

Employment Center Mid Rise

Employment Center Mid Rise areas will continue to play a critical role in accommodating new businesses and the creation of new jobs. The combination of high-density buildings and low site coverage provides the opportunity to infill existing and future office parks with complementary uses including retail, services, and residential, that will transform the existing single use areas into more self-sufficient mixed-use areas that reduce vehicle trips and vehicle miles traveled daily.

This designation provides for large mixed-use office/employment centers that include:

- Mid rise office complexes;
- Support retail and service uses, such as restaurants, dry-cleaners, gym/fitness centers, markets, hotels, and office services (printing/copying/shipping);
- Landscaped gathering places; and
- Residential uses as a supportive use adjacent to a large employment center.



Key urban form characteristics envisioned for the employment center mid rise areas include:

- A more compact development pattern with buildings sited up to adjacent streets to add character and spatial definition to the public realm;
- Building heights that generally range from 3 to 12 stories (taller heights are acceptable if supported by context and market);
- Lot coverage generally does not exceed 70 percent;
- Building façades and entrances that directly address the street and have a high degree of transparency on street-fronting façades;
- Greater integration (vertical and horizontal) of residential, retail, and service uses;
- Reduced areas of surface parking and greater use of structured parking that is integrated into buildings or accommodated in separate parking structures;
- Convenient and attractive pedestrian and vehicular connections from adjoining neighborhoods;
- Building entrances oriented to the primary street frontage rather than to parking areas;
- Sidewalks along all streets that accommodate pedestrian movement, with connecting walkways from sidewalk into individual sites;
- Bicycle lanes along key roadways;
- Transit stops within office parks; and
- Shuttle bus and/or public transportation that provide connections to retail shopping district.

Employment Center Mid Rise



Minimum Density	18.0 Units/Net Acre ⁽¹⁾
Maximum Density	50.0 Units/Net Acre ⁽¹⁾
Minimum FAR	0.75 FAR
Maximum FAR	4.0 FAR
Building Height	3-12 Stories

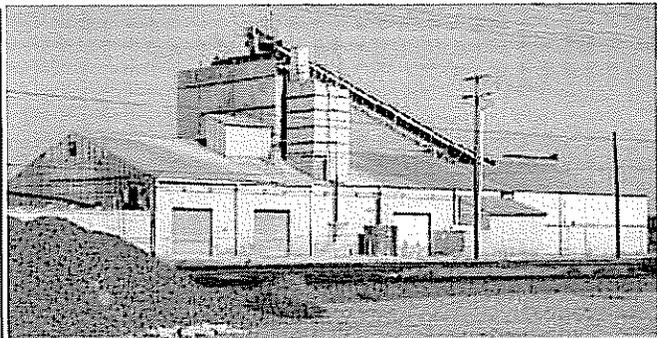
⁽¹⁾ Density is included in mixed-use FAR

Industrial

Industrial designated areas represent the built form typically associated with manufacturing, warehousing, and other industrial activities. Development patterns associated with industrial uses can vary significantly, with block sizes typically large and varied in terms of shape. Industrial area street systems typically are designed to serve large blocks (i.e., rather than having uses that fit into a prescribed block and street pattern), and are characterized by a limited number of streets with few interconnections.

This designation provides for employment generating uses that may produce loud noise or noxious odor and tend to have a high volume of truck traffic. These uses include:

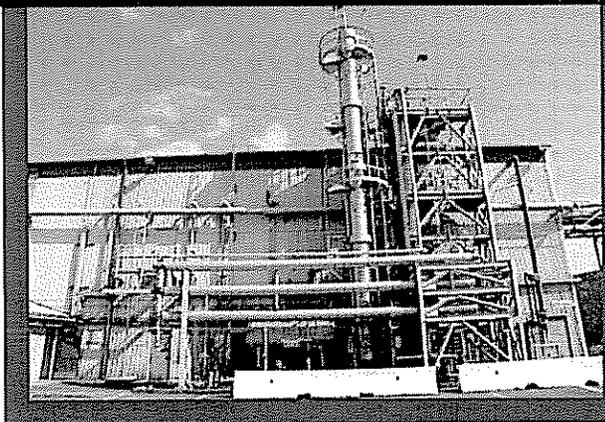
- Industrial or manufacturing that may occur within or outside a building; and
- Office, retail and service uses that provide support to employees.
- This designation should not be located adjacent to a residential neighborhood without substantial buffers (employment center low rise, parks, greenways, or open space).



Key urban form characteristics envisioned for industrial areas include:

- Lot coverage highly variable and dependent upon the needs of a given activity.
- High building coverage high (e.g., 50-75 percent) or quite low (e.g., 25 percent or less) in areas where outdoor storage or production processes are the primary activity.
- Very large floorplates
- Generally single story buildings, with ceiling heights typically quite high (the equivalent of 2- and 3-story buildings) to accommodate production and storage.
- Minimal setbacks
- Front, side, and rear yards may serve as parking, storage, and/or service/ loading areas
- Building entrances generally oriented toward the parking lot with little or no relationship with the adjacent street
- Minimal articulation, detailing, and fenestration
- Wide curb cuts and ample internal circulation space permit large trucks to enter and maneuver within individual parcels.
- On-street parking, sidewalks, and street trees typically are not provided, or only limited amounts.
- Limited landscaping (e.g., around buildings or buffer yards at property lines)

Industrial



Minimum FAR	0.10 FAR
Maximum FAR	1.0 FAR
Building Height	1+ (No Limit)

Public/Quasi-Public

The Public/Quasi-Public designation describes areas with unique and largely self-contained uses and urban form associated with Sacramento's public use areas, such as community centers, schools, and colleges. These areas provide a combination of public services, academic, administrative, and recreational facilities located within a well-appointed landscape setting. Most of these areas provide a public function and as a result, often include a significant amount of surface parking lots and structured parking to accommodate users of the facilities.

This designation provides for public and quasi-public uses including:

- Government buildings;
- Public and private schools'
- Colleges;
- Community centers;
- Airports;
- Religious centers;
- Parking structures; and
- Utility stations.



Public use buildings tend to be organized around open spaces, with the development focused inward, rather than outward toward the surrounding neighborhood, providing a central gathering place for surrounding neighborhoods and communities. Building forms vary due to the variety of activities, though most buildings tend to be fairly large floor-plate, multi-story structures containing meeting rooms, classrooms, offices, and research space. Generally, automobile access and parking are limited to the periphery of an activity in order to create a park-like pedestrian zone. Similarly, recreation facilities such as parks, greenways, stadiums, track, ball fields, and tennis courts are located on the perimeter of the public use.

Sacramento's existing public developments are generally built out, and it is assumed that their physical form will remain relatively unchanged in the future

Public/Quasi-Public



Minimum FAR	N/A
Maximum FAR	N/A
Building Height	No Limit



Parks, Greenways, & Recreation Facilities

Parks, greenways, and recreation facilities include areas for large developed parks and other areas primarily used for recreation (smaller parks and recreation facilities are included as elements within other urban form types). Typically, these areas are characterized by a high degree of open area, and a limited number of buildings. Recreational facilities frequently include sports fields, playground equipment, picnic areas, sitting areas, concession businesses, open turf and natural areas, trails, and golf courses. Examples of this district in Sacramento include regional parks, such as Granite, William Land, and the Bing Maloney Golf Course.



This designation provides for public and private recreational opportunities to surrounding neighborhoods, communities, and the region including:

- Parks (such as pocket, neighborhood, community, and regional parks);
- Greenways and trails; and
- Golf courses and commercial recreation facilities with an emphasis on outdoor use are also allowed.

The intensive public use associated with these areas often requires the provision of off-street parking facilities. Sports fields and other facilities may include lighting for evening use, and require the use of amplified sound systems for announcers or music. These uses can generate large crowds, and so care must be taken when locating these types of facilities near neighborhoods. The city's existing facilities have been established to serve the public's outdoor recreational needs, and are not expected to undergo significant changes in the coming years, except where new facilities will be added to increase usability.

Parks, Greenways, & Recreation Facilities



Minimum FAR	N/A
Maximum FAR	N/A
Building Height	No Limit

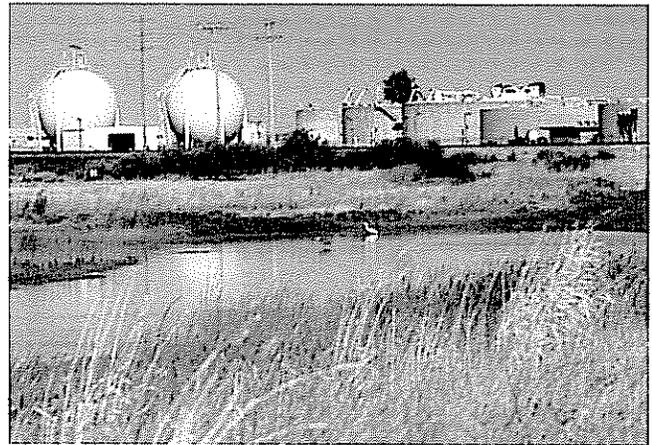
Open Space

The Open Space designation includes areas that are intended to remain essentially open with limited or no development. This urban form type includes largely unimproved open spaces used primarily for passive recreation, resource protection, and/or hazard avoidance.

This designation provides for natural, managed, and cultivated open space, including:

- Natural parks;
- Woodlands;
- Habitat;
- Agriculture;
- Floodplains;
- Areas with permanent open space easements; and
- Buffers between urban areas.

Open space is an important component of all urban areas that is essential to preserving natural features, establishing quality living environments, and maintaining boundaries and buffers between communities and non-compatible uses.



Open Space



Minimum FAR	N/A
Maximum FAR	N/A
Building Height	No Limit

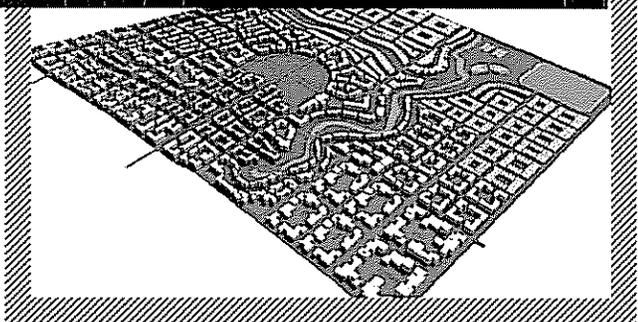


Special Study Area & Planned Development

The Special Study Area designation is applied to two (Natomas Joint Vision Area, East Area,) large potential new growth (“greenfield”) areas that may develop in the future after additional studies have identified suitable development possibilities and areas that should be preserved. The future land use and urban form for these areas will be include a combination of several land use and urban form designations applied in conjunction with a General Plan amendment.

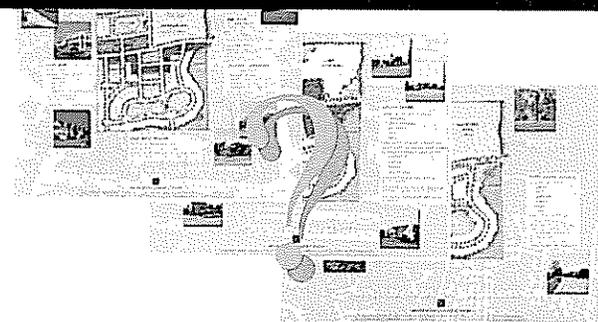
The Planned Development designation is applied to four (Greenbriar, Panhandle, Camino Norte, and Panhandle) pending project areas that are in the development review process. Specific land use and urban form designations (i.e., designations outlined in this plan) will be applied to these areas once planning is complete and the City has approved the development.

Special Study Area



Minimum FAR	N/A
Maximum FAR	N/A
Building Height	No Limit

Planned Development

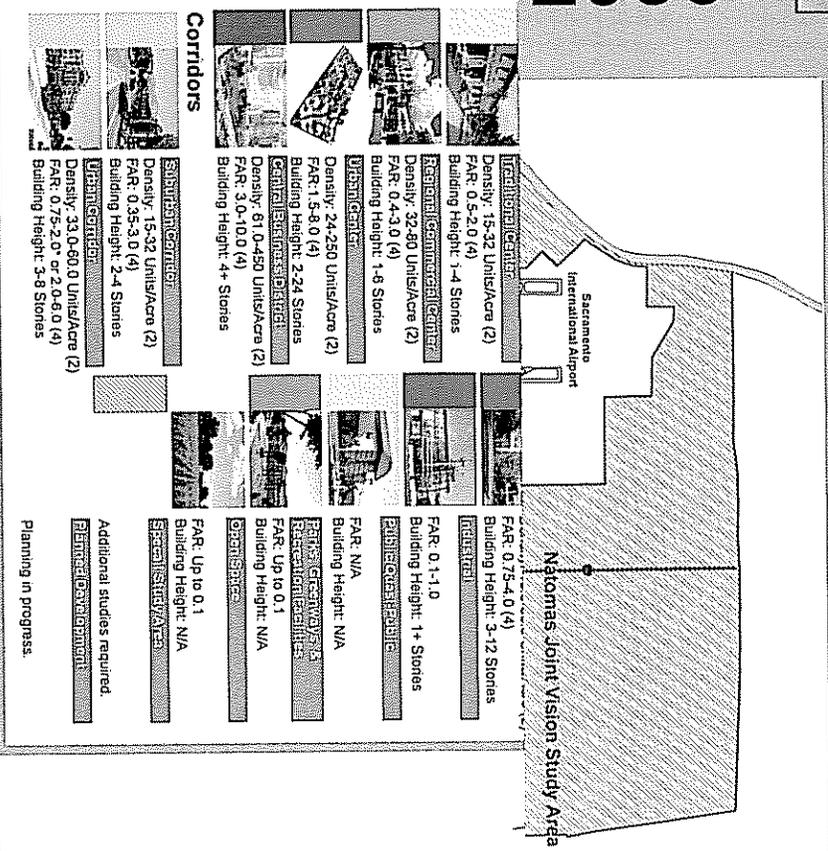


Minimum FAR	N/A
Maximum FAR	N/A
Building Height	No Limit



TO 2030

DRAFT Preferred Land Use & Urban Form Diagram



City of Elk Grove

ATTACHMENT 2 - EXHIBIT C
Sheet 1 of 4

LEGEND

- Existing LRT Stations
- Proposed LRT Stations
- Major Road
- Expressway
- Existing LRT Line
- Proposed LRT Line
- 1/4 Mile LRT
- Policy Area
- City Limits
- Waterways
- Proposed Parks/Parkways
- International Station

NOTES:

- (1) Neighborhood support uses allowed such as: schools, parks, libraries community centers, and childcare/elderly facilities.
- (2) Density is included in the allowed FAR for mixed-use development.
- (3) Predominantly residential single-use and mixed-use allowed.
- (4) Predominantly non-residential single-use and mixed use allowed.

Date: May 2, 2007

DRAFT Preferred Land Use Plan Form Diagram Northern Section

Greenbriar

ATTACHMENT 2
EXHIBIT C
SHEET 2 of 4

McClellan
Air Park

Camino
Norte

LEGEND

- Major Road
- Expressway
- Existing LRT Line
- Proposed LRT Line
- Existing LRT Stations
- Proposed LRT Stations
- Intermodal Station
- 1/4 Mile LRT
- Policy Area
- City Limits
- Waterways
- Proposed Parks/Pathways

0.375 0.75 1.5 Miles

Mintier
& Associates
PLANNERS, ENGINEERS & ARCHITECTS

EIP

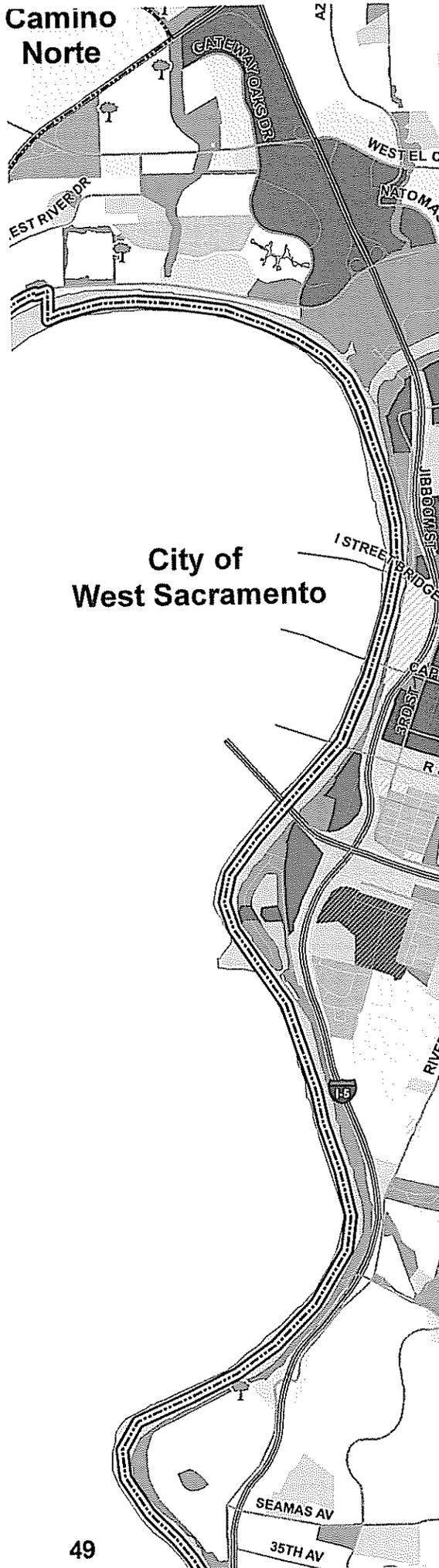
WRT

ES:
neighborhood support uses allowed such as: schools, parks,
series community centers, and childcare/elderly facilities
density is included in the allowed FAR for mixed-use
development.
predominantly residential single-use and mixed-use allowed.
predominantly non-residential single-use and mixed use
allowed.

Camino Norte

ATTACHMENT 2
EXHIBIT C
SHEET 3 of 4

DRAFT Preferred Land Use Form Diagram Central Section



City of
West Sacramento

LEGEND

	Major Road	• Existing LRT Stations
	Expressway	• Proposed LRT Stations
	Existing LRT Line	
	Proposed LRT Line	



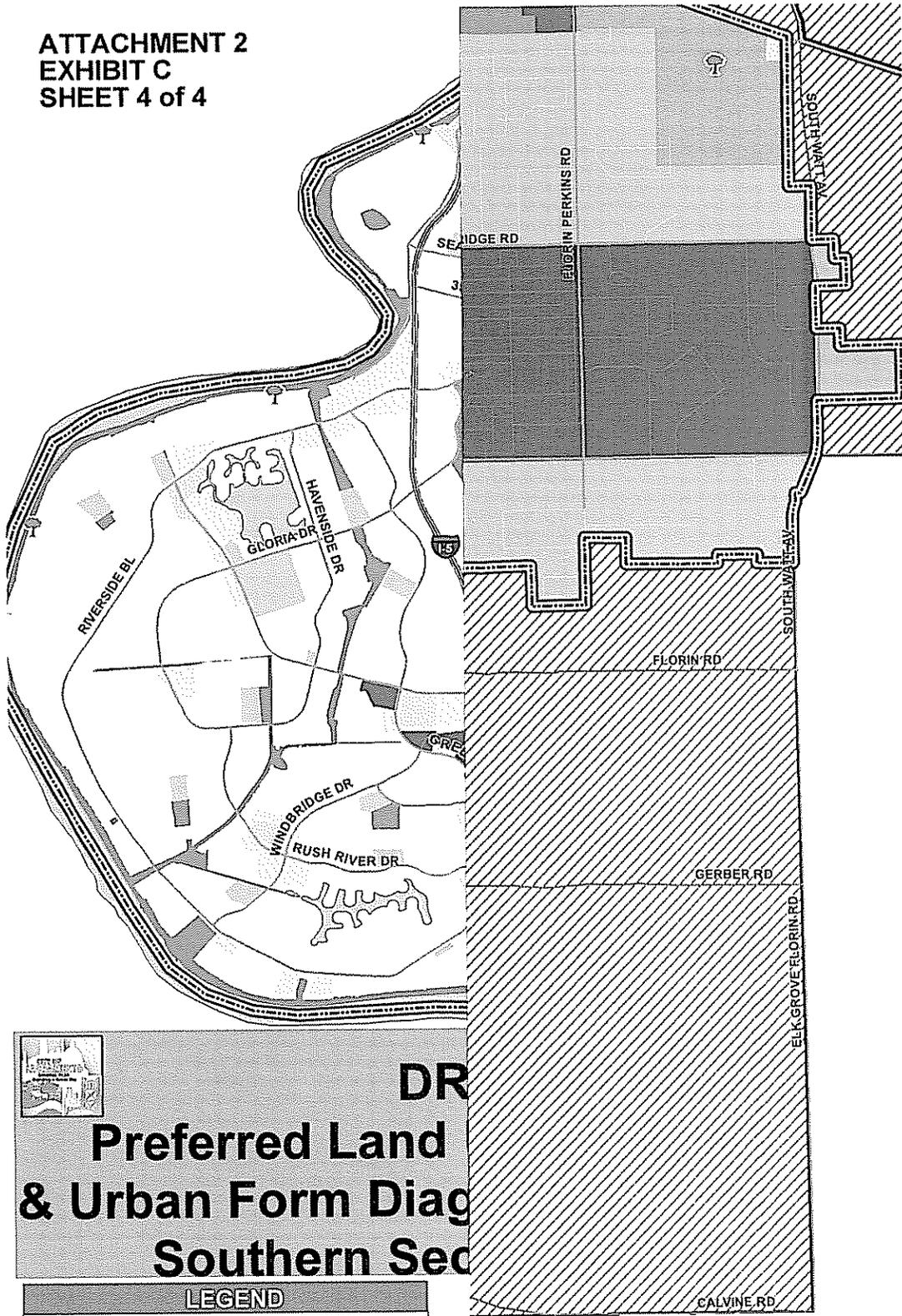
Mintier
& Associates
PLANNING ENGINEERS

EIP
ENVIRONMENTAL IMPACT
PRACTICES



NOTES:

- (1) Neighborhood support uses allowed such as: schools, parks, libraries community centers, and childcare/elderly facilities
- (2) Density is included in the allowed FAR for mixed-use development.
- (3) Predominantly residential single-use and mixed-use allowed
- (4) Predominantly non-residential single-use and mixed use allowed.



DR
Preferred Land
& Urban Form Diag
Southern Sec

LEGEND

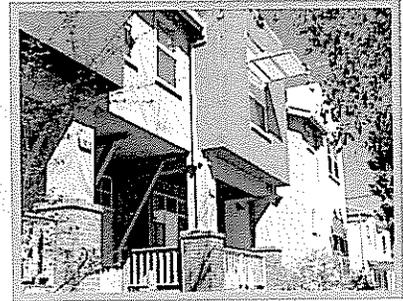
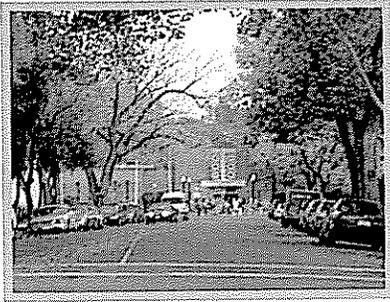
Policy Area	Major Road	Existing LRT Stations
City Limits	Expressway	Proposed LRT Stations
Waterways	Existing LRT Line	Intermodal Station
Proposed Parks/Parkways	Proposed LRT Line	1/4 Mile LRT

0 0.15 0.3 0.6 0.9 1.2 Miles

Mintier & Associates EIP WRT

NOTES:

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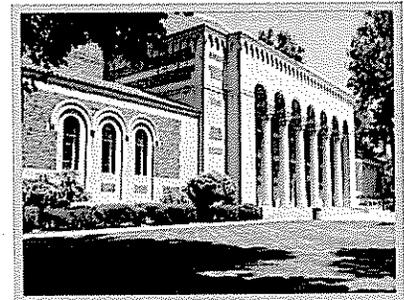


Vision and Guiding Principles

SACRAMENTO GENERAL PLAN UPDATE

Defining Sacramento's Future

Adopted



November 22, 2005

Vision and Guiding Principles

SACRAMENTO GENERAL PLAN UPDATE

Defining Sacramento's Future

Adopted November 22, 2005

INTRODUCTION

The purpose of this document is to set out a vision that captures the City's key values and aspirations for Sacramento's future. The Vision Statement paints a picture of what Sacramento will be twenty-five years from now. The second part of this document sets out Guiding Principles that flow from the Vision Statement. These principles establish policy benchmarks for the rest of the General Plan Update process. The principles, along with the issues identified in the *Planning Issues Report*¹, will be used to help define how growth will occur, as well as direct the development of land use alternatives and updated General Plan policies. The alternatives will be defined at a citywide scale and for targeted "areas of opportunity."

The Vision and Guiding Principles are applicable to the context of the city as a whole as well as its community plan areas and neighborhoods. The Vision and Guiding Principles is informed by recently adopted City policy related to smart growth and sustainable development and an extensive community



involvement program that includes public input from the first phase of town hall forums, focus group interviews, and the General Plan Advisory Committee (GPAC), a 25-member citizen's committee appointed by the Mayor and City Council.

VISION STATEMENT

The guiding vision of the General Plan is that **Sacramento will be the most livable city in America.**

As California's capital, Sacramento will continue to play its traditional role in the region as the primary center of government, employment, and culture. Downtown Sacramento will vibrate with arts, culture, entertainment, and a 24-hour population.

The city's economy will continue to strengthen, diversify, and play a larger role in the global economy. Building on the skills of our workforce, Sacramento's economy will provide a broad range of jobs in all industry sectors, including those related to small and local businesses.

¹ The *Planning Issues Report* identifies major issue categories to be addressed in the new General Plan. Copies of the document are available from the Planning Division or on the Internet at www.sacgp.org.

Every neighborhood will be a desirable place to live because of its walkable streets, extensive tree canopy, range of housing choices, mixed use neighborhood centers, great schools, parks and recreation facilities, and easy access to Downtown and jobs.

Sacramento will be linked to the rest of the region by an extensive, efficient and safe network of roadways, bridges, mass transit, bikeways, pedestrian trails, and sidewalks. It will be linked to the rest of California and the world by an international airport, conventional and high-speed passenger rail, interstate highways, and high-speed communication systems.

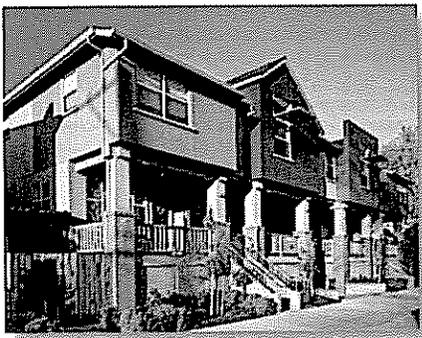
Sacramento will continue to celebrate its cultural and ethnic diversity and ensure the equitable treatment of all neighborhoods and groups. Sacramento will protect its historic and cultural resources and its natural environment and will increase access to its riverfront and open spaces for the enjoyment of its growing population.

Sacramento will promote the health and well-being of the community and will plan for the long-term safety of its citizens.

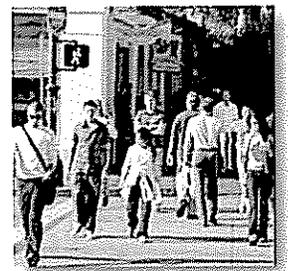
Finally, to help address the causes of global warming and the urban heat island effect, Sacramento will be a model of sustainable development in its planning, its use of urban heat island reduction measures, and its conservation of energy, water, and other natural resources.

GUIDING PRINCIPLES

Land Use



- Provide a diversity of neighborhood environments, from the *traditional*² downtown core to well-integrated new growth areas.
- Create a vibrant downtown that serves as a regional destination for the arts, culture, and entertainment while accommodating residents that live, work, and gather in the city center.
- Focus higher density developments and mixed-use projects in areas adjacent to transit stations, along transit corridors and commercial corridors, near job centers, and in strategic opportunity areas throughout the city.
- Use the existing assets of infrastructure and public facilities to increase infill and re-use, while maintaining important qualities of community character.



² The term "traditional" refers to the urban grid pattern that is characteristic of older central cities.

- Promote livable and well-designed neighborhoods that are walkable and complete, with a mix of uses and services to support improved health and the needs of families, youth, seniors, and a growing population.
- Utilize *sustainable development*³ and land use planning practices that provide for the needs of existing residents and businesses while preserving choices for future generations.

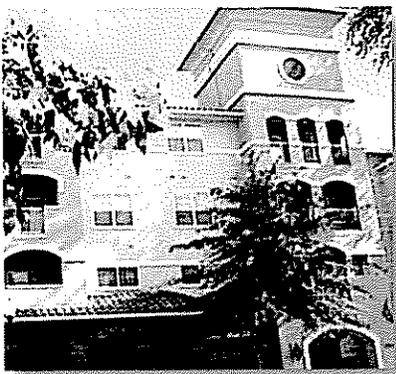
Community Design



- Create vibrant public places that serve as gathering places, town centers, and villages for the community.
 - Protect the development of complete neighborhoods both in infill and new growth areas that foster a sense of place.
 - Protect and replicate the pattern and character of Sacramento's unique and traditional neighborhoods.
 - Promote designs for development that are compatible with the scale and character of Sacramento's existing neighborhoods.
- Locate and design buildings, streetscapes, and public spaces that contribute to walkable neighborhoods.
 - Promote developments that foster accessibility and connectivity between areas and safely and efficiently accommodate a mixture of cars, transit, bicyclists, and pedestrians.
 - Recognize and preserve those areas of the City with a "sense of place" that are based largely upon their historical and cultural resources.



Housing

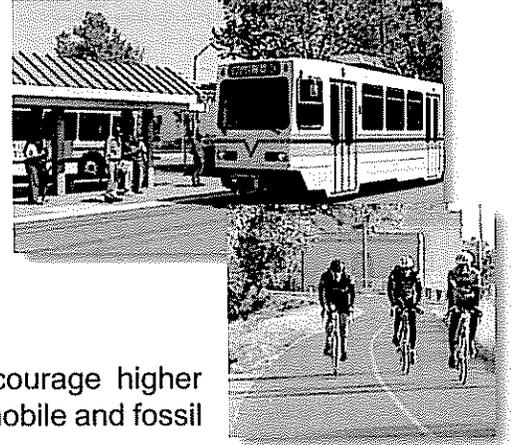


- Provide a mix of housing to meet the needs of current and future residents, including an equitable distribution of affordable housing, throughout the city.
- Include a mix of housing types within neighborhoods to promote a diversity of household types and housing choices for residents of all ages and income levels in order to promote stable neighborhoods.
- Work to end homelessness in Sacramento by providing affordable housing opportunities and services.

³ *Sustainable development practices refer to the use of architectural and planning methods that address the needs of the present without compromising the ability of future generations to meet their own needs. Specific examples include the use of solar panels for energy conservation, placing jobs near housing to reduce vehicle trips, and infill development in urban areas to reduce the consumption of agricultural land.*

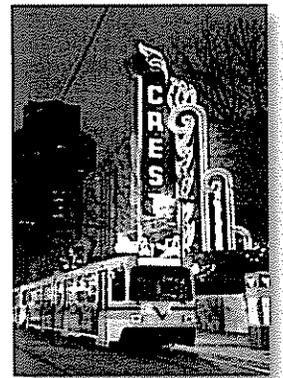
Mobility

- Develop a balanced, integrated, multi-modal transportation system that is efficient and safe with frequent service connecting every neighborhood to the rest of the city and the region.
- Provide a variety of transportation choices that promote accessible alternatives to the automobile including walking, bicycling, and taking transit.
- Expand and improve existing transit systems to encourage higher ridership that will lead to less dependence on the automobile and fossil fuels, and to better air quality.



Economic Development

- Promote the City as the civic, cultural, and economic hub of the region and the Central Valley.
- Promote strategic development of vacant, underutilized, and infill land, especially along transportation and commercial corridors, to improve the city's economic outlook.
- Create and maintain a broad range of jobs that are accessible to all residents that provide opportunities for advancement.
- Improve the jobs-housing balance by siting housing near employment centers.
- Develop a vibrant 24-hour downtown that is a destination for the region and California.
- Work with educational institutions to promote the skill and talent of Sacramento's workforce in order to attract high quality jobs.
- Develop the city's waterfront to provide a world-class urban experience for residents, workers, and visitors.
- Focus investment and revitalization in distressed neighborhoods.

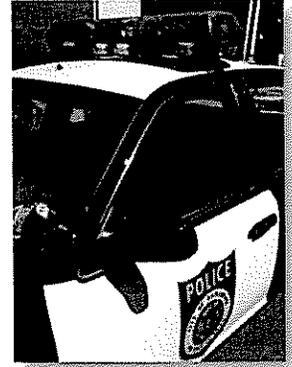


Public Safety

- Foster safe neighborhoods through good community and environmental design that promotes a mix of uses, active streets, improved air quality, and security.

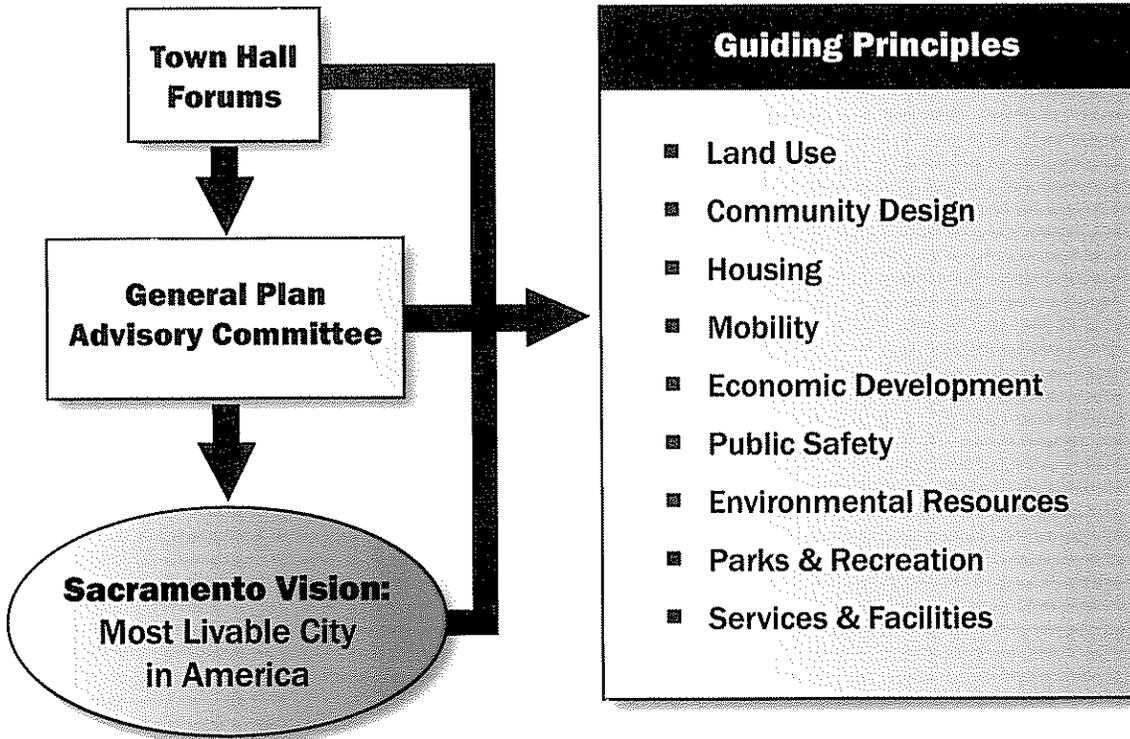
Vision and Guiding Principles: *Defining Sacramento's Future*

- Improve coordination among residents and businesses and police, fire, planning, transportation, and other City departments to address security issues and achieve safe neighborhoods.
- Minimize Sacramento's vulnerability to natural and manmade disasters and strengthen the City's emergency response capabilities including improving flood protection through the strengthening of our levees and modernizing Folsom Dam.



- Promote exercise and activity by all age groups through the development of walkable neighborhoods and recreational facilities and programs.
- Promote opportunities for community education and involvement through volunteerism and civic engagement.

The Development of the Vision and Guiding Principles



Environmental Resources



- Encourage sustainable levels of energy and resource consumption through efficient land-use, transportation, building design, construction techniques, waste management, and other infrastructure systems.
- Preserve open space, farmland, natural resources, and environmentally-sensitive areas to maintain community identity.
- Preserve and protect important historic and cultural resources that serve as significant, visible reminders of the City's social and architectural history.
- Improve and expand the urban forest that contributes to the uniqueness of Sacramento: the City of Trees.
- Continue to improve air and water quality to ensure a healthy community and region.
- Continue to ensure the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies.

Parks and Recreation

- Maximize public access to and use of the Sacramento and American Rivers and the City's other open space resources.
- Expand and improve existing pedestrian paths and bikeways to promote health, recreation, and connectivity between neighborhoods.
- Provide innovative parks and recreational and sports facilities for all of Sacramento's existing and new neighborhoods.
- Promote Sacramento as a cultural destination with arts and open space amenities throughout the city.



Services and Facilities



- Provide quality public services, facilities, and infrastructure that are distributed equitably throughout the city.
- Support high quality education and schools.
- Promote joint-use of public facilities to optimize the use of public funds.
- Develop facilities, services, and partnerships to help end homelessness.

DEVELOPMENT OF VISION AND GUIDING PRINCIPLES

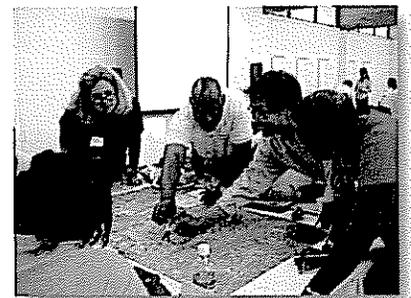
The initial public participation components of the General Plan Update (GPU) process, which includes the GPU Focus Group interviews, GPAC interviews, and the first round of Town Hall Forums, have engaged a broad representation of Sacramento's public in thinking about what Sacramento's future can be and ways to achieve it. The Town Hall Forums provided participants an opportunity to identify on survey forms what they felt are the five most important issues to be addressed in the updated General Plan. In addition to issues, public input also provided insight to what participants in the process value.

Across all 14 forums, the five most highly ranked issues are as follows (note that issues 4 and 5 were ranked the same):



1. Safe neighborhoods
2. Mixed-use and higher density developments around light rail stations and along commercial corridors
3. Distribution of affordable housing throughout the City
4. Protection of agricultural land and open space, and improving streetscape quality
5. Amount of affordable housing; improving air quality; and expanding the light rail system

A Planning Issues Report was also prepared that defined key issues brought forward in the first phases of the General Plan Update. The report was based on early input from Focus Group interviews, GPAC Interviews, the Town Hall Forums, the Technical Advisory Committee, Planning Staff, and the Technical Background Report (TBR). The Planning Issues Report and other General Plan documents are available at the General Plan website (www.sacgp.org). The issues Report identifies 14 key issues to be addressed in the update. These issues include:



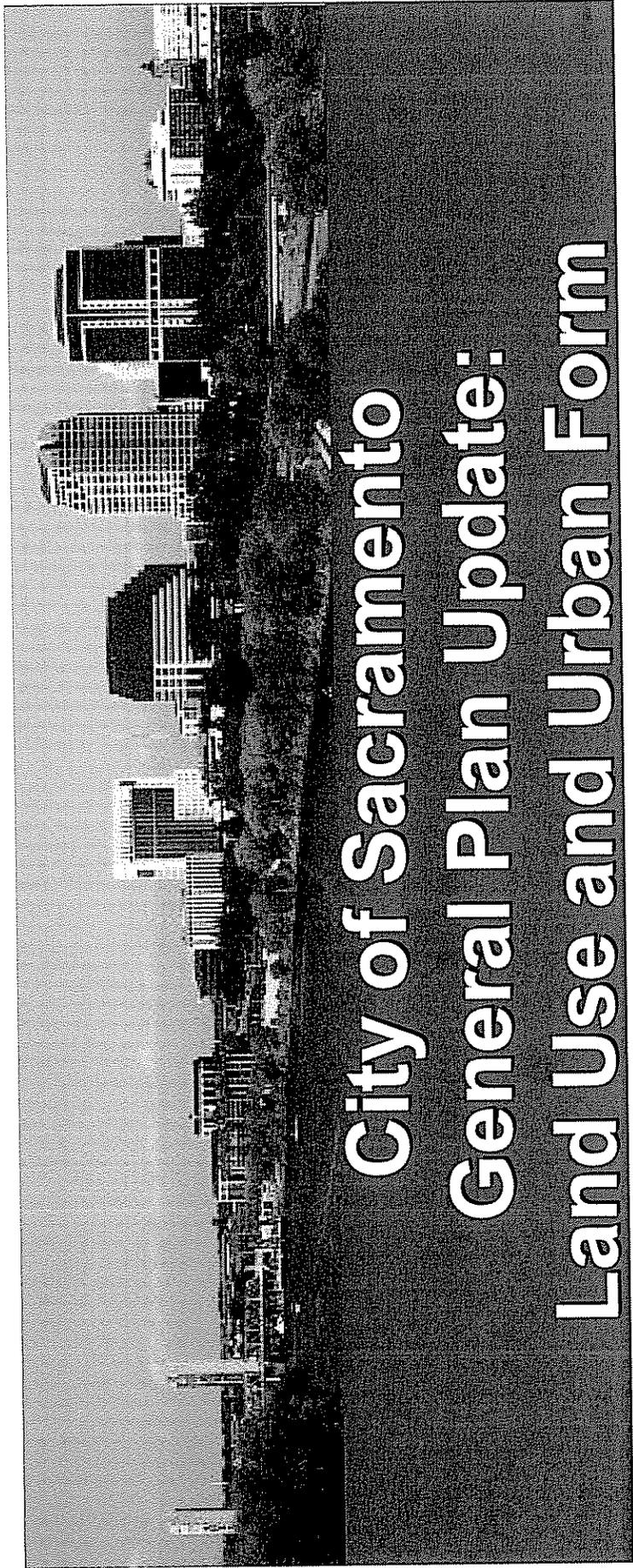
- Smart growth
- Sustainability
- Affordable housing
- Mixed-use, higher density development/infill
- Economic development
- Level of service for roadways
- Service standards for public facilities
- Alternative transportation modes
- Public safety/crime/police service
- Air quality
- Open space/farmland protection
- Natural resource protection
- General Plan implementation
- Streamlined permit processing



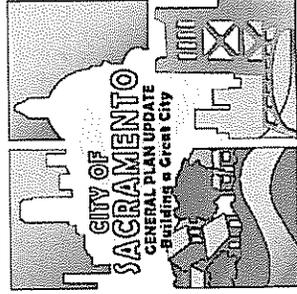
Many of the top issues and values identified in the Town Hall Forums were also key ones identified in other sources. All of these issues and values are reflected in the Vision for Sacramento's future or as Guiding Principles.

The Vision and Guiding Principles also reflect recently adopted City policy. These include such policy statements as the City's Strategic Plan (2005), Infill Strategy (2002), Smart Growth Principles (2001), Civic Standards (2001), Economic Development Strategy Framework (2000), and existing General Plan (including the Preservation Element, 2000, and the Housing Element Update 2003).

Thus, the Vision Statement and Guiding Principles have been informed by public input during the first phase of Town Hall Forums, by key information in the Planning Issues Report, and by existing City policy.



City of Sacramento General Plan Update: Land Use and Urban Form



Land Use Diagram Briefing
Sacramento 2030:
Vibrant, Thriving & Diverse!

Outline

- General Plan Process
- Need for Change
- Land Use Diagram Inputs
- Land Use Diagram Features Overview
- Questions

General Plan Process

Fall 2004

Fall 2005

Fall 2005

Spring 2007

Spring 2007

Fall 2007

Summer 2007

Summer 2008

DATA

ISSUES

VISION

ALTER-NATIVES

POLICIES & PLAN

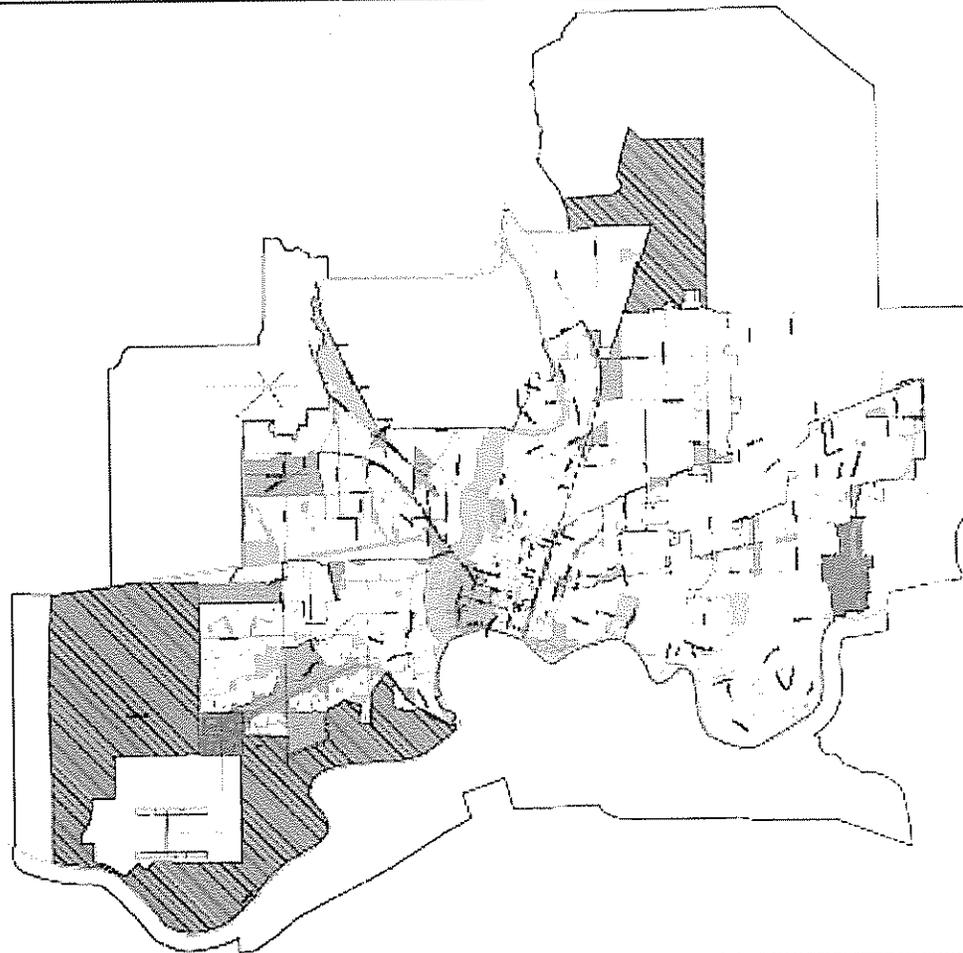
EIR

PUBLIC HEARINGS & ADOPTION

Land Use Input

- Smart Growth Principles (2001)
- Technical Background Report (TBR) (2004)
- Regional Blueprint (2005)
- Issues Report (2005)
- Vision and Guiding Principles (2005)
- Townhall Forums (26 meetings) (2005/06)
- Public Polling (2006)
- City Leadership Workshop (2007)

Areas of Change

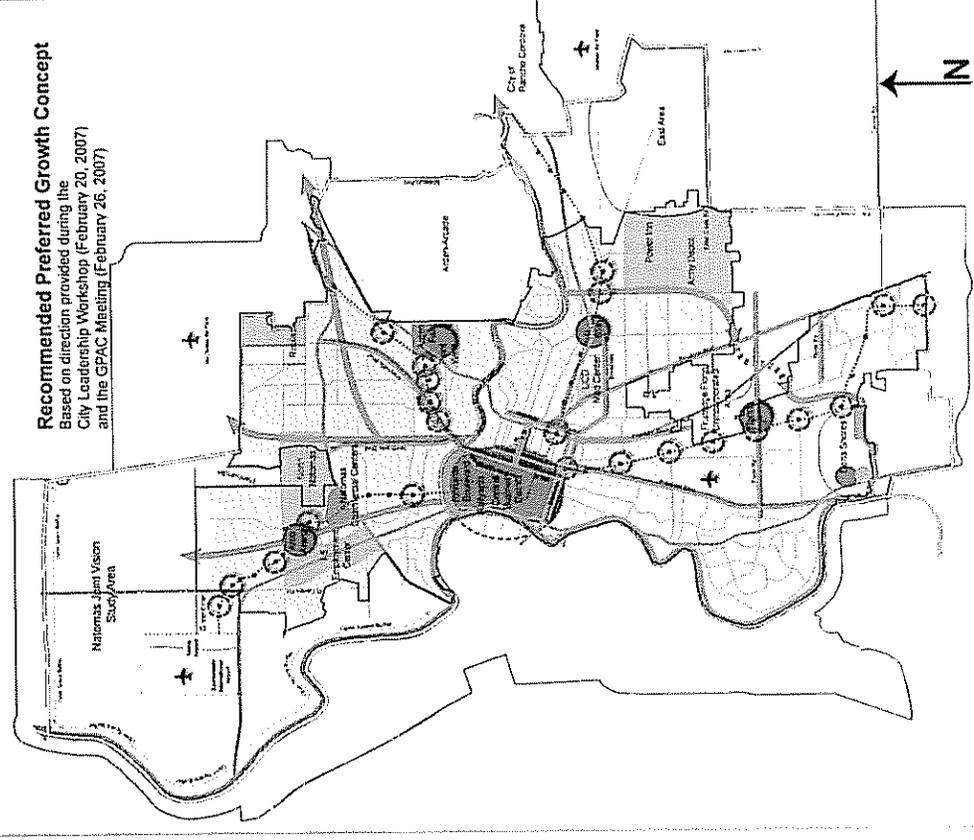


Date: April 19, 2007

Citywide Change Areas (Areas of Opportunity)

- Commercial Corridors
- Light Rail Stations
- Greyfields/Brownfields
- Greenfields
- Central City
- Complete/Classic Neighborhoods

SACRAMENTO 2030 Concept Diagram

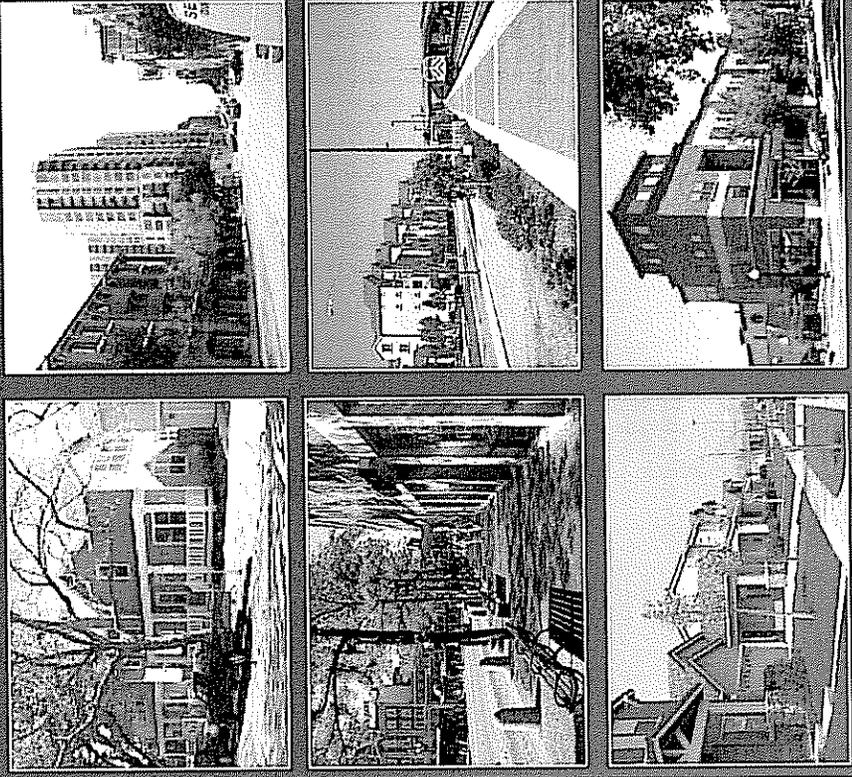


Recommended Preferred Growth Concept
 Based on direction provided during the
 City Leadership Workshop (February 20, 2007)
 and the GPAC Meeting (February 26, 2007)

LEGEND

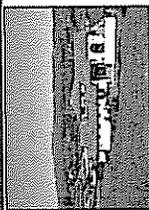
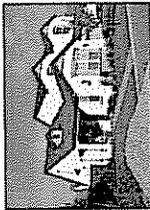
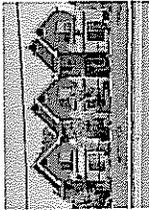
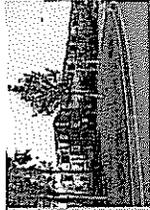
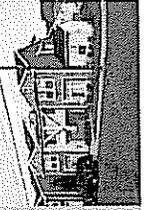
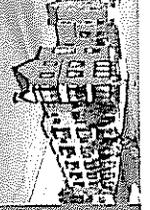
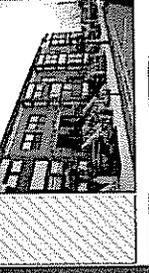
- Regional/Subregional Centers
- Transit Centers
- Employment Centers
- Commercial Centers
- Mixed Use Corridors
- New Growth Areas
- Natomas Joint Vision Study Area
- Parkways & Open Space
- Policy Area
- Areas with Minimal Change
- Study Area

Preferred Growth Concept



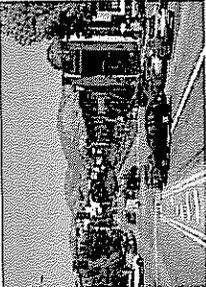
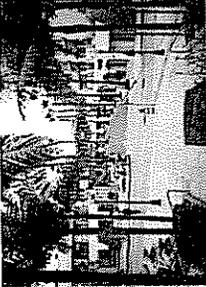
Land Use/Urban Form Legend

Neighborhoods

	Rural Residential Density: 0-2.9 Units/Acre Building Height: 1-3 Stories
	Suburban Neighborhood Low Density Density: 3.0-6.9 Units/Acre Building Height: 1-3 Stories
	Suburban Neighborhood Medium Density Density: 7.0-14.9 Units/Acre Building Height: 1-3 Stories
	Suburban Neighborhood High Density Density: 15.0-25.0 Units/Acre Building Height: 1-3 Stories
	Traditional Neighborhood Low Density Density: 3.0-7.9 Units/Acre Building Height: 1-3 Stories
	Traditional Neighborhood Medium Density Density: 8.0-17.9 Units/Acre Building Height: 1-3 Stories
	Traditional Neighborhood High Density Density: 18.0-32.0 Units/Acre Building Height: 1-3 Stories
	Urban Neighborhood Low Density Density: 12-32 Units/Acre*** FAR: 1.5-3.0** Building Height: 2-4 Stories
	Urban Neighborhood Medium Density Density: 33.0-60.0 Units/Acre*** FAR: 2.0-6.0** Building Height: 3-8 Stories
	Urban Neighborhood High Density Density: 61-250 Units/Acre*** FAR: 3.0-8.0** Building Height: 4-24 Stories

Land Use/Urban Form Legend

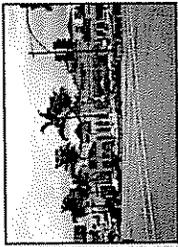
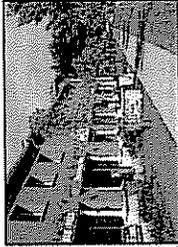
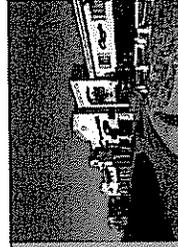
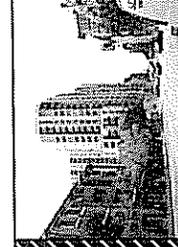
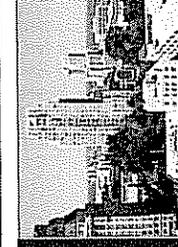
Corridors

Corridors	
	Suburban Corridor Density: 15-32 Units/Acre*** FAR: 0.35-1.5* or 1.5-3.0** Building Height: 2-4 Stories
	Urban Corridor Density: 33.0-60.0 Units/Acre*** FAR: 0.75-2.0* or 2.0-6.0** Building Height: 3-8 Stories

Land Use/Urban Form Legend

Centers

Centers

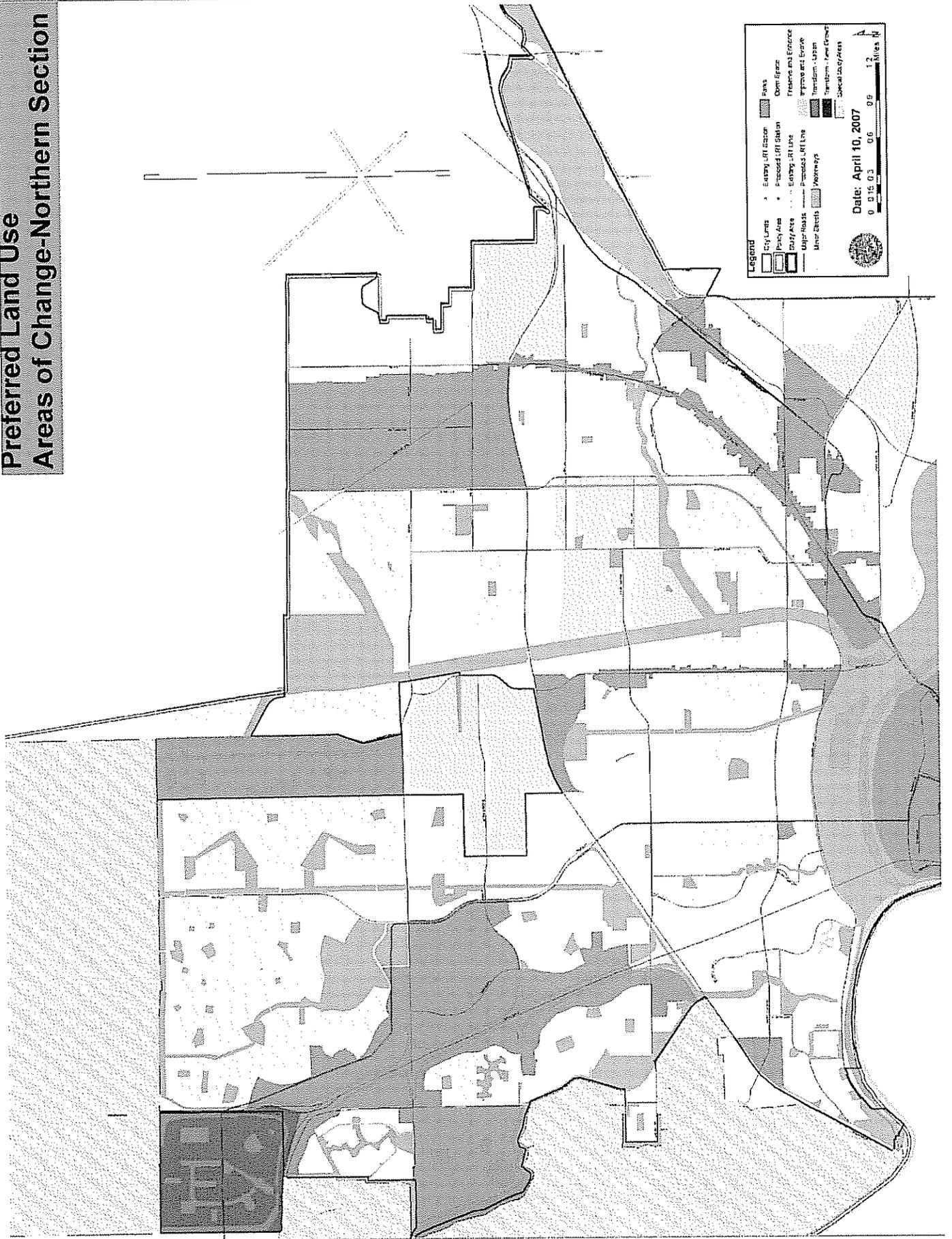
	<p>Suburban Center</p> <p>Density: 15-32 Units/Acre FAR: 0.35-1.5* or 1.5-3.0** Building Height: 1-4 Stories</p>
	<p>Traditional Center</p> <p>Density: 15-32 Units/Acre FAR: 0.5-2.0* or 1.5-2.0** Building Height: 1-4 Stories</p>
	<p>Regional Center</p> <p>Density: 32-80 Units/Acre FAR: 0.4-3.0* ** Building Height: 1-6 Stories</p>
	<p>Urban Center</p> <p>Density: 24-50 Units/Acre FAR: 1.5-4.0** Building Height: 2-6 Stories</p>
	<p>Sub-Regional Center</p> <p>Density: 61-250 Units/Acre*** FAR: 3.0-8.0** Building Height: 4-24 Stories</p>
	<p>Central Business District</p> <p>Density: 61.0-450 Units/Acre*** FAR: 3.0-10.0** Building Height: 4+ Stories</p>

Land Use/Urban Form Legend

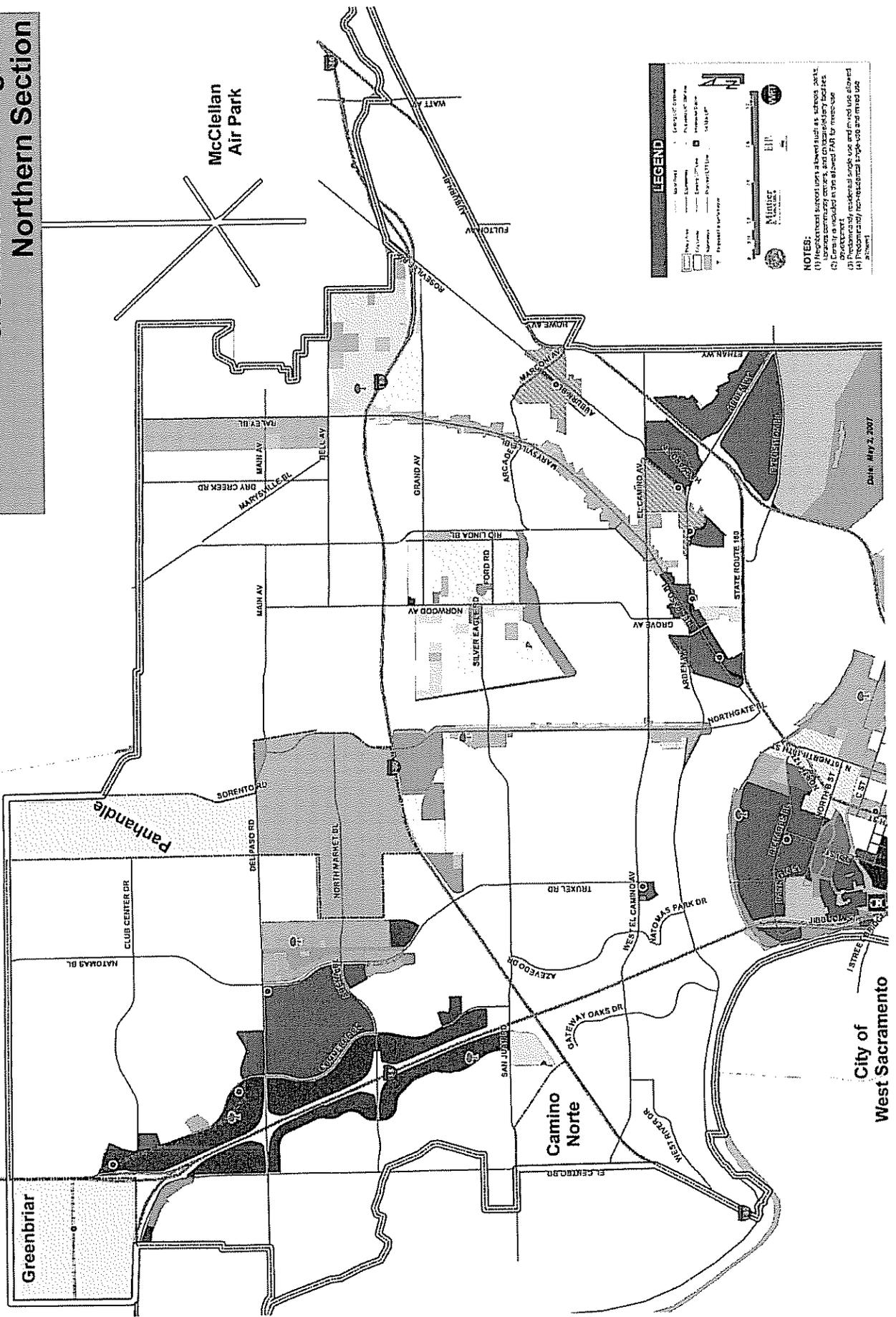
Other Districts

		Employment Center Low Rise FAR: 0.35-1.0 Building Height: 1-3 Stories
		Employment Center Mid Rise Density: 18.0-50.0 Units/Acre FAR: 0.75-4.0** Building Height: 3-12 Stories
		Industrial FAR: 0.1-1.0 Building Height: 1+ Stories
		Public & Institutional FAR: N/A Building Height: N/A
		Parks, Greenways, & Recreation Facilities FAR: Up to 0.1 Building Height: N/A
		Open Space FAR: Up to 0.1 Building Height: N/A
		Special Study Area Additional studies required

Preferred Land Use Areas of Change-Northern Section



DRAFT
Preferred Land Use
& Urban Form Diagram
Northern Section



McClellan
 Air Park

LEGEND

Map Title	Greenbriar Urban Form
Scale	1:10,000
Author	City of West Sacramento
Date	May 2, 2007

NOTES:

- (1) All street layouts shown shall be subject to final engineering review and approval by the City of West Sacramento.
- (2) Curbs are shown in the shaded areas for reference.
- (3) Theoretical residential use and mixed use allowed.
- (4) Theoretical non-residential use and mixed use allowed.

City of
 West Sacramento

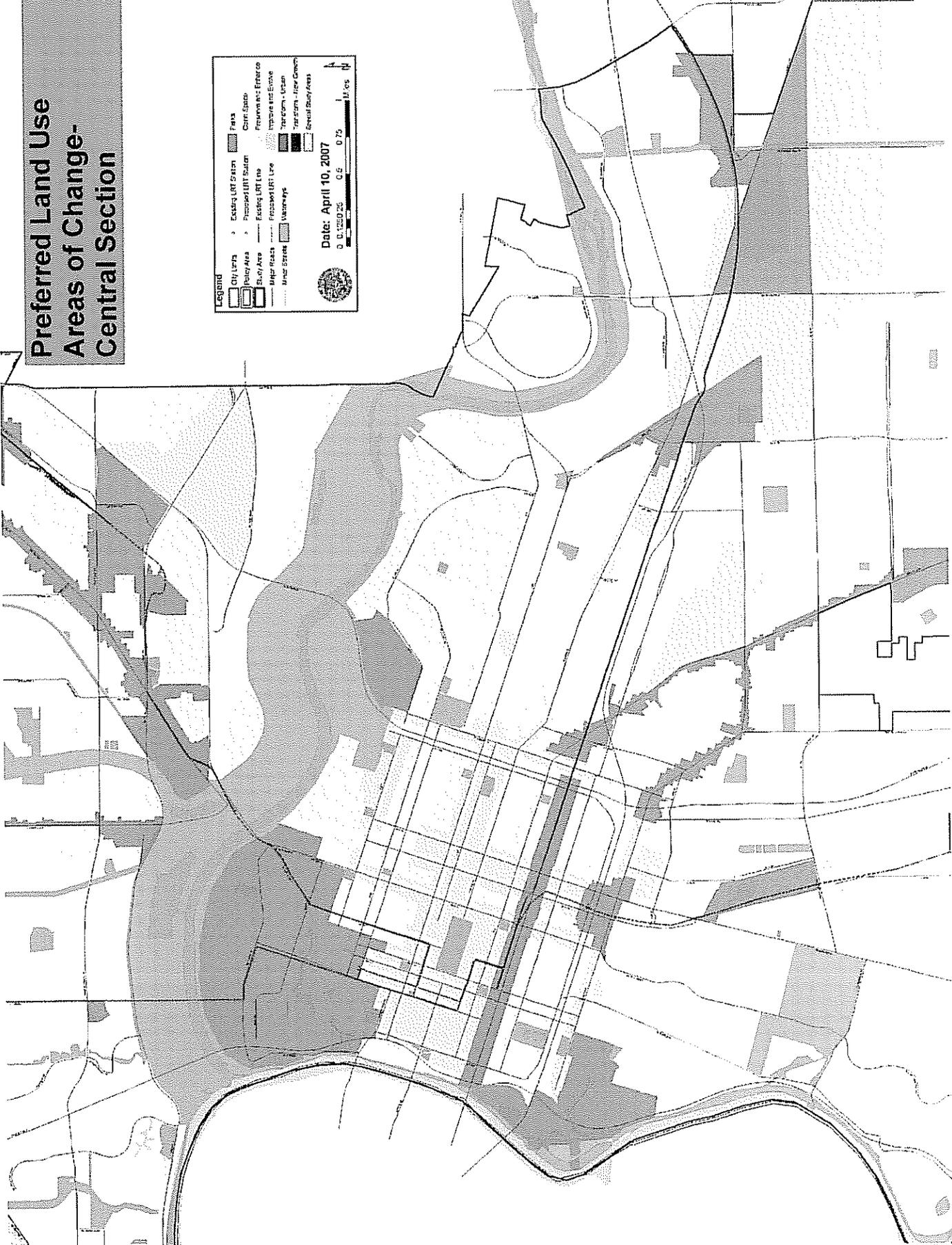
Preferred Land Use Areas of Change- Central Section

LEGEND

	City Limits		Existing LRT Station		Park
	Policy Area		Proposed LRT Station		Court Space
	Study Area		Existing LRT Line		Proposed LRT Station
	Major Streets		Proposed LRT Line		Impervious and Envelope
	Minor Streets		Transition - Urban		Transition - High Growth
	Waterways		Small Study Areas		

Date: April 10, 2007

0 0.125 0.25 0.5 0.75 1 Miles

Camino Norte

City of West Sacramento

DRAFT Preferred Land Use & Urban Form Diagram & Urban Form Diagram Central Section

LEGEND

- Map Sheet
- Concept Urban Form
- Proposed Urban Form
- City Limits
- Proposed City Limits

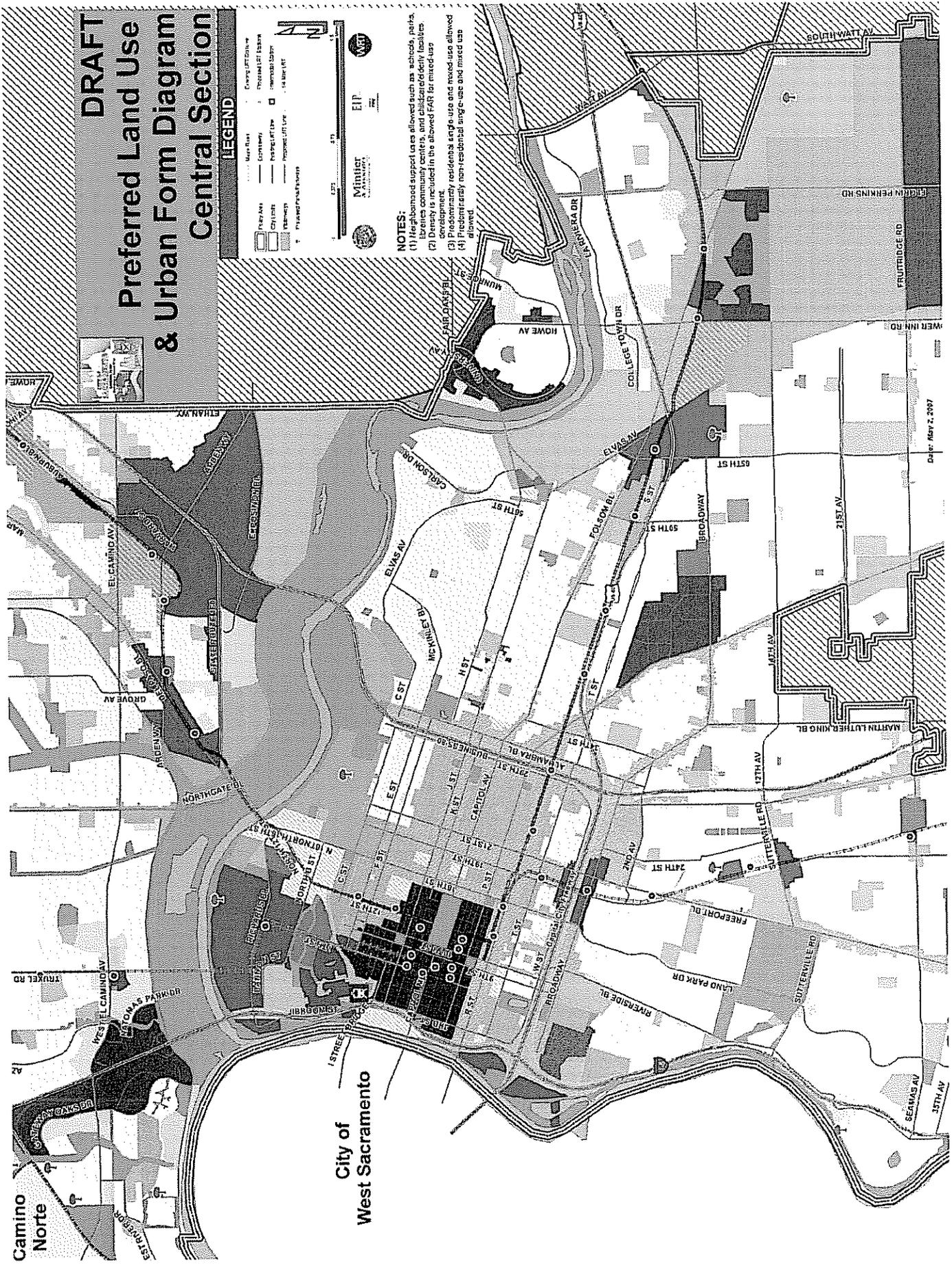
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Minister & Associates

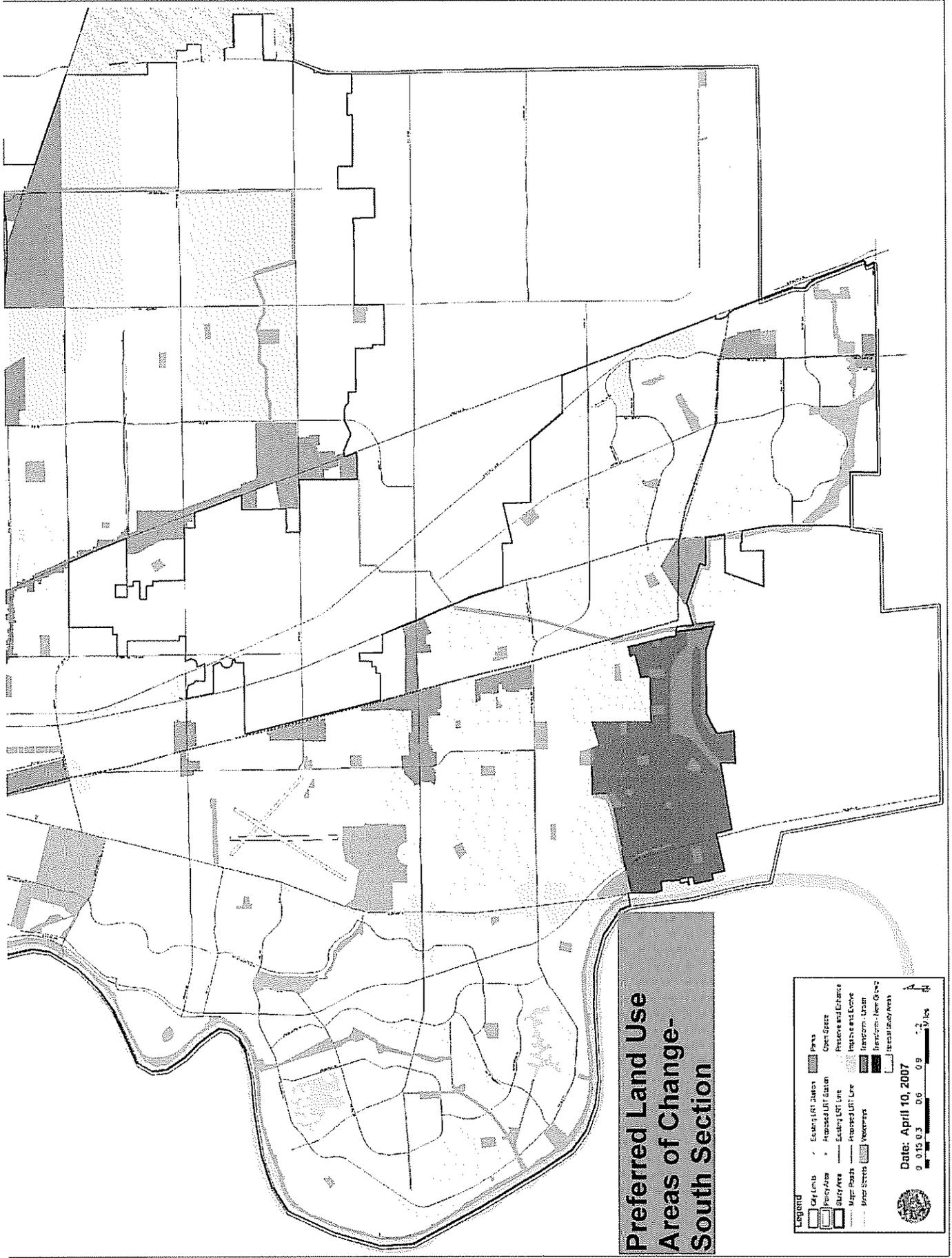
City of West Sacramento

NOTES:

- Proposed urban form is allowed such as schools, parks, libraries, community centers, and child care facilities.
- Density is included in the allowed FAR for mixed use development.
- Primarily residential single use and mixed use allowed.
- Primarily non-residential single use and mixed use allowed.

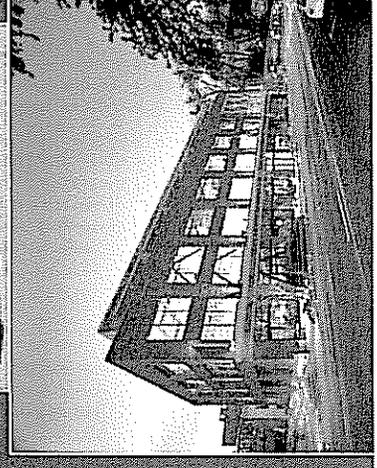
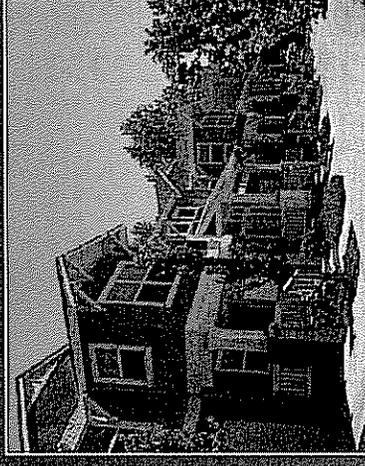


Date: May 7, 2007



Plan Features and Benefits

- Recognize Urban Development Standards
- Flexible/Mixed Land Use
- Broad Range of Densities/Intensities
- Streamlined Review
- Community Form/Design Identified
- Direction for Placemaking
- Ease of Update
- Initial CEQA Clearance



Key Questions

- Does the Map Represent Key Leadership Workshop Recommendations?
- Do Land Use/Urban Form Designations Provide Adequate Development Direction?
- Other Feedback/Comments?

Contacts

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