



REPORT TO COUNCIL

City of Sacramento

915 I Street, Sacramento, CA 95814-2671
www.CityofSacramento.org

STAFF REPORT
September 27, 2005

Honorable Mayor and
Members of the City Council

Subject: Technical Background Report and Town Hall Forum Results for General Plan Update (M05-005)

Location/Council District: Citywide

Recommendation: Adopt a Resolution accepting the Technical Background Report analysis of existing conditions as a foundation document for the development of planning policies for the General Plan Update.

Contact: Steve Peterson, Principal Planner, 808-5981; Celia Yniguez, Senior Planner, 808 -1969

Presenters: Steve Peterson, Principal Planner

Department: Development Services

Division: Planning

Organization No: 4827

Summary:

Staff will briefly summarize the Technical Background Report (TBR) findings and Town Hall Forum results for the General Plan Update. This work completes the existing conditions, data collection and initial outreach phase of the General Plan Update. Next month Council will receive briefings on the Planning Issues Report and Vision and Guiding Principles document. The City's General Plan is the constitution for future development and preservation of resources.

Committee/Commission Action:

The General Plan Advisory Committee (GPAC) recommended forwarding the report to the City Council subject to the comments provided by the subcommittees (see Attachment 2). Factual corrections and omissions will be addressed in an appendix or errata sheet prior to use in the environmental impact report. Some of the GPAC comments will be addressed in later phases of the update, and others are outside the scope of work and require additional research. The TBR was also reviewed by the Planning Commission (see comments - Attachment 1) and the Development Oversight Commission (no comments).

Background Information:

The Technical Background Report (TBR) provides a profile and analysis of existing conditions pertaining to the City and touches on a variety of issues including land use, economic development, transportation, parks, finance, and utilities. The TBR will be used as a foundation document for the development of subsequent planning policies and programs. The TBR Executive Summary is included as Attachment 3. The entire report (over 1000 pages) and the Town Hall Forum Summary are available on the following website: <http://www.sacgp.org/>.

Key findings from the TBR include:

- The city is projected to have 650,000 residents and 450,000 employees by 2030 (an increase of 200,000 new residents and 140,000 new jobs).
- The policy area includes 169 square miles and portions of West Sacramento, and parts of unincorporated Sacramento County and Sutter County.
- There is future demand for smaller and higher density units because of an aging population, life style choices and affordability concerns.

General Plan Policy Map

The General Plan will include land use policies for the policy area which includes the sphere of influence and additional areas outside the city. Based on further review of the TBR, staff recommends a change to the City's eastern policy area and study area boundary to accommodate projected populations and employment growth. The additional lands in the revised Rosemont Study Area are identified in the SACOG Blueprint as appropriate for mixed residential uses and its inclusion in the General Plan Update allows the City to consider the area as an opportunity site for future growth. Exhibit A shows the proposed changes to the General Plan policy and study area boundaries to include this land area. The TBR would need to be amended to address existing conditions for this area. The council resolution includes these modifications.

Town Hall Forum Summary

The first series of 14 Town Hall Forums took place in May and June. A summary has been prepared which provides an overview of the input from the public. The Summary also outlines how this input will be used in the development of the new General Plan. The top three issues expressed are:

- Making sure that we have safe neighborhoods
- Increasing mixed-use and higher density developments around light rail stations and along commercial corridors
- Distribution of affordable housing throughout the city

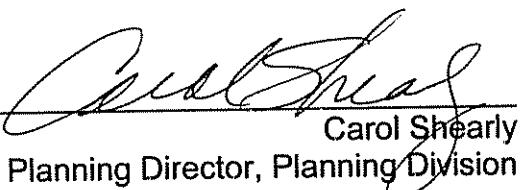
Financial Considerations: None. Budget authorization for the contract was approved in July 2004.

Environmental Considerations: The TBR will be the basis for preparing the "Existing Setting" section for each topic of the Environmental Impact Report.

Policy Considerations: The General Plan Update implements the City's Strategic Plan goals to expand economic development and promote sustainability and livability.

Emerging Small Business Development (ESBD): No goods or services are being purchased.

Respectfully Submitted by:


Carol Shearly
Interim Planning Director, Planning Division

Recommendation Approved:

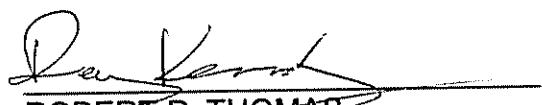

ROBERT P. THOMAS
City Manager

Table of Contents:

Pg	1-3	Report
Pg	4-5	Resolution
Pg	6	Exhibit A (General Plan Policy Area Map)
Pg	7-8	Attachment 1 - CPC Comments
Pg	9-41	Attachment 2 - GPAC Comments
Pg	42-52	Attachment 3 - Executive Summary
Pg	53-59	Attachment 4 - Phase I Town Hall Forum Summary
Pg	60-95	Attachment 5 - PowerPoint Presentation

RESOLUTION NO. 2005-xxxx

Adopted by the Sacramento City Council
September 27, 2005

**RESOLUTION ACCEPTING THE TECHNICAL BACKGROUND REPORT AS A
FOUNDATION DOCUMENT FOR THE GENERAL PLAN UPDATE (M05-005)**

BACKGROUND

- A. In August 2004, the City initiated a comprehensive General Plan Update.
- B. In June 2005, the City received the draft Technical Background Report (TBR) which analyzes existing conditions in the city and addresses a variety of issues including land use, economic development, transportation, parks, finance and utilities.
- C. In July and August 2005, the City conducted publicly noticed meetings on the TBR with the General Plan Advisory Committee, Development Oversight Commission and City Planning Commission (CPC). The factual corrections and omissions noted by the GPAC and CPC will be addressed in an appendix or errata sheet prior to preparation of the Environmental Impact Report.
- D. The General Plan policy area and study area boundary is approved, as modified and reflected in Exhibit A (attached).

**BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL
RESOLVES AS FOLLOWS:**

Section 1. The TBR, as amended, is acceptable as an analysis of existing conditions in the city and will be used as a policy foundation for the General Plan Update.

Table of Contents:

Exhibit A: Map General Plan Policy Area – 1 Page

Technical Background Report and Town Hall Forum
Results for General Plan Update (M05-005)

September 27, 2005

Adopted by the City of Sacramento City Council on September 27, 2005 by the
following vote:

Ayes:

Noes:

Abstain:

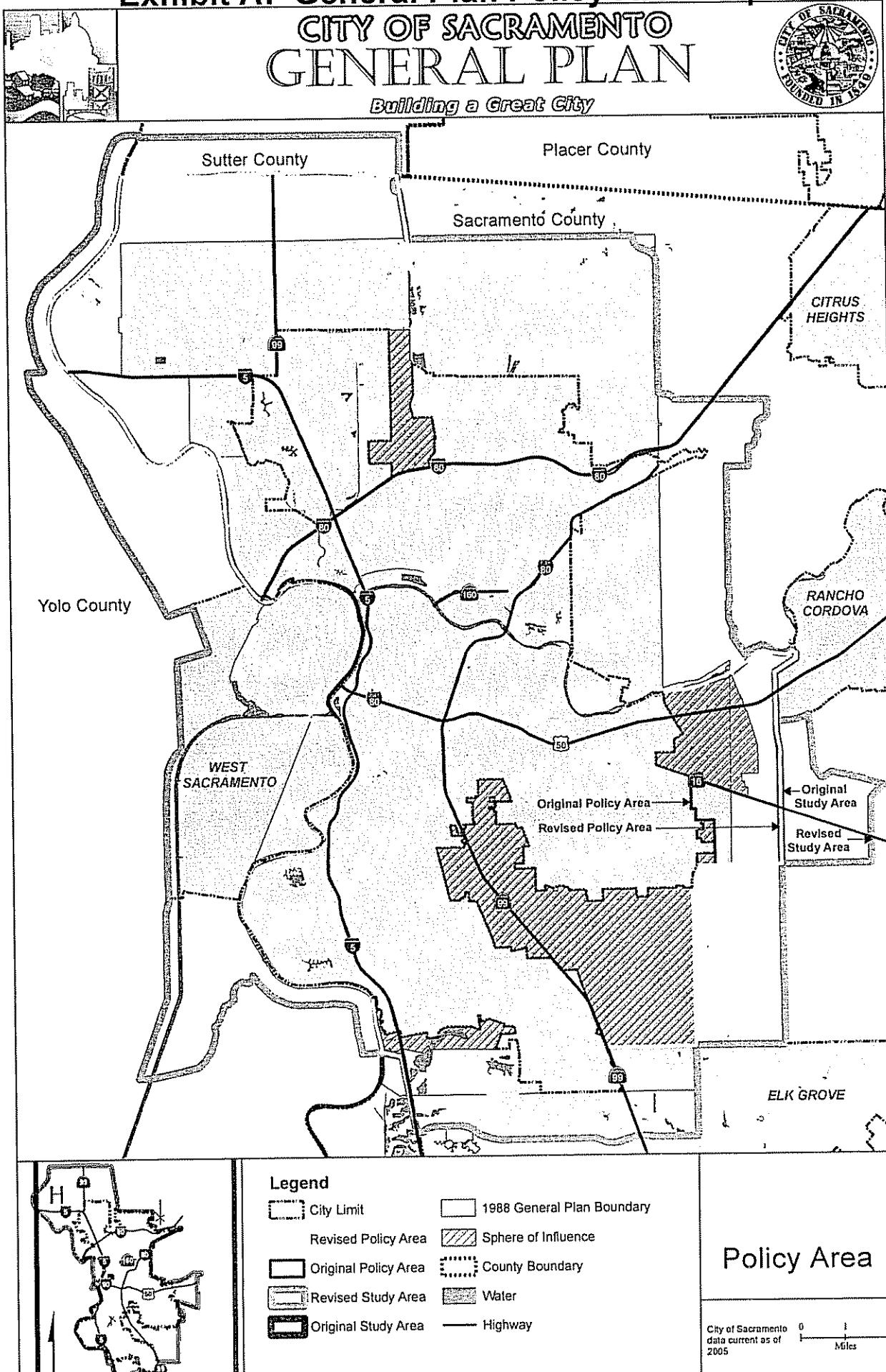
Absent:

Mayor Heather Fargo

Attest:

Shirley Concolino, City Clerk

Exhibit A: General Plan Policy Area Map



Planning Commission

General Plan Technical Background Report Comments

July 21, 2005

Planning Commission members had the following questions and comments on the Technical Background Report for the General Plan:

- Where will 140,000 jobs go? What industries and businesses and where? (Valencia)
- Need to closely involve the City's Economic Development Department in the General Plan Update process. (Valencia)
- Need both jobs and housing in the City since they are integrally linked. (Valencia)
- Need to take greater control of development in downtown. Certain State uses (i.e., back office uses) may not be appropriate in the downtown and may be more suitable in other areas of the City. (Valencia)
- Under Land Use (page ES-1), 10 community plan areas are mentioned but only the seven that have adopted plans are listed. Anyone reading this, including me, would like to know what the other three are. (Wasserman)
- Under Community Design the last paragraph deals with street canopy trees. It would be worth amplifying the discussion to point out that new developments mentioned have suffered because of the absence of trees within the public realm (e.g., public right-of-way). This then sets the stage for the issue of how we should treat the public realm in our new development areas and projects. (Wasserman)
- Under Mobility (page ES-6), the discussion of RT should point out that at present bus headway times and hours of operation of many lines do not serve many parts of the community adequately in terms of their needs, although many use it as their only economic transportation option. (Wasserman)
- Under Solid Waste (Section 4.3), mention should be made of the over concentration of facilities in the southeast sector of the City and of previous commitments to look at distributing some facilities to the North area. This issue has come up several times before the Planning Commission in the past year. (Wasserman)

- Under Environmental Resources (page ES-8), the comment that "Areas outside this area in the Joint Vision Area are not covered by the HCP" should be amended to make it clear that an HCP for the Joint Vision area will be required/necessary for any development to take place. (Wasserman)
- Under Air Quality (page ES-9), it should be pointed out that the major source of our poor air quality is vehicles, unlike most other metropolitan areas which have much more diversified pollution sources. (Wasserman)
- Under Scenic Resources (Section 6.6), it could be pointed out that undeveloped natural areas at the edge of our urbanized area are close and accessible to the city's populace. This distinguishes us from many other California cities. (Wasserman)

Public Comments:

- Roxanne Fuentes: Need to focus on slowing down growth since growth is from outside of California. Need to preserve open space both in urban areas and in rural areas of the city. There needs to be limits on the height of the buildings in the city.
- John Matthews: What is the relationship between the General Plan and SACOG's Blueprint?

Attachment 2

City of Sacramento General Plan Advisory Committee

Technical Background Report Comments

The Technical Background Report (TBR) is designed to provide a general overview of existing conditions in the City as of December 2004. The following is the list of the comments from the General Plan Advisory Committee (GPAC) on the TBR, which were received by City staff on August 29, 2005. The comments were unanimously approved by the GPAC for submittal to staff and to Council on that date.

The GPAC comments are organized by chapter and section and include a reference in parentheses to the GPAC subcommittee that approved the comment. (GPAC Subcommittees: CO = Community Design, Preservation and Outreach; HF = Housing, Infill, Infrastructure, and Finance; LE = Land Use and Economic Development; MA = Mobility and Air Quality; PR = Parks, Recreation, Open Space, Environmental Resources, and Regional Issues). City staff has organized the comments into a table and has categorized them by the type of comment or how it is to be addressed.

Those comments that have been identified as "Factual Corrections/ Omissions" will be addressed in an addendum to the Technical Background Report. This addendum will be published in September and will be made available to the public on the City's General Plan website (www.sacgp.org). The information used in the TBR will eventually be used for the existing conditions in the Master EIR.

The comments from the GPAC were organized by the following categories, which are listed below. In cases where more than one box was checked, the issue will be addressed in more than one way. For example, if the "Factual Corrections/Omissions" box is checked and the "Addressed in Later Phases" box is marked as well then this means that there is an error that needs to be corrected, but the issue will also be later on in the General Plan update process.

Factual Corrections/Omissions

Factual corrections and omissions will be highlighted in a section of the addendum that accompanies the Draft Technical Background Report. These corrections are within the scope and will be addressed prior to adoption or use in the environmental impact report (EIR). Examples of such factual corrections or omissions include missing regulatory information (e.g., Integrated Waste Management Act for solid waste discussion), incomplete information (e.g., no definition of term in glossary), or minor corrections (e.g., 1998 instead of 1988).

Technical Background Report and Town Hall Forum Results for General Plan Update (M05-005)

September 27, 2005

Addressed in Later Phases

The Technical Background Report (TBR) is focused on existing conditions and is not designed to assess policy direction or make policy recommendations. Comments that deal with planning issues, policy concerns, future development or projections, and trends analysis are not relevant to the Background Report, but instead are more appropriate in later phases of the process. Whenever possible in the following table when a comment was not considered applicable to the Background Report, staff identified the phase where the issue would be assessed. The abbreviations for the different phases or reports are identified below.

PI = Planning Issues Report

VG = Vision and Guiding Principles

LA = Land Use Alternatives

GP = General Plan Policies

EIR = Environmental Impact Report

IF = Infrastructure and Finance Plan

ZC = Zoning Code Update

HE = Housing Element Update

ED = Economic Development Strategy
(undertaken by Economic Development Dept.)

Beyond Existing Scope

In certain instances, some of the comments are outside the scope of the General Plan update and in particular the Background Report. In general, these are detailed comments that require an additional level of preparation and research not envisioned in the scope and thus these comments have cost implications that impact the budget. In a number of cases, the type of comments identified were often more appropriate to a master plan, which is a more detailed analysis of an issue or area (e.g., Parks Master Plan, Docks Master Plan, Central City Master Plan, Capital Improvement Program, Transportation Planning Guide, etc.), rather than the General Plan. In addition, since this is an overview of existing conditions, proposed projects, whether they are projects initiated by the City, the State, SMUD, other public agencies, or private developers, are not included in this document unless there are a draft document that has been completed (e.g., Docks Master Plan).

Refer To:

In some cases, comments that arose in one section that a subcommittee reviewed were addressed in another section, which may not have been reviewed by that subcommittee. In that case, staff has referred the reader to the appropriate page or section in the Technical Background Report. In other cases, the comments that arose are addressed in other City documents that are more detailed, but which are not dealt with in similar detail in the TBR. These would include such documents as the Pedestrian Master Plan, the Bikeway Master Plan, etc. In other cases, where a more detailed explanation was required, staff has provided that in a note after the table.

Technical Background Report and Town Hall Forum
Results for General Plan Update (M05-005)

September 27, 2005

Insufficient Information

Those comments that were too general in nature and did not provide sufficient direction (e.g., page numbers, paragraph reference or information to correct/change) to staff or the consultants were marked "Insufficient Information." An example of this type of comment is, "This document should contain more analysis." Additionally, statements of opinion without information to back them up were marked in this category.

Technical Background Report and Town Hall Forum
Results for General Plan Update (M05-005)

September 27, 2005

Issue/Comment	Factual Corrections/ Omissions	In Later Phases	Beyond Scope	Refer to:	Insufficient Info
General Comments					
There is a need to be more exacting in use of language. A number of references were made to text that was viewed as hyperbole, broad/all-encompassing. As a technical background report, the focus should be on presenting information and drawing conclusions from the data. (HF)				Note 1	
The document is in need of editing, particularly Section 2.2 and Introduction. (HF) The report lacks consistent baseline dates and makes comparison of data problematic. Sections lack trend analysis (comparing information from one date or period to another). (PR)				Note 1	Note 2

Technical Background Report and Town Hall Forum
Results for General Plan Update (M05-005)

September 27, 2005

Issue/Comment	Factual Corrections/ Omissions	In Later Phases	Beyond Scope	Refer to:	Insufficient Info
<p>Providing "indicators" that track important data and related issues would be useful to the General Plan Update. Below are examples of relevant indicators:</p> <ul style="list-style-type: none"> - Floor-Area Ratios (FARs) by Community Plan area and citywide averages - Percent of impervious surface - Sprawl Index (see Smart Growth America 2002 study) - Distance of residents to public transit - Completion of planned transportation improvements - Percent of City funds to different transportation modes - Amount of waste diverted/disposed from/to landfill - Amount of electricity used from renewable resources - Greenhouse gas emissions – totals, per capita - Energy consumption – totals, per capita - Water consumption – totals, per capita - Distance of residents to public services (parks, library, health facilities, fire station) - Condition of public facilities - Trees in City – amount, per capita - Number of listed species in City of Sacramento - Acres of contiguous habitat for listed species - Percent of likely habitat protected - Obesity of residents - Access to recreation - Leading cause of death - Incidence of sickness (PR) 				<p>Note 3</p> <p>LA</p>	

Technical Background Report and Town Hall Forum
Results for General Plan Update (M05-005)

September 27, 2005

Issue/Comment	Factual Corrections/ Omissions	In Later Phases	Beyond Scope	Refer to:	Insufficient Info
The TBR is difficult to apply at the neighborhood level. Information and maps at a citywide scale give little benefit for local inquiry with respect to a specific neighborhood. Ideally, all General Plan information would be available at the Community Plan level to serve neighborhood interest. (PR)		X	X		
The TBR does not directly address public health in an integrated manner. It includes environmental factors such as air and water quality, noise, traffic, safety, parks and recreation, but does not bring these together in a manner that describes the health of Sacramento's residents or the health risks to the population. (PR)		VG, GP			
Give a caveat if the regulatory context list is incomplete (MA)	X	X	X	Note 4	Note 5
There should be a listing of relevant documents applicable to each section (bibliography) (MA)					
The report makes no mention of Homeland Security. (MA)					
The document should contain more analysis. (LE)				Note 6	Note 7
The report is not well unorganized, choppy and contains many technical errors. If report errors are not corrected, how will the reader be aware of what corrections are made in an appendix? (LE)					Note 8
The population and housing data should identify numbers from the years each of the plans were adopted. (LE)			X		
The report was not always clear regarding boundaries (e.g., was text/data referring to City? Study Area? Policy Area?). (LE)					

Technical Background Report and Town Hall Forum
Results for General Plan Update (M05-005)

September 27, 2005

Issue/Comment	Factual Corrections/ Omissions	In Later Phases	Beyond Scope	Refer to:	Insufficient Info
The Economics Section ranged from region down to the City. (LE) [Clarification from Chair: How does regional info impact City's land use decisions?]				Note 9	
Office market growth appears directly tied to population growth. What other factors were used to project office growth? The current method appears to be based on false and unrealistic assumptions. (LE)				Note 10	
The "findings sections" are not findings, but restatements of data relating to the existing conditions. Since this entire report is supposedly not value statements, the term "Findings" is not consistent with the intent of the report. The "Findings" should be in future reports. (LE)				Note 11	
The sections on education fail to reference the long range planning documents prepared by each higher educational facility to accommodate student growth in the region. (LE)				Note 12	
Define all acronyms and other terms used in the glossary (HF)	X				
Look at what other cities have done in developing large urban infill sites. (CO)		LA			
How can we bring the buzz/excitement of the time period from 1850-1900 back into our present day? (CO)		VG, GP			
Old Sacramento doesn't attract City residents. There is a need for more cultural activities and amenities. Higher quality retail connections may help draw more residents. (CO)		GP			
How do we reconcile elements of preservation with adaptive reuse? (CO)		GP, ZC			

Technical Background Report and Town Hall Forum
Results for General Plan Update (M05-005)

September 27, 2005

Issue/Comment	Factual Corrections/ Omissions	In Later Phases	Beyond Scope	Refer to:	Insufficient Info
The Historic Building Code was developed to stop a period degradation and demolition. As we continue the preservation movement how will the Historic Building Code evolve? (CO)		ZC			
As we continue to celebrate characteristics and identities of Sacramento Neighborhoods how do we preserve neighborhood quality? The buildings, streetscape and trees. (CO)		GP, ZC			
Should trees be included as a historical resource? (CO)		GP			
Preservation tools may not be the best method to address issues of East Sacramento and Land Park. Perhaps Form Base Codes should be further explored. (CO)		ZC			
As we grow vertically how do we preserve views that are not currently attainable in the low-rise setting? (CO)		GP, EIR			
How can multi-family design principles better address quality of life issues? (CO)		ZC			
Executive Summary				Note 13	
Economic Development: Some corridors referred to in the Executive Summary under Economic Development are not within redevelopment areas and therefore cannot receive SHRA funding. Do not create unreal expectations for funding. (MA)					
Land Use/Housing: Executive Summary alludes to the fact that start-up homes are in existing neighborhoods and move-up housing will be provided in the new growth areas. This is not an accurate assertion. (MA)	X				

Technical Background Report and Town Hall Forum
Results for General Plan Update (M05-005)

September 27, 2005

Issue/Comment	Factual Corrections/ Omissions	In Later Phases	Beyond Scope	Refer to:	Insufficient Info
Schools: Executive Summary section of schools suggests that the City can have some influence on open enrollment policies. How? (MA)				Note 14	
Utilities: The Executive Summary states that the majority of SMUD's power is from hydroelectric generators. The contract for this source with El Dorado County is up for renegotiation. This report should not suggest that this source is guaranteed. (MA)				Note 15	
Chapter 1.0 Introduction					
No comments					
Chapter 2.0 Community Development					
Land Use (2.1): Figure 2.1-3, 1988 General Plan Land Use Designations, shows a combined designation "Parks-Recreation-Open Space" that does not serve the distinctions between these uses. Future documents should separate Parks, Recreation, and Open Space categories. (This is seen in Community Plan maps and tables as well.) (PR)			X		
Land Use (2.1): Community Plan Maps (example, Fig. 2.1-10, N. Natomas Community Plan); It would help locate land uses if major streets were identified on the maps. (PR)		X			
Land Use (2.1): Special Planning Districts (p. 2.1-70, Table 2.1-22), correction: last sentence on page reads, "Table 2.1-22 shows acreage and vacant acreage of each Special Planning District". The table does not show vacant acreage. (PR)		X			
Land Use (2.1): Findings (2.1-74), correction: Last bullet is a repeat of 8th bullet. (PR)	X				

Technical Background Report and Town Hall Forum
Results for General Plan Update (M05-005)

September 27, 2005

Issue/Comment	Factual Corrections/ Omissions	In Later Phases	Beyond Scope	Refer to:	Insufficient Info
Land Use (2.1): Schools aren't shown on figure 2.1-9 and may be omitted on other maps as well. (LE)				Note 16	
Land Use (2.1): If schools are not shown on maps, the corresponding tables with acreage totals are inconsistent at best. (LE)	X			Note 16	
Land Use (2.1): The calculations in the percent vacant column are incorrect in table 2.1-11(see low density residential). Are there other formula/mathematical errors in other tables as well? Only this table was checked. (LE)				See TBR Table note 2, p. 2.1-37	
Land Use (2.1): Subtotal for total acreage on table 2.1-5 is incorrect (LE)				See TBR Table note 2 on p. 2.1-17	
Land Use (2.1): Naming conventions for community plan areas are confusing. Some naming is based on geographic location, other on neighborhood names. For example, the Land Park Community Plan area includes two distinct neighborhoods, Sierra Curtis and Land Park. The casual reader would confuse the Land Park plan to only address the Land Park neighborhood. Community Plan names must reflect the major neighborhoods or geographic area they include. An example of a geographic naming convention is "East Broadway Community Plan Area". (LE)				Note 17	
Land Use (2.1): No context is provided for significant vacant "transportation/utilities" category (e.g., 66 ac. or 53% of vacant land in the community plan area) in the Land Park Community Plan Area. See table 2.1-11. This is a statistically significant area and it should be identified. Is it the UP railroad site? (LE)		X			

Technical Background Report and Town Hall Forum
Results for General Plan Update (M05-005)

September 27, 2005

Issue/Comment	Factual Corrections/ Omissions	In Later Phases	Beyond Scope	Refer to:	Insufficient Info
Land Use (2.1):-Use common denomination for land area measurements (e.g., acres, square miles etc.) in tables for easier comparisons of data. (LE)				Note 18	
Land Use (2.1):-Population should be provided for all of the community areas. (LE)		X			
Land Use (2.1):-Subtotals for land use and infrastructure should be compared with citywide totals (e.g., number of parks, park acreage, schools etc.) (LE)		X			
Land Use (2.1):-Study area descriptions should more clearly state that it is more an area of influence and that no data or policy changes will be made. (LE)				Refer to Intro p. 1-4	
Land Use (2.1):-Community plan and other area maps should include major points of reference such as schools and major roads particularly so that the boundaries of the planning areas are clearly identified. (LE)		X			
Policy Context (2.2): Need to be careful about language in the Policy Context section and specifically the description of projects and programs (Section 2.2) as a number of statements are definitive versus stating what intended outcomes are. (HF)				Note 19	
Community Design (2.3): Temper the language in this section. Avoid projecting scenic qualities and related symbolism that people rarely experience refer to p. 2.3-2 paragraph 3. (CO)				Note 20	
Community Design (2.3): Folsom dam, completed in 1955, not mentioned. Acknowledge the construction of Folsom Dam, the levee system and other forms of flood control and their impacts on development patterns, refer to p. 2.3-1 paragraph 5. (CO)				Refer to p. 7.2-2	

Technical Background Report and Town Hall Forum
Results for General Plan Update (M05-005)

September 27, 2005

Issue/Comment	Factual Corrections/ Omissions	In Later Phases	Beyond Scope	Refer to:	Insufficient Info
Community Design (2.3): Although the "natural element" of the rivers dictates the location of the levees, the levees themselves are, of course, "manmade." Consider putting levees in the "manmade" category, refer to p. 2.3-1 paragraph 5. (CO)				Note 21	
Community Design (2.3): Advances in building design and technology changed architecture and technology (e.g., T1-11 siding and availability of energy) from indigenous design to homogenous design. The manmade element of cheap electricity made air conditioning affordable, which in turn affected housing and landscape design. 2.3-58 bullet #7. (CO)				Note 22	
Community Design (2.3): The TBR should provide further explanation of how light-rail systems provide for more demand in living downtown. 2.3-5 paragraph 2. (CO)	X				
Community Design (2.3): There is a Greenprint effort underway by the Sacramento Tree Foundation, contrary to 2.3-58 and 2.3-45. (CO)		X		Note 23	
Community Design (2.3): Acknowledge the impact of Mather Field and the Army Signal Depot in addition to McClellan, and their subsequent closures, on the built environment. 2.3-9 paragraphs 2 and 3. (CO)				Note 24	
Community Design (2.3): Note that outlying light rail stations are not currently integrated but have planning efforts underway (e.g., Swanton, TLC, etc.) to increase development around these stations. Also mention that LRT station areas are priority infill areas. 2.3-5 paragraph 2. (CO)		LA			

Technical Background Report and Town Hall Forum
Results for General Plan Update (M05-005)

September 27, 2005

Issue/Comment	Factual Corrections/ Omissions	In Later Phases	Beyond Scope	Refer to:	Insufficient Info
Housing (2.4) Many of the comments and concerns related to the data used in the section and the fact that it is outdated. City Staff explained that updating the data could pose a problem with respect to maintaining internal consistency in its Housing Element, which has been certified by the State. The consensus on the Subcommittee was that the information needed to be updated in some manner; the housing conditions have changed dramatically and thus the information in this report seems to be inadequate for the purpose of establishing and/or further developing housing policy in the General Plan (HF)		X	Note 25		
Housing (2.4): Data is out of date cited examples include single-family production, housing costs, interest rates, multi-family vacancy and production etc. City Staff indicated that the section should have included a disclaimer that states that the Housing Element Section cannot be revised without triggering the recertification process with the State and that the next Housing Element will be prepared in 2007-08 (HF)		X			
Housing (2.4): Document needs to be more educational and user-friendly so that the public can better understand these issues. This comment was particularly addressed to Staff inquiry on how the information could be improved for the purpose of the Housing Element process, which will be initiated after the General Plan update. (HF)					
Housing (2.4): Graphics would be helpful (e.g., charts, graphs, illustrative photos, etc.), see above comment. (HF)					

Technical Background Report and Town Hall Forum
Results for General Plan Update (M05-005)

September 27, 2005

Issue/Comment	Factual Corrections/ Omissions	In Later Phases	Beyond Scope	Refer to:	Insufficient Info
Housing (2.4): Need a discussion in the Technical Background Report that identifies current housing issues and related data (HF)				Note 25	
Housing (2.4): Should discuss cultural issues related to overcrowding (p. 2.5-4) (HF)		HE			
Housing (2.4): Should identify where homeless shelters and transitional housing are in the City (p.2.5-23) (HF)		HE		Note 26	
Housing (2.4): Need to look more at the City's process as a constraint to housing development (HF)		HE			
Housing (2.4): Need better connections between housing and transportation and other policy initiatives currently being considered by the City. (HF)		GP, HE			
Housing (2.4): Lacks a discussion of a 24-hour downtown and the efforts associated with the City's Central City Housing Strategy, see comment above. (HF)		PI, GP			
Housing (2.4): The adequate sites inventory doesn't address whether infrastructure in the area is really able to support the level of anticipated development. Perhaps the evaluation of "adequacy" needs to be expanded to address whether there is the full range of infrastructure (capital and otherwise) to support residential development in areas. (HF)		HE			
Housing (2.4): Need more discussion of the City's Inclusionary program. This is a major new initiative and statistical information could be included as indicators of level of achievement. (HF)		HE			
Housing (2.4): Little discussion about the ability to serve the needs of new development (e.g., adequate roads, transit, services, affordable housing, etc.) (HF)		HE, GP, IF			

Technical Background Report and Town Hall Forum
Results for General Plan Update (M05-005)

September 27, 2005

Issue/Comment	Factual Corrections/ Omissions	In Later Phases	Beyond Scope	Refer to:	Insufficient Info
Economic Development (2.6): On page 2.6-3 the section titled Industry Employment Trends refers in bullet point 1 to the State employment trends and referenced Table 2.6-4. This table refers to Sacramento Regional employment. Either the conclusions or the reference is in error. (LE)	X				
Economic Development (2.6): Table 2.6-10 on page 2.6-11 omits a number of the Los Rios campuses such as the Folsom campus. (LE)	X			Note 27	
Economic Development (2.6): Tables and text are difficult to interpret because Public vs. Private owned and leased space are not clearly identified. (LE)				Note 28	
Economic Development (2.6): The historic trend of office absorption in the city has been less than 100,000 sf/yr (Table 2.6-10), yet the text on page 2.6-10 indicates a positive absorption of more than 150,000 sf/yr. The consultant needs to explain this discrepancy. (LE)				Note 29	
Economic Development (2.6): It appears that new building space demand projections were developed as a function of population growth within the city, not out of projected employment growth. The text indicates the trend for new building space demand is outside the city on regional hubs like Roseville. There is nothing to indicate this trend will change. (LE)					
Economic Development (2.6): Clarify whether or not employment projections were developed independent of or concurrent with population projections/ methodology. If jobs growth is outside of the city, then economic assumptions may be more regional in nature and not specific to the city itself. (LE)				Note 30	

Technical Background Report and Town Hall Forum
Results for General Plan Update (M05-005)

September 27, 2005

Issue/Comment	Factual Corrections/ Omissions	In Later Phases	Beyond Scope	Refer to:	Insufficient Info
Economic Development (2.6): Need stronger distinction between what's important and has focus and other sections with background information. Provide more perspective in the introduction. (LE)	ED, PI	X		Note 31	
Economic Development (2.6): Provide a discussion of non-traditional jobs, work and commute patterns. (LE)				Note 32	
Economic Development (2.6): Provide a separate list of acronyms, separate from the glossary. (LE)				Refer to p. 2.6-87	
Economic Development (2.6): Discuss the potential need for executive housing in the City. (LE)				Refer to p. 2.6-90	
Economic Development (2.6): Identify the need to provide quality schools as a reflection of community. (LE)				Note 33	
Economic Development (2.6): In section 2.6-80 strike tax increment support for LRT on Broadway (or state that it's beneficial in all redevelopment areas with LRT stations). (LE)					
Chapter 3.0 Mobility					Note 34
General: Findings are omitted after each Mobility section except Section 3.7 Railways. This section contains the Findings for all the previous sections (3.1 – 3.7). (PR)	X				
General: Bridges over Waterways: List all Vehicular, Pedestrian/Bike, and Railroad crossings over all Waterways in Sacramento (MA)	X				
General: Bridges over Waterways: Identify authority entities over these bridges (MA)	X				
General: Bridges over Waterways: Identify purpose, type of bridge (e.g., draw bridges to allow boat traffic to pass under, etc.) (MA)	X				

Technical Background Report and Town Hall Forum
Results for General Plan Update (M05-005)

September 27, 2005

Issue/Comment	Factual Corrections/ Omissions	In Later Phases	Beyond Scope	Refer to:	Insufficient Info
General: Bridges over Waterways: Identify any existing Plan areas the bridge falls within (e.g., American River Parkway Plan, etc.) (MA)		X		Note 35	
General: Bridges over Waterways: Identify any additional maintenance responsibility entities (MA)		X		Note 35	
General: Bridges over Waterways: Identify brief history, e.g., year built (MA)		X		Note 35	
General: Bridges over Waterways: Provide any known statistics relative to usage of the bridges; e.g., vehicular traffic (MA)		X		Note 35	
Roadways (3.1): Omission (3.1-5): description of Route 99 only mention south of Business 80 section, not north section. (PR)	X				
General Comments: There should be some mention of the trolley system that once existed in Sacramento including the location of existing tracks. (MA)		X		Note 36	
General Comments: There is no mention of Intelligent Transportation Systems (ITS) (MA)	X				
General Comments: No existing projects list. (MA)		X			
General Comments: No mention of high occupant vehicle (HOV) lanes (existing or planned) (MA)				Refer to p. 3.1-5 and Figure 3.1-2	
General Comments: Mention ferries and water taxis in the appropriate section. (MA)				Note 37	
General Comments: Do not refer to analysis on the first page of the mobility section if true analysis is not going to be performed at this stage (MA)	X				

Technical Background Report and Town Hall Forum
Results for General Plan Update (M05-005)

September 27, 2005

Issue/Comment	Factual Corrections/ Omissions	In Later Phases	Beyond Scope	Refer to:	Insufficient Info
General Comments: What is the funding source for the \$114 million dedicated to housing and how reliable is that source? (MA)		X			
General Comments: Summary at the end of 3.7 is not necessary. Either expand the existing "summary" to a useful level of analysis as a separate section (3.8) or drop altogether. (MA)				Note 38	
General Comments: Discussion of the levee system oversight needs to be expanded. (MA)				Refer to p. 7.2-2	
Roadways (3.1): Omission (3.1-17): No definition of STAA in chapter. (PR)				Refer to p. 3.1-17	
Roadways (3.1): Correction (3.1-21): Bullet #2 should be 1998, not 1988. (PR)	X				
Roadways (3.1): Repetitive language (3.2-1): first and second sentence of last paragraph repeat content. (PR)				Note 39	
Roadways (3.1): There are other jurisdictions that have real projects that have impacts on the City (MA)		LA, EIR			
Roadways (3.1): p. 3.1-13 should clarify that bikes and pedestrians are included in the accident data (MA)				Note 40	
Roadways (3.1): Text of Exhibit 3.1-3 is too small and the inset is missing. Same for Exhibits 3.1-4 and 3.1-5. (MA)				Note 41	
Roadways (3.1): What percentage of maintenance funding goes to various modes? (MA)			X		
Roadways (3.1): We need a discussion of neighborhood traffic impacts (MA)	EIR	X		Note 42	
Roadways (3.1): How were the 250 "study roadway segments" chosen and why aren't they identified? (MA)				Note 43	

Technical Background Report and Town Hall Forum
Results for General Plan Update (M05-005)

September 27, 2005

Issue/Comment	Factual Corrections/ Omissions	In Later Phases	Beyond Scope	Refer to:	Insufficient Info
Roadways (3.1): Needs to be a discussion of Transportation Management Plans. (MA)	X				
Roadways (3.1): Needs to be a discussion of Transportation Management Agencies. (MA)	X			Refer to p. 3.1-17	
Roadways (3.1): p. 3.1-17 should have some discussion of truck routes. (MA)					
Roadways (3.1): p. 3.1-21 should make some mention of the pending reauthorization of TEA-21 (MA)	N/A				
Roadways (3.1): Language on 3.0-1 should be clarified by saying that explaining that demand exceeds capacity for which the impacted roads are designed rather than demand exceeds what the roads can handle. (MA)	X				
Transit Service (3.2): More discussion of the impacts of neighboring jurisdictions' impacts on the City such as the decision not to participate with Sacramento Regional Transit. (MA)				Note 44	
Transit Service (3.2): Better distinction of transit services available should be made (bus, eBus, trolley service, neighborhood shuttles, Dash, ferries, etc.) (MA)				Note 45	
Transit Service (3.2): Natomas TMA shuttles should be mentioned (MA)	X				
Transit Service (3.2): Correct light rail line descriptions (Sunrise to Watt, Downtown to Meadowview) (MA)	X				
Transit Service (3.2): Should we include planned improvements throughout the document? (MA)			X		

Technical Background Report and Town Hall Forum
Results for General Plan Update (M05-005)

September 27, 2005

Issue/Comment	Factual Corrections/ Omissions	In Later Phases	Beyond Scope	Refer to:	Insufficient Info
Transit Service (3.2): [Clarification from chair: Transportation] Issue development has to be a significant undertaking and not rushed (MA)				Note 46	
Transit Service (3.2): p. 3.2-2 does not mention the Amtrak San Joaquin commuter line and the other more localized commuter routes that serve Sacramento. (MA)	X				
Transit Service (3.2): Identify all stakeholders tasked with mobility (goes for all chapters) (MA)	P				
Transit Service (3.2): p. 3.2-5 should mention State legislation governing transit-related issues (MA)					
Transit Service (3.2): Regional Transit's 20 Year Plan is not included. Should this type of plan be included? Maybe an issue for section 3.2. (MA)				Refer to 2.2-41	
Bikeways (3.3): Need more background information to go on to define a better system. (MA)				Note 47	
Bikeways (3.3): When we move forward, the City should do a better job at collecting data specifically for bike accidents (data is lacking). (MA)		X			
Bikeways (3.3): Need to be some discussion on the issues relative to establishing new bike routes and performance of existing bike routes. (MA)	GP				
Bikeways (3.3): Should include the focused subarea maps from the Bikeway Master Plan (MA)			X	Refer Bikeway Master Plan	
Bikeways (3.3): Should acknowledge that bikeway accident data is not available and that data collection and entry needs to be enhanced (MA)				Note 48	

Technical Background Report and Town Hall Forum
Results for General Plan Update (M05-005)

September 27, 2005

Issue/Comment	Factual Corrections/ Omissions	In Later Phases	Beyond Scope	Refer to:	Insufficient Info
Pedestrian Facilities (3.4): Mention what the City has done to address the issues relevant to pedestrian facilities i.e., ADA compliance, driveway cuts, utility poles, etc. (MA)				Refer to p. 3.4-2 and to Ped. Master Plan	
Pedestrian Facilities (3.4): Identify the 340 miles of streets that need better lighting on a map. (MA)				Refer to Figure 3.4-3	
Aviation Facilities (3.5): Report should comment on the existing conditions and operational characteristics of the City's airports including information such as which airports have manned towers, hours of operation, type of aircrafts served, etc. (MA)			X	Also refer to p. 3.5-1	
Aviation Facilities (3.5): Mention development and revision of the Comprehensive Land Use Plans throughout the City. (MA)		X			
Aviation Facilities (3.5): Heliports are not mentioned at all. (MA)		X			
Waterway Facilities (3.6): No mention of Miller Park [and its port] (MA)		X		Refer to p. 2.2-43	
Waterway Facilities (3.6): Mention Riverfront Master Plan (MA)				Refer to p. 2.2-41 and p. 6.6-11	
Waterway Facilities (3.6): American River Master Plan is missing (MA)					Note 49
Railways (3.7): Make sure that the report captures the Old Sacramento Excursion line (MA)					
Railways (3.7): Mention Horn Sounding rules and quiet zones (MA)		X			

Issue/Comment	Factual Corrections/ Omissions	In Later Phases	Beyond Scope	Refer to:	Insufficient Info
<p>Railways (3.7): Identify where the 20 at-grade crossings mentioned are located on a map (MA)</p> <p>Chapter 4.0 Utilities</p> <p>Domestic Water (Page 4.2-1): May want to mention something about AB 514 (Kehoe, 2003) and its impact on City. This bill: Requires any urban water supplier that, as of January 1, 2004, receives water from the CVP, to both:</p> <ol style="list-style-type: none"> 1. Install water meters on not less than 97% of all service connections to residential and nonagricultural commercial buildings constructed before January 1, 1992, located within its service area by January 1, 2013. 2. Charge customers for water based on the actual volume of deliveries, as measured by a water meter on or after January 1, 2013. 3. Declare that these requirements, which ensures the ability of certain urban water suppliers to meet the water supply needs of their customers, addresses a subject matter of statewide concern. As such, these requirements apply to all counties and cities, including charter counties and charter cities, and local public agencies that are urban water supplies. (PR) 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Technical Background Report and Town Hall Forum
Results for General Plan Update (M05-005)

September 27, 2005

Issue/Comment	Factual Corrections/ Omissions	In Later Phases	Beyond Scope	Refer to:	Insufficient Info
Solid Waste (4.3): Regulatory Context (4.3-1), correction: Section says "...there is no State Regulation directly applicable to Solid Waste". This is an incorrect statement. Integrated Waste Management Act (IWMA), also known as AB 939 (Chapter 1095, Statutes of 1989), the IWMA created the CA Integrated Waste Management Board, required each jurisdiction in the state to submit detailed solid waste planning documents for Board approval, set diversion requirements of 25 percent in 1995 and 50 percent in 2000, established a comprehensive statewide system of permitting, inspections, enforcement, and maintenance for solid waste facilities, and authorized local jurisdictions to impose fees based on the types or amounts of solid waste generated. (PR)		X			
Electricity (4.4): Regulatory Context (4.4-2), omission: the City has a municipal "Green Building" ordinance, which was adopted in part to save electricity. (PR)		X			
Electricity (Page 4.4-1): Identify five major sources of electricity for SMUD. (PR)		X			
Sewer/Storm Drainage (4.1): The Central City is not the appropriate term for the area that includes Downtown, Midtown, but also Land Park and the 65th Street area (p. 4.1-1)		X			
Sewer/Storm Drainage (4.1): Need to explain what illegal sewer taps are (p. 4.1-10) and all other "terms of art"				Note 50	
Sewer/Storm Drainage (4.1): Need to explain reasons for capacity deficiencies in Natomas (p. 4.1-9)				Note 51	
Sewer/Storm Drainage (4.1): Expand the discussion of reclaimed water in Section 4.1.4		X			

Technical Background Report and Town Hall Forum
Results for General Plan Update (M05-005)

September 27, 2005

Issue/Comment	Factual Corrections/ Omissions	In Later Phases	Beyond Scope	Refer to:	Insufficient Info
Solid Waste (4.3): Under the Regulatory Context for Solid Waste, it should include a discussion of AB 939 the Integrated Waste Management Act (p. 4.3-1)	See earlier comment on previous page				
Solid Waste (4.3): This section should address the disposal of green waste and other recycling efforts in the solid waste section (Section 4.3). That is, the City's main approach to addressing AB 939 and consideration of different green waste recycling approaches.		GP	X		
Chapter 5.0 Public Services	Parks and Recreation (5.3): Regarding Table 5.3-5 and Findings (5.3-14), deficiencies in existing parks: There is not enough discussion of funding issues related to siting parks when there are insufficient impact fees or revenues (from new growth) to support parks and facilities (in the existing developed areas). (PR)	GP, IF			
Schools (5.6): Funding, State Sources (5.6-12), correction: Last sentence states that a 20% match is required by districts for renovation, it is now 40%. (PR)	X				
Schools (5.6): Regulatory Setting, State (5.6-13), omission: California Health and Safety Code, Title 24, Building Code, governs all aspects of educational facility construction in the State. Construction is also subject to seismic regulations, the Field Act of 1933 as enforced by the State Architect. (PR)	X				
Health Facilities (5.7): Private Hospitals, (5.7-2): What is the impact of medical center expansions and their related master plans on the City's General Plan Update? (PR)		EIR			

Technical Background Report and Town Hall Forum
Results for General Plan Update (M05-005)

September 27, 2005

Issue/Comment	Factual Corrections/ Omissions	In Later Phases	Beyond Scope	Refer to:	Insufficient Info
Health Facilities (5.7): Under Regulatory Context (5.7-6), correction: This section states that there are no State regulations applicable for health facilities. This does not consider the Alfred E. Alquist Hospital Seismic Safety Act of 1983 (Alquist Act). The Alquist Act establishes a seismic safety building standards program under OSHPD's jurisdiction for hospitals built on or after March 7, 1973. The Alquist Act was initiated because of the loss of life incurred due to the collapse of hospitals during the Sylmar earthquake of 1971. The Alquist Act emphasizes that essential facilities such as hospitals should remain operational after an earthquake. The provisions and subsequent regulation language of SB 1953 were developed to address the issues of survivability of both nonstructural and structural components of hospital buildings after a seismic event. Therefore, the ultimate public safety benefit of the Alquist Act is to have general acute care hospital buildings that not only are capable of remaining intact after a seismic event, but also capable of continued operation and provision of acute care medical services after a seismic event. If a facility is to remain a general acute care hospital facility beyond a specified date, the owner must conduct seismic evaluations, prepare both a comprehensive evaluation report and compliance plan to attain specified structural and nonstructural performance categories which must be submitted to OSHPD in accordance with these regulations. (PR)			X		

Technical Background Report and Town Hall Forum Results for General Plan Update (M05-005)

September 27, 2005

Issue/Comment	Factual Corrections/ Omissions	In Later Phases	Beyond Scope	Refer to:	Insufficient Info
Chapter 6.0 Environmental Resources					
Cultural Resources (6.3): The Railyards is the largest infill site in the state and probably the country. The references in this section (6.3-9 paragraph 4 and 6.3-10 paragraph 1) cite cryptically the functions of the railyards without indicating their location or extent. (CO)				Refer to p. 2.2-7	
Cultural Resources (6.3): Discussion of Old Sacramento in the TBR could be enhanced to provide a better history of the area, impacts associated with Interstate 5, and Old Sacramento administration. 6.3-10 paragraph 3 and paragraph 4 (CO)			X		
Cultural Resources (6.3): Need to see additional descriptions on historic preservation to date, especially post WWII. (CO)				Note 52	
Cultural Resources (6.3): Preservation element should be referenced and acknowledged in the cultural resources section. (In reconsidering this comment, the subcommittee member charged with citing text references related to the comments (Bart Lagomarsino) notes that the Preservation Element is cited at 6.3-1 paragraph 4 and 6.3-26, bullet # 2 under "Findings." (CO)			X		
Air Quality (6.6): Identify all stakeholders (MA)			PI, EIR	PI, Note 53	
Air Quality (6.6): Identify the major stationary source emitters on a map. (MA)		EIR	EIR	Note 54	
Air Quality (6.6): Include pollutant maps similar to those produced by SMAQMD. (MA)				Note 54	
Air Quality (6.6): Provide a listing of land uses that have potentially hazardous impacts (MA)		EIR	EIR	Note 54	

Technical Background Report and Town Hall Forum
Results for General Plan Update (M05-005)

September 27, 2005

Issue/Comment	Factual Corrections/ Omissions	In Later Phases	Beyond Scope	Refer to:	Insufficient Info
Air Quality (6.6): Explain the City's condition relative to air quality (how bad is it) (MA)				Refer to p. 6.5-8 Finding #3	
Air Quality (6.6): Better define health risks associated with airborne pollutants and the link to asthma in children. (MA)	X	EIR			
Scenic Resources (6.6): Under Natural Elements (6.6-5), creeks are not listed as scenic resources. (PR)				Note 55	
Scenic Resources (6.6): Daylighting of piped creeks or streams is not mentioned. (PR)		GP			
Scenic Resources (6.6): Add Urban creeks as one of the Distinguishable Features bullets (Page 6.6-1) (PR)				Note 55	
Chapter 7.0					
Fire Hazards (7.3): Under Regulatory Context (7.3-6), correction: Uniform Fire Code is a national standard, not a federal regulation. (PR)	X				

Technical Background Report and Town Hall Forum
Results for General Plan Update (M05-005)

September 27, 2005

Issue/Comment	Factual Corrections/ Omissions	In Later Phases	Beyond Scope	Refer to:	Insufficient Info
<p>Fire Hazards (7.3): Under Regulatory Context, State (7.3-6), supplemental information: After a series of Urban Wildland Interface (UWI) wildfires in the early 1990s, initiatives were developed by the State of California to enhance state regulatory authority and related codes addressing development in UWI areas; these have resulted in the writing of a new UWI code. The goal of that program has been reducing the vulnerability and increasing the survivability of new homes to attack by recurrent wildfires. The State Fire Marshal (SFM) is in the process of developing new regulations for structures built in the urban-wildland interface. The new proposed regulation is under internal review by SFM and CA Department of Forestry Management. (PR)</p>	X				
<p>Chapter 8 Financial Affairs</p>	<p>General Comment: How does financing influence what we set as policy? It is important to establish reasonable expectations for future improvements that have to be tempered with funding expectations. This is probably more appropriate in Section 8 of the TBR. (MA)</p>	GP, IF		Note 56	

Issue/Comment	Factual Corrections/ Omissions	In Later Phases	Beyond Scope	Refer to:	Insufficient Info
General Comment: Make sure that findings are substantiated in the text. Specifically on p. 8.1-7 the last finding is not addressed in the text. This is also true of 8.2-4, final finding. (HF)	X				
Chapter 9.0 References					
Identify references by chapter	X				
Chapter 10.0 Glossary					
Define all acronyms and other terms used in the TBR in the glossary (HF)	X				

Notes:

1. Comment noted and staff has conveyed these comments to the consultants so that some of this can be addressed in future drafts and documents.
2. Due to the wide variety of data sources, it was difficult to use the same baseline date for all information. Wherever possible comparable baseline information was used. Trend analysis is generally outside the scope of the TBR. The City is conducting some trend analysis in preparation for the development of the draft land use alternatives.
3. The analysis identified in the comment will be conducted prior to and during the land use alternatives. This analysis will help to inform the development of the three land use alternatives. The GPAC will be involved in the alternatives analysis in the late fall/early winter. Analyses using these types of indicators are also being conducted as part of the City's effort to development sustainability and livability indices. Those efforts are currently underway.
4. The issue of terrorism or other homeland security issues is addressed in Section 7.6 Public Safety on p. 7.6-1 where it discusses the Multi-Hazard Emergency Plan.
5. While the document does include some analysis, the primary purpose is to provide an overview of existing conditions. Much of the analysis will be performed during the development of the alternatives and the formulation of the draft General Plan policies.
6. Comment noted and staff has conveyed these comments to the consultants so that some of this can be addressed in future drafts and documents. With regard to informing the public about inaccuracies in the TBR, a note will be included with the TBR indicating that corrections to the data are presented in an addendum, which will be available along with the TBR itself.
7. Housing and population data is available in the City's Housing Elements. It is also available in our Population and Housing Reports (<http://www.cityofsacramento.org/dsd/planning/projects/citywide.htm>); however, staff does not have data for each of

- the plan years without additional research, which is beyond the scope of the TBR and would result in additional cost and schedule delays.
8. In most cases the data was referring to the policy area since that is the area that will be affected by General Plan policies.
 9. The regional information informs the City of current trends and the fact that there is significant employment/office leakage to Roseville and the Highway 50 corridor. This raises issues that need to be addressed in the Economic Development Strategy and in the General Plan policies later in the update process.
 10. The assumptions included in the Economic Development section are not considered false and unrealistic because they are based on current trends. If, however, the City adopts new policies and strategies that attract more office development downtown, in North Natomas, and in the south area, these assumptions could indeed prove false. Thus, this issue is a critical policy issue that staff will be discussing with EIP and EPS and the GPAC during the alternatives phase and the draft General Plan policy phase.
 11. The Findings stated in this section are divided into two parts. One part reflects existing conditions and the second section entitled "Economic Base Trends" reflects conclusions based on existing trends. The value statements are informed by current trends using the employment projections. The responsibility of the City is to evaluate these during the development of the alternatives and the General Plan policies to ensure that those findings/conclusions that the City is concerned about are addressed so that the end result is a different economic outcome. These findings, conclusions, and recommendations will be addressed again during the policy analysis and discussions later in the process.
 12. The references to the long range planning documents for educational institutions are identified in Chapter 10-References. These documents were provided to the consultants and were reviewed by them. The overall population and employment projections take into account expected growth at these educational institutions.
 13. In staff's opinion, the text in the Executive Summary does not lead the reader to believe that all corridors are in redevelopment areas or will be funded by SHRA or with tax-increment dollars.
 14. This is a statement of fact regarding school overcrowding. There is no suggestion that the City can change this or can directly change school policies.
 15. SMUD has indicated that there are adequate supplies to meet future need. Without substantial information to the contrary, it is inappropriate to second-guess their own estimates and conclusions.
 16. These maps show land use designations. We do not have 100% accuracy for our land use data for every parcel in the City (accuracy of data is about 95%) and we are continuing to correct the data in order to get closer to 100% accuracy. In some cases a school use may be combined with a park or other public use and thus only the park or other use is shown in the colored land use designation. We are continuing to update our land use information. Please note if the school is not shown on Figure 5.6-1 then please let us know.
 17. The General Plan land use and Community Plan land use designations are very confusing that is why staff is proposing to use one land use map rather than eight. The names of the Community Plans can be confusing as well since, as the GPAC has pointed out, Curtis Park is within the Land Park Community Plan area. Staff has not proposed changing the names of the Community Plan areas; however, Council could consider this, if they wish to revisit this issue.

18. In most cases, acres has been used as the standard measure; however, for very large areas such as annexations square miles have been used.
19. The policy language comes from past documents that have already been adopted by Council. Staff will keep this in mind and will avoid this type of language for future policy documents.
20. While the language is flowery, Sacramento residents who have crossed over the river on I-5 or have flown over Sacramento on their way south have probably seen what the consultants are describing.
21. Though the levees are manmade, staff and the consultants felt that since they are inextricably tied to the rivers themselves, it was appropriate to discuss them here.
22. This is a very good point; however, the focus is really on the decline in the planting of trees. Your comment is one of several causes for the decline. This bullet is focused more on the end result.
23. This is considered outside the scope because the Greenprint effort is underway and is not yet complete. The goals of Greenprint are very relevant to the Vision and Guiding Principles and to the draft General Plan policies, which will happen later in the process.
24. Staff agrees that there needs to be references to Mather and Army Depot and their subsequent closures. Discussions of the closures are also identified in the Economic Development section (section 2.6)
25. Current housing prices and affordability issues are discussed in the Economic Development section, refer to pages 2.6-28 et seq.
26. The City's homeless shelter inventory was updated in 2003 as part of the 2002 Housing Element implementation programs and was reported to Council. This inventory will be updated again in late 2006 as part of the Housing Element updated that is due to the State in June 2008.
27. The City and the consultant team were not able to identify public office space that is leased in private buildings. The information presented represents existing public office buildings and employment as it was in December 2004. The report does not speak to specific planned public projects such as the West End projects. It instead focuses on overall projections for the state and the public sector in Sacramento.
28. The 100,000 figure refers to the Central Business District only, not the whole city.
29. That is correct. This was developed using existing trends. What the City can do to change the existing trends is a matter for discussion in the development of our land use alternatives and General Plan policies.
30. The projections were developed using the City's own Population and Housing Report, the Development Activity Report as well as the City's absorption rates for employment in addition to other outside information (e.g., CB Richard Ellis, SACOG, etc.). Thus, the information was based on our capacity and existing trends rather than simply on population growth.
31. A discussion of non-traditional employment and commuting patterns is beyond the scope of the Economic Development section. The section is designed to identify major trends related to the Sacramento Region (Region)'s economic role and functions and to document key trends associated with the regional real estate market rather than a discussion of subsets of employment.
32. Acronyms will be included in the glossary only. If there were a separate list for the Economic Development section then there would need to be a separate list for each section.

Technical Background Report and Town Hall Forum
Results for General Plan Update (M05-005)

September 27, 2005

33. That information is correct and appropriate and should not be removed. This analysis refers to opportunity areas and is not meant to be a comprehensive analysis of all redevelopment areas or light rail stations.
34. Unlike the other findings, these findings were done for the entire chapter rather than each section since there were only a total of seven major findings. This will be corrected in the TBR so that it is clearer to the reader that the findings are for the full chapter and not just that section.
35. While staff agrees that there needs to be an identification of the bridges, their type and function as well as who has authority over them, the additional level of detail requested is beyond the scope of the TBR and is more suitable to a transportation master plan or similar document.
36. The TBR is focused on existing conditions as opposed to historical transportation systems that are no longer functioning in the city or future systems that are being studied. If this comment refers to the current trolley that serves the Downtown area that is covered under the discussion of the transit system.
37. Ferries and water taxis are not currently used as a major means of transportation in the City and were not included for that reason.
38. Unlike the other findings, these findings were done for the entire chapter rather than each section since there were only a total of seven major findings. This will be corrected in the TBR so that it is clearer to the reader that the findings are for the full chapter and not just that section.
39. Language is not actually repetitive. One sentence refers to bus routes and the second refers to light rail routes.
40. Will verify data and address in EIR.
41. The inset is not missing. The downtown area is whited-out and a larger view is included in the lower right-hand corner. Larger maps are available in an 11 x 17 format.
42. Neighborhood traffic impacts are discussed in general on pages 3.0-1 and 3.1-18; however, a detailed discussion is not within the scope of the TBR. Current neighborhood traffic impacts and those associated with the new General Plan will be addressed in the EIR.
43. Staff will check with Fehr & Peers and identify criteria for how and why segments were chosen.
44. Information about Elk Grove's eBus service will be included in the section, but this is not the appropriate location for a discussion of possible ramifications related to their withdrawal from RT. That kind of detailed discussion and the politics associated with it is beyond the scope of the TBR.
45. Information about the Natomas shuttle and eBus will be added to the section; however, the trolley and the River Otter water taxi are not considered major transportation systems and will not be included in this section.
46. Staff agrees, though the City is committed to completing the General Plan and EIR in 2007.
47. While staff is in agreement with this comment, the level of detail envisioned is beyond the scope and is more suitable to and is contained in existing City master plans and other documents such as the Parking Master Plan, the Capital Improvement Plan, and the Transportation Planning Guide.
48. The City just recently got authorization to improve the database that it uses for accident collection information, which should address this issue.
49. The Old Sacramento Excursion Line is a tourist train and is not considered a major transportation line.

Technical Background Report and Town Hall Forum
Results for General Plan Update (M05-005)

September 27, 2005

50. Illegal taps are generally commercial/industrial waste discharge into the City sewer without permits or authorization. Other terms are identified in the glossary.
51. Based on City staff's (including Utilities) discussion with the consultants, it was decided that specific information on capacity deficiencies was more pertinent to the EIR rather than the TBR. Utilities staff has indicated that the deficiencies are due to small pipe capacity. However, that is being addressed in the Water Distribution Master Plan, so it is not expected that capacity deficiencies will be a problem in the future.
52. Since most structures must be 50 years old or more (plus other factors) to even qualify for consideration as a historic resource, there is a limited amount of information for historic resources in Sacramento post-World War II.
53. A detailed analysis related to air quality and air quality impacts will be conducted as apart of the EIR for the General Plan. This will be prepared starting in 2006.
54. Currently, there is no City policy or standard identifying creeks as scenic resources. This may be something to consider during the development of the General Plan policies.
55. Stakeholders for air quality issues as well as the other issues identified in the TBR are identified later in the Planning Issues Report. In addition, City staff has noticed, and will continue to notice, stakeholders regarding General Plan meetings, GPAC meetings, Town Hall Forums, other General Plan events.
56. The Financial Conditions discussion in Section 8.1 is meant to be an overview of City finances as opposed to a detailed breakdown of City capital and operating costs. More detailed information on City finances can be found in the City Budget, which is available at <http://www.cityofsacramento.org/budget/>

EXECUTIVE SUMMARY

Attachment 3

TBR Executive Summary

■ PURPOSE

The City of Sacramento has initiated a comprehensive update of its General Plan. The General Plan is a State-required legal document that provides guidance to decision-makers when making determinations about the allocation of resources and the future physical form and character of development in cities and counties. It is the official statement of a jurisdiction regarding the extent and types of development needed to achieve the community's physical, economic, social, and environmental goals.

Sacramento's existing General Plan was adopted in 1988. Various elements of the General Plan have been updated but the plan has not been comprehensively revised since that time. Much of the data, analyses, and policies in the existing plan do not reflect current conditions in the City. An update of the General Plan is necessary to reflect the current vision for accommodating future growth, as well as what resources to protect and how quality of life is defined, within the City of Sacramento over the next 25 years.

The Sacramento General Plan has been amended over 180 times since 1988 to address land use and text amendments. Many of the amendments have involved privately-initiated land use changes by property owners and developers that have substantially changed planned land uses in both the General Plan and community plans. Other amendments have been a result of City-initiated efforts such as land use changes associated with the R Street Corridor, 65th Railyards/Richards Boulevard redevelopment areas, creation of special planning districts, 65th Street Transit Village, North Natomas Community Plan, and amendments to other community plans. Since 1988, the City Council has approved several policy amendments to the General Plan to encourage infill and smarter growth patterns. These included a new Preservation Element adopted in 1997, an updated Housing Element adopted in 2003, Smart Growth Principles adopted in 2001, an Infill Strategy adopted in 2002, Transit Oriented Development policies adopted in 2004, and new park policies also adopted in 2004.

This Technical Background Report (TBR) is the first major technical product of the general plan update process. The purpose of the TBR is to provide a profile and analysis of existing conditions pertaining to the Policy Area. The Policy Area includes the City boundaries, the City's Sphere of Influence (SOI), and additional areas in which adopted City policies may relate. Existing physical, social and economic conditions are described for the baseline date of December 2004. The TBR will be used as the foundation document for the development of subsequent planning policies and programs, and also as the basis for preparing the "Existing Setting" section for each topic of the Environmental Impact Report.

Public review comments and additional information that corrects or updates data in this document will be included in an appendix or errata. All of this information will be used in the next phase of the planning process.

■ ORGANIZATION AND OVERVIEW

The TBR consists of the following eight chapters:

Chapter 1 – Introduction provides background information on the purpose of a general plan update and outlines the goals and content of the TBR.

Chapter 2 – Community Development identifies existing land uses and patterns, existing policies and plans, and includes exhibits showing general plan designations and zoning. Existing and projected population and demographic characteristics, a market study, a summary of the 2002 Housing Element, and a section on community design are also included.

Chapter 3 – Mobility describes roadway, transit, water, aviation, railway, bicycle, and pedestrian facilities and conditions within the Policy Area.

Chapter 4 – Utilities describes the current condition of the City's utility systems, including wastewater, storm drainage, domestic water, solid waste, electricity, natural gas, and telecommunications.

Chapter 5 – Public Services provides information on libraries, healthcare facilities, community centers, public parks, police and fire protection, schools, and other public services and programs for children, youths, seniors, and the homeless.

Chapter 6 – Environmental Resources describes animal species and plant habitats, ground and surface water, cultural and historical resources, mineral resources, air quality, and scenic resources.

Chapter 7 – Public Health and Safety describes various soil characteristics and hazards, geologic hazards, flood hazards, fire hazards, seismic activity, emergency response systems, noise levels and patterns, and other public health and safety issues.

Chapter 8 – Fiscal and Financial Affairs describes fiscal and infrastructure financing conditions, and provides financial projections for the next five budget years.

Chapter 9 – References and Persons Consulted provides a list of publications or reports consulted and persons contacted in conducting research for the TBR.

Chapter 10 – Glossary provides definitions of technical and uncommon terms and acronyms used in the TBR.

FINDINGS

Table ES-1 presents key findings of the background data analysis contained in this report. This summary is not intended to be exhaustive, but rather to highlight some of the key facts and preliminary issues. For more information, the reader is encouraged to review the complete list of findings contained at the end of each topical section. Page references to the document where more detailed information can be found are also provided. These findings will be used as a basis for identifying the planning issues in the next step of the General Plan Update process.

Table ES-1. Findings

Community Development	Land Use (Page 2.1-1) and Policy Context (Page 2.2-1)	preferred scenario promotes compact mixed use development with a mix of densities.
	Community Design (Page 2.3-1)	<ul style="list-style-type: none"> ■ The Sacramento and American River corridors provide dramatic visual and open space elements within the City, yet flood control and transportation facilities have reduced the visual and physical connections to these resources. ■ Part of Sacramento's identity is linked to its relationship to the surrounding rural agricultural landscape in which it is set. Other than the two rivers, that landscape presents no significant features that might serve as natural boundaries for the City. ■ Development patterns in Sacramento generally can be characterized by ten broad urban form prototypes, including: four residential types (Traditional Town Grid, Modified Town Grid, Automobile-Oriented Subdivision; and Rural Transition), four commercial types (Central Business District, Automobile-Oriented Shopping Centers, Strip Commercial, and Traditional Pedestrian-Oriented Commercial), and two employment types (Office Park and Industrial). ■ The flat, open landscape in which Sacramento is situated places the downtown skyline in dramatic relief. The City currently does not have building height limits in the entire downtown; the Capitol View Protection ordinance established height limits in approximately half of the Central Business District. As the City grows, it is seeing more proposals for taller and taller buildings. The issue of height limits in places such as the downtown will be assessed in the GPU. ■ Sacramento's older traditional neighborhoods are recognized by most people to be among the City's most attractive and distinctive places. The GPU will evaluate how to preserve this character in existing neighborhoods, and how to replicate it in new growth areas. ■ One of the most frequently noted characteristics of Sacramento's older neighborhoods is the magnificent mature trees that form a mix of densities.

Technical Background Report and Town Hall Forum Results for General Plan Update (M05-005)

September 27, 2005

- Shady canopy over the City's downtown streets. In spite of the real need for shade with Sacramento's hot summer climate, the regular planting of large canopy street trees has not been replicated in most developments since World War II.

- The older neighborhoods in Sacramento provide excellent examples of highly accessible and interconnected areas that safely and efficiently accommodate a mixture of cars, transit, bicycles and pedestrians. In other areas the combination of auto-oriented subdivision design and physical barriers created by freeways, rail lines, and major arterials serve to fragment the City and divide neighborhoods.

Population and Demographics (Page 2.4-1)

- The City is projected to have 650,000 residents by 2030. This figure includes the current City boundaries, the Panhandle, and the Natomas Joint Vision Area. This amount of growth reflects an average of 8,000 additional residents every year, for a total growth of 200,000 new residents between 2005 and 2030.
- The City is projected to have 450,000 employees by 2030. Employment refers primarily to those jobs that generate demand for retail, office, and industrial space within the existing City limits, the Panhandle, and the Natomas Joint Vision Area.¹ This level of growth reflects roughly 60,000 new jobs per decade, or a total of 180,000 new jobs between 2000 and 2030.

Housing (Page 2.5-1)

The following identifies housing data from the 2002 Housing Element, some of which has been updated by the Market Study contained herein.

- SACOG projects the City needs to construct 19,313 new units between 2001 and 2007 to accommodate its fair share of the regional housing needs. Between 1999 and 2001 the City constructed 5,318 units.

¹ The market analysis later in this Report evaluates the likely distribution of jobs by building type, and includes a portion of employment growth (i.e. schools) that does not generate demand for commercial space.

- The City will set aside \$114 million in revenue to assist in housing rehabilitation and development of 12,000 units.

Economic Development (Page 2.6-1)

Market Study (Page 2.6.1-1)

- The City's Economic Context
 - Growth trends in California and the Region will support strong population and housing growth in the City. The regional economy is largely tied to rapid population growth brought about by inexpensive housing in relation to the Bay Area. The City's status as the State capital also serves as an economic engine for the City and the Region.
 - The urban form of the region is characterized by a major regional node, the Sacramento CBD, and several "edge" cities.
 - Sacramento is one of the most ethnically diverse and integrated cities in the United States.
- Economic Base Trends
 - The Region is gradually becoming increasingly diversified similar to the State's other major metropolitan areas. Rapid regional growth in services-based sectors complements Statewide trends.
 - The City and the larger Region are economically interdependent.
 - The Region's manufacturing base is "holding on" as California's base dwindles.
 - The Region is well-positioned to expand in the life sciences cluster.
 - All indicators point to the need to evolve labor force capabilities.
- Commercial Market Trends
 - The City is projected to gain roughly 140,000 additional employees between 2005 and 2025, driven by growth in

<p>Services (Professional, Health, Education, and Business), Government, Retail Trade, and life sciences.</p> <ul style="list-style-type: none"> Increasing demand for entertainment and regional shopping should favor urban, diverse areas such as downtown. Several retail strip corridors in the City are underutilized and have been targeted for redevelopment to accommodate future economic growth. The success of the life sciences economic cluster, as well as statewide warehouse and distribution trends, will drive the Region's industrial market. <p>Housing and Mixed Use Market Trends</p> <ul style="list-style-type: none"> There is future demand for smaller and higher density housing units because of population shifts. The desire for affordability in the City will increase the demand for smaller, denser housing. Existing homes in infill and redevelopment areas will continue to serve as starter homes, with the majority of supply for move-up homes in newer development projects in the City as well as selected premier neighborhoods. <p>Sacramento's Competitive Position</p> <ul style="list-style-type: none"> The City is the civic, cultural, and economic hub of the Valley and the Region. The City has many opportunity areas which will accommodate significant catalytic growth. Such areas include: <ul style="list-style-type: none"> North Natomas Robla Del Paso Corridor and North Area Station Sites CBD Housing CBD-based projects Adjacent Neighborhoods and Corridors The Delta Shores project 	<ul style="list-style-type: none"> Florin Road and Meadowview Road Light Rail Stations The City can compete effectively for economic development but can enhance its role through meaningful regional collaboration. <p>Growth Prospects and Patterns of Development</p> <ul style="list-style-type: none"> Overall land supply in the City may be adequate in terms of accommodating demand through 2030, assuming the annexation and development of the Natomas Joint Vision Area and the Panhandle. Reallocation of land resources in the City may require a concerted effort to identify nonessential commercial areas appropriate for housing development pending further discussion of policy options. The strategic rezoning of underutilized commercial land in the City can potentially improve the City's economic development outlook. Realization of development potential will require the City and the Sacramento Housing and Redevelopment Agency to engage in an intensive process of reusing vacant infill and underutilized parcels scattered throughout the City. <p>Mobility (Page 3.0-1)</p> <ul style="list-style-type: none"> Level of service (LOS) is a measure of traffic operating conditions ranging from LOS A (the best) to LOS F (the worst). The City's current goal is LOS C for all roadways and intersections within the City. While LOS C ensures mobility for vehicles traveling on City roadways, it may not address the needs of bicyclists and pedestrians. To maintain LOS C conditions within the City, many roadways will need to be widened, which will create longer crossing distances for pedestrians and wider roadways for bicyclists to traverse. To meet its adopted Smart Growth principles, the City will be re-evaluating the LOS policy during the General Plan Update. Of the 250 roadway segments in Sacramento studied for the GPU, 50 are considered congested or highly congested, with LOS standards of E or F. Of the remainder, 90 operate at LOS C or better and 110 operate at LOS D. Of the 50 study roadways
--	---

Technical Background Report and Town Hall Forum Results for General Plan Update (M05-005)

September 27, 2005

- reported to operate at LOS E or F, almost half (21 segments) are freeway segments.

- RT is the primary transit service provider for the City with fixed route bus and light rail transit service. RT served 27 million passengers in 2002 and reported an increase in ridership of three percent for buses and 15 percent for light rail transit within the 2003-2004 fiscal year.

- Planned improvements for RT service include the South Sacramento Corridor Phase 2 Project that would extend service from the existing Meadowview station, for a distance of approximately five miles, to the intersection of Calvine Road and Auberry Drive. Four new stations would be provided at Franklin Boulevard, Center Parkway, Cosumnes River College, and Sacramento International Airport.
- Approximately two percent of City residents commute to work by bicycle. Proposed bicycle facility improvements are contained in the City/County Bikeway Master Plan.

- The City has recently implemented several programs and adopted policies to improve the pedestrian environment: Neighborhood Traffic Management Program, Traffic Calming Guidelines, Pedestrian Safety Guidelines, and Pedestrian Friendly Street Standards.

Utilities

Sewer/Storm Drainage (Page 4.1-1)

- The older Central City area is served by a drainage system in which sanitary sewage and stormwater are collected and conveyed in the same system of pipelines. The City has been implementing a Combined Sewer System (CSS) Improvement Plan to rehabilitate and improve the combined system to reduce outflows. In the CSS area the City requires either mitigation of increased sewage and stormwater flows resulting from development or payment of the CSS Development Fee.
- Areas outside of the older Central City area are served by a separated storm drain system.

- The Sacramento Regional County Sanitation District (SRCSD) provides sewage treatment for the entire Policy Area with its wastewater treatment plant just south of the City Limits. The Sacramento Regional Wastewater Treatment Plant has an existing permitted capacity of 181 million gallons per day (mgd) for dry weather flows and 392 mgd for wet weather flow levels. Currently, wastewater flows are 165 mgd for dry weather flows and 240 mgd for wet weather flows. At full build out, which is scheduled to occur sometime after 2010, the plant will have a peak wet weather capacity of 600 mgd.

- The SCRSD is currently constructing the Upper and Lower Northwest Interceptors to provide increased capacity to convey flows to the SRWTP.
- Areas of trunk sewer system within the City have been identified as having problems due to infiltration/inflow, surcharged pipes, illegal taps, and lack of facilities.

- Reclaimed water is not currently (2005) used within the City of Sacramento.

Domestic Water (Page 4.2-1)

- The City's water entitlements are sufficient to serve the entire City (including future expansions of the City Limits) and also provide water to other local water purveyors in need of additional water supply.
- The City's policy is to develop surface water as its primary water supply source due to concerns over depleting the area's groundwater supply.
- Within the water distribution system, deficiencies have been identified in portions of the Community Plan areas of the Central City, North Sacramento and South Sacramento.

Solid Waste (Page 4.3-1)

- Lockwood Landfill, the primary location for the disposal of solid waste collected by the City, and Kiefer Landfill, the primary location for the disposal of solid waste by private haulers, each have adequate capacity to accept waste generated within the City.

Technical Background Report and Town Hall Forum Results for General Plan Update (M05-005)

September 27, 2005

- However, the City considers the generation of 500 tons of solid waste per year a significant environmental impact.
- SMUD provides electrical service to the City of Sacramento. The majority of SMUD's generated power is from hydroelectric facilities. In addition, SMUD is constructing a 500-megawatt natural gas power plant to be completed in 2005.

Natural Gas (Page 4.5-1)

- PG&E supplies natural gas to the Sacramento area. During the winter, approximately 70 percent is imported from Canada and the balance is supplied from California production wells.

Public Services

Police Protection (Page 5.1-1)

- The Sacramento Police Department provides police protection services within the City boundaries. In addition, the Sacramento County Sheriff's Department provides police protection services to areas outside of the City but within the Policy Area. Jail facilities in the Policy Area include the Sacramento County Main Jail and the Rio Cosumnes Correction Center, both operated by the Sheriff's Department. The Sacramento Police Department uses the Main Jail.
- Serving the City, the Sacramento Police Department operates from the following stations:
 - Police Headquarters: Public Safety Center, Chief John P. Kearns Administration Facility (5770 Freeport Boulevard)
 - North Area: William J. Kinney Police Facility (3550 Marysville Boulevard)
 - South Area: Joseph E. Rooney Police Facility (5303 Franklin Boulevard)
 - The SPD does not have an adopted response time standard. In 2003, the SPD responded to P1 calls in less than nine minutes.

Fire Protection (Page 5.2-1)

- The Sacramento Fire Department operates from 23 fire stations.
- The Sacramento Fire Department typically considers paramedic response times to an incident in eight minutes or less, 90 percent of the time, an acceptable level of service. The average response time ranges from four to five minutes for emergency calls.
- Land has been set aside for future fire stations including: Shasta/Bruceville, Arena Boulevard/EI Centro, and a possible relocation of Station 3 to Crossfield/Lindbergh at Sacramento International Airport.²
- Parks and Recreation (Page 5.3-1)
 - The City currently (December 2004) has 204 parks, 81 miles of on and off road bikeways and trails, 17 lakes/ponds or beaches, and extensive recreation facilities in the City parks. The City's 204 parks total 3,122 acres and golf courses total 520 acres for a total of 3,642 acres.
 - The City's citywide/regionally serving park service goal is to provide 8.0 acres per 1,000 persons by 2010. The City's existing neighborhood and community park service goal is 5 acres per 1,000 persons. The Sacramento's Parks and Recreation Master Plan identifies specific areas that are underserved for citywide/regionally serving facilities. These areas include:
 - Railyards and riverfront areas in Central Sacramento
 - Meadowview and North Laguna areas of South Sacramento
 - Robla and Valley View areas of North Sacramento.
 - The Sacramento's Parks and Recreation Master Plan identifies the following areas as currently being underserved for neighborhood and community parks:
 - Land Park
 - East Broadway

² Chong, Rod, Deputy Chief, Sacramento City Fire Department. Written communication. May 2005.

- North Sacramento
 - South Sacramento
 - East Sacramento
 - Central City
- Libraries (Page 5.5-1)**
- The Sacramento Public Library (SPL) provides a variety of library services to residents of both the City and County of Sacramento. There are 27 existing library facilities operated by the SPL, and three planned facilities, including a new library for the North Natomas area.
 - The SPL is currently preparing a Facilities Master Plan that will provide information on current and future needs.

Schools (Page 5.6-1)

- The Policy Area is served by seven different school districts providing public elementary, middle school, and high school opportunities. These school districts include Sacramento City Unified School District, North Sacramento School District, Robla School District, Del Paso Heights School District, Grant Union School District, Natomas Unified School District, and Elk Grove Unified School District.
- SCUSD defines a school as overcrowded when its enrollment reaches 90 percent of its capacity. By this measure, most of the school districts serving the Policy Area are considered overcrowded, namely:
 - More than half the schools within Sacramento City Unified School District are overcrowded.
 - All the schools within Del Paso Heights School District are operating at capacity.
- Elk Grove Unified School District contains 17 schools within the Policy Area that are at or above capacity.
- One high school in Grant Union School District is operating at above capacity.

- Natomas Unified School District has four schools operating at or above capacity.

Environmental Resources

Biological Resources (Page 6.1-1)

- Though the majority of the Policy Area is currently (2005) in residential, commercial, and other urban development, valuable plant and wildlife habitat still exists. These natural habitats are located primarily in the northern, southern and eastern portions of the Policy Area, but also occur within the City along river and stream corridors and in a number of undeveloped parcels within the City and Policy Area boundaries.
- Development within the boundaries of the Natomas Basin Habitat Conservation Plan area must comply with the provisions described in the HCP and pay a mitigation fee sufficient to cover the costs of acquiring, restoring and managing one-half acre of habitat for every acre of land developed. Areas outside this area in the Joint Vision Area are not covered by the HCP.
- Undeveloped grasslands in the Policy Area have a high probability of supporting vernal pools or other seasonal wetlands and the listed plant and wildlife species associated with them. These grasslands are most common in undeveloped portions of North Sacramento and Natomas, East Sacramento and South Sacramento that lie largely outside of current urban limits. Undeveloped lots within otherwise developed areas are capable of supporting these resources as well.
- Grasslands in the Policy Area (as described above) also support foraging habitat for a number of raptor species including Swainson's hawk, white-tailed kite and burrowing owl, and potentially support nesting habitat for burrowing owl.
- Approval from the City of Sacramento, pursuant to the City's Tree Ordinance, must be obtained prior to the removal of any trees, particularly native trees or Heritage trees in the Policy Area.
- Wetlands subject to Corps jurisdiction within the Policy Area are primarily associated with the Sacramento and American Rivers and their tributaries, and/or their floodplains. However, vernal pools, seasonal wetlands and isolated ponds are present in undeveloped

Technical Background Report and Town Hall Forum Results for General Plan Update (M05-005)

September 27, 2005

- portions of the Policy Area, primarily outside the current urban limits, but in undeveloped lots within otherwise developed areas as well.
- An increase in the urbanized areas in and adjacent to the Policy Area has increased the potential for pollutant discharges to surface water and groundwater.
- Increases in groundwater use have created a cone of depression in the northeastern portion of the Policy Area, and an overall decrease in groundwater levels in the past 30 years.

Water Resources and Quality (Page 6.2-1)

- An increase in the urbanized areas in and adjacent to the Policy Area has increased the potential for pollutant discharges to surface water and groundwater.
- Increases in groundwater use have created a cone of depression in the northeastern portion of the Policy Area, and an overall decrease in groundwater levels in the past 30 years.

Cultural Resources (Page 6.3-1)

- The majority of the identified and designated historic resources and landmarks in the City are located within the Central City grid. There are approximately 27 City designated historic districts in the City and two Special Planning Districts where historic resources have been identified and protection is in place. There are approximately 99 State registered historic resources, with 56 of those registered as national historic resources.
- The City's current Preservation Element anticipates future historic/cultural resources survey and inventory efforts on a City-wide basis. A large number of additional areas are being reviewed for future consideration as historic resources/districts that could impact future development.
- A large portion of the City has not been surveyed for historic resources and was not included in the analysis of potential resources and districts.
- There are approximately 80 known significant archaeological resource sites within the policy area.

Mineral Resources (Page 6.4-1)

- Mineral resource production in the Policy Area is generally limited to small areas of construction sand and gravel.
- The State Mining and Geology Board has defined an area within the City and Policy Area as Mineral Resource Zone 2 (MRZ-2),

which indicates the likelihood for occurrence of significant mineral deposits is high. The classification may be a factor in the discovery and development of mineral deposits that would tend to be economically beneficial to society. The MRZ-2 area begins just east of the Sacramento Executive Airport and extends east towards Rancho Cordova, south of the American River.

Air Quality (Page 6.5-1)

- Air quality in the City of Sacramento has steadily improved over the last two decades. However, the City and County of Sacramento still do not attain certain State and federal air quality standards. New air quality standards have been created that will require new efforts by the regulatory air quality agencies. Future population growth will make attaining these standards challenging and meteorology and topography in the Sacramento region adds to this challenge.
- Regional efforts, as well as policies adopted by the City of Sacramento, indicate that there is acknowledgement of the linkage between land use, transportation and air quality.

Scenic Resources (Page 6.6-1)

- Views of the Sacramento Policy Area consist mainly of an urban and built environment, with parkland interspersed in the City portion and rural expanses on the outer boundaries of the City. Views onto and across the City to the east include views of the foothills and mountains that are situated beyond the City and adjacent communities. Distinguishable visual features include:
- An abundance of trees in almost every area;
- The Sacramento and American Rivers;
- Capitol Mall;
- The portion of State Route 160 south of the City Limits;
- The American River Parkway; and
- The Sacramento River Greenway.

Public Health and Safety**Geologic and Seismic Hazards (Page 7.1-1)**

- Seismic ground-shaking hazard for the City and County of Sacramento is relatively low, ranking among the lowest in the State.
- Areas susceptible to liquefaction hazards include the Central City, Pocket, and North and South Natomas.
- Areas of the City that may be vulnerable to hazards associated with waves generated by seismic activity are primarily along the Sacramento and American rivers.
- Seismically induced failure or damage to Folsom Dam and Nimbus Dam could inundate portions of the City.
- Within the City of Sacramento and the Sacramento region, there are no known faults. The greatest earthquake threat to the City comes from earthquakes along Northern California's major faults, which are the San Andreas, Calaveras, and Hayward faults. Ground shaking on any of these faults could cause shaking within the City to an intensity of 5 to 6 on the Modified Mercalli intensity scale.
- Seismic ground-shaking hazard for the City and County of Sacramento is relatively low, ranking among the lowest in the State. The City is in Seismic Zone 3; accordingly, any future development, rehabilitation, reuse, or possible change of use of a structure would be required to comply with all design standards applicable to Seismic Zone 3, or the California Historical Building Code, if the project involves a qualified historical building.
- Areas susceptible to liquefaction hazards include the Central City, Pocket, and North and South Natomas. However, because soil types can vary considerably and depth to groundwater is an important factor in liquefaction potential, site-specific geotechnical studies should be used to determine whether a specific location may be subject to liquefaction hazard.
- Areas of the City that may be vulnerable to hazards associated with waves generated by seismic activity are primarily along the Sacramento and American rivers.

- Seismically induced failure or damage to Folsom Dam and Nimbus Dam could inundate portions of the City. Maps and emergency response plans have been prepared for contingency planning.

Flood Hazards (Page 7.2-1)

- Over the course of the Sacramento's past, floods have been the most frequent and considerable natural hazard that has affected the City. Three different types of floods that include flash, riverine, and urban stormwater often occur as a result of severe weather and excessive rainfall, either in the City or in areas upstream of the City.
- Within the City, 12,000 acres are outside the 500-year floodplain, 36,000 acres are protected from the 100-year flood by levees, and 15,000 acres are within the 100-year floodplain.
- Most of the Policy Area will be protected from the 100-year flood event due to improvements to the American and Sacramento River levee system.

Fire Hazards (Page 7.3-1)

- Older buildings, constructed prior to requirements for fire-resistant construction materials, internal sprinklers, and other fire safety systems, are more susceptible to structural fires.
- According to the City of Sacramento Multi-Hazard Emergency Plan, the areas along the American River Parkway from Watt Avenue to the Sacramento River and along the Garden Highway in the Natomas area are susceptible to wildlife fires.

Noise (Page 7.4-1)

- Over the entire Policy Area, the major sources of noise are traffic on freeways and surface streets. This will continue to be the noise source that affects most people in the Sacramento area.

Hazardous Materials (Page 7.5-1)

- Most of the soil and groundwater contamination in the Policy Area is related to leaking underground fuel storage tanks, which are either being investigated or remediated under the oversight of Sacramento County Environmental Management Department or

Regional Water Quality Control Board staff. Some contamination has also occurred from historic uses related to transportation (e.g., railyards) and materials processing, but these are limited in extent.

Emergency Response (Page 7.6-1)

- The City of Sacramento has a Multi-Hazard Emergency Plan that addresses the City's planned response to extraordinary emergency situations associated with natural disasters, technological incidents, and nuclear defense operations for areas within the City's jurisdictional boundaries. It provides operational concepts related to various emergency situations, identifies components of the local emergency management organization, and describes the City's overall responsibilities for protecting life and property during an emergency. The plan also identifies possible sources of outside support (through mutual aid and specific statutory authorities) from other jurisdictions, and the private sector.

Fiscal and Financial Affairs

Fiscal Conditions (Page 8.1-1)

- The City recognizes that it must address a "built in" gap between revenues and costs. Recent steps to capture new revenues, reorganize City departments, and reduce department budgets probably have already achieved the greatest returns for the City and may only offer diminishing returns over the next several years. Meanwhile, growth in City labor costs continues to exert pressure on the General Fund, this year in particular because of higher healthcare and retirement payments. Similar trends confront virtually every California city and county.
- The City has recognized that the following budget items have service deficiencies for which operating funds will need to be identified:
 - Regional parks as they are developed
 - Deferred maintenance on City facilities
 - Road network, in particular roadway resurfacing
 - Library branches as they are expanded or constructed
 - Police and fire facilities

Infrastructure Financing Programs (Page 8.2-1)

- The City has recognized that the following infrastructure groups have facility deficiencies for which capital project funds will need to be identified:
 - Sewer and storm drains.
 - Regional park development, including parks in the South Area, North Natomas, and Granite Regional Park.
 - Water and sewer pipes.
 - Libraries in parts of town where branches are small or nonexistent, such as the Pocket, East Sacramento, and South Sacramento.

ATTACHMENT 4

**SACRAMENTO GENERAL PLAN AND
SOUTH SACRAMENTO COMMUNITY PLAN UPDATES
PHASE I - TOWN HALL FORUM SUMMARY**

INTRODUCTION

The City of Sacramento is conducting a comprehensive community participation program as part of the update to the City's General Plan and the South Sacramento Community Plan. Public participation and input throughout the planning process are crucial in creating a plan for growth that truly reflects the community's visions and values.

As part of this commitment to including the community in the planning process, a series of 14 town hall forums were held throughout neighborhoods within Sacramento from May 16 to June 18, 2005. These forums represent the first phase of three sets to be held as part of the City's General Plan and South Sacramento Community Plan updates. The main purpose of these forums was to help plan for growth in the neighborhoods and in the City by identifying features the public valued or wanted to change, and to define their vision for Sacramento's future. Another purpose was to solicit input on the public's view of the most important issues Sacramento is facing. Input from these forums will help shape the development of the vision statement, a statement describing a common vision for what Sacramento will become in the future, and the guiding principles that will help define how growth will occur in the City. The vision and guiding principles will then be used to direct the development of land use alternatives under the General Plan and Community Plan. Public ownership of the updated Sacramento General Plan and South Area Community Plan will be created through community participation.

At each of the forums, a brief presentation on the background and purpose of the planning processes was given, and then participants provided input through the use of interactive map exercises and by filling out a survey of important issues. In the survey, participants identified the top five issues Sacramento was facing. In the neighborhood mapping exercises, participants were asked to identify places where they gathered, features they valued, features they did not like, and things they would like to see changed on the aerial map of their neighborhood. Participants were also asked to list five things that make a great neighborhood. In the second mapping exercise, participants thought about the City as a whole, and identified great places in the City and what they did not like on an aerial map of Sacramento. Additionally, participants were asked to list five features that would make Sacramento more livable, and every table had the opportunity to present their top choices to the entire forum. This public input helps to identify general trends on what the community values and what their vision for the future is, as discussed below.

Over 1,000 persons (1,004) attended the forums, representing an average of 71 participants per forum. The following table shows attendance at each forum:

Hart Center	96
Clunie Center	75
Sierra 2 Center	80
Kennedy High School	117
Coloma Center	111
Sim Center	57
Robertson Center	107
Shriner's Center	80
Natomas High School	41
Natomas Charter School	106
Meadowview Center	77
Mack Elementary	25
Cosumnes River College	29
La Familia Center	3
TOTAL	1,004

GENERAL TRENDS

Issues Survey

In this exercise, participants were given a list of issues that Sacramento is facing, and were asked to choose the five most important issues to the individual. There were a total of 42 issues to choose from within the following categories: land use, major development areas, community character and design, population and demographics, housing, economic development, resource conservation, natural resources, roadways, transit services, bikeways and pedestrian facilities, public safety, parks and recreation, and noise. The five most highly ranked issues are as follows:

1. *Safe neighborhoods* was ranked the highest, where seven of the 14 forums ranked this issue as either the most important or second most important. This issue also received the most total votes.
2. With an average rank of 2 and the second highest number of votes, *mixed-use and higher density developments around light rail stations and along commercial corridors* was ranked as the most important issue in four of the forums.
3. The *distribution of affordable housing and walkable neighborhoods* within the City both ranked as number three, with the third highest number of votes. Eight of the forums ranked the distribution of affordable housing in their top five most important issues.
4. Both the *protection of agricultural land and open space*, and improving *streetscape quality* were tied for the fourth most important issue.

5. Lastly, there was a four-way tie for the fifth most important issue: *amount of affordable housing, jobs near housing, improving air quality, and expanding the light rail system.*

Interactive Map Exercises

As part of the interactive mapping exercise, participants answered a series of questions about their neighborhood and the City in table groups, ranging from a few people to as many as 10. The exercise allowed participants to define their own "neighborhood" in order to answer the questions. Answers to these questions were documented by forum and table, resulting in the ability to quantify similar responses across all forums. For analysis purposes, the following 10 general categories were created as a framework to assess the responses.

1. General land use;
2. Commercial (retail, shopping);
3. Employment (office, industrial, jobs, economic development);
4. Housing (affordable and distribution of housing);
5. Mobility/accessibility (automobiles, pedestrians, bicycles, streetscape);
6. People, public facilities/private institutions (churches, community centers, libraries, private clubs, schools, public/personal safety, noise, police, fire);
7. Entertainment/restaurants, community activities (festival, community events, cultural facilities);
8. Parks/recreation/open space;
9. Aesthetics/community design/neighborhood structure/appearance (architecture, code enforcement issues); and
10. Miscellaneous.

Neighborhood

Participants in the interactive map exercises answered five questions about their neighborhood. Participants were asked to circle features on the neighborhood map, and to list them on the side of the map for the first four questions. For question 5, participants chose their top five components of a great neighborhood.

1. Where do you gather?
2. What do you like?
3. What don't you like?
4. What's your future?
5. What makes a great neighborhood?

Gathering Places

- Particular gathering places that were classified as a public facility/private institution represented approximately one-third of the total answers aggregated

by table. Specifically, schools, churches, libraries, community centers, and private clubs were mentioned the most often.

- Nearly one-quarter of the answers were related to parks/recreation/open space, with McKinley Park, Hagginwood Park, Land Park, and East Portal Park identified the most frequently.
- Over 21 percent of the total responses by table identified commercial areas as the most popular gathering places within their neighborhood. Malls, shopping centers, bookstores, grocery stores, and downtown Sacramento were popular gathering places within the commercial area category.
- Nearly 18 percent of the total answers identified gathering places within the entertainment category, which included cafes, restaurants, theaters, bars, and farmer's markets.

Features We Value

- The most commonly identified features of the neighborhood that participants liked, representing approximately 31 percent of all answers, were within the category of parks, recreational facilities, and open space. Specific facilities such as the American River Parkway, McKinley Park, Curtis Park, Tahoe Park, and Lawrence Park were mentioned the most often. Other facilities such as golf courses, canals, the American River, the Sacramento River, and other neighborhood parks were also identified.
- Nearly 15 percent of the total answers selected features under the mobility/accessibility category. The most frequently identified feature was bike trails where it was mentioned in nine of the forums, walkable areas was mentioned in eight of the forums, and the light rail system was identified in seven of the forums.
- Approximately 15 percent of the total answers can be categorized as public facilities/private institutions, where libraries (mentioned in nine of the forums), community centers, and schools were identified the most often.

Features We Don't Like

- Over 37 percent of the total answers for this question were related to mobility/accessibility. The most commonly identified issue that was mentioned at ten of the 14 town hall forums was traffic congestion, safety, and accidents. Other issues identified in this category include poor public transit access, lack of sidewalks, and lack of adequate parking.
- Over 17 percent of the total answers can be classified under the category of aesthetics/community design, with blight, abandoned/condemned buildings, illegal dumping, and graffiti identified as features that residents did not like about their neighborhood.

Things to Change

- Over 24 percent of the total answers for features the public would like to see changed in their neighborhood related to the category of mobility/accessibility. Specifically, maintaining bike trails, expanding bikeways along all major corridors and the rivers in the City, and improving bikeway access were mentioned by several tables in 10 of the forums. Light rail expansion and improvement was also mentioned by 13 tables across 10 forums, and pedestrian expansion and improvement was also listed as things residents would like to see in the future at 12 tables in seven forums.
- Approximately 18 percent of the total answers were related to land use issues. Adding more mixed-use development, and changing the R Street Corridor and the Union Pacific Downtown Railyards site were identified the most often.
- Nearly 17 percent of the total answers involved improving commercial areas such as Florin Mall, the Broadway Corridor, and the Stockton corridor, as well as adding commercial uses to various parts of the City.

Components of a Great Neighborhood

- Over 19 percent of the total responses were related to mobility/accessibility. Walkable streets and neighborhoods where services and amenities could be reached by foot were identified as the top choice.
- Nearly 15 percent of the total answers can be classified under the category of parks/recreation/open space. Participants felt that the presence of parks, and recreational facilities and activities were features that would make a great neighborhood.
- Public facilities were represented in approximately 13 percent of the total answers, where schools were the most commonly identified feature of a great neighborhood.

Citywide

In the second part of the interactive map exercises, which focused on the City as a whole, participants were asked three questions. Participants were asked to identify any feature or destination for the first two questions. In the last question, participants were asked to list ideas that would make Sacramento more livable.

1. What are the Great Places of Sacramento?
2. What don't you like about Sacramento?
3. List five things that would make Sacramento more livable.

Great Places

- Approximately one-third of the total answers by table selected features classified as parks/recreation/open space. Land Park and American River Parkway were

the top choices selected by numerous participants as two of the great places in the City, followed by the American River, Sacramento River, and McKinley Park.

- Nearly one-quarter of the total answers by table for this question-identified features within the category of entertainment/restaurants/community activities. Specifically, Arco Arena was the most commonly selected place, followed by Raley Field and the Sacramento Zoo. Many tables also selected cultural facilities such as the Crocker Art Museum and Towe Ford Museum.
- Almost one-fifth of the answers by table indicated great places within the category of private facilities/public institutions. Cal Expo, Sacramento State University, and the State Capitol were the top choices within this category.

Features We Dislike

- Nearly one-third of the answers to this question pertained to mobility/accessibility. Within the answers provided by table in this category, almost 32 percent identified traffic and freeway congestion as the issue they disliked the most about the City. High speeds and congestion at certain freeway interchanges and highways were listed. Inadequate public transit and the lack of connection between Old Sacramento and the rest of the City were also mentioned as features that the public did not like.
- Approximately 13 percent of the total answers by table for this question indicated features within the category of aesthetics/community design/neighborhood structure/appearance. Specific issues mentioned within this category include abandoned buildings, blighted areas commercial corridors, vacant lots, and the sprawling nature of the Natomas area.
- Nearly 13 percent of the total answers indicated that commercial uses, especially K Street Mall, were features that were not liked within Sacramento. WalMart (proposed) and the Florin Mall were also specifically mentioned.
- Approximately 12 percent of the total answers included features considered within the land use category. Union Pacific Downtown Railyards was selected at every town hall forum as a place that everyone did not like, and the need for development at the site was also indicated. In half of the forums, the Richards Boulevard area was also mentioned.

Components of a Livable City

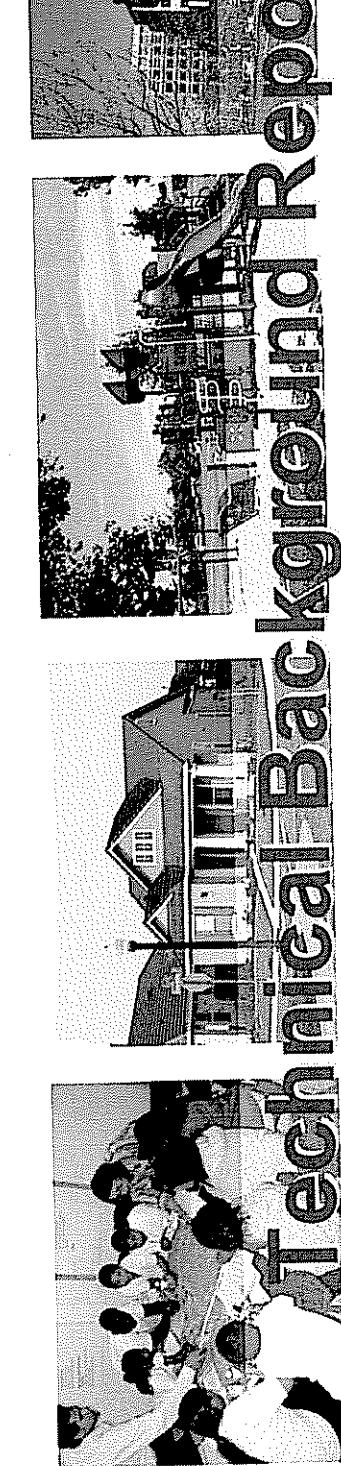
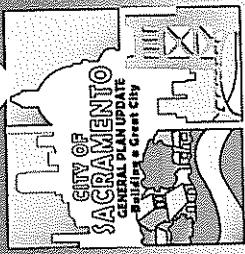
- Almost one-quarter of the answers by table selected features within the mobility/accessibility category. Enhancing transportation options and improving public transit were most commonly identified.
- Nearly one-fifth of the answers were related to land use, of which almost half of the answers pertained to the inclusion of mixed-use developments within Sacramento. Creating a vibrant downtown as one of the things that would make Sacramento more livable was mentioned at half of the forums.

- Approximately 12 percent of the total answers were classified in the housing category, where the provision of affordable housing was mentioned in 11 of the forums.

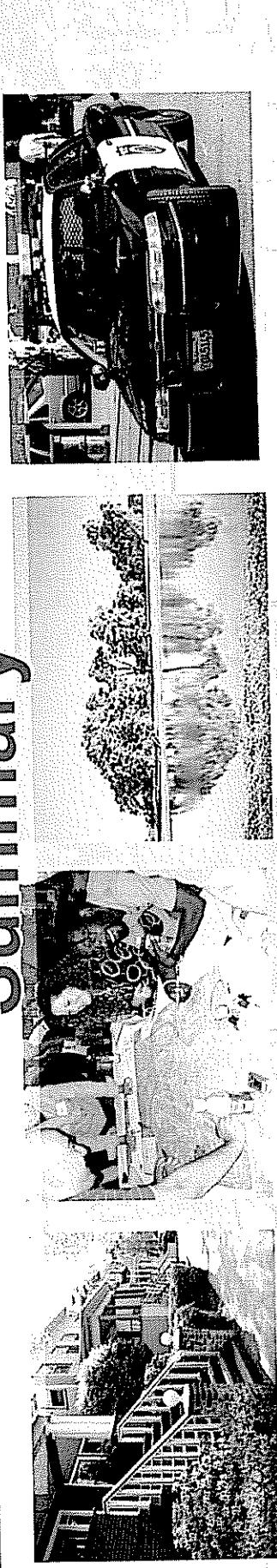
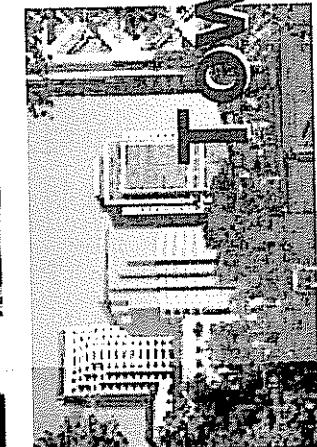
CONCLUSION

Issues, values, and preferences identified by the public in the 14 town hall forums will help identify how growth should occur in the neighborhoods and in the City as a whole. This input will help shape development of the vision for Sacramento's future. Guiding principles will also be developed to respond to the issues, visions, and values. The vision and guiding principles in turn influence preparation of land use alternatives in the next steps of the Sacramento General Plan and South Area Community Plan update processes.

City of Sacramento General Plan Update



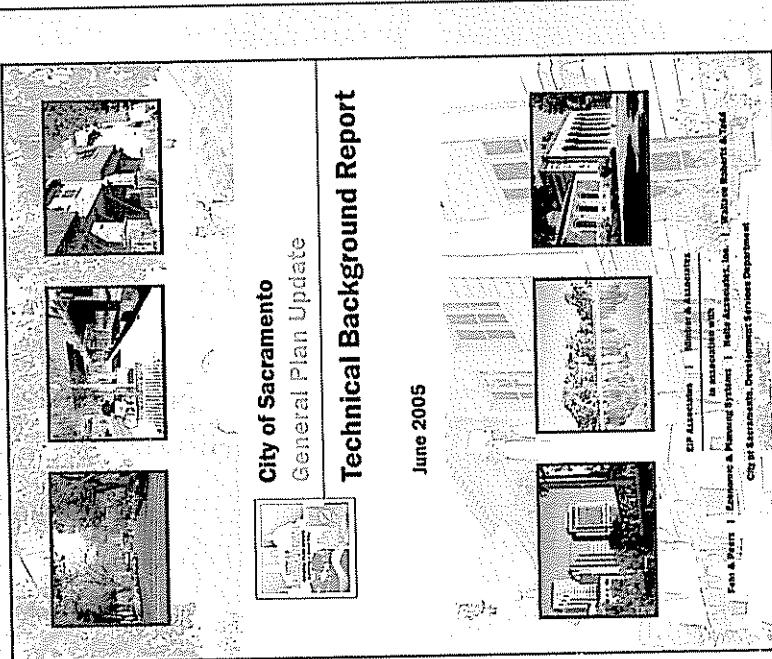
**Background Report
and Forum Results
and Summary**



Technical Background Report

What is a Technical Background Report?

- Purpose
- Content
- Role and use in update process



Background Report

Key Findings

General Plan map

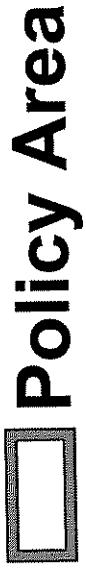
– Policy Area includes portions of:

- West Sacramento
- Sacramento County
- Sutter County

Map Legend:

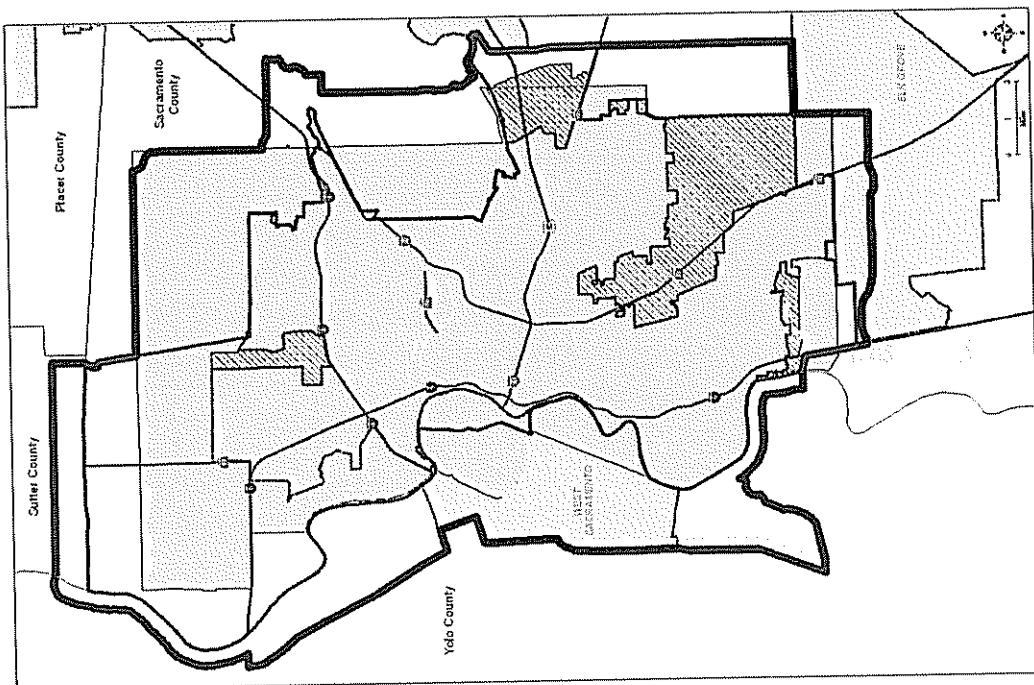
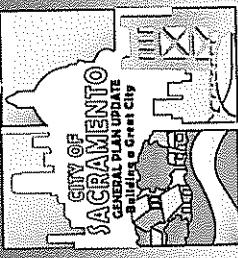


Study Area

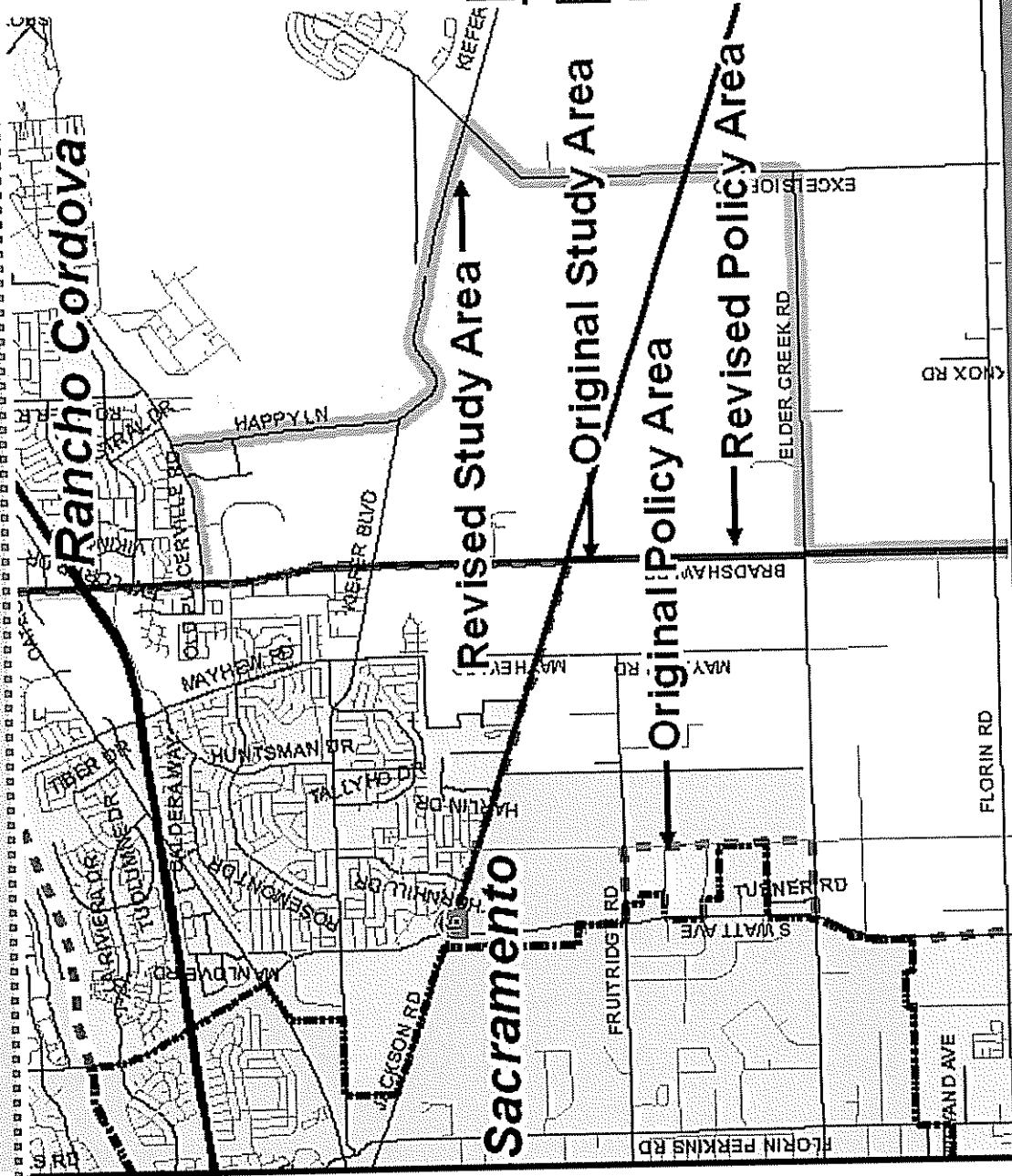
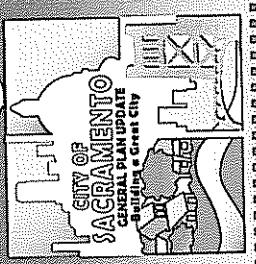


Policy Area

**Sphere of Influence
Area in 1988 GP**



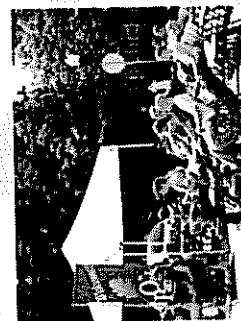
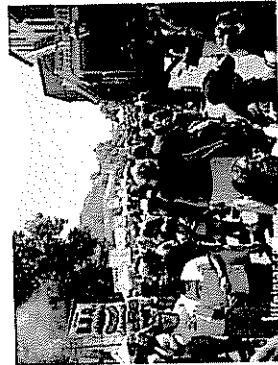
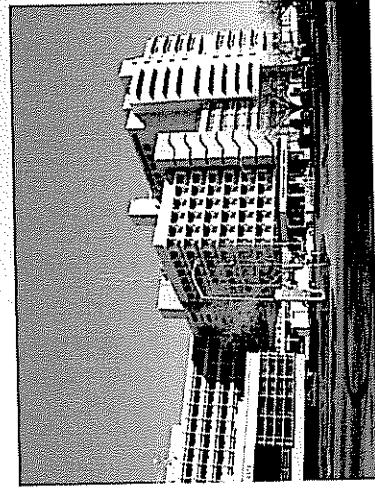
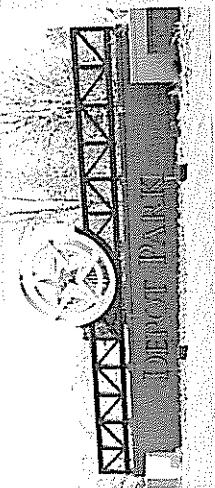
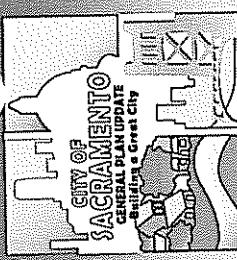
Background Report: Rosemont Study Area



Background Report: Key Findings

Population and employment growth

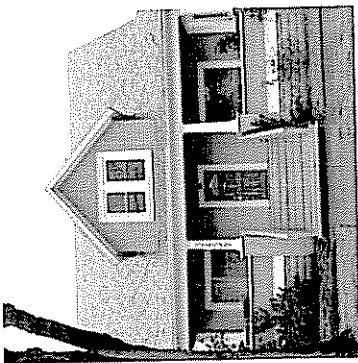
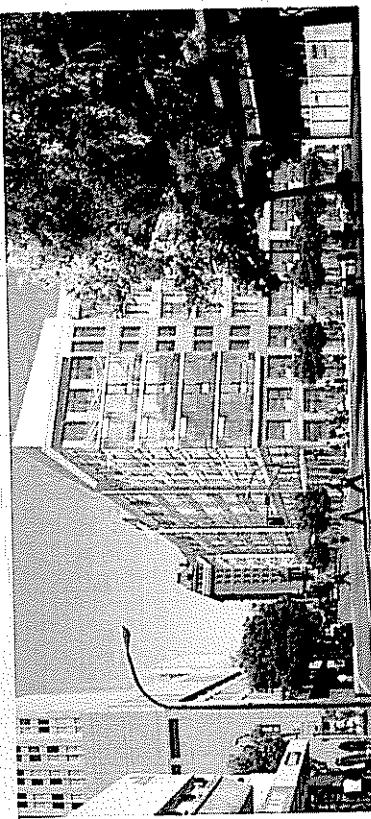
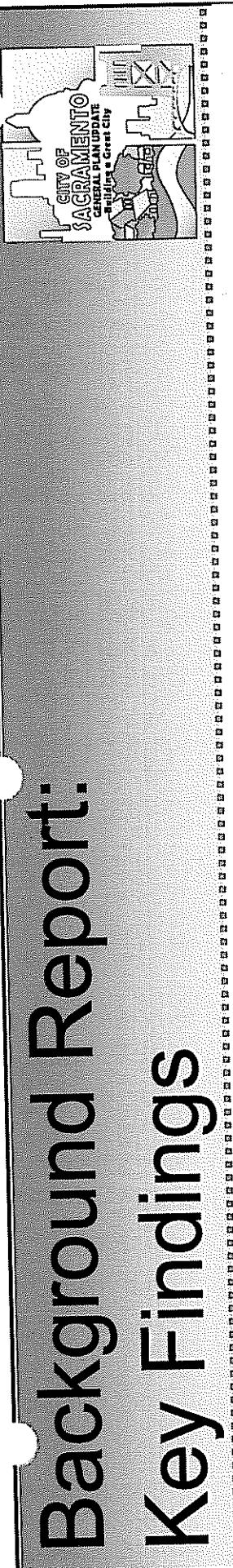
- 2030 Population = 650,000
- 2030 Employment = 450,000
- 200,000 more residents and
140,000 new jobs



Background Report: Key Findings

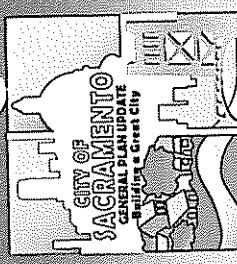
Denser, compact development

- Resulting from:
 - ✓ Demographic changes
 - ✓ Affordability concerns



Background Report

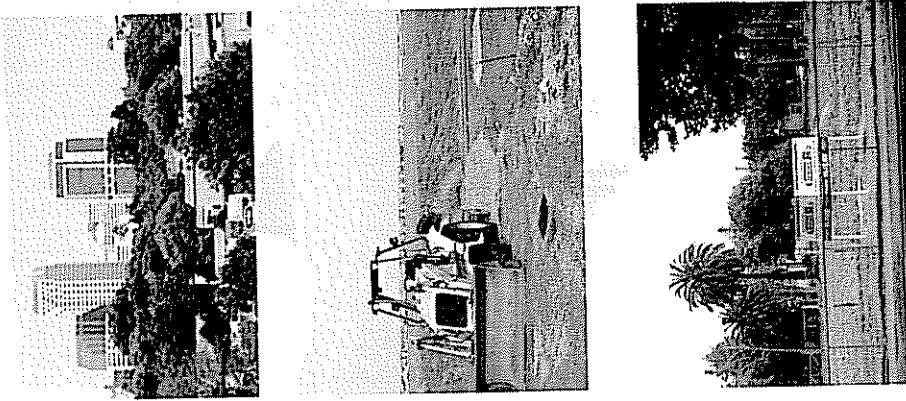
Key Findings



Opportunity sites

- Many sites for future growth including:

- ✓ Central Business District/Central City
- ✓ North Natomas
- ✓ Delta Shores
- ✓ Transit station areas
- ✓ Commercial/transportation corridors



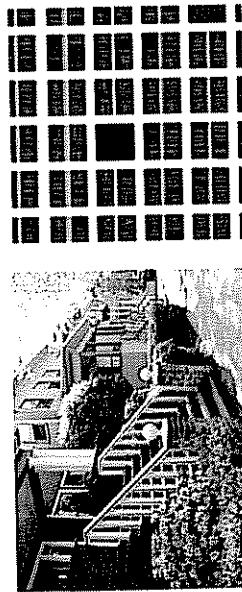
Background Report

Key Findings

Existing Development Types & Patterns

- 10 urban form prototypes including 4 residential types:

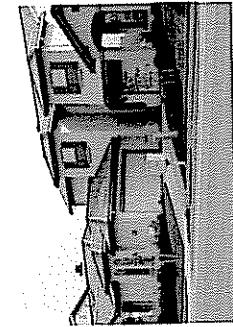
Traditional town grid



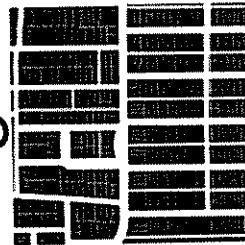
Auto-oriented subdivision



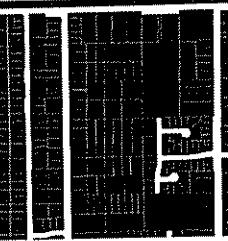
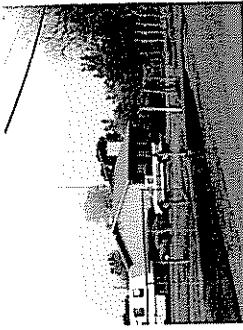
Auto-oriented subdivision



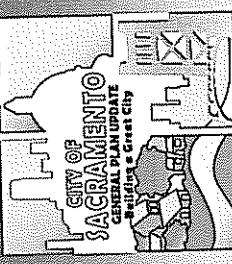
Modified town grid



Rural transition



Background Report: Key Findings



Future land supply

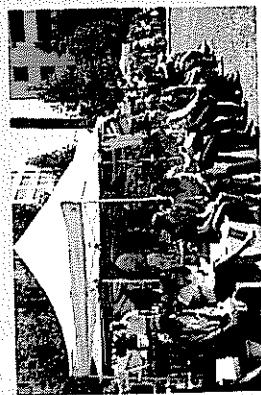
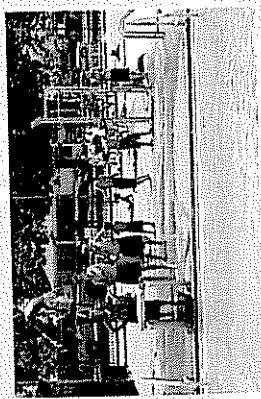
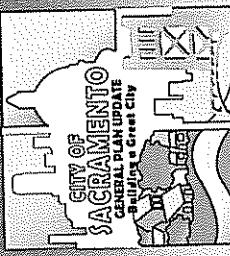
- Adequate 2030 land supply
- Assumes annexation and development of portion of Natomas Joint Vision Area



Background Report: Key Findings

Ethnic and cultural diversity in Sacramento

- One of the most integrated cities in America

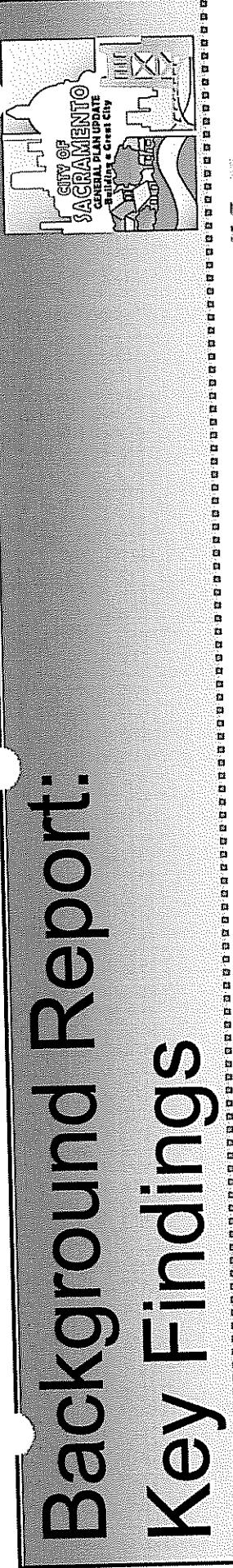


Background Report

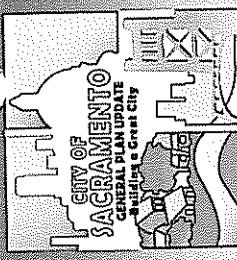
Key Findings

Infrastructure needs

- Existing needs
 - ✓ Sewer and storm drains
 - ✓ Water and sewer pipes
 - ✓ Regional parks
 - ✓ Libraries
 - ✓ Schools
 - ✓ Fire and police facilities

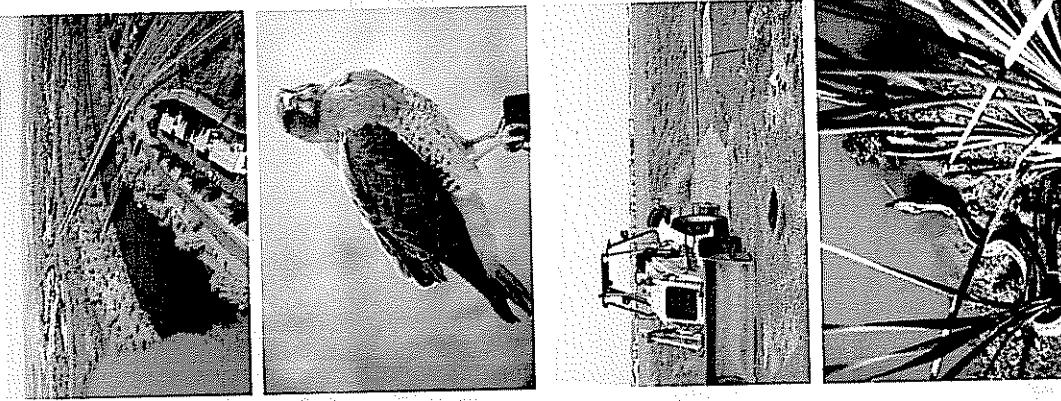


Background Report: Key Findings

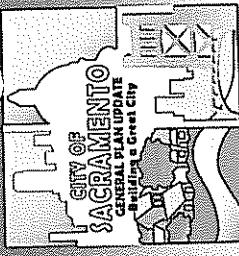


Habitat conservation issues

- Valuable plant and animal habitat in the General Plan policy area
- Development in Natomas Joint Vision Area cannot occur until City has a new or amended Habitat Conservation Plan (HCP)



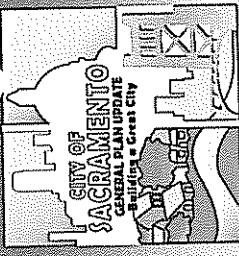
Background Report & Town Hall Results Summary



Public review process

- Background Report is over 1,000 pages
- Town Hall Forum Results Summary
- Individual Town Hall Forum results available
- All available at www.sacgov.org

Background Report & Town Hall Results Summary



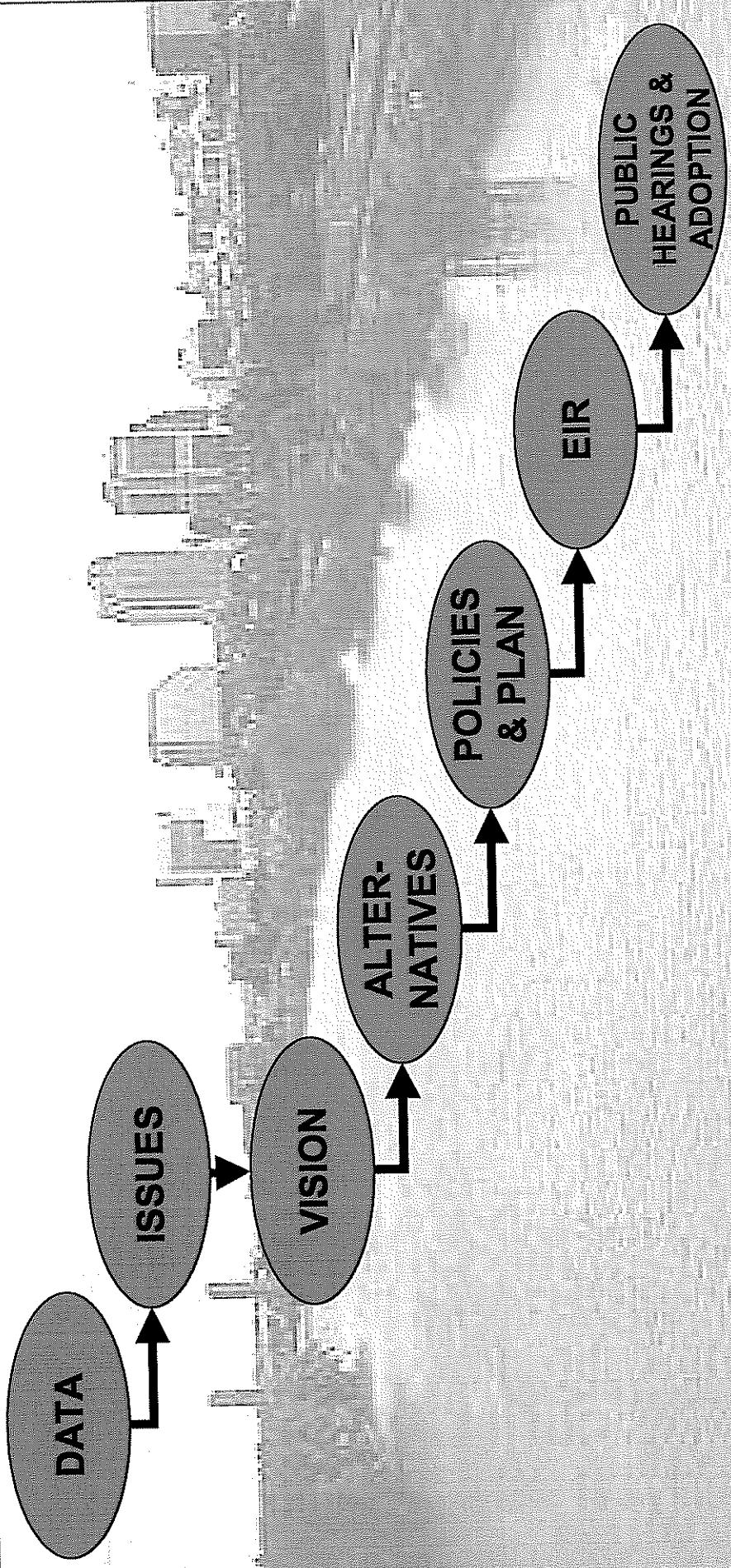
Public review process (cont.)

- General Plan Advisory Committee
- Development Oversight Commission
- Planning Commission
- City Council

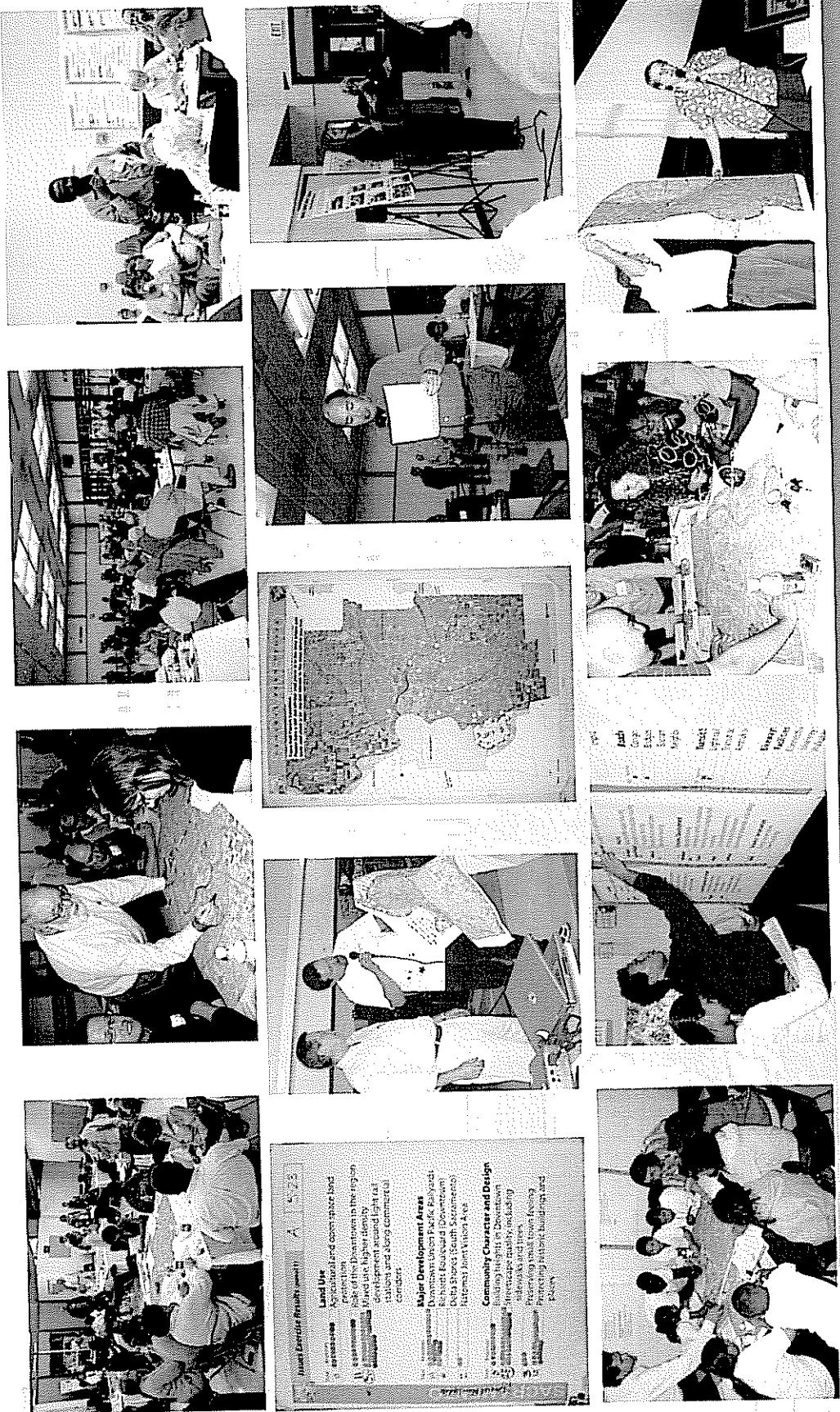
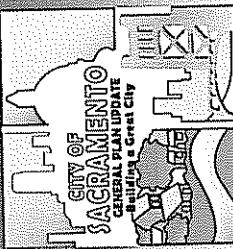
General Plan Update Process



Fall 2004 – Summer Fall 2005 – Spring Fall 2006 – Spring 2007
Winter 2005 Winter 2006 Summer 2006 Winter 2007



Town Hall Forum Results Summary – Phase I

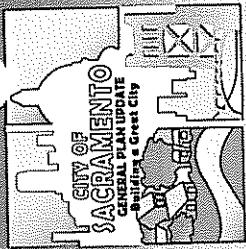


Major Land Use
Agricultural and open space land
Residential
Commercial
Roles of the Downtown in the region
Mixed-use higher density
development around transit rail stations and along commercial corridors

Major Development Areas
Downtown (the San Pacific Project, Richard Bausch and downtown Sacramento), Fairhaven (near the area between 16th and 18th Streets)

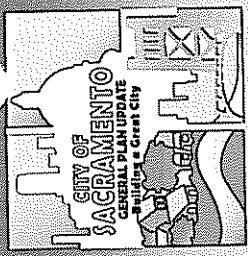
Community Character and Design
Planning for downtown Sacramento
Historic preservation and building reuse
Promotion of walkable, transit-oriented development

Town Hall Forum Attendance



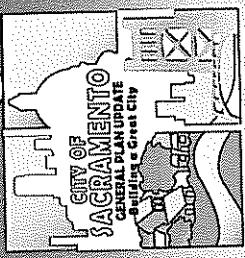
THF	Location	Attendance
Area A	Hart Center	96
Area B	Clunie Center	75
Area C	Sierra 2 Center	80
Area D	Kennedy High School	117
Area E	Coloma Center	111
Area F	Sim Center	57
Area G	Robertson Center	107

Town Hall Forum Attendance



THF	Location	Attendance
Area H	Shriners Center	80
Area I	Natomas High School	41
Area J	Natomas Charter School	106
Area 1CP	Meadowview Center	77
Area 2CP	Mack Elementary	25
Area 3CP	Cosumnes College	29
Area 4CP	La Familia Center	3
Total		1,004

Issues Exercise



Top 5 Issues (Rank):

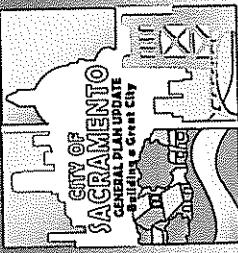
- Safe Neighborhoods (1)

- Mixed Use, Higher Density Development around light rail stations and along commercial corridors (2)

- Distribution of Affordable Housing (3)

- Walkable Neighborhoods (3)

Issues Exercise



Top 5 Issues: (cont.)

- Streetscape Quality (4)

- Agricultural and Open Space Protection (4)

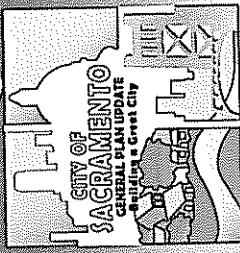
- Light Rail Expansion (5)

- Amount of Affordable Housing (5)

- Jobs near Housing (5)

- Improving Air Quality (5)

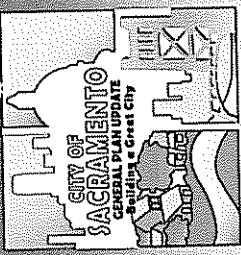
Neighborhood Mapping Exercise



To help us plan for growth in the neighborhoods:

- Where do you gather?
- What do you like/value?
- What don't you like?
- What's our future? (things to change)
- Things that make a great neighborhood

Neighborhood Mapping Exercise - Responses

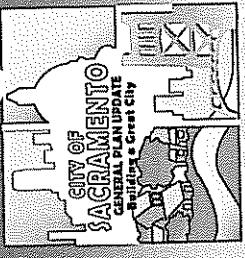


Gathering places:

- 33% public facility/private institutions (e.g., schools, churches, libraries, community centers)
- 25% neighborhood parks (e.g., McKinley, Hagginswood, Land, East Portal)
- 21% commercial areas/centers (e.g., malls, shopping centers, grocery stores, books store, Downtown)
- 18% entertainment venues (e.g, restaurants, cafes, theaters, bars, farmer's markets)

Neighborhood Mapping Exercise

- Responses

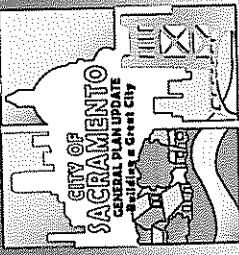


Features we value:

- 31% parks, open-space & recreational facilities (e.g., American River Parkway, McKinley, Curtis, Land, and Lawrence parks, rivers)
- 15% mobility/accessibility issues (e.g., walkable areas, bike trails, light rail system)
- 15% public facilities (e.g., libraries, community centers, schools)

Neighborhood Mapping Exercise

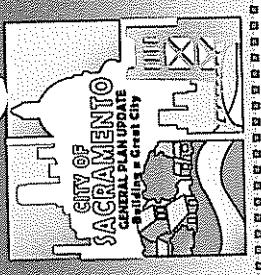
- Responses



Features we don't like:

- 37% mobility/accessibility issues (e.g., congestion, safety, accidents, lack of sidewalks, inadequate parking, poor public transit)
- 17% aesthetics/community design (e.g., blight, illegal dumping, graffiti, abandoned buildings)

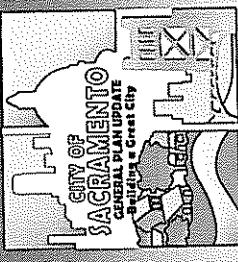
Neighborhood Mapping Exercise - Responses



Things to change:

- 24% mobility/accessibility issues (e.g., maintaining & expanding bike trails and light rail, river access, pedestrian improvements)
- 18% land use issues (e.g., more mixed-use, R Street Corridor, Downtown Railyards)
- 17% improving commercial areas/corridors (e.g., Broadway Corridor, Stockton Corridor, Florin Mall)

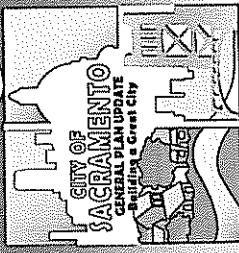
Neighborhood Mapping Exercise - Responses



Components of a great neighborhood:

- 19% mobility/accessibility issues (e.g., walkable streets and neighborhoods near services/amenities)
- 15% parks/recreation/open space (e.g., parks and facilities make a great neighborhood)
- 13% public facilities (e.g., schools)

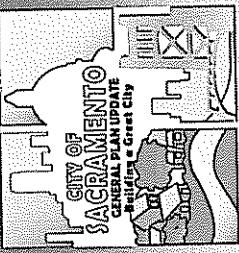
Citywide Mapping Exercise



To help us plan for growth in Sacramento:

- Great places in the City
- What don't you like?
- Things that make Sacramento more livable

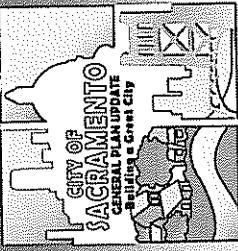
Citywide Mapping Exercise - Responses



Great places:

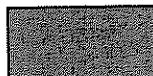
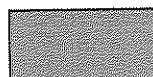
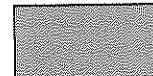
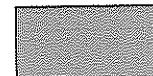
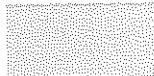
- 33% parks/recreation/open-space areas (e.g., American River Parkway, Sacramento River, McKinley Park)
- 25% entertainment/restaurants/community activities (e.g., Arco Arena, Raley Field, Zoo, Crocker & Towe Museums)
- 20% private facilities/public institutions (e.g., California State University, State Capitol)

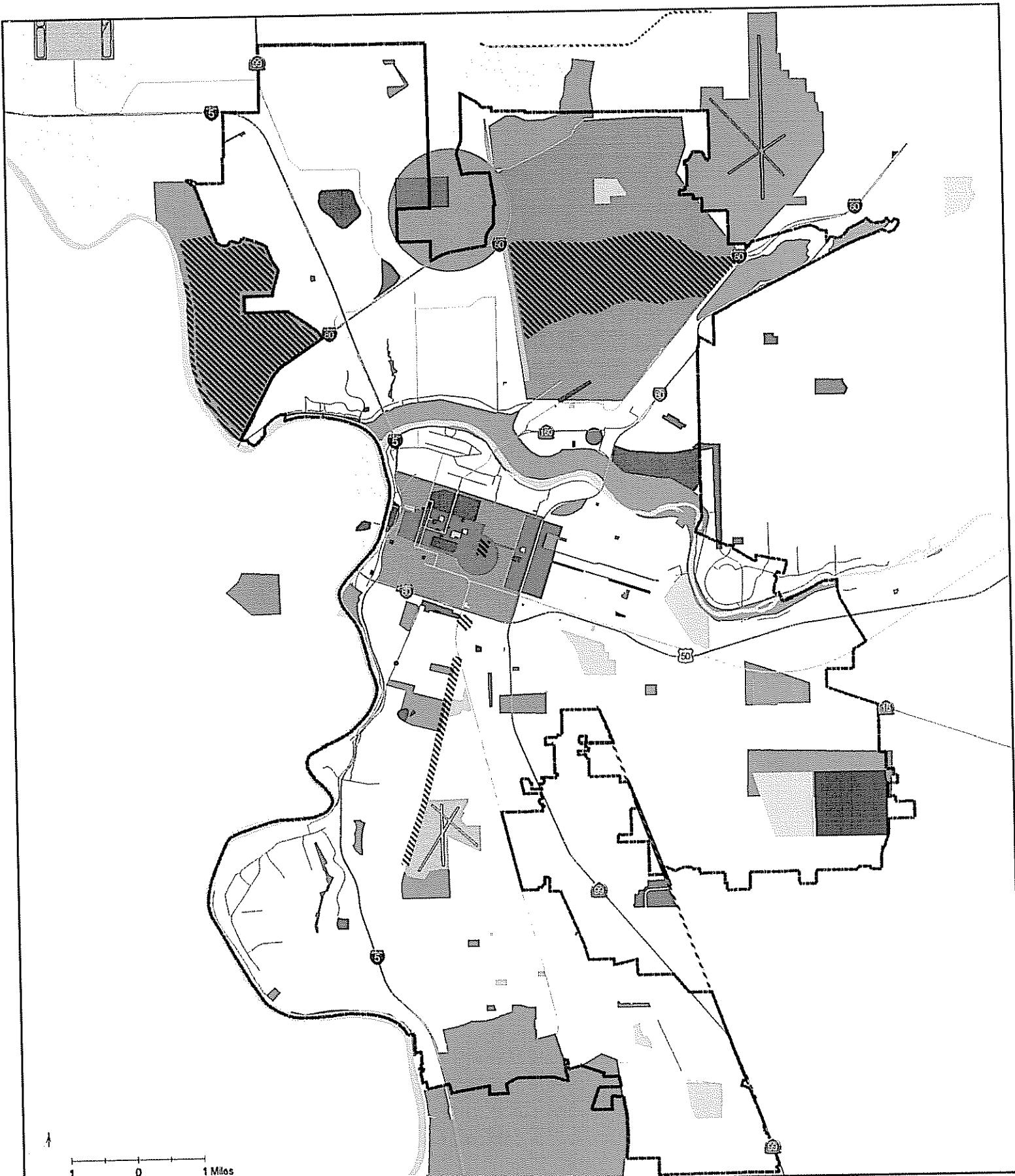
Citywide Mapping Exercise - Responses



Town Hall Forum Map Results:
Great Places

Types of Great Places - Place Count

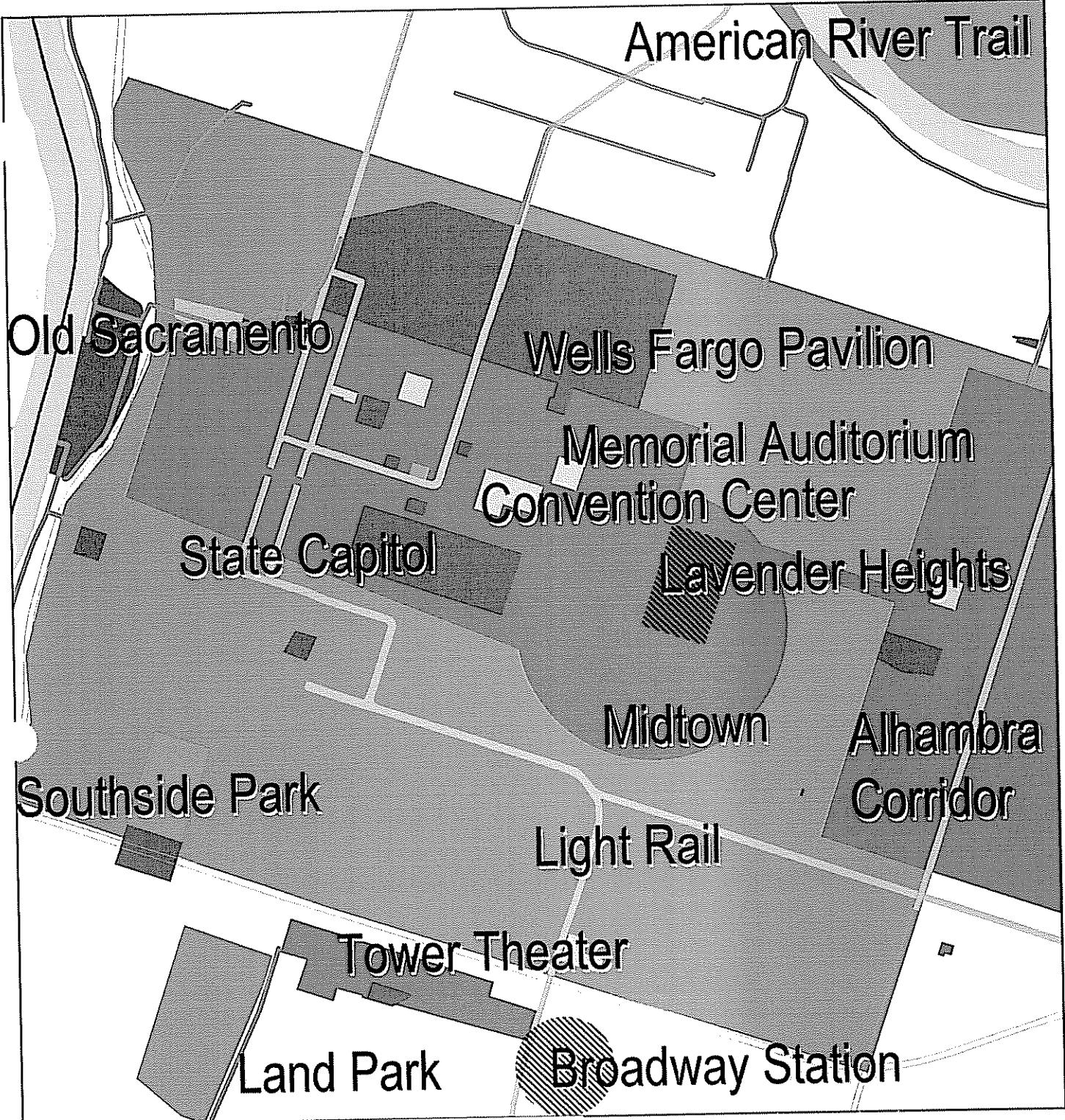
-  Commercial - 31
-  Community Design - 9
-  Employment - 2
-  Entertainment - 28
-  General - 9
- Housing - 8
-  Mobility - 7
-  Parks/Open Space/Recreation - 43
-  Private Facility - 4
-  Public Facility - 20
-  City Boundary
- Outside City Limits
-  Rivers
-  Highways
-  Airports



Town Hall Forums Types of Great Places



American River Trail



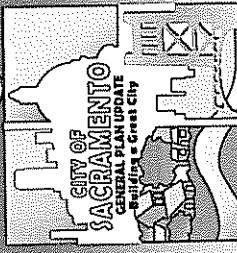
Types of Great Places - Place Count

- Commercial
- Community Design
- Employment
- Entertainment
- General
- Housing
- Mobility

- Parks/Open Space/Recreation
- Private Facility
- Public Facility
- City Boundary
- Outside City Limits
- Rivers
- Highways
- Airports

Citywide Mapping Exercise

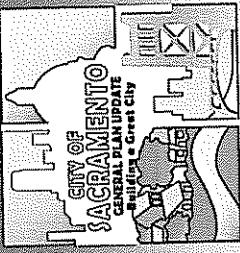
- Responses



Features we dislike:

- 33% mobility/accessibility issues (e.g., traffic congestion, inadequate public transit, high speeds on freeways/roads, lack of connection to Old Sacramento)
- 13% aesthetics/community design issues (e.g., blighted commercial areas, abandoned buildings, vacant lots, sprawl in Natomas)

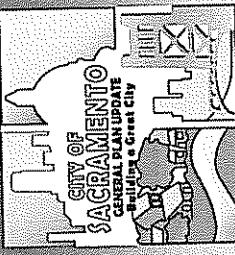
Citywide Mapping Exercise - Responses



Features we dislike: (continued)

- 13% commercial areas (e.g., K Street Mall, proposed Downtown Wal-Mart, Florin Mall)
- 12% land use issues (e.g., undeveloped Downtown Railyards, Richards Boulevard area)

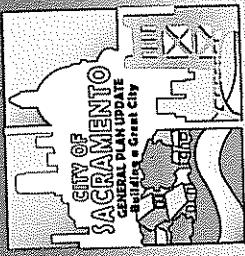
Citywide Mapping Exercise - Responses



Components of a livable city:

- 25% mobility/accessibility issues (e.g., better transportation options, improved public transit)
- 20% land use issues (e.g., more mixed-use development, create a vibrant Downtown,)
- 12% housing issues (e.g., more affordable housing)

Forum Results and How They Will Be Used



- Planning Issues Report - October 2005
- Vision & Guiding Principles - October 2005
- Land Use Alternatives - Spring 2006