

## **SECTION 4: COMMUNITY ISSUES**

Community issues will be developed when a future community planning process is undertaken.

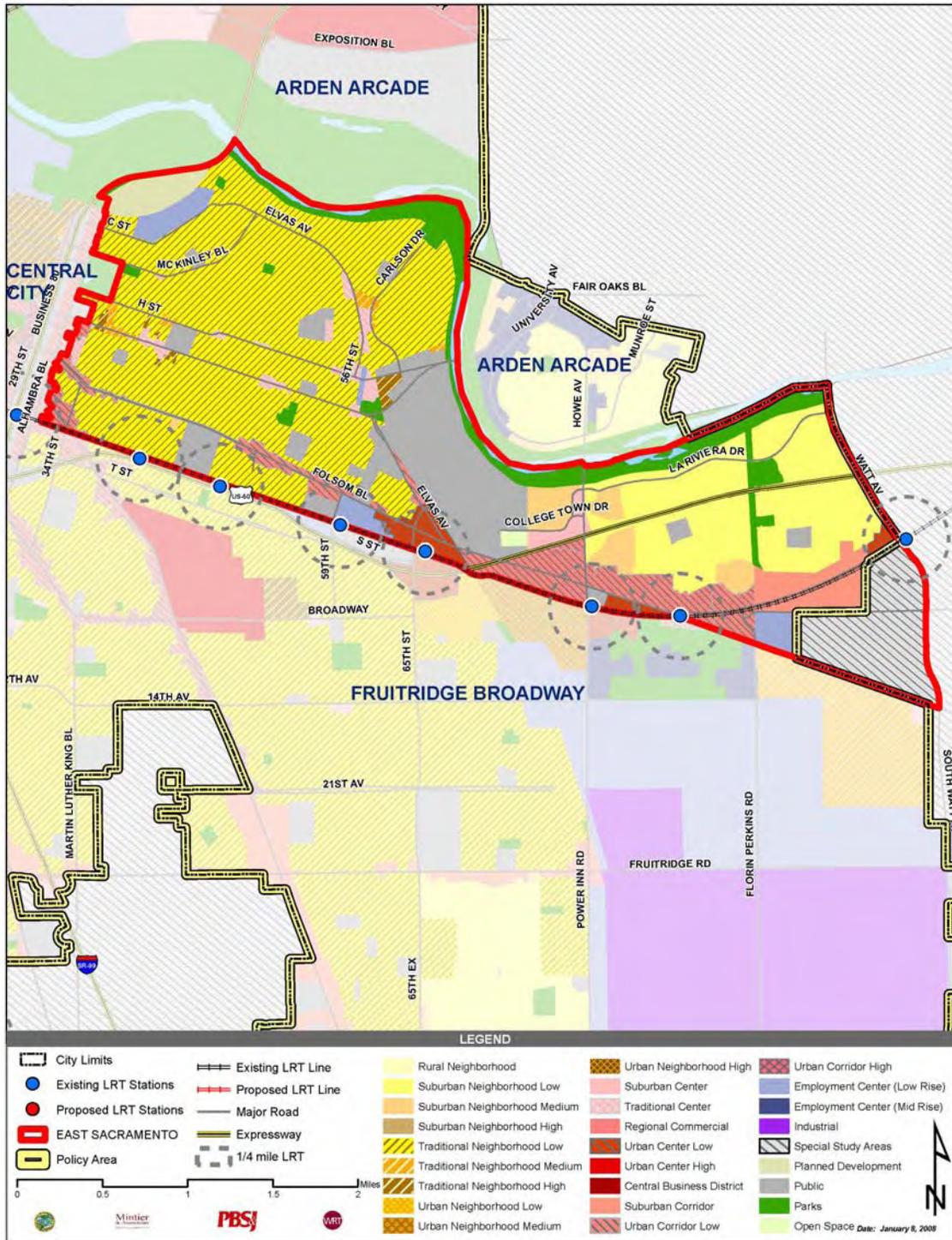
## **SECTION 5: LAND USE AND URBAN FORM DESIGNATIONS**

The Land Use Element in Part 2 of the General Plan includes a diagram and set of designations that combines direction for both land use and urban form. The system includes components that address standards and guidelines for allowed uses, population density, and building intensity, as well as urban form criteria for the different neighborhoods and centers throughout the city. These components work together to define allowed uses and building intensities as well as the overall role of each area of the city, whether it's for living (neighborhoods), gathering, commerce, and employment (centers), travel and commerce (corridors), preservation (open space), or a unique role (other district) such as a college. The land use and urban form designations for East Sacramento are illustrated in Figure ES-2. Section 7 includes a more detailed discussion of land use and urban form for 65<sup>th</sup> Street/University Village opportunity area. For a detailed explanation of land use and urban form designations for the entire community plan area refer to the Land Use and Urban Design Element in Part 2 of the General Plan.

## **SECTION 6: COMMUNITY POLICIES**

Policies will be developed when a future community planning process is undertaken.

**Figure ES-2**  
**2030 General Plan Land Use and Urban Form Designations in the**  
**East Sacramento Community Plan Area (Draft 2007)**

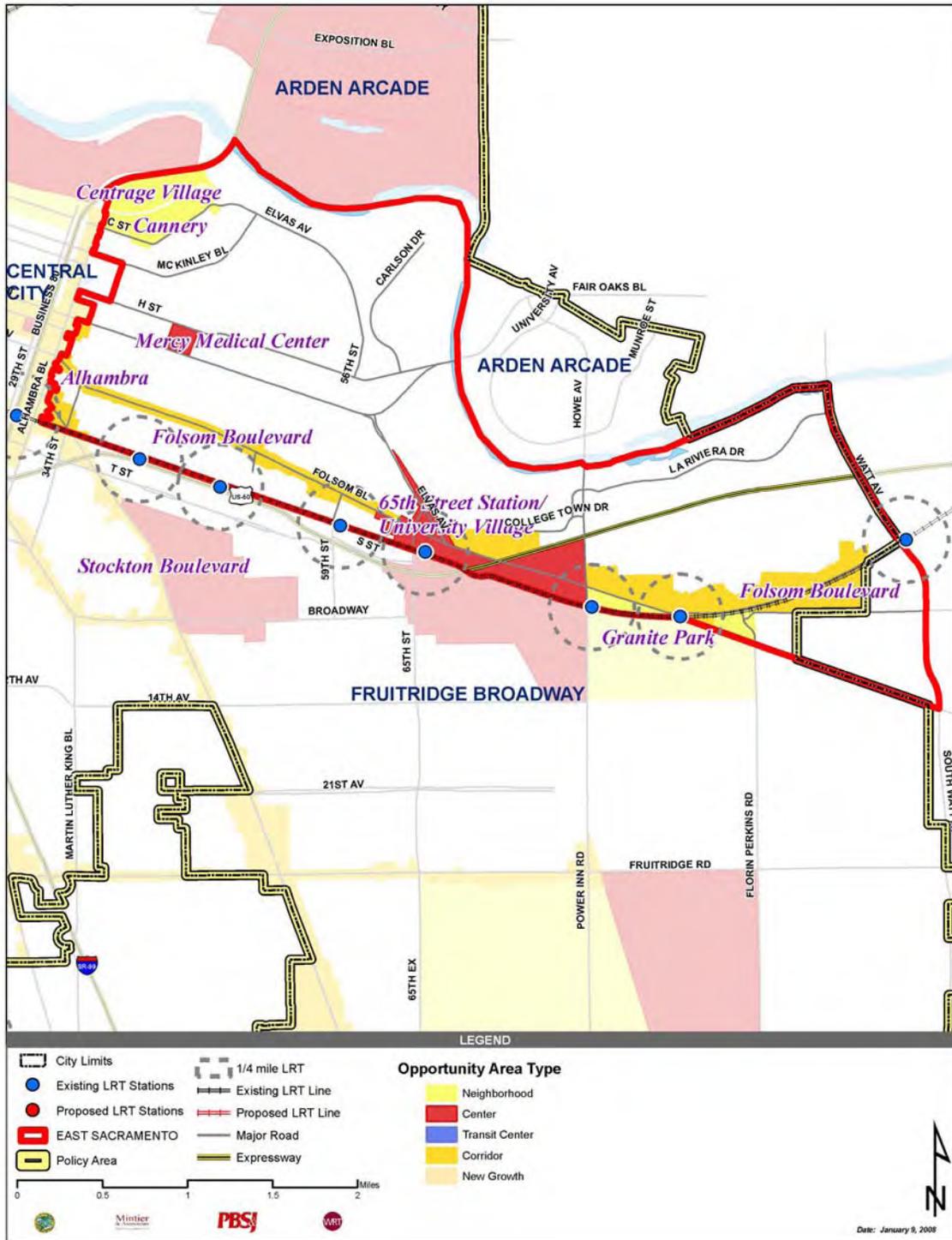


## SECTION 7: OPPORTUNITY AREAS

This section includes information about opportunity areas in the East Sacramento Community Plan Area. Table ES-1 lists each opportunity area that falls completely or partially within the community plan area. Figure ES-3 shows a map of all the opportunity area locations within the community plan area. As part of the 2030 General Plan process (2007-2008) urban form concepts were developed for the 65<sup>th</sup> Street/University Village opportunity area in order to illustrate how these sites could potentially develop in the future. Additional urban form concepts and recommendations will continue to be developed and refined for each opportunity area as needs are assessed and development focus shifts throughout the East Sacramento Community Plan Area.

<b>Table ES-1 East Sacramento Opportunity Areas</b>	
<b>Opportunity Area</b>	<b>Type</b>
<b>Neighborhoods and Centers</b>	
Cannery	Neighborhood
Centrage Village	Neighborhood
Granite Park <sup>1</sup>	Neighborhood
Mercy Medical Center	Center
65th Street/University Village Light Rail Station <sup>1</sup>	Center
<b>Commercial Corridor Revitalization</b>	
Alhambra Boulevard <sup>2</sup>	Mixed-Use Corridor
Folsom Boulevard	Mixed-Use Corridor
Stockton Boulevard <sup>3</sup>	Mixed-Use Corridor
<i>Source: City of Sacramento, 2006</i> <sup>1</sup> <i>Partially located in Fruitridge/Broadway</i> <sup>2</sup> <i>Partially located in Central City</i> <sup>3</sup> <i>Partially located in Fruitridge Broadway and Central City</i>	

Figure ES-3 Opportunity Areas



## SECTION 8: RELEVANT PLANS AND STUDIES

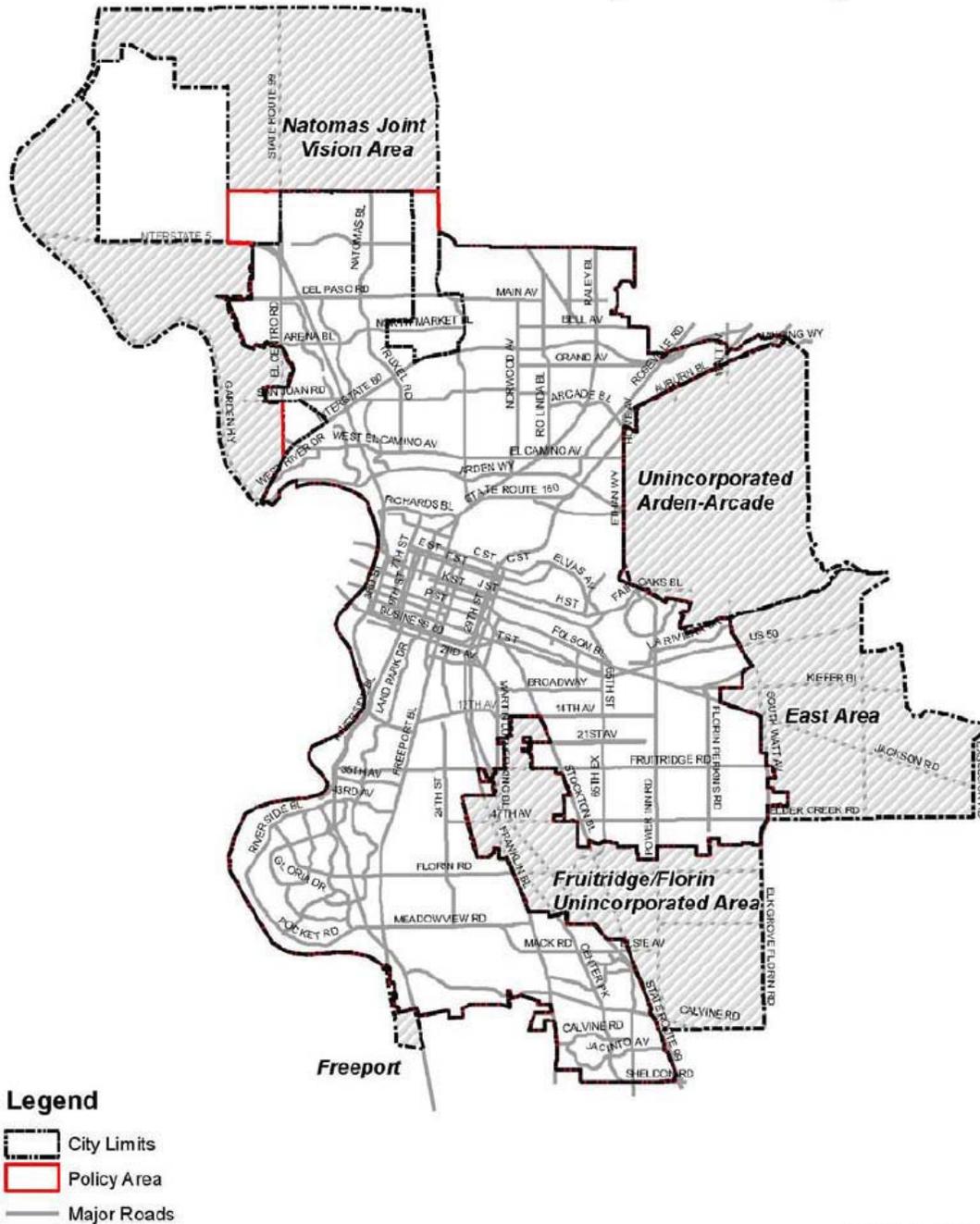
The following section lists relevant plans and studies that have been prepared or adopted by local agencies and are directly pertinent to the East Sacramento Community Plan Area:

- 65<sup>th</sup> Street Transit Village Plan (2001)
- 65<sup>th</sup> Street Redevelopment Plan (2007)
- Redding Avenue Alternative Mode Improvements (2006)
- South 65<sup>th</sup> Street Area Plan (2004)
- Transit for Livable Communities
- Alhambra Corridor Plan

DRAFT

### Attachment 15 Map of Special Study Areas

## Special Study Areas



November 19, 2007

**Attachment 16  
Special Study Areas**

## 2030 Sacramento General Plan SPECIAL STUDY AREAS

### INTRODUCTION

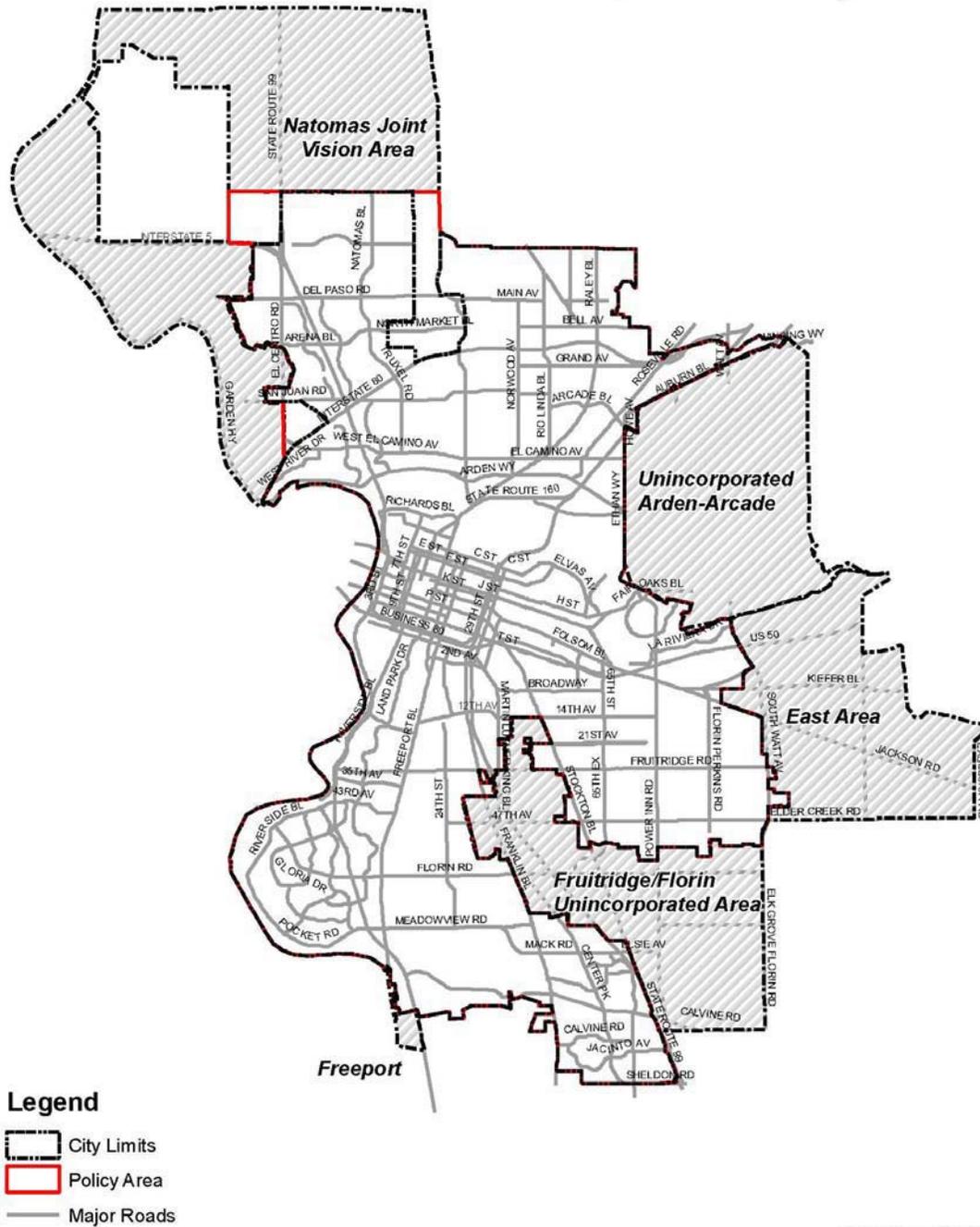
---

Beyond the boundaries of the 2030 General Plan, the City has defined Special Study Areas that are adjacent to existing city limits and are of interest to the City of Sacramento (Figure SSA-1). The planning, development, and redevelopment of these unincorporated areas need to be coordinated by the City and County. In some cases, part or all of these areas may eventually be annexed by the City. This section includes for each Special Study Area a brief description of existing conditions, background information that explains why the area is a “special study area,” and information related to City coordination with the County in managing the future of these areas.

DRAFT

Figure SSA-1  
Special Study Areas

### Special Study Areas



November 19, 2007

## EAST AREA

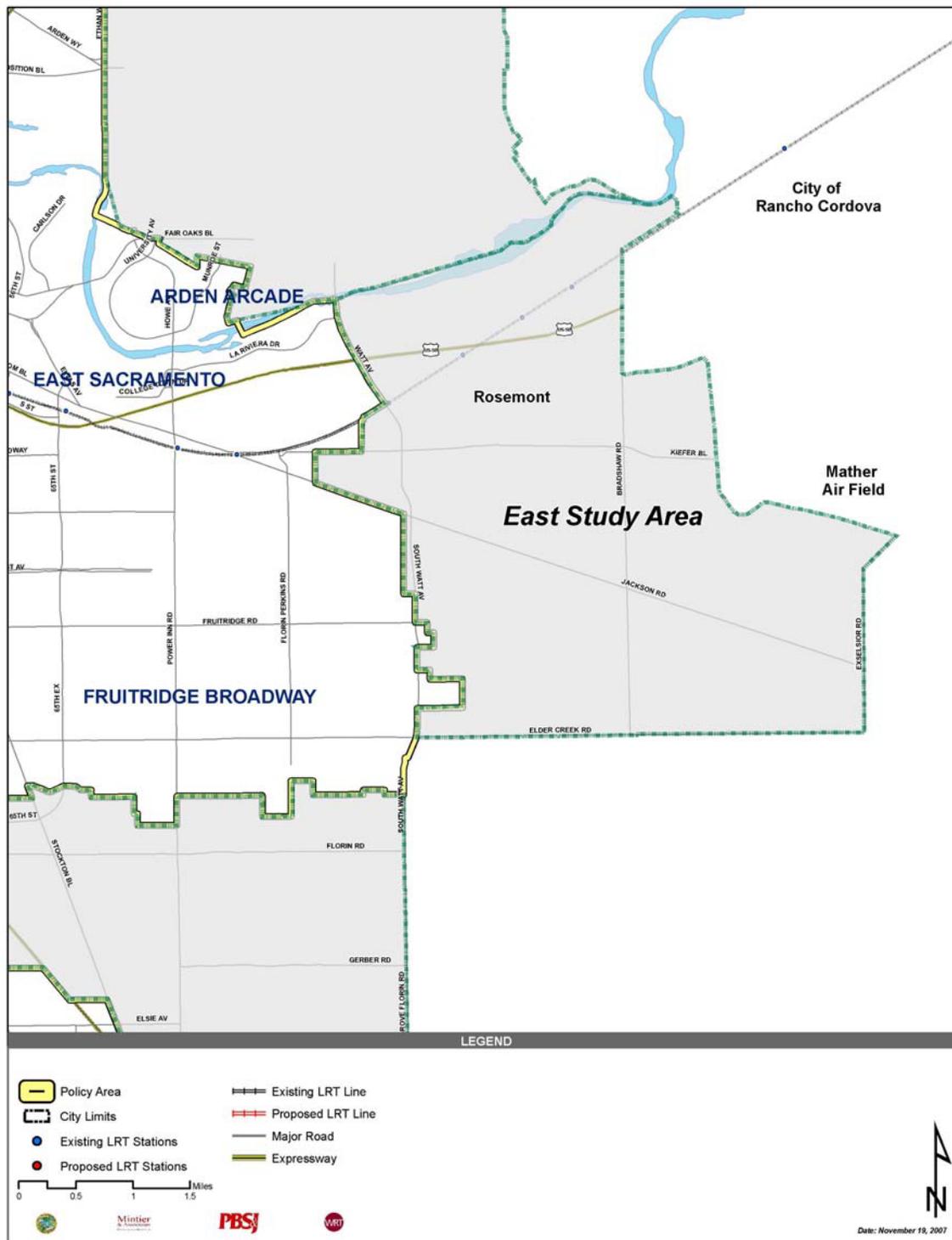
---

The East Area encompasses about 9,191 acres and is located east of Sacramento's city limits, south of US Highway 50, and west of the city of Rancho Cordova (Figure SSA-2). The area is roughly bounded on the north by the American River, on the south by Elder Creek Road, on the east by Bradshaw Road and Excelsior Road, and on the west by the existing city limits. The East Area is connected to Sacramento and outlying areas by US Highway 50 and Jackson Highway (SR 16). The Folsom Light Rail Line connects to the northern part of the East Area and provides access to Downtown Sacramento, Rancho Cordova, Gold River, and Folsom.

The northern part of the East Area, known as Rosemont, is an established community with low-density suburban neighborhoods and commercial corridors. The Rosemont area is mostly built out, although there are a few underutilized sites around existing light rail stations in the vicinity, particularly the Watt/Manlove station. The City is interested in the possibility of annexing Rosemont to preserve existing neighborhood character and consolidate urban services.

The middle and southern parts of the East Area are comprised of exhausted aggregate mining sites undergoing reclamation for future reuse and urbanization, as well as open space areas and some scattered industrial uses. These sites could accommodate significant new growth through a master planned mining reuse and infill project that is consistent with the General Plan Vision and Guiding Principles, and could serve as a national model for the reuse of exhausted mining sites. Mixed use development in the area could include transit-oriented retail, housing and office; complete neighborhoods with a diverse range of housing types, densities and affordability ranges; and preserved and enhanced open space areas.

Figure SSA-2  
East Area



## NATOMAS JOINT VISION AREA

---

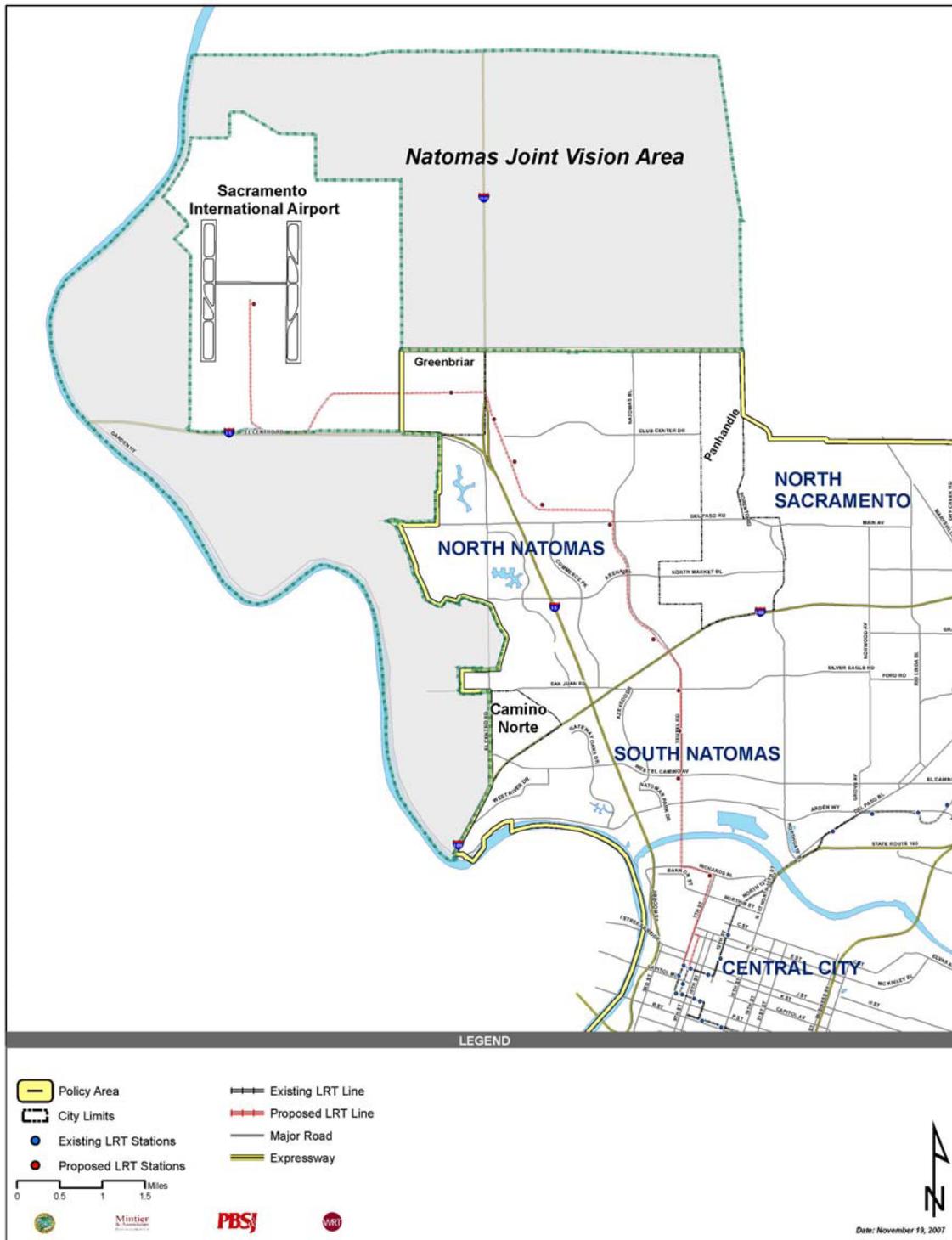
The Natomas Joint Vision Area (NJVA) is an unincorporated portion of Sacramento County that encompasses about 18,424 acres and is located north and west of the city of Sacramento (Figure SSA-3). The area is bounded on the north by Sutter County, on the south by the Sacramento city limits, on the east by the unincorporated communities of Rio Linda and Elverta, and on the west by the Sacramento River. The NJVA is connected to Sacramento and the region by I-5 and SR 99. Sacramento Regional Transit is planning a Downtown/Natomas/Airport (DNA) Light Rail Line extension that would connect the southern part of the area to Downtown, South Natomas, North Natomas, and the Sacramento International Airport.

The NJVA is comprised of mostly agriculturally zoned land and open space. Existing residential neighborhoods are located south of Elkhorn Blvd (North Natomas), and primarily rural residential development is located to the east in the Rio Linda and Elverta areas. Sacramento International Airport is located within the NJVA, north of I-5 and west of the newly-developing Metro Air Park. In early 2008, the City approved a request to annex and develop the 577 acre Greenbriar area, which is east of Metro Air Park, north of I-5, and west of SR 99.

The County Board of Supervisors and the Sacramento City Council approved a Memorandum of Understanding (MOU) on December 10, 2002, that established a vision for land use and revenue sharing for the NJVA, and assigned responsibilities for development to the City and preservation of open space, habitat, and agriculture to the County. Since 2002, the City of Sacramento and Sacramento County have been working cooperatively to implement the vision and set of guiding principles for development of the NJVA. The MOU defines a set of guiding principles for the implementation of efficient future urban growth, permanent preservation of open space/farmland, improved future air quality, Smart Growth Principles, revenue sharing, and protection of future airport operations. The area has several significant development constraints including wildlife habitat, flood protection, infrastructure financing, and other environmental and associated regulatory issues. These constraints would need to be addressed prior any development occurring. In addition, the City is committed to preserving functional open space along the Sacramento River and adjacent to Sutter County that includes a system of wildlife corridors and creates buffers between habitat and development.

The NJVA is one of two large Special Study Areas, the other being the East Area (discussed previously in this chapter), that has potential for major new growth.

Figure SSA-3  
Natomas Joint Vision Area



## **FRUITRIDGE/FLORIN UNINCORPORATED AREA**

---

The Fruitridge-Florin Unincorporated Area encompasses about 9,490 acres bordered on the north by 12<sup>th</sup> Avenue, on the east by South Watt Avenue, on the west by the South Line LRT tracks, Franklin Boulevard, and SR 99, and on the south by Calvine Road (Figure SSA-4). The area is surrounded on three sides by the city limits and falls within the city's existing Sphere of Influence. The eastern part is located in the Fruitridge Broadway Community Plan Area, and the western part is located in the South Area Community Plan Area. SR 99 crosses through the area and connects the Fruitridge-Florin Unincorporated Area with Downtown Sacramento and the region. There are also several major corridors that cross through the area, connecting it with adjacent communities and the region. Sacramento Regional Transit provides light rail transit services along the South Line, with stations adjacent to or near the western portion of the area at Fruitridge Rd, 47<sup>th</sup> Avenue, and Florin Rd.

The City's interest in the Fruitridge/Florin Unincorporated Area is primarily focused on collaboration with the County in planning and development at the City/County border. The Fruitridge-Florin Unincorporated Area is primarily made up of suburban residential neighborhoods and smaller light industrial and commercial districts with scattered vacant and underutilized sites. Most services (e.g., water, police, fire, parks) are provided by the County of Sacramento and various special districts, but many of these services are challenged by infrastructure deficiencies. Joint efforts between the City and County to plan land use and services will provide many benefits to the area, including employment opportunities to economically challenged areas, transit supportive development, redevelopment of existing corridors, and investment in and revitalization of distressed neighborhoods.

The City and County are currently (2008) involved in joint efforts to revitalize neighborhoods and corridors through the Sacramento Housing and Redevelopment Agency (SHRA) and other processes. The focus of much of this planning is on higher-density and mixed-use projects adjacent to transit stations, along transit corridors, and mixed-use commercial corridors. For example, the City and County are conducting a joint planning study for Florin Road which passes through both jurisdictions in the South Area community. Challenges to this effort may include revenue sharing issues with Sacramento County, overcoming inadequate infrastructure, addressing vacant and underutilized land challenges, and reconciling fragmented services.

Figure SSA-4  
Fruitridge/Florin Unincorporated Area

