



## City Council Report

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**File ID:** 2020-01381

**January 19, 2021**

**Discussion Item 15**

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**Title:** 2040 General Plan Update – Draft Land Use Map, Proposed Roadway Changes, and other Key Strategies [Continued from 12/01/2020]

**Location:** Citywide

**Recommendation:** 1) Adopt a Resolution accepting the Technical Background Report (TBR) analysis of existing conditions as a foundation document for the 2040 General Plan and Climate Action and Adaptation Plan (CAAP) Master Environmental Impact Report (MEIR); and 2) adopt a Resolution directing the City Manager and staff to proceed with the Draft Land Use Map, Proposed Roadway Changes, and other Key Strategies for purposes of the preparation of the Draft 2040 General Plan, CAAP, and the MEIR

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**Attachments:**

01-Description/Analysis

02-Background

03-Resolution – TBR

04-Exhibit A – Technical Background Report (due to the size of this attachment, it is attached separately)

05-Resolution -Key Strategies

06-Exhibit A – Draft Land Use Map

07-Exhibit B – Proposed Roadway Changes

08-Exhibit C – Other Key Strategies

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11-Draft Land Use Designation Descriptions

12-Permit a Greater Array of Housing Types in Single-Unit Neighborhoods-FAQs

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Susana Alcalá Wood, City Attorney

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Howard Chan, City Manager

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## Description/Analysis

**Issue Detail:** The General Plan and Climate Action and Adaption Plan Update (2040 General Plan Update) was initiated in February 2019. The project consists of four main phases of work. Phase 1 - Issues and Opportunities concluded in November 2019, with City Council's adoption of the [Vision and Guiding Principles](#).

To wrap-up Phase 2 - Options Exploration, a Draft Land Use Map, Proposed Roadway Changes and other Key Strategies (Key Strategies) are being presented to the City Council for consensus and approval to move forward into the next phase of the General Plan Update. The Key Strategies include proposed land use designations, proposed maximum development intensities, proposed roadway reallocations to create more space for bicycle, pedestrian, and transit infrastructure on City streets, and several Key Strategies that propose ways for the City of Sacramento to achieve the Vision and Guiding Principles of the General Plan Update. Attachment 2-Background provides additional information about each of the Key Strategies.

In Phase 3 - Draft Plan Preparation, the Key Strategies will be used to guide the detailed preparation of the Draft 2040 General Plan Elements, the Climate Action and Adaptation Plan, and the Master Environmental Impact Report (MEIR). These documents will be available for public review in mid-2021 and will include all the proposed strategies which will be organized by goals, policies, and implementation programs.

The Key Strategies were developed through extensive research and analysis by the consultant team and City staff, and with significant Phase 2 public engagement with approximately 2,200 participants, including stakeholder focus group meetings, a virtual citywide workshop, a round of community plan area workshops, a scientific survey, and input from various Boards and Commissions (Attachment 9 – Phase 2 Outreach Summary).

### Draft Land Use Map

The Draft Land Use Map accommodates 69,912 new housing units and 76,612 new jobs over the next 20 years, consistent with Sacramento Area Council of Governments (SACOG) regional growth allocation and the City's Market Demand Study completed by Bay Area Economics in 2019.

The Draft Land Use Map shows the 10 proposed land use designations and where these uses are located throughout the City (Attachment 6-Exhibit A). Attachment 11 provides a description of the proposed land uses. The Draft Land Use Map includes a companion map with the proposed maximum development intensities. There are two key changes proposed for the new land use framework that would allow a greater range of uses within given designations and allow for a greater array of housing types throughout the City. Currently the 2035 General Plan



has an extensive number of land use designations – 27 in total. The new draft land use map proposes streamlining land use designations for greater clarity and ease of use, resulting in 17 fewer total citywide land use designations. Secondly, while the 2035 General Plan development standard includes density and floor area ratios, the new 2040 General Plan will rely solely on floor area ratios, which focuses on controlling the size of buildings instead of the number of housing units within buildings. Attachment 2 – Background includes a more detailed description of the proposed land use framework changes.

During the next phase of the project staff will continue to make some parcel level revisions to land uses and Floor Area Ratios based on community feedback and technical analysis.

### Proposed Roadway Changes

The adopted Vision and Guiding Principles articulate that pedestrian, bicycle and transit options will be prioritized over automobiles. One of the key strategies for the 2040 General Plan Update mobility element is to right-size streets to fit today's mobility needs to prioritize walking, biking and transit over the automobile use. In accordance with the City Council adopted Vision and Guiding Principles, and extensive community input, staff recommends reducing the total number of vehicle travel lanes on key roadways throughout Sacramento and reallocating that space to high-frequency transit or active transportation. Even with the adoption of the 2040 Plan in December 2021, further study, roadway design, community outreach, and funding identification would be required prior to the implementation of the proposed roadway changes. These proposed roadway changes can provide many benefits including:

- improving transit frequency and reliability,
- slowing drivers (safety), and
- creating comfortable space for those walking and biking.

The City analyzed the transportation network to determine which roadway segments would be able to convert general travel lanes into space for active transportation and transit uses. Attachment 7-Exhibit B – Proposed Roadway Changes, includes the locations of the proposed lane reductions.

### Other Key Strategies that Represent Major Policy Changes

Key Strategies that represent major policy changes for the 2040 General Plan Update and are in need of consensus prior to moving to Phase 3 – Draft Plan Preparation, are identified below. The Draft 2040 General Plan Update to be available for public review in mid-2021, will include the full list of recommended strategies organized by goals, policies, and implementation programs. Additional information with a description of each key strategy is available in Attachment 2-Background.

- (1) Permit a greater array of housing types in existing single-unit neighborhoods.
- (2) Facilitate compact mixed-use development in key commercial corridors to create vibrant walkable and transit-supportive neighborhoods.
- (3) Require all new buildings to be all electric and eliminate the use of natural gas and fossil fuels for building operations.
- (4) Gradually transition existing buildings away from natural gas to electric and assist low-income residents by offering financial incentives.
- (5) Provide infrastructure to fully transition from combustion engine vehicles, supporting use of zero-emission vehicles (ZEVs).
- (6) Increase the amount of tree-canopy cover in the City, prioritizing investments in areas with the greatest urban heat island effects, areas of poor air quality, and areas with populations most vulnerable to the effects of increased and extreme heat.
- (7) Use an equity framework to prioritize and fund infrastructure improvements in historically disinvested and underserved neighborhoods.
- (8) Initiate studies for a potential future annexation of the Fruitridge Florin Study Area in effort to consolidate and provide city services to that community (See Attachment 10-City Policy Areas).
- (9) Right-size streets to fit today's mobility needs to prioritize walking, biking, and transit over automobile use.
- (10) Eliminate City-mandated parking minimums citywide and introduce parking maximums.

**Policy Considerations:** The Key Strategies are consistent with the Vision and Guiding Principles adopted by Council in November 2019.

**Economic Impacts:** Not applicable.

**Environmental Considerations:** The proposed actions involve planning and administrative activities of the City. The City is reviewing and revising its general plan, a required action by the state planning law, as well as revising the Master Environmental Impact Report (Master EIR).

The Technical Background Report (TBR) will be the basis for preparing the "Existing Setting" section for each topic of the Master Environmental Impact Report, which is an essential component in the CEQA analysis of impacts and mitigation measures. Acceptance of the Draft Land Use Map, Proposed Roadway Changes, and other Key Strategies is part of the general plan and Master EIR process.

Preparation of the general plan, Climate Action and Adaptation Plan (CAAP) and Master EIR are activities that are consistent with the state planning law and CEQA requirements. They are feasibility and planning studies that involve projects that have not been approved, adopted, or

funded. An analysis of the potential impacts on the environment that could occur as a result of the adoption and implementation of the 2040 General Plan and CAAP will be included in the Master EIR that will be prepared and presented to the community and City Council. The actions in this report are exempt from CEQA review pursuant to CEQA Guidelines sections 15378(b)(5), 15060(c), and 15262.

**Sustainability:** The Key Strategies for the 2040 General Plan Update is consistent with the City's commitment to smart growth and climate change mitigation. The proposed land use map has been developed with the intention to concentrate development in centers and along commercial and high frequency transit corridors. This development pattern along with the propose roadway changes and the key strategies will support an accessible, convenient network that offers a viable alternative to the automobile and promote public health.

**Commission/Committee Action:** On November 12, 2020, the Planning and Design Commission reviewed the Draft Land Use Map, Proposed Roadway Changes, and other Key Strategies for the 2040 General Plan Update. The Commission voted to forward to Council a recommendation of approval.

On November 19, 2020 the Active Transportation Commission reviewed the Proposed Roadway Changes and passed a motion to forward a recommendation of approval to City Council.

This staff report was initially on the agenda for the December 1, 2020 City Council Meeting. The Council meeting was running late, and Council continued this item to January 2021 to allow for ample time for discussion.

The December 1, 2020 staff report included staff's recommendation to amend the Natomas Joint Vision Study Area to an Area of Concern and initiate studies for future consideration of a Sphere of Influence amendment. To allow for adequate time for City Council discussion, this item will come before City Council separately in the near future.

Council also directed staff to work with historic preservation stakeholders on comments they raised on the proposed land used designation of Residential Mixed-Use for some parcels in historic districts. City staff conducted additional analysis and met with preservation stakeholders on December 15, 2020. The following land use changes have been incorporated to the attached draft land use map:

- The land use designation has been changed from Residential Mixed-Use to Neighborhood for various parcels within the following Historic Districts:
  - Boulevard Park
  - Alkali Flat West
  - Capitol Mansions
  - Freemont Park
  - Old Washington School (formerly Washington)
  - New Washington School (formerly Washington School)
  - Newton Booth
  - South Side
  - Poverty Ridge
  - Winn Park

Staff has also made minor updates to the land use map based on additional community input and parcel-level technical analysis. Key changes to the land use map include the following:

- The maximum Floor Area Ratio has been lowered (from 6 to 4) for the parcels along the south side of Broadway between 16<sup>th</sup> and 19<sup>th</sup> Streets.
- The maximum Floor Area Ratio has been adjusted downward for various parcels within Historic Districts.
- The land use designation has been changed from Public/Quasi-Public to Residential Mixed-Use for the SMUD 59<sup>th</sup> Street Reuse Project site.

**Rationale for Recommendation:** The Draft Land Use Map, Proposed Roadway Changes, and other Key Strategies are consistent with the adopted Vision and Guiding Principles, and are required to proceed with Phase 3 of the 2040 General Plan Update - Draft Plan Preparation.

**Financial Considerations:** Not applicable.

**Local Business Enterprise (LBE):** Not applicable.

## Attachment 2 - Background

The following provides additional background on the work covered in Phase 2 – Options Exploration of the 2040 General Plan Update how the planning team developed the Draft Land Use Map, Proposed Roadway Changes, and other Key Strategies.

### Technical Background Report

As part of the first phase of the General Plan process, staff gathered a large volume of technical background data (*over 800 pages*) on existing conditions within the City. The Technical Background Report (TBR) analyzes existing conditions in the city and addresses a variety of issues including land use, transportation, utilities, public services, environmental resources, and public health and safety. The TBR will be the basis for preparing the “Existing Setting” section for each topic of the 2040 General Plan Master Environmental Impact Report. The TBR is included in this report as Attachment 4 - Exhibit A.

The Technical Background Report is also available on the project’s website:

[www.sacramento2040gpu.org](http://www.sacramento2040gpu.org)

### Market Demand Study

The Market Demand Study completed in July 2019 by BAE Urban Economics, provides background information regarding existing and anticipated future demographic and economic trends and market conditions for use as part of the 2040 General Plan Update. This includes an evaluation of recent changes in demographic characteristics and household composition, as well as recent labor market changes, industry growth trends, and other related topics that pertain to economic development. The study also evaluates existing real estate market conditions for residential (considering demand for different housing types), office, commercial, and industrial land uses, and projects anticipated citywide demand for each land use type through the year 2040. As shown in the table below, the City’s growth projections for the next 20 years include 76,612 new jobs and 69,012 new housing units.

	Baseline	Future	Non-		Control Totals	
	2017 Housing, 2016 Jobs	2040 (total new)	Opportunity Areas	Opportunity Areas	SACOG 2040 (2016-2040)	BAE (2016-2040)
Housing Units	199,760	69,012	63,290	5,722	73,519	73,519
SFR	132,945	22,083	17,376	4,707		
MFR	63,214	46,916	45,901	1,015		
Jobs	308,735	76,612	69,929	6,683	51,995	76,000

### Draft Land Use Map

The Draft Land Use Map serves as an essential tool to guide the growth and development of the City by designating the proposed general distribution, location, and extent of land uses. The Land Use Map consists of a citywide map, depicting a set of land use designations and a proposed maximum development intensity map (Attachment 6-Exhibit A). Together, these represent staff's recommendation regarding how the new General Plan will guide the growth and development of the City for the next two decades through 2040. This map is in draft form and is subject to further review and input. Over the next month, staff anticipates making some parcel-level revisions of the draft land uses and Floor Area Ratios based on community feedback and ongoing parcel-level analysis by staff. Once accepted by City Council, the land use map will also serve as the proposed project for the purposes of the environmental review phase of the project.

There are two key updates to the framework for the proposed Draft Land Use Map:

1. Simplifying and consolidation of land use designations: The existing 2035 General Plan land use map consists of 27 total designations. These designations refer to geography (e.g. "Corridor"), building/neighborhood typologies (e.g. "Urban" or "Suburban"), and densities (e.g. "Medium Density") leading to overlap and redundancies. By removing density requirements and decoupling the designation from the intensity standard, we can simplify the designations to a total of 10 land use designations. Additional context is provided below. Attachment 11 includes a description of the proposed allowed land uses within each designation.
  - The Residential Mixed-Use designation, proposed for most of the draft 2040 General Plan opportunity areas, consolidates the existing Center and Corridor designations. The Residential Mixed-Use designation will allow a wide range of land uses from lower density residential to public uses, subject to FAR constraints, setbacks, and other zoning controls.
  - All primarily residential use designations except for Rural Residential, formerly broken up by neighborhood density and location (suburban/traditional/urban and high/medium/low density), have been consolidated into one Neighborhood designation. The Neighborhood designation is envisioned as the most general, encompassing the vast majority of the city's residential areas. These areas would also allow some limited commercial and other use types but would remain primarily residential neighborhoods.

- Four existing land use designations would remain unchanged in terms of land use allowances: Suburban Center would become Commercial Mixed Use (intended for small neighborhood-oriented commercial areas); Employment Center Low Rise would become Employment Mixed Use (intended for light industrial, office, and some residential, in areas transitioning to higher intensities); Employment Center Mid Rise would become Office Mixed Use (intended for primarily office-oriented uses); and Industrial would become Industrial Mixed Use. These revised names would remove location descriptions (e.g. Center) making them more flexible for use across the city and reflect that there should be mixed uses in each area.
- Four existing land use designations—Rural Residential, Public/Quasi-Public, Open Space, and Parks and Recreation— would maintain the same names and general land use allowances from the 2035 General Plan.

## 2. Removing Density as a Regulatory Standard for Residential Uses in the General Plan, and moving to a Floor Area Ratio (FAR) based intensity approach:

The biggest change to the land use framework is to regulate residential development intensity with Floor Area Ratio (FAR) instead of through residential densities (housing units per acre), as a means to stimulate housing production and promote a variety of different housing types. The FAR approach focuses on controlling the size of buildings instead of the number of housing units within buildings. This proposed change supports the Key Strategy—permitting a greater array of housing types in existing single-unit neighborhoods. See below for a detailed description of this key strategy.

Once the 2040 General Plan is adopted with the new land use map at the end of 2021, the City's Planning and Development Code (i.e. zoning code) will need to be updated to be consistent with the adopted 2040 Land Use Map and Key Strategies. One of the anticipated changes to the Planning and Development Code would be to allow duplexes (currently allowed on corner lots), triplexes, or fourplexes by-right in traditionally single-unit zone neighborhoods (i.e. R-1 Zones). The Planning and Development Code's development standards would continue to control the outward appearance of buildings (i.e. size and height) and maintain the overall neighborhood scale and character.

### Key Benefits of the Draft Preferred Land Use Diagram



- The Draft Land Use Diagram will provide direction for new development, consistent with following Council adopted Visions and Guiding Principles:
  - Concentrate new growth within Sacramento's existing footprint to promote a **compact development pattern** that supports efficient delivery of public services and infrastructure, while protecting surrounding open space lands.
  - Link new growth with **access to high-frequency transit** in order to optimize public investments and support an accessible, convenient network that offers a viable alternative to the automobile and promotes public health.
  - Cultivate a **broad mix of housing types** in all residential zones throughout the city to provide options for residents of all income levels, while protecting existing residents and communities from displacement.
  - Foster "**complete neighborhoods**" that provide for residents' daily needs within easy walking or biking distance from home and that promote regular physical activity.
- The draft land use diagram is in alignment with Mayor's Commission on Climate Change recommendation to support infill growth that is consistent with regional Sustainable Community Communities Strategy to ensure:
  - 90% of the City's growth is in the established and center/corridor communities and is 90% small-lot and attached homes by 2040.
- Sacramento is experiencing an acute housing shortage, and increased access to housing, including a variety of different types of housing at different price points, is a major priority for Sacramento residents. Changes to land use designations and maximum allowed intensities are meant to stimulate housing production, especially near high-quality transit, along commercial corridors, and near downtown to reduce car dependence of new development.
- Addressing the impacts of historic redlining and exclusionary zoning and removing barriers to housing production. See the Key Strategies below for additional background.

### Proposed Roadway Changes

The 2040 General Plan Vision and Guiding Principles related to transportation focus on reducing greenhouse gas (GHG) emissions, reducing vehicle miles traveled, and improving mobility safety. Over 50% of Sacramento's GHG emissions are due to transportation. Reducing share of trips made by single occupancy private vehicles and increasing the share made by transit, walking, and biking is critical to achieve carbon emissions reductions, reducing vehicle miles traveled, and increasing mobility safety. In Phase 1 Citywide and Community Plan Area workshops, residents voiced strong support for improving transportation safety, transit reliability, and bike and pedestrian infrastructure.

In Phase 2, Fehr & Peers analyzed 233 roadways segments located within City of Sacramento and Sacramento County. The proposed changes were evaluated in the context of city-wide traffic operations. Fehr & Peers and City staff also reviewed lane reduction segments to ensure the proposed lane reductions would not cause unintended traffic diversion onto adjacent streets. The analysis demonstrates that roadways identified for future lane reductions would still function at reasonably high Levels of Service, even with increased density and fewer travel lanes for private vehicles.

In response to community support, the guiding principles, and the mobility element key strategies, staff recommends reducing the total number of vehicle travel lanes on key roadways throughout Sacramento (Attachment 7) and reallocating that space to high-frequency transit or active transportation. Further study, roadway design, community outreach, and funding identification would be required prior to the implementation of the proposed roadway changes. These roadway changes can provide many benefits including:

- improving transit frequency and reliability,
- slowing drivers (safety), and
- creating comfortable space for those walking and biking

The complete draft circulation diagram with all the proposed network changes for the 2040 General Plan will be presented for public review in the Mobility element in mid-2021.

### Key Strategies

In May and June 2020, the City held a citywide virtual workshop to elicit feedback from the public on 25 “big and bold” strategies as they relate to the adopted vision and guiding principles. Staff are highlighting below ten of the key strategies that represent major policy changes for the 2040 General Plan Update. Although more policies and strategies will be developed for the Draft General Plan and CAAP documents, it is

important to obtain agreement on these 10 strategies before moving into phase 3 of the project.

1. Permit a greater array of housing types in existing single-unit neighborhoods.

Attached single-unit and multi-unit housing types are already present in many residential neighborhoods established before 1960. Subsequently, however, City regulations were changed to allow only single-unit homes, and as a result, today 43 percent of the city's total land area is zoned exclusively for single-unit detached homes. California now requires cities to allow Accessory Dwelling Units (ADUs) and an additional “junior” ADU on all residential sites and other cities like Minneapolis and Portland have also recently changed their land use and zoning regulations to allow a wider range of small-scale multi-unit housing in all residential neighborhoods as a way to help provide more housing options.

One of the reasons why many of Sacramento’s higher-resourced residential neighborhood remain largely racially segregated is because many of the “desirable” neighborhoods remain zoned exclusively for single-unit homes, a more expensive product type. Past discriminatory practices of racially restrictive covenants and government-sponsored redlining have created barriers to homeownership and intergenerational wealth-building for many minority families, and subsequent single-family zoning in high opportunity neighborhoods has reinforced it. The exclusion of lower-cost housing types (e.g. duplexes, triplexes, and fourplexes) prevent lower-income residents from moving to neighborhoods with the best parks, schools, and other desirable amenities. Allowing a greater array of housing types in Sacramento’s residential neighborhoods will help create more equitable and inclusive neighborhoods by addressing the remnant forces of government policies of exclusion and racial segregation.

See the Draft Land Use Map description above, for regulating residential development intensity with Floor Area Ratio, would allow a greater variety of housing types in residential neighborhoods (to learn more about this proposed key strategy see Attachment 12-FAQs).

2. Facilitate compact mixed-use development in key commercial corridors to create vibrant walkable and transit-supportive neighborhoods.

Sacramento has many commercial corridors that include a variety of businesses, access to public transit, and present additional opportunities for infill development. Corridors such as Freeport Boulevard, Northgate Boulevard, Broadway, Franklin Boulevard, Truxel Road, Del Paso Boulevard, Stockton Boulevard, Folsom Boulevard, and Florin Road would be home to new housing

development in walking distance of transit in integrated, walkable environments with improved streetscapes. These corridors will be planned for denser new development, including housing, jobs, and shops, located around light rail stations and quality bus routes. Clustering these homes and businesses around high-frequency transit could create synergies between land use and transportation, reduce car trips and the land needed for parking areas, and provide the density and ridership necessary to support more reliable and more frequent transit service. Infill growth that increases density near jobs and services can help reduce per capita greenhouse emissions by reducing car trips.

3. Require all new buildings to be all electric and eliminate the use of natural gas and fossil fuels for building operations.

One of the key strategies of the Climate Action and Adaptation Plan and the Mayors' Commission on Climate Change for reducing the City's Greenhouse Gas Emissions and achieving carbon zero by 2045 is to require all new buildings to be all electric. Staff are currently working on preparing an electrification ordinance that would 1) require the electrification of all new low-rise buildings of three stories or less by 2023; 2) require the electrification of all new buildings by 2026<sup>\*\*</sup>; 3) require 20% Electric Vehicle (EV) capable charging spaces and at least one installed, operational Level 2 EV charger to be constructed in new multiunit residential and nonresidential development of three stories or less by 2023, and all buildings by 2026; and 4) supports EV charging with parking reductions and other parking standards, effective in 2021.

<sup>\*\*</sup>Provided that the costs to go all-electric are cost-effective including the incremental costs of electrical infrastructure upgrades and the technology has shown to be feasible

4. Gradually transition existing buildings away from natural gas to electric and assist low-income residents by offering financial incentives.

Space heating and water heating account for 40 percent and 34 percent of natural gas use in buildings, respectively. Another key strategy of the Climate Action and Adaptation Plan (CAAP) and the Mayors' Commission on Climate Change is to gradually transition existing buildings to all electric. It is anticipated that the Draft CAAP available for public review in mid-2021, will include the following phased approach to transition fossil fuels to electric by attrition.

Phase 1: No new expansions of gas appliances or gas lines at existing buildings/construction.

Phase 2: Require HVAC system replacements and new hot water heaters, and other appliances to be all-electric or utilize other low-carbon

technologies as the market evolves.

Phase 3: Provide enforcement with a permit compliance program.

An important aspect of this strategy is to work with SMUD to expand existing low-income programs (e.g., roof-top solar, weatherization, and low-income discount program) within the city to retrofit/electrify existing buildings, with the goal of reducing energy consumption, decreasing utility bills, and transitioning 100 percent of low-income homes to all-electric by 2040. Existing programs can be expanded to reduce the one-time costs of converting from gas to electric. According to SMUD, the low-income programs are expected to reduce GHG emissions by 33,200 MT<sub>1</sub> of CO<sub>2</sub>e by 2040 by electrifying and upgrading 100 percent of low-income single-family homes. Electrification programs that target low-income residents are the most cost-effective and potentially successful approach for equitable decarbonization to combat climate change.<sup>2</sup> For example, the Low-Income Weatherization Program (LIWP) is the state's first energy efficiency program that targets low-income Californians and has reduced energy bills in participating multifamily buildings by 30 percent and overall energy usage by an average of 40 percent.<sup>3</sup> A case study on a major energy retrofit in a Lancaster 100-unit low income multifamily complex resulted in a one-third reduction in gas use.<sup>4</sup> The study also showed that such retrofits can result in increased tenet retention, improved health and comfort, and better ability to afford necessities like food, medicine, health care, and rent.

5. Provide infrastructure to fully transition from combustion engine vehicles, supporting use of zero-emission vehicles (ZEVs).

Provide infrastructure to fully transition from combustion engine vehicles, supporting use of zero-emission vehicles (ZEVs) including by requiring electric vehicle (EV) capable charging spaces and electrical panel capacity in new multi-unit dwellings and non-residential development; amending the Planning and Development Code to incentivize EV charging in both existing and new development; and supporting affordable, zero-emission car share expansions to serve affordable housing, such as by expanding the Sacramento Metropolitan Air District Our Community Carshare program to more locations. In the Phase 1 citywide workshops, 67 percent of participants said they would consider replacing their vehicle with an EV if more charging stations were available. The City has

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<sup>2</sup> [http://greenlining.org/wp-content/uploads/2019/10/Greenlining\\_EquitableElectrification\\_Report\\_2019\\_WEB.pdf](http://greenlining.org/wp-content/uploads/2019/10/Greenlining_EquitableElectrification_Report_2019_WEB.pdf)

<sup>3</sup> California Housing Partnership Corporation and Association for Energy Affordability (2018). California's Cap-and-Trade-Funded Low Income Weatherization Program Multifamily: Impact Report, 3.

<sup>4</sup> <https://ww2.energy.ca.gov/2019publications/CEC-500-2019-021/CEC-500-2019-021.pdf>

already embarked on extensive work around proving adequate EV charging through its 2017 EV Strategy; facilitating this work through the 2040 General Plan would help to fulfill one of the major recommendations of the Mayor's Commission on Climate Change and reduce citywide GHG emissions.

6. Increase the amount of tree-canopy cover in the City, prioritizing investments in areas with the greatest urban heat island effects, areas of poor air quality, and areas with populations most vulnerable to the effects of increased and extreme heat.

Using a range of tactics, including requiring land uses in areas with higher pollution rates to plant a greater number of trees on site, prioritizing tree planting along arterials and highways in disadvantaged communities, working with landowners through incentives or partnerships to add more trees to existing parking lots, requiring all new construction adjacent to freeways or major roadways to include a vegetative barrier, prioritizing tree planting in streetscape improvements, increasing tree canopy cover in parks, and working with community groups to help get more trees planted would help to reduce pollution and air quality burdens and reduce summer air temperatures and cooling energy needs. The city will explore strategies to reduce barriers to tree planting in disadvantaged areas, including addressing ownership issues, maintenance costs, and irrigation costs.

This Key Strategy will be developed in close coordination with the Urban Forestry Master Plan being led by the Public Works Department. A public review draft of the Urban Forestry Master Plan is anticipated to be available in early 2021.

7. Use an equity framework to prioritize and fund infrastructure improvements in historically disinvested and underserved neighborhoods.

This strategy will bring about a wide variety of benefits to underserved neighborhoods, including increased park access, better sidewalks and paths, better bike lanes, safer routes to school, better transit and active transportation supportive investments, improved prospects for private investment, and a safe water supply.

Prior to implementation of this Key Strategy, a Citywide equity-based prioritization framework would need to be developed.

8. Initiate studies for a potential future annexation of the Fruitridge Florin study area in effort to consolidate and provide city services to that community.

Surrounded on three sides by incorporated areas of Sacramento, the Fruitridge Florin Study Area already receives many City services, including police and fire service, but without the benefit of municipal representation or provision of fuller array of City services. Annexing the Fruitridge Florin Study Area could help the City plan for more efficient delivery of City services, and could help residents who are not City residents but currently benefit from City programs, and many of whom are socioeconomically disadvantaged and linguistically isolated. Census tracts within the Fruitridge Florin Study Area have some of the highest levels statewide of drinking-water contamination, asthma, low birth-weights, and unemployment.

Prior to implementation of this Key Strategy, close coordination would need to occur with the County of Sacramento, including outreach to County residents to gauge their interest in annexation. Further study would also need to be conducted to understand the associated costs and benefits of annexation.

9. Right-size streets to fit today's mobility needs to prioritize walking, biking, and transit over automobile use.

Prioritizing high-frequency bus lanes, separated bike lanes, and wider sidewalks on Vision Zero corridors and high-frequency transit arterials would help to move buses faster along these corridors and make walking and biking safer and more appealing. Curb management strategies could be implemented, including pricing parking more effectively and removing parking spaces to make room for transit stops, bike lanes, pedestrian amenities, bike share stations, and commercial loading zones. "Red-carpet lanes" in San Francisco, which prioritize bus movement, have improved bus reliability by up to 25 percent, since buses no longer get caught in traffic. Cities like Seattle have successfully used curb management strategies to reprioritize roadways and be more supportive of transit, walking, and biking. Reallocating roadway space to create bus-only lanes, dedicated bike tracks and lanes, and better, safer sidewalks and crosswalks could help the City achieve its goals for improving transit and active transportation, reducing reliance on private vehicles, and creating more sustainable, compact development, including urgently needed housing.

Further study, roadway design, community outreach, and funding identification would be required prior to the implementation of this Key Strategy.

10. Eliminate City-mandated parking minimums citywide and introduce parking maximums.



Eliminate City-mandated parking minimums citywide and introduce parking maximums to encourage use of public transportation, walking, and biking. In December 2018, the City abolished minimum parking requirements and prohibited certain uses, like gas stations and drive-through restaurants, within a quarter mile of its 23 light-rail stations. It also adjusted the parking regulations (reducing existing parking minimums by half, for example) within a half-mile radius of each station. Parking minimums could be abolished citywide, leaving parking provision up to market forces. Throughout the United States, zoning ordinances that prescribe minimum ratios of parking space have created higher prices and sprawling conditions. By requiring a developer to build parking spaces for each unit of housing or for each square foot of development, which cost up to \$40,000 per space for underground garage parking and can reduce the amount of new usable space by taking up real estate on the lot or in the building, the cost of building that parking gets bundled in to the cost of renting or selling the building. Required parking spaces add an estimated \$225 per spot in rent prices per month nationally; in places with higher construction costs and land values like Sacramento, that number could be much higher.<sup>5</sup> Removing parking minimums doesn't mean there won't be any parking spaces: developers and lenders, who closely follow market demands, can build the parking spaces their future tenants will demand, whether for residential or commercial businesses.

Instituting parking maximums along important transit corridors, including along Freeport Boulevard, Northgate Boulevard, Del Paso Boulevard, Stockton Boulevard, Folsom Boulevard, and Florin Road, could help to discourage excess vehicle trips and ensure that valuable land is available for more important uses, like housing and space for local businesses. Parking maximums have been used effectively in transit-rich areas of Portland and Seattle, where they have helped to increase transit ridership and create space for housing and businesses. Capping the amount of parking a new development could provide could also help Sacramento shift trips away from cars and toward walking, biking, and transit.

Further study, community outreach, and coordination with the City's Parking Services Division would be required prior to the implementation of this Key Strategy.

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<sup>5</sup> Reinventing Parking, 2015. <https://www.reinventingparking.org/2015/06/how-much-does-one-parking-spot-add-to.html>

04-Exhibit A –  
Technical Background Report (due to  
the size of this attachment, it is  
attached separately)

## **Attachment 3**

### **RESOLUTION NO. 2021-**

Adopted by the Sacramento City Council

January 19, 2021

### **RESOLUTION ACCEPTING THE TECHNICAL BACKGROUND REPORT (TBR) FOR THE 2040 GENERAL PLAN UPDATE**

#### **BACKGROUND**

- A. In October 2018, the City initiated a comprehensive General Plan Update.
- B. In October 2020, the Technical Background Report (TBR) was completed. The TBR analyzes existing conditions in the city and addresses a variety of issues including land use, transportation, utilities, public services, environmental resources, and public health and safety.
- C. On November 12, 2020, the City conducted a public meeting on the TBR with the Planning and Design Commission.

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

- Section 1. The TBR is acceptable as an analysis of existing conditions in the city and will be used as a policy foundation for the General Plan Update and the Existing Setting Section of the General Plan's Master Environmental Impact Report.

Table of contents

Exhibit A – Technical Background Report

Adopted by the City of Sacramento City Council on January 19, 2021, by the following vote:

Ayes:

Noes:

Abstain:

Absent:

Attest:

## **Attachment 5**

### **RESOLUTION NO. 2021-**

Adopted by the Sacramento City Council

January 19, 2021

#### **DIRECTION TO PROCEED WITH THE DRAFT LAND USE MAP, PROPOSED ROADWAY CHANGES, AND OTHER KEY STRATEGIES FOR THE PURPOSES OF THE PREPARATION OF THE 2040 GENERAL PLAN, CLIMATE ACTION AND ADAPTATION PLAN (CAAP), AND THE MASTER ENVIRONMENTAL IMPACT REPORT (MEIR)**

#### **BACKGROUND**

- A. The 2040 General Plan provides the direction for the City's future growth and development and once adopted by the City Council, will replace the existing 2035 General Plan.
- B. The Draft Land Use Map, Proposed Roadway Changes, and Key Strategies are consistent with the City Council's adopted Vision and Guiding Principles for the 2040 General Plan and were developed based on information gathered from various workshops, meetings, and reports.
- C. The Draft Land Use Map consist of a citywide map depicting a set of land use designations and a proposed maximum development intensity map.
- D. The Proposed Roadway Changes consists of a map with roadways identified for future lane reductions.
- E. The Key Strategies are used here to collectively capture policies, actions, and programs that may be included in the General Plan and CAAP to achieve the adopted 2040 Vision and Guiding Principles.
- F. The Draft Land Use Map, Proposed Roadway Changes, and other Key Strategies were developed based on research, technical analysis, and extensive community input.
- G. The Planning and Design Commission of the City of Sacramento held a public meeting on November 12, 2020 to consider the Draft Land Use Map, Proposed

Roadway Changes, and other Key Strategies representing major policy changes for the City's 2040 General Plan Update and Climate Action and Adaptation Plan.

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

Section 2. Directing the City Manager and Staff to proceed with the recommended Draft Land Use Map, Proposed Roadway Changes, and other Key Strategies for the purposes of preparation of the 2040 General Plan, the Climate Action and Adaptation Plan (CAAP), and the Master Environmental Impact Report (MEIR).

Table of contents

Exhibit A – Draft Land Use Map

Exhibit B – Proposed Roadway Changes

Exhibit C – Key Strategies

Adopted by the City of Sacramento City Council on January 19, 2021, by the following vote:

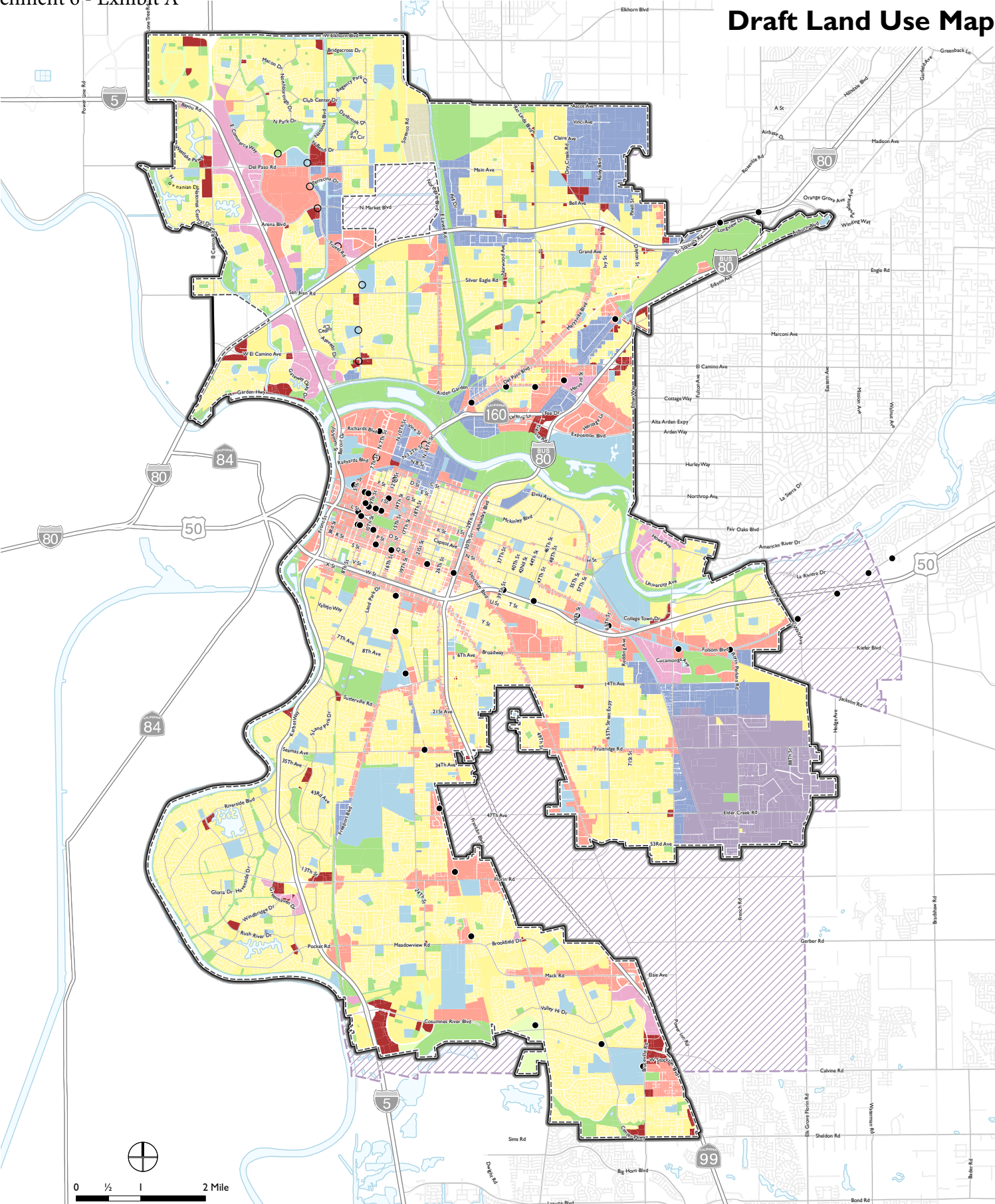
Ayes:

Noes:

Abstain:

Absent:

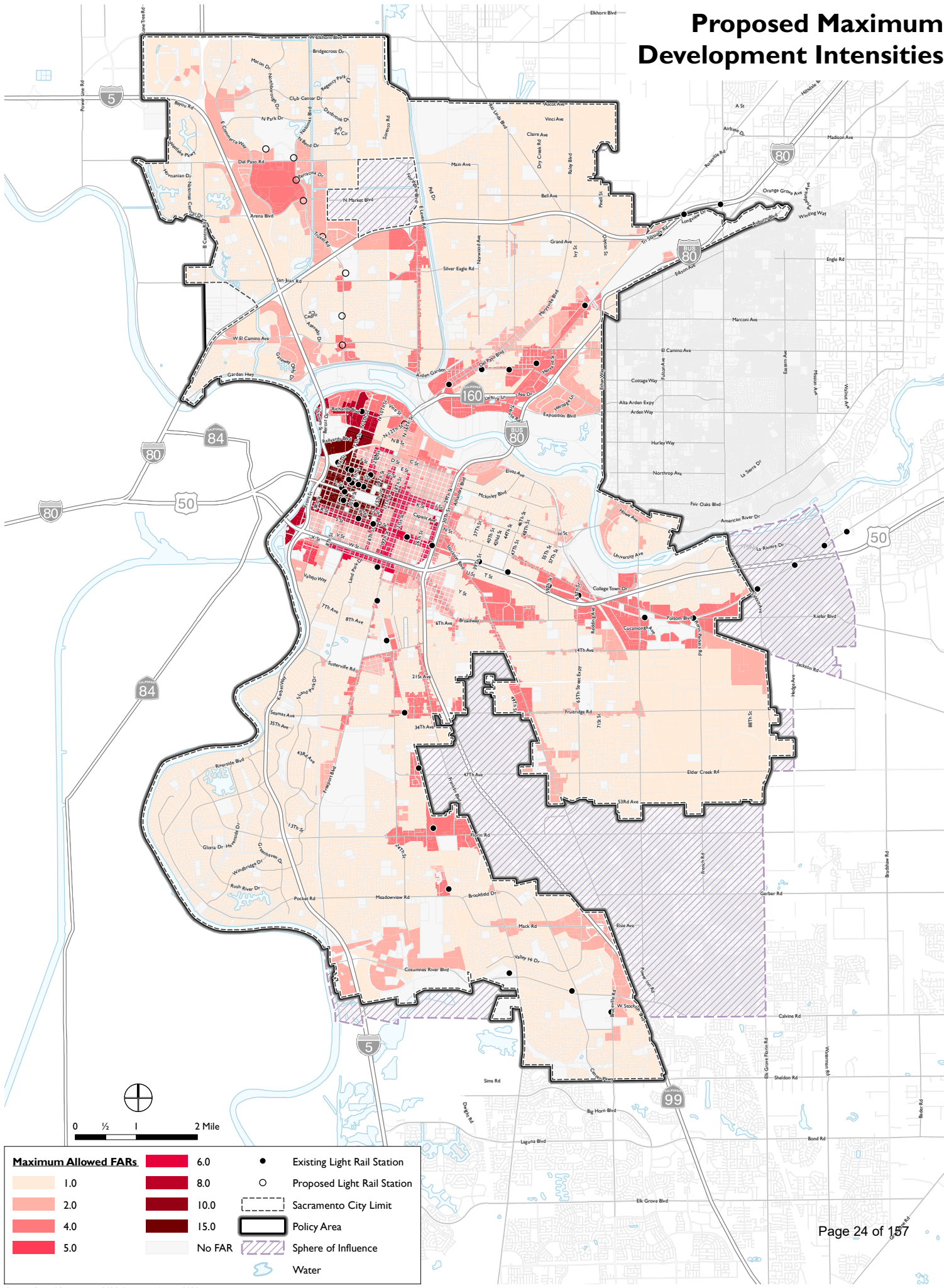
Attest:



<b>Proposed Land Uses</b>	Employment Mixed Use	Existing Light Rail Station
Rural Residential	Industrial Mixed Use	Proposed Light Rail Station
Neighborhood	Public/Quasi-Public	Sacramento City Limit
Residential Mixed Use	Parks and Recreation	Policy Area
Office Mixed Use	Open Space	Sphere of Influence
Commercial Mixed Use		Water

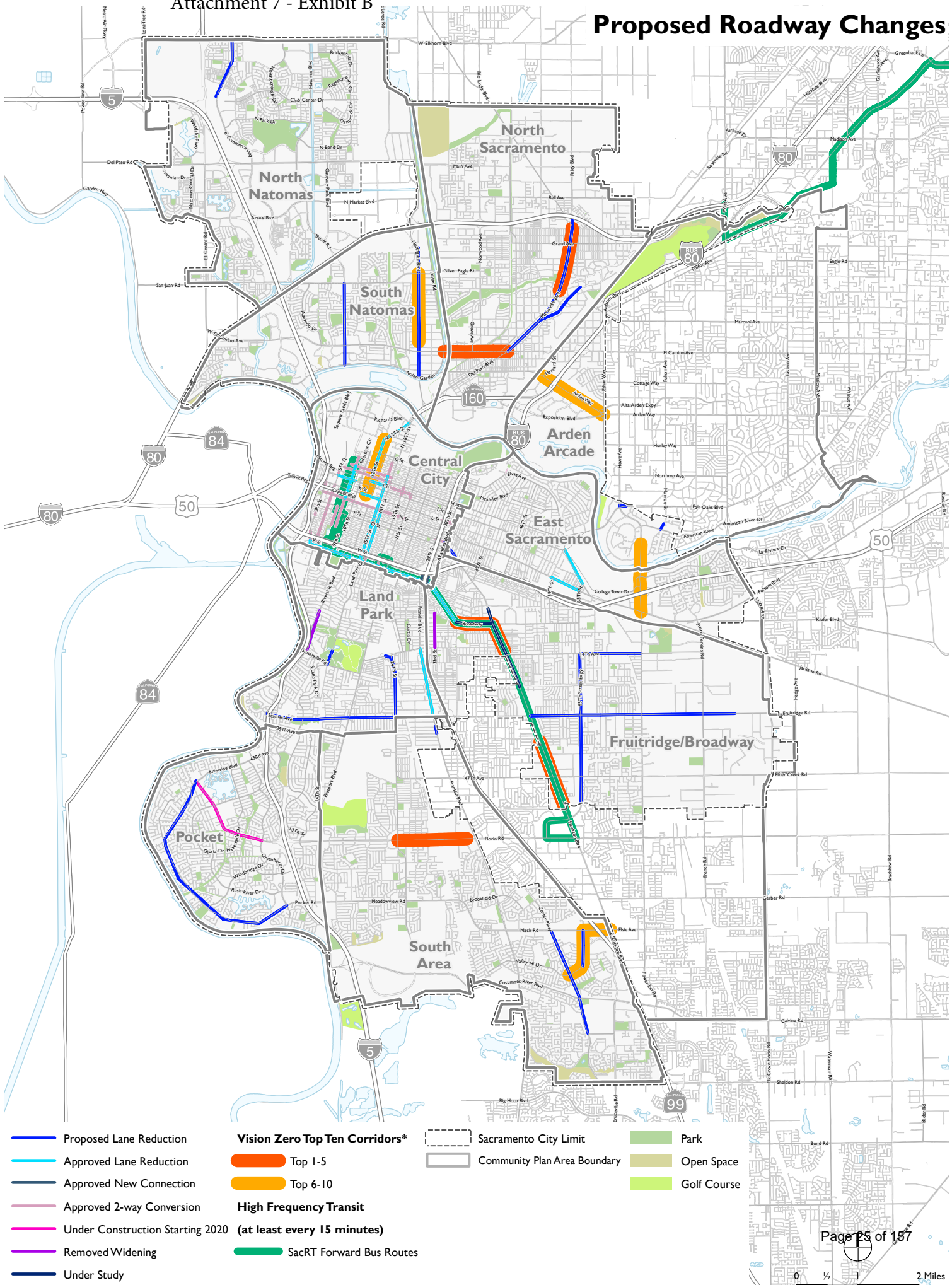


# Proposed Maximum Development Intensities





# Proposed Roadway Changes



Segment	Ex Lanes	Alt 1 lte 2 Lanes	# Lane Change	Community Plan Area
E Commerce Way between W Elkhorn Blvd and N Park Dr	4	2	-2	North Natomas
Northgate Blvd between North Market Blvd and I-80	6	4	-2	South Natomas
Del Paso Blvd between El Camino Ave and Marysville Blvd	4	2	-2	North Sacramento
Del Paso Blvd between Marysville Blvd and Arcade Blvd	4	2	-2	North Sacramento
Marysville Blvd between Arcade Blvd and Del Paso Blvd	4	2	-2	North Sacramento
Northgate Blvd between San Juan Rd and Arden Garden Connector	4	2	-2	South Natomas
Truxel Rd between W El Camino Ave and Garden Hwy	4	2	-2	South Natomas
Truxel Rd between San Juan Rd and W El Camino Ave	4	2	-2	South Natomas
Howe Ave between Hurley Way and El Camino Ave	6	5	-1	Arden Arcade
Fair Oaks Blvd between Howe Ave and Munroe St	6	4	-2	Arden Arcade
Stockton Blvd between Alhambra Blvd and US-50	4	2	-2	Central City/Fruitridge Broadway
Seamas Ave between I-5 and S Land Park Dr	4	2	-2	Land Park
Fruitridge Rd between S Land Park Dr and Freeport Blvd	4	2	-2	Land Park
Fruitridge Rd between Freeport Blvd and Franklin Blvd	4	2	-2	Land Park
24th St between Sutterville Rd and Fruitridge Rd	4	2	-2	Land Park
Riverside Blvd between 8th Ave and Sutterville Road	4	2	-2	Land Park
Land Park Drive between 15th Ave and Sutterville Road	4	2	-2	Land Park
Fruitridge Rd between Stockton Blvd and 65th St	4	2	-2	Fruitridge Broadway
Fruitridge Rd between 65th St and Florin Perkins Rd	4	2	-2	Fruitridge Broadway
14th Ave between 65th St and Power Inn Rd	3	2	-1	Fruitridge Broadway
33rd Street between 5th Ave and 12th Ave (canceled widening)	2	2	0	Fruitridge Broadway
Riverside Blvd/Pocket Rd between Florin Rd and Greenhaven dr	4	2	-2	Pocket
65th St between 14th Ave and Fruitridge Rd	4	2	-2	Fruitridge Broadway
65th Ex between Elder Creek Rd and Stockton Blvd	4	2	-2	Fruitridge Broadway
Center Pkwy between Mack Rd and Bruceville Rd	4	2	-2	South Area
Valley Hi Dr between Mack Rd and Grandstaff Dr	4	2	-2	South Area
Northgate Blvd between Turnstone Dr and San Juan Rd	4	2	-2	South Natomas

*Please note: this list covers the changes proposed as part of the 2040 General Plan Update, and does not list roadway segments identified for reductions as part of Grid 3.0, the Central City Specific Plan, the Broadway Complete Streets Project, the North 12th Street Complete Streets Project, the Vision Zero Top 5 Corridor Study, and the Stockton Boulevard Corridor Plan.*

## **Attachment 8 - Exhibit C**

### **Key Strategies for the 2040 General Plan Update**

- (1) Permit a greater array of housing types in existing single-unit neighborhoods.
- (2) Facilitate compact mixed-use development in key commercial corridors to create vibrant walkable and transit-supportive neighborhoods.
- (3) Require all new buildings to be all electric and eliminate the use of natural gas and fossil fuels for building operations.
- (4) Gradually transition existing buildings away from natural gas to electric and assist low-income residents by offering financial incentives.
- (5) Provide infrastructure to fully transition from combustion engine vehicles, supporting use of zero-emission vehicles (ZEVs).
- (6) Increase the amount of tree-canopy cover in the City, prioritizing investments in areas with the greatest urban heat island effects, areas of poor air quality, and areas with populations most vulnerable to the effects of increased and extreme heat.
- (7) Use an equity framework to prioritize and fund infrastructure improvements in historically disinvested and underserved neighborhoods.
- (8) Initiate studies for a potential future annexation of the Fruitridge Florin study area in effort to consolidate and provide city services to that community.
- (9) Right-size streets to fit today's mobility needs to prioritize walking, biking, and transit over automobile use.
- (10) Eliminate City-mandated parking minimums citywide and introduce parking maximums.

## **Attachment 09 - Phase 2 Outreach Summary**

Public participation is an essential component to the overall success of the 2040 General Plan Update. In-person community engagement (prior to March of 2020) and more recent virtual outreach efforts have been essential in addressing the issues and opportunities around land use, transportation, climate change, environmental justice and other topics for the 2040 General Plan Update.

This Phase 2 Outreach Summary focuses on the outreach conducted and input received to inform staff's recommendation on the Draft Land Use Map, Proposed Roadway Changes, and other Key Strategies (Key Strategies). These Key Strategies were most recently informed by public input through Virtual Community Plan Area workshops, a Scientific Survey, and a Virtual Citywide Workshop.

In an effort to ensure participating from youth, underserved communities, and other harder to reach groups, the planning team have also completed a variety of other supplemental community engagement efforts. A recap of all the Phase 1 and Phase 2 outreach efforts is outlined below.

### **Phase 1 Outreach Recap (March – December 2019)**

The focus of the first phase of community outreach was on identifying and understanding the issues and opportunities that needed to be addressed in updating the General Plan and Climate Action and Adaptation Plan (CAAP). Community outreach conducted during this initial phase included:

- Stakeholder interviews
- Four citywide workshops (*Apr-May 2019*)
- Planning and Design Commission input (*May 2019*)
- Youth from the Summer at City Hall Program (*Jun 2019*)
- Four meetings with the Environmental Justice Working Group (EJWG)
- Ten Community Plan Area workshops (*Jun-Aug 2019*)
- Meeting-in-a-Box Toolkit (*Jun-Sept 2019*)
- CAP Youth Ambassador Program (*July-Sept 2019, summary [here](#)*)
- Series of six pop-up workshops (*Aug-Sept 2019, summary [here](#)*)
- Three community listening sessions (*Summer 2019*)
- Interest-Based Focus Group on Neighborhood Livability (*Dec 2019, summary [here](#)*)

In total, over 700 individuals participated in the first round of community outreach. These community members provided valuable insight into the key issues and opportunities facing the future of Sacramento and they also helped shape the 2040

General Plan Vision and Guiding Principles that were adopted by City Council in November 2019.

## Phase 2 Outreach to Date

During the second phase of outreach, the project team engaged (mostly virtually) with the community to develop a Draft Land Use Map, Proposed Roadway Changes, and Key Strategies that are responsive to challenges in the coming years, and implement the adopted 2040 Vision and Guiding Principles. Community Outreach conducted during this second phase includes:

- Stakeholder interviews
- Climate Change Presentation at Dyer Kelly Elementary School (*Jan 2020*)
- Environmental Justice Working Group meeting (*Feb 2020*)
- Climate Action Plan Interest-Based Focus Group (*Feb 2020*, [summary here](#))
- GPU Presentations at Luther Burbank High in collaboration with Sacramento Y-PLAN (*Feb 2020*)
- Pop-up workshops to engage underserved communities (*Feb-Mar 2020*, [summary here](#))
- Virtual Citywide Workshop (*May-Jun 2020*)
  - Student Rewards Program
- Youth in the Virtual Summer at City Hall Program (*July 2020*)
- Lift Every Voice Virtual Panel with 3 Youth Commissioners (*Aug 2020*)
- Scientific Survey (*Aug 2020*)
- Community Plan Area Virtual Workshops (*Oct 2020*)
  - Self Guided Workshop Soft Launch
  - Lyft Every Voice Event
  - Two live Zoom events with the Black Child Legacy Fund and the Red, Black, and Green Coalition (*October 2020*)
- Additional information about past youth engagement events is also available on the 2040 GPU [webpage](#).

Staff estimates that with these in-person and virtual outreach events to date, the 2040 General Plan project has reached several thousand residents from communities across the entire city of Sacramento. A break down of the participants (in Phase 2) by major outreach events is listed below.

- Citywide workshops: 1,139 households
- Scientific Survey: 504 participants
- Community Plan Area workshops: 236 households
- Other outreach: approximately 300 participants

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**Approx. 2,200 participants**

## **Scientific Survey Synopsis**

In August of 2020 the project team worked with the professional polling firm of Goodwin Simon Strategic Research to develop a Scientific Survey that gauged public attitudes on six of the key strategies for the General Plan Update and Climate Action and Adaptation Plan. The intent of the Scientific Survey is supplement the citywide outreach efforts with statistically significant data.

An address-based sampling method was used to generate an initial list of 7,000 randomly generated Sacramento residential mailing addresses. A letter in English and Spanish was mailed out in August to each address inviting the recipient to visit a website to complete the survey online or to dial an 800 number to complete the survey by phone. An invitation letter was sent to another 3,457 addresses on September 3, 2020, for a total of 10,457 mailings. As an incentive, participants were offered a choice of a \$5 Amazon e-gift card or that the equivalent amount would be donated on their behalf to the Donate4Sacramento COVID-19 Regional Relief fund. Roughly \$1,250 was raised for this fund.

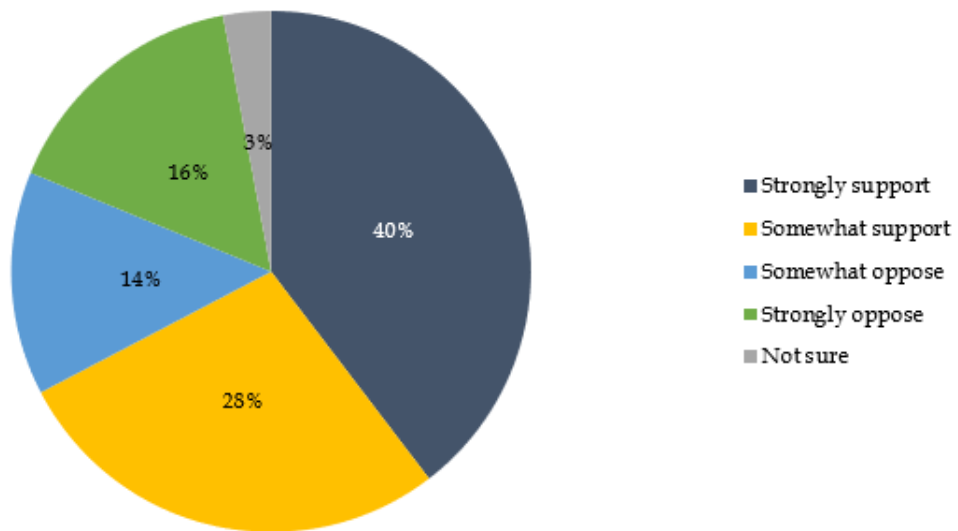
A total of 504 residents participated in the Scientific Survey. A sample size of 504 produces an accurate snapshot of the community's sentiments with a margin of error of +/- 4.38% at a 95% confidence level. This means that there is a 95% probability that the sample taken for this survey would fall within the stated margins of error if compared with the results achieved from surveying the entire target population. The survey also collected demographic information from participants which allows for the results to be weighted by factors including age, income, race, and ethnicity based on census data for the City of Sacramento.

The responses provided by the community for each proposed key strategy are outlined below, followed by summary tables of the demographic data collected about the survey participants:



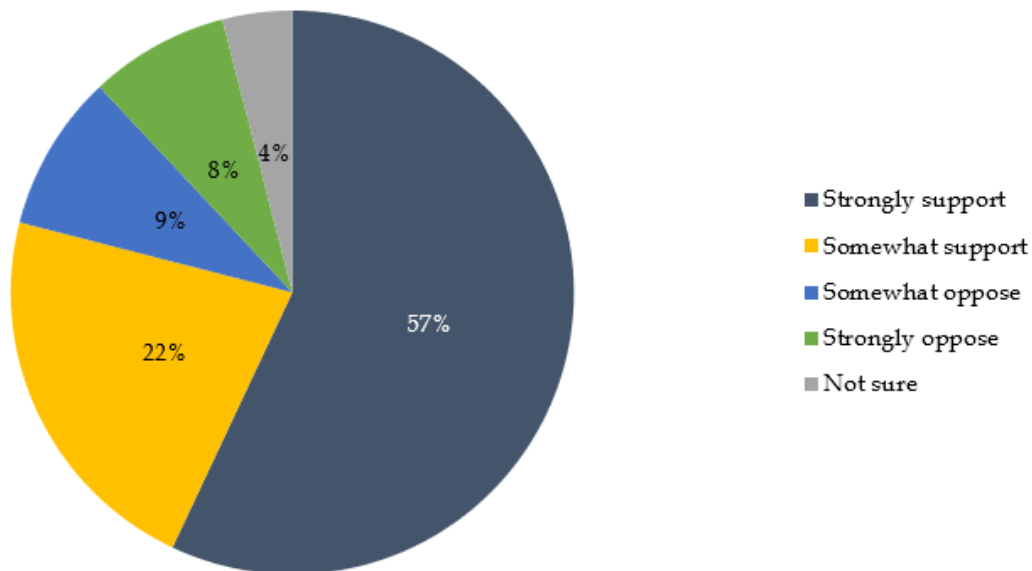
**Housing Strategy: Permit a greater array of housing types in existing single-unit neighborhoods.**

1. Single-family zoning has contributed to neighborhood racial segregation in cities throughout the U.S. by keeping out those who cannot afford a single-family house. Changing Sacramento's zoning to allow duplexes, triplexes, and fourplexes in all residential neighborhoods could help integrate neighborhoods and provide more affordable options for people of all backgrounds and ages. Would you support or oppose this change?



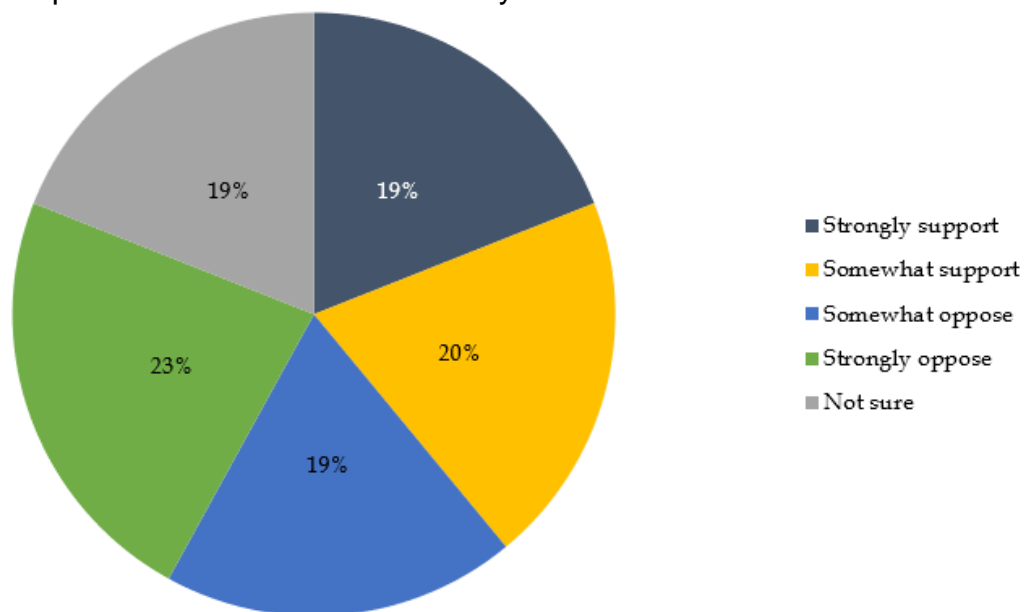
**Mobility Strategy: Right-size streets to fit today's mobility needs to prioritize walking, biking, and transit over automobile use.**

1. Sacramento's streets are designed primarily for private vehicles, which makes walking and biking less safe and buses less fast and reliable. To improve transit reliability, make walking and biking safer, and reduce reliance on private vehicles, would you support or oppose redesigning some of Sacramento's streets to use some of the road space for bus-only lanes, safer bike lanes, and better crosswalks and sidewalks?



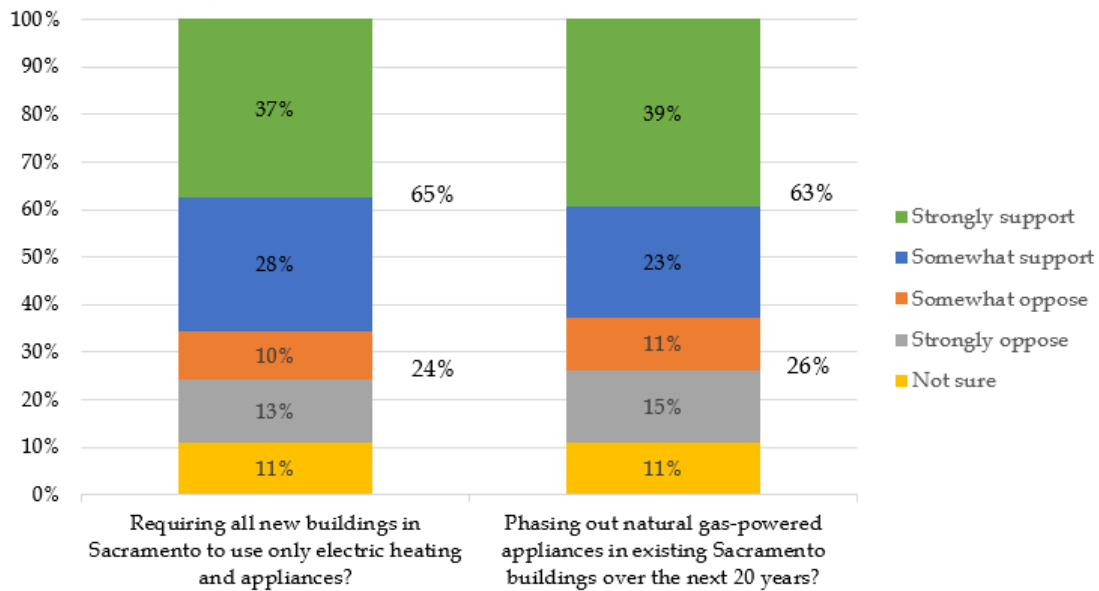
**Mobility Strategy: Eliminate City-mandated parking minimums citywide and introduce parking maximums.**

1. Sacramento no longer requires developers to build a minimum number of off-street parking spaces for new housing or commercial projects near light rail stations. Instead, it now allows developers of new projects near light rail stations to decide how much parking to build based on market demand. This can help make housing more affordable and reduce the amount of land used for parking. Would you support or oppose eliminating specified parking requirements for new developments in other areas of the City?



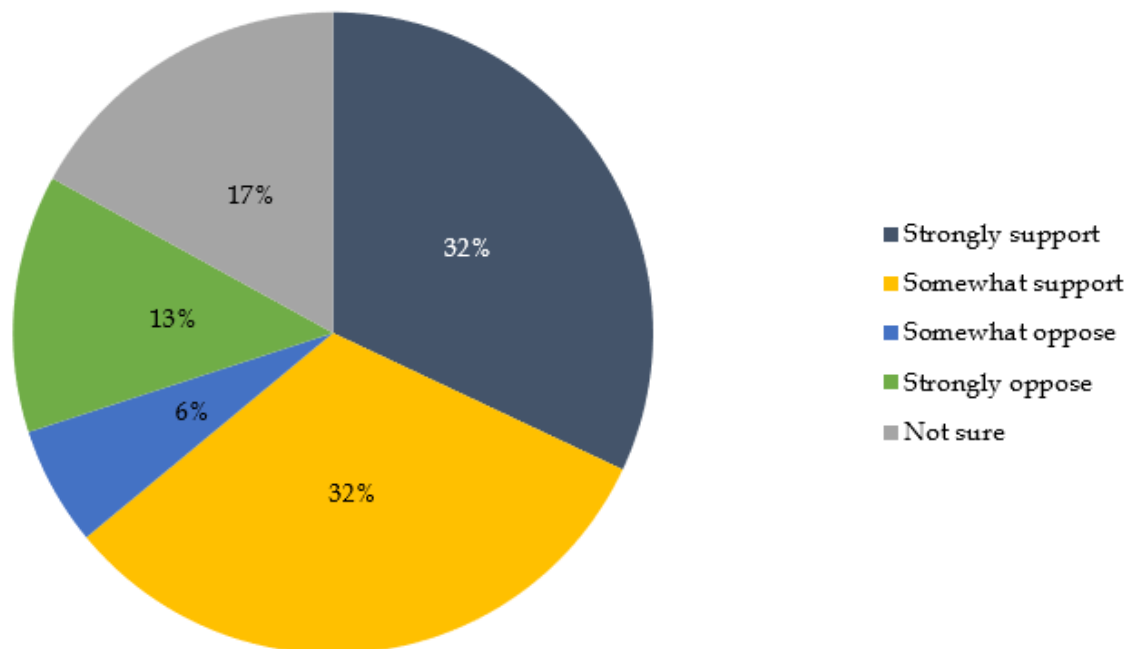
**Climate Strategy: Require all new buildings to be all electric and eliminate the use of natural gas and fossil fuels for building operations. Gradually transition existing buildings away from natural gas through the building permit process.**

1. The use of fossil fuels contributes to greenhouse gas emissions and climate change, and the City is committed to a 100% renewable energy future. Today, however, most buildings in Sacramento use natural gas for heat and appliances. Related to this, would you support or oppose each of the following?
  - a. Requiring all new buildings in Sacramento to use only electric heating and appliances?
  - b. Phasing out natural gas-powered appliances in existing Sacramento buildings over the next 20 years?



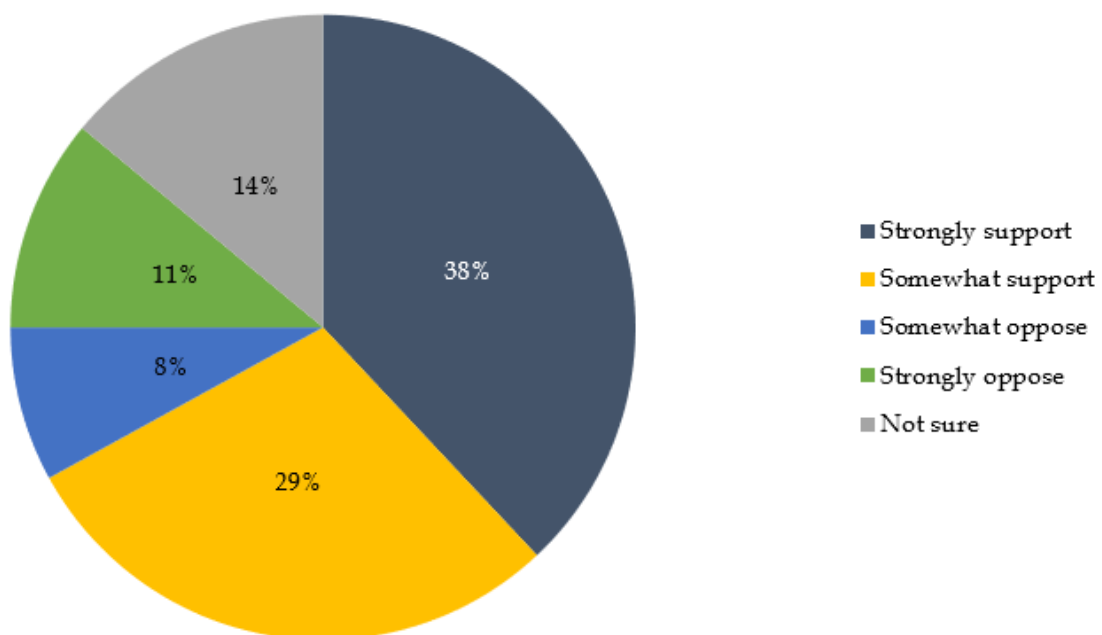
**Environmental Justice Strategy: Consider annexing the Fruitridge Florin study area to consolidate and provide city services to that community.**

1. This area, in the southeast corner of the City, is unincorporated and is managed by Sacramento County. It has some of the highest concentrations of poverty in the area and would require additional City investment to bring the infrastructure up to par. To improve services for residents of this area and to help the City plan for transit and other services in a coordinated manner, would you support or oppose annexing the Fruitridge Florin area to become part of the City of Sacramento?



**Sustainable Growth Strategy: Expand the City's Sphere of Influence to include the Natomas Joint Vision Area.**

2. Sacramento County is considering plans for two major new developments north of Sacramento in the Natomas Basin where there is currently farmland and open space. The City of Sacramento may someday need to provide services to these new developments, such as water, sewer, and fire protection, but at present the City but does not have any control over how the proposed developments are planned. Would you support or oppose the City of Sacramento having more control over the amount and location of development and open space in this area?



## Demographic Data About Respondents

1. What type of home do you live in?

	<b>N=504</b>
Multi-family apartment	24%
Single family home	59%
Condo	3%
Townhouse	2%
Duplex, triplex, fourplex	8%
Currently experiencing homelessness	0%
Other	3%

2. Do you own or rent your residence?

	<b>N=504</b>
Own	50%
Rent	48%
Currently occupying without paying monetary rent	1%
Not sure	1%

3. How many years have you lived in the City of Sacramento?

	<b>N=504</b>
0-1 years	8%
2-4 years	18%
5-9 years	11%
10-14 years	8%
15-20 years	14%
21-29 years	13%
30-39 years	9%
40-49 years	8%
50-59 years	5%
60-70 years	5%
71+ years	2%

4. What is the last level of school you completed?

	<b>N=504</b>
Grades K-8	0%
Grades 9-11	0%
High school graduate	15%
Community college graduate/vocational school graduate/some college	34%
College graduate	34%
Post college	17%

5. What is your gender?

	<b>N=504</b>
Female	50%
Male	43%
Transgender male	0%
Transgender female	0%
Gender variant/non-conforming	1%
Not listed	0%
Prefer not to answer	5%

6. Are you of Hispanic, Latino, or Spanish origin?

	<b>N=504</b>
Yes	23%
No	71%
Prefer not to answer	7%

7. What is your race?

	<b>N=504</b>
White	58%
Black or African American	11%
American Indian or Alaska Native	2%
Asian	15%
Mixed or biracial	7%
Other	7%
Prefer not to answer	8%

8. In what year were you born?

	<b>N=504</b>
2002-1996 (18-24)	7%
1995-1991 (25-29)	11%
1990-1986 (30-34)	16%
1985-1981 (35-39)	10%
1980-1976 (40-44)	8%
1975-1971 (45-49)	7%
1970-1966 (50-54)	6%
1965-1961 (55-59)	7%
1960-1956 (60-64)	10%
1955-1951 (65-69)	8%
Before 1950 (70+)	10%

9. Which of these describes your household income last year?



	<b>N=504</b>
Under \$20,000	9%
\$20,000 to \$49,999	19%
\$50,000 to \$74,999	17%
\$75,000 to \$99,999	11%
\$100,000 to \$124,999	15%
\$125,000 to \$149,999	8%
\$150,000 or more	12%
Prefer not to answer	10%

## **Phase 2 Community Plan Area Self-Guided Workshops**

The primary purpose of the Self-Guided Workshops was to solicit community input to inform key components of the 10 Community Plans included in the Sacramento General Plan. Coming on the heels of significant public outreach already conducted as part of Phase 2 of the Sacramento 2040 General Plan Update, including Citywide Virtual Workshops and a Citywide Scientific Survey, the Phase 2 Community Plan Area Self-Guided Workshops aimed to gather more fine-grained feedback on neighborhood-level changes proposed as part of the General Plan Update, as well as on strategies that will be included in the Community Area Plans.

Land use changes and roadway reallocations can affect the technical modeling necessary for the Master Environmental Impact Report (MEIR). These workshops helped to gather input ahead of decision-maker meetings to confirm or revise the assumptions that will be taken forward and incorporated into the MEIR.

### **WORKSHOP FORMAT AND PARTICIPATION**

The Phase 2 Community Plan Area Self-Guided Workshops were hosted on the Konve.io platform, which allowed participants to view materials, watch explanatory videos, and comment anywhere on the document or in specific comment boxes. The Self-Guided Workshop landing page had a short orientation video that described the workshop format and how to use the tool, then directed participants to click on the icon for their community. Each of the 10 Community Plan Areas – Arden Arcade, Central City, East Sacramento, Fruitridge Broadway, Land Park, North Natomas, North Sacramento, Pocket, South Area, and South Natomas – had a separate interactive “workshop.” Each workshop consisted of four stations: Vision Statement, Land Use, Mobility, Parks. Each also had a final “thank you” page which directed participants to related links, including information about Sacramento’s bike and pedestrian plans, equity strategies from the Citywide Workshops, and a place to give input on preliminary goals and strategies for the 2021-2029 Housing Element Update. The Housing Element preliminary goals workshop was also hosted on the main Self-Guided Workshop landing page.

In total, 776 unique comment submissions were received across the 10 Community Plan Areas.

- Arden Arcade: 13
- Central City: 98
- East Sacramento: 114
- Fruitridge Broadway: 87
- Land Park: 131
- North Natomas: 124
- North Sacramento: 26
- Pocket: 85

- South Area: 48
- South Natomas: 50
- Housing Element submissions: 283

Participation varied across CPAs, with Land Park generating the most results and Arden Arcade the fewest. On average, each area has approximately 78 responses; however, Arden Arcade, North Sacramento, and South Area have the lowest participation rates. In effort build awareness and increase participation in these areas the project team conducted the additional promotional outreach events:

- Coordination with Environmental Justice subcommittees to hold virtual meeting series about leadership, food access, art, and civic engagement (SacACT, Latinos Unidos, Red Black and Green Coalition)
- Coordination with Tahoe Park Neighborhood Association leaders to hold video conference and obtain feedback on the General Plan Update process
- Lyft Every Voice Event with Youth Commissioners
- Two live Zoom events with the Black Child Legacy Fund and the Red, Black, and Green Coalition (October 2020)

Phase 3 grassroots outreach to be conducted by Veritable Good will continue to focus on engaging with disadvantaged communities in particular.

## **SUMMARY OF FEEDBACK**

The Self-Guided Workshops asked for feedback on various topics for each of the 10 Community Plans, including several of the Key Strategies: land use maps and development intensity standards and proposed roadway reallocations; Generally, participants were very supportive of the proposed strategies; although some strategies and proposals had more support than others. This section presents a summary of overall support, and notes any places where there were particular splits in participant views. Open-ended comments for Land Use, and Mobility stations were sorted into four main categories: does not support, partially supports, supports, and supports this direction but does not think it goes far enough.

### **Land Use and FAR**

The Draft Land Use Map, which includes a separate map showing proposed Maximum Allowed Building Intensities (as Floor Area Ratios or FAR), responds to several community priorities identified during Phase 1 outreach. Whereas in Citywide outreach conducted earlier this summer asked about land use changes in broad terms, including about generally clustering new development along transit corridors and about allowing a greater array of housing types in all existing neighborhoods, In the Phase 2 Community Plan Area Self-Guided Workshops, residents had an opportunity to zoom into specific parcels and proposed land uses within their communities, and were asked to comment on the appropriateness of the proposed land use designations and maximum building intensities. Comment boxes allowed for open ended responses, and these responses

were sorted into four general categories: does not support, partially supports, supports, and supports this direction but does not think it goes far enough.

### *Draft Land Use Map*

**82 percent of commenters across the 10 Community Plan Areas either partially supported, supported, or supported the direction but did not think it went far enough.** 18 percent of commenters did not support the proposed land use designations, 11 percent partially supported them but commented on certain components they disagreed with, 56 percent fully supported them, and 15 percent supported the direction but wanted them to go further, with comments mainly focused on desire for more mixed use development throughout the City.

Of particular note were comments on North Natomas, South Natomas, and South Area:

- Feedback from North Natomas residents indicates that some feel the proposed land use designations for the Sleep Train Arena – Residential Mixed Use – may not fully reflect the aspirations of the community. Area residents view this location as a major opportunity for development that can create a destination within North Natomas (such as a zoo), and the names of the land use designations proposed do not convey that desire. As currently proposed, the Residential Mixed Use designation would allow a full range of residential, retail, employment, entertainment, cultural, and personal service uses, which would certainly allow a zoo or other destination-type use, but the name doesn't fully reflect the range of allowed uses.
- Additionally, several respondents noted the proposed Office Mixed Use designation along I-5 and said that there is already too much underutilized office space in North Natomas.
- In South Natomas, several respondents noted the low maximum development intensities and lack of proposed mixed use designations along the proposed Green Line light rail extension, with some saying this was a missed opportunity for a vibrant transit corridor. (Note: the areas mentioned are mostly already built out with existing residential neighborhoods, Natomas High School, and the South Natomas Library and Community Center so redevelopment opportunities at these locations are limited.)
- In the South Area, some respondents objected to increased mixed use designations, noting opposition to “downtown and midtown” concepts in favor of a more suburban, car-centric development approach and a need for more parking. Three commenters, plus one additional submitted letters, also mentioned specific parcels on Meadowview Road that may be available for redevelopment: three mentioned 2780 Meadowview and one mentioned 3100 Meadowview. The comments about 2812 Meadowview mention that there is community support for a youth and sports center on the site (the site is currently designated as a Parks and Recreation land use).

### *Wider Array of Housing Types in Existing Neighborhoods*

Within comments about the Draft Land Use Map, some respondents particularly noted their support or opposition to the idea of allowing a greater array of housing types, such as duplexes, triplexes, and fourplexes, within existing neighborhoods.

**Of those who mentioned this proposal in their response, 94 percent of commenters across the 10 Community Plan Areas either partially supported, supported, or supported the direction but did not think it went far enough.** Six percent of commenters did not support the proposal, 11 percent partially supported it, 63 percent fully supported it, and 19 percent supported the direction but didn't think it went far enough in allowing new diverse housing types in existing neighborhoods. This feedback reflects the general positive feedback about this proposal found in both the Virtual Citywide Workshops and the Scientific Survey.

### *Proposed Maximum Development Intensity Diagram*

**83 percent of commenters across the 10 Community Plan Areas either partially supported, supported, or supported the direction but did not think it went far enough.** 16 percent of commenters did not support the proposed maximum development intensities, seven percent partially supported them but commented on certain components they disagreed with, 48 percent fully supported them, and 29 percent supported the direction but wanted them to go further, with comments particularly focused on desire for higher intensities along light rail corridors.

Of particular note were comments on East Sacramento, Land Park, North Natomas, and South Area:

- In East Sacramento, 50 percent of respondents said that the proposed maximum development intensities did not go far enough, citing good opportunities for more intensity at transit-rich areas along the Gold Line light rail and on H, I, and J streets.
- In Land Park, 41 percent of respondents said that the proposed maximum development intensities did not go far enough, citing good opportunities for more intensity at transit-rich areas along the light rail's Blue Line and the need for more equitable development opportunities throughout an area of the City many view as exclusive.
- For the Central City Community Plan Area, some community members commented that maximum building intensities should step down at the boarder of Land Park along the south side of Broadway between 16<sup>th</sup> and 19<sup>th</sup> Streets. Refinements of maximum building intensities should be studied further at this location.
- In North Natomas, more respondents than the average expressed opposition to the proposed intensities, with 63 percent who were supportive or didn't think it went far enough and 33 percent in opposition. Those in opposition noted the existing suburban character of North Natomas, and opposed efforts to add more intensity or taller buildings, with some including opposition to the proposed Green Line

Extension. (By contrast, many of those in support also expressed support for the Green Line extension.)

- In the South Area, respondents were even more split between support and opposition to the proposed maximum building intensities, with 50 percent who were supportive or didn't think it went far enough and 50 percent opposed. Those opposed to the proposed maximum development intensities mentioned a desire to continue the lower-intensity suburban living style of the South Area.

## Mobility

The proposed roadway reallocations for each of the Community Area Plans were shown on a map. Smaller inset maps showed projected traffic volumes in 2040, and whether any streets close to the proposed reallocations would result in streets over capacity and unacceptable congestion. Participants were asked whether they supported the proposed reallocations, and what factors the City should particularly consider when deciding whether or not to move forward with study and design of the roadway changes.

**85 percent of commenters across the 10 Community Plan Areas either partially supported, supported, or supported the direction but did not think it went far enough.** 15 percent of commenters did not support the proposed roadway allocations, 14 percent partially supported them but commented on certain components they disagreed with, 54 percent fully supported them, and 18 percent supported the direction but wanted them to go further, with comments mainly focused on desire for more extensive pedestrian, bike, and transit infrastructure throughout the City. Many respondents also included suggestions for additional streets to consider for roadway reallocations.

When asked what factors the City should consider when pursuing further study of these roadway changes, participants generally cited bicyclist safety and contiguous paths; pedestrian safety, especially at intersections; keeping speeds lower in residential neighborhoods; equity concerns; and traffic congestion impacts.

It should be noted that while participants were generally supportive of the roadway reallocations, some had more support than others. Specific segments with two or more opposing comments included: E Commerce Way in North Natomas; Riverside, Florin, and Pocket in Pocket; and Truxel in South Natomas. Commenters generally mentioned concerns about traffic or emergency egress. For each of these segments, however, positive responses strongly outweighed negative comments. While the number of respondents who expressed this view is very small in relation to the number who expressed support, these concerns highlight the need to emphasize that the roadway reallocations proposed represent preliminary proposals only and that further work would be required for implementation - namely, that further technical analysis and community input to inform design and identify necessary mitigation and that funding would need to be identified.

Of particular note were comments on Land Park, North Natomas, Pocket, and South Area:

- In Land Park, some respondents expressed concerns about the impacts of the 2016 Freeport Blvd lane reductions, and had reservations about future projects.
- In North Natomas, the proposed roadway reallocation is the northernmost segment of E Commerce Way, from a few blocks north of N Park Drive up to the City limit at W Elkhorn Blvd. Overall, there was support for the concept, and only a few concerns specifically about E Commerce Way. However, there was a nearly even split between people who wanted to see the recommendations go further and those who didn't want to see roadway reallocations at all, with 29 percent opposing, 32 percent in support, and 23 percent of respondents saying the proposal did not go far enough. This was among the starkest differences of opinion expressed in all of the Community Plan Area Workshops. Several respondents expressed frustration that the proposal was so limited, and wanted to see much more extensive work; others expressed opposition to roadway reallocations in general, and one respondent worried about future emergency egress if the roadway reallocation was implemented.
- In Pocket, there was overall support for the roadway reallocations, with 67 percent either in support or saying they did not go far enough. However, some community members expressed worries about emergency egress, particularly regarding flooding, at the proposed roadway reallocation sites.
- In South Area, respondents were fairly split, with 39 percent opposing and 46 percent either in support or saying they did not go far enough. Responses included concerns that South Area is a car dependent place, and that easy vehicle access across the community is important to maintain. No respondents specifically cited concerns about any of the three South Area roadways proposed for reallocations.

## **IMPLICATIONS FOR THE DRAFT LAND USE PLAN AND KEY STRATEGIES**

Overall, community input gathered via the Phase 2 Self-Guided Community Plan Workshops demonstrated strong support for the Key Strategies proposed for incorporation into the General Plan. Additionally, when presented with specific locations for new land use designations, intensity standards, and roadway reallocations, respondents were generally supportive of the changes proposed. This corroborates support for key strategies related to land use and mobility found through the scientific survey and citywide outreach conducted earlier in Phase 2.

Based on community input summarized above, staff anticipates making some parcel level revisions to land uses and Floor Area Ratios based on community feedback and technical analysis, prior to City Council consideration of these Key Strategies on December 1, 2020. Additionally, staff proposes renaming the Residential Mixed-Use designation to Mixed-Use to fully reflect the land use mix envisioned for this designation.

# sacramento | 2040

General Plan Update & Climate Action Plan



# Virtual Citywide Workshop

## Summary



# Virtual Citywide Workshop Summary

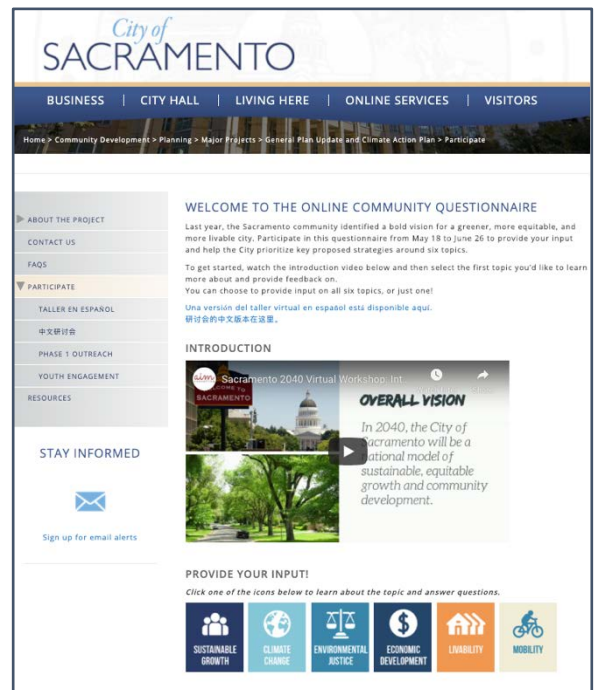
## Introduction

The 2040 General Plan is the City's blueprint for how and where Sacramento will grow over the next 20 years. It will contain policies that guide everything from transportation, jobs, entertainment, and public safety, to the type of homes available and much more.

In 2019, the City initiated an update to the General Plan to ensure it remains responsive to the challenges of the coming years. Along with updates to the General Plan, the City is also preparing an ambitious Climate Action Plan that outlines a community-wide framework for reducing greenhouse gas emissions and establishes Sacramento as a climate leader.

In the Spring of 2020, the Sacramento 2040 team embarked on the second phase of outreach for the General Plan update and Climate Action Plan. During this phase, the project team evaluated options and presented potential strategies to address some of the issues identified by the community in 2019. Phase two of the community engagement plan originally included three in-person Citywide Workshops at various locations throughout Sacramento, as well as an online survey. The purpose of the Citywide Workshops and online survey were to seek input from residents and help the City prioritize key proposed strategies around the issues of livability, mobility, climate change, environmental justice, economic development, and sustainable growth.

However, with the onset of COVID-19 and its subsequent health protocols, the Citywide workshops had to be cancelled to help protect public health. The project team then pivoted the Phase II outreach approach to a safe and inclusive virtual engagement effort.



*Previously planned in-person citywide workshops transitioned to a virtual engagement effort.*

## Workshop Purpose and Format

The purpose of the Virtual Citywide Workshop was to build awareness about the project; present proposed “big and bold” strategies that respond to community concerns voiced in the first phase of outreach; and obtain community input on the proposed strategies including levels of support or opposition and corresponding reasons.

The self-guided Virtual Citywide Workshop was open from May 18 – June 26, 2020. Through the City’s website, community members were able to watch six short informational, animated videos on:

- Sustainable and Responsible Growth
- Resiliency and Climate Change
- Safe, Equitable, Inclusive, and Just City
- Regional Economic Hub
- Livability and Sense of Place
- Interconnected, Accessible City

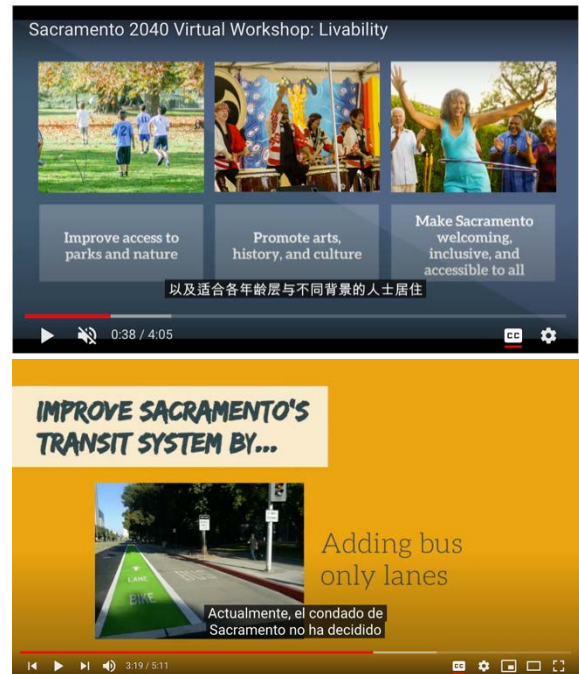
Each video recapped guiding principles and introduced a set of “big, bold strategies” for that specific topic. After watching each video and learning about the key strategies, community members then rated them to indicate their level of support. Participants were also provided with the opportunity to share open ended comments.

## Specific Community Engagement to Underserved Communities and Youth

To address the barriers to virtual engagement for underserved communities, the Sacramento 2040 team implemented a targeted outreach and notification plan to community-based organizations that provide services to historically underserved neighborhoods. Additionally, the project team developed the virtual workshop and informational videos in English, Spanish, and Chinese, and if requested, staff was prepared to assist over the phone in English or Spanish.

To incentivize high school students to participate and share the workshop with their families and peers, the Sacramento 2040 team developed and implemented a Student Rewards Program with two options:

1. Refer-A-Friend, which required students to promote the virtual workshop by sharing the link and their unique referral code to friends, family members, and peers and encouraging them to participate.



*Informational, animated videos available in English, Spanish, and Chinese explained each proposed strategy.*

2. “Face-to-Face,” where students could hold a virtual meeting with their extended family or friends (or immediate family if they live in the same household) and discuss one of the six topics. After watching the informational video together, the students’ group would review each question and submit their answers to the workshop.

## Results

A total of **1,139 households** participated in the Virtual Citywide Workshop (based on IP addresses). The project team received the following number of responses to each of the workshop’s topics:

- Sustainable and responsible growth: **789**
- Resiliency and climate change: **801**
- Safe, equitable, inclusive, and just city: **860**
- Regional economic hub: **733**
- Livability and Sense of Place: **795**
- Interconnected, Accessible City: **865**

**Forty-six high school students** from throughout Sacramento signed up for the program and garnered 64 responses to the virtual workshop.



*Students who participated in the Student Rewards Program Option 2 submitted photos of the group they held a “Face-to-Face” meeting with.*

## Sustainable and Responsible Growth

### Summary

Based upon outreach over the last year, the community identified opportunities for smart and sustainable growth that include:

- Concentrating new growth within Sacramento's existing footprint and protecting surrounding open space;
- Linking new development to high-frequency, reliable transit networks;
- Promoting production of a variety of different housing types; and
- Making sure that Sacramento is walkable, bikeable, and sustainable, fostering healthy residents and a healthy environment.

To address these opportunities, the Sacramento 2040 team introduced potential strategies which will facilitate compact mixed-use development in key commercial corridors to create vibrant walkable and transit-supportive neighborhoods, as well as expanding the City's Sphere of Influence to include the Natomas Joint Vision Area.

Approximately 789 responses were received for this topic:

- The majority of respondents (93%) were neutral or supported compact mixed-use development in key commercial corridors.
- Approximately 82% of respondents were neutral or supported the strategy to expand the City's Sphere of Influence to include the Natomas Joint Vision Area.

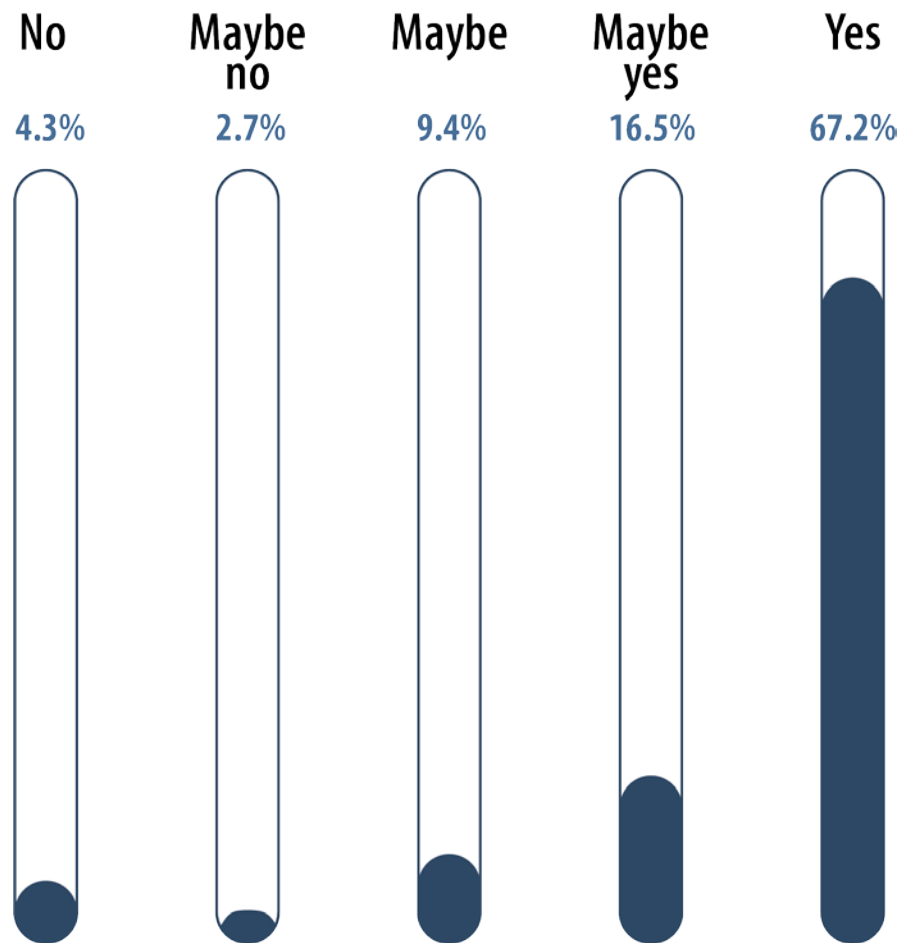
Comments regarding revitalization of commercial corridors indicated that participants desire a thoughtful approach that supports improving the bus network, encouraging mixed-use infill development, and increasing density in single-unit neighborhoods – especially those near transit stops.

Numerous comments expressed concern about the lack of affordable housing and the fear of residential and commercial displacement that could occur as a result of infill development and revitalization of key corridors. Some commenters brought up the idea of eliminating the single-family zone and/or allowing smaller multi-family housing types like duplexes or fourplexes in existing neighborhoods, which is one of the key strategies proposed under the Livability and Sense of Place theme, discussed later in this report. Generally, the comments received expressed support for infill and higher-density development as opposed to greenfield, sprawling development.

Many comments of support were submitted for the expansion of the City's Sphere of Influence encompassing the Natomas Joint Vision Area with the expectation that the strategy would help prevent urban sprawl and help preserve open space, agricultural land, habitats, and wildlife.

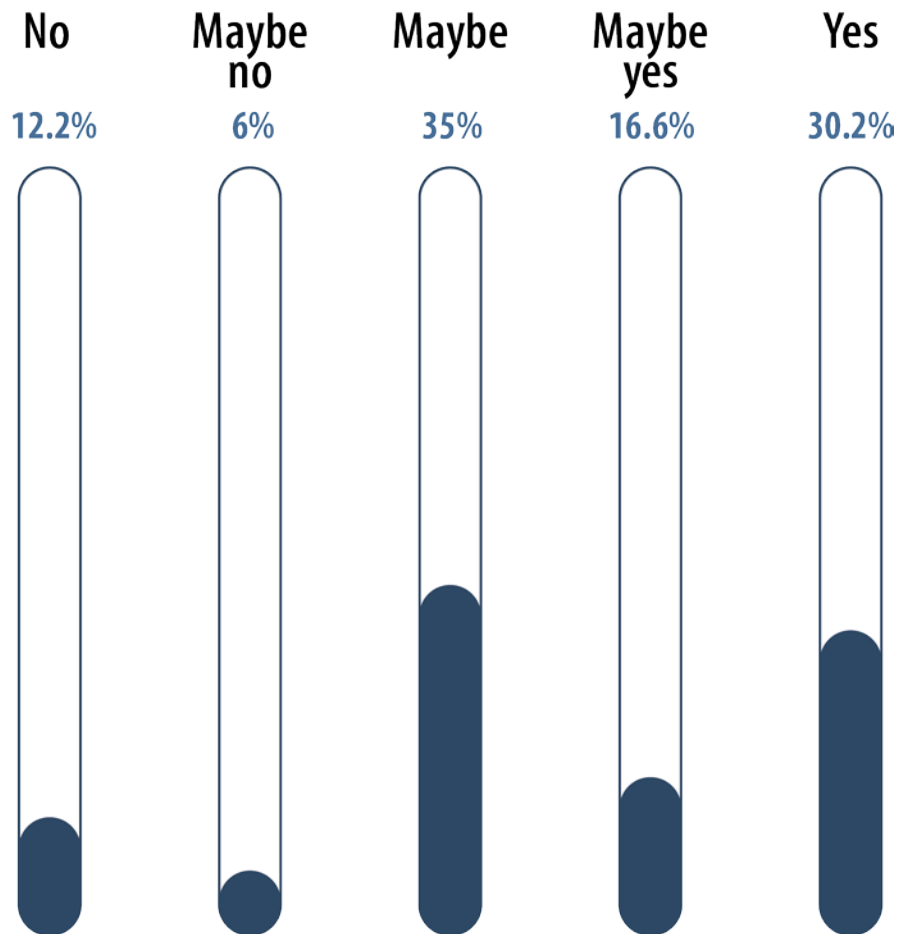
Big & Bold Strategy 1: Facilitate compact mixed-use development in key commercial corridors to create vibrant walkable and transit-supportive neighborhoods.

*Would you support this strategy?*



## Big & Bold Strategy 2: Expand the City's Sphere of Influence to include the Natomas Joint Vision Area.

*Would you support this strategy?*



## Other Strategies

*Here are some other strategies that could support sustainable and responsible growth in Sacramento. Which of these strategies would you support?*



**Encourage homeowners to build ADUs** **59.5%**



**Prioritize updating infrastructure** **71.3%**



**Promote interim land uses** **62%**



**Reuse and retrofit older buildings** **86.1%**

*\*ADU = Accessory Dwelling Unit. ADUs are also known as secondary units, granny flats, or backyard cottages.*



## Resiliency and Climate Change

### Summary

Community members have expressed a strong, pressing concern and a desire for the City to take early action to address climate change. The virtual workshop presented several important actions in the form of potential big and bold strategies related to climate action and neighborhood resiliency. These strategies include:

- Transition away from fossil-fuel energy use to cleaner electricity;
- Increasing the amount of tree-canopy cover in the City, prioritizing investments in areas with populations most vulnerable to the effects of increased and extreme heat; and
- Developing a Neighborhood Resilience Network program that offers resources; and training and strategies to empower community residents.

More than 800 responses were received from community members on the resiliency and climate action strategies. Out of these responses:

- 81% are neutral or support an electrification requirement for all new buildings;
- 75% are neutral or support gradual electrification in existing buildings;
- 82% are neutral or support financial assistance programs for low-income residents to participate in this transition;
- 88% are neutral or support providing infrastructure to transition away from combustion engine to zero-emission vehicles;
- 99% are neutral or support increasing the urban tree canopy in the City, prioritizing underserved and vulnerable communities; and
- 92% are neutral or support a Neighborhood Resilience Network program.

Other strategies with support of over 70% from participants were for improving transportation alternatives to reduce car trips, reducing the amount of food and yard waste going to landfills and for preparing climate-ready infrastructure.

Comments reiterated support for increasing tree canopy coverage citywide, particularly in the most vulnerable and underserved areas. While many respondents support the reduction in emissions through the use of zero-emission (all-electric) technologies, some respondents expressed concern about the reliability of a power grid that relies on one source of energy, and the increased cost of transitioning to electric appliances, especially for lower income and underserved populations.

Regarding electric vehicles (EVs), some commented that charging stations should also be made available to low-income communities and that hydrogen fuel cell technology should also be supported. Some respondents also emphasized the importance of improving public transit and improving the bike and pedestrian network in effort to support the reduction of greenhouse gas emissions.

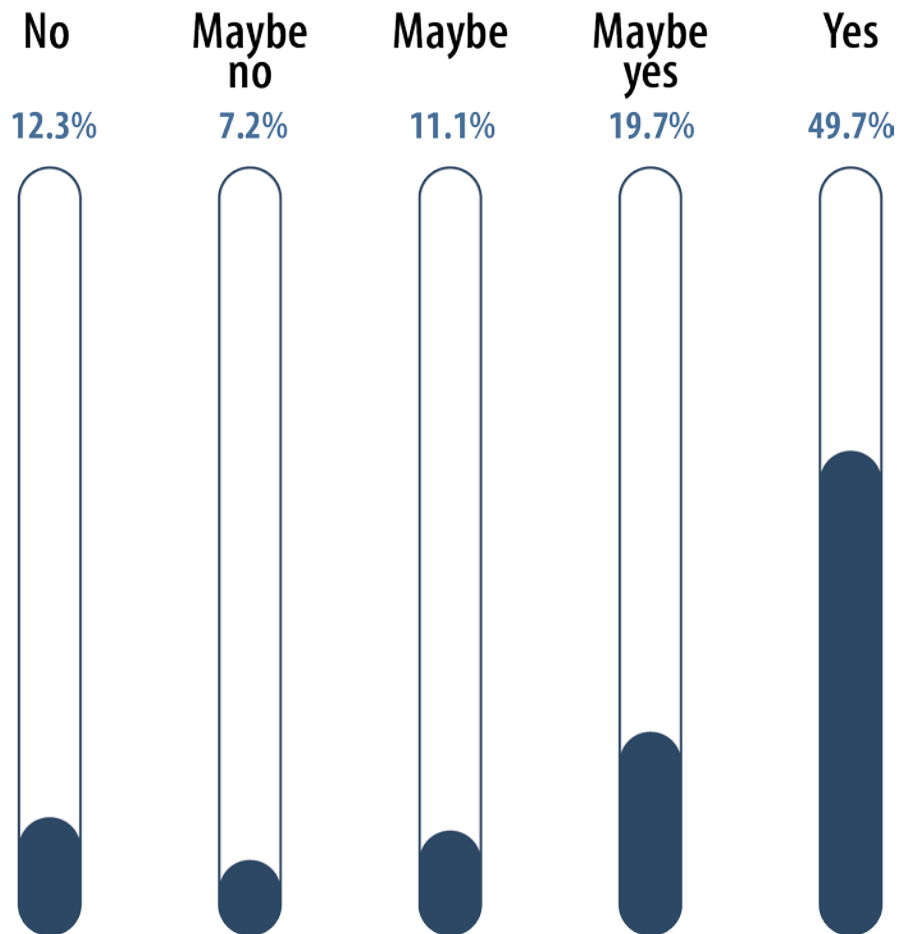
Some community members also acknowledged that income disparity positions low-income and vulnerable populations at a disadvantage with respect to climate change and its impacts. Community



members were also supportive of other climate action strategies including composting, recycling and the energy retrofit of older buildings. A significant number of respondents urged the City to implement a citywide compost program for organic waste. There were also some comments on the importance of natural disaster planning as an adaptive measure in the face of climate change.

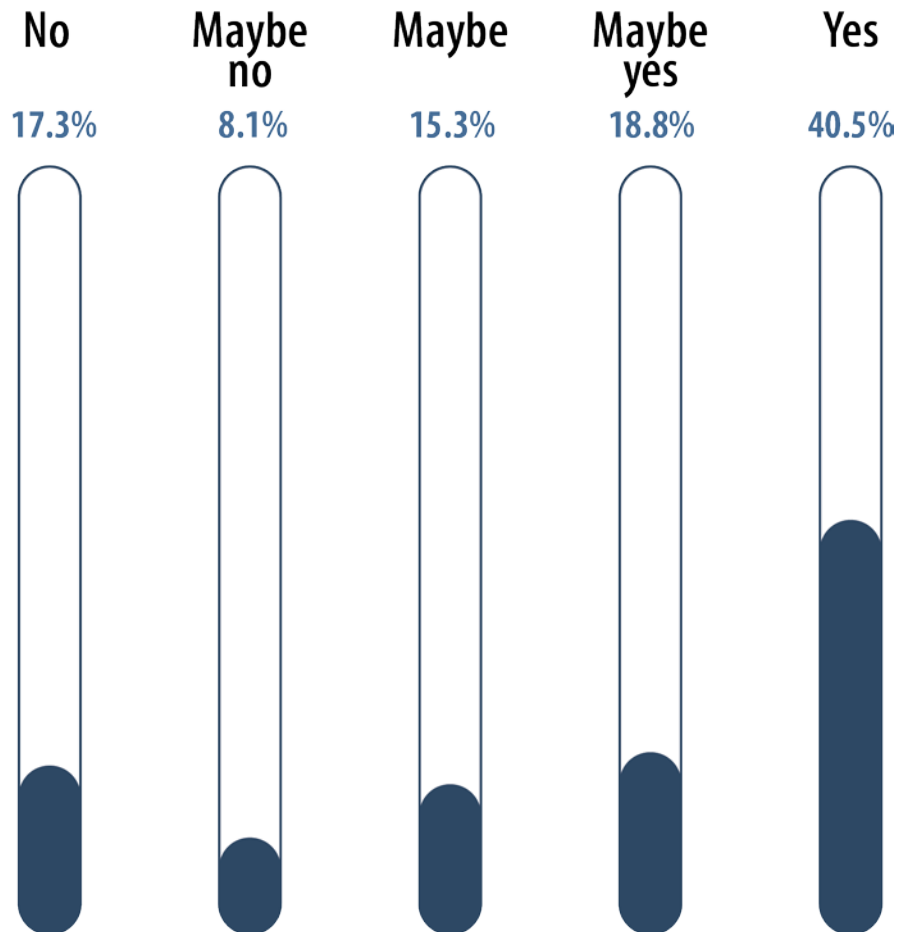
Big & Bold Strategy 1-a: Require all new buildings to be all electric and eliminate the use of natural gas and fossil fuels for building operations.

*Would you support this strategy?*



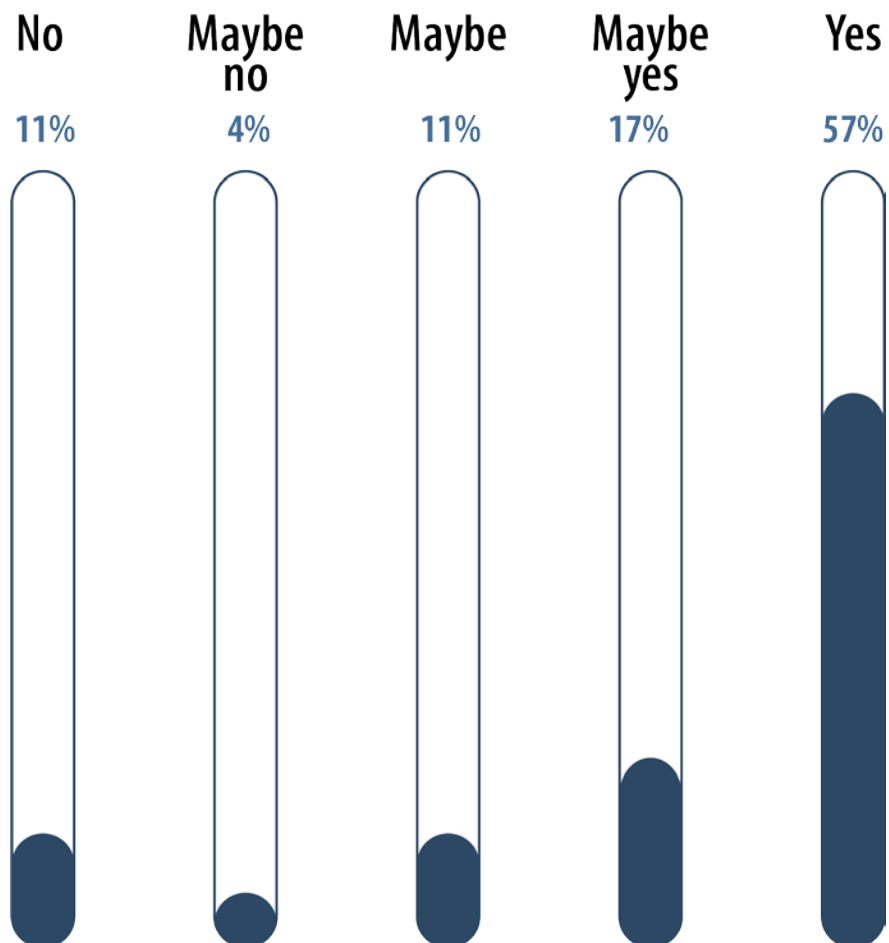
Big & Bold Strategy 1-b: Gradually transition existing buildings away from natural gas through the building permit process.

*Would you support this strategy?*



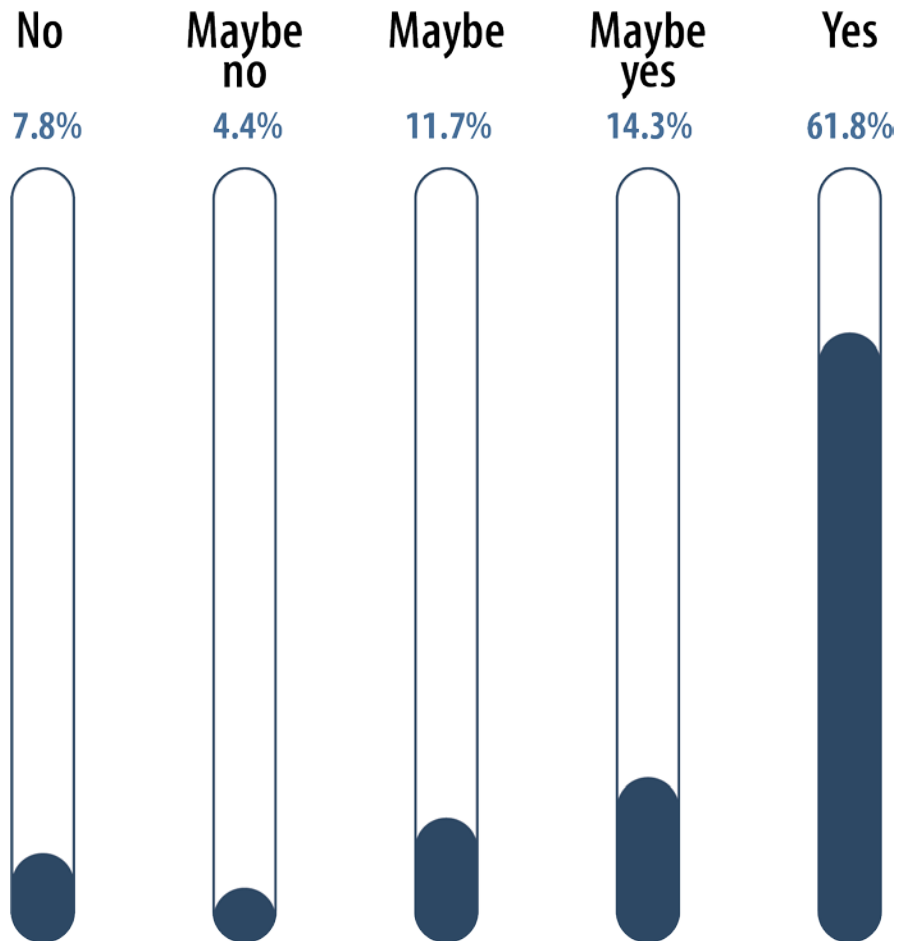
Big & Bold Strategy 1-c: Assist low-income residents to transition their homes from gas to electric by offering financial incentives.

*Would you support this strategy?*



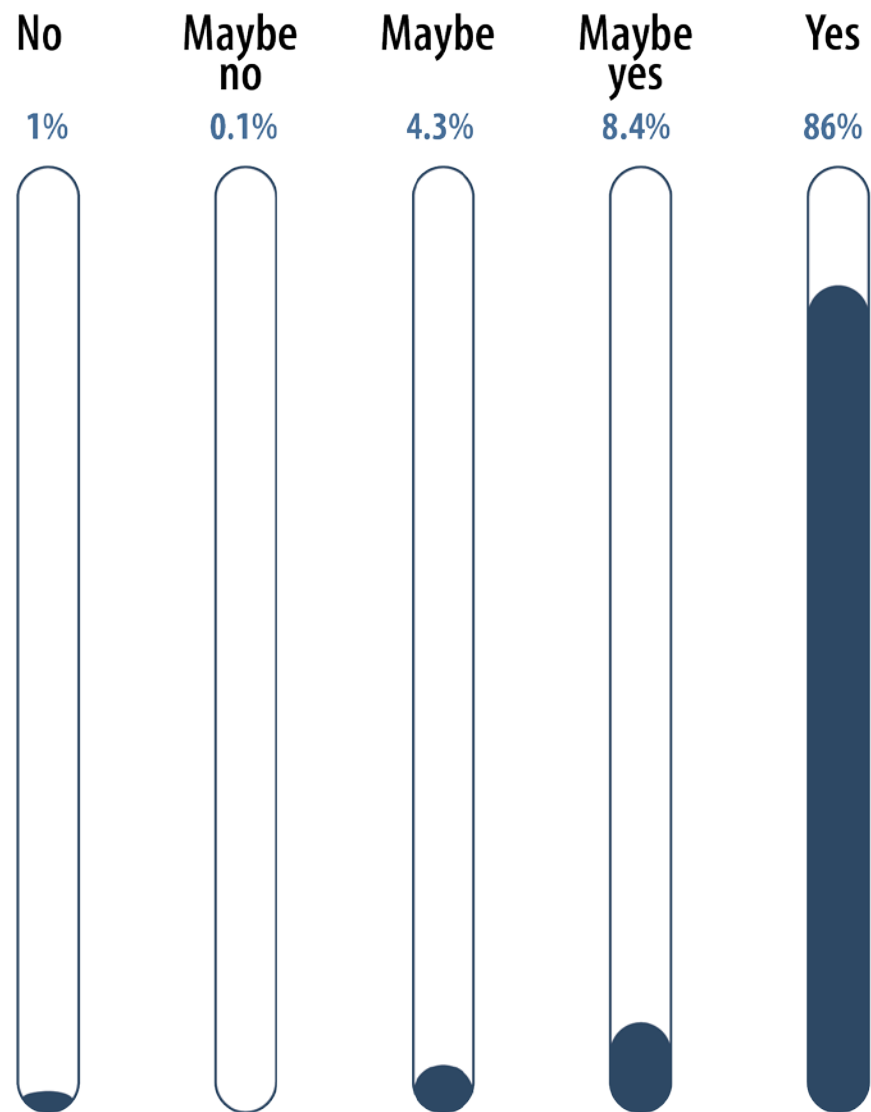
Big & Bold Strategy 1-d: Provide infrastructure to fully transition from combustion engine vehicles, supporting use of zero-emission vehicles (ZEVs).

*Would you support this strategy?*



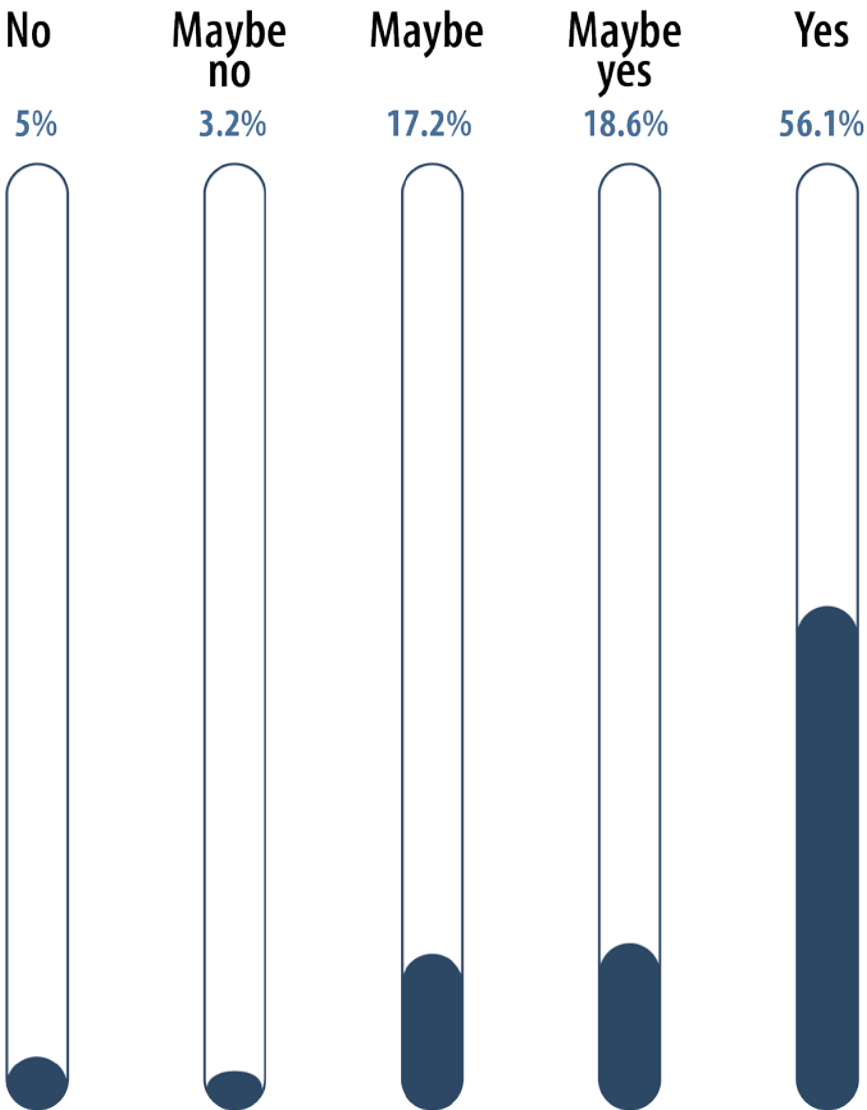
Big & Bold Strategy 2: Increase the amount of tree-canopy cover in the City, prioritizing investments in areas with the greatest urban heat island effects, areas of poor air quality, and areas with populations most vulnerable to the effects of increased and extreme heat.

*Would you support this strategy?*



Big & Bold Strategy 3: Develop a Neighborhood Resilience Network program that offers resources, trainings, and strategies that help communities be prepared for emergencies.

*Would you support this strategy?*



## Other Strategies

*Here are some other strategies that could support resiliency and climate action in Sacramento. Which of these strategies would you support?*



**Improve alternatives for car trips**

**83.2%**



**Reduce food/yard waste to landfills**

**74.7%**



**Upgrade public facilities**

**47%**



**Climate-ready infrastructure**

**71.6%**



**Energy retrofit of older buildings**

**66.3%**



**Offer more City services online**

**56%**



## Safe, Equitable, Inclusive, and Just City

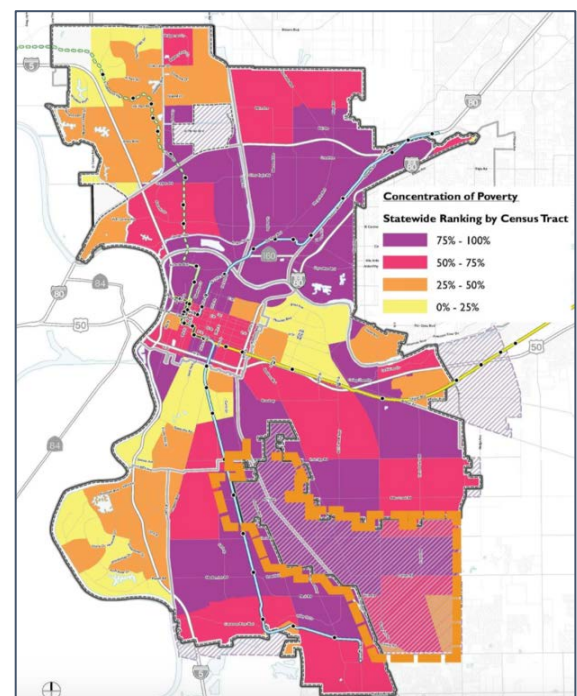
### Summary

In 2019, the Sacramento community identified guiding principles for a more safe, equitable, just, and inclusive city. Potential General Plan strategies focus on:

- Establishing and maintaining ongoing channels of dialogue with residents;
- Responding to the needs of underserved neighborhood by increasing availability of healthy foods and prioritizing infrastructure improvements;
- Strengthening home repair and accessibility assistance to low-income households; and
- Annexing the Fruitridge Florin study area to consolidate and provide city services to that community.

About 860 responses were received on this topic, of which the vast majority were very supportive of the proposed strategies:

- 94% are neutral or support establishing ongoing channels of dialogue for all residents;
- 97% are neutral or support implementing new healthy food regulations to eliminate food deserts;
- 97% are neutral or support the use of an equity framework to prioritize and fund infrastructure improvements in historically underserved communities;
- 94% are neutral or support home repair and accessibility assistance for low-income households;
- 92% are neutral or support potential annexation of the Fruitridge-Florin Study Area; and
- 92% are neutral or support the use of health metrics to measure effectiveness of equity measures.



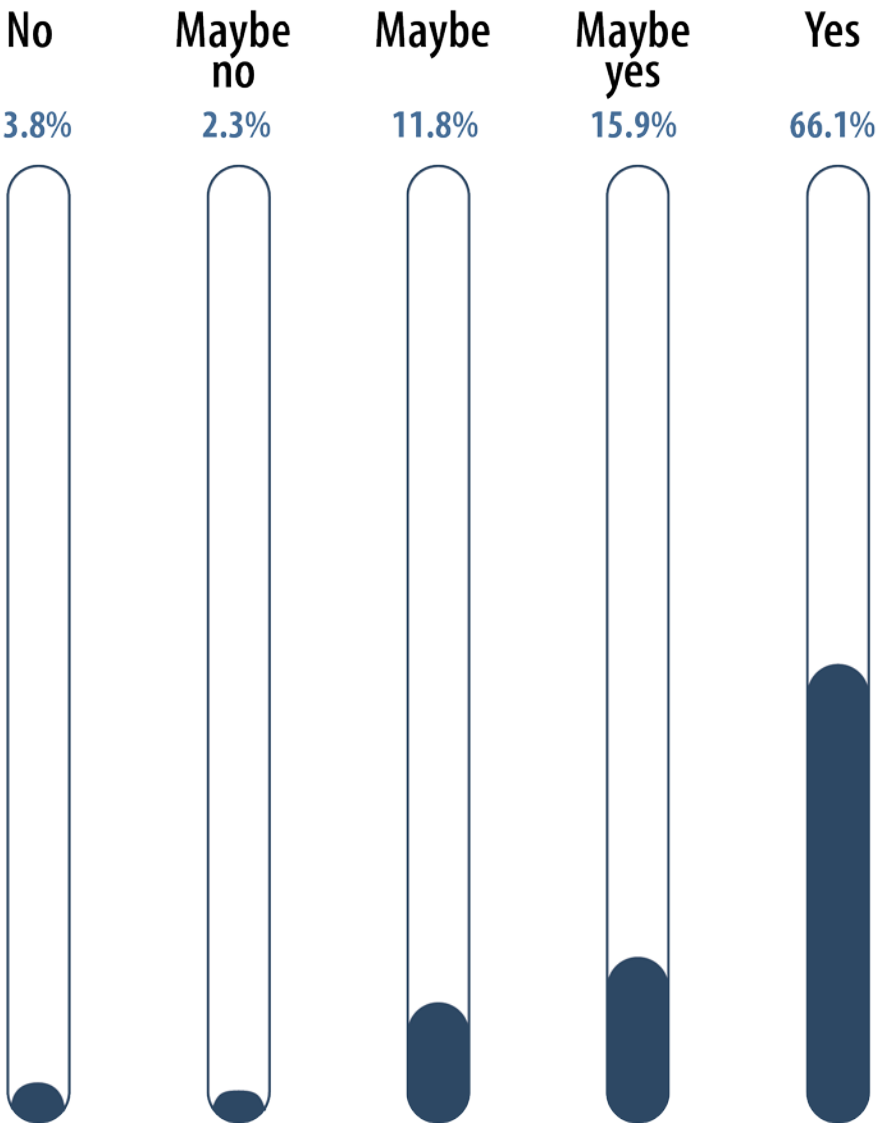
*The Fruitridge Florin Study Area*

Many participants provided additional comments regarding the General Plan's equity and environmental justice topic. There were about 85 comments submitted that called for the City to re-imagine the way communities are policed, the majority of which called for defunding the police department, or re-directing funding from the police department to fund youth programs, social workers to address mental health and trauma, employment opportunities, and workforce development for our underserved neighborhoods.

Many participants supported the development of an equity framework to fund infrastructure and community projects, social services, workforce development, improved transportation services, libraries, and parks and recreational facilities in underserved neighborhoods. Many commenters expressed that ensuring adequate affordable housing for low-income families is a priority.

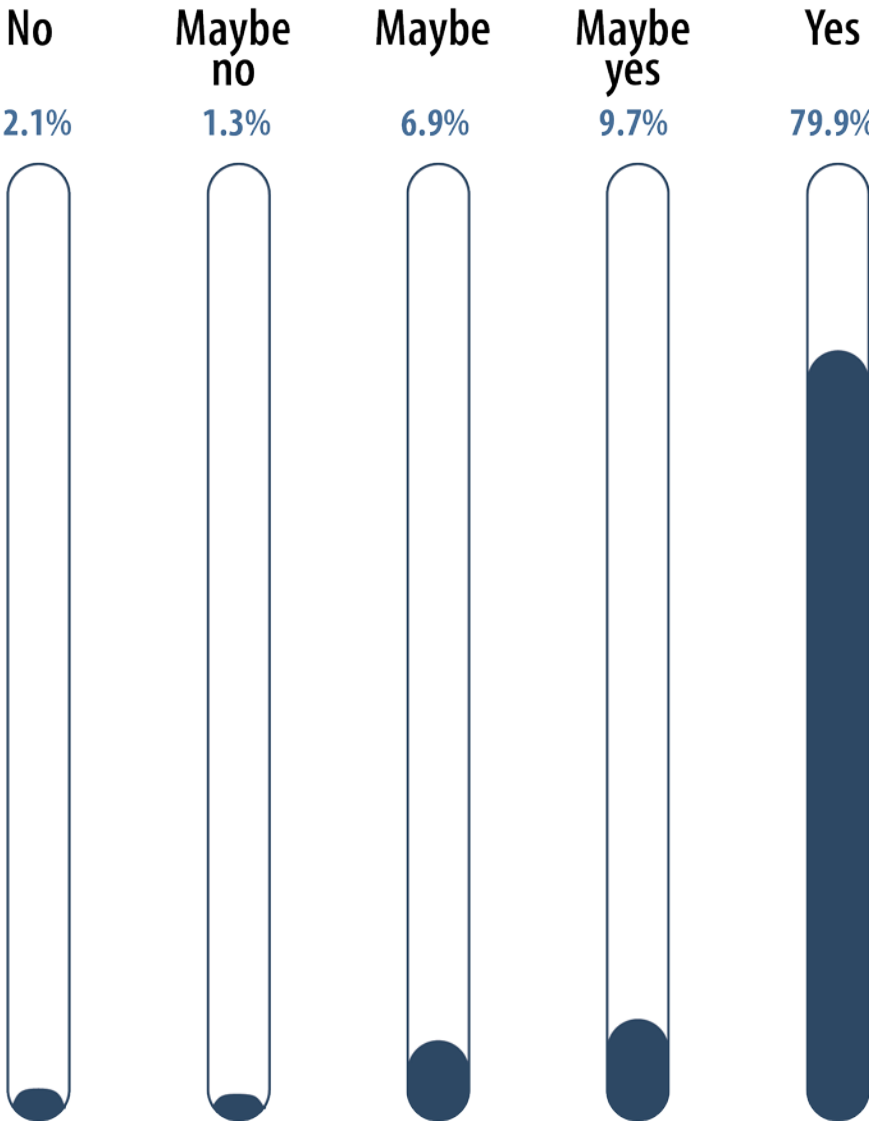
Big & Bold Strategy 1: Establish and maintain ongoing channels of dialogue so that residents of all ages, including youth, have a regular forum for highlighting their priorities.

*Would you support this strategy?*



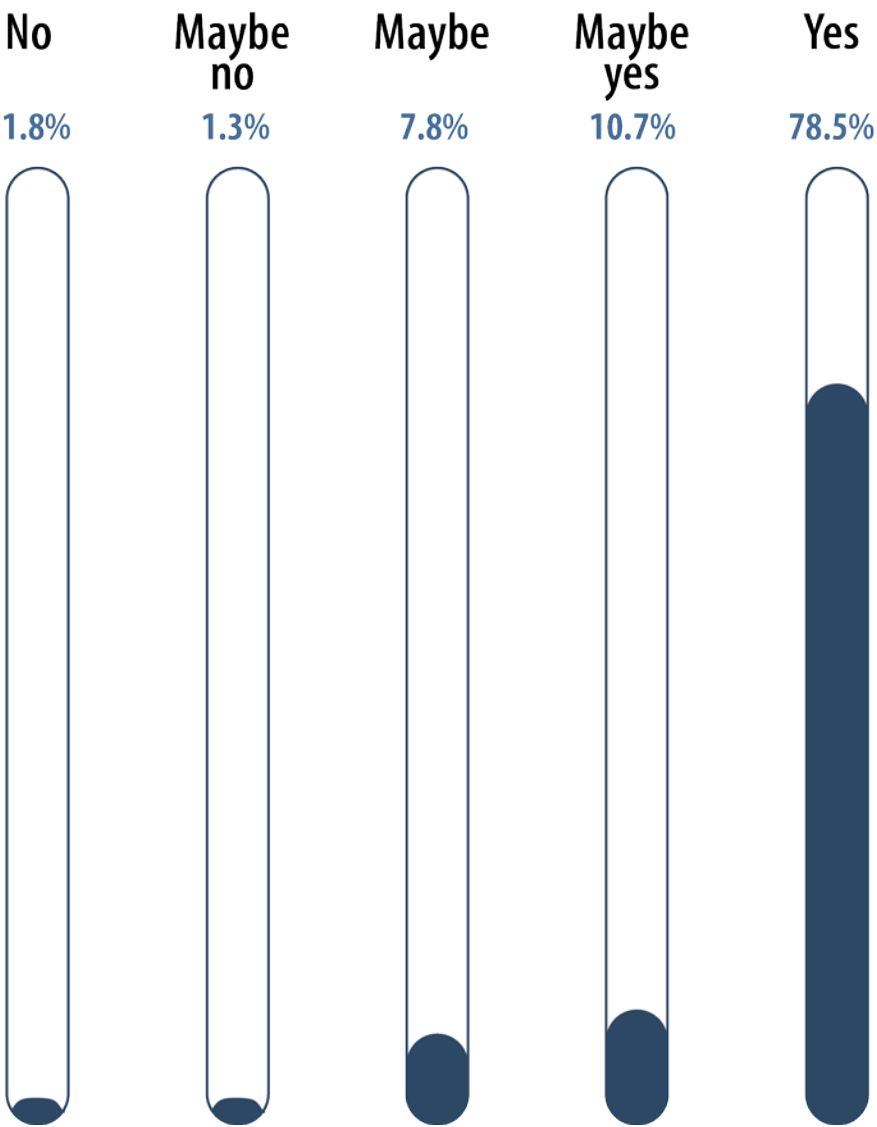
Big & Bold Strategy 2: Partner with other government agencies and community-based organizations to increase sales of healthy foods in underserved neighborhoods and develop and implement new healthy food regulations.

*Would you support this strategy?*



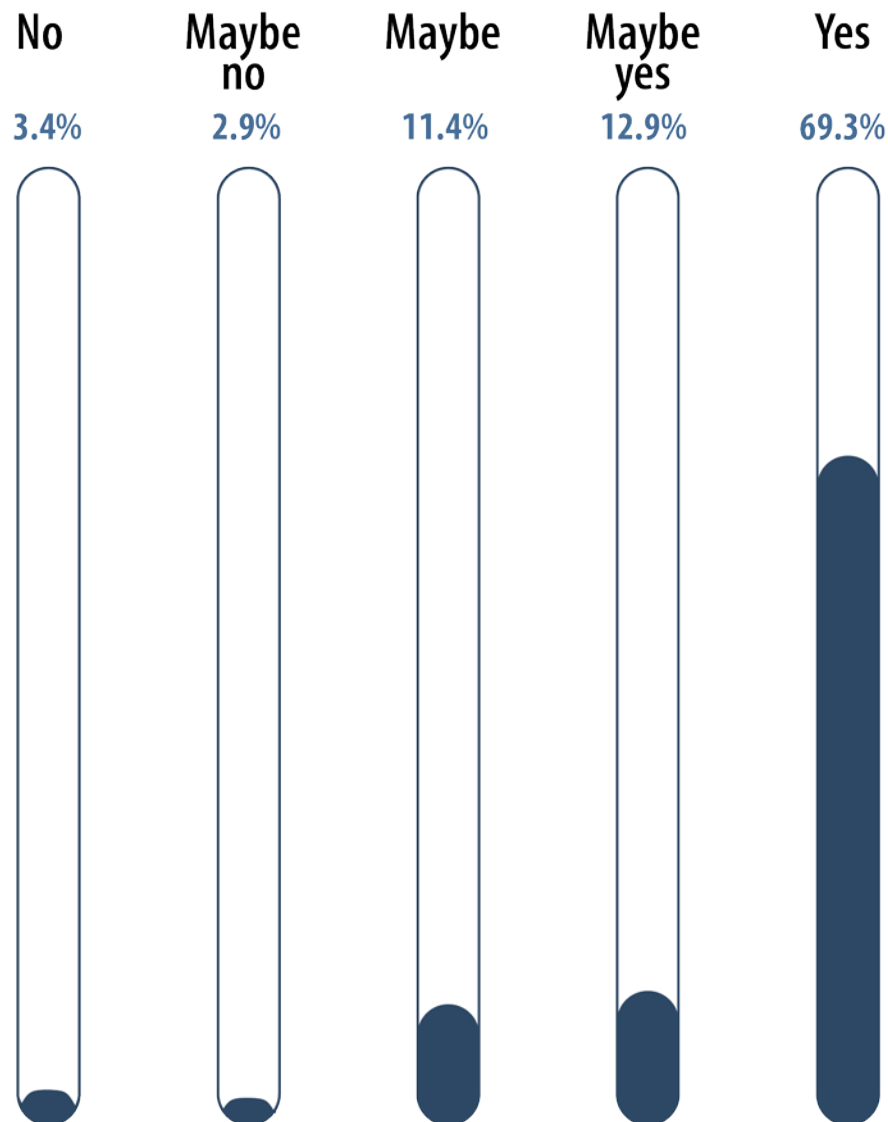
Big & Bold Strategy 3: Use an equity framework to prioritize and fund infrastructure improvements in historically disinvested and underserved neighborhoods.

*Would you support this strategy?*



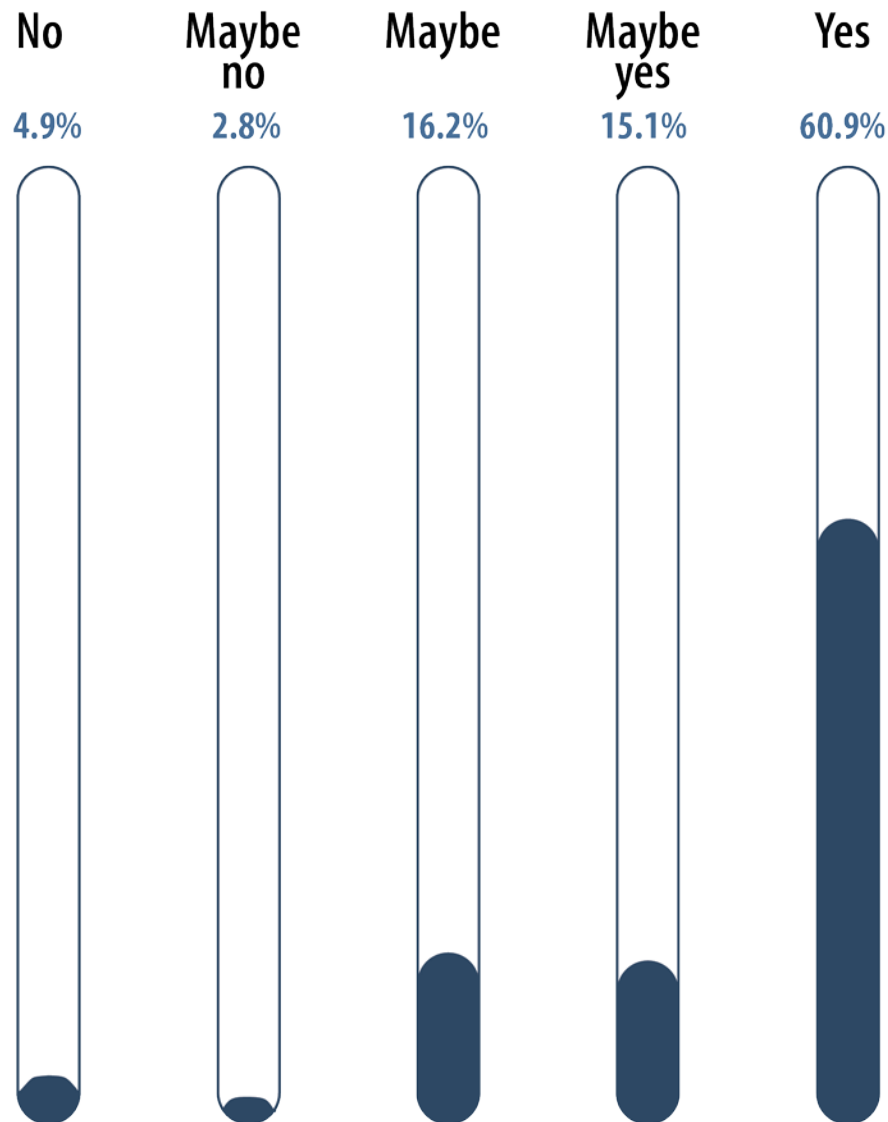
Big & Bold Strategy 4: Strengthen home repair and accessibility assistance to low-income households.

*Would you support this strategy?*



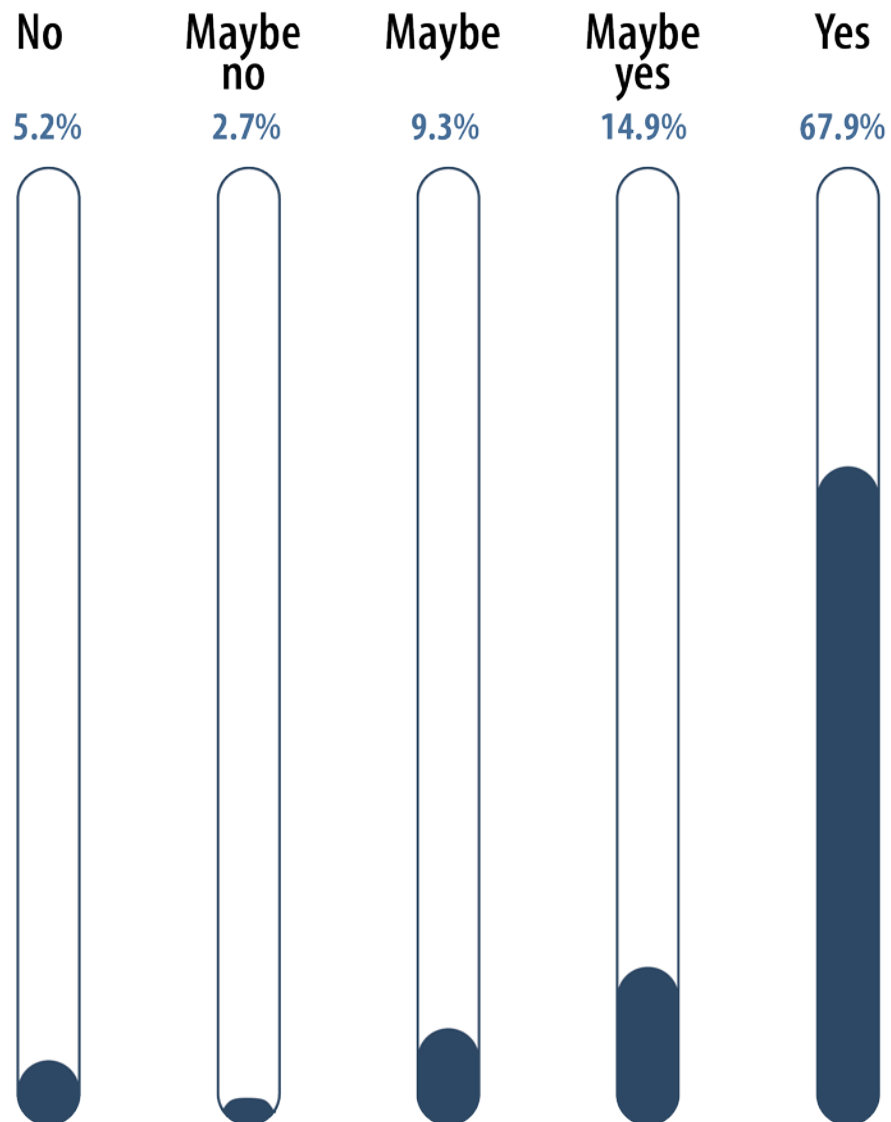
Big & Bold Strategy 5: Consider annexing the Fruitridge Florin study area to consolidate and provide city services to that community.

*Would you support this strategy?*



Big & Bold Strategy 6: Track levels of health disparities in our underserved communities to measure effectiveness of implemented strategies.

*Would you support this strategy?*



# Other Strategies

Here are some other strategies that could make Sacramento a safe, equitable, inclusive, and just city. Which of these strategies would you support?





## Regional Economic Hub

### Summary

Over the last year of outreach, community members expressed the need for economic opportunities throughout the city. Specifically cited was the need for inclusive economic development, a wide range of living wage jobs, and support for our workforce, including improved access to efficient and affordable transportation, training, and childcare. As a result, three of the main potential strategies presented in the virtual workshop addressed the following:

- Allowing more home-based businesses;
- Providing assistance and guidance to food truck vendors and other food businesses; and
- Increasing access to job centers by improving transit networks.

Of the 733 respondents for this topic:

- 89% are neutral or support expanding the Home Occupation Permit program to allow larger home businesses;
- 94% are neutral or support increasing access to job centers by improving transit networks and access to high-frequency transit; and
- 92% are neutral or support facilitating food vendor and truck businesses by providing assistance and guidance through the permit process.

Other strategies that received significant support were access to high-quality education, expanding childcare near employment sites and workforce training.

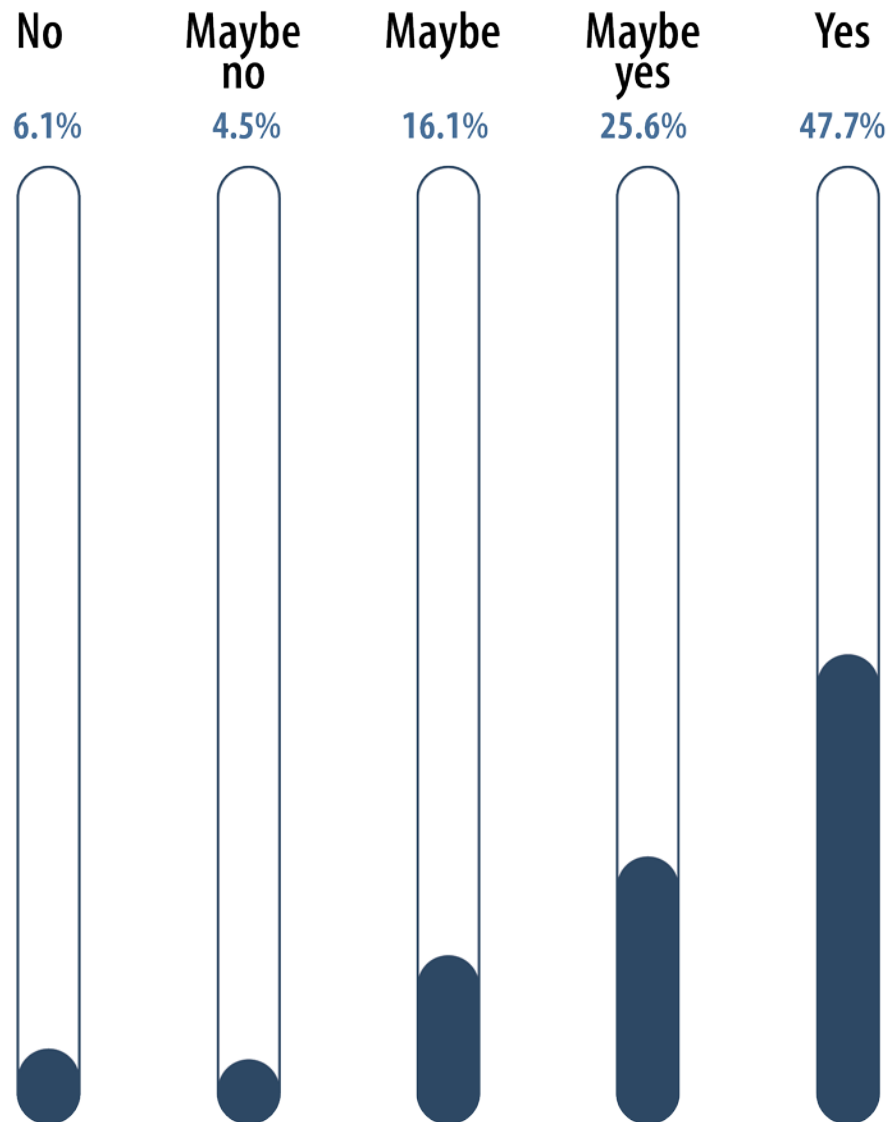
Participants also provided additional comments on this topic. Many commenters support the expansion of the Home Occupation Permit program, but some concerns noted were related to signage, increase in traffic, insufficient parking, and noise in their neighborhood. Some participants favored this idea because it will make it easier for entrepreneurs to start and operate small businesses, removing a significant barrier for minority entrepreneurs. A few neutral commenters stated they need to know the types of businesses that can be allowed by right and more specific information around which regulations are being eased to feel more comfortable supporting this idea. A few comments emphasized the importance of allowing and incentivizing childcare providing businesses throughout the city, especially in low-income communities and near public transit and job centers. A noteworthy comment suggested that staff take a close look at the limitations around square footage, number of home occupation permits, and other standards that could present disproportionate barriers to low-income, minority families who are more likely to live in smaller homes with much more members in the home.

Many participants expressed a desire for more frequent and flexible transit schedules and supported the idea of encouraging development near transit stations and along transit corridors to spur housing, offices, food establishments and retail. Some participants emphasized the importance of active modes of transportation like biking and walking that can support locally owned/minority-owned/women-owned businesses along these corridors. However, some comments expressed a concern about the possibility of gentrification of older commercial corridors following new development. Regarding food vendors and

truck businesses, a few participants noted how expensive it is to run a food truck and would appreciate the City's assistance in making that process easier to navigate.

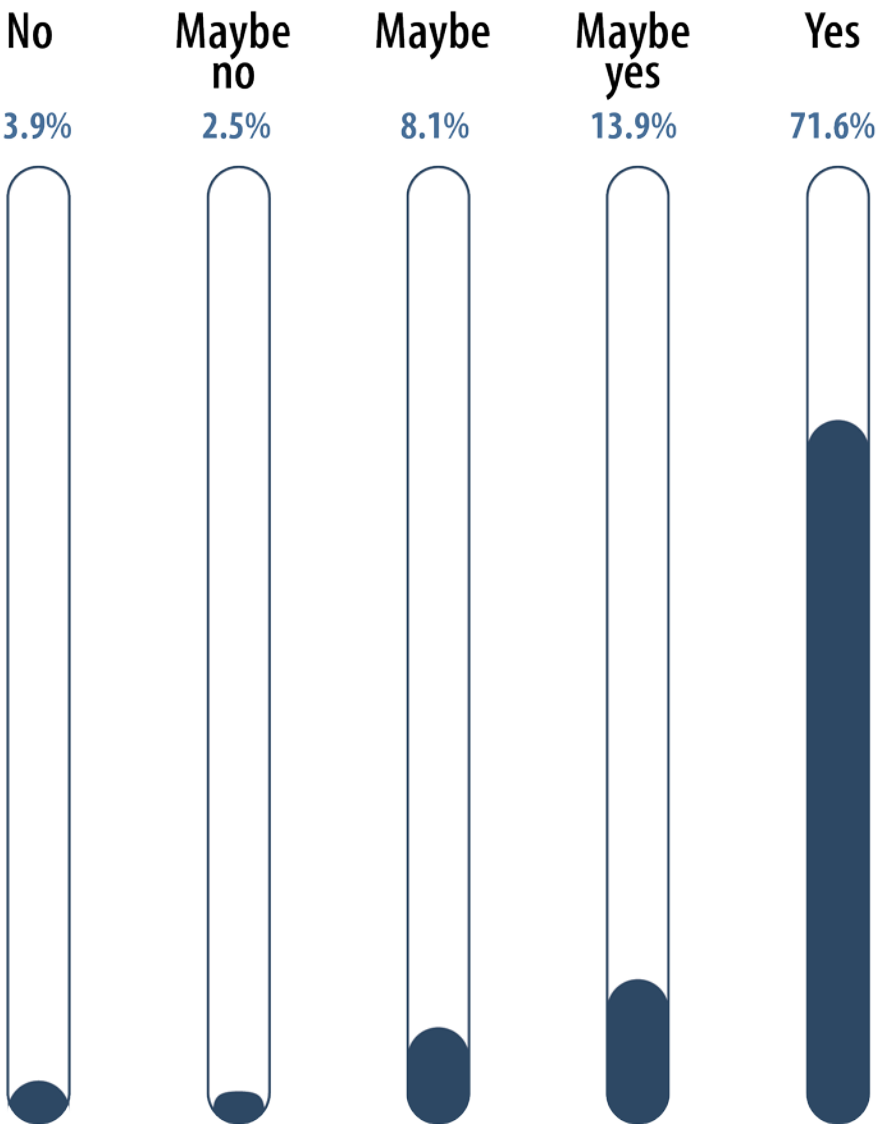
Big & Bold Strategy 1: Allow small home businesses by right and expand eligible home business permits to allow larger home businesses.

*Would you support this strategy?*



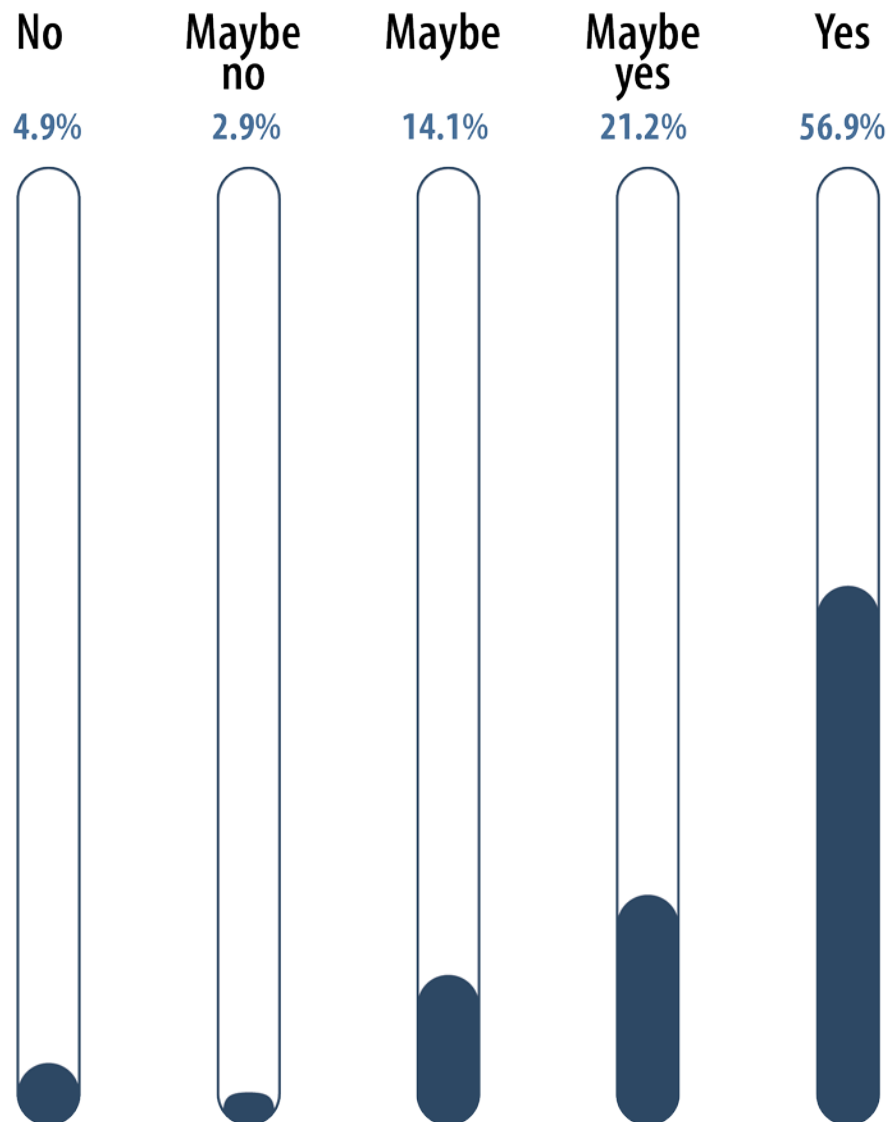
Big & Bold Strategy 2: Increase access to job centers throughout the city by improving reliability of and access to high-frequency transit networks.

*Would you support this strategy?*



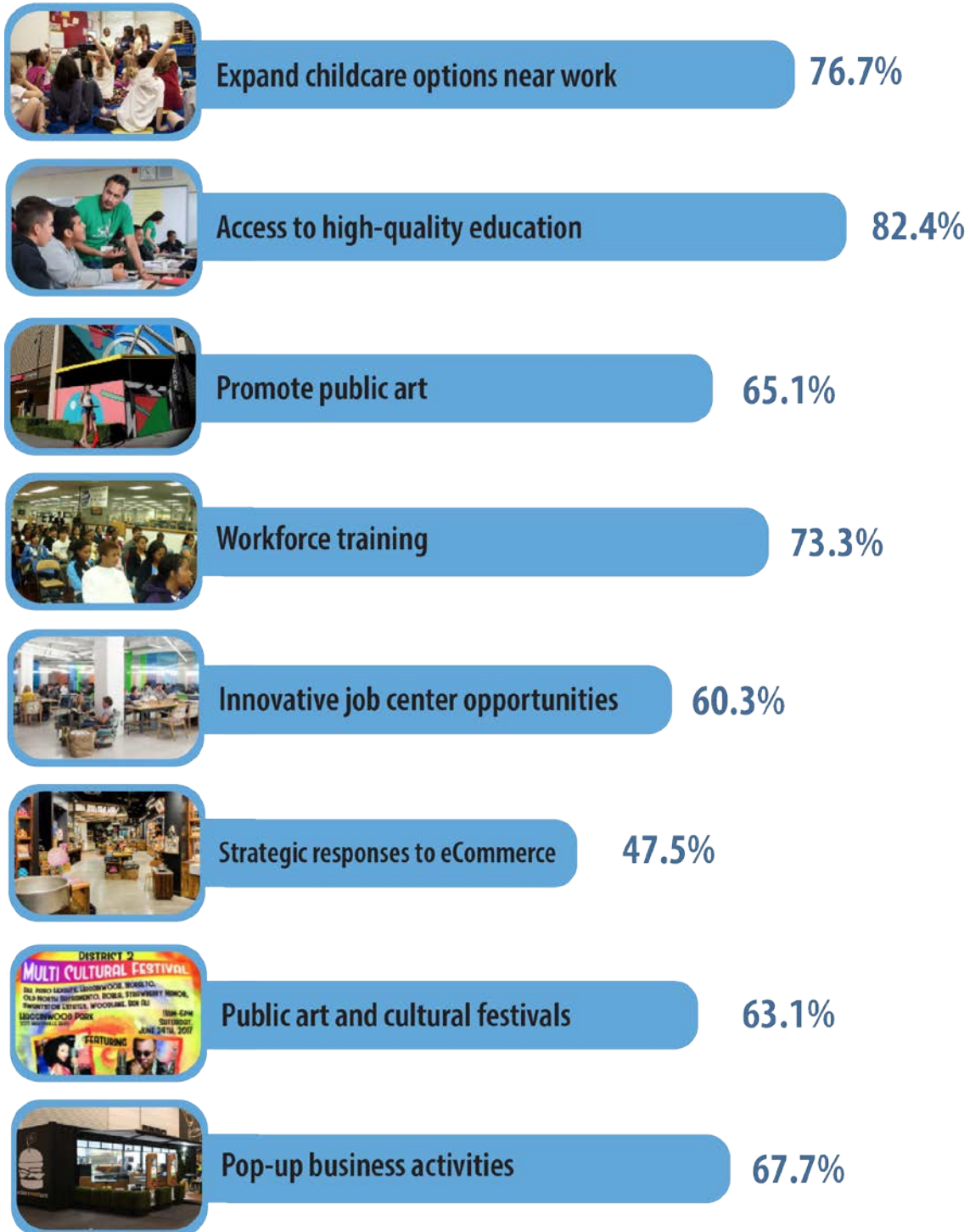
Big & Bold Strategy 3: Facilitate food vendor and truck businesses by providing assistance and guidance through permit processes and legal requirements necessary for food businesses.

*Would you support this strategy?*



## Other Strategies

*Here are some other strategies that could strengthen Sacramento's role as a regional economic hub. Which of these strategies would you support?*



## Livability and Sense of Place

### Summary

Community members have noted the disparities in housing access throughout the city, which is a key component of livability. In the previous phase of outreach, almost half of community members who participated rated Sacramento's housing choices as poor or okay. To address this issue and provide opportunities to create a well-connected, healthy, safe, and livable Sacramento, the project team developed a set of four big and bold strategies to:

- Permit a greater array of housing types in existing single-unit neighborhoods;
- Retain and promote development of neighborhood-oriented commercial centers or "main streets" throughout Sacramento;
- Develop neighborhood retail and local business conservation strategies; and
- Ensure that new development is walkable, and connected to adjacent urban fabric, transit, bike networks, and trails and open spaces.

Of the 795 community members who provided input on these proposed livability strategies:

- 84% are neutral or support a greater array of housing types in existing single-unit neighborhoods;
- 96% are neutral or support the development of neighborhood-oriented commercial corridors or "main streets";
- 94% are neutral or support development of neighborhood retail and local business conservation strategies; and
- 97% are neutral or in favor of ensuring walkability and connectivity to transit/bike/trail networks in new development projects.

Other strategies with support of over 70% from participants include support for the city to provide maintenance to Sacramento's river areas (82.4%), and the need for equitable access to recreation (71.9%).

Many participants also provided additional comments that indicated a general support for more walkable and bikeable neighborhoods with traffic calming features (including improvements to *existing* neighborhoods) and improved lighting that does not cause further light pollution. Several comments emphasized the importance of prioritizing local small businesses over non-local, corporate chains in the City's commercial areas.

Regarding proposal to allow a greater array of housing types in existing single-unit neighborhoods, participants generally provided supportive and enthusiastic comments. These comments include support for non-traditional housing types such as ADUs or tiny homes, promoting infill development rather than urban sprawl, the opening up housing opportunities for others in the community, and the benefits of mixing multi-unit housing types with single-unit housing types (mixed-income communities). It was suggested that the City can actively promote these additional housing types in single-unit communities near light rail stations or quality transit. Comments from those who do not support this

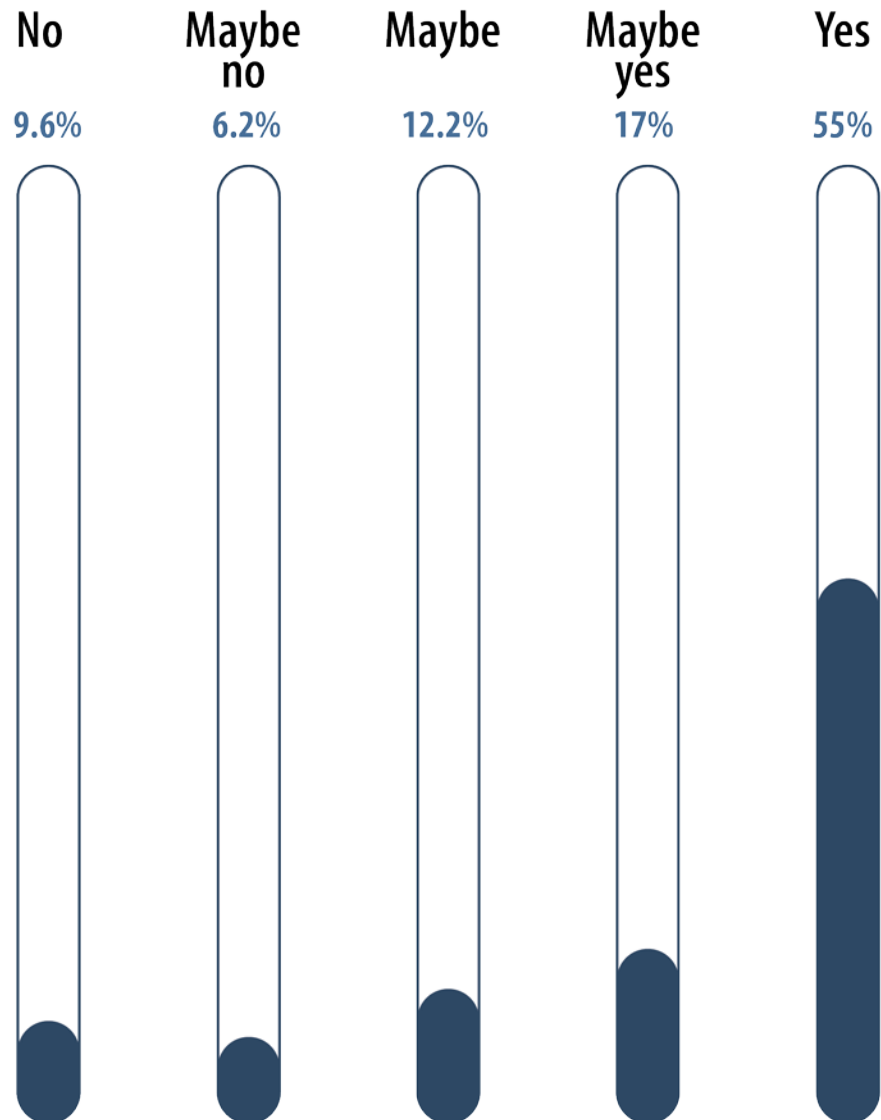
idea were primarily related to over-crowding in their neighborhood, increase in traffic and noise, lack of parking, impact on property values, and inappropriate design character for their neighborhood.

Other comments shared by respondents include improving the bus network and making public transit more accessible, the importance of building more affordable housing, providing homeless housing and services to manage the unsheltered population, ensuring equitable access to park facilities, and encouraging public art that is created by local artists. It was also noted by several respondents that the needs of senior citizens must also be considered in these policy proposals.



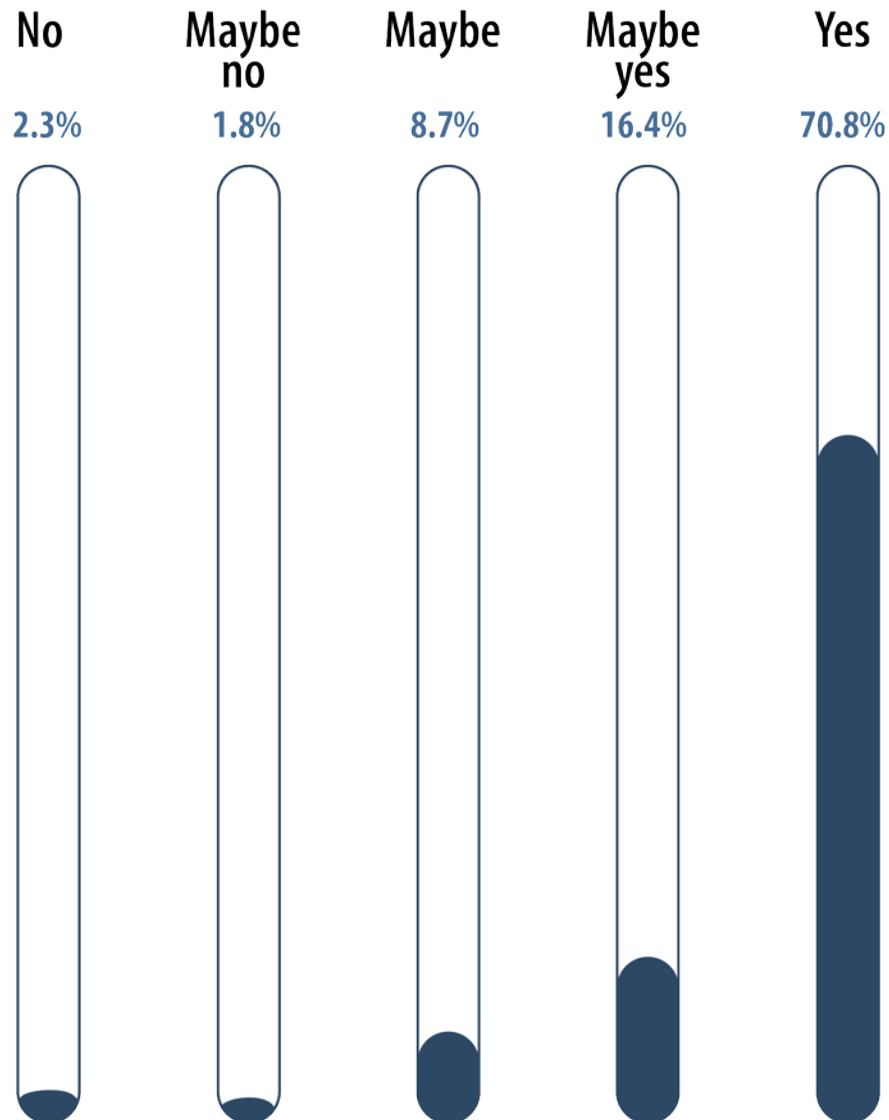
Big & Bold Strategy 1: Permit a greater array of housing types in existing single-unit neighborhoods.

*Would you support this strategy?*



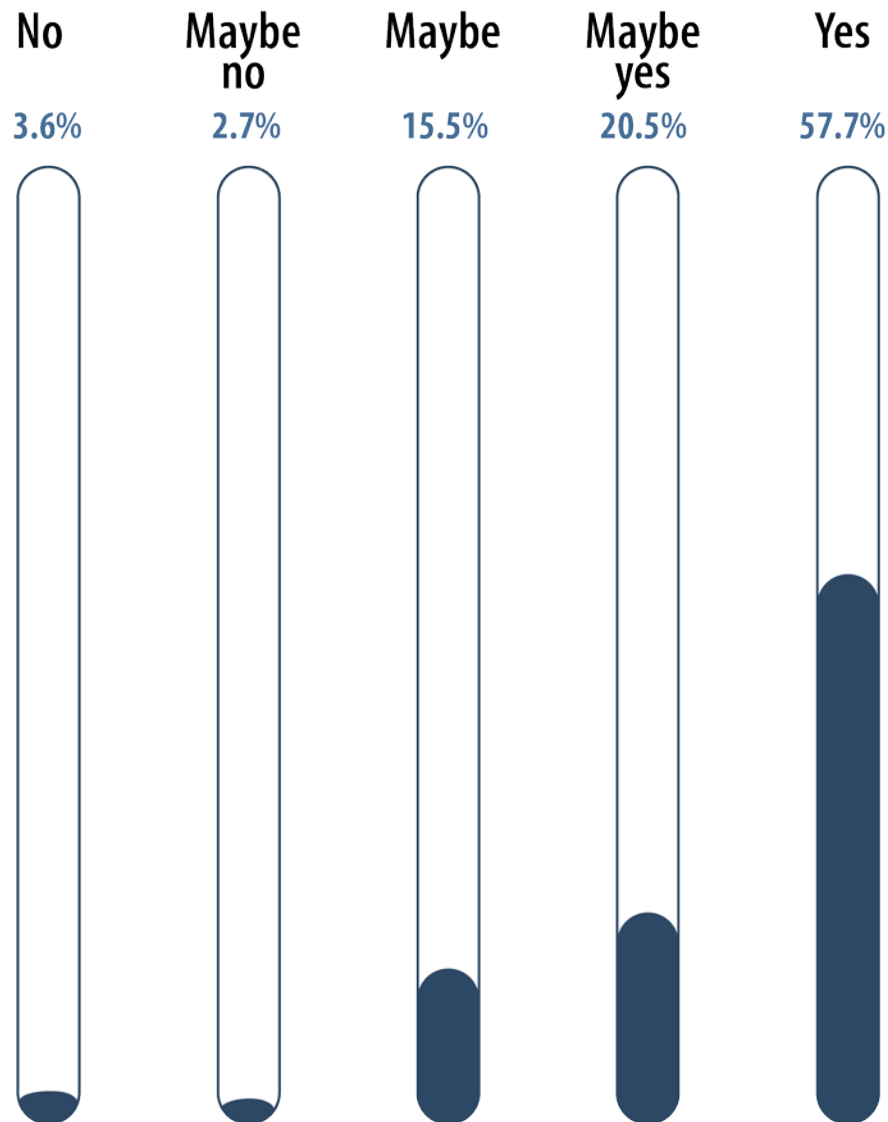
Big & Bold Strategy 2: Retain and promote development of neighborhood-oriented commercial centers or “main streets” throughout Sacramento.

*Would you support this strategy?*



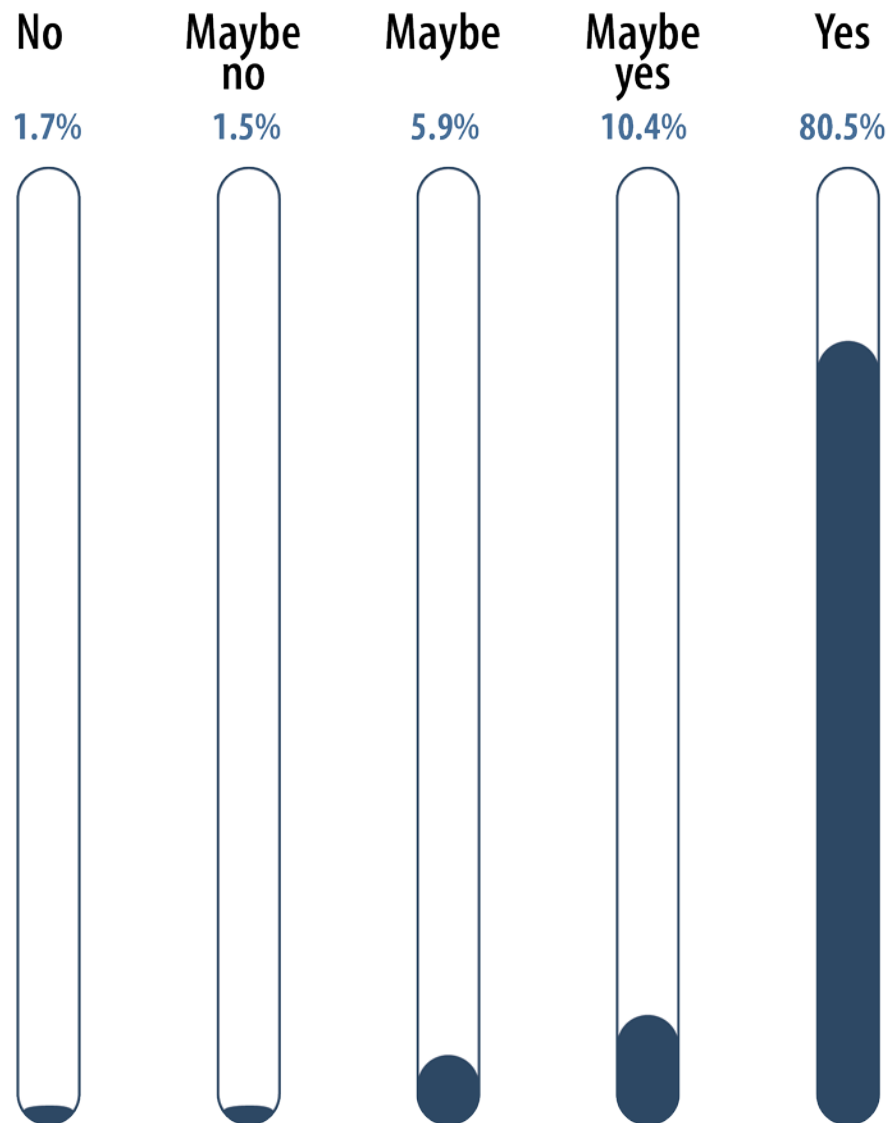
Big & Bold Strategy 3: Develop neighborhood retail and local business conservation strategies.

*Would you support this strategy?*



Big & Bold Strategy 4: Ensure that new development is walkable, and connected to adjacent urban fabric, transit, bike networks, and trails and open spaces.

*Would you support this strategy?*



# Other Strategies

Here are some other strategies that could improve livability and sense of place in Sacramento. Which of these strategies would you support?



Improved lighting

65.1%



Parks and recreation funding

71%



Equitable access to recreation

71.9%



Maintenance of river areas

82.4%



Local and cultural artwork

66.6%



Commercial uses in neighborhoods

67.1%



Public art throughout the city

59.6%



## Interconnected, Accessible City

### Summary

Today, many of the neighborhoods within the City of Sacramento are designed to move cars through the City efficiently, to the detriment of other modes of travel. To achieve a more balanced transportation network that is interconnected and accessible to biking, walking and transit, four big and bold strategies were presented to community members. These strategies include:

- Right-size streets to fit today's mobility needs to prioritize walking, biking, and transit over automobile use;
- The use of Transportation Demand Management (TDM) strategies to shift travel behavior;
- Working with transit partners to continue to provide free or more affordable transit passes for low income residents, youth and senior citizens; and
- Eliminating city mandated parking minimums while introducing parking maximums in some areas.

All of the big and bold strategies under this theme received general support from respondents. Of the 865 responses received:

- 91% are neutral or support right-sizing streets to prioritize active modes of transportation over automobiles;
- 84% are neutral or support Transportation Demand Management (TDM) strategies;
- 84% are neutral or support providing subsidized transit passes for low-income residents, youth, and seniors; and
- 83% are neutral or support eliminating City-mandated minimum parking standards citywide and introducing maximum parking standards.

Other strategies community members supported were improving sidewalks/crosswalk safety (80.5%) and linking transportation modes (78.2%).

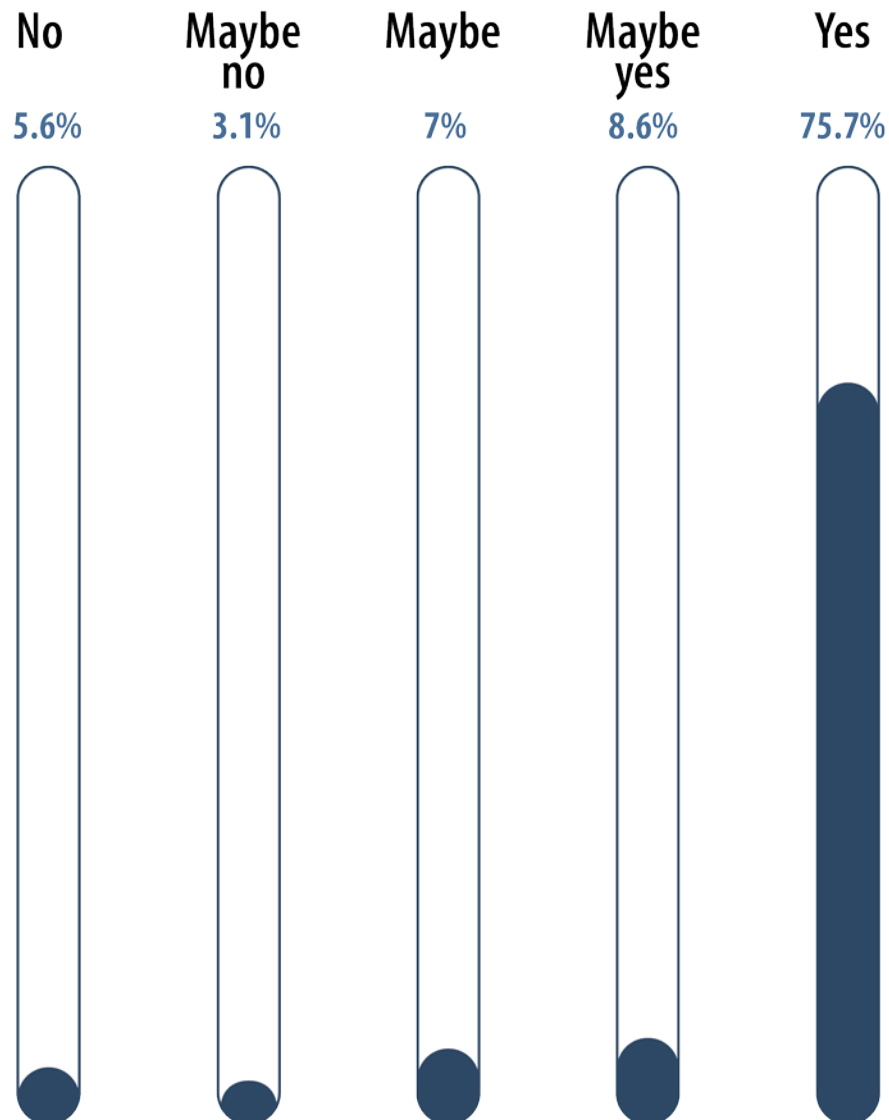
Community members generally responded favorably to the idea of creating a balanced transportation system strategy by prioritizing alternative modes of transportation over the single occupant car. Their comments were generally supportive of public transit and for expanding transportation options such as zero-emission buses, share-rideables, and light rail. Many respondents also expressed their support to prioritize walking, biking, and transit by the "right-sizing" of streets and "complete streets" transformation. Many commenters also urged the City to construct wide sidewalks in communities who currently do not have sidewalks. Some commenters who were not supportive of "right-sizing" streets cited increased congestion and unrealistic expectation that people will give up their private vehicle as reasons for their opposition. There were a fair number of comments stating they believe that light rail is too costly to construct and maintain, often unsafe and unsanitary, has an inflexible schedule and is often late, and is not adaptable to changing circumstances. These respondents promoted zero-emission buses as the better alternative to light rail, citing San Diego as a successful case study. Many participants supported the elimination of minimum parking standards and the introduction of parking maximum standards, citing lowered costs to construct housing, discouraging the use of private vehicles, and more

efficient use of land as reasons for their support. A comment worth mentioning emphasized the importance of educating and helping residents understand the reasoning behind these proposals as these are difficult paradigm shifts for most people.

Equity concerns were voiced by many respondents especially on the strategy to eliminate minimum parking standards. These comments emphasized that many minimum wage workers who commute to the Central City will bear a disproportionate burden due to increased parking costs. It was also noted that small businesses will be greatly impacted if customers experience increased difficulty finding parking near their establishments. Some commenters urged the City to prioritize transportation investments in disadvantaged and low-income communities as the need for transportation options is higher for families who cannot afford another option but public transit. Concerns were also voiced for mobility-challenged individuals such as seniors who cannot walk or bike for very far. A few respondents also urged the City to take robust anti-displacement actions to prevent displacement of existing residents as these public investments are made in their neighborhoods.

Big & Bold Strategy 1: Right-size streets to fit today's mobility needs to prioritize walking, biking, and transit over automobile use.

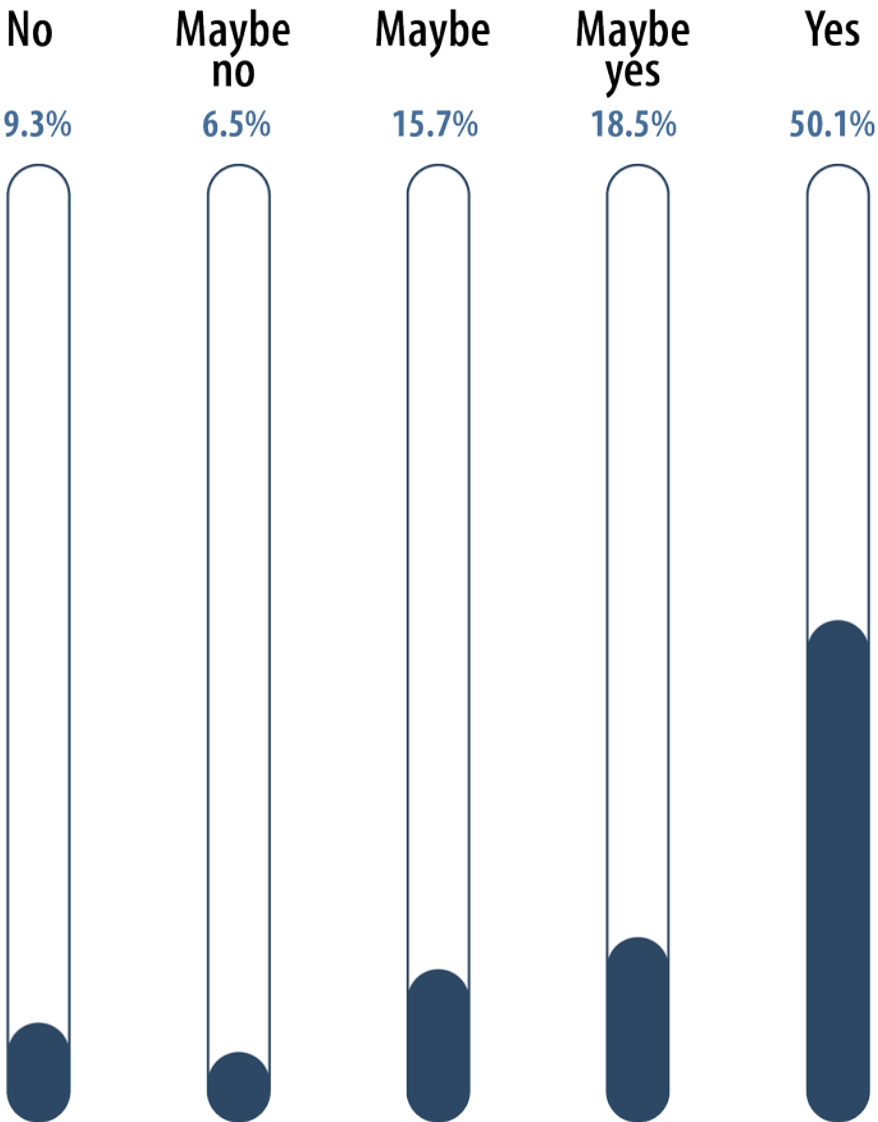
*Would you support this strategy?*





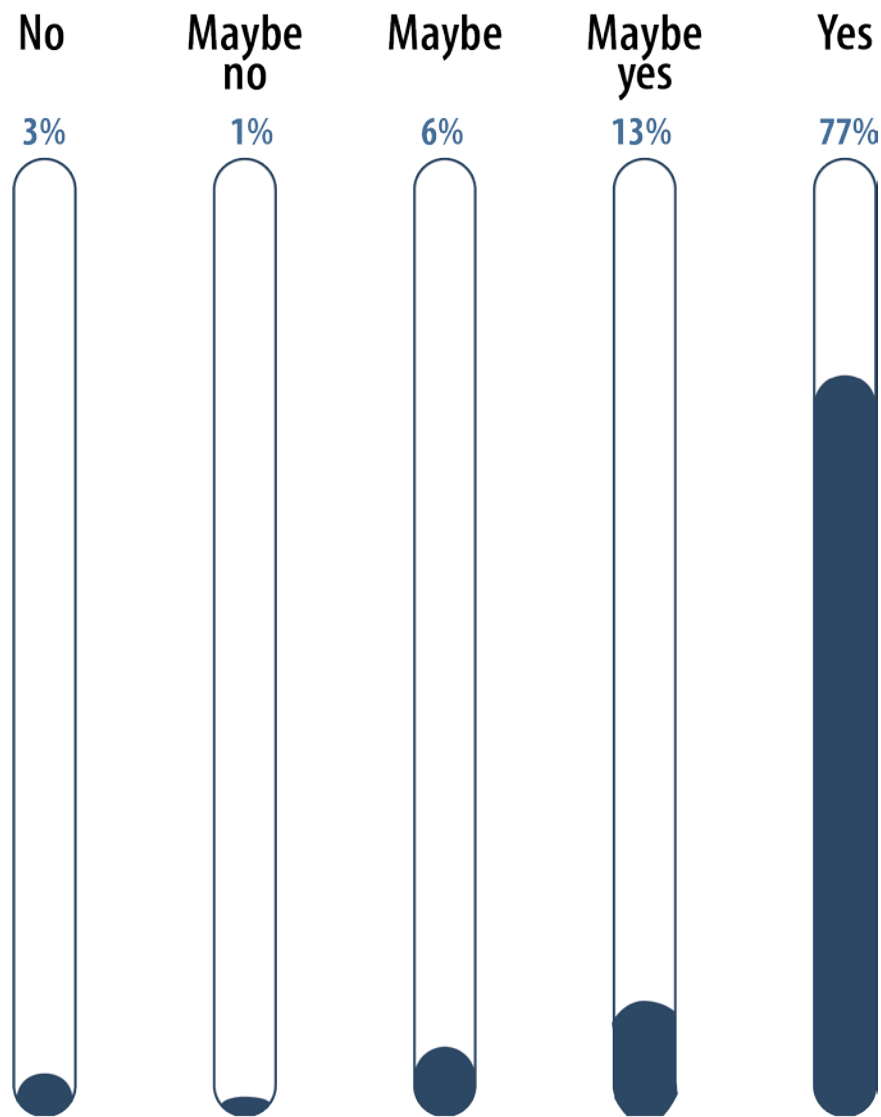
Big & Bold Strategy 2: Emphasize Transportation Demand Management (TDM) strategies.

*Would you support this strategy?*



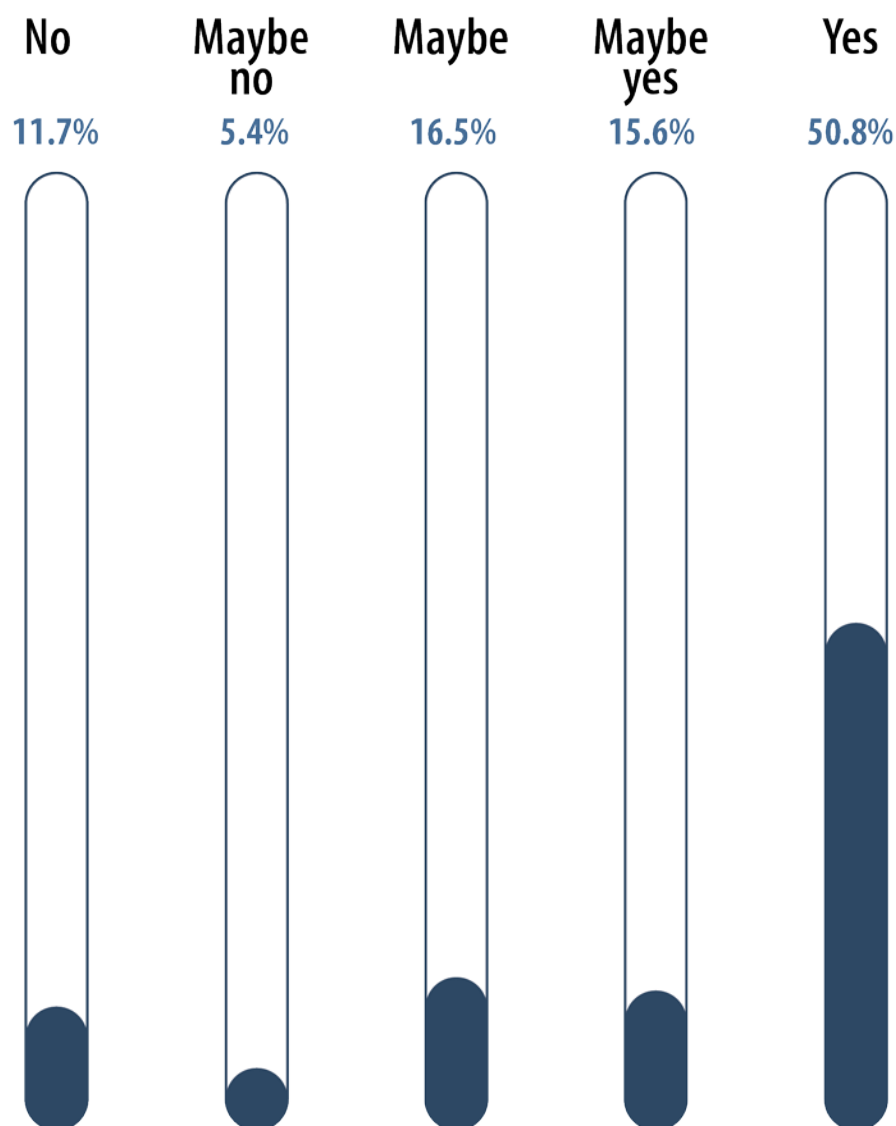
Big & Bold Strategy 3: Work with transit partners to continue to provide free or more affordable transit passes for low-income residents, youth, and/or senior citizens.

*Would you support this strategy?*



Big & Bold Strategy 4: Eliminate City-mandated parking minimums citywide and introduce parking maximums.

*Would you support this strategy?*



## Other Strategies

*Here are some other strategies that could help to increase accessibility and improve sustainable mobility in Sacramento. Which of these strategies would you support?*



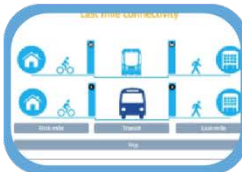
**Improve sidewalk/crosswalk safety**

**80.5%**



**Plan for emerging mobility options**

**60.3%**



**Link transportation modes**

**78.2%**



**Create mobility hubs**

**60%**



**Make parking facilities adaptable**

**52.5%**



**Prioritize funding for maintenance**

**56.9%**



**Make transit hubs special places**

**60.8%**

## Public Notification

The Sacramento 2040 team implemented a robust notification plan to reach community members throughout the city, with a targeted focus on reaching underserved communities.

An email notification and four subsequent reminder emails were sent to more than 69,000 community members regarding the virtual workshop opportunity.

A news release including information about the workshops was sent to the City of Sacramento's media distribution list. City staff also promoted the virtual workshop on 95.7 KBEE, a local radio station.

The project team personally reached out to more than 350 community-based organizations and groups to share information about the virtual workshop and ask them to share messaging with their constituents to promote the effort and encourage community members to participate.

Additionally, H-stake signs were posted at the following locations in the Sacramento area:

Broadway



South Sacramento



North Sacramento



East Sacramento



Pocket

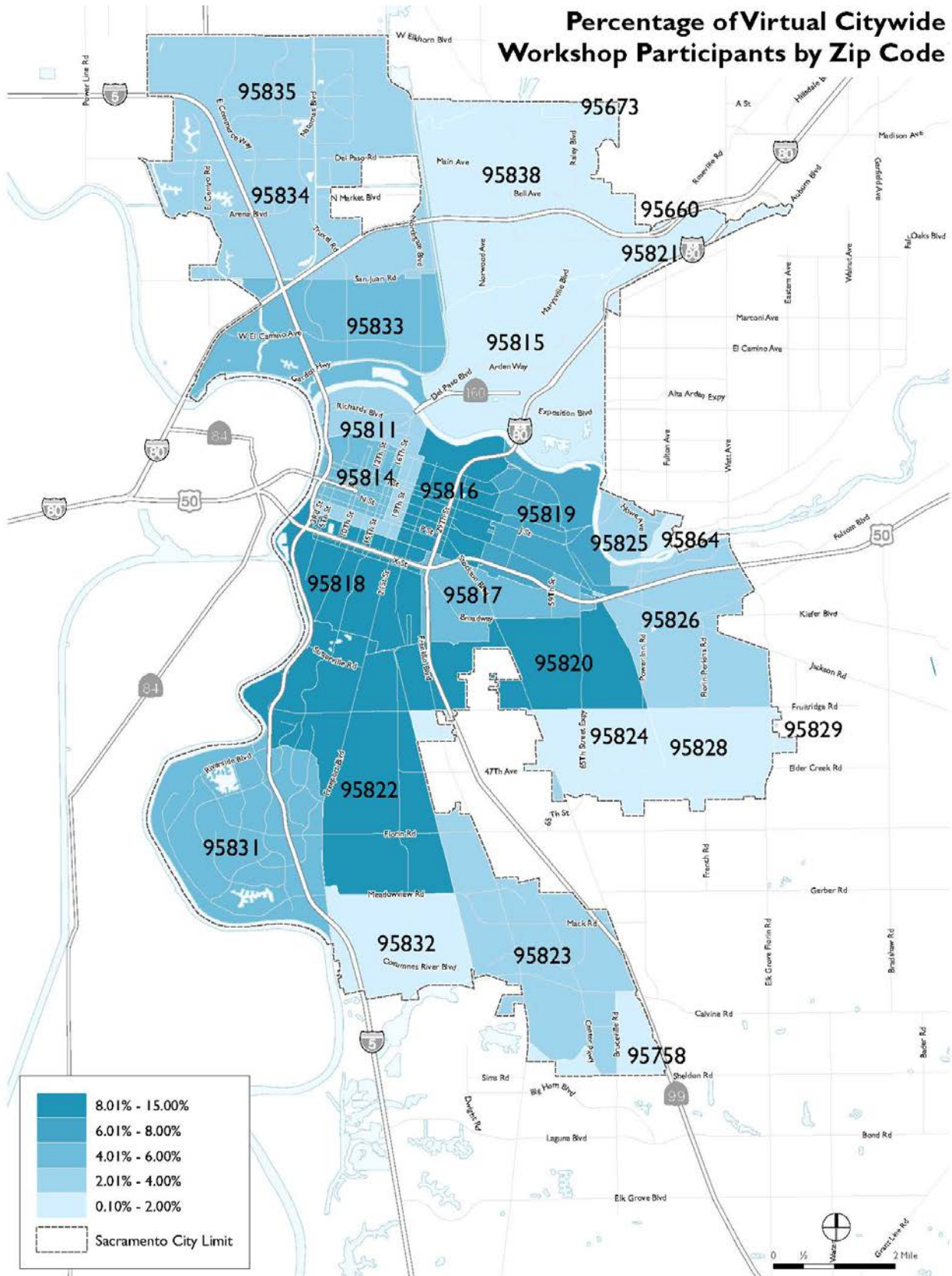


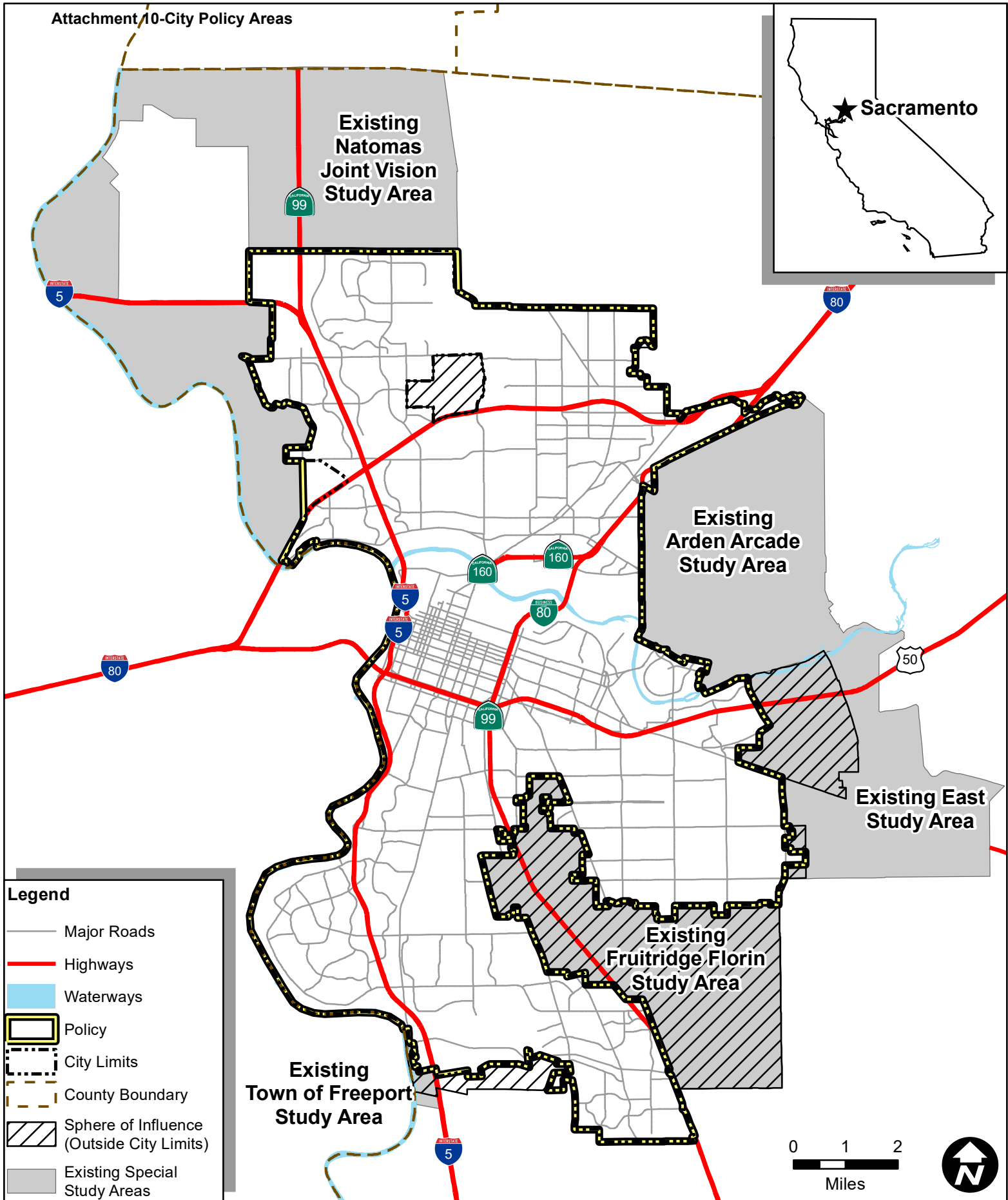
More than 50 community-based organizations, community leaders, neighborhood associations, and local agencies shared the workshop information on their media platforms or through e-newsletters:

- Sacramento Area Bicycle Advocates
- WALK Sacramento
- Organize Sacramento
- Vice Mayor Jeff Harris
- Councilmember Eric Guerra
- Councilmember Angelique Ashby
- Councilmember Allen Warren
- Councilmember Jay Schenirer
- Councilmember Rick Jennings
- Environmental Council of Sacramento (ECOS)
- Sacramento Tree Foundation
- Sacramento Air Quality Management District
- Alchemist Community Development Corporation
- Hmong Youth and Parents United
- International Rescue Committee
- Live Well Valley Hi
- Sacramento Housing Alliance
- South Gate Town Homes
- Jamboree Housing
- Sacramento Housing and Redevelopment Agency
- Alkali and Mansion Flats Neighborhood Association
- Ben Ali Community Association
- Boulevard Park Neighborhood Association
- Brentwood South Neighborhood Association
- College-Glen Neighborhood Association
- Gardenland/Northgate Neighborhood
- Hagginwood Community Association
- Hollywood Park Neighborhood Association
- Land Park Community Association (LPCA)
- Newton Booth Neighborhood Association
- North Natomas Community Association
- Pocket-Greenhaven Neighborhood Association
- Richmond Grove Neighborhood Association
- Del Paso Boulevard Partnership
- Downtown Sacramento Partnership
- Greater Broadway Partnership
- Midtown Association
- Sacramento State
- Sacramento Transit Authority
- Sacramento Regional Transit
- California Food Literacy Center
- California Hispanic Resource Council
- CASH (Community Against Sexual Harm)
- Crossroads Diversified Services
- Greater Sacramento NAACP
- Jakarta Movement
- Sacramento Employment and Training Agency
- The California Endowment
- Women's Civic Improvement Club of Sacramento
- Sacramento County Adult and Aging Commission
- Stanford Settlement Senior Center
- League of Women Voters
- WEAVE
- Asian Resources, Inc
- People Reaching Out (Pro Youth and Families)
- Sacramento Job Corps



## Percentage of Virtual Citywide Workshop Participants by Zip Code







## Attachment 11 – Draft Land Use Designation Descriptions

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These 10 proposed land uses delineate allowed land uses within each designation. Proposed locations for each of the designations are shown on the Draft Land Use Map, and proposed maximum allowed building intensities (Floor Area Ratio) are shown on the Proposed Maximum Development Intensities Map (Attachment 4, Exhibit A).

The **RURAL RESIDENTIAL** designation is intended to foster neighborhoods with a rural character. Rural Residential areas have some of the lowest development intensity envisioned for Sacramento, and lie at the edge of the City, adjacent to rural and undeveloped land.

Allowed uses include detached residential uses normally associated with urban/rural interface areas, accessory dwelling units, limited neighborhood-serving commercial uses, and compatible public and quasi-public uses.

The **NEIGHBORHOOD** designation is intended to foster flexible new residential development while maintaining and enhancing the character of Sacramento's existing neighborhoods. Neighborhood areas are predominantly residential, characterized by a mix of detached and attached dwelling units, with small complementary neighborhood-serving commercial and public uses. These areas generally have a lower building intensity than mixed-use areas. The designation applies to all of the City's existing and future predominantly residential neighborhoods, which make up about half of the City's total land area.

Allowed uses include residential development, and complementary land uses, including public and quasi-public facilities such as schools, religious institutions, childcare centers, and parks, and neighborhood-serving commercial uses like corner markets, coffee shops, hair salons, shops, and gyms and fitness centers.

The **RESIDENTIAL MIXED USE** designation is intended to foster vibrant, walkable residential areas mixed with commercial, office, and public uses, where daily errands can be accomplished on foot or by bicycle. These areas, located adjacent to high-quality transit in Central City and throughout Sacramento, are envisioned as having the highest building intensities within Sacramento.

Allowed uses include a full range of residential, retail, employment, entertainment, cultural, and personal service uses, such as restaurants, apparel stores, specialty shops, theaters, bookstores, hotels and motels, research and development, and other similar uses serving a community-wide market, as well as banks, financial institutions, childcare centers, medical and professional offices, and other general offices and community institutional uses.

The **COMMERCIAL MIXED USE** designation is intended to foster area-serving commercial uses and ensure that essential services like grocery stores are maintained throughout the City. With lower development intensity than residential mixed-use areas, these may include public gathering spaces, a variety of businesses, and are generally well-connected to surrounding neighborhoods. Commercial Mixed Use areas are located throughout Sacramento, typically adjacent to Neighborhood areas.

Allowed uses include predominantly non-residential commercial development or mixed-use development such as grocery stores, bakeries, drugstores, restaurants and cafes, hardware stores, hair salons, retail shops and boutiques, dry cleaners, and office uses such as medical, dental, and professional services. Compatible public and quasi-public places, childcare centers, gathering spaces, and other complementary uses could also be located here.

The **OFFICE MIXED USE** designation is intended to foster employment centers, office buildings, and business parks, with complementary commercial uses that serve employees throughout the day. Envisioned as primarily medium-intensity office buildings, these areas are located throughout Sacramento, typically in areas with good automobile access but less transit access.

Allowed uses include professional and service-oriented offices, as well as commercial support uses such as restaurants, coffee shops, dry cleaners, gyms and fitness centers, markets, hotels, and office services. Mixed use residential development is also permitted within this designation, as are compatible public and quasi-public uses, including childcare centers.

The **EMPLOYMENT MIXED USE** designation is intended to foster areas that create space for service-oriented, light industrial, and professional businesses that do not generate odor or noise. Some residential uses may also be located here, particularly live-work spaces or converted warehouses. Characterized by lower-intensity development that may require outdoor staging and parking areas, Employment Mixed Use areas are located throughout Sacramento, particularly in areas with good highway access.

Allowed uses include light industrial uses, office spaces, service-commercial businesses, and industrial uses fully contained within buildings, such as small manufacturing, professional offices, wholesale businesses, auto repair, equipment rental, and research and development. Residential uses are allowed in these areas, as are compatible retail, service, and public or quasi-public uses.

The **INDUSTRIAL MIXED USE** designation is intended to foster manufacturing, warehousing, and other industrial activities, with employment generating uses that may produce loud noise or noxious odor and tend to have a high volume of truck traffic. Building intensities tend to be lower and require staging and support spaces, often outdoors. Sacramento's Industrial Mixed Use area is located at the eastern edge of the City near Power Inn/Army Depot.

Allowed uses include industrial or manufacturing that may occur within or outside a building, office, retail and service uses that provide support to employees, and compatible public, quasi-public, and special uses. This designation should not be located adjacent to a residential neighborhood without substantial buffers (office uses, parks, greenways, or open space).

The **PUBLIC/QUASI-PUBLIC** designation describes areas that hold community services and/or educational, cultural, administrative, and recreational facilities. Most of these areas provide a public function, and are located throughout Sacramento. Many Public/Quasi-Public uses are also allowed and are located in other land use and urban form designations.

Allowed uses include public and quasi-public uses including government buildings, public and private schools, schools and colleges, hospitals, cemeteries, airports, transportation and utility facilities, and other compatible public, quasi-public uses.

The **OPEN SPACE** designation includes areas that are intended to remain essentially open with limited or no development. This urban form type includes largely unimproved open spaces used

primarily for passive recreation, resource protection, and/or hazard avoidance. Open space is an important component of all urban areas that is essential to preserving natural features, establishing quality living environments, and maintaining boundaries and buffers between communities and noncompatible uses.

Allowed uses include natural, managed, and cultivated open space, including natural parks, woodlands, habitat, agriculture, floodplains, areas with permanent open space easements, and buffers between urban areas.

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

Allowed uses include public and private recreational opportunities to surrounding neighborhoods, communities, and the region including parks (community and regional parks), greenways and trails, golf courses and commercial recreation facilities with an emphasis on outdoor, and compatible public, quasi-public, and selected special uses.



## **2040 General Plan Proposed Key Strategies:**

### ***Permit a Greater Array of Housing Types in Single-Unit Neighborhoods***

*The General Plan and Climate Action and Adaptation Plan Update (2040 General Plan Update) was initiated in February 2019. The project consists of four main phases of work. To wrap-up Phase 2 – Options Exploration, on January 19, City Council is being asked to consider the Draft Land Use Map, Proposed Roadway Changes and Other Key Strategies. These Key Strategies represent substantial policy changes being considered for the 2040 General Plan.*

*One of the proposed key strategies is to permit a greater array of housing types such as duplexes, triplexes, and fourplexes in existing residential neighborhoods. To help better understand the key strategy of permitting a greater array of housing types, below are some frequently asked questions with thorough explanations.*

#### **Is there a proposal to “eliminate single-family zoning?”**

*No. The proposed Key Strategy of permitting a greater array of housing types in the existing single-unit neighborhoods would not “eliminate single-family zoning.” There will be no restriction or change to allowing the construction of single-family/single-unit homes where they are currently permitted today. All homeowners can keep their single-family homes and developers can continue to build single-family housing. In fact:*

- *70% of Sacramento’s residential neighborhoods are zoned for single-family only, with duplexes only allowed on corner lots.*
- *43% of the city’s total land area is zoned for single-family.*

#### **What action is City Council being asked to consider on January 19 pertaining to the 2040 General Plan Update?**

*The General Plan and Climate Action and Adaptation Plan Update (2040 General Plan Update) was initiated in February 2019. The project consists of four main phases of work. To wrap-up Phase 2 – Options Exploration, on January 19, City Council is being asked to consider the Draft Land Use Map, Proposed Roadway Changes and Other Key Strategies.*

*The staff report will be posted to the City’s website on January 15 and can be found [here](#).*

*These Key Strategies represent substantial policy changes being considered for the 2040 General Plan. One of the proposed key strategies is to permit a greater array of housing types such as duplexes, triplexes, and fourplexes in existing residential neighborhoods.*

*In Phase 3 - Draft Plan Preparation, the Key Strategies will be used to guide the detailed preparation of the Draft 2040 General Plan Elements, the Climate Action and Adaptation Plan, and the Master Environmental Impact Report (MEIR). These documents will be available for public review in Summer 2021 and will include all of the proposed strategies which will be organized by goals, policies, and implementation programs.*

*Council will then be asked to adopt the 2040 General Plan at the end of 2021.*

### **What are the steps and timeline for implementation?**

*Once the 2040 General Plan is adopted by City Council, currently anticipated for December 2021, the [City's Planning and Development Code](#) (i.e. zoning code) will need to be updated in 2022 to be consistent with the adopted 2040 Land Use Map and Key Strategies. One of the anticipated changes to the Planning and Development Code would be to allow duplexes (currently allowed on corner lots), triplexes, or fourplexes by-right in traditionally single-unit zone neighborhoods (i.e. R-1 Zones).*

*Once the changes to the Planning and Development Code are adopted by City Council anticipated for late 2022, the missing-middle housing types of duplexes, triplexes, and fourplexes would be allowed in residential zones (i.e. R-1).*

### **Why is this being considered now?**

*Since the planning efforts for the 2040 General Plan Update first launched in early 2019, some of the key themes expressed from the community is for the City to take action to address the availability and affordability of housing, to reduce our greenhouse gas emissions to address the impacts of climate change, and to advance equity and inclusion. The proposed Key Strategies respond to these key themes.*

*In November 2019, City Council adopted the [Vision and Guiding Principles for the 2040 General Plan](#). One of the adopted guiding principles is to "cultivate a broad mix of housing types in residential zones throughout the city to provide options for residents of all income levels, while protecting existing residents and communities from displacement." The proposed Key Strategies respond to the adopted guiding principles.*

*The Key Strategies were developed through significant community engagement. Phase 2 (November 2019 – November 2020) public engagement included input from approximately 2,200 participants, including stakeholder focus group workshops, a Virtual Citywide Workshop, Community Plan Area Virtual Workshops, a scientific survey, and input from various Boards and Commissions.*

## How is land use and zoning an equity issue?

*One of the reasons why many of Sacramento's higher-resourced residential neighborhood remain largely racially segregated is because many of the "desirable" neighborhoods remain zoned exclusively for single-unit homes, a more expensive product type.*

*There were racially restrictive covenants in many of our neighborhoods (Land Park, East Sacramento, Elmhurst, Pocket, etc.) until the early 20<sup>th</sup> century, and government-sponsored redlining was practiced until outlawed by the Fair Housing Act in 1968 (although discriminatory practices continued long-after 1968).*

*Past discriminatory practices of racially restrictive covenants and government-sponsored redlining have created barriers to homeownership and intergenerational wealth-building for many minority families, and subsequent single-family zoning in high opportunity neighborhoods has reinforced it.*

*The exclusion of lower-cost housing types (e.g. duplexes, triplexes, and fourplexes) prevent lower-income residents from moving to neighborhoods with the best parks, schools, and other desirable amenities. Allowing a greater array of housing types in Sacramento's residential neighborhoods will help create more equitable and inclusive neighborhoods by addressing the remnant forces of government policies of exclusion and racial segregation.*

*The Sacramento Area Council of Government's [Housing Policy Toolkit](#) (June 2020) provides a detailed overview of the role of zoning in exclusionary housing practices that can be found on pages 21-27.*

## What is allowed in my single-family neighborhood now?

*Single-unit homes (i.e. single-family), duplexes on any corner lot, and up to two Accessory Dwelling Units (not to exceed 1,200 square feet).*

## Has my neighborhood always been zoned R-1 to only allow single-family units?

*If you live in an older neighborhood, likely not. Land use and zoning policies have evolved over the years as the City grew. Various areas of the city have their own unique story, but as an example, here is a summary of allowable housing types in the Elmhurst Neighborhood:*

- *From 1923-1929 "apartment houses" (or multi-family as this housing product is more commonly known) were allowed.*
- *By 1936 zoning changes had restricted most of the neighborhood to 2 units maximum per lot, with the properties facing T Street restricted to just 1 unit.*
- *In 1956 the remainder of the neighborhood was zoned to exclusively the R-1 zone (single-family).*

### **Are housing types such as duplexes, triplexes, and fourplexes appropriate in residential neighborhoods?**

*Yes. These missing-middle housing types such as duplexes, triplexes, fourplexes are already found throughout the City's "single-family" neighborhoods and you may not even be aware of it.*

*In fact, there are over 2,300 of these housing types scattered throughout the City's neighborhoods that were established before 1960.*

*This proposed Key Strategy of permitting a greater array of housing types in residential neighborhoods is a thoughtful approach for allowing neighborhood scale housing options that fit into the fabric of existing neighborhoods.*

### **What do duplexes, triplexes, and fourplexes look like? How big and tall can they be?**

*The proposed land use change of using floor area ratio (instead of density [dwelling units per acre]) focuses on regulating the form and size of buildings, with less emphasis on the number of units in the building.*

*The building envelope and size would be in line with what you see in our neighborhoods today, however, a few more people could now be living in these homes.*

*These housing types would comply with Citywide Design Guidelines and the Planning and Development Code's development standards would continue to control the outward appearance of buildings (i.e. size and height) and maintain the overall neighborhood scale and character.*

*As an example, [the current development standards for the single-unit dwelling zone \(R-1\)](#), include:*

- *Height: 35 ft. maximum*
- *Minimum setbacks (from street/structures): 20 ft. front, 15 ft. rear, 5 ft. side*
- *Lot coverage: 40% maximum*

### **How about some actual photos of these housing types that are currently in the City?**

*Great idea. Please see **Attachment A** below to view some representative examples of duplexes, triplexes and fourplexes currently found in the City's "single-family" neighborhoods.*

### **What about parking?**

*Residential neighborhoods zoned R-1 typically require a minimum of 1 off-street parking space per unit. Most of the neighborhoods in the core of the City are in [Traditional Parking District](#). Therefore, under current parking standards, a duplex would need 2 off-street parking spaces, a triplex would need 3, etc. However, per State law, no parking spaces can be required for Accessory Dwelling Units.*



### **Who is expected to live in these housing types?**

*The proposed key strategy of permitting a greater array of housing types in existing single-unit neighborhoods, is one of many actions the City is considering to encourage lower-cost, “missing-middle” housing. “Missing-middle” housing are buildings with multiple units-compatible in scale and form with detached single-family homes.*

*These “missing-middle” housing types are traditionally lower-cost housing options and are considered by the State to be affordable to those with moderate incomes like our community members that work in our schools, restaurants, small businesses, or for the State.*

### **But, doesn’t the City have an affordable housing shortage?**

*Yes. This proposed key Strategy is just one small slice of the larger affordable housing pie. It will take many policies, programs, and a strong funding commitment from the federal, state, and local governments to begin to tackle the tremendous need.*

*The State requires the City to accommodate and plan for 45,580 new housing units by 2029, including 17,000 housing units that are affordable to our lower-income residents. The 2021-2029 Housing Element -an 8 Year Housing Strategy will include a variety of policies and programs to address this need. This draft document will be available for public review in the next month. To learn more, visit the City’s [webpage](#).*

### **Who else is doing this?**

*Other cities like Portland and Minneapolis have also changed their land use and zoning regulations to allow a wider range of small-scale multi-unit housing in all of their residential neighborhoods.*

*The Sacramento Area Council of Government’s [Housing Policy Toolkit](#) (June 2020) is a menu of policy options and best practices for removing governmental constraints to new housing at the local level in the Sacramento Region. One of SACOG’s recommendations is to expand “missing-middle” zoning and to allow for duplexes, triplexes, and fourplexes on all residentially zoned land.*

*The California Department of Housing and Community Development will be launching its Prohousing Designation Program in the coming months. Jurisdictions that receive a Prohousing Designation will receive incentives in the form of additional points or other preferences in the scoring of competitive State funding grant programs for affordable housing. One of the ways local governments can demonstrate that they are “prohousing” is through implementation of the proposed Key Strategy of allowing a greater array of housing types in residential neighborhoods. It is critical that the City of Sacramento receive these State grant funds to continue to construct affordable housing.*



**How can I continue to participate in the 2040 General Plan Update process?**

*The Draft 2040 General Plan and Climate Action and Adaptation Plan is anticipated to be available for public review in Summer 2021. Visit [www.sac2040gpu.org](http://www.sac2040gpu.org) or [sign-up for email updates](#).*

*Last Updated: 1/13/21*

*Attachment A*

***Examples of duplexes, triplexes and fourplexes currently found in the City's "single-family" neighborhoods.***

***Two examples of existing duplexes:***

- 1. An existing duplex in the Curtis Park neighborhood.***



- 2. An existing duplex in the Land Park neighborhood.***



***Two examples of existing triplexes:***

***1. An existing triplex in the Curtis Park neighborhood.***



***2. An existing triplex in the North Oak Park neighborhood.***





***Two examples of existing fourplexes:***

***1. An existing fourplex in the Land Park neighborhood.***



***2. An existing fourplex in the East Sacramento neighborhood.***



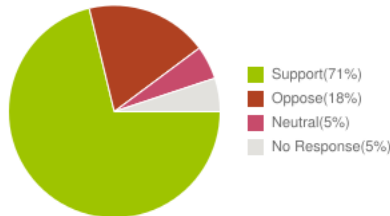
# 5PM City Council (Closed Session Begins at 4:00 p.m.) [Updated 12/01/2020 @ 11:50 a.m.]

Meeting Time: 12-01-20 17:00

## eComments Report

Agenda Item: eComments for 18. 2040 General Plan Update - Draft Land Use Map, Proposed Roadway Changes, and other Key Strategies File ID: 2020-01381

### Overall Sentiment



### Crystal Sanchez

Location:

Submitted At: 8:25pm 12-01-20

My name is Crystal Sanchez I am the president of sacramento Homeless union and Sac soup and we support the end to this exclusion! As a member of multiple orgs that include both housing and homelessness the need for housing has drastically increased! In sacramento we lack approx 63000 units of affordable housing and have 11000+ unhoused plus many facing housing insecurity. We need to be able to house our community. We know that housing first is the best option in resourcing our unhoused , our seniors and everyone else. with this exclusion we are not able to house in the way we need too. This exclusion has only been impractical for our low income folks. It has created issues in teen to adult housing options which has placed folks on the streets! we need housing desparately! affordable housing now! no more inequality in our cities! thanks

### Collin Kemp

Location:

Submitted At: 7:11pm 12-01-20

I encourage the City Council to adopt this general plan update for many reasons. Single-family-home zoning is an exclusionary and racist policy that allows richer, whiter neighborhoods like Land Park, East Sacramento, and Woodlake to remain white and inaccessible while contributing to climate change, housing, and homelessness. As proposed, the general plan update will open the city's most desirable and exclusionary neighborhoods to more housing units which will allow for responsible development that will help meet our housing needs without excessively contributing to climate devastation.

### Gabriela Chavez

Location:

Submitted At: 5:52pm 12-01-20

My name is Gabriela and I'm with House Sacramento. We advocate for building inclusively affordable communities in the Sacramento area. I would like to express my strong support of the proposed new land use framework as a part of the city's 2040 General Plan Update, which would legalize a greater array of housing types throughout the City, including duplexes, triplexes, and fourplexes in areas that currently only allow single family houses. We also ask you to direct staff to explore increasing maximum development intensity (at minimum, an FAR maximum of 2.0) in walking distance of transit and in high opportunity areas throughout the City. If the goal is reducing our carbon footprint and making meaningful steps to reduce residential segregation and racial injustice, these are exactly the places we should be allowing for more housing. Thank you for taking this issue on!

### ralph propper

Location:

Submitted At: 5:22pm 12-01-20

As President of the Environmental Council of Sacramento (ECOS), we support the City's approach to influence the development proposals bordering the City's Natomas area: GrandPark and Upper West Side. Development in these areas would increase the risk of flooding in Sacramento, especially with scientific projections of increased climate change leading to stronger atmospheric rivers; and because these are areas critical for habitat and the completion of the regional Habitat Conservation Plan. The city must play a role in the planning of these areas.

**Kai Tjalsma**

Location:

Submitted At: 5:20pm 12-01-20

My name is Kai and I'm with House Sacramento. We advocate for building inclusively affordable communities in the Sacramento area. I would like to express my strong support of the proposed new land use framework as a part of the city's 2040 General Plan Update, which would legalize a greater array of housing types throughout the City, including duplexes, triplexes, and fourplexes in areas that currently only allow single family houses. We also ask you to direct staff to explore increasing maximum development intensity (at minimum, an FAR maximum of 2.0) in walking distance of transit and in high opportunity areas throughout the City. If the goal is reducing our carbon footprint and making meaningful steps to reduce residential segregation and racial injustice, these are exactly the places we should be allowing for more housing. Thank you for taking this issue on!

**Land Park Resident**

Location:

Submitted At: 5:16pm 12-01-20

I strongly oppose any additional low income housing/"affordable housing" into the Land Park/Upper Land Park neighborhood. We already house an unequitable amount of this type of housing already compared to other neighborhoods. In the last three years we have multiple shootings and murders within a mile of two elementary schools. This high density housing if you look into it is a play by the city to increase the tax base by increasing housing density, how well have they spent our tax dollars already? It seems like homelessness and transportation are STILL huge issues unaddressed with effective solutions. There are many areas in West Sacramento, Natomas and the Del Rio Triangle that are much better suited for this than Upper Land Park, Land Park, and East Sacramento. Wake up homeowners!

**Sheyenne Forbes**

Location:

Submitted At: 5:03pm 12-01-20

My name is Sheyenne Forbes. I would like to express my strong support of the proposed new land use framework as a part of the city's 2040 General Plan Update, which would legalize a greater array of housing types throughout the City, including duplexes, triplexes, and fourplexes in areas that currently only allow single family houses. We also ask you to direct staff to explore increasing maximum development intensity (at minimum, an FAR maximum of 2.0) in walking distance of transit and in high opportunity areas throughout the City. If the goal is reducing our carbon footprint and making meaningful steps to reduce residential segregation and racial injustice, these are exactly the places we should be allowing for more housing. Thank you for taking this issue on! This policy is needed to keep housing affordable and allow Sacramentans to live near their jobs, not just the wealthy who can afford million dollar homes.

**Jill Peterson**

Location:

Submitted At: 4:52pm 12-01-20

I urge the Council to adopt a Resolution directing the City Manager and staff to amend the Natomas Joint Vision Study Area to an Area of Concern and initiate studies for future consideration of a Sphere of Influence amendment. I am in favor of this action in order for the City to be aware of and engage with decisions relating to land use surrounding the City that have clear implications on actions to be taken to address Climate Change. If these efforts are to be effective, it is imperative that the City know and influence what is going on adjacent to City boundaries. I also urge the Council to make sure City staff is relying on the the Final Report of the Mayors' Commission on Climate Change when engaging in all facets of updating the General Plan, including, but not limited to the CAP.

**Land Park Resident**

Location:

Submitted At: 4:45pm 12-01-20

Please Allow the American Dream to flourish in Sacramento: allow property-owners to build more housing on their property! I support the GP 2040, which allows us to live as we historically did: mixed residential & commercial lots, variable density by within the same block.

Property-owners should be allowed to build duplexes to help their adult children out, triplexes to rent for extra income, or even four-plexes to have all the family together, and even allowed to build a a single-family house if that's all they want.

Single Family Zoning is Anti-American: property-owners must be allowed to convert their historically-4-unit-turned-single-family property back into a 4-unit if they want in pursuit of their American Dream.

Historic Districts need more housing: a historically-accurate residential neighborhood would have a higher density, and people would house their small-businesses out of their own home - mixed zoning.

Build more EVERYWHERE, the REAL American way!

**Kate Wilkins**

Location:

Submitted At: 4:43pm 12-01-20

As a District 5 resident, 350 Sacramento board member, and renter in Curtis Park, I support the draft land use framework and urge the council to take seriously the need to reduce sprawl outside the city's borders, and influence other regional governments to do the same. If we continue to build out, we will never realize our region's transportation and climate goals - its like promising to turn off the water to the bathtub while at the same time putting in a second, more powerful faucet. I also urge the city to develop a regional climate strategy with the County (as was stated as an intention in the City's Climate Emergency Declaration in December 2019). The Environmental Justice Collaborative Governance Committee would be a great vehicle to do this and create cross-jurisdictional community engagement and conversations.

**Trey Hunter**

Location:

Submitted At: 4:39pm 12-01-20

Hello - My name is Trey Hunter. I am a resident in Midtown (District 4). I write to the city council in strong support of the proposed new land use framework as a part of the city's 2040 General Plan Update. We have seen that measures like this increase production and decrease housing costs in other cities across the country. If Sacramento plans on being serious about affordable housing and tackling climate change, it starts with steps from our leaders like the land use framework. Thank you for your time.

**John Smith**

Location:

Submitted At: 4:37pm 12-01-20

Testing

**Ben Menzies**

Location:

Submitted At: 4:35pm 12-01-20

My name is Ben Menzies, and I live in Mansion Flats. I strongly support the proposed new land use framework as a part of the city's 2040 General Plan Update, which would legalize more diverse housing options throughout Sacramento, including duplexes, triplexes, and fourplexes in areas that prohibit these. While some claim these changes will harm neighborhoods, when I walk around my block I see many forms of housing in comfortable coexistence with each other, allowing many kinds of people from all walks of life to be my neighbor. My neighborhood benefits from this diversity in both housing stock and residents, and our city will benefit from allowing more neighborhoods like mine where they are currently and arbitrarily banned. Please also direct staff to explore increasing maximum development intensity in walking distance of transit and in high opportunity areas.

throughout the city. Thank you for considering this crucial step in addressing both climate change and residential segregation.

**Ryan Joy**

Location:

Submitted At: 4:32pm 12-01-20

My name is Ryan Joy and I'm with House Sacramento. We advocate for building inclusively affordable communities in the Sacramento area.

I would like to express my strong support of the proposed new land use framework as a part of the city's 2040 General Plan Update, which would legalize a greater array of housing types throughout the City, including duplexes, triplexes, and fourplexes in areas that currently only allow single family houses. We also ask you to direct staff to explore increasing maximum development intensity (at minimum, an FAR maximum of 2.0) in walking distance of transit and in high opportunity areas throughout the City.

By increasing the minimum FAR near these sustainable and high opportunity areas, our city can become a leader in the charge against climate change and our ugly history of racial and economic segregation.

These are exactly the places we should be allowing for more housing -- thank you for taking this issue on!

**Dale Steele**

Location:

Submitted At: 4:30pm 12-01-20

I am a longtime resident of Sacramento and am in support of identifying the Brookfield and Grandpark areas as well as any similar locations as "areas of concern". This type of development has considerable sprawl potential and in light of our current climate emergency it is necessary to develop a regional climate strategy with close coordination between the City and County. Proposed projects at this locations have great potential to help address climate change or harm our efforts by increasing sprawl. The Key Strategies proposed by staff are very good but must still be developed in much more detail in order to be implemented. Reducing VMT and GHG emissions must be a critical component of all development.

**Steven Cvitanov**

Location:

Submitted At: 4:28pm 12-01-20

I am strongly in support of the proposed new land use framework as a part of the city's 2040 General Plan Update. It will allow a greater array of housing types throughout the City, including duplexes, triplexes, and fourplexes in areas that currently only allow single family houses. I am a native Sacramentan and have lived in the Boulevard Park Historic District for over 40 years and own a 130+ year old Victorian. The plan and new land use designations will not impact Central City Historic neighborhoods or my home as they will continue to be protected by the new and rigorous Historic District Plan passed by Council a year ago. It is time for the City to be bold and plan now for the future and for the kids who will be living in the City in 2040. Please adopt the 2040 General Plan Update as it will help to reduce our carbon footprint, create vibrant dense communities and make meaningful steps to reduce residential segregation and racial injustice

**Oscar Balaguer**

Location:

Submitted At: 4:19pm 12-01-20

The County continues to progress in addressing the climate crises. As Co-Chair of 350 Sacramento's CAP Team, I'm writing to support the proposed "Key Strategies", and staff's proposal to identify the NJVA as an area of concern.

The strategies are excellent, but at this point only aspirational and need to be detailed re enforceability, funding, scheduling, and success indices. Strategy 4 should note the urgency of beginning to replace failing gas appliances with electric, because of the long service lives of such appliances.

Staff's NJVA measure acknowledges a valid and pressing concern re the County's continuing history of sprawl development and its potential effects on City services, local quality of life, and on regional efforts to reduce VMT and GHG emissions. Please adopt it.



Thank you very much.

**Kevi Mace**

Location:

Submitted At: 4:15pm 12-01-20

I am a homeowner in the Woodlake neighborhood in North Sacramento, District 2. I would like to comment in support of the new land use framework in this General Plan update. I am in support of zoning changes that would allow more duplexes, triplexes, and fourplexes in areas that currently only allow single family houses. We desperately need more housing, and it is equitable to have higher density housing spread throughout the city. These types of homes are often more affordable, allowing more people to access our next neighborhoods that are currently zoned for single family only.

**Alex Ar**

Location:

Submitted At: 3:48pm 12-01-20

I support the plan for it's ambition to create housing stock and increase energy efficiency in buildings and transit. Please clarify how builders will be held to the new standards.

**Larry Glover-Meade**

Location:

Submitted At: 3:44pm 12-01-20

Hello - I'm a resident and homeowner in Woodlake in North Sacramento, District 2. The street I live on is made up of a variety of residential types - single family homes, duplexes, and multi-family residences. I believe all areas of the city should have a similar make-up. The new land use framework will help address so many issues - it is the smart thing to do!

**Heather Slimp**

Location:

Submitted At: 3:29pm 12-01-20

My name is Heather Slimp and I live in the Woodlake neighborhood in District 2. I support of the proposed new land use framework as a part of the city's 2040 General Plan Update, which would legalize a greater array of housing types throughout the City, including duplexes, triplexes, and fourplexes in areas that currently only allow single family houses. More equitable housing is needed in high opportunity, currently exclusionary areas across the city.

**Karen Jacques**

Location:

Submitted At: 3:18pm 12-01-20

Overall the General Plan/Climate Action Plan are moving in a very positive direction. Good to see the alignment between them and the recommendations adopted by the Mayors' Climate Commission. There are still some problems with the land use map. Please do not approve it until proposed land uses are consistent with existing uses for all parcels within historic districts and within the Richmond Grove Neighborhood that has been identified as a potential historic district. Please also advance the effective date of the Low Rise Electrification Ordinance from 2023 to 2022. I have already submitted a more detailed email City Council members regarding these and other related issues.

**Josh schumacher**

Location:

Submitted At: 3:03pm 12-01-20

My name is Josh Schumacher and I'm with House Sacramento. We advocate for building inclusively affordable communities in the Sacramento area. I would like to express my strong support of the proposed new land use framework as a part of the city's 2040 General Plan Update, which would legalize a greater array of housing types throughout the City, including duplexes, triplexes, and fourplexes in areas that currently only allow single family houses. We also ask you to direct staff to explore increasing maximum development intensity (at minimum, an

FAR maximum of 2.0) in walking distance of transit and in high opportunity areas throughout the City. If the goal is reducing our carbon footprint and making meaningful steps to reduce residential segregation and racial injustice, these are exactly the places we should be allowing for more housing. Thank you for taking this issue on and please don't let the NIMBYs win with all the exceptions they want. Not every neighborhood is historic.

**David Herbert**

Location:

Submitted At: 3:00pm 12-01-20

Great cities offer great amenities to visitors and to residents. Sacramento's Midtown and other central city historic neighborhoods are among Sacramento's greatest amenities. Cultivate these unique and irreplaceable residential areas and all Sacramento benefits.

**Elise Fandrich**

Location:

Submitted At: 2:54pm 12-01-20

I strongly support the decision of the staff to designate the Natomas Joint Vision Study area to an Area of Concern. The need to contain urban sprawl is urgently needed; the data is clear that developing these greenfields and open spaces further and further outside the city leads to longer commutes for workers, larger emissions from our transportation sector, and a less vibrant and cohesive city. Let's be clear-eyed about who benefits most from sprawl: developers looking to yield the largest profit margin; not residents looking for affordable homes. More than ever, we need to be investing in dense housing near transit and jobs - those are the affordable housing solutions that will benefit the most residents and enhance our quality of life.

**Monica Baumann**

Location:

Submitted At: 2:50pm 12-01-20

I own my home in Mansion Flats (95814) and fully support changing our zoning to allow fourplexes on all residential lots. I'm a millennial and know I'm quite blessed to own my own, but I fear that too many people in my generation and younger will be priced out of homeownership. The time for action was about 20 years ago, but it's not too late to make a big difference now. Ending exclusionary zoning will encourage more and denser building while also giving access to more people to the resources available in our well-established neighborhoods.

**Jeff Walker**

Location:

Submitted At: 2:42pm 12-01-20

I'm a homeowner in South Natomas, and I support the elimination of single-family zoning in my neighborhood and throughout the city. To me, a new duplex, 3-plex, or 4-plex next door would not cause any worry, but these kinds of small infill projects could make a big impact on housing supply, allowing Sacramento to grow in a sustainable way, reduce sprawl, and support the use of public transportation, among other benefits. This is exactly the kind of adaptation we need to make as a growing city to meet the challenges of the housing crisis and climate change.

**Rosie Yacoub**

Location:

Submitted At: 2:40pm 12-01-20

I am a resident of District 4 and I support the idea of allowing higher density infill in areas of Sacramento. I also support their decision to designate the Natomas Join Vision Study area to an Area of Concern--sprawl negatively effects so many aspects of resource use, and both of these seem like good ways for the City to reduce sprawl. I am supportive of the City's efforts towards an electrification ordinance, but would like to see them push for all-electric sooner to avoid having homeowners and businesses saddled with costly retrofits and to reduce air pollution, which is a health risk. Burning gas indoors emits more Nitrogen Dioxide & Carbon Monoxide than the EPA allows outdoors. And in terms of outdoor air pollution, the use of natural gas in buildings is responsible for almost as much NOx pollution as cars in the Sacramento airshed. It isn't reasonable to think that individuals are going to make this change en masse without policy that signals that it is time to change.

**Zoe Kipping**

Location:

Submitted At: 2:36pm 12-01-20

Ending exclusionary zoning is a crucial step towards "equity" which we know you ALL support. With Sacramento single family home prices zooming toward the top as Bay Area families move here, not only is home ownership farther out of the question for most Sacramentans, we need more options to expand the idea of what it means to live in a good neighborhood-- duplexes, triplexes, and fourplexes ---and apartments and condos-- offer more options at different prices points and options for renters. Being able to live in one of the units and rent out the other half/third/fourth means that someone can make their mortgage. Those renters can experience opportunities within neighborhoods with denser tree canopy and less pollution, better schools closer to home, in neighborhoods where gun violence and gangs haven't permeated. This is how you keep moving the needle on "equity", which again, we know you ALL champion, or else you wouldn't have campaigned on it.

### **Kristina Rogers**

Location:

Submitted At: 1:53pm 12-01-20

Please note that I do not support this 2040 plan. You do not get "affordable housing" by re-zoning established family neighborhoods into multi-family units. The price of redevelopment would force an investor rent or sell at market-rate. If you buy a property for \$600,000.00 +, you want a return on that investment. This plan allows developers to make money and won't help add more affordable housing to already established neighborhoods. I support diverse and affordable options, but this isn't the answer.

### **Barbara Schihl**

Location:

Submitted At: 1:42pm 12-01-20

My name is Barbara and I'm with House Sacramento - the local YIMBY organization that advocates for building inclusively affordable communities in the Sacramento area. I would like to express my strong support of the proposed new land use framework as a part of the city's 2040 General Plan Update, which would legalize a greater array of housing types throughout the City, including duplexes, triplexes, and fourplexes in areas that currently only allow single family houses. We also ask you to direct staff to explore increasing maximum development intensity (at minimum, an FAR maximum of 2.0) in walking distance of transit and in high opportunity areas throughout the City. If the goal is reducing our carbon footprint and making meaningful steps to reduce residential segregation and racial injustice, these are exactly the places we should be allowing for more housing. As always, we appreciate you taking these difficult issues on as we plan for the future of our City.

### **Owen Howlett**

Location:

Submitted At: 12:47pm 12-01-20

As a Sacramento homeowner I support the elimination of R-1 zoning and the opportunity it creates to build housing that better meets the needs of residents. But this should not be done at the expense of existing historic districts. And not only the City's currently-designated Historic Districts, but also the undesignated historic areas of Woodlake/Old North Sacramento, East Sacramento, Land Park, Curtis Park and elsewhere.

### **Ann Broderick**

Location:

Submitted At: 12:03pm 12-01-20

This item should be postponed until the citizens of Sacramento can adequately review and analyze it. Each District in Sac. has different land use needs, floor area ratios conditions and combined sewer system impacts. East Sac. is a historic neighborhood which is being ruined as a result of - the elimination of trees due to the building of sewer volts, huge two-story structures in backyards, and an increase in crime and traffic – for the purpose of obtaining more development dollars. We need to save the character of our historic neighborhoods and encourage more citizen participation rather than having our city council keeping the public in the dark. Changing the Technical Background Report (TBR) to be incorporated into the Master Environmental Impact Report (MEIR) has significant long-term ramifications.

### **Catherine Turrill-Lupi**

Location:

Submitted At: 11:59am 12-01-20

I have clicked "oppose" because of the need to review and refine both the Draft Land Use Map and Maximum Development Intensities Map before they are put into effect. I appreciate the changes already made in response to the BPNA board's memo to the City, but more work remains to be done, as stated in the comment submitted on behalf of Preservation Sacramento earlier today.

**Kevin Dumler**

Location:

Submitted At: 11:52am 12-01-20

In Sacramento, zoning was used to facilitate exclusion, benefiting White, high-income, home owning families to the detriment of low-income, non-White, renters. These policies also reinforced an urban form that prioritized the car.

Today's vote will not fully address racial and economic injustice in our communities. But these policies chart a path for a city that is more inclusive, sustainable, and equitable.

Two policies that are especially encouraging:

- Permitting a greater array of housing types, increasing the ability for all families to access high opportunity areas
- Eliminating parking minimums, which reduces subsidies for cars and decreases housing costs

I encourage Council to align policies with city goals by:

- Expanding FAR 2.0 designation to more areas that are high opportunity, well served by transit, or along wide streets.
- Eliminating the use of level of service when evaluating which streets to right-size, focusing on safety and vehicle miles traveled.

**Jon Marshack**

Location:

Submitted At: 11:50am 12-01-20

Boulevard Park Neighborhood Association still opposes the draft Land Use Maps which would impose uses that threaten Sacramento's historic resources. Even with recent changes for the Boulevard Park Historic District, serious problems with land use and floor area ratio designations remain. Ulysses S. Grant Park, one of the original Central City parks in the original John Sutter, Jr. map, is designated as Neighborhood instead of Parks and is assigned a FAR of 2; the park should not be built upon. A two-story 1880s Landmark Victorian at 2001 I Street is assigned a FAR of 6. These are merely two examples of the many flaws in the draft Land Use maps which would impose land use changes that threaten the integrity of historic resources throughout Sacramento. We urge the City Council not to approve these maps until land uses and floor area ratios are modified to be consistent with existing uses for all Contributing Resources within Historic Districts and for all individually listed Landmarks.

**Michael Nerby**

Location:

Submitted At: 11:42am 12-01-20

I live 95819. Eliminate SFR zoning. We need not only more 2,3,4 units but also SRO, bungalow courts, 4-25 unit apartments, Co-Op living. even some designated camping zones. We need houses for all levels. Sacramento needs to get out of the way, allow the private side to build, then utilize the public own lands to their maximum potential. No parking lots in the DT core. no more retail, & commercial WITHOUT residential above. Reduce parking min, or a flat out removal. Height limits relaxed in urban core, Broadway & Alhambra. area coverage ratios should allow more flexibility w/ zero lot lines, & more flexible set backs. Neighborhood input on a macro level, include the neighbors in general planning meetings, & the overall meeting for neighborhoods, but then limit the neighborhood review, its cumbersome & not needed on an individual project basis. Aggressive along major transit corridors. Bus, train & bike. Provide tenant protections where needed upon potential displacement.

**Samuel Greenlee**

Location:

Submitted At: 11:25am 12-01-20

I am writing to wholeheartedly support an end to exclusionary housing zoning. This is an essential step in

producing more affordable housing across the City, reducing racial segregation, and improving air quality.

### **John Vignocchi**

Location:

Submitted At: 10:20am 12-01-20

We need more housing; Sacramento should not make the same mistake as San Francisco and continue excluding multi-family residences in its neighborhoods. It's cruel to lower income and younger folks ... the top cause of rising housing and rental costs is housing and rental supply. Sacramento artificially constrains the supply of housing by limiting density through its zoning regulations. It's time to loosen up zoning, which will NOT impact our historical neighborhoods or existing housing stock ... if anything it will make our existing and historical housing stock more valuable and vibrant as new neighbors move into our wonderful City. Please support a new land use map with fewer zoning restrictions so we can save our great city from becoming the next San Francisco ... where no normal people can afford to live.

### **William Burg**

Location: M\_\_ndo\_b

Submitted At: 10:12am 12-01-20

Preservation Sacramento requests that City of Sacramento staff revise the draft Land Use Map and corresponding Maximum Development Intensities map to reflect the boundaries of Sacramento's residential historic districts. We ask that the City Council include instructions to staff to make these changes to the Draft Land Use Map as part of your motion to approve these 2040 General Plan update elements, as we have no wish to delay proceeding with the 2040 General Plan update. Changes were made to the land use map at the request of Boulevard Park Neighborhood Association, but not yet applied to the city's other residential historic districts. Making this change will not affect the city's efforts to encourage new housing construction as they would remain residentially zoned, emphasizing continued residential rather than commercial use.

### **Adrian Rehn**

Location:

Submitted At: 9:28am 12-01-20

As a renter in Council District 5 as well as the most rapidly gentrifying area in the City (Oak Park), I strongly support these land use and roadway changes. R-1 zoning is a remnant of redlining and racism, and to allow duplexes, triplexes, and fourplexes in areas that currently only allow single family houses will boost housing affordability, protect air quality, and reduce racial and economic segregation in Sacramento.

### **kenneth Ventura**

Location:

Submitted At: 5:21am 12-01-20

As the owner of 717 21st Street and 2110 G Street and a long time resident of Blvd Park, I strongly oppose the block between G and H, 21st and 22nd being designated as mixed use. These are historic buildings that would be lost to the city's heritage if converted to office or commercial use. Kenneth Ventura, kjvone@yahoo.com, 916 835-5695

### **Mary French**

Location:

Submitted At: 10:57pm 11-30-20

ITEM #18- this should be postponed due to the massive quantity of material and inadequate time for citizens to review. 940 pages are included. It is impossible for the community to read and analyze this much material in less than a week. I looked at the first two attachments which were over 500 pages but have not had time to look at the rest of the attachments.

The General Plan proposed update disregards the need for preservation of traditional neighborhoods. A one-size-fits-all approach is inappropriate. Eliminating the traditional concept of density from land use in all residential districts abdicates the City's responsibility to protect its history. Using East Sacramento as an example, the elimination of density would destroy this historically significant single family home neighborhood, and potentially replace it with duplexes and multi-family projects. This would encourage demolition of historic homes; tear downs destroy the character of the neighborhoods.

**Margaret Buss**

Location:

Submitted At: 8:58pm 11-30-20

Having only just been made aware of this item, I have not read all the documents in full; in general, from what I have read I support the Key Strategies and proposed Roadway Changes for the 2040 General Plan. However, the draft Land Use Map and accompanying Floor Area Ratios are so seriously flawed they should not be approved by Council, even as draft. In Boulevard Park, for example, Grant Park is shown as zoned for a FAR of 2, when it is and should remain open space. The north side of C Street is subject to rezoning as mixed-use/commercial, when it is currently almost completely housing, affordably-priced, much of it multi-family-why demolish viable housing stock for unneeded commercial use? I assume the map in other areas of the city have similar errors. Council should reject the draft map and direct the consultant to ground-truth the existing conditions before proposing changes: that is what a technical background study is supposed to do.

**Deborah Condon**

Location:

Submitted At: 4:44pm 11-30-20

I strongly support the new land use map designations as they encourage new infill housing, and create compact, walkable and transit-oriented communities. This will address housing shortages and contribute greatly to reducing carbon emissions. Resilience to the threat of climate change must also include a social, cultural and economic resilience, which depends upon inclusive and fair communities. The new zoning designations will result in greater energy efficiency, reduced freeway commutes, and preservation of farmland from development. But it will also help achieve equitable growth and social stability especially if the City develops incentives to encourage construction of affordable housing alongside market-rate housing to ensure that people of different socioeconomic backgrounds live together -buying or renting, in the same zip code and even on the same block. This will actively address any history of social inequities.

**Don Gibson**

Location:

Submitted At: 3:08pm 11-30-20

I am Don Gibson, a homeowner in the Willowcreek neighborhood of Natomas, and am in strong support of the 2040 general plan update to allow denser infill development in traditionally exclusionary areas. There are many high opportunity neighborhoods in Sacramento and fostering denser development is critically important to allow more people to live in places where people are likely to thrive. Duplexes and fourplex homes are perfectly fine options if a homeowner chooses to build one next to me. In California's and Sacramento's local housing shortage, we need all policies that increase the likelihood of transit-oriented development.

**Sonia Anthoine**

Location:

Submitted At: 2:26pm 11-30-20

The Sacramento area is in dire need of more inclusive and affordable communities. I strongly support the proposed new land use framework as a part of the city's 2040 General Plan Update, which would legalize a greater array of housing types throughout the City, including duplexes to fourplexes in areas that currently only allow single family houses. I also ask you to explore increasing maximum development intensity in walking distance of transit and other high opportunity areas throughout the City. Please continue to pursue the goals of reducing our carbon footprint and making meaningful steps to reduce residential segregation and racial injustice by allowing for more housing in these areas. Thank you!

**Dustin Foster**

Location:

Submitted At: 1:20pm 11-30-20

As a resident of the region, I support the City of Sacramento's proposed land use and proposed roadway changes. The plan provides a framework that will improve racial equity, housing choice, and the City's carbon footprint. I support the proposed new housing types, especially allowing for fourplexes on single family lots, as well as higher-density housing near transit. Equally important to undoing decades of exclusionary zoning, we must also undo the decades of exclusion created by auto-oriented community and roadway design. We must continue to be aggressive in reducing auto capacity on the most dangerous roads and increasing public space for

people walking, bicycling, and riding transit.

**Barbara Steinberg**

Location:

Submitted At: 1:08pm 11-30-20

I oppose this proposal for historic districts. More housing should include a combination of market rate, affordable & low income as whole projects & not just a low income project which only perpetuates low income. We all rise together. There are plenty of vacant parcels all up & down Stockton Boulevard where in-fill is needed. With the expansion of Aggie Square, we need housing for all income levels & not just in the Central City. Rather than continue to gobble up open spaces up & down the I-5 & Hwy 99 north corridors, build high density & build up - not single family dwellings. We talk about being green, moving the dial on climate change, to do this we must stop sprawling. I don't believe the answer is to bulk up in historic districts to build density housing or chain store retail. We need to save character of old neighborhoods. I lived in Midtown for many years. The fabric of what we held so dear has been devastated by developers. Promises of "affordable" housing have been vacant

**Karen Solberg**

Location:

Submitted At: 3:11pm 11-29-20

Let's get real here. This will have the eventual effect of accelerating middle class flight, the very people who pay most of the taxes.

**Ansel Lundberg**

Location:

Submitted At: 3:00pm 11-29-20

Please see attached letter of support on Item 18 from House Sacramento.

**Luis Fernando Anguiano**

Location:

Submitted At: 1:12pm 11-29-20

My name is Luis Fernando Anguiano and I'm with House Sacramento and ACCE Action chapter in Sacramento. I would like to express my strong support of the proposed new land use framework as a part of the city's 2040 General Plan Update, which would legalize a greater array of housing types throughout the City, including duplexes, triplexes, and fourplexes in areas that currently only allow single family houses. I ask you to direct staff to explore increasing maximum development intensity (at minimum, an FAR maximum of 2.0) in walking distance of transit and in high opportunity areas throughout the City. Single family zoning has a racist past and present, used to preserve Whiteness within communities under the name of preserving a community's "character." If the goal is reducing our carbon footprint and making meaningful steps to reduce residential segregation and racial injustice, these are exactly the places we should be allowing for more housing. Thank you for taking this issue on!

**Mathew Malkin**

Location:

Submitted At: 7:15pm 11-28-20

My name is Matt and I'm with House Sacramento and a homeowner in Upper Land Park and I advocate for building inclusive, affordable homes in my community. I would like to express my strong support of the proposed land use framework of the 2040 General Plan Update, which would legalize a greater array of housing types throughout the City, including duplexes, triplexes, and fourplexes in areas that currently only allow single family houses. I also support increasing maximum development intensity (at minimum, an FAR maximum of 2.0) in walking distance of transit and in high opportunity areas throughout Sacramento. Reducing our carbon footprint, residential segregation, and racial injustice should begin in my own community. Driving through Midtown I recognized that density (even fourplexes) can contribute to neighborhood character and be good for local business. Thank you.

**Dov Kadin**

Location:

Submitted At: 4:05pm 11-28-20

I support the staff proposal to allow for more housing choices across the city, especially high opportunity

neighborhoods that have remained white and wealthy for a century thanks to restrictive land use policies that prohibit more affordable housing types. I really appreciate how staff has framed this policy change through the lens of affirmatively furthering fair housing and combating historical patterns of residential segregation.

**Matt Smith**

Location:

Submitted At: 3:19pm 11-28-20

My name is Matt and I love living here in Sacramento. I stand with House Sacramento to express my strong support of the proposed new land use framework in the city's 2040 General Plan Update, which would legalize more housing types throughout the City, including duplexes, triplexes, and fourplexes in areas that currently only allow single family home. I also ask you to direct staff to explore increasing maximum development intensity (at minimum, an FAR maximum of 2.0) in walking distance of transit and high opportunity areas. I also strongly support allowing a small amount of commercial activity, such as cafes, bars, restaurants, and groceries in areas currently zoned for single family homes. If the goal is reducing our carbon footprint and making meaningful steps to reduce residential segregation and racial injustice, these are exactly the places we should be allowing for more housing and more commercial activity. Thank you for taking this issue on!

**Mika Godzich**

Location:

Submitted At: 2:17pm 11-28-20

I strongly support this measure that has the potential to increase the amount of available housing in this city. This is needed as our residents are at increasing risk of going without housing. This measure also deemphasizes the need for parking and supports the growth of a more walkable lived environment. These changes are needed now to meet the needs of our community.

**Louis Mirante**

Location:

Submitted At: 1:56pm 11-28-20

I strongly support the proposed new land use framework as a part of the city's 2040 General Plan Update, which would legalize a greater array of housing types throughout the City, including duplexes, triplexes, and fourplexes in areas that currently only allow single family houses.

Please support the staff recommendation and direct staff to explore increasing maximum development intensity (at minimum, an FAR maximum of 2.0) in walking distance of transit and in high opportunity areas throughout the City. If the goal is reducing our carbon footprint and making meaningful steps to reduce residential segregation and racial injustice, these are exactly the places we need to allow more housing.

Approving this framework and increasing FAR near transit and high opportunity neighborhoods moves our city in right direction — taking a meaningful first step to address our housing supply issues by equitably planning for more housing.

Thank you for taking this issue on.

**Tawny Macedo**

Location:

Submitted At: 1:48pm 11-28-20

I strongly support the proposed new land use framework as a part of the city's 2040 General Plan Update, which would legalize a greater array of housing types throughout the City, including duplexes, triplexes, and fourplexes in areas that currently only allow single family houses.

Please support the staff recommendation and direct staff to explore increasing maximum development intensity (at minimum, an FAR maximum of 2.0) in walking distance of transit and in high opportunity areas throughout the City. If the goal is reducing our carbon footprint and making meaningful steps to reduce residential segregation and racial injustice, these are exactly the places we need to allow more housing.

Approving this framework and increasing FAR near transit and high opportunity neighborhoods moves our city in



right direction — taking a meaningful first step to address our housing supply issues by equitably planning for more housing.

Thank you for taking this issue on.

### Andrew Shannon

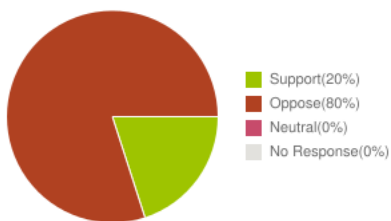
Location:

Submitted At: 10:43am 11-28-20

My name is Andrew Shannon and I'm a proud member of House Sacramento. We advocate for building inclusively affordable communities in the Sacramento area. I would like to express my strong support of the proposed new land use framework as a part of the city's 2040 General Plan Update, which would legalize a greater array of housing types throughout the City, including duplexes, triplexes, and fourplexes in areas that currently only allow single family houses. We also ask you to direct staff to explore increasing maximum development intensity (at minimum, an FAR maximum of 2.0) in walking distance of transit and in high opportunity areas throughout the City. If the goal is reducing our carbon footprint and making meaningful steps to reduce residential segregation and racial injustice, these are exactly the places we should be allowing for more housing. Thank you for taking this issue on!

Agenda Item: eComments for CORRESPONDENCE added to Items 16, 17 and 18 [Updated 12/01/2020 @ 11:50 a.m.]

#### Overall Sentiment



### Tina Echols

Location:

Submitted At: 6:18pm 12-01-20

This application violates the 600' rule which was implemented to protect our children and our neighborhoods. This clearly violates CEQUA which states that the change of use requires an environmental plan which has not been done. This is a clear conflict of interest from Allen Warren and should be precluded from occurring. We have an over concentration of cannabis dispensaries and cultivation facilities in our district. This applicant lost his appeal for a reason and by overturning this appeal you are going against the planning commission's ruling and those of that reside in this district. Per Ms. Ashby in her objections to #16 that she does not want Natomas to be known for its 16 pump gasoline we do not want our district to be known as the marijuana district. This is not an asset for our community nor our District. This facility is clearly going against the wishes of the residents of D2.

### Gabriela Chavez

Location:

Submitted At: 5:52pm 12-01-20

My name is Gabriela and I'm with House Sacramento. We advocate for building inclusively affordable communities in the Sacramento area. I would like to express my strong support of the proposed new land use framework as a part of the city's 2040 General Plan Update, which would legalize a greater array of housing types throughout the City, including duplexes, triplexes, and fourplexes in areas that currently only allow single family houses. We also ask you to direct staff to explore increasing maximum development intensity (at minimum, an FAR maximum of 2.0) in walking distance of transit and in high opportunity areas throughout the City. If the goal is reducing our carbon footprint and making meaningful steps to reduce residential segregation and racial injustice,

these are exactly the places we should be allowing for more housing. Thank you for taking this issue on!

### Land Park Resident

Location:

Submitted At: 5:31pm 12-01-20

Keep Upper Land Park/Land Park/East Sacramento as single family homes. This document is far too daunting to read in a week. We urge the Council to resist the move to FAR over density in traditional neighborhoods, in order to preserve the quality of life in Land Park/Upper Land Park and other historic neighborhoods.

### M. Johnson

Location:

Submitted At: 4:48pm 12-01-20

In East Sacramento as an example, the elimination of density would destroy the historically significant single family home neighborhood, and potentially replace it with duplexes and multi-family projects. An FAR of 1 would easily allow up to 10 apartments on a standard 9,000 to 10,000 square foot lot, assuming 1,000 square foot units, and could result in double that for smaller units, as long as the total building size did not exceed 10,000 square feet. This policy change completely ignores the rich history of East Sacramento, in favor of intensification at all costs. Statements made in the staff report and attachments regarding protection in the Development Code are empty promises that cannot be considered by the Council, since the Code amendments will not occur until after the General Plan is complete. We urge the Council to resist the move to FAR over density in traditional neighborhoods, in order to preserve the quality of life in East Sacramento and other historic neighborhoods.

### Lynne McDonald

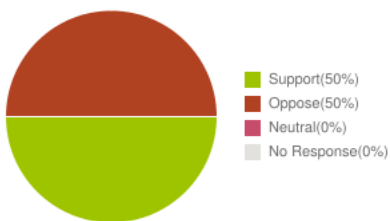
Location:

Submitted At: 4:44pm 12-01-20

Please see my attached letter. I am glad that this item is FINALLY being heard and I hope that the developer's plan to revise (rezone) their original plan will be denied!

Agenda Item: eComments for eComments Report as of 11:30 a.m. (eComments received after 11:30 a.m. will be available after the meeting) [Updated 12/01/2020 @ 11:50 a.m.]

### Overall Sentiment



### Renay Garfield

Location:

Submitted At: 5:05pm 12-01-20

While many people still believe in the antiquated school of thought that marijuana is a detrimental drug, it has, in fact, been proven to increase the quality of life for many individuals with chronic pain and anxiety. It is true that many people use it recreationally, but this is also a positive alternative to other more detrimental substances. More access to this regulated medicine is a positive for the surrounding areas and blocking it will only affect the distance marijuana users have to travel to acquire it. Further, filling this vacant building with a highly taxed product is good for the economy and will give a purpose to an otherwise useless plot of land that will become a perfect squatting destination for the homeless. I have no problem revamping Del Paso with lucrative and progressive business founded by Sacramento Natives who have constantly focused on giving back and

philanthropy in the Sacramento Community.

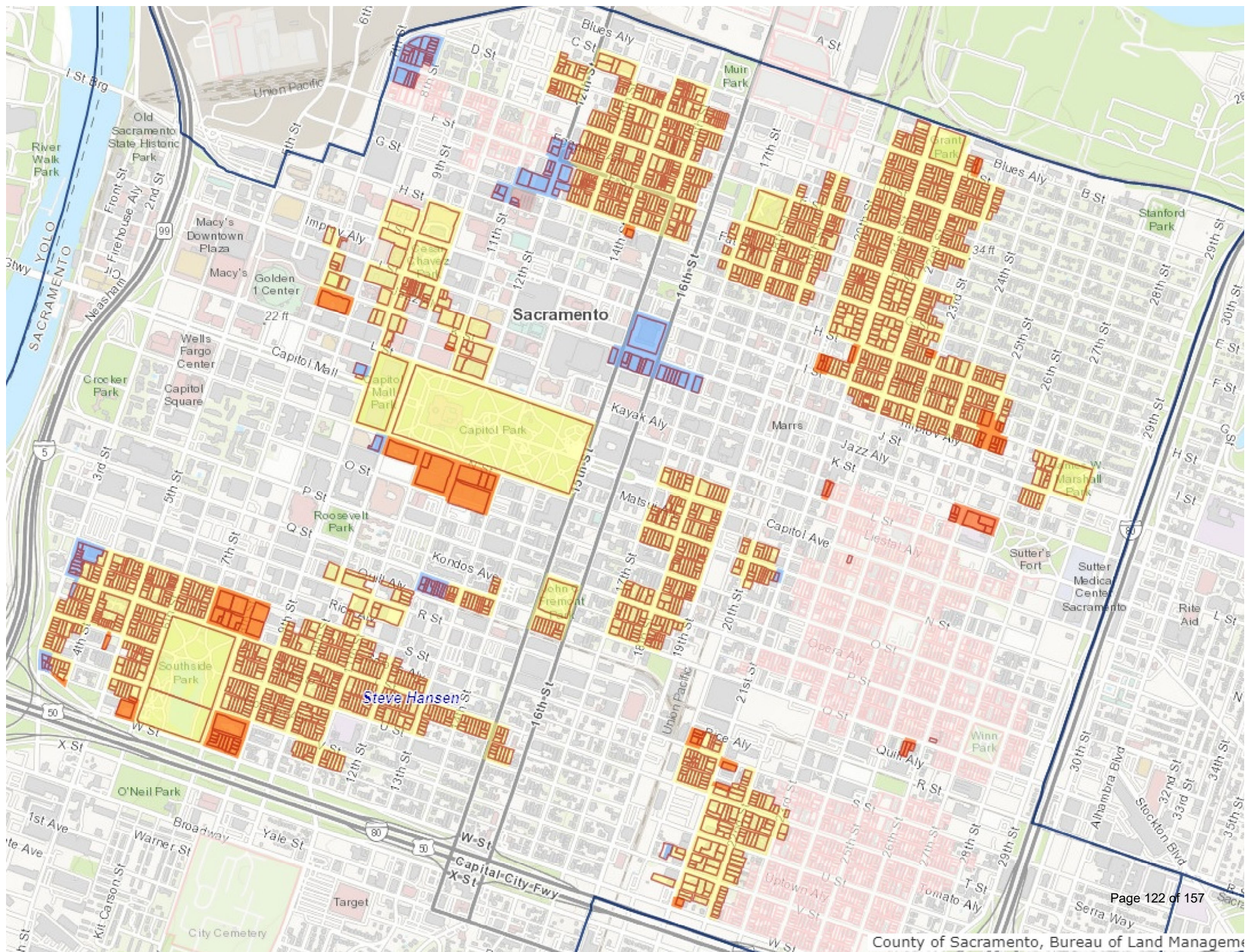
**John Smith**

Location:

Submitted At: 4:43pm 12-01-20

I strongly oppose any additional low income housing developments in the Land Park/Upper Land Park area. We already house the majority of low income housing in our district. Our neighborhood as a result has been the victim of multiple shootings and murders in the last three years. The proposal mentions nothing of what measures are going to be taken to ensure we do not have more crime. Land Park and East Sacramento are neighborhoods in Sacramento that many individuals and families have made many sacrifices to afford, why should these projects be automatically "privileged" to move in? The rezoning seems like more Culutral Marxism being forced into city policy without the current homeowner's interests in mind.

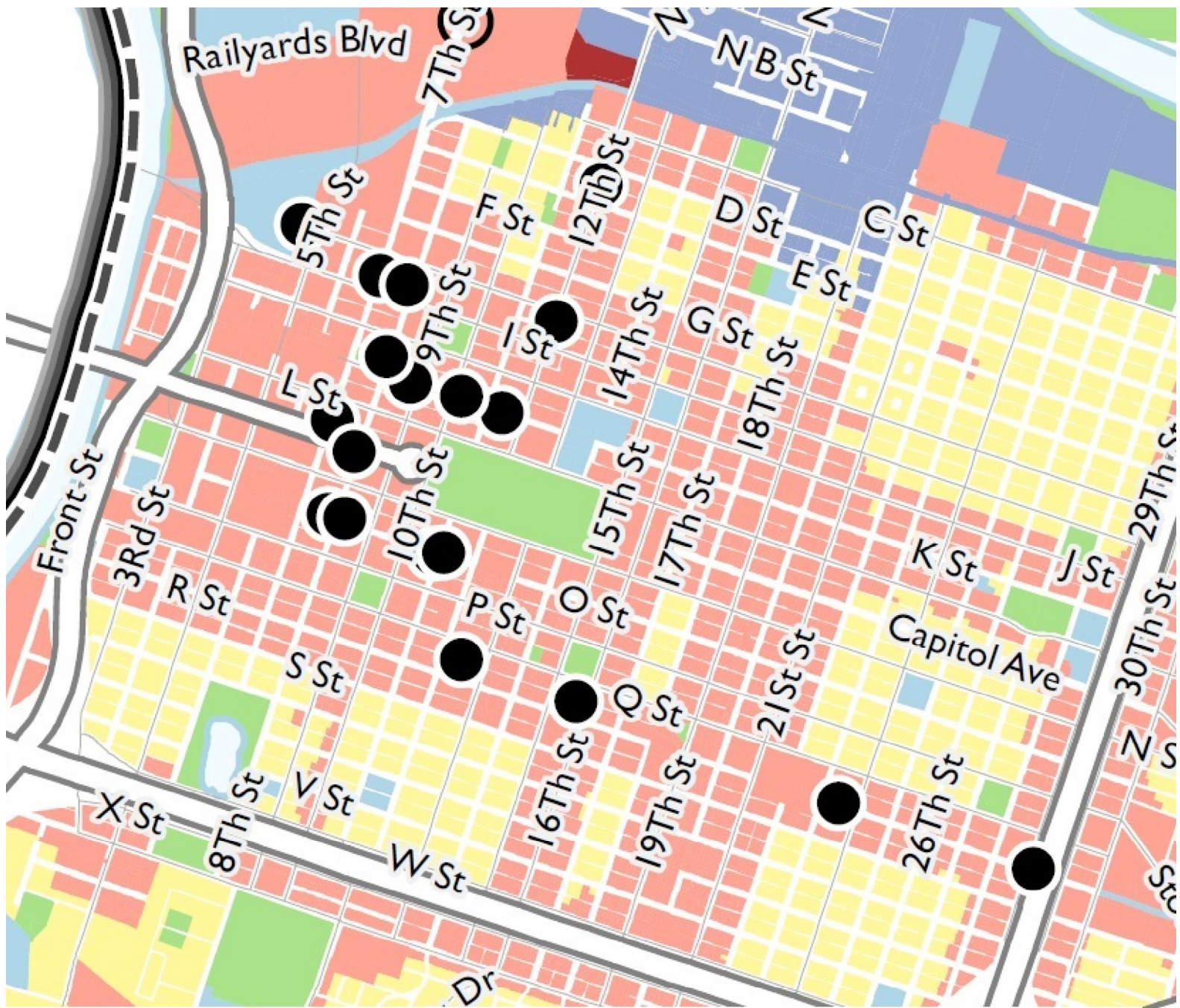










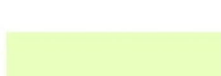











<u>Used Land Uses</u>	
	Rural Residential
	Neighborhood
	Residential Mixed Use
	Office Mixed Use
	Commercial Mixed Use
	Employment Mixed Use
	Industrial Mixed Use
	Public/Quasi-Public
	Parks and Recreation
	Open Space
	Historic District Boundary

November 29, 2020

City Council and Mayor  
Sacramento City Hall  
915 I Street, 5th Floor  
Sacramento, CA 95814  
*Sent via email*



**Subject: SUPPORT - Item 18. 2040 General Plan Update - Draft Land Use Map, Proposed Roadway Changes, and other Key Strategies**

Dear Mayor and Councilmembers,

I am writing on behalf of House Sacramento, in support of staff's proposal, "2040 General Plan Update - Draft Land Use Map, Proposed Roadway Changes, and other Key Strategies," on the December 1, 2020 City Council agenda.

House Sacramento is an organization formed to advocate for building inclusively affordable communities in the Sacramento area. We represent renters, young people, and other communities disproportionately harmed by NIMBYism and California's long standing culture of opposition to developing adequate housing supply. We say "yes in my backyard!" (YIMBY) and support housing and infill development because it will make us a healthier and more sustainable city and region.

As Sacramentans, we write in **support** of the proposed new land use framework as a part of the city's 2040 General Plan Update, which would legalize a greater array of housing types throughout the City, including duplexes, triplexes, and fourplexes in areas that currently only allow single family houses. **We also ask you to direct staff** to explore increasing maximum development intensity (at minimum, an FAR maximum of 2.0) near light rail stops, near high frequency bus routes, and in high opportunity, currently exclusionary areas across the city. I have also attached House Sacramento's petition in support of this change, which has over fifty signatures.

The Sightline Institute describes exclusionary zoning as "a defining feature of the 20th Century North American exodus to suburbia, where municipalities commonly imposed zoning that only permitted single-family homes on large lots as a thinly veiled means to keep out poor people and people of color." Sacramento needs to move beyond this exclusionary policy of the past and open up our city for people to live in whichever neighborhood they choose. That freedom is part of the California promise, and Sacramento should be a pioneer in saying "yes" to more homes for all.

AB 686 requires local governments like the City of Sacramento to explore policies that affirmatively further fair housing by “taking meaningful actions that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity.” However, the high opportunity areas in Sacramento are almost exclusively zoned for single family and, thus, have remained largely white and wealthy. While an FAR of 1.0 in these areas is a drastic improvement, the City can and should explore higher than 1.0 FAR as a means of affirmatively furthering fair housing. This is especially the case in high opportunity areas within walking distance of transit. The attached map shows an example of where in the core of Sacramento, we recommend the City explore higher FARs.”

On Tuesday December 1, city staff will present this change to you as a part of the 2040 General Plan Draft Land Use Map, Proposed Roadway Changes, and other key strategies, and seek approval to proceed to finalize Sacramento's general plan update. We ask for your support for this policy now and in the future. Sacramento is fortunate to be the economic center of a growing region, and growing regions have demand for new housing. We can choose to be a leader that accommodates growth in an inclusive way, or we can maintain exclusionary policies that push development to the outer edges of our region. The choice is yours, and the time for leadership is now.

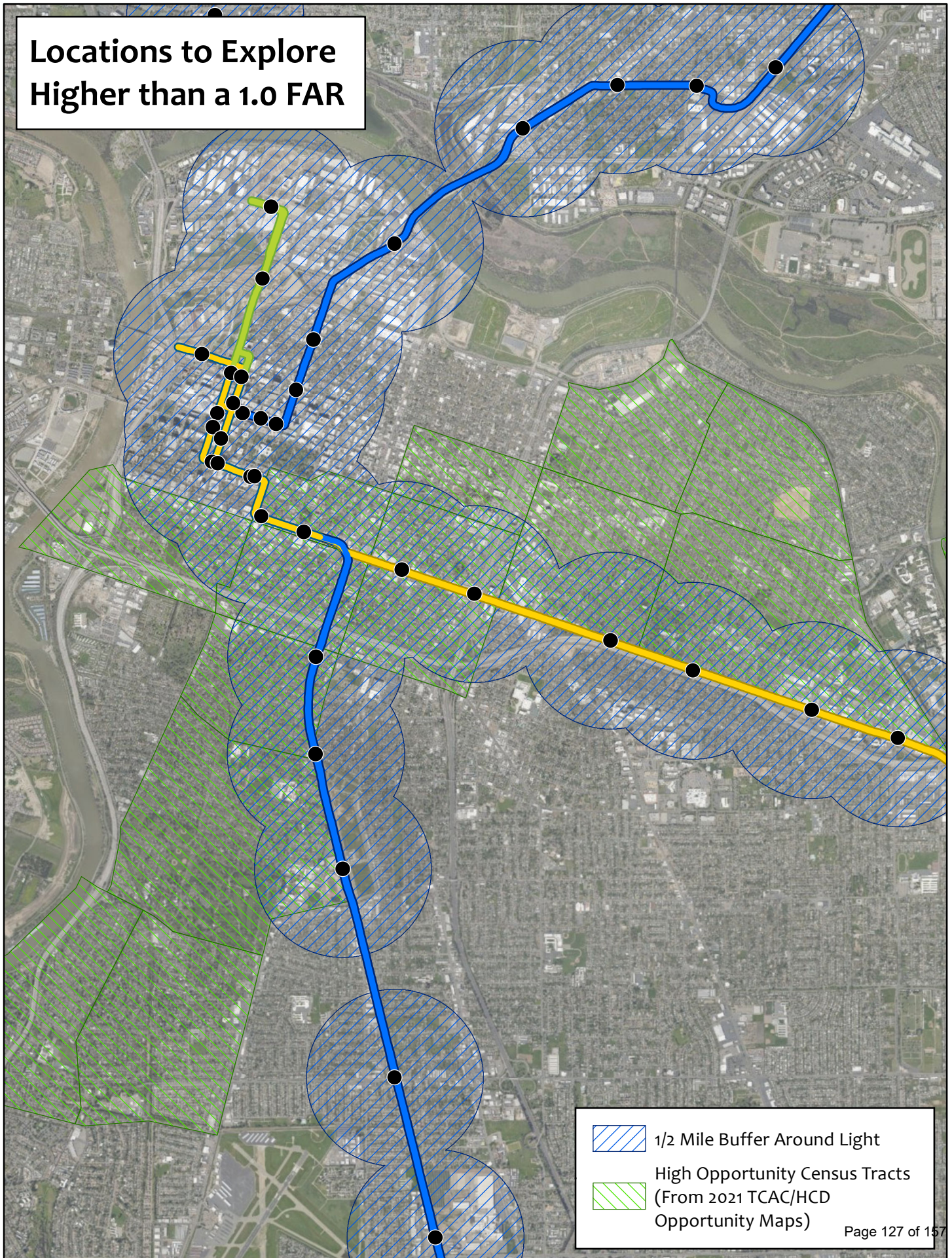
We want to send a message that Sacramento is open for new neighbors and ready to say “yes” to more homes. We urge you to vote to approve this policy with the direction we recommend above. Thank you.

A handwritten signature in black ink, appearing to read 'Ansel Lundberg', with a stylized, cursive script.

Ansel Lundberg  
Co-Chair, House Sacramento  
[ansel@housesac.org](mailto:ansel@housesac.org)



# Locations to Explore Higher than a 1.0 FAR







1415 L Street,  
Suite 300  
Sacramento, CA  
95814

916.321.9000  
sacog.org

December 1, 2020

Greg Sandlund, Planning Director  
Community Development Department  
City of Sacramento  
300 Richards Blvd., 3<sup>rd</sup> Floor  
Sacramento, CA 95811

RE: 2040 General Plan Update Draft Land Use Map, Proposed Roadway Changes,  
and other Key Strategies

Dear Mr. Sandlund:

Thank you for inviting SACOG's input on the City's 2040 General Plan Update draft land use map, proposed roadway changes, and other key strategies. The basis for our comments is the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS), which lays out a land use and transportation strategy to reduce congestion, vehicles miles traveled, and greenhouse gas emissions using smart growth principles. The MTP/SCS establishes an ambitious, but achievable land use forecast and transportation system predicated, in part, on robust housing development and low-carbon transportation options in the City of Sacramento. Realizing the future described in the MTP/SCS will take leadership and commitment from local jurisdictions to support implementation strategies that will facilitate a shift from outcomes we have seen in the past.

The city's proposed draft land use map, proposed roadway changes, and other key strategies offer the bold policy action needed to implement the MTP/SCS. SACOG would like to express our support of the staff proposal and recognize some of the specific actions around housing, parking, roadways, and equity that are well aligned with policies and recommendations from the MTP/SCS. Many of these proposals are also supportive of other regional planning efforts intended to implement the MTP/SCS like the Regional Housing Needs Plan, Transit Oriented Development (TOD) Action Plan, Housing Policy Toolkit, and Commercial Corridors Task Force Policymaker Toolkit.

*Housing Reforms:* We support key strategies 1 and 2 to allow for greater array of housing types in existing single-unit neighborhoods and to facilitate transit supportive growth along key commercial corridors. Opening single family neighborhoods to more housing typologies and continuing to support growth along commercial corridors has tremendous potential for beginning to address our housing crisis, reducing vehicle miles traveled, and reducing residential segregation. These strategies are consistent with a litany of recommended policies and actions in SACOG planning efforts. Policy 1 in the MTP/SCS promotes actions to support higher density housing options and a diversity of housing for all residents. The TOD Action Plan includes an explicit strategy for the City of Sacramento to regulate density through floor area ratio (S.1) and to increase single family densities (S.5).

Auburn  
Citrus Heights  
Colfax  
Davis  
El Dorado County  
Elk Grove  
Folsom  
Galt  
Isleton  
Lincoln  
Live Oak  
Loomis  
Marysville  
Placer County  
Placerville  
Rancho Cordova  
Rocklin  
Roseville  
Sacramento  
Sacramento County  
Sutter County  
West Sacramento  
Wheatland  
Winters  
Woodland  
Yolo County  
Yuba City  
Yuba County

Additionally, the SACOG Housing Policy Toolkit includes recommendations to allow for duplexes, triplexes, and fourplexes on all residentially zoned land and to consider using floor area ratio instead of units/acre to regulate intensity. All these recommendations are implemented in the city's proposed land use diagram.

The proposed land use diagram is a significant improvement on the status quo and positions the city to be a leader in both the region and the state in building an inclusive housing regulatory environment. We encourage the city to continue to explore how higher Floor Area Ratios (FARs) in high opportunity neighborhoods as well as high frequency transit areas can go even further toward achieving the ambitious goals described by both the city's general plan update and the MTP/SCS. High opportunity areas are neighborhoods that allow for social mobility with characteristics like high quality schools, access to jobs, amenities, and low pollution burden. These areas can be mapped using the [Tax Credit Allocation Committee and Department of Housing and Community Development \(TCAC/HCD\) Housing Opportunity Maps](#) or the [Mapping Opportunity California](#) tool, prepared by the University of California Berkeley Turner Center. High frequency transit areas are defined in the MTP/SCS and [available on the SACOG open data portal](#).

The city's proposed FAR map includes a base intensity of 1.0, which roughly equates to a fourplex. High opportunity and transit-rich areas could warrant higher than 1.0 FAR as a means of affirmatively furthering fair housing and supporting more transit ridership, both of which the city establishes as goals. This action is consistent with the Housing Policy Toolkit, which calls for zoning transit-rich areas for multifamily housing and mixed use development, and the SACOG Regional Housing Needs Plan, which seeks to open up high opportunity areas to all economic segments of the community.

***Parking Reform:*** We support key strategy 10 to eliminate parking minimums citywide and introduce parking maximums. Parking minimums can drive up the cost of new housing and often encourage a more auto-centric built environment. Reducing and eliminating parking requirements is an effective strategy to increase housing affordability and provide greater opportunities for non-auto modes of transportation. This specific policy change is highlighted in the Housing Policy Toolkit, the Commercial Corridors Task Force Policymaker Toolkit, and the TOD Action Plan.

***Roadway Reform:*** We support key strategy 9 to right-size streets as a means of prioritizing walking, biking, and transit over automobile use. This strategy is an effective means by which the city can help to reduce vehicle miles traveled that put a strain on the region's transportation system and increase harmful tailpipe emissions, reduce future costs to maintain transportation infrastructure, and create a safer environment for pedestrians, cyclists, and drivers. This strategy is consistent

with multiple MTP/SCS policies, including Policy 1 to build and maintain streets that are safe and attractive for all roadway users, Policy 20 to prioritize cost effective safety improvements that will help the region eliminate fatal transportation related accidents, Policy 22 to invest in bicycle and pedestrian infrastructure, and Policies 6 and 25 to prioritize transportation infrastructure that reduces greenhouse gas emissions and vehicle miles traveled.

*Prioritization of Equity:* We support the city's measures to incorporate equity and fair housing into the General Plan Update. Key strategy 7 prioritizes equity in future infrastructure improvements by focusing investments in historically underserved neighborhoods. This key strategy is well aligned with SACOG's regional policy commitment "to integrate equity considerations more fully into regional investment priorities" and to "increase focus of investments and engagement on issues of race, equity, and inclusion," as outlined in the 2020 Funding Round Policy Framework and supported by the MTP/SCS.

Similarly, we would like to commend the city for using an equity lens to rethink exclusionary single family land use restrictions in wealthier white neighborhoods and proactively initiate a healthy conversation around the impact of past housing policies on residential segregation and racial injustice. AB 686 requires both regional governments like SACOG and local governments like the City of Sacramento to explore policies that affirmatively further fair housing by "taking meaningful actions that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity." This policy discussion was a critical part of the development of the Regional Housing Needs Plan and further discussed in the Housing Policy Toolkit, where we noted "high opportunity areas in Sacramento are almost exclusively zoned for single family" and modifying "single family zoning to allow for more affordable housing types, particularly in high opportunity areas, could begin to reverse the ugly history of zoning and its propensity to exacerbate residential segregation."

Thank you again for inviting SACOG's input on the City's 2040 General Plan Update draft land use map, proposed roadway changes, and other key strategies. SACOG applauds the city for the commitment to creating a more inclusive and sustainable future as evidenced in the policies and strategies being considered in the general plan update. We believe the city has an opportunity to take bold action on housing affordability, equity, and climate that will be a model for the rest of the region, state, and country. We encourage the city to continue to explore ways to further the policy objectives of the plan by increasing the allowed FAR in high opportunity neighborhoods and areas within a half mile of high quality transit.

We look forward to engaging with the city on this topic over the next year. If you have further questions or need further assistance, please don't hesitate to contact me at (916) 340-6279.

Sincerely,

A handwritten signature in blue ink, appearing to read 'JAC', with a stylized, flowing script.

James Corless  
Executive Director



November 23, 2020

Honorable Mayor Steinberg and  
Members of the Sacramento City Council

#### 2040 GENERAL PLAN DRAFT "LAND USE MAP" THREATENS HISTORIC PROPERTIES

At your December 1 meeting, you will be asked to consider a draft Land Use Map to establish land use categories for properties throughout the City of Sacramento, including historic properties. This map is a key component of a new 2040 General Plan being written to guide future development. The members of the Boulevard Park Neighborhood Association's Board of Directors have studied the map carefully and are very concerned about the potential impact on Sacramento's Historic Districts and Landmark parcels. For some historic properties, the proposed land use categories are inconsistent with existing uses, encouraging inappropriate future uses of historic structures. Changes in land use often lead to physical changes in those historic structures, which can jeopardize their historic integrity. Consistent with the Secretary of the Interior's Rehabilitation Standards, retention of existing use is the best way to preserve historic character.

For example, the block bounded by 21st, 22nd, G and H Streets is part of the city's Boulevard Park Historic District and also is on the National Register of Historic Places. It contains some of the district's most stately historic homes, such as the Aden Hart Mansion at 2131 H Street. All of the historic properties on this block are now used exclusively as single- and multi-family residences. At its center, the block contains one of the three "pocket parks" that were key components of the original Boulevard Park development plan and are character-defining features of the Historic District. On the draft General Plan Land Use Map (see the attached map excerpt), the entire block would be redesignated as "Residential Mixed Use," a classification that includes a wide range of commercial and professional uses including restaurants, retail, theaters, personal services, medical offices, hotels, and banks. In addition, according to the proposed General Plan documents, areas designated as Residential Mixed Use are "envisioned as having the highest building intensities within Sacramento." This is totally inappropriate for one of Boulevard Park's most prominent blocks of historic homes. The same problem exists for many other potentially reassigned historic parcels throughout Sacramento.

What is more, conversion of single- and multi-family residential structures into Residential Mixed Use would eliminate current housing units in favor of professional and commercial

establishments at a time Sacramento is experiencing a severe housing crisis. We cannot afford to give up existing housing.

***The Boulevard Park Neighborhood Association urges you not to approve the draft Land Use Map until it has been modified so that proposed land uses are consistent with existing uses for all historic properties, i.e., Contributing Resources within Historic Districts and individually listed Landmark parcels.***

Sincerely,



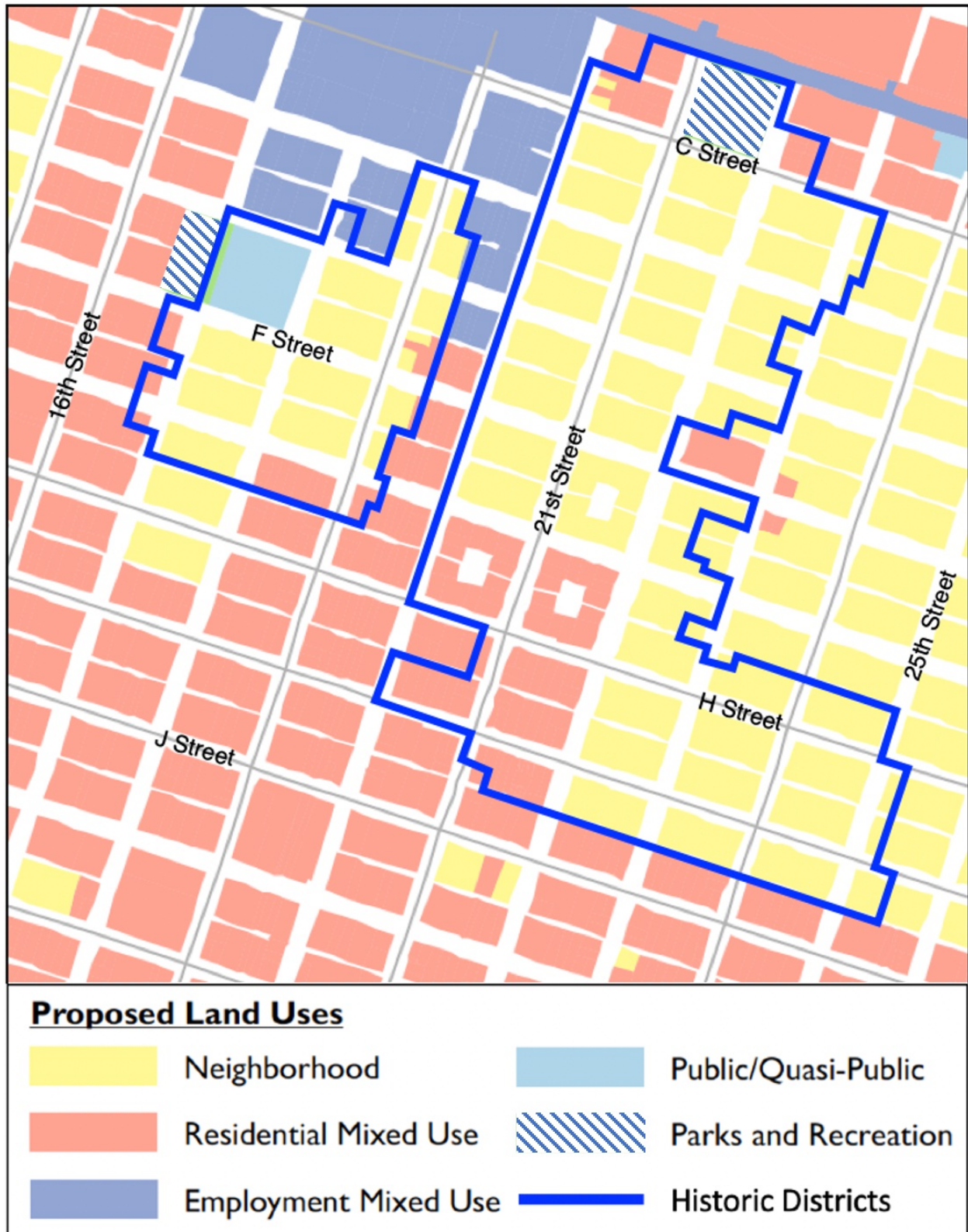
Dr. Jon B. Marshack

Preservation Committee Chair, Boulevard Park Neighborhood Association in District 4  
Former Chair of the City of Sacramento's Preservation Commission

cc: Boulevard Park Neighborhood Association's Board of Directors  
Greg Sandlund, Acting Planning Director, Community Development Department  
Matt Hertel, AICP, Acting Long Range Planning Manager, Community Development  
Department  
Cheryle Hodge, Principal Planner/New Growth Manager, Community Development  
Department  
Remi Mendoza, Senior Planner, Community Development Department  
Carson Anderson, Preservation Director, Community Development Department  
Bruce Monighan, Urban Design Manager, Community Development Department  
Katie Valenzuela, City Councilmember Elect

Attachment





Excerpt of the draft Land Use Map for the 2040 General Plan Update as approved by the City of Sacramento's Planning and Design Commission on November 12, 2020.



# ***UPPER WESTSIDE, LLC***

December 1, 2020

Mayor and City Council  
City of Sacramento  
915 I Street  
Sacramento, CA 95814

Re: Item #18, General Plan Update and Natomas Joint Vision Study Area

Honorable Mayor and Members of the City Council:

As you are aware, the Upper Westside project is located within the Natomas Joint Vision Area and is currently the subject of a County of Sacramento Master Plan application. Our project team has been working very closely with the County for several years and, on September 22, 2020, the Board of Supervisors approved the project to begin the environmental review process. As part of our efforts with processing our project application with the County, we have also been in close contact with City staff, particularly Planning and Department of Utilities representatives, discussing areas of mutual interest.

While the Upper Westside team is open-minded to the idea of discussing possible annexation of our project with the City — post-entitlement approval by the County — we were very surprised to learn in the staff report on the City's General Plan process that City staff is recommending the 2002 Natomas Joint Vision Memorandum of Understanding (MOU) be resurrected. It is important to understand that the MOU, for all intents and purposes, became irrelevant when the County accepted the Grandpark Master Planning application many years ago, without objection from the City and with the implicit understanding that the City was no longer interested in the Natomas Joint Vision Area.

To put a finer point on this history, at no time in our discussions with City staff did they express any desire to resurrect the 2002 MOU or suggest that our project pursue a Sphere of Influence amendment with Sacramento County LAFCo. Our owners' group has relied on this history, understanding and City staff's representations.

The myriad of issues presented by development in the Natomas Basin are many and they are complex. And with the above history and understanding, our owners' group has made the thoughtful and deliberate decision, and significant investment, to process an application for urban land use entitlements for this area with the County. We are not in favor of changing course, despite City staff's recommendation. However, we are committed to working together with the City on areas of mutual interest and have an interest in discussing the potential future annexation of the Upper Westside project area by the City, after approval by the County.

As such, Upper Westside opposes being designated as an "Area of Concern" in the City's current General Plan update process.

Warm Regards,

*/s/ Bob Thomas*

*(Electronically Signed to Avoid Delay)*

Robert Thomas

Senior Advisor to Upper Westside, LLC

cc. Phil Serna  
Howard Chan  
Tom Pace  
Cheryle Hodge  
Steve Hartwig

**LAW OFFICES OF  
GREGORY D. THATCH**

1730 I Street, Suite 220  
SACRAMENTO, CA 95811-3017  
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Facsimile (916) 443-4632  
www.thatchlaw.com

GREGORY D. THATCH  
LARRY C. LARSEN  
RYAN M. HOOPER

**WASHINGTON, DC OFFICE**  
1225 I Street, Suite 250  
WASHINGTON, DC 20005-3914  
Telephone (202) 289-3912  
Facsimile (202) 289-8683

December 1, 2020

**VIA FIRST CLASS MAIL & ELECTRONIC MAIL**

Mayor and Members of City Council  
City of Sacramento  
915 I Street  
Sacramento, CA 95814

Re: Agenda Item #18 Opposition to Staff Proposed Designation of Natomas Joint Vision Study Area (NJVA) as an Area of Concern

Dear Mayor and Members of the City Council:

As you may know, this office is privileged to represent Brookfield Natomas, LLC (Brookfield) with respect to its holdings and interests in the Grandpark project located in the Natomas Joint Vision Area. By now you have received a letter from Steve Letterly, our Grandpark project manager, outlining the many concerns our team has with respect to the staff proposal to designate the Joint Vision Area as an Area of Concern. Please consider this letter to be supportive of Mr. Letterly's concerns and a clear expression of Brookfield's opposition to imposing this designation on the Joint Vision Area and specifically Grandpark.

Our Client's concerns include the following:

- Brookfield not only owns property within the Grandpark area but also represents nine (9) other property owners within the area. Many of these property owners have been pursuing this project since the early 90's. It is neither fair nor appropriate to disrupt this effort at this crucial time. Much effort and funds have been spent for planning, environmental analysis and public outreach.
- City Staff conducted no outreach to our client or any of the other participants currently processing in the County for the area being considered, nor did staff provide any notice of your upcoming hearing. Our first knowledge came when an agenda item was published for the Planning Commission consideration. This is very disappointing.
- It is important to note that our stakeholder group has consistently engaged with City staff for more than a decade at numerous public outreach meetings, coordination meetings between City and County staff, and the issuance of two Notices of

Mayor and Members of City Council  
City of Sacramento  
December 1, 2020

Preparation for an Environmental Impact Report. All efforts were initiated with Sacramento County being the lead agency. This proposed action by the City is in stark contrast to these cooperative efforts and calls into question the transparency we thought existed.

- The staff report contains factual and legal inaccuracies. Contrary to the statement in the Staff report, the Grandpark project is being planned so that it does not rely on City services or infrastructure. Moreover, the statement that the designation of the Area of Concern is a “Defacto Sphere of Influence” is simply false. There can only be one Sphere of influence as outlined in State law.

Brookfield and the other participating property owners have always welcomed City participation. Efforts have consistently been made to keep the City Staff, management and elected officials informed. We ask that we continue this cooperative effort and allow the Grandpark project to continue processing the plan for public review without imposing this disruptive designation.

Very truly yours,

  
Gregory D. Thatcher

cc: Howard Chan, City Manager  
Tom Pace, Director of Community Development,  
Phil Serna, Chair, Sacramento County Board of Supervisors,  
Steve Hartwig,  
Leighann Moffitt, Sacramento County Community Development Director  
John Norman, Brookfield Natomas, LLC,  
Margie Campbell, Ose Properties, Inc.,  
Jeff Norton, Demeter Development, LP,  
George Phillips, Attorney for Ose/ Norton,  
Steve Letterly, Grandpark Project Manager,  
John O’Farrell, Consultant to Grandpark



## **Public Works and Infrastructure**

Steven L. Hartwig, P.E., T.E.

Deputy County Executive

### **Departments**

Development & Codes Services

Transportation

Waste Management & Recycling

Water Resources

## **County of Sacramento**

## **Municipal Services**

Steven L. Hartwig, P.E., T.E.

Deputy County Executive

### **Departments**

Agricultural Commissioner

Animal Care & Regulation

Regional Parks

November 30, 2020

Howard Chan, City Manager  
City of Sacramento  
915 I Street  
Sacramento, CA 95814  
HChan@cityofsacramento.org

Tom Pace, Director, Community Development Department  
City of Sacramento  
300 Richards Blvd, 3rd Floor  
Sacramento, CA 95811  
TPace@cityofsacramento.org

Dear Mr. Chan and Mr. Pace:

Sacramento County hereby provides comments regarding a matter pending before the City Council related to the City General Plan and the unincorporated Sacramento County area in Natomas.

Interactions between the City and County regarding the consideration of additional urban development in the unincorporated portion of Natomas spans over the last three decades. The Attachment, History of Planning in Natomas, provides a chronological summary of some of the key actions and decision points beginning in the mid-1990's.

In late 2002, the County Board of Supervisors and the City Council adopted a Memorandum of Understanding (MOU) regarding principles of land use and open space planning, and revenue sharing between the County and City for the Natomas area, setting the stage for what came to be known as the "Natomas Joint Vision" (County Resolution 2002-1566 and City Resolution 2002-830). At that time, the expectation was that the City would consider urbanization. In 2008, the Sacramento City Manager and Sacramento County Executive mutually agreed that it was acceptable to the City of Sacramento for the County to take the lead in considering urban development in Natomas taking into consideration the previously adopted MOU. Thereafter, Sacramento County, with the concurrence and cooperation of City management, began working with development interests on potential development. The Board of Supervisors then adopted an updated County General Plan in 2011 that identified the potential for urbanization in Natomas along with stringent Smart Growth Principals for any new growth areas. The General Plan requires new development to address principles including but not limited to greenhouse gas emissions and VMT, affordable housing and housing choices, pedestrian and transit

orientation, infrastructure provision and financing, and consistency with adopted plans such as any applicable habitat conservation plan.

City staff actively participated in the creation of the Natomas Joint Vision until approximately July of 2012, when the City decided to disengage. Later, on March 4, 2016, as the efforts to initiate preparation of a Specific Plan were beginning, County Planning sent correspondence to the City that included an inquiry about the City's interest in addressing the MOU given that the County was continuing to move forward with the plan for urban development in the unincorporated County. The County received no response to this letter. Ultimately, the efforts that began in 2008 led to the initiation of the Grandpark Specific Plan in March 2016 and the Upper Westside Specific Plan in February 2019.

Given the history of collaboration between the City and the County regarding Natomas, the County was surprised to learn, initially from outside parties, about the City's pending consideration of expansion of their Sphere of Influence to include the areas in the midst of the Specific Plan process with the County. Thereafter, on Monday, November 23, 2020, the County received written notice in the context of a response to the Notice of Preparation (NOP) for the Upper Westside Specific Plan. The correspondence from the City regarding the Notice of Preparation for the Upper Westside Specific Plan cites the City and County MOU indicating it is "the City's intent to fully adhere to the MOU and carry forth the vision found within its mutually affirmed policies." This further evidences the need for dialogue between the two jurisdictions given the express participation by the City of Sacramento in the decision for the County to move forward with urbanization in the unincorporated County.

County staff have reviewed the materials prepared for the City Planning Commission. We understand that this item is now scheduled for consideration by the City Council on December 1, 2020. First and foremost, the County would request that the City actively engage with the County prior to moving forward with actions to consider increasing the Sphere of Influence so necessary information sharing and dialogue can occur. The materials the County has reviewed seem to presume that City services will be required for urbanization within the unincorporated County and that the only nearby available services are within the City of Sacramento. Such is not necessarily the case as urban services are provided immediately contiguous to the Grand Park Specific Plan in the Rio Linda and Elverta Community. The County is also concerned as a review of the report for the City Planning Commission hearing revealed that the outreach materials used in the public survey seemed to misrepresent a presumption of reliance on City services including water, sewer, and fire protection, thereby influencing the outcome of responses by implying that the City will be forced to provide services without City control. Please be advised, the County is working with the two applicant groups on ways to provide services that may or may not include reliance on the City of Sacramento.

Since 2008, with the full knowledge of the City of Sacramento, the County of Sacramento and property owners have invested a very significant amount of time and funding on development plans. Reconsideration of any such approach after a 12-year period would seem to warrant more notice and discussion than simply a reference in an NOP letter sent Thanksgiving week immediately prior to the City Council meeting. Despite the reference

in the recent comment letter that the MOU specifically calls for any future urbanization efforts in the Natomas Joint Vision Area (NJVA) to be processed through the City, with the County remaining a steward of agricultural lands and open spaces, City staff was cognizant of the MOU language yet expressed no concern back in 2008 when the various parties including the City, County and landowners agreed to move forward with considering urban development by and within the unincorporated County. Further, the City has never expressed an interest or intent in renegotiating or terminating the MOU. Instead, the parties generally agreed in meetings that the foundational principles expressed in the MOU remained valid and that the County would proceed forward to process the private applications for specific plans.

Sacramento County staff do acknowledge the interests of the City in the Natomas area including but not limited to the adopted Natomas Basin Habitat Conservation Plan (NBHCP). With regard to the NBHCP, County staff have consistently indicated that any County actions to pursue urbanization must take the existing NBHCP into consideration. In light of the NBHCP and other matters such as transportation, the County understands the City's interests in following the planning for potential urbanization in adjacent areas.

The Planning Commission materials also include a recommendation that the City identify the NJVA as an "Area of Concern". The materials further indicate that an Area of Concern is a "de-facto Sphere of Influence". The Sacramento LAFCO definitions of Area of Concern and Sphere of Influence are excerpted below:

- Area of Concern: Area of Concern means the geographic area beyond the Sphere of Influence of a local agency in which land use decisions or other governmental actions of the County impact directly or indirectly upon the local agency or in which urbanization may be anticipated in the intermediate or long-range planning horizons.
- Sphere of Influence: Sphere of Influence means a plan for the probable physical boundaries and service area of a local agency, as determined by the commission.

The County would note that an Area of Concern is not a de-facto Sphere of Influence (SOI) and that there is a process through LAFCO to identify a SOI which includes a meet and confer requirement.

In closing, the County would request that the City defer any determination as to whether to apply for an SOI until such time as further discussions and dialogue with Sacramento County and the two pending specific plan applicant groups can occur. County staff are available to assist in arranging any such meetings. In the interim, the County will continue to consider and address comments and concerns of the City such as those expressed in the most recent NOP comment letter on the Upper Westside Specific Plan as we work with our current applicant groups as they pursue urbanization in the unincorporated County. Please contact Leighann Moffitt at (916) 874-5584 or [moffittl@saccounty.net](mailto:moffittl@saccounty.net) for any questions, concerns, or scheduling requests.

Sincerely,



Steven L. Hartwig, P.E., T.E.  
Deputy County Executive - Public Works & Infrastructure  
Office of the County Executive

Attachment – History of Planning in Natomas

c: Michael Jasso, Assistant City Manager  
Greg Sundland, Acting Planning Director  
Cheryle Hodge, New Growth Manager, Community Development Department



**Attachment**  
**History of Planning in Natomas**

Late 1990's into 2000	In the late 1990's, Sacramento City and County pursued projects that would urbanize a substantial portion of the Natomas Basin. This included a 1996 application to Sacramento County by Ose Properties (Control No. 96-0032) that included preparation of an Environmental Impact Report (EIR), released in November 2000, for the North Natomas Urban Services Boundary Special Study.
2001	Starting in 2001, City and County staff met cooperatively to discuss a mutually beneficial process for planning the unincorporated Natomas area. The two jurisdictions coordinated and solicited input from stakeholders to create basic principles for development in the area.
2002	On December 10, 2002, the County Board of Supervisors and the City Council adopted a Memorandum of Understanding (MOU) regarding principles of land use and open space planning, and revenue sharing between the County and City for the Natomas area, setting the stage for what came to be known as the "Natomas Joint Vision" (County Resolution 2002-1566 and City Resolution 2002-830). At this point, the expectation was that the City would consider urbanization.
2003	In September 2003, the City Council initiated a CEQA process for General Plan Amendments and maps showing areas of potential future development.
2005	<p>In September 2005, City Council considered a General Plan policy that showed the Natomas Joint Vision area as a potential new growth area. The Study Area did not include the areas west of the existing City boundaries.</p> <p>In November 2005, City Council deferred action on a concurrent community plan and annexation proposal and directed staff to hold workshop.</p> <p>Gidaro Group LLP files an appeal to the Board of Supervisors of a Planning Director determination rejecting an application for a General Plan Amendment to urbanize a portion of the area now part of the Upper Westside Specific Plan.</p>
2006	<p>On March 22, 2006, the Board of Supervisors considered an appeal by Ose Properties regarding development north of Elverta Road.</p> <p>In April 2006, City Council reconfirmed the MOU principles from December 2002; urged the County Board of Supervisors to postpone appeals and other development applications in the Natomas Joint Vision area; and directed staff to move forward on an open space strategy prior to General Plan Amendments or Sphere Of Influence (SOI) Amendments.</p> <p>On April 25, 2006, the City Council directed City staff to initiate an open space program contract for the Natomas Joint Vision area. The project was to address issues on how to implement open space goals. The Board of Supervisors took a similar action on May 26, 2006.</p> <p>On July 25, 2006, the Sacramento City Council (Resolution 2006-568) initiated the Sphere of Influence Amendment and related Municipal Services Review and EIR for the Natomas Joint Vision area and directed staff to report back with the work-plan and schedule, consultant services contracts, and public process for completion of the Natomas Joint Vision (NJV) planning process.</p>

	On November 21, 2006, the City Council authorized execution of a professional services agreement for preparation of an EIR and Municipal Services Review (Resolution No. 2006-858).
2007	<p>On January 23, 2007, the Board of Supervisors and City Council adopted an MOU to share costs between the City and County for the open space program and General Plan Amendment EIR.</p> <p>On September 26, 2007, the Board of Supervisors considered Natomas matters including the Open Space Report and general status and continued the two pending private project applications (Ose and Gidaro). Development under consideration at this point was primarily to the north of the City with no development within the area known as the Boot (now Upper Westside). The report also included a map identifying the study area for the City's Municipal Services Review. These maps were process maps and did not reflect any recommendations regarding land use. The City Council similarly heard the progress report on October 9, 2007.</p>
2008	<p>On January 30, 2008, the Board of Supervisors heard a status report on the Natomas Joint Vision including from the Open Space Program consultant. The Board directed staff to collaborate with the City, major landowners, and other stakeholders to develop a comprehensive plan for the Joint Vision Area and obtain a financial contribution from major landowners to expand the scope of County staff efforts and involvement. The City Council received a similar progress report on February 12, 2008.</p> <p>On April 10, 2008, City Council received a summary of the comments received on the Final Draft Open Space Program Report and a status report on the Broad Visioning effort. The Open Space Program Report was received and filed to inform subsequent planning efforts.</p> <p>On May 14, 2008, the Board of Supervisors received and filed the Open Space Program Report and the financial fiscal analysis of the potential revenue generation from City versus County lead development in the Joint Vision Area. The Board also reaffirmed support for the Broad Visioning Process and directed staff to obtain financial contributions from the Natomas Landowners Group to expand the scope of County staff efforts and involvement.</p> <p>On July 23, 2008, the Board of Supervisors directed staff to initiate a collaborative work plan to prepare a conceptual land use plan that incorporated fundamental principles of the Natomas Joint Vision Area and engage biological experts and an urban design specialist to implement the work plan of the Broad Visioning Process. The City Council took similar action on July 29, 2008 to initiate a collaborative work Plan for the Broad Visioning Process and to prepare a joint conceptual land use plan and fundamental principles.</p> <p>On September 24, 2008, Board of Supervisors approved a funding agreement between the County and the Natomas Landowners Group that formalized a financial contribution from landowners to continue County and City staff efforts and retention of consultants. The agreement recognized the City of Sacramento as a participating agency in the collaborative planning process and on November 5, 2008, the Board approved a Memorandum of Understanding between the County and the City of Sacramento regarding the reimbursement of City staff and legal consultant costs.</p> <p>In 2008, the City canceled the contract for the Municipal Services Review given the lack of available funding to complete the studies and the landowners' determination to proceed to apply to the County to urbanize. <i>(Date not known.)</i></p>

2009	<p>On April 22, 2009, the Board of Supervisors concluded the Broad Visioning and began a Technical Phase.</p> <p>On May 27, 2009, the Board of Supervisors amended the Funding Agreement and authorized County Planning to sign a Funding MOU with the City of Sacramento for reimbursement, and to enter into a contract with an urban design specialist.</p> <p>On October 28, 2009, the Board of Supervisors reaffirmed the cooperative work between the City, County, and landowners in the preparation of a conservation strategy leading to the development of a new or amended habitat conservation plan.</p> <p>December 29, 2009, County CEO Terry Schutten sent correspondence to City Manager Ray Kerridge to ensure City Mayor and City Council remain informed about status of discussions between the County of Sacramento and Natomas Landowners Group including that Sacramento County will continue to move forward to consider development pursuant to the Joint Vision including a specific plan and zoning.</p>
2010	<p>On January 13, 2010, the Board of Supervisors continued discussions with landowners regarding a new or amended Habitat Conservation Plan (HCP) in order to achieve the objectives identified in the 2002 MOU. In addition, the Board initiated proceedings for a Special Planning Area (SPA) zone to facilitate the consideration of regulations that could implement the vision as stated in the 2002 MOU.</p> <p>On February 10, 2010, the Board of Supervisors addressed various funding and contract topics including those related to City reimbursement of the costs for City staff and the City's outside legal Counsel. The City agreed to allow use of their outside Counsel, who had been involved in defending the City against a lawsuit on the Natomas Basin Habitat Conservation Plan (NBHCP), to participate with the County and landowners in discussions about framing a new or amended HCP.</p> <p>On July 14, 2010, the Board of Supervisors reaffirmed the cooperative work between the City, County, and landowners and then on August 10, 2010 addressed additional funding details.</p> <p>The Board of Supervisors continued to hear periodic progress updates including on October 27, 2010.</p>
2011	<p>Sacramento County adopts an update to the County General Plan identifying Natomas with a Natomas Joint Vision overlay on the land use diagram and corresponding text in the Land Use Element indicated the intent of the Board to consider quality development balanced with permanent open space protection and noting that the SACOG Blueprint shows significant development in the area. The General Plan also includes stringent criteria for any new growth plans to follow various Smart Growth principles.</p>
2012	<p>February 2012, Sacramento County initiates the Northwest Master Plan (later Grandpark Specific Plan) and General Plan amendments for the larger Natomas Joint Vision area. The report specifically notes the continued cooperative work with City staff in the Master Plan process.</p>

	City determines to withdraw active participation from the Natomas Joint Vision process and submits final invoice for staff time in July 2012 allowed pursuant to the adopted Funding Agreement.
2013 & 2014	Periodic items to the Board of Supervisors related to funding and project management. Various outreach and stakeholder meetings related to planning and Natomas Joint Vision area. Technical advisory committee meetings. Presentation to the Natomas Community Planning Advisory Council.
2015	On September 28, 2015, a workshop was held before the Sacramento County Planning Commission on the Natomas Joint Vision Plan. Property owners for the North Natomas Precinct Specific Plan (now the Grandpark Specific Plan) desired to move forward with a Specific Plan for their Precinct and the Board of Supervisors approved a funding agreement on November 17, 2015 for that area. The Grandpark applicants submitted materials related to their formal application including a Project Description, Environmental Setting and Outreach Plan on November 12, 2015. The Board held a workshop on December 16, 2016 on the evolving plan details specifically for this area.
2016	<p>Letter from County Planning to City Community Development dated March 4, 2016 regarding data requested about the pending North Natomas Specific Plan. County indicates that most information will not be available until the CEQA process. Letter from County also references the 2008 MOU stating, "we would like to hear from you how the City of Sacramento wants to address the MOU. In 2010 and 2011, the City and County held a series of two-by-two meetings. Our records indicate that these meetings, and follow-up meetings between the City and County managers, did not result in a desire to revisit the MOU." The County does not have record of a formal response.</p> <p>On March 23, 2016, the Board of Supervisors initiates CEQA Review for the North Natomas Precinct Specific Plan (now the Grandpark Specific Plan). Issuance of the Notice of Preparation (NOP) occurred on April 28, 2016 with associated scoping meetings and receipt of various comment letters.</p>
2017	On November 7, 2017, the Board of Supervisors heard an update on the Grandpark Specific Plan with issuance of a revised NOP on December 20, 2017.
2018	<p>Applicants for the Upper Westside Specific Plan submit materials to initiate the planning process within the unincorporated County pursuant to County adopted General Plan criteria.</p> <p>On October 2018, the City of Sacramento initiated a 5-year General Plan update and advises Sacramento County it may evaluate five Special Study areas including Natomas.</p>
2019	On February 26, 2019, the Board of Supervisors initiated the Upper Westside Specific Plan. A large open house on the project was held on June 11, 2019. Neighborhood meetings were held on August 28, September 24, October 9, and November 5, 2019.
2020	On October 5, 2020, Sacramento County issues the NOP for the Upper Westside Specific Plan. On November 23, 2020, Sacramento County received a comment letter from City Planning on the Upper Westside Specific Plan. The comment letter indicated that the City is proposing the Natomas Joint Vision Area be identified as an Area of Concern as part of the City's update to the City General Plan and that the designation formally represents the City's interest for development in the area and would be an initial step towards a possible Sphere of Influence amendment.

**PHILLIPS LAND LAW, INC.**

5301 Montserrat Lane  
Loomis, California 95650  
Telephone (916) 979-4800  
Telefax (916) 979-4801

November 25, 2020

Mayor and Members of the City Council  
City of Sacramento  
915 I Street  
Sacramento, CA 95814

Re: Opposition to Staff Proposed Designation of Natomas Joint Vision  
Study Area as an Area of Concern

Dear Mayor and Members of the City Council:

We are writing on behalf of the Ose (as Ose Properties, Inc.) and Norton (as Demeter Development, LP) families, owners of land within the Grandpark Specific Plan (Grandpark) area and the larger Natomas Joint Vision Area (NJVA). Both families are participating landowners who, along with Brookfield Natomas, LLC (Brookfield), are funding the Grandpark planning process. Together, the participating landowners own or control over 64% of the 5,700 acres comprising Grandpark. Individually, Ose and Norton own approximately 1,050 and 179 acres, respectively, within the plan area. As significant landowners within Grandpark and the NJVA, the families wish to express their strong opposition to the resolution presented to the Council proposing to designate the NJVA as an Area of Concern which is part of the General Plan Update item on your agenda for December 1, 2020.

Our opposition is based on substantive as well as procedural grounds. First, as to the procedural issue, to date, neither of the families nor their representatives were notified of the proposed resolution. To our knowledge, city staff has conducted no outreach to either the County or landowners in the NJVA regarding the staff's interest in advancing this concept to the Council, or the fact that it was doing so. As landowners who have actively pursued entitlements for their properties with the County of Sacramento since 1996, the lack of courtesy and transparency demonstrated by city staff in this matter is truly disturbing.

The Ose and Norton families first initiated an entitlement effort with the County with the submittal of applications in 1996. In response to those

applications, the County Board of Supervisors initiated the Natomas Special Study Area planning process which included urban land use entitlements for boundaries very similar to those of Grandpark. The Ose and Norton families funded their share of that planning effort. The County prepared both draft and final environmental impact reports (EIRs) for the Special Study Area and the application had been heard by the County Policy Planning Commission and was on track for consideration and action by the Board of Supervisors. However, in approximately 2000, the City of Sacramento formally reached out to the County and Special Study Area landowners indicating its interest in annexing the Special Study Area into the City. In response to the City's overture, the County put the Special Study Area effort on hold and discussions between the City and landowners commenced. Those discussions went on for approximately a year prior to the City unilaterally dropping the effort and terminating the discussions.

Subsequently, in approximately 2006 and 2007, discussions between the City and area landowners were restarted following the annexation of the Greenbrier project (now Northlake) into the City of Sacramento. Out of those discussions, a process was identified for a Sphere of Influence (SOI) expansion and annexation which followed the Greenbrier model. That process had been identified via in depth discussions with senior city staff and a representative of the City Council. The proposed process was subsequently brought to the City Council for initiation of a SOI and annexation process. At that hearing, there was no support, zero, from the City Council, and the effort died.

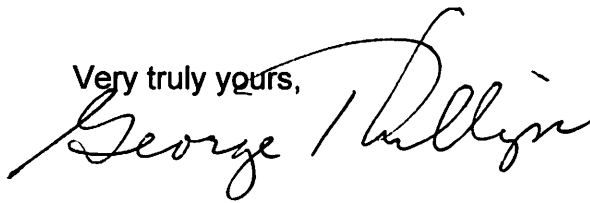
As a direct consequence of the above-mentioned outcome with the City Council, the Ose and Norton families and Brookfield renewed their discussions with the County of Sacramento. The County readily recognized the strategic importance of the area, specifically, the Grandpark area, to the County and the region, including its proximity to Sacramento International Airport, Metro Airpark and location near the intersection of two interstate freeways, Interstates 5 and 80. Starting in 2008, the County agreed to move forward with a planning effort for the NJVA that included collaboration with the City. In fact, city staff participated in the planning efforts and attended NJVA meetings with county staff and landowners. However, in approximately 2011 or 2012, the City again unilaterally terminated their participation in the NJVA planning process and city staff stopped attending meetings with the County and landowners.

In the meantime, the County Board of Supervisors has formally initiated a master planning process for Grandpark and has commenced preparation of an EIR for the project. The participating landowners have prepared or are in the process of preparing extensive technical studies to inform the EIR process. That process will evaluate the potential impacts of the project, including traffic impacts, air quality and greenhouse gas emission (GHG) impacts, and potential impacts to biological resources and endangered species. The project has been designed to respond responsibly to the requirements of SB375 as it relates to smart growth principles for urban design and reducing air quality and GHG emissions, SB743 requirements relative to vehicle miles traveled, and evaluating potential impacts to the City's and Metro Airpark's habitat conservation plans. Additionally,

Grandpark, contrary to express language and inferences set forth in the resolution brought to you by your staff, is planned and designed without the need for public services from the City of Sacramento.

Because of these exhaustive and expensive ongoing efforts, the Ose and Norton families are fully engaged and committed to the Grandpark planning process with the County of Sacramento. They have experienced nothing but frustration over a period of more than two decades with the City's on-and-off-again expressions of interest in these properties from a land planning perspective. As a result of these experiences, we find the resolution's language stating that "The City has an interest in pro-actively determining the future of NJVA, versus allowing the actions of other entities to decide the direction of future growth on lands near the City's boundary" to be disingenuous at best and, frankly, insulting to both families. Consequently, our clients are adamantly opposed to city staff's proposal to designate the Grandpark area as an Area of Concern and/or to initiate studies that would lead to the City expanding its Sphere of Influence over the Grandpark area. Please reject your staff's proposed resolution on this matter.

Very truly yours,

A handwritten signature in black ink, appearing to read "George E. Phillips". The signature is fluid and cursive, with a large, sweeping "G" and a long, trailing flourish at the end.

George E. Phillips

cc: Howard Chan, City Manager  
Tom Pace, Director of Community Development  
Phil Serna, Chair, Sacramento County Board of Supervisors  
Steve Hartwig,  
Leighann Moffitt, Sacramento County Community Development Director  
Margie Campbell, Ose Properties, Inc.  
Jeff Norton, Demeter Development, LP  
John Norman, Brookfield Natomas, LLC  
Steve Letterly, Grandpark Project Manager  
Gregory D. Thatcher, Counsel to Brookfield  
John O'Farrell, Consultant to Grandpark



**From:** [Tom Pace](#)  
**To:** [Greg Sandlund](#); [Matt Hertel](#); [Remi Mendoza](#); [Cheryle Hodge](#)  
**Subject:** Fwd: General Update Item on Dec. 1, 2020 City Council Agenda - Specifically Regarding the RESOLUTION DESIGNATING the NATOMAS JOINT VISION STUDY AREA as an AREA of CONCERN  
**Date:** Monday, November 30, 2020 12:32:51 PM  
**Attachments:** [2020 11 25 17 04 52.pdf](#)

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Tom Pace  
Director of Community Development  
City of Sacramento  
Community Development Department  
300 Richards Blvd., 3rd Floor  
Sacramento, CA 95811  
(916) 808-2691

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**From:** gphillips phillipslandlaw.com <gphillips@phillipslandlaw.com>  
**Sent:** Wednesday, November 25, 2020 5:15:32 PM  
**To:** Tera F. Hannah <TFHannah@cityofsacramento.org>; Koy Saeteurn <KSaeteurn@cityofsacramento.org>; dwurgler@cityofsacramento.org <dwurgler@cityofsacramento.org>; Alisa Johnson <ABJohnson@cityofsacramento.org>; Stephanie Kauss <SKauss@cityofsacramento.org>; Kelly McAlister <kMcAlister@cityofsacramento.org>; acherry@cityofsacramento.org <acherry@cityofsacramento.org>; Dyan Cwynar <DCwynar@cityofsacramento.org>; Jaime R. Cervantes <jrCervantes@cityofsacramento.org>  
**Cc:** Howard Chan <HChan@cityofsacramento.org>; Tom Pace <TPace@cityofsacramento.org>; sernap@saccounty.net <sernap@saccounty.net>; Nava. Lisa <Naval@saccounty.net>; Hartwig. Steven <HartwigS@saccounty.net>; Moffitt. Leighann <moffittl@saccounty.net>; Smith. Todd <smithtodd@saccounty.net>; 'margiec@sparetimeinc.com' <margiec@sparetimeinc.com>; 'demetercorp@sbcglobal.net' <demetercorp@sbcglobal.net>; John Norman <John.Norman@brookfieldpropertiesdevelopment.com>; Greg Thatch (gthatch@thatchlaw.com) <gthatch@thatchlaw.com>; sletterly@letterlymgmt.com <sletterly@letterlymgmt.com>; 'John OFarrell (ofarrellj@comcast.net)' <ofarrellj@comcast.net>  
**Subject:** General Update Item on Dec. 1, 2020 City Council Agenda - Specifically Regarding the RESOLUTION DESIGNATING the NATOMAS JOINT VISION STUDY AREA as an AREA of CONCERN

Honorable Mayor and Members of the City Council

On behalf of Ose Properties, Inc. (Ose Family) and Demeter Development, LP (Norton family), please see the attached letter in opposition to staff's recommendation that the City Council adopt a Resolution Amending the Natomas Joint Vision Study Area to an Area of Concern and Initiate Studies for Future Consideration of a Sphere of Influence Amendment (Resolution). The Resolution is part of your agenda packet for your hearing of December 1, 2020, as part of a larger item on the City's General Plan Update. Thank you.

George Phillips  
Land Use Counsel for the Ose and Norton families

George E. Phillips  
Phillips Land Law, Inc.  
5301 Montserrat Lane  
Loomis, CA 95650  
(916)979-4800

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Notice: The information contained in this electronic message (including any attachment) is confidential and may be privileged. It is intended only for the recipient(s) names above. Any distribution or dissemination of this communication to any person other than the intended recipients is prohibited.



November 25, 2020

Mayor and Members of the City Council  
City of Sacramento  
915 I Street  
Sacramento, CA 95814

Re: Opposition to Staff Proposed Designation of Natomas Joint Vision Study Area (NJVA) as an Area of Concern

Dear Mayor and Members of the City Council:

On behalf of Brookfield Natomas, LLC (Brookfield), Ose Properties, Inc. (Ose) and Demeter Development, LP (Demeter), we are writing in opposition to staff's recommendation that the City Council adopt a Resolution Amending the Natomas Joint Vision Study Area to an Area of Concern and Initiate Studies for Future Consideration of a Sphere of Influence Amendment (Resolution). The Resolution is part of your agenda packet for your hearing of December 1, 2020, as part of a larger item on the City's General Plan Update.

Brookfield, Ose and Demeter are the participating property owners and proponents of the Grandpark Specific Plan (Grandpark) currently in process with Sacramento County. Grandpark is a plan area of 5,700 acres bordered on the south by Elkhorn Boulevard, on the west by Highway 99, on the north by the Sacramento-Sutter County line, and on the east by the East Main Drain (Steelhead Creek), see the attached exhibit of the plan area. Grandpark has been engaged in a formal master planning process initiated by the Sacramento County Board of Supervisors in January of 2010. In fact, city staff participated in the County's planning process for the area, attending all meetings between the participating property owners and county staff until approximately 2012 when the City unilaterally withdrew from further participation in the process.

Since then, the City Council should be aware that the preparation of an Environmental Impact Report (EIR) for Grandpark was initiated by the County in 2014. Grandpark representatives and landowners have been actively engaged with the County and its environmental consultant in the preparation of that document and the requisite technical studies since that time. The EIR will evaluate topics of concern, including, but not limited to, air quality and GHG emissions, transportation effects, including vehicle miles traveled (VMT), and potential impacts to biological resources within the plan area, including the plan's potential effects on endangered species and the City's existing HCP. The plan for Grandpark also emphasizes smart growth principles and will be required to comply with the County's Climate Action Plan now under preparation and anticipated for adoption in mid-2021.

As it relates to matter of the Resolution, we only became aware of it shortly before the item's consideration by the City Planning and Design Commission (Commission) at its meeting of November 12, 2020. We received no notice of the item and only discovered it by chance through a routine review of the Commission's agenda. City staff did not contact Grandpark, its representatives or landowners, or the County relative to this important matter. This lack of transparency by city staff with major stakeholders in the affected area is shocking, and, candidly, from our perspective, unacceptable.

We must also express our dismay with certain portions of the Resolution itself which are inaccurate, if not intentionally misleading. Specifically, and contrary to language contained in the Resolution, Grandpark is being designed such that it will require and receive no public or municipal services from the City of Sacramento, including City water. The Resolution also states that "an Area of Concern provides for the objective of establishing a 'de-facto Sphere of Influence'". This in fact is not true. An Area of Concern is a term set forth in local policy by the Sacramento Local Agency Formation Commission (LAFCo), but is not a creature of state LAFCo law, and is not the equivalent of a sphere of influence. Whether an Area of Concern or an expansion of the City's Sphere of Influence, such a step should be taken only with the support of the affected landowners and collaboration with the County of Sacramento. Neither of these requisites exist nor have they even been attempted by city staff.

For the foregoing reasons, Grandpark and its proponents, Brookfield, Ose and Demeter, strongly oppose any Council action on the Resolution, and strongly oppose the City Council's designation of the NJVA as an Area of Concern.

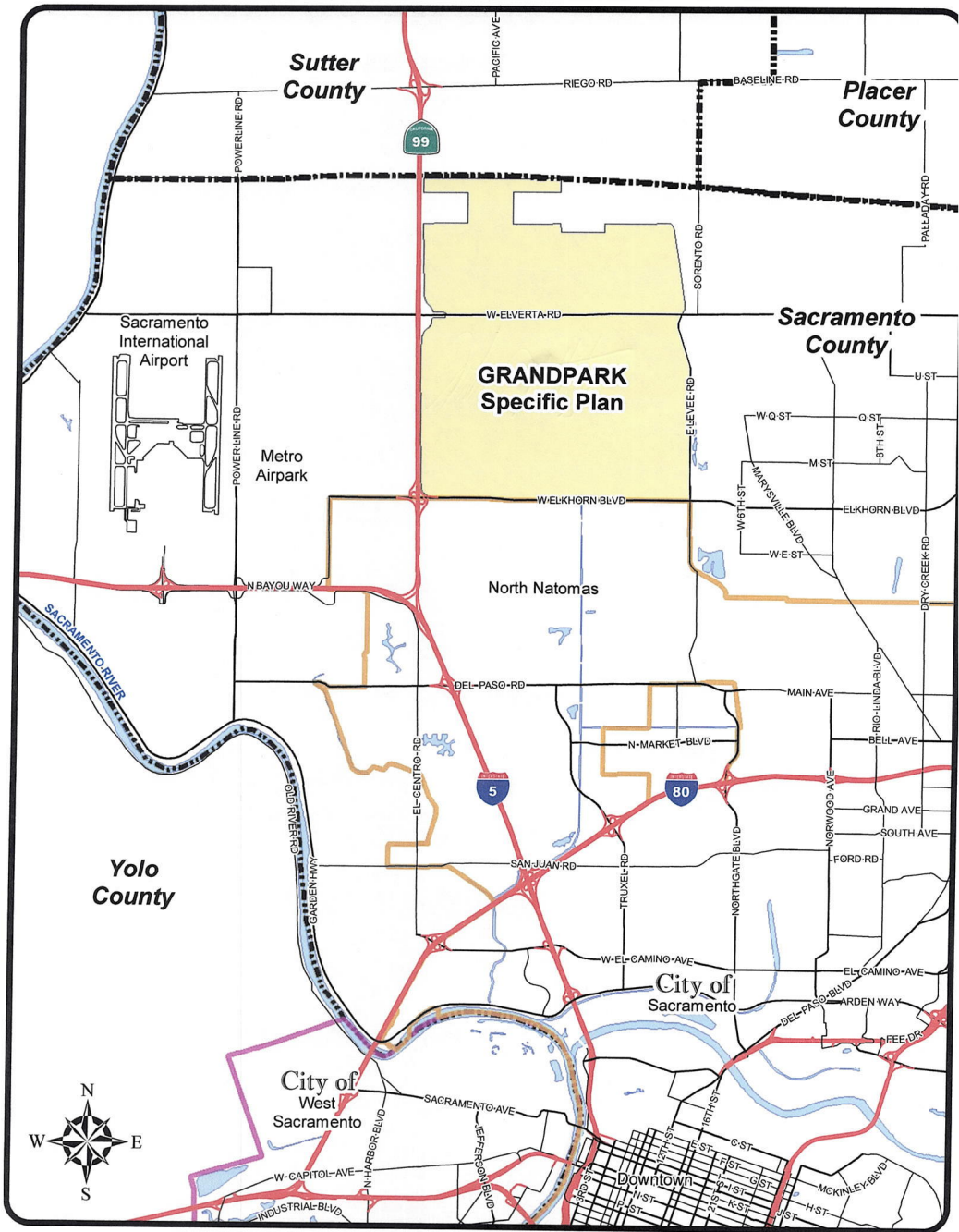
Very truly yours,



Steve Letterly

Project Manager for Grandpark

cc:     Howard Chan, City Manager  
          Tom Pace, Director of Community Development  
          John Norman, Brookfield Natomas, LLC  
          Margie Campbell, Ose Properties, Inc.  
          Jeff Norton, Demeter Development, LP  
          Gregory D. Thatch, for Brookfield Natomas  
          George Phillips, for Ose and Demeter  
          John O'Farrell, Consultant to Grandpark  
          Leighann Moffitt, Planning Director Sacramento County  
          Phil Serna, County Board of Supervisors, District 1



**From:** [Tom Pace](#)  
**To:** [Greg Sandlund](#); [Matt Hertel](#); [Remi Mendoza](#); [Cheryle Hodge](#)  
**Subject:** Fwd: Urgent Matter Regarding December 1, 2020 City Council Agenda and City General Plan Update Specifically Regarding Resolution Designating Natomas Joint Vision Area as an Area of Concern  
**Date:** Monday, November 30, 2020 12:51:30 PM  
**Attachments:** [GP City GP Area of Concern Comment Letter 11 25 20.pdf](#)

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Tom Pace  
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Community Development Department  
300 Richards Blvd., 3rd Floor  
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**From:** Steve Letterly <[sletterly@letterlymgmt.com](mailto:sletterly@letterlymgmt.com)>  
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**Subject:** Urgent Matter Regarding December 1, 2020 City Council Agenda and City General Plan Update Specifically Regarding Resolution Designating Natomas Joint Vision Area as an Area of Concern

Honorable Mayor and City Council Members:

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Sincerely  
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Project Manager for Grandpark  
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