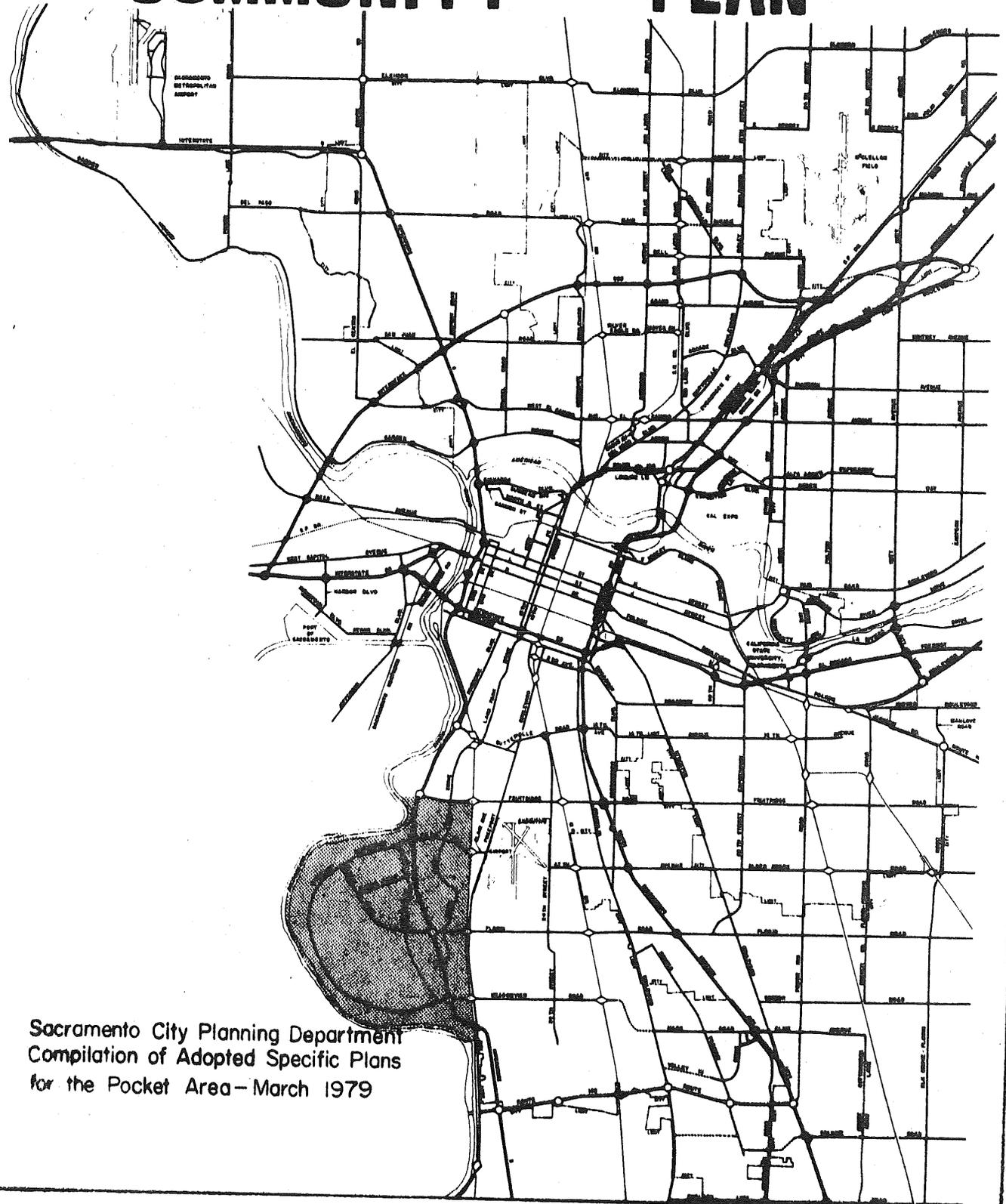


# POCKET COMMUNITY AREA PLAN



Sacramento City Planning Department  
Compilation of Adopted Specific Plans  
for the Pocket Area - March 1979

CONTENT

Section One . . . . .1976 North Pocket Specific Plan

Section Two . . . . .1976 South Pocket Specific Plan\*

Section Three . . . . .1969 North Pocket Community Plan\*\*

Section Four. . . . .1965 Pocket Area General Development Plan\*\*

\* This section includes an inserted, oversized map.

\*\* This section contains the land use map and a summary of housing and population data for only the portion within the Pocket community planning area approved in June 1978. Further information can be found in the complete plan document available through the Planning Department.



**LEGEND**

-  INTERM. AGRICULTURAL
-  LOW DENSITY RESIDENTIAL \*
-  LOW DENSITY MULTIPLE FAMILY
-  COMMERCIAL - SHOPPING CENTER
-  BUSINESS AND PROFESSIONAL OFFICES
-  HIGHWAY COMMERCIAL
-  PARK - OPEN SPACE
-  MAJOR PARKWAY RECREATION NODE
-  INTERMEDIATE PARKWAY RECREATION NODE
-  SCHOOL
-  ELEMENTARY SCHOOL
-  JUNIOR HIGH SCHOOL
-  SENIOR HIGH SCHOOL
-  FIRE STATION
-  LIBRARY
-  MAJOR STREET
-  COLLECTOR STREET
-  ON-STREET BIKEWAYS
-  OFF-STREET BIKEWAYS
-  STUDY AREA BOUNDARY
-  \* ZONES FOR FUTURE CONSIDERATION ONLY - SEE THE CITY OF SACRAMENTO GENERAL PLAN FOR DETAILS
-  FREEWAY NODE IMPACTED AREA

SCALE 1" = 400'  
 SACRAMENTO CITY PLANNING COMMISSION  
 APPROVED BY THE  
 SACRAMENTO CITY COUNCIL  
 RESOLUTION NO. 76-142 ON MARCH 23, 1976

**SOUTH POCKET SPECIFIC PLAN**

## PREFACE

The Sacramento City Council approved reorganized community planning boundaries in June 1978. This action had the effect of reducing 26 former planning areas into 11 new ones, and provided the basis for the City to eventually update all of its community plans according to the restructured boundaries.

The newly created "Pocket Community" now envelops the entire area included in the adopted 1976 North Pocket Specific Plan and 1976 South Pocket Specific Plan. It also envelops portions of the area included in the adopted 1969 North Pocket Community Plan and 1965 revision of the Pocket Area General Development Plan. These relationships are graphically shown below.

This document is a compilation of the official specific plans falling within the 1978 approved area generally known as "The Pocket". It has been assembled because of the frequent requests for planning related information on the entire Pocket area rather than a particular sub-area or neighborhood. However, it should be emphasized that this document is not intended by the Planning Department to serve as a cohesively joined, comprehensive "community plan" for the newly defined area. That task will be performed at a point in time when work priorities make this update feasible.

Because the area easterly of Interstate 5 freeway is fully urbanized, only select portions of the 1969 and 1965 plans are included herein.

### Key to Map

-  1978 Community Planning Area Boundary
- 1 - 1976 North Pocket Specific Plan Area
- 2 - 1976 South Pocket Specific Plan Area
- 3 - 1969 North Pocket Community Plan Area - Portion
- 4 - 1965 Revised Pocket Area General Development Plan Area - Portion



Section One

NORTH POCKET  
SPECIFIC PLAN

Adopted by the  
Sacramento City Council  
Resolution No. 76-740 on December 21, 1976

## INTRODUCTION

### THE NORTH POCKET SPECIFIC PLAN

This document is a specific plan for the North Pocket area of Sacramento. As such, it becomes a city statement of growth and conservation intentions designed to ensure an attractive and healthy living environment for many years to come. Embodied herein are goals and objectives, development policies and standards, an ultimate land use pattern, and programs for effectuation.

Upon adoption by the City Council, the North Pocket Specific Plan refines and implements portions of the 1974 General Plan and replaces the adopted 1969 North Pocket Community Plan. A combined community plan will eventually be substituted for the North Pocket and South Pocket Specific Plans.

The planning area is comprised of two sections of land which are predominantly urbanized and encompass a total of 1,165 acres. (See plan maps for location.) The general boundary is 35th Avenue on the north, the Sacramento River on the west, Interstate 5 freeway on the east, and the area adjacent to Florin Road on the south. The area presently contains an estimated 10,000 people.

The initial phase of this study was to identify goals, objectives, and major planning issues with residents of the North Pocket during the town meetings in July, August and September, 1976. The type and amount of future residential and commercial development, the water quality and maintenance of Lake Greenhaven, the extension of Florin Road into Yolo County, an on-street bikeway relating to part of the Sacramento River Parkway, and other minor issues were discussed. Appropriate goals, objectives, policies and standards to go with these issues were also discussed.

### PLANNING AND DEVELOPMENT HISTORY

The four-and-one half square mile area located southwesterly of downtown and within a large bend of the Sacramento River has been known for many years as the "Pocket Area." The area was annexed to the City of Sacramento in 1959. At that time there were only a few scattered farm houses, truck farming activities, and a large clay pit that served a nearby brick making operation.

In 1961, the City adopted the first specific plan for development of the Pocket Area. This was shortly followed by approval of the Greenhaven "70" Schematic Plan, an ambitious project for a planned residential community centered around a spacious greenbelt-parkway known today as Frank Seymour Park. Construction of the first Greenhaven "70" subdivision marked the beginning of what has proven to be a highly desirable and quality living environment within the North Pocket.

The Pocket Area General Development Plan was updated in 1965 to reflect the rapid subdivision growth of the period. A year later, the City approved the first subdivision unit of Lake Greenhaven Shores. With this action came the transformation of the clay pit into what is today Sacramento's largest privately owned and maintained water area, Lake Greenhaven.

The last half of the 1960's saw steady growth in the North Pocket, and City adoption of a community plan in 1969 to replace the outdated specific plan of 1965. In the first half of the 1970's both Interstate 5 freeway and the connection of Florin Road with Riverside Boulevard were finished. Increased accessibility due to these improvements promised an upsurge in a generally slack residential growth period. This plus other factors to be mentioned later caused the City Council in early 1975 to give priority to updating the Pocket Area specific plans. Due to a time constraint, priority was first placed on completing a plan for the undeveloped southerly portion which lacked full urban services and was known as "South Pocket." A specific plan for that area was adopted by the City Council in May, 1976.

After adoption of the South Pocket Specific Plan the Planning Department commenced with the North Pocket Specific Plan update. Planning concerns for the North Pocket have differed from those of the South Pocket in that only a sixth of the roughly two square miles is undeveloped and all of it has the necessary service infra-structure. Because existing development is relatively new, and therefore essentially healthy, most of the planning emphasis has been shifted to the remaining 188 acres which are not presently developed. Of this amount, approximately half has some form of recently approved development plan.

## NORTH POCKET GOALS AND OBJECTIVES

GOAL 1: ENSURE THAT LAND USES ARE MUTUALLY COMPATIBLE, FUNCTIONAL AND HEALTHFUL.

Objectives:

- To maintain the predominantly low density residential character existing in the North Pocket.
- To provide commercial and office uses which do not exceed the needs of the area served.
- To select the proper placement and interrelationship of residential, commercial, institutional and recreational uses.
- To carefully regulate the height, bulk and intensity of future housing developments.

GOAL 2: MAINTAIN AND ENHANCE THE AESTHETIC AND ENVIRONMENTAL QUALITIES OF THE NORTH POCKET.

Objectives:

- To approve only those architectural and landscape designs for private projects which contribute to an attractive living environment.
- To beautify public facilities and provide for their continuing maintenance.
- To encourage quality building construction which fosters energy conservation.
- To support new development which promotes the reduction of noise, water and air pollution.
- To encourage the consolidation and/or underground placement of telephone and electrical utilities.

GOAL 3: PROVIDE A BALANCED CIRCULATION SYSTEM THAT IS SAFE, CONVENIENT AND EFFICIENT.

Objectives:

- To approve public and private facilities which meet the needs of pedestrians, bicyclists and motorists; and which provide alternative modes of travel.
- To give careful consideration to circulation facilities that create minimal disturbance and are consistent with social and economic needs.
- To implement a network of on-street and off-street bikeways and pedestrianways which interconnect high activity nodes in the Pocket Area.
- To encourage public transportation services which satisfy local and commuter needs.

GOAL 4: PROVIDE OPEN SPACE AND RECREATIONAL FACILITIES THAT ARE CONSISTENT WITH CITY POLICIES AND RESIDENT NEEDS.

Objectives:

- To continue implementing the greenbelt and canal-parkway concept.
- To assure adequate public access to and use of the Sacramento River Parkway consistent with the adopted Plan.
- To provide landscaping and improvements for the remaining undeveloped parksite.
- To encourage privately developed open space and recreation features, such provisions not being construed as a lessening of governmental responsibility for meeting local and City-wide needs.

GOAL 5: PROVIDE FOR OTHER NEEDED PUBLIC SERVICES.

Objectives:

- To ensure that adequate educational facilities are provided.
- To ensure that adequate water, gas, storm water drainage and sanitary sewers are provided.
- To provide adequate library, police and fire protection services and facilities.

GOAL 6: ENSURE CITIZEN INVOLVEMENT IN MAJOR PLANNING MATTERS AFFECTING THE NORTH POCKET.

Objectives:

- To pursue more formalized methods for early citizen review of significant projects.
- To work more closely with local residents in solving planning problems.

GOAL 7: EXERCISE SOUND BUDGETARY PRINCIPLES IN APPROVING ALL PUBLIC IMPROVEMENTS

Objective:

- To carefully analyze and approve those public improvement projects which are in the best interests of the City's residents and which are consistent with good fiscal management practices.

(Above goals are not intended to represent order of importance.)

## POPULATION

### PAST TRENDS

Only a few people lived in the Pocket Area during the 1960 Census and there was no mid-decade census to record what growth had occurred. The first significant growth was recorded in the 1970 Census. Population in the North Pocket by that time had reached 4,538 permanent residents. Between 1970 and 1975 when a special census was taken, there was an increase of 5,442 people for an average annual growth rate of 24 percent. This compared with a City wide growth rate for the entire five year period of 1.4 percent.

During the 1960's the growth could be attributed largely to a rapidly expanding economy and an unmet demand for average and above-average middle class homes in a suburban setting. During the early 1970's when building began to slow considerably in most sectors of the City, the increased accessibility to the Pocket Area kept the overall growth rate high.

### POPULATION CHARACTERISTICS

The 1970 Census figures shown in Table I and the 1975 Population Pyramid indicate population characteristics for Census Tract 40 and the entire city. While this tract is larger than the North Pocket, it is generally representative of the latter's characteristics.

Residents of the North Pocket on the average are younger, better educated and have a higher income than the population for the entire City. The area has a large percentage of young people in the 5 to 19 year old range and a relatively low percentage of population over 54 years of age. Both characteristics are considered typical of fast-growing urban-fringe areas.

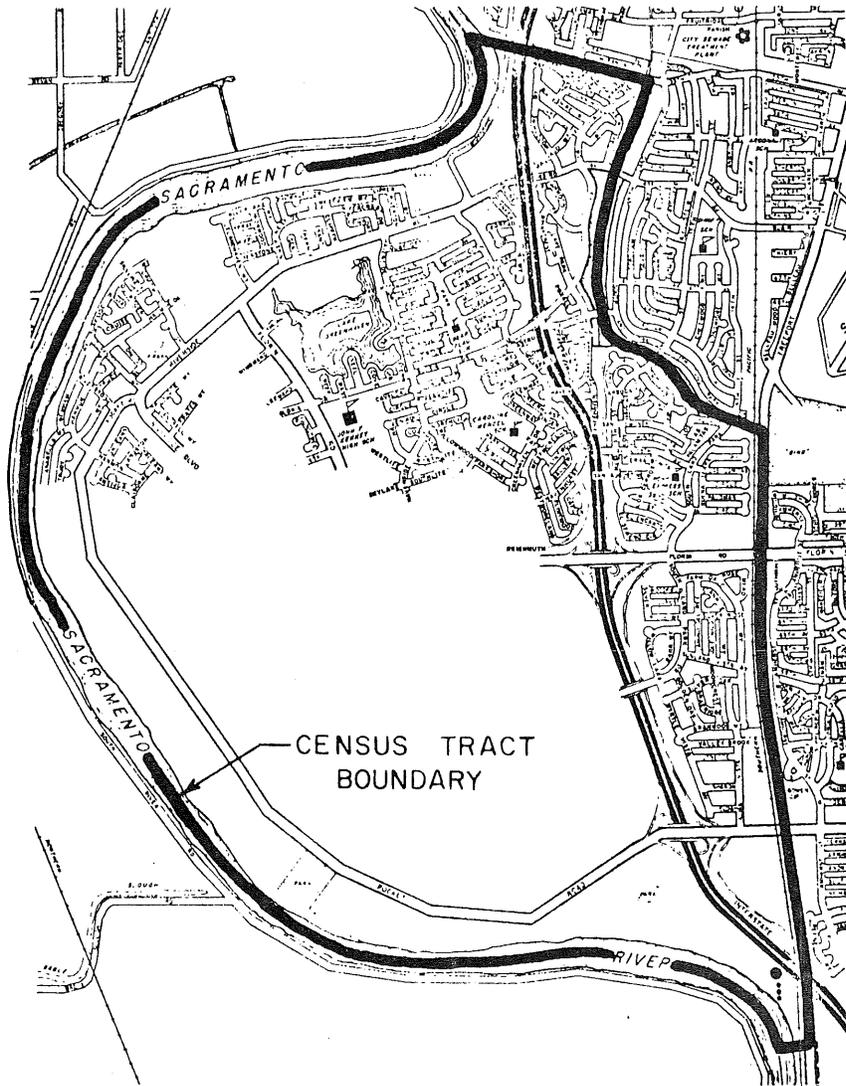
Table 1  
SELECTED POPULATION CHARACTERISTICS  
1970 CENSUS

<u>Population Characteristics</u>	<u>Census Tract No. 40</u>	<u>City of Sacto.</u>	<u>Unincorp. Sacto. County</u>
Total Population	11,205	257,105	377,085
Median Age	29.0	29.7	27.0
Persons Per Dwelling Unit	3.2	2.8	3.4
Median School Years Completed	13.2	12.3	12.6
Percent of High School Graduates	85.2	58.9	72.3
Median Family Dollar Income	14,099	9,715	11,021

### DESIGN POPULATION

Design population is the reasonable expectation of the population that will exist when the North Pocket is fully urbanized. It is calculated from the North Pocket Specific Plan

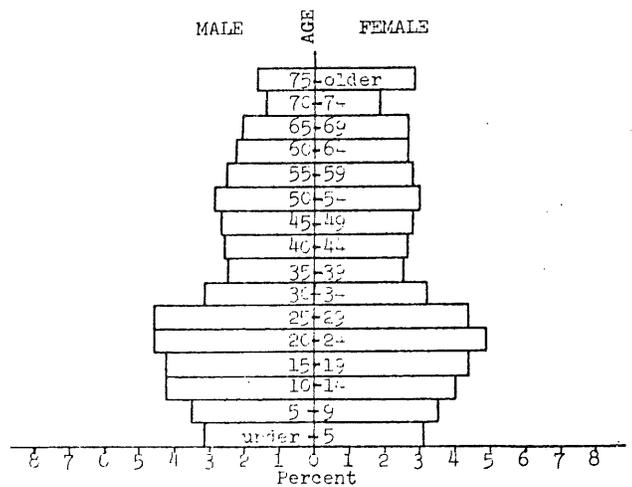
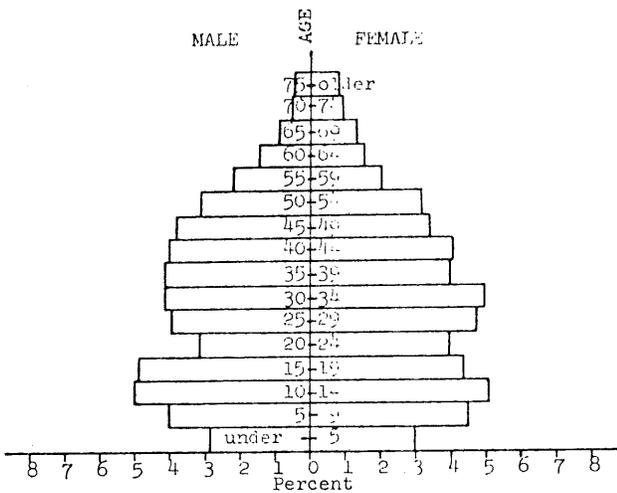
BOUNDARY OF CENSUS TRACT NO. 40



POPULATION PYRAMIDS 1975

CENSUS TRACT 40

CITY OF SACRAMENTO



map of ultimate development utilizing the data in Table 2. This is not the same as the maximum population density permitted by the land use designations, but rather the anticipated population somewhere between the lowest and highest densities permitted for each residential category. Assuming that the previous average annual growth rate of 24 percent is greatly decelerated to 5 percent, the North Pocket will reach its design population by 1985 if not earlier.

Table 2

DESIGN POPULATION

<u>Residential Land Use Classifications</u>	<u>Total Acres</u>	<u>Persons Per DU</u>	<u>Number of DUs</u>	<u>Design Population</u>
Residential 4 to 6 dwelling units/gross acre	590	3.06	2,950	9,027
Residential 7 to 17 dwelling units/net acre	32	2.01	352	707
Residential 18 to 29 dwelling units/net acre	74	1.64	1,628	2,770
Total:	696	2,54	4,930	12,504

LAND USE SUMMARY

PLAN CATEGORIES

The following is a list of major land use categories pertaining to the North Pocket Specific Plan. These categories include existing types of urban land uses as well as proposed and ultimate land uses shown on the Plan maps and referenced in the text and tables.

Residential (4-6 d.u./g.a.)

This category provides for typical residential subdivision of single-family homes with duplexes on corner lots. The average density is 4 to 6 units per gross acre. In some cases, small scale duplex developments may be permitted. Currently improved land in this overall category accounts for 85 percent of the total area which will be permitted.

Residential (7-17 d.u./n.a.)

This category typically provides for townhouses, condominiums, cluster homes, and garden apartments in the 7 to 17 dwelling units per net acre range. It also includes uses allowed within the above residential category. Currently improved land in this

overall category accounts for 72 percent of the total area which will be permitted.

#### Residential (18-21 d.u./n.a.)

This category typically provides for cluster apartments, garden apartments and conventional apartments in the 18 to 21 dwelling units per net acre range. It also provides for uses within the above residential categories. Currently improved land in this overall category accounts for 60 percent of the total area which will be permitted.

#### Residential (22-29 d.u./n.a.)

This category primarily includes conventional apartments at densities slightly higher than the previous residential category. There are presently 34 acres designated for this density range, and no additional land is proposed for this category.

#### Commercial

This category provides for commercial and office uses located within the designated shopping center area. There is presently 12 acres of land in this use and no additional acreage is proposed.

#### Institutional

This is a general designation for a variety of public and semi-public uses such as schools, churches, clubs, convalescent homes and fraternal organizations. Currently improved land in this overall category accounts for 69 percent of the total area which will be permitted.

#### Open Space

This broad category includes public and privately-owned existing and future park sites, parkways for recreation and natural experiences along the Sacramento River and drainage canals, and the water area of Lake Greenhaven. Approximately 93 percent of the open space in this category is currently improved.

### EXISTING LAND USES

The tabulation of existing land uses in the North Pocket was made in August, 1976. A summary of this is included in Table 3. Approximately 84 percent of the total area is in its recommended ultimate uses. The remaining 16 percent is presently vacant or used agriculturally. It is this portion which is of primary concern within the North Pocket Specific Plan.

### PROPOSED AND ULTIMATE LAND USES

Table 3 summarizes the proposed or incremental land uses and the land uses upon ultimate or full development. These acreages and percentages represent the values

of all the land uses shown on the North Pocket Specific Plan maps. The urban pattern will be one of predominantly residential neighborhoods served by supporting commercial uses, schools, parks, streets and other necessary public and private facilities.

Table 3

NORTH POCKET LAND USE SUMMARY

LAND USE CATEGORIES	DEVELOPED		PROPOSED		ULTIMATE	
	ACRES	%	ACRES	%	ACRES	%
RESIDENTIAL TOTAL	<u>581</u>	<u>50</u>	<u>115</u>	<u>61</u>	<u>696</u>	<u>60</u>
Residential (4 to 6 du/GA)	500	43	90	47.7	590	51
Residential (7 to 17 du/NA)	23	2	9	5	32	2.7
Residential (18 to 21 du/NA)	24	2	16	8	40	3.3
Residential (22 to 29 du/NA)	34	3	0	0	34	3
OPEN SPACE TOTAL	<u>131.5</u>	<u>11.7</u>	<u>6.5</u>	<u>5</u>	<u>138.5</u>	<u>12</u>
Parks	45	4.4	6	5	51	4.6
Parkway/Open Space	31.5	2.7	0.5	0	32	2.7
Lake Greenhaven	55	4.8	0	0	55	4.7
INSTITUTIONAL TOTAL	<u>71.5</u>	<u>6</u>	<u>35</u>	<u>16.5</u>	<u>106.5</u>	<u>9</u>
Churches, Clubs, etc.	10	.8	27	12.5	37	3
Schools	61.5	5.2	8	4	69.5	6
COMMERCIAL TOTAL	<u>9</u>	<u>.7</u>	<u>3</u>	<u>1.5</u>	<u>12</u>	<u>1</u>
STREETS	<u>183</u>	<u>16</u>	<u>29.5</u>	<u>16</u>	<u>212.5</u>	<u>18</u>
VACANT	<u>188.5</u>	<u>15.6</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
TOTAL	1,165.5	100	188.5	100	1,165.5	100

Source: Sacramento City Planning Department  
August, 1976

The Proposed Land Use Map on the following page addresses only the undeveloped parcels within the planning area. These land uses are also included on the Ultimate Land Use Map which recognizes the proposed, as well as the existing developments of the North Pocket.

# NORTH POCKET SPECIFIC PLAN

PROPOSED LAND USES  
(FOR UNDEVELOPED AREAS ONLY)



0' 400' 800' 1200' 1600' 2000'  
SCALE: 1" = 400'  
OCTOBER 1976  
SACRAMENTO CITY PLANNING COMMISSION

**LEGEND:**

**RESIDENTIAL USES**

-  4-6 d.u./g.a.
-  7-17 d.u./n.a.
-  18-21 d.u./n.a.

**OTHER**

-  INSTITUTIONAL
-  RECREATIONAL-OPEN SPACE
-  PARKWAY RECREATION NODE
-  BIKEWAY ROUTE
-  PLANNING AREA BOUNDARY
-  BUSINESS & PROFESSIONAL OFFICES

**AMENDED:**

CITY COUNCIL RESOLUTION NO.  
77-195 APRIL 12, 1977

CITY COUNCIL RESOLUTION NO.  
77-315 JUNE 21, 1977

## EXISTING RESIDENTIAL LAND USES

The overall density of residential development in the North Pocket is relatively low. This is due in large part to the 2,480 units within single family subdivisions. These are spread throughout the planning area on lots ranging in size from 7,200 to 12,000 square feet. The average density is about 5 units per gross acres. Homes are currently selling upwards from \$45,000 and are in excellent condition.

An additional 1,456 dwelling units are in the form of townhouses, garden apartments and conventional apartments. The densities on specific sites are as high as 29 units per net acre; however, the average is 18 units per net acre. Of the total 581 developed residential acres in the North Pocket, 81 acres are now in multiple family dwellings. The greatest concentrations in this use are found along Riverside Boulevard and Florin Road. Average rents reported in the 1975 Special Census are in excess of \$175 per month.

At the present time, there are a number of vacant parcels on which relatively high density housing projects could be developed. These sites are zoned for densities up to 29 units per net acre or designated for multiple family land use in the 1969 North Pocket Community Plan.

## ISSUES

The recent town meetings disclosed a concern by the residents that the amount of apartment development was too high, especially in some locations along major and collector streets. There was a desire to permit greater flexibility of housing styles particularly within the intermediate density range.

A Planning Department survey indicated that apartment developments in this locality generally meet with better acceptance if the maximum density is below 22 units per net acre. Similarly, townhouses or condominiums have been built and marketed in the 8 to 13 units per net acre range although the lower densities seem to be accepted more readily by local residents. Not only is density important as a factor of public acceptance, but so is location and design.

## PLANNED RESIDENTIAL LAND USES

The North Pocket Specific Plan ultimately provides for an estimated 4,930 dwelling units on 696 acres. Land coverage is 60 percent of the entire planning area. Roughly half of the 3,936 unit increment is single family homes and corner lot duplexes. The remaining half is higher density housing types.

The ultimate development plan is based largely upon Goals 1 and 2, and their objectives. These express the desire of local residents and property owners to retain the overall residential quality of the area, and to have a balance of lower and intermediate densities consistent with sound planning principles.

Overall residential quality is a product of good project review, design controls, and logical placement relative to other land uses. Architecture-landscape-site design for all projects above the single family and corner lot duplex category can be regulated through the use of design criteria and review by the Architectural Review Board. This procedure is particularly helpful where intermediate density housing serves as a buffer between two dissimilar land uses.

In addition, placement of higher density residences in close proximity to major streets and concentrated in clusters rather than stretching along these thoroughfares is desirable. The ultimate plan pattern reflects this principle. A balance of lower and intermediate densities necessitates a change in some of the present zoning of individual parcels and 1969 North Pocket Plan designations. These aspects are discussed within the section on effectuation.

#### RESIDENTIAL LAND USE POLICIES

1. Prohibit new residential projects which exceed the land use designations and standards of density expressed in this Plan unless it can be clearly justified otherwise to the satisfaction of the Planning Commission and City Council. This especially applies to new development proposals with a maximum density over 21.8 units per net acre.
2. Require new residential projects other than single family homes and corner lot duplexes to be reviewed by the Architectural Review Board for conformance with established architecture-landscape-site design criteria.
3. Give special emphasis to aesthetic and environmental considerations in evaluating proposed developments at the Subdivision Review Committee, Architectural Review Board, Planning Commission and City Council hearing stages.

#### COMMERCIAL LAND USES

##### EXISTING COMMERCIAL LAND USES

A neighborhood shopping area exists at the intersection of Florin Road and Riverside Boulevard. Commercial activities also extend easterly along Riverside Boulevard for a short distance. The estimated 73,000 square feet of building space within this 12 acre complex offers a variety of uses including service stations, grocery stores, eating establishments, offices, banking facilities and miscellaneous personal services. Some vacancies presently exist in some of the buildings. Approximately 2 acres of commercially-zoned property adjacent to and easterly of a savings and loan building on Riverside Boulevard is undeveloped. In addition, a veterinarian (a discretionary use approved under the City's special permit regulations) is located at the intersection of Valine Court and 43rd Avenue.

##### ISSUES

Residents expressed concern at the recent town meetings regarding the type, amount, location and design of future commercial development. The present vacancy rate, commercial and office construction along Riverside Boulevard and the implication on traffic conditions were discussed.

In addition, the Planning Department is concerned that an overbuilding of commercial establishments in this area may have an adverse impact upon nearby residences, or cause an imbalance in the amount and placement of shopping facilities approved in the South Pocket.

##### PLANNED COMMERCIAL LAND USES

No additional commercial or office building is proposed. This is supportive of local

resident, property and Planning Department concerns that the existing commercial and office building development in the area remains healthy. It is also supportive of Goal 1 and its objectives.

Using 1970 Sacramento County Commercial Land Use Study Standards of .8 to 1.0 acres per 1000 people, the existing shopping center and office development will support approximately 12,000 to 15,000 residents. The lower of these amounts is compatible with this plan's design population. Existing floor space exceeds the standard of 5 square feet per person also using the plan's eventual design population of 12,504. Furthermore, a large portion of the North Pocket residents can be expected to utilize nearby South Pocket centers once constructed.

The additional 2 acres of vacant land on Riverside Boulevard which is presently zoned for commercial uses would exceed these standards if permitted to develop. Since the land acts as a transition between single family and commercial uses, an appropriate land use other than commercial should be considered.

#### COMMERCIAL LAND USE POLICIES

1. Prohibit any new commercial and office building construction within the North Pocket unless project proponents can clearly justify it to the satisfaction of the Planning Commission and City Council. Such justification shall consider resident concerns, the cited standards pertaining to land and building space, function, vacancies and location considerations.
2. Prohibit strip commercial and office development and its intrusion into residential areas in the North Pocket.

#### INSTITUTIONAL LAND USES

##### EXISTING INSTITUTIONAL LAND USES

Institutional land uses provide a community or neighborhood with a number of supportive services. Among these are churches, fraternal organizations, convalescent homes and related facilities. Schools are sometimes included in this category but are discussed for the purposes of this plan in the section on community facilities. The North Pocket presently has 10 acres of developed institutional uses, most of which are churches.

##### ISSUES

The relationship of a proposed Elks Club on Riverside Boulevard to the recently adopted Sacramento River Parkway recreation node near the levee is of importance. Several alternatives are being studied, and a proposal of the best land use interrelationship is anticipated before the North Pocket Specific Plan is approved.

## PLANNED INSTITUTIONAL LAND USES

In this Plan, an additional 27 acres is designated for institutional uses. This 27 acres comprises a recently approved 152 bed convalescent home between Florin Road and Lake Greenhaven, the proposed Elks Club on Riverside Boulevard at Florin Road, and a 4 acre site southerly of Gloria Drive on Florin Road which is owned by church interests. The latter parcel is residentially zoned for up to 17 units per net acre and should be re-evaluated for a lower density zone in the event that a church is not constructed. All of the proposed institutional uses require approval under the special permit procedures of the Zoning Ordinance. These uses are considered in keeping with Goal 1 and its objectives.

## INSTITUTIONAL LAND USE POLICIES

1. Evaluate all proposed institutional projects in light of their impact upon adjoining properties and policies of other adopted plans such as the Sacramento River Parkway Plan.
2. Give strong consideration to low density residential uses for designated institutional properties when and if changes in use are desired by their owners.

## CIRCULATION FACILITIES

### SYNOPSIS

The North Pocket is presently served by a nearly complete system of streets, bus routes, bikeways and pedestrianways. Only a relatively few but important links in this system remain to be established. The proposed circulation facilities are intended to meet Goals 3 and 4 of their objectives.

### STREETS

There are four broad categories of streets: freeways, major streets, collector streets, and local streets. Use of all these streets within the North Pocket can be expected to increase substantially as urbanization continues.

Interstate 5 freeway carries the highest volume of commute traffic to and from the North Pocket. The major streets are Florin Road, Riverside Boulevard, Greenhaven Drive, 43rd Avenue and Gloria Drive. The latter will eventually be downgraded to a collector street status upon full improvement of the major street system.

Florin Road is a four lane divided street which presently terminates at Riverside Boulevard. The City's 1974 General Plan and 1969 North Pocket Community Plan indicate an extension of this road across the Sacramento River into Yolo County. This improvement would not only impact residents with heavy volumes of additional outside traffic into and through the Pocket Area since it connects with Interstate 5, but would incur substantial indebtedness to the City and its taxpayers because of high construction costs. The likelihood of a bridge ever being constructed appears very remote due to limited transportation

funds. It is therefore recommended that the Florin alignment be deleted north of Riverside Boulevard.

Improvements to the other major streets are not necessary except for small portions of Riverside Boulevard which will require widening as adjoining properties develop.

The collector streets are Pocket Road, Havenside Drive, and Riverside Boulevard north of 43rd Avenue. These streets serve abutting residences by carrying local traffic to other collector and major streets. No new collector streets are proposed except for the future westerly extension and improvement of Gloria Drive.

The local streets serve neighborhood residences and are the most common and extensive within the North Pocket. As remaining development is approved, provisions will be made for their improvement according to established City street standards.

## TRANSIT

The Sacramento Regional Transit District (RTD) presently operates four bus routes in the North Pocket. Transit patronage on these lines has been well received due to adequate routing, short headways and ample waiting stations. The majority of riders commute to work in downtown Sacramento. RTD anticipates to increase patronage by providing additional lines and a park and ride station at the proposed community shopping center on Florin Road at Interstate 5.

## BIKEWAYS

The North Pocket has no existing on-street bikeways. Future on-street bikeways are proposed based on the recommendations of the recently adopted City-County Bikeways Master Plan. These routes are designated on the North Pocket Specific Plan map, and are designed to meet local transportation as well as recreational needs. The on-street bikeway which connects recreation nodes of the Sacramento River Parkway (and its off-street bike trail) is discussed in the following section on community facilities.

Frank Seymour Park currently has the only off-street bikeway within the planning area. Future extension of this facility northward to the recreation node of the Sacramento River Parkway will occur as the City-owned parksite is improved. An off-street bikeway is also recommended along the drainage canal in the affected subdivision westerly of Florin Road. The details on the canal parkway design and interfacing residences are set forth in the adopted South Pocket Specific Plan.

## PEDESTRIANWAYS

Pedestrianways are among the most important means of local travel. In addition to the standard sidewalk along streets, there are separated pedestrianways within Frank Seymour Park and other greenbelt areas. Combination or paralleling bikeway-pedestrianways are planned along the canals, Sacramento River Parkway, and other greenbelts throughout the Pocket Area. An overpass structure at Frank Seymour Park and Riverside Boulevard

similar to the one on Gloria Drive should be considered to improve user safety.

## POLICIES FOR CIRCULATION FACILITIES

1. Implement the City-County Bikeways Master Plan policies for on- and off-street bikeways in the North Pocket as a part of new development and when funding becomes available for bikeway improvements within established areas.
2. Implement the standards expressed in the adopted South Pocket Specific Plan for an off-street bikeway-pedestrianway within the canal parkway and the affected subdivision westerly of Florin Road.

## COMMUNITY FACILITIES AND SERVICES

### SYNOPSIS

Community facilities and services are an essential part of an urban neighborhood or community. Within this broad classification are public and private open spaces and recreation facilities, schools, utility services, libraries, and fire and police protection services. The following recommendations are believed to be supportive of Goals 2, 4, and 5, and their objectives.

### OPEN SPACE AND RECREATION FACILITIES

The North Pocket is characterized by spacious and attractive parks, the Sacramento River, and Lake Greenhaven.

The improved portion of Frank Seymour Park consists of approximately 40 acres. Eventually it will extend from the Sacramento River through the Pocket Area and link more schools and residential neighborhoods. Within the North Pocket segment of the park, only the 6 acre extension between Riverside Boulevard and the Sacramento River remains to be improved by the City. At present, this has not been budgeted or set as a priority item within the adopted Capital Improvement Program.

Lewis Park is an improved 4 acre neighborhood park adjacent to the new elementary school on Harmon Drive.

A 500 foot segment of drainage canal on the south side of the tentatively approved subdivision westerly of Florin Road requires parkway improvements. The design of this and its interfacing residences should be in accordance with the standards established in the adopted South Pocket Specific Plan.

The Sacramento River Parkway Plan designates a continuous bikeway-pedestrian trail on the levee between 35th Avenue and the northerly extension of Seymour Park. A similar future trail extends southerly from the present terminus of Arabella Way. Major parkway recreation nodes are designated at both locations. A third but intermediate-sized parkway recreation node is located behind the Elks Club site. All three nodes are planned for

limited parking, picnicking and restroom facilities abutting the landside toe of the river levee.

An on-street bikeway route is recommended along Riverside Boulevard and Pocket Road connecting the on-levee river parkway trail between Seymour Park extension and Arabella Way. This link is considered direct and offers a good service radius to a large number of potential users.

Lake Greenhaven is a 55 acre body of water that now provides open space and visual relief within the center of the North Pocket. Since the Lake is privately-owned, public access to its shores is restricted. This facility's water quality and maintenance aspects are fully discussed in the following section on aesthetic and environmental management.

### SCHOOLS

The Sacramento City Unified School District provides public school facilities for the North Pocket. The permanent facilities which presently serve the area are Bear Flag and Caroline Wenzel Elementary Schools (grades K-6), Sam Brannan Junior High School (grades 7-9), and John F. Kennedy Senior High School (grades 10-12). Past student enrollment at these schools during a six year period is illustrated in Table 4. Currently, all schools are at or below their program capacity as indicated in Table 4. The new Genevieve F. Didion Elementary School is expected to reach its capacity during the next 1977-1978 school year.

Table 4

#### ENROLLMENT OF PUBLIC SCHOOLS SERVING NORTH POCKET

Schools	Fall 1970	Fall 1971	Fall 1972	Fall 1973	Fall 1974	Fall 1975	Fall 1976	Program Capacity
Bear Flag (K-6)	597	601	638	606	648	655	551	585
Caroline Wenzel (K-6)	508	589	610	658	707	799	505	600
Genevieve Didion (K-6)	----	----	----	----	----	----	259	340
Sam Brannan (7-8)	1208	1211	1257	1292	1281	1241	1280	1260
J. F. Kennedy (9-12)	1696	1731	1827	1812	1895	1993	2050	2100

Source: 10/4/76 Walter A. Parsons, Sacramento City Unified School District

The school district indicates that three elementary schools are adequate to serve North Pocket school age children. The District has just placed the Genevieve Didion Elementary School on Harmon Drive into operation. Development of this site had been delayed for years because of inadequate funds. More recently, however, there has been a pressing need to develop this third site to alleviate the overcrowded schools. In response to this

need, the District readjusted various school boundaries to take advantage of other schools with declining enrollment, and appropriated funds in early 1976 to develop the third site using portable classroom modules.

The North Pocket Specific Plan does not propose additional school sites since adequate facilities are designated on the adopted South Pocket Specific Plan. As the North Pocket approaches ultimate development, the elementary school enrollment should stabilize. Nevertheless, efforts are being made by the District and City of Sacramento to solicit support of school revenue increase proposals, and to ensure adequate educational facilities for Pocket Area residents. The latter study is anticipated for completion by the end of 1976.

#### UTILITIES

Water service to the area is provided by the City through established water rights to the American and Sacramento Rivers. The water is treated at either the Sacramento River Filtration Plant, located near the confluence of the Sacramento River and American River, or the Riverside Water Treatment Plant located at 11th Avenue and Riverside Boulevard. The City holds sufficient water rights to supply domestic water for a population of over one million.

Pacific Gas and Electric Company, Sacramento Municipal Utility District, and Pacific Telephone provides gas, electricity and telephone service, respectively. These utilities will continue to be provided as the area becomes fully urbanized. All these utilities have been installed underground, and continuation of this practice is strongly encouraged by the City.

The City's Main Waste Water Treatment Plant, located at Fruitridge Road and South Land Park Drive, services the existing sanitary sewer system to the area. Only a relatively small unsewered section south of Riverside Boulevard and west of Florin Road remains. Construction of the remaining section will be completed within the next year. In the meantime, new subdivisions will utilize temporary drainage and sewer facilities. The multi-million dollar regional treatment plant will replace existing facilities in 1978; and the Main Plant will then be converted to a stormwater treatment facility.

#### LIBRARY, POLICE AND FIRE PROTECTION SERVICES

The North Pocket is presently served by the Belle Coledge and Martin Luther King branch libraries. The South Pocket Specific Plan proposes a 12,000 square foot branch library on a site of about two to three acres. This will be located at Florin Road and Havenside Drive extension. This additional library facility should be large enough to provide adequate library services for the entire Pocket Area.

Police services are provided by the City through a central facility in downtown Sacramento. Patrol beats cover the planning area. As additional development occurs, the need for increased man-power will be evaluated. Particular emphasis will be given to providing

adequate patrol measures along the Sacramento River Parkway similar to those necessary for the American River.

The area is currently served by two fire stations: one located at Gloria Drive and 43rd Avenue and the other located at Gardendale Road and 24th Street. While coverage of the North Pocket is currently adequate, additional urbanization in the South Pocket will require construction of a new fire station at Florin Road and Havenside Drive extension to serve the entire Pocket Area.

#### COMMUNITY FACILITIES AND SERVICES POLICIES

1. Require that phase two of Riverhaven Estates Subdivision Unit No. 1 be designed to provide a canal-parkway strip-parkway strip in conformance with the standards established in the adopted South Pocket Specific Plan.
2. Ensure that the Sacramento River Parkway recreation node near Florin Road is acquired and suitably landscaped to protect nearby residents.
3. Support Sacramento City Unified School District programs and alternatives which provide adequate educational facilities for Pocket Area residents.
4. Require all new development to have underground gas, electric and telephone service lines.
5. Establish an on-street bikeway route on Riverside Boulevard and Pocket Road connecting with the Sacramento River Parkway off-street trail at Seymour Park extension and the Arabella Way terminous or its vicinity.

#### AESTHETIC AND ENVIRONMENTAL MANAGEMENT

This section summarizes recommended programs and policies for enhancing desirable features and abating undesirable features within the North Pocket. These are primarily considered to satisfy Goal 2 and its stated objectives.

#### PRIVATE PROJECT DESIGN

Privately-owned and developed projects should have sufficient controls to ensure that they are aesthetically pleasing. Thus, City policy is to:

1. Designate the North Pocket as a Design Review District.
2. Prepare and adopt Architectural Review Board design criteria for all new development except single family and corner lot duplex units in the North Pocket.
3. Require that all private development except as stated in 2 above be reviewed by ARB for compliance with the criteria.

4. Continue Subdivision Review Committee review of tentative subdivision maps, giving particular emphasis to aesthetic and environmental considerations.
5. Encourage the retention of mature trees, open space-greenbelts and other attractive features within new private projects.

#### PUBLIC PROJECT DESIGN

It is the City's policy to:

1. Continue street landscaping and tree planting program.
2. Improve and maintain public parkway-greenbelt-open spaces which are visual assets to the neighborhoods.
3. Encourage good design in public buildings by providing for their evaluation by the Architectural Review Board.

#### UTILITY IMPROVEMENTS

It is the City's policy to:

1. Require that all new development projects have underground utilities.

#### NOISE POLLUTION

Noise generators have a definite influence on land uses in the North Pocket. Two noise sources are traffic on Interstate 5 freeway and major streets, and domestic noises such as lawn mowers, dogs barking, etc. The Sacramento River Parkway could also become a possible noise generator if not properly managed. It is the policy of the City to:

1. Require all new residential developments adjacent to the freeway to provide noise barriers consistent with the adopted City noise element; and encourage similar barriers or other measures for future developments along Riverside Boulevard and Florin Road.
2. Encourage all new non-residential developments to incorporate noise reduction features to mitigate their impact on adjacent properties.
3. Implement policies and standards contained in the adopted City noise element.
4. Require sufficient insulation or other provision in all new structures to maintain acceptable noise levels established by the City building code.
5. Support County Health Agency enforcement of a City Noise Ordinance upon its adoption.

6. Provide adequate buffering between residences and Sacramento River Parkway facilities in order to mitigate possible noise problems.

#### ENERGY CONSUMPTION

It is the policy of the City to:

1. Encourage developments which reduce the consumption of energy (including but not limited to) fossil fuels.
2. Construct bikeways and encourage other non-fuel consuming modes of transportation wherever possible.
3. Continue to study new methods for reducing energy consumption and implement these wherever feasible within the North Pocket.

#### AIR POLLUTION

It is the policy of the City to:

1. Continue to study new methods for reducing air pollution, and to implement these wherever feasible within the North Pocket.

#### SCHOOL IMPACTION

It is the policy of the City to:

1. Support Sacramento City Unified School District revenue increase proposals which help provide future sites and facilities.
2. Initiate a joint study with the Sacramento City Unified School District to require legal notification to prospective home buyers regarding new subdivision impaction on schools.

#### WATER POLLUTION AND LAKE GREENHAVEN

A considerable amount of time in recent years has been devoted to Lake Greenhaven, its water quality, and its maintenance problems. Discussion and policies herein will not totally resolve these issues but are nonetheless important in assessing the Lake's future impact upon the surrounding neighborhood and City of Sacramento.

Lake Greenhaven is a 55 acre converted clay pit that is privately-owned and maintained. It is used by surrounding residents for boating, fishing, aesthetic and scenic value. The water comes from both the high ground water table caused by the Sacramento River and from surface runoff. Drainage improvements from the surrounding land basin of approximately 220 acres were financed by all of the land owners within the drainage basin.

Excess winter runoff into the Lake is pumped into the Sacramento River when the water reaches a certain height.

The corporation which owns the Lake is comprised largely of Lake Greenhaven Shores residents and whomever else is willing to contribute toward the on-going maintenance. Consequently, new development around its shore is offered access and use of the water in exchange for water maintenance monies. As a service to the corporation, the City of Sacramento monitors the Lake's water quality and offers advice regarding water quality.

In February of 1976, the City of Sacramento had its consultant assess the water quality in Lake Greenhaven. Several conclusions of that study are pertinent to the Lake's use and management. In regards to present water quality characteristics, the following conclusions are:

1. The bacteriological quality of the Lake is such that swimming and other water contact sports should continue to be discouraged.
2. The present aquatic life of the Lake is relatively healthy, and no immediate problems are foreseen. The aquatic life of the Lake, however, is not well-balanced because it does not contain the wide diversity of desirable aquatic species that is normally found in similar waters.
3. Additions of chemicals, including fertilizers and toxicants, could result in very undesirable water quality conditions if not expertly managed.
4. If Lake Greenhaven is left undisturbed, the water quality and biological community will stabilize and improve.
5. It is suggested that physical harvesting methods be utilized to control plant growth within a reasonable level.

The City Engineering Department and its consultant on water quality also concluded that new single family developments within the drainage basin would not increase the water contaminants substantially; and that new multiple family developments would increase water run-off into the Lake only slightly. In either case, however, the existing water quality would not be significantly changed.

Alternative measures to mitigate any future degradation of water quality from private developments draining into the Lake include:

1. Encourage all new development within the drainage basin to install centrifugal purification devices as part of project approval.
2. Include information on the necessity for good drainage waste management as part of the City's utility billing process. (This is being considered now.)
3. Inform new lake-front developments of the advantages of contributing towards maintenance of the Lake.

A related and perhaps more serious problem is that of broadening the financial base beyond those relatively few people who now contribute toward the Lake's maintenance. Drainage facilities have already been paid for by property owners within the drainage basin, and the City has no legal means to force new development to contribute toward on-going maintenance of water quality.

Alternatives available to the City and the existing corporation responsible for Lake maintenance include:

1. Continue the present method of financing water quality maintenance, i.e., voluntary money contributions from abutting lake-front properties, administered by a private corporation.
2. Private initiation of a special assessment district for all properties directly benefiting from the Lake. Such an alternative would require full evaluation of rights to access and use of Lake Greenhaven.
3. City purchase and maintenance of the Lake as a recreational area for full public enjoyment.

### EFFECTUATION

#### SYNOPSIS

The North Pocket Specific Plan contains numerous policy statements regarding the area's physical development and environmental management. As such, the Plan is a refinement of Sacramento's General Plan and is oriented toward the implementation process. The majority of policies preceding this section are intended for use by the Planning Commission and/or City Council when evaluating proposed public and private development projects. The purpose of this section is to review existing ordinances, plans and other tools which can be used in the broad implementation of the policies contained herein.

#### ORDINANCES

##### Zoning Ordinance

Zoning Ordinance No. 2550-4th Series authorizes the City to promote the public health, safety and welfare of its citizens by establishing regulations to govern the use of land, and the location, bulk, height, and coverage of structures. Especially relevant sections of this ordinance pertain to zoning classifications and their corresponding land uses, planned unit developments, and design review districts.

California Government Code Section 65860 requires zoning to be consistent with land uses designated on a local jurisdiction's general plan. While this provision does not technically apply to Sacramento since it is a chartered municipality, the 1974 General Plan contains explicit policy language that zoning consistency should be achieved as each specific plan for a subarea of the City is updated. Reclassification of inconsistent zones should begin as soon after a plan's adoption as possible and should relate only

to undeveloped land which has a zoning classification other than "A" agriculture zone. Land which is zoned "A" should be changed for consistency with the appropriate land use designation when formal submission is made for development of the affected property.

Several residentially zoned properties and one commercially zoned property within the North Pocket will require rezoning for consistency with designated residential land uses immediately following adoption of the Plan. Rezoning of each affected property should be consistent with one of the zoning-land use classifications listed below:

- R-1 Single Family Zone for single family residences and duplexes on corner lots (densities 4 to 6 units per gross acre)
- R-2 Two-Family Zone, R-1A Townhouse Zone, and R-2A Garden Apartment Zone for intermediate residential densities of 7 to 17 dwelling units per net acre; and
- R-2B Garden Apartment Zone for residential densities of 18 to 21.8 dwelling units per net acre.

A special committee of the Planning Commission is currently evaluating recommended changes to the present zoning ordinance. Final recommendations from this study are anticipated in early 1977. As part of the committee's review, it is recommended that the maximum density of 15.0 units per net acre for the "R-1A" townhouse zone be considered for a lower maximum density. This would be in keeping with market and public acceptance experience for townhouses and condominiums obtained in updating the specific plan for the North Pocket.

Section 8 of the Zoning Ordinance provides for Planned Unit Developments. This method of land development has its greatest potential in larger acreage parcels where a developer wishes to provide for greater flexibility in an integrated design than is otherwise possible by standard development procedures. The intent of planned unit developments is to encourage the design of well-planned facilities which offer a variety of housing types and integrated open space areas. Application of the planned unit development approach is limited to only a few of the remaining larger parcels in the North Pocket. This approach is generally encouraged by the City, however, since the project and its surroundings are positively influenced.

Section 16 of the Zoning Ordinance allows the Planning Commission or City Council to establish design review districts and to prepare standards and criteria for evaluating proposed projects within the districts. The intent of this process is to protect property values, general appearance, and use of public and private property; to maintain a high level of community development; and to achieve orderly, harmonious, and integrated development in specific areas of the City. Subsequent to adoption of the North Pocket Specific Plan, the Planning Commission should incorporate this process into the 1976 priority planning program. It is recommended that this become a third priority and that single family and corner lot duplex dwellings be exempt from this provision.

#### Subdivision Ordinance

Subdivision Ordinance No. 3483-4th Series consists of regulations for the subdivision

of land for residential or other purposes. It prescribes standards for street improvements, lot sizes and placement, procedures for dedicating private land for public purposes such as streets or other easements, and other similar requirements. It also establishes the procedure for filing tentative and final land division maps. All submitted tentative maps must conform to the general and specific plans of the City, including the North Pocket Specific Plan policies expressed herein. This is an on-going effectuation device that requires no prioritizing or phasing.

#### CAPITAL IMPROVEMENTS PROGRAM

The Capital Improvements Program for Sacramento is a six year schedule of approved public projects and their construction costs. Sources of funding include revenue sharing monies, Federal and State grants, gas tax revenues, City general fund, residential construction tax revenues, and bicycle license tax revenues. New public projects are evaluated annually and incorporated into the Program based on City development priorities and available funding.

The following list identifies those public projects mentioned in this specific plan and their estimated 1976 dollar costs. It does not include on-going maintenance expenses which are not normally considered a part of a capital improvements program.

<u>Projects</u>	<u>Initial Development Costs Only</u>
• Stripping and signing of on-street bikeway routes along Riverside Boulevard, Pocket Road and Gloria Drive	\$ 11,000
• Pedestrian/bicycle crossing over Riverside Boulevard	\$ 56,000
• Improvement of 0.6 mile road shoulder along Riverside Boulevard	\$150,000
• Bikeway on levee crown between 35th Avenue and Seymour Park	\$ 25,000
• Seymour Park 9 acre extension between Sacramento River and Riverside Boulevard	\$165,000
• Other Sacramento River Parkway improvements including recreation node behind Elks Club property	Unknown

Due to limited funding and prior commitments, many of the listed projects cannot realistically be completed within the next few years. Their evaluation and prioritization, however, is recommended as part of the 1977-1983 Capital Improvements Program formulation process. This evaluation would provide for the expressed intent of Goal 7 and its objectives.

## 1974 GENERAL PLAN FOR SACRAMENTO

The 1974 General Plan for Sacramento is the basis from which the North Pocket Specific Plan update was initiated. Development and conservation policies expressed herein have a direct supportive relationship with each element of the general plan. All of the recommendations are in fact refinements of the elements, and the City's overall planning goals listed below:

- 1) The overriding goal is...to improve and conserve existing urban development and, at the same time, encourage and promote quality growth in expand area of the City (1-3).
- 2) Achieve safe and adequate housing for all citizens and provide each with an opportunity for choice between alternative living arrangements (1-4).
- 3) Achieve a safe, efficient, coordinated, and balanced system of transportation facilities capable of serving the needs of all citizens (1-4).
- 4) Provide opportunities for a full range of recreational activities to meet the demands of an expanding population with increasing amounts of leisure time (1-4).
- 5) Protect and manage the diverse and valuable natural land, water, and air resources for the use and enjoyment of present and future generations (1-4).
- 6) Protect and promote viable, self-containing residential and commercial neighborhoods (1-4).
- 7) Discourage urban sprawl in order that wasteful, undesirable, and illogical growth along the urban fringe does not occur (1-5).
- 8) Support contiguous growth (1-5).

### OTHER

A few effectuation processes do not lend themselves to easy identification within one or another of the traditional implementation "tool" categories. Their importance is nevertheless relevant to effectuating the North Pocket Specific Plan.

Major street design standards should conform to the 1969 Major Street Plan until these standards are revised. The 1974 General Plan for Sacramento contains noise standards which should be followed within the North Pocket. The 1976 Bikeways Master Plan, Sacramento River Parkway Plan and South Pocket Specific Plan contain standards and effectuation policies pertaining to bike trails, recreation facilities and canal-parkway facilities respectively. These become refinements of the North Pocket Specific Plan policies.

An amendment should be initiated by the Planning Commission soon after adoption of the Plan to delete the Florin Road extension and bridge from the Circulation Element of the City's 1974 General Plan and Major Street Plan.

Goal 6 and its objectives pertain to increased citizen involvement in local planning matters. This was a direct response by citizens during the town meetings for this Plan. The entire subject of citizen advisory councils or other means of more formalized input is presently under study by the City. The completion of this study and adoption of all or part of its recommendations by the City Council is expected within the 1977 year. The appropriate language within the North Pocket Specific Plan can be considered after that transpires.

# NORTH POCKET SPECIFIC PLAN

## ULTIMATE LAND USES

400' 800' 1600' 2400'  
 NORTH  
 SCALE: 1" = 400'  
 DATE: OCTOBER 1976  
 SACRAMENTO CITY PLANNING COMMISSION

LEGEND:

- RESIDENTIAL 4-6 d.u./g.a.
- RESIDENTIAL 7-17 d.u./n.a.
- RESIDENTIAL 18-21 d.u./n.a.
- RESIDENTIAL 22-29 d.u./n.a.
- BUSINESS & PROFESSIONAL OFFICES
- COMMERCIAL USES
- INSTITUTIONAL USES
- PARKS AND OPEN SPACE
- WATER
- SCHOOLS
- CABANA CLUBS
- PARKWAY RECREATION NODE
- BIKEWAY ROUTE
- PLANNING AREA BOUNDARY

AMENDED:

CITY COUNCIL RESOLUTION NO.  
77-195 APRIL 12, 1977

CITY COUNCIL RESOLUTION NO.  
77-315 JUNE 21, 1977



Section Two

SOUTH POCKET  
SPECIFIC PLAN

Adopted by the  
Sacramento City Council  
Resolution No. 76-142 on March 23, 1976

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## FOREWORD

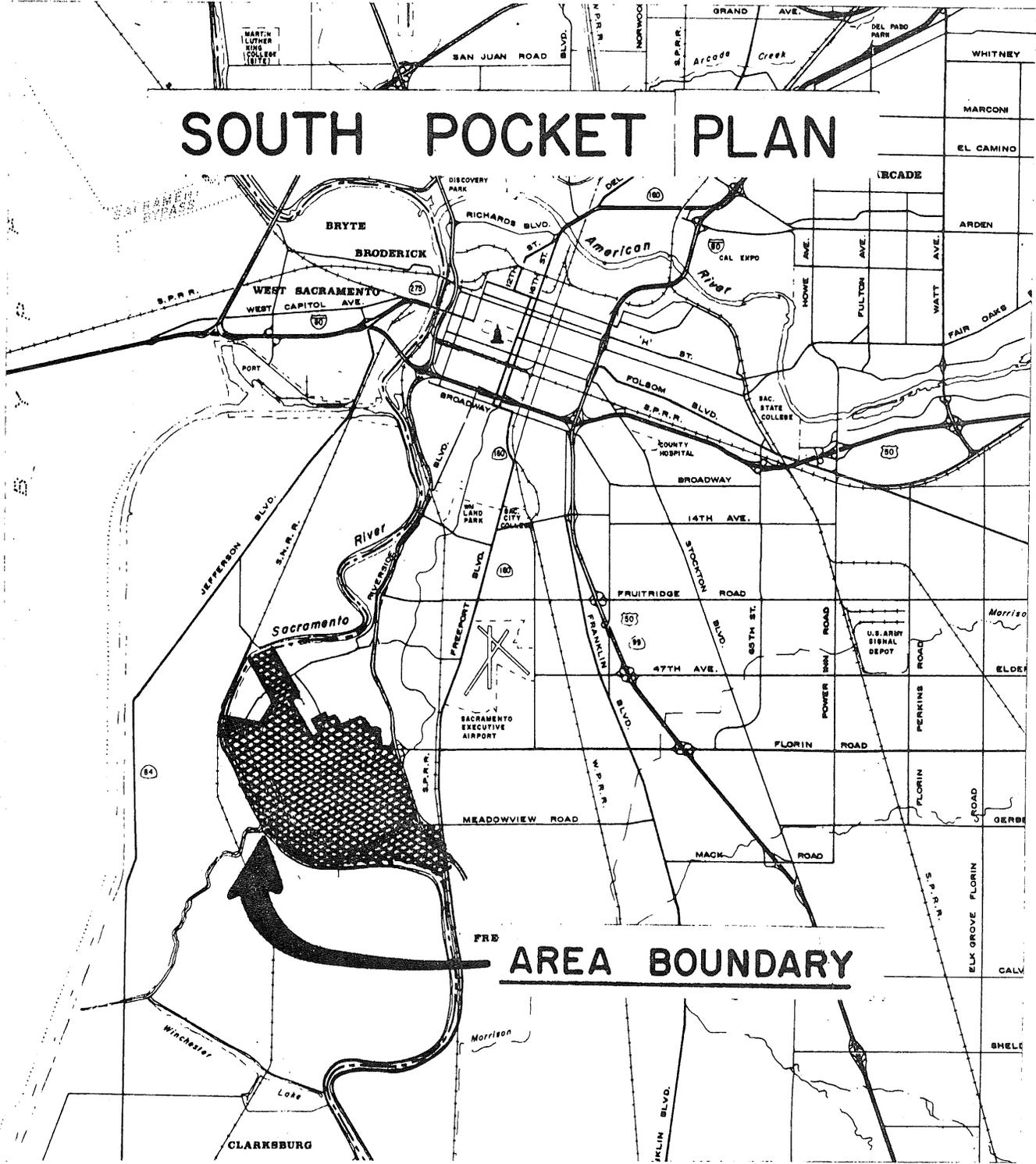
Early in 1975 the City Council recommended that the Planning Commission give priority to updating existing specific plans within the three major growth areas of Sacramento. The South Pocket area was one of these. An Interim Plan and Ordinance which designated the South Pocket for agricultural uses until a specific plan for urban uses could be prepared and reviewed was subsequently adopted by the Council in June.

Following this the Planning Department prepared a first draft South Pocket Specific Plan that included essentially two basic alternatives for urban development. Both alternatives would have encouraged land uses and circulation patterns similar to the adjoining suburban communities.

A town meeting was held in September, 1975, to explain the Specific Plan recommendations and to receive public reaction. Among the chief concerns at that time were individual ownership interests, the circulation alternatives, use of the drainage canals, and the effects of storm drainage and sanitary sewer improvement assessments upon future development patterns. These concerns were later heard publicly by the Planning Commission in what began a series of hearings and special study sessions. In addition, to the items discussed at the town meeting, the Commission thoroughly analyzed the greenbelt-recreation corridor potentials, increased residential densities, the impact of Interstate 5 freeway upon adjoining properties, schools, the Sacramento River Parkway, architectural and design controls, and many more salient issues.

The South Pocket Specific Plan recommendations expressed herein culminate the Planning Commission's ten study sessions and several public hearings.

# SOUTH POCKET PLAN



## INTRODUCTION

### BACKGROUND & PURPOSE

The South Pocket consists of approximately 3.8 square miles of undeveloped land which is bounded by and/or adjacent to the Sacramento River, Interstate 5 freeway, and Florin Road. Historically most of this area has been used for agriculture. There are a few scattered homes and a park along Pocket Road. Abutting the Sacramento River is also the Meadowview Waste Water Treatment Plant and boat dock facilities.

This specific plan is intended to ensure a healthy and attractive living environment for future residents of this area. As a guide for urban growth, the Plan sets forth goals, objectives and policies for desired land uses and their supporting features. The text defines these and describes their interrelationship, and recommends development standards and criteria which are consistent with other City policies. The graphic plan designates major land use patterns; streets and highways; and other public facilities such as schools, parks and bike trails. The designations are intended to be conceptual only and not precised as to exact property location or exact quantity of any given land use. Individual development proposals will not only be evaluated against these generalized graphics but against the overall intent of the Plan as expressed in its policies, standards and recommendations.

This Plan furthermore updates and replaces the appropriate portion of the 1969 North Pocket Community Plan and the southern half of the revised 1965 Pocket Area General Development Plan. Changing population trends, educational and recreational needs, environmental considerations, and other vital issues have rendered them out of date.

### GOALS

- Goal 1: Set forth a specific land use plan which can be realistically implemented by
- . Utilizing the most effective and appropriate regulatory devices available to and consistent with the City's development policies.
- Goal 2: Encourage the development of an attractive, healthy and esthetically pleasing living environment by
- . Encouraging suitable landscaping and design of all residential and commercial projects,
  - . Providing adequate light and air easements adjoining the Sacramento River levee and Interstate 5 freeway,
  - . Promoting a common architectural theme for each shopping center,
  - . Requiring that all service utilities be made as attractive or unobtrusive as possible,

- . Protecting residents from excessive noise, traffic hazards, flooding and fire damage, and by
- . Encouraging the retention and protection of existing trees.

Goal 3: Provide for a wide range of residential styles and densities which are compatible with each other and with this suburban community by

- . Controlling the concentration and location of each type of residential use,
- . Permitting intermediate residential densities in transitional areas located between lower and higher densities,
- . Encouraging well designed and constructed housing projects,
- . Preventing the intrusion of incompatible uses into residential areas, and by
- . Requiring adequate setback, height and area considerations in the placement of residential structures on a site.

Goal 4: Provide for safe, convenient, balanced and attractive commercial facilities to meet the needs of the South Pocket and adjacent neighborhoods by

- . Prohibiting the development of strip commercial projects,
- . Making shopping centers accessible to automobile, bicycle and pedestrian users,
- . Locating neighborhood and community shopping centers, business and professional office complexes, and highway commercial uses in service areas which do not duplicate one another,
- . Ensuring that the quantity and function of commercial developments are closely related to the needs of the South Pocket and surrounding area residents, and by
- . Ensuring that commercial developments have design and landscape features that are in harmony with their surrounding residential areas.

Goal 5: Provide a safe, balanced and efficient circulation system for motor vehicles, bicycles and pedestrians by

- . Requiring adequate street widths to serve the anticipated needs of the South Pocket,
- . Integrating the function of streets and off-street circulation ways with those of the surrounding urbanized neighborhoods,

- . Designing streets with adequate bikeway corridors where off-street bike-ways cannot be provided,
- . Linking commercial facilities and public facilities that generate high human activity with major and collector streets, and with park-open space corridors,
- . Requiring that commercial and multiple family developments provide adequate off-street parking facilities,
- . Supporting and encouraging future bus service in the South Pocket with special emphasis on park and ride facilities, and by
- . Providing suitable access to the Sacramento River.

Goal 6: Provide park-open space, library, school and fire station facilities to properly service and enhance the South Pocket and affected surrounding area by

- . Ensuring that these facilities are well placed to maximize their use and of sufficient size,
- . Requiring that these facilities have attractive landscaping and blend architecturally with the surrounding area,
- . Interfacing development with the Sacramento River in a manner which promotes the best use of this recreation resource,
- . Encouraging multiple use of public facilities wherever possible, and by
- . Ensuring that a continuous park-open space system is provided which links public facilities and activity centers wherever possible.

## POPULATION

The 1970 Census does not provide adequate population information for the South Pocket because of its rural characteristics. However, Census Tract 40 encompasses the boundaries of this area and the surrounding urban developments (see Map 2). The information provided by the Census gives a general description of population trends and characteristics within the adjoining developed area and is an indication of projected demographic characteristics when the South Pocket is urbanized.

### Trends and Forecast

During the 1960's and early 1970's, population increased substantially in the Pocket Area. In fact, the rate of growth was higher than in most other areas. Between 1960 and 1970 the City's population increased from 243,447 to 257,105 - a 5.6% increase for the decade. The population in Census Tract 40 (Pocket Area) increased from 819



to 11,205 - an 1,268% increase. This increase of 10,386 persons constituted approximately 76% of the City's total increase in population during that period. Table 1 below presents a further comparison of selected population characteristics for Census Tract 40, the City of Sacramento, and the unincorporated County.

Table 1  
SELECTED POPULATION CHARACTERISTICS  
1970 CENSUS

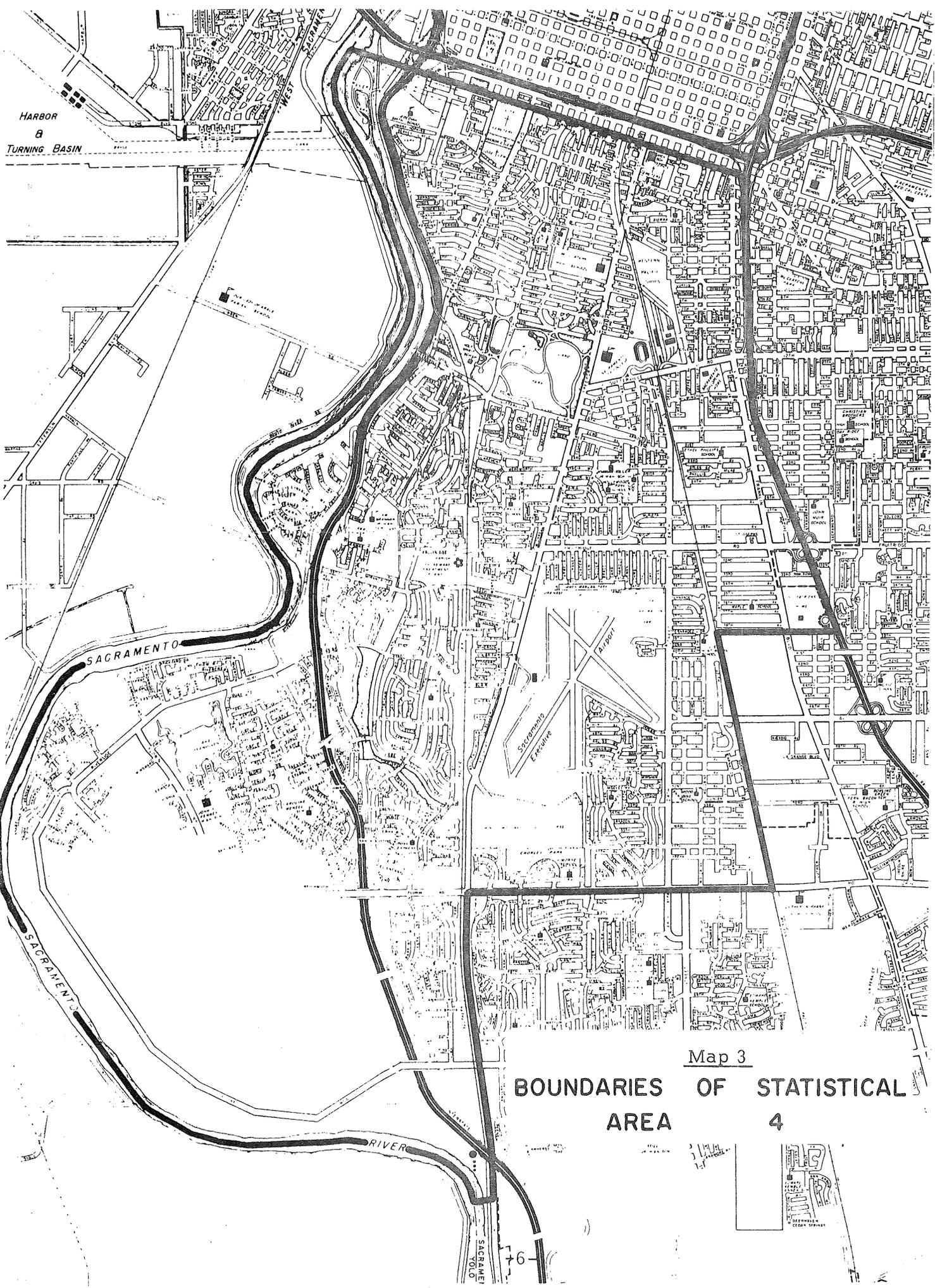
<u>Population Characteristics</u>	<u>Census Tract No. 40</u>	<u>City of Sacto.</u>	<u>Sacto. County</u>
Total Population	11,205	257,105	364,395
Median Age	29.0	29.7	26.9
Persons Per Dwelling Unit	3.2	2.8	3.4
Median School Years Completed	13.2	12.3	12.6
Percent of High School Graduates	85.2	58.9	72.3
Median Family Dollar Income	14,099	9,715	11,021

A study of this table brings out three basic characteristics of the Pocket Area based on the 1970 census information as compared with the City and County.

1. The median age and persons per dwelling unit indicates that the area is primarily composed of relatively young families.
2. The median school years completed and percent of high school graduates indicates that the area has a concentration of people with a relatively higher than average educational level.
3. The median family income indicates that the area has a relatively higher than average income level.

Population growth rates for the South Pocket are based in part upon regional and city-wide demographic and construction variables. This data is reflected in the 1974 General Plan Statistical Area 4 summary (see Map 3 and Table 2). In using these statistics, it is important to note that the majority of the land in this statistical area is already urbanized. The major exception is the South Pocket where most growth will occur.

In 1970, the population for Statistical Area 4 was 64,522 persons. Table 2 indicates an anticipated annual growth rate of 2.1 percent between 1970 and 1980, which projects population to 78,100. An increase in the annual growth rate to 2.3 percent between 1980 and 1990, which projects population to 96,200, is reflective of more land within the South Pocket becoming available for urbanization as a result of storm drainage and sanitary sewers being completed.



HARBOR  
&  
TURNING BASIN

SACRAMENTO

SACRAMENTO

RIVER

SACRAMENTO  
Y.M.C.A.

Map 3  
**BOUNDARIES OF STATISTICAL  
AREA 4**

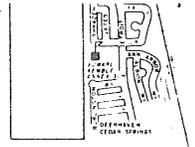


Table 2  
POPULATION TRENDS & FORECAST

<u>Population Characteristics</u>	<u>Area 4</u>	<u>All of City</u>
1960 Population	53,279	243,447
Annual Growth 1960-1970	2.11%	0.56%
1970 Population	64,522	257,105
Annual Growth 1970-1980	2.10%	1.45%
1980 Population	78,100	296,700
Annual Growth 1980-1990	2.30%	1.76%
1990 Population	96,200	353,000

Holding Capacity

The South Pocket has an estimated holding capacity of 30,000 persons. It is anticipated that this area will be developed to its fullest capacity by the year 2010. Table 3 shows the possible population holding capacity for single family, townhouse, and light density multiple family units. The holding capacity was determined by multiplying the estimated number of persons per unit times the total number of units in each category. The population figures derived in this manner were used in projecting future community service needs.

Table 3  
SOUTH POCKET POPULATION HOLDING CAPACITY

	<u>Single Family</u>	<u>Townhouses &amp; Related Units</u>	<u>Light Density Multiple Family</u>
Gross Acreage	1,854	75	140
Acreage for Streets (percent of developments)	278 (15%)	11 (15%)	28 (20%)
Net Acreage	1,576	64	112
Proposed Density (units per net acre)	4.5	8.0	21.0
Total Units	7,092	512	2,352
Persons Per Unit	3.4	2.3	1.9
Total Population	24,113	1,178	4,469
Total Population Holding Capacity	29,760	Total Units Holding Capacity	9,956

## SUMMARY OF LAND USES

### EXISTING LAND USES

The South Pocket is presently non-urbanized and used primarily for agricultural purposes, although historically this activity has been limited by a high ground water level near the Sacramento River. Sacramento Silty Clay Loam, the predominant soil type, has a Storie index rating of 77 and a subclass of 2B. This means that the soil is deep, imperfectly drained and well suited to field and truck crops but only fairly well suited to most orchard crops. Types of crops presently being grown are alfalfa hay, corn, grain, barley, oats and tomatoes.

A few scattered one to ten acre rural residential homesites are located adjacent to the Sacramento River. Also along the river is Garcia Bend Park, a partially improved public recreation facility consisting of approximately 24 acres. It is equipped with a boat launch facility, access and parking. The remainder of the site will be developed in the near future. Garcia Bend Marina and Light 29 Marina are private instream boat marinas. Located at the junction of the Sacramento River and Southern Pacific Railroad is the Meadowview Wastewater Treatment Plant. This City-owned facility will be phased out upon completion of the Regional Wastewater Treatment Plant south of Sacramento.

### RECOMMENDED LAND USES

Upon full urbanization, the South Pocket is envisioned as a series of residential neighborhoods served by supporting shopping centers, schools, parks and other necessary public facilities. Table 4 below is a summary of amounts, percentages, and types of recommended land uses.

Table 4  
DISTRIBUTION OF RECOMMENDED LAND USES

<u>Land Use Category</u>		<u>Gross Acres</u>	<u>Percent</u>
Agricultural		45	1.8%
Low Density Residential		1,929	78.0%
Single Family and Duplex	1,854		
Townhouses and Related	75		
Light Density Multiple Family		140	5.6%
Commercial		73	3.0%
Neighborhood Shopping	18		
Community Shopping	24		
Business & Professional Offices	14		
Highway Commercial	17		

Land Use Category (contd)		<u>Gross Acres</u>	<u>Percent</u>
Schools		52	2.1%
Elementary	32		
Junior High School	20		
Parks and Open Space		162	6.5%
Neighborhood Parks	12		
Community Park	10		
Regional Park	24		
Canal-Parkway	116		
Other Public Facilities		<u>70</u>	<u>3.0%</u>
	Total	2,470	100%

#### AGRICULTURAL LAND USES

Approximately 45 acres of land immediately west of Interstate 5 freeway is within Executive Airport Safety Approach Zone 2, and is therefore subject to special height limitations and human activity considerations aimed at reducing the potential of aircraft hazards. Appropriate land uses within such areas are set forth within the general policy guidelines expressed in the regional Airport Land Use Commission Policy Plan dated June 1, 1975. These guidelines recommend very low intensity land uses such as open space, agriculture or residential densities under two units per acre in all approach zones.

Until specific land use development policies for the influenced area surrounding Executive Airport are prepared and adopted by both the City of Sacramento and the Airport Land Use Commission, the interim use within the Plan portion of the safety approach zone is designated for agricultural uses. An update of the Executive Airport Master Plan which will in part determine specific land use development policies here and elsewhere around Executive Airport is being prepared by an airport consultant working for the County of Sacramento. This update is scheduled for completion within the 1976/1977 fiscal year, and will serve as the basis for re-evaluating land use activities within Zone 2 of this specific plan.

#### RESIDENTIAL LAND USES

Three-quarters of the South Pocket is designated for a wide variety of housing types. Roughly two-thirds of the total units fall within the low density residential category. This includes single family homes, duplexes, townhouses and related housing types at average densities ranging from four units per acre to eight units per acre. The remaining third of the total units fall within the low density multiple family category. Garden apartments and conventional apartments are anticipated to average 21 units per acre.

## SINGLE FAMILY AND DUPLEX DEVELOPMENT

It is anticipated that approximately 96 percent or some 7,100 housing units in the low density residential category will be within single family detached subdivisions with duplexes on corner lots. The relatively high proportion of this low density development is reflective of FHA financing data and building permit records for the greater Sacramento area. This trend is expected to continue in the South Pocket for the next twenty year period. In order to provide a high standard of living environment within these South Pocket neighborhoods, the following development criteria are set forth:

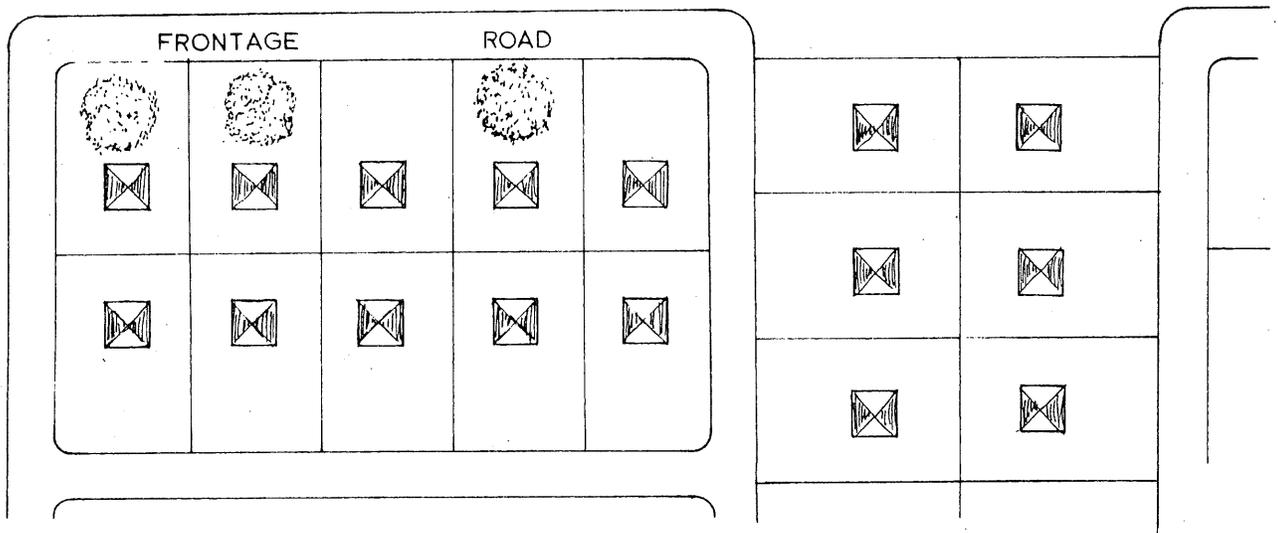
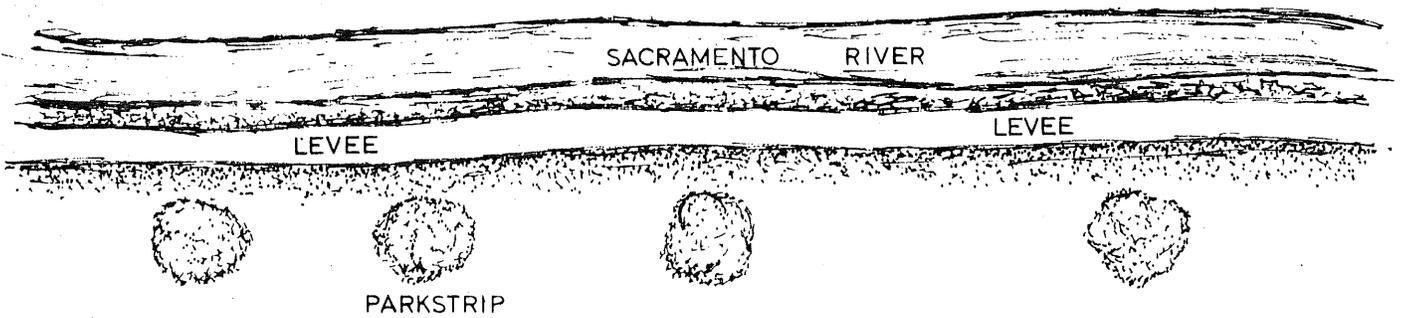
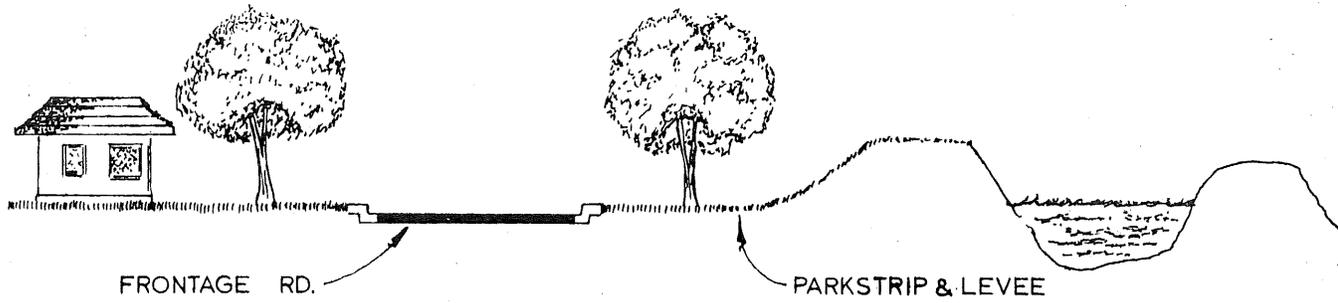
1. Densities should range from 3 to 6 units per net acre.
2. Duplexes should be allowed only on corner lots.
3. Lot sizes should range from 6,200 to 12,000 square feet.
4. Single family lots adjacent to the Sacramento River Parkway should reflect the generalized design concepts shown in Diagram 1. Back-up lots should not be permitted.
5. Tentative subdivision maps should be designed in conformance with the major and collector street system.
6. Single family lots should be oriented so that they face in a northerly or southerly direction wherever possible in order to encourage energy conservation.
7. Long and narrow strips of land under separate ownership should be combined wherever feasible in order to provide flexibility for good subdivision design that relates logically to the surrounding neighborhood.
8. Single family developments located adjacent to the canal-parkway should be designed in a manner similar to development adjacent to the Sacramento River Parkway wherever possible. See the Parks and Open Space Section of this Plan for more details.
9. Single family and duplex units that are affected by Interstate 5 noise sources should be developed in accordance with noise standards and criteria established in the Noise Section of this Plan.

## TOWNHOUSE AND RELATED DEVELOPMENT

The remaining four percent or some 500 units within the low density residential category are allocated to townhouses and similar development such as cluster and row housing. Sacramento has experienced moderate success with this type of housing in the past, and can be expected to experience further development of this viable life style alternative for people not wishing the conventional homes or apartments. Because a housing development of this type generally has more bulk and compactness than the traditional subdivision development, careful consideration should be given

Diagram 1

LOW DENSITY RESIDENTIAL  
DEVELOPMENT ADJACENT TO THE SACRAMENTO RIVER



to location and design as it affects adjoining properties. It is therefore recommended that townhouses and related developments in the low density residential area be located wherever possible along major and collector streets, or adjacent to apartments or commercial/office complexes. In some cases "problem parcels" of unusual configuration would also be appropriate for townhouse uses. The following are additional development criteria:

1. Densities of townhouse, cluster and row house developments should not exceed an average of 8 units per net acre.
2. Townhouse developments should be designed to conform with major and collector street patterns.
3. Townhouse developments should be compatible with and not adversely affect the existing or proposed developments on surrounding parcels.
4. Site development plans for townhouses should integrate structures, common and private open spaces, pedestrian and vehicular circulation, parking, and other site features in such a way as to produce a development which provides for all desirable residential features and environmental amenities.
5. Townhouse developments adjacent to Interstate 5 noise sources should be approved in accordance with noise standards and criteria established in the Noise Section of this Plan.
6. Townhouse developments located adjacent to the Sacramento River Parkway and the canal-parkway should conform with the generalized design concepts shown in Diagram 1 and expressed in the Parks and Open Space Section of this Plan.

#### APARTMENT DEVELOPMENT

As previously stated, roughly one-third of all housing units assigned to the South Pocket fall within the low density multiple family classification. The 2,350 housing units would typically be in the form of conventional and garden apartments, however, some townhouse type developments could be expected. While 105 acres of multiple family uses are intentionally clustered in specific areas near neighborhood and community shopping centers and fronting specific major and collector streets, their exact location relative to property lines is purposely conceptual on the Plan map. As individual projects are reviewed, the extent of expansion or contraction of the low density multiple family area will be carefully evaluated so that the cumulative effect of the project upon the amount of designated land for this type of use is in keeping with the overall policies of the Plan.

An additional 35 acres of apartment type development are provided for outside the designated multiple family areas but within 400 feet of the westerly freeway boundary line. This has been done to mitigate 1995 projected freeway noise above 70 dB. It is recommended that proposed multiple family development, if requested by the affected property developers, be limited to garden apartments within the freeway noise impacted area; be approved only after insuring adequate access to and from designated major and collector streets; and be carefully evaluated for their impact upon abutting developments. The following additional criteria are set forth for apartment developments:

1. Conventional and garden apartments should be allowed only in designated areas as shown on the Plan map, and should not exceed an average density of 21 units per net acre.
2. Garden apartments within the 400 feet freeway noise impacted area should not exceed a maximum density of 17.4 units per net acre.

3. Apartment developments should be compatible with and not adversely affect the existing or proposed developments on surrounding parcels.
4. Multiple family developments should require 1½ parking spaces per unit.
5. Apartment developments adjacent to Interstate 5 noise sources should be approved in accordance with noise standards and criteria established in the Noise Section of this Plan.
6. Apartment developments located adjacent to the canal-parkway should conform with the generalized design concepts expressed in the Parks and Open Space Section of this Plan.

### COMMERCIAL LAND USES

The urbanization of the South Pocket will necessitate a certain amount of commercial activity to support residential development within the area. There is obviously a need to provide a balance of commercial uses in relation to all other land uses. Therefore, the amount and distribution of future commercial land must be carefully addressed.

#### ANALYSIS OF COMMERCIAL NEEDS

Commercial space needs in the South Pocket are based on standards established in the County of Sacramento Commercial Land Use Study of 1970 and a 1975 publication entitled Urban Planning and Design Criteria by Joseph De Chiara and Lee Koppelman. Both publications indicate the number of acres per capita which are needed to provide a functional balance of commercial uses. Table 5 adjusts these two sets of commercial area standards so that they can be used uniformly in Sacramento.

Table 5  
STANDARDS FOR COMMERCIAL AREAS

<u>Type of District</u>	<u>Acres Per</u> <u>1000 Persons</u>
Shopping Centers	2.3
Neighborhood	1.0
Community	.8
Regional	.5
Other Commercial	.7
Highway Commercial	.2
Business & Professional Offices	.5*
Total	3.0 acres

\* This figure is slightly higher than the County standard because of the current trends and demand for this type of use.

In order to determine the projected need for commercial area, the standards were multiplied by the estimated holding capacity of 30,000 persons. Table 6 shows the projected need for commercial land.

Table 6  
PROJECTED COMMERCIAL ACREAGE REQUIREMENTS

<u>Type of Commercial</u>		<u>Acreage Requirements</u>
Shopping Centers		69
Neighborhood	30	
Community	24	
Regional	15	
Other Commercial		21
Highway Commercial	6	
Business & Professional Offices	15	
	Total	<u>90 acres</u>

After projecting these general standards for commercial acreage, adjustments were made to reflect commercial influences outside the South Pocket. Specifically there are two existing neighborhood shopping centers and one regional shopping center that directly influence the Plan area. The neighborhood facilities are located at the intersection of Florin Road and South Land Park Drive and at the intersection of Florin Road and Riverside Boulevard. The regional facility affecting this area is Florin Center. Table 7 below indicates the adjusted acreage requirements for the South Pocket taking these facilities into consideration.

Table 7  
ADJUSTED COMMERCIAL ACREAGE REQUIREMENTS

	<u>Shopping Centers</u>			<u>Other Commercial</u>		Total
	Neigh.	Comm.	Regional	Highw. Commer.	Bus. & Prof. Offices	
Table 6 Commercial Requirements	30	24	15	6	15	90
Adjustments due to Other Commercial	-12*	0	-15**	0	0	-27
South Pocket Acreage Requirements	18	24	0	6	15	63

\*The existing neighborhood shopping facilities located at Florin Road and Riverside Boulevard are situated on 9± acres and there is an additional 4± acres of vacant commercially zoned land remaining. Approximately 5 acres of this site will provide service to a portion of the South Pocket study area. The existing neighborhood shopping facility located at Florin Road and South Land Park Drive is approximately 15 acres and there is an additional 6± acres of vacant commercially zoned land remaining. Approximately 7 acres of this site will provide service to a portion of the study area; thus reducing the acreage requirement for neighborhood shopping by 12 acres.

\*\* Florin Center provides all necessary regional shopping facilities for this area.

The analysis indicates that the ultimate holding capacity of the study area will support approximately 63 acres of commercially developed land. This includes approximately 42 acres for shopping centers and 15 acres for business and professional offices.

The analysis also indicates that the South Pocket will support approximately 6 acres of highway commercial land uses such as motels, service stations, and highway-oriented restaurants. This is misleading to the extent that shopping centers often have service stations for local customers from the immediate area and motels are usually not local needs. Consideration of highway commercial development, however, is valid to the extent that it would serve the needs of travellers using Interstate 5 freeway.

### COMMERCIAL LAND USES

The Plan recommends approximately 74 acres for commercial land uses. These are divided into three major categories - shopping centers, highway commercial centers, and business and professional offices.

#### Neighborhood Shopping Centers

The major function of a neighborhood shopping center is for the sale of convenience goods such as food, drugs, gasoline, and personal services. The anticipated need for neighborhood shopping centers upon ultimate development is approximately 18 acres. Three neighborhood shopping centers of approximately 6 to 7 acres each will satisfy this requirement. In order to provide for safe, convenient, balanced and attractive commercial facilities to meet the needs of the South Pocket and adjacent neighborhoods, it is recommended that this type of development be in accordance with the following criteria:

1. A neighborhood shopping center should not exceed 7 acres in area.
2. Neighborhood shopping centers should be located on major or collector streets.
3. Neighborhood shopping centers should consist of commercial activities that are grouped into well-planned and designed units which will be compatible with surrounding residential areas.
4. Neighborhood shopping centers should be developed only on one quadrant of a major and/or collector street intersection.
5. Structures and buildings within each neighborhood shopping centers should be based on a common architectural theme which harmonizes with surrounding uses.

#### Community Shopping Center

A community shopping center provides a wider choice of convenience goods and service than a neighborhood center and it may include facilities for wearing apparel, general merchandise, appliances and hardware. It may also include a movie theatre, bank,

post office, or other similar uses. The anticipated need for community shopping centers at ultimate development is approximately 24 acres. This requirement can be satisfied by one community shopping center located at Florin Road and Greenhaven Drive. It is recommended that development be in accordance with the following criteria:

1. The community shopping center should not exceed 24 acres in area.
2. The community shopping center should consist of commercial activities that are grouped into well-planned and designed units which are compatible with surrounding residential areas.
3. All buildings and structures should be based on a common architectural theme.

### Highway Commercial Center

Highway commercial areas are provided for the convenience of persons traveling through or visiting the area. This type of activity should be concentrated in a unified grouping so as to be convenient to highway users. Uses include restaurants, service stations, and motels. A 17 acre site located south of Pocket Road just east of Interstate 5 will serve the highway commercial needs for the City south of downtown along Interstate 5. It is recommended that this type of development be in accordance with the following criteria:

1. Highway commercial development should not exceed 17 acres.
2. Highway commercial development should be designed in such a manner as to promote good access from the abutting freeway and major street.

### Business & Professional Offices

This classification includes uses such as institutional facilities, medical offices, insurance companies, banks or other non-retail uses. The anticipated need for business and professional offices at ultimate development is approximately 15 acres. It is recommended that this type of development be combined with the community shopping center, and in accordance with the following criteria:

1. All buildings and structures should be based on a common architectural theme.
2. Major access to this development complex should be from Greenhaven Drive.
3. Offices should be compatible with adjacent residential areas.

## CIRCULATION

The Plan proposes a comprehensive circulation system that is designed to provide a balance of transportation options for safe and convenient movement of people throughout the South Pocket.

At the present time the area is served by a few thoroughfares and an informal trail system along the Sacramento River. Interstate 5 freeway provides quick access to the Central Business District from major interchanges at Florin Road and Meadowview Road. Florin Road is an improved two lane divided street and Pocket Road is a two lane undivided rural road. There are no formalized bikeways and bus service is limited to Florin Road only.

## STREETS

The street system is one of the most important physical elements in a community and serves a variety of purposes. Streets form vehicular connecting links from neighborhoods to freeways and to shopping areas. In addition, they provide routes for pedestrians, for public transit, for bicycles, and for the conveyance of goods and services.

Essentially, City streets can be classified into three broad categories based on their function. The local street is the narrowest of these, collector streets and major streets being progressively wider to serve larger volumes of vehicular traffic. While local streets are by far the greatest in number and total length in a suburban area such as this, their importance is subordinated by the collector and major street system, a clear definition of which is required at an early planning stage for orderly development of the South Pocket to occur.

The location of major and collector streets are shown graphically on the Plan map and also Map 4. Right-of-way standards for these streets are also shown in Map 4, as well as in Diagram 2. Both the major and collector street widths for the South Pocket are from curb to curb only and are recommended to replace those widths presently indicated in the adopted 1969 Major Streets Plan. On-street bikelanes add an additional five feet to either side in certain street segments. Diagram 3 illustrates a typical bike-lane cross-section. Sidewalk and landscaping strips outside the paved streets, while not shown within the right-of-way width, are an integral part of every major and collector street.

### Major Streets

The primary function of major streets is to move large volumes of vehicles from residential areas to freeways and from one part of a city to another. Two divided and one partially divided major streets are recommended to serve the area. Florin Road between Riverside Boulevard and Interstate 5 freeway is planned as a six lane divided major street with a 98 feet curb to curb right-of-way. The Pocket Road and Riverside-Pocket Road connector as well as portions of the southerly extension of Greenhaven Drive are recommended as four lane divided major streets with 82 and 86 feet curb to curb rights-of-way.

### Collector Streets

The main function of a collector street is to carry traffic from local residential streets to major streets or freeways. A number of collector streets are recommended to feed into major streets. These should have 40 feet and 64 feet average curb to curb widths and should not intersect major streets within 800 feet of freeway interchanges.

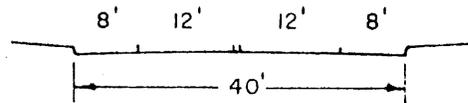


Additional collector and/or major streets may be required as a condition to approving higher density residential developments within 400 feet of the westerly freeway right-of-way. Alignments and widths, if needed, will have to be evaluated as development proposals in this corridor are submitted.

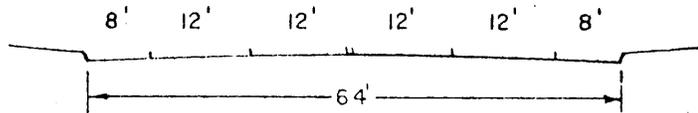
Diagram 2

**MAJOR & COLLECTOR**  
**CURB TO CURB STREET WIDTHS**

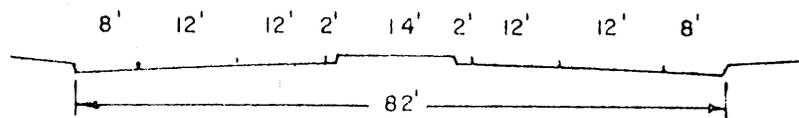
MINOR COLLECTOR \*



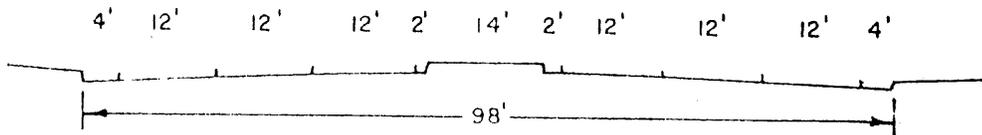
COLLECTOR \*



MAJOR \*



MAJOR



\*Along streets that are designated for bikeways, the curb-to-curb width should be increased by 10 feet to provide for bicycle lanes on either side.

Local Streets

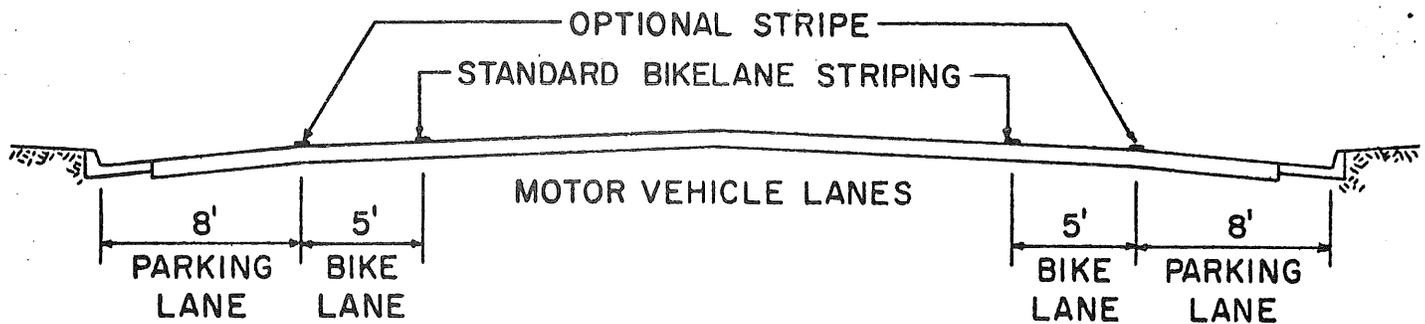
The major purpose of local or residential streets is to provide access to property abutting them. Their most common location is within residential neighborhoods. Local streets are purposely not shown on the Plan map in order to provide the land developer with design flexibility. At the time a tentative subdivision map is submitted for review by the City, local and other streets will be evaluated. Specific criteria for evaluating local streets within the South Pocket are as follows:

1. Local streets should be designed in a manner which harmonizes with the recommended collector and major street system; and in a manner which discourages through traffic.
2. Local streets should not intersect with major streets closer than 500 feet from freeway interchanges, except as to Assessor's Parcel Nos. 031-200-04 and 05. As to those parcels, a local street intersection with Pocket Road shall be allowed within 500 feet on a temporary basis (subject to the design approval of the Traffic Engineer) until alternate street access to those parcels is provided by local street extensions from other adjoining parcels.
3. Local streets adjacent to the Sacramento River Parkway or canal-parkway should be designed to reflect the concept of loop and/or frontage streets shown in Diagram 1, page 11.

Diagram 3

## TYPICAL BIKE LANE CROSS SECTION

ON 2-LANE OR MULTI-LANE HIGHWAYS



### BUS TRANSIT

The Sacramento Regional Transit District currently provides bus service to the developed portions of the Pocket area. Patronage on the five bus routes has been good, most customers using the lines for commuting to work and back from downtown Sacramento. As the South Pocket develops, additional lines or extensions to present service can be logically expected. SRTD expects to enhance patronage further by providing a park and ride facility within the Florin Road-Greenhaven Drive community shopping center once it is begun. Such a facility will offer customers from the entire Pocket area with short travel commute lines via Interstate 5 freeway.

### BIKEWAYS

In the past several years, the bicycle has come into its own as not only a recreation vehicle in the Sacramento area but as a mode of transportation by some users between relatively short distances to work or other non-recreation activities. The South Pocket provides a unique opportunity to enhance this mode of travel because of its presently undeveloped status. Man-made features such as open drainage ways and the river levee also provide relatively unobstructed corridors along which bikeways can spread throughout most of this area without ever having to use the planned street system.

A system of both on-street and off-street bikeways is proposed throughout the South Pocket (see the Plan map for locations). This system interconnects nodes of high activity such as schools, shopping centers, parks and other places of public assembly.

Implementation of these facilities by the Recreation and Parks Department and the Traffic Engineering Division will occur as streets are constructed, as the Sacramento River Parkway is improved, and as development occurs along drainage canals. All bikeway standards not specifically mentioned below should be in accordance with the standards set forth in the Bikeways Master Plan as adopted by the City of Sacramento.

### On-Street Bikeways

The Plan map designates the location of the primary on-street bikeways. These utilize street rights-of-way by adding five feet on either side of the outer automobile lanes. Collector streets are mostly used for this purpose, however, the location of bikeways outside parkway corridors are identified in several other places as well. In these locations, local residential streets should be used, with or without formal bike lanes as long as their bikeway function is clearly marked. Other on-street bikeways can also be added to this basic network as the need arises. The following design criteria for on-street bikeways should be used:

1. All bike lanes on collector streets should be clearly identified and have a minimum width of five feet.
2. Bike routes on local streets should be clearly identified, but do not necessarily require additional right-of-way lanes.

### Off-Street Bikeways

Off-street bikeways connecting centers of high activity are designated along all the major drainage ways and their branches, and along the Sacramento River. Improvement of these facilities primarily rests with the Recreation and Parks Department, however, subdividers and other land developers abutting the canal-parkways will be required to provide the necessary rights-of-way. Additional off-street bikeways not shown on the Plan map are encouraged, particularly where these can link with the overall system. Opportunities for this are perhaps greatest within large land parcels utilizing the planned unit development concept.

It is recommended that off-street bikeways be designed in accordance with the following criteria:

1. Two directional bikeways should have a minimum width of 10 feet and should be striped.
2. Adequate signs should be posted to control circulation.
3. Bike lanes should have a height clearance of 8 feet.
4. Separated grade crossings, either overhead or tunneled passage, should be considered at major street intersections.
5. The bikeway system of the Sacramento River Parkway should be in accordance with that adopted plan.

COMMUNITY FACILITIES

SCHOOLS

The purpose of this section is to determine the need for public school facilities in the South Pocket, and to designate their location in advance of their needs. This is determined by factors such as population trends, housing densities, physical features, existing school facilities and service areas, school standards and projected enrollments.

The projected need for school facilities is based on information provided by the Sacramento Unified School District. Table 8 shows the estimated number of school sites needed to serve the South Pocket upon ultimate development.

Table 8

ESTIMATED SCHOOL SITE REQUIREMENTS

	<u>No. of Students Anticipated</u>	<u>Students Per School</u>	<u>No. of School Sites Needed</u>	<u>Adjustment Factor</u>	<u>No. of Schools Needed</u>
Elementary School	3,652	600-800	5	1*	4
Junior High School	1,609	1,000-1,200	1-2	0	1-2
Senior High School	1,402	1,800-2,000	1	1**	0

\* Caroline Wenzel School and a proposed elementary school located on Harmon Drive will provide service to a portion of the South Pocket.

\*\* John F. Kennedy Senior High School provides adequate service for the South Pocket.

Standards and criteria used to determine the location of proposed school sites are as follows:

1. School sites should be centrally located for easy access.
2. Elementary school sites should be located adjacent to parks wherever possible.
3. School sites should not be located adjacent to incompatible land uses such as shopping centers and multiple-family units.
4. School sites should not be located under airport flight path approaches.

nodes are located immediately south of River Bend Estates, at Garcia Bend Park and at the Meadowview Waste Water Treatment Plan which will be phased out eventually. These nodes will be able to withstand relatively intensive use, and provide a variety of permanent improvements such as turfed area, picnicking facilities, restrooms, parking and boat docking. Intermediate parkway nodes are located at the extension of Florin Road, at the main canal-parkway, and at a point further east known as Light 29.

These nodes are recommended for some intensive recreation but with limited facilities such as restrooms, picnic tables, and parking. Both major and intermediate recreation nodes will permit vehicular parking on the landside of the levee. Minor access points (not shown on the Plan map) will be necessary to serve nearby residents at locations between the major and intermediate nodes. Parkway development in all cases will require further study to determine these locations and to provide necessary protection for those residents living adjacent to the levee or parkway improvements.

### LIBRARIES

The South Pocket is presently served by 2 branch libraries which are located approximately two to three miles away. These are Belle Coolegge Branch and Martin Luther King Branch. Belle Coolegge has only 3,944 square feet and serves a population of 27,000. It has no possibility for expansion. Martin Luther King presently has 15,803 square feet of floor space and serves a population of 62,000. This facility has the capability of being expanded an additional 4,000 square feet to ultimately serve a population of 120,000.

As development occurs, the present library facilities will be inadequate to serve the increased population. It is recommended that Belle Coolegge Branch be replaced by a newer and larger facility to be located in the South Pocket.

The Plan map designates a two to three acre branch library site to serve the South Pocket, North Pocket, and some areas to the east. The recommended site is central to the Pocket Area on Florin Road and next to the major north-south parkway. The facility should meet the following criteria:

1. It should service a radius of at least two miles, and a population of 20,000 to 50,000.
2. The library should be 12,000 to 15,000 square feet in floor area and provide adequate off-street parking and landscaping.

### FIRE STATIONS

Development of the South Pocket necessitates adequate fire protection for all commercial and residential structures. Fire station sites should be selected with care so as to result in the best fire protection possible, considering both the potential hazard to life and the value of buildings and content.

The City presently serves this area with two fire stations, one located at the intersection of Gloria Drive and 43rd Avenue and the other located at the intersection of Gardendale Road and 24th Street. These will not, however, provide adequate fire protection services for the South Pocket once urbanization takes place.

The Plan map designates an one acre fire station site at the intersection of Florin Road and Havenside Drive. This facility will offer adequate fire protection to all but the southeasterly area which will be adequately served by a future fire station planned somewhere in the Meadowview community.

The following points were considered when selecting the fire station location:

1. Stations should be located near extensive business districts and near districts where there is a high fire hazard.
2. Stations should be provided so that no point in a high value district will be more than one mile travel distance from an engine company or  $1\frac{1}{4}$  miles distance from a ladder company.

(In average residential districts, response distances may be increased up to two miles for engine companies and three miles for ladder companies.)

### UTILITIES

#### SANITARY SEWERS AND STORM DRAINAGE

##### Sewers

Presently, the South Pocket does not have municipal services and the few residents in the area are using septic tanks. As development occurs and assessment districts are formed, the area will be served by the Main Waste Water Treatment Plant, located at Fruitridge Road and South Land Park Drive, and the Meadowview Waste Water Treatment Plant located at the junction of the Sacramento River and the Southern Pacific railroad. These facilities will be discontinued for treatment of normal domestic and industrial wastes, and such raw waste will be transported to the Sacramento Regional Waste Water Treatment Plant upon its completion around 1980. The existing Main Plant will be converted for use as a combined storm/sanitary overflow treatment facility and the Meadowview Plant will be abandoned. These existing and future plants will provide adequate facilities for the South Pocket upon full urbanization.

##### Drainage

The South Pocket is presently served by an unimproved drainage canal system that is inadequate during periods of heavy rains. This system was originally designed for agricultural purposes and requires periodic cleaning of debris and willow growth to keep it operative. Subsequent to the formation of assessment districts, these canals will be widened, deepened, and lined to provide necessary drainage facilities for urban uses.

Although the future drainage facilities are adequate for surface run-off, the development of areas below the three feet elevation is dependent upon solving special drainage problems created by low ground elevation, the high water table, and river seepage. Prior to development, all substandard elevations which are now susceptible to seasonal flooding will require additional fill to bring building pads up to a minimum elevation of

of 3.5 to 4 feet. Borrow fill material from deepening and widening of the drainage canals can be used for this purpose. The area requiring the most fill is in the center of the Pocket Area.

### Assessment Districts

Presently, several assessment districts are either being formed or are approved to provide necessary storm water drainage and sanitary sewer facilities. Pocket Area Storm and Sanitary Sewer Assessment District No. 1 is approved and anticipated for completion in mid-1977. Upon completion this district will provide drainage and partial sewer facilities to the northern part of the South Pocket. Other assessment districts are in the planning stages.

### WATER SUPPLY

The Sacramento River Filtration Plant, located near the confluence of the Sacramento River and American River, and the Riverside Water Treatment Plant located at 11th Avenue and Riverside Boulevard supply water to this general area and will continue to do so. The future Freeport Water Treatment Plant will be inter-connected with the present water system and will provide water supply to a portion of the South Pocket after its completion around 1990. It will be located southeast of the Meadowview Waste Water Treatment Facility at the junction of Interstate 5 freeway and Freeport Boulevard.

Water diversion rights now held by the City of Sacramento will provide an adequate supply of surface water for approximately 1.1 million persons, the population estimated to be within the service area by the year 2030. Therefore, the South Pocket will be adequately served upon full development.

### GAS, ELECTRICITY AND TELEPHONE

The South Pocket will be served by Pacific Gas and Electric Company for gas, by the Sacramento Municipal Utility District for electricity, and Pacific Telephone for telephone service. These utilities will be provided as development occurs and service needed. It is recommended that all of these utilities be installed underground.

### PHYSICAL DESIGN

Physical appearance, quality of design, and the interrelationship of different development projects all play an important role in what is perceived as a desirable or undesirable community. The purpose of this section is to promote good physical design within the South Pocket so that it can be a pleasant environment in which to live and work.

In order to achieve a high quality community development, the Plan proposes that all land development be in accordance with the following criteria:

1. Billboards and other similar types of advertisement should be prohibited.
2. All signs within shopping centers should be based on a common design theme and be in harmony with the structure(s) it identifies.

3. Parking lots should be carefully landscaped to prevent monotony and to add to the overall attractiveness of the environment.
4. Areas adjacent to the freeway and its off-ramps should be adequately landscaped to screen freeway traffic from adjacent uses.
5. Utility lines should be placed underground.
6. Strip commercial areas which are independent of or adjacent to the designated shopping center areas of the Plan should not be allowed.
7. Mature trees should be retained wherever possible, and a comprehensive tree planting program implemented along all future streets.
8. Median strips along divided major streets should be adequately landscaped.
9. All buildings and structures located in a particular shopping center should be based on a common architectural theme.

In addition to the above criteria the South Pocket is recommended for designation as a Design Review District. This will permit the further study and approval of specific design criteria for all development. This is discussed in detail in the Implementation Section of the Plan.

## NOISE

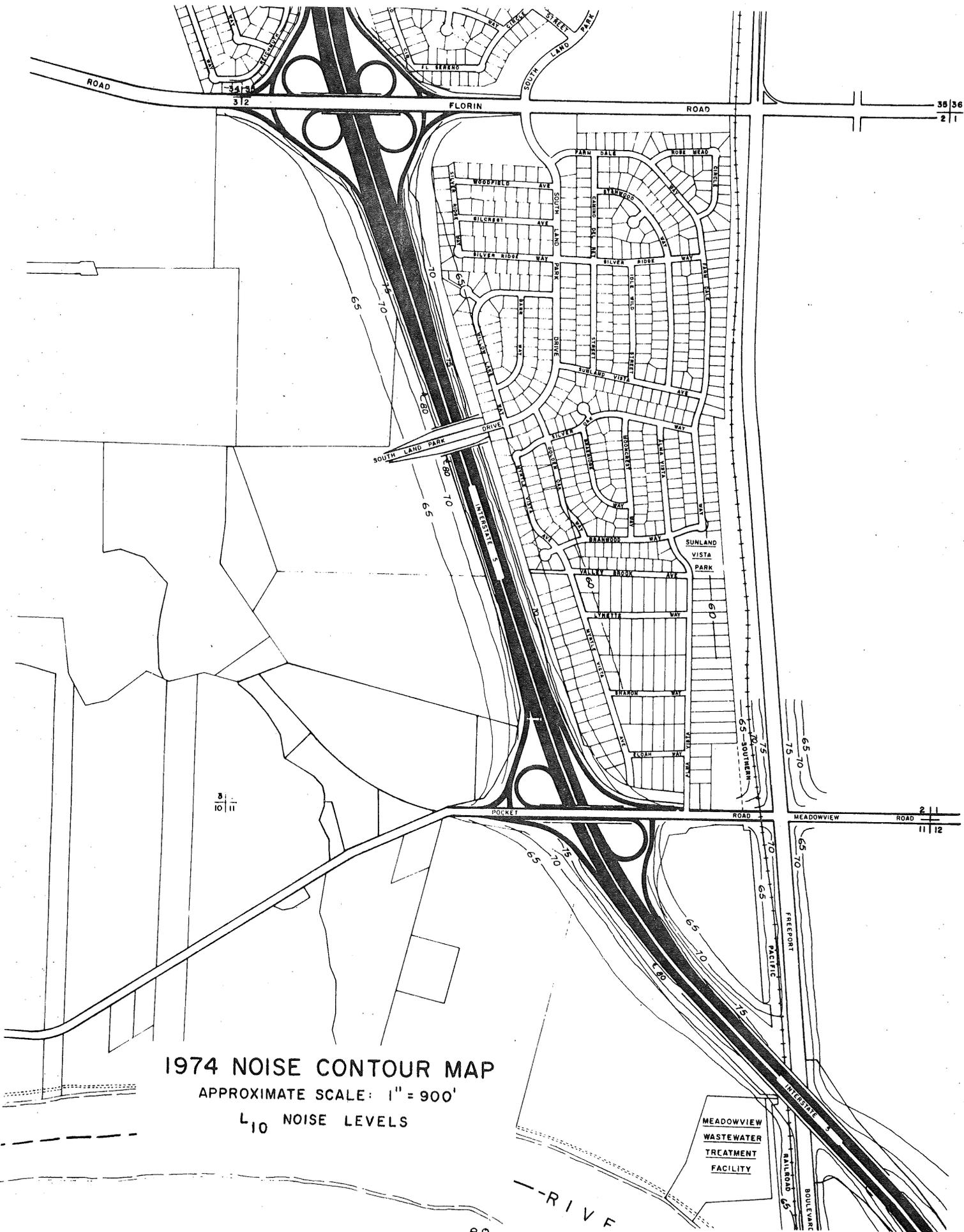
### NOISE SOURCES

The development of the South Pocket will necessitate the need for noise mitigation measures where excessive noise occurs. Three primary sources of noise can be predicted. These are noise from freeway and other motor vehicle thoroughfares, noise from Sacramento River Parkway users and noise from fixed-point sources such as refrigeration units, electrical substations and pumping plants. The adopted Noise Element of the General Plan contains standards for mitigating noise from some mobile sources while other mobile and fixed-point sources must await adoption of a noise ordinance.

Studies by the California Department of Transportation show that significant noise will be generated by Interstate 5 freeway, some of which is already apparent, and to a lesser extent by Freeport Boulevard. Diesel trucks on the freeway have a potential of exceeding 80 dB at the edge of the right-of-way. Automobiles of freeway speeds are not quite as loud, but can easily attain 75 dB. Motorcycles with poorly designed mufflers can exceed the noise output of either cars or trucks. Furthermore, areas adjacent to the freeway on-ramps at Florin Road and Meadowview Road are impacted by higher noise levels because of vehicular acceleration.

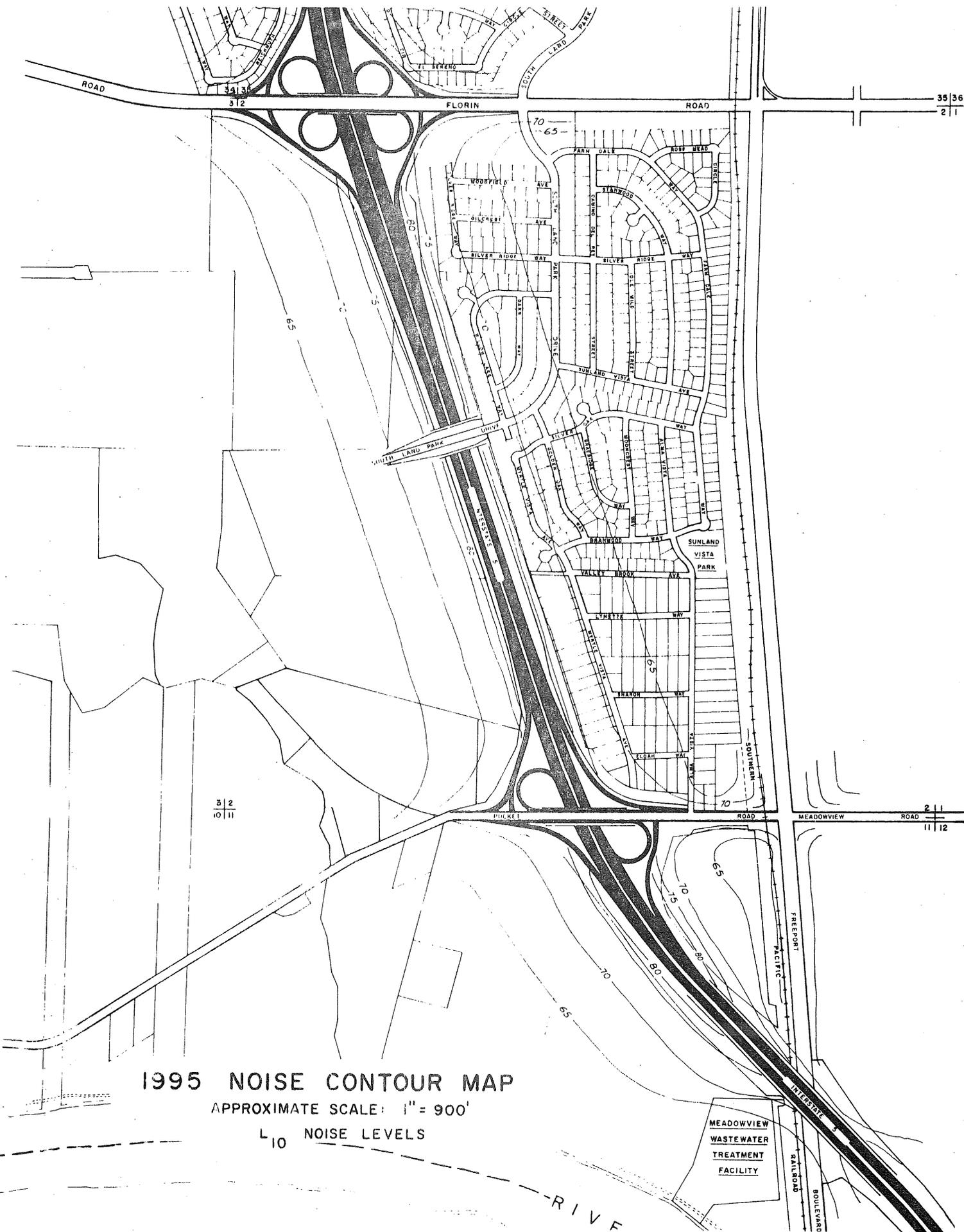
Cal-Trans noise contour maps showing present and anticipated 1995 noise levels generated from Interstate 5 and Route 160 traffic are shown in Maps 5 and 6. In some cases along Interstate 5 freeway, the projected 65 dB noise extends 700 feet into abutting neighborhoods. This level of noise is considered by acoustical and health authorities

Map 5



1974 NOISE CONTOUR MAP  
APPROXIMATE SCALE: 1" = 900'  
L<sub>10</sub> NOISE LEVELS

MEADOWVIEW  
WASTEWATER  
TREATMENT  
FACILITY



# 1995 NOISE CONTOUR MAP

APPROXIMATE SCALE: 1" = 900'

L<sub>10</sub> NOISE LEVELS

to be sufficiently high to warrant attenuation measures, especially since it reflects high nighttime levels that are particularly aggravating to sleep. No special noise mitigation measures are proposed adjacent to Freeport Boulevard, the Walnut Grove Branch of the Southern Pacific Railroad (trains run 2 times every other day), and other major streets because noise along these sources are well below those levels predicted for the freeway.

Noise from pedestrians and bicyclists using the Sacramento River Parkway is anticipated to be far below that generated by the freeway and more in the nuisance category, but should nevertheless be carefully controlled through adequate buffering provisions.

Noise from home airconditioners, commercial refrigeration compressors, water pumping and electrical transformer substations can reach levels above 70 decibels. Special attention will have to be focused on these sources as well since the distribution of them throughout the South Pocket will occur as development replaced the agricultural lands.

#### MITIGATION MEASURES

Noise mitigation measures are those adopted by the City Council on September 11, 1975. These provide for the reduction of noise from freeways, and establish acceptable noise standards for generalized land use classifications. Because Interstate 5 freeway has a significant impact upon future urban development adjacent to it, specific noise barrier requirements from the Noise Element are provided within this Plan. These requirements are as follows:

When any boundary line of proposed subdivisions or property where entitlement to use is requested abuts upon a freeway or designated freeway route, the California Department of Transportation's predicted 1995 L<sub>10</sub> noise levels for the subdivision shall be compared with the design noise levels presented in Table 9.

If the predicted 1995 L<sub>10</sub> noise level at a line located fifteen feet (15') from and parallel to the subdivision/freeway boundary exceeds the noise standard specified in Table 9 for the intended land use category of the subdivision, then a suitable sound attenuation barrier shall be constructed along the boundary line of the freeway or designated freeway route.

A suitable barrier wall shall be concrete, masonry or other material, approved by the City Engineer, having a minimum surface weight of 3.5 pounds per square foot. Said wall shall be structurally stable in accordance with Section 2302 of the Uniform Building Code, and shall be aesthetically pleasing and be of sufficient durability to have a minimum 40 year service life. The height of a suitable barrier shall be that height, as determined by U.S. Department of Transportation's Barrier Nomograph Form No. 53120, required to reduce the predicted 1995 L<sub>10</sub> noise level, as described above, to the design level specified in Table 9, but in no case will it be required to be higher than twelve feet (12') from the ground surface to the top of the wall. Earth mounds constructed in a manner approved by the City Engineer will also be considered suitable sound attenuation barriers. A combination of earth mound and barrier wall will be suitable provided both components meet all the requirements of this policy.

Table 9  
 DESIGN NOISE LEVEL/LAND USE RELATIONSHIPS  
 FOR MITIGATING FREEWAY NOISE

<u>Land Use Category</u>	<u>Design Noise Level - L10</u>	<u>Description of Land Use Category</u>
A	60 dBA (Exterior)	Tracts of lands in which serenity and quiet are of extraordinary significance and serve an important public need, and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks, or open spaces which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
B	70 dBA (Exterior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, picnic areas, recreation areas, playgrounds, active sports areas, and parks.
C	75 dBA (Exterior)	Developed lands, properties or activities not included in categories A and B above.

IMPLEMENTATION

The South Pocket Plan is designed to be utilized as a guide to reach land use decisions however, the Plan will not be effective unless there are sufficient means for effectuating the goals and criteria set forth herein. The purpose of this section is to discuss the methods for implementing these goals outlined in each of the foregoing sections, which in themselves are statements of policy. It is recommended that these methods be the primary tools used to effectuate the South Pocket Plan.

ZONING ORDINANCE

This regulatory mechanism gives the City the power to promote the public health, safety, and welfare by establishing regulations to govern the use of land and the location, bulk, height, shape, use and coverage of structures.

The Zoning Ordinance of the City of Sacramento (Ordinance No. 2550-4th Series) should continue to be used as a primary tool for controlling land uses in the South Pocket. These regulations are necessary in order to encourage most appropriate use of land, conserve and stabilize property values, provide adequate open space areas, and control the distribution of population.

The South Pocket is presently classified as agriculture. Upon adoption of this Plan, the

planning area will remain in the agricultural zoning classification until such time that there is a demand for a different classification. The Planning Commission, City Council, or property owner then can initiate a rezoning. Such a request must be in accordance with the South Pocket Specific Plan and the regulations set forth in the Zoning Ordinance.

#### PLANNED UNIT DEVELOPMENTS

Section 8 of the Zoning Ordinance provides for Planned Unit Developments. This method of land development has its greatest potential in large acreage parcels where a developer wishes to provide for greater flexibility in an integrated design than is otherwise possible through strict application of zoning regulations. It is the intent of planned unit developments to encourage the design of well-planned facilities which offer a variety of housing types through creative and imaginative planning. Residential subdivisions for example may include accessible open "green spaces" or common recreation areas, an attractive and well-oriented community meeting place, and other features of benefit to a viable and balanced community. Planned unit developments must be initiated by the developer.

#### SUBDIVISION ORDINANCE

The Subdivision Ordinance (No. 3483-4th Series) consists of regulations for the division of raw land for residential or other purposes. It prescribes standards for street improvements, lot sizes and placement, procedures for dedicating private land for public purposes such as streets or other easements, and other similar requirements. It also establishes the procedure for filing tentative and final land division maps. All submitted maps must be found in conformance with the adopted general and specific plans of the City.

#### DESIGN REVIEW DISTRICT

Section 16 of the City of Sacramento Zoning Ordinance allows the City Planning Commission or City Council to initiate proceedings to establish design review districts, and prepare design review district plan(s), which contain basically standards and criteria utilized to evaluate proposed projects within the established district. This review process is intended to protect property values, general appearance, and use of public and private property; maintain a high level of community development; and to achieve orderly, harmonious, and integrated development in specific areas within the City of Sacramento.

Specifically, design review by an Architectural Review Board allows evaluation of the following:

1. Site access, circulation and parking;
2. Preservation of terrain, vegetation and other natural features;
3. Outdoor lighting and advertising devices;
4. Landscaping;
5. Screening and buffering;

6. Architectural motif and style;
7. Design and placement of street furniture;
8. Location of proposed buildings; and
9. Design of building exteriors.

#### RESIDENTIAL CONSTRUCTION TAX

Ordinance No. 4104-4th Series requires the payment of a construction tax as a condition of issuing a building permit for each new residential unit built. The revenue generated by this procedure is for acquisition, improvement and expansion of public parks, playgrounds, and recreational facilities in the City of Sacramento. Separate recreational development funds are created and established to represent each community planning area.

The South Pocket is subject to the provisions of this Ordinance and as development occurs, moneys generated in this fund will be used for acquiring land and constructing improvements for park facilities.

#### ASSESSMENT DISTRICTS

An assessment district is usually formed to provide public improvements or service to a particular area. It may be defined as an area within a city, county or other political subdivision which will receive special benefit from the construction or acquisition of public improvements, and/or acquisition of property for public purposes. Assessment districts can be created as a result of an initiative petition by the people in the area or by an act of the legislative body itself.

Assessment districts are utilized in the planning area to provide for public facilities such as sewers, drainage and roads prior to urbanization. The Pocket Area Storm and Sanitary Sewer Assessment District has been formed to provide service to the northern portion of the South Pocket. Other districts are in the planning stages to provide facilities to the remaining areas.

#### CAPITAL IMPROVEMENT PROGRAM

The Capital Improvement Program provides a method of scheduling public improvements projects and allocating moneys for public improvements such as parks, streets, fire stations, etc. This tool will be used to provide some public facilities in the South Pocket.

#### NOISE MITIGATION MEASURES

Noise mitigation measures for the City of Sacramento are those set forth in the Noise Element of the General Plan. These were adopted September 11, 1975 by Resolution No. 75-454 and are relevant to all land uses within the South Pocket.

## SIGN ORDINANCE

The primary function of the Sign Ordinance (No. 2868-4th Series) is to regulate the placement, number, size and height of signs located on buildings and sites which they occupy. It is intended to eliminate potential hazards to motorists and pedestrians; and to preserve and improve the appearance of the City as a place in which to live and to work. More specific regulations will be used to control signs after adoption of design criteria for the South Pocket.

STANDARDS REGARDING SACRAMENTO RIVER  
PARKWAY AND ADJACENT NEW DEVELOPMENT  
IN SOUTH POCKET AREA

Amends 1974 South Pocket Specific Plan and 1974 Sacramento River Parkway Plan by City Council Resolution No. 77-165 on March 31, 1977.

The following design standards were adopted for application by the City of Sacramento along approximately 3.6 miles of levee frontage in the South Pocket. Landside public improvements associated with the approved Sacramento River Parkway and all tentative subdivision maps for adjacent new residential development should be evaluated for conformance with these standards. The intent of these standards is to refine the policies contained in the South Pocket Specific Plan and the Sacramento River Parkway Plan. The intent is furthermore to provide specific standards which ensure adequate local access to the Parkway, circulation features to minimize the potential for traffic problems, fire and police protection to abutting properties, levee maintenance access, and residential design flexibility.

Design Standard 1 - Streets Parallel to Levee:

The maximum length paralleling the levee should be 1320 feet (one-quarter mile). This should be a 36 foot street on a 50 foot right-of-way. The levee side should have a vertical curb and no sidewalk. Wherever possible, this segment of street should not be joined on either end so as to connect directly with a collector or major street.

Design Standard 2 - Cul-de-sac Streets Perpendicular to Levee:

A cul-de-sac street should be a 30 foot street on a 44 foot right-of-way. The diameter of the cul-de-sac should be 70 foot on a 84 foot right-of-way. The cul-de-sac portion extending into the Parkway should be 20 foot (measured perpendicularly toward the levee from the street center line and extension of the side lot lines), and should have a vertical curb and no sidewalk. Wherever possible, this street should not be joined directly with a collector or major street.

Design Standard 3 - Number of Cul-de-sac Streets:

The number of cul-de-sac streets paralleling one another should not exceed three, irrespective of land ownership or other development interests.

Design Standard 4 - Residential Lot Orientation:

Only side-on and lots fronting onto streets paralleling the levee should be permitted next to the Sacramento River Parkway.

Design Standard 5 - Parkway Corridor:

Parkway corridor dimensions landward from the landside toe of the levee to the parallel street curb should be 20 feet: 10 feet of clear area for the maintenance of the levee and then 10 feet for tree or other vegetative planting along the street. Parkway corridor dimensions landward from the landside toe of the levee to the residential side lot lines should be 40 feet: 10 feet of clear area for the maintenance of the levee, then 10 feet for tree or other vegetative planting, and then 20 feet of clear area to the residential side lot line.

Design Standard 6 - Electroliers:

Street lights should be placed adjacent to the vertical curb at the closest point of each cul-de-sac to the levee, and at the beginning of the outside curve of a parallel street where it loops inward away from the levee. Adequate provision should be made to illuminate the parkway and streets, and to screen residences.

Design Standard 7 - Identification of Parkway:

Wherever possible, signs identifying the location of the future Sacramento River Parkway should be installed at the time of new residential development.

Design Standard 8 - Concurrent Dedication of Parkway Land:

Agreement should be secured by the City from the private party to dedicate all land necessary for the Sacramento River Parkway at the time of request for tentative subdivision map approval. Said land should be acquired by fee title wherever feasible. If this is not possible, the dedication of a recreational easement should be required as an absolute minimum.

Design Standard 9 - Concurrent Construction of Bikeway:

Wherever bikeway funding and extension of a continuous path is feasible, construction of the parkway bike path should occur along with new residential construction.

NO.	DESCRIPTION	DATE BY

DRAWN BY MEALSTER  
 DESIGNED BY \_\_\_\_\_  
 LANDSCAPE ARCHITECT \_\_\_\_\_  
 DATE 5/14/77  
 FIELD BOOK \_\_\_\_\_ SCALE 1"=6'-0"

**CITY OF SACRAMENTO**  
 DEPARTMENT OF RECREATION AND PARKS



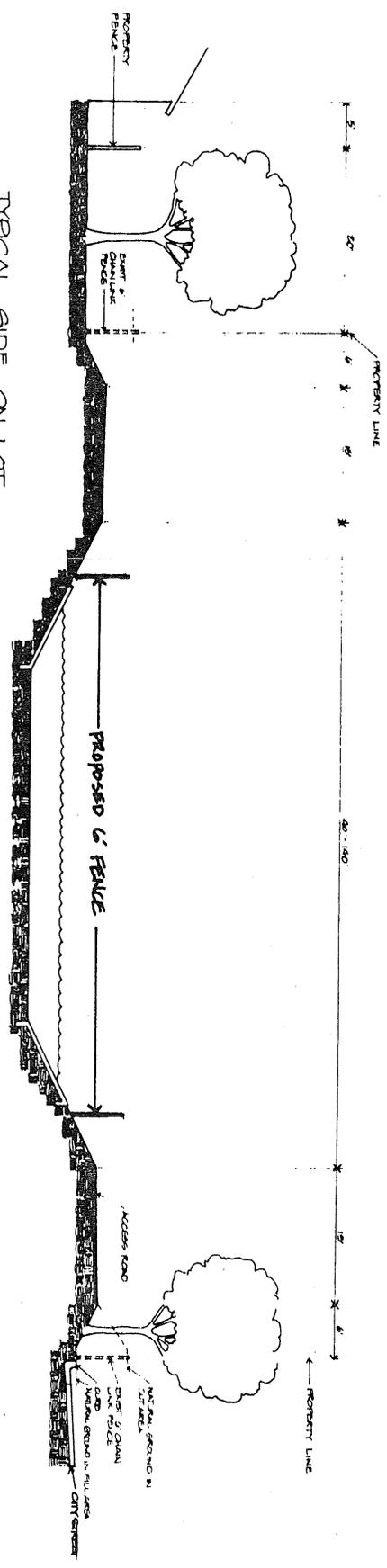
**POCKET AREA**  
**DRAINAGE CANAL**

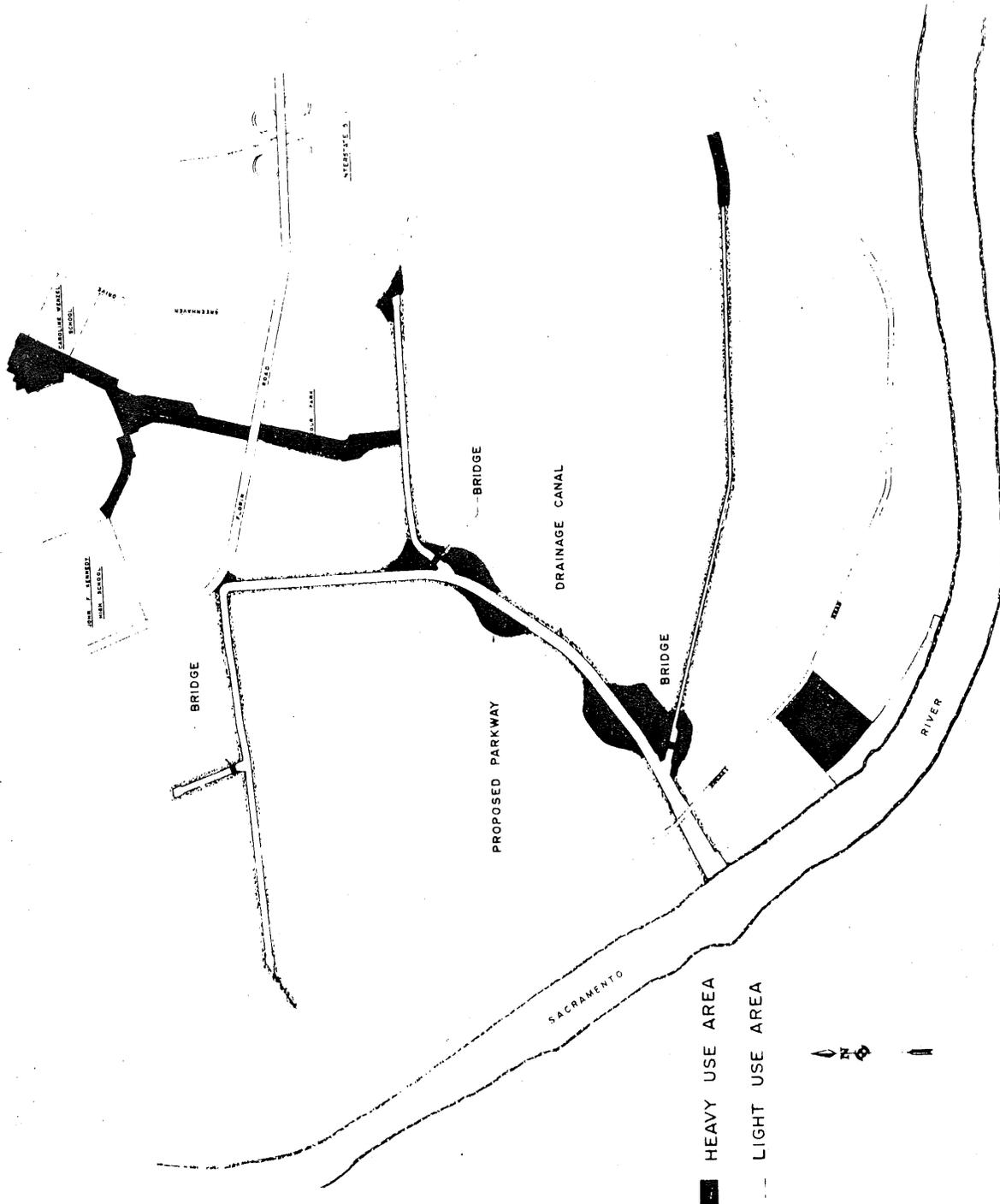
SHEET \_\_\_\_\_  
 SHEETS \_\_\_\_\_

# TYPICAL SECTION

TYPICAL SIDE ON LOT DEVELOPMENT

TYPICAL FRONTAGE STREET DEVELOPMENT

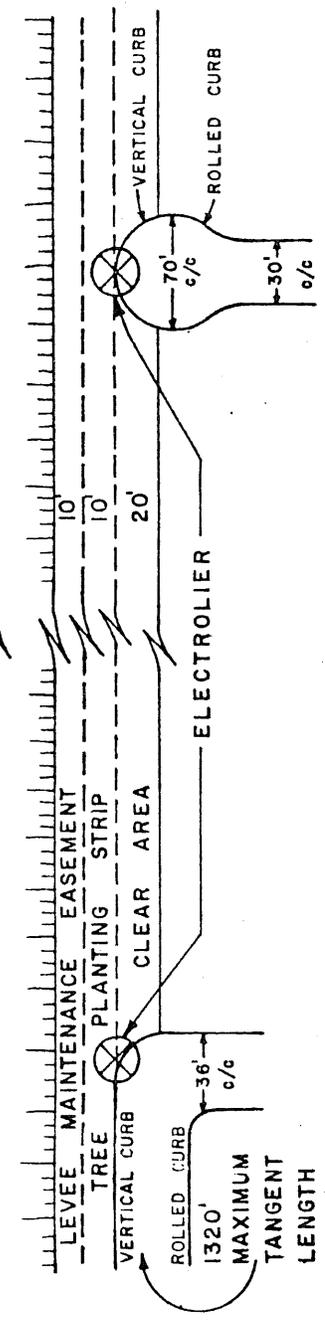
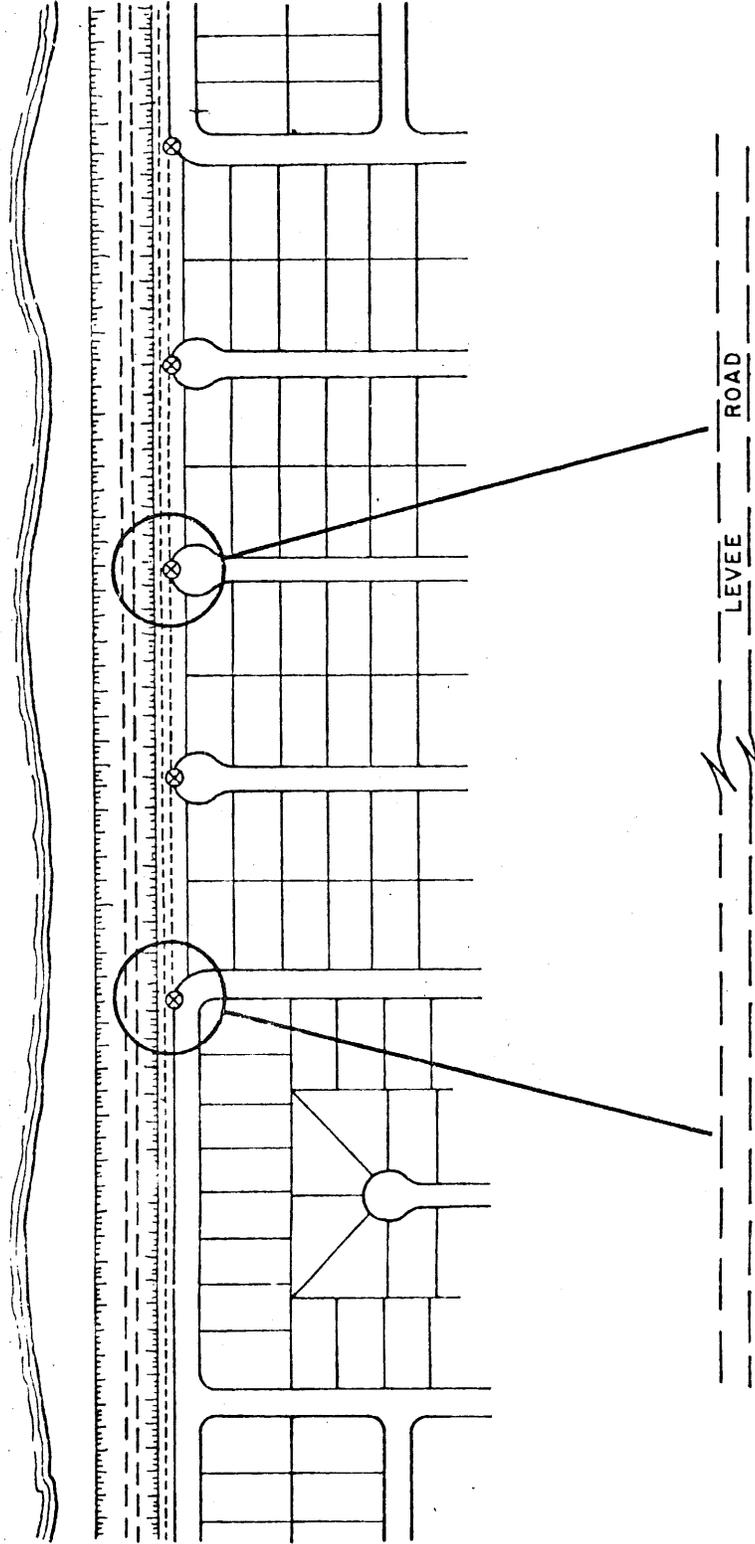




PROPOSED PARKWAY DEVELOPMENT  
POCKET AREA DRAINAGE CANAL

■ HEAVY USE AREA  
--- LIGHT USE AREA





SOUTH POCKET RESIDENTIAL DEVELOPMENT  
AND SACRAMENTO RIVER PARKWAY DESIGN STANDARDS



**LEGEND:**

- INTERIM AGRICULTURAL
- LOW DENSITY RESIDENTIAL \*
- LOW DENSITY MULTIPLE FAMILY
- COMMERCIAL - SHOPPING CENTER
- BUSINESS AND PROFESSIONAL OFFICES
- HIGHWAY COMMERCIAL
- PARK - OPEN SPACE
- MAJOR PARKWAY RECREATION NODE
- INTERMEDIATE PARKWAY RECREATION NODE
- SCHOOL
- ELEMENTARY SCHOOL
- JUNIOR HIGH SCHOOL
- SENIOR HIGH SCHOOL
- FIRE STATION
- LIBRARY
- MAJOR STREET
- COLLECTOR STREET
- ON-STREET BIKEWAYS
- OFF-STREET BIKEWAYS
- STUDY AREA BOUNDARY
- FREEWAY NOISE IMPACTED AREA

0 400 800 1200 1600 2000  
 SCALE 1" = 400'  
 SACRAMENTO CITY PLANNING COMMISSION  
 DRAWN BY: [Name]  
 SACRAMENTO CITY COUNCIL  
 RESOLUTION NO 76-142 ON MARCH 23, 1976

# SOUTH POCKET SPECIFIC PLAN

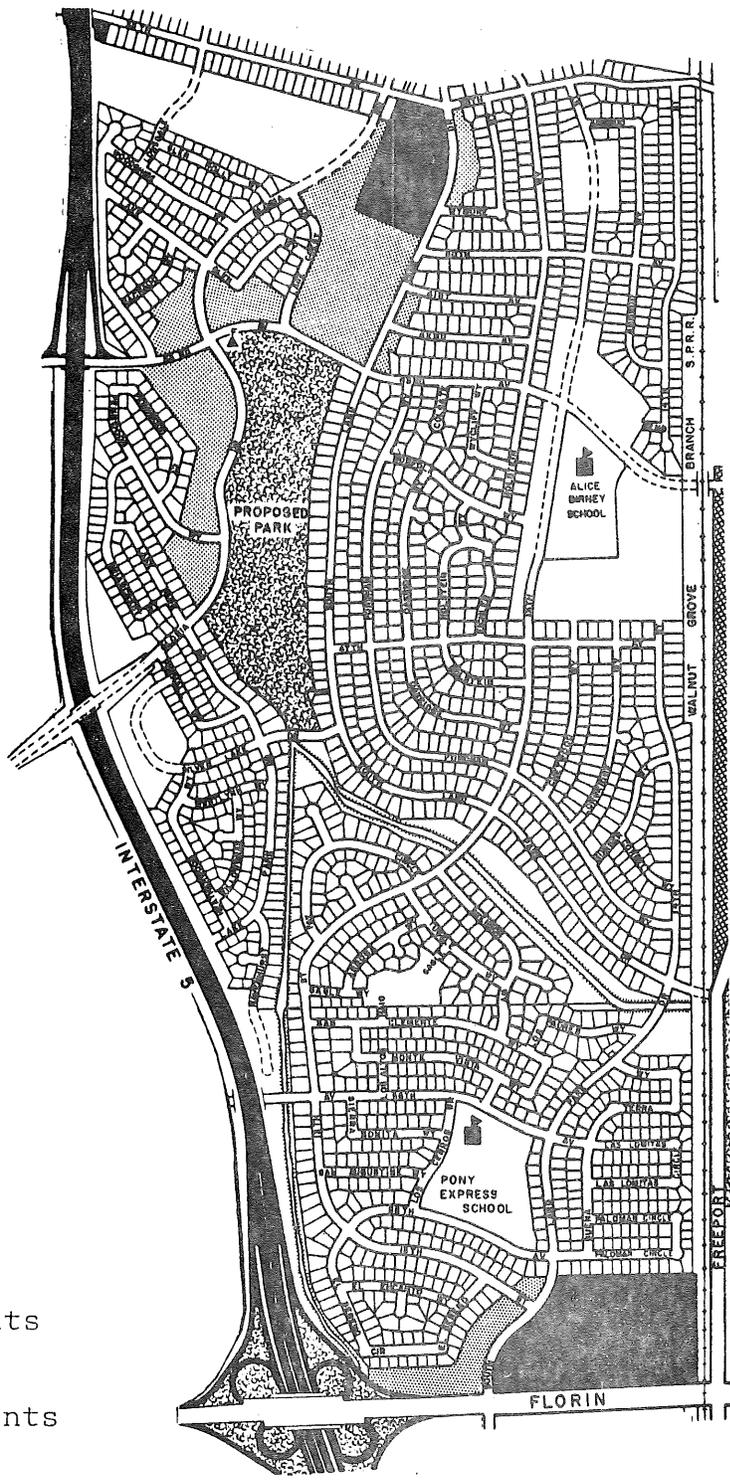
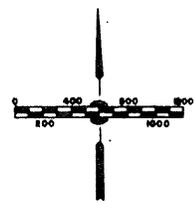
Section Three

NORTH POCKET  
COMMUNITY PLAN  
\*portion only\*

Adopted by the  
Sacramento City Council  
June 12, 1969

PORTION OF  
1969 NORTH POCKET  
COMMUNITY PLAN

-  LIGHT DENSITY RESIDENTIAL
-  MULTIPLE FAMILY RESIDENTIAL
-  SHOPPING - COMMERCIAL
-  HEAVY COMMERCIAL OR INDUSTRIAL
-  SCHOOL
-  FIRE STATION
-  RECREATION OR OPEN SPACE
-  PUBLIC SERVICE FACILITY
-  FUTURE R.R. SEPARATION STRUCTURE



Present Development Status

Estimated Population -- 8130 Residents

Average Household Size -- 2.7 Residents

Summary of Land Uses

	Acres Devel	Acres Undev	Acres Total
Residential			
Single/Double Family (2228 Units, 4.2U/NA)	534	4	538
Multiple Family (770 Units, 20.2U/NA)	38	8	46
Commercial			
Retail	21	4	25
Commercial Recreation	4	0	4
Office	5	1	6
Park/Open Space	58	0	58
Schools -- Two Elementary	20	0	20
Miscellaneous -- Streets, Fire Station, Etc.	103	0	103
<b>TOTAL ACREAGE</b>	<b>786</b>	<b>12</b>	<b>798</b>

Section Four

POCKET AREA  
GENERAL DEVELOPMENT PLAN

\*portion only\*

Adopted by the  
Sacramento City Council  
September 7, 1961; Revised May 1965

# POCKET COMMUNITY



## POCKET COMMUNITY LAND USE PLAN

- |  |   |  |   |  |  |
|--|---|--|---|--|--|
|  | -HIGH DENSITY RESIDENTIAL (30+ DU/AC)     |  | -PARKS/OPEN SPACE *                                   |  | -EXISTING FIRE STATION                   |
|  | -MEDIUM DENSITY RESIDENTIAL (16-29 DU/AC) |  | -PARKWAY/RECREATIONAL NODE (M-Major, I-Intermediate)  |  | -AIRPORT INFLUENCE AREA                  |
|  | -LOW DENSITY RESIDENTIAL (7-15 DU/AC)     |  | -PUBLIC/QUASI-PUBLIC USE                              |  | -WATER                                   |
|  | -LOW DENSITY RESIDENTIAL (3-6 DU/AC)      |  | -SCHOOLS *PARKS MASTER PLAN COMBINES PARK WITH SCHOOL |  | -CITY LIMIT BOUNDARY                     |
|  | -COMMERCIAL/SHOPPING                      |  | -EXISTING HIGH SCHOOL                                 |  | -OLD COMMUNITY PLAN BOUNDARIES           |
|  | -BUSINESS/PROFESSIONAL OFFICES            |  | -PROPOSED MIDDLE SCHOOL                               |  | ① -1976 North Pocket Specific Plan Area  |
|  | -HIGHWAY COMMERCIAL                       |  | -EXISTING ELEMENTARY SCHOOL                           | ② -1976 South Pocket Specific Plan Area              | ③ -1969 North Pocket Community Plan Area |
|  |   |  |   | ④ -1965 Revised Pocket Area General Development Plan |  |