID numbers are not sequential.
Implementing Actions
# Table C-1
## Implementing Actions for the CCSP

<table>
<thead>
<tr>
<th>Implementing Action</th>
<th>Timeframe</th>
<th>Responsible Department</th>
<th>Supporting Department(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Land Use and Urban Form Implementing Actions</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Implementing Action LU-1</td>
<td>Every 5 years beginning in 2023</td>
<td>Community Development Department</td>
<td></td>
</tr>
<tr>
<td>Regular Review and Monitoring Progress. Review and update, if necessary the Central City Specific Plan every five years. Prepare an annual report on progress of Central City Specific Plan implementation.</td>
<td></td>
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</tr>
<tr>
<td>Implementing Action LU-2</td>
<td>2024-2028</td>
<td>Public Works, Community Development Department</td>
<td></td>
</tr>
<tr>
<td>Vision for Major Corridors. Prepare a plan that defines a vision for each of the Central City's major corridors.</td>
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</tr>
<tr>
<td>Implementing Action LU-3</td>
<td>2018</td>
<td>Community Development Department</td>
<td></td>
</tr>
<tr>
<td>Design Guidelines for Housing Adjacent to a Major Industrial Employer. Prepare a set of design guidelines to address the unique objectives and characteristics of housing adjacent to a major industrial employer. Examples of design guidelines that would be prepared include noise reduction measures in walls, roofs, windows, and doors; orientation of balconies and open spaces away from major industrial employers; and additional landscaping for screening purposes.</td>
<td></td>
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</tr>
<tr>
<td><strong>Housing Implementing Actions</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Implementing Action H-1</td>
<td>Ongoing</td>
<td>Sacramento Housing and Redevelopment Agency, Community Development Department, Economic Development Department</td>
<td></td>
</tr>
<tr>
<td>Downtown Sacramento Housing Initiative Plan. Continue working to implement the key strategies of the Downtown Sacramento Housing Initiative Plan, including: transit oriented development (to promote housing development in key locations supported by multimodal transit services); housing conversion (to rehabilitate outdated nonresidential buildings and transforming them into modern sustainable housing); SMART! housing (to develop technologically integrated housing that addresses the need for &quot;connected&quot; residential developments that facilitate residents' participation in the modern, information- and knowledge-based economy); and housing mix (targeting a variety of housing types, including market rate, workforce, and rapid re-housing).</td>
<td></td>
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</tr>
<tr>
<td>Implementing Action H-2</td>
<td>Ongoing</td>
<td>The City, with implementation support from Sacramento Housing and Redevelopment Agency</td>
<td></td>
</tr>
<tr>
<td>Rapid Rehousing. Rapidly rehouse 150 homeless households a year in the plan area consistent with the City's Annual Action Plan and other applicable City housing plans.</td>
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</tr>
<tr>
<td>Implementing Action H-3</td>
<td>Ongoing</td>
<td>Community Development Department, Sacramento Housing and Redevelopment Agency</td>
<td></td>
</tr>
<tr>
<td>Incentives for Residential Projects. Continue to offer incentives for high density residential projects and conversions from non-residential to residential uses by offering reduced Housing Impact Fees, and utilize Housing Trust Fund monies collected on other projects to provide Central City affordable housing projects with local funds that can leverage other state, federal, and philanthropic funds to address subsidy needs.</td>
<td></td>
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<tr>
<td>Implementing Action H-4</td>
<td>2019-2020</td>
<td>Community Development Department</td>
<td></td>
</tr>
<tr>
<td>Middle-income Housing. Evaluate current regulations to better facilitate alternative housing products (e.g. tiny homes, micro units, etc.) to help fill the gap in the housing market for middle-income households as a means to achieving a more permanent and stabilized Central City.</td>
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<tr>
<td>Implementing Action</td>
<td>Timeframe</td>
<td>Responsible Department</td>
<td>Supporting Department(s)</td>
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</tr>
<tr>
<td><strong>Implementing Action H-5</strong>&lt;br&gt;<strong>Affordable Housing Funding.</strong> Help affordable housing developers interested in CCSP projects secure funding from other regional (e.g., SACOG), state, and federal programs, such as Community Development Block Grants, state and federal tax credits, California Cap and Trade programs and State bond programs for affordable and infill/transit-oriented development, and mortgage revenue bonds.</td>
<td>Ongoing</td>
<td>Sacramento Housing and Redevelopment Agency</td>
<td></td>
</tr>
<tr>
<td><strong>Implementing Action H-6</strong>&lt;br&gt;<strong>Anti-displacement Tools.</strong> Develop a strategy, identify tools and funding mechanisms to address anti-displacement due to gentrification.</td>
<td>2019-2021</td>
<td>Community Development Department; Sacramento Housing and Redevelopment Agency</td>
<td></td>
</tr>
<tr>
<td><strong>Implementing Action H-7</strong>&lt;br&gt;<strong>Monitoring Displacement.</strong> Monitor regulated affordable housing that is at risk of converting to market rate as well as rents and vacancy rates for housing in the downtown area.</td>
<td>2019-2021</td>
<td>Community Development Department; Sacramento Housing and Redevelopment Agency</td>
<td></td>
</tr>
<tr>
<td><strong>Implementing Action H-8</strong>&lt;br&gt;<strong>Affordable Housing Preservation Ordinance.</strong> Consider expanding the scope of chapter 5.148 of the City Code, which allows SHRA to preserve HUD subsidized affordable housing, to be expanded to apply to subsidized affordable housing downtown that is not currently subject to the ordinance.</td>
<td>2019-2021</td>
<td>Sacramento Housing and Redevelopment Agency</td>
<td></td>
</tr>
<tr>
<td><strong>Community Amenities Implementing Actions</strong></td>
<td></td>
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</tr>
<tr>
<td><strong>Implementing Action CA-1</strong>&lt;br&gt;<strong>Retail Shortfalls and Offerings.</strong> Work with the community, local businesses, and business organizations to identify and locate retail shortfalls within the CCSP area, and to attract and incentivize an increased assortment of retail and restaurant offerings in accordance with the 2035 Sacramento General Plan and the City’s Economic Development Strategy.</td>
<td>Ongoing</td>
<td>Community Development Department, Economic Development Department</td>
<td></td>
</tr>
<tr>
<td><strong>Implementing Action CA-2</strong>&lt;br&gt;<strong>Tracking Student Generation Rates.</strong> Track the growth of housing in the Central City area and existing student enrollment rates to ensure adequate rates are being used to determine future school facility needs.</td>
<td>Annually</td>
<td>Community Development Department</td>
<td></td>
</tr>
<tr>
<td><strong>Implementing Action CA-3</strong>&lt;br&gt;<strong>School Site.</strong> Coordinate with the Sacramento Unified School District to identify a school site in the southeast quadrant of the plan area. Consider the development of a joint use site that could include a school, neighborhood park, and/or a fire station. Coordinating efforts can include the sale of publicly owned land and pooling of resources to acquire and develop the site.</td>
<td>2018-2020</td>
<td>Community Development Department, Sacramento City Unified School District, Parks and Recreation Department, Fire Department.</td>
<td></td>
</tr>
<tr>
<td><strong>Implementing Action CA-4</strong>&lt;br&gt;<strong>Parkland Development.</strong> Continue identifying and developing parkland opportunities throughout the CCSP area including within the Docks, and Sutter’s Landing Regional Park while continuing to identify opportunities to develop new parklands and/or upgrade existing parklands to meet projected recreational needs.</td>
<td>Ongoing</td>
<td>Community Development Department, Parks and Recreation Department</td>
<td></td>
</tr>
</tbody>
</table>
### TABLE C-1
**IMPLEMENTING ACTIONS FOR THE CCSP**

<table>
<thead>
<tr>
<th>Implementing Action</th>
<th>Timeframe</th>
<th>Responsible Department</th>
<th>Supporting Department(s)</th>
</tr>
</thead>
</table>
| **Implementing Action CA-5**  
Parkland Development. Explore opportunities for non-traditional smaller park types and joint use facilities and partnerships, including co-location of parks adjacent to libraries or schools, and development of joint use public park/stormwater detention basins; explore new park maintenance funding sources and strategies; and activate underutilized spaces within the existing public Right of Way for recreation uses. | Ongoing | Community Development Department | Parks and Recreation Department, Public Works, Economic Development |
| **Implementing Action CA-6**  
Parks and Master Plan Update. Update the City's Parks and Recreation Master Plan on Small Public Places to be consistent with CCSP policies, and address maintenance funding strategies. | 2019-2020 | Parks and Recreation Department | |
| **Implementing Action CA-7**  
Entertainment and Cultural Venues. Collaborate with universities and educational institutions, arts and cultural organizations, creative individuals and supporters, Sacramento Public Library, local businesses, and the community to identify, locate, and develop additional entertainment and cultural venues in appropriate locations within the CCSP area. | 2021-2023 | Community Development Department, Economic Development Department | |

### Historic Resources Implementing Actions

<table>
<thead>
<tr>
<th>Implementing Action HR-1</th>
<th>Timeframe</th>
<th>Responsible Department</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Utilize Information from DSP Historic Resources Survey.</strong> Review and utilize information from historic resource surveys conducted in the CCSP area. The initial inventory and identification effort as part of the CCSP provides guidance for sites with the greatest potential for adaptive reuse or contextually sensitive infill development. The information collected in the CCSP historic resources survey should be consulted when new development is proposed in the CCSP area to help identify potential effects to historical resources and/or opportunities for adaptive reuse or incorporation of historical elements or features into the new development.</td>
<td>Ongoing</td>
<td>Community Development Department</td>
</tr>
<tr>
<td><strong>Conduct Historic Resource Investigations.</strong> Complete historical resource investigations for projects where no historical studies have been prepared for buildings 45 years or older. Where detailed historic studies have been completed and a qualified professional has determined the presence of historical resources either within or adjacent to the site, then a qualified professional should provide guidance for the proposed preservation or adaptive reuse of the resource, or appropriate sympathetic architectural design features, in accordance with the Secretary of the Interior Standards for the Treatment of Historic Properties. In the event that a qualified architectural historian has determined that no historic resources are present either within or adjacent to the project site, no further analysis shall be required. In the event of historic resources damage or demolition, additional mitigation addressing the loss of the structure (e.g., HABS/HAER documentation, development of a historic context statement, interpretive displays) will be incorporated into the proposed project.</td>
<td>Ongoing</td>
<td>Community Development Department</td>
</tr>
<tr>
<td>Implementing Action</td>
<td>Timeframe</td>
<td>Responsible Department</td>
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<td>------------------------</td>
</tr>
<tr>
<td>Implementing Action HR-3</td>
<td>2018</td>
<td>Community Development Department</td>
</tr>
<tr>
<td><strong>Design Standards for Alley Infill.</strong> Develop design standards for alley infill projects in listed Historic Districts informed by the Preservation Commission’s Interim Principles for the Protection of Historic Districts and Landmarks with Respect to Infill Development within the Central City.</td>
<td></td>
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</tr>
<tr>
<td>Implementing Action HR-4</td>
<td>2018-2021</td>
<td>Community Development Department</td>
</tr>
<tr>
<td><strong>Context Statements and Design Guidelines.</strong> Develop context statements and design guidelines for each listed Historic District that are tailored to the unique characteristics of those districts in order to preserve the context of the historic resources.</td>
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</tr>
<tr>
<td>Implementing Action HR-5</td>
<td>2018-2019</td>
<td>Community Development Department</td>
</tr>
<tr>
<td><strong>Mills Act.</strong> Implement the Mills Act, allowing owners of historic properties to offset rehabilitation expenses via lowered property taxes.</td>
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<tr>
<td><strong>Sustainability Implementing Actions</strong></td>
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<tr>
<td>Implementing Action SU-1</td>
<td>2021-2023</td>
<td>City of Sacramento Departments of Community Development and Public Works.</td>
</tr>
<tr>
<td><strong>Climate Change Resiliency.</strong> Identify climate change vulnerabilities in the CCSP area, and develop specific actions that the City can take to increase the resiliency of downtown buildings, infrastructure, residents, and businesses. This will be conducted as part of a Citywide effort to address climate resiliency during the City’s next phase of climate action planning.</td>
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</tr>
<tr>
<td><strong>Public Safety Implementing Actions</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Implementing Action HS-1</td>
<td>Ongoing</td>
<td>Sacramento Police Department</td>
</tr>
<tr>
<td><strong>Police Facilities, Services and Funding.</strong> Continue to ensure adequate police facilities, services and funding are provided to serve projected growth as development occurs in the CCSP and surrounding areas within the City.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Implementing Action HS-2</td>
<td>2024-2028</td>
<td>Sacramento Fire Department</td>
</tr>
<tr>
<td><strong>New Fire Station.</strong> Identify the exact timing, location and funding for a new fire station site west of the BNSF in order to adequately serve the projected growth in the CCSP area.</td>
<td></td>
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</tr>
<tr>
<td>Implementing Action HS-3</td>
<td>Ongoing</td>
<td>Sacramento Fire Department</td>
</tr>
<tr>
<td><strong>Fire Protection Funding.</strong> Continue to ensure adequate fire protection services and funding are provided to serve projected growth as development occurs in the CCSP and surrounding areas within the City.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Mobility Implementing Actions</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Implementing Action M-1</td>
<td>2024-2028</td>
<td>Public Works Department</td>
</tr>
<tr>
<td><strong>Pedestrian Network Improvements.</strong> Implement proposed improvements to the pedestrian network to accommodate future growth as shown on Figure 3.9-1.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Implementing Action M-2</td>
<td>2021-2023</td>
<td>Community Development Department, Public Works Department</td>
</tr>
<tr>
<td><strong>Design and Procedures Manual.</strong> Update Section 15 of the Design and Procedures Manual to incorporate pedestrian, bicycle, transit and roadway network urban design best practices within the CCSP area, consistent with guidance contained in the City’s Central Core Design Guidelines related to the Travelway Realm.</td>
<td></td>
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<tr>
<td>Implementing Action</td>
<td>Timeframe</td>
<td>Responsible Department</td>
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<tr>
<td>---------------------------------------------------------</td>
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<td>----------------------------------------------------------</td>
</tr>
<tr>
<td><strong>Implementing Action M-3</strong> Wayfinding Policy. Develop a policy framework to guide the design and placement of signs for pedestrian, bicycling, transit, roadway and parking wayfinding.</td>
<td>2018-2019</td>
<td>Public Works Department</td>
</tr>
<tr>
<td><strong>Implementing Action M-4</strong> Wayfinding Program. Develop a wayfinding program to establish a fair and predictable system for implementation of signs for pedestrians, bicyclists, transit users, roadways and parking facilities.</td>
<td>2018-2019</td>
<td>Public Works Department</td>
</tr>
<tr>
<td><strong>Implementing Action M-5</strong> Bicycle Network Improvements. Implement proposed improvements to the bicycle network to accommodate future growth as shown on Figure 3.9-1.</td>
<td>2024-2028</td>
<td>Public Works Department</td>
</tr>
<tr>
<td><strong>Implementing Action M-6</strong> Transit Network Improvements. Implement proposed improvements to the transit network to accommodate future growth as shown on Figure 3.9-4.</td>
<td>2024-2028</td>
<td>Public Works Department/Sacramento Regional Transit District</td>
</tr>
<tr>
<td><strong>Implementing Action M-7</strong> Centralized Layover Facility. Create centralized layover facility with driver amenities for commuter buses.</td>
<td>2018-2019</td>
<td>Public Works Department</td>
</tr>
<tr>
<td><strong>Implementing Action M-8</strong> Roadway Network Improvements. Implement proposed improvements to the roadway network to accommodate future growth as shown on Figure 3.9-5.</td>
<td>2024-2028</td>
<td>Public Works Department</td>
</tr>
<tr>
<td><strong>Implementing Action M-9</strong> Parking Demand Monitoring and Management. Actively monitor parking demand and manage CCSP parking supply to achieve the goals and objectives of the General Plan, CCSP, and Central City Parking Master Plan.</td>
<td>Ongoing</td>
<td>Public Works Department/Parking Services Division</td>
</tr>
<tr>
<td><strong>Implementing Action M-10</strong> Parking Supply Inventory. Review green, yellow and white curbs to see if those areas are still being utilized as intended. If not consider converting to on street parking spaces to increase the supply of parking in the plan area.</td>
<td>2019-2021</td>
<td>Public Works Department/Parking Services Division</td>
</tr>
<tr>
<td><strong>Implementing Action M-11</strong> Old Sacramento Parking. Update parking requirements for Old Sacramento to be included in the Central Business District parking district.</td>
<td>2019-2020</td>
<td>Community Development Department</td>
</tr>
</tbody>
</table>
| **Implementing Action M-12** Alley Activation Program. Create an alley activation program that makes alleys a more desirable place to travel or spend time, while balancing their utilitarian function with the need for more efficient use of remaining land within the Central City and other portions of the City. The alley activation program will outline:  
  ▪ A clear process for which a property owner or business owner would have to follow in order activate an alley.  
  ▪ The types of alley activation the City would like to see implemented that include but are not limited to:  
    o Green Alleys that incorporate sustainable infrastructure  
    o Residential Alleys that support and provide access to adjacent residences | 2018-2020   | Public Works Department/Community Development Department |                                                          |
### Table C-1
**Implementing Actions for the CCSP**

<table>
<thead>
<tr>
<th>Implementing Action</th>
<th>Timeframe</th>
<th>Responsible Department</th>
<th>Supporting Department(s)</th>
</tr>
</thead>
</table>
| o Shared Alleys that prioritize movement of pedestrians  
o Vibrant Commercial/Mixed Use Alleys that provide a destination for visitors, employees and residents including businesses that face the alley.  
- The specific strategies that can be used to activate an alley that includes but not limited to:  
o Designate select alleys as pedestrian malls that permit vehicular travel  
o Development that fronts onto alley  
o Lighting enhancements – may include pedestrian-scale lighting, overhead lighting, or decorative lighting (e.g., string lights)  
o Public art  
o Landscaping – street trees, gardens, raised planters, etc.  
o Pedestrian/bicycle amenities – benches, trash receptacles, bike racks, etc.  
o Decorative paving  
o Mid-block pedestrian crossings – marked crosswalks, bulb-outs to provide direct connections for pedestrians  
- Priority alleys to be activated.  
- Incentives for alley activation projects.  
- Maintenance strategy and funding sources | Ongoing |  |
| **Utilities Implementing Actions** | | | |
| **Implementing Action U-1**  
*Water System Improvements.* Implement proposed improvements to the existing water system in order to accommodate future growth as shown on Figures 3.10-1 through 3.10-4. Identify how these improvements can be funded and implemented in order to improve the system and serve as a catalyst for future development. | Ongoing | Utilities Department, Community Development Department | |
| **Implementing Action U-2**  
*Wastewater and Storm Drainage Improvements.* Implement proposed improvements to the existing CSS and Basin 52 in order to accommodate future growth as shown on Figures 3.10-11 through 3.10-14. Identify how these improvements can be funded and implemented in order to improve the existing wastewater and storm drainage systems and serve as a catalyst for future development. | Ongoing | Utilities Department, Community Development Department | |
| **Implementing Action U-3**  
*Electric System Improvements.* Work with SMUD to implement proposed improvements as shown in Figures 3.10-15 through 3.10-18 and to coordinate construction of utility and street improvements in the CCSP. | Ongoing | Utilities Department, Community Development Department, Sacramento Municipal Utilities District | |
| **Implementing Action U-4**  
*Safety and Development Adjacent to Utility Transmission Lines.* Work with SMUD to evaluate tools to address safety concerns and development adjacent to utility transmission lines. | Ongoing | Utilities Department, Community Development Department, Sacramento Municipal Utility District | |
| **Implementing Action U-5**  
*Telecommunication Improvements.* Work with the SMUD, telecommunications providers, and project developers to identify locations where future telecommunication facilities can be co-located in a common joint trench. | Ongoing | Utilities Department, Community Development Department, Sacramento Municipal Utilities District | |
<table>
<thead>
<tr>
<th>Implementing Action</th>
<th>Timeframe</th>
<th>Responsible Department</th>
<th>Supporting Department(s)</th>
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</thead>
<tbody>
<tr>
<td>Implementing Action U-6 Street Light Improvements. Work with private business districts/partnerships to identify locations and sources of funding for street light improvements, consistent with Figures 3.10-19 through 3.10-22.</td>
<td>Ongoing</td>
<td>Public Works Department</td>
<td></td>
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</tbody>
</table>