

West Broadway

SPECIFIC PLAN



City of
SACRAMENTO

Adopted August 25, 2020

West Broadway

SPECIFIC PLAN

Adopted August 25, 2020

Prepared for:

City of
SACRAMENTO

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Table of Contents

Chapter 1 Introduction

1.1	Preface	1-1
1.2	Specific Plan Development Process	1-3
1.3	West Broadway Specific Plan Area	1-5
1.4	Purpose of the Specific Plan	1-7
1.5	Plan Objectives.....	1-8
1.6	Plan Contents	1-8

Chapter 2 Setting

2.1	Chapter Overview	2-1
2.2	Regional Context.....	2-2
2.3	City and Neighborhood Area Context.....	2-3
2.4	Neighborhood Area Character.....	2-5
2.5	Planning Subareas	2-5
2.6	Existing Planning and Regulatory Context	2-12

Chapter 3 Vision & Concepts

3.1	Vision for the West Broadway Area	3-1
3.2	Key Themes Heard from the Community.....	3-2
3.3	Plan Vision and Concepts.....	3-3
3.4	Subarea Planning Concepts.....	3-9

Chapter 4 Land Use & Neighborhood Character

4.1	Chapter Overview	4-1
4.2	Land Use & Neighborhood Character Goals and Policies	4-2
4.3	Land Use Plan and Program.....	4-3
4.4	Housing.....	4-11
4.5	Economic Development	4-13
4.6	Implementation.....	4-16

Chapter 5 Historic & Cultural Resources

5.1	Chapter Overview	5-1
5.2	Historic & Cultural Resources Goals and Policies.....	5-2
5.3	Historic Context.....	5-3
5.4	Historic & Cultural Resources in the Specific Plan Area	5-7
5.5	Historic & Cultural Resource Recommendations	5-8
5.6	Implementation.....	5-10

Chapter 6 Neighborhood Services & Amenities

6.1	Chapter Overview	6-1
6.2	Neighborhood Services & Amenities Goals and Policies	6-2
6.3	Parks, Recreation, and Open Space	6-3
6.4	Education	6-15
6.5	Public Safety	6-17
6.6	Retail and Neighborhood Services	6-19
6.7	Cultural and Entertainment Amenities in the Specific Plan Vicinity	6-22
6.8	Implementation	6-24

Chapter 7 Circulation & Mobility

7.1	Chapter Overview	7-1
7.2	Circulation & Mobility Goals and Policies	7-2
7.3	Roadway Network	7-3
7.4	Pedestrian Circulation System	7-24
7.5	Bicycle Circulation System	7-26
7.6	Transit System	7-29
7.7	Implementation	7-31

Chapter 8 Utilities

8.1	Chapter Overview	8-1
8.2	Utilities Goals and Policies	8-1
8.3	Wastewater and Storm Drainage	8-2
8.4	Water Supply	8-6
8.5	Electricity	8-9
8.6	Natural Gas	8-11
8.7	Petroleum	8-11
8.8	Telecommunications	8-14
8.9	Solid Waste Collection	8-15
8.10	Implementation	8-17

Chapter 9 Development & Design Guidelines

9.1	Chapter Overview	9-1
9.3	Development & Design Goals and Policies	9-2
9.3	Urban Design Framework	9-2
9.4	Development Standards	9-4
9.5	Urban Form	9-4
9.6	Neighborhood-Wide Design	9-12
9.7	Residential Design	9-23
9.8	Neighborhood Commercial and Mixed-Use Design	9-28

Chapter 10 Plan Administration

10.1	Chapter Overview	10-1
10.2	Plan Administration Goals and Policies	10-1
10.3	Administration Procedures	10-2
10.4	Streamlining and Incentives	10-4

Appendix

Appendix A: General Plan Consistency Summary

Tables

Table 4-1: West Broadway Specific Plan Land Use and Development Summary	4-5
Table 4-2: Land Use, Housing, and Economic Development Implementation Actions	4-16
Table 5-1: Historic and Cultural Resources Implementation Actions.....	5-10
Table 6-1: Park Types	6-3
Table 6-2: Parks, Community, and Recreation Facility Service Goals	6-3
Table 6-3: Parkland Demand.....	6-13
Table 6-4: Community or Recreational Facility Demand.....	6-14
Table 6-5: New Students Generated by the Specific Plan.....	6-16
Table 6-6: School District Capacity to Serve the Specific Plan.....	6-16
Table 6-7: Retail and Neighborhood Services within the Specific Plan Vicinity.....	6-21
Table 6-8: Neighborhood Services and Amenities Implementation Actions	6-24
Table 7-1: Street Typology within West Broadway Integrating Street Function and Type.....	7-7
Table 7-2: Schedule for Regional Transit Bus Routes Serving the Specific Plan Area.....	7-29
Table 7-3: Mobility Implementation Actions.....	7-31
Table 8-1: Utilities Implementation Actions.....	8-17
Table 9-1: Recommended Street Trees	9-16
Table 10-1: Streamlining Processes.....	10-4
Table 10-2: Available Financial Incentives	10-7
Table A-1: Specific Plan Consistency with General Plan Goals and Policies	A-2

Figures

Figure 1-1: Timeline for Specific Plan Process	1-4
Figure 1-2: Specific Plan Area Context within the Region	1-5
Figure 1-3: West Broadway Specific Plan Area	1-6
Figure 2-1: Specific Plan Regional Map	2-2
Figure 2-2: Surrounding Area Neighborhoods	2-3
Figure 2-3: Sacramento River/Riverfront Developments	2-4
Figure 2-4: Planning Subareas.....	2-6
Figure 2-5: Subarea Existing Land Use, Circulation, and Urban Form.....	2-7
Figure 3-1: Specific Plan Concept with Scenarios A and B for the Miller Regional Park Special Study Area.....	3-4
Figure 4-1: Land Use Plan Concept.....	4-4
Figure 4-2: Specific Plan Subareas	4-6
Figure 4-3: General Plan	4-7
Figure 4-4: Zoning.....	4-8
Figure 4-5: Existing Businesses in the Specific Plan Area	4-14
Figure 5-1: New Helvetia Historic District.....	5-8
Figure 6-1: Existing Parks, Recreation, and Open Space in the Specific Plan Vicinity	6-5
Figure 6-2: Parks and Open Space Concept Plan.....	6-7
Figure 6-3: Miller Regional Park, Illustrative Concept Scenario A	6-9
Figure 6-4: Miller Regional Park, Illustrative Concept Scenario B.....	6-10
Figure 6-5: Schools within the Specific Plan Area	6-15
Figure 6-6: Fire Department Stations Serving the Specific Plan.....	6-17
Figure 6-7: Police Stations and Beats	6-18
Figure 6-8: Retail and Neighborhood Services in the Specific Plan Vicinity	6-20
Figure 6-9 Cultural and Entertainment Amenities in the Specific Plan Vicinity	6-23
Figure 7-1: Existing Roadway Network	7-4
Figure 7-2: Planned Roadway Network.....	7-6
Figure 7-3: Specific Plan Roadway Types.....	7-8
Figure 7-4: Broadway Between Muir Way and 3rd Street.....	7-9

Figure 7-5: 3rd Street.....	7-10	Figure 9-5: Building Height Limits.....	9-8
Figure 7-6: 5th Street North of 1st Avenue.....	7-11	Figure 9-6: Sidewalk Activity Zones.....	9-9
Figure 7-7: 5th Street Between 1st Avenue and Crate Avenue.....	7-11	Figure 9-7: Minimum Streetfront or Edge Setbacks and Build-to-Lines	9-10
Figure 7-8: 5th Street Between Crate Avenue and McClatchy Way.....	7-12	Figure 9-8: Residential Open Space Examples	9-11
Figure 7-9: 5th Street Between McClatchy Way and Vallejo Way	7-12	Figure 9-9: Recommended Street Trees	9-18
Figure 7-10: Muir Way Extension to Align with 8th Street.....	7-13	Figure 9-10: Unified Family of Lighting and Furnishings	9-19
Figure 7-11: Muir Way Between 1st Avenue and McClatchy Way.....	7-13	Figure 9-11: Entry Signs and Gateways	9-21
Figure 7-12: 1st Avenue Between 3rd Street and 6th Street.....	7-14	Figure 9-12: Public Art Examples.....	9-22
Figure 7-13: Front Street	7-15	Figure 9-13: Residential Building Types.....	9-26
Figure 7-14: Commercial or Mixed-Use Private Alley	7-15	Figure 9-14: Active Streetfronts.....	9-29
Figure 7-15: Ramp Way.....	7-16	Figure 9-15: Active Building Street Frontages.....	9-30
Figure 7-16: Marina View Drive.....	7-16	Figure 9-16: Broadway at Alder Grove Streetscape Concept.....	9-31
Figure 7-17: Typical Local Residential Street	7-17	Figure 9-17: 5th Street North of 1st Avenue Streetscape Concept.....	9-32
Figure 7-18: Typical Local Residential Street with Bike Lanes.....	7-17	Figure 9-18: 1st Avenue Streetscape Concept	9-33
Figure 7-19: Crate Avenue Between 5th Street and 6th Street.....	7-18	Figure 9-19: Signs Encouraged and To Be Avoided.....	9-37
Figure 7-20: McClatchy Way with Redevelopment of Marina Vista	7-18		
Figure 7-21: Residential Private Alley.....	7-19		
Figure 7-22: Traffic Study Intersections.....	7-20		
Figure 7-23: Recommended Traffic Control Improvements.....	7-22		
Figure 7-24: Existing Traffic Calming Measures.....	7-23		
Figure 7-25: Planned Pedestrian Circulation Improvements	7-25		
Figure 7-26: Planned Bike Facility Improvements	7-27		
Figure 7-27: Context and Concept for Railroad Tunnel and Shared-Use Path Under I-5.....	7-28		
Figure 8-1: Existing Wastewater and Storm Drainage System	8-5		
Figure 8-2: Existing Water Mains	8-8		
Figure 8-3: Existing Electrical System	8-10		
Figure 8-4: Existing Natural Gas Distribution and Transmission	8-12		
Figure 8-5: Existing Petroleum and XO Communication Lines.....	8-13		
Figure 9.1: Urban Design Concept	9-3		
Figure 9-2: Zoning.....	9-5		
Figure 9-3: Residential Densities.....	9-6		
Figure 9-4: Non-Residential and Mixed-Use Floor Area Ratios.....	9-7		

chapter 1

Introduction





Chapter Organization

- I.1 Preface
- I.2 Specific Plan Development Process
- I.3 West Broadway Specific Plan Area
- I.4 Purpose of the Specific Plan
- I.5 Plan Objectives
- I.6 Plan Contents

I.1 Preface

The resurgence of the housing market in Sacramento’s urban core, planned future transportation improvements, the success of The Mill at Broadway, and potential development in the Alder Grove and Marina Vista affordable housing communities provide a unique opportunity to transform the West Broadway Specific Plan Area.

The City recognizes that there is an opportunity to re-invigorate an area of the city that has long been fragmented from the city’s core by the development of Interstate 5 (I-5) and U.S. Highway 50 (U.S. 50) freeways and partially occupied by industrial land uses. The West Broadway Specific Plan provides a framework for re-stitching the disconnected circulation patterns and disparate land uses that exist today into a cohesive, contemporary neighborhood.

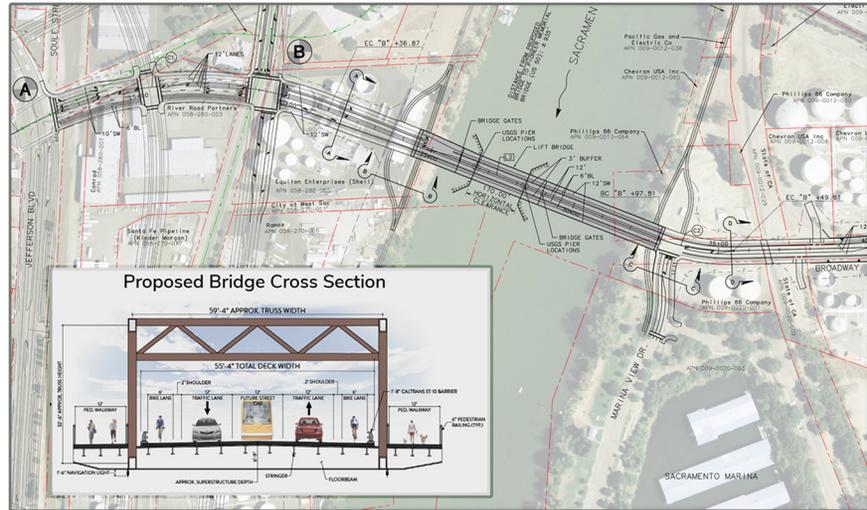
The Specific Plan identifies long-term strategies for development of the area to strengthen its connection to the Broadway corridor and the Upper Land Park neighborhood. It introduces a complete streets roadway network that will support traditional and on-demand transportation modes (including vehicles, transit, ridesharing, bicycles, and pedestrians) designed to improve connections within the surrounding Land Park and Central City communities and with adjacent bike trails along the Sacramento and American River Parkways.

The West Broadway Specific Plan also presents a conceptual vision (two scenarios) to re-activate Miller Regional Park, which is currently underutilized because the I-5 freeway and Sacramento Southern Railroad tracks create a barrier for access to the park and it is isolated from the community.

Key planned and ongoing development in the Greater Broadway District and within and adjacent to the Specific Plan vicinity will alter the character and identity of the Specific Plan Area. These include:

- ▲ The Mill at Broadway development is converting a largely industrial area into an urban, mixed-use community with more than 1,000 new homes, a new neighborhood park, and new neighborhood amenities.
- ▲ Preliminary plans in progress are considering (at the time of the Specific Plan preparation) the alignment and design of the Broadway Bridge across the Sacramento River to connect the Bridge District, Old West Sacramento, Stone Lock and Pioneer Bluff neighborhoods to Sacramento via the Broadway corridor. The new bridge would connect the Sacramento River Parkway Trail in Sacramento to both the West Sacramento Riverwalk and Clarksburg Branch Line Trails and would serve as a catalyst for Sacramento Riverfront revitalization.
- ▲ The Complete Streets Plan for Broadway will narrow Broadway from two lanes in each direction to one lane in each direction with a center turn lane. This plan will slow traffic speeds and support a main-street environment that will attract walkable retail activity and supporting land uses along Broadway.

Specific Plan Area Influences



Broadway Bridge Preliminary Engineering and Environmental Clearance Project
Source: City of West Sacramento



The Mill at Broadway Development



Broadway Complete Streets Plan Illustration



Miller Regional Park as a Priority Investment Area

1.2 Specific Plan Development Process

The West Broadway Specific Plan was developed through a collaborative planning process that engaged stakeholders and community leaders. The planning process for the Specific Plan began in April 2018 and included the following activities, summarized below and indicated in Figure I-1:

- ▲ **Stakeholder interviews** were held in May 2018 to gather early input from individuals and organizations that live, do business in, or are actively involved in the Specific Plan Area, including local neighborhood associations, the school district and local schools, residents of the Alder Grove and Marina Vista public housing communities, affordable housing developers, private developers and builders, business groups and owners, and other local community organizations.
- ▲ **Technical advisory committee and City department consultation meetings** were held at key points and milestones during the development of the Specific Plan to receive input from a broad cross section of City staff and external agency staff on issues and opportunities associated with the Specific Plan and concepts and content of the plan.
- ▲ **Community Workshop #1 and a scoping meeting for the preparation of an EIR** were held in July 2018 to introduce the planning process and receive input on preliminary plan concepts. A project presentation was followed by an opportunity for participants to provide input at workshop stations on several topic areas, including guiding principles for the project, neighborhood context, preliminary plan concepts, and transportation/circulation. In addition, a CEQA workstation was provided to allow for public comment on the topics that should be addressed in the environmental document for the Specific Plan.
- ▲ **Neighborhood meetings** with residents of the Alder Grove, Marina Vista, and Land Park Woods communities were held to understand the concerns and needs of residents in these communities. In addition, a public meeting was held at a back-to-school night at Leataata Floyd Elementary School to provide additional communication with residents of the Alder Grove, Marina Vista, and Land Park Woods communities.
- ▲ **Community Workshop #2** in July 2019 was conducted in an open house format to present and receive input on the plan and key recommendations.

Community Workshop Photos



Welcoming Remarks from Councilmember



Informational Project and Comment Boards



City Staff Member Facilitating at an Open House Station

Photos © AIM Consulting, Inc.

- Commission and council updates**, including briefings on plan concepts and Specific Plan content and strategies, were presented before the Planning and Design Commission, Parks and Community Enrichment Commission, Active Transportation Commission, and City Council at key milestones during the project planning process.

Key themes and messages heard during the outreach process for the Specific Plan are summarized in Chapter 3, “Vision & Concepts” of this document.

Figure I-1: Timeline for Specific Plan Process



1.3 West Broadway Specific Plan Area

The Specific Plan Area is conveniently located in the City Sacramento, adjacent to I-5, US 50/Business 80, and State Route 99 (Figure I-2). The area encompasses 244 acres and is bounded by the Sacramento River on the west, the centerline of Broadway on the north, Muir Way and 5th Street on the east, and 4th Avenue and Merkle Way on the south (Figure I-3). The Specific Plan Area is located at the western end of Broadway, a historic city corridor that is adjacent to some of the oldest neighborhoods in the city.

The Specific Plan Area is locally accessed from Front Street, 3rd Street, 6th Street, and 8th Street from Downtown Sacramento; Riverside Boulevard from the south; and Broadway, W Street, and X Street, major arterial roadways providing access to the area east-west. Access to the nearest freeway ramps is located on 5th Street, W Street, and X Street. West Broadway is also served by several Sacramento Regional Transit district bus routes and is located approximately 1 mile away from light rail stations at 8th and O Streets and on Broadway near Freeport Boulevard.

Figure I-2: Specific Plan Area Context within the Region

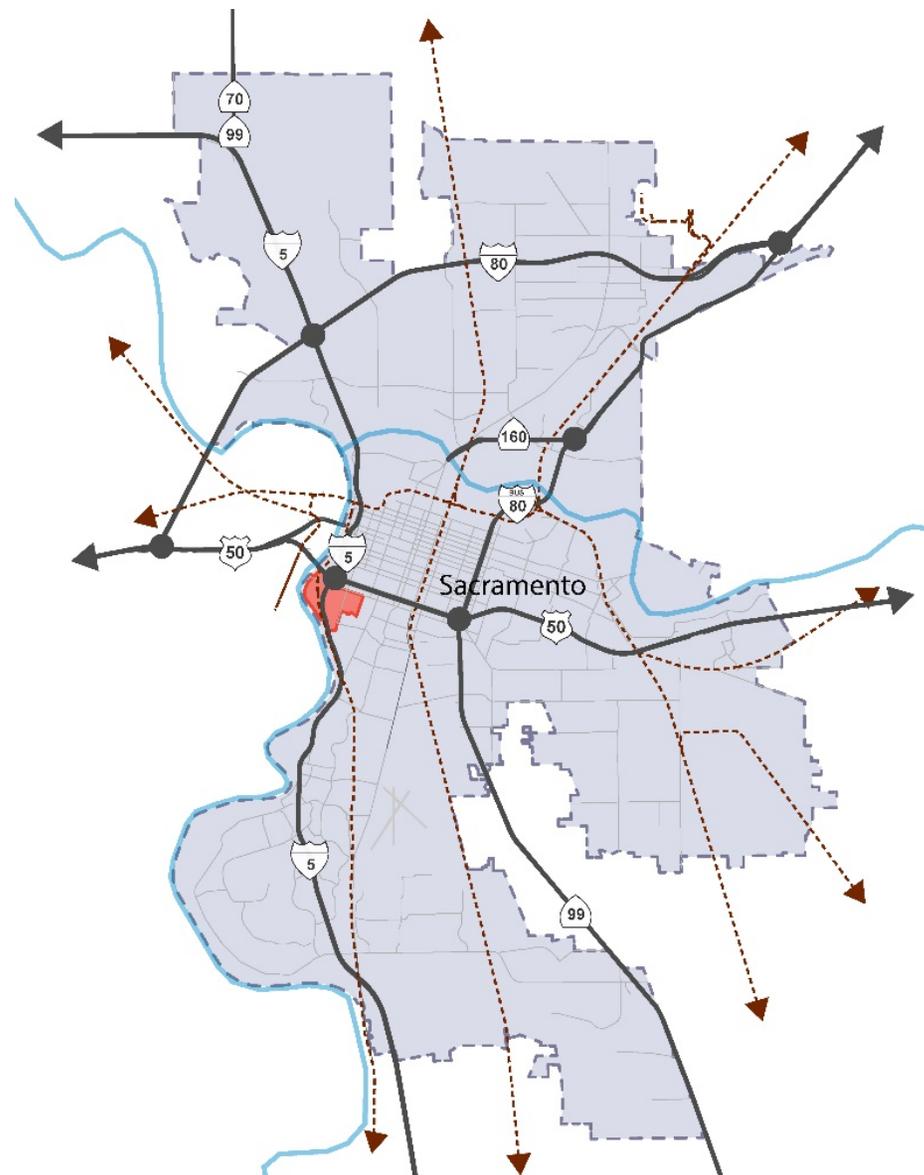


Figure I-3: West Broadway Specific Plan Area



1.4 Purpose of the Specific Plan

The West Broadway Specific Plan provides a comprehensive guide for transforming the area south of West Broadway by establishing the goals, policies, standards, and design guidelines for development in the area. The Specific Plan describes the long-term vision and land use, circulation, infrastructure, and urban design framework to guide future growth within the West Broadway area.

The Specific Plan builds upon the existing assets of the community and guides development in this area, consistent with the city's General Plan and the Land Park Community Plan, further described in Chapter 2. The Specific Plan is consistent with and implements the 2035 General Plan vision for this area, which calls for a mix of traditional and urban-scaled housing supported by neighborhood commercial uses.

1.4.1 Authority of the Specific Plan and Required Content

Under California Law (Government Code Section 65450 et seq.), cities and counties may adopt Specific Plans to implement a jurisdiction's adopted General Plan. The West Broadway Specific Plan has been prepared in accordance with the requirements of Government Code Section 65451 and includes text and figures that describe or present the following information:

- ▲ the distribution, location, and extent of all land uses, including open space (see Chapter 4, "Land Use & Neighborhood Character");
- ▲ the proposed distribution, location, extent, and intensity of major components of public infrastructure, such as transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities needed to support the Specific Plan land uses (see Chapter 8, "Utilities");
- ▲ standards and criteria that specify how development of the Specific Plan Area will proceed (refer to the "Implementation" sections of Chapters 4-8 and Chapter 10, "Plan Administration," for information on development project approvals);
- ▲ a statement of consistency between the Specific Plan and the goals and policies contained in the General Plan (addressed in Section 1.3.3); and

- ▲ a program of implementation measures, including regulations, programs, public works projects, and financing measures necessary to complete the essential facilities to allow for development of the Specific Plan Area (see the implementation measures in Chapters 4–7; Chapter 8, "Utilities," for the design of the infrastructure system; and Chapter 10, "Plan Administration").

1.4.2 Compliance with California Environmental Quality Act

An Environmental Impact Report (EIR) was prepared to evaluate the environmental impacts of the Specific Plan. The EIR evaluated environmental impacts associated with the plan's adoption and implementation and identified mitigation measures to reduce significant impacts, in compliance with the California Environmental Quality Act (CEQA). The Specific Plan will be implemented in conjunction with the Mitigation Monitoring Plan that accompanies the EIR.

The City will determine whether further environmental analysis is required for future projects proposed within the Specific Plan Area. The Specific Plan may provide streamlining for CEQA purposes. For example, a residential development that is undertaken pursuant to the Specific Plan is exempt from further CEQA review (Government Code Section 65457, State CEQA Guidelines Section 15182). Additional information on CEQA streamlining benefits of the Specific Plan are addressed in Chapter 10.

1.4.3 Specific Plan Consistency with the General Plan

Government Code Section 65454 requires that a Specific Plan be consistent with the relevant General Plan. The West Broadway Specific Plan has been prepared in conformance with the goals and policies of the city's 2035 General Plan and is therefore, substantively consistent with the General Plan. A review of the Specific Plan's consistency with the most relevant goals and policies of the General Plan, at the time the Specific Plan was prepared, was conducted for the Specific Plan and is summarized in Appendix A, Table A-1.

In addition, minor updates to the General Plan are required to implement the Specific Plan vision and goals. These actions are identified in the implementation tables in subsequent chapters of the Specific Plan. At the time of the preparation of this Specific Plan, the 2040 General Plan is in the process of being updated and may revise some of the goals and policies of the Specific Plan.

1.5 Plan Objectives

The Specific Plan will meet the following objectives, which have been developed in coordination with the City and following consideration of input received from stakeholders and the public:

- ▲ Accommodate growth that increases long-term economic sustainability; equity and social well-being; and protection of important environmental resources in the Specific Plan Area.
- ▲ Provide for the orderly and systematic integration of land uses within the West Broadway area that maximizes opportunities afforded by the area's proximity to the Sacramento River and Downtown Sacramento.
- ▲ Facilitate new mixed-use development and reuse within the Industrial Subarea lands along 1st Avenue and 5th Street.
- ▲ Promote new infill residential development within the Specific Plan Area that supports a mixed-income community and a variety of housing choices, including market rate and affordable housing options for low-income, very low-income, and extremely low-income households.
- ▲ Promote neighborhood-serving uses, such as a grocery store and venue(s) for after-school programs and activities for area youth.
- ▲ Enhance public recreation, use, and waterfront access at Miller Regional Park.
- ▲ Enhance the West Broadway corridor as a future gateway and bridge connection between the cities of Sacramento and West Sacramento.
- ▲ Leverage the planned improvements of the Broadway Complete Streets Plan to support economic growth and mixed-use development along West Broadway.
- ▲ Provide a gridded street network that improves connectivity and access within the Specific Plan Area to surrounding uses and neighborhoods.
- ▲ Enhance bike and pedestrian travel ways through the Specific Plan Area to schools, public facilities, and neighborhood amenities.
- ▲ Support and promote local businesses in the Specific Plan Area.

1.6 Plan Contents

The Specific Plan includes the following chapters:

- ▲ Chapter 1, "Introduction," provides an overview of the Specific Plan purpose, objectives, content, and development process.
- ▲ Chapter 2, "Setting & Context," summarizes the existing physical and planning context for the Specific Plan Area.
- ▲ Chapter 3, "Vision & Concepts," presents the key inputs from the community and the guiding principles and concepts influencing the plans and design of the Specific Plan.
- ▲ Chapter 4, "Land Use & Neighborhood Character," describes the land uses, housing, and employment characteristics that define and implement the vision for the Specific Plan Area.
- ▲ Chapter 5, "Historic & Cultural Resources," describes the historic and cultural resources within the Specific Plan Area and the policies and actions that should be taken to address impacts to these resources.
- ▲ Chapter 6, "Neighborhood Services & Amenities," addresses the public services to be provided and amenities desired within or in the vicinity of the Specific Plan Area.
- ▲ Chapter 7, "Circulation & Mobility," describes the mobility framework and improvements to roadway, transit, bicycle, and pedestrian circulation systems.
- ▲ Chapter 8, "Utilities," addresses the infrastructure facilities needed to accommodate build-out of the Specific Plan Area.
- ▲ Chapter 9, "Development & Design Guidelines," describes the urban design and sustainability framework and the standards and design guidelines addressing building form and architecture, open space, site and landscape design, and other elements to plan for a cohesive, well-integrated neighborhood.
- ▲ Chapter 10, "Plan Administration," describes the process for subsequent approvals within the Specific Plan Area.

chapter 2

Setting & Context





Chapter Organization

- 2.1 Chapter Overview
- 2.2 Regional Context
- 2.3 City and Neighborhood Area Context
- 2.4 Neighborhood Characteristics
- 2.5 Planning Subareas

2.1 Chapter Overview

This chapter provides an overview of the physical and planning context of the West Broadway Specific Plan Area. It describes the:

- ▲ Regional, city, and neighborhood setting;
- ▲ Project site and development characteristics;
- ▲ Emerging planning subareas;
- ▲ Current planning context; and
- ▲ Governing plans and regulations.



West Broadway Specific Plan Area Setting

2.2 Regional Context

The Specific Plan Area is centrally located in the Greater Sacramento region, adjacent to and south of Downtown Sacramento and across the Sacramento River from West Sacramento and Yolo County communities to the west; Sacramento neighborhoods and other Sacramento County communities to the east; and Placer County communities to the northeast (Figure 2-1).

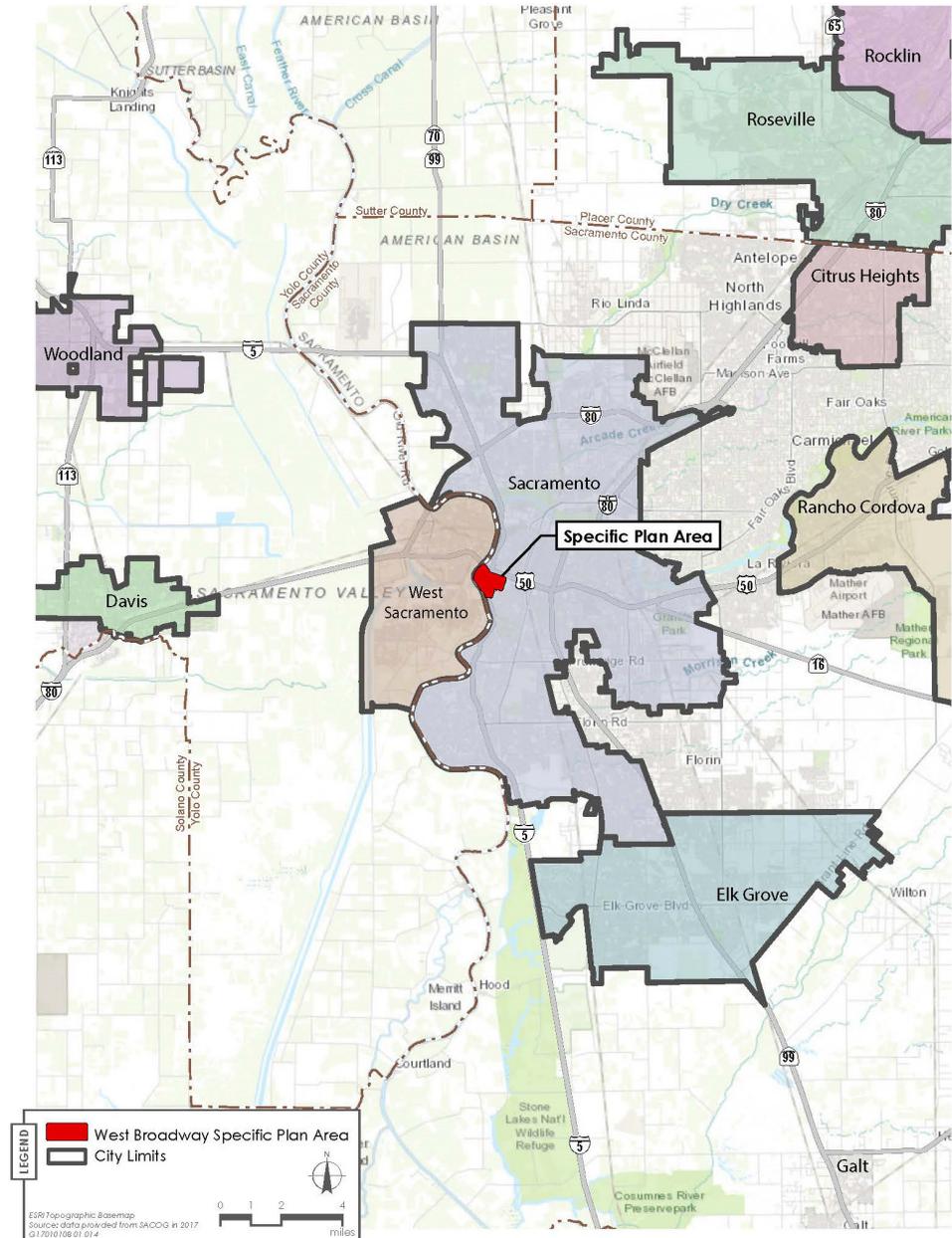
The Specific Plan Area is also located near Interstate 5 (I-5) and U.S. Highway 50 (US 50)/Business 80. The closest freeway access for the Specific Plan Area is located at an off-ramp onto X Street/Broadway from eastbound US 50, an on-ramp to I-5 north, and an off-ramp from eastbound US 50/Business 80 on 5th and X Streets. I-5 runs north-south through the Specific Plan Area, separating Miller Regional Park and the lands west of I-5 from the eastern portion of the Specific Plan Area, except at Broadway, which continues west of I-5 and provides access into the park.

The Sacramento Regional Transit District operates regular buses within and adjacent to the Specific Plan Area. Three bus routes serve the Specific Plan Area: 102-Riverside Commuter (Pocket Transit Center to Downtown 8th and F), 11-Natomas/Land Park (Land Park/City College to Natomas/Club Center), and 51-Stockton/Broadway (Florin Towne Center to Downtown 8th and F). Route 11 circulates closest to the Specific Plan Area, with a bus stop at 5th Street and Broadway. Routes 102 and 51 serve the periphery of the Specific Plan Area, on Broadway, at 8th and 9th Streets.

The nearest light rail stations are located approximately three-quarters of a mile to the north, at O and 8th Streets, and three-quarters of a mile to the east, at the Broadway station.

An existing rail tunnel under I-5 is planned for improvement and would provide a bike and pedestrian connection from the Specific Plan Area to Front Street and the recreational and open space amenities within Miller Regional Park and the Sacramento River Parkway.

Figure 2-1: Specific Plan Regional Map



Source: SACOG data, 2017

2.3 City and Neighborhood Area Context

2.3.1 Existing Neighborhoods

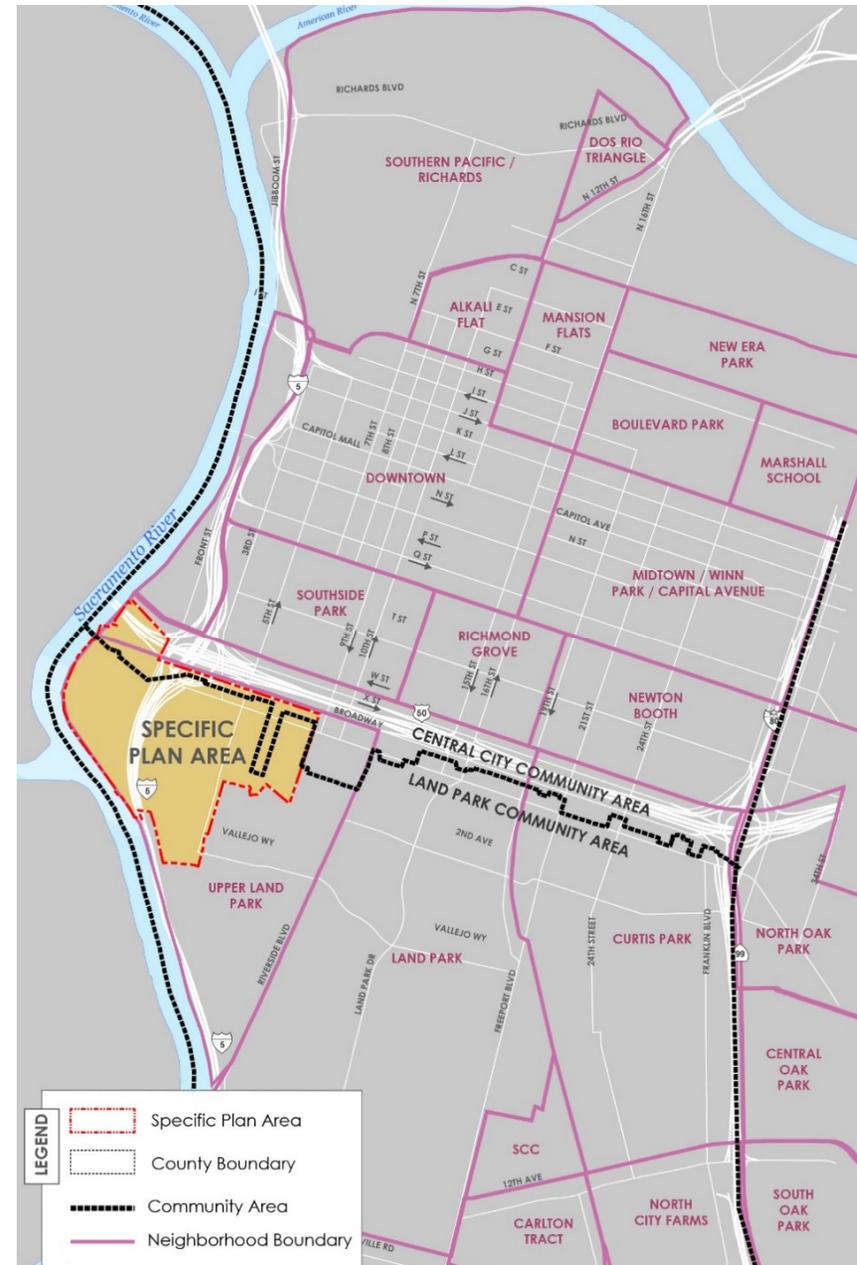
The Specific Plan Area is in the Upper Land Park neighborhood near older, traditional neighborhoods in the city, such as Land Park and Curtis Park to the south and east. It is south of the neighborhoods in the Central City and approximately 1 mile southwest of the center of Downtown Sacramento (Figure 2-2).

2.3.2 Broadway Commercial Corridor

The Specific Plan Area is also within the Greater Broadway District. Broadway is a 5.6-mile-long commercial corridor that stretches from 3rd Street on the west to 28th Street on the east. The corridor, formerly known as Y Street, was once the southernmost street in the original Sacramento City grid, and because of its proximity to the Sacramento River, railroad, and, later, freeways, it has a long history of being an activity center for local industry and commerce. Past uses and activities in the area have been primarily industrial in nature, including the processing, sale, packaging, and shipping of raw goods to the Bay Area and across the continental United States via rail and freight trucks.

Broadway continues to be a city and regional destination, providing an eclectic mix of uses and businesses, including retail and commercial uses, ethnic and mainstream restaurants, and office and industrial uses. Just north of and parallel to Broadway, between W and X Streets, one of the region's largest certified Farmers' Markets and a monthly antique fair are held every Sunday under the US 50 freeway. Not only a hub for shopping and dining, the district is also a place to live, work, and recreate. Plans in progress envision Broadway becoming a more walkable boulevard to better serve the city neighborhoods around it. A key goal and vision for the Specific Plan Area will be to leverage the activities and improvements occurring within the Broadway corridor to support and attract the commercial retail and neighborhood amenities and additional housing investment desired in the Specific Plan Area.

Figure 2-2: Surrounding Area Neighborhoods



Source: City of Sacramento data, adapted by Ascent in 2018

2.3.3 River/Riverfront Access and Development

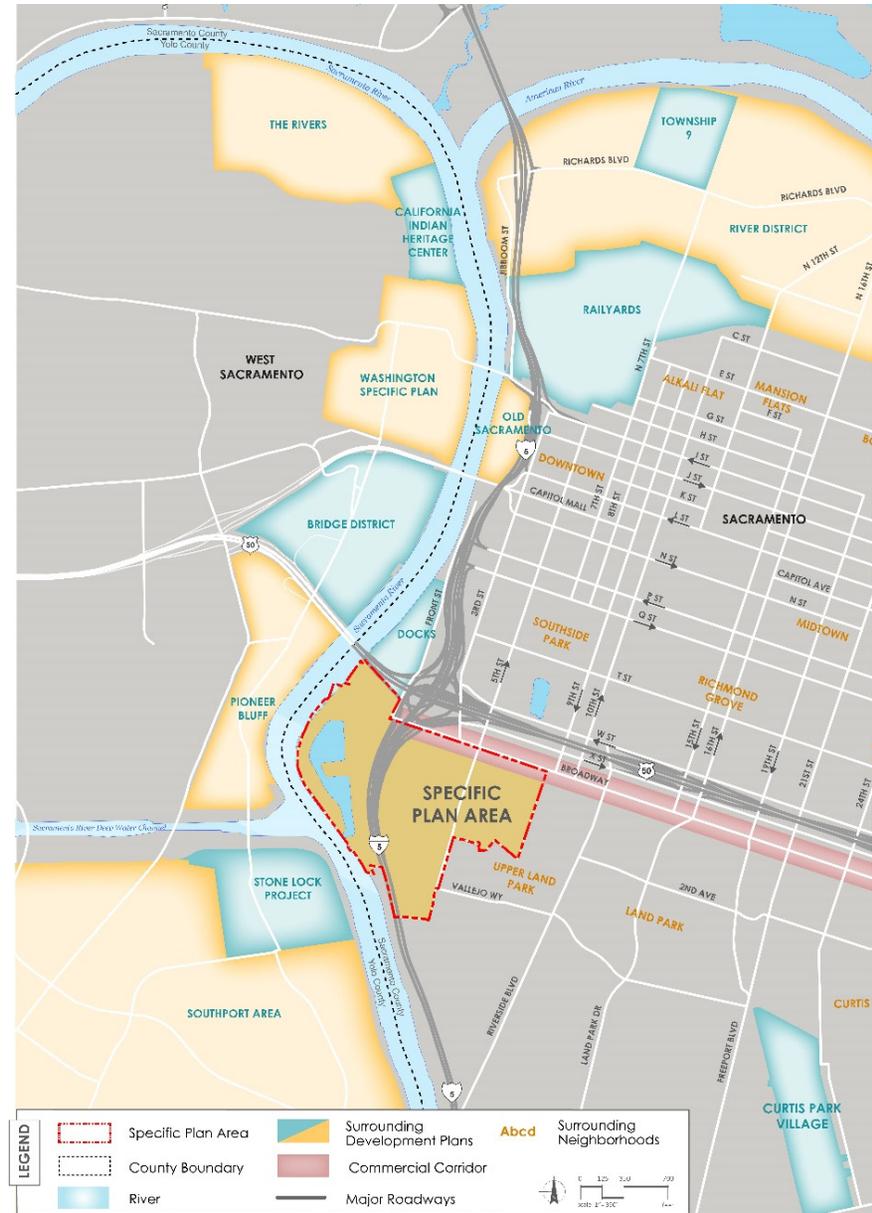
Miller Regional Park, located in the western portion of the Specific Plan Area, occupies significant frontage on the Sacramento River, making it an important regional facility for public recreation, views, and river access. Like other rivers in the United States, the Sacramento River was once a key transportation hub for the shipment and movement of goods. Initially used in the transport of lumber, it was later used for the shipment of commercial agriculture produced in the Sacramento Valley. River transport was replaced by rail and truck transport in the 1920s, leaving behind warehouse, distribution, and other industrial facilities along the river. These sites, such as the fuel storage tank facilities adjacent to Front Street, present opportunities and challenges to reclaim the riverfront for contemporary uses and recreation.

The Specific Plan Area also sits in the context of several large river/riverfront development plans and communities on both sides of the Sacramento River in Sacramento and West Sacramento, including the Pioneer Bluff and Stone Lock areas west of the Specific Plan Area (Figure 2-3). The Broadway Bridge, a planned multi-modal vehicular, bike, pedestrian, and transit bridge, will add another river crossing to connect the two cities and help to reduce vehicle congestion on the Tower and Pioneer Bridges.



Miller Regional Park has scenic views along the Sacramento River.

Figure 2-3: Sacramento River/Riverfront Developments



Source: City of Sacramento data adapted by Ascent in 2018

2.4 Neighborhood Area Character

The Specific Plan Area encompasses approximately 244 acres, bounded by the Sacramento River to the west, the centerline of Broadway and US 50 to the north, Muir Way and 5th Street to the east, and 4th Avenue and Merkley Way to the south. The developed form, land uses, and ownership characteristics in the Specific Plan Area reflect the area's history and former industrial activities.

The Specific Plan Area consists of 130 parcels with various landowners. The majority landowners are the Sacramento Housing and Redevelopment Agency (SHRA), who manages and maintains the Alder Grove and Marina Vista public housing communities through the public housing program administered by the U.S. Department of Housing and Urban Development (HUD); City of Sacramento, who owns Sacramento Marina and Miller Regional Park; Northwest Land Park LLC, developer of The Mill at Broadway; and the Sacramento City Unified School District, with district maintenance offices, corporation yards, and two schools located within the Specific Plan Area. The remainder of the Specific Plan Area are small parcels with different individual owners.

The piecemeal growth of the area is reflected in the dead-end roadways and driveways that serve discrete land uses and do not connect with the surrounding street grid. This pattern is also reflected in the existing land use and urban form. As shown in the photo to the right, new residential development occurring at The Mill at Broadway is juxtaposed with large industrial and commercial buildings and warehouses and older public housing developments that do not relate to each other. The neighborhood is currently disjointed and chaotic looking, with few streets to connect the area. The few streets that do connect, such as Muir Way and southern portions of 5th Avenue, have large street trees that provide shade and support the neighborhood identity of the surrounding community.

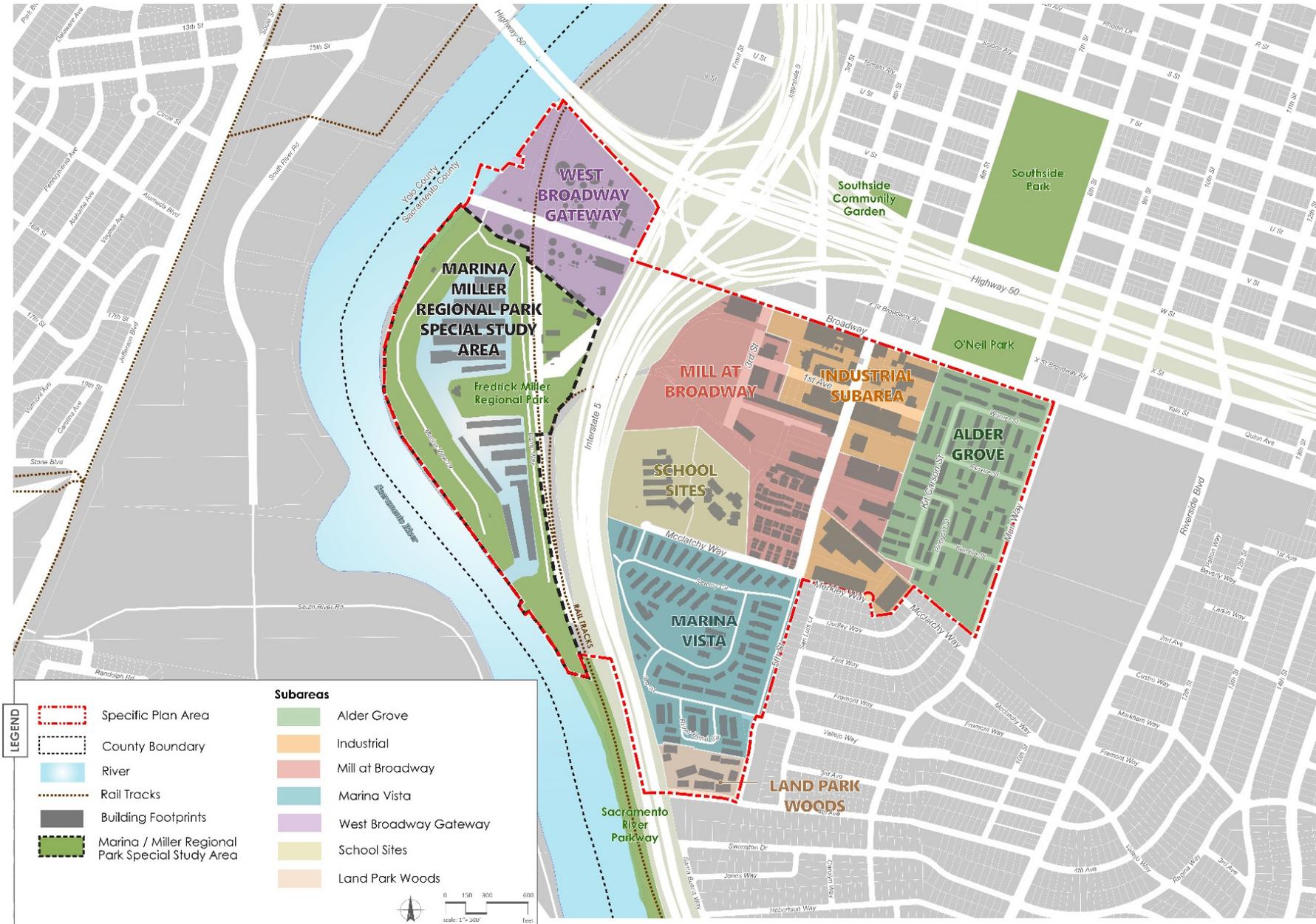


The Mill at Broadway (top) adjacent to commercial and industrial uses and older public housing developments at Alder Grove and Marina Vista.

2.5 Planning Subareas

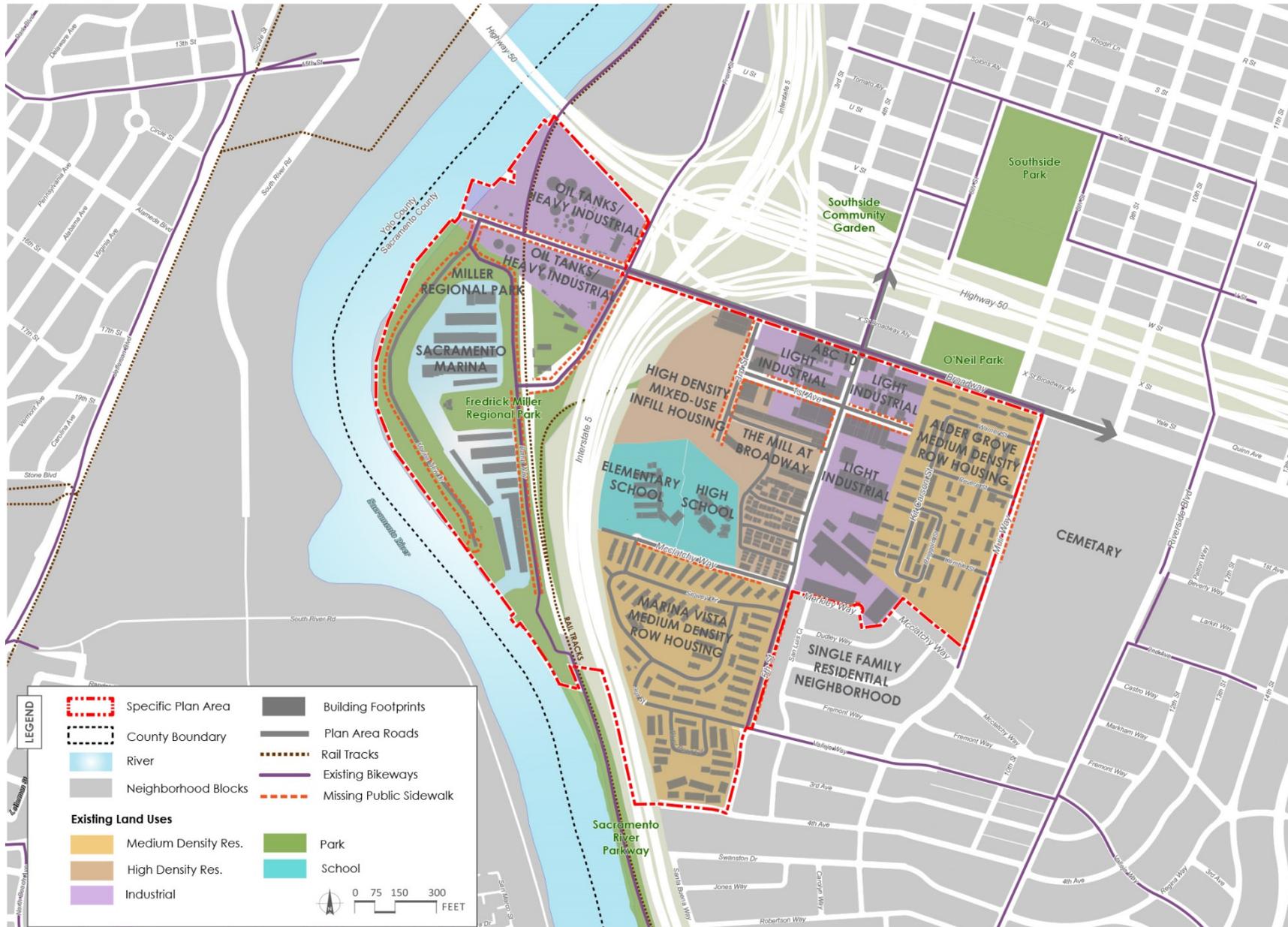
For purposes of planning, placemaking, and understanding the development potential within the Specific Plan Area, the West Broadway area has been organized into seven characteristic subareas and a special study area, as shown in Figure 2-4. The subareas are defined based on the predominate existing land uses and emerging or future land use and development potential. The subareas of the Specific Plan are West Broadway Gateway, The Mill at Broadway, Alder Grove, Marina Vista, Industrial Subarea, Land Park Woods, and School Sites. The Specific Plan also classifies Miller Regional Park and the Sacramento Marina as a special study area. Further study and planning will be required for this area outside of the Specific Plan. The existing uses and development from within each of these subareas is shown in Figure 2-5 and described in the following section.

Figure 2-4: Planning Subareas



Source: City of Sacramento data adapted by Ascent in 2018

Figure 2-5: Subarea Existing Land Use, Circulation, and Urban Form



Source: City of Sacramento data adapted by Ascent in 2018

2.5.1 Subarea and Special Study Area Uses and Context

West Broadway Gateway Subarea

The **West Broadway Gateway** subarea includes parcels adjacent to the current western terminus of Broadway, bound by U.S. 50 to the north, I-5 to the east, Miller Regional Park to the south, and the Sacramento River to the west. Existing uses in this subarea include the fuel storage tank sites for ConocoPhillips and Chevron, an undeveloped site north of Broadway that is adjacent to the Sacramento River and west of the levee, and the former Southern Pacific Railroad tracks. Studies are underway for the proposed Broadway Bridge, which will connect Sacramento along the Broadway corridor to West Sacramento. The bridge provides an opportunity to reorient this subarea as a new western gateway into the city.

Mill at Broadway Subarea

The Mill at Broadway (The Mill) subarea is a new residential community that is in the process of building out. It is located east of I-5, west of 5th Street, and south of Broadway. The Mill will provide more than 1,000 new housing units that will offer a variety of urban housing options at different price points to serve the Sacramento area. The original master plan and entitlements for the project were approved by the City as the Northwest Land Park Planned Unit Development (PUD) in 2007. The community is being constructed in phases. Among the features planned is a repurposing of an old rail tunnel under I-5 that will serve as a bike/pedestrian trail connection. This tunnel will connect from the Setzer Run trail at The Mill to Miller Regional Park and bikeways along the Sacramento River.

West Broadway Gateway Subarea Existing Character



Fuel Storage Facilities



Southern Pacific Railroad Tracks



Front Street Near Broadway

Mill at Broadway Subarea Existing Character



New Homes at The Mill at Broadway and The Mill Market

Industrial Subarea

The **Industrial** subarea encompasses the parcels between The Mill at Broadway subarea and the Alder Grove subarea. The Industrial subarea consists of a mix of commercial and industrial uses, including auto-body shops and several industrial structures that have since been left vacant. Several key business anchors in operation in this subarea are KXTV/ABC 10 on the southwest corner of Broadway and 5th Street; the Saccanni Distributing Company on the southwest corner of 1st Avenue and 5th Street; a multi-tenant commercial/light industrial flex space at the northeast corner of McClatchy Way and 5th Street; and a neighborhood commercial center on Broadway, near Muir Way.

Alder Grove Subarea

The **Alder Grove** subarea, located at the northeast side of the Specific Plan Area, encompasses the Alder Grove public housing apartment community, which is managed by SHRA. Built in 1942, the housing fronts onto Broadway and consists of 360 multi-family units within 61 apartment buildings that range from one to five bedrooms in single- and multi-story formats. The community is laid out in a modified rectilinear grid with streets, parking lots, pedestrian walkways, and a large central open space area.

Industrial Subarea Existing Character



Light Industrial Businesses and Vacant Sites along 1st Avenue

Alder Grove Subarea Existing Character



Alder Grove Public Housing

Marina Vista Subarea

The **Marina Vista** subarea, located south of McClatchy Way, is a public housing apartment community managed by SHRA and built in 1953. The community is composed of 391 multi-family units that range from one to five bedrooms in single- and multi-story formats. Streets and buildings in this community wrap around a central open space with parking, concrete sidewalks, pedestrian walkways, and grass areas in between buildings.

Land Park Woods Subarea

The **Land Park Woods** subarea, located south of the Marina Vista subarea, is an affordable family community managed by Mercy Housing. The community consists of 75 one-, two-, and three-bedroom apartments within 11 residential buildings, connected by landscaped walkways and surrounded by mature trees. Fifty-nine of those units are within the Specific Plan Area.

School Sites Subarea

The **School Sites** subarea includes two schools operated by the Sacramento City Unified School District: Leataata Floyd Elementary School, a public elementary school, and the Arthur A. Benjamin Health Professions High School, a public high school with a health care focus and theme. As part of the park dedication requirements/improvements for The Mill, a 2.5-acre urban farm will be developed on the Leataata Floyd Elementary School site to offer residents a place to grow their own food and the school a teaching environment for the school.

Marina Vista Subarea Existing Character



Marina Vista Public Housing and Community Areas

Land Park Woods Subarea Existing Character



Land Park Woods Apartments and Community Center

School Sites



Leataata Floyd Elementary School

Health Professions High School

Marina/Miller Regional Park Special Study Area

The **Marina/Miller Regional Park Special Study Area** consists of:

- ▲ Frederick Miller Regional Park (Miller Regional Park) and the Sacramento Marina are located at the terminus of Front Street, and both are accessible from Broadway. Miller Regional Park includes picnic areas, a boat ramp for public river access, and bike access. The Sacramento Marina, wrapped by Miller Regional Park, includes a fueling station and 475 boat slips available for public rental on a monthly basis.
- ▲ The Sacramento Southern Railroad line is a heritage rail line that runs on the east bank of the Sacramento River levee through Miller Regional Park. The railroad line is used by the California State Railroad Museum for the operation of its excursion trains, running from Old Sacramento through Miller Regional Park.
- ▲ Two City-owned parcels are located east of the levee. The city-owned parcel north and west of Front Street houses the Police Department's horse stables and provides rental space for the Latino Center of Arts and Culture. The parcel south and east of Front Street is paved and used both for overflow parking for the Sacramento Marina and for temporary seasonal storage of material from dredging operations.
- ▲ A linear parcel where the railroad tunnel crosses under I-5, as well as an area adjacent to the freeway, is owned by the California Department of Transportation.

Sacramento Marina/Miller Regional Park Special Study Area



Sacramento Marina Berths



Harbor Master Building



Picnic Areas at Miller Regional Park



Event at Miller Regional Park



Miller Park Signpost on Excursion Train Line from Old Sacramento



Riverfront Views at Miller Regional Park

2.6 Existing Planning and Regulatory Context

2.6.1 2035 General Plan

The 2035 General Plan, adopted in March 2015, focuses on accommodating new jobs and housing in the city. Goals of the plan include facilitating infill development, expanding transportation choices, creating safer neighborhoods, and achieving greater levels of sustainability.

The Specific Plan Area is located primarily in the Land Park Community Plan Area, with portions of the area adjacent to Broadway located in the Central City Community Plan Area. The community plans for these areas are included in the City's 2035 General Plan and provide context for each of these communities. The Specific Plan is intended to address and implement the vision, land use and urban form, and policies identified in the General Plan, including both applicable citywide policies and those specific to the community plan areas.

Land Park Community Plan

The Land Park Community Plan Area, shown in Figure 2-2, is bounded on the north by the street center line of Broadway, on the south by 35th Avenue, on the east by State Route 99, and on the west by the Sacramento River. Policies for this community plan have yet to be developed.

Central City Community Plan

The Central City Community Plan Area, also shown in Figure 2-2, is bounded on the west by the Sacramento River, on the north by the American River, on the east by Business 80 and Alhambra Boulevard, and on the south by the street center line of Broadway.

2.6.2 Planning and Development Code

The City's Planning and Development Code (Chapter 17 of the City Code) took effect in September 2013. The Zoning Code and other development-related portions of the City Code were updated comprehensively to help facilitate development of smaller infill lots, along

with updated development standards for urban and traditional development patterns, consistent with the goals, policies, and implementation programs of the 2035 General Plan.

2.6.3 Other Applicable City Plans

Pedestrian Master Plan

The Pedestrian Master Plan, approved in 2006, guides the improvement of pedestrian infrastructure and establishes the appropriate level of pedestrian facilities within the city. Broadway, 5th Street, and Muir Way are identified as pedestrian street corridors that are required to have "upgraded" improvements. Upgraded improvements are anticipated to include wider sidewalks, high visibility or raised crosswalks, pedestrian islands, benches at bus stops, and windows or storefronts on the street (as appropriate). The plan also identifies a bicycle/pedestrian trail that will run parallel to the excursion train line in Miller Regional Park.

Bicycle Master Plan

The Bicycle Master Plan, approved in 2016 and amended in 2018, guides the improvement of the bicycle network. It sets forth bicycle-related investments, policies, programs, and strategies to establish a complete bicycle system in the city. The plan promotes bicycling for both transportation and recreation and is part of the city's strategy to meet its greenhouse gas emissions reduction targets. The Bicycle Master Plan identifies Broadway for proposed buffered bike lanes and 5th Street for proposed bike lanes, and it assumes development of the proposed Setzer Run bike trail at The Mill.

Vision Zero Action Plan

The Vision Zero Action Plan, adopted in 2018, is the city's action plan for improving traffic safety and achieving the goal of eliminating traffic fatalities and serious injuries by 2027. Vision Zero uses crash data to pinpoint the factors contributing to traffic deaths and serious injuries. It identifies safety countermeasures to address those factors through education, engineering, enforcement, and evaluation. Within the Specific

Plan Area, Broadway and 5th Street are identified as high-injury networks, with 5th Street identified as the location for bicycle collisions involving someone who was killed or seriously injured by a speeding vehicle between 2009 and 2015.

Parks and Recreation Master Plan

The Parks and Recreation Master Plan is the city’s policy document for addressing public parks and recreational opportunities, including parks, open space, trails, bikeways, community centers, aquatic facilities, sports programs, and children’s recreation; special events; and a broad range of recreation and community service programs. It also addresses park planning, development, operations, and maintenance; financing; partnerships; marketing; sustainability; and department-wide administrative services.

Sacramento Riverfront Master Plan

In 2003, the cities of Sacramento and West Sacramento collaborated on a planning effort that laid a foundation for envisioning development on both sides of the river, culminating in the Sacramento Riverfront Master Plan. The plan presents a vision for the future of the Sacramento riverfront, rooted in the creation of high-quality riverfront public space, surrounded by vibrant urban neighborhoods. The plan envisions opportunities for high-density development in the riverfront districts—putting housing close to jobs and recreation close to housing.

2.6.4 Previous and Current Planning Efforts in the Specific Plan Area

Neighborhood Transformation Plan

In 2013, SHRA received a Choice Neighborhoods Initiative planning grant to prepare a document called the Upper Land Park Broadway Choice Neighborhoods Transformation Plan. The purpose of this document was to support a grant application to HUD for capital improvements. The effort resulted in the creation of an ambitious vision, a development program, and strategies for the transformation of the Marina Vista and Alder Grove sites and surrounding area. The vision showed how improved connectivity to services, such as grocery stores, parks, schools

and early education programs, and public transportation, and access to jobs could create viable, mixed-income neighborhoods. The document was completed in 2015, but SHRA did not apply for the grant. The plan was not formally adopted by SHRA or the City.

Northwest Land Park PUD

The Northwest Land Park PUD, adopted in 2011, is the governing plan for The Mill at Broadway development. The PUD includes a mixed-use community with a diverse mix of housing types and a community design that promotes walking to services, biking, and transit use. The project is focused on an open space framework that consists of a 3.5-acre neighborhood park and a network of continuous parklands and pathways that will “radiate outward” from the central park to adjacent uses. Design concepts for public spaces reflect the heritage of the site’s industrial and warehouse buildings. The site’s existing structures are incorporated into the community theme and character of the development, including the transformation of the Setzer Run trail into an internal greenway that includes the opportunity to repurpose the rail tunnel under I-5 as a bike and pedestrian connection to Miller Regional Park and the Sacramento River Parkway; the use of recycled brick and large timbers in public spaces and buildings; and use of site materials in public art.

Urban Land Institute’s Broadway Corridor Vision Plan

In 2012, the Sacramento Urban Land Institute (ULI) and the Greater Broadway Partnership (a property and business improvement district focused on Broadway) completed the Broadway Corridor Vision Plan, with volunteer assistance from a technical panel made up of members of ULI. This effort resulted in the development of a vision and recommendations for improvements to the Broadway corridor, with the goal of helping Broadway realize its potential as a successful mixed-use business district, a public gathering place, and an essential link between surrounding city neighborhoods. Many of the key recommendations of this plan are being implemented through the Broadway Complete Streets Plan and Sacramento Grid 3.0 Plan.

Broadway Complete Streets Plan

The Broadway Complete Streets Plan refines the vision for the Broadway corridor that was previously developed by ULI, to perform the traffic analysis and recommend improvements for all modes of travel (i.e., bicycles, pedestrians, and vehicles). The intent of the plan is to calm traffic, improve public safety, and make the corridor more inviting for bicyclists and pedestrians. Within the Specific Plan Area, it recommends two lanes with a center turn lane and new buffered bicycle lanes, refuge islands, marked pedestrian crossings, and intersection improvements. It also identifies a mid-block crossing that is approximately in line with the extension of 7th Street (midway between 6th and 8th Streets, to connect the Alder Grove community to O'Neil Field). This project is being implemented through grant funding.

Broadway Bridge Project

The Cities of West Sacramento and Sacramento are jointly developing environmental documentation and preliminary engineering design for a proposed movable bridge across the Sacramento River that would connect South River Road at 15th Street in West Sacramento with Broadway in Sacramento. The Broadway Bridge further develops upon the recommendations from the Sacramento River Crossings Alternatives Study, completed in 2011, and the Broadway Bridge Feasibility Study, which was completed in 2015. The bridge will be designed to accommodate future light rail transit and vehicular, bicycle, and pedestrian facilities. The schedule for construction of the bridge will be dependent on the availability of future funding.

Sacramento Grid 3.0 Plan

The Sacramento Grid 3.0 Plan is a transportation study and implementation plan supporting a layered, multi-modal transportation network for Downtown Sacramento. The plan identifies the preferred networks for pedestrian, transit, and bicycle infrastructure to improve connections and support a complete streets network for the diverse users in the Downtown. Sac Grid 3.0 was accepted by the City Council in 2016 and serves as the City's guide for future circulation improvements in the Central City.

chapter 3

Vision & Concepts





BARBER AND

CAKE

Chapter Organization

- 3.1 Vision for the West Broadway Area
- 3.2 Key Themes Heard from the Community
- 3.3 Plan Vision and Concepts
- 3.4 Subarea Planning Concepts

3.1 Vision for the West Broadway Area

Currently a patchwork of dissimilar uses, the West Broadway area is expected to evolve from industrial lands and aged housing sites into a contemporary mixed-use, mixed-income neighborhood over the next 20 years. At the footsteps of the Broadway Bridge, the West Broadway area will be a new addition to the mosaic of neighborhoods in the city, enhancing the character and activity of Upper Land Park and the Greater Broadway District. Residents and patrons will enjoy a tree-lined neighborhood with retail and services on Broadway, improved amenities at Miller Regional Park and the Sacramento Marina, and shared-use path connections along the Sacramento and American River Parkways.

3.2 Key Themes Heard from the Community

Based on meeting conducted with the community and stakeholders, the following six themes represent the key considerations to be addressed as part of the vision for the West Broadway area. Issues and recommendations shared by the community are summarized by theme below.



A Mixed-Income Community	Complete Streets/Walkability	Business & Economic Improvement
<ul style="list-style-type: none"> • Support a diversity of housing and housing choices, including affordable senior housing. • Preserve affordability for existing residents. • Reduce the concentration of public housing with the inclusion of market-rate housing at Alder Grove and Marina Vista. • Upgrade the form and character of the public housing communities, including public spaces and streets. • Better integrate, rather than isolate, the public housing communities of Alder Grove and Marina Vista into the surrounding neighborhood area. 	<ul style="list-style-type: none"> • Plan for a complete streets network with a range of travel options for area residents. • Improve street, bike, and pedestrian connections internally to area schools, transit facilities, and riverfront bike paths. • Improve street, bike, and pedestrian connections outward to Broadway, Downtown, and adjacent neighborhoods. • Provide a grid street network to disperse traffic and improve walkability. • Improve the use of alternative transportation modes: <ul style="list-style-type: none"> ○ Connect bicyclists and pedestrians to Miller Regional Park via the existing tunnel under I-5. ○ Improve bus facilities at existing stops. 	<ul style="list-style-type: none"> • Promote industrial-style retail development similar to The Mill at Broadway Market Club project. • Take advantage of the area’s prime location to attract businesses and services. • Support improvement projects that help to further catalyze development in the area. • Extend the type of commercial retail and entertainment uses found in the eastern part of Broadway to west Broadway. • Facilitate the redevelopment of the fuel storage areas for new development. • Include public art, landscape gateways, and streetscape improvements to enhance the West Broadway area and the Greater Broadway District. • Add more jobs for area residents.



Neighborhood Needs and Amenities

- Attract a neighborhood grocery store.
- Provide neighborhood services, such as a library and places for youth to safely congregate, play, and learn.
- Improve Miller Regional Park as a regional and neighborhood amenity.
- Provide places to meet for larger groups and events on the Broadway corridor.
- Design new streets or update existing streets to be more pedestrian-friendly with trees, wider sidewalks, and streetscape amenities.



Neighborhood Security

- Activate Miller Regional Park to discourage illicit activities.
- Use “Crime Prevention through Environmental Design” principles to enhance public safety.
- Add creative lighting applications inside the tunnel connection under I-5 and along Broadway under the I-5 ramps.
- Provide bicycle and pedestrian routes to area schools.
- Design new roadways to facilitate slower speeds, and require appropriate traffic calming on existing streets when traffic exceeds posted limits.



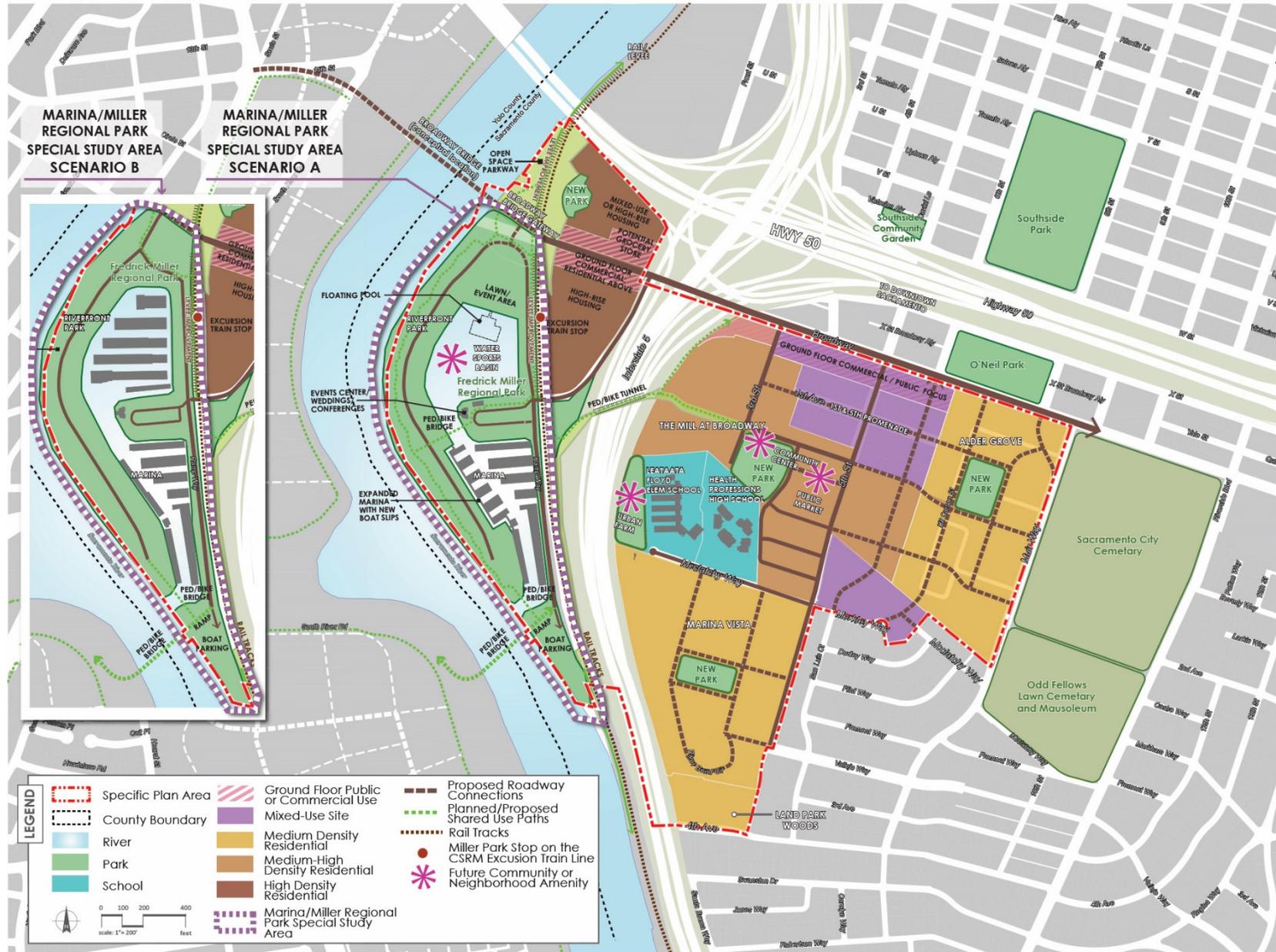
An Improved Miller Regional Park for the City

- Provide family-friendly activities and access to the riverfront.
- Provide areas for non-motorized water sports and recreation.
- Develop a landmark attraction, such as a carousel, or iconic bridge.
- Include outdoor space for community events (e.g., runs, bike races, other sporting events, music/concerts, festivals, and entertainment).
- Consider including an indoor event space for weddings, large meetings, etc.
- Consider potential for a new cultural facility or museum along the river trail.
- Restore and provide interpretation of the natural habitat along the river.

3.3 Plan Vision and Concepts

The Specific Plan Concept, shown in Figure 3-1, illustrates the vision for the West Broadway area and includes two concept scenarios for Miller Regional Park. The plan concept reflects the transformation of the West Broadway area with new land uses, a grid street pattern, and an interconnected open space network with convenient access to the commercial amenities on Broadway and the park and recreational uses along the Sacramento River.

Figure 3-1: Specific Plan Concept with Scenarios A and B for the Marina/Miller Regional Park Special Study Area



Source: City of Sacramento Data, adapted by Ascent in 2019

3.3.1 Planning Principles and Features

Based on input from the community visioning process, the following planning principles establish the priorities to guide the vision and concepts of the Specific Plan Area.

1. Capitalize on the plan's location near freeways, traditional neighborhoods in the city, the Broadway commercial corridor, and the river.

- Located adjacent to the major freeways connecting the region, the West Broadway area is planned as a new mixed-use neighborhood for traditional and urban housing, with neighborhood retail and service uses.
- Development in the West Broadway area will add to the neighborhood diversity of the Central City and Land Park Community Plan Areas.
- This Specific Plan will contribute to making Broadway a regional destination for recreation, entertainment, shopping, and other activities.
- Enhancements and activation of Miller Regional Park will support improvement of Sacramento's riverfront.

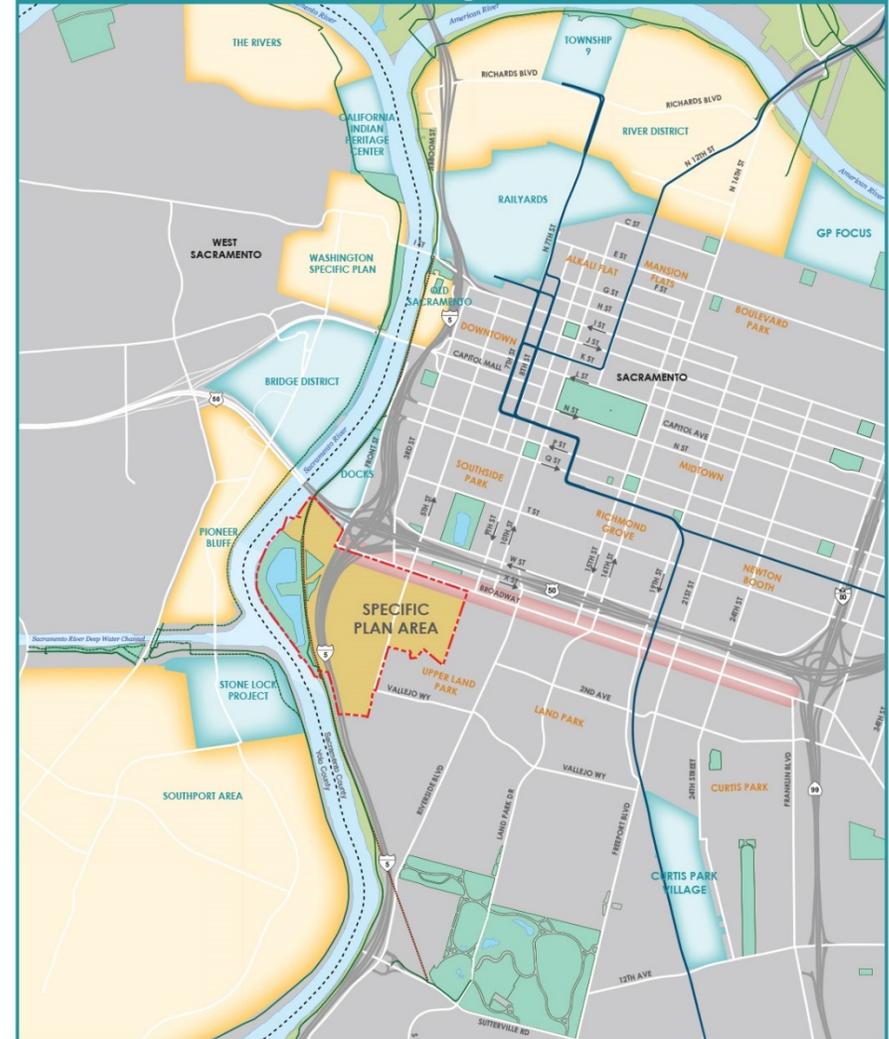
2. Stitch together dissimilar land uses in the Specific Plan Area into a cohesive and walkable mixed-use neighborhood.

- This Specific Plan provides a vision for replacement of outdated industrial land uses, including the fuel storage sites along the Sacramento riverfront.
- Specific Plan land uses will support a range of housing densities and products.
- Active uses and storefronts clustered along Broadway and 5th Street help support a pedestrian-friendly, mixed-use environment.

1. Capitalize on the Plan's Location

Easy regional freeway access from Interstate 5, US 50/Business 80, and Highway 99

Centrally located near city neighborhoods and planned development in Sacramento and West Sacramento



Neighborhood Context

2. Stitch together dissimilar land uses in the Specific Plan area into a cohesive and walkable mixed-use neighborhood

Rezone outdated land uses, such as the fuel storage tanks at the west end of Broadway

Allow residential densities that support a wide range of housing products and housing choices

Plan for "active uses" along Broadway and "industrial retail" development on the industrial lands along 1st Avenue and 5th Street



LAND USE CONCEPT

- 1 Replacement of fuel storage facilities with mixed-use retail and residential uses
- 2 Proposed active retail frontage and consistent building street edge on Broadway and 5th Street
- 3 Commercial and recreational uses to activate the park and marina
- 4 Proposed reconfiguration of Marina Vista and Alder Grove as a mixed-income community
- 5 Industrial retail inspired mixed-use development
- 6 Proposed site of Phase 5 of The Mill

Use

As a regional amenity on the widest, most accessible parkland parcel fronting the Sacramento River



Iconic Riverfront Park

As a visitor attraction along an emerging riverfront cultural trail following the Sacramento River



Cultural Trail

3. Activate Miller Regional Park and the Sacramento Marina.

- The river is a natural regional draw and community resource. Miller Regional Park, with its extensive frontage and depth on the Sacramento River, could be improved as an amenity to better serve adjacent neighborhoods and the region.
- Miller Regional Park needs to be activated with uses that draw people and take advantage of its river frontage. Riverfront recreational activities could be augmented with restaurants and food, entertainment, and retail services.
- The Sacramento Marina is a unique asset to the area in Miller Regional Park. Over the long term, the marina may evolve as the region's boating needs change to provide a place for non-motorized water activities.
- This Specific Plan can implement and improve a key bike path segment of the Sacramento River Parkway to help complete the regional bike network along the Sacramento and American Rivers.
- A cultural trail is developing along Sacramento's riverfront. Miller Regional Park could be a destination for a new cultural facility, such as a museum, event space, and/or programmed city-wide recreation activity space.

4. Foster walkable neighborhoods through improvements to multimodal connectivity and traffic calming.

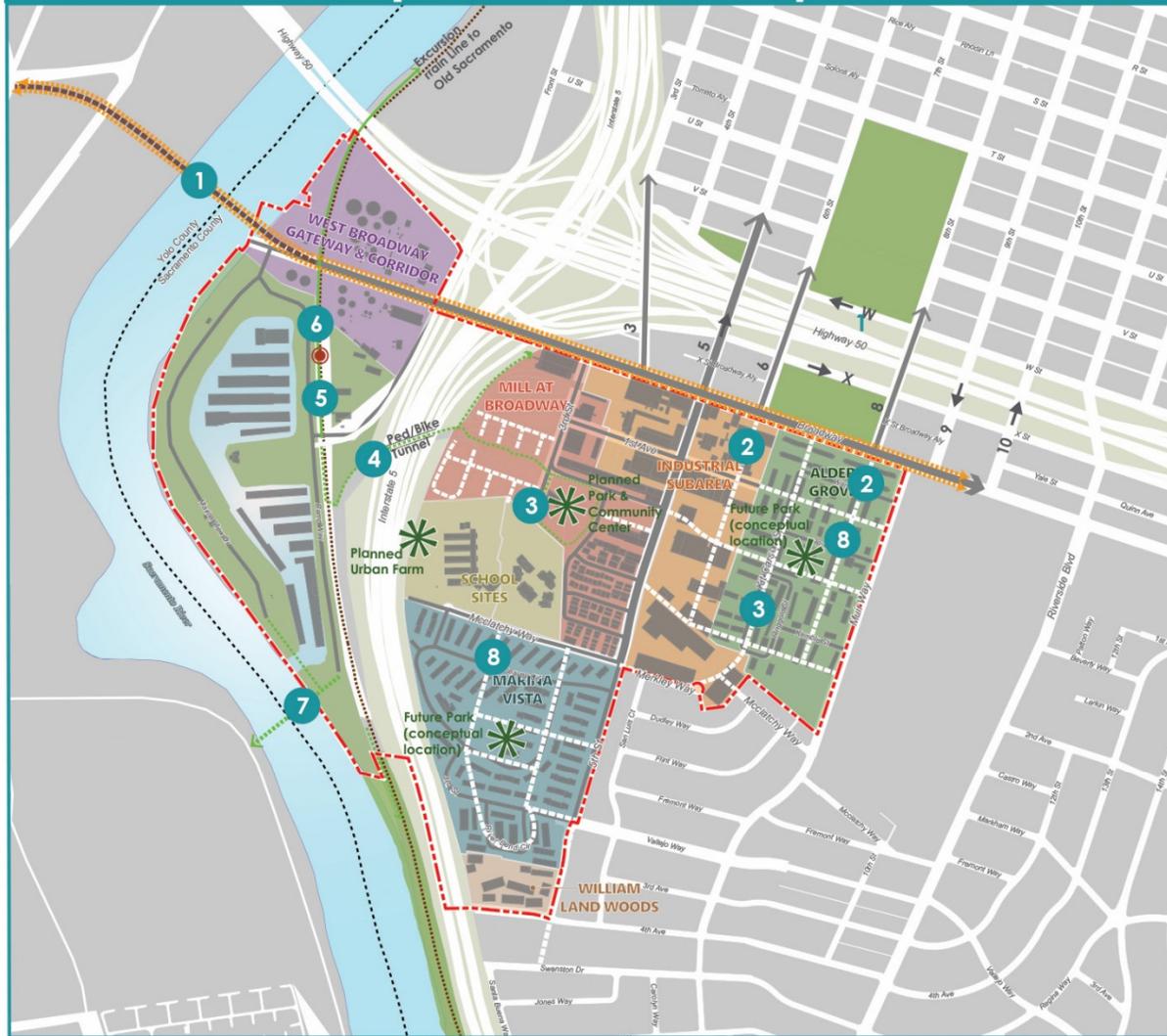
- This Specific Plan extends the Central City grid south into the Specific Plan Area to establish walkable neighborhood blocks and improve local connectivity.
- This Specific Plan proposes improvements to bike, pedestrian, and transit facilities in locations that support access to parks, schools, and other community amenities.
- This Specific Plan supports and provides options for traffic calming and improved bike and pedestrian connections, integrated with citywide bike plans.

4. Foster walkable neighborhoods through improvements to multimodal connectivity and traffic calming

Extend the Central City grid south to create walkable blocks and enhance local connectivity

Improve multimodal connections to parks, schools, trails, transit, and other community amenities

Improve bike and pedestrian improvements to the west end of Broadway



Circulation

CIRCULATION CONCEPT

- 1 Future Broadway Bridge connection
- 2 Extension of Downtown street grid with future redevelopment to establish more walkable blocks
- 3 Facilitate “safe routes to school”
- 4 Redesign the rail tunnel connection under I-5 for bike/pedestrian access to Miller Regional Park and river trails
- 5 Completion of shared-use path gap on the Sacramento River Parkway
- 6 Future Miller Park stop on the excursion train line to Old Sacramento
- 7 Future bike/pedestrian bridge river crossing
- 8 Gridded street network proposed with future redevelopment of Alder Grove and Marina Vista

3.4 Subarea Planning Concepts

1. West Broadway Gateway

Plans are underway for development of the Broadway Bridge, which would connect Sacramento along the Broadway corridor to West Sacramento. The future Broadway Bridge would provide an opportunity to reorient this subarea as a new western gateway into the city of Sacramento and to reclaim the real estate on the waterfront for other uses. This Specific Plan envisions the transformation of the existing fuel storage sites in this subarea into a new mixed-use residential community.

This community is envisioned to include high-rise residential and/or a residential and hotel development north of the Broadway Bridge and a mixed-use commercial and residential development that may be developed in conjunction with the adjacent parcel in the Miller Regional Park Special Study Area, south of Broadway.



Key Map: West Broadway Gateway Subarea

West Broadway Gateway Concepts



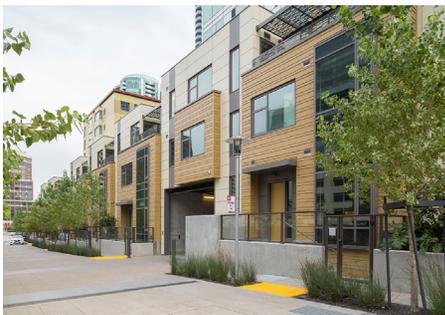
Gateway residential neighborhood



Mixed-use development



Neighborhood grocery store



Access to shared open space





Key Map: Industrial Subarea

2. Industrial Subarea

The Industrial Subarea, north of The Mill at Broadway subarea and south of the Alder Grove subarea, can be developed as a new commercial and multi-family residential or mixed-use development, organized by walkable neighborhood blocks. This Specific Plan supports the reuse of existing, intact industrial structures for modern industrial retail development and live-work opportunities, like the concepts shown in the images below. Broadway is envisioned as a complete street with enhancements that support pedestrian use and commercial activity, including wide sidewalks, landscape planters, corner bulb-outs, street furnishings, and ground-floor storefronts. 1st Avenue should be improved as a shaded pedestrian-oriented street designed to connect the areas east and west to other subareas in the Specific Plan Area. It should have a design that supports neighborhood activities.

Industrial Subarea Concepts



Industrial-inspired retail



Building reuse opportunity



Live-work



Urban parking solutions



Storefronts and wide sidewalks along Broadway



Mixed-use neighborhoods



3. The Mill at Broadway

This subarea represents the site of the Northwest Land Park Planned Unit Development where Phases 1–4 of The Mill at Broadway are under construction. Phase 5 (east of 5th Street) is under review by the City. Circulation improvements to support the overall connectivity of the Specific Plan Area, including the extension of 6th Street south through the Phase 5 site, are being integrated into the project’s design in coordination with the Specific Plan effort.

4. Alder Grove

This Specific Plan supports the potential development of this subarea as a mixed-income community with a roadway network of smaller blocks that are more compatible with and better integrated with the surrounding neighborhoods. Because this subarea is adjacent to Broadway, land use designations for the northern portion of this subarea will support the potential for higher-density multi-family development, consistent with the densities and intensities recommended in the City’s General Plan.

5. Marina Vista

This Specific Plan supports the potential development of this subarea as a mixed-income community with a roadway network of smaller blocks that are more compatible with and better integrated with the surrounding neighborhoods. It does not change the land use in the subarea but anticipates a future housing program that supports a more integrated mix of public and market-rate housing.

6. Subareas Not Anticipated to Change

The Land Park Woods subarea is not anticipated to change. Planning for the school sites is not governed by this Specific Plan, except that The Mill at Broadway development will contribute to a new urban farm in the School Sites subarea.



Key Map: Residential Subareas

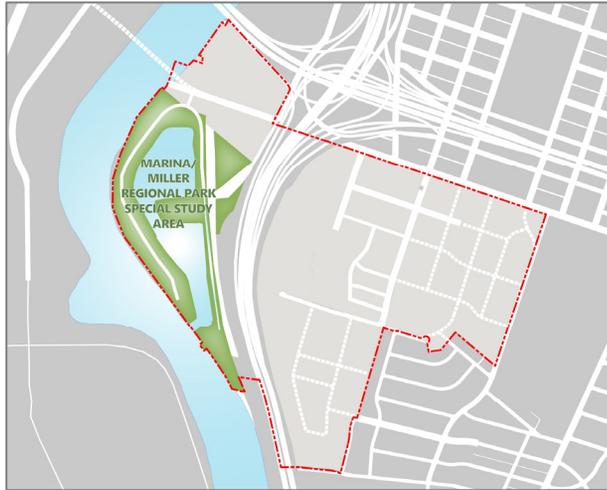
Residential Subarea Concepts



A diversity of housing types



Walkable blocks and streets



Key Map: Marina/Miller Regional Park Special Study Area

7. Sacramento Marina/Miller Regional Park Special Study Area

Two concept scenarios proposed for the Special Study Area, referred to as Scenarios A and B, encompass the Sacramento Marina and Miller Regional Park. This Specific Plan does not make a recommendation regarding a preferred scenario as this decision will be made after additional market and feasibility analysis and public outreach following the adoption of this plan.

Scenario A is a preliminary concept that supports reconfiguration and redesign of Miller Regional Park and the Sacramento Marina to focus the marina boat docking functions on an expanded south basin of the marina, with alternative recreational opportunities provided in the north basin and beyond. Expansion of the south basin could be accomplished by narrowing the land on the peninsula between the marina and the Sacramento River and using that cut material as fill to expand the land area for additional park space and reduce the size of the north basin. As envisioned, the expanded Miller Regional Park under Scenario A can support a significant variety of public events and activities, such as water sports in the north basin; restaurants and an event center; a

Sacramento Marina/Miller Regional Park Scenario A Concepts



Viewing plaza



Place for sporting and special events



Lit multi-use trails



Waterfront recreation



Floating pool



An improved marina edge

stepped or seated lawn area for staging running, bike racing, volleyball, or other sporting events; music or special performance events; play areas; a public dock; steps into the river; and bike trail access along the Sacramento River and continuation of the Sacramento River Parkway parallel to the Sacramento Southern Railroad/State Park excursion train line, on the west side of Ramp Way.

Scenario B maintains the Sacramento Marina and Miller Regional Park west of the levee and excursion train line in its current condition, with limited improvement to park facilities. Modifications to the park would include continuation of the Sacramento River Parkway parallel to the train line; potential restoration improvements along the Sacramento River; and security improvements, such as lighting in the park and along bikeways. The fuel tank storage facilities, north of the park and south of Broadway (in the West Broadway Gateway Area), are also envisioned to be eventually removed, freeing these lands to potentially serve as an extension of Miller Regional Park.

The design concepts for Miller Regional Park are presented in Chapter 6 of this Specific Plan.

Sacramento Marina/Miller Regional Park Scenario B Concepts



River shoreline restoration



An improved marina edge



Sacramento River Parkway bike trail improvements



Lighting, park, and trail safety enhancements

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chapter 4

Land Use & Neighborhood Character





Chapter Organization

- 4.1 Chapter Overview
- 4.2 Land Use & Neighborhood Character Goals and Policies
- 4.3 Land Use Plan and Program
- 4.4 Housing
- 4.5 Economic Development
- 4.6 Implementation

4.1 Chapter Overview

Through revitalization and infill development, the West Broadway area will become an integral extension of the Upper Land Park neighborhood. This chapter describes the planned land uses and housing and economic development vision to guide the transformation of the West Broadway area into a residential mixed-use area that supports a range of housing options and complementary neighborhood retail services.

The land use framework for this Specific Plan is guided by the Land Use Plan Concept and land use and development summary table, presented in Section 4.3, and the General Plan and zoning designations that regulate land uses in the Specific Plan Area. This land use framework permits a mix of residential, commercial, neighborhood service, public, and park and recreational uses that will implement the General Plan vision for the West Broadway area.

At build-out, the West Broadway area will accommodate up to 4,900 housing units, approximately 389,000–429,000 square feet of commercial and/or other public and employment uses, and approximately 148,000–163,000 square feet of public or recreational building development. This Specific Plan also incorporates a park and open space framework that includes improvement of the approximately 60-acre Miller Regional Park and Sacramento Marina and an additional 20 acres of parks and open space.

4.2 Land Use & Neighborhood Character Goals and Policies

The following goals and policies establish the intent of future land uses in the Specific Plan Area. The goals are broad in nature, organized by topic, and followed by supporting policies for achieving each goal.

Land Use Goals and Policies	
Goal LU-1	<i>Establish the West Broadway area as a complete community with a mix of uses and distinct places.</i>
Policy	LU-1.1: Facilitate development of new residential, commercial, and recreational uses that will create an attractive gateway into Sacramento from West Sacramento.
Policy	LU-1.2: Support the development of existing industrial lands along Broadway, adjacent to 5th Street (in the Industrial Subarea) as a vibrant hub for a mix of residential, commercial, and neighborhood-serving uses, adaptive reuse opportunities of historic structures, and active street fronts oriented on Broadway, 5th Street, and 1st Avenue.
Policy	LU-1.3: Allow higher development intensity in the Alder Grove subarea to take advantage of the property’s location adjacent to transit along Broadway.
Policy	LU-1.4: Encourage the development of 1st Avenue, between 3rd Street and 6th Street, as a pedestrian-oriented street, with the potential to serve as a street venue to support neighborhood activities and events.
Policy	LU-1.5: Support compatible infill development and transition to lower intensity and scale adjacent to existing single-family homes.
Policy	LU-1.6: Provide new parks, recreation, and open space to serve as focal points in neighborhood areas. To the extent possible, integrate existing, mature street trees into their design.
Goal LU-2	<i>Promote a compact, pedestrian-friendly neighborhood that draws from and enhances the character of existing assets in the community.</i>
Policy	LU-2.1: Support development of an urban pattern in the Specific Plan Area with walkable neighborhood blocks by extending the Central City north-south and east-west street grid and improving access in the neighborhood.

Policy	LU-2.2: Enhance and restore Miller Regional Park as a regional park, open space, and natural resource amenity.
Housing Goals and Policies	
Goal H-1	<i>Allow a diversity of housing types and choices in the Specific Plan Area.</i>
Policy	H-1.1: Encourage a range of densities within the Specific Plan Area, to support the demand for a mix of housing types and preferences.
Policy	H-1.2: Support home ownership, rental housing, and affordable housing by design strategies with micro- and single-room-occupancy units that include both market-rate and affordable options.
H-2	<i>Support a mixed-income neighborhood in the Specific Plan Area that also contributes to meeting the City’s affordable housing goals.</i>
Policy	H-2.1: Any project that would displace residents (including through rehabilitation or demolition) of one or more public housing units must provide relocation assistance to ensure provision of affordable housing to the affected residents. Replacement affordable housing shall be provided within the Specific Plan Area for the existing 751 public housing units serving the residents of Marina Vista and Alder Grove on an at least one-to-one ratio. Relocated residents will be given the right to return to rehabilitated and/or new housing units within the Specific Plan Area.
Policy	H-2.2: Ensure that future development in the Marina Vista or Alder Grove subareas supports a mix of housing affordable to low-income households, including mixed-income, workforce, and senior housing. All housing units shall be of high-quality design.
Policy	H-2.3: Ensure development of affordable low-income, workforce, and senior housing throughout the Specific Plan Area.
Policy	H-2.4: Ensure that development in the Alder Grove and Marina Vista subareas is consistent with the Housing and Urban Development (HUD) regulations and obtains HUD approval.
Economic Development Goals and Policies	
Goal ED-1	<i>Support new economic development and businesses within and adjacent to the West Broadway area.</i>
Policy	ED-1.1: Encourage the expansion of neighborhood commercial and mixed-use development along 5th Street and 1st Avenue, including opportunities for live-work and home businesses.
Policy	ED-1.2: Support the development of Broadway as a home and destination for small-scale entrepreneurs and local businesses.

4.3 Land Use Plan and Program

The Specific Plan land use concept, shown in Figure 4-1, is intended to implement the General Plan vision, goals, and policies for the Specific Plan Area, addressed in Chapter 1.

4.3.1 Land Use Plan Concept and Development Summary

The Land Use Plan Concept for West Broadway (Figure 4-1) reflects medium- and high-density residential and mixed-use development, organized by a modified street grid pattern, and a parks and open space network that serves to connect the Specific Plan Area to surrounding neighborhoods. Ground-floor commercial and public uses on Broadway and portions of 5th Street, as shown with the hatched lines in Figure 4-1, activate these neighborhood blocks. Improvements to Miller Regional Park will be designed to activate and enhance their value as local regional park resources and amenities for the city and surrounding community.

Table 4-1 presents the land use and development assumptions for this Specific Plan at build-out. These assumptions are described in further detail for each subarea in Section 4.3.3. Table 4-1 identifies the assumptions used to calculate the maximum development envelope for planned uses (i.e., residential, commercial/industrial, public/park/recreation, and park/open space) in each of the Specific Plan subareas (Figure 4-2) for the purposes of technical and environmental impact analysis.

The land use assumptions provide flexibility for future development while supporting the long-term growth vision for the Specific Plan Area, as shown in Figure 4-1. Actual future development patterns may vary from these assumptions. Where future development proposals exceed the limits established in Table 4-1 and evaluated in the Specific Plan EIR, additional environmental impact analysis may be required.

4.3.2 General Plan and Zoning Framework

A. General Plan and Urban Form Designations

The General Plan and urban form designations in the Specific Plan Area, shown in Figure 4-3, are:

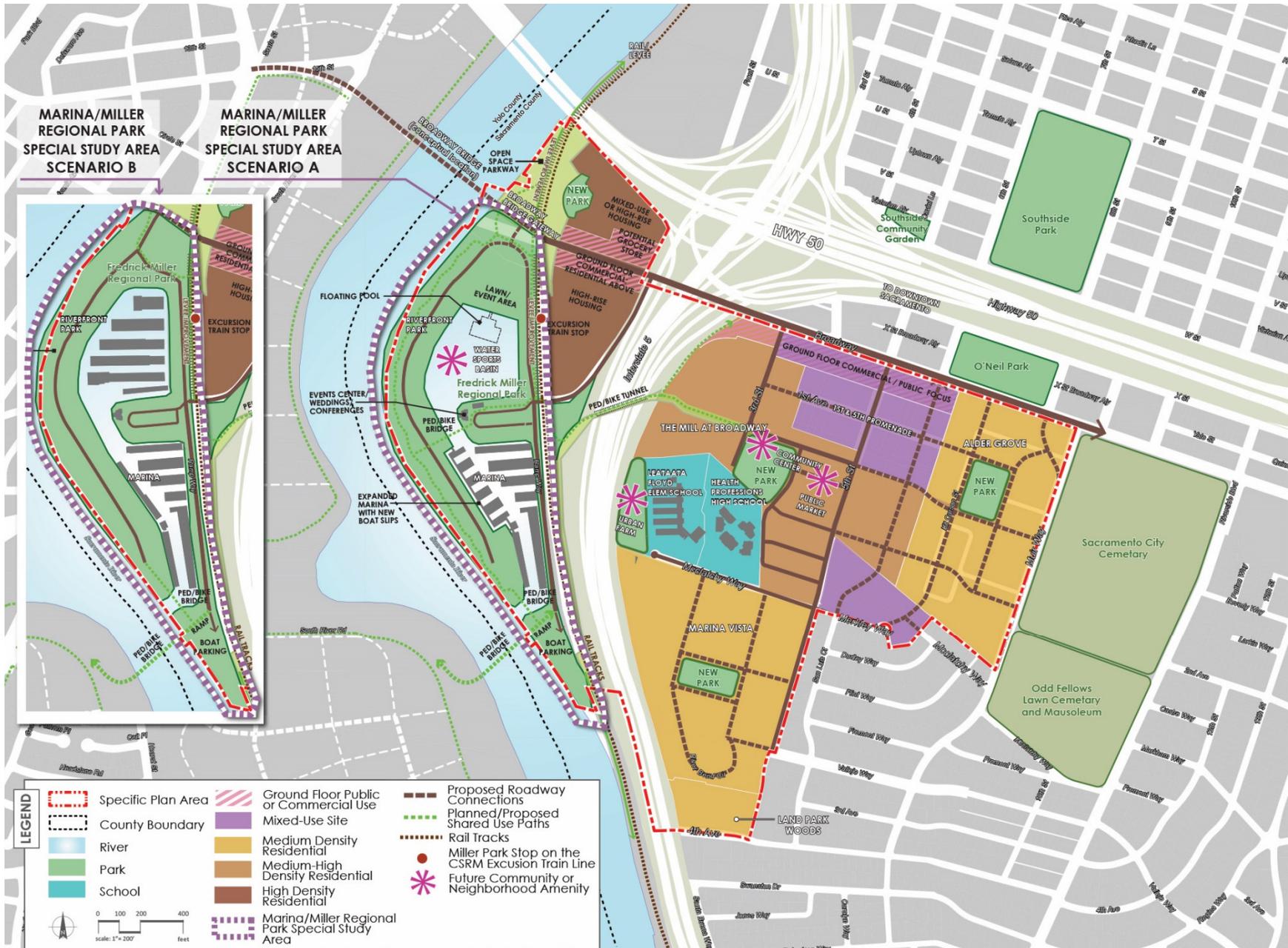
- ▲ Traditional Neighborhood High,
- ▲ Urban Neighborhood High,
- ▲ Urban Neighborhood Medium,
- ▲ Urban Corridor Low,
- ▲ Public/Quasi-Public, and
- ▲ Parks and Recreation.

B. Zoning Districts

Land uses in the Specific Plan Area will be regulated based on the zoning districts in Title 17 of the City's Planning and Development Code (City Code). The zoning districts in the Specific Plan Area, shown in Figure 4-4, are:

- ▲ Multi-Unit Dwellings (R-3, R-3-R, R-3A, R-4A, and R-4-PUD),
- ▲ High-Rise Residential (R-5),
- ▲ Limited Commercial (C-1-PUD),
- ▲ General Commercial (C-2 and C-2-PUD), and
- ▲ Transportation Corridor (TC).

Figure 4-1: Land Use Plan Concept



Source: City of Sacramento, adapted by Ascent in 2019

Table 4-1: West Broadway Specific Plan Land Use and Development Summary

Subareas	Area (gross acres)	General Plan Designation	Applicable Zoning	DEVELOPMENT ASSUMPTIONS					SPECIFIC PLAN BUILD-OUT DETAILS			
				Res. Density (units/gross ac)	Non-Res. Intensity (FAR)	Percent Res.	Percent Commercial	Percent Other Non-Res.	Res. Units	Commercial/Industrial Building (square feet)	Public/Park/Recreation Building [1] (square feet)	Park/Open Space (acres)
West Broadway Gateway	25.4	UNH, Parks	R-5, High-Rise Residential	85.0	0.50	60%	24%	36.0%	1,300 [2]	132,670	10,000	9.3
Marina/Miller Regional Park Special Study Area Scenario A	62.7	UNH, Parks	R-3, Multi-Unit Dwelling;	85.0	0.20	3.0%	7.8%	89.2%	150	40,000	20,000	59.3
Marina/Miller Regional Park Special Study Area Scenario B			R-5, High-Rise Residential	85.0	0.20	3.0%	0%	97.0%	150	0	5,000	59.3
Industrial Subarea	23.5	UCL, UNM	C-2, General Commercial	40.0	0.60	70.0%	30.0%	0%	660	185,200	0	0
Mill at Broadway [3]	37.3	UCL, UNM	C-2-PUD; R-4-PUD; C-1-PUD; R-4A (Phase 5)	-	-	-	-	-	1,125	37,350	11,000	3.4
Alder Grove	35.2	TNH	R-4A, Multi-Unit Dwelling; R-3A, Multi-Unit Dwelling	29.0	0.40	90.5%	1.0%	8.5%	930	34,000	6,000	3.0
Marina Vista	38.8	TNH	R-3, Multi-Unit Dwelling	18.5	-	95.0%	0%	5.0%	680	0	12,500	2.5
Land Park Woods	4.1	TNH	R-3-R, Multi-Unit Dwelling	-	-	100.0%	-	-	55	0	3,800	0.0
School Sites	17.0	Public/Quasi-Public	R-3, Multi-Unit Dwelling	-	-	-	-	100.0%	0	0	99,500	2.0
Totals - Scenario A	244.0								4,900	429,220	162,800	79.5
Totals - Scenario B	244.0								4,900	389,220	147,800	79.5

Notes:

ac = acres; FAR = floor area ratio; non-res. = non-residential; PUD = Planned Unit Development; Res. = Residential

General Plan Designations: TNH = Traditional Neighborhood High; UNH = Urban Neighborhood High; UNM = Urban Neighborhood Medium; UCL = Urban Corridor Low

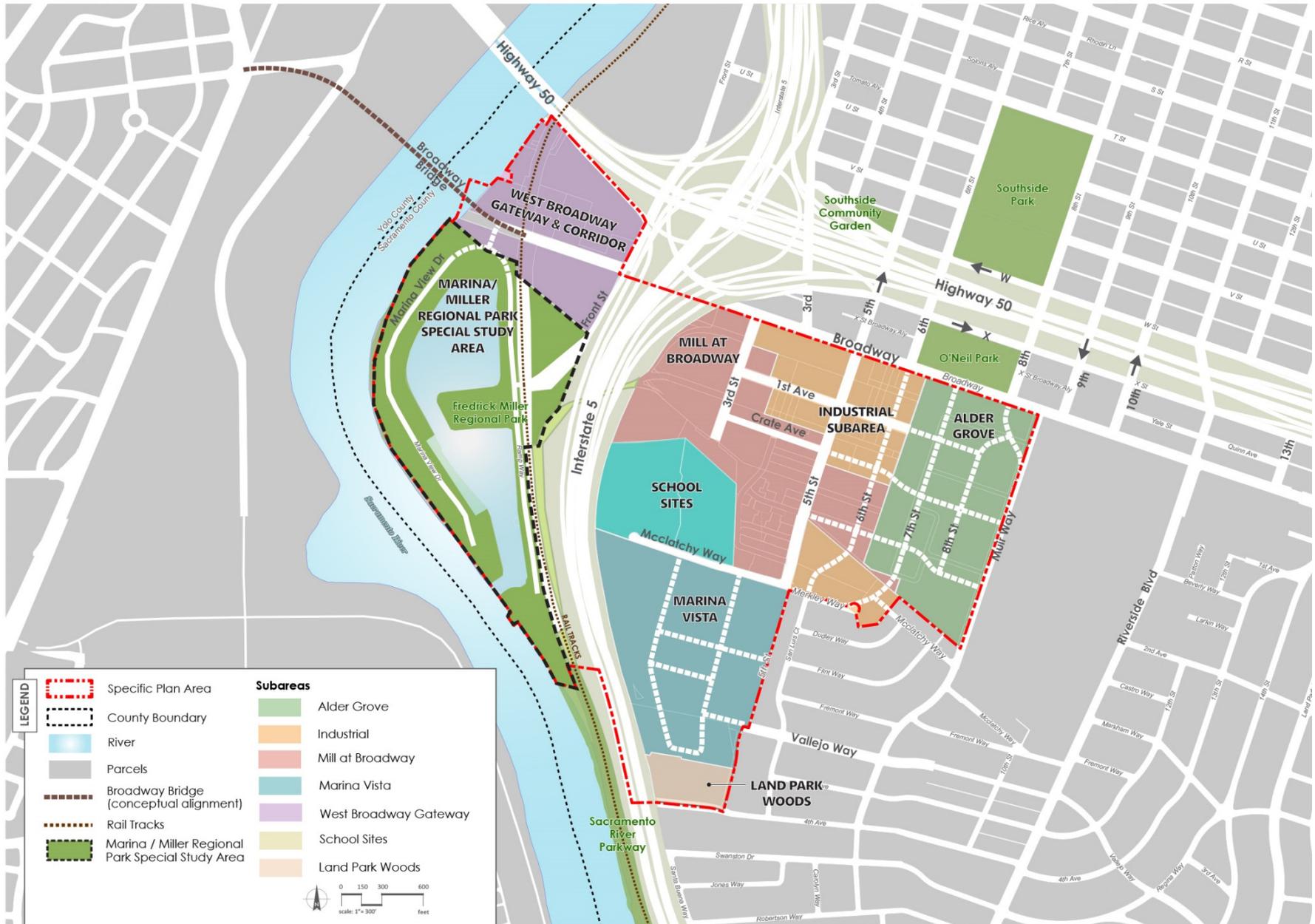
[1] Public/Park/Recreation uses include parks and open space, public or recreational buildings. This use also encompasses the 300 boat slips in the Sacramento Marina within the Marina/Miller Regional Park Special Study Area Scenario A and 475 boat slips with Special Study Area Scenario B.

[2] Assumes 1,300 residential dwelling units or a mix of residential homes and hotel rooms.

[3] Development assumptions for The Mill at Broadway include 300 units for Phase 5 of the project on lands located adjacent to the Industrial Subarea, east of 5th Street.

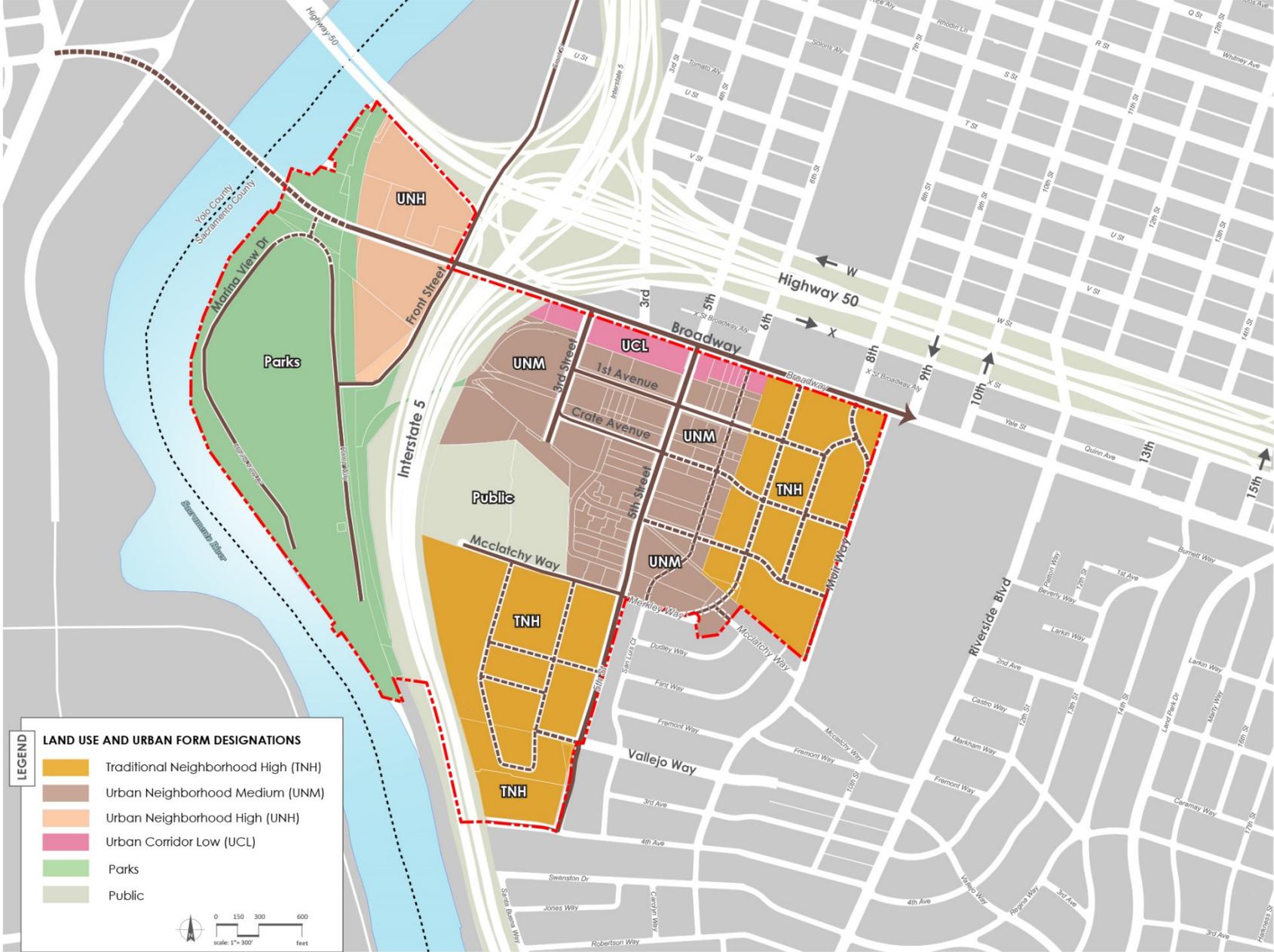
Source: City of Sacramento parcel data, assembled by Ascent in 2019

Figure 4-2: Specific Plan Subareas



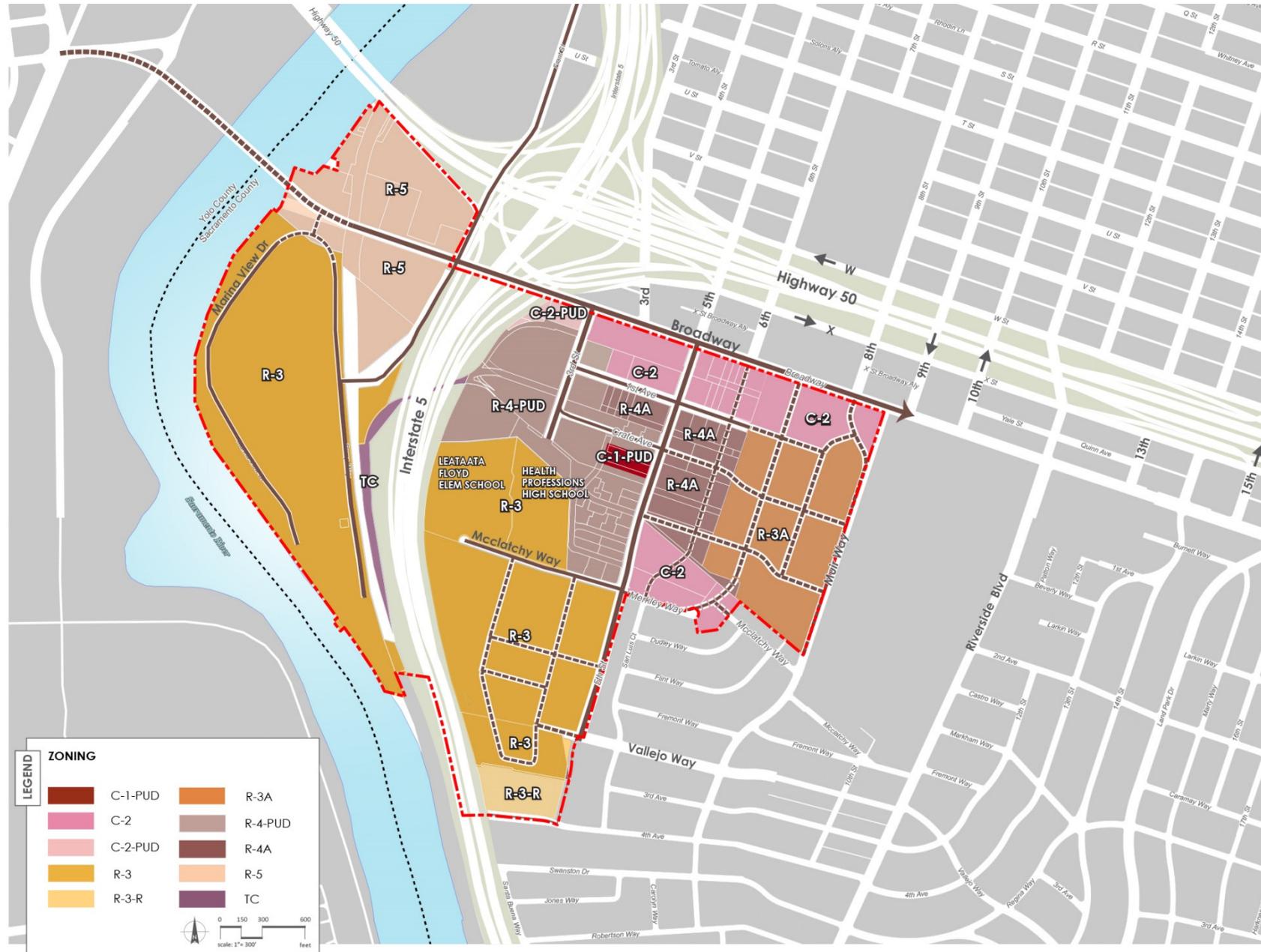
Source: City of Sacramento data, adapted by Ascent in 2019

Figure 4-3: General Plan



Source: Sacramento 2035 General Plan, modified by Ascent in 2019

Figure 4-4: Zoning



Source: City of Sacramento Zoning Map, modified by Ascent in 2019

4.3.3 Subarea Land Uses

The land use and development plan concepts and assumptions for each of the subareas, shown in the Land Use Plan Concept in Figure 4-1, are described in this section.

A. West Broadway Gateway

The West Broadway Gateway subarea, adjacent to the Broadway Bridge, has the potential to serve as a gateway and entrance into the city from West Sacramento. High-density residential and commercial development that takes advantage of the site's adjacency to the riverfront and Miller Regional Park is envisioned in this subarea.

The land use and development assumptions for this subarea are:

- ▲ high-density residential development and up to 1,300 residential units in the areas north and south of Broadway, supported by structured or podium parking;
- ▲ up to 132,670 square feet of commercial retail development, which could include a grocery store and other commercial uses integrated with residential uses on the north side of Broadway and commercial retail or mixed-use development on the south side of Broadway; and
- ▲ 9.3 acres of new parks and open space, integrated with the residential development and/or including programmed space, such as a fitness station, a dog park, and play areas in the proposed open space area west of the levee.

B. Industrial Subarea

This subarea includes commercial and infill development opportunities in horizontal and vertical mixed-use formats, centered on the 1st Avenue and 5th Street intersection. A 50/50 mix of residential and commercial uses is assumed in this subarea, which could support stand-alone commercial or industrial retail development, commercial flex space, vertical mixed-use retail and residential uses, live-work units, and other types of urban residential housing. Potential adaptive reuse and repurposing of existing structures in this subarea are encouraged.

The land use and development assumptions for this subarea are:

- ▲ up to 185,200 square feet of commercial development and up to 660 residential units;
- ▲ commercial or industrial mixed-use development on the blocks that are west of 5th Street and south of the KXTV/ABC 10 studios, which may include continued operation or future reuse and repurposing of the Saccani Distributing Company facility and the brick structure north of it on the northwest corner of 1st Avenue and 5th Street to accommodate storefront retail development along 5th Street;
- ▲ existing commercial uses, which are expected to remain in the foreseeable future, including the KXTV/ABC 10 studios and the light industrial flex space at the corner of McClatchy Way and 5th Street, as well as other existing uses;
- ▲ primarily urban residential mixed use with ground-floor retail uses on Broadway and along 5th Street and ground floor commercial and three to five stories of housing development above on the blocks to the northwest corner of 1st Avenue and 5th Street; and
- ▲ urban residential development on the northeast corner of 1st Avenue and 5th Street with potential for live-work units fronting 5th Street.

C. The Mill at Broadway and School Sites

The Mill at Broadway is an approved development project being implemented in the Specific Plan Area, where Phases 1–4 of the project are either already developed or under construction. New lands east of 5th Street, which have been acquired by the project developer, are planned for residential development as Phase 5 of the project. At build-out, The Mill at Broadway is projected to include approximately 1,125 dwelling units, approximately 37,350 square feet of commercial development, and 11,000 square feet of community center uses through the preservation/reuse of two existing industrial buildings on the site.

No land use changes are proposed for the two Specific Plan Area school sites, except for a new 2.0-acre urban farm and community garden on the Leataata Floyd Elementary School site, which was already planned in coordination with The Mill at Broadway development. These facilities will continue to be operated by the Sacramento City Unified School District.

D. Alder Grove and Marina Vista

Any future changes or development in the Alder Grove and Marina Vista subareas will require coordination with and approval by the Sacramento Housing and Redevelopment Agency (SHRA) and the U.S. Department of Housing and Urban Development (HUD). Alder Grove will continue to serve as a multi-family housing community. A net increase of 570 units of market-rate, mixed-income, and senior housing units is assumed, not including the existing 360 units. Up to 930 units can be accommodated at Alder Grove, with development at a maximum average density of 36 dwelling units per gross acre and excluding 3 acres of new parks and open space land, along with 34,000 square feet of commercial development and 6,000 square feet for a community building.

Marina Vista will also continue to serve as a multi-family housing community. A net increase of 289 units of market-rate, mixed-income, and senior housing units is assumed, not including the existing 391 units, to accommodate a total of 680 units. This total assumes an average density of 18.5 dwelling units per gross acre, not including 2.5 acres of new parks and open space and a 12,500-square-foot community building.

E. Land Park Woods

No changes are anticipated in the Land Park Woods subarea, which currently consists of 55 affordable housing units and an approximately 3,800-square-foot community building.

F. Marinal/Miller Regional Park Special Study Area

The Sacramento Marina/Miller Regional Park is proposed as a Special Study Area that will require further future analysis. This Specific Plan evaluates two potential scenarios for the development of Miller Regional Park and the Sacramento Marina, referenced as Scenarios A and B.

Scenario A

Scenario A provides for the reconfiguration of Miller Regional Park and the Sacramento Marina to focus marina boat docking functions on an expanded south basin of the marina, while expanding recreational opportunities in the north basin and beyond. Expansion of the south basin would be accomplished by narrowing the land on the peninsula between the marina and Sacramento River. Soil or material dredged

during expansion of the south basin could be used as fill to expand the land area for the park on portions of the north basin and support the development of a water sports basin and outdoor event lawn. The north basin could be programmed to support a variety of public events, activities, and services for the region, such as paddle-boarding and kayaking and a potential floating swimming pool; a rental facility to support water and cycling activities; restaurants and an event center; a stepped or seated lawn area for staging running, bike racing, other sporting, and music or special performance events; beach, volleyball courts, and other play areas; a public dock; steps and feet-in-only access into the river; and bike trail improvements along the Sacramento River.

Scenario B

Under Scenario B, the Sacramento Marina would remain in its current configuration, with the continued use and operation of existing park and marina facilities, including the Harbor Master building and bait shop/mini store. Similar to Scenario A, Scenario B would include improvements to enhance public access and safety, including continuous sidewalks and walkways adjacent to parking areas, improvements to the marina landscaped edge, and lighting and landscape improvements.

The adjacent fuel storage facility property, currently north of Miller Regional Park and south of Broadway, could be developed as an extension of Miller Regional Park and programmed to support a gathering place and/or place to stage and conduct park events.

Both Scenarios

Under both scenarios, the City-owned parcel north and west of Front Street would allow for additional development opportunities. Existing uses on this parcel could remain in the interim, or the site could be converted for event parking. Approximately 300 surface parking spaces can be accommodated on this site. If, in the future, more event parking could be accommodated off-site, this parcel could be sold by the City. When combined with development of the adjacent site to the north, this site could provide for a sizable 9-acre infill mixed-use development parcel that could include mixed uses fronting Broadway and a potential museum or other civic facility. Additional details regarding the park plan concepts and the more complete list of proposed park uses and amenities are presented in Chapter 6 of this Specific Plan.

4.4 Housing

Housing is a critical component of the City's General Plan vision, where the City strives to ensure that growth occurs in a manner that meets the housing needs of all its residents. A key strategy for encouraging such growth is supporting infill development and sustainable and complete neighborhoods. Under the City's 2035 General Plan Housing Element, the Specific Plan Area is identified as an "opportunity area," intended to direct housing growth near jobs, transit, and other urban amenities.

4.4.1 Existing Housing Communities and Plans

The Specific Plan Area is in an existing developed area currently occupied by several residential communities: the Alder Grove and Marina Vista public housing communities, totaling 751 units; Land Park Woods, which has 55 units within the boundary of the Specific Plan Area; and The Mill at Broadway, which has an approved Planned Unit Development entitlement for 825 units (four of the five phases are under development). In total, approximately 1,631 housing units are existing and/or have been approved for development in the Specific Plan Area.

The Housing Element in the City's General Plan governs housing development in the city and includes policy direction on how the City will achieve local and state goals for the maintenance, improvement, and development of affordable housing. The City's responsibility under state law is to identify adequate sites that will be made available through appropriate zoning and development standards and to provide services and facilities that encourage the development of a variety of types of housing for all income levels. SHRA, the housing authority for the City and County of Sacramento, coordinates with the City to develop and manage affordable housing.

4.4.2 Specific Plan Housing Plans

Specific Plan goals and policies support new affordable and market-rate housing through public and private investments, with the intent to create a mixed-income housing community in the Specific Plan Area. This community could be established through (1) development of the Alder Grove and Marina Vista subareas as mixed-income neighborhoods and (2) infill and development of new housing in other subareas in the Specific

Plan Area that support a mix of market-rate and affordable housing within the West Broadway area.

A. *Mixed-Income Neighborhood Strategy for Alder Grove and Marina Vista*

The Upper Land Park-Broadway Neighborhood Transformation Plan (Transformation Plan) is a conceptual master plan and strategy document that was prepared in 2015 by SHRA under the Choice Neighborhoods Planning Grant from HUD. It represents a conceptual basis for the long-term transformation of the Marina Vista and Alder Grove public housing communities. While the Transformation Plan was not formally adopted and SHRA has not implemented this plan to date, it was the last comprehensive study for this area, and many of the principles and concepts contained in this document, which was developed with community input, remain relevant to the Specific Plan Area.

The Transformation Plan recommends demolition of the Marina Vista and Alder Grove communities and development of communities with between 1,200 and 1,500 new homes and on-site amenities for a range of incomes that include affordable and market-rate units that are indistinguishable from one another. The Transformation Plan also identifies two housing strategies for integrating the housing communities into the surrounding neighborhood:

- ▲ New development at Marina Vista and Alder Grove will offer a ladder of housing opportunity for a diverse range of households.
- ▲ New buildings and homes at Marina Vista and Alder Grove will be physically and visually integrated with surrounding neighborhoods in a sustainable manner.

Building from the concepts of the Transformation Plan, this Specific Plan proposes to add 1,610 new homes within Alder Grove and Marina Vista, in densities that will transition from higher fronting Broadway to lower adjacent to the existing traditional-style homes in the Upper Land Park community. The land use assumptions in this Specific Plan also assume the mix of units across different affordability levels that was studied under the Transformation Plan, with minor adjustments that pro-rated for the additional 110 units proposed for Alder Grove. This Specific Plan does not propose new development plan concepts for these

communities except to require the establishment of a coordinated and cohesive street grid system through the entire West Broadway area.

The Transformation Plan envisioned the development of the Alder Grove and Marina Vista communities as mixed-income neighborhoods. According to the Transformation Plan, the designs of these units would be based on the following design principles to ensure consistency with the design of the surrounding neighborhoods:

- ▲ Incorporate a variety of architectural styles and densities in housing that transition between Broadway and Upper Land Park. Higher-density housing and a more contemporary character are appropriate along Broadway, similar to the architectural styles in Midtown that provide a balance of contemporary and pedestrian-oriented design. Development moving south would transition from higher density to medium density and single-family homes and transition from contemporary to more traditional homes.
- ▲ Address historic preservation opportunities, such as incorporating character-defining features of the New Helvetia Historic District, applicable to Alder Grove, and commemorating historic features and characteristics of the district.
- ▲ Reconnect the street grid with surrounding neighborhoods and incorporate trees, lighting, and improved streetscape amenities.

SHRA Plans for Public Housing

Due to funding challenges and declining federal resources from HUD for public housing, SHRA has the opportunity to use the Rental Assistance Demonstration (RAD) program to convert its public housing properties with five or more units to the RAD program and help stabilize its public housing portfolio. RAD allows public housing authorities to convert their public housing to the project-based Section 8 rental assistance developments, with guarantees by law to the same basic protection under the public housing program. The program was initiated in 2012 to help public housing authorities convert their properties to more viable housing programs after HUD determined that the configuration of its public housing program was not sustainable.

RAD would allow SHRA to leverage private debt and equity in conjunction with capital improvement funds from HUD (which is

currently not allowed in traditional public housing) to address immediate and long-term capital needs and deferred maintenance projects that will help improve and stabilize its aging public housing stock. SHRA has identified a phased strategy for the conversion of its public housing properties, anticipated to take place over a 12-year or longer period.

B. Affordable Housing Requirements for Infill and New Housing Development

The City's affordable housing policies and programs apply to new residential, residential mixed-use, and non-residential development in the Specific Plan Area, as summarized below, in accordance with the following applicable affordable housing programs.

Housing Trust Fund

The City's Housing Trust Fund supports the development of affordable housing by providing revenue to subsidize affordable housing production. The City charges a fee on non-residential development projects based on an economic nexus analysis showing the degree to which the various non-residential uses attract low-income workers and increase the need for affordable housing.

New non-residential uses in the Specific Plan Area would be subject to in-lieu fees levied by the Housing Trust Fund.

Mixed Income Housing Ordinance

Adopted in 2015, the Mixed Income Housing Ordinance established the Housing Impact Fee—a citywide fee on new residential development to provide funding to construct affordable workforce housing. The fees collected are transferred to the Housing Trust Fund, which is administered by SHRA and used for the production of affordable housing.

4.5 Economic Development

4.5.1 Existing Businesses in the Specific Plan Area

The Specific Plan Area generally consists of a mix of commercial and light industrial uses, small independently owned businesses, and vacant lots interspersed among these uses. Existing businesses in the area, as shown in Figure 4-5, include a neighborhood retail/service center (adjacent to Alder Grove), the KXTV/ABC 10 television studios, Ben & Sons Auto Tech, Saldivar Auto Body, Ace Auto Wrecking, the Sacramento City Unified School District business and facility operations, 5th Street Restaurant & Bar Supply, California Shellfish Co., Inc., Pacific Standard Print, Saccani Distributing Company, River City Produce Sales, Canvas Experts, American Hand Bag, Cotton Shoppe, US Foods, and Muir Way Market.

The Specific Plan Area includes both opportunities and challenges to business and economic development. Opportunities include:

- ▲ adjacent regional freeway and riverfront trail connections;
- ▲ adjacency to the Greater Broadway district and proximity to surrounding neighborhoods;
- ▲ continuing improvements taking place with The Mill at Broadway development;
- ▲ readily available infrastructure trunk lines sized for future development; and
- ▲ vacant lots and/or opportunity sites, such as the key corner parcels occupied by the Sacramento City Unified School District.

Challenges include:

- ▲ light industrial development and potential contamination and clean-up costs associated with industrial properties;
- ▲ fast-moving traffic at pedestrian crossings along Broadway;
- ▲ inconsistent street frontage and sidewalk improvements throughout the area;
- ▲ blighted lots and buildings and hodgepodge development character in the area, which are not conducive to attracting new businesses; and

- ▲ the perception of crime and other public safety issues along this stretch of Broadway.

The Mill at Broadway development; new mixed-use residential north of Broadway, near 3rd Street; and the Broadway Complete Streets Plan will start to generate momentum for change in and improvement of the West Broadway area.

4.5.2 Economic Development Strategies

The West Broadway area has the opportunity to take advantage of two key assets in the area—the riverfront and Broadway commercial corridor—to support its further economic development and growth.

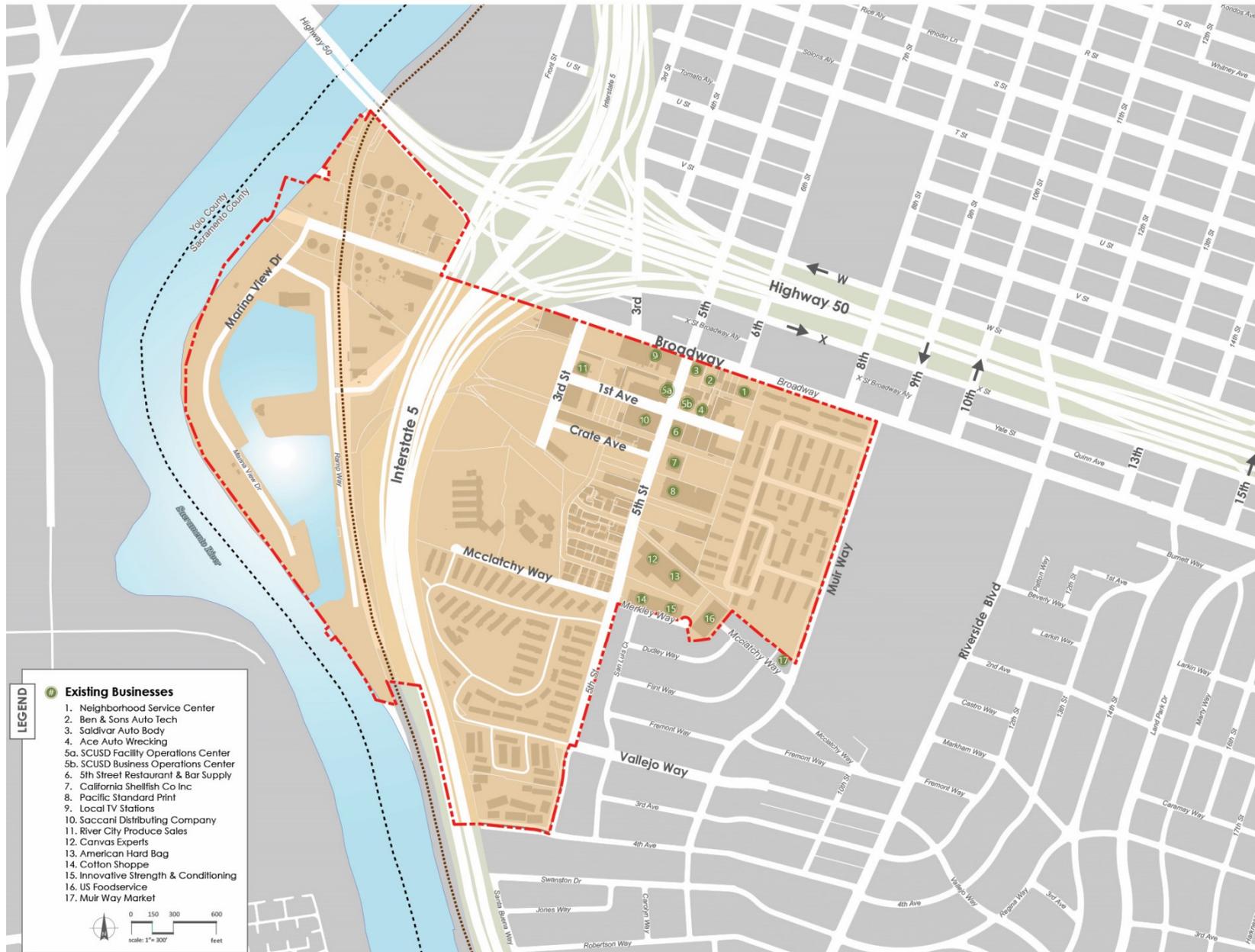
A. Riverfront

Once a key transport mode serving commerce and industry in the region, the Sacramento River is, today, primarily a recreational and tourist destination. The City has and continues to work on capitalizing on the river for developing a high-quality public open space network for connecting Downtown to the distinct urban neighborhoods in town.

Miller Regional Park in the Specific Plan Area is a unique opportunity to support the development of Sacramento's riverfront and establish it as a jewel in the City's park system. As the second longest and widest riverfront development parcel in the city, after Discovery Park, the park and surrounding riverfront lands offer potential for new waterfront uses, recreational amenities, and mixed-use development opportunities that can support new residential growth and help complete the transformation of Sacramento's formerly industrial and working waterfront to vibrant city neighborhoods, close to Downtown.

The available land and easy connections along the river, in addition to future development, can attract a variety of uses and businesses that may want to locate or relocate closer to amenities along the river and Downtown Sacramento. Today, Miller Regional Park, because of its isolated location and poor bike and pedestrian access, is an overlooked opportunity that is not well used by adjacent neighborhoods, but it should become a key city priority as an outcome of this Specific Plan—a modern, state-of-the-art park and recreational amenity for the region that supports the evolution of surrounding area uses.

Figure 4-5: Existing Businesses in the Specific Plan Area



Source: City of Sacramento data adapted by Ascent in 2019

B. Broadway Commercial Corridor

Broadway was once a thriving Main Street, but construction of US 50, to link Interstate 5 to State Route 99 in the 1950s has created a barrier for the Broadway District. As a result, development on Broadway stagnated. More recently, interest in developing Broadway has been renewed. The Greater Broadway Partnership, which started in 1999 and grew out of nearly two decades of collaboration between neighborhood associations, property owners, residents, and business owners, focuses on fostering new businesses and retaining existing businesses. In 2007, it established a Property and Business Improvement District to carry out activities consistent with the priorities of property owners in the district.

In 2012, the Greater Broadway Partnership, working with the Sacramento Urban Land Institute, completed the Broadway Vision Plan. The plan provides a guide for improvements with the goal of helping Broadway realize its potential as a successful mixed-use business district, a public gathering place, and an essential link between surrounding neighborhoods. In the 2035 General Plan, the City designated Miller Regional Park and the Setzer property, now the site of The Mill at Broadway as Priority Investment Areas and shovel-ready sites, with the intent to fund key planning efforts and infrastructure investments to prepare these areas for development and leverage private investments.

The commercial market analysis conducted for the Upper Land Park-Broadway Neighborhood Transformation Plan identified a limited market for new retail in the neighborhood because population and household income growth were limited. However, increased residential development in the Specific Plan Area is anticipated to encourage improvements to retail and community services. Additionally, growth along the Broadway corridor and the City's investment in infrastructure and streetscape improvements through the Broadway Complete Streets Plan should catalyze additional new growth and development in the West Broadway area. Chapter 6 of this Specific Plan summarizes neighborhood retail and service assets that are lacking in the community and are needed for a more vibrant commercial corridor.

4.6 Implementation

To achieve the land use vision and types of uses described in this Specific Plan, the actions in Table 4-2 will need to be implemented. The table identifies the strategy, implementation actions, location in this Specific Plan where additional information is available, the timeframe, and parties responsible for implementing the action.

Table 4-2: Land Use, Housing, and Economic Development Implementation Actions					
Strategy & Action Number	Strategy/Action	Specific Plan Policies Addressed	Specific Plan Section Reference for Additional Detail	Timeframe	Responsibility
Note:	Timeframe: Short term = 0–5 years; Medium term = 5–10 years; Long term = 10+ years				
Land Use and Regulatory Implementation Actions					
Strategy LU.1: Coordination with Stakeholders					
Ongoing coordination with property owners and community or agency partners will be needed to support infill development and public and private improvements of the West Broadway area, as provide in the actions that follow.					
LU-1.1	Relocate the Sacramento City Unified School District Operations Centers. The City will coordinate with and help facilitate relocation of the Sacramento City Unified School District operations centers to catalyze future development on the key infill sites on the northern corners of 5th Street and 1st Avenue.	LU-1.2	Section 4.3.3, Section 4.5	Medium to Long term	Economic Development, Sacramento City Unified School District
LU-1.2	Work with Property Owners. The City will work with property owners in the Specific Plan Area to help facilitate and implement development projects consistent with the vision and policies of this Specific Plan. Adaptive reuse strategies and affordable housing opportunities are encouraged.	LU-1.1, LU-1.2	Section 4.5	Ongoing	Community Development, Economic Development

Strategy LU-2: Future Plans and Studies

Additional project-level studies are needed and should be undertaken to successfully implement major catalytic project development and improvements within the West Broadway area.

LU-2.1	Feasibility Study for Miller Regional Park Special Study Area. Continue to explore the feasibility of options for the Miller Regional Park Special Study Area by preparing a market analysis and opportunities and constraints analysis identifying funding gaps and funding sources with a goal of potential development timed with the construction of the Broadway Bridge and the development of the fuel storage sites.	LU-2.2	Section 4.3.3, Section 4.5	Near and medium-term	Community Development; Economic Development; Youth, Parks, and Community Enrichment; Public Works
LU-2.2	Transition Plan for Fuel Storage Facilities. Prepare a transition plan to facilitate the deindustrialization of existing fuel storage facilities on Front Street, in coordination with existing property owners and the City of West Sacramento, to open up the waterfront and the West Broadway Gateway subarea for public and private investment.	LU-1.1	Section 4.3.3, Section 4.5	Ongoing	Economic Development

Housing Implementation Actions**Strategy H-1: Support Diverse and Affordable Housing**

New development in the Specific Plan Area will support housing affordable for a variety of household incomes.

H-1.1	Transformation of Alder Grove and Marina Vista subareas. Work and partner with housing developers to secure funding from regional, state, and federal programs to plan and support development of Alder Grove and Marina Vista subareas into mixed-income housing communities. In the interim, implement property and program improvements that enhance the quality of life for existing residents.	H-2.1, H-2.2, H-2.4	Section 4.3.3, Section 4.4	Ongoing	Sacramento Housing and Redevelopment Agency, Housing and Urban Development, housing developers
H-1.2	Affordable Housing. New development in the Specific Plan Area will comply with the City's affordable housing policies through constructing housing affordable to low-income and workforce populations or by contributing to funds for existing affordable housing programs.	H-1.1, H-1.2, H-2.3	Section 4.4	Ongoing	Community Development
H-1.3	Ongoing Engagement. Provide information to public housing residents to inform them of their rights and engage them in future development/rehabilitation projects in the Specific Plan Area.	H-2.1	Section 4.4	Ongoing	Sacramento Housing and Redevelopment Agency, Community Development

Economic Development Implementation Actions					
Strategy E-1: Help Facilitate Economic Development					
Promote economic development in the Specific Plan Area linked to the economic strategies and opportunities of the city and broader community.					
E-D-1.1	Waterfront Development. Continue to implement the Sacramento Riverfront Master Plan through public and private investment strategies. Link the activities along the river through innovative recreation and events programming and promotion.	LU-2.2	Section 4.5	Ongoing	Economic Development; Youth, Parks, and Community Enrichment
E-D-1.2	Greater Broadway District. Market Broadway as a home and destination for small-scale entrepreneurs and local businesses and promote the opportunities and available opportunity sites along the Broadway corridor. Work with the Greater Broadway Partnership to attract new business and development interests and the desired uses in the Specific Plan Area or broader neighborhood.	E-D-1.2	Section 4.5	Ongoing	Economic Development, Greater Broadway Partnership
E-D-1.3	Assist Small Businesses. Provide funding or services that support existing small businesses with tenant façade, landscape, and property improvements that support their vitality.	E-D-1.2	Section 4.5	Ongoing	Economic Development
E-D-1.4	Advocate and Promote Reuse. Work with property owners and brokers to advocate for reuse and support the development of new projects with building reuse opportunities that can build on the character of development within the West Broadway area.	LU-1.2	Section 4.5	Ongoing	Economic Development, Historic Preservation
E-D-1.5	Event Programming. Work with the Greater Broadway Partnership and others to program neighborhood activities and events in the area that build off the success of the Farmer’s Market, such as crafts fairs, food truck events, movies in the park, youth programs, boating events and tours, and festivals and other larger events at Miller Regional Park and the Sacramento Marina. Promote development of 1st Avenue as a pedestrian-oriented, mixed-use street that can accommodate neighborhood events and programs.	LU-1.4, LU-2.2	Section 4.5	Medium and Long term	Neighborhood Services; Youth, Parks, and Community Enrichment; Convention & Culture Services

chapter 5

Historic & Cultural Resources





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Chapter Organization

- 5.1 Chapter Overview
- 5.2 Historic and Cultural Resource Goals and Policies
- 5.3 Historic Context
- 5.4 Historic and Cultural Resources in the Specific Plan Area
- 5.5 Historic and Cultural Resource Recommendations
- 5.6 Implementation

5.1 Chapter Overview

This Specific Plan chapter summarizes the local history of the West Broadway area; identifies listed historical resources in the West Broadway area; and establishes the goals, policies, and implementation actions to preserve unidentified historical resources in the Specific Plan Area. The West Broadway Specific Plan EIR and associated Cultural Resources Inventory documents the results of recent and prior investigations of historic and cultural resources in the Specific Plan Area and summarize the findings of known and potentially eligible historic and cultural resources under CEQA.

The City of Sacramento recognizes the importance of protecting historic and cultural resources that provide a distinct sense of place and help convey the story of Sacramento's past. The West Broadway area is associated with two of the four major historic themes identified in the 2035 General Plan Technical Background Report as shaping the City's physical development: 1) railroads and 2) World War II, Transportation and Redevelopment. As the area developed between 1850 and 1930 in response to riverfront commerce in the docks located just north of the western edge of the West Broadway area, the railroad played an important role in transporting goods. The West Broadway area is further associated with the city's railroad history because the Walnut Grove Branch Line of the Southern Pacific Railroad traverses the western portion of the project area, on the east side of Miller Regional Park (see Section 5.4, below).

The West Broadway area is also the site of Alder Grove, the City Housing Authority's first major public housing project, located between Muir Way and 5th Street, south of Broadway. Alder Grove also served as defense industry housing during World War II and embodies the World War II, Transportation and Redevelopment theme. Portions of Alder Grove, which are referred to in the National Register of Historic Places (NRHP) program as the New Helvetia Historic District, are important for their relationship to historic efforts to improve housing conditions for African Americans and to Nathaniel Colley, a prominent African American civil rights attorney who advocated for fair housing in Sacramento and nationally during the 1960s and 1970s.

The land use plan and the goals and policies of this Specific Plan support a mix of housing opportunities in the Alder Grove and Marina Vista subareas.

This Specific Plan provides flexibility for a range of options for the Alder Grove subarea, from infill development that supports the retention and adaptive reuse of historic properties to significant or complete demolition and development of the Alder Grove site into a mixed-income community. The City encourages development proposals that thoughtfully interpret community history and integrate creative placemaking by retaining as many existing structures, mature trees, and community landscape features, as feasible, and providing venues for community history-centered public events, permanent exhibits, or history-based public art (see policies HR-1.2, HR-1.3, and HR-1.4).

This Specific Plan, however, also does not preclude future changes to Alder Grove that may affect the historic status of the New Helvetia Historic District if found necessary by the U.S. Department of Housing (HUD) and Sacramento Housing and Redevelopment Agency (SHRA) to maintain and provide safe and decent housing for its residents. The Specific Plan does not mandate demolition of the Alder Grove subarea but acknowledges that if extensive demolition and development is found necessary, a mixed-income housing community that provides for the same number of housing units affordable to the existing households and provides additional new housing opportunity would benefit all residents by improving infrastructure and living conditions and better connecting current/future residents to opportunities and amenities in the surrounding community.

The goals, policies, and implementation actions in this chapter identify opportunities to interpret the history of the area and incorporate local character-defining site/landscape or architectural elements into the future of the West Broadway area.

5.2 Historic and Cultural Resource Goals and Policies

Historic Resource Goals and Policies	
Goal HR-1	<i>Support the identification, preservation, rehabilitation, and adaptive reuse of historic resources.</i>
Policy	HR-1.1: Encourage the adaptive reuse of historic resources in accordance with the Secretary of Interior’s Standards for the Treatment of Historic Properties.
Policy	HR-1.2: Encourage development which integrates creative placemaking, provides venues for community-centered public events, permanent exhibits, and history-based public art.
Policy	HR-1.3: Interpret the history of the New Helvetia Historic District and the legacy of Nathaniel Colley in future development plans in the Alder Grove subarea.
Policy	HR-1.4: The City shall require a landscape treatment plan for development in the Alder Grove subarea that will retain as many existing mature trees as feasible and will require a comparable replacement of trees that are proposed for removal.
Policy	HR-1.5: The City shall encourage the use of historic themes in the development of Miller Regional Park and the Gateway subarea.
Policy	HR-1.6: Consistent with HUD regulations and City of Sacramento 2035 General Plan Policy HCR 2.1.15, demolition of the New Helvetia Historic District is permitted only if rehabilitation of the resource is not feasible, demolition is necessary to protect the health, safety, and welfare of its residents, or the public benefits outweigh the loss of the historic resource.
Archaeological and Cultural Resource Goals and Policies	
Goal CR-1	<i>Protect and properly address any undocumented archaeological resources, including human remains, inadvertently discovered during project construction or earth-disturbing activities.</i>
Policy	CR-1.1: Consult with California Native American tribes early in the project planning process to identify any unknown Tribal Cultural Resources in the Specific Plan Area and reduce potential impacts to those resources.

5.3 Historic Context

This section provides an overview of the historic context of the West Broadway area, summarizing historic research in the Cultural Resources Inventory conducted for the Specific Plan Area by Natural Investigations Company in 2019. The full report and complete citation references are provided in Appendix E of the Specific Plan EIR.

5.3.1 Ethnographic History

The Specific Plan vicinity was historically characterized by vegetation communities near permanent drainages. The resulting ecological communities provided life-sustaining resources for the Native American groups who occupied this region.

The Specific Plan Area is located at the interface of lands historically occupied by the Plains Miwok and the Nisenan (also known as the southern Maidu), who established central villages and smaller satellite villages along the main watercourses in their territory. The Plains Miwok territory included the lower Mokelumne River, Cosumnes River, and Sacramento River from Rio Vista to Freeport. Nisenan lands included the southern extent of the Sacramento Valley, east of the Sacramento River between the North Fork Yuba River on the north and Cosumnes River on the south and extending east into the foothills of the Sierra Nevada. Several large villages located in the vicinity of the Specific Plan Area included the Nisenan villages of Sama and Momol. They built semi-permanent or winter villages and seasonally occupied campsites scattered in the area for hunting, fishing, and gathering plant resources. Acorn was a staple food for the tribes. Traditional village structures included semi-subterranean or aboveground conical, circular, or dome-shaped houses, as well as acorn granaries, winter grinding houses, ceremonial or dance houses, and sweathouses. A number of archaeological sites and prehistoric burials have been identified within their territories in the lower Sacramento Valley and Sacramento–San Joaquin Delta region.

5.3.2 Spanish, Mexican, and American Period

The traditional culture and lifeways of the Plains Miwok and the Nisenan were disrupted with foreign contact. The post-contact history for the state of California is generally divided into three specific periods: the Spanish Period (1769–1822), the Mexican Period (1822–1848), and the American Period (1848–present).

The beginning of Spanish settlement was marked by development of a string of 21 missions along the coast between San Diego and San Francisco. The Spanish expeditions into the Central Valley, led by Lieutenant Gabriel Moraga in 1806 and 1808, explored the main rivers, including the American and Sacramento Rivers. Moraga is said to have named the lower Sacramento River and the valley region “Sacramento” (“the Holy Sacrament”).

Following the Mexican Revolution (1810–1821) against the Spanish crown, the Mexican Period was marked by an era of land grants and exploration by American fur trappers west of the Sierra Nevada. One of the largest land grants in the Sacramento Valley was awarded to John Sutter. In 1839, he founded a trading and agricultural empire called New Helvetia that was headquartered at Sutter’s Fort, near the divergence of the Sacramento and American Rivers.

The American Period was initiated in 1848, when the Treaty of Guadalupe Hidalgo, which ended the Mexican-American War (1846–1848) was signed and California became a territory of the United States. In 1850, largely as a result of the Gold Rush, California became the thirty-first state.

Spanish settlement and missionization, which forced some Plains Miwok to Mission San Jose; land grant settlements; foreign disease epidemics through the Central Valley that wiped out entire villages; and the discovery of gold at Sutter’s Mill in 1848, had a devastating impacts on the Nisenan, Miwok, and other groups of Native Americans in the Central Valley. With lands, resources, and way of life being overrun by a steady influx of non-native people during the Gold Rush, surviving Nisenan or Plains Miwok retreated to the foothills and mountains or labored for the growing ranching, farming, and mining industries. Loss of land and territory (including traditional hunting and gathering locales), malnutrition, starvation, and violence further contributed to the decline of indigenous Californians in the Central Valley and along the Sierra Nevada foothills.

5.3.3 Local History

The history of the West Broadway area is tied to the history of the city, the state, and the westward movement to California. Discovery of gold at Sutter's Mill in 1848, followed by the Gold Rush and completion of the Transcontinental Railroad in the 1860s, resulted in the city's incorporation in 1850 and put Sacramento on the map. In 1848, Sacramento was laid out in a grid pattern that extended east from the Sacramento River/ Front Street to just beyond Sutter's Fort and south from Sutter's Slough (approximately 6th and I Streets) to Broadway (then Y Street). The grid was organized as east-west streets designated by numbers and north-south streets designated by letters. During the Gold Rush and the years that followed, Sacramento was a major distribution point, a commercial and agricultural center, and terminus for wagon trains, stagecoaches, riverboats, the telegraph and Pony Express, and the Transcontinental Railroad.

The Sacramento River's Role in Development

The river played a key role in transportation and commerce, contributing to the city's economy; while at the same time, causing frequent and severe flooding for Sacramento. Levees were constructed around the city and private farmsteads that were occupied by ranchers and farmers who settled on the fertile valley soils along the river. The first levee, built along R Street by the Sacramento Valley Railroad, became the southern limit of the city. A new mouth for the American River was excavated to control frequent floods during these early years. The streets between Front, 12th, and I Streets were raised up to 15 feet in 1878. An additional levee was also built along Y Street to prevent flooding of Sacramento's city core.

The Upper Land Park/West Broadway area grew in response to riverfront commerce at the waterfront. Once a landing for schooners, sloops, and barges, the waterfront became specialized for the lumber trade by the 1860s. Lumberyards and millworks sprang up adjacent to the railroad and riverfront wharves in the area. With emergence of the region as a large agricultural production, processing, and shipping center, the wooden box industry also established itself in the 1850s. Lumberyards and millworks expanded in proximity to the railroad and riverfront wharves between the 1850s and 1930s. At the southern end, tankers transferred fuel oil into tank farms near private company docks on the riverfront at Broadway in the early 1900s.

Streetcars and Passenger and Freight Railroads in the Development of Suburbs

The City's first recognized suburb, Oak Park, was subdivided in 1887 and connected to Sacramento's city center via a streetcar line. Sacramento ran four electric inter-urban railroads in the early 20th century. Two of these, the Central California Traction (CCT) Company and Sacramento Northern Railway (SN), operated along a route approximating the current location of X Street. The CCT provided freight and passenger service from Sacramento to Stockton. Passenger service along the line was discontinued in 1933, and part of the line continued service as a freight line until 1998. The SN was established in 1928, when the Sacramento Northern Railroad and San Francisco-Sacramento Railroad merged as part of the Western Pacific Railroad. The line connected the agricultural towns of the upper Sacramento Valley through Sacramento to the San Francisco Bay Area. The SN constructed the Tower Bridge in 1935. In 1941, after expansion of automobile use and the Great Depression in the 1930s, passenger service on the SN was discontinued, although freight service continued until 2003.

By 1911, the city had annexed present-day East Sacramento, Oak Park, Curtis Park, and Land Park, tripling its size. Development in and around the Specific Plan Area, south of Y Street (now Broadway), began after 1923, when the Y Street levee was moved and improved flood protection was provided, changing a formerly swampy area to what is now the Land Park area. Expanding regional rail and the highway network replaced river transport, and by the 1920s, truck freight companies began moving into the area.

Development in the Specific Plan Area

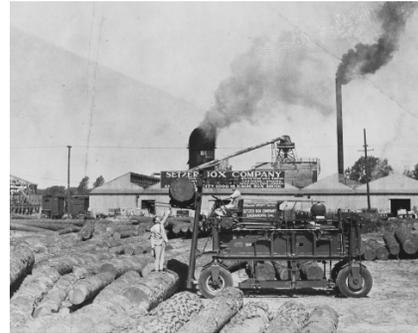
In 1927, the former agricultural lands located south of Y Street, the Wright and Kimbrough Industrial Tract, opened for development. Among its tenants was the Setzer Box Factory and Sacramento Farmers Market. The Setzer Box Factory was a complex of 22 buildings and structures, bounded by Broadway on the north, 5th Street on the east, McClatchy Way on the south, and I-5 on the west. In the 1930s, Setzer expanded the facility to include a sawmill and lumber pond and invested in machinery to compress waste materials into Presto Logs. Production at the Setzer Box Factory peaked during the 1930s to 1950s. The company diversified into Setzer Forest Products in the early 1950s, supplying wood to automakers, door manufacturers, and manufacturers of high-quality wood products, shipped

via the Southern Pacific Railroad. After construction of I-5 in the 1960s led to removal of the Southern Pacific Railroad tracks serving the factory, business declined. The property ultimately was sold to a private developer and is now successfully developing as The Mill at Broadway (previously referred to as the Northwest Land Park project). Construction of The Mill began in 2014 and continues in phases today.

The Sacramento Farmers Market complex consists of three large distribution warehouses, including the Lucky Fruit and Produce Company. The complex, which formed three east-west rows between 5th and 3rd Streets, was organized by Italian, Japanese, and Chinese farmers. Originally the Sacramento Produce Company, the Lucky Fruit and Produce Company was altered in 1976 when it merged with Lucky Fruit and Produce. In 1980, the Lucky Fruit and Produce Company was the only wholesale produce company owned and run by Japanese Americans in Sacramento.

The farmers market complex was altered at various times between 1933 and 1968. During World War II, with Executive Order 9066, the ethnic majority of the Sacramento Farmers Market was forced into internment in federal camps. During that time, the market underwent major changes, ceasing to sell directly to consumers and operating as a wholesale distributor to grocery stores. By the late 1990s, it sold mostly to restaurants and stores outside the city. In 2001, the buildings were purchased by Setzer Forest Products but remained a little longer as a venue selling wholesale produce before being sold and developed as The Mill at Broadway.

Both the Setzer Box Factory and Sacramento Farmers Market complexes were inventoried and evaluated for the Northwest Land Park project and found ineligible for listing on the NRHP, California Register of Historical Resources (CRHR), or Sacramento Register of Historic & Cultural Resources (Sacramento Register), as documented originally by Carey & Company in 2006, peer reviewed by PBS&J in 2010, and reevaluated by PBS&J for the City in 2010. Two buildings of the Setzer Box Factory remain extant, a warehouse building at Broadway and 3rd Street and a two-story office building on 3rd Street and first housing. Two buildings of the Sacramento Farmer's Market have been retained and will be adaptively reused. The building adjacent to 5th Street will be reused as a community center and the one adjacent to 3rd Street as a new food hall and market. The Lucky Fruit and Produce Company, which had also been previously and separately recorded in 1980 was demolished in 2015.



Historic site and aerial photo of the Setzer Box Company

Source: www.setzerforest.com

Alder Grove and Marina Vista

The Alder Grove housing complex was completed in 1942, following passage of the U.S. Housing Act of 1937, which established a permanent low-rent public housing program between the federal government and local communities. It was the City Housing Authority's first major public housing complex and included design elements similar to those used for other federally sponsored public housing projects in the country completed between 1933 and 1949. This housing complex was listed on the NRHP and CRHR as the New Helvetia Historic District in 2014. The

area's second low-income housing community, Marina Vista, was completed in 1953, with 382 multi-family units and a design character similar to that of Alder Grove.

The Jedediah Smith Elementary School (renamed Leataata Floyd Elementary School in 2012) was constructed in 1952 to serve Alder Grove and Marina Vista. The Arthur A. Benjamin Health Professions High School, located on McClatchy Way, was constructed in 2006.

Miller Regional Park

In 1956, the Sacramento Boat Harbor was constructed at Frederick Miller Regional Park as part of the City's strategy to expand the existing park and recreation system to serve the growing Sacramento population. The lands comprising the combined Miller Regional Park and Sacramento Marina had been donated to the City in 1942.

Broadway and the Development of Freeways

Broadway was among the commercial boulevards that connected the city, as well as joined with other key corridors, including Freeport Boulevard, Stockton Boulevard, and Franklin Boulevard, to link the city to the surrounding region. With the increase in automobiles following World War II, the planning of a freeway system was undertaken. The Elvas Freeway, which later became State Route 51, Business 80 (Business Loop 80), and the Capital City Freeway (also known as the W-X Freeway), was completed in 1955 and widened from four to six lanes in 1965. The South Sacramento Freeway (US 50/State Route 99) was opened in 1961, and in the late 1960s/early 1970s, I-5 and I-80 were completed.

When the deep-water port opened in West Sacramento in 1963, it effectively ended freight shipment to the Sacramento waterfront and the wharves that served the fuel tank storage facilities along the river were removed sometime between 1971 and 1981. Today, two fuel storage tank facilities in the Specific Plan Area continue to store and distribute petroleum products: the Chevron Bulk Terminal on the north side of Broadway, east of Front Street and the ConocoPhillips facility, opposite to it, on the south side of Broadway.



1947 aerial photo of Downtown and Land Park prior to the development of the freeways

5.4 Historic and Cultural Resources in the Specific Plan Area

A resource is considered historically significant if it meets one of more of the criteria for listing in the NRHP (36 CFR Part 60) or the CRHR (PRC Section 5024.1), generally described as follows:

- ▲ Criterion A/1 (Events): Resources that are associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States
- ▲ Criterion B/2 (Persons): Resources that are associated with the lives of persons important to local, California, or national history
- ▲ Criterion C/3 (Architecture): Resources that embody the distinctive characteristics of a type, period, region, or method of construction; represent the work of a master; or possess high artistic values
- ▲ Criterion D/4 (Information Potential): Resources or sites that have yielded, or have the potential to yield, information important to the prehistory or history of the local area, California, or the nation

The following three resources in the Specific Plan Area are listed on the NRHP and/or CRHR:

- ▲ The New Helvetia Historic District is listed in the NRHP and CRHR.
- ▲ The Walnut Grove Branch Line of the Southern Pacific Railroad is listed on the CRHR and determined eligible for NRHP listing.
- ▲ The Walnut Branch Line Grade on an abandoned railroad spur is a contributing resource to the Walnut Grove Branch Line.

New Helvetia Historic District

The Alder Grove housing complex, located on the south side of Broadway between Muir Way and 5th Street, was completed between 1942 and the early 1960's with funds from the U.S. Housing Authority and named "New Helvetia Homes." Identified as the New Helvetia Historic District, it was listed on the NRHP and CRHR in 2014 for the following reasons.

- ▲ It represents an important local attempt to improve the housing conditions of African Americans through public housing (Criterion A/1);
- ▲ It is associated with the efforts of Nathaniel Colley, a prominent African American civil rights attorney who advocated for fair housing in Sacramento and nationally during the 1960s and 1970s (Criterion B/2); and
- ▲ It is a representation of public housing design (landscape design and architecture) that is the collaborative product of a number of prominent Sacramento architects, including Charles Dean (Dean and Dean), Leonard Starks, Ed Flanders, and Harry Devine, Sr. (Criterion C/3).

The New Helvetia Historic District of Alder Grove, as depicted in Figure 5-1, has 62 contributing buildings. The landscape design and overall site design also contribute to the character of the historic district. Non-contributing elements are the 19 buildings constructed in a second phase during the 1960s in the southwest corner of the community. This later portion of the development together with the original development is known as Alder Grove.

Figure 5-1: New Helvetia Historic District



-  Alder Grove Community
-  New Helvetia Historic District

Source: National Register of Historic Places Nomination for the New Helvetia District and adapted by Ascent in 2019

Walnut Grove Branch Line

The Walnut Grove Branch Line (listed in the California Historic Resource Information System as P-34-01497 and California Archaeological Site Inventory as CA-SAC-1092H) within the Specific Plan Area is a 75-foot long segment of the Southern Pacific Railroad that was initially planned on a 100-mile mainline between the Bay Area and Stockton. The line remained a branch feeder that served the orchard farmers of the Sacramento River Delta. Service on the line began in 1909 between Sacramento and Freeport and was extended by 1912 to Walnut Grove and by 1929 to Isleton.

The railroad was determined eligible for NRHP listing by consensus through the Section 106 process, and it is listed in the CRHR, significant at a local level under Criterion A/1, for its direct influence on the development of agriculture, canning operations, and packing endeavors in the Delta and for its role in the founding of Locke, an NRHP- and a CRHR-listed town. Under Criterion C/3, the construction and placement of the line atop an elevated levee embodies distinctive characteristics of the methods employed at the turn of the 20th century in dredging and levee construction. Freight service along the line was terminated in 1978.

Walnut Grove Branch Line Grade

The Walnut Grove Branch Line Grade (listed in the California Historic Resource Information System as P-34-00619 and California Archaeological Site Inventory as CA-SAC-505H) is a historic-era abandoned railroad grade on a spur from the Walnut Grove Branch Line of the Southern Pacific Railroad. The secondary fill deposit was initially recorded in 2000 and updated in 2001. Artifacts in the fill include thousands of glass and ceramic vessel fragments, cut bone, bricks, marine shell, battery cores, enamelware vessels, and miscellaneous metal debris, much of which has been burned. The artifacts date from the 1880s to after 1945. The depth of the deposit is estimated at 15–20 feet. According to the site record completed in 2001, the resource is a contributing element to the NRHP-eligible and CRHR-listed Walnut Grove Branch Line of the Southern Pacific Railroad (P-34-1497).

5.5 Historic and Cultural Resource Recommendations

Built Historic Resources

The New Helvetia Historic District within the Alder Grove Community is listed in the NRHP and the CRHR for its important contribution to the development of public housing communities during the period following World War II and its association with Nathaniel Colley, a civil rights attorney advocating for fair housing. While public housing served the immediate needs of the community at the time, the infrastructure and many of the buildings are now nearly 80 years old. These structures are deteriorating, difficult for SHRA to maintain without the need for significant improvement at high cost and defer the problem of providing decent housing for residents in need. The Specific Plan supports future rehabilitation efforts, but also recognizes significant demolition of on-site resources in the New Helvetia Historic District may be necessary if it is found that the units are more costly to rehabilitate than anticipated. If demolition is required, the Specific Plan provides guidance for this area to be developed as a connected and mixed-income housing community to accommodate additional units which would house at least the same number of lower-income households alongside households of all income levels. .

The Historic Preservation Strategy Review for the Alder Grove Community Complex and New Helvetia Historic District, commissioned by SHRA and prepared by Page & Turnbull in 2016, documents the historic significance and character-defining features of the district. The report identifies planning concepts for consideration in a rehabilitation approach for the site that would retain the integrity of the historic district (sufficient to maintain listing on the NRHP) and found that to maintain historic integrity one-half to three-quarters of the historic district-containing all five building typologies found on the site-should be retained as it exists. Ideally, the central portion of the district should be retained as it contains the significant site and landscape features of the historic district. The alternatives that were diagrammed in the report, however, did not meet SHRA's project objectives, were not feasible per HUD criteria, and were not consistent with the City's General Plan Land Use and zoning standards. The high rise development in the southwest corner of the Alder Grove

site would have been incompatible with neighboring single-story residential units.

Future development proposals in Alder Grove should protect the integrity of the historic district, to the extent feasible, while supporting and balancing the broader project objectives for this Specific Plan, which include:

- ▲ Accommodating growth that increases the long-term economic sustainability, equity, and well-being of the Specific Plan Area.
- ▲ Enhancing bike and pedestrian travel ways through the Specific Plan Area to schools, public facilities, and neighborhood amenities;
- ▲ Providing a grid street network to improve connections and access to surrounding uses and neighborhoods; and
- ▲ Promoting new infill residential development within the Specific Plan Area that supports a mixed-income community and a variety of housing choices, including market rate and affordable options for low-income, very low-income, and extremely low-income households.

The other two listed resources (Walnut Grove Branch Line and Walnut Grove Branch Line Grade), would not be affected by implementation of this Specific Plan. Future projects in the Specific Plan Area would need to consider their effects on historic resources, consistent with the goals and policies of this chapter.

Future changes to the New Helvetia Historic District, including rehabilitation or partial or full demolition, must comply with the City's General Plan and federal regulations, including those pertaining directly to HUD's public housing properties, such as the United States Housing Act of 1937 (42 United States Code 1437p) as well as the 24 Code of Federal Regulations part 970. In addition, future projects on this site must comply with the National Historic Preservation Act and National Environmental Protection Act. Demolition of both Alder Grove as a public housing community and the New Helvetia Historic District as a nationally-recognized historic district would only be allowed if HUD finds that the units have reached obsolescence, meaning SHRA must show that the necessary modification and/or rehabilitation to a project is not cost-effective. HUD generally considers modifications not to be cost-effective if

costs exceed 62.5 percent of total development cost for elevator structures and 57.14 percent for other types of structures.

Archaeological Resources

The Specific Plan Area has a high sensitivity for discovery of prehistoric- and historic-era riverfront and near-riverfront archaeological sites, because the land along the river provided prime locations for Native American village sites or processing camps and for ranches, farms, towns, and transportation networks during the historic period.

Potential impacts on buried features or deposits may occur during future ground-disturbing activities, such as the construction of new land uses or new transportation improvements for project-level development in the Specific Plan Area. Despite disturbance and modification during the historic period, from around 150 years ago to the present by levee construction and industrial, commercial, and urban development, excavation at any depth has the potential to directly affect undocumented archaeological resources.

To ensure that undocumented archaeological resources, including human remains, are protected during construction of future project-level development, activities with ground-disturbing components shall be governed by a discovery and treatment plan developed as part of the EIR for this Specific Plan, which specifies which inadvertent discovery measures will be implemented.

5.6 Implementation

To preserve and protect the historic resources in the Specific Plan Area, the actions in Table 5-1 will need to be implemented. The table identifies the strategy, implementation actions, location in this Specific Plan where additional information is available, the timeframe, and the parties responsible for implementing the action.

Table 5-1: Historic and Cultural Resources Implementation Actions					
Strategy & Action Number	Strategy/Action	Specific Plan Policies Addressed	Specific Plan Section Reference for Additional Detail	Timeframe	Responsibility
Note:	Timeframe: Short term = 0–5 years; Medium term = 5–10 years; Long-term = 10+ years				
Historic Resource Implementation Actions					
Strategy HR.1: Preserve Significant or Locally Important Historic Resources					
Protect existing historical resources and integrate them into future development within the Specific Plan Area.					
HR-1.1	Adaptive Reuse. Identify and research existing buildings/historic resources in the Specific Plan Area and actively encourage their reuse. The City shall promote use of the Mills Act program to support investment in the retrofit or adaptive reuse of historic or potentially historic structures and sites.	HR-1.1	Sections 5.4 and 5.5	Short term, Ongoing	Community Development
HR-1.2	Interpretation of On-Site Resources. Explore placemaking opportunities through adaptive reuse of historic buildings, such as the circa 1940s cinder block building fronting 5th Street; interpretation of the city’s riverfront commerce and railroad history at Miller Regional Park; and development of a digital heritage trail to commemorate and interpret the historic features and history of the New Helvetia Historic District and the legacy of Nathaniel Colley. Look for opportunities to celebrate the legacy of Nathaniel Colley’s contribution to housing integration, such as an educational center within the Specific Plan Area.	HR-1.1, HR-1.2, HR-1.3, HR-1.5	Sections 5.4 and 5.5	Medium term	Sacramento Housing and Redevelopment Agency; Community Development; City Historian; Project Applicants
HR-1.3	Add the New Helvetia Historic District to the Sacramento Register of Historic & Cultural Resources.	HR-1.3	Sections 5.4 and 5.5	Short term	Community Development

Table 5-1: Historic and Cultural Resources Implementation Actions					
Strategy & Action Number	Strategy/Action	Specific Plan Policies Addressed	Specific Plan Section Reference for Additional Detail	Timeframe	Responsibility
Note:	Timeframe: Short term = 0–5 years; Medium term = 5–10 years; Long-term = 10+ years				
Archaeological and Cultural Resource Implementation Actions					
Strategy CR.1: Protect Archaeological or Cultural Resources					
Appropriately protect and treat archaeological resources that may be inadvertently discovered on-site.					
CR-1.1	Undocumented Archaeological Resources. Avoid inadvertent discovery through archaeological monitoring of ground-disturbing activities in the Specific Plan Area.	CR-1.1	Sections 5.4 and 5.5	Ongoing	Community Development

chapter 6

Neighborhood Services & Amenities





Chapter Organization

- 6.1 Chapter Overview
- 6.2 Neighborhood Services & Amenities Goals and Policies
- 6.3 Parks, Recreation, and Open Space
- 6.4 Education
- 6.5 Public Safety
- 6.6 Retail and Neighborhood Services
- 6.7 Cultural and Entertainment Amenities in the Specific Plan Vicinity
- 6.8 Implementation

6.1 Chapter Overview

Neighborhood services and amenities addressed in this chapter include parks and open space, education, public safety, retail and neighborhood services, and cultural and entertainment amenities. These services are important to the fabric of a community, contribute to an enhanced quality of life for residents, and is expected to expand with new development in the Specific Plan Area. This chapter addresses the types of services that will accommodate future growth and support the transition of the West Broadway area to a more complete community, reducing the need for residents to travel far for basic services and amenities.

6.2 Neighborhood Services & Amenities Goals and Policies

The following goals and policies guide and support the provision of neighborhood services and amenities in the Specific Plan Area.

Parks, Recreation, and Open Space Goals and Policies

Goal P-OS-1	<i>Enhance and expand parks, recreation, and open space serving the community.</i>
Policy	P-OS-1.1: Create and promote a park and open space network that supports the needs of residents of all ages in the community, including children, adults, and seniors.
Policy	P-OS-1.2: Enhance Miller Regional Park as a regional facility with amenities that include both passive and active recreation; places for the community to gather for activities and events; and bike connections along the Sacramento River Parkway.
Policy	P-OS-1.3: Improve park infrastructure and expand access to programs and services that support youth development, safety, and health.
Policy	P-OS-1.4: As part of future plans for Miller Regional Park, protect and restore sensitive natural resources along the river and waterways, to minimize the adverse impacts to habitat and wildlife.

Education Goals and Policies

Goal ED-1	<i>Provide for the educational needs of residents in the Specific Plan Area.</i>
Policy	ED-1.1: Promote partnerships between schools and other public or private institutions to provide educational enrichment to youth through after-school programs, tutoring, arts, music, or other extracurricular activities.

Public Safety Goals and Policies

Goal PS-1	<i>Support neighborhood safety.</i>
Policy	PS-1.1: Incorporate Crime Prevention through Environmental Design principles in the design of new buildings, open space, and paths through the existing bike and pedestrian tunnel.

Neighborhood Retail and Service

Goal NS-1	<i>Promote new retail and services that support the needs of the local community.</i>
Policy	NS-1.1: Encourage new development and neighborhood retail businesses which address gaps in services, such as a full-service grocery store, bookstore, and restaurants and cafes for area residents.
Policy	NS-1.2: Promote development of community services, such as libraries, community centers, and youth centers to serve the needs of residents of all ages in the community, including children, adults, and seniors.

Cultural and Entertainment Amenities

Goal C-E-1	<i>Preserve and expand cultural and entertainment facilities in the community.</i>
Policy	C-E-1.1: Support more entertainment, culture, and arts into the Specific Plan Area, such as museums, restaurants, musical venues, and public art.
Policy	C-E-1.2: Support events at Miller Regional Park that attract regional and local use of the riverfront.
Policy	C-E-1.3: Acknowledge the contributions of existing cultural amenities, such as the Latino Center of Arts and Culture as valuable assets for the surrounding community and the City of Sacramento and ensure they are not displaced from the Specific Plan Area by new development.

6.3 Parks, Recreation, and Open Space

Parks and open space in the city are intended to support a variety of personal, environmental, social, and economic benefits. Examples of these benefits include improving health, wellness, quality of life, and aesthetics; supporting a sense of place; and providing places for the community to relax, reflect, and recreate. The Department of Youth, Parks, and Community Enrichment (YPCE) provides park, recreation, and youth services in the city. Parks in the city are classified as neighborhood, community, or regional, based on the purpose of the park and amenities offered (Table 6-1).

Table 6-1: Park Types	
Park Types	Description
Neighborhood Park	Neighborhood parks range in size from 2 to 10 acres and serve a one-half mile radius. Park amenities in neighborhood parks are typically oriented to the recreational needs of children.
Community Park	Community parks range in size from 6 to 60 acres and serve a 3-mile radius or several neighborhoods. In addition to amenities provided in neighborhood parks, they may include lighted sports fields or courts; skate parks; dog parks; nature areas; restrooms; and specialized amenities, such as community centers and water play areas or swimming pools.
Regional Park	Regional parks range in size from 75 to 200 acres and serve the entire city and beyond. Amenities in regional parks may include the amenities found in community parks and include sports complexes, large-scale picnic areas, golf courses, and regionwide attractions.

Source: City of Sacramento Youth, Parks, and Community Enrichment website, 2020

6.3.1 Existing Service Level Standards

Sacramento has a goal of providing accessible neighborhood parks within 3 miles of all residents and community parks within 5 miles of all residents. Regional parks serve all city residents regardless of location. Table 6-2 summarizes the City of Sacramento’s level of service (LOS) goals for parkland, recreation, and community facilities. Note, as of 2019, the Youth, Parks, and Community Enrichment Master Plan is being updated and service goals may change. The Specific Plan Area falls within the Central City Incentive Zone, Housing Incentive Zone, and Remaining City Zone, which are boundaries that are used to determine parkland service level goals and park impact fees in the city. The Central City Incentive Zone follows the boundaries of the Central City Community Plan Area. The majority of the Specific Plan Area falls in the Land Park Community Plan Area and within the Housing Incentive and Remaining City Zones. The Housing Incentive Zone covers the Specific Plan Area east of (I-5).

The Central City subarea LOS goal is 0.875 acre per thousand residents (1.5 acres/1,000 for both neighborhood- and community-serving parks) while the Remainder City subarea LOS goal is 1.75 acres per thousand residents (3.5 acres/1,000 for both neighborhood- and community-serving parks). The Park Impact Fees are collected for construction of park amenities and correspond with parkland dedication goals.

Table 6-2: Parks, Community, and Recreation Facility Service Goals	
Park Types	Acres per 1,000 Population
Neighborhood Serving	1.75 (Remaining City), 0.875 (Central City)
Community Serving	1.75 (Remaining City), 0.875 (Central City)
Citywide/Region Serving	8.0
Linear Park/Parkway	0.5 linear mile
Community Facilities	Number per Resident
Multi-Use Recreational Complex	1 per 50,000
Nature Center	2 per region

Table 6-2: Parks, Community, and Recreation Facility Service Goals	
Recreation Facilities	Number per Resident
Softball: Youth, Adult	1 per 7,500 (unlit), 1 per 45,000 (lit)
Baseball: Adult, Little League	1 per 7,500 (unlit), 1 per 45,000 (lit)
Soccer: Bantam, Full Size	1 per 7,500 (unlit), 1 per 30,000 (lit)
Volleyball	1 per 10,000
Basketball: Youth, High School	1 per 5,000
Tennis	1 per 10,000
Picnic Area (Large Group)	1 per 30,000
Playground: Tot Lot, Adventure Play Area	1 per 2,500
Play Pool/Water Spray Feature	1 per 15,000
Outdoor Pool Facility: Swimming and Wading Pool	1 per 30,000
Off-Leash Dog Park	1 per 60,000
Skateboard Park	1 per 35,000
Community Garden	1 per 50,000

Source: City of Sacramento, 2009

6.3.2 Existing Parks, Recreation, and Open Space

Figure 6-1 identifies the parks within a one-half-mile radius of the Specific Plan Area. Six existing parks are accessible to the community within a one-half-mile radius: two neighborhood parks (O’Neil Field and the Southside Park Community Garden), two community parks (Southside Park and Pioneer Landing Park), and two regional parks (Miller Regional Park, including the Sacramento Marina, and the Sacramento River Parkway). Within the Specific Plan Area, Alder Grove and Marina Vista support several semi-private park spaces. Additionally, the Historic Old City Cemetery, just east of the Specific Plan Area, also serves as an informal open space for the surrounding community.

A. City Parks

O’Neil Field

O’Neil Field is a lighted sports field located just north of the Specific Plan Area, on the north side of Broadway, between 6th Street and 8th Street. It includes a full-sized soccer field, two softball fields, and a restroom. This park is a remnant of the larger Southside Park that was divided with the construction of US 50.

Southside Park and Southside Park Community Garden

Southside Park, located north of W Street between 6th and 8th Streets, is an approximately 20-acre community park that includes a clubhouse, fitness course, lake with fishing piers, amphitheater, restrooms, two large group picnic and three smaller group picnic areas, an adventure play area for school-age children, a rubber surface play area for infants under 2 years old, a tot lot for preschool children, a clubhouse, a swimming and wading pool, a basketball court, a tennis court, and a bocce ball court. The Southside Park Community Garden, located on the northwest corner of 5th Street and W Street, includes 40 garden plots and a kid’s gardening area.

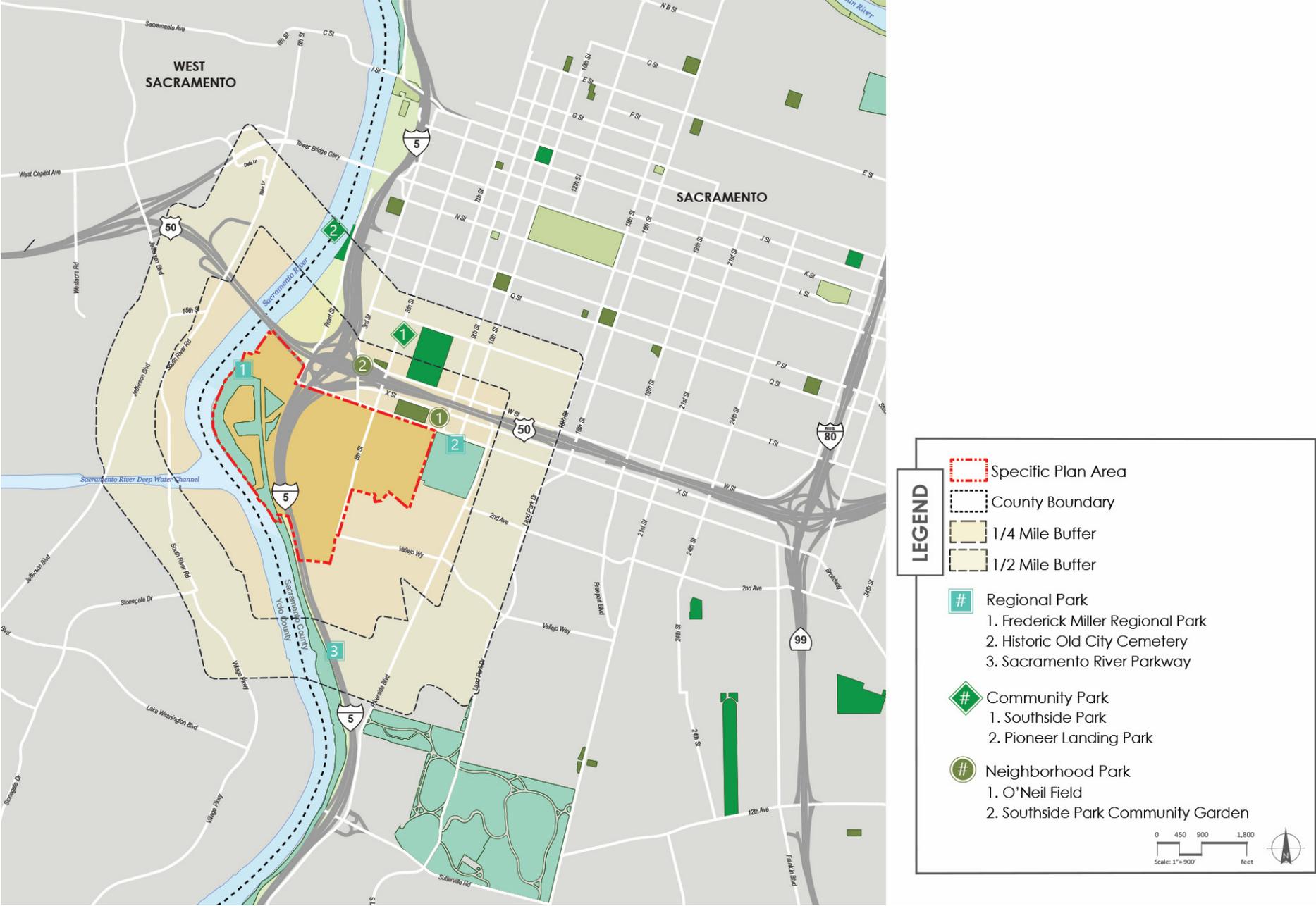
Pioneer Landing Park

Pioneer Landing Park is an existing 0.4-acre Gold Rush-themed park, representing the landing area and riverbank camp area for immigrants to Sacramento. Its name derives from the Pioneer Box Company, which was located in the dock area near the park site. The park includes a plaza, walkways, turf, shade trees, landscaped areas, raised ship hull planters, seat walls, benches, a drinking fountain, and a shade structure with LED lights and a push button activated water misters for summer cooling.

Miller Regional Park and the Sacramento Marina

Miller Regional Park and the Sacramento Marina, located in the western subarea of the Specific Plan Area, encompass approximately 62.7 acres. The specific features of Miller Regional Park the Sacramento Marina are described in further detail in Chapter 2 of this Specific Plan.

Figure 6-1: Existing Parks, Recreation, and Open Space in the Specific Plan Vicinity



Source: City of Sacramento, 2016

Historic Old City Cemetery

The Historic Old City Cemetery, while not an active recreation space, is a regional park that provides 30 acres of open space for passive use in a garden setting suited for strolling and seating. The cemetery includes pathways and avenues that provide a parklike setting for exploring the city's history. Established in 1849, the cemetery is listed as a State Historic Landmark.

B. Non-City Open Space

Alder Grove and Marina Vista

Alder Grove and Marina Vista include several open space areas owned and managed by the Sacramento Housing and Redevelopment Agency (SHRA). The open space within Alder Grove, near Muir Way, includes a play structure in the northwest corner and an open grass area that is large enough for games of soccer or other field sports.

Marina Vista has an open space area north of Seavey Circle with a play structure in the southwest corner and structured open grass area containing a backstop and lighting for field sports.

Other Cemeteries

The Masonic Lawn Cemetery, south of the Historic Old City Cemetery, consists of 8 acres of lawn and trees.

The Odd Fellows Lawn Cemetery and Mausoleum, south of the Masonic Lawn Cemetery, provides 19 acres of trees and greenery and is accessed from Riverside Boulevard.

Sacramento and American River Parkways and Trails

The Specific Plan Area provides access to the Sacramento River Parkway and trails within and through Miller Regional Park. The Sacramento River Parkway is a planned 17-mile linear greenway that extends south through the Pocket area to Freeport, and to the north to the confluence of the Sacramento and American Rivers at Discovery Park, where it will join with the American River Parkway. The American River Parkway includes the Jedidiah Smith Memorial Trail, which begins at the confluence of the rivers and extends to Beal's Point in Folsom.

6.3.3 Parks and Open Space Plan

This Specific Plan supports a total of 79.5 acres of parks and open space that will consist of improvements to Miller Regional Park, new planned and proposed neighborhood parks, and the expansion of open space and trails, as shown in Figure 6-2. New parks shown in Figure 6-2 represent conceptual park locations. The actual locations of these parks may differ from the locations shown in the figure. Development of new parks and future master plan amendments will be consistent with the Youth, Parks, and Community Enrichment Master Plan Update (2020–2030) policies.

A. Miller Regional Park and the Sacramento Marina

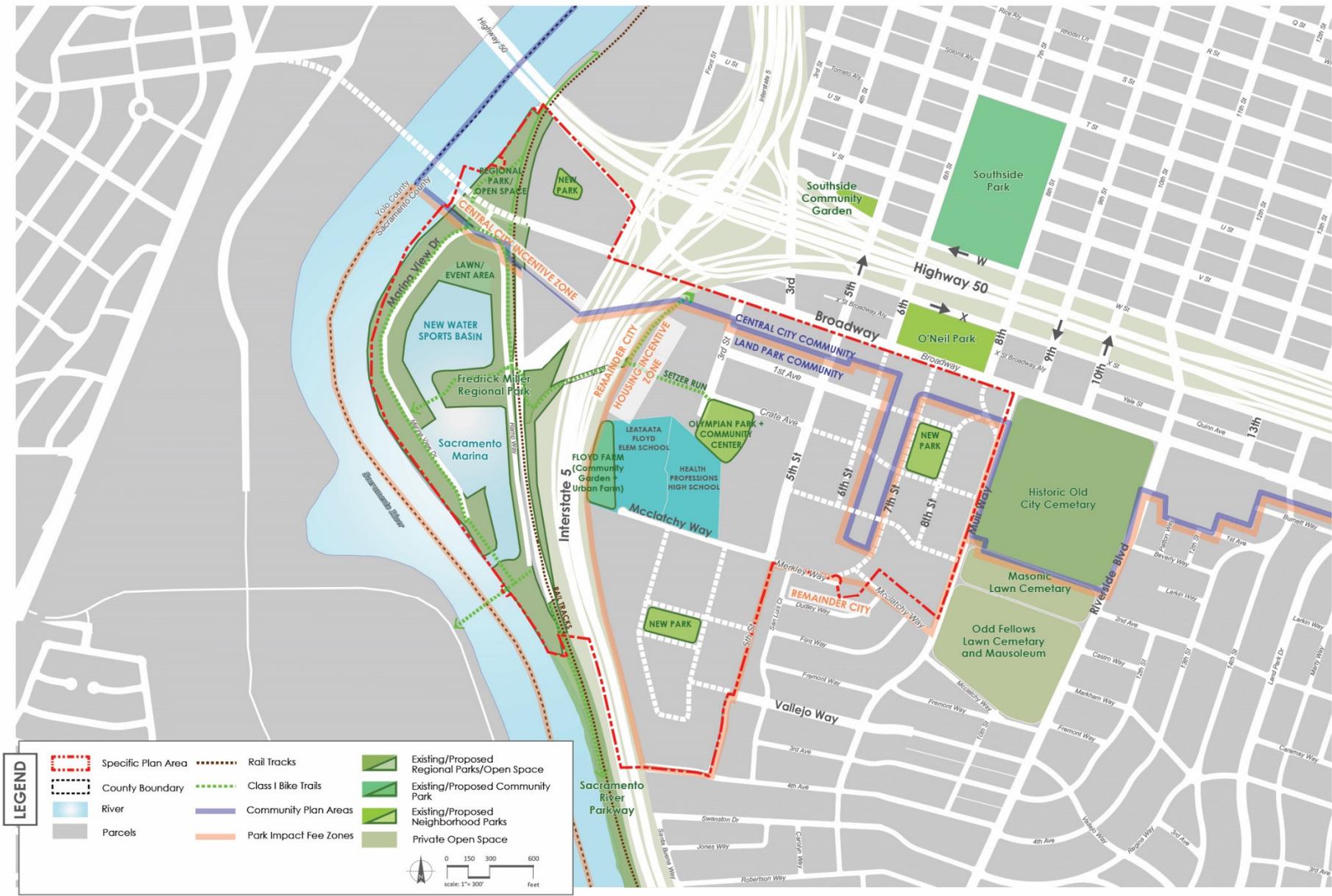
As described in Chapter 4 of this Specific Plan, Miller Regional Park is designated as a Special Study Area under which substantial improvements and reconfiguration will be considered under two possible longer-term concept scenarios. These park concepts are illustrative and will need further study, including detailed design and engineering, cost of improvements, and financial and environmental analysis. In addition, citywide public engagement will be needed, and public funding mechanisms will need to be identified prior to determining the preferred scenario.

Scenario A

Scenario A, as shown in Figure 6-3, is an illustrative concept that envisions the reconfiguration of Miller Regional Park and the Sacramento Marina so that it focuses marina boat docking functions in an expanded south basin of the marina with additional boat slips and provides alternative recreational opportunities in the current north basin. The potential expansion of the south basin would be accomplished by narrowing the land on the peninsula between the marina and the Sacramento River. Soil or dredged material obtained by expanding the south basin could then be used as fill to expand the land area for the park in the north basin of the marina. Additional analysis would need to be completed to determine whether this scenario is feasible. Scenario A features an expanded Miller Regional Park as a front door and regional amenity for the city. Possible concepts include:

- ▲ a water sports basin featuring a floating swimming pool and nonmotorized water sports (such as kayaking, paddle boarding, and pedal boats), restroom and changing facilities, food service, boat storage and rental, and associated operations space;

Figure 6-2: Parks and Open Space Concept Plan



Source: City of Sacramento data, adapted by Ascent in 2019

- ▲ a stepped or seated lawn area with stage to support music concerts or special performance events; sporting events; and annual community festivals capable of accommodating up to 15,000 people (and consideration for off-site event parking opportunities);
- ▲ 300 marina slips within the reconfigured Sacramento Marina, a net reduction of approximately 175 slips and continued operation of the bait shop and store;
- ▲ expansion of the existing Harbor Master building within the marina as an event center and one or more new restaurants;
- ▲ a waterfront plaza with steps and feet-in-only access into the river;
- ▲ a new viewing platform and visitor dock to allow views and access from the river;
- ▲ new public and recreational amenities throughout the park, including play areas, a dog park, volleyball courts, an open lawn area, pavilions, picnic areas, and other, similar uses;
- ▲ improvement, restoration, and interpretation of the natural resources along the banks of the Sacramento River;
- ▲ lighting, landscape, and maintenance improvements to balance public safety with sensitivity for habitat species;
- ▲ a new pedestrian promenade along the upper level of the marina;
- ▲ a new Class I shared-use path, west of and parallel to the excursion train line, to improve bike access and connections from existing city and regional trails to the neighborhoods east of I-5, via the bike and pedestrian tunnel and Setzer Run trail, a multiuse path planned within The Mill at Broadway development;
- ▲ a new Class I shared-use path along the Sacramento River;
- ▲ two new bike and pedestrian bridges over the marina: one between the marina basin and water sports basin and one that would connect the current south end of the peninsula to the boat ramp area for Miller Regional Park, to allow for a circular loop, providing improved connections and access within the park;
- ▲ a future bike and pedestrian bridge connecting Sacramento and West Sacramento at the south end of the Miller Regional Park peninsula (two conceptual crossing locations are shown in Figure 6-3);

- ▲ potential excursion train service to Old Sacramento and a boarding platform at Miller Regional Park;
- ▲ continued, unchanged use of the 3.4-acre park parcel north of Front Street or conversion of the site for event parking with approximately 300 surface parking spaces in the near-term; but in the long-term, potential conversion of this parcel, proposed to be rezoned to C-2, to a private mixed-use infill development, preferably with a mix of storefront retail development and residential uses above and event parking accommodated elsewhere; and
- ▲ another approximately 800 parking spaces provided through on-street parking efficiently organized and distributed along the main roadways within the reconfigured Miller Regional Park and in the existing parking lot south of Front Street, a net change of an additional 150 parking spaces from existing conditions.

Scenario B

Scenario B of the Sacramento Marina/Miller Regional Park, as shown in Figure 6-4, would retain the north and south basins of the marina in their current condition, with continued use and operation of existing park and marina facilities, while focusing recreational opportunities within a smaller area of the special study area than in Scenario A.

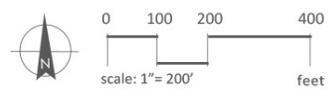
Scenario B concepts include:

- ▲ 475 marina slips in its existing configuration;
- ▲ the existing Harbor Master Building and bait shop/mini-store;
- ▲ development of the fuel storage facilities north of the park and south of Broadway, within the Broadway Gateway Subarea, as an extension of Miller Regional Park, accommodating open lawn and play areas and event space or staging area;
- ▲ improvement and extension of existing sidewalks and walkways to provide continuous connections;
- ▲ lighting, landscape, and maintenance improvements to balance public safety with sensitivity for habitat species;
- ▲ a new Class I shared-use path parallel to the excursion train line, as described for Scenario A;

Figure 6-3: Miller Regional Park, Illustrative Concept Scenario A

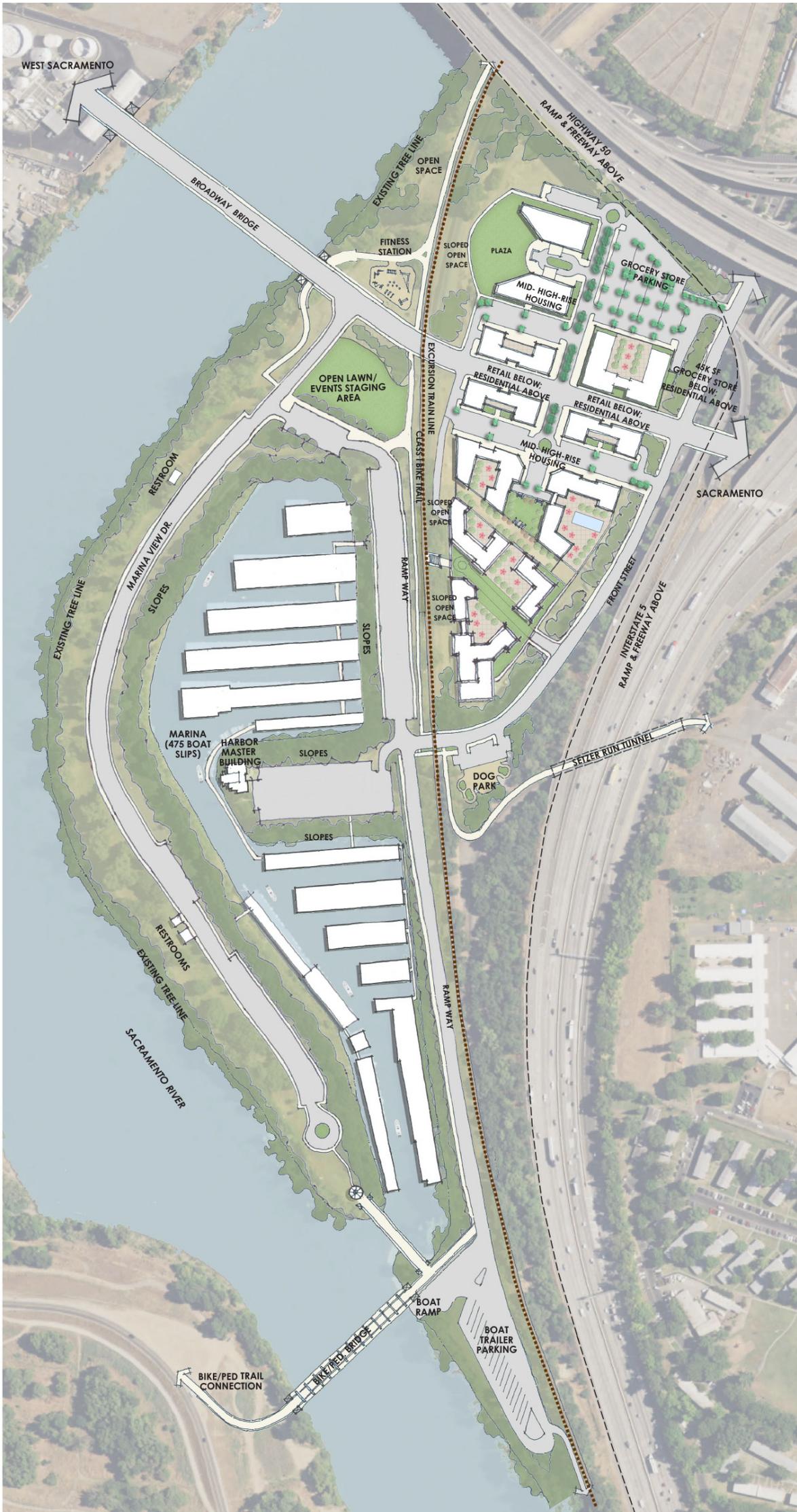


Note: The park concept shown is illustrative and will need to undergo further detailed design & engineering, cost, and financial and environmental analysis. Citywide public engagement would be needed, and future public funding mechanisms identified prior to identifying the preferred scenario.

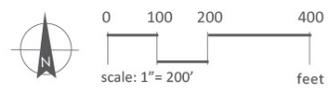


Source: Ascent, 2019

Figure 6-4: Miller Regional Park, Illustrative Concept Scenario B



Note: The park concept shown is illustrative and will need to undergo further, detailed design & engineering, cost, and financial and environmental analysis. Citywide public engagement would be needed and future public funding mechanisms identified prior to identifying the preferred scenario.



Source: Ascent, 2019

- ▲ a new bike and pedestrian bridge to connect the current south end of the peninsula to the boat ramp area for Miller Regional Park;
- ▲ a future bike and pedestrian bridge connecting Sacramento and West Sacramento (two options are shown in Figure 6-4);
- ▲ potential excursion train service to Old Sacramento and a boarding platform near the entrance of Miller Regional Park;
- ▲ development of the City-owned park parcel north of Front Street and potential sale of the parcel (proposed to be rezoned to C-2) to private development and allowing the proceeds from the sale to be reinvested into Miller Regional Park for potential development of residential, hotel, commercial, or quasi-public uses like a museum while also improving activation of the entrance into Miller Regional Park; and
- ▲ maintenance of most of the existing 650 parking spaces in the park.

B. Planned and Proposed Neighborhood Parks

Olympian’s Park

Olympian’s Park is a 3.4-acre neighborhood park planned as part of The Mill at Broadway development. The park will include a neighborhood center with suggested youth-focused programs, including an after-school program. The center will be provided through the adaptive reuse of a former wholesale produce building and will feature a small amphitheater, a dog park, exercise nodes, a picnic area with flexible play courts, a riparian garden, tree groves, a jogging and bike loop, and walking trails.

Floyd Farm

Floyd Farm is a proposed 2-acre urban farm and community garden planned on the site of the Leataata Floyd Elementary School. As noted in earlier chapters, it will provide a teaching environment for the elementary school.

Future Neighborhood Parks

New development in the Specific Plan Area will increase overall park activity and demand, requiring new parks and open space to provide recreation and shade to the community. Future development in the Alder Grove and Marina Vista subareas and in the West Broadway Gateway subarea is anticipated to include new parks and open space. These planned neighborhood parks and open space areas will target the needs of future residents and can help fill gaps for recreational facilities, such as playgrounds, basketball courts, and sports fields, as identified in Table 6-3, described in the next section. Suggestions for neighborhood park amenities will include sustainable design features, based on input received in the prior neighborhood assessment prepared for the Upper Land Park neighborhood. Several suggestions to guide future park design are shown below.

Neighborhood Park Concepts



Play area for diverse age groups



Multipurpose Sports © Lennar



Nature-inspired and environmentally friendly



C. Open Space and Shared Use Paths

Open Space in the West Broadway Gateway Subarea

Approximately 8.3 acres of land along the Sacramento River, including the lands on and west of the levee, provide additional regional open space north of Miller Regional Park. This area, protected by trees and accessible by bicycles and pedestrians along the Sacramento River Parkway trail, can include open space amenities, such as open turf for free play, quiet seating and picnic areas, a bicycle rest stop, and native plant restoration, and accommodate additional park programs, such as a fitness station or amenities that accommodate the residents of the future neighborhood development east of the levee.

Neighborhood and Regional Paths

Figure 6-2 identifies the location of off-street shared-use paths that will connect the Specific Plan Area to the shaded parks, open space, schools, and adjacent regional shared-use paths along the Sacramento River. Additionally, local streets in the Specific Plan Area have low traffic volumes and thus, intended to accommodate on-street bicycling and to support a complete bicycle network in the Specific Plan Area.

As described in Chapter 2 of this Specific Plan, a former rail tunnel under the I-5 freeway will be repurposed to provide a convenient bike and pedestrian connection from the Specific Plan Area to Miller Regional Park and the Sacramento River Parkway. However, this facility will require major upgrades to support neighborhood access, including paving, lighting, and other improvements to activate the tunnel, as well as the shared-use path segment on the west side of the tunnel. The segment of the shared-use path west of the tunnel will need to ramp up to grade at Front Street in order to connect with the existing and future bikeway improvements for Miller Regional Park and the Sacramento River Parkway, previously described in Section 6.3.3.A.

The schematic plan concept for the rail tunnel, studied as part of the Northwest Land Park Planned Unit Development, reflects the site conditions and design considerations for the tunnel. Additional design guidance on the tunnel under I-5 is provided in Chapter 9 of this Specific Plan.

Open Space and Shared-Use Path Concepts

Open Space Program Opportunities:



Fitness station



Play areas



Neighborhood amenity area



Recreational experiences along the riverfront trail

6.3.4 Accommodation of Parks, Recreation, and Open Space Service Demands

The City requires new residential development to meet LOS goals for its fair share of parkland dedication and associated park development through dedicating land for new parks, paying a fair share of the costs for new parks and recreational facilities, or renovating existing parks and recreation facilities. Table 6-3 summarizes the parkland service level goals and demands for the Specific Plan Area and the shortfall or excess of parkland within the applicable Land Park and Central City Community Plan areas. It should be noted, however, that the Youth, Parks, and Community Enrichment Master Plan is being updated (in 2019) and that these demand assessments may change. This Specific Plan will meet these targets through development and dedication of new parks and open space, as summarized in Section 6.3.3, and through the payment of in-lieu fees.

Based on a projected population of 11,874 at full build-out of the Specific Plan Area, 36.2 acres of community-serving and neighborhood-serving parks will be needed to meet the City’s parks service level goals. This Specific Plan proposes 7 acres of new neighborhood-serving parks, 1.5 acres of community-serving parks, and 9.8 acres of region-serving parks, resulting in a deficit of 7.8 acres of neighborhood parks, 16.6 acres of community parks, and 27.4 acres of regional parks.

However, the Specific Plan Area is also located between one-quarter and one-half mile of Southside Park and includes Miller Regional Park and the Sacramento Marina within its boundaries, as shown in Figures 6-1 and 6-2. General Plan policy supports creative solutions to providing neighborhood park and recreational facilities for urban areas where land dedication is not reasonably feasible, such as providing community-serving recreational facilities in regional parks. Given the smaller infill parcels in the West Broadway area, new development is anticipated to meet project park demand through in-lieu fees. However, the Specific Plan Area is well served by existing parks and well positioned to support and improve existing park facilities in the community. Information provided in Table 6-4 is intended to support future decisions regarding park and open space programming and improvements as new development in the Specific Plan Area occurs.

Based on analysis of the demand for community or recreational facilities, playgrounds are most in need in both the neighborhoods of the Central City and Land Park, followed by all types of sports fields, including softball, baseball, soccer, basketball, and volleyball courts. As discussed in Section 6.3.3, the proposed parks will accommodate the demand for community or recreational facilities generated by the Specific Plan Area population, while also adding new park facilities and amenities that meet the broader facility needs in both the Central City and Land Park communities.

Table 6-3: Parkland Demand

Park Types	Service Level Goal (acres per 1,000 population)	Project Service Demand at Build-Out (acres) [1]	Existing Park Area (acres)	Park Area Assumed in This Specific Plan (acres)	Net Park Area Demand (acres)	2035 Demand within the Land Park Community (acres) [2]	2035 Demand within the Central City Community (acres) [2]
Neighborhood Park	0.875 (Central City), 1.75 (Remainder City)	18.1	3.4	7.0	-7.8	-47.0	35.1
Community Park	0.875 (Central City), 1.75 (Remainder City)	18.1	0	1.5	-18.1	-19.1	38.4
Citywide/Regional Park	8.0	95.0	59.3	9.8	-25.9	-66.1	-294.3

Notes:

[1] Based upon a projected population of 11,874 and 1,685 housing units within the Central City and 3,215 housing units in the Remainder City/Land Park.

[2] Based upon a projected 2035 population in the Land Park community of 37,905 and a population in the Central City community of 62,878.

Source: City of Sacramento Park Impact Fee Nexus Study Update, 2017

Table 6-4: Community or Recreational Facility Demand

Community or Recreation Facility	Acres per 1,000 population	Project Demand at Build-Out	Existing in the Land Park Community	2035 Demand in the Land Park Community	Existing in the Central City Community	2035 Demand in the Central City Community	Highest Net Demand in Either Land Park or Central City Community
Multi-Use Recreational Complex	1 per 50,000	0.3	0	1	4	1	-1 (Land Park)
Softball: Youth, Adult	1 per 7,500 (unlit), 1 per 45,000 (lit)	1.8 (unlit)	8	6	4	9	-5 (Central City)
Baseball: Adult, Little League	1 per 7,500 (unlit), 1 per 45,000 (lit)	1.8 (unlit)	0	6	2	9	-7 (Central City)
Soccer: Bantam, Full Size	1 per 7,500 (unlit), 1 per 30,000 (lit)	1.8 (unlit)	4	6	5	10	-5 (Central City)
Volleyball	1 per 10,000	1.35	0	4	3	6	-4 (Land Park)
Basketball: Youth, High School	1 per 5,000	2.7	2	8	8	13	-6 (Land Park)
Tennis	1 per 10,000	1.4	2	4	10	6	-2 (Land Park)
Picnic Area (Large Group)	1 per 30,000	0.4	12	1	2	2	0 (Central City)
Playground: Tot Lot, Adventure Play Area	1 per 2,500	5.4	3	15	12	25	-13 (Central City)
Play Pool/Water Spray Feature	1 per 15,000	0.9	0	3	3	4	-3 (Land Park)
Outdoor Pool Facility: Swimming and Wading Pool	1 per 30,000	0.4	1	1	2	2	-1 (Central City and Land Park)
Off-Leash Dog Park	1 per 60,000	0.23	2	1	2	1	0
Skateboard Park	1 per 35,000	0.4	0	1	1	2	-1 (Central City)
Community Garden	1 per 50,000	0.3	0	1	4	1	-1 (Land Park)

Source: City of Sacramento Parks and Recreation Master Plan, 2009

6.4 Education

6.4.1 Existing Schools

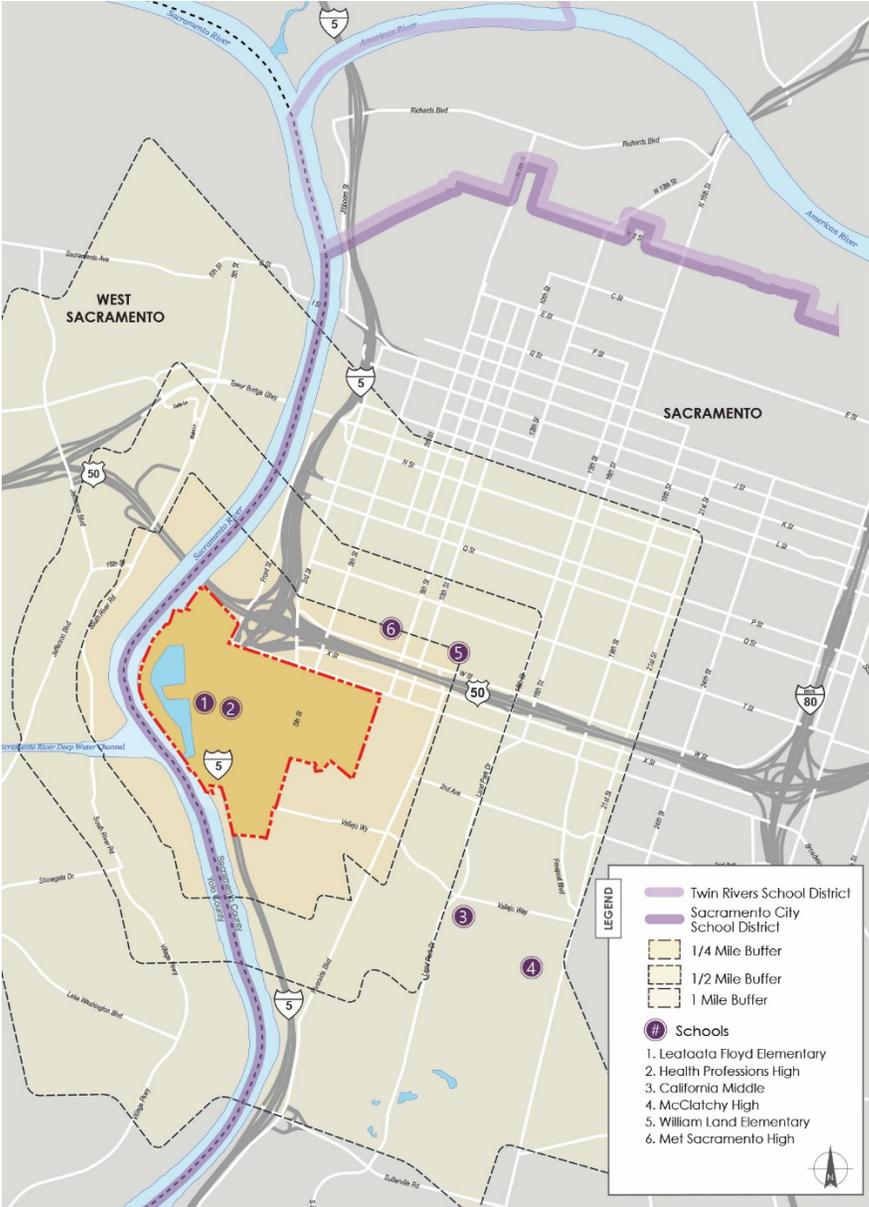
The Specific Plan Area is located within the Sacramento City Unified School District (SCUSD) and served by the following public schools, as shown in Figure 6-5:

- ▲ Leataata Floyd Elementary School, located on McClatchy Way in the Specific Plan Area, serves grade K–6;
- ▲ William Land Elementary School, located on the corner of 12th and V Streets, serves grades K–6;
- ▲ California Middle School, located on the corner of Vallejo Way and Land Park Drive, serves grades 7–8;
- ▲ C. K. McClatchy High School, at 3066 Freeport Boulevard is located approximately 2 miles southeast of the Specific Plan Area and serves grades 9–12;
- ▲ Arthur A. Benjamin Health Professions High School, located on McClatchy Way, adjacent to the Leataata Floyd Elementary School is a health care-themed high school that serves grades 9–12; and
- ▲ Met High School, located at 810 V Street, is a public charter high school, serves grades 9–12.

Both the Health Professions High School and the Met High School are open enrollment schools within the SCUSD, allowing students that are not within the neighborhood to enroll in these schools.

Additionally, residents of the Alder Grove and Marina Vista public housing communities have access to the Alder Grove Early Learning Center and the Marina Vista Pre-School (Head Start program), located within the respective communities. Both programs are operated by the Sacramento Employment and Training Agency.

Figure 6-5: Schools within the Specific Plan Area



Source: SACOG data, 2016

6.4.2 Specific Plan Student Generation Demand

Infill development in the Specific Plan Area will include approximately 3,787 new dwelling units, consisting of 3,454 multi-family units and 333 single-family units. Table 6-5 presents the number of additional students that would be generated in the Specific Plan Area, based on the number of new dwelling units and student generation rates provided by the SCUSD. Table 6-5 summarizes the capacity of the existing school facilities assigned to the Specific Plan Area to accommodate the new student population growth.

Table 6-5: New Students Generated by the Specific Plan

Type of School	Number and Type of New Dwelling Units	SCUSD Student Generation Rate	Number of Students
Elementary (K-6)	3,454 Multi-family	0.19	656
	333 Single-family	0.44	147
	Total Elementary School Students		803
Middle (7-8)	3,454 Multi-family	0.03	104
	333 Single-family	0.12	40
	Total Middle School Students		144
High (9-12)	3,454 Multi-family	0.04	138
	333 Single-family	0.23	77
	Total High School Students		215
Total All Students			1,162

Source: Sacramento City Unified School District, based on personal communication with Amna Javed, 2019

As shown in Table 6-5, the Specific Plan Area is projected to generate 1,162 students beyond the existing number of students within the Specific Plan Area. Based on the existing design capacity provided by the SCUSD and enrollment information from the California Department of Education for the 2018-2019 school year, development in the Specific Plan Area would lead to additional student generation that could exceed the remaining capacity of existing neighborhood schools in addition to further contributing to existing over-enrollment at McClatchy High School (Table 6-6).

Table 6-6: School District Capacity to Serve the Specific Plan

School Name	Current Enrollment	Design Capacity	Specific Plan Area Student Demand	Capacity for Specific Plan Demand
Leataata Floyd Elementary	341	528	556	-369
William Land Elementary	425	528	247	-168
California Middle	928	1,085	144	13
McClatchy High	2,375	1,750	215	-840

Notes:

[1] According to the SCUSD, design capacity is calculated based on the assumption that every classroom in the school will be a teaching classroom. Many schools do not operate at design capacity, as they may use classroom space for special programs, such as music, art, science, performing arts, and other programs shared by students at multiple grade levels throughout the day, which may reduce the number of classrooms. Capacity also changes year-by-year, based on the programs a school offers and the number of classrooms required to operate those programs.

Source: California Department of Education DataQuest 2018-2019 Data; SCUSD, 2019

Pursuant to Senate Bill 50, all development within the Specific Plan Area would be required to pay applicable school fees, which are deemed full and complete mitigation for impacts on schools. The SCUSD incorporates a wide range of temporary measures to respond to changes in student enrollment at city schools that includes, but is not limited to, splitting grade levels, temporarily transferring students to other schools with additional capacity, installing temporary classrooms, and sending students to other neighboring school districts, when appropriate. The 2035 General Plan contains policies to ensure adequate school facilities are provided to accommodate the increase in new students. As new development occurs in the Specific Plan Area, the actual student generation rate per household would be monitored to evaluate and adjust, if necessary, the student projections.

6.5 Public Safety

6.5.1 Fire Protection Services

A. Existing Facilities

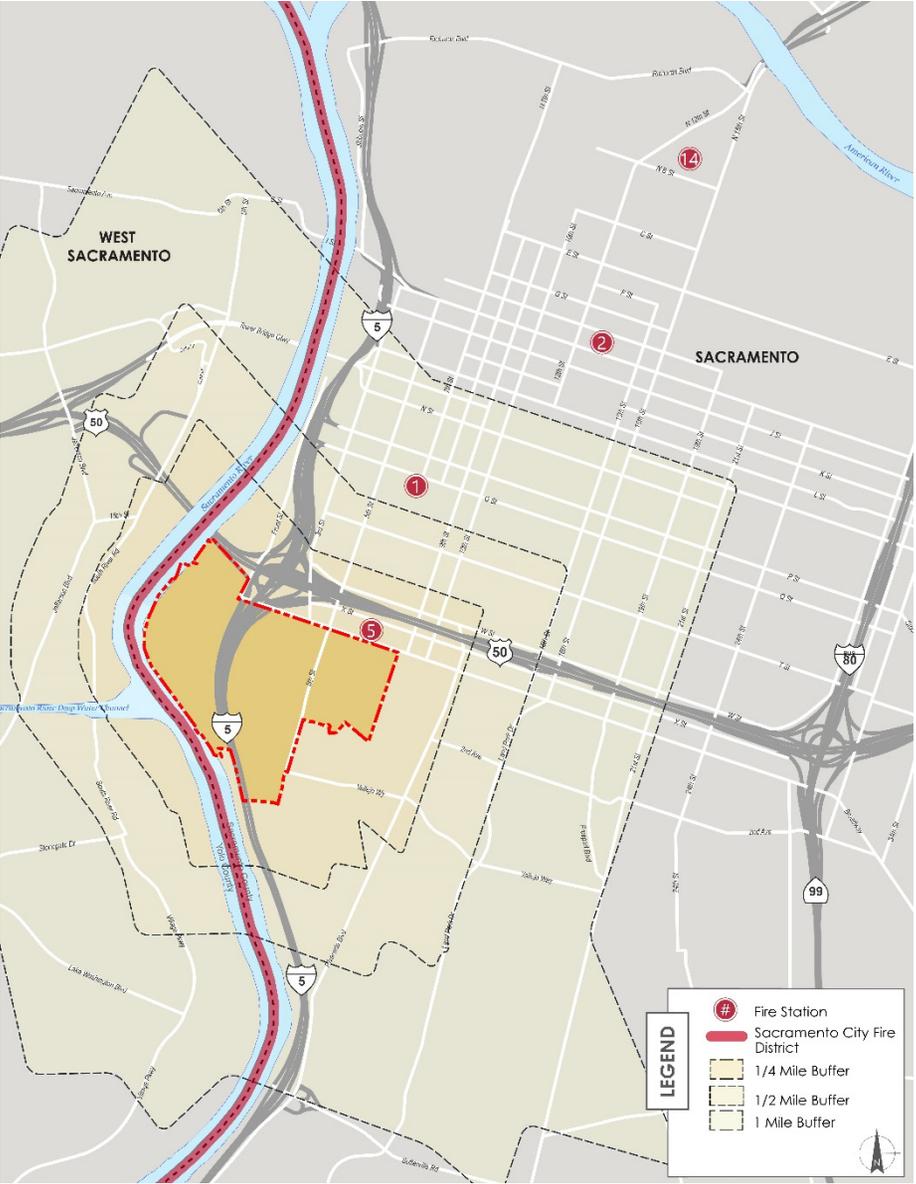
The Sacramento Fire Department (SFD) provides the Specific Plan Area with fire protection and prehospital emergency medical services, including fire suppression, first response and ambulance transportation services, hazardous material handling, and search and rescue. The SFD’s Marine Program deploys boats to support the Department’s life safety mission on the American and Sacramento Rivers and has a boat stationed at Miller Regional Park with firefighting capabilities.

The SFD has 24 fire stations strategically located in the city. The fire station closest to the Specific Plan Area and the engine company first-in response is provided from Station 5 at 731 Broadway, adjacent to the Specific Plan Area (Figure 6-6). Other nearby stations that may also provide service to the Specific Plan Area are Station 1, at 624 Q Street (approximately three-quarters of a mile north of the Specific Plan Area), and Station 2, at 1229 I Street (approximately 2 miles north of the Specific Plan Area). Fire companies handling fire suppression at each station are staffed with four personnel, consisting of a captain, an engineer, and two firefighters.

B. Service Level Standards

Based on the City’s General Plan, the SFD strives to maintain optimum staffing levels, response times, and facilities in order to provide quality fire protection and emergency medical services to the community that are on pace with growth in the city. The SFD has a target standard not to exceed 3,500 calls per year per fire station, which would prevent compromising emergency response and ensure optimum services to the community. The units assigned to Station 5 experienced a call volume of approximately 4,015 combined dispatches in 2016.¹

Figure 6-6: Fire Department Stations Serving the Specific Plan Area



Source: City of Sacramento, 2019

¹ Sacramento Fire Department, 2017. Sacramento Fire Department Annual Report 2016. pp. 10–11.

Since Station 5 currently receives call volumes that exceed the target standards, the City may need to identify and allocate additional funding to staff, house, equip, and maintain effective fire protection services to respond to the additional demands of the Specific Plan Area as it develops. Future development projects and improvements in the Specific Plan Area will be required to comply with City of Sacramento policies and regulations and SFD recommendations regarding fire protection. Development in the Specific Plan Area will also be required to coordinate with the SFD for recommendations on design elements that may affect fire prevention and safety, including access, water pressure flows, and building design.

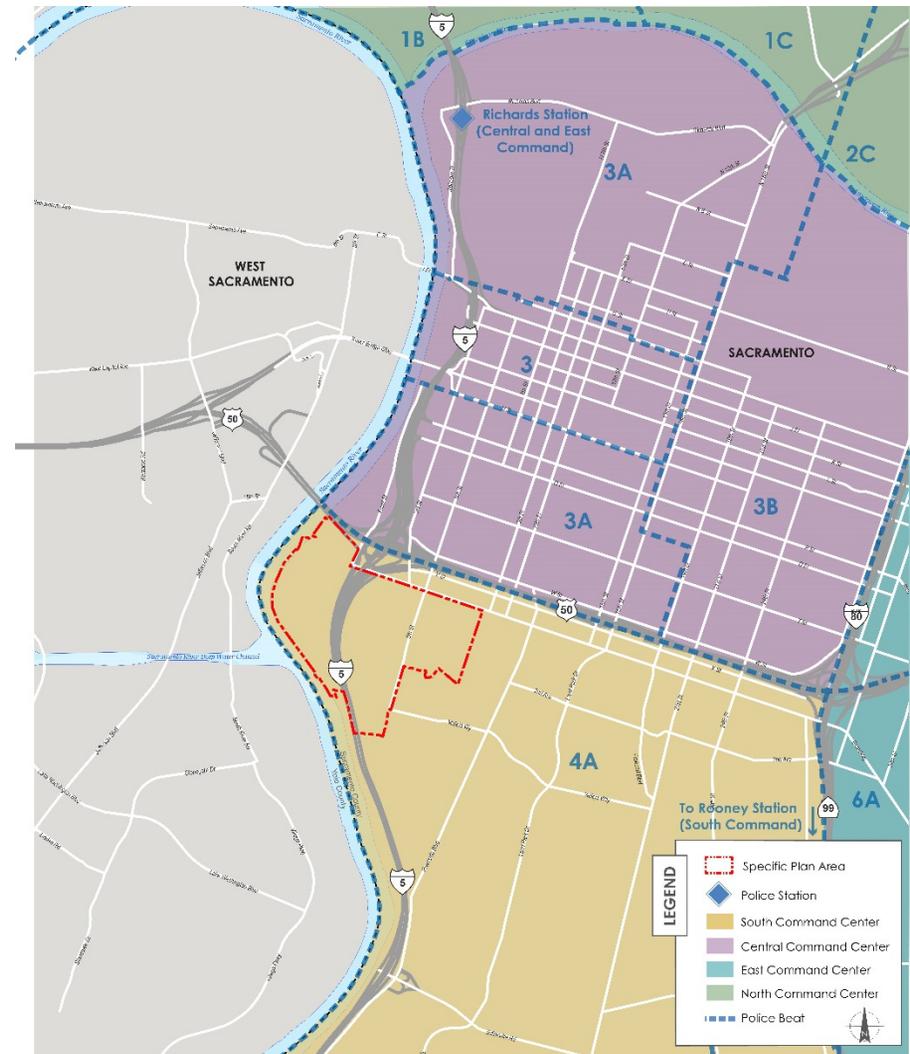
6.5.2 Law Enforcement Services

A. Existing Facilities

The Sacramento Police Department (SPD) provides law enforcement services to the Specific Plan Area. The SPD is responsible for providing a range of services, which include patrol, response to emergency calls, detective and forensic investigations, public safety information technology, special weapons and tactics, homeland security, and aid to neighboring law enforcement agencies. In 2016, the SPD was staffed by approximately 721 sworn police officers and 281 civilian staff.²

As shown in Figure 6-7, there are no police facilities in the Specific Plan Area. The SPD includes a department headquarters at the Public Safety Center, which is located at 5770 Freeport Boulevard, and three police substations from which patrol divisions operate for the entire department. These substations serve four command areas: The North, Central, East, and South Command areas. The Specific Plan Area is located in the South Command area in District 4, Beat A, which operates from the Joseph E. Rooney Police Facility at 5303 Franklin Boulevard, approximately 4.5 miles south of the Specific Plan Area. The South Command includes both police Districts 4 and 5. Broadway is contained within District 4 and is staffed by one captain, four lieutenants, eight sergeants, 52 officers, and three community service officers. Sixteen officers serve Beat A in District 4.³ The Mounted Unit facilities stables for the SPD are located in Miller Regional Park. Officers from the Mounted Unit patrol the Miller Regional Park area on horseback.

Figure 6-7: Police Stations and Beats



Source: City of Sacramento, 2019

² Sacramento Police Department, 2017. Sacramento Police Department 2016 Annual Report. P.10.

³ Correspondence with Captain Alisa Buckley.

B. Specific Plan Project Demand

Based on the City's General Plan, the SPD strives to maintain optimum staffing levels, response times, and facilities in order to provide quality police services to the community that are on pace with growth in the city.⁴

The City may need to identify and allocate additional funding to staff, equip, and maintain effective law enforcement services to serve the additional demand in the Specific Plan Area as it develops. Future development projects and improvements in the Specific Plan Area will be required to comply with City of Sacramento policies and regulations and SPD recommendations on safety and security, including incorporating Crime Prevention Through Environmental Design principles, to minimize opportunities for criminal activities. Development in the Specific Plan Area will be required to coordinate with the SPD for recommendations on design elements that may affect traffic safety and crime prevention.

6.6 Retail and Neighborhood Services

This section addresses existing retail and neighborhood services, including libraries, post offices, grocery stores and farmer's markets, medical facilities, social services, and banks within the vicinity of the Specific Plan Area and analyzes the demand for these services in the area.

6.6.1 Existing Retail and Neighborhood Services

Figure 6-8 and Table 6-7 identify existing retail and neighborhood services located within one-quarter, one-half, and one- or greater than one mile from the Specific Plan Area.

A. Community Centers

Community centers in proximity to the Specific Plan Area include the Southside Clubhouse in Southside Park, within one-half mile of the Specific Plan Area. The Marina Vista and Alder Grove housing communities include community rooms operated by SHRA. A new community center is also planned, through the adaptive reuse of a former wholesale produce building, at the future Olympian's Park at The Mill at Broadway.

B. Libraries

The Sacramento Public Library Authority is a joint powers agency for Sacramento County and cities in Sacramento County, except Folsom. The Sacramento Public Library Authority provides library services for residents in the city of Sacramento. One public library is located within one mile of the Specific Plan Area, the Arthur F. Turner Library in West Sacramento. The nearest public libraries in Sacramento, as shown in Figure 6-8, are the Sacramento Central Library in Downtown Sacramento, 1.4 miles to the north and the Ella K. McClatchy Library, at 2112 22nd Street, 1.4 miles east of the Specific Plan Area.

C. Post Offices

One public post office is located within 1 mile of the Specific Plan Area, the U.S. postal service office at 1601 Merkley Way in West Sacramento. A U.S. postal service office at 2121 Broadway in Sacramento is approximately 1 mile east of the Specific Plan Area. A U.S. postal service office is located north of the Specific Plan Area, at 660 J Street in the Downtown Commons complex in Sacramento.

D. Grocery Stores and Farmer's Markets

Three neighborhood area markets are located within one-half mile of the Specific Plan Area, including a Target at Riverside Boulevard and Broadway that also carries groceries. A certified Farmer's Market is also held every Sunday under the nearby W-X Freeway. Although these markets are available in the local vicinity of the area, typically residents shop elsewhere for their groceries.

The closest full-service grocery stores are the Safeway at 18th and R Streets and the Market Five-One-Five, a gourmet grocery store on R Street. Both are located more than one-half mile from the Specific Plan Area. This distance is too far to conveniently serve residents from Alder Grove and Marina Vista who do not own cars. Additionally, many existing residents in the community have expressed an interest in an affordable, full-service grocery store within walking distance of where they live.

⁴ City of Sacramento, 2015. City of Sacramento 2035 General Plan Master Environmental Impact Report. Certified March 3, 2015. P. 4.10-2.

Figure 6-8: Retail and Neighborhood Services in the Specific Plan Vicinity

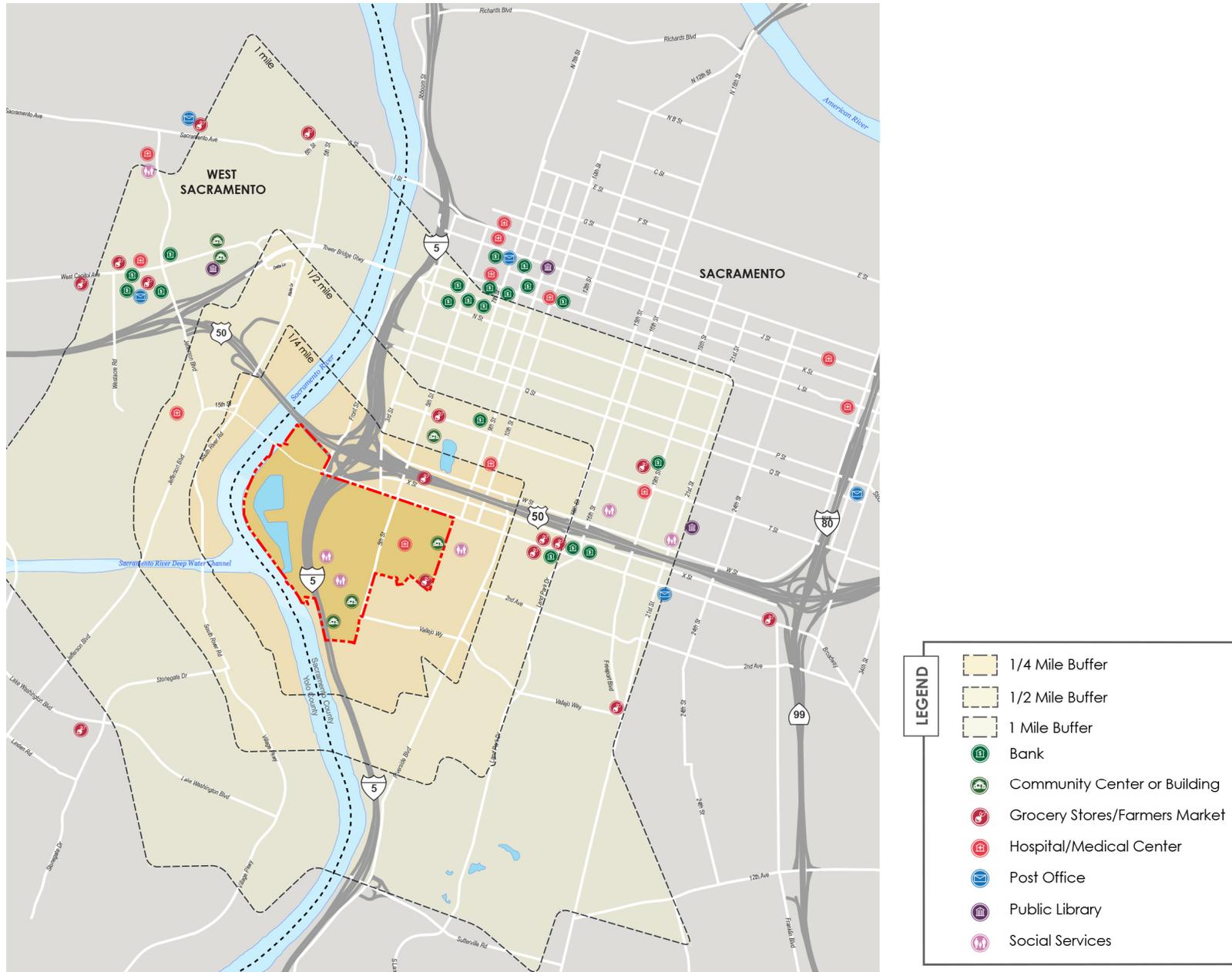


Table 6-7: Retail and Neighborhood Services within the Specific Plan Vicinity

Type of Service/Facility	Within One-Quarter Mile	Between One-Quarter and One-Half Mile	Select Facilities Between One-Half and One Mile	Select Facilities Outside of One Mile (Shown in Figure 6-8)
Bank	None	<ul style="list-style-type: none"> 2 credit unions 	<ul style="list-style-type: none"> 11 facilities 	<ul style="list-style-type: none"> 6 facilities
Community Center	<ul style="list-style-type: none"> Marina Vista Community Room Alder Grove Community Room 	<ul style="list-style-type: none"> Southside Club House 	<ul style="list-style-type: none"> West Sacramento Community Center 	<ul style="list-style-type: none"> Belle Coolegge Community Center
Grocery Store/Farmer's Market	<ul style="list-style-type: none"> 1 convenience market Certified Farmer's Market 	<ul style="list-style-type: none"> 1 convenience market 1 gourmet market 1 specialty supermarket 1 general merchandise store 1 pharmacy/drug store 	<ul style="list-style-type: none"> 1 grocery store 1 neighborhood market 1 convenience market 	<ul style="list-style-type: none"> 2 grocery stores 2 neighborhood markets
Hospital/Medical Center	<ul style="list-style-type: none"> Public health center at Alder Grove 	<ul style="list-style-type: none"> 2 public health centers 	<ul style="list-style-type: none"> 1 medical office 1 health center 	<ul style="list-style-type: none"> Kaiser Permanente medical offices UC Davis Medical Center Sutter Health medical offices <p>(All outside Figure 6-8)</p>
Post Office	None	None	<ul style="list-style-type: none"> 1 U.S. Postal Service office in Sacramento 1 U.S. Postal Service office in West Sacramento 	<ul style="list-style-type: none"> 1 U.S. Postal Service office in Sacramento 1 U.S. Postal Service office in West Sacramento
Public Library	None	None	<ul style="list-style-type: none"> 1 library 	<ul style="list-style-type: none"> 2 public libraries
Social Services	<ul style="list-style-type: none"> Roberts Family Development Center (at Alder Grove) Jobs-Plus office (at Marina Vista) 	None	<ul style="list-style-type: none"> Yolo County Public Health 	<ul style="list-style-type: none"> Sacramento Central YMCA Sacramento Food Bank

Source: Upper Land Park/Broadway Study Area Background Report and updated by Ascent in 2019

E. Health and Medical Facilities

The major medical facilities in the city—the UC Davis Medical Center, Kaiser Permanente medical offices, and Sutter Health medical offices—are located more than 1 mile from the Specific Plan Area. Two Elica Health Centers provide services to the community within one-half mile of the Specific Plan Area. One of these centers is located within Alder Grove, and the other is located at 923 V Street, less than one-half mile away.

F. Social Services

Several social services are provided in the Specific Plan Area. The Roberts Family Development Center, with an office at Alder Grove, operates a before- and after-school program at Leataata Floyd Elementary School. The Jobs-Plus program, operated by SHRA, is available to residents of Marina Vista and Alder Grove. A Jobs-Plus office located at Marina Vista assists residents with job resources, referrals, incentives, and job opportunities. Other services that may be of interest to residents, including the Sacramento Central YMCA and the Sacramento Food Bank, are located one mile or more from the Specific Plan Area.

G. Banks

No banks are located within the Upper Land Park community, but several banks are located approximately one-half mile from the Specific Plan Area, within the Land Park and Southside Park neighborhoods. The nearest banks in the community are located along Broadway, near Riverside Boulevard and Land Park Drive, and include the Golden 1 Credit Union, Bank of America, and Chase Bank. A large number of banks are concentrated in Downtown Sacramento and Downtown West Sacramento, within or just outside of the one mile radius of the Specific Plan Area.

6.6.2 Retail and Neighborhood Services Needs

Based on the analysis of neighborhood facilities and services described in the previous section and input expressed from community stakeholders, residents in the Specific Plan Area and the Upper Land Park community would benefit from the following retail or neighborhood services within or in closer proximity to the area:

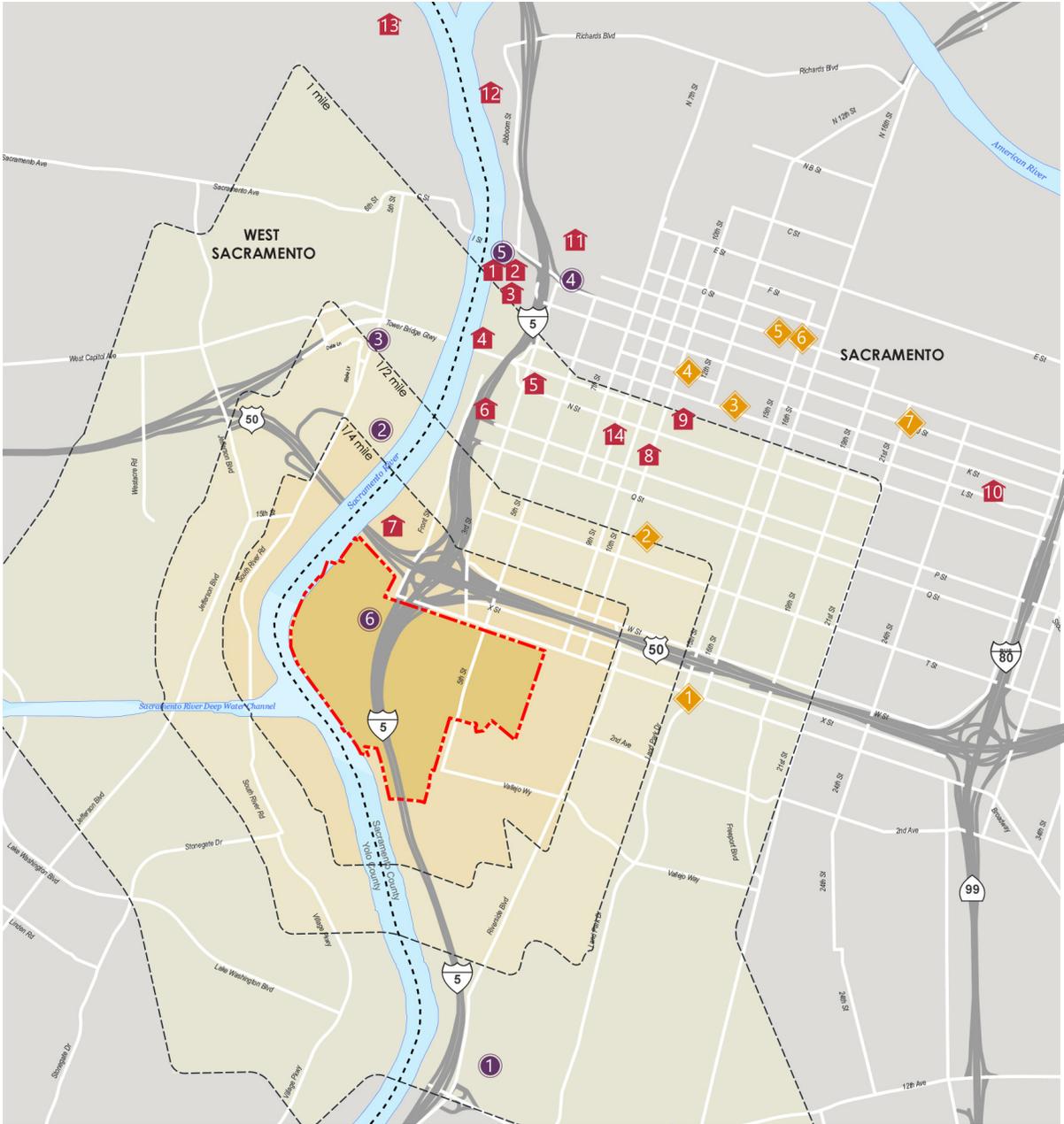
- ▲ library services;
- ▲ a post office or convenience mailing center;
- ▲ an affordable full-service grocery store within walking distance;
- ▲ more gathering places and after-school, recreational, and summer education programs and/or facilities for school-aged youth; and
- ▲ more community meeting spaces for large groups.

A residential needs assessment survey conducted for the Marina Vista and Alder Grove public housing communities in 2014 resulted in the identification of the following services as most in demand by residents: an indoor recreation space, a supermarket, a library, a bookstore, a health center, a community garden, and clothing stores. Childcare centers, post offices, banks, pharmacies, and restaurants ranked lower in demand.

6.7 Cultural and Entertainment Amenities in the Specific Plan Vicinity

The Specific Plan Area is located close to many existing and planned museums and other cultural, family, and entertainment amenities in the Central City and Land Park Community Area, as shown and listed in Figure 6-9. The improvement of Miller Regional Park and the Broadway corridor with facilities and programs that support cultural, entertainment, and family-friendly recreation will add to the activity of the Central City and to creating a cultural trail along the Sacramento River.

Figure 6-9: Cultural and Entertainment Amenities in the Specific Plan Vicinity



LEGEND

- Specific Plan Area
- County Boundary
- 1/4 Mile Buffer
- 1/2 Mile Buffer
- 1 Mile Buffer

Museums

1. Sacramento History Museum
2. Railroad History Museum
3. Wells Fargo History Museum
4. Old Sacramento Schoolhouse Museum
5. Wells Fargo History Museum
6. Crocker Art Museum
7. California Automobile Museum
8. California Museum
9. Capitol Park, State Capitol & California State Capitol Museum
10. California State Indian Museum
11. Planned Railroad Technology Museum
12. Planned Powerhouse Science Center
13. Planned California Indian Heritage Center
14. Leland Stanford Mansion State Historic Park

Theater

1. The Tower Theater
2. Sacramento Theater Company
3. Community Center Theater
4. Crest Theater
5. Ace of Spades
6. Wells Fargo Pavilion
7. Capital Stage

Other

1. Sacramento Zoo
2. The Barn
3. Raley Field
4. Golden 1 Center
5. Old Sacramento State Historic Park
6. Latino Center for Art and Culture

6.8 Implementation

The implementation actions identified in Table 6-8 are intended to support the timely provision of neighborhood services and amenities as the Specific Plan Area builds out. The table identifies the strategy, specific implementation actions, location in this Specific Plan where additional information is available, timeframe, and parties responsible for implementing the action.

Table 6-8: Neighborhood Services & Amenities Implementation Actions					
Strategy & Action Number	Strategy/Implementation Action	Specific Plan Policies Addressed	Specific Plan Section Reference for Additional Detail	Timeframe	Responsibility
Note:	Timeframe: Short term = 0–5 years; Medium term = 5–10 years; Long term = 10+ years				
Parks, Recreation, and Open Space					
Strategy P-OS-1: An Expanded Parks and Open Space Network Serving the West Broadway Area					
Expand the parks and open space network serving the West Broadway area, to enhance neighborhood livability in the area.					
P-OS-1.1	Parks Master Plan Update for Miller Regional Park. Following completion of the feasibility study for the Miller Regional Park Special Study Area, consider the development of a new Master Plan for Miller Regional Park and the Sacramento Marina, as addressed in Action LU-2.1.	P-OS-1.2, P-OS-1.4, C-E-1.2	Section 6.3	Ongoing	Community Development
P-OS-1.2	Activate Miller Regional Park and the Sacramento Marina: Work with community partners to program events and activities in Miller Regional Park and the Sacramento Marina, such as special events, concerts, craft fairs, farmer’s markets, youth programs, and boating events and tours.	P-OS-1.2, C-E-1.2	Section 6.3	Short term	Youth, Parks, and Community Enrichment; Convention & Culture Services; Greater Broadway Partnership; Public Works
P-OS-1.3	Activate the Peninsula at Miller Regional Park: Conduct project-level planning for an internal bike/pedestrian bridge to span the portion of the river between the peninsula and the boat ramp, including preliminary engineering, design, and environmental analysis.	P-OS-1.2, PS-1.1	Section 6.3	Short term	Youth, Parks, and Community Enrichment; Public Works
P-OS-1.4	Activate the Entrance to Setzer Run: Construct a dog park near the park-side entrance of the Setzer-Run Tunnel, to activate the entrance and enhance natural watch of this bike and pedestrian tunnel.	P-OS-1.2, PS-1.1	Section 6.3	Short term	Youth, Parks, and Community Enrichment

Table 6-8: Neighborhood Services & Amenities Implementation Actions

Strategy & Action Number	Strategy/Implementation Action	Specific Plan Policies Addressed	Specific Plan Section Reference for Additional Detail	Timeframe	Responsibility
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Note: Timeframe: Short term = 0–5 years; Medium term = 5–10 years; Long term = 10+ years

Public Safety

Strategy PS-1: Neighborhood Safety

Residents, law enforcement, the city, and community stakeholders will work together to address community safety.

PS-1.1	Neighborhood Watch. Set up a neighborhood watch group in coordination with area neighborhood associations, the Upper Land Park Neighbors, and the Greater Broadway Partnership for reporting, communicating, and deterring criminal activity. Proactively coordinate with the Sacramento Police Department to educate residents on issues of public safety.	PS-1-1	Section 6.5	Medium term	Sacramento Police Department; residents; area neighborhood associations; Greater Broadway Partnership
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Neighborhood Retail and Services

Strategy NS-1: Neighborhood Access to Fresh Foods

Expand neighborhood access to local fruits and vegetables.

NS-1.1	Urban Farm. Implement the Urban Farm and a food literacy program on the site of the Leataata Floyd Elementary School.	P-OS-1.1, P-OS-1.3	Section 6.6	Near term	Youth, Parks, and Community Enrichment; Sacramento City Unified School District
NS-1.2	Nutrition Programs. Pursue opportunities for education and nutrition programs at Alder Grove, Marina Vista, or nearby and outreach to residents on existing programs, such as CalFresh.	P-OS-1.3	Section 6.6	Near term	Sacramento Housing and Redevelopment Agency
NS-1.3	Full-Service Grocery Store. Work with grocery store operator to identify sites for a full-service grocery store as the population in the neighborhood area expands.	NS-1.1	Section 6.6	Medium term	Innovation & Economic Development

Strategy NS-2: Community and Neighborhood Services

Plan for and address gaps to services in the community on pace with the growth of the area.

Table 6-8: Neighborhood Services & Amenities Implementation Actions					
Strategy & Action Number	Strategy/Implementation Action	Specific Plan Policies Addressed	Specific Plan Section Reference for Additional Detail	Timeframe	Responsibility
Note:	Timeframe: Short term = 0–5 years; Medium term = 5–10 years; Long term = 10+ years				
NS-2.1	Olympian’s Park Programs. Establish an after-school and/or adult recreation and youth programs within the neighborhood center in Olympian’s Park.	ED-1.1	Section 6.6	Short term	Youth, Parks, and Community Enrichment; Sacramento City Unified School District
NS-2.2	Neighborhood Services and Facilities. Identify partnerships to support the development of services in the community, such as after-school programs, a youth center, library services, and medical services.	NS-1.2	Section 6.6	Medium term, long term	Sacramento Housing and Redevelopment Agency; Youth, Parks, and Community Enrichment

Cultural and Entertainment Amenities

Strategy C-E-1: Culture and Entertainment					
Promote cultural and entertainment activities in the Specific Plan Area.					
C-E-1.1	Promotion of a Culture, Entertainment, and Recreation District. Support the emergence of the West Broadway area and the “Marina District” of the Greater Broadway District as local venues for recreation, music, arts, and entertainment.	C-E-1.1, C-E-1.2	Section 6.7	Ongoing	Greater Broadway Partnership; Innovation & Economic Development
C-E-1.2	Preservation of Cultural Assets. Consult with non-profit organizations which provide cultural amenities to help them find new spaces when their existing spaces may be affected by new development within the Specific Plan Area.	C-E-1.3	Section 6.7	Ongoing	Youth, Parks, and Community Enrichment; Innovation & Economic Development; Convention & Cultural Services

chapter 7

Circulation & Mobility





Chapter Organization

- 7.1 Chapter Overview
- 7.2 Circulation & Mobility Goals and Policies
- 7.3 Roadway Network
- 7.4 Pedestrian Circulation System
- 7.5 Bicycle Circulation System
- 7.6 Transit System
- 7.7 Implementation

7.1 Chapter Overview

This chapter describes the circulation network and planned improvements to roadway, transit, bicycle, and pedestrian facilities in the Specific Plan Area. Circulation within the West Broadway area is designed to function as an integrated travel system that prioritizes and provides a safer, more comfortable experience for pedestrians, bicyclists, and transit users traveling to destinations in the community. It is also planned and designed to better connect, distribute, and manage automobile traffic, in part by minimizing neighborhood cut-through traffic. This chapter guides the improvement of the circulation system for the West Broadway area in accordance with existing city plans and standards, as described in Chapter 2.

A Traffic Impact Analysis has been prepared for this Specific Plan and the Specific Plan EIR to examine and plan for the anticipated traffic generated by Specific Plan development in the context of future projects within and outside of the Specific Plan Area. The traffic study is incorporated into the Specific Plan EIR and appendices and should be referenced for detailed information on existing and planned roadway, transit, bicycle, and pedestrian circulation improvements. Based on the travel demand associated with Specific Plan development, roadway and intersection design improvements and traffic-calming locations are also recommended.

Roads in the Specific Plan Area support not only circulation and utilities but also landscape improvements that provide shade and other environmental benefits to the neighborhood. The contents of this chapter should be referenced in conjunction with the standards and guidelines for streetscape design in Chapter 9 and storm drainage in Chapter 8.

7.2 Circulation & Mobility Goals and Policies

In addition to addressing General Plan transportation goals and policies, development in the Specific Plan Area will be subject to the following circulation goals and policies, which will guide proposed circulation improvements.

Multimodal Roadway Network Goals and Policies	
Goal M-1	<i>Support a multimodal transportation system that safely accommodates vehicular traffic and supports transit, bicycle, and pedestrian modes of travel.</i>
Policy	M-1.1: Establish a walkable grid network for West Broadway that connects with the Central City grid and other surrounding neighborhood roadways.
Policy	M-1.2: Support the streetscape and traffic-calming improvements recommended for Broadway in the Broadway Complete Streets Project.
Policy	M-1.3: Provide a complete network of bike and pedestrian facilities connecting the Specific Plan Area internally and externally to the surrounding area.
Policy	M-1.4: Improve bike safety and access from the Specific Plan Area neighborhoods to adjacent parks and recreational facilities, including Miller Regional Park, Southside Park, and O’Neil Field.
Policy	M-1.5: As new development occurs, provide low-stress bicycle and pedestrian improvements along 5th Street and Muir Way, including wide sidewalks and dedicated space for bike share and bicycle parking.
Policy	M-1.6: Coordinate with Regional Transit to enhance transit services and facilities within the Specific Plan Area with appropriate amenities.
Policy	M-1.7: Figure 7-2 illustrates the connected grid network referenced in Policy M-1.1 and Policy M-1.3; however, the precise alignment of individual streets may be refined with future development.

Safe and Accessible Streets Goals and Policies	
Goal M-2	<i>Design and construct new streets to enhance neighborhood connectivity and safety for all users.</i>
Policy	M-2.1: Require new development to implement the recommended traffic control and intersection improvements identified for the Specific Plan Area in Figure 7-23 and Section 7.3.5.
Policy	M-2.2: Design or improve Specific Plan Area roadways as guided by the street sections in Section 7.3.4.
Policy	M-2.3: Provide comfortable bike and pedestrian access on the primary connecting north-south and east-west streets through the Specific Plan Area. Other local streets should prioritize pedestrian connectivity and access.

7.3 Roadway Network

The vehicular circulation system for the Specific Plan Area is designed as a hierarchy of roadways that will be designed to integrate with the surrounding street grid and enhance mobility in the Specific Plan Area and adjacent neighborhood areas. This roadway hierarchy ranges from providing citywide and areawide mobility (arterials) to providing collector and local roadways that serve the more immediate area and support property access to individual parcels.

7.3.1 Regional Roadways

The Specific Plan Area is served by Interstate 5 (I-5) and the US 50/Business 80 freeways, which converge just north of the Specific Plan Area, to provide easy access to all areas of the region.

A. US 50/Business 80

From the Specific Plan Area, US 50/Business 80 extends west to Interstate 80 (I-80) in West Sacramento and east to the State Route 99/US 50 interchange in Midtown Sacramento. Business 80 then extends northward to rejoin I-80 near Watt Avenue, while US 50 continues east to South Lake Tahoe and points beyond. I-80 connects south to the San Francisco Bay Area and north to Reno and beyond.

In the Specific Plan Area, US 50/Business 80 has 12 lanes east of the I-5 interchange: five mainline lanes plus one auxiliary lane in the eastbound direction and four mainline lanes plus two lanes that exit to I-5 in the westbound direction. The California Department of Transportation has plans to add a high-occupancy vehicle (HOV) lane in each direction in the near future. On the structure crossing I-5 and the Sacramento River, US 50/Business 80 has eight lanes: four mainline lanes in the eastbound direction and three mainline lanes plus one auxiliary lane in the westbound direction. Local access from US 50/Business 80 is provided by on- and off-ramps at 5th Street, an eastbound on-ramp at X Street, and a westbound off-ramp at W Street.

B. Interstate 5

I-5 is a freeway that runs the length of California and extends into Oregon and Washington. In Sacramento, I-5 is a critical travel route connecting the neighborhoods in south Sacramento to the Central

Business District. In the Specific Plan Area, immediately south of the interchange with US 50/Business 80, I-5 is a 10-lane freeway, with plans to be expanded with HOV lanes, one in each direction, in the near future. At its undercrossing of US 50/Business 80, I-5 is a six-lane freeway with three mainline lanes in each direction. Local access from I-5 is provided by a northbound off-ramp at Broadway and a southbound off-ramp at 3rd Street (via the US 50 eastbound connector ramp).

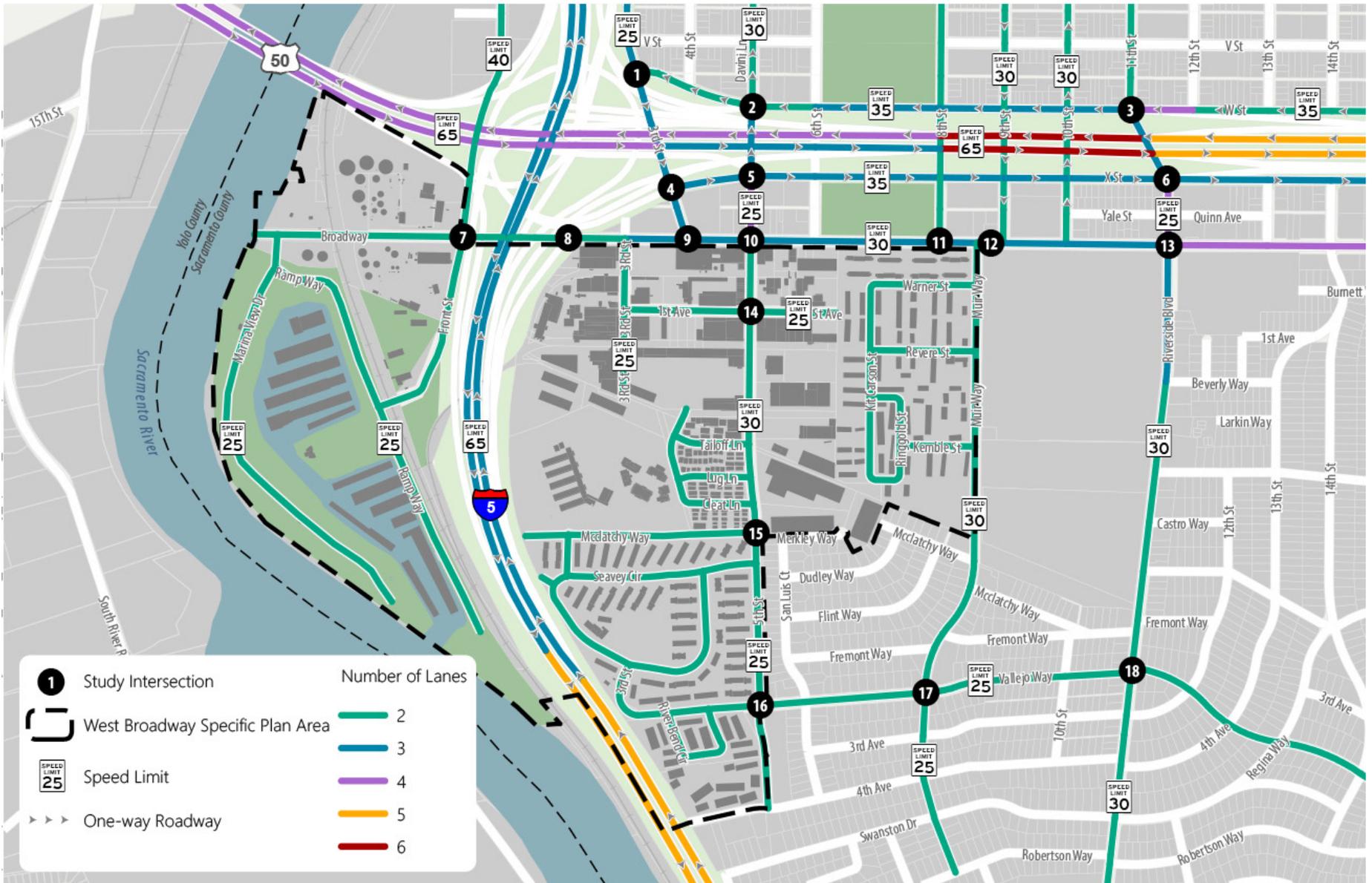
While the freeways support convenient regional access, they are also physical neighborhood barriers, separating the Specific Plan Area and Land Park neighborhoods from adjacent Central City neighborhoods due to the high-volume traffic that occurs along W and X Streets, which provide access to the freeway. I-5 is also a physical barrier for connections between Miller Regional Park and the east side of the Specific Plan Area.

7.3.2 Existing Local Roadway Network

The following roadways establish the local roadway network, serving existing trips associated with the Specific Plan Area. Figure 7-1 identifies these key roadways, their number of lanes, speeds, and directional flow.

- ▲ **W Street.** W Street is a one-way westbound arterial roadway that travels parallel to and north of the US 50/Business 80 freeway. Adjacent to the Specific Plan Area, it functions as a frontage road for the freeway with three travel lanes and on-street parking allowed on the north side of the roadway.
- ▲ **X Street.** X Street is a one-way eastbound arterial roadway that forms a couplet with W Street and travels parallel to and south of the US 50/Business 80 freeway. Adjacent to the Specific Plan Area, it consists of three travel lanes and on-street parking allowed on the south side of the roadway.
- ▲ **Broadway.** Broadway is an east-west arterial roadway, currently extending between the Sacramento River and 65th Street. West of Muir Way, Broadway features one travel lane in each direction, a two-way left-turn lane, on-street parking, and bicycle lanes. Broadway narrows from two westbound travel lanes to a single lane at Riverside Boulevard. Similarly, the eastbound direction of Broadway widens from one to two travel lanes at Muir Way. The Broadway Complete Streets Project will reduce the number of travel lanes east of Muir Way from two lanes to one lane in each direction in 2022 for bicycle and pedestrian improvements.

Figure 7-1: Existing Roadway Network



Source: Fehr & Peers, 2019

- ▲ **Vallejo Way.** Vallejo Way is a two-lane residential street that begins west of 5th Street and extends easterly through the Upper Land Park and Land Park neighborhoods, intersecting with Muir Way, Riverside Boulevard, and Land Park Drive. Between 5th Street and Muir Way, Vallejo Way features median refuge islands, speed legend pavement markings, striped crosswalks, centerline striping, and all-way stop-controlled residential intersections acting as traffic-calming devices.
- ▲ **Front Street.** Front Street is a two-lane, north-south roadway west of I-5. Front Street connects to Downtown and Old Sacramento to the north and to the Sacramento Marina south of Broadway. Bike lanes exist along both sides of the roadway; however, sidewalks and on-street parking are intermittent.
- ▲ **3rd Street.** 3rd Street is a north-south street on the western end of the Specific Plan Area that is discontinuous on both sides of Broadway, resulting in two separate intersections on Broadway. North of Broadway, 3rd Street is a one-way southbound arterial between W Street and X Street. South of Broadway, 3rd Street is a two-lane collector that extends into the Specific Plan Area, terminating south of 1st Avenue.
- ▲ **5th Street.** 5th Street is the primary north-south street connecting the Specific Plan Area into Downtown Sacramento. In the Specific Plan Area, 5th Street is a two-lane collector roadway with on-street parking on segments of the roadway. North of Broadway, 5th Street is classified as an arterial. The segment immediately north of Broadway has two lanes in each direction, and north of X Street it becomes a one-way street with three northbound lanes.
- ▲ **Muir Way.** Muir Way is a two-lane, north-south street that terminates at Broadway to the north and is offset between 8th Street and 9th Street. On-street parking exists on the west side of the street, and narrow bike lanes are provided between Warner Street and McClatchy Way. No sidewalks or on-street parking exists along the east side of the roadway that is adjacent to the Sacramento Historic City Cemetery and Masonic Lawn Cemetery.
- ▲ **8th Street.** 8th Street is a two-lane, north-south street south of T Street that terminates at Broadway. Sidewalks and on-street parking exist on both sides of the street.
- ▲ **9th Street.** 9th Street is a two-lane, one-way southbound street that terminates to the south at Broadway, offset approximately 150 feet to the east from Muir Way. This roadway serves as a couplet with 10th Street. Sidewalks, bike lanes, and on-street parking exist along both sides of the street.
- ▲ **10th Street.** 10th Street is a two-lane, one-way northbound street that terminates to the south at Broadway. This roadway serves as a couplet with 9th Street. Sidewalks, bike lanes, and on-street parking exist along both sides of the street.
- ▲ **Riverside Boulevard.** Riverside Boulevard is a two- to four-lane, two-way north-south roadway that becomes I 1th Street north of W Street. Bicycle lanes exist along both sides of the street. No sidewalks or on-street parking exists along the west side of the roadway adjacent to the Sacramento Historic City Cemetery and Masonic Lawn Cemetery.

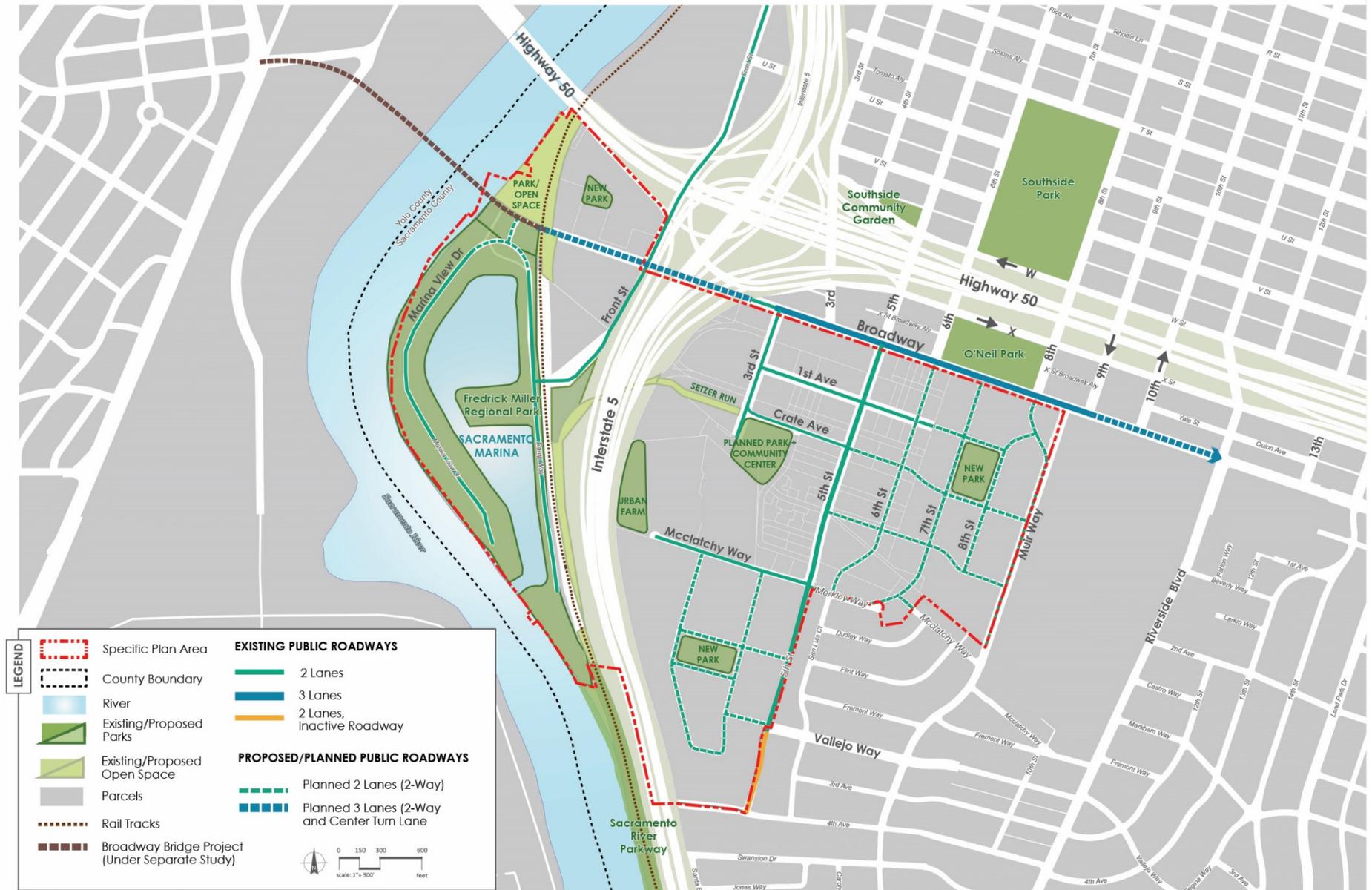
7.3.3 Planned Roadway Network

Figure 7-2 identifies the planned public roadway network to support development in the Specific Plan Area. A modified street grid pattern is identified that will extend the numbered north-south streets of the Central City street grid into the Specific Plan Area. New east-west streets will also be added, to provide a walkable neighborhood block framework that supports connections to adjacent neighborhood areas. Figure 7-2 establishes the intent to provide a street grid through the Specific Plan Area in coordination with existing roadways; however, the precise alignment of individual streets may be refined with future development. Additionally, private local roads similar to those being developed at The Mill at Broadway may be proposed with new development as part of the overall roadway network, subject to city review.

The following key changes will be made to the existing circulation network:

- ▲ develop the Broadway Bridge to connect Sacramento to West Sacramento;
- ▲ extend a north-south street grid, including 6th Street, 7th Street aligning with McClatchy Way, and 8th Street;
- ▲ realign Muir Way to connect directly into 8th Street at Broadway; and

Figure 7-2: Planned Roadway Network



Source: Fehr & Peers, adapted by Ascent in 2019

- extend the east-west streets 1st Avenue, Crate Avenue, and Tailoff Lane, to establish a regular street grid and block pattern that is more consistent in scale and size with blocks in the Central City.

The remaining roadway network will consist of residential neighborhood streets and private alleys, providing local property access. Proposed private alleys are not shown in Figure 7-2 but are encouraged for local property access. Their locations will be coordinated with future development. The Broadway Bridge connection from the Pioneer Bluff area of West Sacramento to the west end of Broadway is also anticipated in the cumulative condition for the Specific Plan Area. It should be noted that the Broadway Bridge project is undergoing a separate planning process and will have its own separate studies and evaluations, which will be coordinated by the Cities of West Sacramento and Sacramento.

7.3.4 Specific Plan Area Roadway Design Improvements

Roadway designs should consider both the street function classification and land use category when improvements are made, as provided in Table 7-1. This Specific Plan identifies the following land use categories for the purpose of street design and function:

- Residential:** Streets that serve residential land uses include collector and local streets. These streets are designed to emphasize walking, bicycling, and property access.
- Mixed Use:** Streets that serve retail and mixed land uses are designed to promote walking, bicycling, transit, and attractive streetscape and pedestrian-oriented design elements. In the Specific Plan Area, portions of 1st Avenue, Front Street, 3rd Street, and 5th Street are designated mixed-use streets.
- Commercial:** Streets that serve commercial uses, including Broadway, have historically served commercial areas with retail strip centers and buildings set back behind parking lots, but is anticipated to transition over time as development and reuse occurs to incorporate the characteristics of mixed-use streets. This is the case for Broadway, which is being redesigned to have more of a main street character, in places, through the Broadway Complete Streets Project process.

In the Specific Plan Area, Broadway is classified and will remain an arterial, providing key east-west city access from the Sacramento River all the way to 65th Street. Third and 5th Streets and Muir Way serve as two-lane minor collector roads that connect the local streets to Broadway. Third and 5th Streets become arterial roads north of Broadway, as described earlier under the existing local roadway network. All other existing or planned future roadways in the Specific Plan Area are local-serving, two-lane roads providing residential, commercial, or park access for the roadways in Miller Regional Park and the Sacramento Marina.

Table 7-1: Street Typology within West Broadway Integrating Street Function and Type

Functional Class	Street Type			
	Residential Street	Mixed-Use Street	Commercial Street	Other-Park Streets
Arterial		◆	◆	
Minor Collector	◆	◆	◆	◆
Local	◆	◆		◆

Source: Table M-1, Mobility Element, City of Sacramento 2035 General Plan and adapted by Ascent in 2019

A description and depiction of the street design concepts for the Specific Plan Area roadways follow in this section, organized by street function classification. Each of the roadways is accompanied by an illustration of the typical or otherwise unique street section design, where shown in Figure 7-3. Streets in the Specific Plan Area are planned in accordance with the city’s Design and Procedures Manual, Section 15, Street Design Standards (Street Design Standards). These sections reflect the typical future roadway conditions envisioned. However, the street sections may vary in the interim and, in parts, as a result of site-specific conditions, such as turn lanes and driveway access. Thus, minor variations in the street section designs may be allowed in coordination with future development projects and the precise site conditions of the area at the time of City review.

Figure 7-3: Specific Plan Roadway Types

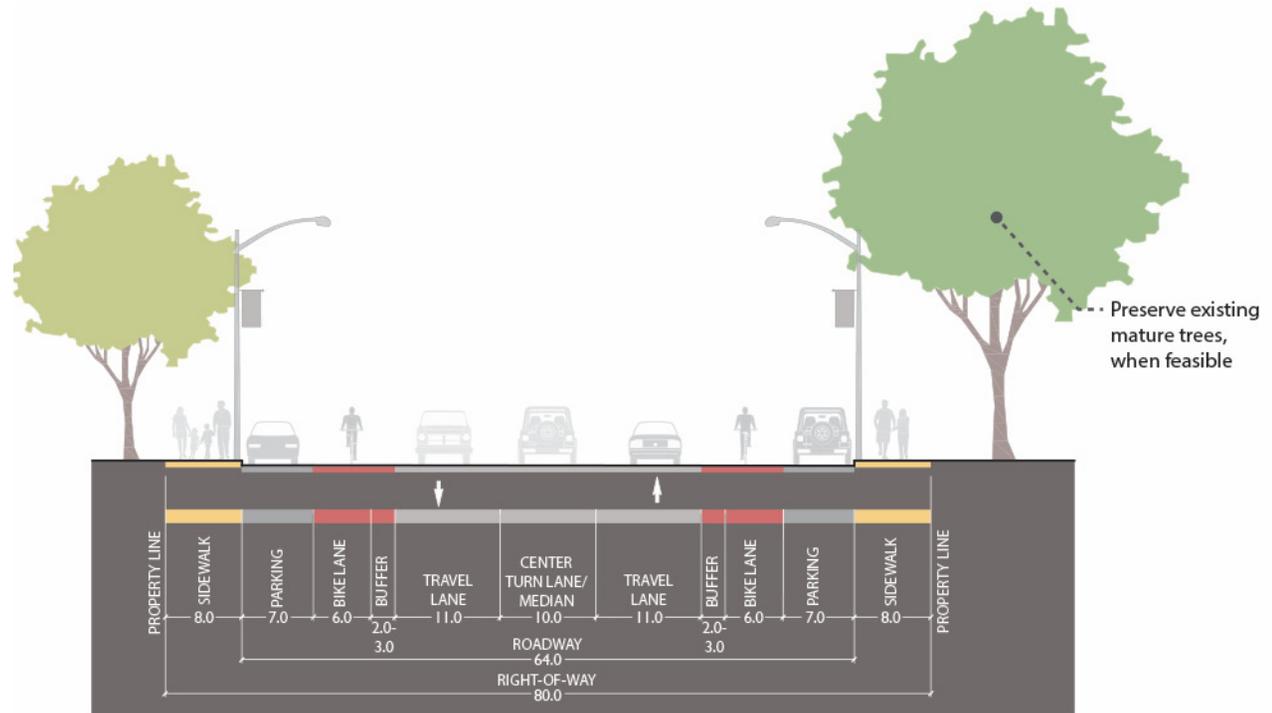


Source: City of Sacramento 2035 General Plan and adapted by Ascent in 2019

A. Commercial Arterial: Broadway

Broadway is designated as an arterial roadway in the City of Sacramento General Plan and envisioned as a multimodal corridor (Figure 7-4). The Broadway Complete Streets Project provides for the redesign, funding, and construction of the Broadway corridor in 2022. The segment of Broadway in the Specific Plan Area will generally consist of a traffic lane in each direction; a center turn lane/median; buffered bike lanes; parking on either side of the curb, where feasible; and attached sidewalks. The street section also varies along its length to accommodate turn lanes and driveway access. Existing mature trees along Broadway should be preserved when possible.

Figure 7-4: Broadway Between Muir Way and 3rd Street



Section per Broadway Complete Streets Project



Mature trees lining the frontage of Broadway at Alder Grove should be preserved, when feasible.



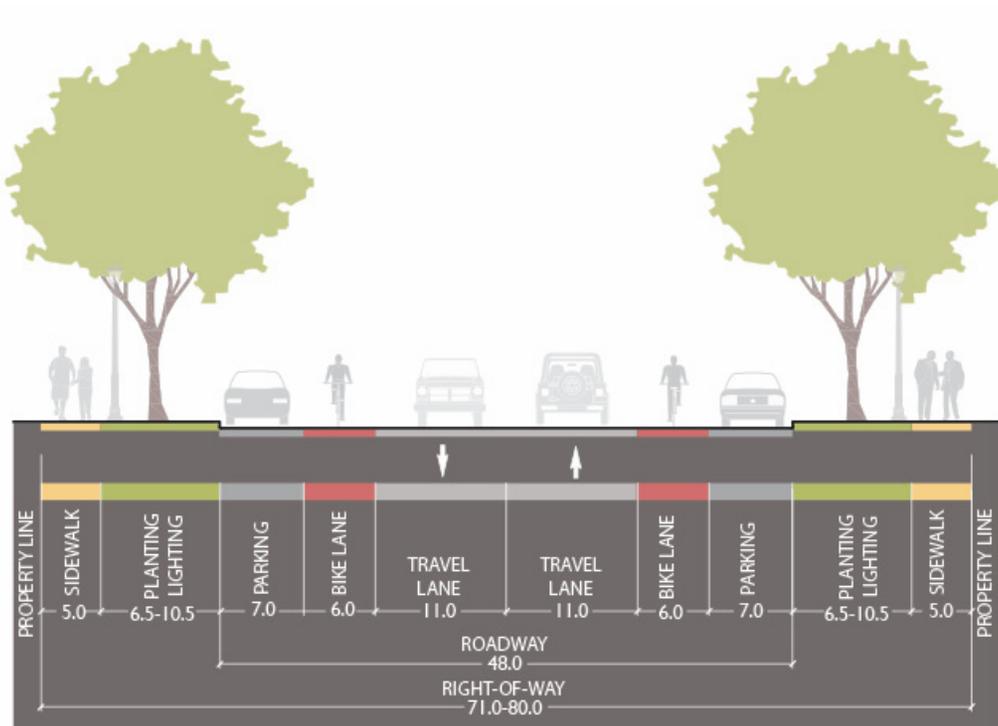
Buffered Class II bike lane

B. Collector Roads

3rd Street

In the Specific Plan Area, 3rd Street is a minor collector roadway, providing access from Broadway to The Mill at Broadway development. As shown in Figure 7-5, 3rd Street is envisioned as a two-lane roadway with on-street bike lanes, parking, a landscaped planter area, and minimum 5-foot-wide sidewalks on either side of the street, as guided by the Northwest Land Park Planned Unit Development (PUD) Guidelines.

Figure 7-5: 3rd Street



Source: Northwest Land Park Planned Unit Development

5th Street

Through the Specific Plan Area, 5th Street varies in character and use but functions as a minor collector roadway for vehicular and bicycle traffic and as a key pedestrian travel route. In the Specific Plan Area north of Crate Avenue, 5th Street is envisioned to have a mixed-use character, designed with wider sidewalks and on-street parking.

North of 1st Avenue

North of 1st Avenue, 5th Street consists of two travel lanes flanked by existing street trees on either side of the road. As shown in Figure 7-6, this Specific Plan recommends preserving the existing street trees; incorporating wider sidewalks; and redesigning the roadway to accommodate bike lanes and on-street parking or vehicle drop-off while also retaining the bus stop on the west side of the street.

Between 1st Avenue and Crate Avenue

Fifth Street south of 1st Avenue and north of Crate Avenue is envisioned with two travel lanes in each direction, with a center turn lane; bike lanes; on-street parking; a landscaped planter; and minimum 5-foot-wide sidewalks on either side of the street, as shown in Figure 7-7. As development and street improvements occur along this section of 5th Street, existing utility lines should be buried to maintain a consistent streetscape appearance along 5th Street.

Figure 7-6: 5th Street North of 1st Avenue

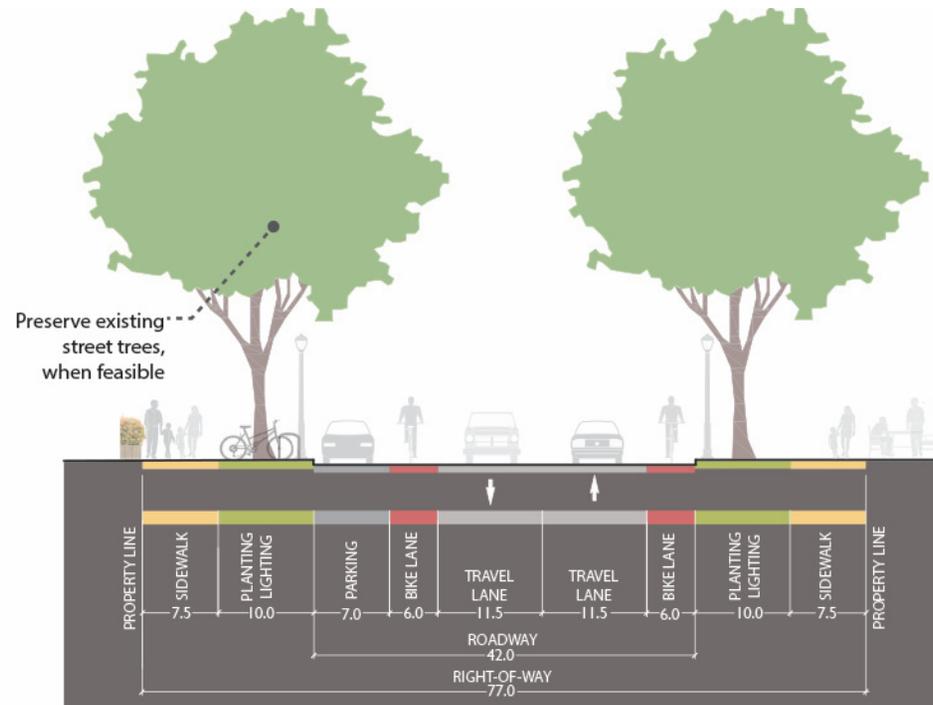
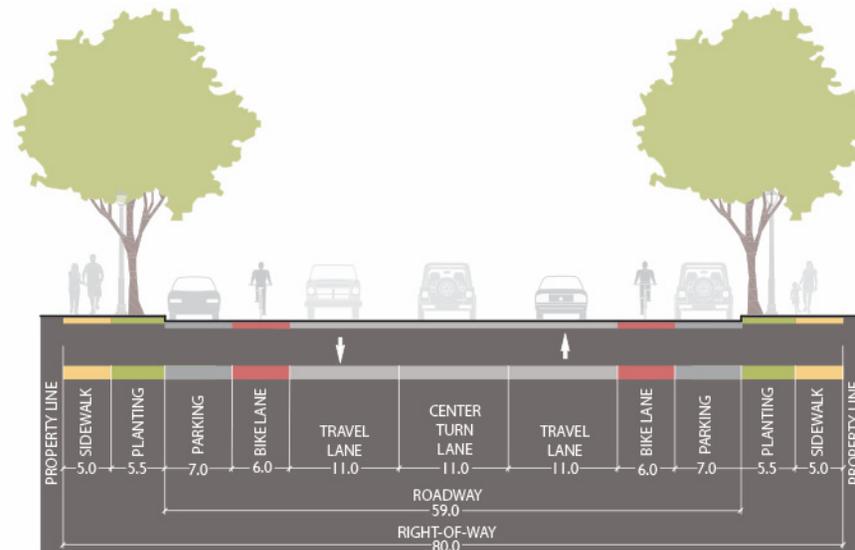


Figure 7-7: 5th Street Between 1st Avenue and Crate Avenue



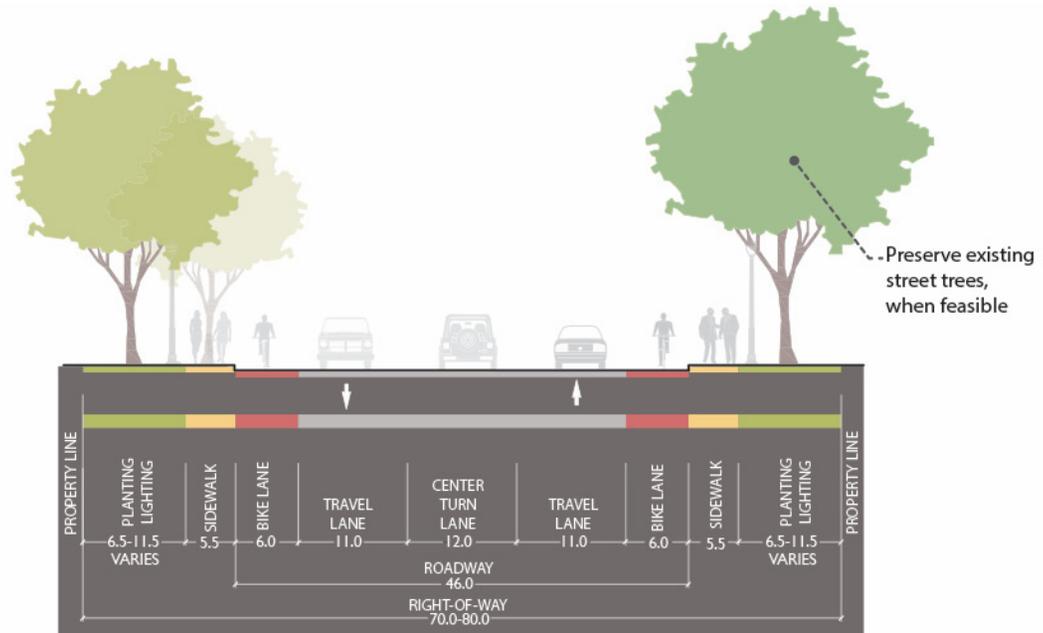
At The Mill at Broadway Development

Fifth Street adjacent to The Mill at Broadway development, between Crate Avenue and McClatchy Way, is designed to be a three-lane roadway with travel lanes in each direction, a center turn lane/median, and bike lanes, as shown in Figure 7-8. Generally, sidewalks in this segment are located adjacent to the roadway; however, the sidewalk may shift and transition to protect existing mature street trees adjacent to the street, on the east side of 5th Street.

At Marina Vista

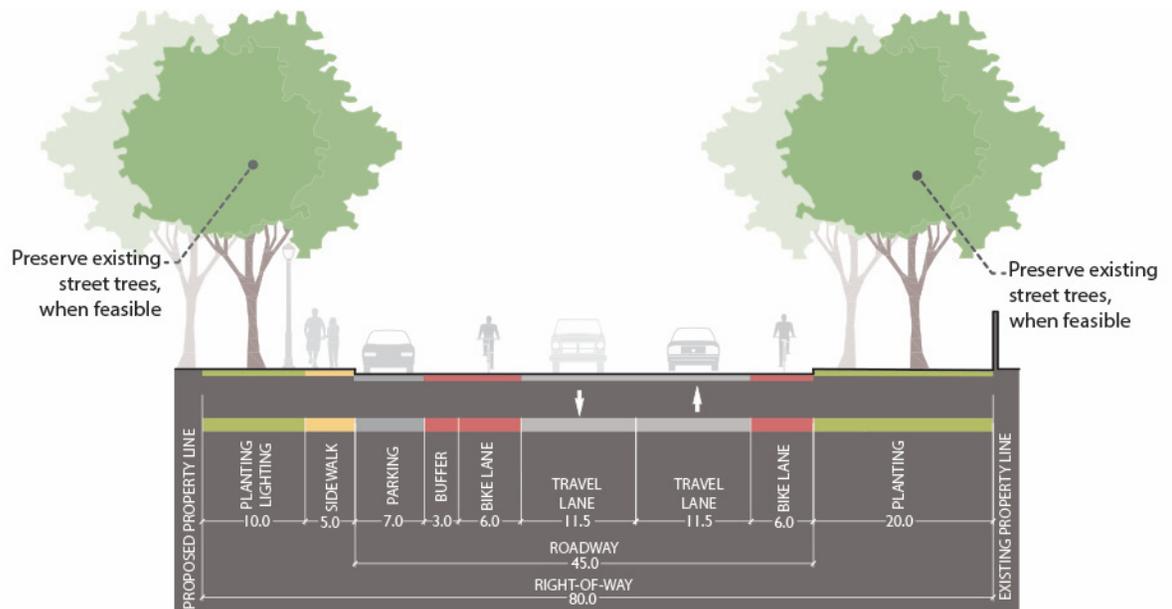
Fifth Street along the frontage of Marina Vista and south of McClatchy Way is planned as a three-lane roadway with travel lanes in each direction, a center turn lane/median, and bike lanes, as shown in Figure 7-9. Should future development occur in the Marina Vista subarea, it should be designed to maintain the attached sidewalks on the street in order to preserve the mature trees along the property frontage on this segment of 5th Street.

Figure 7-8: 5th Street Between Crate Avenue and McClatchy Way



Section based on the Northwest Land Park Planned Unit Development

Figure 7-9: 5th Street Between McClatchy Way and Vallejo Way



Muir Way

Muir Way is an existing tree-lined street providing access to many of the homes in the Upper Land Park neighborhood and adjacent Land Park neighborhood. Mature street and property trees and a narrow right-of-way support an intimate and well-shaded neighborhood collector street.

Extension to Align with 8th Street

The new Muir Way connection to Broadway, to align with 8th Street, is represented in Figure 7-10. The new extension of Muir Way to meet 8th Street should be designed to City standards for appropriate roadway curvature (600-foot centerline radius) and appropriate roadway transitions at intersections. The street section identifies two travel lanes, bike lanes, and a sidewalk separated with landscaping in each direction. Also note the need to widen this street near the intersection of Broadway to construct an expanded, signalized intersection, as provided in the City’s Street Design Standards.

Between 1st Avenue and McClatchy Way

Muir Way south of 1st Avenue to McClatchy Way will generally remain in its current configuration, as shown in Figure 7-11, with existing mature trees; attached sidewalks; parking on one side, adjacent to Alder Grove; and bike and travel lanes in each direction.

Figure 7-10: Muir Way Extension to Align with 8th Street

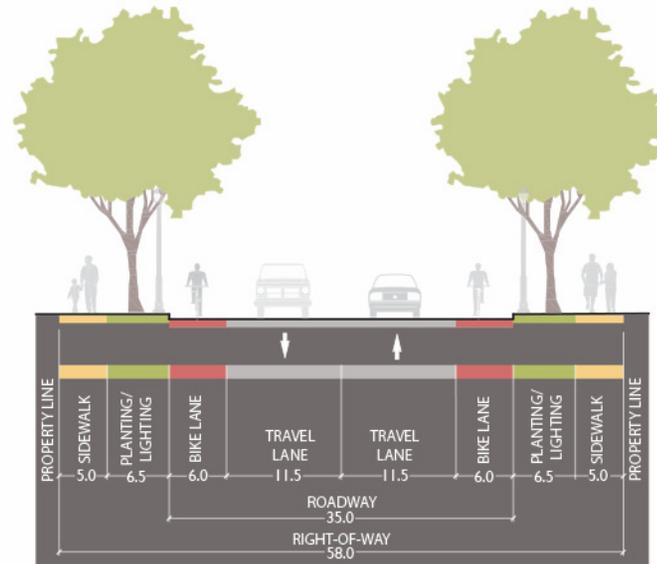
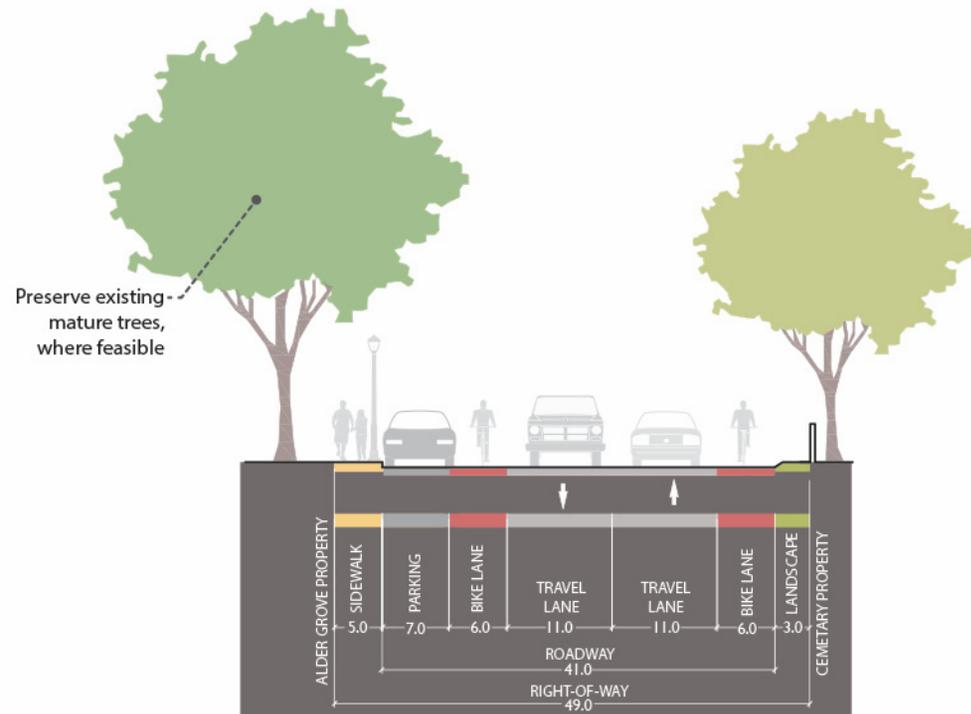


Figure 7-11: Muir Way Between 1st Avenue and McClatchy Way



C. Local Mixed-Use Street

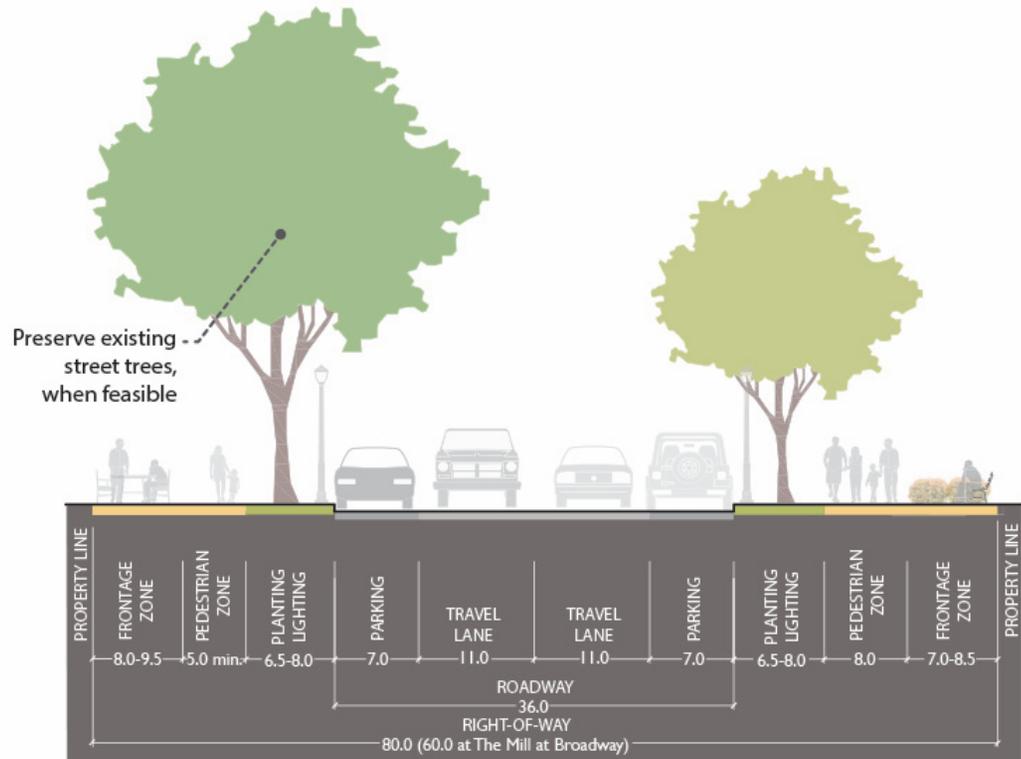
1st Avenue

The street section configuration for the mixed-use section of 1st Avenue between 3rd Street and 6th Street is shown in Figure 7-12. First Avenue is designed for neighborhood activity and living, including ground-floor commercial or residential stoops and forecourts, allowing for seating and other pedestrian amenities. The street should also be designed to allow it to be closed off (with appropriate event permits) and converted into an informal gathering space for community activities or events, particularly between 5th and 6th Streets.

First Avenue is planned with a travel lane in each direction, parking, sidewalk, planting, and flexible frontage zones on both sides, designed to accommodate the activity on the street. The section reflects an opportunity to preserve and integrate the existing street trees on portions of the north side of 1st Avenue that exist east and west of the 5th Street intersection. Minimum 8-foot-wide planters are encouraged to preserve these existing street trees. The remainder of 1st Avenue has no street trees and could be designed to the city’s standard 6.5-foot-wide planters. For café seating, a minimum 8-foot-wide frontage zone should be provided in addition to the required pedestrian zone or 13-foot sidewalks. When possible, wider sidewalks are encouraged. Any encroachments into the frontage zone would require a revocable encroachment permit from the city.

Redesigned and newly developed sections of 1st Avenue shall be integrated through appropriate transitions with the existing portions of 1st Avenue, recently constructed (in 2019) by The Mill at Broadway, near the corner of 3rd Street.

Figure 7-12: 1st Avenue Between 3rd Street and 6th Street



Front Street

Front Street is proposed to be improved with continuous sidewalks along the west side of Front Street and bike lanes and travel lanes in each direction (Figure 7-13). Existing mature street trees along both sides of Front Street should be preserved when feasible.

Commercial or Mixed-Use Private Alleys

Alleys provide access for the delivery of goods and services. Commercial or mixed-use private alleys in the Specific Plan Area should be designed as shared-use ways that can accommodate vehicular, bike, and pedestrian access (Figure 7-14). They should be designed with a minimum 20-foot-wide alleyway and shall be privately maintained. Alleys shall be constructed per City Code.

Figure 7-13: Front Street

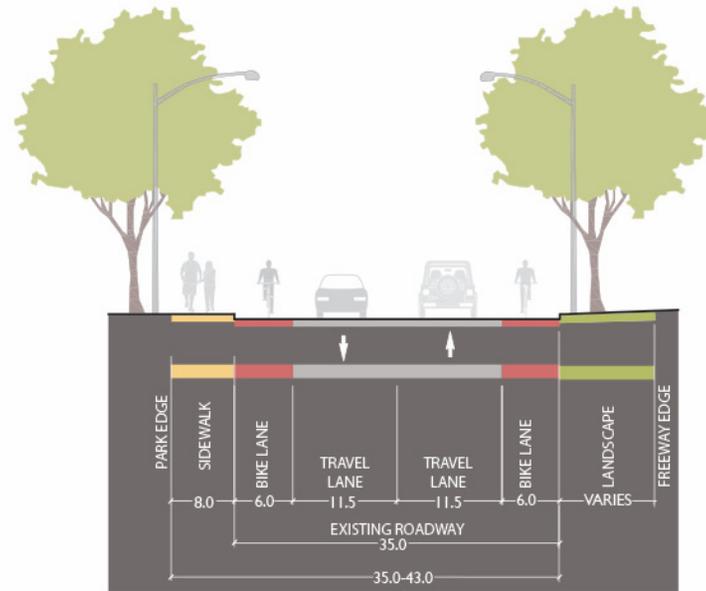
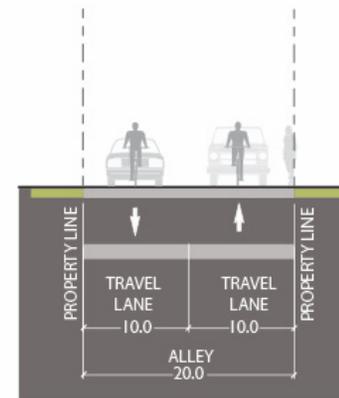


Figure 7-14: Commercial or Mixed-Use Private Alley



D. Miller Regional Park Roadways

Ramp Way

The existing roadway for Ramp Way is proposed to narrow from 15-foot-wide travel lanes to 11-foot-wide travel lanes to provide for perpendicular parking adjacent to the marina edge and parallel parking (Figure 7-15). In place of shared-use travel lanes, this section includes the addition of a buffer space for plantings and streetlights, a Class I shared-use path along the rail levee, and a minimum 5.5-foot-wide sidewalks adjacent to parking on the marina edge of the roadway.

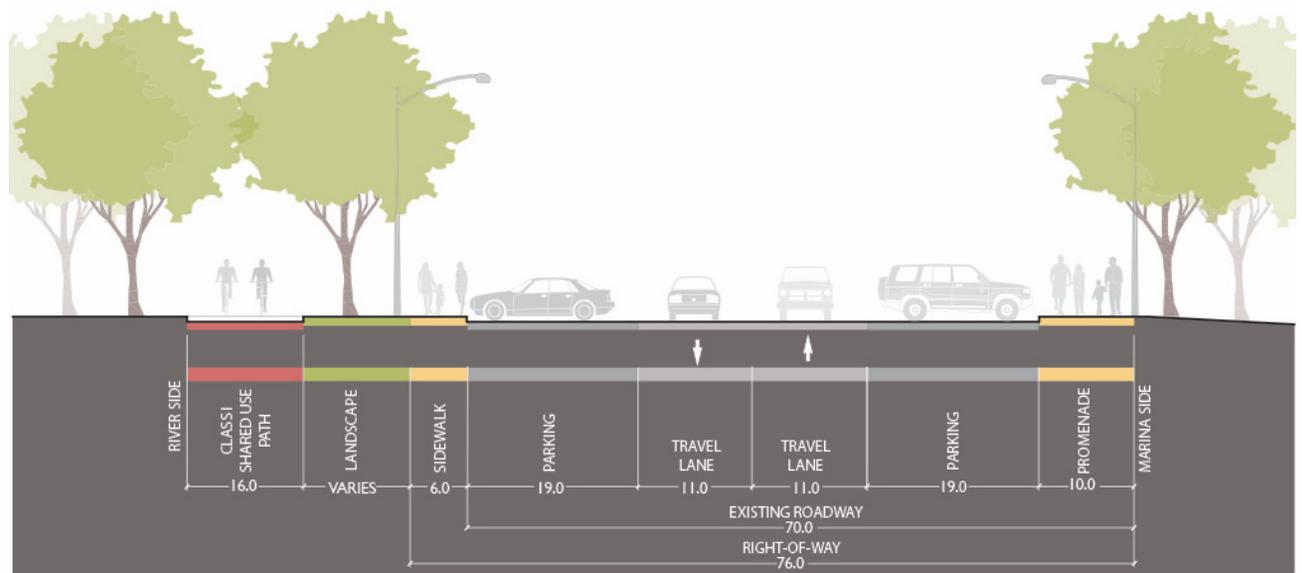
Marina View Drive

The existing roadway for Marina View Drive is proposed to be reoriented and reconfigured to include 12-foot-wide travel lanes and perpendicular parking on both sides (Figure 7-16). Adjacent to the marina edge, a 10-foot-wide shaded promenade is proposed. On the lands adjacent to the river, continuous sidewalks will be provided adjacent to parking areas and a Class I shared-use path proposed that meanders through the open space lands along the riverfront edge.

Figure 7-15: Ramp Way



Figure 7-16: Marina View Drive



E. Local Residential

Local Residential Streets

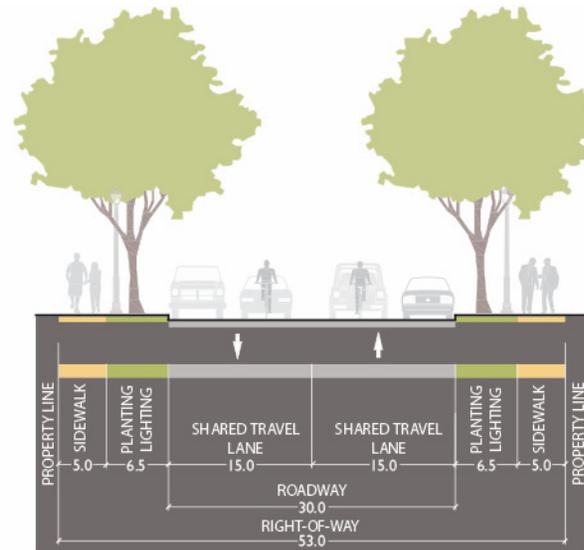
The typical local residential streets in the Specific Plan Area are based on the recommended residential street sections in the Street Design Standards. This provides for 15-foot-wide shared-use travel lanes and separated sidewalks, with a minimum 6.5-foot-wide landscape planter and 5-foot-wide sidewalks on both sides (Figure 7-17).

Designated Class III bike routes, where shown in Figure 7-26, should be marked with sharrow on the street and signed as a bike route.

Local Residential Streets with Bike Lanes

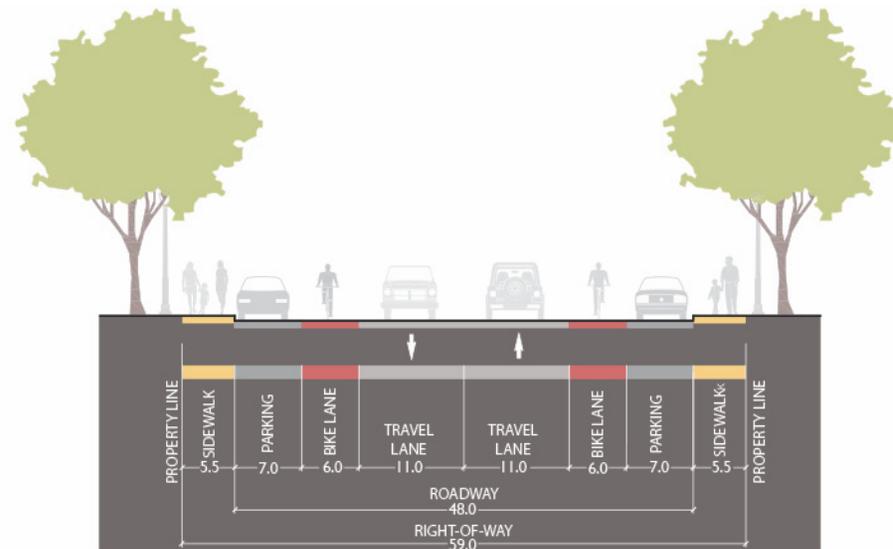
On 7th Street, higher priority is placed on an efficient bicycle route centrally located to serve the West Broadway area. Class II bike lanes are recommended to enhance connections to neighborhood park and open space areas and to the schools in the Specific Plan Area (Figure 7-18).

Figure 7-17: Typical Local Residential Street



Applicable to 6th Street, 8th Street, Tailoff Lane, and Other Local Residential Streets without Bike Lanes (See Figure 7-3)

Figure 7-18: Typical Local Residential Street with Bike Lanes



Applicable to 7th Street

Crate Avenue

The street section for Crate Avenue between 5th and 6th Streets is shown in Figure 7-19. It reflects a narrower right-of-way than the typical residential street section, with 15-foot-wide shared-use travel lanes that can also accommodate on-street parking and a Class III bike route and attached sidewalks, which reflect a section more similar in profile to Crate Avenue in The Mill at Broadway.

McClatchy Way

McClatchy Way is proposed to be improved with future development or improvement in the Marina Vista subarea to include new sidewalks along the property line of Marina Vista, travel lanes in each direction, and bike lanes (Figure 7-20). Such improvements would require encroaching into the property line for Marina Vista.

Figure 7-19: Crate Avenue Between 5th Street and 6th Street

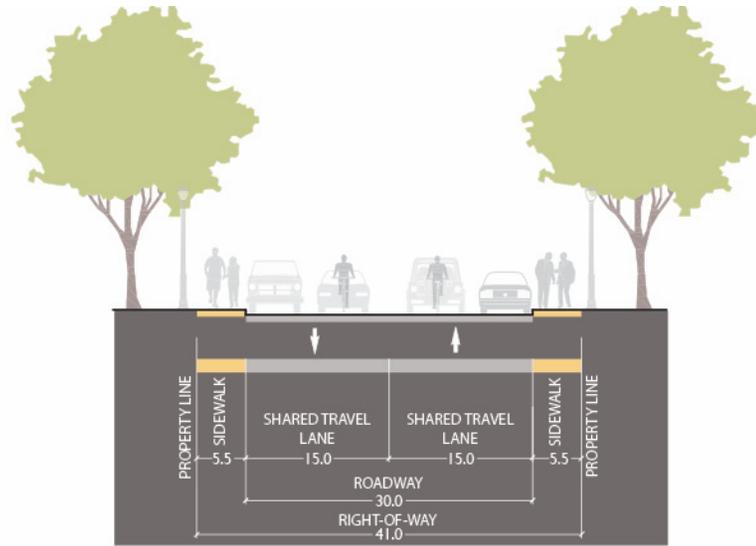
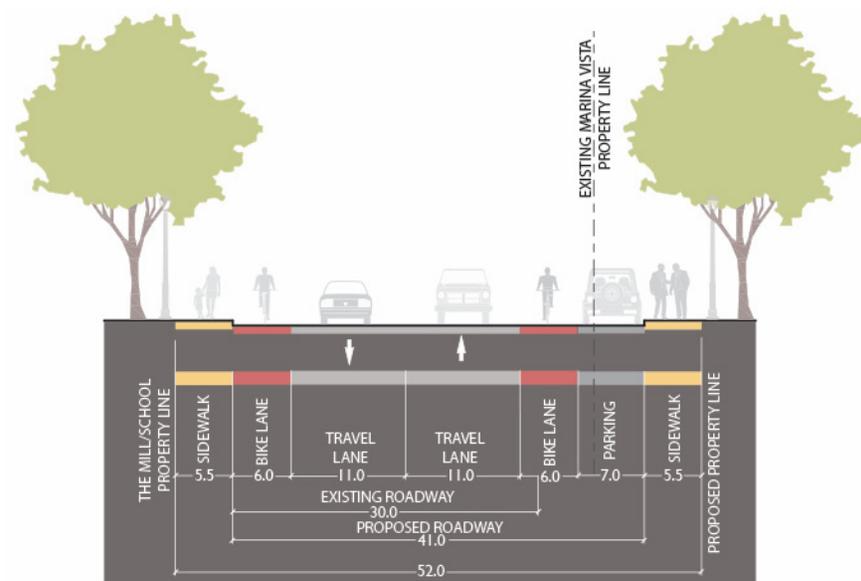


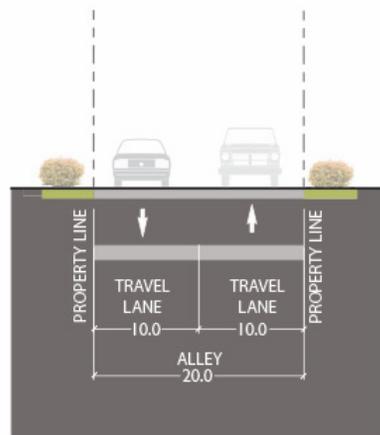
Figure 7-20: McClatchy Way with Improvement of Marina Vista



Residential Private Alley

Private alleys provide access to residential garages and may be appropriate for providing access to an array of attached and multi-family housing types. Residential alleys are especially encouraged as an option for homes fronting onto higher-volume arterial or collector roadways, such as Broadway and 5th Street. Private alleys in the Specific Plan Area allow two-way access and have a minimum 20-foot-wide right-of-way, with a minimum 4-foot-wide setback needed to accommodate maneuvering for garage access and parking (Figure 7-21).

Figure 7-21: Residential Private Alley



7.3.5 Traffic Analysis Results and Intersection Improvement Recommendations

This Specific Plan proposes improvements to the roadway network that will help accommodate existing traffic and additional traffic as development occurs and allow the project to self-mitigate potential traffic impacts. Traffic analysis incorporating the additional vehicular trips was performed for the study area intersections shown in Figure 7-22. The Specific Plan Area under existing conditions generates approximately 1,000 vehicle trips to the study area during each a.m. and p.m. peak hour. Build-out of the Specific Plan Area is projected to add an estimated 2,700 vehicle trips to the area during the a.m. peak hour and 3,300 vehicle trips during the p.m. peak hour.

This Specific Plan was evaluated against the significance criteria established by the City of Sacramento in the Mobility Element of the General Plan, which address potential roadway, bicycle, pedestrian, and transit impacts. Roadway impacts were assessed based on the City’s level of service and vehicle miles traveled thresholds. The recommended intersection and traffic controls, identified in the next section, address all the necessary improvements for this Specific Plan to acceptably meet the significance criteria.

Figure 7-22: Traffic Study Intersections



Source: Fehr & Peers, 2019

Recommended Intersection and Traffic Control Improvements

With the cumulative build-out of the Specific Plan Area, intersection improvements and traffic controls, such as stop signs and traffic signals, will be necessary to support safe access in the Specific Plan Area and address City improvement standards and significance criteria.

Based on the results of the traffic analysis, the following intersection and traffic control improvements will be necessary as development occurs and transportation improvements, such as the Broadway Bridge and Broadway street improvements, take place:

- ▲ widening of the I-5 northbound off-ramp to include a northbound left-turn lane, a cumulative improvement necessary with development of the Broadway Bridge;
- ▲ traffic signals, as shown in Figure 7-23, at:
 - the I-5 northbound off-ramp intersection with Broadway, a cumulative improvement that will be necessary with the development of the Broadway Bridge;
 - the Front Street/Broadway intersection with the development of the Specific Plan Area and Broadway Bridge; and
 - the Broadway/8th Street intersection when the future realignment of Muir Way occurs with the future development of the Alder Grove subarea; and
- ▲ stop signs when meeting warrants, where shown in Figure 7-23, as new roadways are constructed.

Existing and Recommended Traffic-Calming Measures

Figure 7-24 identifies the existing traffic-calming measures located in the residential areas of the Specific Plan Area, which currently consist of speed lumps, and pedestrian refuge islands.

The planned new roadways are forecasted to have low traffic volumes and speeds, due in part to the close spacing of traffic controls. Also, as shown in Figure 7-24, existing traffic-calming measures are in place south and east of the Specific Plan Area. However, certain residential roadways would be more conducive to and efficient for vehicular circulation and access and could be signed to encourage their use as auto routes, while other roads could be designed as quieter streets. First Avenue, Crate Avenue, and McClatchy Way provide primary east-west access. Fifth Street and Muir Way to 8th Street are primary north-south collector roadways. The other Specific Plan Area roadways should be oriented more to internal vehicular travel.

The Broadway Complete Streets Project will include a midblock crossing to connect Alder Grove to O'Neil Field that includes a pedestrian refuge area in the center median, sidewalk bulb-outs, and high-visibility crosswalk markings, to slow traffic and ensure pedestrians are visible to traffic when crossing.

Figure 7-23: Recommended Traffic Control Improvements



Source: Fehr & Peers, 2019

Figure 7-24: Existing Traffic-Calming Measures



Source: Fehr & Peers, 2019

7.4 Pedestrian Circulation System

7.4.1 Existing Conditions

Existing sidewalk connectivity in the Specific Plan Area is intermittent. Although some roadways have continuous sidewalks lining both sides of the street, many have discontinuous sidewalks or lack sidewalks on one side. Figure 7-25 shows the location of existing and planned pedestrian facilities and highlights the locations where sidewalks are missing. Some of the key locations where sidewalks are missing are:

- ▲ most of 1st Avenue;
- ▲ the east side of 5th Street, between McClatchy Way and Vallejo Way;
- ▲ the east side of Muir Way, between Warner Street and Kemble Street;
- ▲ the west side of Riverside Boulevard from Broadway to Fremont Way; and
- ▲ Front Street, immediately north of Broadway.



Streets along 1st Avenue, currently occupied by industrial uses next to Alder Grove, lack sidewalks.

7.4.2 Planned Improvements

An interconnected pedestrian network is planned through new greenways within the open space network and walkways along the improved street grid in the Specific Plan Area, as shown in Figure 7-25. This pedestrian network allows residents to conveniently walk from their homes to open space amenities, schools, transit, retail, and other neighborhood services in the vicinity.

The City's Pedestrian Master Plan also identifies 5th Street and Muir Way as facilities that will be designed as enhanced pedestrian facilities. Opportunities to widen the sidewalks and provide additional bike and pedestrian amenities on these streets are recommended. With realignment of Muir Way to connect with 8th Street, the north end of Muir Way can be converted to a shaded public space and function as a neighborhood bike and pedestrian travel gateway.

Figure 7-25: Planned Pedestrian Circulation Improvements



Source: Fehr & Peers, adapted by Ascent in 2019

7.5 Bicycle Circulation System

7.5.1 Bicycle Facility Classifications

Bicycle facilities are categorized as Class I, II, III, or IV facilities in the city, as described below:

- ▲ **Class I facilities** are shared-use paths for bicyclists and pedestrians that are separated from automobile traffic for the exclusive use of bicyclists and pedestrians. Class I facilities can also be designed to accommodate other modes of transportation, including equestrians.
- ▲ **Class II facilities**, commonly referred to as bike lanes, are dedicated facilities for bicycle travel immediately adjacent to automobile traffic. Class II facilities are identified with striping, pavement markings, and signage and include buffered bike lanes, which are enhanced with separation from the travel lane or parking with a painted buffer.
- ▲ **Class III facilities**, commonly referred to as bike routes, are on-street routes where bikes and automobiles share the road. They are identified with pavement markings and signage and are typically assigned to low-volume and/or low-speed streets.
- ▲ **Class IV facilities** are separated bikeways or cycle tracks designed exclusively for bicycle riders that are located in or directly adjacent to the roadway. A key feature of the Class IV bikeway is a vertical element that provides further separation from motor vehicle traffic, such as a vertical curb, painted buffer with flexible post, parked cars, landscape area, or fixed barrier.

7.5.2 Existing Conditions

Existing bike facilities in the Specific Plan Area are shown in solid lines in Figure 7-26. As shown in the figure, the Specific Plan Area is served primarily by bike lanes along Broadway. Some bike lanes exist along Muir Way and 5th Street through the Specific Plan Area; however, there are many gaps in connectivity. Beyond the Specific Plan Area, bike lanes exist along 5th Street, 9th Street, and 10th Street to the north; on Riverside Boulevard to the east; and along the Sacramento River Parkway, providing connections to the broader region.

Within Miller Regional Park, an existing Class III bike route is provided along Ramp Way. A Class I shared-use path along the Sacramento River enters the Specific Plan Area on the north end and extends south but stops short of Miller Regional Park. It connects to the park via a Class III route on Broadway and Ramp Way. The Class I shared-use path along the Sacramento River then picks up again at the south end of the Class III route on Ramp Way, as shown in Figure 7-26.

7.5.3 Planned Improvements

The Specific Plan Area has several new Class I, II, and III bike facilities, as shown in dashed lines in Figure 7-26, to complete the bicycle network in the Specific Plan Area, emphasizing connections to Miller Regional Park, neighborhood parks, schools, transit facilities, and adjacent neighborhood areas.

Planned bike facility improvements in the Specific Plan Area include:

- ▲ enhanced Class II buffered bike lanes along the length of Broadway;
- ▲ Class I shared-use paths, west of 5th Street, to link The Mill at Broadway and Marina Vista subareas to new parks and provide safe neighborhood routes to schools;
- ▲ a distributed network of Class II bike lanes through the neighborhood created along 3rd Street, 5th Street, 7th Street/ McClatchy Way, and Crate Avenue; and
- ▲ Class III bike routes closing gaps in the bicycle network to connect with Vallejo Way.

Local residential roads are also low volume and low speed, allowing bikes to share the roadway with vehicles.

A Class I shared-use path is proposed east and parallel to the excursion train line, north of Ramp Way, to connect the Specific Plan Area with Class I bike paths north of Broadway along the Sacramento River Parkway. South of Ramp Way, because of topography and right-of-way constraints, a Class III bike route extends bike access south to reconnect with Class I bike paths on the Sacramento River Parkway, south of Miller Regional Park.

Under Scenario A for the Marina/Miller Regional Park, this plan proposes a Class I shared-use path along the Sacramento River and two new bike/pedestrian bridges that would cross the marina. One of these bike/pedestrian bridges would be provided between the current north and south basin of the marina and another at the southern end of Marina View Drive over the boat entry and exit

Figure 7-26: Planned Bike Facility Improvements



Source: Grid 3.0, adapted by Ascent in 2019

point into the marina docks. The bike/ pedestrian bridge over the marina boat entrance would need to be a movable bridge or raised to allow boat access in and out of the marina.

Both Scenarios A and B for the Marina/Miller Regional Park identify the potential for a pedestrian/bicycle bridge near the south end of the marina, as depicted in Figure 7-26, for connecting Miller Regional Park to the Stone Lock district in West Sacramento, creating a 5-mile continuous waterfront trail loop from Railyards Boulevard to Miller Park and back. In accordance with U.S. Coast Guard requirements, this bridge must be either a movable pedestrian bridge or permanently raised across the Sacramento River to allow boats and other water vessels to cross underneath.

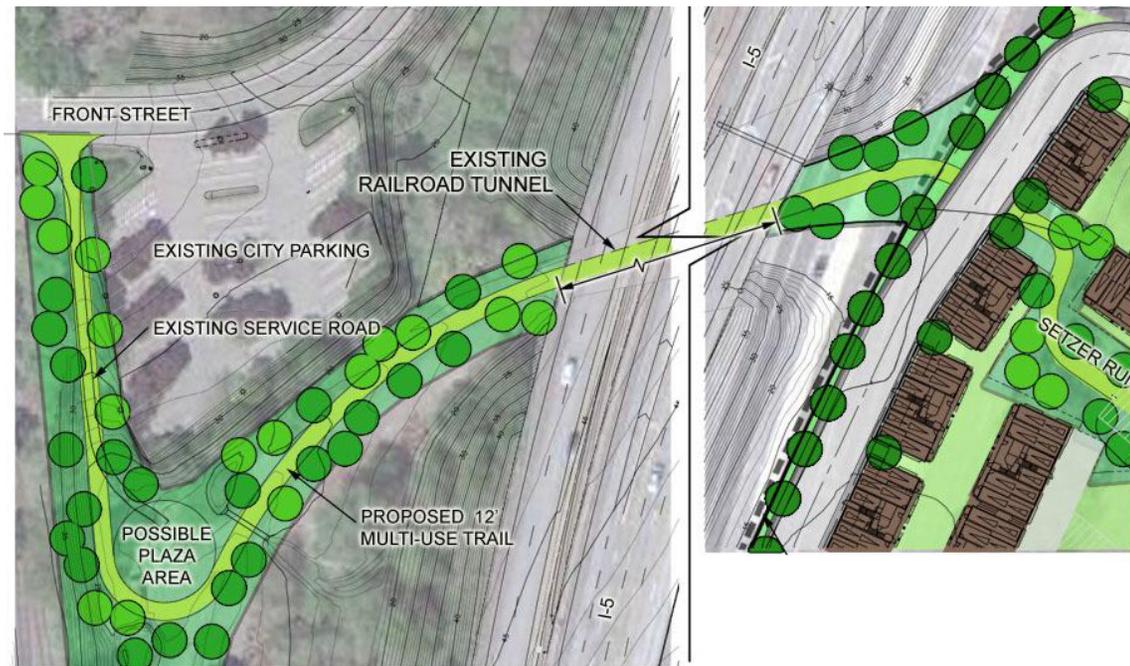
As noted earlier, improvements to the existing tunnel beneath I-5 will provide the Specific Plan Area a better connection to and from Miller Regional Park. It would connect with the Setzer Run shared-use path planned at The Mill at Broadway; travel underneath I-5; and ramp up to Front Street, as identified in the tunnel-schematic plan in Figure 2-11 of the Northwest Land Park PUD (Figure 7-27).

Improvements are needed to help facilitate the use of the tunnel as a shared-use path from the Specific Plan Area to Miller Regional Park. Tunnel improvements should consist of:

- ▲ enhanced gateway and wayfinding identification on both end of the tunnel entry;
- ▲ safety lighting;

- ▲ public art and enhanced paving to support the activation of the tunnel; and
- ▲ landscaping, plazas, and park programming, such as walking trails, a dog park, park information station, or other activities along the shared-use path through the existing city parking lot within Miller Regional Park.

Figure 7-27: Context and Concept for Railroad Tunnel and Shared-Use Path under I-5



Tunnel Option - Schematic Trail Plan

Source: Northwest Land Park PUD, 2011

7.6 Transit System

7.6.1 Existing Conditions

The Sacramento Regional Transit District operates 45 bus routes and three light rail lines (the Blue Line, Gold Line, and Green Line) within a 367-square-mile service area throughout Sacramento County, including Folsom. The Specific Plan Area is directly served by three bus routes:

- ▲ Route 102 - Riverside Commuter provides connections primarily along Riverside Boulevard and 9th Street, between the Pocket Transit Center and Downtown Sacramento, with a bus stop near the intersection of 8th Street and Broadway.
- ▲ Route 11 - Natomas/Land Park provides connections between Sacramento City College in Land Park and the Club Center at Natomas, with a bus stop near 5th Street and Broadway.
- ▲ Route 51 - Stockton/Broadway provides connections between the Florin Towne Centre and Downtown Sacramento, with a bus stop near the intersection of 8th Street and Broadway.

Existing service times and frequencies for these bus routes are shown in Table 7-2. The existing bus facilities within and nearest to the Specific Plan Area are a bus stop sign at 5th Street and Broadway; a bus stop sign, bench, and bench at Broadway, near 6th Street; and a bus shelter, bench, and trash bin at the Route 51 and 102 bus stops near 8th Street and Broadway.

Table 7-2: Schedule for Sacramento Regional Transit District Bus Routes Serving the Specific Plan Area

Route	Weekday		Saturday		Sunday	
	Frequency (min.)	Span	Frequency (min.)	Span	Frequency (min.)	Span
102 – Riverside (Pocket Transit Center to Downtown [8th and F])	60 (at peak hours only)	5:30 a.m.–9:00 a.m., 2:30 p.m.–7:00 p.m.	N/A	-	N/A	-
11 – Natomas/Land Park (Land Park/Sacramento City College to Natomas/Club Center)	30	6:00 a.m.–8:00 p.m.	45	7:00 a.m.–8:00 p.m.	45	7:00 a.m.–8:00 p.m.
51 – Stockton/Broadway (Florin Towne Centre to Downtown [8th and F])	15	5:30 a.m.–10:00 p.m.	20 at peak (30 before 7 a.m. and after 5 p.m.)	6:15 a.m.–10:00 p.m.	20 at peak (30 before 10 a.m. and after 4:30 p.m.)	6:15 a.m.–9:30 p.m.

Note: Schedule time span noted to the nearest 15 minutes.

Source: Sacramento Regional Transit, 2019

The Specific Plan Area is located approximately three-quarters of a mile from the nearest light rail stations, at 8th and O Streets and Broadway near Freepport Boulevard.

Miller Regional Park is also along the tracks that accommodate the Sacramento Southern Railroad excursion train, which departs from Old Sacramento for a 6-mile trip to Baths along the banks of the Sacramento River. The train operates seasonally on weekends, with up to 16 trains a day, according to the Federal Railroad Administration. It travels past Miller Regional Park, which is currently demarcated with a signpost along the railroad tracks.

7.6.2 Recommended Transit Improvements

RT Bus Route 51 provides the most frequent and convenient service between the Upper Land Park neighborhood and Downtown Sacramento, including connections to both light rail stations. However, with the route's current configuration, the nearest existing bus stop, at 8th Street and Broadway, can be a far walk from the west end of the Specific Plan Area.

In coordination with SacRT, as the Specific Plan Area builds out and the Broadway Bridge is implemented, additional high-frequency bus or shuttle routes, including a commuter bus route, should be examined to serve not only the Specific Plan Area but also Miller Regional Park. This line could be designed to connect Sacramento to West Sacramento along the river and to the existing light rail stations in the city and planned light rail stations in West Sacramento.



Signpost for Miller Regional Park along the Sacramento Southern Railroad recreational excursion train line, departing from Old Sacramento

Current bus stops in the Specific Plan Area could be improved. Bus pullouts, bus shelters, benches, route information, and other pedestrian conveniences, such as shade, lighting, and trash receptacles, should be coordinated with SacRT as improvements are made in the area.

As stated above, Miller Regional Park is located on the line of a recreational excursion train operating from Old Sacramento. As improvements to Miller Regional Park are made, these plans should be coordinated with the California Department of Parks and Recreation to consider the potential for an excursion train stop and deboarding platform at the park, to allow for connections between Old Sacramento, Miller Regional Park, and the Sacramento Zoo.

7.7 Implementation

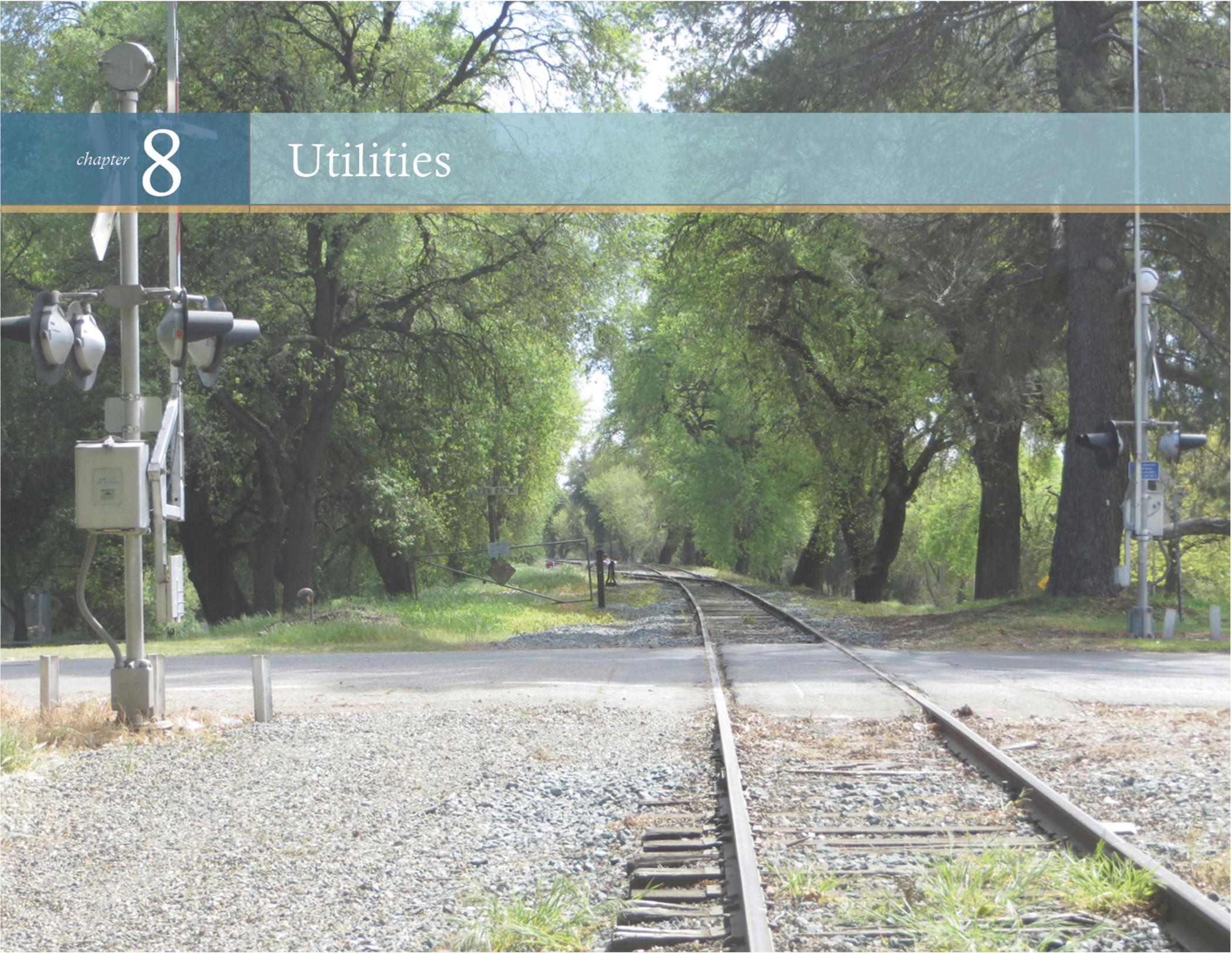
The actions identified in Table 7-3 will assist with implementation of proposed Specific Plan Area circulation improvements. The table identifies the strategy, implementation actions, location in this Specific Plan where additional information is available, the timeframe, and the parties responsible for implementing the action.

Table 7-3: Mobility Implementation Actions					
Strategy & Action Number	Strategy/Action	Specific Plan Policies Addressed	Specific Plan Section Reference for Additional Detail	Timeframe	Responsibility
Note:	Timeframe: Short term = 0–5 years; Medium term = 5–10 years; Long term = 10+ years				
Multimodal Roadways					
Strategy M-1: Implement a Multimodal Street Grid Network					
Implement circulation improvements that enhance mobility and access for all users, including pedestrians, bicyclists, transit users, and drivers.					
M-1.1	Roadway Improvements. Facilitate the construction of the planned roadway and streetscape improvements shown in Figure 7-2, as provided by the street sections in Section 7.3.5 as new development occurs.	M-1.1	Chapter 7.3	Ongoing	Community Development; Public Works; Project Applicant
M-1.2	Broadway Streetscape Improvements. Facilitate the construction of streetscape improvements identified for Broadway in the Broadway Complete Streets Project.	M-1.2	Chapter 7.3	Short term	Public Works
M-1.3	Pedestrian Network. As development occurs, facilitate the construction of the planned pedestrian improvements associated with the development, as provided in Figure 7-25 and summarized in Section 7.4.2.	M-1.1, M-1.3, M-1.5	Chapter 7.4	Ongoing	Community Development; Public Works; Project Applicant
M-1.4	Bicycle Network. Update the Bikeway Master Plan for consistency with the Specific Plan. Construct the planned bicycle improvements shown in Figure 7-26 and summarized in Section 7.5.3 as development in the Specific Plan Area occurs, with bike lanes designed in accordance with City Street Design Standards.	M-1.3, M-1.4, M-1.5, M-2.2	Chapter 7.5	Ongoing	Community Development; Public Works; Project Applicant
M-1.5	Transit Services. As new development provides transit-supportive land uses, the City will assist the Sacramento Regional Transit District in expanding transit services to extend the transit priority area beyond the service area of Route 51.	M-1.6	Chapter 7.6	Ongoing	Public Works; Sacramento Regional Transit District; Project Applicant

Table 7-3: Mobility Implementation Actions					
Strategy & Action Number	Strategy/Action	Specific Plan Policies Addressed	Specific Plan Section Reference for Additional Detail	Timeframe	Responsibility
Note:	Timeframe: Short term = 0–5 years; Medium term = 5–10 years; Long term = 10+ years				
M-1.6	Transit Stop Improvements. As new development is proposed and/or the City makes streetscape improvements, the City will consult with the Sacramento Regional Transit District about necessary improvements to existing stops and adding new stops that facilitate expanded service, including a future transit stop to serve the Sacramento Marina and Miller Regional Park and the West Broadway Gateway subarea.	M-1.6	Chapter 7.6	Ongoing	Public Works; Sacramento Regional Transit District; Project Applicant
Safe and Accessible Streets					
Strategy M-2: Support Safety Improvements within Specific Plan Area Roadways					
Upgrade streets in the Specific Plan Area to current City standards as streetscape improvements or development in the Specific Plan Area occurs.					
M-2.1	Traffic-Calming and Intersection Improvements. As new development occurs, facilitate the construction of recommended traffic control and intersection improvements identified in Figure 7-23. Street intersections shall have clearly marked crosswalks constructed to City Street Design Standards and the City’s Pedestrian Safety Guidelines for stop sign–controlled approaches and signalized intersections.	M-2.2	Section 7.3.6	Ongoing	Community Development; Public Works; Project Applicant
M-2.2	Streetscape Improvements. With construction of streetscape improvements along Broadway, improve street crossings at the intersections of Broadway at 5th Street and Muir Way, and improve pedestrian lighting for businesses along the corridor.	M-2.2, M-3.4	Section 7.3.6	Short term	Public Works

chapter 8

Utilities





Chapter Organization

- 8.1 Chapter Overview
- 8.2 Utilities Goals and Policies
- 8.3 Wastewater and Storm Drainage
- 8.4 Water Supply
- 8.5 Electricity
- 8.6 Natural Gas
- 8.7 Petroleum
- 8.8 Telecommunications
- 8.9 Solid Waste Collection
- 8.10 Implementation

8.1 Chapter Overview

This chapter summarizes the utility systems needed to support new development as envisioned by this Specific Plan.

8.2 Utilities Goals and Policies

The following goals and policies support the provision of utility services to meet the projected demands generated by new development in the Specific Plan Area.

Utilities Goals and Policies	
Goal U-1	<i>As development occurs, each project will be responsible for contributing its fair share of required utility improvements, based on current City standards.</i>
Policy	U-1.1: Provide the required sewer system facility improvements to serve new project development in accordance with current City standards.
Policy	U-1.2: Construct necessary improvements to provide adequate water and fire flow capacity to serve new project development in accordance with current City standards.
Policy	U-1.3: Ensure utilities are in place before project development.
Policy	U-1.4: Prioritize the undergrounding of electric utilities in conjunction with project and/or streetscape improvements.
Policy	U-1.5: Where buildings are set back more than 12 feet from the property line, new development should dedicate a public utility easement to provide additional space for utilities.

8.3 Wastewater and Storm Drainage

The West Broadway area is served by the City of Sacramento for sanitary sewer and storm drainage. The majority of the Specific Plan Area is served by the Combined Sewer System (CSS) with the exception of Miller Regional Park and the Sacramento Marina. The park and marina are served by the CSS for sanitary sewer; however, storm drainage is discharged directly into the Sacramento River. The CSS is the legacy storm drain and sanitary sewer system that conveys both stormwater and sanitary sewer flows. The City discontinued constructing combined sewer and storm systems in 1946, but continued connections to the existing CSS are allowed.

8.3.1 Combined Sewer System

The CSS is a collection system of pipes that convey both sanitary sewage and stormwater in a single pipeline. The piping system is greatly oversized for the sanitary sewer component but inadequate for the City's current storm drainage design standard of 10-year capacity. This system generally works well except during heavy rainfall storm events.

The CSS has issues with combined sewer outflows and overflows, during which flows to the CSS exceed the system capacity. Outflows occur when surcharges to the CSS flow onto the streets. Overflows are defined as the rare instances when untreated flows discharge to the Sacramento River. Outflows and the rare overflow usually occur only during heavy rainfall storm events. The City has developed an improvement program to reduce combined sewer outflow events in the overall systems, including rehabilitating and expanding Sumps 1/1A and 2, two pumping stations located on the Sacramento River; rehabilitating Pioneer Reservoir and converting it into a treatment facility; rehabilitating and upsizing the sewer mains in the CSS; and rehabilitating the Combined Wastewater Treatment Plant (CWTP). These and other projects identified in the program have been completed.

Current flows into the CSS are conveyed westerly to Sumps 1/1A and 2. For secondary treatment and disinfection of the flow, the City has entered into an agreement with the Sacramento Regional Wastewater Treatment Plant (SRWTP) to convey 60 million gallons per day (mgd). This treatment capacity is currently sufficient for dry-weather flows.

During heavy storms when the capacity is exceeded, the CWTP, located at South Land Park Drive and 35th Avenue, is used to provide primary treatment of an additional 130 mgd. Excess flows from the SRWTP and CWTP are diverted to the Pioneer Reservoir storage and treatment facility, which has a capacity of 350 mgd. When all three treatment facilities (SRWTP, CWTP, and Pioneer facility) have reached capacity, excess flows are directly discharged into the Sacramento River without treatment from Sump 2. Sump 1/1A also has the ability to discharge flows directly to the river. When the pipeline system and treatment plant capacities are surpassed, the excess flows flood local streets in the Downtown area through maintenance holes and catch basins.

The City prepared a Combined Sewer System Improvement Plan (CSSIP) Update Report in 2014. The CSSIP is an ongoing, multi-year project intended to evaluate and provide recommendations for projects to alleviate flooding in the CSS area during a 10-year event and to prevent structure flooding during the 100-year event. The CSSIP Update Report analysis of the system improvements includes an allowance of increased sewer flows from future development.

Recommendations for specific project improvements that provide localized or systemwide flood reductions have been identified. The projects are prioritized based on considerations such as flood-reduction benefits, cost-effectiveness, ensuring no increase in untreated discharges, sewer condition/age, cost-sharing opportunities, and City/community interests. The project does not identify any projects in the Specific Plan Area. However, it does identify three projects along Riverside Avenue just east of the Specific Plan Area:

- ▲ WA3-5: Beverly Way In-Line Storage,
- ▲ WA3-7: Target Parking Storage, and
- ▲ WA6-2: Riverside Boulevard Upsizing.

8.3.2 Existing Conditions

The CSS, which conveys sanitary sewage and stormwater from the Specific Plan Area (Figure 8-1), consists of pipes ranging in size from 6 inches to 120 inches in diameter. The largest pipe in the CSS is the 120-inch Pioneer Interceptor (force main), which conveys flows from Sump 2 to the Pioneer Reservoir. Piping material includes brick, polyvinyl chloride, reinforced concrete pipe, and vitrified clay pipe. Flows for the system are generally from the north to the south through the Specific Plan Area.

East of I-5, the collection system connects with a 60-inch CSS pipeline located in 5th Street that carries flows through the Specific Plan Area from north to south. Sanitary sewage and stormwater from the easterly portion of the Specific Plan Area, including the Alder Grove public housing community, are collected into a 30-inch CSS main that carries flows toward Riverside Boulevard. The 120-inch CSS Pioneer Interceptor follows Front Street and runs along the western edge of I-5 to a point west of Leataata Floyd Elementary School, where it crosses under the freeway and then runs along the eastern edge of I-5.

The drainage and sanitary sewage are typically collected in 6-inch to 12-inch piping systems located in alleyways and streets. The collection system in the Specific Plan Area has collector pipelines ranging in size from 16 to 30 inches in diameter. Development in the Specific Plan Area will require upsizing smaller drain lines and inlet leads to a minimum of 12 to 15 inches in diameter.

Miller Regional Park and Sacramento Marina

The sanitary sewer system for Miller Regional Park and the Sacramento Marina area consists of four sewer pump stations: Sumps 3, 123, 124, and 125. These small pump stations collect the sewer flows from the area and discharge it to the CSS through a 6-inch force main located in Front Street. Sumps 123, 124, and 125 are all small duplex (two) pump stations with a firm capacity of 0.2 mgd that feed into the larger Sump 3 duplex pump station, which has a firm capacity of 0.3 mgd. The storm drainage is collected in an 8-inch to 10-inch gravity system at three main points, two of which discharge into the water area of the marina docks. The third discharges directly to the Sacramento River.

8.3.3 Standards and Guidelines

The CSS area is regulated by the Central Valley Regional Water Quality Control Board per Cease and Desist Order No. 85-342 (Order). The Order, including its amendments, requires the City to make operational improvements to reduce combined sewer and runoff overflows and to ultimately provide 10-year capacity for the CSS.

8.3.4 Wastewater and Stormwater Drainage

Anticipated future development in the Specific Plan Area will add 3,787 residential units, ranging in density from 18 to 250 units per acre; a relatively small amount of public/park/recreational building area, ranging from 27,500 to 42,500 square feet, based on the two scenarios for Miller Regional Park; and a small reduction in commercial uses of between 10,775 and 50,776 square feet with development to replace industrial uses, based on scenarios described in this Specific Plan. The increase in residential dwelling units is expected to increase sanitary sewer flows. However, the increased flows are anticipated to be relatively small compared to the stormwater component of the CSS design flows.

Wastewater Demand

The City of Sacramento Design and Procedures Manual (Section 9, “Sanitary Sewer Design Standards”) contains the standards for sewer generation rates, which identify average daily flow rates and factors for residential and non-residential uses. The recently adopted standard for sewer generation is 310 gallons per day (gpd) per Equivalent Single-Family Dwelling (ESD). A factor of 0.75 ESD per residential unit was selected based on the multi-family nature of the residential uses in the Specific Plan Area. This factor when multiplied by 310 gpd per ESD yields a sewer generation rate of 232.5 gpd per residential unit.

Based on the anticipated development of 3,787 dwelling units, the anticipated increase in the residential average dry weather flow is 0.88 mgd ($=3,787 \text{ units} \times 0.75 \text{ ESD} \times 310 \text{ gpd/ESD}$).

Developers will be responsible for funding and installing the infrastructure required for their projects. To mitigate the increased sewer flows, the City will also consider one of the following approaches:

1. Project development pays the established Combined Sewer Development fee, which is an impact mitigation fee that requires mitigation of any significant increase in wastewater flows over the present level. If a proposed development project is determined to have a significant impact on the CSS, payment of the fees is acceptable to mitigate the project's sewer impacts.
2. At the City's discretion, the project developer can participate in a City-sponsored project that improves the system in the area and can be upsized to incorporate mitigation of the project. A separate cost sharing agreement shall be executed for this option.

Stormwater Drainage

Since most of the sites in the Specific Plan Area are previously developed with highly impervious surfaces (e.g., rooftops, parking lots, sidewalks), the stormwater runoff flows from the projects are not anticipated to increase with new development. On the other hand, the Alder Grove and Marina Vista public housing communities currently consist of a significant amount of open space areas. Development of these sites with increased densities could increase the amount of impervious surface areas, which would lead to increased stormwater runoff. The stormwater runoff characteristics of the current and proposed land uses are similar. As a result, the peak stormwater flow rate and volume of rainfall runoff is not expected to significantly change when the land use changes.

The City requires the developer to mitigate the increased drainage flows. The City will consider one of the following approaches to mitigate project impacts:

1. Project developer directly mitigates the impacts using low-impact development best management practices per Section 9.4.12 of the City's Design and Procedure Manual.
2. Project developer directly mitigates the impacts via public and/or private storage and other measures in accordance with Section 11 of the Design and Procedures Manual and the On-site Design Manual. The set-up of hydraulic models shall be in accordance with the CSS model user guide. Prior to hydraulic modeling, the designer shall schedule a meeting with the Department of Utilities to review the project, review the modeling parameters, and discuss possible drainage solutions.

3. At the City's discretion, project developer can share in a City-sponsored project that improves the system in the area and can be upsized to incorporate mitigation of the project. A separate cost-sharing agreement shall be executed for this option.
4. According to the Draft Onsite Design Manual for on-site drainage storage within the CSS, the project developer provides a minimum of 7,600 cubic feet of on-site storage per acre of increased impervious area for the 100-year storage volume. The nominal capacity for discharges to the CSS is 0.18 cubic feet per second per acre. It should be noted that these requirements are contained in a draft of the On-Site Design Manual (as of September 2019) and may therefore be subject to change).
5. Alternatively, a project development may enter into a mitigation agreement with the city's Department of Utilities (DOU) and pay a CSS drainage impact fee. The fee would be based on the square footage increase of impervious surface. The agreement and exact fee are subject to approval by DOU.

8.3.5 Recommended System Improvements

The Specific Plan Area is well served by the existing CSS collection system. The existing large-diameter CSS trunk collection mains within the Specific Plan Area are adequate to serve the anticipated increase in sewer flows from denser development of the area, with proper mitigation and contributions to improve the greater CSS.

Most of the Specific Plan subareas consist of large single-landowner properties. These include the Alder Grove, Marina Vista, The Mill at Broadway Phase 5, and Miller Regional Park areas. These projects and other properties in the Specific Plan Area will provide utility infrastructure to serve their specific project area needs and will be required to mitigate any impacts on the CSS. There are no identified regional improvements that would benefit all of the potential development properties within the Specific Plan Area.

Figure 8-1: Existing Wastewater and Storm Drainage System



Source: West Broadway Specific Plan Utility Infrastructure Analysis, NV5, 2019

8.4 Water Supply

Domestic water to the Specific Plan Area is provided by the City of Sacramento. The City uses both surface water and groundwater to meet these water demands. It treats surface water diverted from the Sacramento River and American River through the Sacramento River Water Treatment Plant (SWTP) and the E. A. Fairbairn Water Treatment Plant (FWTP), respectively. Additionally, the City extracts groundwater from both the North Sacramento and Central Sacramento basins. Generally, the City has sufficient water supply for development consistent with the growth assumptions envisioned by the City's General Plan.

8.4.1 Water Supply System

Treatment Plants

The SWTP treats water diverted from the Sacramento River approximately one-half mile downstream of the confluence with the American River. Expansions and modifications to the treatment plant have been completed to increase the treatment plant design capacity, including one in 2016 that replaced many of the older facilities at the SWTP, to maintain the facility's 160-mgd capacity.

The current reliable water production capacity is approximately 160 mgd at the SWTP and 130 mgd at the FWTP when the Hodge Flow Criteria are not triggered. The Hodge Flow Criteria restrict diversions from the FWTP under certain low river flow conditions. During the time of peak demand, most often in June, July, or August, the Hodge Flow Criteria could limit the diversion rate at the FWTP to 100 mgd.

Groundwater Wells

The City currently operates 27 municipal groundwater supply wells. Twenty-five wells are located in the northern portion of the city, north of the American River, and the remaining two are located south of the American River. The total pumping capacity of the City's municipal supply wells is approximately 20 mgd, assuming 90 percent of the production capacity is available. The City has recently completed a well rehabilitation program that improved capacity at a number of wells. Overall, the groundwater facilities operated by the City are known to be at or near the end of their useful life, and the City is currently preparing a groundwater master plan to help determine the direction and anticipated

future capacity of the collective groundwater facilities. The City is nearing completion on two new wells in the southern portion of the system, at Shasta Park. The projects are anticipated to supply potable water by 2019–2020. The City anticipates the groundwater pumping capacity to increase to approximately 25 mgd after the activation of the rehabilitated wells and completion of the new groundwater wells.

Distributed Storage

The City maintains 11 enclosed distributed water storage reservoirs together with a total capacity of 45 million gallons (MG). This water is used to meet the water demand for fire flows, emergencies, and peak hours when demand exceeds the maximum day supply rates. A new 4-MG distribution storage tank at the Shasta Park site in the southern portion of the city is anticipated to be completed in 2019–2020, which will increase the total storage to 49 MG. In addition to the reservoirs, the SWTP and FWTP together maintain a combined on-site storage of over 44 MG.

Water Transmission and Distribution Mains

The City differentiates the water mains into two distinct categories: water distribution mains and water transmission mains. Water distribution mains are smaller pipelines located in the streets and alleys used for water services. Water transmission mains are larger pipelines used to convey water to the distribution mains.

It is City policy to use the water distribution mains only for water services, fire services, and fire hydrants. These pipes are typically 4 inches to 12 inches in diameter. These pipes may be tapped only with the approval of the City Department of Utilities. Considering each service tap is a potential weakening of the water main, the City currently has the policy to restrict the installation of service taps until after a project has been reviewed and approved by the City. This is to restrict the number of taps to the mains to those that are in the ultimate location per an approved development plan.

Transmission mains are 14 inches and larger in diameter. They are used to convey large volumes of water from the treatment plants to selected points throughout the distribution system. They are also used to transfer water to and from the storage reservoirs to meet fluctuating daily and seasonal demands. These mains cannot be tapped for water services, fire services, or fire hydrants.

8.4.2 Existing Conditions

The Specific Plan Area is generally served by an extensive system of service mains ranging in size from 6 inches to 12 inches in diameter (Figure 8-2). These mains are typically older steel pipelines. The development of the Northwest Land Park Planned Unit Development will provide a network of new water mains in The Mill at Broadway subarea. Strategic replacement of the smaller 6-inch and 8-inch pipelines is envisioned to serve the remaining potential infill development areas in the Specific Plan Area.

A major transmission main serving the greater Downtown Sacramento area from the SWTP enters the area at the northwest corner of the Specific Plan Area at Front Street. This 42-inch pipeline continues easterly through the Specific Plan Area along Broadway and then turns south along 5th Street to the southerly end of the Specific Plan Area. A 24-inch transmission main continues easterly along Broadway from the intersection at Broadway and 5th Street and then turns south, following Muir Way along the easterly edge of the Specific Plan Area boundary.

There are no active wells or reservoirs within the limits of the Specific Plan Area; however, there is an inactive irrigation well (Well #8), located near the end of Front Street, north of the entrance to Miller Regional Park and Marina. The nearest reservoir outside of the SWTP is the Riverside Reservoir, located south of the Specific Plan Area on the west side of Riverside Boulevard between 10th and 11th Avenues. This reservoir and the SWTP are identified by the City as critical infrastructure items.

8.4.3 Standards and Guidelines

City Standards

The City Department of Utilities has an active Capital Improvement Program for maintaining and upgrading the water supply system. The implementation of the water improvements necessary to serve a specific project site is typically the responsibility of future developers. City policy is to require the developer to construct any infrastructure necessary to support the project without compromising service or water quality to the project area. To determine whether water needs for a project can be met, a water supply test is performed on the existing system. If the existing water system is sufficient to meet the needs, no infrastructure upgrades are necessary. If the existing infrastructure is found to be

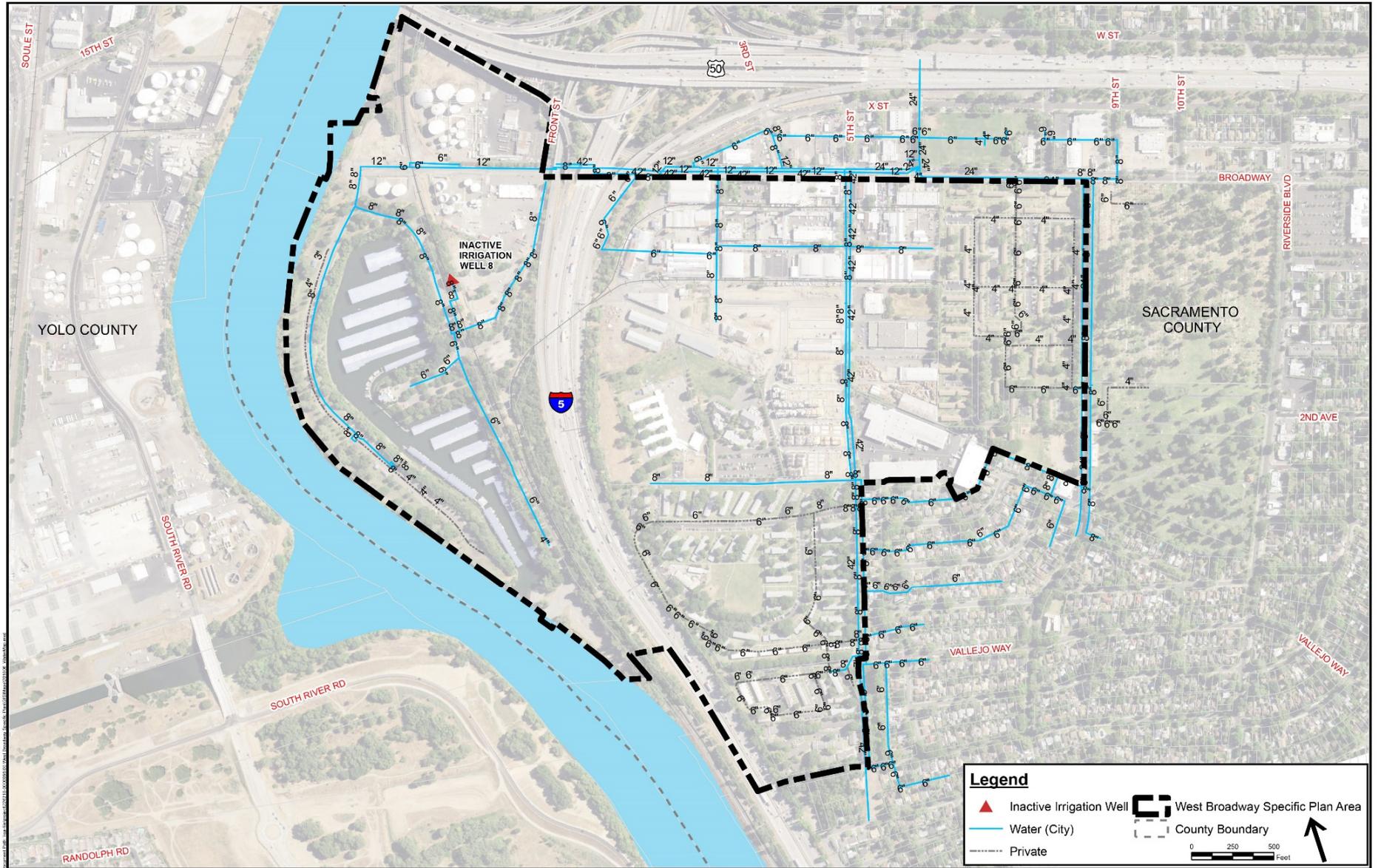
insufficient for the project's needs, the developer is required to construct necessary infrastructure improvements.

A water study project may be required of new development to determine whether there is sufficient water to support the project. If the existing water system is sufficient to meet the needs, no infrastructure upgrades are necessary. If the existing infrastructure is found to be insufficient for the project's needs, the developer is required to construct necessary infrastructure improvements. The infrastructure improvements required for all new development will need to meet current City standards. Looped water main systems are typically required due to the unreliability of dead-end mains and the potential for water quality problems as a result of stagnant water. Any project with new streets requires two points of connection. Additional water main installation may also be required depending on the existing system layout. All new domestic water and irrigation services are required to be metered. The City Design Standards for water (Section 13, "Water Distribution System Design Standards," dated 7/24/18) contains the planning and design criteria for water systems.

Water Conservation Standards

The adoption by the State of California of SB7—"20 x 2020" Water Conservation Standards requires a 20-percent reduction in urban water usage by the year 2020, and the CALGreen Code will require reductions in overall water usage through stricter indoor and outdoor usage.

Figure 8-2: Existing Water Mains



Source: West Broadway Specific Plan Utility Infrastructure Analysis, NV5, 2019

8.4.4 Water Demand

Projects within the Specific Plan Area are generally anticipated to have smaller residential units (700–1000 square feet) with a smaller per capita occupancy rate per unit than traditional single-family or multi-family units in suburban areas. The domestic water demand for these smaller residential units is anticipated to be substantially reduced compared to the City's typical single-family or multi-family water use criteria. Fire flow demand for the Specific Plan Area is assumed to be 2,500 gallons per minute. Ultimately, the minimum fire flow for a specific building is designated by the City Fire Department during plan review. These requirements mandating water conservation through Senate Bill 7 and the California Green Building Standards Code (CALGreen Code) further justify the use of reduced water rates for future development.

The City Water Study Design Manual dated January 2018 contains the Water Distribution System Criteria (WDS Criteria), which is a summary of the recommended potable water system performance and operational criteria. The WDS Criteria provide a table of gross unit water use factors for various land uses. The demands are broken into two categories of water use factors: residential and non-residential. The residential factors are based on the acre-feet per year per dwelling unit (afy/du), and the non-residential is based on acre-feet per year per employee (afy/employee). For the Specific Plan Area, all of the anticipated dwelling units are anticipated to be in the Residential High category, which has a residential factor of 0.12 afy/du. The Commercial/Office land use has a factor of 0.09 afy/employee.

Given the anticipated development of 3,787 dwelling units in the Specific Plan Area, the anticipated increase in the residential average water demand is 454 afy ($= 3,787 \text{ DUs} \times 0.12 \text{ afy/du}$). The small increase of public/park/recreation building uses is offset by the anticipated reduction in commercial/industrial uses and is considered negligible compared to the increase in residential uses for this report.

8.4.5 Recommended System Improvements

The subareas of the Specific Plan are well served by the existing water transmission and distribution system. The existing water transmission and distribution system is adequate to serve any anticipated increase in demand associated with development of the Specific Plan Area.

Most of the subareas in the Specific Plan Area are large single-landowner properties. These include Alder Grove, Marina Vista, Mill at Broadway Phase 5, and Miller Regional Park areas. These projects and the other properties are anticipated to provide utility infrastructure to serve their specific project areas. As development occurs in these areas, the developers will be required to upgrade the pipelines. There are no identified regional improvements that would benefit all of the potential development properties in the Specific Plan Area.

8.5 Electricity

Sacramento Municipal Utility District (SMUD) provides electrical service to customers located in the Specific Plan Area. Power is transmitted to the Specific Plan Area, as shown in Figure 8-3, by a 21-kilovolt (kV) distribution system off Station D, located at 8th and R Streets. There are two electrical distribution feeders from the substation in the Specific Plan Area: 2301 and 2303. Station D substation steps down the 115 kV to 21 kV to serve the overall Specific Plan Area. The existing feeders will likely be used to serve new development in the Specific Plan Area.

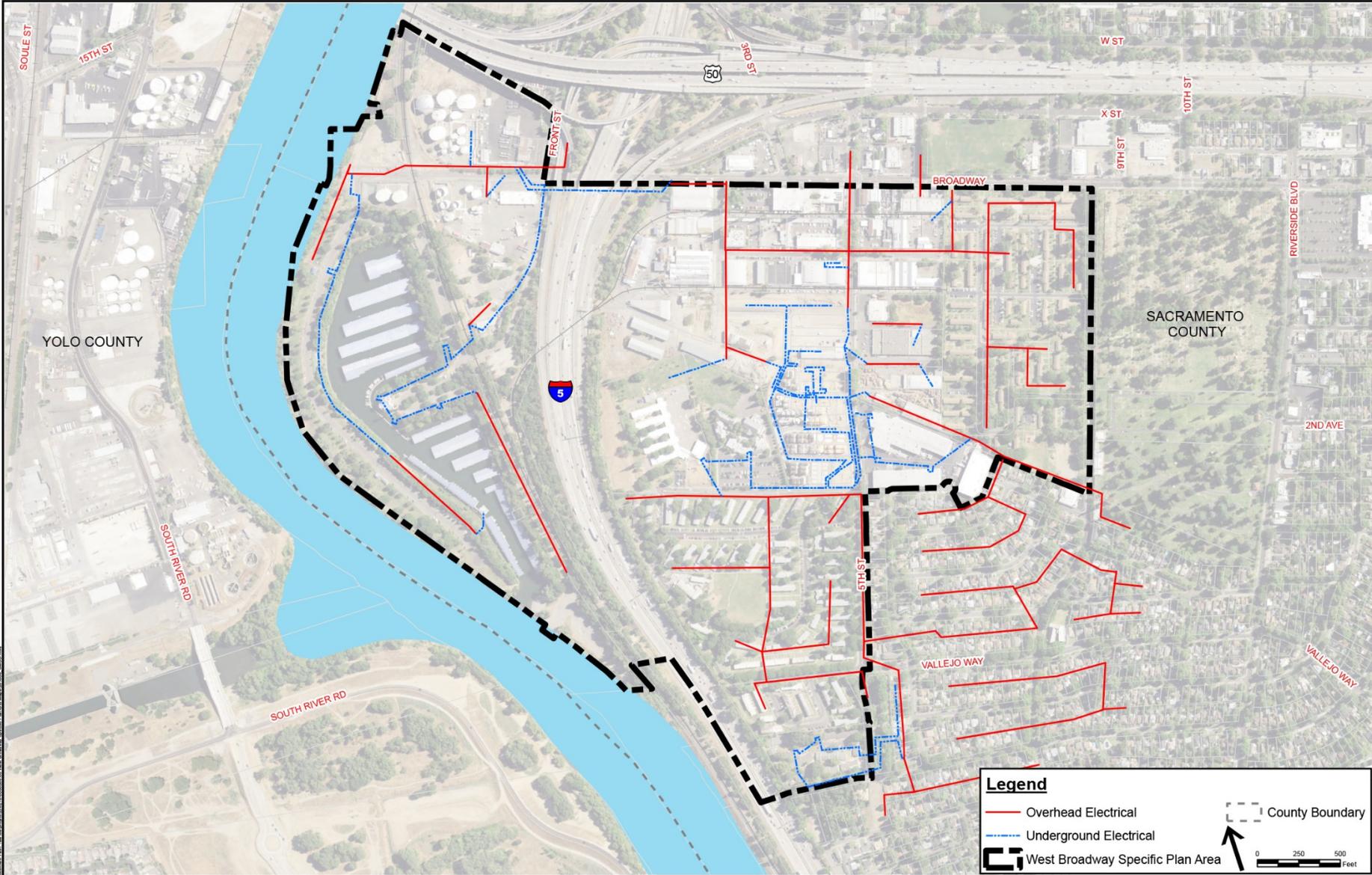
8.5.1 Existing Conditions

The entirety of the Specific Plan Area is served by the 21-kV distribution system, consisting of mainly overhead facilities. Station D's two feeders total approximately 20 megavolt amperes of load carrying capacity (based on Station D's bank limit). Recently developed properties, such as the newly developing Northwest Land Park Planned Unit Development, have placed the aerial facilities underground, generally in a joint trench with other dry utilities along the street frontage or in an alley.

8.5.2 Planned Improvements

The two feeder circuits do not have sufficient capacity to service the entire Specific Plan Area at build-out based on the land use plans for Scenarios A and B. Additional 21-kV distribution feeders will likely be extended into the Specific Plan Area along Front Street, 3rd Street, and Riverside Boulevard, to meet overall demand requirements. Extension of facilities will be based on where development occurs and the phasing of development.

Figure 8-3: Existing Electrical System



Source: West Broadway Specific Plan Utility Infrastructure Analysis, NV5, 2019

Furthermore, as the area develops, SMUD will likely extend 21-kV infrastructure and facilities adjacent to and potentially within developed lots. This extension, depending on the requirements of each development, may be overhead or underground. In both cases, dedicated easements and/or space sufficient to house and operate the necessary infrastructure, facilities, and equipment will be required. Typical easement requirements are 12.5 feet wide but can vary based on specific needs and requirements.

8.6 Natural Gas

Natural gas service in the Specific Plan Area is provided by Pacific Gas and Electric Company (PG&E). PG&E has high- and low-pressure distribution systems. The high-pressure system pipelines are generally 4 inches in diameter or larger and carry gas at approximately 40 pounds per square inch (psi). Low-pressure system pipelines are generally 2 inches in diameter and carry gas at a pressure of about 0.25 psi. Service is generally provided from the low-pressure system unless use exceeds about 3,000 cubic feet per hour. PG&E has a high-pressure system in the Specific Plan Area. Regulators are used to reduce high pressure to low pressure.

8.6.1 Existing Conditions

A major 24-inch gas transmission line (main line 108) runs through the Specific Plan Area. The line enters the Specific Plan Area from the north on 3rd Street. At the intersection at Broadway, the line runs easterly on Broadway to Muir Way, where it turns southerly along Muir Way and exits the southern boundary of the Specific Plan Area. This facility is identified by PG&E as a critical infrastructure facility. There is also a 20-inch high-pressure distribution main located in Broadway from the easterly edge of I-5 and extends east beyond the Specific Plan Area boundary.

The high-pressure gas system is generally served by a grid system throughout the Specific Plan Area (Figure 8-4). The high-pressure system pipelines range in size from 2 to 6 inches in diameter. These mains are located in the streets except for those serving the Marina Vista and Alder Grove public housing developments and the William Land Woods affordable housing development, where the mains are sometimes located

in the private streets but mostly are located in the open space between the buildings.

8.6.2 Planned Improvements

PG&E has indicated that it is currently making improvements to its system in accordance with a number of projects and initiatives. These improvements may negate the need for future improvements in some areas where new developments are constructed. PG&E will service the new developments and infrastructure as they are constructed and require service. It would expand and upgrade the natural gas system to extend service to the new development on a case-by-case basis as additional information is received on the actual development square footage and maximum and minimum gas loads.

PG&E was unable to provide a draft of necessary system improvements and/or review of its gas system without specific information regarding gas loads at each potential development site together with an application for service.

If the user is a core (non-interruptible) customer in the service area and will accept service at a pressure of about 0.25 psi, the company is generally obligated by California Public Utilities Commission regulations to provide service without additional cost. Customers associated with projects in the Specific Plan Area are most likely to be core (non-interruptible) customers. If the user is a non-core (interruptible) customer or needs an elevated pressure service for large-volume use, there are charges for service according to PG&E's new business tariffs. Whether a project is a core (non-interruptible) user or a non-core (interruptible) user is dependent on the type of use for the facility or business.

8.7 Petroleum

8.7.1 Existing Conditions

Pipelines

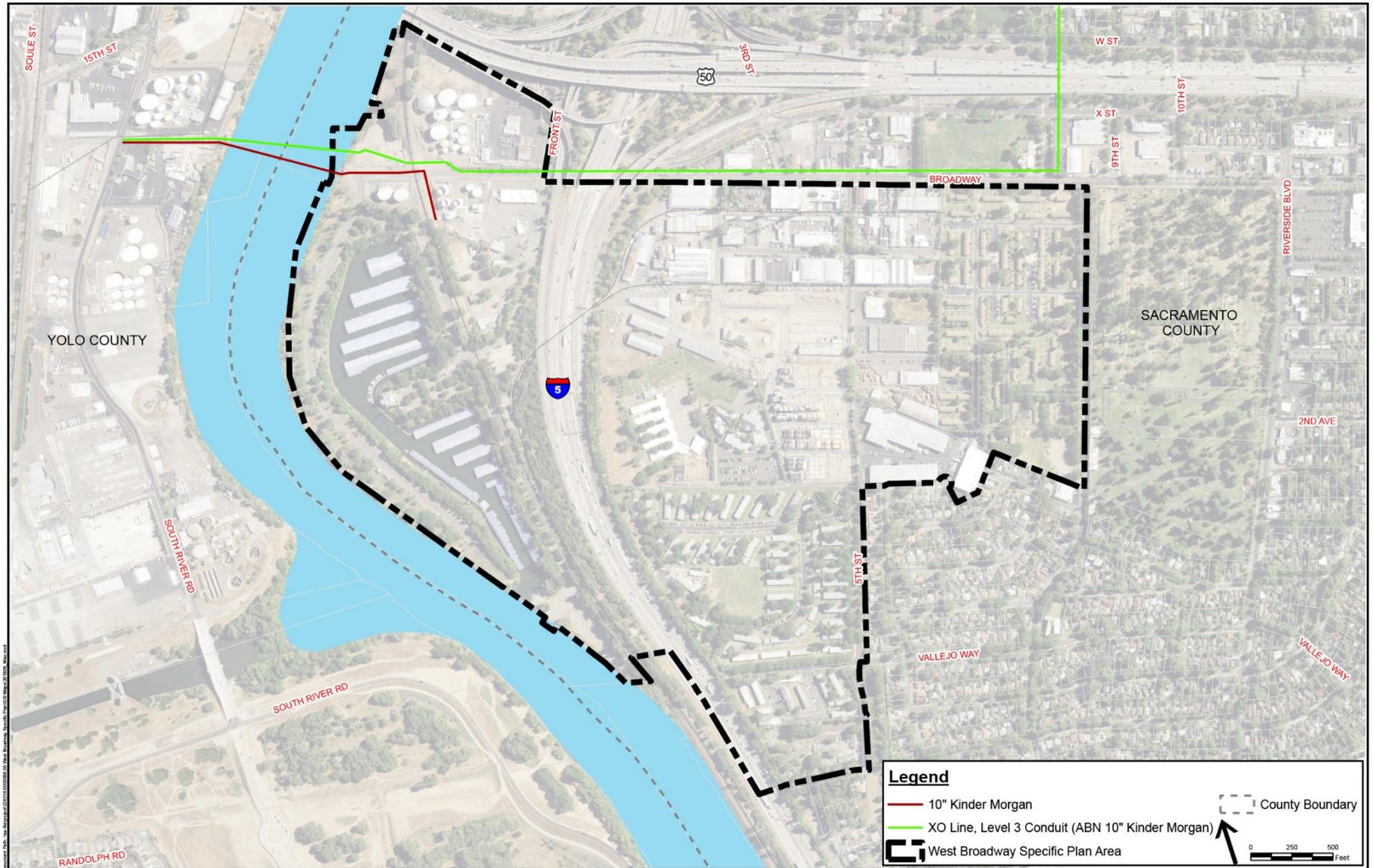
A Kinder Morgan 10-inch pipeline crosses the Sacramento River from West Sacramento at the westerly end of Broadway. The pipeline turns southward just east of the railroad tracks and terminates at the existing fuel storage facility south of Broadway (Figure 8-5).

Figure 8-4: Existing Natural Gas Distribution and Transmission



Source: West Broadway Specific Plan Utility Infrastructure Analysis, NV5, 2019

Figure 8-5: Existing Petroleum and XO Communication Lines



Source: West Broadway Specific Plan Utility Infrastructure Analysis, NV5, 2019

Fuel Storage Facilities

There are existing fuel storage facilities operated by Chevron USA and Phillips 66, west of I-5, on Front Street, near Broadway. The following discussion of the status of the proposed relocation of these facilities is drawn from a memorandum titled “Summary Status of Joint City of West Sacramento and City of Sacramento Riverfront Transition Strategies and Action Plans That Relate to Local Geographies” dated March 30, 2017, prepared by the City of West Sacramento Department of Economic Development.

Through City Council Resolutions in 2007, the Cities of Sacramento and West Sacramento agreed to work jointly to facilitate the relocation of the oil terminals along the east and west banks of the Sacramento River to the Port of Sacramento in accordance with the *Sacramento Riverfront Master Plan*, the California Environmental Quality Act, and other applicable laws. The Cities worked together on the SacPort Terminal Relocation proposal in 2006–2008 with the City of West Sacramento as the project lead. Since 2008, the Cities have pursued relocation of their terminals separately. West Sacramento has been actively pursuing de-industrialization of these terminals since 2014.

8.7.2 Planned Improvements

Pipelines

It is anticipated that with the relocation of the existing fuel storage facilities described below, the existing Kinder Morgan 10-inch pipeline may be abandoned and/or repurposed for other utilities needing to cross the river.

Fuel Storage Facilities

The relocation of the existing fuel storage facilities will allow the West Broadway Gateway subarea within the Specific Plan Area to be developed as approximately 1,300 residential dwelling units, 132,670 square feet of commercial uses, and civic/recreation/community center/park activities uses.

8.8 Telecommunications

In the Specific Plan Area, the following providers for telephone and cable services are the primary telecommunication service providers:

- ▲ **AT&T** supplies local and long-distance telephone service. AT&T serves the Specific Plan Area with a combination of overhead and underground conduit systems. The main lines are located in the streets, except for those serving the Marina Vista and Alder Grove public housing developments and the William Land Woods affordable housing development, which are located throughout the developments.
- ▲ **Comcast/AT&T Broadband** provides cable television service to the Sacramento area, and AT&T Broadband leases conduit space and fiber optic cable capacity from Comcast in the Specific Plan Area. Comcast serves the Sacramento area with a combination of underground and overhead fiber optic and copper coaxial cable.
- ▲ **XO Communications and Level 3** provide network, internet, and telecommunication service in the Sacramento area. They have fiber optic lines located inside an abandoned underground Kinder Morgan pipeline crossing the Sacramento River. The pipeline crosses the river from West Sacramento at the westerly end of Broadway following Broadway to 8th Street, where it turns northward and exits the Specific Plan Area.
- ▲ The **City of Sacramento** currently owns an existing fiber network that provides municipal and smart city services. The network provides connections between various traffic signals, utility sumps, reservoirs, and City facilities spread throughout the city. The network consists of approximately 160 miles of underground fiber optic cables and conduits that transverse the main corridors of the city. The fiber network currently enables the City to run efficient operations and reduces operational costs, while expanding capabilities. The telecommunications system consists of single or multiple underground conduits, pull boxes, and utility vaults that are interconnected with the traffic signals, utility services, and various City facilities. Within the Specific Plan Area, this system is located along the Broadway corridor from Front Street eastward. The system is connected and looped though the Miller Regional Park and Marina area following the Front Street entrance.

The telecommunications providers have indicated that the existing system in the Specific Plan Area should be sufficient to serve future projects and opportunity sites with relatively minor additions. In general, service to each of the new sites 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 utility trench for service to projects.

8.9 Solid Waste Collection

The City of Sacramento Recycling and Solid Waste Division provides solid waste, recycling, and yard waste collection, and street sweeping to its residential customers. Residential solid waste and yard waste is collected in the city on a weekly basis, and recycling is collected every other week. The City also offers neighborhood clean-up collection and one dump coupon a year to each household.

Solid waste refuse from the south region is transported to the Sacramento Recycling and Transfer Station (SRTS). Solid waste refuse collected in the north region and applicable to the Specific Plan Area is transported to the Sacramento County North Area Recovery Station. Refuse from both locations is then hauled to the Sacramento County Kiefer Landfill. Residential yard waste is delivered to the SRTS and the Elder Creek Transfer Station, while curbside recycling is brought to the SRTS.

Commercial solid waste is collected by private franchised haulers and disposed of at various facilities, including the SRTS, the Sacramento County Kiefer Landfill, the Yolo County Landfill, L and D Landfill, Florin Perkins Landfill, Elder Creek Transfer Station, and Sacramento County North Area Recovery Station.

In 2017, the total reported amount of solid waste produced by the City of Sacramento was approximately 573,158 tons.¹ Approximately 50 percent of the waste is recycled, and the other 50 percent is disposed of

in a landfill.² The following facilities are among those that provide solid waste disposal services to the City of Sacramento:

- ▲ Kiefer Landfill, located in Sloughhouse, California, is operated by Sacramento County and maintains a permitted capacity of 10,815 tons per day. The landfill is estimated to have sufficient capacity to maintain operations until January 2064.
- ▲ L and D Landfill, located off Fruitridge Road in Sacramento, California, is operated by L and D Landfill, LP. The landfill has a maximum capacity of 4,125 tons per day, with a remaining capacity sufficient to provide service until January 2023. A large-volume transfer facility is also located on this site.
- ▲ Forward Landfill, located southeast of Stockton, California, is operated by Allied Waste North America. The landfill has a maximum daily throughput of over 8,668 tons per day and is estimated to have sufficient capacity to maintain operations through 2021.
- ▲ Yolo County Central Landfill, located north of Davis, California, is operated by the Yolo County Planning and Public Works Department. The facility maintains a maximum daily throughput of 1,800 tons per day. The facility is expected to have sufficient capacity to allow operations until January 2081.

Development within the Specific Plan Area is anticipated to include an additional 3,787 residential dwelling units, a reduction of approximately 10,775 square feet of commercial/industrial building area, and an increase of approximately 42,500 square feet of public/park/recreation building area. The proposed increase in dwelling units would generate amounts of solid waste above existing conditions, which will be partially offset by the reduction in commercial and industrial uses.

To provide a conservative analysis, based on the City's 2017 calculated disposal rate of 6.90 pounds per person per day,¹ implementation of the Specific Plan would generate approximately 62,000 pounds of additional

¹ California Department of Resources Recycling and Recovery. 2017. Jurisdiction Disposal by Facility. Website: <https://www2.calrecycle.ca.gov/LGCentral/DisposalReporting/Destination/DisposalByFacility>. Accessed April 25, 2019.

² City of Sacramento. 2015 (March 3). Sacramento 2035 General Plan Background Report. Website: <http://www.cityofsacramento.org/-/media/Corporate/Files/CDD/Planning/General-Plan/2035-GP/Chapter-4---Utilities.pdf?la=en>. Accessed April 24, 2019.

solid waste per day (based on a projected population increase of 8,959 persons). This would result in 11,280 additional tons per year.

Actual solid waste generation would be lower than this since the reduction in commercial/industrial uses was not considered. Additionally, approximately 50 percent of that waste would be diverted from landfills through recycling programs. The Specific Plan would comply with City waste diversion requirements and would require landfill capacity for approximately 31,000 additional pounds (15.5 tons) of waste per day. Based on the average daily throughput of landfills serving the Sacramento area, existing landfill facilities would be adequate to serve the Specific Plan Area, and no additional facilities or expansion of facilities is needed to serve the development of the Specific Plan Area.

Construction of new uses in the Specific Plan Area would generate construction waste, including scrap lumber, scrap finishing materials, various scrap metals, and other recyclable and non-recyclable construction-related wastes. Construction waste would be managed in accordance with ordinances set by the Sacramento Regional Solid Waste Authority (SWA). In particular, SWA requires that haulers achieve a 30-percent recycling rate. Recyclable construction materials, including concrete, metals, wood, and various other recyclable materials, would be diverted to recycling facilities. Project construction in the Specific Plan Area would also need to comply with City requirements to divert a minimum of 50 percent of construction wastes to a certified recycling processor.

8.10 Implementation

The implementation actions identified in Table 8-1 ensure the timely provision of necessary utility services—wastewater, storm drainage, water, electricity, natural gas, telecommunications, and solid waste—in coordination with new development, the City of Sacramento, and applicable service providers. The table identifies the strategy, implementation actions, location in this Specific Plan where additional information is available, timeframe, and parties responsible for implementing the action.

Table 8-1: Utilities Implementation Actions

Strategy & Action Number	Strategy / Implementation Action	Specific Plan Policies Addressed	Specific Plan Section Reference for Additional Detail	Timeframe	Responsibility
Note:	Timeframe: Short term = 0–5 years; Medium term = 5–10 years; Long term = 10+ years				
Utilities					
Strategy U-1:					
Plan and support proposed improvements to utility systems to provide the needed services for the Specific Plan Area.					
U-1.1	Wastewater and Storm Drainage. New development will coordinate with the City to mitigate for increases to sanitary sewer and/or stormwater flows to the CSS, to help support any necessary system improvements related to the project's impacts.	U-1.1, U-1.3	Chapter 8.3	On-going	Community Development; Utilities; Project Applicant
U-1.2	Water Service. New development will coordinate with the City to construct the underground distribution systems to serve future project development on-site with services for both domestic and fire suppression needs, in accordance with City standards.	U-1.2, U-1.3	Chapter 8.4	On-going	Community Development; Utilities; Project Applicant
U-1.3	Electrical Service. New development will work with SMUD to coordinate construction of utility and street improvements, including the undergrounding of utilities as development occurs.	U-1.3, U-1.4	Chapter 8.5	On-going	Community Development; SMUD; Project Applicant
U-1.4	Telecommunications Service. New development will work with SMUD and telecommunication providers to identify locations where future telecommunication facilities can be co-located in a common joint trench.	U-1.3	Chapter 8.8	On-going	Community Development; Utilities; SMUD; Telecommunication Provider; Project Applicant

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chapter 9

Development & Design Guidelines





Chapter Organization

- 9.1 Chapter Overview
- 9.2 Development and Design Goals and Policies
- 9.3 Urban Design Framework
- 9.4 Development Standards
- 9.5 Urban Form
- 9.6 Neighborhood-Wide Design
- 9.7 Residential Design
- 9.8 Neighborhood Commercial and Mixed-Use Design

9.1 Chapter Overview

Within the Specific Plan Area, development is regulated by a hierarchy of plans, including the General Plan, the Planning and Development Code (PDC), and this Specific Plan. At the highest and most general level, the General Plan provides general guidelines for urban form and a range of allowable densities and intensities according to the General Plan land use designation of each parcel. The PDC provides the major share of development standards, which are established according to the zoning designation of each parcel. The PDC, this Specific Plan, and citywide design guidelines work together to implement the General Plan and to ensure that future development is consistent with the community's vision.

This chapter focuses on development and design guidelines that are unique or special to the West Broadway area, including architectural design, landscaping, parking, signage, and other elements that help to support a walkable, mixed-use neighborhood.

The design guidelines apply to all new development and additions to existing development within the Specific Plan Area reviewed from several different scales.

At the neighborhood scale, the guidelines focus on creating a cohesive public realm that builds on the context and mixed-use opportunities in the area. Neighborhood-wide guidelines address the character of public spaces through attention to the details of how the building should address the street, landscaping, parking, and existing site features, such as mature trees.

At the block, site, and building scale, design guidelines for private residential and commercial and mixed-use development supports high quality architecture and landscape design and a positive connection to the public realm that reinforces a walkable, sustainable neighborhood.

The Specific Plan Design Guidelines work in conjunction with the citywide design guidelines, including:

- ▲ Citywide Single-Unit Dwelling and Duplex Dwelling Design Guidelines;
- ▲ Citywide Multi-Unit Dwelling Design Guidelines; and
- ▲ Citywide Commercial Design Guidelines.

The citywide guidelines should be referenced as part of the Planning and Design Review process for future projects in the Specific Plan Area. Where differences exist, the Specific Plan guidelines shall prevail. Like the citywide guidelines, Specific Plan design guidelines are organized as follows:

- ▲ **Design principles** are concepts underlying good project planning and design. They are required, mandatory, and broad in scope.

- ▲ **Rationale** assist in clarifying why the principle is important.
- ▲ **Design guidelines** are suggested approaches to meeting the principle. However, the City recognizes there may be a certain set of circumstances under which alternative approaches could be used to meet the principle. The photos in the design guidelines are provided as examples and not intended to illustrate solutions to all situations.

9.2 Development and Design Goals and Policies

The following goals and policies guide future development and design in the Specific Plan Area.

Development and Design Goals and Policies	
Goal DD-1	<i>Protect and enhance the community character of existing neighborhoods.</i>
Policy	DD-1.1: Encourage intensification along Broadway.
Policy	DD-1.2: Consider landscape screening and placement of windows and outdoor spaces when higher density new development directly faces single-family properties, as addressed in the Specific Plan design guidelines.
Policy	DD-1.3: Preserve existing mature trees in the Specific Plan Area, where possible.
Goal DD-2	<i>Use the City’s design review process to help facilitate development in the Specific Plan Area, consistent with the intent and goals of the Specific Plan.</i>
Policy	DD-2.1: To preserve buildable area for development projects, the City shall consider deviations from minimum parking, building setback, and lot coverage standards for developments on small parcels that are significantly affected by proposed infrastructure, such as new streets.

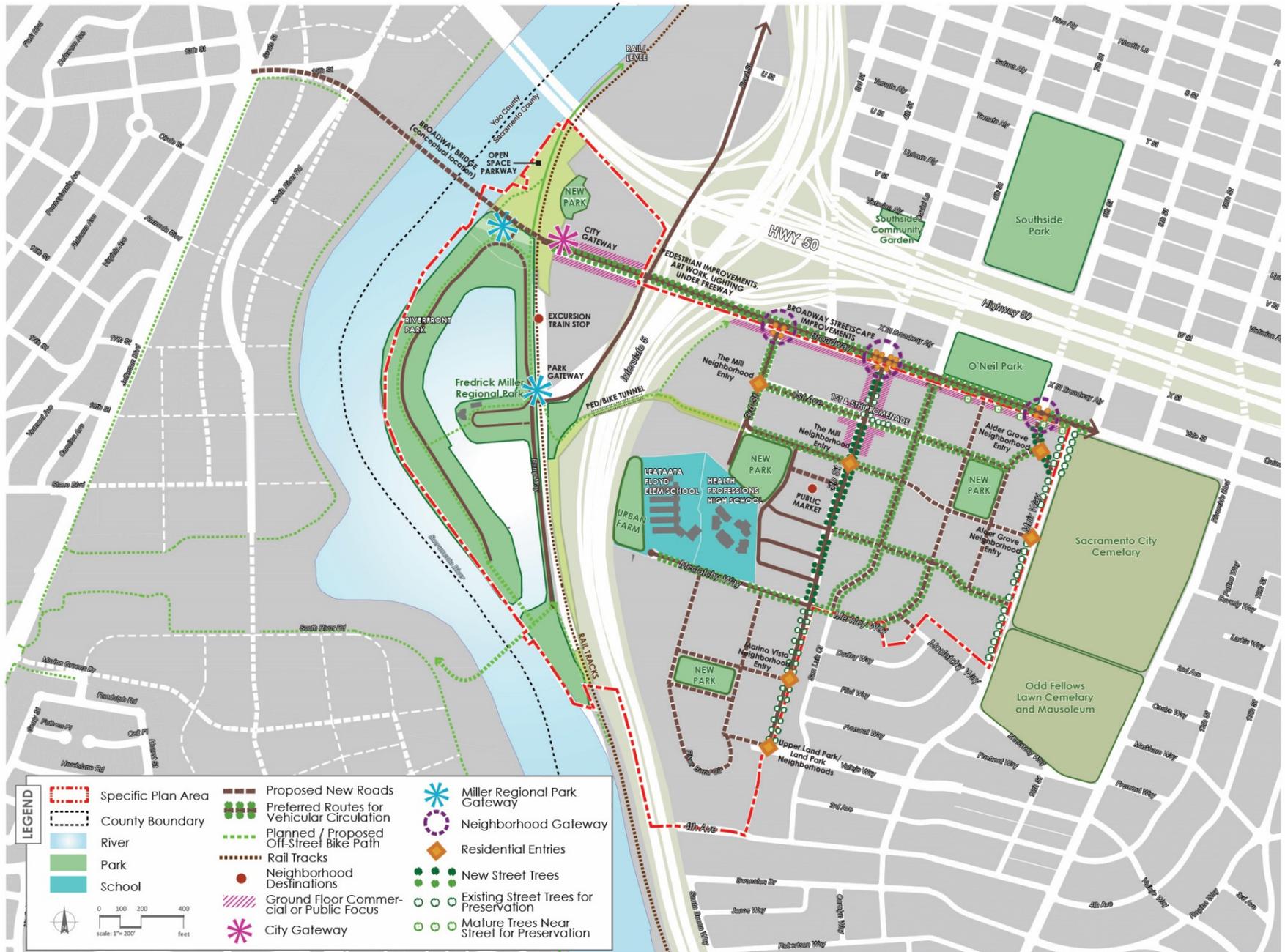
9.3 Urban Design Framework

9.3.1 Urban Design Concepts

The Urban Design Concept, shown in Figure 9-1, reflects the following character-defining features, which will guide and establish a distinct identity for the West Broadway area:

- ▲ **Mixed-Use Neighborhood with a Traditional Design Character.** The neighborhood will consist of housing types and densities that consider the traditional features of development in the surrounding community. Separated sidewalks and open space with street trees, pedestrian-scaled lighting, and bikeways in lanes or as on-street bike routes will serve to maintain the traditional feel and pedestrian-oriented character in the Upper Land Park neighborhood. Contemporary infill housing in the West Broadway area will continue to add to the diverse fabric of the Central City neighborhoods.
- ▲ **A Traditional Street Grid and Block Pattern.** This pattern will be created by extending the Central City grid into the Specific Plan Area to support walkable neighborhood blocks and safe and efficient vehicular, bike, and pedestrian access and movement. To discourage cut-through traffic through the center of residential areas, efficient routes for direct vehicular circulation should be signed, and traffic-calming devices, such as speed lumps, should be implemented within neighborhood areas. Approaches to distribute parking to serve neighborhood residents and other uses and support a pedestrian-oriented environment should be employed, such as using on-street parking, building many smaller shaded lots over larger parking lots, and screening parking.
- ▲ **An Integrated Parks and Open Space Network.** Parks and open space will serve as focal points for neighborhood subareas, connected by a continuous network of walkways and greenways. A continuous urban green canopy, formed by the street trees that shade the streets and greenways, will connect the neighborhood and surrounding community to the amenities of the riverfront and open space system at Miller Regional Park.

Figure 9-1: Urban Design Concept



Source: Ascent, 2019

- ▲ **An Active Public Realm.** As new uses become available and street and building improvements are constructed, an active public realm will develop that builds from existing resources, such as mature street trees in the neighborhood. Higher densities and building heights, shallower building setbacks, and active ground-floor uses will establish a more urban character along the West Broadway corridor and transition to a more residential character adjacent to established residential areas south of Broadway.
- ▲ **Well-Defined Gateways.** Well-defined gateways and transitions through landscaping, signage, art, and other features that may include:
 - a city gateway at the future Broadway Bridge entry into the city of Sacramento from West Sacramento;
 - landmarks, art, or other features that punctuate and identify Miller Regional Park as a key destination; and
 - residential and directional markers that signify transition into Specific Plan Area neighborhoods and destinations.

9.3.2 Sustainability

Sustainability is a community priority and is integrated into the urban design concepts of this Specific Plan and existing codes and regulations. The Specific Plan area is located adjacent to the Central City which has more robust transit services and the Central City grid, providing opportunities for motorists to reduce vehicle trips. In addition, the Specific Plan embodies the following sustainable design features to support further opportunities to reduce vehicle miles traveled, greenhouse gas emissions and improve of public health, including:

- ▲ Location as an existing development site in the Central City, close to transit services and available infrastructure;
- ▲ more compact urban form and street grid to encourage walking, bicycling, transit use, and new transportation technologies;
- ▲ design that preserves character-defining neighborhood features, such as the preservation of existing mature trees and addition of new trees and adaptive reuse of historic buildings and structures;
- ▲ more energy-efficient site and building design with future development upgraded to current city standards; and

- ▲ Promotion of site-integrated stormwater management solutions.

Sustainability considerations with respect to land use, site, and building design are emphasized and have been threaded into the design guidelines in this chapter, where noted by the green “(S)” symbol. These guidelines help to implement the City’s goals and policies for sustainability and climate action included in the General Plan.

9.4 Development Standards

Land uses in the Specific Plan Area are subject to the development standards contained in Division II of the PDC. The development standards of the PDC identify the detailed site, lot, and setback standards for each zoning district. Applicable zoning districts in the Specific Plan Area are shown in Figure 9-2. Minor deviations from the development standards, such as building heights, lot design, and building setbacks that conform to the design principles of this Specific Plan or citywide design guidelines, may be permitted through the City’s site plan and design review process, addressed in further detail in Chapter 10 of this Specific Plan.

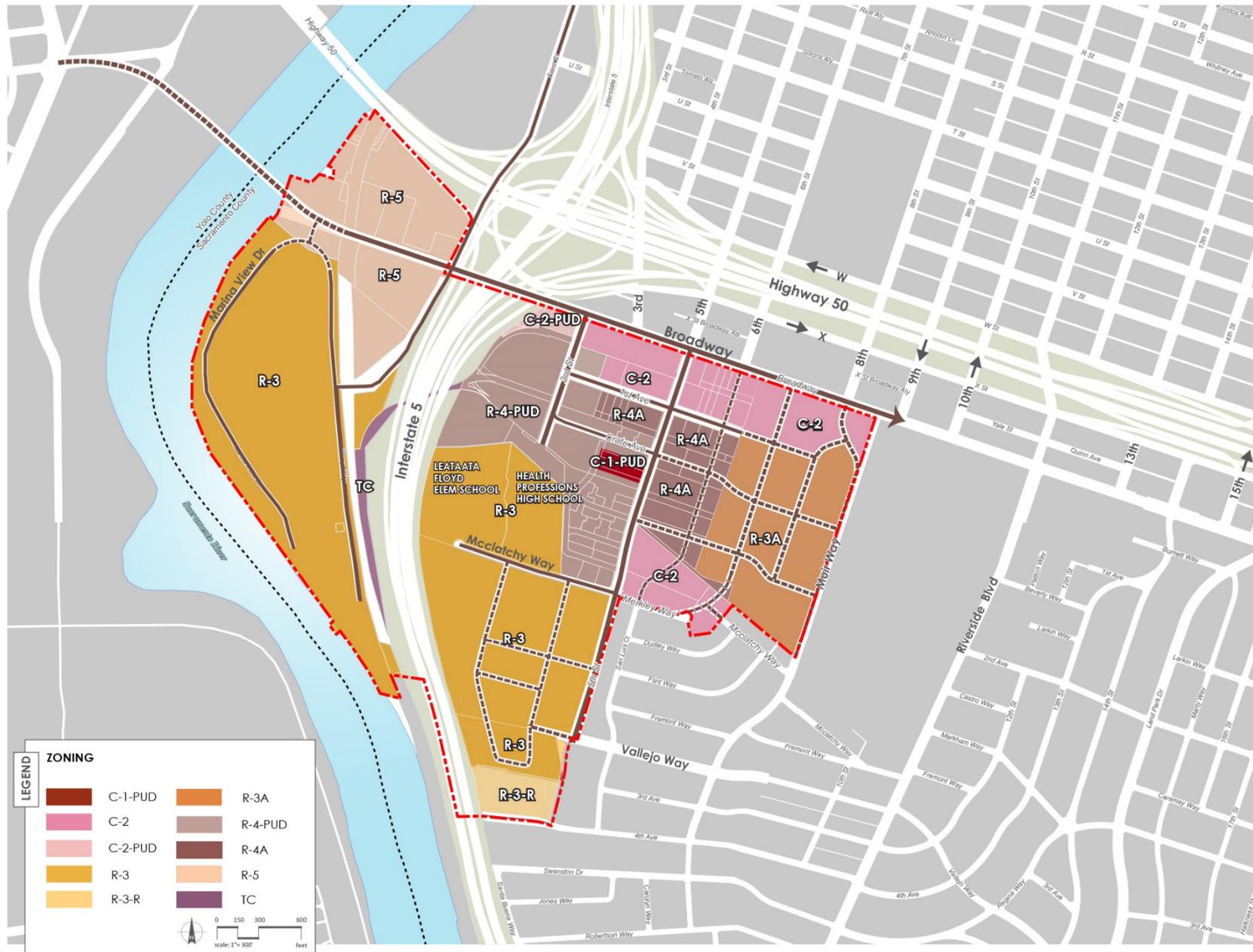
Sites governed by the standards and guidelines adopted for the Northwest Land Park Planned Unit Development are exempt from the standards and guidelines of this Specific Plan. Existing land uses and structures that are non-conforming or that will become non-conforming with adoption of this Specific Plan may continue to operate in their current form, subject to the standards for non-conforming uses addressed in the PDC.

9.5 Urban Form

This section provides an overview of the key urban form drivers shaping development of the Specific Plan Area. It is intended to provide context for the design guidelines that follow and includes:

- A. Residential densities,
- B. Commercial and mixed-use floor area ratios,
- C. Building height limits,
- D. Sidewalk activity zones for commercial and mixed-use streets,
- E. Building setbacks, and
- F. Landscaping and open space.

Figure 9-2: Zoning



Source: City of Sacramento data, adapted by Ascent in 2019

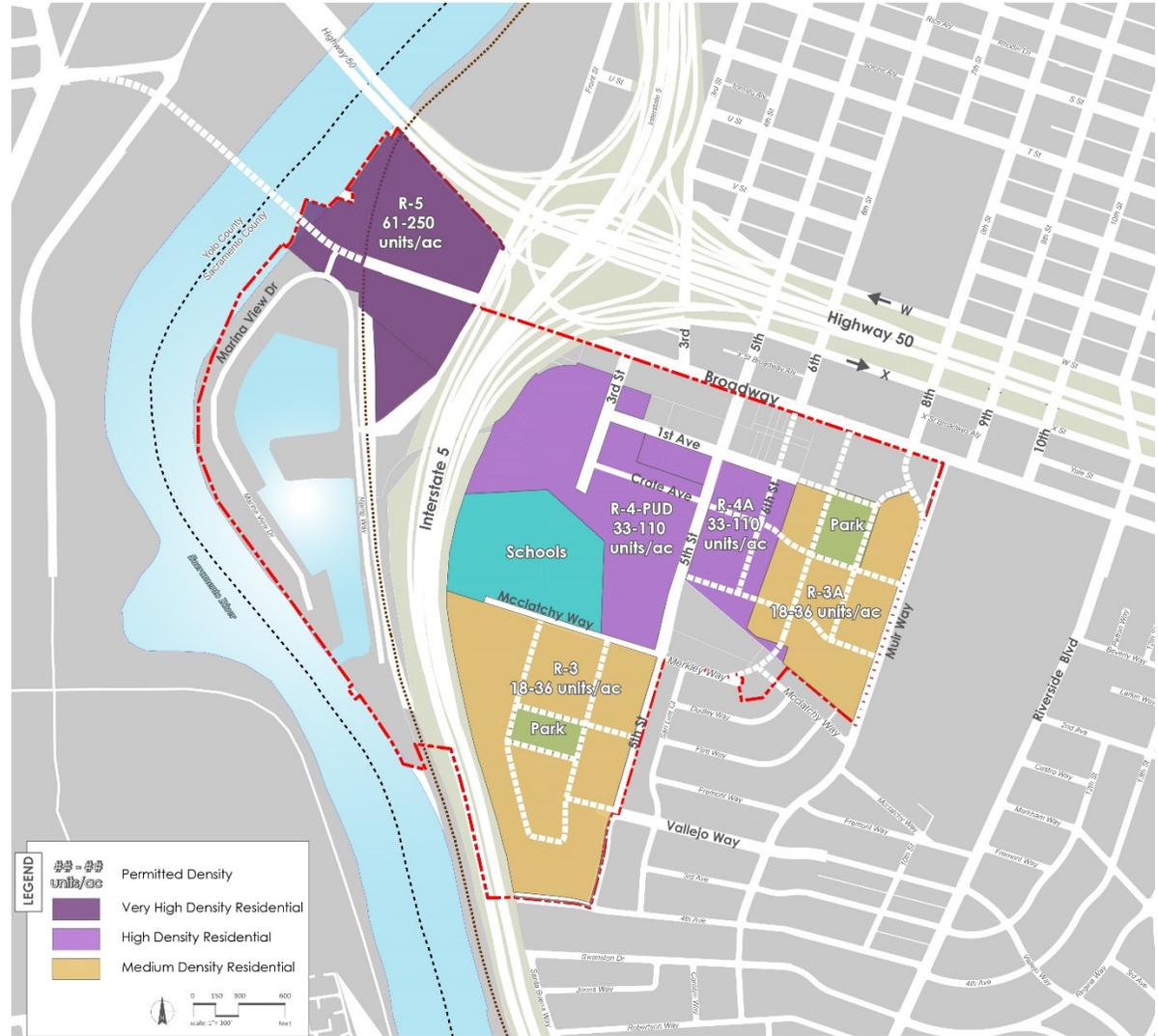
A. Residential Densities

The residential zones and densities in the Specific Plan Area are represented in Figure 9-3. Adjacent to the Upper Land Park neighborhoods to the south, medium-density residential uses, under the R-3 zone in the Marina Vista community, support densities of 18–30 units while the R-3A zone in the southern half of the Alder Grove community supports densities of between 18 and 36 units per acre. The Mill at Broadway subarea supports densities of 33–110 units per acre. The northern half of the Alder Grove community allows for densities of 18–36 units per acre. The West Broadway Gateway subarea is zoned R-5, allowing for densities of between 61 and 250 units per acre.



A variety of housing types, at densities of between 18 and 250 units per acre, is supported in the Specific Plan Area.

Figure 9-3: Residential Densities



Source: Sacramento Planning and Development Code and adapted by Ascent in 2019

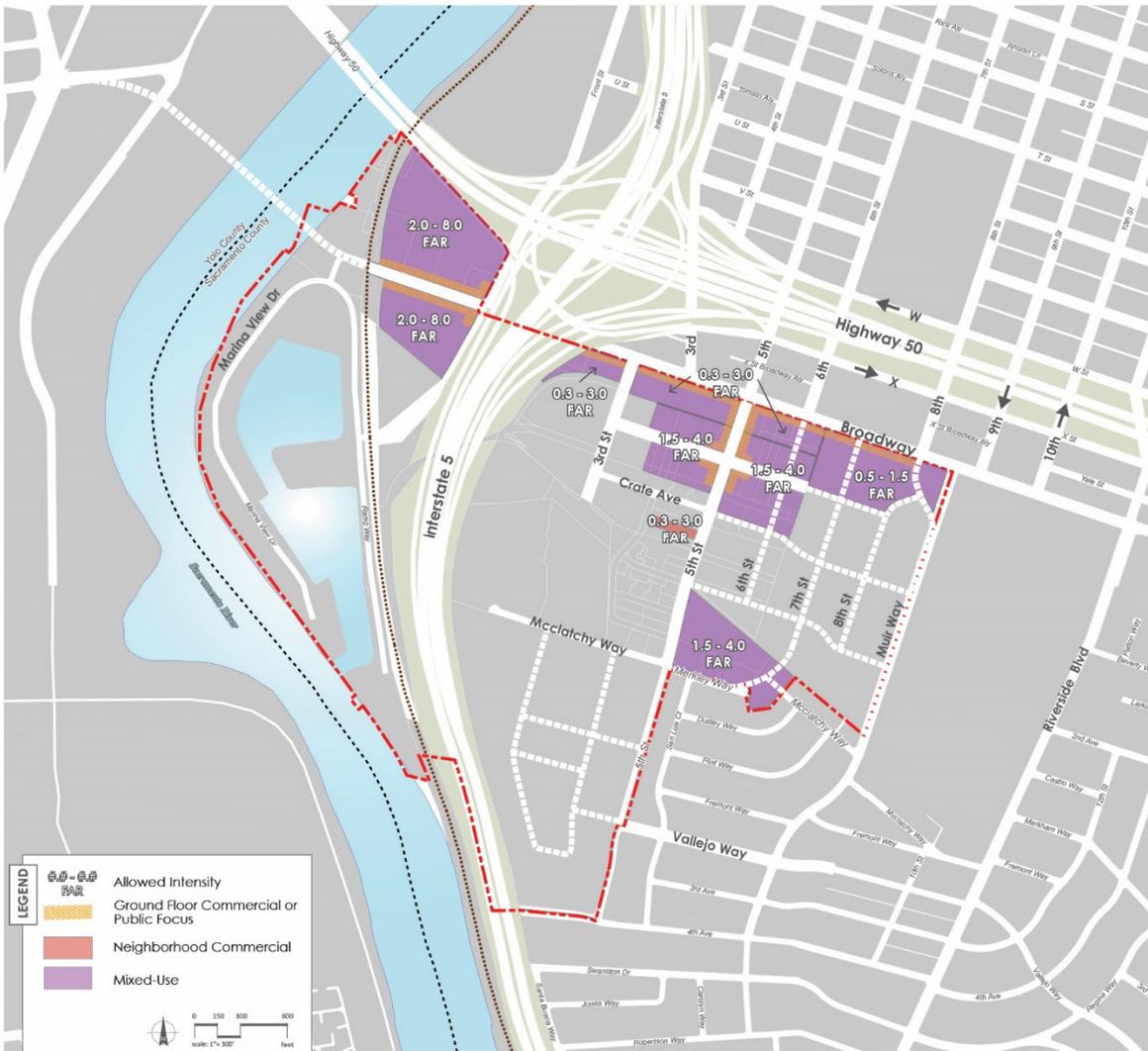
B. Commercial and Mixed-Use Floor Area Ratios

Non-residential floor area ratios (FARs) are applicable to the commercial zones in the Specific Plan Area, including the C-1 zone, which is intended to accommodate neighborhood commercial uses, and the C-2 zone, which is intended to be a flexible, mixed-use area allowing for neighborhood commercial, public, and residential uses.

The FARs for the Specific Plan subareas, shown in Figure 9-4, reflect the permitted intensities allowed by the underlying General Plan designations. An FAR of 1.5–4.0 applies in the Urban Neighborhood Medium General Plan designation within the Industrial Subarea. The Urban Corridor Low designation, which is applicable along the frontage of Broadway in the Industrial Subarea, allows an FAR of 0.3–3.0.

An FAR of 2.0–8.0 applies in the Urban Neighborhood High designation within the West Broadway Gateway subarea. The mixed-use parcel adjacent to Merkley Way is designated Urban Neighborhood Medium and has an FAR of 1.5–4.0. However, it will be important for development on that parcel to include neighborhood transitions adjacent to the single-family residential homes to the south.

Figure 9-4: Non-Residential and Mixed-Use Floor Area Ratios



Source: Sacramento 2035 General Plan, adapted by Ascent in 2019

C. Building Height Limits

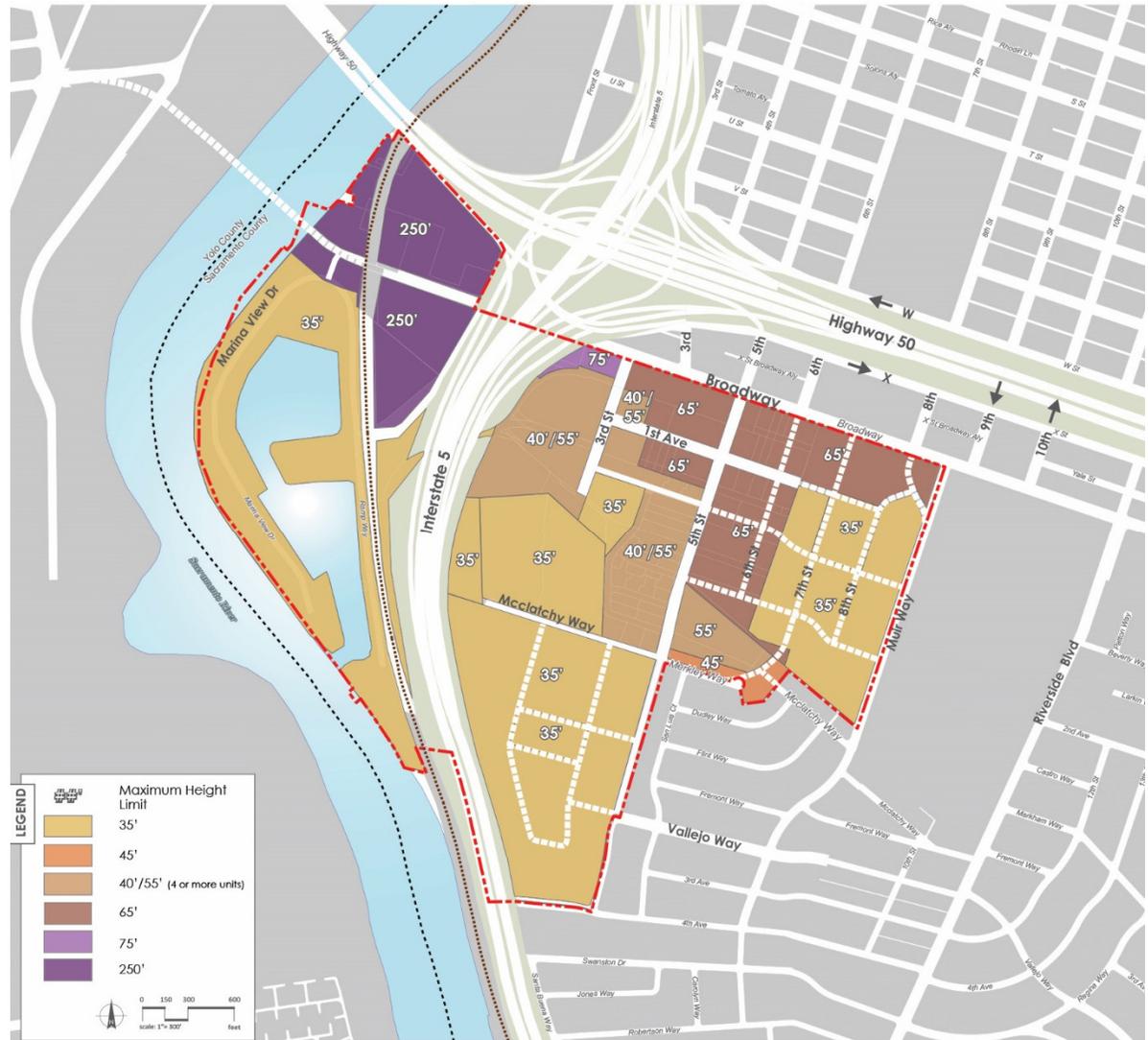
Figure 9-5 identifies the permitted maximum building heights in the Specific Plan Area, based on zoning and PDC requirements. The maximum height limit supported in the Specific Plan Area varies from 35 feet in the southern half of the Specific Plan Area (in orange-yellow), which is zoned R-3 and R-3A and includes the schools and parks, a height limit of 65 feet for the C-2 and R-4A zones (in brown), a height limit of 75 feet for the commercial uses at The Mill, and 250 feet for the R-5 zone in dark purple within the West Broadway Gateway subarea.

Additionally, transitional heights are required for the C-2 development parcels adjacent to the low-density residential neighborhoods south of the Specific Plan Area, as shown in Figure 9-5. Transitional heights should also be considered between the R-3A (light orange) and R-4A (purple) zones.



Maximum height limits of between 65 and 75 feet, as shown in the image, is permitted on Broadway.

Figure 9-5: Building Height Limits



Source: Sacramento Planning and Development Code and adapted by Ascent in 2019

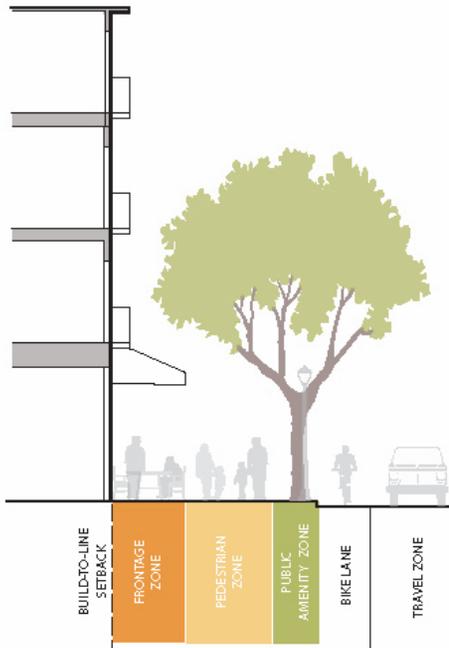
D. Sidewalk Activity Zones for Commercial and Mixed-Use Streets

The mixed-use streets in the Specific Plan Area are identified as Broadway, 5th Street, and 1st Avenue. Within the Specific Plan Area, sidewalks on commercial or mixed-use streets can be conceptualized in three zones, as defined and illustrated in Figure 9-6.

- 1. Frontage Zone.** This zone, adjacent to the building, serves as a transition zone between the public right-of-way and adjoining uses. For this reason, design of this zone should respond and support the adjoining use, which may include clear zones for store entrances, a “slow” zone for retail displays and window shopping, or a space for outdoor dining and street furnishings.
- 2. Pedestrian Zone.** This is the middle zone and primarily accommodates the efficient movement of pedestrians. It should be designed to provide unobstructed sidewalk space that is wide enough to accommodate projected pedestrian traffic volumes.
- 3. Public Amenity Zone.** The primary purpose of this zone is to provide a planter area for street trees. It may also include other public and private street amenities, such as streetlights, transit stops and shelters, fire hydrants, and news racks.

Refer to the City’s Commercial Design Guidelines and the specific guidelines for commercial and mixed-use streets in Section 9.8.2.

Figure 9-6: Sidewalk Activity Zones



The pedestrian zone should leave ample space for pedestrian traffic, while the purpose of the public amenity zone is mainly to accommodate street trees.



The frontage zone can provide space for outdoor seating and retail display.

E. Building Setbacks

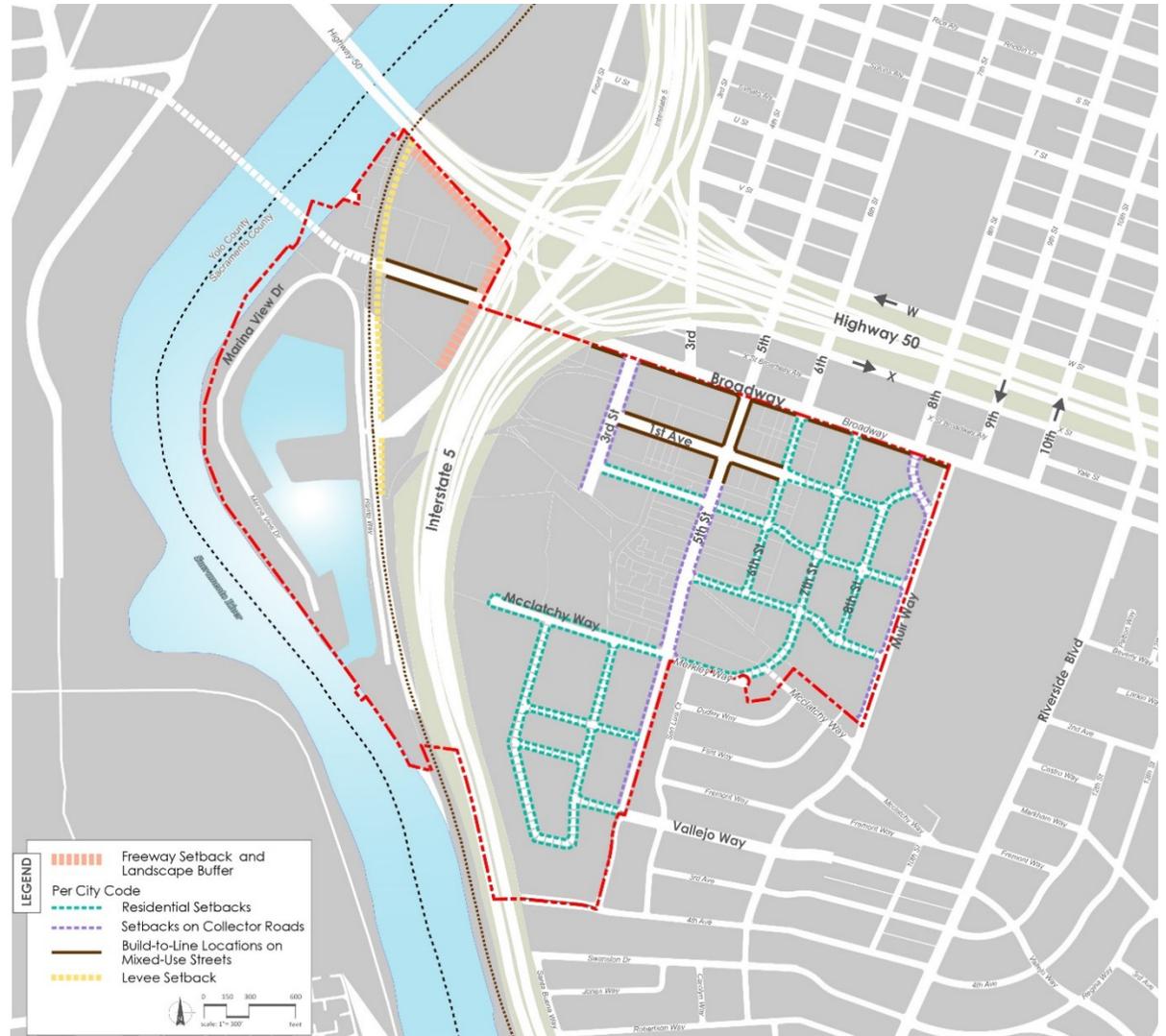
Setbacks define how buildings address the sidewalk and street, with the intent of creating a comfortable and welcoming pedestrian environment. As shown in Figure 9-7, this Specific Plan encourages the application of consistent setbacks on Specific Plan Area blocks, based on the vision and desired land use pattern for the West Broadway area.

For the commercial and pedestrian-oriented mixed-use blocks and frontages in the West Broadway area, build-to-lines that ensure that buildings along the street create a defined street edge should be provided, as shown by the brown lines in Figure 9-7.

Generally, consistent front yard setbacks should be provided for residential uses on the same street and block, based on the prevailing land use pattern and street function on the block, as guided by Figure 9-7. Wider front yard setbacks may be provided on higher-volume collector roads and lower-density housing sites, while narrower front yard setbacks are recommended for higher-density, multi-family housing on local streets. Deviations to setback standards may be allowed to preserve existing mature trees or other character-defining site features.

Figure 9-7 also identifies where setbacks should be provided adjacent to other development edges, including the edges of freeways, the future Broadway Bridge, and the levee below the Sacramento Southern Railroad line. Refer to the PDC for applicable standards. Future development is encouraged to provide a wide setback buffer adjacent to the freeway, with evergreen trees and landscaping designed to filter the air and provide a visual screen from the freeway.

Figure 9-7: Minimum Streetfront or Edge Setbacks and Build-to-Lines



Source: City of Sacramento data, adapted by Ascent in 2019

F. Landscaping and Open Space

Landscaping in the Specific Plan Area is governed by the Landscaping and Paving Regulations of the PDC, which address landscaping standards for setback areas for single-unit, duplex, and multi-unit dwellings and non-residential developments; planters adjacent to public streets; and tree shading requirements for parking lots. They also address paving requirements and site requirements for walkways, private streets, and exterior lighting.

Additionally, open space requirements apply to multi-unit dwellings as provided in the PDC. A combination of common and private open space is required for multi-unit dwellings. Figure 9-8 provides examples of the types of common and private open space anticipated in the Specific Plan Area. Refer to the City’s Multi-Unit Design Guidelines and Section 9.7.1 B, below, for guidelines on common and private open space.

Figure 9-8: Residential Open Space Examples



Common open space courtyard



Private patio courtyard



Private upper level balconies

9.6 Neighborhood-Wide Design

The design guidelines in this section address the public realm design elements that support an attractive and distinct neighborhood. The network of public streets and open space, which comprises the public and semi-public realm, will be the unifying element to bring together and establish a consistent overall development character for the West Broadway area.

9.6.1 Neighborhood Form

A. Walkable Neighborhood Block and Street Grid Pattern

Design Principle:

The shorter blocks of the Central City should be extended into the Specific Plan Area to create walkable neighborhood blocks that connect the West Broadway area internally and to adjacent streets and neighborhood areas.

Rationale:

A modified street grid pattern with a hierarchy of streets support a walkable street and block network in the Specific Plan Area with streets that connect into the Central City street grid and enhance connections to adjacent neighborhood areas.

Guidelines

1. Block lengths in the Specific Plan Area should be 300 feet or less. If longer block lengths are proposed, the City may require mid-block paseos or pedestrian paths that provide direct connections to adjacent uses or amenities, such as commercial services, schools, parks, and transit.

2. Blocks and buildings are encouraged to be laid out in a pattern that enables units to maximize solar access and incorporate features such as solar panels, natural daylighting, and podium or rooftop gardens. (S)
3. Where future development is located adjacent to parks, street and building layouts should provide visual and physical connection to the park.
4. New parking areas and garages for commercial and multi-family development should be sited to the side or rear of the property rather than the street front, when possible.
5. Neighborhood cul-de-sacs should be avoided, but where needed to provide residential access for development adjacent to the freeway, they should support bike and pedestrian connections to an adjacent through street or greenway.
6. Streets should incorporate shade trees to maximize shading of buildings, sidewalks, and roadways with adequate space to support pedestrians and cyclists.

B. Complete Streets and Paths

Design Principle:

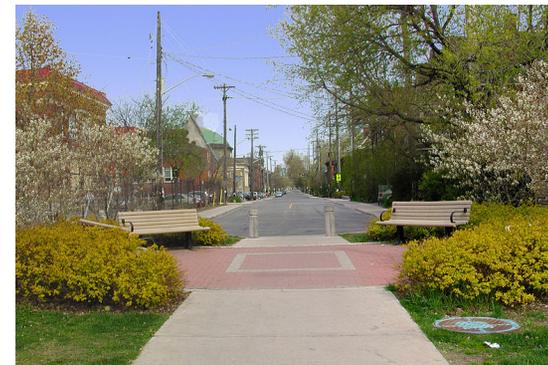
The street and path network should be comprehensively planned and designed to provide efficient neighborhood connections, prioritizing the needs of pedestrians and bicyclists first and those of drivers second.



Multi-family housing development with connections to park and outdoor amenities.



Blocks laid out to allow units maximum access to solar energy and natural daylighting.



Live-end cul-de-sac with greenway connection

Rationale:

A walkable and complete street system promotes walking, supports bicycling, and slows traffic as it travels through the neighborhood.

Guidelines

1. Streets and paths should connect to local area amenities, including parks, schools, transit stops, and commercial services.
2. Comfortable sidewalks should line both sides of every public street and should be shaded to the extent possible. To achieve this consistently, dedication of additional right-of-way may be required adjacent to a right-of-way, as noted by the street design sections in Chapter 7.
3. Development should provide pedestrian circulation from public walkways to parking areas, building entries, transit stops, public open space, and contiguous uses.
4. Crime Prevention through Environmental Design Principles should be applied to the design of pedestrian paths and walkways.
5. All streets should provide sidewalks adequately sized to support pedestrian access and to serve the intended use. Street furniture should remain in the frontage zone and not block pedestrian walkways or occupy street tree planters.
6. Sidewalk extensions and bulb-outs should be provided at crosswalks, where parking is provided for traffic calming and aesthetic character.
7. Mid-block east-west alleys are encouraged for property access on blocks served by

commercial or mixed-use streets, including Broadway, 1st Avenue, and 5th Street. Alleys provide a better alternative for parking and service access on higher-volume roads and can also support the commercial, high-density multi-family, or mixed-use developments on these blocks.



Design alleys to support service access while allowing for shared uses and safe pedestrian access.



Landscape bulb-outs to shorten the pedestrian crossing distance and add curb appeal.

C. Parks and Open Space

Design Principle:

New development should incorporate parks and open space that provide a focus for neighborhood areas and connect to and extend the public space network in the neighborhood.

Rationale:

Parks centrally located in neighborhood areas are typical to traditional neighborhoods in the city.

Guidelines

1. Parks in new development should be designed to provide multi-generational open space suited to the anticipated needs of residents served by these communities.
2. Crime Prevention through Environmental Design Principles should be applied in park and open space areas.
3. Small parks, plazas, courtyards, and other public space should be incorporated into urban infill projects in the Industrial Subarea for the use of building occupants and to enhance the public space on the street.
4. Open space, plazas, and courtyards should be located and landscaped to take advantage of solar orientation, block high winds, provide abundant shade, and reduce heat island impacts during summer months. (S)
5. On-street parking should be provided adjacent to neighborhood parks.



Design neighborhood parks to appeal and accommodate multi-generational users.



Consider activating vacant or underused sites with landscaping and street furnishings.

6. Interim open space and urban plazas to activate and green vacant or underused sites are encouraged as long as they meet City codes and standards. (S)

D. Neighborhood Compatibility

Design Principle:

New development should consider the character of the surrounding neighborhoods and provide appropriate transitions to existing single-family homes.

Rationale:

Site and building layout, building heights, scale, massing, placement of windows, entries, and landscaping should be designed with consideration for adjoining properties and providing reasonable privacy to existing homes.

Guidelines

1. The overall appearance and character of the area should be improved through building massing, scale, height, and style that are compatible with the neighborhood and permitted development intensity.
2. Appropriate setbacks and transitional heights and step-back multi-story structures and taller buildings adjacent to low-density single-family homes should be provided.
3. Windows and outdoor spaces should be oriented away from single-family homes.
4. Screen trees and shrubs should be planted at the side or back property lines adjacent to single-family homes as a privacy buffer.

9.6.2 Public/Semi-Public Realm

The design guidelines for the public/semi-public realm address the space between the street and the building face and encompass the selection of landscaping; street trees; pedestrian amenities, such as lighting and private street furniture; and the building's relationship to the street. Public realm improvements can enhance livability and help establish an attractive, cohesive character for the West Broadway area.

A. General Landscape Design

Design Principle:

New landscaping should be planned to serve multiple purposes, including accentuating the streets and natural features, softening the built environment, providing transitions to adjacent uses, and providing environmental benefits.

Rationale:

Landscaping can be used to complement buildings and make a positive contribution to the aesthetics and character of an area.

Guidelines

1. Crime Prevention through Environmental Design Principles should be applied to landscapes, building entrances, and parking lots.
2. Yard areas between the street and building should be landscaped to add to the public character of the street.
3. The landscape palette, including planting and hardscape materials, should be designed to support reductions in stormwater run-off, minimize irrigation

requirements, and reduce the urban heat island effect. (S)

4. Roof run-off should be directed to bioretention planters and landscaped open space, when possible. (S)
5. New development in the West Broadway Gateway subarea should be set back from the levee and freeway. Along the site edges adjacent to the freeway, a wide setback and dense vegetative buffer should be planted and maintained on private property as screening from the freeway. (S)



Landscape street setbacks to contribute to the public character of the street.



Street trees encouraged on residential streets through the use of continuous planting strips adjacent to the street curb.

B. Streetscape Design / Street Trees

Design Principle:

Large mature trees in the Specific Plan Area and characteristic of the Upper Land Park neighborhood should be preserved and integrated into future streetscape design plans. New shade trees should also be provided.

Rationale:

Since streets are a large part of the public realm, street trees and other streetscape element are critical in defining the character of the neighborhood.

Guidelines

1. Street setbacks should be landscaped to create an attractive and varied streetscape character.
2. Streets in the Specific Plan Area should be unified by a consistent palette of trees, shrubs, and ground covers. A variety of plantings should be selected that are suited to the intended use while also providing shade, water conservation, and treatment and reduction of stormwater run-off. (S)
3. Trees should be provided along all public roadways, either within the public right-of-way or private property, to provide a continuous, shaded canopy on the street. Street trees recommended for the Specific Plan Area are identified in Table 9-2 and illustrated in Figure 9-9 and should be spaced to accommodate the spread of the tree species and reach of the tree canopy at maturity. Only trees adapted to the climate conditions in Sacramento should be selected to provide shade and cooling. (S)

4. Where healthy, mature trees exist, every effort should be made to preserve and integrate them into the streetscape design, as shown in the street sections in Chapter

7 and the commercial street sections in Section 9.8.1.C. Removed trees should be replaced with new trees in accordance with City requirements. (S)

5. Street trees on residential streets should be planted in continuous planting strips, when possible, to allow tree roots to spread and branches to shade the street and sidewalk. (S)

Table 9-2: Recommended Street Trees

Tree Name	Size	Mature Height (ft)	Spread (ft)	Minimum Planter Width (ft)	Type	Water Use	Comments
5th Street							
<i>Acer rubrum</i> 'October Glory'* Red Maple	Large	40	35	8	D	Medium	Good red to purple fall color, broadly oval crown, heat resistant
<i>Zelkova serrata</i> 'City Sprite' Japanese Elm	Small	15–20	12–15	6	D	Medium	A compact, fine-textured form of common Japanese elm
1st Avenue							
<i>Koelreuteria paniculata</i> * Goldenrain Tree	Medium	30	30	6	D	Medium	Fragrant yellow flowers tinged with pink, heat and drought tolerant
<i>Prunus sargentii</i> Sargent Flowering Cherry	Medium	30	30	6	D	Low	Larger vase-shaped crown, single pink flowers in spring, healthy full canopy to protect trunk from sunburn
<i>Tilia cordata</i> Little Leaf Linden	Small	20	15	4	D		Yellow-gold fall color, lower foliage maintained to protect trunk from sunburn
Residential Streets							
<i>Acer rubrum</i> 'October Glory'* Red Maple	Large	40	35	8	D	Medium	Good red to purple fall color, broadly oval crown, heat resistant
<i>Acer truncatum</i> Shantung Maple	Medium	30	25	6	E	Medium	Yellow-red fall color, rounded crown shape
<i>Laurus nobilis</i> Bay Laurel	Medium	30	30	6	E	Low	Dark green foliage, fragrant foliage used in cooking, good screen
<i>Pistachia chinensis</i> * Chinese Pistache	Medium	30	30	6	D	Low	Select seedless cultivars to avoid litter from fruit; excellent fall color, heat and drought resistant
<i>Prunus sargentii</i> Sargent Flowering Cherry	Medium	30	30	6	D	Low	Larger vase-shaped crown, single pink flowers in spring, healthy full canopy to protect trunk from sunburn
<i>Syringa reticulata</i> * Japanese Lilac	Small	20	15	4	D	Medium	Creamy white flowers in early summer

Table 9-2: Recommended Street Trees

Tree Name	Size	Mature Height (ft)	Spread (ft)	Minimum Planter Width (ft)	Type	Water Use	Comments
<i>Vitex agnus-castus</i> Chaste Tree	Small	15–20	15–20	4	D	Low	Select single trunk form; interesting angular form, attracts butterflies, showy flowers, fragrant foliage
<i>Zelkova serrata</i> 'City Sprite' Japanese Elm	Small	15–20	12–15	4	D	Medium	A compact, fine-textured form of common Japanese elm
Neighborhood Area Greenways and Parks							
<i>Arbutus marina</i> * Strawberry Tree	Medium	30–35	30	6	E	Low	Attractive exfoliating bark, good screening tree
<i>Ginkgo biloba</i> 'Autumn Gold' * Maidenhair Tree	Large	45	35	8	D	Medium	Classic ginkgo shape
<i>Quercus ilex</i> Holly Oak	Large	40	50	8	E	Low	Dense crown
<i>Quercus lobata</i> Valley Oak	Large	60	60	10	D	Low	Classic oak in lower elevations of Sacramento Valley, needs steady source of water, attracts wildlife
<i>Ulmus parvifolia</i> 'Emer II' Allee Elm	Large	50	35	8	D	Low	Upright vase shape, slightly smaller than typical American elm, yellow to russet fall color, interesting bark pattern, resistant to Dutch elm disease
Parking Lots							
<i>Acer buergeranum</i> Trident Maple	Small	20	20	6	D	Low	Compact crown, interesting bark pattern, yellow to gold fall color
<i>Acer rubrum</i> 'Autumn Flame' Autumn Flame Maple	Medium	35	30	6	D	Medium	Dense, round crown, good fall color, tolerant of heat
<i>Ginkgo biloba</i> 'Autumn Gold'* Maidenhair Tree	Large	45	35	8	D	Low	Classic ginkgo shape
<i>Koelreuteria paniculata</i> * Goldenrain Tree	Medium	30	30	6	D	Medium	Fragrant yellow flowers tinged with pink, heat and drought tolerant
<i>Zelkova serrata</i> 'City Sprite' Japanese Elm	Small	15–20	12–15	4	D	Medium	A compact, fine-textured form of common Japanese elm

Notes: D = Deciduous; E = evergreen.

* May serve as an accent tree.

Source: City of Sacramento Street Tree List and adapted by Ascent, 2019

Figure 9-9: Recommended Street Trees

5th Street



Red Maple *
Acer rubrum 'October Glory'



Common Hackberry
Celtis occidentalis



Maidenhair Tree *
Ginkgo biloba 'Autumn Gold'

1st Avenue



Goldenrain Tree *
Koelreuteria paniculata



Sargent Flowering Cherry
Prunus sargentii



Little Leaf Linden
Tilia cordata

Residential Streets



Shantung Maple
Acer truncatum



Bay Laurel
Laurus nobilis



Chinese Pistache *
Pistachia chinensis



Japanese Lilac *
Syringa reticulata 'Ivory Silk'



Chaste Tree
Vitex agnus-castus



Japanese Elm
Zelkova serrata 'City Sprite'

Neighborhood Area Greenways and Parks



Strawberry Tree *
Arbutus marina



Maidenhair Tree *
Ginkgo biloba 'Autumn Gold'



Holly Oak
Quercus ilex



Valley Oak
Quercus lobata



Allee Elm
Ulmus parvifolia

* May serve as an accent tree.

Source: Urban Forest Ecosystems Institute

C. Lighting and Site Amenities

Design Principle:

Projects should be designed to maximize opportunities for usable, attractive, and integrated public spaces and site amenities, whenever feasible, including site lighting and furnishings. Common materials, colors, and finishes should be selected for site lighting and furnishings to create a cohesive identity.

Rationale:

Site lighting and furnishing (e.g., seating areas, sidewalk cafes, trash receptacles, public art, transit shelters, and bollards) offer spaces for social interaction and create a sense of openness and welcome. When well designed, they can contribute to a positive impression for the neighborhood, adding to the character and quality of the area.

Guidelines

1. A cohesive family of site lighting and furnishings should be selected that complements existing fixtures in the Upper Land Park area and The Mill at Broadway, such as that shown in Figure 9-10.
2. A cohesive and distinct family of lighting and street furnishings should also be developed for Miller Regional Park.
3. Along Broadway, street lighting and private furnishings should be improved according to the Broadway Complete Street Plan.
4. In addition to existing street lighting, pedestrian-scaled street fixtures should be added as new development occurs, to

improve comfort and light walkways and commercial areas in the evening.

5. Bollard lights may alternatively be provided and are encouraged along paseos, greenways, and internal walkways of residential developments.
6. Street furnishings should be integrated into the design of public spaces to enhance the character of commercial and neighborhood areas.



Site furnishings and landscaping integrated into the design of the street.

Figure 9-10: Unified Family of Lighting and Furnishings



Existing streetlights on Broadway adjacent to the Specific Plan Area consist of a silver metal finish and contemporary design. New lighting and street furnishings should complement this character.



A contemporary traditional design character for street furnishings within the West Broadway neighborhood is encouraged.

D. Gateway Entrances and Neighborhood Identity Signs

Design Principle:

The gateway and signage system for the Specific Plan Area should include:

- ▲ a city or civic gateway into Broadway;
- ▲ a coordinated signage system for Miller Regional Park; and
- ▲ optionally, district or residential identity markers.

Character examples for gateways in the Specific Plan Area are shown in Figure 9-11.

Rationale:

A cohesive gateway and signage system that is coordinated with public realm landscape and streetscape improvements can enhance the identity of the West Broadway area.

Guidelines

General Guidelines for Landscaped Gateways

1. An organized landscape theme, signage, lighting, and pedestrian amenities, where appropriate, should accompany the gateways in the Specific Plan Area.
2. Layering of plants, including flowers, shrubs, and accent trees, is encouraged at major entries and focal points in the neighborhood to provide year-round interest and color. Trees, plants, and landscape materials should consist of local vegetation that is drought tolerant and low maintenance.

3. Energy-efficient landscape lighting should be integrated into the site design of entry signs and landscape features. (S)

Guidelines for City Gateway

4. A city gateway should be established at the foot of the Broadway Bridge, upon entering the Broadway corridor. This may consist of a city welcome sign or public art piece framed by landscaping within the public right-of-way.
5. A subtle delineation of the crossing into the city limits is encouraged through signage and/or changes in the landscape and paving pattern that is recognizable from the car, as well as by bike or foot.

Guidelines for Miller Regional Park Identity System

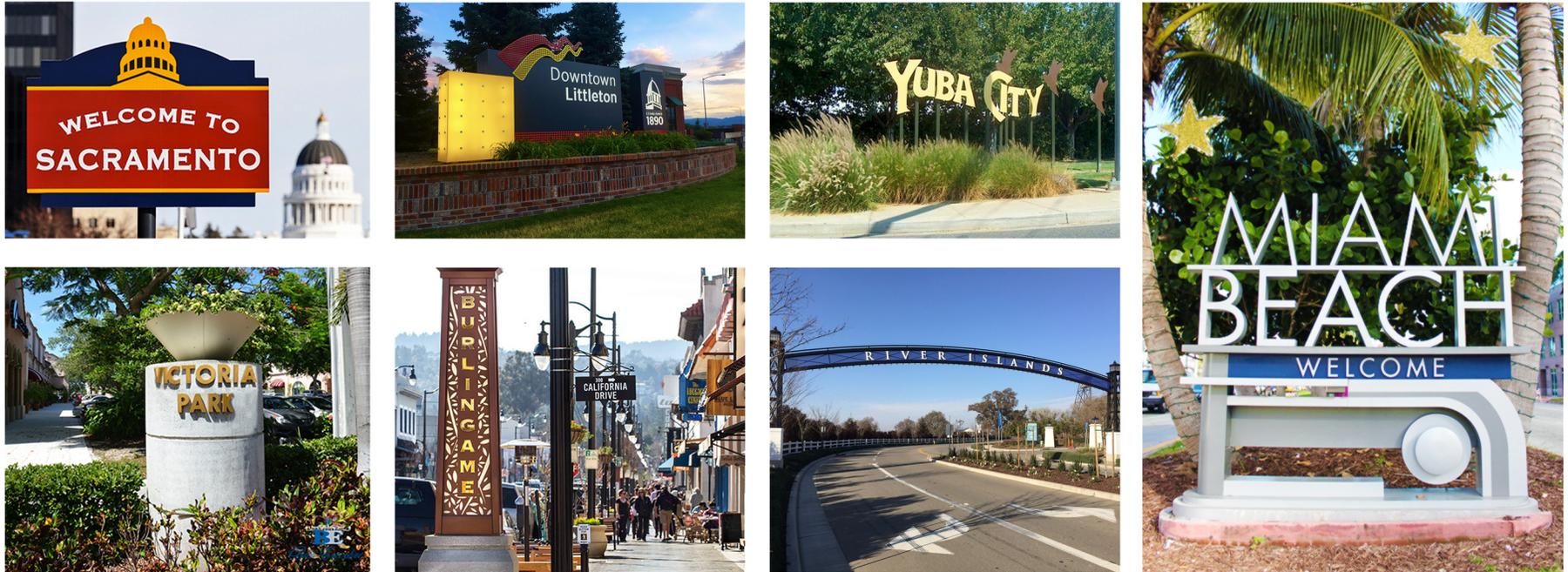
6. A consistent and coordinated park identification and wayfinding system should be developed for Miller Regional Park. It could include:
 - a park gateway feature at the park entrance;
 - identity signs for key park amenities, such as the Sacramento Marina and water sports park;
 - wayfinding signs to park amenities and bike trail routes;
 - trail marker signs along the Sacramento River Parkway trails;
 - park information and directory signs;
 - interpretive signs of natural and native resources adjacent to the river; and

- wayfinding signs at each entrance to the Setzer Tunnel.

Guidelines for Residential Entry Markers

7. Residential entry and identity signs may be used to identify the main entrances into residential areas and mark the transition alerting drivers that they are entering into a residential area. These markers should be modest in scale and display. They should integrate materials that blend in with the residential character of the neighborhood and may be combined with directional signage to internal amenities, such as guest parking areas for leasing offices, neighborhood parks, and club centers.

Figure 9-11: Entry Signs and Gateways



City welcome and district gateway signs and concepts



Residential area and district gateway and identity markers

Park and open space identity concepts for Miller Regional Park

E. Public Art

Design Principle:

Projects are encouraged to integrate public art in public spaces within the community, to activate the street and local area, highlight destinations, and enhance local area identity.

Rationale:

Public art contributes to local placemaking and can reinforce the identity for the West Broadway area. Figure 9-12 illustrates examples of public art appropriate within the West Broadway area.

Guidelines

1. Public art should be integrated as part of the urban fabric of the Greater Broadway District and into the open space design of Miller Regional Park.
2. Public art may be integrated into the city gateway into Broadway from the Broadway Bridge or at a park gateway to frame the public entrances into Miller Regional Park.
3. Public art may be integrated into other public spaces, such as beneath the freeway structures and the bike and pedestrian tunnel underneath I-5. Landscape paving and use of LED lights are encouraged to help activate and support public access from Miller Regional Park at night.
4. Public art features are also encouraged in neighborhood parks, linear open space areas, and gateway locations or focal points within the West Broadway area.

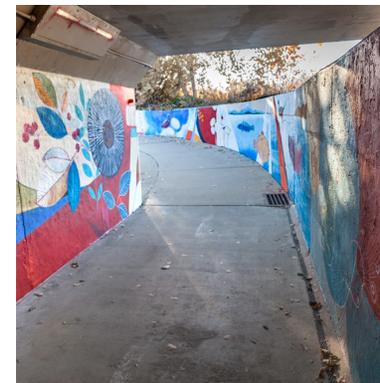
Figure 9-12: Public Art Examples



Urban art/gateway examples for Broadway and the West Broadway Gateway subarea.



Public art integrated into park and open space areas.



Mural art and LED lights could be used to activate the space under the freeway structure and bike and pedestrian tunnel under I-5.

9.7 Residential Design

Residential design guidelines focus on supporting a distinct neighborhood in proximity to open space along the Sacramento River to Broadway and to the neighborhoods in the Central City and Land Park. The City's Single-Unit Dwelling and Duplex Dwelling Design Guidelines and the Multi-Unit Dwelling Design Guidelines should be referenced in coordination with the following.

9.7.1 Site and Landscape Design

A. Building Orientation and Relationship to the Street

Design Principle:

Building orientation and the positioning of elements on the site (e.g., entrances, landscaping, driveways, and parking) should be planned with entries and active uses that address and provide eyes on the street.

Rationale:

Building orientation is an essential element in residential neighborhood design, to clarify vehicular and pedestrian access paths and the relationship of buildings to the street, to public space, to each other, and to other existing uses.

Guidelines

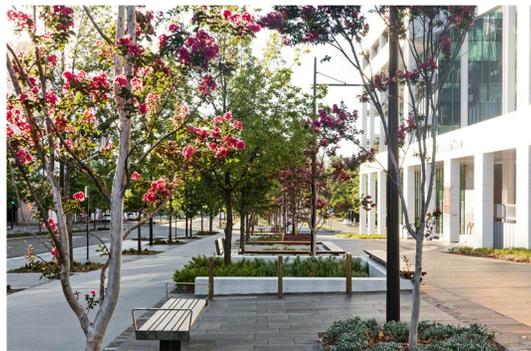
1. Homes should be oriented to the street or common open, allowing units access to natural light and ventilation and street, garden, or open space views. (S)
2. The primary façade of a building is encouraged to vary along the front yard setback, to create an interesting and

attractive streetscape, while supporting a visually consistent building setback.

3. Porches, stairs, and stoops and the active living spaces of the home (including living rooms) should face the street.
4. Crime Prevention through Environmental Design Principles should be applied to building entrances and spaces between buildings.
5. Separation between residential buildings should be sufficient to provide privacy



Stagger windows, balconies, patios, and courtyards to protect the privacy of residents in different buildings or units.



Vary the building façade to create an interesting street edge that clearly defines the public sidewalk.

between units and access to natural light and ventilation.

6. Windows, balconies, patios, and courtyards between buildings should be staggered to protect the privacy of users and reduce unwanted noise between buildings or units.
7. Alley loaded homes should be provided alley elevations with the same integrity of design as front elevations.

B. Common and Private Open Space

Design Principle:

Common and private open space that is designed to be functional and easily accessible and visually appealing should be provided in multi-unit residential communities.

Rationale:

Common and private open space should foster a sense of community with units that open onto common spaces and allow residents to see and use these spaces.

Guidelines

1. Common and private open space areas should be organized as usable outdoor space that expands the living area of each home.
2. Common facilities should be located and designed for activity, visibility, and accessibility.
3. Private open space should be sized at appropriate depths for comfortable outdoor living, including accommodating chairs and small tables.

4. Personal storage spaces can be designed as an extension of private open space but will not count toward meeting private open space requirements.
5. Private landscaped setbacks and shade trees should be integrated into the design of common open space areas on the ground floor.
6. On-site pedestrian circulation should connect all units to common open space and adjacent public sidewalks and paths.
7. Where paseos are provided, vehicular connections should be limited. They should also open onto front building elevations and not have view-obscuring fencing.
8. Pedestrian-scaled ornamental streetlights should be located on internal walkways between housing units to provide illumination for safety and navigation; alternatively, bollard lights may be used.
9. Paseo paths should be designed to include pedestrian amenities, such as street trees, landscaping, seating, and lighting.



Incorporate pedestrian amenities: shade trees, landscaping, lighting, and seating along paseos.

C. Walls and Fences

Design Principle:

Fencing should complement the design of the building(s) and street without obstructing physical or visual access from the public way. Design of walls and fences shall be as regulated by the PDC.

Rationale:

Fences provide privacy and security for private property, defining its boundaries. Where fencing and gating are part of a project, they should be integrated into the overall design, contributing to the long-term value of the project and neighborhood.



Low planters and fences can define private front yards while adding interest on the street.

Guidelines

1. Use of solid walls and sound walls should be limited to those areas requiring sound attenuation to achieve City noise standards or to screen unsightly elements, such as trash areas and mechanical equipment.
2. Sound walls are discouraged and allowed as a last resort for noise mitigation to achieve



Solid walls used for screening trash areas should be integrated into the site design of the project.

City noise standards when all other feasible site planning and design-related noise mitigation have been integrated. Acceptable locations for the application of sound walls are expected to include only those areas where residential development is next to the freeway.

3. Low front yard fences or walls may be permitted along the street but should be softened with landscaping and transparent fences limited to 4 feet tall and opaque fences or walls to 3 feet tall, to maintain a pedestrian-friendly character on the street.



Low front yard wall used to define the transition from public to private use areas.

D. Driveways and Parking Areas

Design Principle:

Residential streets should be designed to minimize curb cuts and the appearance of parking or garage doors along the street. Instead, garages should be located beneath, at the side, or at the rear of multi-unit structures. Garage and carport materials and architectural styles should complement the materials and styles of the primary buildings.

Rationale:

The relationship between the front of the home and the street and the accommodation of parking is critical to creating pedestrian-friendly neighborhoods.

Guidelines

1. The extent of impervious paved surfaces (concrete and asphalt) should be minimized. Permeable surfaces, paving, and infiltration cells are encouraged in parking areas and driveways to capture stormwater run-off. (S)
2. Driveways on residential streets should be organized to maximize on-street parking.
3. Where possible, east-west alleys, similar to the pattern in the Central City street grid, should be implemented to provide safe access to parking for homes and businesses.
4. Homes on narrow lots, such as townhomes, small-lot homes, and homes fronting parks, are encouraged to provide garage access from an alley behind the home.

5. For surface parking lots within multi-family housing projects, small clusters of parking and shaded parking courts are preferred over large parking areas. (S)



Driveways on residential streets should be organized to maximize on-street parking spaces.



Parking courts and dispersed parking strategies are preferred over large parking areas.



Alley setbacks are encouraged to be landscaped and delineated from driveways.

6. Setbacks along an alley should be landscaped and separately delineated from driveways.

9.7.2 Residential Building Design

A. Housing Types and Styles

Design Principle:

A range of housing types, such as those shown in Figure 9-13, are encouraged in the Specific Plan Area. New housing shall adhere to the applicable standards of the PDC and must be compatible in scale and character with existing developments in the Specific Plan Area.

Rationale:

A diversity of housing types and styles is desired, to allow a mix of affordable and market-rate housing and to serve different lifestyle preferences in the city. Different styles add variety into the neighborhood and help new development fit in with the surrounding context.

Guidelines

1. A variety of housing types and unit sizes can be accommodated on infill and larger development sites in the Specific Plan Area, to support diverse housing needs and multi-generational housing opportunities.
2. Fundamental architectural design principles, such as building scale, proportion, shape, and rhythm, as characterized in the Citywide Design Guidelines, should be addressed in every building design, regardless of the building style.

Figure 9-13: Residential Building Types



Mix of townhomes and apartments



Tiny homes



Townhomes



Live-work lofts



Walk-up apartments



Apartment with structured parking

B. Building Articulation and Details

Design Principle:

New development should avoid designs that are long and bulky and lacking in articulation or connection to the surrounding area. Instead, buildings should incorporate windows and entries that address the street and include a mix of materials, textures, and colors. Buildings should provide and exhibit energy conservation strategies.

Rationale

Breaking up the building massing and use of quality materials, detail in design, and variations in architecture provide visual interest and will help give a distinct character and identity to the West Broadway area.

Guidelines

General Guidelines

1. All visible sides of the buildings should receive design treatment, with particular emphasis on ground-floor elevations fronting public streets and residential alleys.
2. Building elevations for multi-family housing should be designed with building articulation and scale at the street level that are compatible with the character, rhythm, height, and massing of adjoining development, where this context exists.
3. Design of long low- and mid-rise buildings should articulate individual units. Variations in building façades should be created through varied massing, shape, materials, and roof forms.

4. Variety in the use of materials is desirable. Material changes should be accompanied by changes in plane or architecture trim, to avoid a “tacked-on” appearance. Materials should be durable to withstand weathering with age.
5. Energy conservation strategies, including use of window shading devices, colors to reduce heat gain, energy efficient windows, cool roofs, high-quality insulation and radiant barriers, solar panels, and whole



Apply energy conservation strategies, such as window shading, lighter colors, and solar panels.



Design long multi-family buildings to appear as distinct and articulated smaller buildings.

house energy systems, are encouraged to reduce energy consumption associated with heating and air conditioning during winter and summer months. (S)

Porches and Entries

6. Entry features should be designed to be consistent with the scale and style of the home.
7. Entries and porches, where provided, should incorporate railings, trellises, and roofs/canopies to give character and interest to homes.

Doors and Windows

8. Doors and windows should complement the style and architectural features of the home, adding interest to building elevations.
9. Front doors are encouraged to include raised panels, glass or transom windows, or other forms of traditional detail and articulation.
10. Operable windows and doors should be located to provide the cooling benefits of prevailing breezes, while also preserving neighborhood privacy.

Roofs

11. Roof forms should be an integral part of the architectural design of the building. Roof slopes should vary with the architectural style of the house. A consistent rhythm of slopes and pitches should be used on each building.

9.8 Neighborhood Commercial and Mixed-Use Design

The commercial and mixed-use design guidelines apply to the parcels shown in Figure 9-4. The guidelines in this section should be referenced in coordination with the City’s Multi-Unit Dwelling Design Guidelines, which also include a section on mixed-use development and the Citywide Commercial Design Guidelines.

The key concepts that are the focus for the design of buildings along commercial and mixed-use streets in this section are (1) supporting a comfortable and welcoming pedestrian environment, (2) enhancing the vitality of the existing commercial and business environment, (3) creating a distinct character for the West Broadway area, and (4) addressing the public realm and how buildings front and frame the street.

9.8.1 Site and Landscape Design

A. Building Relationship to the Street

Design Principle:

The commercial and mixed-use streets, including Broadway, 1st Avenue, and 5th Street, should be designed to promote activity along the street and support a pedestrian-friendly character in the West Broadway area.

Rationale:

The organization of buildings along a street or block through features such as setbacks, landscaping, and architecture can help define the character of a neighborhood area or place.

To promote activity along Broadway, 5th Street, and 1st Avenue, buildings should have a clear orientation to the uses and activity on the sidewalk.

Guidelines

1. Buildings should be constructed to build-to-line setbacks on Broadway, 5th Street, and 1st Avenue, as shown in Figure 9-7
 - a. The buildings along Broadway, adjacent to Alder Grove should be set back a minimum of 40 feet and a maximum of 50 feet, to preserve existing mature trees along Broadway.
 - b. A minimum of 50% of the building frontage should define a consistent build-to-line along the block.
2. In private setback areas, new development is encouraged to include features that contribute to the public space on the street with plazas, seating areas, and other amenities that support pedestrian activity and green the street. (S)
3. Setbacks from the build-to-line for building entrances or amenities, such as plazas, outdoor seating or dining, shade trees, and site-integrated landscaping, is encouraged.
 - a. In these instances, setbacks from the build-to-line should not exceed 15 feet.
 - b. The setback area should be appropriately landscaped for public use with street furniture, paving, and additional landscaping or trees.

4. The sidewalk should occupy at least 50% of the pedestrian zone width (i.e., 8 feet for the standard 16-foot pedestrian zone) where feasible.

B. Active Streetfronts

Design Principle:

Broadway, 1st Avenue, and 5th Street should be activated with ground-level uses, public entrances, articulated façades, and outdoor dining where wider sidewalks support this activity within the public right-of-way or through a combination of public and private property.

Rationale:

Active street fronts supporting pedestrian and commercial activity are prescribed at the build-to-line locations on Broadway, 1st Avenue, and 5th Street. Uses that qualify as active include:

- ▲ retail or entertainment uses and activities that also include outdoor dining and window shopping;
- ▲ public or civic uses;
- ▲ recreational uses;
- ▲ building lobbies;
- ▲ shared or accessory residential uses, such as fitness rooms, leasing offices, and common area facilities; and
- ▲ shared or accessory office uses, such as break rooms and common area facilities.

Guidelines

1. Buildings should be designed with active uses that engage the pedestrian at the street with storefronts or a design with a minimum 60% transparency for ground-level façades. Exceptions may be permitted for buildings that are adaptively reused or to otherwise comply with building code standards. Transparent façade sections shall not be obscured with signage, vinyl window applications, or interior walls at the storefront line. Transparent façade sections shall not be obscured with signage, vinyl window applications, or interior walls at the storefront line.
2. Locations in the Specific Plan Area that can support outdoor dining include along portions of 1st Avenue and Broadway, as shown in Figure 9-14, and reflected in the street design concepts in Section 9.8.1.C, subject to the city's cafe seating requirements.
3. Ground-level buildings facing public streets and spaces should be designed with a pedestrian scale through orientation of building entries, windows, stoops, front porches, and decks and use of material variation and architectural details.
4. A variety of building frontage treatments for residential, commercial, and mixed-use developments, such as stoops, landscaped setbacks, and activated storefronts, should be integrated to establish a consistent rhythm along the commercial and mixed-use streets in the Specific Plan Area, as shown in Figure 9-15.
5. Crime Prevention through Environmental Design Principles should be applied to the design of building entrances and spaces between buildings.

Figure 9-14: Active Streetfronts

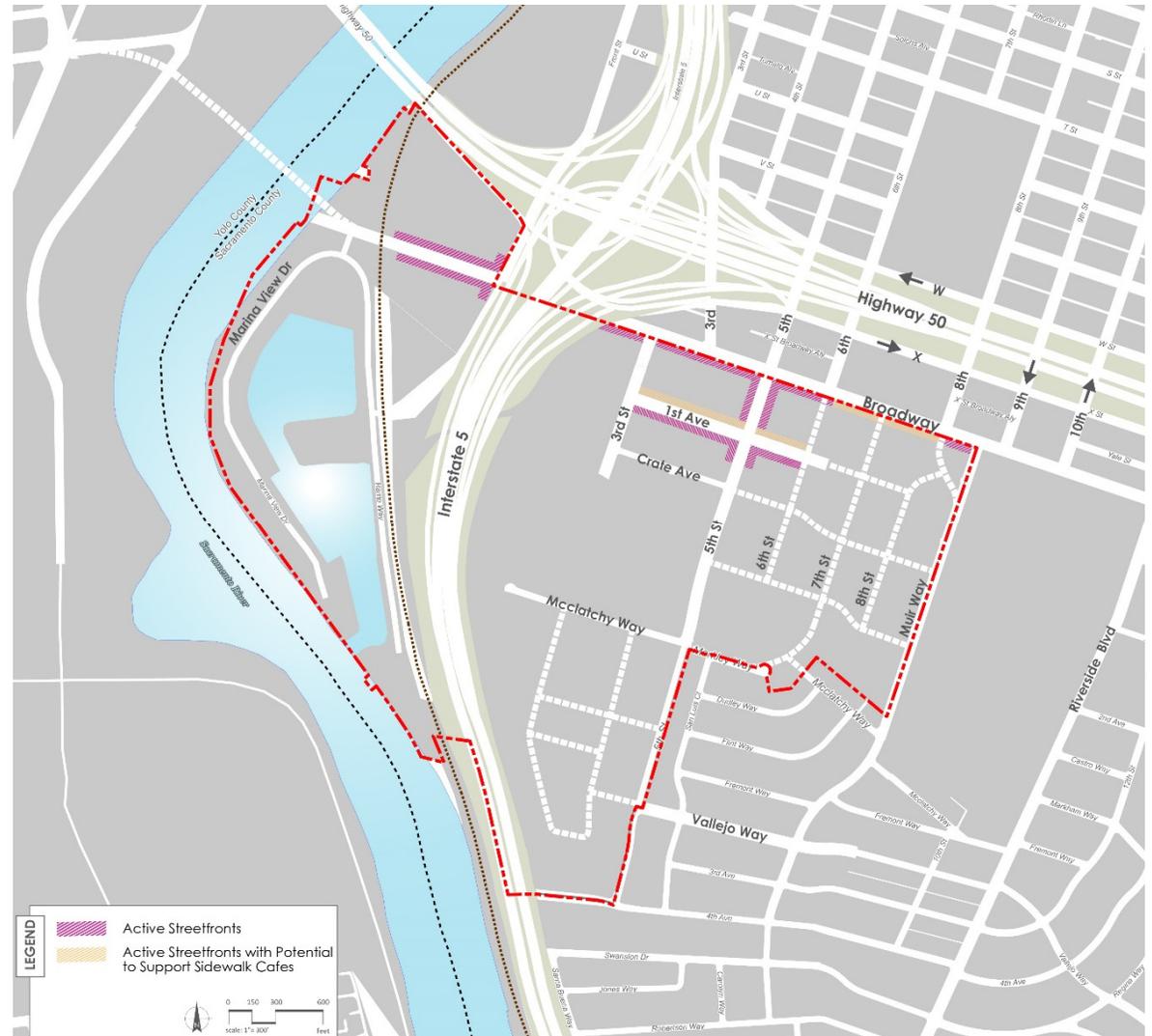


Figure 9-15: Active Residential and Mixed-Use Building Street Frontages



Townhomes with entrance on the street



Townhomes with front stoops and raised court entries



Residential flats with shallow setbacks



Commercial or mixed-use-oriented street with wide activated sidewalks



Live-work with ground floor businesses



Ground floor storefront retail uses

C. Commercial and Mixed-Use Street Design Concepts

The guidelines and street concepts for mixed-use streets, including Broadway, 5th Street, and 1st Avenue, are provided in this section and illustrated in Figures 9-16 through 9-18.

Design Principle:

Broadway, 5th Street, and 1st Avenue are existing streets with mature street and private mature trees, as conceptually shown in Figure 9-1, that should be preserved and integrated into future streetscape improvements, to reinforce the feel and character of the neighborhood.

Rationale:

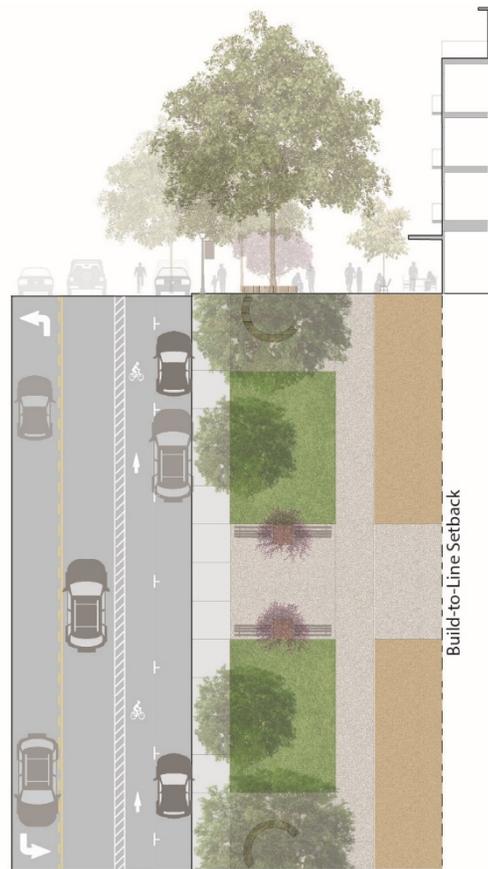
Preservation of mature trees and the planting of new trees are important to enhancing the appearance of the public realm and providing functional benefits to the neighborhood. Trees provide functional benefits by reducing heat gain during the summer and providing naturally cleaner air.

Guidelines

Broadway

- I. Healthy, mature trees adjacent to the public right-of-way along Broadway, between Muir and 6th Street, should be preserved if possible and integrated into future development plans for Alder Grove. Figure 9-16 illustrates the plan and street section concept for Broadway at Alder Grove that preserves the mature trees as a broad public open space feature framing up to six-story buildings on Broadway. (S)

Figure 9-16: Broadway at Alder Grove Streetscape Concept



Streetscape condition on Broadway at Alder Grove

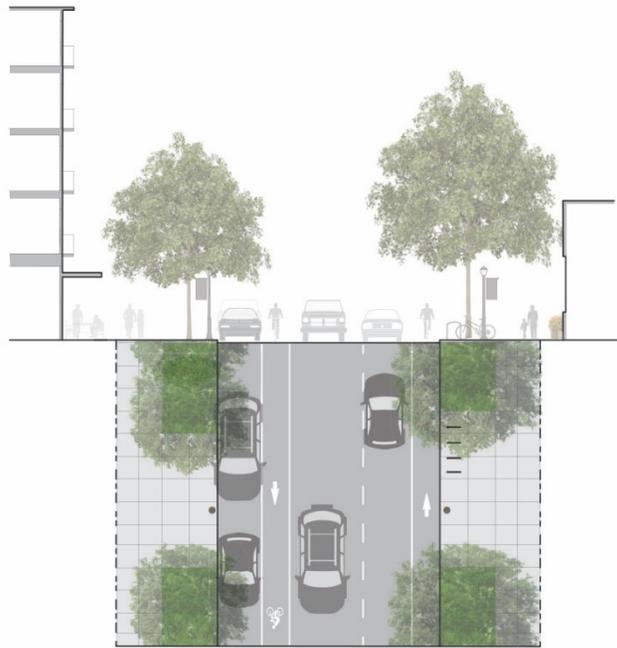


Broadway aspirational character examples

5th Street

- 2. Healthy clusters of street trees along 5th Street should be preserved, including those north of 1st Avenue and the cluster of street and mature trees located adjacent to Marina Vista. Figure 9-17 provides a suggestion for how existing trees on 5th Street can be integrated into the commercial, mixed-use portion of 5th Street envisioned north of 1st Avenue. (S)

Figure 9-17: 5th Street, North of 1st Avenue Streetscape Concept



Streetscape condition on 5th Street



5th Street aspirational character examples

1st Avenue

3. The cluster of street trees along the north side of 1st Avenue, near the intersection of 5th Street, should be preserved and integrated into the streetscape design for 1st Avenue, when feasible, as represented in Figure 9-18. Broad planter strips are recommended to serve this purpose. Where there are no existing street trees, new street trees should be provided in planters to extend the living space along West Broadway. (S)

Figure 9-18: 1st Avenue Streetscape Concept



Streetscape condition on 1st Avenue



1st Avenue aspirational examples

D. Service Alleys and Parking

Design Principle:

Vehicular circulation and parking must be designed to prioritize pedestrians and cyclists, minimize potential pedestrian conflicts, and provide for simple and efficient vehicle movement.

Rationale:

Planning for safer and efficient movement of vehicles and pedestrians can result in supporting mobility alternatives and providing an aesthetically appealing site and increased storefront visibility.

Guidelines

1. A landscape buffer with adequate space to accommodate shade trees should be located between the parking area and public sidewalks.



A landscape buffer should be provided between parking areas and public sidewalks.

2. Shared parking arrangements and shared driveway access between adjoining commercial and residential uses on the

same block are encouraged to avoid excess parking.

3. Parking areas should be accessed from side streets and local streets, when possible. Access to parking areas and structures should adhere to City driveway spacing standards.
4. Where structured parking is provided, it should be wrapped with ground-floor uses or concealed by other means.
5. Parking entries and exits for vehicles and pedestrians should be clearly marked and, where applicable, should incorporate warning signals and alarms where parking exits are located on high-volume pedestrian streets.
6. Parking ratios beyond the City minimum standards are discouraged and will require justification.
7. Crime Prevention through Environmental Design Principles should be applied to service alleys and parking.

E. Services and Utilities

Design Principle:

Service elements and infrastructure such as trash enclosures, loading docks, storage, and mechanical equipment must be screened from street views and integrated into the design to make them as unobtrusive as possible.

Rationale:

Areas used for loading, services, and utilities should be screened from view because

unsightly, noisy, and noxious environments can detract from the visual appeal of a property or streetscape, increase visual clutter, and create hazards for pedestrians and autos.

Guidelines

1. Service areas, including loading docks, storage, and trash bins, should be screened from adjoining walkways. Vines, shrubs, trees for screening, and decorative fences are encouraged for screening loading areas, mechanical equipment, and other service areas.
2. To the extent possible, loading areas should be located and designed to minimize their visibility from public areas and adjacent properties.
3. Where feasible, loading areas should be functionally separated from parking and pedestrian walkways for safety and to provide convenient access for delivery trucks.
4. Trash receptacles are also encouraged to be located to the rear of buildings with the use of alleys encouraged for access by sanitation trucks. Trash receptacles and dumpsters should be located on-site and not within the alleyway.
5. Mechanical equipment, such as air conditioning units, pipes, ducts, vents, access doors, meters, transformers, and other equipment that produce noise or exhaust, should be located away from pedestrian ways. The equipment should be screened or hidden from public view in a manner

consistent with the character of the building architecture and surrounding area.

9.8.2 Commercial and Mixed-Use Building Design

A. Building Massing and Form

Design Principle:

Projects should relate to the surrounding existing or emerging context with respect to building scale, mass, and articulation.

Rationale:

Careful attention should be paid to building massing to support a human-scaled environment. Placement of building mass also helps define the relationship of buildings to the street. Varied building façades can help create an attractive and vibrant street edge.

Guidelines

1. Buildings at gateway intersections should include corner entries and architectural treatments, such as towers and porticos.
2. Massing of larger buildings should be divided into smaller components to maintain the smaller traditional lot patterns present along the non-residential portions of Broadway and 1st Avenue.
3. Building façades for commercial and mixed-use building should have a recognizable “base” and “top.”
4. Building façades on larger buildings should be broken down into smaller modules to give the appearance of smaller buildings and shops, consistent with the rhythm of

parcels and smaller buildings and shops generally found along Broadway. Street-level retail façades should be articulated with architectural elements, such as transoms, kickplates, recessed entries, cornices, and canopies, that create visual interest for pedestrians and motorists.

5. Primary entrances for commercial uses should be clearly visible and accessible from the main public street.

B. Building and Architectural Details

Design Principle:

Building façades visible from a public street should have three-dimensional depth and architectural details that provide visual relief, such as cornices, window mullions, and projections at the ground level.

Rationale:

Architectural details provide visual interest and can help give a unique identity to buildings and the street.

Guidelines

Entry Features

1. Where applicable, primary building entries for Broadway, 5th Street and 1st Avenue should be oriented to the street and, secondarily, to parking or service areas behind the building or in alleys or side streets.
2. Primary pedestrian entries should be accessible directly from a public sidewalk.

3. Building entries should be clearly defined with overhangs, recesses, special materials, or detailing.
4. Primary building entries should have a more substantial appearance or presence than other building entries.
5. Buildings located at gateway intersections are encouraged to incorporate corner entrances, with architectural treatments, such as towers or taller corner buildings, to define and highlight key neighborhood gateways.

Windows, Doors, and Storefronts

6. Large window displays for retail uses on the ground floor is highly encouraged. A minimum 60% of a storefront facing the street should be made up of transparent materials, such as glass. Transparent façade sections shall not be obscured with signage, vinyl window applications, or interior walls at the storefront line.



Mixed-use building with storefront retail development on the ground floor and multi-paned windows on the upper stories.

7. A combination of panels and glass, full-light glass, or light panes in a wood or metal frame is encouraged to be used for doors.

Materials

8. All building materials should be durable, high quality, and properly installed.
9. Desired building materials for the West Broadway area include brick, stone, wood, stucco, steel, and glass. Recommended roof materials include slate, clay tile, wood, and architectural metal. Scored plywood, vinyl, and aluminum siding are not permitted.
10. Highly reflective building materials or glass should not be used for building and curtain walls.
11. Roof materials, if visible from the street, should complement the materials and colors of the façades and provide texture or relief.

Colors

12. Building colors that complement natural materials used in the building design, such as brick, stone, tile, and terracotta, should be selected.
13. Contrasting accent colors are encouraged for architectural details and awnings.
14. Roofs should also complement the color of the building façade.
15. Where rain gutters and downspouts are integrated into an exterior wall, their color should blend in with adjacent surfaces.

Canopies and Awnings

16. Awnings should be designed to integrate with the building bays or structural division of the building façade.
17. Use of canopies, awnings and overhangs, and arcades are encouraged to be located over window displays and the entries along a public sidewalk to provide shade for pedestrians and would require a revocable encroachment permit. (S)
18. Awnings and canopies may be constructed of canvas, glass, or metal. Concrete overhangs are also acceptable. Vinyl and plastic awnings are not permitted.
19. Canvas awnings may fade over time, so regular maintenance and periodic replacement should be anticipated.
20. Glass canopies may be an appropriate alternative to awnings for darker, north-facing building façades, to allow daylight to

filter into ground-floor windows and entries. (S)

C. Building and Site Lighting

Design Principle:

Additional site and building lighting are encouraged to support the needs of businesses. Lighting fixtures and the light they disperse should be designed to complement and enhance the architectural style of the building and the character of the area.

Rationale:

The design and placement of light fixtures should be compatible with the building architecture while also supporting the safety and security of businesses and pedestrians who access the commercial and neighborhood area streets at night.

Guidelines

1. Lighting fixtures should be installed on buildings in appropriate locations and must not obscure major architectural features.
2. Lighting fixtures should be designed to illuminate sidewalks and building entries but should not cast glare into the businesses or adjacent properties. Downlighting and specialized fixtures that reduce sky-lighting and glare are encouraged.
3. LED lighting within the furnishing zone is preferred to provide an even illumination along the sidewalk. (S)



Place canopies and awnings over window entries and public sidewalks to shade pedestrians.

D. Signage and Graphics

Design Principle:

Commercial signs should identify the business and provide an attractive design that enhances the appearance of the street. A variety of sign types are permitted, consistent with PDC standards for signs. Figure 9-19 provides examples of the type and character of signs that are encouraged or that should be avoided.

Rationale:

Carefully placed and located signs can positively contribute to the attractiveness and character of the neighborhood. Signs should relate in placement and size and contribute to the architectural expression of buildings.

Guidelines

1. Signs should not obscure important architectural features or overpower the building design.
2. Signs should be constructed of high-quality materials, such as metal, stone, and wood.
3. Multi-tenant, inline commercial shops in a single building should have common sign design elements that relate to each other in terms of design, size, color, location, and placement on the building or other sign structures.
4. Multi-tenant directory signs should identify the businesses on more than one story.
5. Exposed conduit and tubing are not permitted. All transformers and other equipment should be concealed.

Figure 9-19: Signs Encouraged and to Be Avoided



Encouraged – Flat wall sign and projecting sign integrated with the building façade and architecture



Encouraged – Consistent design treatment for multi-tenant businesses



Encouraged – Creative freestanding signs



Encouraged – Awning and window signs



To be Avoided – Light box signs and signs that appear tacked on and not integrated with the building character



Preferred – Channel letter signs and logo integrated with the character of the building architecture

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chapter 10

Plan Administration





chapter 10 Plan Administration

Chapter Organization

10.1 Chapter Overview

10.2 Plan Administration Goals and Policies

10.3 Administration Procedures

10.3 Streamlining and Incentives

10.1 Chapter Overview

This chapter outlines the steps to administer and regulate future development within the Specific Plan Area. It also describes streamlining provided by the Specific Plan and development incentives available from the City which foster new high-quality infill development.

To guide future development and help facilitate its review, the Specific Plan is administered through use of citywide land uses and processes, to the extent possible. This Specific Plan is to be administered in coordination with the standards and processes identified in the Planning and Development Code (PDC). Where the Specific Plan is silent, the PDC shall govern.

Private investment is essential to implement the Specific Plan. Private developers provide the majority of resources required for future development, including adaptive reuse of existing structures, new housing, new commercial development, and the infrastructure needed to support it. Public facilities, such as public parks, streets, and streetscape improvements are also funded or provided directly by private developers if a new development project creates the need for additional public facilities.

The West Broadway Specific Plan Public Facilities Funding Strategy, which is a separate document, provides important background for implementing the Specific Plan. It provides the background for establishing an approach that will advise the funding of public facility improvements and municipal services necessary to serve the Specific Plan area and achieve the community objectives of the Specific Plan. The Funding Strategy also identifies the estimated cost of public facility improvements and potential revenue sources to pay for improvements. Additional information about the West Broadway Specific Plan Public Facilities Funding Strategy is included in section 10.3.2 of this chapter.

10.2 Plan Administration Goals and Policies

The Specific Plan sets forth the policies, standards, guidelines, and implementation actions that provide direction to support the sustainable growth of future development in the Specific Plan Area that respects the scale of surrounding established neighborhoods.

The following goals and policies address the administration of future development in the Specific Plan Area.

Plan Administration Goals and Policies	
Goal PA-I	<i>Streamline review of future development by using the Specific Plan, Specific Plan EIR, and citywide standards and processes to guide and regulate future development in the Specific Plan Area.</i>
Policy	<p>PA-I.1: Prior to issuance of building permits, new development will be subject to and reviewed for:</p> <ul style="list-style-type: none"> ▲ Consistency with the goals, policies, standards, and design guidelines of this Specific Plan. ▲ Consistency with applicable General Plan goals and policies provided in Appendix A of the Specific Plan. ▲ Compliance with applicable standards of the Planning and Development Code. ▲ Consistency with the environmental analysis prepared for the Specific Plan to determine whether further analysis is required according to the California Environmental Quality Act. ▲ Compliance with the mitigation measures of the Mitigation Monitoring Plan included in Chapter 4 of the Final EIR for the Specific Plan.

Implementation actions that further respond to specific goals and policies are addressed in the corresponding Specific Plan chapter.

10.3 Administration Procedures

10.3.1 Specific Plan Approvals

The following City Council actions are anticipated to occur in association with adoption of the Specific Plan:

- ▲ **Final EIR.** Certification of the EIR to determine that it was completed in compliance with the California Environmental Quality Act (CEQA) and that the decision-making body has reviewed and considered the information in the document

- ▲ **Mitigation Monitoring Plan.** Adoption of a Mitigation Monitoring Plan (MMP), which specifies the methods for monitoring mitigation measures required to eliminate or reduce the project’s significant effects on the environment
- ▲ **Findings of Fact.** Adoption of Findings of Fact and, for any impacts determined to be significant and unavoidable, a Statement of Overriding Considerations
- ▲ **Water Supply Assessment.** Approval of a Water Supply Assessment
- ▲ **Adoption of the West Broadway Specific Plan and Public Facilities Funding Strategy.** Adoption of the Specific Plan and Public Facilities Funding Strategy (Funding Strategy) prepared for the Specific Plan
- ▲ **General Plan Amendments.** Approval of amendments to the 2035 General Plan, including an update to the Land Use and Urban Form Map
- ▲ **Zoning Map.** Ordinance amending Title 17 to rezone certain parcels
- ▲ **Boundary amendments.** Approval of boundary amendments for the Central City Specific Plan boundary and Central City Special Planning District boundary so that they do not overlap with the West Broadway Specific Plan boundary.
- ▲ **Bikeway Master Plan.** Approval of amendments to the Bikeway Master Plan to modify the Bikeway Facilities Map

After adoption of the Specific Plan, all subsequent development projects, public improvements, and other activities proposed to occur in the Specific Plan Area will be reviewed for consistency with the Specific Plan and associated environmental review document and with applicable city General Plan and PDC requirements.

10.3.2 Public Facilities Funding Strategy

The Funding Strategy for the West Broadway Specific Plan is provided as a separate document to the Specific Plan. The Funding Strategy provides background for and will advise on approaches to funding facility improvements and municipal services that are necessary to serve future

development in the Specific Plan Area, according to the plans and objectives of the Specific Plan. Because many of the private development sites in the Specific Plan Area are large, the Funding Strategy identifies known, but not all, costs for in-tract and other related public improvements. It is anticipated that most improvements in the area are “in-tract” or site specific and thus, the funding responsibility of the developer or future applicant that is moving forward with the development project. Other funding may also be available from City or other public sources, such as grants that can be planned to defray in-tract improvement costs. The Funding Strategy also provides information related to potential funding sources to pay for public improvements.

10.3.3 Subsequent Project Approvals

Individual development projects in the Specific Plan Area will be subject to approval of subsequent entitlements, which may include Conditional Use Permits; Site Plan and Design Review; Tentative Maps; Subdivision Maps; and other entitlements subject to the requirements of the PDC. Application and processing requirements shall be prepared in accordance with the City’s PDC.

Future development projects or public improvements in the Specific Plan Area shall be reviewed for consistency with the Specific Plan; the documents in support of the Specific Plan including Specific Plan EIR and Funding Strategy; and other applicable City regulations and standards. In approving a subsequent project or permit, the City may impose conditions that are reasonably necessary to ensure that the project complies with the Specific Plan and other applicable plans and regulations.

10.3.4 Specific Plan Amendments

Over time, various sections of the Specific Plan may need to be revised to respond to changing conditions and to ensure alignment of the Specific Plan’s goals, policies, and implementing actions with development in the area. Any amendment to the Specific Plan shall follow the applicable provisions of the PDC.

10.3.5 Environmental Review

Subsequent development projects shall be reviewed to ensure compliance with CEQA. The West Broadway Specific Plan EIR and MMP serves as the master environmental document for review of subsequent entitlements in the Specific Plan Area.

Development applications are reviewed on a project-by-project basis to determine consistency with the EIR and compliance with the MMP. In general, if a subsequent project is determined to be consistent with the Specific Plan and within the scope of the Specific Plan EIR analysis, further environmental review may not be necessary. If it is determined that a development application is inconsistent with the Specific Plan or outside the scope of the Specific Plan EIR analysis, a determination will be made as to the appropriate subsequent environmental review process.

Mitigation Monitoring Plan

CEQA requires all state and local agencies to establish reporting and monitoring programs for projects approved by a public agency, whether that is a mitigated negative declaration or EIR with specified environmental findings. A MMP has been prepared in support of the Specific Plan. The MMP will be used by the City to ensure each project’s compliance with the adopted mitigation measures of the Specific Plan. The Specific Plan MMP is provided in Chapter 4 of the Specific Plan Final EIR.

10.4 Streamlining and Incentives

10.4.1 Process Streamlining

To facilitate infill development in the Specific Plan Area, various process streamlining and development review assistance measures at the City are available to help with project development. At the time of the Specific Plan preparation, the following streamlining processes, indicated in Table 10-1, were available to assist project applicants.

Table 10-1: Streamlining Processes	
Streamlining Process	Description
Pre-Application Review	A pre-application review provides developers the opportunity to present their project concept, ask questions, and clarify project requirements before a formal submittal.
“One-Stop” Public Counter	A “one-stop” public counter is provided as a single point of entry for public information and services to initiate the development application process and reduce wait times. It includes building, planning, fire, utilities, and development engineering services.
Assigned Project Manager	Projects valued at \$1 million or more are eligible for a designated project manager to help facilitate a more efficient development review process.
Electronic Submittal of Planning and Building Applications	The Community Development Department Citizen Portal enables applicants to submit their application package to the Planning Division or Building Division as an electronic (PDF) as an alternative to in-person, public counter submittal.
Interdisciplinary Process Review Meetings	The Matrix Review Committee, which includes staff from various city departments, Regional Transit, and Sacramento Municipal Utility District, meets regularly to communicate and coordinate on projects, including to identify any concerns with a proposed project. Follow-up meetings are then scheduled with the applicant to review any identified issues.
Cycle Times	Established turnaround times for building plan review are provided.
Expedited Plan Review	The Building Division offers expedited plan review, subject to approval by the Supervising Engineer and an additional expedited plan review fee.
Permit Simplicity	The Building Division accepts plans prepared by a pre-qualified professional engineer or architect in accordance with City guidelines for expedited plan review.
Staff-Level Planning Approval	The update of the Planning and Development Code increased the number of staff-level approvals, reducing the number of projects subject to commission-level review.

Source: Sacramento Streamline, Central City Specific Plan, and adapted by Ascent in 2019

10.4.2 CEQA Streamlining

Projects consistent with the Specific Plan and Specific Plan EIR may be eligible for the following CEQA streamlining.

Exemptions for Residential Projects

Government Code Section 65457 states that “any residential development project, including any subdivision, or any zoning change that is undertaken to implement and is consistent with a specific plan for which an environmental impact report has been certified after January 1, 1980, is exempt” from further CEQA review, absent substantial changes or new information as defined by State CEQA Guidelines Section 15162. If a proposed residential project is consistent with the West Broadway Specific Plan, the General Plan, the PDC, and other City standards and guidelines, a project applicant may avoid preparation and public circulation of a subsequent environmental document and proceed directly to Site Plan and Design Review approval and any other required entitlements. This exemption provides the opportunity for streamlined environmental review for infill residential projects located in the Specific Plan Area.

Exemptions for Projects Consistent with a General Plan, Community Plan, or Zoning

Section 15183(a) of the State CEQA Guidelines states, “CEQA mandates that projects which are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site.”

Pursuant to State CEQA Guidelines Section 15183(c), “[i]f an impact is not peculiar to the parcel or to the project, has been addressed as a significant effect in the prior EIR, or can be substantially mitigated by the imposition of uniformly applied development policies or standards..., then an additional EIR need not be prepared for the project solely on the basis of that impact.”

Specific Plan policies, design guidelines, and certain implementation actions work in conjunction with the General Plan, PDC, City-wide Design Guidelines, and the Planned Unit Developments in the area to set

the expectations for development and provide the criteria to evaluate a proposed project’s conformance.

Exemptions from Future Traffic Analysis

Section 15064.3, which was added to the State CEQA Guidelines on December 28, 2018, as part of a comprehensive guidelines update, requires that vehicle miles traveled (VMT) rather than a congestion metric (such as level of service) be the primary metric used to identify vehicle-related transportation impacts by July 2020. Section 15064.3(b)(1) addresses land use projects and describes that projects with specified proximity to “major” or “high-quality” transit should be presumed to cause a less-than-significant transportation impact. A major transit stop is defined as a site containing an existing rail transit station, a ferry terminal served by either a bus or a rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. It also includes major transit stops identified in the applicable regional transportation plan. A high-quality transit corridor is a corridor with fixed-route bus service with service intervals no longer than 15 minutes during peak commute hours.

Transit Priority Areas are defined as areas within one-half mile of a major transit stop or an existing or planned high-quality transit corridor, and according to Section 15064.3(b)(1) of the State CEQA Guidelines, any project proposed for such an area should be presumed to cause a less-than-significant transportation impact. Existing Route 51 provides the frequency of service needed to meet the definition of a major transit stop. Thus, under existing conditions, the northeast portions of the Specific Plan Area surrounding the Route 51 transit stop at 8th Street and Broadway qualify as a Transit Priority Area in the Metropolitan Transportation Plan/Sustainability Community Strategy (MTP/SCS) for the Sacramento region.

According to Sacramento Area Council of Governments (SACOG) mapping for 2036, the entire Specific Plan Area is within a future Transit Priority Area and would meet the screening criteria for proximity to major and/or high-quality transit, based on planned improvements for the area, including future transit that would traverse the planned Broadway

Bridge connecting Sacramento and West Sacramento.¹ New residential, retail, office, and mixed-use projects in these Transit Priority Areas would be presumed to have less-than-significant transportation impacts related to VMT. It should be noted that this presumption would not apply if project-specific or location-specific information indicates that the project would still generate substantial levels of VMT.

Therefore, based on guidance provided in the Governor's Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA, a proposed project in the Specific Plan Area would require no further VMT analysis under CEQA if it:

- ▲ is located within a Transit Priority Area as defined by SACOG;
- ▲ is consistent with the SACOG MTP/SCS;
- ▲ has a floor area ratio of greater than 0.75;
- ▲ does not replace affordable residential units with a smaller number of moderate- or high-income residential units; and
- ▲ does not include more parking for use by residents, customers, or employees of the project than the maximum allowed by the City.

While further VMT analysis would not be necessary under CEQA for projects that comply with these requirements, other potential transportation impacts, including those related to bicycle, pedestrian, and transit facilities, roadway hazards, and emergency access, would still need to be addressed under CEQA.

Additionally, as detailed in the OPR Technical Advisory, absent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with an SCS or a general plan, small projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than-significant transportation impact.²

¹ Sacramento Area Council of Governments, 2016 MTP/SCS Online Map. Available: <http://sacog.maps.arcgis.com/apps/webappviewer/index.html?id=456fc5ca2ae34385be97a9222c4c4914>. Accessed November 7, 2019.

However, future projects may still be required to provide supplemental studies to address level of service, ingress/egress, pedestrian/bicycle/vehicle conflicts, parking, and other mobility-related issues as required by the City.

10.4.3 Regulatory Incentives

In addition to the process and CEQA streamlining opportunities, the PDC includes regulatory incentives applicable to promote housing and infill development.

Specific Plan Consistency with the Planning and Development Code

The land use regulations identified in this Specific Plan use the City's existing zoning and PDC standards to streamline the City's development review process. The PDC includes the following regulatory incentives, intended to facilitate infill development in the Specific Plan Area:

- ▲ **Reduced Parking Requirements.** Parking requirements in the city are tiered and subdivided into districts, whereby reduced parking opportunities are available in the more urban areas of the city that are more highly connected, to facilitate new development and promote alternative transportation modes.
- ▲ **Reduced Quimby Act Park Dedication Requirements.** Quimby Act park dedication requirements have been reduced from 5 acres per 1,000 residents to 1.75 acres per 1,000 residents in the Central City and to 3.5 acres per 1,000 residents in the Remainder City.
- ▲ **Site Plan and Design Review.** The City's Site Plan and Design Review process and City-wide Design Guidelines provide flexibility to accommodate minor deviations to development standards through staff-level review and support creative planning and design approaches for projects that meet the intent of the General Plan and this Specific Plan.

² Governor's Office of Planning and Research, 2018. Technical Advisory on Evaluating Transportation Impacts in CEQA. P. 12.

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 its own criteria, application procedures, and contract terms and determines how many contracts it will allow in its jurisdiction.

10.4.4 Financial Incentives

Reducing costs is another mechanism to encourage infill development. The City has a number of financial incentive programs aimed at improving the feasibility of developing property in the Specific Plan Area. Table 10-2 lists the financial incentives available to applicants proposing projects in the Specific Plan Area.

Table 10-2: Available Financial Incentives

Financial Incentives	Description
Property Assessed Clean Energy Financing Program	This program provides financing for energy efficiency and renewable energy improvements on private property.
Go Green Finance	This program, provided by Energy Upgrade California, identifies educational tools and resources to help consumers find green financing products that are tailored to their individual needs.
Sacramento Brownfields Program	This program provides financing for development of environmentally contaminated sites.
Residential Development Impact Fee for Affordable Dwelling Units	Development impact fees are set at a zero-dollar rate for eligible new affordable dwelling units. Reduced residential rates are provided for water system, sewer development, combined sewer development, park development impact, and other city fees.
Statewide Community Infrastructure Program	This program provides the ability to create assessment districts for individual parcels that will allow landowners to finance applicable infrastructure improvements.
City Development Impact Fee Program	The City's Development Impact Fee Program standardizes how new or updated fees are assessed. The program also allows deferral of fees to final inspection in order to help infill residential, mixed-use, and large non-residential development (greater than 100,000 square feet) pull more permits at once and develop at economies of scale.
Fee Deferral	Fee deferrals are allowed for housing developments of five or more units and commercial or industrial uses with a project value totaling \$1,000,000 or more.

Source: City of Sacramento, Central City Specific Plan, and adapted by Ascent in 2019

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appendix **A**

General Plan Consistency Summary





The West Broadway Specific Plan has been prepared in conformance with the goals and policies of the Sacramento 2035 General Plan and is consistent with it. To demonstrate Specific Plan consistency, Table A-1 that follows provides a summary of the relevant goals and policies of the adopted General Plan at the time the Specific Plan was prepared and includes a discussion of how the Specific Plan implements the 2035 General Plan.

Table A-1: Specific Plan Consistency with General Plan Goals and Policies

2035 General Plan Goals and Policies	Specific Plan Consistency
Land Use and Urban Design Goals and Policies	
<p>Goal LU 2.1: City of Neighborhoods</p> <p><i>Maintain a city of diverse, distinct, and well-structured neighborhoods that meet the community’s needs for complete, sustainable, and high-quality living environments, from the historic downtown core to well-integrated new growth areas.</i></p>	<p>This Specific Plan focuses on development of the West Broadway area as a mixed-use neighborhood that is integrated into the fabric of the Upper Land Park and Land Park neighborhoods. Integration with these established neighborhoods is planned through extensions of the existing Central City street grid into the West Broadway area, to create walkable neighborhood blocks; preservation of existing mature trees and the planting of new trees on neighborhood streets and properties; and the use of sensitive site and architectural design transitions with adjoining residential areas.</p> <p>The Specific Plan Concept supports the city’s goals and policies for complete, well-structured neighborhoods that are characterized by an interconnected street pattern promoting a mix of housing types and affordability levels; nearby neighborhood services, including schools, parks, retail, restaurants, and meeting places; employment that is accessible by transit; walking to services, biking, and transit use; an extensive tree canopy and attractive landscaping; well-maintained housing and public facilities; and a sense of personal safety within the neighborhood.</p>
LU 2.1.1: Neighborhoods as a Basic Unit	
LU 2.1.2: Protect Established Neighborhoods	
LU 2.1.3: Complete and Well-Structured Neighborhoods	
<p>Goal LU 2.2: City of Rivers</p> <p><i>Preserve and enhance Sacramento’s riverfronts as signature features and destinations within the city and maximize riverfront access from adjoining neighborhoods to facilitate public enjoyment of this unique open space resource.</i></p>	<p>The Specific Plan Concept promotes enhancement of Miller Regional Park as a signature riverfront park facility and more accessible community resource for large sporting and public community events and unique park and open space amenities, including the potential for a new water sports basin for swimming, kayaking, paddle boarding, and similar activities. Specific Plan policies support the relocation of the fuel tank facilities adjacent to the river to open the riverfront for public and private use, including for the expansion of park land at Miller Regional Park, open space restoration, and for private residential and mixed-use development that will help activate and provide additional public access opportunities along the river.</p>
LU 2.2.1: World Class Rivers	
LU 2.2.3: Improving River Development and Access	
<p>Goal LU 2.3: City of Trees and Open Spaces</p> <p><i>Maintain multi-functional “green infrastructure” consisting of natural areas, open space, urban forest, and parkland, which serves as a defining physical feature of Sacramento, provides visitors and residents with access to open space and recreation, and is designed for environmental sustainability.</i></p>	<p>The Specific Plan Concept identifies an integrated parks and open space system, with parks serving as focal points within large neighborhood subareas that are connected by a network of walkways and greenways and a continuous urban green canopy. This system connects with surrounding neighborhood area sidewalks and destinations; park amenities and regional bike trail connections within Miller Regional Park; and jobs, services, and other uses and amenities in the Downtown.</p>
LU 2.3.1: Open Space System	
LU 2.3.2: Adjacent Development	

2035 General Plan Goals and Policies	Specific Plan Consistency
<p>Goal LU 2.4: City of Distinctive and Memorable Places</p> <p><i>Promote community design that produces a distinctive, high-quality built environment whose forms and character reflect Sacramento’s unique historic, environmental, and architectural context, and create memorable places that enrich community life.</i></p>	<p>Chapter 9 of this Specific Plan provides design guidelines that address site, architectural, and landscape design within unique environment of the West Broadway area. The design guidelines in this Specific Plan address how the design of the public realm and private improvements can work together to distinguish the West Broadway area as a unique place. Development within the Specific Plan Area will be designed to integrate with the surrounding local community; preserve the unique assets of the neighborhood, such as its tree-lined streets; announce entry into the community across the planned Broadway Bridge; and support high-quality urban development that improves and respects the local community context.</p>
LU 2.4.1: Unique Sense of Place	
LU 2.4.2: Responsiveness to Context	
LU 2.4.3: Enhanced City Gateways	
<p>Goal LU 2.6: City Sustained and Renewed</p> <p><i>Promote sustainable development and land use practices in both new development, reuse, and reinvestment that provide for the transformation of Sacramento into a sustainable urban city while preserving choices (e.g., where to live, work, and recreate) for future generations.</i></p>	<p>The West Broadway area will implement the General Plan vision for sustainable growth and development by helping to facilitate neighborhood development close to Downtown. New development in the Specific Plan Area will have a more compact form, provide more housing and mixed-use development adjacent to existing commercial and transit services, and utilize more energy-efficient site and building designs, upgraded to current energy standards. The Specific Plan design guidelines includes a list of sustainability design practices that are inherent in the planned neighborhood form of the West Broadway area or can be further supported by future Specific Plan development. Design guidelines supporting sustainable design are demarcated with a green (S) symbol.</p>
LU 2.6.1: Sustainable Development Patterns	
LU 2.6.3: Revitalization Strategies	
LU 2.6.5: Existing Structure Reuse	
LU 2.6.6: Efficiency through Density	
LU 2.6.8: Heat Island Effect	
<p>Goal LU 2.7: City Form and Structure</p> <p><i>Require excellence in the design of the city’s form and structure through development standards and clear design direction.</i></p>	<p>Chapter 9 of this Specific Plan provides guidelines addressing the urban form and structure for the Specific Plan Area, organized by principles that are required of development in the Specific Plan Area and the guidelines themselves, which provide approaches to meeting the principle. The design guidelines address development and design for each of the listed policy topic areas, including transitions in the scale and massing of new development that reflect the lower intensity and building height of adjoining neighborhoods; freeway development, including landscaping and trees to protect the public from the effects of vehicle-generated air emissions and freeway noise and vibration; walkable blocks that reinforce the pedestrian character of the neighborhood; active building frontages oriented to pedestrians; and screening and reducing the prominence of parking within the public realm.</p>
LU 2.7.3: Transition in Scale	
LU 2.7.5: Development along Freeways	
LU 2.7.6: Walkable Blocks	
LU 2.7.7: Building that Engage the Street	
LU 2.7.8: Screening of Off-Street Parking	

2035 General Plan Goals and Policies	Specific Plan Consistency
<p>Goal LU 4.1: Neighborhoods</p> <p>Promote the development and preservation of neighborhoods that provide a variety of housing types, densities, and designs and a mix of uses and services that address the diverse needs of Sacramento residents of all ages, socio-economic groups, and abilities.</p>	<p>The West Broadway area is uniquely positioned to support a mixed-income neighborhood with affordable and market rate housing that provides the community a choice of housing types and densities. This Specific Plan guides potential development of two affordable housing communities, Alder Grove and Marina Vista, within the Specific Plan Area as mixed-income communities with more urban densities.</p>
<p>LU 4.1.1: Mixed-Use Neighborhoods</p>	
<p>LU 4.1.3: Walkable Neighborhoods</p>	<p>Specific Plan land uses and goals and policies help facilitate a mix of uses and services in the West Broadway area that complement and address the basic needs and services in the community; enhance character-defining features in the neighborhood, such as parks, open space, landscaping, and street trees; and improve connections to key destinations within and beyond the community.</p>
<p>LU 4.1.4: Traditional Grid</p>	
<p>LU 4.1.8: Connections to Open Space</p>	
<p>LU 4.1.9: Family-Friendly Neighborhoods</p>	
<p>LU 4.1.10: Neighborhood Street Trees</p>	
<p>Goal LU 4.4: Urban Neighborhoods</p> <p>Promote vibrant, high-density, mixed-use urban neighborhoods with convenient access to employment, shopping, entertainment, transit, civic uses (e.g., school, park, place of assembly, library, or community center), and community-supportive facilities and services.</p>	<p>In addition to addressing General Plan goals for complete communities, as described earlier, the Specific Plan Design Guidelines place priority on supporting urban neighborhood design patterns along the commercial and mixed-use streets in the Specific Plan Area, including 5th Street, 1st Avenue, and Broadway. These features include promoting the design of consistent setbacks to create a well-defined public sidewalk and street; designing building facades with active streetfronts and entrances that face the street; reducing the building massing of larger buildings; incorporating small public spaces, trees and landscaping, and street furnishings that enhance the character and identity of the street; and minimizing the number of curb cuts and the appearance of parking on the street by using primarily side streets and alleys for parking and service area access.</p>
<p>LU 4.4.1: Well-Defined Street Fronts</p>	
<p>LU 4.4.2: Building Orientation</p>	
<p>LU 4.4.3: Building Design</p>	
<p>LU 4.4.4: Ample Public Realm</p>	
<p>LU 4.4.5: Parking and Service Access and Design</p>	
<p>Goal LU 9.1: Open Space, Parks, and Recreation</p> <p>Protect open space for its recreational, agricultural, safety, and environmental value and provide adequate parks and open space areas throughout the city.</p>	<p>The Specific Plan Concept identifies new neighborhood parks and open space areas that are distributed to serve new development in the Specific Plan Area. In addition, this Specific Plan envisions improvement of Miller Regional Park for large events and gatherings and development of additional park amenities, such as water sports and volleyball courts, as described earlier. New shared-use paths or greenways and repurposing of a rail tunnel into a key bike and pedestrian trail connection will enhance neighborhood access to Miller Regional Park and the city's regional open space network along the Sacramento and American River Parkways.</p>
<p>LU 9.1.2: New Parks and Open Spaces</p>	
<p>LU 9.1.3: Connected Open Space System</p>	

2035 General Plan Goals and Policies	Specific Plan Consistency
Housing Goals and Policies	
<p>Goal H 1.2: Housing Diversity <i>Provide a variety of quality housing types to encourage neighborhood stability.</i></p>	<p>This Specific Plan includes goals and policies for housing to address the revitalization of two large public housing communities, Alder Grove and Marina Vista, that currently feel disconnected from the surrounding neighborhoods. It envisions the long-term development of these communities as mixed-income neighborhoods, with new housing that is better connected to the surrounding circulation network and other development in the Specific Plan Area. A flexible mix of residential densities is permitted within the Specific Plan Area to support new housing development that can be designed to allow a mix and distribution of different housing types serving the needs of different segments and income levels in the community.</p> <p>Specific Plan policies support one-to-one replacement of the public housing units and continuing efforts to provide programs and services that support the daily needs of residents in these housing communities.</p>
H 1.2.1: Variety of Housing	
<p>Goal H 1.3: Balanced Communities <i>Promote racial, economic, and demographic integration in new and existing neighborhoods.</i></p>	
H 1.3.2: Economic Integration	
H 1.3.4: A Range of Housing Opportunities	
H 1.3.5: Housing Type Distribution	
H 1.3.6: Asset-Building Programs	
Economic Development Goals and Policies	
<p>Goal ED 3.1: Land, Sites, and Opportunity Areas <i>Retain, attract, expand, and develop businesses by providing readily available and suitable sites with appropriate zoning and access.</i></p>	<p>This Specific Plan revises the land use designations in the Specific Plan Area to support new commercial infill development that is more appropriate to the changing character of the West Broadway area. As new residential development occurs in the Specific Plan Area and along the Broadway corridor, more commercial infill businesses are anticipated to serve the needs of the community. This Specific Plan includes goals and policies that support local businesses and focuses on streamlining the development process to support the success of new infill businesses.</p>
ED 3.1.3: Key Infill and Opportunity Areas	
ED 3.1.8: Streamline Development Process	
Mobility Goals and Policies	
<p>Goal M 1.3: Barrier Removal Improve accessibility and system connectivity by removing physical and operational barriers to safe travel.</p>	<p>The Specific Plan Concept identifies a grid network of streets, to connect the Specific Plan Area and eliminate gaps in the bike, pedestrian, and transportation network with future development. This will also improve local neighborhood access to transit and provide safer and more direct travel routes to the area schools in the Specific Plan Area.</p>
M 1.3.1: Grid Network	
M 1.3.2: Eliminate Gaps	
M 1.3.3: Improve Transit Access	
M 1.3.4: Barrier Removal for Accessibility	

2035 General Plan Goals and Policies	Specific Plan Consistency
<p>Goal M 2.1: Integrated Pedestrian System</p> <p><i>Design, construct, and maintain a universally accessible, safe, convenient, integrated, and well-connected pedestrian system that promotes walking.</i></p>	<p>The Specific Plan pedestrian system supports sidewalks along all public streets and a cohesive and continuous network that aligns with surrounding neighborhood streets. Street design sections in Chapter 7 of this Specific Plan guides the character of sidewalks in the area, recognizing the needs of different land uses and functions planned for the neighborhood. Unless prevented by existing right-of-way constraints or existing development, wider sidewalks are recommended on the commercial and mixed-use streets in the Specific Plan Area, to support retail activity and a more pedestrian-friendly character. As streets are developed, utilities should be undergrounded to remove barriers to pedestrian access.</p>
M 2.1.2: Sidewalk Design	
M 2.1.3: Streetscape Design	
M 2.1.4: Cohesive and Continuous Network	
M 2.1.7: Safe Pedestrian Crossings	
<p>Goal M 3.1: Safe, Comprehensive, and Integrated Transit System</p> <p><i>Create and maintain a safe, comprehensive, and integrated transit system as an essential component of a multi-modal transportation system.</i></p>	<p>This Specific Plan supports connections to existing transit stops and includes goals and policies to expand transit coverage to the Specific Plan Area, including to Miller Regional Park, and improve transit facilities as funding becomes available.</p>
M 3.1.1: Transit for All	
M 3.1.2: Increase Transit Service	
M 3.1.5: Variety of Transit Types	
<p>Goal M 4.2: Complete Streets</p> <p><i>The City shall plan, design, operate, and maintain all streets and roadways to accommodate and promote safe and convenient travel for all users—pedestrians, bicyclists, transit riders, and persons of all abilities, as well as freight and motor vehicle drivers.</i></p>	<p>The Specific Plan circulation concept focuses on establishing a complete street network that considers the circulation needs of pedestrians, bicyclists, and motorists. The development of the grid street system in the Specific Plan Area will start to eliminate current gaps in the bike, pedestrian, and vehicular circulation network. Pedestrian and bicycle connections are prioritized in the higher-activity commercial centers of the neighborhood, along key east-west and north-south residential neighborhood connections, and as a means to provide direct and clear routes to area schools.</p>
M 4.2.1: Accommodate All Users	
M 4.2.2: Pedestrian- and Bicycle-Friendly Streets	
M 4.2.5: Multi-Modal Corridors	
M 4.2.6: Identify and Fill Gaps in Complete Streets	
<p>Goal M 4.3: Neighborhood Traffic</p> <p><i>Enhance the quality of life within existing neighborhoods through the use of neighborhood traffic management and traffic-calming techniques while recognizing the City’s desire to provide a grid system that creates a high level of connectivity.</i></p>	<p>The grid street form in the Specific Plan Area better distributes neighborhood traffic and allows for lower traffic volumes on new residential area streets. Based on traffic analysis results, traffic control and intersection improvements, including traffic signal and stop signs, are identified as part of project improvements to support safe vehicular, bike, and pedestrian access within the Specific Plan Area.</p>
M 4.3.1: Neighborhood Traffic Management	
M 4.3.2: Traffic-Calming Measures	

2035 General Plan Goals and Policies	Specific Plan Consistency
<p>Goal M 5.1: Integrate Bicycle System</p> <p><i>Create and maintain a safe, comprehensive, and integrated bicycle system and set of support facilities throughout the city that encourage bicycling that is accessible to all. Provide bicycle facilities, programs, and services and implement other transportation and land use policies as necessary to achieve the City's bicycle mode share goals as documented in the Bicycle Master Plan.</i></p>	<p>The bicycle system plan and street cross sections for the Specific Plan Area, as depicted in Chapter 7 of this Specific Plan, have been designed for consistency with the city's Bicycle Master Plan. Bicycle facilities are planned to connect homes in the Specific Plan Area along designated bicycle routes and local streets to surrounding area bikeways and the bike trail system along the Sacramento and American River Parkways.</p>
M 5.1.1: Bicycle Master Plan	
M 5.1.2: Appropriate Bikeway Facilities	
M 5.1.3: Continuous Bikeway Network	
M 5.1.6: Connections between New Development and Bicycle Facilities	
Historic and Cultural Resources	
<p>Goal HCR 2.1: Identification and Preservation of Historic and Cultural Resources</p> <p><i>Identify and preserve the city's historic and cultural resources to enrich our sense of place and our understanding of the city's prehistory and history.</i></p>	<p>While placemaking through the adaptive reuse of buildings and celebration and interpretation of historic and cultural resources in the area is identified as a goal and policy of the Specific Plan, the Specific Plan also envisions the future development of Alder Grove, a large portion of which is listed on the national and California register as the "New Helvetia" district. Potential demolition and development of the housing complex would allow this physically and socially isolated complex to be better integrated with the surrounding neighborhood area. A new mixed-income housing community would benefit all residents, as well as the broader community, by improving the current living conditions with modern buildings that are built to current energy standards, and better connecting current/future residents to opportunities and amenities in the surrounding area.</p>
HCR 2.1.11: Compatibility with Historic Context	
HCR 2.1.14: Adaptive Reuse	
Education, Recreation, and Culture	
<p>Goal ERC 2.2: Parks, Community and Recreation Facilities and Services</p> <p><i>Plan and develop parks, community and recreation facilities, and services that enhance community livability; improve public health and safety; are equitably distributed throughout the city; and are responsive to the needs and interests of residents, employees, and visitors.</i></p>	<p>Chapter 6 of this Specific Plan provides an analysis of the parks and recreational facilities in the vicinity of the Specific Plan Area and identifies the concepts for regional, community, and neighborhood parks and open space for providing a mix of park and recreational facilities to serve the diverse needs and interests of future neighborhood residents. In addition, the Specific Plan design guidelines encourage the development of small public places along the street, to add to the open space network and vitality of local community life in the Specific Plan Area.</p>
ERC 2.2.3: Service Level Radius	
ERC 2.2.6: Urban Park Facility Improvements	
ERC 2.2.9: Small Public Places for New Development	
ERC 2.2.10: Range of Experience	

West Broadway

SPECIFIC PLAN

