



# **City of West Sacramento**

## **General Plan 2035 Policy Document**

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# West Sacramento

## Part 1 Introduction To the General Plan Policy Document



# POLICY DOCUMENT PART 1

## INTRODUCTION

The City of West Sacramento General Plan sets a new direction for the future of West Sacramento. New or expanded elements include Economic Development, Mobility, Urban Structure and Design, and Healthy Community. Intertwined through all the elements are climate change and Crime Prevention Through Environmental Design goals and objectives to create and recreate West Sacramento as a safe, healthy, socially and economically viable and sustainable community. The development of the General Plan began in 2007 based on the foundation of the city's Vision, which was updated comprehensively in 2000 and created a framework for the new General Plan.

The General Plan was shaped over a multi-year period by an outreach process that engaged residents, businesses, developers, and decision-makers. It builds off of the City Council's Strategic Plan goals. The Introduction to the General Plan presents a profile of West Sacramento, including the city's history; presents West Sacramento's Vision; summarizes General Plan organization; explains the purpose of a General Plan and the legal requirements; explains how the City is responding to global climate change and environmental design to promote health and safety; reviews how to use the General Plan; and lastly, recounts how the General Plan was prepared.



## West Sacramento: A Vision of the Future

It is envisioned that over the next twenty years, West Sacramento will continue to build on the success of the last twenty-eight years as a vibrant city where people can live, work and play. The City's success is attributed to the organizational continuity and the following key principles which should be maintained by future councils:

- Annual strategic planning

The City Council, through its annual strategic planning session, will continue to set the operating vision for the city. As such, the city will be recognized throughout the state for the following characteristics:

The West Sacramento Riverfront will be a well-known regional destination and attraction. The river's edge will be a gathering point for people of the Sacramento region and beyond with both active social points of activities and quiet, natural opportunities to enjoy the river.

Both sides of the river will be a part of a strong, vibrant, healthy, transit-oriented, and sustainable metropolitan downtown core that will provide a world-class urban experience for workers, visitors and a large residential population.

The City will remain a powerful job center for the region, continue to have a strong and diverse economy, maintaining its current strengths as a global food hub and in distribution, adding significant new employment in manufacturing and office occupations. The City will continue to retain a job surplus. As the city's downtown, West Capitol Avenue will find new life as an active and attractive mixed-use commercial and residential core.

Our vibrant neighborhoods, providing a full range of quality housing choices, will retain a sense of local identity and pride while also feeling that they are a meaningful part of the city. Improvement to streets and utilities will be matched by steady private upgrading of homes by residents.

New development and redevelopment will create new neighborhoods with their own identity and character but also be connected to the city as a whole. The amenities and master planned pedestrian and transit-friendly villages will become models for others to follow.

The City will continue to expand and enhance its regional and local bicycle/pedestrian trail network, providing active transportation and connecting its citizens and the region to a range of urban and delta destinations.

- Long range planning that unifies the city

Our City will continue to approach planning and investments that provide community-wide benefit such as the Civic Center, Community Center, River Walk, Barge Canal Access, and bridges that join the north and south areas as well as streetcar and bridges east across the river to downtown Sacramento.

- Embracement of new technology, innovation and engagement

City processes will be data-driven, user designed, and transparent.

- Prudent fiscal and risk-taking approach

The City Council will adopt a timely and balanced budget, maintain adequate reserves and take prudent investment risks.

## Profile of West Sacramento

West Sacramento is located in eastern Yolo County between the Sacramento River to the east and the Yolo Bypass to the west. It lies immediately across the Sacramento River from the city of Sacramento and is approximately 85 miles east of San Francisco. Interstate 80 runs through the northwestern part of the city; Highway 50 bisects the city, running east-west through the center of town; and Interstate 5 runs north-south through the city of Sacramento just across the river.

### History

Over four thousand years ago, Patwin Native Americans were the first inhabitants of the area now known as the City of West Sacramento. During the 1800s, European settlers moved into the area. In 1845, a land grant was given to John Schwarz, who named the area "Rancho Nueva Flandria." In 1846, James McDowell bought 600 acres of "Rancho Nueva Flandria" from John Schwartz. However, in 1849 James McDowell died, leaving his wife Margret and three daughters without support. Margret soon surveyed, subdivided, and sold the area into 41 blocks and renamed the area the Town of Washington.

With time, the area continued to grow, prosper, and develop. The Town of Washington was renamed Broderick in honor of U.S. Senator David D. Broderick. After 1900, the three communities known as Bryte, Broderick, and West Sacramento were cumulatively known as "East Yolo." From 1900 to 1920, the population of East Yolo doubled from 1,398 to 2,638. Several attempts were made to incorporate Broderick, but none was successful.

Through the 1920s and 1930s, West Sacramento remained primarily rural. The population grew to about 5,185 and changed very little through World War II. West Sacramento then experienced a major post war boom, due in large part to the construction of the Sacramento-Yolo Port (now known as the Port of West Sacramento). The population doubled to 11,225 by 1950 and by 1960, the Census reported the population of East Yolo at 25,032. The appearance of the area changed with growth. The rural landscapes gave way to large-scale commercial and industrial buildings and new residential subdivisions sprouted up to provide housing for the growing workforce. Through the 1960s and 1970s government agencies were also formed to provide services to the growing population.

In 1968 and 1972, proponents for incorporation for the West Sacramento area were unable to convince voters to create a unified city; however, in 1986 the voters overwhelmingly approved a measure to incorporate the four distinct communities of Broderick, Bryte, West Sacramento, and Southport and create the City of West Sacramento.

Following its incorporation West Sacramento adopted its first General Plan in 1990. Since that time, the city has continued to grow into a vibrant community with a wide range of housing types and densities, commercial and industrial areas, and parks and open space. In 2016, the City had a population of approximately 53,000 according to the state Department of Finance. West Sacramento is transitioning from a suburban community to an urban city. The General Plan Vision on the preceding page describes how West Sacramento will grow and change in the future.

## General Plan Organization

The General Plan is made up of two documents: the Policy Document and the Background Report.

### General Plan Policy Document

The Policy Document is the essence of the General Plan. It contains the goals and policies that will guide future decisions within the city and identifies implementation programs that will ensure the goals and policies in the General Plan are carried out. The Policy Document also contains a land use diagram, which serves as a general guide to the distribution of land uses throughout the city. The General Plan Policy Document contains three parts and appendices as follows:

**Part 1: Introduction.** The Introduction to the General Plan contains a profile of the City of West Sacramento; lays out the General Plan vision; explains what the General Plan is and how to use the Plan; and describes the process used to develop the General Plan.

**Part 2: General Plan Goals and Policies.** Part 2 of the General Plan contains the goals and policies of the General Plan organized into the following 11 Elements:

- Introduction
- Land Use
- Urban Structure & Design
- Housing (under a separate cover)
- Economic Development
- Mobility
- Public Facilities & Services
- Parks & Recreation
- Natural & Cultural Resources
- Safety
- Healthy Community

Part 3: Administration and Implementation. The Administration and Implementation part of the General Plan contains procedures for maintaining and carrying out the General Plan in a systematic and consistent manner. The Administration and Implementation part of the General Plan is organized as follows:

- Introduction
- General Plan Maintenance and Monitoring
- General Plan Amendments
- General Plan Consistency Implementation
- Categories of Implementation Actions/Tools
- Specific Implementation Programs

**Appendices.** The following information is contained in Appendices A-B:

- Appendix A: Environmental Measures

### General Plan Background Report

The Background Report is a snapshot of West Sacramento's current conditions and trends. The Background Report, which provides the formal supporting documentation for general plan policy, addresses ten subject areas: land use, housing, demographic and economic conditions, transportation and circulation, public facilities and services, recreational and cultural resources, natural resources; health and safety, urban structure and design, and child care. The Report provides decision makers, the public, and local agencies with a factual context for making policy decisions. The Background Report also serves as the description of existing conditions for the General Plan Environmental Impact Report (EIR).

## What is General Plan 2035?

General Plan 2035 is the City's "constitution" for development. It provides a vision for how the City will grow and change in the future. General Plan 2035 contains the City's official policies on land use, economic development, transportation, urban design, housing, resource protection, municipal services, and public health and safety. It describes the City's long-range goals for the City's future and guides day-to-day decision-making. The general plan and its maps, diagrams, and development policies form the basis for the city's zoning, subdivision, and public works actions.

### Legal Requirements

General Plan 2035 was adopted in compliance with the requirements of California Government Code §65300 *et seq.* General Plan 2035 is a legal document and much of its content is defined by statutory requirements. The legal adequacy of General Plan 2035 is critical, since many City actions and programs are required to be consistent with the General Plan.

State law requires each city and county to prepare and adopt a comprehensive and long-range general plan for its physical development (California Government Code §65300). Under California law, no specific plan, zoning, subdivision map, nor public works project may be approved unless the City finds that it is consistent with the adopted general plan. The State General Plan Guidelines recommend that general plans be updated at least once every five years to ensure that they remain relevant. This is important not only to reflect local

physical and demographic changes, but also broader changes in culture and technology.

State Law requires that general plans address the seven topics (referred to as "elements") of land use, circulation, housing, open space, conservation, safety, and noise (California Government Code §65302), to the extent that the topics are locally relevant. A general plan may also include other topics of local interest, as chosen by the local jurisdiction (California Government Code §65303).

A local jurisdiction may adopt a general plan in the format that best fits its unique circumstances (California Government Code §65300.5). In doing so, the jurisdiction must ensure that the general plan and its component parts comprise an integrated, internally consistent, and compatible statement of development policies. The City of West Sacramento has chosen to adopt a general plan that consolidates some of the mandatory elements and includes several optional elements targeted at addressing the unique planning needs of the city.

In addition to the mandatory elements described above, General Plan 2035 addresses four additional topics: urban design, economic development, historic and cultural resources, and healthy communities. Under state statute, these optional elements carry the same weight of law as those that are legally mandated. Correspondence between the General Plan 2035 elements and the legally required general plan topics are shown in the table on the following page.

West Sacramento General Plan Elements	General Plan Elements Required by State Law								
		Land Use	Circulation	Housing	Conservation	Open Space	Noise	Safety	Optional Elements
	Land Use	X							
	Urban Structure and Design	X							X
	Housing			X					
	Economic Development								X
	Mobility		X						
	Public Facilities and Services	X							X
	Parks and Recreation	X				X			X
	Natural and Cultural Resources				X	X			
Safety						X	X		
Healthy Community	X			X	X			X	

Finally, the California Government Code states that the general plan must cover the entire area within the city limits and any land outside its boundaries that “bears relation to its planning.” This provides cities with an opportunity to indicate their concerns about development in adjacent cities and unincorporated areas, particularly areas that may someday be annexed.

### Implementing the General Plan

While the general plan sets out policies and identifies ways to put these policies into action, the actual implementation of the plan is a complex and lengthy process in its own right. As with piecing together a puzzle, local officials must take many separate, but interconnected actions according to the direction set out in the general plan. These various actions rest on two essential powers

of local government: corporate and police powers.

Using their "corporate power," local governments collect money through bonds, fees, assessments, and taxes, and spend it to provide services and facilities such as police and fire protection, streets, water systems, sewage disposal facilities, and parks. Using their "police power," local governments regulate citizens' use of their property through zoning, subdivision, and building regulations in order "to promote the health, safety, and welfare of the public." The general plan provides the framework for the exercise of these powers by local officials.

To ensure that the policies and proposals of the general plan are systematically implemented, State law since the early

1970s has increasingly insisted that the actions and decisions of each local government concerning both its own projects and the private projects it approves are consistent with its adopted general plan. The courts have supported and furthered this trend through their interpretations of State law.

The following is a partial list of City actions that must be consistent with General Plan 2035:

- Master plans
- Specific plans
- Capital projects (including indirectly facility master plans)
- Development agreements
- Subdivision approvals
- Development Code/Zoning
- Development projects

The City, in its sole discretion, shall determine a proposed project's consistency with the City's General Plan. Consistency is achieved if a project will further the overall objectives and policies of the General Plan and not obstruct their attainment.

### **Revising & Amending General Plan 2035**

General Plan 2035 is intended to be a living document. As conditions and needs change, the City may need to amend General Plan 2035 to eliminate or modify policies and programs or update the Land Use Diagram. Amendments may also be necessary to conform to State and Federal laws passed after adoption of General Plan 2035.

State law limits the number of times a city can amend its general plan. Generally, no jurisdiction can amend its general plan more than four times each year, although each amendment may include more than one change to the general plan. Exceptions to

this rule include amendments to allow development of affordable housing and comply with a court decision.

## Promoting Sustainability & Addressing Global Climate Change

Sustainability refers to the long-term social, economic, and environmental health of the community. A sustainable community grows and prospers while not compromising the ability of future generations to do the same. Sustainable communities are those that use resources efficiently and effectively, provide economic security, and distribute benefits evenly throughout the community.

The issue of global climate change has received increased attention from governments around the world in recent years. Global climate change refers to the change in the average weather of the earth that may be measured by changes in wind patterns, storms, precipitation, and temperature. Human activities associated primarily with the use of carbon-based fossil fuels have led to changes in the composition of the atmosphere. The combustion of carbon-based fossil fuels creates greenhouse gas (GHG) emissions such as carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), and nitrous oxide (N<sub>2</sub>O), which has caused the earth's atmosphere to absorb more heat from the sun.

The concentration of greenhouse gases in the atmosphere has significantly increased because of combustion of fossil fuels associated primarily with automobile use and energy production. Scientists have already observed some of the negative effects of climate change, and expect more changes in the future. The choices that communities make about how to develop are critical in determining the future of climate change. By encouraging sustainable development, local jurisdictions can reduce greenhouse gas emissions and create a better world for future generations.

### Legal Setting

Although attention and action has been lacking at the Federal level, California has been leading the charge on addressing climate change. In 2006, the State Legislature took a proactive role in addressing the challenges of climate change with the adoption of the California Global Warming Solutions Act of 2006, Assembly Bill 32 (AB 32). AB 32 focuses on reducing GHG emissions in California. AB 32 requires the California Air Resources Board (CARB), the State agency charged with regulating statewide air quality, to adopt rules and regulations that would achieve GHG emissions equivalent to 1990 statewide levels by 2020.

Since 2006, the legislature has passed several laws to further implementation of AB 32. Foremost among these are SB 97 and SB 375. SB 97 (2007) updated the CEQA guidelines to include direction on feasible mitigation for GHG emissions and climate change impacts. All projects undergoing environmental review must address climate change consistent with the guidelines. SB 375 (2008) brings together land use, housing, and transportation planning in order to reduce GHG emissions. SB 375 requires SACOG (the region's designated MPO) to update the Regional Transportation Plan (RTP) and prepare regional housing needs allocations (RHNA) that result in development patterns and supporting transportation networks that reduce GHG emissions from cars and light trucks. While not required to be consistent, local plans and projects that are consistent with the regional plan will be eligible for incentives, including CEQA streamlining and priority transportation improvements funding.

Finally, an emerging regulatory area related to climate change and sustainability deals with adaptation to the expected impacts of climate change. In 2008, former Governor Schwarzenegger issued Executive Order S-13-08 to prepare a statewide strategy to manage the impacts and challenges from climate change. The 2009 California Climate Adaptation Strategy summarizes the best-known science on climate change impacts in specific sectors and provides recommendations on how to manage against those threats.

### **City Sustainability Efforts**

In August 2007, the City of West Sacramento joined the International Council for Local Environment Issues (ICLEI), an international associations of local governments and national and regional local government organizations that have made a commitment to sustainable development. One of the many benefits included in membership is use of their Clean Air and Climate Protection Software (CACPS) program that converts certain operations into measurements of Greenhouse Gas Emissions (GHG) in terms of CO<sub>2</sub> produced in tons. The City has used the model to measure the GHG generated by electricity, natural gas, solid waste, and vehicle fuel.

In 2008, the City set as a high priority in its 2008 Policy Agenda the requirement for development of a Green and Sustainable Community Strategy. Commitment to require development of a strategy is a strong message that the City believes natural resources are limited and that their use should be managed so they are available for future generations. The Green and Sustainable Community Strategy looks at the needs of the community, City services provided, and the delivery system used to serve the community. Taking a close look at these components allows the City Council to

balance the economic and environmental effects of City-provided services.


The City adopted Resolution 08-47 supporting a regional approach to climate action policies and programs when possible. To further this goal, the City joined the Yolo County Climate Action Compact (YCCAC). The YCCAC is a voluntary group established to identify beneficial climate action policies and programs to be implemented on a regional basis. The group includes members from various Yolo County cities as well as special districts, school districts, and other quasi-governmental agencies. The City of West Sacramento has also been involved in several efforts related to regional planning (e.g., Blueprint, Sustainable Community Strategy (SCS), and GHG reduction goals of SB 375).

Finally, the City is proactive in addressing sustainability and climate change. The City has conducted baseline GHG inventories and identified GHG reduction targets for City operations and community emissions. Several initiatives are underway to reduce energy use and promote conservation. The City has also implemented a Green Building Ordinance. The ordinance implements the statewide green building code (CalGreen), which demands more robust energy and water efficiency in commercial and residential development.



### **Sustainability in General Plan 2035**

The sources, impacts, and solutions to promoting sustainability and addressing climate change are complex. General Plan 2035 is built around the concept of sustainability, including: increasing densities in appropriate locations; promoting mixed-use, green-building, and transit-oriented development; encouraging energy efficiency and water conservation; developing complete streets that provide for bicycles, pedestrians, and transit; and encouraging safe and healthy General Plan 2035 includes policy standards for GHG reduction targets for both City operations and community-wide emissions consistent with AB 32. The cumulative effect of the General Plan policies addressing GHG emissions result in measurable reductions in GHG emissions consistent with the adopted standards. General Plan 2035 also includes policies to mitigate the impacts that are expected to occur due to climate change. Finally, General Plan 2035 includes policies to work with SACOG to help implement regional plans consistent with SB 375.

Sustainability, GHG emissions reduction, and adaptation are addressed by policies and programs throughout General Plan 2035, rather than in a single section. Each policy and program that promotes sustainability or addresses climate change is indicated with the following icon: .

## Promoting Community Safety Through Environmental Design

The physical environment can have a dramatic effect on a person's feelings, behavior and the way in which they view the behavior of others. Crime Prevention Through Environmental Design (CPTED) is the design, maintenance and use of the environment to reduce the incidences and fear of crime and improve the quality of life.

There are three core principles of the CPTED theory:

- Natural Surveillance
- Territoriality
- Access Management

Natural Surveillance is achieved through design and maintenance of the physical environment that allows people engaged in their normal activity to easily observe the space around them, as well as eliminate hiding places for undesirable activity.

Territoriality is the delineation of public, private and semi-private areas for people to understand and participate in an area's intended use and often expresses pride and ownership through physical attributes such as art, signage, landscaping, pavement treatments, and other physical expressions.

**Access Management** is the physical guidance of people coming and going from a space in the safest way possible and can also provide comprehensive way-finding to orient visitors who are unfamiliar with the area.

CPTED principles are overlapping by nature. Physical maintenance of an area is a positive expression of ownership, Territoriality. Lighting and way-finding elements of Access Management contribute to Natural Surveillance and Territoriality. Application of all three core principles together promote a safe and healthy community that people of all ages can live, work and play.

Each policy and program in General Plan 2035 that promotes one or more of the core principles of Crime Prevention Through Environmental Design is indicated with the following icon: ♥

## How to Use General Plan 2035

General Plan 2035 is intended for use by all members of the community including residents, businesses, developers, City staff, and decision-makers. The organization of General Plan 2035 allows users to find topics or sections that interest them and to quickly review city policies; although, users should realize that the policies throughout all elements are interrelated, should be examined comprehensively, and must be considered together when making planning decisions.

### Residents

For West Sacramento residents General Plan 2035 indicates the general types of uses that are permitted around housing, the long-range plans and changes that may affect neighborhoods, and the policies the City will use to evaluate development applications. General Plan 2035 indicates how the City will attract businesses that provide goods and services to meet daily needs and new jobs that are closely matched to educational skills and that lessen the need to commute. General Plan 2035 informs residents how the City plans to improve transportation infrastructure, continue to provide adequate public services, and protect valued open spaces and environmental resources. Cumulatively, General Plan 2035 identifies the actions the City will take to achieve the community's vision.

### Businesses

For West Sacramento businesses, General Plan 2035 outlines the measures the City will take to protect investments and encourage future success. Expectations for the city's business areas are spelled out, while policies

ensure that business operations will be compatible with other businesses and nearby residential areas.

### Developers

For developers within the city, or those moving homes or businesses to the city, General Plan 2035 introduces the community, provides background information, and outlines development regulations. It is important to review all maps and policies throughout this General Plan, its appendices, the Background Report and the West Sacramento Municipal Code to get a complete perspective on how and where development may take place.

### City staff

General Plan 2035 is used by staff to determine if proposed development and public facilities projects are consistent with City policies. It establishes standards for internal city plans (e.g., facility plans) and operations. General Plan 2035 is used by staff as the basis for making recommendations to decision-makers. General Plan 2035 also provides short- and long-term implementation programs that are used by City staff to achieve the city's vision.

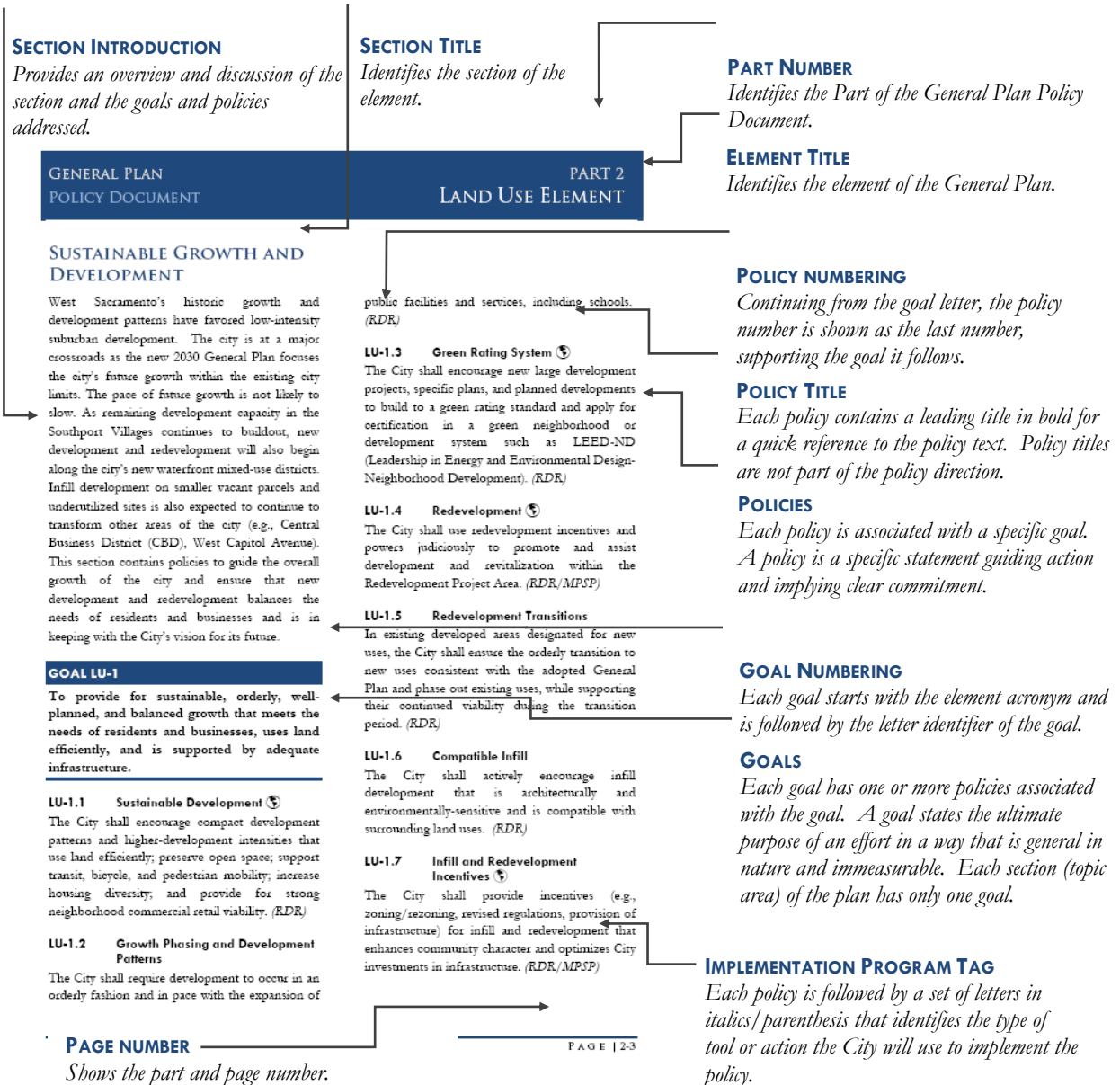
### Decision-Makers

General Plan 2035 is a tool to help City commissions and the City Council make land use and public investment decisions. All development decisions must be consistent with General Plan 2035. Finally, the Plan is also intended to help other public agencies, from Caltrans to SACOG to local school districts, as they contemplate future actions in and around West Sacramento.

## Goals and Policies Readers' Guide

Each element contains the goals and policies that will be used by the City to guide future land use, development, and environmental protection decisions. A goal is a statement that describes in general terms a desired future condition or "end" state. Goals

describe ideal future conditions for a particular topic and tend to be very general and broad. A policy is a clear and unambiguous statement that guides a specific course of action for decision-makers to achieve a desired goal.



## Implementation Programs Readers' Guide

To help ensure that appropriate actions are taken to implement General Plan 2035, the Plan includes a set of implementation programs. Implementation programs identify the specific steps to be taken by the City to implement the policies. They may include revisions of current codes and ordinances, plans and capital improvements, programs, financing, and other measures that should be assigned to different City departments after General Plan 2035 is adopted. The types of tools or actions the City can use to carry out its policies and implementation programs generally fall into eight categories. These are explained in detail in Part 4, Administration and Implementation, along with the specific implementation programs.

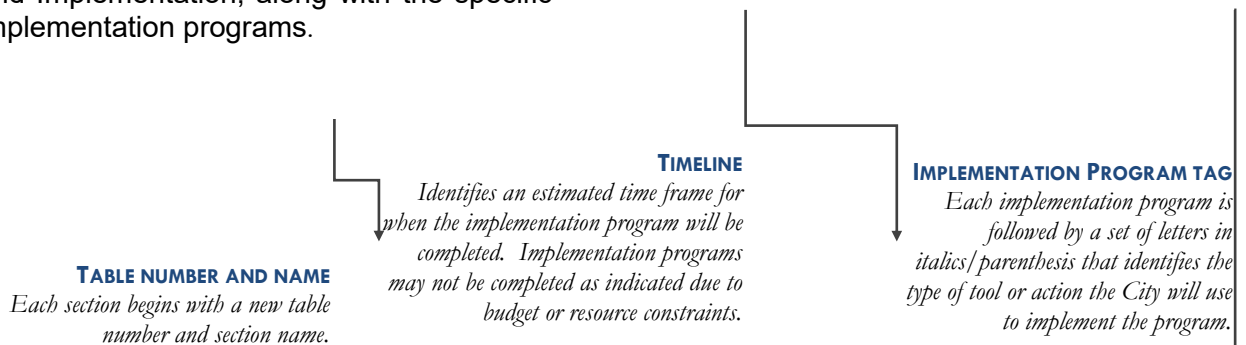


Table 3-2 Land Use Implementation Programs		2/11-2013	2/14-2018	2/18-2030	Annual	Ongoing
1. The City shall prepare guidelines that describe the City's process for qualifying for CEQA streamlining for residential mixed-use projects and "Transportation Priority Projects" as provided under State law. (RDR/MPSP)						
Implements Which Policy(ies)	LU-2.3; LU-2.4; LU-2.5		X			
Responsible Department(s)	Community Development					
Supporting Department(s)	Redevelopment					

**IMPLEMENTATION PROGRAM TEXT**  
Specific action(s) the City will take to implement the General Plan.

**RESPONSIBLE DEPARTMENT(S)/ SUPPORTING DEPARTMENT(S)**  
Identifies which City department(s) is responsible to see the specific implementation is completed and which City department(s), if necessary, will support the responsible department.

**SUPPORTING POLICY(IES)**  
Identifies which policy(ies) the implementation program supports.

## How General Plan 2035 was Prepared

The City's first General Plan, adopted in 1990, noted the need to periodically update the document in order to keep it timely and a "living" document. Accordingly, minor changes have been made since its inception but a major update was conducted in 2000. The major update first sought to bring all policies into a 2000 perspective. However, a review of those policies noted that several issues needed to be re-examined to confirm whether or not they represented the current direction of the City.

General Plan 2035 is the first comprehensive revision of the City's General Plan. The General Plan update process began in 2007 but had to pause at times due to budgetary constraints. It concluded with General Plan 2035's adoption in November 2016. This major update revised the text of all elements of the General Plan Policy document and Background Report. The 2035 General Plan effort is the result of over four years of work by city residents and business owners representing all segments of West Sacramento. Numerous city residents participated in many different ways to bring their ideas, passions, and energy to plan West Sacramento's future. This input has played a major role in shaping the General Plan.

### Background Report

The General Plan update process began with an update of the draft Background Report to reflect current conditions. The Background Report provides a snapshot of the existing conditions, trends, and regulations that influence West Sacramento. The existing conditions information has been used to define the issues facing the city and to provide context for the goals and policies of the plan. This document also serves as the environmental setting description for the EIR that was prepared for General Plan 2035.

### Issues & Opportunities Report

The next step was preparing the Issues and Opportunities report. Based on public input from community workshops, community surveys, stakeholder interviews, and direction from the Planning Commission and City Council, this document provided a summary of the range of issues facing West Sacramento and identified key opportunities for the future.

### Alternatives Analysis

The third step was to conduct an Alternatives Analysis to evaluate the effectiveness of three land use alternatives in addressing the issues and opportunities. A newsletter presenting the alternatives and summarizing their effectiveness was presented to the community in public workshops and to the Planning Commission. The public and the Planning Commission reviewed the alternatives and provided recommendations on a preferred alternative to guide the city's future. Finally, the City Council provided direction for a preferred alternative on which to base General Plan 2035 goals and policies.

### Policy Document

The draft Policy Document was prepared based on direction received from the City Council on the preferred alternative. The Policy Document is the essence of General Plan 2035. It contains the goals, policies, and implementation programs that guide future development within the city and, ultimately, carry out the community's vision.

### Environmental Impact Report

The Environmental Impact Report (EIR) was prepared to analyze the potential significant impacts of the draft General Plan 2035 policies and programs and to identify measures to mitigate those impacts. The EIR

was prepared following the requirements of the California Environmental Quality Act (CEQA). The public, responsible and trustee agencies, the Planning Commission, and the City Council used the EIR during their consideration of draft General Plan 2035 to identify additional changes to the General Plan based on potential environmental implications associated with the Plan.

### **Final General Plan 2035**

General Plan 2035 (Background Report and Policy Document) was revised based on the EIR findings, public hearings, and ultimately the direction from the Planning Commission and City Council. The Final General Plan was adopted by the City Council on November 16, 2016. The 2000 General Plan and all existing Community Plans are superseded by General Plan 2035.

# West Sacramento

## Part 2 General Plan Goals and Policies





## POLICY DOCUMENT PART 2

# INTRODUCTION

Citywide Goals and Policies are the heart of General Plan 2035. The goals and policies flow directly from the Vision and address a broad range of topics required by state law and those that address unique local concerns. The goals and policies following this introduction, but before the specific elements, address administration of General Plan 2035, general coordination with other agencies, and community involvement in City operations and decision-making processes. The ten elements of General Plan 2035 are as follows:

- Land Use
- Urban Structure & Design
- Housing (under a separate cover)
- Economic Development
- Mobility
- Public Facilities & Services
- Parks and Recreation
- Natural & Cultural Resources
- Safety
- Healthy Community

It should be noted that the abbreviations following each policy refer to the type of tools or actions the City can use to carry out the policies. These eight types of tools and actions are listed below and explained in detail in Part 3, Administration and Implementation.

- Regulation and Development Review (RDR)
- City Master Plans, Strategies, and Programs (MPSP)
- Financing and Budgeting (FB)
- Planning Studies and Reports (PSR)
- City Services and Operations (SO)
- Inter-governmental Coordination (IGC)
- Joint Partnerships with the Private Sector (JP)
- Public Information (PI)

## General Plan Administration

### GOAL GP-1

To ensure the General Plan remains current and up-to-date and addresses the needs of current and future residents and businesses.

#### GP-1.1 General Plan Maintenance

The City shall maintain the General Plan to ensure that it reflects needs and desires of those who live and work in West Sacramento. *(MPSP)*

#### GP-1.2 General Plan Monitoring

The Community Development Department shall regularly monitor and report on implementation of the General Plan policies and implementation programs. *(MPSP)*

#### GP-1.3 Major General Plan Review

The City shall periodically conduct a major review of the General Plan, including the General Plan Policy Document and Background Report, to ensure the plan is adequately addressing the needs of the city. *(MPSP)*

#### GP-1.4 General Plan Amendments

The City shall not amend the General Plan more than four times per year, except as allowed by State law. Each amendment, however, may include multiple changes. *(RDR/MPSP)*

#### GP-1.5 Planning Consistency

The City shall ensure that other City plans, strategies, and ordinances are consistent with the General Plan. *(RDR/MPSP)*

## Coordination & Cooperation

### GOAL GP-2

To work with agencies, districts, utilities, and Native American Tribes to promote consistency with the General Plan.

#### GP-2.1 Surrounding Agency Plans

The City shall work with surrounding jurisdictions; Federal, State, and regional agencies; local districts; and utility providers to ensure to the greatest extent possible that their plans are consistent with the General Plan. *(IGC)*

#### GP-2.2 Regional Planning Coordination

The City shall coordinate with Yolo County, Sacramento County, the City of Sacramento, SACOG, and applicable state agencies to ensure coordination on infrastructure efforts and funding in the region. *(IGC)*

#### GP-2.3 Native American Consultation

The City shall work with appropriate Native American Tribes to ensure that they are aware of the contents of the General Plan and involved in the review of development proposals. *(IGC)*

## Community Outreach & Involvement

### GOAL GP-3

**To work together as a community to achieve the objectives, goals, and policies of the General Plan and provide a robust community participation process in the City's decision-making processes.**

#### **GP-3.1 Community Outreach**

The City shall strive to engage all segments of the community in planning decisions, including non-English-language speakers, the elderly, youth, working parents, low-income residents, and other similar special needs groups. *(PI)*

#### **GP-3.2 Increase Community Participation**


The City shall work with community members to enhance public participation in the planning and decision-making processes. *(PI)*

#### **GP-3.3 Participation Education**

The City shall maintain a proactive outreach program targeted at informing and educating the public on the planning process and their ability to be involved in the decision-making process. *(PI)*

#### **GP3.4 Available Information**

The City shall strive to ensure the public is informed on the status of all planning processes in the city and that information is readily available in a variety of ways and can be easily understood. *(PI)*

 <b>Table 3-1 General Plan Administration Implementation Programs</b>		2016-2018	2019-2023	2024-2035	Annual	Ongoing
1. The City shall conduct a major review of the General Plan, including the General Plan Policy Document and Background Report, every seven years and revise it as deemed necessary. <i>(PSR)</i>						
Implements Which Policy(ies)	GP-1.1;1.2			✘		
Responsible Department(s)	Community Development					
Supporting Department(s)	All					
2. The City shall prepare an annual report to the Planning Commission and City Council on the status of the General Plan, focusing principally on actions undertaken in the previous year to implement the policies and implementation programs of the Plan, including progress in meeting the city's fair share of regional housing needs and reducing GHG emissions. <i>(PSR)</i>						
Implements Which Policy(ies)	GP-1.3				✘	
Responsible Department(s)	Community Development					
Supporting Department(s)	All					
3. The City shall work with department managers and directors in evaluating the effectiveness of the General Plan in its role in guiding city operations, development review, master planning, and budgeting. A summary of this discussion and evaluation shall be reported to the City Council on an annual basis. <i>(PSR/SO)</i>						
Implements Which Policy(ies)	GP-1.3				✘	
Responsible Department(s)	Community Development					
Supporting Department(s)	All					
4. The City shall prepare and implement a public outreach program to educate business and community groups on the General Plan and its role in guiding city operations, development review, master planning, and budgeting. <i>(PI)</i>						
Implements Which Policy(ies)	GP-1.3; GP-3.3		✘			✘

<b>Table 3-1 General Plan Administration Implementation Programs</b>		<b>2016-2018</b>	<b>2019-2023</b>	<b>2024-2035</b>	<b>Annual</b>	<b>Ongoing</b>
<b>Responsible Department(s)</b>	Community Development					
<b>Supporting Department(s)</b>	N/A					
5. The City shall develop and implement an educational program to train City staff and inform the development community and other community groups about the new General Plan. The City shall provide ongoing training to staff and their respective commissions to implement the General Plan. (MPSP/SO/PI)						
<b>Implements Which Policy(ies)</b>	GP 3.1	x				x
<b>Responsible Department(s)</b>	Community Development					
<b>Supporting Department(s)</b>	N/A					
6. As part of its annual review and adoption of the Budget and Capital Improvement Program, the City shall review the policies and implementation programs of the General Plan to ensure consistency in the Budget and Capital Improvement Program. (FB)						
<b>Implements Which Policy(ies)</b>	GP-1.3	x				
<b>Responsible Department(s)</b>	Community Development					
<b>Supporting Department(s)</b>	Public Works					
7. The City shall prepare and implement internal guidelines for preparation and adoption of geographic and operational master plans and strategies that includes the types of master plans and strategies that will be prepared, updated, and adopted by city departments in the future. (SO)						
<b>Implements Which Policy(ies)</b>	GP-1.5		x			
<b>Responsible Department(s)</b>	Community Development					
<b>Supporting Department(s)</b>	All					

<b>Table 3-1 General Plan Administration Implementation Programs</b>		2016-2018	2019-2023	2024-2035	Annual	Ongoing
8. The City shall create and maintain an enhanced database of civic, neighborhood, non-profit groups, and interested individuals and provide timely updates and information on planning projects and applications of interest to the community.						
<b>Implements Which Policy(ies)</b>	GP-1.5		<b>x</b>			
<b>Responsible Department(s)</b>	Community Development					
<b>Supporting Department(s)</b>	All					



## POLICY DOCUMENT PART 2

# LAND USE ELEMENT

West Sacramento's land use pattern reflects the city's unique location and surrounding context. General Plan 2035 builds upon the city's historic growth pattern to accommodate anticipated population and employment growth, while preserving and enhancing the qualities and characteristics that make the city a desirable place to live and do business. The Land Use Element focuses on creating a compatible and complementary mix of housing, employment, retail, mixed-use, industrial and service uses that contribute to the city's economy, environment, and quality of life.

Existing and emerging neighborhoods will continue to develop as planned, but also be enhanced with additional housing opportunities and mixed-use development. New and revitalized urban mixed-use districts and corridors will provide new opportunities for compatible and integrated housing, retail, and office uses and enhance the urban structure of the city. Industrial uses are planned to continue in and around the Port of West Sacramento, and in areas in the northwest of the city.

Recognizing their interdependence, policies in the Urban Structure and Design Element should be consulted when reviewing land use policies to ensure that the physical form, design, and architectural style of development and redevelopment advance the City's desire for high-quality development.

## Sustainable Growth & Development

West Sacramento's historic growth and development patterns have generally favored low-intensity suburban development. The city is at a major crossroads as the new 2035 General Plan focuses the city's future growth within the existing city limits. The pace of future growth is not likely to slow. As remaining development capacity in the Southport villages continues to be absorbed, new development and redevelopment will also begin in the city's waterfront mixed-use districts (e.g., Bridge District, Stone Lock, Pioneer Bluff). Infill development on smaller vacant parcels and underutilized sites is also expected to continue to transform other areas of the city (e.g., Central Business District, West Capitol Avenue). This section contains policies to guide the overall growth of the city and ensure that new development and redevelopment balances the needs of residents and businesses and is in keeping with the City's vision for its future.

### GOAL LU-1

**To provide for sustainable, orderly, well-planned, and balanced growth that meets the needs of residents and businesses, uses land efficiently, and is supported by adequate infrastructure.**

#### LU-1.1 Sustainable Development

The City shall encourage compact development patterns and higher-development intensities that use land efficiently; preserve open space; support transit, bicycle, and pedestrian mobility; increase housing diversity; and provide for strong neighborhood commercial retail viability. (RDR)

#### LU-1.2 Growth Phasing and Development Patterns

The City shall require development to occur in an orderly fashion and in pace with the expansion of public facilities and services, including schools. (RDR)

#### LU-1.3 Green Rating System

The City shall encourage new large development projects, specific plans, and planned developments to build to a green rating standard and apply for certification in a green neighborhood or development system such as Leadership in Energy and Environmental Design-Neighborhood Development (LEED-ND). (RDR)

#### LU-1.4 Land Use Transitions

In existing developed areas designated for new uses, the City shall ensure the orderly transition to new uses consistent with the adopted General Plan and phase out existing uses, during the transition period. (RDR)

#### LU-1.5 Compatible Infill

The City shall actively encourage infill development that is architecturally and environmentally sensitive and is compatible with surrounding land uses. (RDR)

#### LU-1.6 Infill and Refill Development

The City shall support infill and refill projects that enhance community character and optimizes City investments in infrastructure. (RDR/MPSP)

#### LU-1.7 Land Availability

The City shall monitor residential and non-residential development and make adjustments as necessary to the amount of land designated for various uses and the rate of project approvals to promote a reasonable citywide balance between new employment-



generating development and housing development. *(RDR/MPSP)*

#### **LU-1.8 Growth & Change Monitoring**

The City shall review and adjust, as necessary, the General Plan's land use, population, and employment capacity at least every seven years, subject to the evaluation of their impacts. *(RDR/MPSP)*

#### **LU-1.9 Building Intensity and Land Use Intensity**

The City shall regulate the levels of building intensity and population density according to the standards and land use designations set out in the General Plan and assumed in the final EIR. Cumulative population and employment shall not exceed General Plan assumptions without re-evaluating the General Plan and conducting appropriate environmental analysis if necessary. *(RDR/MPSP)*

#### **LU-1.10 Multi-Parcel Development**

Where a developer proposes a multi-parcel development project with more than one residential density range or maximum FAR, the City shall apply the density or FAR range of the General Plan Land Use Designation to the net developable area of the entire project site rather than individual parcels within the site. Some parcels may be zoned for densities/intensities that exceed the maximum allowed density/intensity of the project site's Land Use Designation, if the net density of the project as a whole is within the allowed range. *(RDR)*

#### **LU-1.11 Annexations within the Planning Area**

For proposed projects outside the city limits, the City shall work with project proponents to ensure high-quality development, adequate infrastructure improvements, adequate flood protection, and provision of City services. All future urban development within the Planning Area should occur under the

jurisdiction of the City. To this end, the City shall require that vacant unincorporated properties be annexed into the City prior to the provision of any City services, or that a conditional service agreement be executed agreeing to annex when deemed appropriate by the City. In order to minimize the disruption and protect agricultural land, development that is adjacent to the city boundaries or has convenient freeway access shall be preferred. Proposals for development of land not adjacent to the city or without convenient freeway access shall be discouraged. *(RDR)*

#### **LU-1.12 Yolo County Development Approvals**

The City shall encourage Yolo County to honor the City's growth policies and not approve development adjacent to the city limits. *(RDR/IGC)*

## **Regional Growth Coordination**

California Senate Bill 375 (Chapter 728 Statutes of 2008) requires each metropolitan planning organization (MPO) to include a Sustainable Communities Strategy in its regional transportation plan (RTP) or to adopt an Alternative Planning Strategy (APS), for the purpose of reducing greenhouse gas emissions, aligning planning for transportation and housing needs, and

creating incentives for the implementation of the strategies, such as CEQA streamlining and transportation funding. Policies in this section provide for coordination with SACOG in preparing its RTP and for consistency with SACOG's strategies in the City's planning efforts to facilitate and streamline the development of residential mixed-use projects and "Transit Priority Projects."

## GOAL LU-2

**To develop local and support regional and statewide plans and strategies to grow efficiently, fund sustainable transportation improvements, and reduce greenhouse gas emissions while meeting local housing needs.**

### LU-2.1 Blueprint Participation

The City shall continue to participate in the Sacramento Regional Blueprint effort and ensure that local plans and new developments are consistent with the Blueprint. *(RDR/IGC)*

### LU-2.2 Blueprint Strategy

The City shall actively implement the principles of the SACOG Blueprint Strategy, seek funding, and provide incentives to implement consistent local projects. *(RDR/FB)*

### LU-2.3 SACOG Coordination

The City shall work with SACOG to develop and periodically update the Sustainable Communities Strategy or Alternative Planning Strategy as part of the Regional Transportation Planning process. *(IGC)*

### LU-2.4 Regional Consistency

The City shall review SACOG's Regional Transportation Plan, including the Sustainable Communities Strategy or Alternative Planning Strategy, each time it reviews and updates the General Plan,

approves an amendment to the General Plan, and/or approves a zoning amendment to ensure overall consistency among all of these plans and allow for CEQA streamlining and eligibility for State transportation funding. *(RDR/IGC)*

### LU-2.5 Expedited CEQA Processing

The City shall work with SACOG to ensure that cumulative impacts for any Regional Transportation Plan are analyzed pursuant to CEQA so that applicable projects may benefit from CEQA streamlining (e.g., full exemption, Sustainable Communities Environmental Assessment, or traffic mitigation) as provided by the State. *(RDR/IGC)*

## Land Use Diagram & Standards

The Land Use Diagram depicts proposed land uses for West Sacramento through the year 2035 and beyond. The boundary lines between land use designations are delineated as specifically as possible, in most cases following parcel lines. For larger undeveloped areas particularly in areas of Southport, the boundary lines between land use designations are indicated more generally. These boundaries will be more clearly delineated by subsequent general plan amendments as more detailed planning is undertaken for these areas.

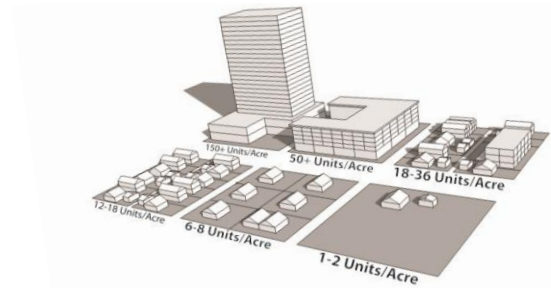
The following sections describe the land use designations appearing on the Land Use Diagram, standards of population density and building intensity for the various land use designations, and examples of where within the city the various land use designations have been applied.

### Development Standards

These are legal standards of density for residential uses and standards of building intensity for nonresidential and mixed use. The following explains how these standards operate.

**Density.** Standards of building intensity for residential uses are stated as a range (i.e., minimum and maximum) of allowable number of dwelling units per gross acre. Standards of population density for residential uses can be derived by multiplying the allowable number of dwelling units per gross acre by the average number of persons per dwelling unit assumed for the applicable residential designation. The diagram below shows various building configurations representing different density ranges.

### Density

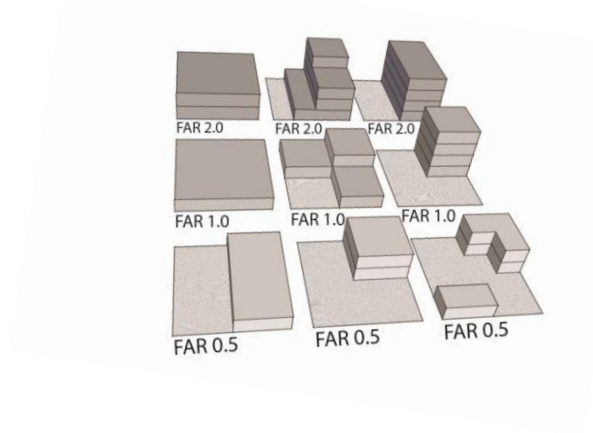


**Floor Area-Ratio (FAR). Standards of building intensity for nonresidential uses such as mixed-use, commercial, and industrial development are stated as a range (i.e., minimum and maximum) of FARs. In the case of mixed-use developments that include residential uses, the FAR includes residential building square footage, and the density range is not applicable.**

FAR is the gross building area on a site, excluding structured parking, to the net developable area of the site. The net developable area is the total area of a site excluding portions that cannot be developed (e.g., right-of-way, public parks). A site includes all contiguous parcels that will share parking or access. For example, on a lot with 25,000 square feet of land area, a FAR of 0.50 will allow 12,500 square feet of useable building floor area to be built, regardless of the number of stories in the building (e.g., 6,250 square feet per floor on two floors or 12,500 square feet on one floor). On the same 25,000-square-foot lot, a FAR of 1.00 would allow 25,000 square feet of useable floor area, and a FAR of 2.00 would allow 50,000 square feet of useable floor area. The diagram below shows various building configurations representing FARs of 0.50, 1.00, and 2.00.

While FAR provides for the overall development size and intensity, it does not specify the form or character of the building. Different interpretations of the same FAR can result in buildings of very different character. The Urban Structure and Design Element includes policies that guide physical form characteristics envisioned for development throughout the city. In addition, other City regulations (e.g., zoning design guidelines, height limits, and building setbacks,) guide the form of buildings within a given FAR range and provide for exceptions to maximum FAR in limited circumstances

### Floor Area Ratio (FAR)



## Land Use Designations

### RESIDENTIAL DESIGNATIONS

<p><b>Rural Estate (RE)</b></p> <p>This designation provides for single-family detached homes, secondary residential units, limited agricultural uses, public and quasi-public uses, and similar and compatible uses in a rural setting. Clustering of development is encouraged in this designation.</p>	<b>Min Density:</b>	N/A
	<b>Max Density:</b>	1/2.5 acres
	<b>Min FAR:</b>	N/A
	<b>Max FAR:</b>	N/A
<p><b>Rural Residential (RR)</b></p> <p>This designation provides a rural setting for single-family detached homes, secondary residential units, limited agricultural uses, public and quasi-public uses, and similar and compatible uses.</p>	<b>Min Density:</b>	0.5 DUA
	<b>Max Density:</b>	1.0 DUA
	<b>Min FAR:</b>	N/A
	<b>Max FAR:</b>	N/A
<p><b>Low-Density Residential (LR)</b></p> <p>This designation provides for single-family detached and attached homes, secondary residential units, public and quasi-public uses, and similar and compatible uses.</p>	<b>Min Density:</b>	1.1 DUA
	<b>Max Density:</b>	6.0 DUA
	<b>Min FAR:</b>	N/A
	<b>Max FAR:</b>	N/A
<p><b>Medium-Density Residential (MR)</b></p> <p>This designation provides for single-family and multi-family residential units, public and quasi-public uses, and similar and compatible uses.</p>	<b>Min Density:</b>	6.1 DUA
	<b>Max Density:</b>	12.0 DUA
	<b>Min FAR:</b>	N/A
	<b>Max FAR:</b>	N/A
<p><b>Medium High-Density Residential (MHR)</b></p> <p>This designation provides for single-family and multi-family residential units, public and quasi-public uses, and similar and compatible uses.</p>	<b>Min Density:</b>	12.1 DUA
	<b>Max Density:</b>	20.0 DUA
	<b>Min FAR:</b>	N/A
	<b>Max FAR:</b>	N/A
<p><b>High-Density Residential (HR)</b></p> <p>This designation provides for single family and multi-family residential units, group quarters, public and quasi-public uses, and similar and compatible uses.</p>	<b>Min Density:</b>	20.1 DUA
	<b>Max Density:</b>	50.0 DUA
	<b>Min FAR:</b>	N/A
	<b>Max FAR:</b>	N/A

**COMMERCIAL/EMPLOYMENT DESIGNATIONS**

<p><b>Commercial (C)</b> This designation provides for locally- oriented retail and service uses, multi-family residential units above the ground floor, public and quasi-public uses, and similar and compatible uses.</p>	<b>Min Density:</b> 5.1 DUA
	<b>Max Density:</b> 18.0 DUA
	<b>Min FAR:</b> 0.25
	<b>Max FAR:</b> 0.5
<p><b>Highway-Service Commercial (HSC)</b> This designation provides for restaurants, service stations, hotels and motels, and retail and amusement uses that are oriented principally to highway and through traffic, public and quasi-public uses, and similar and compatible uses.</p>	<b>Min Density:</b> N/A
	<b>Max Density:</b> N/A
	<b>Min FAR:</b> N/A
	<b>Max FAR:</b> 0.5
<p><b>Water-Related Commercial (WRC)</b> This designation provides for marinas, boat docks, campgrounds, and retail and service uses which are oriented principally to waterways, public and quasi-public uses, and similar and compatible uses.</p>	<b>Min Density:</b> N/A
	<b>Max Density:</b> N/A
	<b>Min FAR:</b> N/A
	<b>Max FAR:</b> 0.2
<p><b>Business Park (BP)</b> This designation provides for professional and administrative offices, medical and dental offices, laboratories, financial institutions, industrial parks, warehouses, distribution centers, light manufacturing, locally oriented retail and service uses, public and quasi-public uses, and similar and compatible uses.</p>	<b>Min Density:</b> N/A
	<b>Max Density:</b> N/A
	<b>Min FAR:</b> N/A
	<b>Max FAR:</b> 0.5
<p><b>Mixed-Commercial/Industrial (MCI)</b> This designation provides for industrial parks, wholesale and intensive retail commercial uses, warehouses, distribution centers, light manufacturing, offices, public and quasi-public uses, and similar and compatible uses.</p>	<b>Min Density:</b> N/A
	<b>Max Density:</b> N/A
	<b>Min FAR:</b> N/A
	<b>Max FAR:</b> 0.5
<p><b>Light Industrial (LI)</b> This designation provides for industrial parks, warehouses, light manufacturing, public and quasi-public uses, and similar and compatible uses.</p>	<b>Min Density:</b> N/A
	<b>Max Density:</b> N/A
	<b>Min FAR:</b> N/A
	<b>Max FAR:</b> 0.5

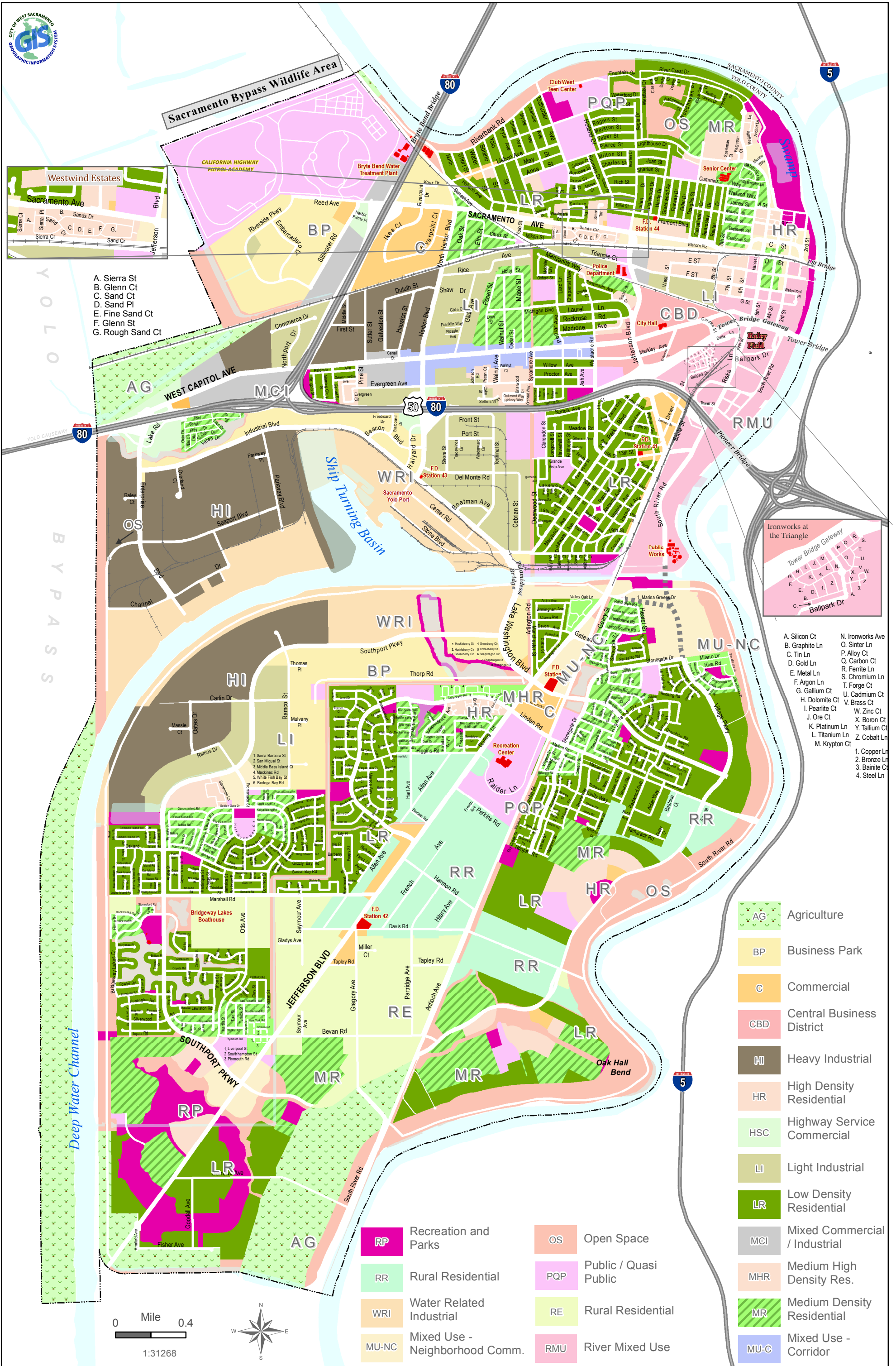
<p><b>Heavy Industrial (HI)</b></p> <p>This designation provides for manufacturing, processing, assembling, research, wholesale and storage uses, trucking terminals, railroad facilities, and public and quasi-public uses, and similar and compatible uses.</p>	<p><b>Min Density:</b> N/A</p>
	<p><b>Max Density:</b> N/A</p>
	<p><b>Min FAR:</b> N/A</p>
	<p><b>Max FAR:</b> 0.5</p>
<p><b>Water-Related Industrial (WRI)</b></p> <p>This designation provides for docking facilities, bulk cargo handling, manufacturing and assembly, processing, warehousing, trucking terminals, railroad facilities, and wholesale and storage uses for industrial uses and similar and compatible uses that are dependent on water transportation and public and quasi-public uses.</p>	<p><b>Min Density:</b> N/A</p>
	<p><b>Max Density:</b> N/A</p>
	<p><b>Min FAR:</b> N/A</p>
	<p><b>Max FAR:</b> 0.5</p>
<p><b>MIXED-USE DESIGNATIONS</b></p>	
<p><b>Riverfront Mixed-Use (RMU)</b></p> <p>This designation provide for marinas, restaurants, retail, amusement, hotel and motel uses, mid-rise and high-rise offices, multi-family residential units that are oriented principally to the river, public and quasi-public uses, and similar and compatible uses.</p>	<p><b>Min Density:</b> 40.0</p>
	<p><b>Max Density:</b> 120.0</p>
	<p><b>Min FAR:</b> N/A</p>
	<p><b>Max FAR:</b> 10.0 Office 3.0 Other</p>
<p><b>Corridor Mixed-Use (MU-C)</b></p> <p>This designation provides for mixed-use developments along major corridors (e.g., West Capitol Avenue) that include a mix of residential office/commercial or single use residential, office, or commercial. This designation emphasizes non-residential uses.</p>	<p><b>Min Density:</b> 20.0</p>
	<p><b>Max Density:</b> 60.0</p>
	<p><b>Min FAR:</b> 0.3</p>
	<p><b>Max FAR:</b> 3.0</p>
<p><b>Neighborhood Mixed-Use (MU-NC)</b></p> <p>This designation provides for lower intensity mixed-use development that contains a mix of residential townhomes, condominiums, and apartments that support pedestrian-oriented shopping, office, and open space. This designation is intended to accommodate uses that provide essential daily services and retail needs as well as recreational walking amenities, within walking distance of the surrounding neighborhood.</p>	<p><b>Min Density:</b> 12.0</p>
	<p><b>Max Density:</b> 60.0</p>
	<p><b>Min FAR:</b> 0.3</p>
	<p><b>Max FAR:</b> 1.5</p>

<p><b>Central Business District (CBD)</b> Provides for development of an urban civic and cultural core, including civic uses such as city hall and the public library, as well as restaurants, retail, service, professional offices, multi-family residential, and similar and compatible uses.</p>	<b>Min Density:</b>	20.0
	<b>Max Density:</b>	60.0
	<b>Min FAR:</b>	0.3
	<b>Max FAR:</b>	3.0
<b>OTHER DESIGNATIONS</b>		
<p><b>Public/Quasi-Public (PQP)</b> This designation provides for government-owned facilities, public and private schools, and quasi-public uses such as hospitals and churches.</p>	<b>Min Density:</b>	N/A
	<b>Max Density:</b>	N/A
	<b>Min FAR:</b>	N/A
	<b>Max FAR:</b>	0.5
<p><b>Recreation and Parks (RP)</b> This designation provides for existing and major planned public parks.</p>	<b>Min Density:</b>	N/A
	<b>Max Density:</b>	N/A
	<b>Min FAR:</b>	N/A
	<b>Max FAR:</b>	0.2
<p><b>Open Space (OS)</b> This designation provides for natural open space areas where public ownership, easements, or other entitlements provide a public purpose.</p>	<b>Min Density:</b>	N/A
	<b>Max Density:</b>	N/A
	<b>Min FAR:</b>	N/A
	<b>Max FAR:</b>	0.05
<p><b>Agriculture (AG)</b> This designation provides for agricultural uses, single-family homes, limited commercial and industrial uses directly related to agriculture, public and quasi-public uses, and similar and compatible uses in a rural setting. Minimum parcel size is five (5) acres unless clustered housing is proposed, and residential uses are limited to one (1) unit per parcel.</p>	<b>Min Density:</b>	N/A
	<b>Max Density:</b>	1 unit/parcel
	<b>Min FAR:</b>	N/A
	<b>Max FAR:</b>	N/A

*\*Residential development that is part of a mixed-use building shall comply with the allowed floor area ratio (FAR) range and is not subject to the allowed density range. Standalone residential development shall comply with the allowed density range.*



# CITY OF WEST SACRAMENTO - LANDUSE UPDATE



## Residential Neighborhoods

Vital to West Sacramento's future is the creation of stable neighborhoods with a variety of housing types and support services. Policies in this section provide for the protection, maintenance, and enhancement of West Sacramento's existing residential neighborhoods. The policies also ensure that there is adequate land available to meet future residential demand and that each neighborhood includes a variety of housing types, complementary support uses, connections, and public facilities to create complete neighborhoods, from historic neighborhoods north of the barge canal, to emerging villages in Southport, to planned urban neighborhoods along the waterfront. Rural properties will remain rural with the exception of those planned for development in Southport. Existing single-family neighborhoods will remain largely intact. New waterfront neighborhoods will continue to emerge with an urban character.

### GOAL LU-3

**To promote the development of complete residential neighborhoods that include a range of residential densities and a variety of housing types, and address the housing needs of various age and socio-economic groups who reside in West Sacramento.**

#### LU-3.1 Adequate Land Supply

The City shall maintain an adequate supply of residential land in appropriate land use designations and zoning categories to accommodate projected household growth and to maintain normal vacancy rates. *(RDR/PSR)*

#### LU-3.2 Neighborhood Housing Mix 🌍 🏡

The City shall promote neighborhoods that have a variety of housing types and densities to help create an overall healthy, balanced community. *(RDR)*

#### LU-3.3 Higher Density Housing 🌍

The City shall promote the development of higher density housing in areas served by the full range of urban services; along collector, minor arterial, and major arterial streets and within walking distance of shopping areas and public transportation. *(RDR)*

#### LU-3.4 Stable Residential Areas 🏡

The City shall promote the preservation of the integrity of existing stable residential neighborhoods and shall respect existing neighborhood scale and character when infilling and/or upgrading existing residential neighborhoods. *(RDR)*

#### LU-3.5 Incompatible Uses 🏡

The City shall protect existing residential neighborhoods from the encroachment of incompatible activities and land uses (e.g., traffic, noise) and environmental hazards (e.g., flood). *(RDR)*

#### LU-3.6 Neighborhood Transitions 🏡

The City shall preserve, protect, and enhance established neighborhoods by providing sensitive transitions between these neighborhoods and adjoining areas, and requiring new development, both private and public, to respect and respond to existing design, buildings, streetscapes, and open spaces that contribute to the overall character of the neighborhood. *(RDR)*

#### LU-3.7 Complete Neighborhoods 🌍 🏡

The City shall promote the creation of well-defined residential neighborhoods in newly developing areas. Neighborhoods should have a clear focal point, such as a neighborhood shopping center, park, school, or other open space and community facility, and should be designed to promote pedestrian convenience. To this end, the City shall encourage the use of existing neighborhoods, including the modified grid street system, as models for the planning and design of new residential neighborhoods. *(RDR)*

### LU-3.8 Walkable Neighborhoods 🌍 🏡

The City shall require the design and development of neighborhoods that are pedestrian-encouraging and include features such as short blocks, broad and well-appointed sidewalks (e.g., lighting, landscaping, adequate width), tree-shaded streets, buildings that define and are oriented to adjacent streets and public spaces, limited driveway curb cuts, paseos and pedestrian lanes, alleys, traffic-calming features, convenient pedestrian street crossings, and access to transit. (RDR)

### LU-3.9 Iron Triangle

The City shall encourage the development of high-density uses in the Iron Triangle neighborhood to create connectivity with the adjacent Washington neighborhood. (RDR)

### LU-3.10 Old Broderick Historic Character

The City shall endeavor to maintain and enhance the historic character of Old Broderick. (RDR)

### LU-3.11 Southport Development

Land use designations and development in the Southport area shall be guided by the following principles:

- Concentrate community commercial, high-density residential and public facilities uses in nodes along major and minor arterials.
- Allow the development of water-dependent recreational and commercial uses along the waterways in Southport.
- Emphasize a mixture of residential types and densities, while concentrating on homeownership as a general goal.
- Ensure that ample buffers are established between incompatible land uses.
- Consider the use of Transfer of Development Rights (TDR) provisions to provide for an equitable distribution of the economic returns from future development for all property owners in the Southport area.

- Provide for an orderly sequence of development based on the extension of public facilities and services. (RDR)

## Commercial Centers

From regional serving shopping centers (e.g., River Point Marketplace), to neighborhood-oriented shopping centers (e.g., Southport Town Center, Country West), to small general stores and corner stores, commercial centers provide places for commerce, employment, entertainment, and gathering. Policies in this section focus on the development of commercial centers that maintain and revitalize existing commercial centers and promote new commercial opportunities. They encourage the development of centers exclusively for commercial and employment uses (i.e., without housing) and mixed-use projects that integrate retail with housing, office, public facilities, and other uses. They encourage and support efforts to redevelop and retrofit outdated and underperforming strip-commercial centers into mixed-use centers with a variety of uses and services.

## GOAL LU-4

**To promote the development of distinct, well-designed commercial centers that provide convenient neighborhood retail and services, maximize community commercial and regional shopping opportunities, and expand employment opportunities.**

### LU-4.1 Commercial Centers 🌍

The City shall encourage development of neighborhood and community serving commercial centers that complement and are well integrated into surrounding neighborhoods and provide gathering places for residents, employees, and visitors. (RDR)

#### LU-4.2 Vertical and Horizontal Mixed-Use

The City shall encourage and, where feasible, require the vertical and horizontal integration of uses within commercial centers, particularly residential and office uses over ground floor retail. (RDR)

#### LU-4.3 Enhanced Street Character

The City shall encourage renovation, infill, and redevelopment of existing centers that reduces the visual prominence of parking lots, makes the centers more pedestrian-friendly, reduces visual clutter associated with signage, and enhances the definition and character of the street frontage and associated streetscape. (RDR)

#### LU-4.4 Transform Centers

The City shall consider incentives (e.g., rezoning, density bonuses, or housing by-right) to transform existing auto-dominated centers into neighborhood destinations by integrating residential, office, service, and community-supportive facilities and services with retail uses and by adding public plazas and pedestrian amenities that will create people-oriented centers for living, working, and gathering. (RDR/MPSP)

#### LU-4.5 Grouping Commercial Development

The City shall avoid continuous "strip commercial" in new development areas by encouraging the clustering of commercial land uses in appropriate locations near transit services. New commercial development at the intersections of primary arterials and near freeway on ramps shall be designed to avoid the appearance of strip development. (RDR)

#### LU-4.6 Neighborhood Serving Centers

The City shall promote the development of strategically located (e.g., accessible to surrounding neighborhoods) mixed-use neighborhood centers that accommodate local-serving commercial, employment, and

entertainment uses; provide diverse housing opportunities; are within walking distance of surrounding residents; and are efficiently served by transit. (RDR)

#### LU-4.7 Arterial Locations

The City shall direct higher intensity commercial development to areas along major arterials and to the intersections of major arterials and freeways. (RDR)

## Mixed-use Districts & Corridors

Mixed-use development is a viable strategy to enhance community livability by locating residents close to jobs, commercial services, and transit. This form of development has emerged in West Sacramento as a desired development pattern in several areas of the city, including the Central Business District, the waterfront districts, and West Capitol Avenue. A diagram in the Urban Structure & Design Element shows the location of the city's mixed-use districts and corridors. Policies in this section provide for the development and redevelopment of specific areas of the city into unique higher-density and intensity mixed-use districts and corridors that contribute to a more compact development pattern. These areas support surrounding neighborhoods. They focus on creating pedestrian-oriented and transit-friendly environments that are energetic and dynamic places for living, and working, and frequent gathering places for residents and visitors.

## GOAL LU-5

**To promote the development of unique higher-density and intensity mixed-use districts and corridors that provide civic and cultural activities; include a range of residential, retail, and employment uses; and serve as both visitor destinations and places of commerce.**

### LU-5.1 Diverse Districts and Corridors 🌍

The City shall encourage development of diverse mixed-use districts and corridors that address different community needs and market sectors, provide a variety of housing opportunities, and create distinct and unique areas of the city. (RDR)

### LU-5.2 Family Friendly 🌍 🍀

The City shall promote its districts and corridors as family-friendly areas by requiring the development of a variety of housing types, daycare and school facilities, family-oriented services, parks, plazas, and open spaces that will safely and comfortably accommodate those who wish to raise a family. (RDR)

### LU-5.3 Cultural and Entertainment Uses

The City shall actively support the development of cultural, education, and entertainment uses and events within the city's districts and along its corridors to establish a unique identity for each area of the city and attract visitors. (RDR)

### LU-5.4 Hotels

The City shall promote the development of hotels, and related convention facilities within mixed-use districts, with an emphasis on high-quality development. (RDR/MPSP)

### LU-5.5 Mixed-use Development 🌍

The City shall encourage and, where feasible, require the vertical and horizontal integration of uses within districts and corridors, particularly residential and office uses over ground floor retail and office uses. (RDR)

### LU-5.6 Compatibility with Adjoining Uses

The City shall ensure that the development and redevelopment of higher-density mixed-use development within districts and along corridors is compatible with adjacent land uses, particularly residential uses. (RDR)

### LU-5.7 Adequate Infrastructure

The City shall actively pursue State and Federal funding to upgrade infrastructure to meet the demands of anticipated development in mixed-use districts and along mixed-use corridors. (FB)

## Central Business District

### LU-5.8 City Center 🌍

The City shall continue to encourage civic, educational, and other public uses to locate within the CBD to expand the role of the CBD as the government and civic center of the city and encourage the development of compatible and complementary residential, retail, and employment uses. (RDR/MPSP)

### LU-5.9 Connected CBD

The City shall enhance linkages between the CBD and the Sacramento River and increase street and pedestrian connectivity with surrounding neighborhoods and districts. (RDR/MPSP)

### LU-5.10 Visually Upgrade CBD

The City shall continue to take the lead in upgrading the visual quality of the streets in the CBD and strive to minimize the visual impact of automobiles in all new developments in the CBD. (RDR/MPSP)

## **Waterfront Mixed-use Districts**

### **LU-5.11 Mixed-use Districts** 🌐

The City shall promote the development of a series of unique mixed-use districts along the Sacramento River, as designated on the Land Use Diagram, that create significant opportunities for housing, employment, and retail activities; complement existing neighborhoods; and enhance economic and social vitality. (RDR)

### **LU-5.12 Housing** 🌐

The City shall promote the development of quality housing within mixed-use districts that expand the range of housing types within the city and provide appropriate housing to meet the needs of surrounding employment uses. (RDR)

### **LU-5.13 Retail Uses**

The City shall direct retail uses to central locations within each district, along the waterfront, and to appropriate areas along pedestrian-oriented streets. (RDR)

### **LU-5.14 Mid- and High-rise Office**

The City shall direct mid- to high-rise regional office uses serving regional needs to the mixed-use districts along the Sacramento River. (RDR)

### **LU-5.15 Conversion of Uses**

The City shall seek to minimize conflicts between existing incompatible uses in designated mixed-use districts and work with property-owners and businesses to relocate these uses to appropriate areas of the city. (RDR)

### **LU-5.16 Washington Neighborhood**

The City shall ensure that new development does not negatively affect the integrity of the Washington neighborhood. The City shall pursue an update to the Washington Specific

Plan to implement the Sustainable Communities Strategy. (RDR)

### **LU-5.17 Bridge District**

The City shall encourage the development of the Bridge District as a series of urban neighborhoods that include a mixture of commercial, office, residential, and retail uses. The City shall continue to implement the West Sacramento Bridge District Specific Plan (2009). (RDR)

### **LU-5.18 Pioneer Bluff** 🌐

The City shall support efforts to redevelop the Pioneer Bluff mixed-use district and to relocate existing nonconforming uses to an appropriate area. Existing nonconforming uses shall be limited to ordinary repair and maintenance only. (RDR)

### **LU-5.19 Land Use Transitions** 🌐

The City shall prepare a reuse master plan for Pioneer Bluff and adjacent areas addressing land use objectives and infrastructure. The City will also consider preparing an amortization study as an implementation measure of a reuse master plan.

### **LU-5.20 Brownfields** 🌐

The City will pursue assessment and remediation of brownfield properties to recognized standards to facilitate transition to planned land uses, zoning, and applicable master plans.

### **LU-5.21 Stone Lock Master Plan** 🌐

The City shall encourage the development of the Stone Lock mixed-use district as set of unique, but interconnected urban districts with a focus on residential and office uses, entertainment and commercial uses (e.g., entertainment, retail, restaurants), and public gathering places that take advantage of the proximity to the waterfront by providing amenities to allow recreational use and of adjacent waterways. (RDR)

#### **LU-5.22 Rail Relocation/Removal**

The City will pursue relocation and/or removal of freight rail lines to facilitate planned mixed use development.

### **Mixed-Use Corridors**

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#### **LU-5.23 Development Quality**

The City shall promote the enhancement of the overall quality of development along West Capitol Avenue and Sacramento Avenue through infill, private reuse, and public redevelopment, as necessary. (RDR)

#### **LU-5.24 Mixed-use Corridors**

The City shall facilitate the transformation of West Capitol Avenue and Sacramento Avenue to include a broader mix of uses, both horizontal and vertical, that provides opportunities for medium- and higher-density housing, while also addressing local and citywide demand for retail and services. (RDR)

#### **LU-5.25 Conversion to Residential**

The City shall support proposals to convert nonresidential properties along West Capitol Avenue and Sacramento Avenue, between major intersections, to residential or mixed-use. (RDR)

#### **LU-5.26 Sacramento Avenue Development**

The City shall encourage development of residential uses and mixed-use (*i.e.*, residential over ground floor retail) along Sacramento Avenue to support its transition into a residential boulevard. (RDR)

#### **LU-5.27 West Capitol Avenue Revitalization**

The City shall encourage the revitalization of West Capitol Avenue from Harbor Boulevard to the Central Business District as a mixed-use, residential, and transit-oriented Boulevard. The City shall continue to implement the Action Plan

for the West Capitol Corridor (2004) as amended. (RDR)

#### **LU-5.28 Mixed-use Corridor Nodes**

The City shall generally direct higher-intensity land uses and taller buildings to major intersections along West Capitol Avenue to facilitate access, increase transit use, and promote physical differentiation along the corridor. The City shall support the development of the intersection of Harbor Boulevard and West Capitol Avenue as a node of diverse retail commercial businesses. (RDR)

#### **LU-5.29 West End of West Capitol**

The City shall ensure that the designation of land uses and approval of development projects at the west end of the West Capitol corridor do not hinder efforts to maintain a positive fiscal balance for the City. (RDR)

## **Industrial Development**

West Sacramento has a substantial amount of industrial development. Areas of intense industrial development are located in and around the Port of West Sacramento, a key importing, exporting, and distribution center. Other industrial areas to the north and south of the Port have unique opportunities to expand in the future. Policies in this section support the city's existing industrial base and provide for the continued growth of the city's designated industrial areas.

### **GOAL LU-6**

**To encourage, facilitate, and provide support for the location of new light, heavy, and water-related industrial uses and retention of existing industry in appropriate locations.**

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#### **LU-6.1 Industrial Expansion**

The City shall promote and assist in the maintenance and expansion of West Sacramento's industrial sector in areas where

services are readily available, including: adequate water, wastewater, and storm drainage facilities as well as easy access to multiple modes of transportation. *(RDR)*

#### **LU-6.2 Clustering of Uses** 🌐

The City shall encourage the clustering of industrial uses into areas that have common needs and are compatible in order to maximize their efficiency. *(RDR)*

#### **LU-6.3 Parcel Assembly** 🌐

The City shall support the assembly of land for new industrial growth where the fragmentation of parcels and/or the limited size of existing parcels act as a deterrent to new industrial development. *(RDR/JP)*

#### **LU-6.4 Compatible Land Use**

The City shall ensure an adequate separation and buffers between sensitive land uses (e.g., residential, educational, healthcare) and industrial land uses to minimize land use incompatibility and associated noise, odors, and air pollutant emissions from industrial uses. *(RDR)*

#### **LU-6.5 Property Maintenance** ♥

The City shall encourage and, where subject to redevelopment, require owners of visually unattractive or poorly maintained industrial properties to upgrade existing structures and properties to improve their visual quality. *(RDR)*

#### **LU-6.6 Clean Industries** 🌐

The City shall promote the development of clean industries that do not create problems or pose health risks associated with water and air pollution or potential leaks or spills. *(RDR/MPSP)*

#### **LU-6.7 Waterfront Industrial Uses** 🌐

The City shall prohibit new industrial uses along the Sacramento River and promote, when appropriate, the redevelopment of exiting industrial uses into new mixed-use developments. *(RDR)*

#### **LU-6.8 Adjacent Uses and Access**

The City shall discourage industrial development in locations where access conflicts with neighboring land uses. *(RDR)*

#### **LU-6.9 Adjacent Port Uses**

The City shall use the Port of West Sacramento Master Plan as a guide for industrial uses near the Port of West Sacramento. *(RDR/IGC)*

#### **LU-6.10 Port of West Sacramento**

The City shall cooperate and support the continued development and expansion of the Port of West Sacramento facilities. The City shall cooperate with the Port of West Sacramento in the preparation and updating of plans for development of Port-owned land. *(RDR/IGC)*

#### **LU-6.11 Trucking Uses**

In approving new trucking uses the City shall endeavor to locate them where they will not conflict with automobile traffic, will minimize pavement degradation, and where noise and pollution impacts on existing and planned residential areas will be minimal. *(RDR/MPSP)*

### **Public & Quasi-Public Uses**

Public and quasi-public uses include facilities that support the needs of West Sacramento residents and businesses, such as schools and colleges, parks, libraries, administrative centers (e.g., City Hall), corporate yards, fire and police facilities, and comparable uses. These facilities provide community services and serve as gathering places for residents and employees. Policies in this section provide for a diversity of public and quasi-public uses located throughout the city that are designed to enhance surrounding neighborhoods, districts, centers, and corridors.



## GOAL LU-7

**To designate adequate land for development of public and quasi-public uses to support existing and new residential, commercial, and industrial land uses.**

### LU-7.1 Public Facilities

The City shall ensure that adequate land is provided for public facilities, particularly in infill or underserved areas where available land is scarce. *(RDR)*

### LU-7.2 Excellence in Public Projects

The City shall lead by example, demonstrating design excellence in City projects, and City-supported redevelopment projects. *(RDR)*

### LU-7.3 Architecture and Planning that Complements Adjoining Uses

The City shall strive to ensure that City-owned buildings, sites, and infrastructure are designed to be compatible in scale, mass, character, and architecture with the district or neighborhood in which they are located. *(RDR)*

### LU-7.4 Compatibility of Non-City Public Uses

The City shall encourage school and utility districts and other government agencies that may be exempt from City land use control and approval to plan their properties and design buildings at a high level of visual and architectural quality that maintains the character of the district or neighborhood in which they are located. *(RDR/IGC)*

### LU-7.5 Clustering of Public Uses

The City shall promote the clustering of public and quasi-public uses such as schools, parks, libraries, childcare facilities, and community activity centers. *(RDR/IGC)*

### LU-7.6 Joint-use Public Facilities

The City shall promote joint-use of public facilities and encourage agreements for sharing costs and operational responsibilities among public service providers.

### LU-7.7 Public/Private Development

The City shall encourage public/private partnerships when developing City properties to enhance the surrounding community and provide a source of revenue to fund improvements to city services or facilities. *(RDR/IGC/JP)*

### LU-7.8 Assembly Facilities

The City shall encourage and support development of assembly facilities for social, cultural, educational, and religious organizations throughout the city. *(RDR/MPSP)*

## Open Space, Recreation, & Resource Lands

Open spaces, recreation areas, and resource lands enhance the city's character and provide residents and employees with opportunities to enjoy the natural environment. Policies in this section promote enhancement of existing parks and open spaces; development of new parks, greenways, and open space networks; and protection of resource lands for significant plant and animal habitats.

## GOAL LU-8

**To protect open space for its recreational, agricultural, safety, and environmental value and provide adequate parks and open space areas throughout the city.**

### LU-8.1 New Parks and Open Spaces

The City shall ensure that sufficient parks, open space, water corridor parkways, and trails are planned throughout the city, to ensure adequate facilities are available to existing and future residents. *(RDR)*

### **LU-8.2 Open Space Uses** 🌍

The City shall strive to acquire and preserve open space lands for recreation, habitat protection and enhancement, flood hazard management, public safety, water and agricultural resources protection, and overall community benefit. A perpetual funding mechanism for operations and maintenance shall be established at the time of acquisition. *(RDR/MPSP)*

### **LU-8.3 Connected Open Space System** 🌍❤️


The City shall ensure that new development does not create barriers to the connections among the various parts of the city's parks and open space systems. *(RDR)*

### **LU-8.4 Open Space Buffers** 🌍

The City shall use traditional, developed parks and innovative uses of open space to "soften" the edges between urban areas and the natural environment. *(RDR)*

### **LU-8.5 Boat Docks and Marinas**

The City shall encourage the development of boat docks and marinas along the Sacramento River, and boat launches along the Barge Canal, that are available and accessible to the public. *(RDR/MPSP)*

 <b>Table 3-2 Land Use Implementation Programs</b>		2016-2018	2019-2023	2024-2035	Annual	Ongoing
1. The City shall prepare guidelines that describe the City’s process for qualifying for CEQA streamlining for residential mixed-use projects and “Transportation Priority Projects” as provided under State law. <i>(RDR/MPSP)</i>						
<b>Implements Which Policy(ies)</b>	LU-2.3; LU-2.4; LU-2.5		✘			
<b>Responsible Department(s)</b>	Community Development					
<b>Supporting Department(s)</b>	Public Works					
2. The City shall work with Yolo Local Agency Formation Commission (LAFCo) to prepare and adopt a Municipal Service Review (MSR) to identify the existing capacity and means of financing the probable demand for services based on the build out of the General Plan. <i>(IGC)</i>						
<b>Implements Which Policy(ies)</b>	LU-1.2; LU-1.9	✘				
<b>Responsible Department(s)</b>	Community Development					
<b>Supporting Department(s)</b>	Public Works					
3. The City shall create a priority list for how sections of the West Sacramento Municipal Code, including the Zoning Ordinance, and applicable guidelines will be updated consistent with the General Plan. The City shall identify and prioritize key areas ( <i>e.g.</i> , transit centers, mixed-use corridors), development sites, opportunity areas, and infill areas for rezoning to promote infill development and ensure consistency with the General Plan. The City shall review and update the Municipal Code, Zoning Ordinance, and applicable guidelines, consistent with the policies and diagrams of the General Plan. <i>(RDR/PSR)</i>						
<b>Implements Which Policy(ies)</b>	LU-1.1	✘	✘			
<b>Responsible Department(s)</b>	Community Development					
<b>Supporting Department(s)</b>	All					

<b>Table 3-2 Land Use Implementation Programs</b>		2016-2018	2019-2023	2024-2035	Annual	Ongoing
4. The City shall develop and maintain a citywide database of vacant and underutilized sites to monitor the city's growth and change. The City shall prepare a report every five years to the Planning Commission and City Council on the number of vacant and underutilized sites that were developed during the previous reporting period. <i>(PSR/PI)</i>						
<b>Implements Which Policy(ies)</b>	LU-1.7; LU-1.8; LU-1.9; LU-1.10; LU-1.1	<b>x</b>			<b>x</b>	
<b>Responsible Department(s)</b>	Community Development					
<b>Supporting Department(s)</b>	Economic Development					
5. The City shall explore establishing a pavement impact mitigation fee for trucking uses upon completion of required nexus studies.						
<b>Implements Which Policy(ies)</b>	LU-6.11	<b>x</b>				
<b>Responsible Department(s)</b>	Public Works					
<b>Supporting Department(s)</b>	Administrative Services					



## POLICY DOCUMENT PART 2

# URBAN STRUCTURE & DESIGN ELEMENT

Urban structure and design integrates diverse development concepts on many levels. From the overall city, to building and site design, to streetscape design, the goals and policies presented in this element provide for the visual pattern of land use. At the citywide level, these concepts focus on the overall structure of the city and how it connects different areas and transitions from rural areas to the city's urban core. This Element includes general and more specific guidance for gateways and entryways and the waterfront. Finally, building, site, and streetscape design ensure that each area of the city and its buildings are unique and in harmonious.

Recognizing the interdependence, policies in the Land Use Element should be consulted when reviewing urban structure and design policies to ensure that the physical form, design, and architectural style of development and redevelopment advance the City's desire for high-quality development.

## West Sacramento Neighborhoods & Districts

Figure 3-1 depicts the 25 neighborhoods and districts that make up the city of West Sacramento. These areas were defined by the age of neighborhoods or districts, land use types, streets, development patterns, and logical contiguous areas. Within each area are discrete neighborhoods, commercial and mixed-use centers, industrial districts, corridors, and other community facilities and features. The following paragraphs provide a brief summary of the key characteristics desired for each of the neighborhoods and districts shown in Figure 3-1.

### CENTRAL BUSINESS DISTRICT (CBD)

The Central Business District will continue to evolve into the civic and cultural center of West Sacramento. It will serve as the city's "downtown," and lead to the "main street" commercial character of West Capitol Avenue. The CBD will be anchored by uses such as City Hall, the Turner library, the Community Center, and the Los Rios community college. In the short- to mid-term, the CBD shall be defined as the existing downtown area focused on the intersection of West Capitol Avenue and Jefferson Boulevard.

### WATERFRONT DISTRICTS

#### Washington, Bridge District, Pioneer Bluff, and Stone Lock

The Waterfront will become a series of vibrant mixed-use districts lining the Sacramento River from the Washington neighborhood in the north, through the Bridge District and Pioneer Bluff, and into Stone Lock in the south. The Waterfront districts will form the urban core of West Sacramento. They will include a mix of high-rise and mid-rise residential and office buildings near the water and dynamic

residential mixed-use neighborhoods. Each district will have retail, entertainment, shopping, restaurants, and public gathering places.

### HISTORIC CITY NEIGHBORHOODS

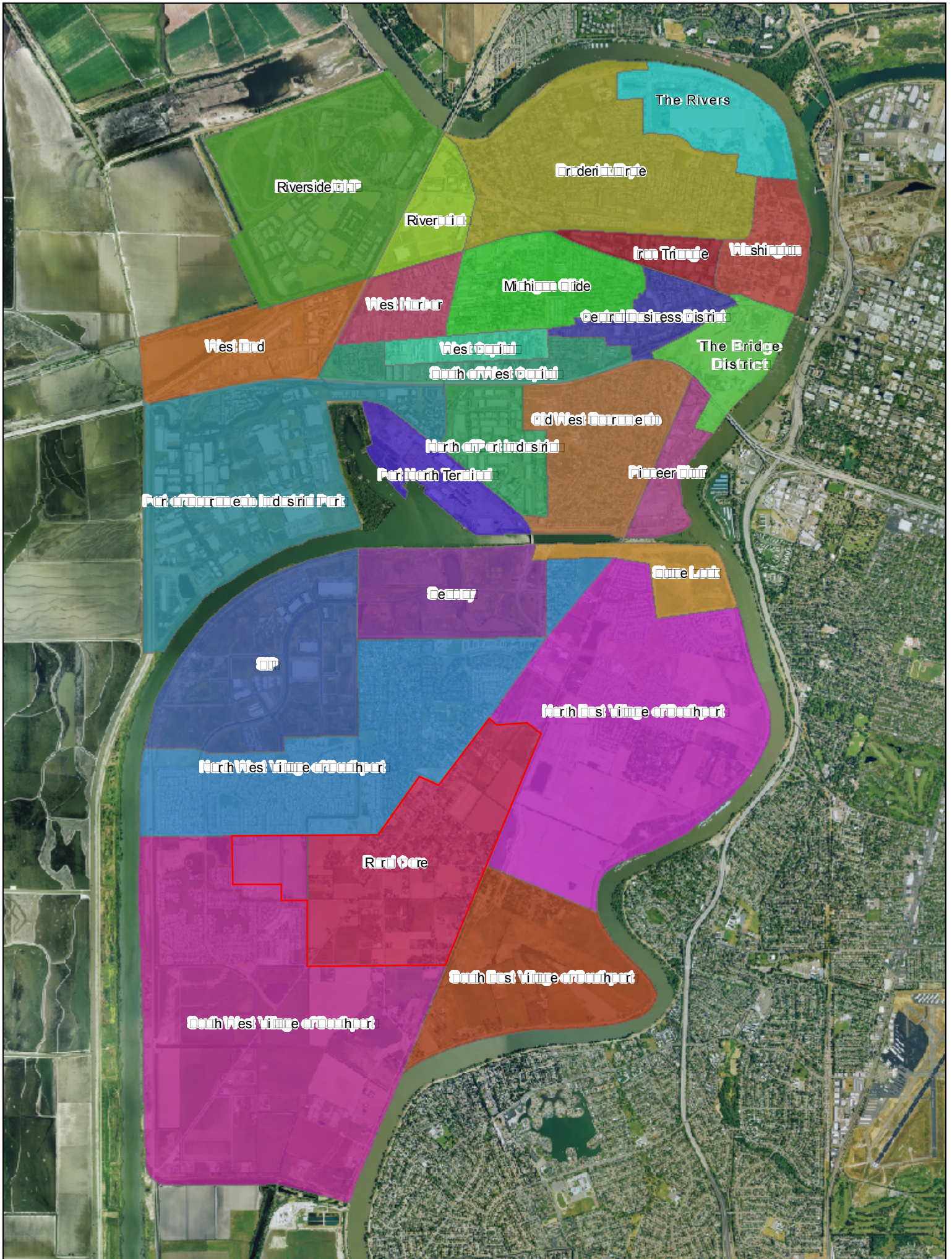
#### Broderick, Bryte, Michigan/Glide, and Old West Sacramento

The historic city neighborhoods will not change significantly but will experience some redevelopment and revitalization. Most development in these areas will consist of infill on vacant lots and redevelopment of dilapidated structures.

### SOUTHPORT VILLAGES

#### Northeast, Northwest, Southeast, and Southwest

The Southport villages will continue to develop largely as planned since 2000. However, each village will have some small increases in density or new mixed-use development, providing opportunities to integrate a variety of residential uses and/or neighborhood commercial services into existing and planned neighborhoods.



Riverside

Riverpoint

The Rivers

Grand Triangle

Iron Triangle

Washington

Michigan Glide

West Harbor

Central Business District

Westford

West Capital

South of West Capital

The Bridge District

Port of Commerce Industrial Park

North of Port Industrial

Old West Commerce

Pioneer Park

Port North Terminal

Genney

Stone Lock

North West Wing of Southport

North East Wing of Southport

Rural Core

South East Wing of Southport

South West Wing of Southport

### **WEST CAPITOL AVENUE CORRIDOR**

#### **West End, West Capitol, and South of West Capitol**

The West Capitol Avenue corridor east of Interstate 80 (West Capitol, South of West Capitol) will continue its transition into a “grand residential boulevard” with a residential emphasis between commercial nodes at Harbor and Jefferson Boulevards. Development will be characterized by residential uses and mixed-use (*i.e.*, residential over retail and office). Reuse of existing underutilized buildings will preserve the area’s distinct character while re-energizing the corridor with new activity. Wide sidewalks with sidewalk cafes and pedestrian amenities will provide social gathering places. West of Interstate 80 (West End), the corridor may be identified as a special study area to help determine its long-term uses.

### **HISTORIC INDUSTRIAL DISTRICTS**

#### **West Harbor, Michigan/Glide, and Iron Triangle**

The city’s historic industrial districts will transition and transform over time. West Harbor and Michigan/Glide will retain their historic industrial uses, but may introduce supporting commercial uses. Some existing, underutilized industrial sites will also redevelop. The Iron Triangle, an industrial area located adjacent to the Central Business District and Washington neighborhood, will start to transition to an urban, residential area; however, most of the industrial uses will remain during the timeframe of this General Plan.

### **THE PORT**

#### **North of Port Industrial, Port North Terminal, Seaway, Port of Sacramento Industrial Park, and Southport Industrial Park**

The Port and adjoining industrial areas will maintain their status as the industrial and shipping center of the region. Seaway will become a mixed-use employment center (business and maritime industrial and support services). Where appropriate, open space enhancements will provide additional linkages to Lake Washington and the city’s open space network.

### **RURAL CORE**

The Rural Core, made up of open space and larger-lot single-family homes, will maintain its rural character and continue to serve as a village separator to provide clear village identity in Southport.

### **OTHER DISTRICTS**

#### **Riverside/CHP and Riverpoint**

The Riverside/CHP area will develop as an employment center consisting of a mix of light industrial and business park uses, including research and development facilities. The area will also include employment center supporting retail sales and services, such as restaurants, fitness centers, and office services. Riverpoint is an established regional commercial center.



## Citywide Urban Structure and Design

Citywide urban structure and design involves the arrangement of the city's neighborhoods, districts, and corridors and the buildings, public spaces, circulation systems, and open spaces that create them. Policies in this section provide guidance and concepts for creating a well-organized and aesthetically-pleasing layout of the city. These concepts focus on achieving a positive experience for residents, employees, and visitors.

### GOAL UD-1

**To promote development and urban design that creates neighborhoods, districts, centers, and corridors that are unique and contribute positively to the overall urban structure and character of West Sacramento.**

#### UD-1.1 Overall Urban Structure and Design

The City shall ensure that development and redevelopment projects and plans, and urban design plans and guidelines for neighborhoods, districts, and corridors reflect the citywide urban structure and design concepts set out in the General Plan. *(RDR/MPSP)*

#### UD-1.2 Transition to Rural Landscapes

The City shall ensure that transitions between urban and rural areas at the edge of the community do not diminish the visual quality of open space. *(RDR)*

#### UD-1.3 Travel Experience ♥

The City shall seek to ensure that the urban structure and design of the city contributes positively to the overall travel experience by automobile, rail, transit, boat, foot, and bicycle within and through the city. *(MPSP)*

#### UD-1.4 Distinctiveness and Integrity

The City shall endeavor to maintain and enhance the distinctiveness and integrity of the various neighborhoods, districts, centers, and corridors within the city. *(RDR/MPSP)*

#### UD-1.5 Urban Skyline

The City shall promote the development of a distinctive urban skyline that reflects the vision of West Sacramento with a prominent core that contains the city's tallest buildings, complemented by smaller urban centers with lower-scale mid- and high-rise development. *(RDR/MPSP)*

#### UD-1.6 City Center

The City shall promote the Central Business District (CBD) as the center of West Sacramento's civic and cultural life. *(MPSP)*

#### UD-1.7 Complete Neighborhoods 🌍 ♥

The City shall promote the design of complete and well-structured neighborhoods that respect and respond to the physical characteristics, buildings, streetscapes, open spaces, and urban forms that contribute to their overall character and livability. *(RDR/MPSP)*

#### UD-1.8 Historical Context

The City shall encourage and support the rehabilitation and development of buildings and structures that reflect the historical character of West Sacramento's agricultural, industrial, and river-oriented past. *(RDR)*

#### UD-1.9 Street Patterns 🌍 ♥

The City shall protect well-defined existing street patterns and require new development and redevelopment projects to create walkable, pedestrian-scaled blocks, publicly-accessible mid-block and alley pedestrian routes where appropriate, and appropriately scaled sidewalks. *(RDR/MPSP)*

### UD-1.10 Industrial Design ♥

The City shall require that new and renovated industrial properties and structures incorporate high-quality design, safety and maintenance, including appropriate on-site landscaping and buffers; sidewalks; visual screening of areas used for outdoor storage, natural and electronic surveillance systems, processing, and other operations; consistent architectural treatment; consistent and well-designed signage; control of on-site lighting, noise, odors, vibrations, toxic materials, truck access, and other factors; and employee amenities, such as outdoor seating. (RDR)

### UD-1.11 Open Space Features 🌍 ♥

The City shall promote an urban structure and design that incorporates the open space features of West Sacramento's waterfront, rural landscapes, and parks, including visual access, natural surveillance and development that complements the natural environment. (RDR)

### UD-1.12 Development Regulations ♥

The City shall promote design excellence by ensuring City development regulations clearly express intended rather than prohibited outcomes and reinforce rather than inhibit quality design. (RDR/MPSP)

### UD-1.13 Design Review ♥

The City shall require design review that focuses on achieving appropriate form and function for new development and redevelopment to promote creativity, innovation, safety and quality design. (RDR)

## Gateways and Entryways

Well-designed gateways provide a sense of arrival into a community and its unique neighborhoods, districts, and corridors. They define transitions from adjacent areas and create first impressions of the city. Similarly, clearly identified entryways to the city's neighborhoods, districts, and corridors

maintain unique areas of the city and create a sense of place for residents and businesses. Policies in this section provide guidance on creating clear entries into the city and its neighborhoods, districts, and corridors. They include strategies and design elements for using signage, landscapes, lighting, and public art to define entrances.

**Gateway:** Major entrances to the city, including the Tower Bridge, I Street Bridge, Capitol City Freeway/Causeway,

**Entryway:** Entry points to neighborhoods and districts and along corridors within the city.

## GOAL UD-2

**To provide a distinct and visually-pleasing experience for residents and visitors entering gateways to West Sacramento and entryways to the city's unique neighborhoods, districts, and corridors.**

### UD-2.1 Community Gateways and Entryways ♥

The City shall maintain distinctive gateways and entryways that provide a sense of arrival and create a unique community identity for West Sacramento and the city's unique neighborhoods, districts, and corridors. (RDR/MPSP)

### UD-2.2 Contrast between Urban and Rural

The City shall strive to enhance the sense of arrival in West Sacramento as one enters the city by heightening the contrast between rural and natural areas and urban areas. (RDR/MPSP)

### UD-2.3 Unique & Individual Gateways

The City shall promote each gateway and entryway by protecting and enhancing their unique characteristics (e.g. historical and cultural features, landscapes, and natural

environments) and developing new architectural and/or landscape treatments. (RDR/MPSP)

#### **UD-2.4 Features and Amenities**

The City shall use a combination of streetscape, building orientation and placement, community art, and signage to create memorable entries to West Sacramento and the city's neighborhoods, districts, and corridors. Items that detract from the gateway image, such as attention-getting devices, outside storage, and off-premise commercial signs shall be discouraged or prohibited. (RDR/MPSP)

#### **UD-2.5 River-crossings and Bridges**

The City shall promote the enhancement of river-crossings and bridges to create strong, positive, and memorable gateways into West Sacramento and to reinforce the significance of historical bridges. (RDR/MPSP)

#### **UD-2.6 Capitol City Freeway (U.S. 50) and I-80 ♥**

The City shall work with Caltrans and private property owners to improve the visual quality of traveling on the Capitol City Freeway (U.S. 50) and Interstate 80 in West Sacramento by improving the maintenance of the highway right-of-way and adjacent properties, enforcing city codes, reducing and/or consolidating billboards, encouraging new investment on visible sites, maintaining and improving landscaping and lighting, and screening industrial uses. (RDR/IGC)

#### **UD-2.7 Districts and Neighborhoods**

The City shall ensure that development or redevelopment projects located next to gateways and entryways include features and amenities (e.g., signs, public art, streetscape enhancements, and architectural styles) that clearly demonstrate to travelers that they are entering West Sacramento or a unique area of the city. (RDR/MPSP)

## **The Waterfront**

West Sacramento's waterfront along the Sacramento River is in transition. The historic low-intensity and industrial focus of the waterfront has already begun to change (e.g., CalSTRS, Riverwalk Park, the Barn). Over the timeframe of the General Plan the waterfront is expected to transition into a vibrant urban environment where people live near their work and where cultural and recreational opportunities are easily accessible. Policies in this section seek to create a series of high-quality, urban districts and neighborhoods that use the Sacramento River as the central organizing theme of development. Policies build upon concepts of river focused development, well-connected circulation, physical and visual access to the river, and complementary design.

### **GOAL UD-3**

**To promote West Sacramento's waterfront as the active and vibrant urban core of the city that celebrates the Sacramento River as the focus of development and activity.**

#### **UD-3.1 River City Image**

The City shall promote development along the waterfront that establishes an image of West Sacramento as a river city. (MPSP)

#### **UD-3.2 Waterfront Urban Core 🌐**

The City shall encourage development along the waterfront to include a range of high density and intensity urban uses that establish the waterfront as the city's urban core. (RDR/MPSP)

#### **UD-3.3 Waterfront Focused Development ♥**

The City shall require development along the waterfront to use the Sacramento River as a focal point to guide the scale, building

orientation, and intensity of development. (RDR/MPSP)

### UD-3.4 Architectural Style and Building Design

The City shall encourage architectural styles and building designs that incorporate and feature the natural river environment as a guiding theme. (RDR/MPSP)

### UD-3.5 Connectivity 🌐 ❤️

The City shall ensure that development along the waterfront provides for and strengthens connectivity through improved public open space, pedestrian and bicycle circulation, transportation systems, and visual corridors. (RDR/MPSP)

### UD-3.6 Removing Barriers 🌐 ❤️

The City shall seek to overcome or remove barriers to connectivity along the waterfront that divides neighborhoods and districts (e.g., Pioneer Bridge, railroad). (RDR/MPSP)

### UD-3.7 Riverfront Parks and Open Spaces 🌐

The City shall require development along the waterfront to contribute to a world-class system of riverfront parks and open spaces that create a continuous riverfront “greenbelt” and provide a multitude of recreational opportunities, both passive and active. (RDR/MPSP)

### UD-3.8 Physical and Visual Access ❤️

The City shall require development along the waterfront to maximize visual and physical access to the Sacramento River. (RDR/MPSP)

### UD-3.9 Complementary

The City shall ensure that development along the waterfront complements the character and functions of adjacent neighborhoods and districts. (RDR/MPSP)

### UD-3.10 Sacramento Riverfront Master Plan

The City shall use the Sacramento Riverfront Master Plan to guide development and design of the waterfront. (RDR/MPSP)

## Streetscapes

Well-designed and -maintained streetscapes improve the visual quality of surrounding areas and enhance the travel experience. Street design can serve to visually and physically complement adjacent development, open space networks, and city gateways and entryways. Policies in this section provide guidance on the design of streets and the elements that contribute to an inviting public realm.

## GOAL UD-4

**To create durable, safe, and attractive streetscapes that support business activities, reinforce a sense of place, and make walking an attractive choice for moving within the city. 🌐**

### UD-4.1 Overall Streetscape Design

The City shall ensure that streetscape design contributes to and defines the overall character of surrounding districts, neighborhoods, centers, and corridors. (RDR/MPSP)

### UD-4.2 Appropriate Features 🌐

The City shall ensure that streetscape design includes features (e.g., sidewalks, lighting, canopy trees, landscaping, public art, furniture) that are appropriate for the intended use of the street and adjacent land uses. (RDR/MPSP)

### UD-4.3 Compatible Design

The City shall ensure that streetscape design complements surrounding architecture, responds to the scale and proportion of the street, and brings coherence and unity

through a consistent use of materials and features. *(RDR/MPSP)*

#### **UD-4.4 Consistent Detailing and Application**

The City shall ensure that streetscape designs use materials and features consistently to create a distinct and continuous streetscape surface. *(RDR/MPSP)*

#### **UD-4.5 Appropriate Separation**

The City shall encourage streetscape designs that result in clear separation between the pedestrian environment and roadway by placing street furniture, landscaping, and street trees at the edge of the sidewalk. *(RDR/MPSP)*

#### **UD-4.6 Unique Streetscape Features**

The City shall encourage unique streetscape features such as special paving treatments and landscaping, street vendors and sidewalk cafes, distinct street and/or pedestrian lighting, public art, awnings, wayfinding signage, and banners. *(RDR/MPSP)*

#### **UD-4.7 Maintenance**

The City shall strive to ensure streetscapes are managed and maintained to appropriate, safe, and serviceable standards. *(RDR/MPSP)*

#### **UD-4.8 Open Space and Trees**

The City shall require that new roadways and roadway improvement projects include planting strips and landscaped medians sized for canopy trees. *(RDR)*

#### **UD-4.9 Green Street Features**

The City shall encourage streetscapes to include green street features that capture and absorb stormwater runoff and create attractive natural urban greenspaces. *(RDR/MPSP)*

#### **UD-4.10 Durable Materials and Construction**

The City shall ensure that streetscape designs use durable materials and construction methods to ensure a long life span and minimal maintenance. *(RDR/MPSP)*

#### **UD-4.11 Reduce Clutter**

The City shall strive to reduce and eliminate superfluous and redundant streetscape furniture and signage, and place new furniture and signs only where they are needed. *(RDR/MPSP)*

#### **UD-4.12 Accessible Streetscape Design**

Recognizing the benefits well-designed streetscapes provide for people with disabilities, the City shall ensure streetscape design features, materials, and dimensions meet safety and accessibility concerns such as non-slip pavement texture, appropriate curb ramp slope, and adequate sidewalk width and clearance. *(RDR/MPSP)*

#### **UD-4.13 Rural Streetscapes**

To protect rural character, the City shall ensure rural area streets are kept to a minimum width to the degree possible. Alternative pedestrian accommodations to curb adjacent sidewalks (e.g., trails) will be encouraged and allowed. *(RDR/MPSP)*

### **Building and Site Design**

Buildings are the most pronounced elements of a community. They shape and create space by forming the walls and corridors of the city. Well-placed and -designed buildings and groups of buildings influence the urban experience and, ultimately, create a sense of place. Policies in this section provide guidance on building and site design that fosters consistent and aesthetically-pleasing development and is in harmony with surrounding areas.

## GOAL UD-5

**To promote and enhance building and site design that produces a distinctive, complementary built environment whose forms and character reflect West Sacramento's unique historic and architectural context and distinct neighborhoods and districts.**

### UD-5.1 Spatial Unity

The City shall ensure that the scale of new and old development is complementary. Projects that include multiple buildings should group structures to create spatial unity. *(RDR)*

### UD-5.2 Iconic Buildings

The City shall encourage development of iconic public and private buildings in key locations to create new landmarks and focal features that contribute to the city's structure and identity. *(RDR)*

### UD-5.3 Historic Development Patterns

The City shall ensure that infill development respects existing historic structures, block and lot patterns, streetscapes and landscapes, and scale and character. *(RDR)*

### UD-5.4 Changes in Scale

The City shall ensure that the siting and height of buildings do not result in abrupt changes in building scale. The City shall require that the scale and massing of new development in higher-density centers and corridors provide appropriate transitions in building height and bulk that are sensitive to the physical and visual character of adjoining neighborhoods that have lower development intensities and building heights. *(RDR)*

### UD-5.5 Attractive Building and Site Design

The City shall emphasize attractive building and site design during the development

review process by giving careful attention to building scale, mass and placement, orientation, architecture, materials, landscaping, screening of equipment and loading areas, and design considerations. *(RDR)*

### UD-5.6 Design for Public Safety ♥

The City shall encourage buildings and site designs that enhance public safety and discourage crime by providing street-fronting uses ("eyes on the street"), adequate lighting and sight lines, and features that cultivate a sense of community ownership. *(RDR)*

### UD-5.7 Site Planning Techniques ♥

The City shall encourage sensitive site design and site planning that avoids monotonous and monolithic buildings. Design and site planning techniques should include articulation and segmentation of the wall and roof planes, pedestrian-scaled building details, visual openings in the wall plane, smaller building footprints, appropriate building and story setbacks, and hierarchical landscaping. *(RDR)*

### UD-5.8 Building Orientation ♥

The City shall encourage street- or open space-oriented building design that engages pedestrians through features such as building siting, build-to and setback lines, façade articulation, ground floor transparency, and location of parking. Commercial and mixed-use buildings should orient toward the public front of properties and residential buildings should include entries and stoops fronting the street. *(RDR)*

### UD-5.9 Architectural Quality

The City shall maintain high standards for architectural quality by requiring the use of natural materials and authentic architectural detailing. *(RDR/MPSP)*

**UD-5.10 Site Parking ♥**


The City shall require development to place parking in a manner that minimizes the visual dominance of parking while maintaining surveillance through natural and/or electronic means to ensure safety and crime prevention. *(RDR)*

**UD-5.11 Sidewalks ♥**

The City shall determine appropriate sidewalk locations and widths based on the purpose and use of an area and the scale and massing of buildings. Sidewalks should be designed to accommodate an appropriate concentration of pedestrians. *(RDR/MPSP)*

**UD-5.12 Wireless Communication Facilities ♥**

The City shall require that buildings constructed of sufficient height to host wireless communication facilities be designed to accommodate façade and/or roof-mounted installations to promote good wireless access throughout the community for convenience and safety. *(RDR)*

 <b>Table 3-3 Urban Structure and Design Implementation Programs</b>		2016-2018	2019-2023	2024-2035	Annual	Ongoing
1. The City shall develop design guidelines for community gateways and entry points, industrial and business park developments, complete neighborhoods, and streetscapes.						
Implements Which Policy(ies)	UD 2.1, 2.3, 2.7		<b>x</b>			
Responsible Department(s)	Community Development					
Supporting Department(s)	Public Works; Economic Development					
2. The City shall update the West Capitol Avenue design guidelines to enhance the design and development standards for the Central Business District and include streetcar improvements.						
Implements Which Policy(ies)	UD 1.1, 1.4, 4.1	<b>x</b>				
Responsible Department(s)	Community Development					
Supporting Department(s)	Economic Development					
3. Where deemed appropriate to promote quality development in a specific area, the City shall adopt and implement architectural design standards regulated by design review for multiple-family, commercial, office, and mixed-use development.						
Implements Which Policy(ies)	UD 1.1, 1.13, 5.1					<b>x</b>
Responsible Department(s)	Community Development					
Supporting Department(s)	Economic Development					





## POLICY DOCUMENT PART 2

# ECONOMIC DEVELOPMENT ELEMENT

The development of a thriving local economy depends on a city's ability to establish competitive advantages that create opportunities for private investment in business and real estate development, often in competition with other localities. For West Sacramento, these advantages include a largely undeveloped urban riverfront, close proximity to the region's economic and cultural core, direct access to major transportation networks including a deep water port, ample availability of development sites and existing buildings of various size, quality municipal water, dedicated financial resources to invest in infrastructure improvements, and a business-friendly environment and reputation.

The policies of the Economic Development Element are intended to exploit these advantages to position West Sacramento for increased private investment, thereby stimulating job growth, expanding City revenues, and improving the quality of life for residents. The policies provide for maintaining a strong and comprehensive economic development program focused on attracting and retaining businesses in targeted sectors and fostering entrepreneurship, investing in infrastructure to prepare properties and key areas for development, maintaining a business-friendly environment, increasing access to education and job training for existing residents while attracting new residents to provide a skilled workforce, and expanding retail choices for residents and the greater region.

## General Economic Development

Policies in this section focus on actions, plans, and strategies to improve West Sacramento's overall economy and the economic prosperity of its residents.

### GOAL ED-1

**Maintain and expand a strong, diverse, and sustainable local economy that provides abundant employment opportunities, a high quality of life, and a sound tax base.**

#### ED-1.1 Economic Development Program

Recognizing the fiscal benefits of economic development, the City shall operate and maintain a comprehensive economic development program. *(MPSP)*

#### ED-1.2 Community Investment Action Plan

The City shall continue to implement the Community Investment Action Plan, focusing available funding on infrastructure projects and economic development activities that leverage outside funds and are located in areas most likely to generate private investment and economic growth. *(MPSP/FB)*

#### ED-1.3 Global Food Industry Hub

The City shall continue to recruit and retain regional, national, and international businesses in food and agricultural-related industries, including food production, distribution, equipment manufacturing, education, research and development to grow West Sacramento's image as a global food industry hub. *(MPSP)*

#### ED-1.4 Targeted Industry Clusters

In addition to food, agriculture and green technology, the City shall promote the development of other targeted industry clusters including advanced manufacturing, health care technology, biotechnology through strategic partnerships with higher education institutions, work force training agencies, business associations, financial institutions, and venture capitalist concerns. *(IGC/JP)*

#### ED-1.5 Regional Economic Initiatives

The City shall support the implementation of regional economic development initiatives. *(IGC/JP)*

#### ED-1.6 Connections with UC Davis

The City shall promote opportunities to partner with UC Davis and other local universities on technology transfer and innovation development opportunities, particularly those related to food, agriculture, and other targeted industries. *(IGC/JP)*

#### ED-1.7 Trade Opportunities

The City shall encourage the retention and expansion of international trade in the city, particularly through the Port of West Sacramento. *(IGC/JP)*

#### ED-1.8 Tax Contributors

The City shall encourage the establishment, maintenance, and expansion of a diversified local business base that provides growing sales and property tax to fund municipal operations and contribute to the local economy. *(MPSP)*

#### ED-1.9 Nearby Economic Opportunities

The City shall promote job growth and locally-serving retail sales and services near existing and proposed neighborhoods and near transit service in order to minimize automobile trips. *(MPSP)*

### **ED-1.10 Green Economy** 🌱

The City shall promote the development and expansion of a green local economy that is based on environmentally-sustainable industries and jobs, such as renewable energy, green building, clean transportation, water conservation, waste management and recycling, and sustainable land management. *(MPSP)*

### **ED-1.11 Public Input**

The City shall continue to solicit community input into and feedback on economic development planning and activities through its Economic Development and Housing Commission. *(PI)*

### **ED-1.12 Quality of Life** 🌍

The City shall continue to plan for a range of housing choices, quality schools, and amenities to make the City an appealing place to live and work for employees of existing and prospective businesses. *(MPSP)*

## **Land Use & Infrastructure**

Successful economic development is largely dependent on the availability of properties and buildings that are of sufficient size, appropriately located, and served by adequate infrastructure to support real estate development and the expansion or relocation of businesses. Policies in this section ensure that there are suitable locations with adequate infrastructure throughout the city, particularly in targeted investment areas, for development to occur and for businesses to locate.

## **GOAL ED-2**

**To make available suitable sites with adequate infrastructure to meet the needs of businesses and real estate development opportunities.**

### **ED-2.1 Developable Sites**

The City shall maintain an inventory of developable sites, including sites owned by the City and Port, to meet the needs of residential, commercial, and industrial developers and businesses. *(MPSP)*

### **ED-2.2 Infrastructure Investment**

In accordance with the Community Investment Action Plan, the City shall strategically allocate Measure G funding and pursue federal, state, and regional grants for infrastructure projects that are likely to catalyze private investment in real estate development and business. *(MPSP/FB)*

### **ED-2.3 Enhanced Infrastructure Financing Districts**

The City shall explore the creation of Enhanced Infrastructure Financing Districts (EIFD) in all areas of the city to generate tax increment funding for infrastructure improvements that are supportive of new and infill development. *(MPSP/FB)*

### **ED-2.4 Broadband Internet Expansion**

The City shall work with broadband internet service provider and developers, and will continue to install municipal conduit to improve and expand the availability of reliable, redundant, high-speed broadband internet services and fiber-optic networks that meet the current and future bandwidth needs of businesses, and as a means of attracting new businesses. *(MPSP/JP)*

**ED-2.5 Riverfront Mixed-Use Districts** 🌐

The City shall support infill high-density development and place-making opportunities in mixed-use riverfront areas including the Bridge District, Washington District, Pioneer Bluff, and Stone Lock to create urban places where people want to live and companies want to locate. (RDR/MPSP)

**ED-2.6 Downtown District** 🌐

The City shall work with other public agencies to strengthen West Sacramento's Downtown/Civic Center along West Capitol Avenue as the city's center for government, civic engagement, and education, while also working with private entities to transition underutilized properties to mixed-use developments that incorporate housing, retail, and office uses. (MPSP)

**ED-2.7 Port of West Sacramento**

The City shall support the industrial and commercial development of the Port of West Sacramento. (RDR/MPSP)

**ED-2.8 Retail Expansion**

The City shall promote and assist with the maintenance and expansion of West Sacramento's retail sector, including both regional and neighborhood-serving retail options, to meet the needs of West Sacramento residents, employees, and visitors, and shall promote opportunities to create new housing and transit service in the vicinity of retail opportunity areas. (MPSP)

**ED-2.9 Office Expansion**

The City shall seek to expand its share of region-serving office development and professional services. The City shall encourage efforts to attract major office tenants to West Sacramento. (MPSP)

**ED-2.10 Entertainment, Leisure, and Restaurant Venues**

The City shall encourage the development of new entertainment, leisure, and restaurant venues that meet the needs of local residents and the region. (MPSP)

**ED-2.11 Business and Industrial Parks**

The City shall protect existing business and industrial parks with high concentrations of employment and designate appropriate sites for new commercial and industrial development to meet projected demand. (MPSP)

**ED-2.12 Revitalization** 🌐 🍀

The City shall continue to encourage the revitalization and reuse of aging and underperforming commercial and industrial areas to eliminate blight and provide new economic opportunities. (RDR/MPSP)

**ED-2.13 Parcel Assemblage** 🌐

The City shall encourage parcel assemblage in key areas of the city (e.g., Bridge District, Washington, Pioneer Bluff, Central Business District, and West Capitol Avenue) to facilitate redevelopment and reinvestment. (RDR/MPSP)

**ED-2.14 Improvement Districts** 🍀

The City shall encourage local businesses and property owners to form Business Improvement Districts, Property-Based Business Improvement Districts, or Maintenance Capital Facilities Districts to facilitate revitalization efforts. (MPSP)

**ED-2.15 "Greening" Existing Buildings** 🌐

The City shall encourage property-owners and businesses to renovate and upgrade existing buildings to incorporate energy and water efficiency and conservation technologies and designs. (RDR/MPSP)

## Business Climate

West Sacramento's economic growth depends on attracting new businesses as well as retaining current businesses that wish to expand or relocate within the city. Policies in this section support a healthy business climate, which promotes the attraction, formation, and expansion of businesses.

### GOAL ED-3

**To maintain a healthy business climate that increases the city's ability to retain and expand existing businesses and attract new ones.**

#### ED-3.1 City Image 🇺🇸

The City shall continue to promote West Sacramento as a great place to live, work, and play and maintain the City's positive image as a business-friendly city with abundant opportunities for private investment, business growth, and access to quality employment. (MPSP)

#### ED-3.2 Competitiveness

The City shall continually assess its competitiveness as a place to do business and maintain its development regulations, fees accordingly. (PSR)

#### ED-3.3 Development Processing

The City shall continually assess its development processing performance to maintain its place as one of the most efficient and fastest jurisdictions in the region for processing development applications and building permits. (PSR)

#### ED-3.4 Use of Technology

The City shall utilize technology and e-government solutions to make it easier to do business in West Sacramento. (PSR)

#### ED-3.5 Collaboration & Partnerships

The City shall support the efforts of local and regional economic development associations to promote a strong business base, encourage joint marketing, improve the city's business climate, and identify business recruitment opportunities. (MPSP/JP)

#### ED-3.6 Local Purchasing 🌐

The City shall encourage residents and businesses to "shop local" for goods and services to support local businesses, reduce unnecessary travel, and increase local tax revenues. (MPSP)

#### ED-3.7 Small and Culturally-Diverse Businesses

The City shall encourage entrepreneurship and small business formation and expansion through its economic development programs, such as microenterprise training, and shall support the expansion of culturally-diverse businesses in the city. (MPSP)

#### ED-3.8 Funding Opportunities

The City shall work with financial institutions, including the Small Business Development Center, to promote small business lending opportunities that support and encourage local entrepreneurship and business growth. (MPSP)

#### ED-3.9 Removal of Blight 🌐 🇺🇸

The City shall strive to eliminate blight that may affect the attraction of new businesses and employees. (RDR/MPSP)

#### ED-3.10 Gateways to the City 🇺🇸

The City shall work with other government agencies, businesses, property-owners, and other business-support organizations to improve the visual appearance of gateways to the city, most notably highway interchanges, on-ramps, and exits. (RDR/MPSP)

### ED-3.11 Visitor Destination

The City shall work with local and regional stakeholders and organizations to promote West Sacramento as a visitor destination, capitalizing on the city's riverfront location and proximity to tourist and entertainment destinations in an around the city. (MPSP)

### ED-3.12 Events

The City shall encourage and promote events, festivals, and other attractions that bring residents, prospective businesses, and visitors to the city. (MPSP)

## Workforce Development

Growth in new sectors of the economy presents new opportunities for higher paying jobs for city residents. At the same time, advancement and the ability to earn living wages is dependent on acquiring new skills. Policies in this section encourage workforce development by coordinating with educators and leaders from the business community to meet local and regional workforce demands.

### GOAL ED-4

**To provide a well-educated and highly-trained workforce that effectively competes for meaningful and productive employment, earns competitive wages, and meets existing and future local and regional industry needs.**

#### ED-4.1 Workforce Investment

The City shall encourage local educational and technical institutions, workforce development agencies, and businesses to focus workforce investment and education programs on meeting the needs of existing and emerging industries. (MPSP)

#### ED-4.2 Balance of Businesses

The City shall strive to attract and retain a balance of businesses in a variety of

industries that provide a full range of career choices from entry-level jobs to highly-skilled jobs. (MPSP)

#### ED-4.3 Attract and Retain Skilled Workers

The City shall continue to improve the quality of life in the city to attract and retain skilled workers. (MPSP)

#### ED-4.4 Attraction of Key Institutions

The City shall seek to attract public and private educational and technical institutions with specialized training to meet local and regional workforce requirements and to expand vocational and technical programs in secondary schools. (MPSP)

#### ED-4.5 Sustainable Jobs Workforce Development

The City shall encourage educational and technical institutions to provide programs that educate and train local employees for existing and emerging clean technology/manufacturing, green-collar jobs, sustainable construction, and other jobs promoting sustainability. (MPSP)

#### ED-4.6 Home-based Businesses

The City shall support the formation and operation of home-based businesses that are compatible with the surrounding neighborhood. (RDR)

#### ED-4.7 Attraction and Retention of College Graduates

The City shall encourage efforts by local educational institutions, trade organizations, businesses, and other agencies to attract and retain college graduates in the local work force. (MPSP/IGC)

**ED-4.8 Adult Workforce Development Programs**

The City shall encourage workforce development programs that improve adult education programs for workers in transition or who need to update their skills to prepare for new job opportunities. *(MPSP)*

**ED-4.9 High School Curriculum**

The City shall encourage Washington Unified School District to offer programs and to design curriculum at River City High School tailored to readying high school students to meet local workforce needs based on feedback from local employers. *(MPSP)*

**ED-4.10 Community College Degree, Certificate, and Transfer Programs**

The City shall encourage the Los Rios Community College District to offer degrees and certificates aimed at meeting the workforce needs of local businesses and encourage improved transfer programs with UC Davis, Sacramento State University, and other local educational and workforce training institutions. *(MPSP/IGC)*

**ED-4.11 Living Wages and Benefits**

The City shall encourage retail expansion and development by companies and institutions that provide quality jobs, competitive wages, and health benefits to employees. *(MPSP)*

<b>Table 3-4 Economic Development Implementation Programs</b>		2016-2018	2019-2023	2024-2035	Annual	Ongoing
1. The City shall develop and maintain an inventory of developable sites and selected buildings, including City and Port-owned properties, to encourage the development of new residential, commercial, industrial, and mixed-use projects. (PSR) 🌐						
<b>Implements Which Policy(ies)</b>	ED-2.1, ED-2.4, ED-2.5, ED-2.6, ED-2.7, and ED-2.12	<b>x</b>				<b>x</b>
<b>Responsible Department(s)</b>	Economic Development					
<b>Supporting Department(s)</b>	Community Development					
2. In conjunction with the annual City budget and Capital Improvement Plan processes, the City shall identify and allocate funding for economic development activities and strategic infrastructure improvements to encourage private investment in accordance with the Community Investment Action Plan. (MPSP/FB)						
<b>Implements Which Policy(ies)</b>	ED-1.1, ED-1.3, ED-2.2, and ED-2.3	<b>x</b>				<b>x</b>
<b>Responsible Department(s)</b>	Economic Development					
<b>Supporting Department(s)</b>	Administrative Services					





## **POLICY DOCUMENT PART 2**

# **MOBILITY ELEMENT**

West Sacramento’s transportation network reflects the City’s commitment to a connected, efficient, multi-modal system that facilitates the community’s economic, environmental, and social objectives. The Mobility Element contains policies that support increased densities and a mix of uses in multi-modal districts, help walking become more practical, support bicycling for both short- and long-distance trips, and improve transit frequency and destination options. These changes in the land use and transportation framework will reduce vehicle dependency and household transportation costs, conserve energy resources, reduce greenhouse gas and air pollutant emissions, and decrease vehicle miles traveled (VMT). Creating complete streets is a particular focus of the Mobility Element. The Element also includes policies related to parking, goods movement, and the Port of West Sacramento. Additional policies that address connectivity and the provision of pedestrian ways, bicycle routes, transit, and road facilities can be found in the Land Use Element and the Urban Structure and Design Element.

## Multi-Modal System

Multi-modal transportation systems accommodate various modes and enhance connections among modes so each can fill its optimal role in the overall transportation system. The policies in this section seek to create a transportation system in West Sacramento and the region that is paired with supportive development patterns to accommodate walking, bicycling, transit use, and vehicular travel, while encouraging infill development and benefitting community and environmental health.

One important part of the transportation planning process is estimating travel demand. This is important for planning new transportation facilities and modifications to existing facilities, but also as a baseline for examining ways to reduce vehicular travel demand by making it safer and more practical for more people to reach destinations on foot, by bicycle, or via transit. The most common way to measure vehicular travel demand is according to the number of vehicle miles traveled (VMT). Since transportation is the biggest source of greenhouse gas (GHG) emissions, a top source of other air pollutants, and the top energy user, finding ways to reduce VMT is critical for a community's environmental and energy conservation goals. While VMT in itself is not an environmental impact, increases in VMT could result in associated adverse physical environmental impacts, such as those related to GHG emissions, criteria air pollutants, and transportation-related noise. And since transportation is the second highest household expense, increasing non-personal vehicle transportation options in the city will help free up income to be spent on healthcare, housing, other needs.<sup>1</sup>

General Plan policies that prioritize compact, mixed-use, transit-oriented infill development reduce VMT by placing more people in areas where getting around without a car is more practical. Facilitating infill development in walkable communities with high-quality public transit reduces the need for passenger

vehicles. The Sacramento Area Council of Governments (SACOG) identifies several areas within West Sacramento that are VMT efficient. This includes Transit Priority Areas (areas within one-half mile of a major transit stop that is existing or planned) near the Sacramento River, I-80, and US-50, and Harbor Boulevard. SACOG identifies areas generally north of the Deep Water Ship Channel and east of I-80 having between 50 and 85 percent of regional average residential VMT per capita. Targeting development in these areas, matched with supportive pedestrian, bicycle, and transit facilities reduces VMT and associated adverse impacts.

### GOAL M-1

**To develop and maintain a multi-modal integrated transportation system that provides for the safe and efficient movement of people and goods, supports vibrant neighborhoods and business districts, and reduces air pollution and greenhouse gas (GHG) emissions from vehicle miles traveled (VMT).**

#### M-1.1 Connectivity and Access 🌐 📍

The City shall strive to maintain a comprehensive, safe, and fully integrated multimodal transportation system that connects residents, visitors, and employees to the city and region through all available modes including connected vehicles, car/bikeshare, and autonomous modes. The multimodal transportation system shall support infill development by ensuring convenient and safe walking, bicycling, and transit access. (MPSP)

#### M-1.2 Multi-Modal Corridors and Hubs 🌐

Consistent with the City's Mobility Action Plan, the City shall maintain multi-modal hubs within and between urban centers and along major corridors to support a variety of travel modes while providing amenities, such as bicycle parking and wayfinding features. (RDR/MPSP)

<sup>1</sup> US Bureau of Labor Statistics.  
<https://www.bls.gov/cex/tables/geographic/mean/cu-region-2-year-average-2021.pdf>

### **M-1.3 Reduce Vehicle Miles Traveled** 🌍

The City shall reduce vehicle miles travelled (VMT) and dependence on fossil fuels by continuing to develop a comprehensive multi-modal transportation system that includes more transit, bicycle, and pedestrian routes, and compact, mixed-use development, including infill development that supports non-private vehicle trips. *(RDR/MPSP)*

### **M-1.4 Prioritize Infill Development**

The City shall focus and expedite bicycle-, pedestrian-, and transit-supportive infill development in Transit Priority Areas and other low-VMT areas.

### **M-1.5 Public Involvement** ❤️

The City shall work closely with the public, especially disadvantaged communities and those traditionally underserved by transportation services, and collaborate on transportation issues, needs, projects, and processes from the early stage of the planning process. *(PI)*

### **M-1.6 Transportation Planning Efforts**

The City shall continue to participate in State, regional, and local transportation planning efforts to ensure coordination of the expansion and improvement of the region's transportation system. *(IGC)*

### **M-1.7 Regional Communication**

The City shall continue to develop formal and informal lines of communication between adjacent jurisdictions to ensure cooperation in the development of transportation systems that cross jurisdictional boundaries. *(IGC)*

### **M-1.8 Multi-Modal Access** 🌍 ❤️

As part of the site design during design review for new developments, the City shall incorporate multi-modal access to residential areas, civic and commercial centers, employment centers, transit stops/stations, schools, parks, recreation areas, and tourist attractions. *(RDR)*

### **M-1.9 Overcoming Barriers to Accessibility** 🌍 ❤️

To improve safe and accessible multimodal connections the City shall strive to remove and minimize the effects of natural and manmade barriers, such as the Capital City Freeway, railways, Sacramento River, highway/interstate interchanges and associated ramps, and the Deep Water Ship Channel. *(RDR/MPSP)*

### **M-1.10 Eliminate Gaps** 🌍 ❤️

The City shall strive to eliminate roadway, public transit, bikeway, and pedestrian way gaps between neighborhoods and districts to create a completely connected city. *(RDR/MPSP)*

### **M-1.11 Multi-Modal Transportation Center** 🌍

The City shall maintain a multi-modal transportation center as a hub for all local and regional transportation systems. *(PSR)*

### **M-1.12 Transportation Impact Studies**

The City shall maintain guidelines for Transportation Impact Studies for new developments that identify, evaluate, and address transportation impacts of new development. *(RDR/PSR)*

### **M-1.13 Off-site Improvements**

The City shall require new developments to contribute to off-site circulation improvements necessary to accommodate the project's transportation demand. *(RDR/FB)*

### **M-1.14 Fair Share Circulation Improvements**

The City shall ensure, through a combination of traffic impact fees and other funding mechanisms, that new development pays its fair share of the costs of circulation improvements for all transportation modes according to projects' VMT impacts. *(RDR/FB)*

## **Complete Streets**

Complete streets accommodate pedestrian, bicycle, and transit access, as well as vehicular access and create a safer transportation system for all modes of transit. To ensure a varied and viable range of transportation options, people must feel comfortable

and secure on the street, no matter the mode of travel. For decades, however, streets were designed to move cars quickly and efficiently, prioritizing driving speed and convenience without regard to the impact on the safety and convenience of other modes of transportation.

Complete streets provide a high degree of “connectivity” – a term which describes the degree to which there are multiple routes available to reach destinations. A highly connected street pattern offers dense system of parallel routes, both east-west and north-south, with many streets providing through connections; no cul-de-sacs, dead-ends, or looped streets; frequent intersections; and, frequent points of access. Highly connected streets are convenient for pedestrians, bicyclists, and drivers and can reduce travel times for emergency responders.

The policies in this section provide guidance on how West Sacramento’s streets can be designed to meet the needs of pedestrians, bicyclists, motorists, and public transportation users of all ages and physical abilities. At the same time, there is no one design for complete streets. Different neighborhoods and districts in the city will have unique elements and features that, when combined, should enable all users to move safely along and across the complete street. Additionally, the City will need to monitor the emergence of autonomous vehicles, and manage the transportation network accordingly.

## GOAL M-2

**To provide complete streets that accommodate driving, walking, bicycling, and public transit and are designed to enable safe, attractive, and comfortable access and travel for all users.**

### M-2.1 Complete Streets Standards 🌍 🏡

The City shall develop, maintain, and implement complete streets standards that serve adjacent land uses and are context sensitive to nearby neighborhoods and districts. (MPSP)

### M-2.2 Connectivity and Balance 🌍 🏡

The City shall preserve and continue to develop a comprehensive, integrated, and connected network of streets that balance walking and bicycling with public transit, vehicles, and trucks. (MPSP)

### M-2.3 Adequate Rights-of-Way 🌍 🏡

The City shall ensure that all new roadway projects and major reconstruction projects provide appropriate and adequate rights-of-way for all users, including bicyclists, pedestrians, transit riders, and motorists, except where pedestrians and bicyclists are prohibited by law from using a given facility. Dedication and improvements of full rights-of-way shall not be required in existing developed areas where the City determines that such improvements are either infeasible or undesirable. Other deviations from these standards shall be permitted upon a determination that safe and adequate access and circulation are preserved by such deviations. (RDR)

### M-2.4 Accessibility 🌍 🏡

The City shall endeavor to ensure that all streets are safe and accessible to people with disabilities and others with limited mobility. Streets shall be designed and reconstructed to meet the requirements of the Americans with Disabilities Act (ADA). (RDR)

### M-2.5 Street Amenities 🌍 🏡

The City shall require transit, bicycle, and pedestrian amenities in street design to promote walking, bicycling, and transit use and complement the context of nearby centers, corridors, and neighborhoods. (RDR)

### M-2.6 Street Greening 🌍 🏡

The City shall require landscaping, including street trees, landscaped medians, and sidewalks, in street design to minimize runoff, provide shade, and create an inviting environment. (RDR)

### M-2.7 Complete Streets Requirements 🌍 🏡

The City, to the extent feasible, shall require that all new street construction and reconstruction is designed to achieve complete streets. Exceptions to complete

streets design shall require approval of the Planning Commission. (RDR)

### **M-2.8 More Complete Streets** 🌍 🏡

The City, in consideration of emergency vehicle and refuse collection needs, shall identify streets that can be more “complete,” or that have excess vehicular capacity, and could accommodate a reduction in the number or width of travel lanes, and protected bicycle lanes. This could include placement of on-street parking adjacent to the vehicular travelway and the bicycle lane adjacent to the curb and sidewalk. (PSR)

### **M-2.9 Street Design Standards** 🌍 🏡

The City shall require that streets be dedicated, widened, extended, and constructed to provide for a well-connected, walkable community, preferably using a grid or modified grid design, according to City street design standards and complete streets concepts. New residential, retail and service, and mixed-use developments should provide relatively short blocks and multiple internal connections between residences and destinations, as well as multiple connections to existing and planned development in adjacent areas. (RDR)

### **M-2.10 Existing Streets Retrofits** 🌍 🏡

Based on available funding and staff resources, the City shall retrofit existing streets with new bikeways, enhanced sidewalks, on-street parking, and street trees. (MPSP)

### **M-2.11 Complete Bridges** 🌍 🏡

The City shall ensure, to the extent feasible, that bridges and overpasses include infrastructure, features, and amenities to provide a continuous unbroken system of complete streets within the city and a welcoming entrance at the city’s gateways. (RDR)

### **M-2.12 Adequate Travel and Crossing of Rights of Way** 🌍 🏡

The City shall ensure that, in constructing and reconstructing streets, that adequate rights-of-way and crossing of rights-of-way is provided for all users

including bicyclists, pedestrians, transit riders, and motorists. (RDR)

### **M-2.13 Vision Zero** 🌍 🏡

The City shall utilize a data driven, “vision zero” approach to eliminate all traffic fatalities and severe injuries by 2040 and endeavor to ensure that bicycle, pedestrian, and public transit facilities are constructed to eliminate fatalities and severe conflicts among bicyclists, pedestrians, transit operators/users, and motorists. (RDR)

### **M-2.14 Minimal Driveways and Curb Cuts** 🌍 🏡

The City shall strive to minimize the number of driveways and curb cuts along Arterials to limit unsafe conditions and enhance the experience of walking and bicycling. The City shall strive to consolidate existing driveways for adjacent users where possible and remove unused driveways. (RDR)

## **Streets and Roadways**

Building on the concepts of a multi-modal transportation system and complete streets, policies in this section provide for streets that are designed to balance the diverse needs of pedestrians, bicyclists, transit riders, and motorists. Streets are categorized according to both function and typology, considering the surrounding land use context. Street improvements are designed to minimize environmental and neighborhood impacts.

### **GOAL M-3**

**To develop and maintain a street and highway system that promotes safe, efficient, and reliable movement of people and goods by multiple transportation modes and routes, reduces air quality impacts and GHG emissions, and minimizes traffic noise impacts.**

### **M-3.1 Safe and Efficient** 🏡

The City shall ensure that the street system, street designs, and access provide for multiple routes to reach destinations, and the safe and efficient movement of goods and people. (MPSP)

### **M-3.2 Vehicular Level of Service**

For planning purposes, the City shall endeavor to maintain a vehicular Level of Service “C” on all streets within the City, except at intersections and on roadway segments within one-quarter mile of a freeway interchange or bridge crossing of the Deep Water Ship Channel, barge canal, or Sacramento River, where a Level of Service “D” shall be deemed acceptable, and within pedestrian oriented, high-density, mixed-use areas, such as the Pioneer Bluff and Stone Lock Reuse Master Plan area, Bridge District Specific Plan area, Washington District Specific Plan area, and Sacramento Avenue and West Capitol Avenue corridors east of Harbor Boulevard, where a vehicular Level of Service “E” shall be deemed acceptable. (RDR)

### **M-3.3 Level of Service Flexibility** 🌐

The City shall, on a case-by-case basis, allow for lower vehicle level of service if other transportation goals (i.e., creation of complete streets) will be met; other modes (i.e., walking, bicycling, and public transit) would be negatively impacted by improvements required to maintain the vehicular LOS; or the land use context warrants deviation. Exceptions to the vehicular level of service operating goals shall require the approval of the City Council. (RDR)

### **M-3.4 Multi-modal Roadway Level of Service** 🌐

The City shall develop, maintain, and implement multi-modal level of service (LOS) operating goals to more appropriately balance among modes. The City shall endeavor to achieve levels of service for bikeways, pedestrian ways, and public transit that are at least as efficient as the vehicular LOS. (RDR/MPSP)

### **M-3.5 Roundabouts** 🌐

The City shall consider roundabouts as an intersection traffic control option with demonstrated air quality and safety benefits, where deemed feasible and appropriate. (RDR/MPSP)

### **M-3.6 Connected Grid** 🌐

The City shall preserve and continue to promote grid-based roadway systems, where appropriate, that

distribute traffic evenly and avoid excessive traffic in any given area. (RDR/MPSP)

### **M-3.7 Local Neighborhood Streets** 🍷

The City shall require local streets that primarily serve residential neighborhoods to be designed to include visual cues demonstrated to encourage low speeds of no greater than 25 miles per hour, but ideally no greater than 15 miles per hour. (RDR)

### **M-3.8 Traffic Calming** 🌐 🍷

The City shall support the installation of traffic calming features on streets with high pedestrian traffic and along neighborhood streets. (RDR/MPSP)

### **M-3.9 Maintenance** 🍷

The City shall strive to maintain streets in a condition which is safe for travel, consistent with current design standards. (RDR/MPSP)

### **M-3.10 Emergency Service Coordination** 🍷

The City shall coordinate development and maintenance of all transportation facilities with emergency service providers to ensure continued emergency service operation and service levels. (RDR/MPSP)

### **M-3.11 Adequate Southport Area Access** 🍷

The City shall ensure adequate access to the Southport area as new major development occurs in the Southport area, including through the construction of the Enterprise Boulevard Crossing. (RDR/MPSP)

### **M-3.12 Bridge Carrying Capacity** 🍷

The City shall work with Caltrans and the City of Sacramento to maintain the pedestrian capacity and increase the bicycle and transit capacity of the Tower Bridge. (MPSP/IGC)

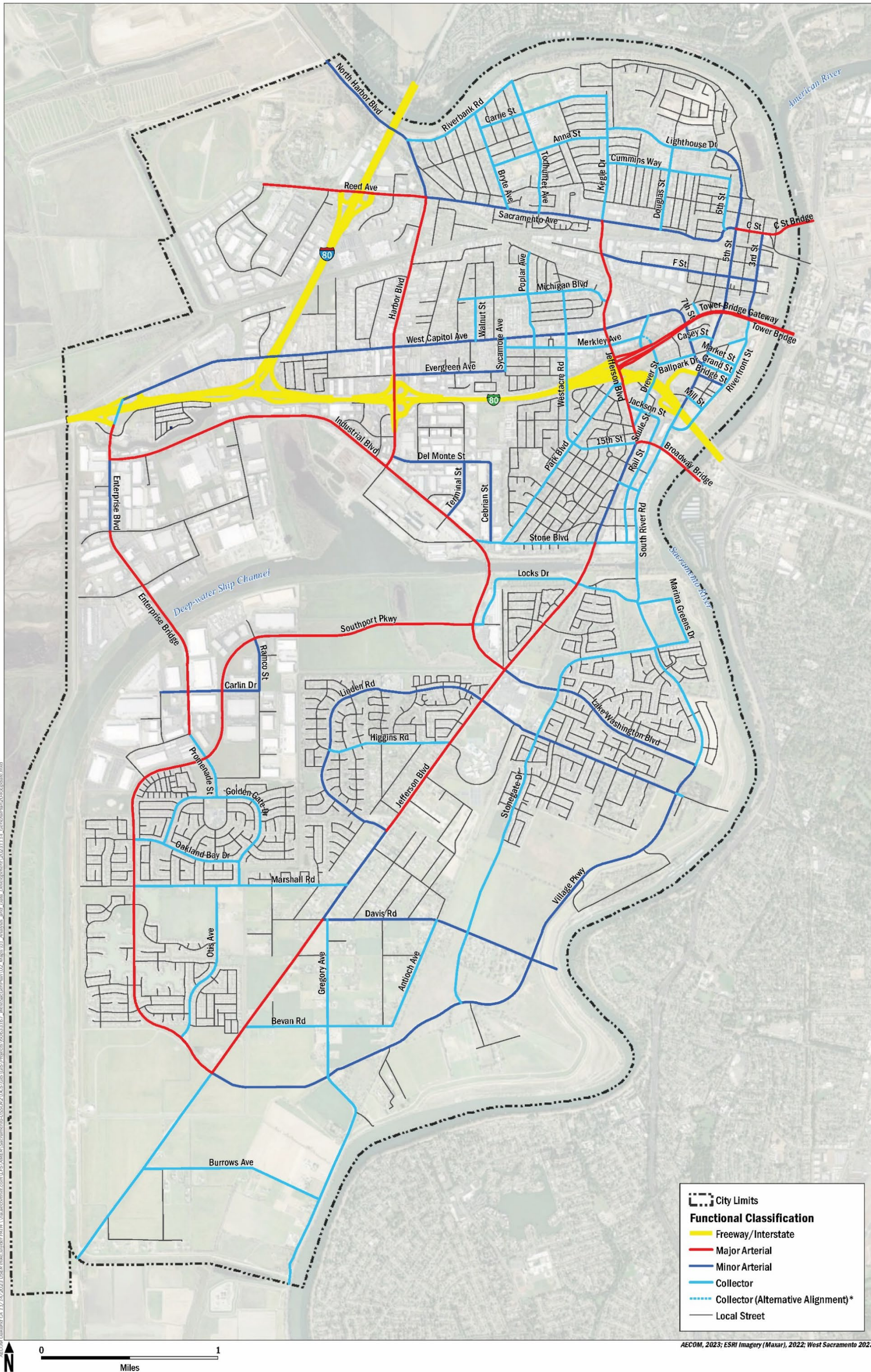
### **M-3.13 Freeport Bridge Improvements**

The City shall support improvements to the Freeport Bridge to improve access to the southern part of West Sacramento.

## Circulation Diagram & Standards

The Circulation Diagram (Figure M-1) depicts the official Functional Classification of existing and proposed streets and roads within West Sacramento. All new streets and roadways and widenings should be constructed to serve projected traffic volumes at safe speeds and support multi-modal travel. The following paragraphs define the classification system:

- **Local Streets** are intended to serve adjacent properties. They carry low traffic volumes, are designed to reduce vehicular speeds, and have speed limits that do not exceed 25 miles per hour. Transit bus service is not typically provided on Local Streets. With the low traffic volumes and low speeds, bicycles are accommodated, typically without the need for special lane markings or signage. Sidewalks and on-street parking are provided on both sides of the street. Local Streets can be designated as active transportation through-routes.
- **Collectors** are intended to "collect" traffic from local streets and distribute to roadways higher in the street classification hierarchy (e.g., arterials). Collectors also serve adjacent properties. They generally carry light to moderate traffic volumes on two lanes, and vehicular speed limits are typically maintained in the 25 to 35 miles per hour range. Bicycles should be accommodated by a bike lane a minimum of five feet in width (six feet in width if adjacent to on-street parking), preferably with a physical buffer, separating from adjacent vehicle traffic. For pedestrian connectivity, sidewalks should be provided on both sides of the street. On-street parking can be provided on Collectors.
- **Minor Arterials** are fed by Local Streets and Collectors, provide intra city circulation and connection to regional roadways, and often carry heavy traffic volumes. Although their primary purpose is to move heavy volumes of traffic, Minor Arterials often serve adjacent properties, especially in commercial areas. Speed limits on Minor Arterials typically range from 35 to 45 miles per hour. Bicycles should be accommodated by bike lanes a minimum of six feet in width, preferably with a physical buffer separating from adjacent vehicle traffic. For pedestrian connectivity, sidewalks should be provided on both sides of the street. Transit stops should allow for bus pullouts as to not impede the movement of vehicle traffic. On-street parking should not be allowed. In locations with relatively high pedestrian and bicycle use, Minor Arterial design will promote relatively lower speeds.
- **Major Arterials** provide for major cross-town and regional travel, and carry larger volumes of traffic. They are divided roadways of four or six lanes with a large median area which is used for auxiliary lane purposes at intersections. There should be no direct access to adjacent properties unless no reasonable alternatives exist. Such direct access should be limited to right turn-in and right turn-out movements only. Speed limits on Major Arterials are typically at least 40 miles per hour. Bicycles should be accommodated by bike lanes at least 6 feet in width with a physical buffer, separating from adjacent vehicle traffic (if not allowed by roadway constraints, a striped buffer is sufficient). For pedestrian connectivity, sidewalks should be provided on both sides of the street. Transit stops should allow for bus pullouts as to not impede the movement of vehicle traffic. On-street parking should not be allowed. In locations with relatively high pedestrian and bicycle use, Major Arterial design will promote relatively lower speeds.
- **Freeways/Interstates** serve intracity and intercity travel. They provide no direct access to adjacent properties, but rather are fed traffic from Collectors or Arterials through the use of access ramps and, therefore, do not have at-grade intersections. Freeways provide connections to other regional highways and are capable of carrying heavy traffic volumes. Speed limits on freeways are usually the highest allowed by law. Bicycles and pedestrians are not allowed on freeways. Capitol City Freeway (U.S. 50/Business 80) and I-80 serve this function in West Sacramento.



**Figure M-1. Functional Roadway Classifications  
City of West Sacramento**

Note: \*The connection Drever Street north to Merkle Avenue is an alternative alignment – the primary connection in this area would be El Rancho Court to Tower Bridge Gateway. The alternative alignment will not be implemented while the Dharma Realm property through which the alternative alignment would run is used for religious purposes



## Public Transit

Policies in this section strive to foster increased transit use through the provision of new service lines and the extension of existing lines, increased frequency of service, and the provision of direct pedestrian and bicycle access to transit station area. This section also focuses on increasing access to transit services such as high speed rail, regional rail, streetcars, light rail, bus routes between urban centers, micro-transit, and neighborhood bus service.

### GOAL M-4

**To support and maintain a range of public and private transit systems that are responsive to the needs of all residents and employees and allow efficient and safe travel throughout the city and region.**

#### M-4.1 Access to Public Transit 🌐 🇺🇸

The City shall strive to ensure that all residents have access to adequate and safe public transit options that offer alternative travel choices to private vehicle use, reduce dependence on fossil fuels, and increase physical activity. (MPSP)

#### M-4.2 Affordable Public Transit 🌐

The City shall work with the Yolo County Transit District (Yolobus) to provide adequate and affordable public transit choices, including expanded bus, microtransit, and paratransit routes and service. (MPSP/IGC)

#### M-4.3 Transit Priority 🌐

The City shall consider the use of transit- preferential measures, such as signal priority, bypass lanes, and queue jumps, to improve transit service reliability. (MPSP/SO)

#### M-4.4 Transit Stops 🌐

The City shall work with Yolobus to maintain transit system operations that provide accessible and convenient service to West Sacramento residents

and employees, particularly during peak commute times. (MPSP/IGC)

#### M-4.5 Transit-friendly Streets 🌐 🇺🇸

The City shall ensure that new streets install infrastructure, features, and amenities that support transit use; are safe, convenient, clean, and efficient; are clearly marked and accessible; and include shelters, benches, and adequate lighting. (RDR/MPSP)

#### M-4.6 Unified Traveler Information System 🇺🇸

The City shall work with transit providers in developing and maintaining a unified traveler information system that provides current information on transit service including on-demand dynamic routing, as well as other modal applications. (MPSP/IGC)

#### M-4.7 Yolobus

The City shall work with Yolobus to ensure that intercity and inter-regional bus service is responsive to local needs. (IGC)

#### M-4.8 Feeder-Bus Connections 🌐

The City shall work with Sacramento Regional Transit District (SacRT), Yolobus, and the City of Sacramento to connect West Sacramento residents with the Sacramento multi-modal station and SacRT light rail system. (IGC)

#### M-4.9 Light Rail/Street Cars 🌐

The City shall cooperate with SacRT, Yolobus, Yolo Commute, and the City of Sacramento to support and actively pursue extension of light rail/street cars into West Sacramento to serve the Civic Center/Central Business District, the Washington neighborhood, and the Bridge District, Pioneer Bluff, and Stone Lock. Considerations for future extensions should be given to areas where higher-density, mixed-use development patterns will support light rail and/or streetcar ridership, such as Southport Town Center. (MPSP/IGC)

#### **M-4.10 Private Transit**

The City shall encourage privately-owned transit systems, such as taxicabs, employer shuttles, ridesharing services, microtransit, and private bus companies, to provide convenient transfers to and from public transit systems. *(JP)*

#### **M-4.11 Clean Private Transit** 🌍

The City shall encourage privately-owned transit systems to use zero emission-electric or other alternative fuel vehicles. *(JP)*

#### **M-4.12 Private Water Transportation Services**

The City shall support development of private water transportation services and docks, where appropriate, along the Sacramento River. *(RDR)*

#### **M-4.13 Paratransit**

The City shall support provision of paratransit services and other demand response services for those unable to use conventional transit. *(JP)*

#### **M-4.14 Park-and-Ride** 🌍

The City shall cooperate with Caltrans and YoloBus in the development of park-and-ride facilities near major transportation corridors. *(MPSP/IGC)*

#### **M-4.15 Promote Transit** 🌍

The City shall encourage public transit providers and private event sponsors to promote the ways that mass transit and excursions can serve West Sacramento locations and events. *(MPSP/IGC)*

#### **M-4.16 High Speed Rail** 🌍

The City shall support the establishment of high-speed rail service connecting the Bay Area and southern California with the Sacramento area. *(MPSP)*

### **Bicycle System**

Policies in this section support the construction of a comprehensive citywide bikeway network that includes support facilities, such as convenient and secure bicycle parking. This section seeks to increase trips taken by bicycling and to ensure the

safety of bicyclists and convenience of reaching daily destinations via bicycle.

### **GOAL 5**

**To develop and maintain a safe, comprehensive, and integrated bicycle system and bicycle support facilities throughout the city.**

#### **M-5.1 Bike, Pedestrian, and Trails Plan** 🌍

The City shall maintain and implement a Bicycle, Pedestrian, and Trails Master Plan that identifies priority improvements. New development shall be required to be consistent with the applicable portions of the Plan. *(MPSP)*

#### **M-5.2 Bicycle Routes** 🌍 🌍

The City shall maintain and improve a safe and convenient network of identified bicycle routes connecting residential areas with recreation, parks, scenic areas, the riverfront, schools, the Central Business District, public facilities, shopping, and employment areas. *(MPSP)*

#### **M-5.3 Regional Bicycle System & Bike Sharing Coordination** 🌍

The City shall cooperate with surrounding jurisdictions and SACOG in designing and implementing a regionally connected bikeway system, including bike sharing. *(MPSP/IGC)*

#### **M-5.4 Connections between New Development and Bikeways**

The City shall ensure that new commercial and residential development projects provide frequent and direct connections to existing and planned bicycle facilities. *(RDR)*

#### **M-5.5 Appropriate Bikeways** 🌍

The City shall maintain, to the maximum extent possible, an appropriate system of low-stress bikeways that encourages cyclists of all skill levels that includes Class I, II, III, and IV facilities, and should plan for and install the most protected facility feasible in areas where relatively high bicycle activity is anticipated. *(RDR/MPSP)*

### **M-5.6 Coexistence**

The City shall limit designated and marked on-street bicycle routes to those streets where traffic volumes and speeds permit safe coexistence of bicycle and motor vehicle traffic and should use high-visibility markings to promote motorist awareness of cyclists. The City shall implement design changes to reduce vehicle speeds in areas where bicycle access is important for reaching daily destinations. *(RDR/MPSP)*

### **M-5.7 Bicycle Safety** 🇺🇸

The City shall consider bicycle safety when implementing improvements for vehicle traffic operations, including setting speed limits and implementing complete street improvement projects. *(RDR/MPSP)*

### **M-5.8 Public Bicycle Parking Facilities** 🌐

The City shall ensure that bicycle parking facilities are installed at all new major public facilities, business and employment sites, and shopping centers. *(RDR/SO)*

### **M-5.9 Bike Support Facilities** 🌐

The City shall require that new large development and redevelopment projects (e.g., employment centers, educational institutions, recreational and retail destinations, and commercial centers) provide secure, weatherproof bicycle parking (i.e., short-term bicycle parking for visitors and long-term bicycle parking for residents or employees), personal lockers, showers, and other bicycle-support facilities. *(RDR)*

### **M-5.10 Conversion of Underused Facilities**

The City shall convert underused rights-of-way along roadways, drainage canals, and railroad corridors to bikeways wherever feasible and desirable. *(RDR/MPSP)*

### **M-5.11 Bike Safety for Children** 🇺🇸

The City shall support infrastructure and programs in partnership with the Washington Unified School

District that encourage children to bike safely to school. *(MPSP/IGC)*

### **M-5.12 Phasing**

The City shall ensure that bikeways connecting to the existing bikeway system be provided in the first phase of all major phased developments. *(RDR)*

## **Walkability**

Policies in this section seek to promote West Sacramento as a pedestrian-friendly city through safe, walkable neighborhoods and districts. This section provides for the development of a continuous pedestrian network with sidewalks that are enjoyable places to walk. Residents will be encouraged to integrate walking into their daily activities to promote a healthier lifestyle and energy resource conservation.

### **GOAL M-6**

**Develop and maintain a safe, accessible, and integrated pedestrian system that promotes walking.**

#### **M-6.1 Cohesive Network** 🌐 🇺🇸

The City shall maintain a cohesive pedestrian network of public sidewalks and street crossings that makes walking a convenient and safe way to travel. *(MPSP)*

#### **M-6.2 Continuous Network** 🌐 🇺🇸

The City shall provide a continuous pedestrian network in existing neighborhoods and require a continuous pedestrian network in new neighborhoods that facilitates convenient pedestrian travel free of major impediments and obstacles. *(RDR/MPSP)*

#### **M-6.3 Pedestrian-friendly Streets** 🌐 🇺🇸

The City shall ensure that new streets in areas of high pedestrian activity support safe and attractive travel by providing features and amenities such as separated sidewalks, bicycle lanes and separated paths, pedestrian signals, street trees, seating, and pedestrian-scaled lighting. *(RDR/MPSP)*

#### **M-6.4 Building Design** 🌍 🏡

The City shall ensure that new buildings are designed to engage the street and encourage walking through design features such as placing the building with entrances facing the street and providing connections to sidewalks. If parking is provided, it shall generally be behind or on the side of buildings. *(RDR)*

#### **M-6.5 Connecting Destinations** 🌍 🏡

The City shall require new subdivisions and large-scale developments to include safe pedestrian walkways that provide direct links between streets and major destinations such as transit stops and stations, residential areas, schools, parks, retail, and services. *(RDR)*

#### **M-6.6 Large-scale Redevelopment** 🌍 🏡

When large industrial blocks are redeveloped with more urban uses, the City shall ensure that connectivity is provided through direct and safe pedestrian connections. *(RDR)*

#### **M-6.7 Safe Pedestrian Crossings** 🏡

The City shall improve pedestrian safety at intersections and mid-block locations by providing pedestrian treatments such as well-marked pedestrian crossings, bulbouts, or median refuges that reduce crossing widths, and/or audible pedestrian signals. *(RDR/MPSP)*

#### **M-6.8 Speed Management Policies** 🏡

The City shall develop and implement speed management policies that support driving speeds on all city streets that are safe for pedestrians. *(MPSP)*

#### **M-6.9 Safe Sidewalks** 🏡

The City shall develop safe and convenient pedestrian ways that are universally accessible, adequately illuminated, and properly designed to reduce conflicts between vehicles and pedestrians. *(RDR/MPSP)*

#### **M-6.10 Completion of Sidewalk System** 🌍 🏡

The City shall identify gaps in the sidewalk systems of existing neighborhoods and seek funding to close these gaps. *(MPSP)*

### **Parking**

Policies in this section focus on providing sufficient parking, while protecting adjacent neighborhoods and the environment, and minimizing space devoted to temporary vehicle storage that could provide housing, economic development, or another productive use. This section supports reduced parking requirements, where appropriate, to promote walkable communities and non-vehicular forms of transportation.

#### **GOAL M-7**

**To develop and manage both on- and off-street parking systems that balance citywide goals of economic development, livable neighborhoods, and public safety.**

#### **M-7.1 Parking** 🌍

The City shall develop and manage a comprehensive on- and off-street parking system that reflects the true cost of private vehicle use, supports the use of non-vehicular transportation, and employs best available technologies. *(MPSP)*

#### **M-7.2 Access over Parking** 🌍

The City shall ensure that the primary purpose of streets is access for people and goods movement, and that on-street parking be a secondary and subordinate use only, unless such on-street parking has been established by the City as an integral design component. If travel demands dictate, on-street parking may be eliminated, either permanently or temporarily, to improve multi-modal access. *(RDR/MPSP)*

#### **M-7.3 Replacement of Lost Parking**

If construction of additional traffic lanes or creation of bikeways/lanes necessitates removal of on-street

parking spaces, the City should examine options for adding parking in the same vicinity, when feasible, unless such replacement is deemed unnecessary through a parking study. *(RDR/MPSP)*

#### **M-7.4 Parking for New Development**

The City shall require provision of adequate off-street parking, as needed, for new developments. The adequacy and appropriateness of parking requirements in the Zoning Code shall be periodically reevaluated. *(RDR)*

#### **M-7.5 Reduce Minimum Parking Standards**

The City shall eliminate or reduce minimum parking standards for private vehicles in transit-oriented developments, mixed-use developments, and developments in relatively high-density areas, while maintaining adequate parking for shared vehicles, bicycles, and other alternative modes of transportation. The City will consider waiving off-street parking requirements for new developments in other areas when sufficient evidence is provided that parking is not necessary at the rate suggested by City standards. *(RDR)*

#### **M-7.6 Parking Cash-out**

The City shall consider requiring new office developments with more than 50 employees to offer a parking “cash-out” program to encourage commute modes other than a private vehicle. *(RDR)*

#### **M-7.7 Reduction of Parking Areas**

The City shall strive to reduce the amount of land devoted to parking through such measures as development of parking structures, mechanical parking applications, the application of shared parking for mixed-use developments, and the implementation of Transportation Demand Management plans to reduce parking needs. *(RDR/MPSP)*

#### **M-7.8 Electric/Alternative Fuel Vehicle Parking**

The City shall require new large commercial and retail developments, large employment centers, high-use public buildings, and parking structures to provide parking for electric vehicles and electric vehicle charging infrastructure. Priority parking shall be provided for vehicles using alternative fuels. *(RDR)*

#### **M-7.9 Identify Parking Deficiencies and Conflicts**

The City shall monitor parking supply and utilization to identify deficiencies or conflicts as they develop, particularly for public parking areas in the urban areas. *(PSR)*

#### **M-7.10 Shared Parking**

The City shall encourage the use of shared parking programs as conditions of approval in mixed-use and transit-oriented neighborhoods and districts as a part of the overall parking management strategy. *(RDR)*

#### **M-7.11 Unbundled Parking**

The City shall consider using unbundled parking (*i.e.*, require parking to be paid for separately and not included in the base rent) as conditions of approval for residential and/or commercial space as a part of the overall parking management strategy. *(RDR)*

#### **M-7.12 Pricing**

The City shall use parking pricing and performance parking to discourage parking congestion. *(MPSP)*

#### **M-7.13 Event Parking**

The City shall encourage and support efforts to reduce on-site parking demand and increase public transit at large events through reduced peripheral parking rates, discount transit passes, discount parking, or incentives for carpooling and bicycle parking. *(MPSP)*

#### **M-7.14 Truck Parking** ♥

The City shall prohibit on-street truck parking where such parking restricts adequate sight distances or otherwise poses a potentially hazardous situation. (RDR)

#### **M-7.15 Parking Improvements**

All required parking shall be located on durable and dustless surfaces except those spaces provided for temporary or seasonal use. (RDR)

#### **M-7.16 Safe Parking Facilities** ♥

All parking facilities shall be designed and maintained to provide natural and/or electronic surveillance in accordance with CPTED principles.

## **Transportation Demand Management**

Policies in this section seek to reduce travel demand (specifically that of single-occupancy private vehicles), and to re-direct travel demand to other areas or times in order to cost-effectively increase roadway capacity.

### **GOAL M-8**

**To use Transportation Demand Management as a means to improve system efficiency and reduce dependence on motor vehicles and traffic congestion, and expand travel options and choices.**

#### **M-8.1 Transportation Demand and System Management Tools** 🌐

The City shall use Transportation Demand Management tools and programs (e.g., alternative work schedules, telecommuting, ridesharing) on a citywide basis to encourage and create incentives for the use of alternate travel modes. (MPSP)

#### **M-8.2 Enhance Mobility Options**

The City shall maintain and enhance mobility options by supporting public and private transportation projects that facilitate Transportation Demand Management. (MPSP/IGC/JP)

#### **M-8.3 Alternative Transportation Commute Choices** 🌐

The City shall coordinate with Yolo Commute efforts to encourage alternative transportation commute choices. (IGC)

#### **M-8.4 Emerging Technology**

The City shall use emerging transportation technologies and services to increase transportation system efficiency. (MPSP/SO)

#### **M-8.5 Transportation System Management Ordinance** 🌐

The City shall maintain and implement the local Transportation System Management (TSM) ordinance to distinguish between the infrastructure and facilities to be provided by developers and the trip reduction incentives and programs to be implemented by employers. (RDR)

#### **M-8.6 Private TDM Programs** 🌐

The City shall encourage existing major employers to develop and implement Transportation Demand Management programs to reduce peak period trip generation, such as on-site amenities, pedestrian and bicycle friendly design, and access to transit. (RDR/JP)

#### **M-8.7 Mitigation through TDM Programs** 🌐

The City shall consider Transportation Demand Management programs with achievable trip reduction goals as partial mitigation for development project traffic and air quality impacts. (RDR)

## **Goods Movement**

Policies in this section support the movement of goods via rail, truck, and marine (i.e., Port of West Sacramento) modes. This section also seeks to reduce the impacts of rail and truck operations on adjacent neighborhoods and sensitive land uses.

### **GOAL M-9**

**To provide an efficient system for goods movement that adequately serves the industrial and commercial areas of the city while**

**protecting residents from potentially adverse impacts.**

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**M-9.1 Efficient Goods Movement** 🌐

The City shall support infrastructure improvements and the use of emerging technologies that facilitate the clearance, timely movement, and security of trade, including facilities for the efficient intermodal transfer of goods by truck and rail. Goods movement by marine at the Port of West Sacramento shall be evaluated with respect to potential conflicts with the City's mobility network, and any conflicts shall be reconciled and/or mitigated to the extent possible. *(RDR/MPSP)*

**M-9.2 Goods Movement by Rail**

The City shall monitor short-line rail activity and look for opportunities to minimize its impact on residents and the City's mobility network, and shall exercise its land use authority to minimize conflicts between rail operations and sensitive land uses. To the extent practicable, the City shall require grade separation of main line railroads and Major Arterials, particularly those of four lanes or more. The City shall maximize the use of available State and federal funds for grade-separated railroad crossings and encourage railroad companies to pay their equitable share of any such projects. *(RDR/JP)*

**M-9.3 Minimize Freight Trains during Peak Hours**

The City shall work with railroad operators and their customers to coordinate schedules to keep freight trains from crossing City streets during peak travel hours. *(MPSP/JP)*

**M-9.4 Truck Traffic Route Update**

The City shall maintain and enforce official truck route designations, consistent with the General Plan's policies and standards. *(RDR/MPSP)*

**M-9.5 Off-Peak Deliveries**

In residential, commercial, and mixed-use areas, the City shall encourage business owners to schedule deliveries at off-peak traffic periods. *(RDR)*

**M-9.6 Rail Relocation** ♥


The City shall work with railroad companies, rail-dependent industries, and property owners in developing an overall strategy for rail lines in West Sacramento, including a schedule for abandonment of certain rail lines, plans for the ultimate use of abandoned railroad rights-of-way, and possible City acquisition of abandoned railroad rights-of-way. *(MPSP/JP)*

**M-9.7 Quiet Zones** ♥


The City shall work to establish quiet zones at all eligible rail crossings.


**M-9.8 Deep Water Ship Channel**


The City shall support sustaining federal funding for maintenance dredging to maintain the current depth of the Deep Water Ship Channel to support existing and future maritime business at the Port of West Sacramento. *(MPSP/IGC)*


 <b>Table 3-5 Mobility Implementation Programs</b>		2023-2025	2026-2028	2029-2040	Annual	Ongoing
Mobility Implementation Program 1. The City shall update its street design standards consistent with complete streets concepts. <i>(RDR/MPSP)</i> 🌐						
<b>Implements Which Policy(ies)</b>	M-2.1, M-2.3, M-2.4, M-2.5, M-2.7, M-2.8, M-2.11, M-2.12, M-4.5, M-5.5, M-5.6, M-6.3, M-6.6		✖			
<b>Responsible Department(s)</b>	Community Development					
<b>Supporting Department(s)</b>	Capital Projects					
Mobility Implementation Program 2. The City shall prepare a study that identifies roadway, bikeway, and pedestrian-way gaps between neighborhoods and destinations. Based on findings from the study, the City shall develop a list of connectivity deficiencies and use the list to prioritize transportation infrastructure planning. <i>(PSR)</i>			✖			
<b>Implements Which Policy(ies)</b>	M-1.1, M-1.10, M-5.3, M-6.10					
<b>Responsible Department(s)</b>	Community Development					
<b>Supporting Department(s)</b>	Capital Projects					
Mobility Implementation Program 3. The City shall prepare and adopt a methodology that identifies the process for determining which non-vehicular transportation and transit improvements will be implemented where the level of service policy is not accomplished. <i>(PSR)</i>						
<b>Implements Which Policy(ies)</b>	M-3.2, M-3.4		✖			
<b>Responsible Department(s)</b>	Community Development					
<b>Supporting Department(s)</b>	Capital Projects					
Mobility Implementation Program 4. The City shall conduct a study to identify major barriers to connectivity and to appropriate means and locations for overcoming those barriers, including potential river crossings. Based on findings from the study, the City shall develop a list of barriers and prepare options for overcoming barriers through future transportation infrastructure planning. <i>(PSR)</i>						
<b>Implements Which Policy(ies)</b>	M-1.9, M-9.6		✖			
<b>Responsible Department(s)</b>	Community Development					
<b>Supporting Department(s)</b>	Capital Projects					
Mobility Implementation Program 5. The City shall submit periodic reports to the City Council that summarizes traffic collision data at the top collision locations for vehicles, bicycles, and pedestrians, and recommend countermeasures where needed. <i>(PSR)</i>						
<b>Implements Which Policy(ies)</b>	M-1.5, M-2.13, M-3.1, M-5.6, M-5.7, M-5.11, M-6.3, M-6.7, M-6.8, M-6.9					✖
<b>Responsible Department(s)</b>	Police					
<b>Supporting Department(s)</b>	Public Works, Community Development					



 <b>Table 3-5 Mobility Implementation Programs</b>		2023-2025	2026-2028	2029-2040	Annual	Ongoing
Mobility Implementation Program 6. The City will develop, maintain, and implement a Comprehensive Safety Action Plan, a data-driven effort to improve the safety of West Sacramento streets and roads for pedestrians and cyclists. The Comprehensive Safety Action Plan will examine data related to transportation deaths and injuries and identify the factors. The Plan will identify proven safety countermeasures involving education, engineering, enforcement, and evaluation, and the City will collaborate with nonprofit partners, the business community, and/or other public agencies and service organizations to implement the Plan’s recommendations.						✘
<b>Implements Which Policy(ies)</b>	M-1.1, M-2.1, M-2.2, M-2.5, M-2.7, M-2.8, M-2.9, M-2.10, M-2.12, M-2.13, M-3.4, M-3.7, M-3.8, M-3.9, M-5.2, M-5.6, M-5.7, M-5.11, M-6.3, M-6.5, M-6.7, M-6.8, M-6.9, M-6.10					
<b>Responsible Department(s)</b>	Community Development					
<b>Supporting Department(s)</b>	Public Works Operations and Maintenance, Capital Projects					
Mobility Implementation Program 7. The City shall regularly use the City’s public communication tools (website, social media applications, cable access television, utility bills, Commissions, etc.) to educate the public and City staff on low carbon transportation alternatives. <i>(SO/PI)</i> 🌐						✘
<b>Implements Which Policy(ies)</b>	M-1.5, M-8.1					
<b>Responsible Department(s)</b>	City Manager’s Office					
<b>Supporting Department(s)</b>	Community Development					
Mobility Implementation Program 8. The City shall conduct a study to identify new, dedicated funding sources for maintenance, operation, and management of the multi-modal transportation system. Based on findings from the study, the City shall consider modifying its fees and pursuing additional funding sources. <i>(PSR)</i>			✘			
<b>Implements Which Policy(ies)</b>	M-1.12, M-1.13, M-1.14					
<b>Responsible Department(s)</b>	Capital Projects					
<b>Supporting Department(s)</b>	Community Development					
Mobility Implementation Program 9. The City shall conduct a study to identify streets that lack complete streets infrastructure and amenities. Based on findings from the Study, the City shall list of those streets that should be prioritized to create a citywide network of complete streets and use the list in transportation infrastructure planning. <i>(PSR)</i> 🌐			✘			
<b>Implements Which Policy(ies)</b>	M-2.8, M-6.10					
<b>Responsible Department(s)</b>	Capital Projects					
<b>Supporting Department(s)</b>	Community Development					
Mobility Implementation Program 10. The City shall establish and maintain a Complete Streets Advisory Committee comprised of City staff to review the design of all new street construction and reconstruction. <i>(SO/PI)</i> 🌐			✘			✘
<b>Implements Which Policy(ies)</b>	M-2.1, M-2.3, M-2.4, M-2.5, M-2.7, M-2.8, M-2.11, M-2.12, M-4.5, M-5.5, M-5.6, M-6.3, M-6.6					

 <b>Table 3-5 Mobility Implementation Programs</b>		2023-2025	2026-2028	2029-2040	Annual	Ongoing
<b>Responsible Department(s)</b>	Capital Projects					
<b>Supporting Department(s)</b>	Community Development					
Mobility Implementation Program 11. The City shall expand the city's existing wayfinding programs to other areas of the city and improve wayfinding signage. <i>(MPSP)</i>						
<b>Implements Which Policy(ies)</b>	M-1.2, M-5.6, M-6.7		X			
<b>Responsible Department(s)</b>	Capital Projects					
<b>Supporting Department(s)</b>	Community Development					
Mobility Implementation Program 12. The City shall review and update the Bicycle, Pedestrian, and Trails Master Plan at least every five years. <i>(MPSP)</i> 🌐						
<b>Implements Which Policy(ies)</b>	M-5.1		X	X		
<b>Responsible Department(s)</b>	Community Development					
<b>Supporting Department(s)</b>	Capital Projects , Parks					
Mobility Implementation Program 13. The City shall update the existing transportation impact fee program to reflect new and revised policies related to reducing VMT, such as supporting increased travel by walking, bicycling, and transit. The relative amount of transportation impacts fees shall be determined by the relative vehicular transportation demand (VMT) of the identified projects, as determined by the by the expected VMT based on project location, the density/intensity of the project, mix of uses in the immediate vicinity, proximity to regional destination, and other relevant factors. <i>(RDR)</i>						
<b>Implements Which Policy(ies)</b>	M-1.3, M-1.14			X		
<b>Responsible Department(s)</b>	Community Development					
<b>Supporting Department(s)</b>	Capital Projects, Economic Development and Housing					

 <b>Table 3-5 Mobility Implementation Programs</b>		2023-2025	2026-2028	2029-2040	Annual	Ongoing
<p><b>Mobility Implementation Program 14.</b> The City shall develop and implement a VMT Reduction Program that includes VMT-reduction strategies. Projects and plans in Transit Priority Areas and in low-VMT areas are exempt from this VMT Reduction Program. Low-VMT areas for the purpose of this program are those identified by the City or by the Sacramento Area Council of Governments to produce VMT per capita or per employee that is 85 percent or less of the existing or future VMT rate for the City or the region. Figures M-2 and M-3 show in green examples of relatively low-VMT locations in West Sacramento, though the most up-to-date available information should be used to determine project sites that are not subject to the City’s VMT reduction program. Residential projects that provide at least 50 percent of proposed units as deed-restricted for lower-income households and/or that can demonstrate project-level VMT is 15% below regional average are exempt from this VMT reduction program. Public facilities and infrastructure projects, active transportation projects, and projects that would generate or attract fewer than 110 trips per day are exempt from the VMT Reduction Program. Local serving retail and commercial services of less than 50,000 square feet in gross building area are also exempt. The City’s VMT Reduction Program will require proposed land development projects to incorporate, as feasible, reasonable, and applicable, the below listed strategies to reduce travel demand and associated adverse physical environmental impacts, such as greenhouse gas emissions and transportation-related noise. Quantified VMT reductions should be based on the guidance in this Implementation Program and an assessment of specific characteristics of future projects relative to guidance available in academic literature. The below list of VMT reduction measures are not exhaustive, and other measures that reduce VMT could be developed on a case-by-case basis. This project-focused VMT Reduction Program will complement VMT reduction Actions pursued by the City in the Climate Action Plan, such as allocating funding to expand the active transportation and micro-mobility network. Enforcement for non-physical reduction strategies below could include requiring project applicants to make publicly available (i.e., permanent signage at the site or on a website) VMT reduction measure commitments.</p>						
VMT REDUCTION MEASURE	EFFICACY					
<p><b>14-1. Employer Commute Trip Reduction Program.</b> Employer provides information, coordination, and marketing for incentives and services that discourage single occupancy vehicle trips and encourage carpooling, taking transit, walking, and biking. Implement a marketing strategy to promote the Commute Trip Reduction Program - employees about their travel choices to the employment location beyond driving such as carpooling, taking transit, walking, and biking. Employer provides platform for coordinating carpooling and a guaranteed ride home.</p>	<p>Up to 4 percent reduction in commute-related VMT.</p>					
<p><b>14-2. Employer Ridesharing Program.</b> Involves transportation management association with funding requirements for employers. Encourages carpooled vehicle trips in place of single-occupied vehicle trips, with designated preferred parking spaces for ridesharing vehicles, adequate passenger loading and unloading and waiting areas for ridesharing vehicles, and an app or website for coordinating rides.</p>	<p>Up to 8 percent reduction in commute-related VMT.</p>					
<p><b>14-3. Subsidized Transit Program.</b> Employer or multi-family property owner provides subsidized transit – either reduced cost or free for employees and/or residents.</p>	<p>Up to 5.5 percent reduction in commute related VMT – either residential or employee VMT or both in a mixed-use project.</p>					
<p><b>14-4. Employer End-of-Trip Bicycle Facilities.</b> Install and maintain bike parking, bike lockers, showers, and personal lockers. Provide in proportion to commuting bicyclists. Including marketing to encourage use of facilities and on-site bicycle repair tools. Post signage and information on how to use secure parking and personal lockers.</p>	<p>Up to 4.4 percent reduction in commute-related VMT.</p>					
<p><b>14-5. Employer-Sponsored Vanpool Program.</b> Provide vehicle/s for 5 to 15 people and either hired dedicated drivers or incentives for employees to serve in this capacity. Focus on groups of employees</p>	<p>Up to 20.4 percent reduction in commute-related VMT.</p>					

	<b>Table 3-5 Mobility Implementation Programs</b>	<b>2023-2025</b>	<b>2026-2028</b>	<b>2029-2040</b>	<b>Annual</b>	<b>Ongoing</b>
<p>that have a similar origin and destination. Provide preferred parking for employees that vanpool.</p>						
<p><b>14-6. Employee Parking Cash Out Program.</b> Program would provide "cash out" for employees that agree not to use employer provided parking in exchange for a monthly payout of the avoided cost of that parking place.</p>	<p>Up to 12 percent reduction in commute-related VMT.</p>					
<p><b>14-7. Price Workplace Parking.</b> Charge employees to park at place of work and validate parking only for guests. Provide marketing and education regarding available alternatives to driving to work. Ensure that other transportation options are available, convenient, and have competitive travel times. Combine with other VMT Reduction Measures, as needed, to ensure viable alternatives.</p>	<p>Up to 20.0 percent reduction in commute-related VMT.</p>					
<p><b>14-8. Implement Reduced Parking Supply Strategy.</b> For new residential projects, or residential portion of a mixed-use projects, provide off-street parking in an amount that is less than, for example, what would be the calculated demand using the ITE Parking Generation Manual, which would range from 1 space per unit for 1-bedroom, multi-family units to 2.6 spaces per unit for 3-bedroom, single-family units. For new Commercial/Employment uses, provide parking in an amount no more than 0.7 spaces per 1,000 sq. ft. of new development. Further, design parking areas to provide "preferential" parking spaces for carpools and vanpools.</p>	<p>Up to 13.7 percent reduction in household-generated VMT.</p>					
<p><b>14-9. Unbundled Residential Parking.</b> Separate parking costs from total rent for a multi-family residential property requiring those who wish to purchase parking spaces to do so at an additional cost. Ensure viable alternatives for travel to meet daily needs for residents that opt out of on-site parking.</p>	<p>Up to 15.7 percent reduction in household-generated VMT.</p>					
<p><b>14-10. Pro-Rata Contribution.</b> Projects may also contribute impact fees at a level necessary to reduce a project's net VMT per capita or per employee to 85 percent or less than the citywide or regional average. This would require the City to develop a nexus and range of project types that would reduce VMT within West Sacramento, though impact fees contributed for a project do not need to reduce VMT in the same area as the project site. The City may also allow projects to construct and dedicate to the City or other public agency facilities shown to reduce VMT, such as active transportation projects, projects to fill sidewalk gaps in West Sacramento near important destinations, projects that would construct high-quality bicycle facilities that would eliminate a cycling barrier between homes and destinations, and other VMT-reducing facilities.</p>	<p>To be determined by the City.</p>					
<p><b>14-11. Improve Network Connectivity.</b> This measure could be relevant to infill developments or new developments with property subdivisions, and involves a relatively more connected transportation network that allows multiple routes between homes and nearby destinations. In general, a grid street network or modified grid is the ideal arrangement for a highly connected transportation network. The degree of connectivity is measured according to intersection density, but would also involve relatively short block lengths.</p>	<p>Up to 17 percent reduction in VMT, based on intersection density within project site and immediately adjacent intersections. VMT reduction would range from approximately 1 percent for 40 intersections per square mile to 17 percent for 87 intersections per square mile.</p>					
<p><b>14-12. Increase Housing Density.</b> For new or redevelopment housing projects, design an improved project with relatively higher density of dwelling units in an area that supports bicycle, pedestrian, and/or transit access to reach daily destinations.</p>	<p>Up to a 30-percent reduction, with a 1-percent reduction awarded for 9 units per acre and a 30-percent reduction for 40 units per acre.</p>					
<p><b>14-13. Increase Employment Density.</b> For new or redevelopment projects, design an improved project with higher density of jobs when compared to the average job density within 0.5-mile radius to encourage shorter and fewer commute trips.</p>	<p>Up to a 30-percent reduction in VMT with a 1-percent reduction at 22 jobs per acre and 30-percent reduction at 70 jobs per acre.</p>					
<p><b>14-14. Land Use Mix.</b> For new or redevelopment projects, include a variety of land uses such as residential, office, retail, services,</p>	<p>Up to a 30-percent reduction in VMT, based on the relative degree of land use mix. One way to calculate the VMT</p>					

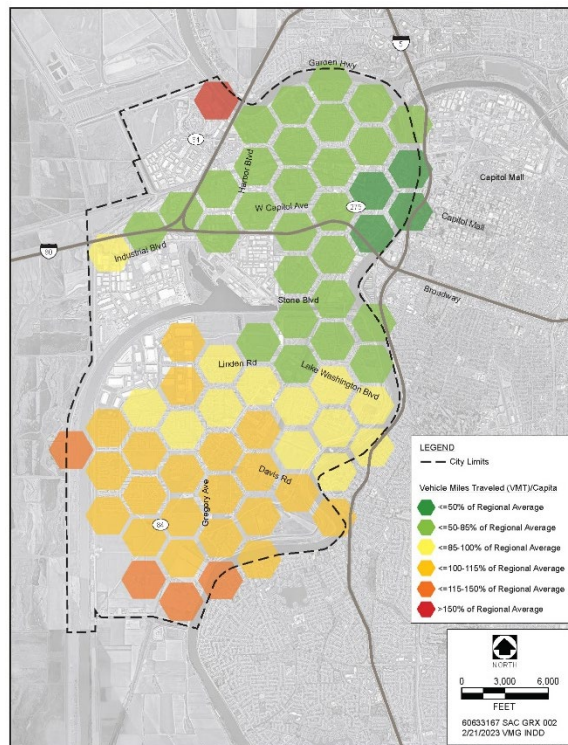
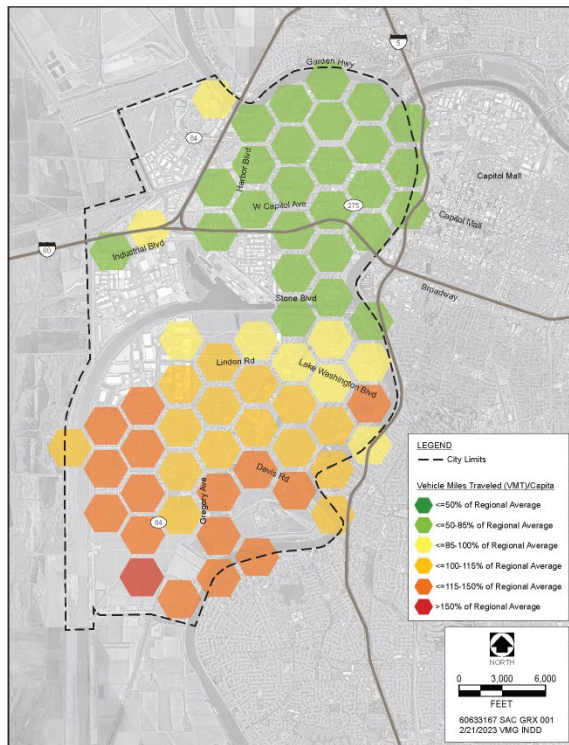


**Table 3-5 Mobility Implementation Programs**

2023-2025	2026-2028	2029-2040	Annual	Ongoing
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recreation, and education, mixed in close proximity (within ¼ mile). Or, propose a project that would diversify the existing land use mix within a ¼ mile area by, for example, adding compact housing that is walkable to existing employment, retail, and commercial services.


reduction associated with land use mix would be to use a land use index of 0.09 to 1, where 0.09 is a single land use and 1 is the full suite of complementary land uses, which would generally include single-family residential, multi-family residential, retail, services, recreation, and institutional. VMT reduction would range from 8 percent for a project or walkable area with 90 percent single-family residential and 10 percent multi-family residential to 30 percent for a project or walkable area that includes 25 percent single-family residential 25 percent multi-family residential, 25 percent retail, and 25 percent institutional uses.





**Figure M-2:**

**Existing VMT per Capita, Household-Generated VMT Figure M-3: 2040 VMT per Capita, Household-Generated VMT**

<p><b>Implements Which Policy(ies)</b></p>	<p>M-1.1, M-1.2, M-1.3, M-1.4, M-1.8, M-1.9, M-1.10, M-1.11, M-1.12, M-1.13, M-1.14, M-2.1, M-2.2, M-2.4, M-2.5, M-2.7, M-2.8, M-2.9, M-2.10, M-2.12, M-3.1, M-3.6, M-3.7, M-4.1, M-4.3, M-4.4, M-4.5, M-4.7, M-4.8, M-4.9, M-4.15, M-5.1, M-5.2, M-5.3, M-5.4, M-5.5, M-5.6, M-5.8, M-5.9, M-5.10, M-6.1, M-6.2, M-6.3, M-6.4, M-6.5, M-6.6, M-6.10, M-7.5, M-7.6, M-7.7, M-7.11, M-7.12, M-8.1, M-8.2, M-8.3, M-8.5, M-8.6, M-8.7</p>	
<p><b>Responsible Department(s)</b></p>	<p>Community Development</p>	
<p><b>Supporting Department(s)</b></p>	<p>Public Works</p>	

 <b>Table 3-5 Mobility Implementation Programs</b>		2023-2025	2026-2028	2029-2040	Annual	Ongoing
15. The City shall prepare a project study report in conjunction with the California Department of Transportation (Caltrans) that re-envision the state highway system in West Sacramento and the streets in the Jefferson Boulevard and Interstate 80 business loop interchange area for all modes of transportation. The project study area should include the entire interchange and areas bounded by Westacre Road to the west, West Capitol Avenue to the north, 15th Street to the south, and 5th Street to east. The report will include recommendations to reduce barriers and improve connectivity and safety for walking, rolling, bicycling, and other non-vehicular transportation modes between the Bridge District, Central Business District, and City's transit hub. Co-benefits may include additional land made available for low-VMT development. (G)						
Implements Which Policy(ies)	M-1.1, M-1.2, M-1.3, M-1.5, M-1.6, M-1.9, M-1.10, M-2.2, M-2.4, M-2.10, M-3.1, M-3.6, M-5.2, M-6.1, M-6.2, M-6.3, M-6.7					
Responsible Department(s)	Community Development					
Supporting Department(s)	Economic Development and Housing					
16. The City shall continue its efforts to manage neighborhood traffic by incorporating traffic control measures and other improvements into existing and new residential and mixed-use neighborhoods. (MPSP/SO) (G)						
Implements Which Policy(ies)	M-1.5, M-3.6, M-3.7, M-3.8					
Responsible Department(s)	Community Development, Capitol Projects					
Supporting Department(s)	Police					
17. The City shall conduct a study to identify gaps in transit service provided within the city and strategies to fill them. Based on findings from the study, the City shall work with YoloBus and Sacramento RT to fill identified gaps and provide better transit service. (PSR) (G)						
Implements Which Policy(ies)	M-4.1, M-4.2, M-4.4, M-4.7, M-4.8, M-4.9, M-4.13					
Responsible Department(s)	Community Development					
Supporting Department(s)						
18. The City shall, in coordination with the City of Sacramento and SACOG, work with Sacramento Regional Transit District (SacRT) to establish Light Rail Transit (LRT) service and stations between Sacramento Valley Station and Sutter Health Park and develop a plan for implementing future extensions of LRT service within West Sacramento. (IGC) (G)						
Implements Which Policy(ies)	M-4.9					
Responsible Department(s)	Community Development					
Supporting Department(s)	Capital Projects, Economic Development and Housing, City Manager's Office					
19. The City shall review and update the Zoning Code to require bicycle support facilities (e.g., bicycle racks, personal lockers, and other bicycle support facilities) as a part of large development and redevelopment projects. (IGC) (G)						
Implements Which Policy(ies)	M-1.3, M-5.8, M-5.9					

 <b>Table 3-5 Mobility Implementation Programs</b>		2023-2025	2026-2028	2029-2040	Annual	Ongoing
<b>Responsible Department(s)</b>	Community Development					
<b>Supporting Department(s)</b>	N/A					
20. The City shall conduct a study to identify underused rights-of-way, such as street lanes, drainage canals, and railroad corridors, to convert to bikeways and/or pedestrian-ways. Based on findings from the study, the City shall prepare list of rights-of-ways that should be prioritized for conversion and prepare a strategy to acquire and develop them into additional bike and pedestrian paths. (PSR) 🌐						
<b>Implements Which Policy(ies)</b>	M-5.10					
<b>Responsible Department(s)</b>	Community Development					
<b>Department(s)</b>	Capital Projects, Parks, Economic Development and Housing					
21. The City shall conduct a study of current parking requirements to evaluate options for dedicated parking spaces for car-sharing and incentives (e.g., receive credit for meeting the “parking minimum” zoning requirements). Based on findings from the study, the City will update parking standards, and consider the use of parking benefit districts that invest parking meter revenues in bicycle and pedestrian infrastructure, features, and amenities. (PSR) 🌐						
<b>Implements Which Policy(ies)</b>	M-7.1, M-7.2, M-7.4, M-7.5, M-7.7, M-7.8, M-7.9					
<b>Responsible Department(s)</b>	Community Development					
<b>Supporting Department(s)</b>	Economic Development and Housing					
22. The City shall investigate alternatives to the current residential permit parking policy that would provide alternative time restrictions to allow non-residents to park in controlled areas during the day for commercial reasons in residential permit parking areas. (RDR/PSR)						
<b>Implements Which Policy(ies)</b>	M-7.1					
<b>Responsible Department(s)</b>	Economic Development and Housing					
<b>Supporting Department(s)</b>	Community Development, Capital Projects					
23. The City shall review and update the Zoning Code to require the provision of prime parking spaces for carpool and alternative energy vehicles. (RDR) 🌐						
<b>Implements Which Policy(ies)</b>	M-7.8					
<b>Responsible Department(s)</b>	Community Development					
<b>Supporting Department(s)</b>	N/A					
24. The City shall update and enhance its Transportation System Management Ordinance consistent with the policies of the General Plan. (RDR)						
<b>Implements Which Policy(ies)</b>	M-8.1, M-8.5					
<b>Responsible Department(s)</b>	Community Development					
<b>Supporting Department(s)</b>	N/A					

 <b>Table 3-5 Mobility Implementation Programs</b>		2023-2025	2026-2028	2029-2040	Annual	Ongoing
25. The City shall develop and implement Intelligent Transportation Systems Technology to manage vehicles, loads, and routes, improve safety, and reduce vehicle wear, transportation times, and fuel costs. <i>(MPSP)</i> 🌐						
<b>Implements Which Policy(ies)</b>	M-8.4	✖				
<b>Responsible Department(s)</b>	Community Development					
<b>Supporting Department(s)</b>	Capital Projects					
26. The City shall update the city’s official truck routes consistent with the General Plan policies and standards including minimizing the impacts of truck traffic, deliveries, and staging in residential and mixed-use areas. <i>(RDR)</i>						
<b>Implements Which Policy(ies)</b>	M-9.4	✖				
<b>Responsible Department(s)</b>	Capital Projects					
<b>Supporting Department(s)</b>	Community Development, Police					





## POLICY DOCUMENT PART 2

# PUBLIC FACILITIES & SERVICES

## ELEMENT

Development within the city is dependent upon an extensive network of public facilities and services. Each type of service has a unique set of constraints and must adapt differently to the change expected in the city. The City of West Sacramento recognizes the importance of providing adequate infrastructure and services in supporting the needs of residents and businesses and ensuring a high quality of life. Water, wastewater, stormwater drainage, solid waste, and utility systems will be expanded concurrent with new development, population, and employment growth. Likewise, the City will expand law enforcement, fire safety, emergency, and educational services and facilities to ensure residents and businesses are safe and adequately served. This Element emphasizes the improvement of infrastructure in the downtown and in mixed-use districts to support infill and intensified development consistent with priorities for “smart growth.”

## General Public Facilities & Services

Policies in this section guide the overall provision of public facilities and services. Maintaining necessary levels of service with adequate funding for all facilities is paramount to meet the demands of existing and future residents and businesses. Policies in this section promote sustainability and seek to limit impacts to environmentally-sensitive areas.

### GOAL PFS-1

**To ensure the provision of adequate and efficient facilities and services that maintain service levels, are adequately funded, and strategically allocated.**

#### PFS-1.1 Maintain Existing Levels of Services ♥

The City shall give priority to providing services to existing urban areas in order to prevent the deterioration of existing levels of service. (MPSP/SO)

#### PFS-1.2 Fair Share Costs on New Developments

The City shall require that new development pay its fair share of the cost of providing new public facilities and services and/or the costs of expanding/upgrading existing facilities and services impacted by new development. (RDR)

#### PFS-1.3 Public Facility Master Plans

The City shall maintain and implement public facility master plans to ensure compliance with appropriate regional, State, and Federal laws; the use of modern and cost-effective technologies and Best Management Practices; and compatibility with current land use policy. (MPSP/SO)

#### PFS-1.4 Capital Improvement Program

The City shall maintain the Capital Improvement Program (CIP) to ensure the implementation and adequacy of the plan and the adequate and timely provision of public facility improvements. (MPSP/FB)

#### PFS-1.5 Major Projects Financing Plan

The City shall maintain and implement the long-term *Major Projects Financing Plan (MPFP)*, including sewer, water, drainage and other facility improvements. (MPSP/FB)

#### PFS-1.6 Neighborhood Compatibility ♥

The City shall ensure that public facilities, such as utility substations, water storage and treatment plants, and pumping stations are located, designed, and maintained so that noise, light, glare, or odors associated with these facilities will not adversely affect nearby land uses. The City shall require these facilities to use building and landscaping materials that are compatible with or screen them from neighboring properties. (MPSP/SO)

#### PFS-1.7 Clustering 🌐

The City shall promote the clustering of public and quasi-public facilities (e.g., schools, parks, libraries, child care facilities, community activity centers), the joint-use of these facilities, and agreements for sharing costs and operational responsibilities among public service providers. (MPSP/SO/IGC)

#### PFS-1.8 Adaptive Infrastructure 🌐

The City shall monitor expected impacts of climate change on the city's infrastructure and services and make appropriate adaptive facility and service modifications and upgrades. (MPSP/SO)

#### PFS-1.9 Civic Center ♥

The City shall maintain the Civic Center and City Hall as a cohesively designed, well-maintained, and secure place for community activities, cultural and educational uses,

multi-modal transfer, and essential civic functions. (SO)

## Water Treatment & Delivery

Policies in this section seek to provide a reliable water supply for existing and future residents by maintaining long-term water supply plans and updating water rates and water development fees to cover maintenance and development of infrastructure. The City will implement water conservation policies to increase water efficiency. The City will also maintain existing water infrastructure and give priority to fund critical infrastructure in need of improvements. New development will not be constructed until adequate infrastructure is in place.

### GOAL PFS-2:

**To maintain an adequate level of service in the City's water system to meet the needs of existing and future development while improving water system efficiency.**

#### PFS-2.1 Surface Water Priority 🌍

The City shall continue to use treated surface water from the Sacramento River as the principal source of domestic water for the city, relying on treated groundwater only to supply the Port pressure zone and as an emergency backup to the surface water source. The City shall pursue, as expeditiously as possible, acquisition of additional surface water rights necessary to accommodate projected water demand. (MPSP/SO)

#### PFS-2.2 Expand to Meet Needs

The City shall continue to expand and develop water treatment, distribution, and storage facilities to accommodate the needs of existing and planned development. (MPSP/SO)

#### PFS-2.3 Water Conservation 🌍

To minimize the need for the development of new water sources and facilities and to minimize sewer flows, the City shall promote water conservation both in City operations and in private development, including water recycling. (MPSP/SO)

#### PFS-2.4 Water Master Plan

The City shall maintain and implement the Water Master Plan. (MPSP)

#### PFS-2.5 Urban Water Management Plan 🌍

The City shall maintain the Urban Water Management Plan and update the plan at least every five years, as required by the Urban Water Management Planning Act. (MPSP)

#### PFS-2.6 Rehabilitate Water Lines

The City shall replace or repair old, leaking water lines as is financially feasible. (MPSP/SO)

#### PFS-2.7 Fire Hydrants

The City shall maintain fire hydrants and ensure the provision of adequate fire-flow rates in all new development. (MPSP/SO)

#### PFS-2.8 Development Fair Share

The City shall, through a combination of water development fees and other funding mechanisms, ensure that new development pays its fair share of the costs of water system improvements. (RDR/FB)

## Wastewater Collection & Disposal

Policies in this section provide for adequate and reliable wastewater service by requiring master planned infrastructure for new developments to meet ultimate capacity needs and avoid future replacement. Plans will be developed and financing programs established for areas where services are or

will be deficient. Wastewater outflows will be minimized and capacity will be developed and maintained to handle additional wastewater flows from new development.

### GOAL PFS-3

**To maintain an adequate level of service in the City's wastewater collection and conveyance system to meet the needs of existing and future development.**

#### **PFS-3.1 Innovative and Efficient Operations**

The City shall strive to adopt innovative and efficient wastewater conveyance technologies that are environmentally-sound. *(MPSP)*

#### **PFS-3.2 Reduce Infiltration/Inflow**

The City shall selectively repair or replace underperforming wastewater facilities serving the existing community to remove excessive infiltration/inflow. *(MPSP/SO)*

#### **PFS-3.3 Service New and Existing Development**

The City shall ensure the provision of adequate wastewater service to all new development and support the extension of wastewater service to existing developed areas where this service is lacking. *(MPSP/SO)*

#### **PFS-3.4 New Treatment Facilities**

The City shall work as a member of the Sacramento County Regional Sanitation District (SRCSD) to expand and develop new wastewater treatment and disposal facilities to accommodate the needs of existing and planned development. *(MPSP/SO/IGC)*

#### **PFS-3.5 Development Fair Share**

The City shall, through a combination of wastewater development fees and other funding mechanisms, ensure that new

development pays its fair share of the costs of wastewater system improvements. *(MPSP/FB)*

#### **PFS-3.6 Pre-Treatment**

The City shall actively cooperate with SCRSD staff to enforce appropriate industrial pre-treatment standards and source control for toxic materials entering the wastewater system. The City shall work with the business community to prepare realistic goals and implementation programs to ensure compliance with all EPA discharge requirements. *(RDR/IGC/JP)*

### Stormwater Drainage

Policies in this section require construction of adequate storm drainage facilities and services. Policies ensure new drainage facilities are adequately sized and constructed, support coordinated efforts in the development of regional stormwater facilities, and require developers to prepare watershed drainage plans.

### GOAL PFS-4

**To maintain an adequate level of service in the City's storm drainage system to accommodate runoff from existing and future development, prevent property damage due to flooding, and improve environmental quality.**

#### **PFS-4.1 Public Improvement Design**

The City shall design public improvements such as streets, parks, and plazas for retention and infiltration of stormwater by diverting urban runoff to bio-filtration systems such as greenscapes. *(RDR/MPSP)*

#### **PFS-4.2 Accommodate New and Existing Development**

The City shall continue to expand and develop stormwater drainage facilities to accommodate the needs of existing and planned development. *(MPSP/SO)*

#### **PFS-4.3 Storm Drainage Districts**

The City shall form stormwater drainage districts as needed to ensure that stormwater drainage facilities are properly constructed, operated, and maintained. *(MPSP/SO)*

#### **PFS-4.4 Development Fair Share**

The City shall, through a combination of drainage improvement fees and other funding mechanisms, ensure that new development pays its fair share of the costs of drainage system improvements. *(RDR/FB)*

#### **PFS-4.5 Drainage Plan**

The City shall require a comprehensive drainage plan for areas of the city with drainage issues that identifies the facilities that are currently in place and any new facilities that are necessary to provide adequate stormwater drainage for new and existing development. Any new plan shall address permeability and use of bioswales. *(RDR/MPSP)*

#### **PFS-4.6 Enhance Recreation**

The City shall require new stormwater drainage facilities to be designed to enhance recreation and habitat and be integrated into existing parks and open space features. *(RDR/MPSP)*

#### **PFS-4.7 Fix Local Flooding**

The City shall continue to identify and correct problems of localized flooding within the city. Where practical and economical, the City shall upgrade existing drainage facilities as necessary to correct localized flooding problems. *(MPSP/SO)*

#### **PFS-4.8 Rainwater Catchment**

The City shall encourage the use of rainwater catchment facilities and improvements where appropriate, cost effective, safe, and environmentally sustainable. *(RDR/MPSP)*

#### **PFS-4.9 Grading Projects**

The City shall impose appropriate conditions on grading projects performed during the rainy season to ensure that silt is not conveyed to storm drainage systems. *(RDR)*

#### **PFS-4.10 Diversion**

The City shall require new development to be designed to prevent the diversion of floodwaters onto neighboring parcels. *(RDR)*

#### **PFS-4.11 Storm Drain Improvements**

The City shall require construction of storm drainage improvements, as appropriate, to prevent flooding during periods of heavy rainfall. *(RDR)*

### **Solid Waste & Recycling**

Policies in this section support a wide range of programs to reduce waste, use recycled building materials, and support the recycling of construction and landscaping waste. The use of disposable, toxic, or non-renewable products will be reduced in City operations and residents will be educated on the benefits of waste diversion and recycling.

#### **GOAL PFS-5**

**To minimize the generation of waste, increase recycling, and provide for the collection and disposal of solid waste.**

#### **PFS-5.1 Mandatory Collection**

The City shall continue to require mandatory refuse collection throughout the city. *(RDR)*

**PFS-5.2 Adequate Service** ♥

The City shall monitor the operations of refuse and recycling collection contractors to ensure that service levels are adequate. (MPSP/SO)

**PFS-5.3 Landfill Capacity**

The City shall continue to coordinate with Yolo County concerning the City's continuing use of the Yolo County Central Landfill and its capacity projections. (IGC)

**PFS-5.4 Solid Waste Diversion** 🌍

The City shall strive to divert 70 percent of solid waste generated by the year 2020 through increased solid waste recycling and reuse methods. The City shall consider recycling methods that involve the production of energy (e.g., methane recovery). (MPSP)

**PFS-5.5 Municipal Waste Reduction** 🌍

The City shall reduce municipal waste generation by increasing recycling, on-site composting, and mulching, where appropriate, at municipal facilities, as well as using resource efficient landscaping techniques in new or renovated medians and parks. (SO)

**PFS-5.6 Recycling Collection at City Facilities** 🌍

The City shall continue to provide recycling collection containers at, and services to, all City facilities, including parks. (SO)

**PFS-5.7 City Contracts** 🌍

The City shall require City contractors to use Best Management Practices to maximize diversion of waste from landfills. (SO)

**PFS-5.8 Construction and Demolition Waste Standard** 🌍

The City shall require major new development, demolition, and rehabilitation projects to recycle or salvage 70 percent of non-hazardous construction and demolition

debris (excluding excavated soil and land-clearing debris). (RDR)

**PFS-5.9 Residential Recycling** 🌍

The City shall encourage increased participation in residential curbside recycling programs, especially for multi-family properties. (MPSP)

**PFS-5.10 Commercial Recycling** 🌍

The City shall encourage increased participation in commercial recycling programs for paper, cardboard, and plastics. (MPSP)

**PFS-5.11 Mandatory Commercial and Industrial Recycling**

The City shall consider requiring mandatory recycling programs in commercial and industrial developments. (RDR)

**PFS-5.12 Yard Waste Reduction** 🌍

The City shall encourage residents and businesses to reduce yard waste through methods such as backyard composting, grass recycling, and using resource efficient landscaping techniques. (MPSP)

**PFS-5.13 Food Composting** 🌍

The City shall encourage composting of food by residents and businesses, especially restaurants. (MPSP)

**PFS-5.14 E-Waste Disposal** 🌍

The City shall encourage local businesses to provide e-waste drop-off services and encourage residents and businesses to properly dispose of, or recycle, electronic waste (i.e., e-waste). (MPSP)

**PFS-5.15 Regional Coordination** 🌍

The City shall coordinate with and support other local agencies and jurisdictions in the region to develop and implement effective waste management strategies and waste-to-energy technologies. (IGC)

## Utilities & Telecommunications

Policies in this section ensure the continued provision of electricity, gas, and telecommunications infrastructure and services. Opportunities to enhance facilities and service are encouraged to provide better, more reliable services to West Sacramento residents and businesses.

### GOAL PFS-6

**To ensure the provision of adequate utilities including gas, electric, and broadband communication services to West Sacramento residents and businesses, and ensure utilities are constructed in a fashion that minimizes their impacts on surrounding development and maximizes energy efficiency.**

#### PFS-6.1 Adequate Utility Facilities and Services

The City shall work with utility providers to ensure the provision of adequate gas, electric, and broadband communications services and facilities to serve the needs of existing and future residents and businesses. *(RDR/JP)*

#### PFS-6.2 New Utility Providers

The City shall support utility providers that provide efficient, reliable, affordable, and state-of-the-art service. *(JP)*

#### PFS-6.3 Promote Technology

The City shall promote technological improvements and upgrading of utility services. *(MPSP/JP)*

#### PFS-6.4 Wireless Internet Access 🌐 ♥

The City shall encourage the installation of public use wireless broadband access points throughout the city. *(RDR/MPSP)*

#### PFS-6.5 Infrastructure for Telecommuting 🌐

The City shall encourage the development of state-of-the-art communication infrastructure in appropriate City facilities to support telecommuting. *(RDR)*

#### PFS-6.6 Coordination with Utility Providers ♥

The City shall coordinate with appropriate service providers in the siting and design of gas, electric, and telecommunication facilities to minimize environmental, aesthetic, and safety impacts. *(IGC/JP)*

#### PFS-6.7 Undergrounding Utilities

The City shall require that all new utility lines transformers are installed underground where feasible. The City shall actively promote the undergrounding of existing overhead facilities. *(RDR/MPSP)*

#### PFS-6.8 Joint Use 🌐

The City shall ensure that utility company rights-of-way are considered for use as public or private open space, trails, parkland, or other compatible recreational uses. *(RDR/MPSP)*

## School & Library Facilities

Policies in this section provide for the development of new schools and libraries commensurate with population growth that are accessible from every neighborhood. The policies support expanded opportunities for life-long learning, enabling West Sacramento's residents to obtain skills to meet the needs of evolving business sectors. Schools and libraries are encouraged to be located and designed to serve as a centerpiece of neighborhood identity and activity.

## GOAL PFS-7

**To provide for the educational and literacy needs of West Sacramento residents.**

### **PFS-7.1 New School Sites** ♥

The City shall assist the Washington Unified School District and others in locating and reserving appropriate sites for new schools. *(MPSP/IGC)*

### **PFS-7.2 School Location and Size Standards**

The City shall use the standards established by the Washington Unified School District in determining the number and location of new school sites. *(RDR/MPSP/IGC)*

### **PFS-7.3 New Elementary/K-8 School Locations** ♥

The City shall encourage new elementary/K-8 schools to be located on collector streets *within* residential areas. Elementary schools should be sited to avoid barriers such as railroad tracks and arterial streets that would separate them from the surrounding neighborhoods. *(MPSP)*

### **PFS-7.4 Schools in Urban Areas**

The City shall explore the use of existing smaller sites in urban areas to accommodate lower enrollments, and/ or higher intensity facilities (e.g., multi-story buildings, underground parking, and playgrounds on roofs). *(RDR/MPSP)*

### **PFS-7.5 School District Coordination**

The City shall coordinate with the Washington Unified School District during the development review process for new residential development that could impact school facilities and services. *(RDR/IGC)*

### **PFS-7.6 Adequate Financing**

The City shall cooperate with the Washington Unified School District in an effort to ensure adequate financing for new school facilities, by assisting in the collection of school facility development fees from new residential and non-residential development. *(FB/IGC)*

### **PFS-7.7 Demographic Trends**

The City shall cooperate with the Washington Unified School District in identifying and evaluating the impacts of demographic changes that may affect the need for new schools, lead to school closures, require the re-opening of closed schools, or lead to the decision that existing school sites should be preserved to meet future needs. *(PSR/IGC)*

### **PFS-7.8 Income Mix**

To promote socioeconomic balance in the student population of neighborhood schools, the City shall consider the mix of low-, moderate-, and high-income households within school attendance areas when reviewing and approving residential development proposals. *(RDR/MPSP)*

### **PFS-7.9 School Financing Legislation**

The City shall encourage the enactment of State legislation to finance the construction of new schools necessary for a growing population. *(MPSP)*

### **PFS-7.10 Higher Education**

The City shall encourage and support the development, expansion, and upgrade of higher education facilities such as community colleges and universities. *(IGC)*

### **PFS-7.11 Library Support**

The City shall support the efforts of the Yolo County Public Library in providing services to the citizens of West Sacramento. *(IGC)*



**PFS-7.12 Library Facility Use**

The City shall encourage the use of library facilities as venues for arts-related and community events and programs such as book readings, concerts, and art exhibitions. (MPSP/PI)

**PFS-7.13 Library Locations**

The City shall encourage the location of new libraries in areas easily accessible by walking, bicycling, and public transit. (MPSP)

## Law Enforcement & Crime Prevention

Policies in this section provide for education, forming relationships with the community, and the expansion of personnel and facilities commensurate with population growth to serve and protect the long-term health, safety, and well-being of all areas of the city. Cooperative relationships will be formed with community residents and businesses to educate them about potential risks and prevention techniques. Development applications will be reviewed for the layout and design of spaces and buildings to maximize safety, utilizing “Crime Prevention through Environmental Design” strategies.

### GOAL PFS-8

**To maintain an adequate level of police service as new development occurs to protect residents, visitors, and property.**

**PFS-8.1 Police Master Plan**

The City shall maintain and implement a Police Master Plan to address staffing and facility needs, and service goals. (MPSP)

**PFS-8.2 Adequate Facilities**

The City shall strive to provide new and expanded law enforcement facilities and services to adequately meet the needs of

existing and future development. (MPSP/SO)

**PFS-8.3 Police Response Standards**

The City shall, through adequate staffing and patrol arrangements, endeavor to maintain the minimum feasible response times for police calls. The goal for average response time for Priority 1 (emergency) calls shall be five minutes. (MPSP/SO)

**PFS-8.4 Police Communication**

The City shall continually explore innovative methods of communication with the community and strive to improve customer satisfaction. (PI)

**PFS-8.5 Private Security**

The City shall encourage the use of private patrols and security personnel in large residential and commercial developments and office buildings/complexes to supplement police services. (MPSP/PI)

**PFS-8.6 Neighborhood Watch**

The Police Department shall provide neighborhood security and crime prevention information and training to neighborhood groups, homeowners' associations, and business districts and associations. (MPSP/PI)

**PFS-8.7 Community Service Officer Program**

The City shall continue and expand the Community Service Officer Program where lower cost, non-sworn personnel are available to take non-emergency calls to improve response times to non-emergency situations. (MPSP/PI)

**PFS-8.8 Gang Resistance and Education Training program**

The City shall continue and expand the Gang Resistance and Education Training (G.R.E.A.T.) program to teach life skills to students to help them avoid delinquent

behavior, violence, gang membership, and jobs. (MPSP/PI)

### **PFS-8.9 Crime Prevention through Environmental Design**

The City shall encourage developers to incorporate Crime Prevention through Environmental Design (CPTED) principles into their project design to reduce crime and the overall need for policing. Developers shall design open spaces, parking lots, parks, play areas, and other public spaces so they can be under continuous surveillance by residents or employees. (RDR)

### **PFS-8.10 Sustainable Community Policing Methods ♥**

The City Police Department shall expand the use of bicycles for policing, and replace fleet vehicles with alternative fuel vehicles when feasible. (MPSP/SO)

### **PFS-8.11 21<sup>st</sup> Century Policing ♥**

The City Police Department shall continue to implement 21<sup>st</sup> Century Policing principles and periodically report to the City Council on progress. (SO)

## **Fire Protection & Emergency Medical Services**

Policies in this section provide for coordinated fire protection and emergency medical services that serve all areas of the city and support the needs of West Sacramento residents and businesses. Policies ensure a safe and healthy community through the expansion of fire personnel and facilities commensurate with population growth. Policies support the education of residents and businesses on the potential risks and fire prevention techniques, and require existing and new development to incorporate fire prevention and suppression measures.

## **GOAL PFS-9**

**To prevent loss of life, injury, and property damage due to wildland and structural fires, while ensuring an adequate level of fire protection service is maintained for all.**

### **PFS-9.1 Adequate Facilities**

The City shall provide new and expanded fire department facilities to adequately serve the needs of existing and future development. (MPSP)

### **PFS-9.2 Fire Response Standards**

The City shall strive to achieve and maintain a fire insurance (ISO) rating of 3 or better in the developed areas of the city. The goal for average response time for Priority 1 (emergency) calls shall be five minutes for 90 percent of the calls. (MPSP/SO)

### **PFS-9.3 Optimal Siting**

The City shall require that fire stations are strategically located to ensure optimal response time and physical barriers are considered in the siting of new stations. (MPSP/SO)

### **PFS-9.4 Fire Flow Requirements**

The City shall ensure that adequate water fire-flow capability is provided throughout the city and shall regularly monitor fire-flow to ensure adequacy. New residential and nonresidential development shall conform to fire flow requirements of the *California Fire Code*. (RDR/MPSP/SO)

### **PFS-9.5 Training Facility**

The City shall pursue the development of a local or joint fire training facility. (IGC)

### **PFS-9.6 Special Development Needs**

The City shall ensure that special equipment and trained personnel are available to address the needs of high-rise, waterfront, and industrial development. (MPSP/SO)

**PFS-9.7 Inspection Program** ♥

The Fire Department shall maintain an ongoing fire and life safety inspection program for all commercial, industrial, and high-rise buildings. *(MPSP)*

**PFS-9.8 Development Review**

The City shall include Fire Department staff in the review of all new development projects to ensure compliance with State and other adopted fire safety and structural stability standards. *(RDR)*

**PFS-9.9 Built-In Fire Suppression**

The City shall minimize the dependence on fire department staff and equipment and improve fire safety by requiring installation of built-in fire suppression equipment in all new buildings exceeding 4,000 square feet, any building exceeding 25 feet in height from grade, or any building that is two or more stories regardless of height. *(RDR)*

**PFS-9.10 New Development**

The City shall require that new development provides all necessary water service, fire hydrants, and roads consistent with Fire Department standards. *(RDR)*

**PFS-9.11 Fire Access Design and Building Materials**

The City shall ensure that fire equipment access is integrated into the design of new developments, as well as the use of fire-resistant landscaping and building materials. *(RDR)*

**PFS-9.12 Removal of Fire Hazards** ♥

The City shall require property owners to remove fire hazards, including excessive/overgrown vegetation, hazardous structures and materials, and debris. *(RDR/MPSP)*

**PFS-9.13 Regional Cooperation**

The City shall continue to work with various fire protection districts and other agencies to

promote regional cooperation on the delivery of fire protection services. *(IGC)*

**PFS-9.14 Emergency Medical Service Staffing and Response Time Standards**


The City shall maintain Fire Department response time standards in order to provide adequate emergency medical services for all West Sacramento residents and visitors. *(MPSP/SO)*

**PFS-9.15 Private Ambulance**

While the Fire Department will continue to provide first-response medical emergency services, the City shall encourage the expansion of private paramedic and ambulance service within the city. *(MPSP/JP)*

**PFS-9.16 Emergency Service**

The City shall support the expansion of health care facilities to provide emergency services. *(MPSP)*

 <b>Table 3-6 Public Facilities and Services Implementation Programs</b>		2016-2018	2019-2023	2024-2035	Annual	Ongoing
		1. The City shall update the Capital Improvement Program (CIP) annually to ensure the implementation and adequacy of the plan. <i>(MPSP/FB)</i>				
Implements Which Policy(ies)	PFS 1.4					
Responsible Department(s)	Public Works					
Supporting Department(s)	All					
2. The City shall prepare, adopt, and update at least every five years a long-term Major Projects Financing Plan (MPFP), including sewer, water, drainage and other facility improvements, which identifies: <ol style="list-style-type: none"> <li>1. Service standards</li> <li>2. Specific project descriptions, including cost estimates</li> <li>3. Schedule of improvements</li> <li>4. Financing responsibility, including techniques to be employed</li> </ol> The MPFP shall be consistent with the General Plan. <i>(MPSP/FB)</i>						
Implements Which Policy(ies)	PFS 1.5					
Responsible Department(s)	Public Works					
Supporting Department(s)	Community Development; Parks; Administrative Services					
3. The City shall continue to review and update the City's Water Master Plan at least every five years consistent with the land use patterns and densities/intensities provided for in the General Plan. <i>(MPSP)</i>						
Implements Which Policy(ies)	PFS 2.4					
Responsible Department(s)	Public Works					
Supporting Department(s)	Community Development					

<b>Table 3-6 Public Facilities and Services Implementation Programs</b>		2016-2018	2019-2023	2024-2035	Annual	Ongoing
4. The City shall review and update the Urban Water Management Plan at least every five years, as required by the Urban Water Management Planning Act. (MPSP)						
Implements Which Policy(ies)	PFS 2.5	x	x	x		
Responsible Department(s)	Public Works					
Supporting Department(s)	Community Development					
5. The City shall continue to implement a water meter repair and replacement program to strive to ensure that all water is billed based on metered use. (MPSP/SO)						
Implements Which Policy(ies)	PFS 2.3					x
Responsible Department(s)	Public Works					
Supporting Department(s)	N/A					
6. The City shall adopting a Gray Water Ordinance as a requirement for new construction to include plumbing to distribute gray water for outdoor irrigation in accordance with the California Building Code plumbing standards. (RDR/PSR)						
Implements Which Policy(ies)	PFS 2.3		x			
Responsible Department(s)	Community Development					
Supporting Department(s)	Public Works					
7. The City shall consider adopting CalGreen rainwater catchment ordinance that would require new construction to include facilities for the capture and reuse of rainwater. (RDR/PSR)						
Implements Which Policy(ies)	PFS 2.3, 4.8		x			
Responsible Department(s)	Community Development					
Supporting Department(s)	Public Works					

<b>Table 3-6 Public Facilities and Services Implementation Programs</b>		2016-2018	2019-2023	2024-2035	Annual	Ongoing
8. The City shall continue to review and update the City's Sewer Master Plan at least every five years consistent with the land use patterns and densities/intensities provided for in General Plan 2035. <i>(MPSP)</i>			X	X		
<b>Implements Which Policy(ies)</b>	PFS 3.3, 3.5	X				
<b>Responsible Department(s)</b>	Public Works					
<b>Supporting Department(s)</b>	Community Development					
9. The City shall prepare a study to identify problems of localized flooding within the city. Based on findings from the study, the City shall consider funding improvements to upgrade existing drainage facilities as necessary to correct localized flooding problems. <i>(PSR/IGC)</i>			X			
<b>Implements Which Policy(ies)</b>	PFS 4.7		X			
<b>Responsible Department(s)</b>	Public Works					
<b>Supporting Department(s)</b>	Community Development, Parks and Recreation					
10. The City shall review, and update a Drainage Master Plan at least every five years consistent with the land use patterns and densities/intensities provided for in the General Plan. <i>(MPSP/IGC)</i>						
<b>Implements Which Policy(ies)</b>	PFS 4.5	X	X	X		
<b>Responsible Department(s)</b>	Public Works					
<b>Supporting Department(s)</b>	Community Development					
11. The City shall continue to monitor the level of service provided by garbage and recycling collection contractors to ensure that it meets the needs of residents and business customers. <i>(MPSP)</i>						
<b>Implements Which Policy(ies)</b>	PFS 5.2					X
<b>Responsible Department(s)</b>	Public Works					
<b>Supporting Department(s)</b>	Economic Development, Administrative Services					

<b>Table 3-6 Public Facilities and Services Implementation Programs</b>		2016-2018	2019-2023	2024-2035	Annual	Ongoing
12. The City shall continue to implement recycling and waste reduction education programs for City employees. The education program will disseminate information on what and how much is recycled by the City. (MPSP)						
<b>Implements Which Policy(ies)</b>	PFS 5.5, 5.6					x
<b>Responsible Department(s)</b>	Public Works					
<b>Supporting Department(s)</b>	City Manager's Office; Administrative Services					
13. The City shall expand the provision of recycling collection containers and services to all City parks. (MPSP)						
<b>Implements Which Policy(ies)</b>	PFS 5.6	x				
<b>Responsible Department(s)</b>	Public Works					
<b>Supporting Department(s)</b>	Parks and Recreation					
14. The City shall update the City's Landscape Development Guidelines to require new landscapes and buildings to be designed and built in a resource-efficient manner to reduce the amount of solid waste and yard waste being generated. (RDR)						
<b>Implements Which Policy(ies)</b>	PFS 5.5		x			
<b>Responsible Department(s)</b>	Community Development					
<b>Supporting Department(s)</b>	Public Works; Parks and Recreation					
15. The City shall amend the standard language in its requests for services, bids, and franchise agreements requiring contractors to use Best Management Practices to maximize diversion of waste from the landfill. (SO)						
<b>Implements Which Policy(ies)</b>	PFS 5.7	x				
<b>Responsible Department(s)</b>	Public Works					
<b>Supporting Department(s)</b>	Parks and Recreation					

<b>Table 3-6 Public Facilities and Services Implementation Programs</b>		<b>2016-2018</b>	<b>2019-2023</b>	<b>2024-2035</b>	<b>Annual</b>	<b>Ongoing</b>
16. The City shall review and update the Municipal Code to require major new development, demolition, and rehabilitation projects to recycle or salvage 70 percent of non-hazardous construction and demolition debris (excluding excavated soil and land-clearing debris). <i>(RDR)</i>						
<b>Implements Which Policy(ies)</b>	PFS 5.4	<b>x</b>				
<b>Responsible Department(s)</b>	Public Works					
<b>Supporting Department(s)</b>	Community Development					
17. The City shall distribute educational and marketing materials and/or organize community workshops and events on the following: <ol style="list-style-type: none"> <li>1. participation in the residential curbside recycling program;</li> <li>2. participation of businesses and multi-family complexes in the Recycle Rewards Program;</li> <li>3. recycling in multi-family properties; and</li> <li>4. waste reduction and recycling activities, such as backyard composting, office paper recycling, recycling drop-off, and neighborhood chipping/mulching days. <i>(PI)</i></li> </ol>						
<b>Implements Which Policy(ies)</b>	PFS 5.4, 5.9, 5.10, 5.12, 5.13, 5.14	<b>x</b>				<b>x</b>
<b>Responsible Department(s)</b>	Public Works					
<b>Supporting Department(s)</b>	N/A					
18. The City shall conduct a study to explore the feasibility of different options for reducing consumption of disposable plastic bags at retail locations. Based on the findings of the study, the City shall adopt a plastic bag reduction strategy. <i>(MPSP/PSR)</i>						
<b>Implements Which Policy(ies)</b>	PFS 5.10		<b>x</b>			
<b>Responsible Department(s)</b>	Public Works					
<b>Supporting Department(s)</b>	Economic Development; Administrative Services					



<b>Table 3-6 Public Facilities and Services Implementation Programs</b>		2016-2018	2019-2023	2024-2035	Annual	Ongoing
19. The City shall conduct a study on the feasibility of requiring commercial and industrial recycling. Based on the findings of the study, the City shall consider options for adopting an ordinance for mandatory commercial and industrial recycling. (RDR/PSR)						
<b>Implements Which Policy(ies)</b>	PFS 5.11		X			
<b>Responsible Department(s)</b>	Public Works					
<b>Supporting Department(s)</b>	Economic Development; Administrative Services					
20. The City shall conduct a study of the feasibility of providing composting bins or vouchers for discounts at local stores for composting bins. Based on the findings from the study, the City shall develop a strategy to increase the number of composting bins.						
<b>Implements Which Policy(ies)</b>	PFS 5.13		X			
<b>Responsible Department(s)</b>	Parks and Recreation					
<b>Supporting Department(s)</b>	Public Works; Administrative Services					
21. The City shall review and update, as necessary, the Undergrounding of Utilities Ordinance, which includes standards and requirements for undergrounding of both new and existing transformers and overhead electrical and communication utility lines.						
<b>Implements Which Policy(ies)</b>	PFS 6.7		X			
<b>Responsible Department(s)</b>	Public Works					
<b>Supporting Department(s)</b>	Community Development					
22. The City shall assist the Washington Unified School District in its annual review of the school facility development fees for new residential and non-residential development. The City shall also work with the Washington Unified School District to identify, establish, and implement additional measures that may be necessary to adequately finance school facilities in the city.						
<b>Implements Which Policy(ies)</b>	PFS 7.6				X	

Table 3-6 Public Facilities and Services Implementation Programs		2016-2018	2019-2023	2024-2035	Annual	Ongoing
Responsible Department(s)	Administrative Services					
Supporting Department(s)	Community Development; Economic Development					
<p>23. The City shall develop standards for the location of new private schools which address the following considerations:</p> <ul style="list-style-type: none"> <li>▪ Required off-street parking and street frontage for the drop-off and pick-up of students.</li> <li>▪ Access to the proposed school via city streets.</li> <li>▪ Noise, according to the Safety Element of the General Plan.</li> <li>▪ Size of the parcel on which a proposed school is to be located in relation to the pupil capacity of the school.</li> <li>▪ Required landscaping and other visual/noise barriers if the proposed school is to be located in a residential area. <i>(RDR)</i></li> </ul>			✗			
Implements Which Policy(ies)	PFS 7.1, 7.3, 7.4					
Responsible Department(s)	Community Development					
Supporting Department(s)	Police; Fire					
<p>24. The City shall monitor and prepare an annual report to the City Council on City Police Department response times, staffing levels, facilities, and equipment to ensure that adequate service levels are maintained. <i>(PSR)</i></p>						
Implements Which Policy(ies)	PFS 8.3				✗	
Responsible Department(s)	Police					
Supporting Department(s)	N/A					
<p>25. The City shall continue to provide neighborhood security and crime prevention information and training to neighborhood groups and homeowner's and business associations. <i>(IP)</i></p>						
Implements Which Policy(ies)	PFS 8.6					✗
Responsible Department(s)	Police					
Supporting Department(s)	N/A					

<b>Table 3-6 Public Facilities and Services Implementation Programs</b>		2016-2018	2019-2023	2024-2035	Annual	Ongoing
26. The City shall work with citizens, businesses, neighborhood groups, and homeowners' associations to establish and maintain neighborhood watch programs. The City shall provide citizens with guidelines on how to work with law enforcement to start and sustain an effective neighborhood watch program, assist in efforts to increase neighborhood involvement, and provide training. <i>(IP)</i>		✘				✘
Implements Which Policy(ies)	PFS 8.6					
Responsible Department(s)	Police					
Supporting Department(s)	N/A					
27. The City shall continue the Community Service Officer Program to train at least five participants annually. <i>(MPSP/IP)</i>						✘
Implements Which Policy(ies)	PFS 8-.7					
Responsible Department(s)	Police Department					
Supporting Department(s)	N/A					
28. The City shall expand the Gang Resistance and Education Training (G.R.E.A.T.) program to reach at least ten students annually. <i>(MPSP/IP)</i>						✘
Implements Which Policy(ies)	PFS 8.8					
Responsible Department(s)	Police					
Supporting Department(s)	N/A					
29. The City shall monitor and report annually to the City Council on City Fire Department response times, staffing levels, facilities, and equipment to ensure that adequate service levels are maintained. <i>(PSR)</i>			✘			
Implements Which Policy(ies)	PFS 9.14					
Responsible Department(s)	Fire					
Supporting Department(s)	N/A					

<b>Table 3-6 Public Facilities and Services Implementation Programs</b>		<b>2016-2018</b>	<b>2019-2023</b>	<b>2024-2035</b>	<b>Annual</b>	<b>Ongoing</b>
30. The City shall continue to annually conduct fire safety inspections for commercial, industrial, and high-rise buildings, as feasible, in conjunction with issuance and renewal of business licenses. <i>(RDR/SO)</i>						
<b>Implements Which Policy(ies)</b>	PFS 9.7				✘	
<b>Responsible Department(s)</b>	Fire					
<b>Supporting Department(s)</b>	Community Development, Finance					
31. The City shall adopt the most current editions of the California Building Code and California Fire Codes. <i>(RDR)</i>						
<b>Implements Which Policy(ies)</b>	PFS 9.8	✘				
<b>Responsible Department(s)</b>	Community Development					
<b>Supporting Department(s)</b>	Fire					
32. The City shall review and update, as necessary, requirements for built-in fire suppression equipment for all new buildings that exceed 4,000 square feet, exceeds 25 feet in height from grade, or any building that is two or more stories regardless of height. <i>(RDR)</i>						
<b>Implements Which Policy(ies)</b>	PFS 9.9	✘				
<b>Responsible Department(s)</b>	Community Development					
<b>Supporting Department(s)</b>	Fire					



## POLICY DOCUMENT PART 2

# PARKS & RECREATION ELEMENT

The City of West Sacramento seeks to provide its residents and visitors with a broad range of active and passive recreation opportunities. The Parks and Recreation Element sets the framework for an expanded park system and a greater variety of recreational activities. West Sacramento's riverfront and natural open spaces will be linked to enhance opportunities for walking, bicycling, picnicking, participating in water sports, and appreciating natural open spaces and conservation areas. Access to a broad range of recreational activities is important to improving public health through exercise. The location of schools and their recreational facilities can serve as a focal point of neighborhood identity and activity. Parklands also help to sustain natural environmental resources by providing landscapes that absorb greenhouse gases, produce oxygen, and filter pollutants into the groundwater basin.

## Public Park System

The City has 33 parks, open space areas, and public plazas. Although the City has built several new parks, deficiencies remain in certain areas of the city. The policies in this section set standards for the development of new parks and recreation facilities and guiding the improvement of existing parks. Part of the City's strategy for providing recreation opportunities is to continue to work with the school districts and other public and community groups to jointly use facilities and share programs where feasible and mutually beneficial.

### GOAL PR-1

**To establish and maintain a public park system and recreation facilities suited to the needs of West Sacramento residents and visitors.**

#### PR-1.1 Parks Master Plan

The City shall maintain and implement the Parks Master Plan. (MPSP)

#### PR-1.2 New Development

The City shall require new residential development to help meet the City's park acreage standard as shown in Table PR-1 and established in the adopted Parkland Dedication Ordinance. To this end, the City shall require of all new development the dedication of land, dedication of improvements, payment of in-lieu fees, or any combination of these determined acceptable by the City, to the extent authorized by law. Projects located in an areas subject to a specific plan may employ alternative strategies to achieve recreation goals. (RDR)

#### PR-1.3 Urban Parks 🌍

The City shall, for development in urban infill areas where traditional neighborhood and community parks are not feasible or

appropriate, work with developers to produce creative and flexible solutions for providing urban parks, such as plazas and rooftop gardens. (RDR)

#### PR-1.4 Funding

The City shall pursue all available and appropriate county, State, and Federal funding for the acquisition of parkland and the development of park facilities. (FB)

#### PR-1.5 Walking Distance 🌍

The City shall strive to provide park facilities within convenient walking-distance of all residents. (MPSP)

#### PR-1.6 Neighborhood Focal Points

The City shall require that neighborhood parks be integrated into, and be focal points of new residential neighborhoods. (RDR)

#### PR-1.7 Non-Automobile Access 🌍

The City shall require that new neighborhood and community parks are accessible to pedestrians and bicyclists, and are connected with transit, to the extent feasible. (RDR)

#### PR-1.8 City Park Complex

The City shall promote the development of one or more large-scale park complexes in West Sacramento.

#### PR-1.9 Standards, Demographics and Geography

The City's park and recreation facility standards shall be guided by the National Recreation and Park Association standards along with the unique geography and demographics of the city for planning and developing or redeveloping the appropriate amount and types of parks, open space and recreation facilities.

**Table PR-1: Park Guidelines<sup>1</sup>**

Park Type		Service Standards	Description	Guidelines and Typical Components <sup>2</sup>
	Regional Park	3 acres per 1,000 residents	A very large park, typically organized around a significant scenic, natural, historical, or cultural feature. Regional parks are typically administered by the State, counties, or other park agencies rather than the City due to their large size and unique nature.	<ul style="list-style-type: none"> <li>• 50 acres or larger</li> <li>• Serves communities within a one-hour driving time</li> <li>• May contain unique facilities or features such as zoos, aquariums, museums, or waterfront access</li> </ul>
	Community Park		A large park that serves the needs of nearby residents, people from several neighborhoods, or the entire city. They contain a wide variety of facilities and features for active and passive recreation, waterfront access, and night use.	<ul style="list-style-type: none"> <li>• 10-50 acres in size</li> <li>• Service area of up to 4 miles</li> <li>• Include playfields for organized league practice and play (e.g., softball, baseball, soccer)</li> <li>• Include sports facilities such as tennis courts, basketball courts, volleyball courts, handball courts, practice walls, and fitness equipment</li> <li>• May include special facilities such as a pool, community center, gymnasium, or amphitheater</li> </ul>

PARKS AND RECREATION ELEMENT

	<b>Central Park</b>		A large, unique park that serves as a central gathering place for the entire city. Essentially a community park that has an elevated status due to its central location, unique features, or historic characteristics.	<ul style="list-style-type: none"> <li>• A wide variety of active and passive recreational facilities and features, including sports fields, picnic areas, tennis courts, playgrounds, and passive green open space</li> <li>• May contain unique facilities or features such as zoos, aquariums, museums, or waterfront access</li> </ul>
<b>Neighborhood-Oriented Parks</b>	<b>Neighborhood Park</b>	2 acres per 1,000 residents	A medium park that provides for the daily recreation needs of nearby residents, with primarily passive and informal recreation features. Active recreation facilities are limited.	<ul style="list-style-type: none"> <li>• 3-10 acres in size</li> <li>• Service area of ½ mile</li> <li>• Contain passive green open space</li> <li>• Active recreation facilities are limited to informal practice fields, hard surface playing courts, and children’s play equipment</li> <li>• May have joint-use potential with schools</li> </ul>
	<b>Mini Park</b>		A small park that accommodates the daily recreation needs of nearby residents. Serves specific population groups (e.g., small children, seniors) or uses (e.g., apartment/townhouse complexes, elderly housing). Mini parks are used where larger parks are not feasible.	<ul style="list-style-type: none"> <li>• ½ to 3 acres in size</li> <li>• Service area of ¼ mile</li> <li>• Typically contain children’s play equipment, sitting areas, and limited green space</li> </ul>
	<b>Urban Park</b>		A very small park or outdoor gathering place that serves urban areas. May take the form of a plaza, town square, court mall, piazza, roof top garden, or other non-traditional park. Are most appropriate for infill and redevelopment areas where larger parks are not feasible or inappropriate.	<ul style="list-style-type: none"> <li>• Less than 1 acre</li> <li>• Service area of ¼ mile</li> <li>• Primarily hardscape</li> <li>• No on-site parking, except for disabled access</li> </ul>



	<b>Recreation Corridor</b>	0.5 linear miles per 1,000 residents	A linear park, greenway, bikeway, or other pathway for non-motorized transportation. Typically developed along a linear geographic feature such as a river, canal, railroad corridor, or utility easement. They serve the entire city and link residential areas, parks, schools, employment and commercial centers, and the waterfront.	<ul style="list-style-type: none"> <li>Typically designed for multiple uses such as bicycling, walking, jogging, hiking, horseback riding, and rollerblading</li> </ul>
	<b>Special Facility</b>	None	A facility such as a community center, athletic complex, aquatic center, or other cultural or athletic facility that serves a specific need and is not included within a regional, community, or central park.	

<sup>1</sup>Guidelines are suggestive and excerpted from the National Recreation and Park Association. More specific guidelines unique to the city are provided in the Parks and Recreation Master Plan.

<sup>2</sup>The components listed are not all-inclusive in every park.

**PR-1.10 Joint Use** 🌐

The City shall prioritize the joint-use of school facilities over the development of new park and recreational facilities and shall support significant improvement of existing school cafeterias and auditoriums for joint use purposes. *(IGC)*

**PR-1.11 Security and Maintenance** ♥

The City shall require that parks are located, oriented, and designed in such a way as to facilitate security, policing, and maintenance. *(RDR)*

**PR-1.12 Neighborhood-Based Security and Maintenance** ♥

The City shall encourage citizens, neighborhood groups, businesses, schools, organizations, and public agencies to assist in the security and maintenance of publicly-owned park and recreational facilities. *(SO/PI)*

**PR-1.13 Year-Round Use**

The City shall require that new park and recreation facilities and major upgrades to existing facilities include shade and wind protection to facilitate year-round use. *(RDR)*

**PR-1.14 Buffer Potential Impacts**

The City shall strive to ensure new high-activity level parks and parks intended for night use are designed to buffer existing and planned surrounding residential uses from excessive noise, light, and other potential nuisances. *(RDR)*

**PR-1.15 Community Activity Areas**

The City shall identify appropriate open spaces, including areas within the Central Business District and along the Sacramento River, for development of safe community activity areas. *(PSR)*

**PR-1.16 Drought Tolerant Landscaping**



The City shall emphasize the use of drought-tolerant and drought-resistant landscaping, as well as low impact development (LID) principles in the development of City parks. *(RDR)*

**PR-1.17 Improve Existing Parks**

The City shall assign high priority to funding the improvement and rehabilitation of parks in existing neighborhoods. *(FB)*

**PR-1.18 Parks as Buffers**

The City shall encourage the use of parks and recreational corridors as buffers between incompatible land uses. *(RDR)*

**PR-1.19 Performing Arts Center**

The City shall maintain a performing arts center in the Central Business District. *(IGC)*

## Recreation Corridors

Recreation corridors are often built along linear features, such as rivers, drainage canals, and utility alignments. They can be developed at locations where there is sufficient right-of-way to protect resources, such as riparian habitats, waterways, and wildlife corridors, or construct small-scale features, such as shade structures and play courts. Wherever possible, recreation corridors should be used to link other recreational components and destinations within the city or surrounding areas. This section contains policies to enhance the city's network for recreation corridors.

## GOAL PR-2

**To provide a continual system of parks and open space corridors that connect destination points within and beyond the city of West Sacramento.**

### PR-2.1 Recreational Corridors along River

The City shall establish recreational corridors along the full length of the Sacramento River and Deep Water Ship Channel located within the city limits. *(MPSP)*

### PR-2.2 Pedestrian/Bicycle System 🌐

The City shall develop and maintain a system of pedestrian and bicycle pathways linking City parks, neighborhood shopping areas, major activity centers, and major open space areas with one another and with nearby residential areas. *(RDR)*

### PR-2.3 Connecting to Recreational Corridors 🌐

The City shall strive to ensure that pedestrian and bicycle pathways that cross the Sacramento River connect to the city's recreational corridors. *(RDR)*

### PR-2.4 Sacramento Greenway Plan

The City shall coordinate the development of the riverfront as envisioned in the 1997 *Sacramento Greenway Plan* and the *Sacramento Riverfront Master Plan*. *(MPSP/IGC)*

### PR-2.5 Regional Coordination 🌐

The City shall coordinate with SACOG and surrounding jurisdictions to ensure that recreational corridors within the city connect with existing and planned facilities outside the city. *(IGC)*

### PR-2.6 Joint Use of City Levee and Utility Properties ♥

The City shall establish recreational trails as part of future levee and utility property improvements where feasible. *(RDR/JP)*

### PR-2.7 Equestrian Access

The City shall strive to accommodate equestrian users in an equestrian network in open space and rural areas where feasible and compatible.

## River & Ship Channel Access

With direct access to the Sacramento River along the eastern edge of the City, the City of West Sacramento is poised to take advantage of the opportunities that the river presents. West Sacramento has several potential sites for new marina developments. The policies in this section seek to increase public access to the Sacramento River and Deep Water Ship Channel to improve water recreation opportunities for West Sacramento residents and visitors.

## GOAL PR-3

**To provide and encourage, to the fullest extent possible, public access to the Sacramento River and Deep Water Ship Channel for recreation purposes.**

### PR-3.1 River Access ♥

The City shall establish and maintain continuous public access to the Sacramento River for its full length within West Sacramento for fishing and other uses. *(RDR)*

### PR-3.2 Ship Channel Access ♥

The City shall strive to establish and maintain continuous public access to the Deep Water Ship Channel, within the limits imposed by safety considerations. *(RDR)*

**PR-3.3 Public Access Easements** ♥

The City shall require the dedication of public access easements through all new developments along the Sacramento River and Deep Water Ship Channel. (RDR)

**PR-3.4 Water-Oriented Facilities** ♥

The City shall encourage the development of public and private water-oriented park and recreational facilities along the Sacramento River and the Deep Water Ship Channel. (MPSP)

**PR-3.5 River, Ship Channel Linkage**

The City shall ensure that linear access points along the Sacramento River and Deep Water Ship Channel are linked to the city's overall system of parks, recreational corridors, and open space. (RDR)

**PR-3.6 Marinas and Riparian Vegetation**

The City shall encourage the development of public and private marinas in appropriate locations that avoid, as much as possible, areas of significant existing riparian vegetation. (RDR)

**PR-3.7 Barge Canal Recreation**

The City shall support the use of the barge canal for aquatic recreational activities, such as fishing, sailing, rowing, kayaking, and canoeing, and support the establishment of a multi-use aquatic facility along the barge canal. Aquatic parks, boat houses, docks, and other support facilities for boating shall be deemed compatible uses along the Deep Water Ship Channel and the barge canal within all land use designations. (RDR)

## Recreation Programs

Recreation programs promote physical fitness and enhance the sense of community. The City provides a broad range of recreational services for its residents, including after school activities, summer

camp, sports leagues, swimming lessons, art classes, as well as programs for seniors and residents with special needs. The policies in this section encourage recreation programs to serve the needs of all residents of West Sacramento.

### GOAL PR-4

**To establish recreation programs suited to the broad needs and interests of all West Sacramento residents.**

**PR-4.1 Diverse Needs**

The City shall develop and maintain a balanced recreation program which addresses the diverse needs of the various age, ethnic, and interest groups in West Sacramento. (SO)

**PR-4.2 Ethnic Programs**

The City shall encourage and/or co-sponsor ethnic programs and activities of local interest. (SO/JP)

**PR-4.3 Resident Priority**

The City shall ensure that residents of West Sacramento are given first priority to participate in City-sponsored recreation programs, activities, and leagues and use of City facilities for such activities. (SO)

**PR-4.4 Neighborhood Needs**

The City shall consider unique neighborhood needs in developing facilities and programs for indoor and outdoor activities. (SO)

**PR-4.5 Special Needs**

In planning recreation programs and facilities, the City shall promote the active involvement of all affected residents, including those with special needs, such as the physically disabled and the elderly. (SO)

#### **PR-4.6 School Joint Use**

The City shall establish cooperative agreements with the Washington Unified School District for the use of school facilities for City-sponsored recreation programs. *(IGC)*

#### **PR-4.7 Surveys**

The City shall periodically survey community attitudes and preferences concerning recreational programs. *(PI/SO)*

## **Private Recreational Facilities**

Private recreational facilities, including golf courses, gymnasiums and fitness centers, and recreation and open space as part of residential developments, provide many of the recreational opportunities for residents. The policies in this section encourage private recreational facilities to augment the recreational opportunities provided by the City.

### **GOAL PR-5**

**To promote the provision of private recreational facilities and opportunities.**

#### **PR-5.1 Private Residential Open Space and Recreation**

The City shall promote the provision of private open space and recreation facilities in large-scale residential developments in order to meet a portion of the open space and recreation needs that will be generated by the development. *(RDR)*

#### **PR-5.2 Commercial/Industrial Open Space and Recreation**

The City shall promote the inclusion of private outdoor and indoor recreation facilities in large commercial/industrial projects as a benefit for employees and as a means of reducing demand on public facilities. *(RDR)*

#### **PR-5.3 Private Golf Courses**

The City shall encourage the development of private golf courses in conjunction with major new development projects. *(RDR)*

#### **PR-5.4 Commercial Recreation**

The City shall promote the development of commercial recreational facilities that meet community needs and complement public parks, facilities, and programs. *(RDR)*



**Table 3-7 Parks and Recreation Implementation Programs**

		2016-2018	2019-2023	2024-2035	Annual	Ongoing
<p>1. The City shall review and update the <i>Parks Master Plan</i> every 10 years to establish updated goals, policies, and standards for the location, size, and level of development of all existing and proposed parks, open space, and trails. The master plan shall cover at least the succeeding 10-year period, with greater detail devoted to improvements planned for the first five-year period. (MPSP)</p>						
Implements Which Policy(ies)	PR 1.1	x	x			
Responsible Department(s)	Parks and Recreation					
Supporting Department(s)	Community Development; Administrative Services					
<p>2. The City shall regularly monitor County, State, and Federal programs for funding of parkland, trails, and open space acquisition, development, and rehabilitation. The City shall actively pursue funding for which it is qualified. (FB)</p>						
Implements Which Policy(ies)	PR 1.4				x	
Responsible Department(s)	Parks and Recreation					
Supporting Department(s)	Administrative Services					
<p>3. The City shall periodically review projected park development needs and plans, update cost estimates for park acquisition and development, and remaining development potential based on General Plan 2035. Based on this review, the City shall adjust the park dedication requirements and fee schedule as necessary. (RDR/PSR)</p>						
Implements Which Policy(ies)	PR 1.4, 1.9	x				
Responsible Department(s)	Parks and Recreation					
Supporting Department(s)	Administrative Services; Community Development					

<b>Table 3-7 Parks and Recreation Implementation Programs</b>		2016-2018	2019-2023	2024-2035	Annual	Ongoing
<p>4. The City shall prepare, adopt, and periodically update a long-term Major Projects Financing Plan (MPFP), including parks, which identifies:</p> <ul style="list-style-type: none"> <li>• Service standards</li> <li>• Specific project descriptions, including cost estimates</li> <li>• Schedule of improvements</li> </ul> <p>Financing Responsibility, including techniques to be employed (<i>MPSP</i>)</p>		x	x	x		
Implements Which Policy(ies)	PR 1.1					
Responsible Department(s)	Public Works					
Supporting Department(s)	Parks and Recreation; Administrative Services					
<p>5. The City shall continue to support its joint-use agreement with the Washington Unified School District which provides for use of school facilities for certain City-sponsored recreation programs. (<i>IGC</i>)</p>						
Implements Which Policy(ies)	PR 1.10					x
Responsible Department(s)	City Manager's Office					
Supporting Department(s)	Parks and Recreation					
<p>6. The City shall establish a program to work with neighborhood residents to take responsibility for their neighborhood parks, including the possibility of assuming maintenance and security needs or costs. Neighborhood parks 'adopted' by the residents through this program shall remain publicly-owned and accessible by the community. (<i>MPSP/PI</i>)</p>						
Implements Which Policy(ies)	PR 1.12	x				
Responsible Department(s)	Parks and Recreation					
Supporting Department(s)	Administrative Services					

<b>Table 3-7 Parks and Recreation Implementation Programs</b>		2016-2018	2019-2023	2024-2035	Annual	Ongoing
7. The City shall establish a methodology for periodically surveying community attitudes and preferences for recreation facilities and programs, and shall compile statistics concerning use of recreation facilities and program participation. (PI)						
Implements Which Policy(ies)	PR 1.9	x			x	
Responsible Department(s)	Parks and Recreation					
Supporting Department(s)	Administrative Services					
8. The City shall establish a methodology for periodically surveying community attitudes and preferences for recreation facilities and programs, and shall compile statistics concerning use of recreation facilities and program participation. (PI)						
Implements Which Policy(ies)	PR 1.9			x		
Responsible Department(s)	Parks and Recreation					
Supporting Department(s)	Administrative Services					
9. The City shall annually update statistics on participation in various City recreation programs and use of City recreation facilities. (PSR)						
Implements Which Policy(ies)	PR 1.9			x		
Responsible Department(s)	Parks and Recreation					
Supporting Department(s)	N/A					





## POLICY DOCUMENT PART 2

# NATURAL & CULTURAL RESOURCES ELEMENT

The city's natural and cultural resources contribute to the city's economy and are key elements in the quality of life of West Sacramento residents. Natural resources include water, plant and animal species and habitat, urban forest, agricultural land, mineral resources, air, energy, and scenic amenities. The city's historic and cultural resources take several forms ranging from the rich historic settlement and development periods to the ethnography and archaeological resources of the Native American period. The City of West Sacramento values its natural and cultural resources and is committed to protecting and enhancing them. The preservation and protection of these resources is vital to the continued benefit and enjoyment of current and future residents. This Element contains goals and policies that seek to balance the need for growth with the need for the conservation and enhancement of the area's natural and cultural resources.

## Agricultural Resources

West Sacramento has a long history of agriculture. The city is surrounded on three sides by productive farmland, and lands in the southern part of the city remain in agricultural production. Principal crops include wheat, alfalfa, miscellaneous vegetables and fruits. The policies in this section seek to protect agriculture in and around West Sacramento from impacts from development while accommodating planned transition to urban uses.

### GOAL NCR-1

To promote the economic viability of agriculture in West Sacramento and to discourage premature development of agricultural land with non-agricultural uses, while providing for urban needs.

#### NCR-1.1 Continuation of Agriculture 🌍

The City shall support the continuation of agricultural uses on lands designated for urban uses until urban development is imminent. (RDR)

#### NCR-1.2 Development near Agriculture 🌍

The City shall ensure, in approving urban development near agricultural lands, that such development will minimize conflicts with adjacent agricultural uses, and not constrain agricultural practices or adversely affect the economic viability of nearby agricultural operations, where feasible. (RDR)

#### NCR-1.3 Agricultural Buffer 🌍

The City shall encourage Yolo County to retain agricultural uses on lands adjacent to the city to create a buffer around the city. (IGC)

#### NCR-1.4 Agricultural Incentives 🌍

The City shall support tax and economic incentives, at both the local and State levels,

to enhance the economic competitiveness of agriculture. (IGC)

#### NCR-1.5 Homeowner Notification

The City shall require that purchasers of homes located near agricultural lands be provided notification of agricultural operations and activities by way of their deeds and/or escrow documents. (PI)

#### NCR-1.6 Right-to-Farm Ordinance 🌍

The City shall continue to implement its right-to-farm ordinance. (RDR)

#### NCR-1.7 Interim Uses/Urban Farms

The City shall support establishment of urban farms and similar uses for interim land use until the ultimate planned land use of property is viable. (RDR)

## Biological Resources

Conservation and protection of biological resources are integral to, not only a healthy ecosystem, but also to a healthy human population. Policies in this section guide the location, design, and quality of development to protect biological resources such as open space corridors and wildlife habitat.

### GOAL NCR-2

To protect sensitive native vegetation and wildlife communities and habitat in West Sacramento.

#### NCR-2.1 Public Awareness

The City shall encourage and support development projects and programs that enhance public appreciation and awareness of the natural environment. (PI)

#### NCR-2.2 Yolo Habitat Conservancy Program

The City shall continue to work cooperatively with other jurisdictions in the county, and with the State and Federal governments to

conserve habitat through the preparation and implementation of the Yolo Habitat Conservancy Program. The goal of this effort shall be to preserve and enhance habitat values in appropriate large areas while allowing the orderly development within the incorporated areas of the county. *(IGC)*

### **NCR-2.3 Habitat Connectivity**

The City shall preserve, enhance, and create interconnected open space and natural areas to provide for wildlife movement and protect biodiversity. *(RDR)*

### **NCR-2.4 Habitat Surveys**

The City shall require site-specific surveys for discretionary development proposals that could potentially impact biological resources to determine if any significant wildlife habitat and vegetation resources will be adversely affected and, if so, to identify appropriate measures to avoid or mitigate such impacts. *(RDR)*

### **NCR-2.5 Habitat Buffer** 🌐

The City shall require the provision and maintenance of an adequate setbacks between significant habitat and adjacent development. The buffer shall be landscaped with native vegetation and may be used for passive recreation purposes. *(RDR)*

### **NCR-2.7 Rare, Threatened, & Endangered Species Protection**

The City shall preserve rare, threatened, and endangered species by ensuring that development does not adversely affect such species or by fully mitigating adverse effects. For developments where adverse impacts cannot be mitigated, the City shall not approve the project. *(RDR)*

### **NCR-2.8 Habitat Preservation** 🌐

The City shall support State and Federal policies for preservation and enhancement of riparian and wetland habitats by

incorporating, as deemed appropriate, the findings and recommendations of the California Department of Fish and Wildlife and the U.S. Fish and Wildlife Service into site-specific development proposals. *(RDR)*

### **NCR-2.9 No Net Loss**

The City shall require new development to ensure no net loss of State and Federally regulated wetlands, other waters of the United States (including creeks, rivers, ponds, marshes, vernal pools, and other seasonal wetlands), and associated functions and values by regulating development in and near these habitats and promoting projects that avoid sensitive areas. Where habitat loss is unavoidable, the City shall require replacement consistent with State and Federal regulations protecting wetland resources. *(RDR)*

### **NCR-2.10 Wetland and Riparian Habitat Protection** 🌐

The City shall seek to minimize the loss or degradation of wetland and riparian habitats at the following sites: Lake Washington and associated wetlands, Bee's Lake and associated riparian woodlands, riparian woodlands along the Sacramento River north of the I Street Bridge and south of the barge canal, and riparian woodlands along the Deep Water Ship Channel and the Yolo Bypass. *(RDR)*

### **NCR-2.11 Riparian Vegetation Maintenance**

The City shall encourage the maintenance of marsh and riparian vegetation along irrigation/ drainage canals and along the Deep Water Ship Channel through routine maintenance and clearing and by disturbing only one bank per year. *(SO)*

### **NCR-2.12 Floodway Design** 🌐

The City shall encourage floodway design and flood control facilities to foster riparian habitat enhancement, improved water

quality, and groundwater recharge. (RDR/MPSP)

### **NCR-2.13 Fisheries**

The City shall implement measures to ensure that development in the city does not adversely affect fishery resources in the Sacramento River, Deep Water Ship Channel, and Lake Washington. (RDR)

### **NCR-2.14 Public Areas**

The City shall ensure that public access and recreation facilities do not eliminate or degrade riparian habitat values. Trails, picnic areas, and other improvements shall be sited to minimize impacts on sensitive wildlife habitat or riparian vegetation. (RDR/MPSP)

### **NCR-2.15 Landscaping with Native Plants**

The City shall promote the use of native plants, especially valley oaks, for landscaping roadsides, medians, parks, and private properties. In particular, native plants should be used along the Sacramento River, in areas adjacent to riparian and wetland habitats, and in other open space and natural areas. (RDR/MPSP)

### **NCR-2.16 Golf Courses**

The City shall encourage any future golf courses to incorporate and maintain, to the maximum extent possible, areas of native vegetation and wildlife habitat. (RDR)

## **Urban Forest**

Trees are a critical part of the urban fabric. The tree canopy provides, not only aesthetic value, but also shade and air quality, water quality, and other environmental benefits. Policies in this section promote a safe, sustainable, and healthy urban forest in West Sacramento through proper care, protection, and overall management of the city's tree canopies.

## **GOAL NCR-3**

**To protect existing mature trees and encourage the development of a healthy urban forest.**

### **NCR-3.1 Healthy Urban Forest**

The City shall manage and maintain a vibrant, healthy urban forest through tree planting, pest control, scheduled pruning, and removal and replacement of dead or diseased trees. (SO)

### **NCR-3.2 Urban Forest Management Plan**

The City shall prepare, adopt, and implement an Urban Forest Management Plan. (MPSP)

### **NCR-3.3 Tree Mitigation Ordinance**

The City shall maintain and implement the tree mitigation ordinance, which regulates the removal of existing trees, preserves existing trees where possible, and requires mitigation where healthy trees must be removed either by planting on-site, planting in another location approved by the Tree Administrator, or a combination of planting and a contribution to a Tree Mitigation Fund. (RDR)

### **NCR-3.4 Urban Tree Canopy Analysis**

The City shall maintain a database of the existing tree canopy to support the development of a holistic citywide urban forest management strategy. (PSR)

### **NCR-3.5 Planting in New Development**

The City shall require the planting of street trees, parking lot canopy trees, screening trees, and other amenity trees and landscaping in all new development, consistent with City landscaping development guidelines, to minimize the heat island effect. (RDR)

### **NCR-3.6 Shading of New Development** 🌍

The City shall require that new development achieve 50 percent shading of constructed and paved surfaces (e.g., parking lots) within five years of completing construction, and include a plan to maintain and replace trees. Exceptions may be considered for those parking lots containing solar installations. Urban uses shall employ urban greening techniques where feasible. (RDR)

### **NCR-3.7 City Property** 🌍

The City shall continue to pursue opportunities to plant new trees on existing City-owned properties and, to the extent possible, work to preserve mature native trees. (SO)

### **NCR-3.8 Property Owner Responsibility** 🌍 🍀

The City shall encourage property owners to maintain and protect trees on their property as well as street trees adjacent to their property. (MPSP)

### **NCR-3.9 Pruning** 🌍 🍀

The City shall ensure street trees are pruned as necessary to maintain a healthy urban forest and to prevent hazards and provide street visibility. (SO)

### **NCR-3.10 Tree Education** 🌍

The City shall continue to provide educational materials and programs on the benefits of street trees and urban forests, and how to plant and take care of trees in urban areas and on private properties. (PI)

## **Water Quality**

West Sacramento, located on the natural floodplain of the Sacramento River, is bordered on the east by the Sacramento River and on the west by the Yolo Bypass and the Sacramento Deep Water Ship Channel. The city is bisected by the Ship

Channel and barge canal. The policies in this section seek to protect water quality.

## **GOAL NCR-4**

**To preserve and protect water quality in the City's natural water bodies and drainage systems and the area's groundwater basin.**

### **NCR-4.1 Integrated Water Management Program** 🌍

The City shall continue to integrate water management programs that emphasize multiple benefits and balance the needs of agricultural and urban users. (MPSP)

### **NCR-4.2 Open Space Buffers**

The City shall conserve and, where feasible, create or restore open space areas that serve to protect water quality such as riparian corridors, buffer zones, wetlands, undeveloped open space areas, levees, and drainage canals. (RDR)

### **NCR-4.3 New Septic Systems**

The City shall prohibit the establishment of any new septic systems in areas where City sewer and water services are available within one air mile, and require that new septic tank installations elsewhere be limited to parcels that are one acre or larger. (RDR)

### **NCR-4.4 Existing Septic Systems**

The City shall seek to eliminate existing septic tanks in urbanized areas to maintain the city's water quality. (RDR)

### **NCR-4.5 No Adverse Impact**

The City shall not approve new development that has a significant potential for adversely affecting water quality in the city's natural water bodies and drainage systems including the Sacramento River, Deep Water Ship Channel, Lake Washington, or groundwater basin. (RDR)

#### **NCR-4.6 New Development** 🌐

The City shall require new development to protect the quality of water resources and natural drainage systems through site design, source controls, runoff reduction measures, best management practices (BMPs), and Low Impact Development (LID). (RDR)

#### **NCR-4.7 Construction Site Impacts**

The City shall control pollutant sources to natural water bodies and drainage systems from construction activities through the use of stormwater protection measures in accordance with Federal, State, and local regulations such as the City's grading ordinance and National Pollutant Discharge Elimination System (NPDES) permit. (RDR)

#### **NCR-4.8 Monitor Water Quality**

The City shall monitor water quality in City wells for evidence of toxins, saltwater intrusion, and other contaminants. (SO)

#### **NCR-4.9 Agricultural Chemicals**

The City shall support efforts on a countywide, regional, or statewide basis to reduce runoff of toxic agricultural chemicals into the city's natural water bodies and drainage systems. (IGC)

#### **NCR-4.10 Industrial Discharge**

The City shall minimize pollutants entering the overall water system by regulating discharge from industrial users in accordance with local and State regulations. (RDR)

#### **NCR-4.11 Ship Ballast Discharge**

The City shall continue to encourage the Port of West Sacramento and responsible State agencies to prohibit the discharge of saltwater ballast into the Sacramento Deep Water Ship Channel. (IGC)

#### **NCR-4.12 Education**

The City shall educate the public on practices and programs to minimize water pollution. (PI)

### **Water Resources**

The quantity, quality, and availability of water are vital to both natural processes and human activities in West Sacramento. Water is essential to the development of housing, commerce, and industry; to recreation; and to the maintenance of high quality fish and wildlife habitats. Wise and prudent planning and management of water resources is, therefore, central to providing a sustainable economic base as well as providing important scenic amenities for the city. The policies in this section seek to protect water resources and conserve water for future generations.

#### **GOAL NCR-5**

**To preserve and protect West Sacramento's water resources and supply.**

#### **NCR-5.1 Water Conservation & Efficiency** 🌐

The City shall partner with local, regional, and State agencies to encourage water conservation, recycling, and efficiency. (IGC)

#### **NCR-5.2 Groundwater Sustainability** 🌐

The City shall protect the sustainability of groundwater resources for urban and agricultural uses. (RDR)

#### **NCR-5.3 Groundwater Recharge** 🌐

The City shall protect and require new development to preserve, where feasible, areas that provide important groundwater recharge and stormwater management benefits such as undeveloped open spaces, natural habitat, riparian corridors, wetlands, and natural drainage areas. (RDR)

#### **NCR-5.4 Recycled/Reclaimed Water** 🌍

The City shall continue to use, and expand the use of, recycled and reclaimed water for irrigation of municipal parks and landscaping. (SO)

#### **NCR-5.5 Water Meters** 🌍

The City shall continue to retrofit existing commercial and residential uses with water meters and require the installation of water meters for all new commercial and residential uses, and bill the customer based upon metered use. (MPSP)

#### **NCR-5.6 Water Efficient Landscaping Ordinance** 🌍

The City shall maintain the Water Efficient Landscaping Ordinance to conserve water through the use of water efficient landscaping and use of recycled/greywater systems. (RDR)

#### **NCR-5.7 “Smart” Irrigation Controllers** 🌍

The City shall encourage existing businesses and residents to install “smart” irrigation controllers that automatically react to rain, temperature, and moisture to conserve water use. (MPSP)

#### **NCR-5.8 Water Education** 🌍

The City shall educate the public on practices to conserve water and use water more efficiently including the use of greywater systems. (PI)

### **Energy Resources**

Increasing energy efficiency in West Sacramento has immense potential to reduce greenhouse gas emissions. Policies in this section support the increased reliance on renewable energy. To further increase the city’s environmental sustainability, policies in this section require that new buildings be designed and sited to maximize energy

efficiency and energy generation opportunities.

#### **GOAL NCR-6**

**To increase efficiency and conservation of resources in City facilities and operations to serve as a leader in sustainability.**

#### **NCR-6.1 Energy Efficiency in Older Buildings** 🌍

The City shall strive to achieve a 20 percent energy reduction in older municipal buildings through energy efficiency retrofits (e.g., LED light bulbs, low flow toilets and faucets, photovoltaic cells, bi-level and motion-activated lighting, computerized HVAC systems). (MPSP/SO)

#### **NCR-6.2 Energy Efficient Building Design** 🌍

The City shall build all new municipal buildings to be energy efficient as required in the California Building Code or higher. (SO)

#### **NCR-6.3 Automotive Trip Reduction Program** 🌍

The City shall prepare and implement an automotive trip reduction program for City employees. (MPSP/SO)

#### **NCR-6.4 Clean Fleet Vehicles (RDR)** 🌍

The City shall employ vehicle replacement practices that prioritize the replacement of older higher-emission vehicles and the purchasing of the lowest emission technology vehicles where feasible. (MPSP/SO)

#### **NCR-6.5 Purchasing Preferences** 🌍

The City shall encourage environmentally-responsible purchasing, including giving preference to products that reduce or eliminate indirect greenhouse gas emissions and promote recycling. (SO)

### **NCR-6.6 Efficient Infrastructure and Facilities**

The City shall update and replace infrastructure, public facilities, and equipment with technologies that improve energy efficiency and conserve energy, when feasible. (SO)

### **NCR-6.7 LED Street Lights**

The City shall replace existing street lights with light emitting diode (LED) street lights, as financially feasible. (MPSP/SO)

## **GOAL NCR-7**

**To increase energy independence and reduce greenhouse gas emissions through the use of renewable energy sources and improved energy conservation and efficiency.**

### **NCR-7.1 Green Building Requirements**

The City shall maintain and implement green building and energy efficiency standards for new development and redevelopment projects. (RDR)

### **NCR-7.2 Remove Barriers to Green Building**

The City shall provide incentives for green building practices and strive to remove barriers that impede their use. (MPSP)

### **NCR-7.3 Energy Planner Coordination**

The City shall request energy planners and energy efficiency experts from energy providers and other agencies and organizations to participate in the development review process to identify potential for renewable energy facilities and energy conservation/efficiency systems, building practices, and materials. (RDR)

### **NCR-7.4 Heat Island Reduction**

The City shall require, to the extent feasible, site and building design that reduces exterior heat gain and heat island effects (e.g., tree planting, reflective paving materials, covered parking, cool roofs). (RDR)

### **NCR-7.5 Natural Lighting**

The City shall require, to the extent feasible, building orientations and landscaping that use natural lighting to reduce energy demands. (RDR)

### **NCR-7.6 Renewable Energy in Development**

The City shall require, to the extent feasible, new development to include renewable energy generation and co-generation facilities. (RDR)

### **NCR-7.7 EPA Energy Star Certified Appliances**

The City shall encourage the use of “EPA Energy Star” certified appliances (e.g., water heaters, swimming pool heaters, cooking equipment, refrigerators, furnaces and boiler units) for new private development and public facilities. (RDR)

### **NCR-7.8 Existing Buildings**

The City shall encourage improved energy efficiency by promoting the retrofit and renovation of existing buildings using green building standards through energy audits, energy efficiency funding, and educational activities. (RDR)

### **NCR-7.9 Financing Renewable Energy**

The City shall pursue funding and support community members or developers seeking funding for renewable energy projects. (FB/JP)



### **NCR-7.10 Incentives for Renewable Energy** 🌍

The City shall provide economic incentives and explore opportunities to provide creative financing, such as pooled project funding and low-interest loans, for renewable energy projects. *(MPSP)*

### **NCR-7.11 Purchase Renewable Energy** 🌍

The City shall support the private sector purchases and use of renewable and alternative energy. *(JP)*

### **NCR-7.13 Use of Public Rights-of-Way** 🌍

The City shall provide for the use of public rights-of-way, including parking facilities at major transit stations and employment centers, for support facilities such as alternative fueling stations in urban centers and other areas where appropriate. *(RDR)*

### **NCR-7.14 Public Education** 🌍

The City shall coordinate with regional and local energy providers to increase energy conservation through public education programs. *(JP/IGC, PI)*

## **Scenic Resources**

Preservation of scenic features, both natural and working landscapes, enhances amenity value and adds to the quality of life for existing and future residents. Policies in this section provide for the maintenance and protection of significant visual and aesthetic resources through sensitive planning and design.

### **GOAL NCR-8**

#### **To protect significant scenic resources.**

### **NCR-8.1 Protecting Scenic Vistas**

The City shall protect scenic vistas from obstructions and visual clutter where it would

negatively affect the public's reasonable use and enjoyment of the resource. *(RDR)*

### **NCR-8.2 Complementary Site & Design**

The City shall require new development to be sited and designed to visually complement the natural environment, which include features such as the Sacramento River, Sacramento Deepwater Ship Channel, agricultural fields, and other natural landscapes. *(RDR)*

### **NCR-8.3 Reducing Light Pollution**

The City shall require project designs, lighting configurations, and operational practices that reduce light pollution and preserve views of the night sky. *(RDR)*

### **NCR-8.4 Minimize Obtrusive Lighting**

The City shall minimize obtrusive light by limiting outdoor lighting that is not necessary for public safety, and/or is misdirected or excessive. *(RDR)*

### **NCR-8.5 Glare**

The City shall require new development to incorporate design features that prevent excessive glare. *(RDR)*

## **Cultural Resources**

Historic resources contribute to a distinct sense of place for residents and visitors. West Sacramento contains many historic buildings and sites, many of which are concentrated in the original communities that now form the city of West Sacramento: Broderick, Bryte, and West Sacramento. Some are already designated historic structures; however, others could be designated and protected as historic resources. West Sacramento also has a rich Native American heritage. Preservation of cultural resources is important to preserving the city's history and identity. The policies in this section ensure the preservation, protection, rehabilitation, and restoration of important historic and cultural resources.

## GOAL NCR-9

To preserve and enhance West Sacramento's important historical, archaeological, and paleontological resources to increase awareness of the City's heritage.

### NCR-9.1 Significant Resource Preservation

The City shall ensure the preservation of significant historical, archaeological, tribal cultural, and paleontological resources, including those recognized at the national, state, and local levels. *(RDR)*

### NCR-9.2 Consultation

The City shall consult with appropriate organizations and individuals early in the development process [e.g., Information Centers of the California Historical Resources Information System, the Native American Heritage Commission (NAHC); applicable Native American tribes and/or individuals; and historical societies and organizations] to minimize impacts to cultural resources. *(RDR/IGC)*

### NCR-9.3 Historic Districts

The City shall establish historic districts in appropriate areas of the city, and develop standards for preservation and rehabilitation of historic structures and compatible infill development. *(RDR/MPSP)*

### NCR-9.4 Historic Survey

The City shall cooperate in the expansion and updating of the Yolo County Historical Resources Survey. *(IGC)*

### NCR-9.5 State or National Register

The City shall work with property owners to seek listing of significant historical resources on the California Register of Historical Resources and/or the National Register of Historic Places, where appropriate. *(MPSP)*

### NCR-9.6 Maintenance, Preservation, and Renovation of Historic and Architecturally Significant Structures

The City shall encourage the maintenance and preservation of historically- and architecturally-significant structures. Where such buildings cannot be preserved intact, the City shall encourage the preservation of character-defining features (e.g., building facades), where feasible. *(RDR/MPSP)*

### NCR-9.7 Adaptive Reuse

The City shall, where appropriate and feasible, encourage adaptive reuse of historical resources when the original use of the resource is no longer feasible. *(RDR)*

### NCR-9.8 Relocation

The City shall ensure that historically- and/or architecturally-significant buildings or structures proposed for demolition are considered for relocation, where appropriate and feasible, as a means of preservation. The City shall encourage relocation within the same neighborhood, or to another compatible neighborhood or district. *(RDR)*

### NCR-9.9 Demolition

The City shall consider demolition of historic resources as a last resort, permitted only if adaptive reuse or relocation is not feasible and/or would pose a public safety hazard. *(RDR)*

### NCR-9.10 Financial Incentives

The City shall consider providing financial incentives (e.g., reduced fees, low- or no-interest loans, grants) to owners of historically significant buildings and structures to maintain, rehabilitate, and preserve their properties. *(MPSP/FB)*

**NCR-9.11 Compatibility of New Development**

The City shall require that new development near designated historical resources (e.g., buildings, structures, districts) is designed to be compatible with the character of the designated historic resource. *(RDR)*

**NCR-9.12 Stone Lock**

The City shall consider developing and maintaining Stone Lock as a point of historical interest as part of a larger master plan. *(RDR/MPSP)*

**NCR-9.13 Native American Museum**

The City shall continue to support and encourage the development of a Native American Heritage Museum at the site currently proposed in West Sacramento at the confluence of the American and Sacramento Rivers in partnership with the State of California Parks Department and the appropriate Native American individuals and organizations. *(IGC)*

**NCR-9.14 Cultural Districts**

The City shall explore the viability of a cultural district pursuant to AB 189.

**NCR-9.15 Early Identification of Resources**

For development and infrastructure projects, the City shall endeavor to identify sensitive resources early in project design efforts to avoid (e.g. to allow preservation in place) or minimize impacts.

NATURAL AND CULTURAL RESOURCES ELEMENT


 <b>Table 3-8 Natural and Cultural Resources Implementation Programs</b>		2016-2018	2019-2023	2024-2035	Annual	Ongoing
1. The City shall continue to participate in the Yolo Habitat Conservancy Program to prepare a county-wide Natural Communities Conservation Plan/Habitat Conservation Plan (NCCP/HCP) for Yolo County. <i>(IGC)</i>						
Implements Which Policy(ies)	NCR 2.2					X
Responsible Department(s)	Community Development					
Supporting Department(s)	City Manager's Office					
2. The City shall continue to apply Public Open Space (POS) zoning to significant habitat areas as well as setbacks or buffers of at least 100-feet between these areas and new development. <i>(RDR)</i>						
Implements Which Policy(ies)	NCR 2.3, 2.5					X
Responsible Department(s)	Community Development					
Supporting Department(s)	N/A					
3. The City shall develop a replacement plan for the loss of State and Federally regulated wetlands, other waters of the United States, and associated functions and values by requiring that replacement include: creating habitats that are similar in extent and ecological value to that displaced development; consist of locally-occurring, native species; and are located as close as possible to the development site or be a part of a larger replacement habitat. <i>(MPSP)</i>						
Implements Which Policy(ies)	NCR 2.9		X			
Responsible Department(s)	Community Development					
Supporting Department(s)	N/A					

Table 3-8 Natural and Cultural Resources Implementation Programs		2016-2018	2019-2023	2024-2035	Annual	Ongoing
4. The City shall develop and adopt an Urban Forest Management Plan. (MPSP) 🌍						
Implements Which Policy(ies)	NCR 3.2		x			
Responsible Department(s)	Parks and Recreation					
Supporting Department(s)	Community Development					
5. The City shall review and, as necessary, update the Tree Mitigation Ordinance to address the protection of trees and the mitigation alternatives in the event of removal of a healthy tree. The City shall update the ordinance to include a provision requiring new developments to include a Tree Maintenance Plan for the maintenance of new trees. (RDR) 🌍						
Implements Which Policy(ies)	NCR 3.3	x				
Responsible Department(s)	Parks and Recreation					
Supporting Department(s)	Community Development					
6. The City shall review and update the tree mitigation fee required of development activities that remove trees. (RDR) 🌍						
Implements Which Policy(ies)	NCR 3.3	x				
Responsible Department(s)	Parks and Recreation					
Supporting Department(s)	Administrative Services					
7. The City shall conduct a study that analyzes the city's tree canopy by land use. Using information from the study, the City shall monitor and prepare a report to the City Council every three years on the status of the city's tree canopy. (PSR) 🌍						
Implements Which Policy(ies)	NCR 3.4	x	x	x		
Responsible Department(s)	Parks and Recreation					
Supporting Department(s)	Public Works					

<b>Table 3-8 Natural and Cultural Resources Implementation Programs</b>		<b>2016-2018</b>	<b>2019-2023</b>	<b>2024-2035</b>	<b>Annual</b>	<b>Ongoing</b>
8. The City shall amend its Zoning Code to include requirements that new development achieve 50 percent shading of constructed and paved surfaces (e.g., parking lots) within five years of completing construction. (RDR) 🌐						
<b>Implements Which Policy(ies)</b>	NCR 3.6		x			
<b>Responsible Department(s)</b>	Community Development					
<b>Supporting Department(s)</b>	Parks and Recreation; Public Works					
9. The City shall conduct a study to identify opportunities to plant new trees on existing City-owned properties. Based on findings from the study, the City shall consider preparing a program to plant trees on City-owned property. (PSR) 🌐						
<b>Implements Which Policy(ies)</b>	NCR 3.7	x				
<b>Responsible Department(s)</b>	Parks and Recreation					
<b>Supporting Department(s)</b>	Public Works					
10. The City shall prepare an annual report to the City Council concerning the inventory and status of existing septic tanks in urbanized areas. (PSR)						
<b>Implements Which Policy(ies)</b>	NCR 4.4				x	x
<b>Responsible Department(s)</b>	Community Development					
<b>Supporting Department(s)</b>	Yolo County Environmental Health					
11. The City shall prepare an annual report to the City Council on the status of groundwater quality throughout the city. (PSR)						
<b>Implements Which Policy(ies)</b>	NCR 4.8				x	x
<b>Responsible Department(s)</b>	Public Works					
<b>Supporting Department(s)</b>	N/A					

<b>Table 3-8 Natural and Cultural Resources Implementation Programs</b>		<b>2016-2018</b>	<b>2019-2023</b>	<b>2024-2035</b>	<b>Annual</b>	<b>Ongoing</b>
12. The City shall make mailers, brochures, and other materials available to the public for education on the practices and programs to minimize water pollution, conserve water, and use water more efficiently. (PI) 🌐						
<b>Implements Which Policy(ies)</b>	NCR 4.12	✘				
<b>Responsible Department(s)</b>	Public Works					
<b>Supporting Department(s)</b>	Community Development					
13. The City shall continue to implement a water meter repair and replacement program. (MPSP) 🌐						
<b>Implements Which Policy(ies)</b>	NCR 5.5					✘
<b>Responsible Department(s)</b>	Public Works					
<b>Supporting Department(s)</b>	N/A					
14. The City shall develop and implement a pro-active program for making energy retrofits to existing municipal buildings with the goal of achieving a 20 percent energy reduction. Priority for action should be old buildings that have been in service for many years, including the Police Department, the Water Plant Lab, and the Sam Coombs Park Building. (MPSP) 🌐						
<b>Implements Which Policy(ies)</b>	NCR 6.1	✘				
<b>Responsible Department(s)</b>	Public Works					
<b>Supporting Department(s)</b>	City Manager's Office; Administrative Services, Parks and Recreation, Police, Fire					
15. The City shall prepare a study to investigate financing options for funding energy retrofits of older municipal buildings. Based on the findings of the study, the City shall prepare a plan for energy efficiency improvements. (PSR) 🌐						
<b>Implements Which Policy(ies)</b>	NCR 6.1	✘				
<b>Responsible Department(s)</b>	Public Works					
<b>Supporting Department(s)</b>	Administrative Services					

<b>Table 3-8 Natural and Cultural Resources Implementation Programs</b>		<b>2016-2018</b>	<b>2019-2023</b>	<b>2024-2035</b>	<b>Annual</b>	<b>Ongoing</b>
<p>16. The City shall develop and implement an automobile trip reduction program for City employees, which may include:</p> <ul style="list-style-type: none"> <li>• Department-sponsored carpooling efforts and rideshare programs;</li> <li>• Preferred parking locations for carpool/rideshare users;</li> <li>• Transit-cost reimbursement or subsidy for employees;</li> <li>• Incentives for employees who use alternative means of transportation (e.g., train, biking, walking, carpooling); and</li> <li>• The use of teleconferencing in lieu of employee travel to conferences and meetings. (MPSP/SO) 🌐</li> </ul>		✘				
<b>Implements Which Policy(ies)</b>	NCR 6.3					
<b>Responsible Department(s)</b>	Public Works					
<b>Supporting Department(s)</b>	City Manager's Office; Administrative Services					
<p>17. As vehicles come up for replacement, the City shall evaluate the feasibility of replacing them with hybrids, alternative fuel, or smaller vehicles. (SO) 🌐</p>			✘			
<b>Implements Which Policy(ies)</b>	NCR 6.4					
<b>Responsible Department(s)</b>	Public Works					
<b>Supporting Department(s)</b>	All					
<p>18. The City shall replace existing street lights with light emitting diode (LED) street lights with the goal of replacing 100 percent of City-owned and PG&amp;E-owned street lights by 2023. The City shall explore funding opportunities to finance the street light replacement program. (SO) 🌐</p>			✘			
<b>Implements Which Policy(ies)</b>	NCR 6.7					
<b>Responsible Department(s)</b>	Public Works					
<b>Supporting Department(s)</b>	N/A					



<b>Table 3-8 Natural and Cultural Resources Implementation Programs</b>		<b>2016-2018</b>	<b>2019-2023</b>	<b>2024-2035</b>	<b>Annual</b>	<b>Ongoing</b>
19. The City shall adopt green building standards consistent with or more stringent than the CalGreen Code for new development and redevelopment projects. (RDR) 🌐						
<b>Implements Which Policy(ies)</b>	NCR 7.1	x				
<b>Responsible Department(s)</b>	Community Development					
<b>Supporting Department(s)</b>	N/A					
20. The City shall regularly review municipal codes, policies, and procedures to identify and remove regulatory and procedural barriers to implementing green building practices. (RDR) 🌐						
<b>Implements Which Policy(ies)</b>	NCR 7.2					x
<b>Responsible Department(s)</b>	Community Development					
<b>Supporting Department(s)</b>	Public Works					
21. The City shall conduct training sessions for all staff responsible for plan review and building inspection to ensure that they are trained in green building materials, practices, and techniques. (SO) 🌐						
<b>Implements Which Policy(ies)</b>	NCR 7.3	x				x
<b>Responsible Department(s)</b>	Community Development					
<b>Supporting Department(s)</b>	Public Works					
22. The City shall distribute brochures, post fliers at City Hall and other municipal buildings, and post information on the City's website about energy efficiency and conservation educational activities and rebate programs provided by Pacific Gas & Electric and/or other local and regional energy providers. (PI) 🌐						
<b>Implements Which Policy(ies)</b>	7.14	x				
<b>Responsible Department(s)</b>	Community Development					
<b>Supporting Department(s)</b>	Public Works; Economic Development					

<b>Table 3-8 Natural and Cultural Resources Implementation Programs</b>		<b>2016-2018</b>	<b>2019-2023</b>	<b>2024-2035</b>	<b>Annual</b>	<b>Ongoing</b>
<p>23. The City shall require an assessment by a professional historical resource consultant for projects subject to discretionary approval involving the demolition, relocation, or alteration of a building or structure over 45 years old or that would result in a change to the building or structure’s immediate setting. The assessment will determine if the action would cause a substantial adverse change in the significance of an historical resource pursuant to CEQA Guidelines section 15064.5. The historical resource consultant must meet the Secretary of Interior’s professional qualification standards for architectural history in order to conduct the assessment. If the assessment determines that the proposed action would cause a substantial adverse change in the significance of an historical resource, the City shall require as a condition of project approval the implementation of appropriate and feasible measures to eliminate or reduce the potential impact. (RDR)</p>						x
<b>Implements Which Policy(ies)</b>	NCR 9.1					
<b>Responsible Department(s)</b>	Community Development					
<b>Supporting Department(s)</b>	N/A					
<p>24. The City shall not knowingly approve any public or private project that may adversely affect a significant archaeological resource without first having a site evaluation conducted by a qualified archaeologist. A qualified archaeologist must meet the Secretary of Interior’s professional qualification standards for archaeology in order to conduct the site evaluation. As determined necessary by the archaeologist and the City, the evaluation may include, but not be limited to, an updated records search, pre-construction field surveys, research, testing, and/or other methods that identify whether a substantial adverse impact on significant archaeological resource would occur. If a cultural resource is discovered, the resources shall be examined by a qualified archaeologist to determine its significance and develop appropriate protection and preservation measures. The City shall ensure the implementation of the measures. (RDR)</p>						x
<b>Implements Which Policy(ies)</b>	NCR 9.1					
<b>Responsible Department(s)</b>	Community Development					
<b>Supporting Department(s)</b>	Public Works					

<b>Table 3-8 Natural and Cultural Resources Implementation Programs</b>		<b>2016-2018</b>	<b>2019-2023</b>	<b>2024-2035</b>	<b>Annual</b>	<b>Ongoing</b>
25. The City shall require that when any subsurface cultural resources, paleontological resources, or human remains are encountered, all work within 100 feet of the discovery be stopped and the area protected from further disturbance until the discovery is evaluated. The resources shall be evaluated by qualified personnel to determine their significance and develop appropriate measures to avoid or protect valuable resources. <i>(RDR)</i>						
<b>Implements Which Policy(ies)</b>	NCR 9.1					<b>x</b>
<b>Responsible Department(s)</b>	Community Development					
<b>Supporting Department(s)</b>	Public Works					
26. Following the recommendation of the 1996 Washington Specific Plan, the City shall create a historic district in the Old Broderick area and develop standards for preservation and rehabilitation of historic structures and compatible infill development. <i>(MPSP)</i>						
<b>Implements Which Policy(ies)</b>	NCR 9.3		<b>x</b>			
<b>Responsible Department(s)</b>	Community Development					
<b>Supporting Department(s)</b>	Economic Development & Housing					
27. The City shall work with property owners to register the Washington Water Company Water Tower and Rice Growers' Association Mill site as State Historic Landmarks or listing on the National Register of Historic Sites. <i>(JP)</i>						
<b>Implements Which Policy(ies)</b>	NCR 9.5		<b>x</b>			
<b>Responsible Department(s)</b>	Community Development					
<b>Supporting Department(s)</b>	N/A					

<b>Table 3-8 Natural and Cultural Resources Implementation Programs</b>		<b>2016-2018</b>	<b>2019-2023</b>	<b>2024-2035</b>	<b>Annual</b>	<b>Ongoing</b>
28. The City shall identify potential incentives (e.g., reduced fees, low- or no-interest loans, grants) for owners of historically-significant structures to improve their properties. (MPSP)						
<b>Implements Which Policy(ies)</b>	NCR 9.10	<b>x</b>				
<b>Responsible Department(s)</b>	Community Development					
<b>Supporting Department(s)</b>	Economic Development					



## POLICY DOCUMENT PART 2

# SAFETY ELEMENT

Protection from the risks of natural and man-made hazards is essential in establishing a sense of well-being for residents and important considerations in attracting new businesses to the city that will provide quality jobs. The goals and policies in this element are designed to protect and enhance public health and safety throughout the community. An emerging issue related to public health and safety is planning for the impacts of climate change. Rising levels of greenhouse gases are projected to have a variety of effects that will increase the risk of drought, flooding, forest fires, disease, and other impacts.

This Element contains the City's greenhouse gas reduction targets and policies to respond to and adapt to the potential effects of climate change. In addition to safety issues related to hazardous conditions, the planning process should account for other issues related to community health and safety, including noise exposure. However, a major safety concern is the ongoing risk from flooding. West Sacramento depends on a comprehensive system of flood control facilities that includes levees constructed along the Sacramento River and Deep Water Channel to protect the city from 100- and 200-year flood events.

Significant progress has been made in improving the levees surrounding the city with the eventual goal of providing 200-year flood protection. All new development is required to demonstrate 200-year flood protection or to contribute in-lieu fees to making physical improvements to the existing levee system. Additionally, existing City programs in conjunction with State and Federal agencies, and supported by this General Plan, insure the continued maintenance of the levees. Vigilance must be maintained to provide continued protection to residents, businesses, and visitors, and to maintain programs and facilities that minimize flood risk.

## Emergency Preparedness

The City of West Sacramento provides day-to-day emergency operations from departments and offices that are dispersed throughout the city. The City also partners with several local, State, and Federal agencies to provide disaster response services. Policies in this section focus on providing a high level of safety and protection for residents and businesses from natural disasters such as floods, earthquakes, urban and wildland fires, and terrorist acts. The policies continue cooperative agreements with adjoining jurisdictions and State and Federal agencies that prescribe procedures for preparedness, response, and disaster recovery.

### GOAL S-1

**To ensure that City emergency response procedures are adequate in the event of natural or man-made disasters.**

#### S-1.1 Emergency Response Plans

The City shall maintain the Emergency Operations Plan and Standard Emergency Management System (SEMS). (MPSP)

#### S-1.2 Multi-Hazard Mitigation Plan

The City shall coordinate with jurisdictions in Yolo County, as necessary, to maintain the Yolo Operational Area Standard Multi-Hazard Mitigation Plan. (IGC)

#### S-1.3 Climate Change Vulnerability Assessment

The City shall ensure that vulnerability to climate change impacts and the implications of climate change on emergency preparedness are addressed in emergency preparedness plans. (MPSP)

#### S-1.4 Public Information

The City shall make public information available to residents and businesses on

disaster preparedness and emergency preparedness. (PI)

#### S-1.5 Emergency Routes

The City shall maintain a complete system of emergency evacuation routes and ensure that they are kept free of impediments. (SO)

#### S-1.6 Emergency Access in New Development

The City shall ensure that emergency access is an integral part of the design of all new development. (RDR)

#### S-1.7 Water Sources

The City shall maintain adequate water sources for firefighting purposes and potable water for drinking during and following a disaster. (SO)

#### S-1.8 Emergency Facility Siting

The City shall ensure that critical emergency response facilities such as hospitals, fire, police, emergency service facilities, and utilities are sited to minimize their exposure to flooding, seismic effects, fire, or explosion. (RDR)

#### S-1.9 Emergency Operations Center

The City shall continue to maintain and staff an emergency operations center for use during times of emergency. (SO)

#### S-1.10 Mutual Aid

The City shall maintain mutual aid agreements and communications links with surrounding jurisdictions for assistance during times of emergency. (IGC)

#### S-1.11 Employer Plans

The City shall work with local industries to ensure that each company with 20 or more employees maintains an emergency plan that is consistent with the City's Emergency Response Plan. (RDR/MPSP)

### **S-1.12 Roadway Systems as Escape Routes**

The City shall require that roadway systems for areas protected from flooding by levees be designed to provide multiple escape routes for residents and access for emergency services in the event of a levee or dam failure. (RDR)

### **S-1.13 Comprehensive Flood Management, Emergency, and Evacuation Plans**

The City shall maintain, implement, update, and make available to the public the local Comprehensive Flood Management Plan, Emergency Plans, and Evacuation Plans, which address emergency preparedness, evacuation, hazardous materials, and protection of critical facilities, development guidelines, and flood insurance outreach to better protect citizens in the event of a major flood event. (MPSP)

### **S-1.14 Environmental Resources Impacted By Natural Disasters**

The City shall account for environmental resources impacted by natural disasters including but not limited to tribal cultural resources, archaeological sites, and sensitive habitat areas.

## **Flood Hazards**

Over the course of West Sacramento's past, floods have been the most frequent and destructive natural hazard that has affected the city. Flood control facilities protecting West Sacramento include a comprehensive system of dams, levees, overflow weirs, drainage pumping plants, and flood control bypass channels. Policies in this section seek to protect West Sacramento residents and businesses by ensuring the maintenance and improvement of existing levees to provide a minimum of 200-year flood protection, and requiring all new development to provide 200-year flood protection or pay in-lieu fees. New

development will be evaluated for potential flood hazards prior to approval and constructed to the standards outlined in the City's Floodplain Management Ordinance to minimize flooding risk. Policies will also limit the risk of flooding by requiring the retrofit of existing development. Flooding evacuation and rescue maps will be updated regularly.

## **GOAL S-2**

**To prevent loss of life, injury, and property damage due to flooding.**

### **S-2.1 Flood Insurance Program**

The City shall continue to participate in the National Flood Insurance Program, and ensure that local regulations are in full compliance with standards adopted by the Federal Emergency Management Agency (FEMA). (RDR/MPSP)

### **S-2.2 Minimize Risk of Flood Damage**

The City shall evaluate and regulate development in areas subject to flooding in accordance with local, State, and Federal requirements to avoid or minimize the risk of flood damage. (MPSP)

### **S-2.3 Flooding Evacuation and Rescue Maps**

The City shall maintain, update, and make available to the public, as appropriate, current flood evacuation and rescue maps. (PI)

### **S-2.4 Flood Risk Notification**

The City shall be proactive in educating and informing residents and businesses protected from flooding by a levee and/or subject to inundation in the event of levee failure of the risk. (PI)

### **S-2.5 Deed Notification**

The City shall require, for areas protected by levees, all new developments to include a notice within the deed that the property is protected by flooding from a levee and that

the property can be subject to flooding if the levee fails or is overwhelmed. (RDR)

#### **S-2.6 Flood Insurance**

The City shall encourage all residents to purchase flood insurance. (PI)

#### **S-2.7 200-year Flood Protection**

The City shall work with local, regional, State, and Federal agencies to achieve by 2025 at least 200-year flood protection for all areas of the city. Priority shall be given to the levees protecting the people and property within the existing City limits. (IGC)

#### **S-2.8 Funding for 200-year Flood Protection**

The City shall continue to cooperate with local, regional, State, and Federal agencies in securing funding to obtain the maximum level of flood protection that is practical, with a minimum goal of achieving at least 200-year flood protection as quickly as possible. (IGC)

#### **S-2.9 200-Year Flood Protection in New Development**

The City shall require new development to achieve a minimum of 200-year level of flood protection either through: i) the construction of flood management improvements or other mitigation measures beyond those required by the City's Floodplain Management Ordinance (Title 18 of the Municipal Code); or ii) payment of in-lieu flood management fees. (RDR)

#### **S-2.10 Planned Land Use**

The City shall update, as necessary, the Land Use Element to reflect current floodplain mapping data. (MPSP)

#### **S-2.11 New Development**

The City shall require evaluation of potential flood hazards prior to approval of development projects to determine whether the proposed development is reasonably safe from flooding and consistent with California Department of Water Resources (DWR) Urban Level of Flood Protection

Criteria. The City shall not approve new development or a subdivision or enter into a development agreement for any property within a flood hazard zone unless the adequacy of flood protection specific to the area has been demonstrated. (RDR)

#### **S-2.12 New Development Design**

The City shall require new development located within a special (100-year) flood hazard area to be designed to minimize the risk of damage in the event of a flood. (RDR)

#### **S-2.13 Climate Change-related Flood Risks**

The City shall continue to partner with relevant organizations and agencies when updating FEMA and California Department of Water Resources flood hazard maps and the City's Comprehensive Flood Management Plan and the County-wide Local Hazard Mitigation Plan to consider of the impacts of urbanization and climate change on long-term flood safety and long-term flood event probabilities. (IGC)

#### **S-2.14 Construction Standards in New Development**

The City shall require new development, including manufactured homes, within a special flood hazard area designated by FEMA to be constructed to the standards, and elevated and flood proofed consistent with the requirements, outlined in the City's Floodplain Management Ordinance (Title 18 of the Municipal Code). (RDR)

#### **S-2.15 Substantial Improvements in Existing Development**

The City shall require existing development located within a special flood hazard area designated by FEMA to comply with the City's Floodplain Management Ordinance (Title 18 of the Municipal Code) when improvements are made costing at least 50 percent of the estimated current market value of the structure before the improvements. (RDR)



**S-2.16 Central Valley Flood Protection Plan**

The City shall comply with the provisions of the Central Valley Flood Protection Plan, as adopted and amended. *(RDR/MPSP)*



**State of California**  
**Department of Water Resources**

**FloodSAFE**  
**CALIFORNIA**

DEPARTMENT OF WATER RESOURCES

**GENERAL NOTES**

The maps contained herein meet the informational urban area 200-year floodplain mapping requirements set forth by Senate Bill (SB) 1278, as amended by Assembly Bill (AB) 1965 (September 25, 2012), which amended Section 9610(d) of the California Water Code.

**10 Urban Areas and SPFC Facilities**

Within the 2012 Central Valley Flood Protection Plan, the State Systemwide Investment Approach (SSIA) provides that the Department of Water Resources (DWR) will evaluate and participate in projects that contribute to achieving an urban level of flood protection through reconstructing, rehabilitating, or improving State Plan of Flood Control (SPFC) facilities for the following urban areas in the Central Valley:

- Chico
- Yuba City
- Marysville
- Woodland
- Davis
- Sacramento Metropolitan Area (Sacramento and West Sacramento)
- Stockton Metropolitan Area (Stockton and Lathrop)
- Merced

**200-Year Informational Floodplain Maps**

These maps identify facilities of the SPFC and provide information that will help the communities make determinations relating to their urban level of flood protection. The following is depicted for each of these urban areas:

- Land use planning Sphere of Influence
- State Plan of Flood Control facilities
- Composite floodplains with water surface elevation contours resulting from failure of the SPFC urban facilities during flooding from the 200-year event.

These maps were produced using hydrologic and hydraulic modeling applications developed by the (DWR) following the Draft Urban Level of Flood Protection (ULFP) Criteria and Urban Levee Design Criteria (ULDC). Levee geotechnical reliability information included in the hydraulic models was derived from DWR's Urban Levee and Non-Urban Levee Evaluation programs. Water surface elevations resulting from failure of SPFC urban levees only are depicted. They do not include other potential flooding sources. For display purposes, the 200-year floodplains are shown clipped at the Sphere of Influence boundary for each urban area.

**Disclaimer of Liability**

DWR MAKES NO WARRANTIES, REPRESENTATIONS OR GUARANTEES, EITHER EXPRESSED OR IMPLIED, AS TO THE COMPLETENESS, ACCURACY OR CORRECTNESS OF THE 200-YEAR FLOODPLAIN MAPS, NOR ACCEPTS OR ASSUMES ANY LIABILITY ARISING FROM OR FOR ANY INCORRECT, INCOMPLETE OR MISLEADING DATA PROVIDED PURSUANT TO THIS REQUEST. THESE MAPS ARE INTENDED TO ASSIST COMMUNITIES IN MAKING DETERMINATIONS RELATING TO THEIR URBAN LEVEL OF FLOOD RISK. COMMUNITIES SHOULD MAKE THEIR OWN INDEPENDENT DETERMINATIONS RELATED TO FLOOD RISK LIABILITY AND ALL OTHER POTENTIAL FLOOD SOURCES.

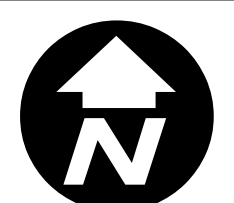
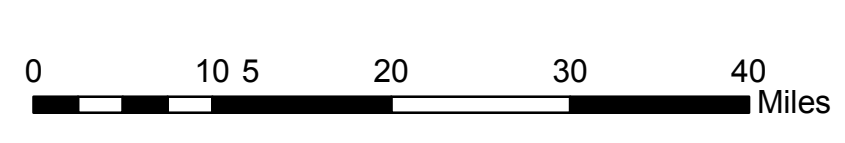
**Other Mapping Applications**

These maps are distinct from the Levee Flood Protection Zone (LFPZ) maps previously developed by DWR. The LFPZ maps estimate the maximum area that may be flooded if a SPFC facility failed with flows conveyed at maximum capacity (i.e., maximum flows that can reasonably be conveyed). The SB 1278 informational maps consider flows from the 200-year event yielding maps that are more detailed than the LFPZ map.

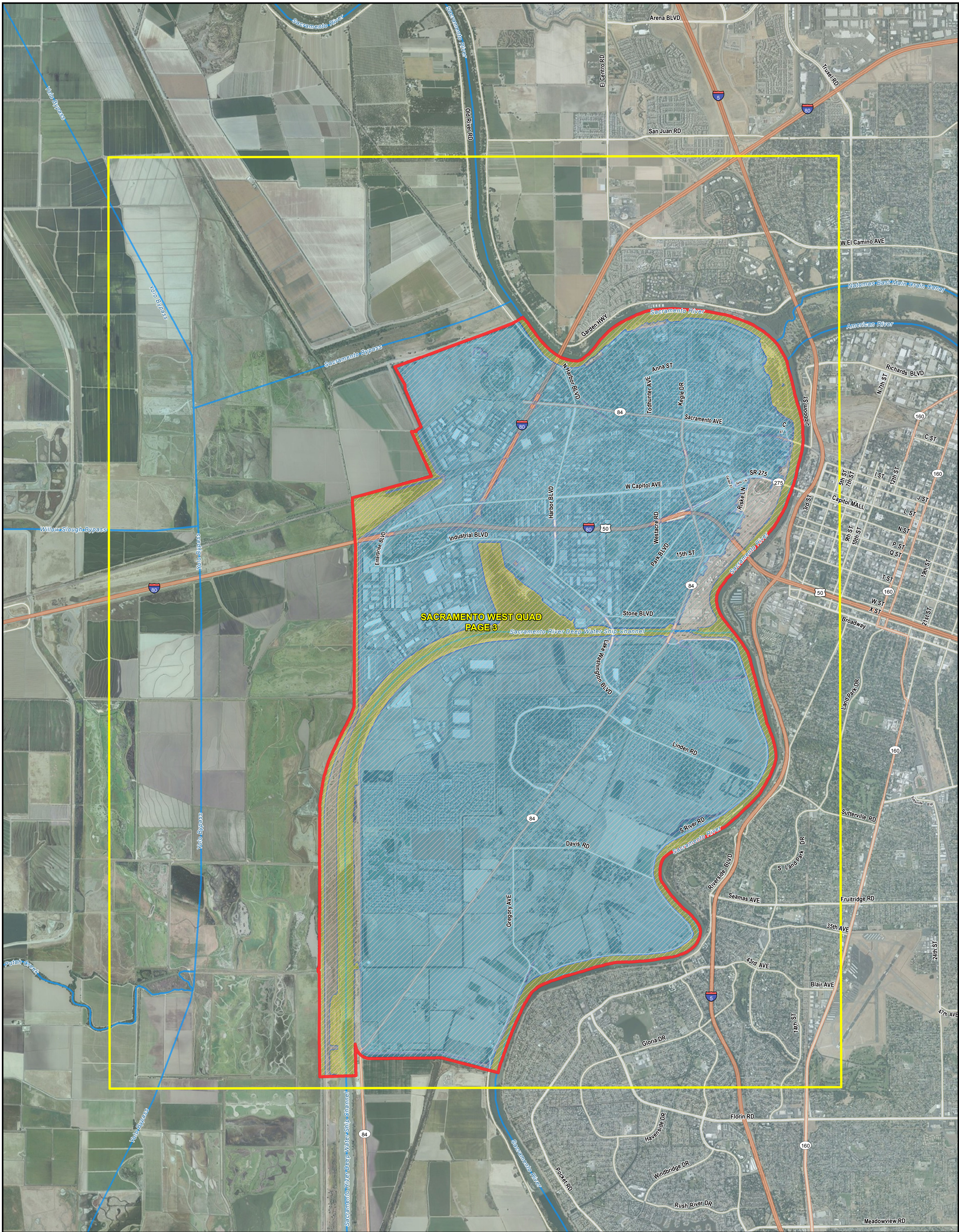
The SB 1278 informational maps should not be confused with Federal Emergency Management Agency's Flood Insurance Rate Maps used for the National Flood Insurance Program. They were prepared for different purposes and do not show the same type of flood hazard.

The models and fundamental datasets utilized to generate these informational maps may be configured for feasibility or design studies of particular interest.

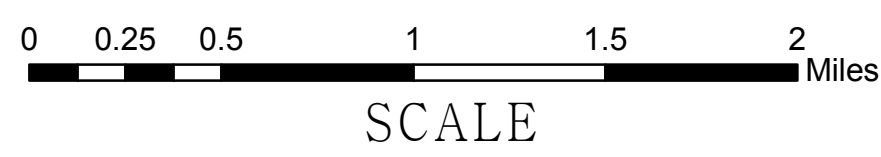
**Senate Bill 1278/Assembly Bill 1965**  
**Urban Level of Flood Protection Informational Mapbook**  
**Sacramento River Basin - West Sacramento Study Area**



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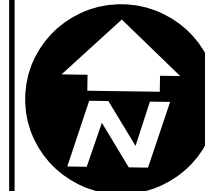
- City of West Sacramento City Limits
- City of West Sacramento Sphere of Influence
- 200-Year Riverine Flood Zone
- 200-Year Floodplain
- Streams
- Major Highways
- Highways
- Major Roads
- Main Rail Line



**Senate Bill 1278/Assembly Bill 1965  
Urban Level of Flood Protection Informational Map**

**Sacramento River Basin  
West Sacramento Study Area  
Regional Quad Index**

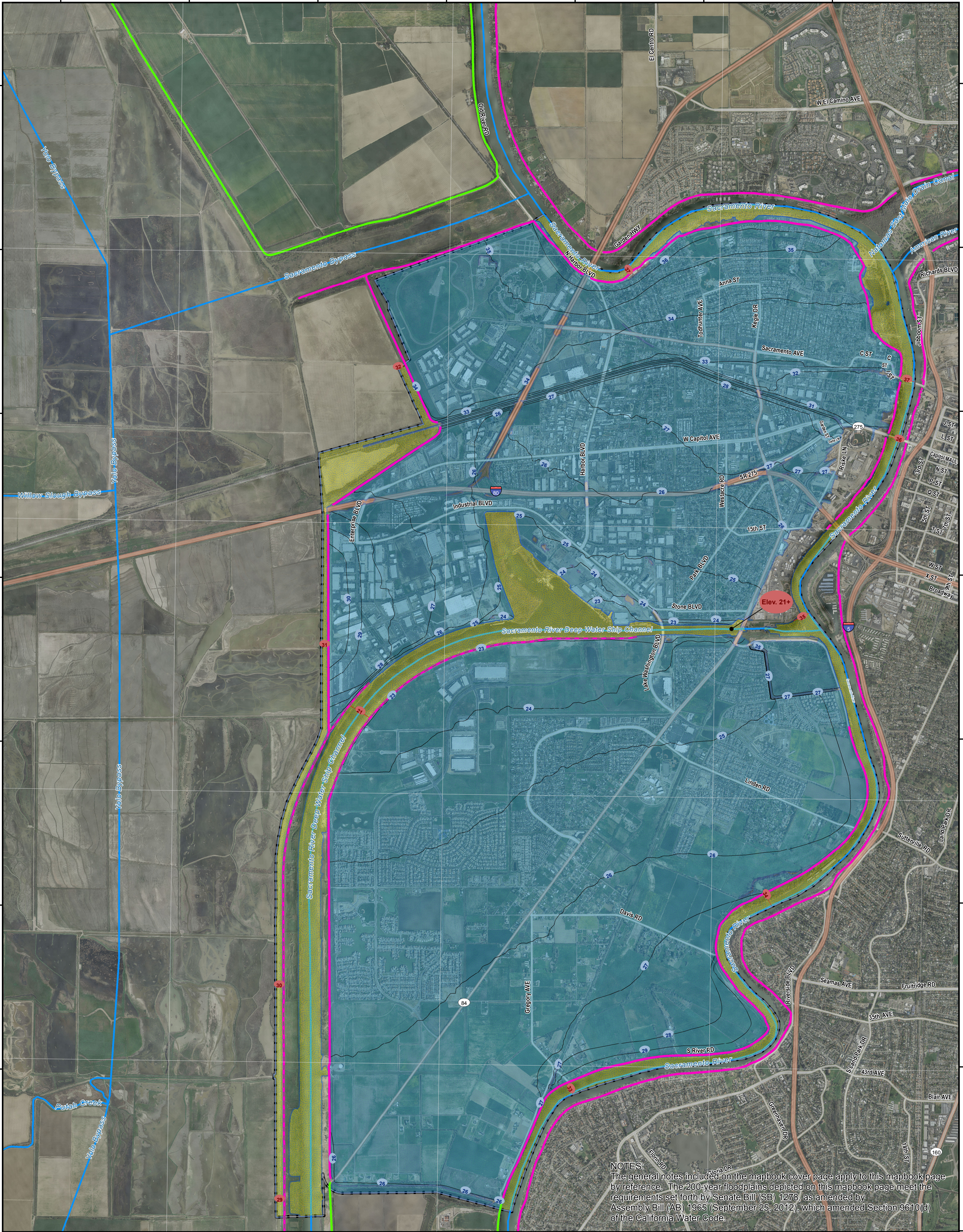
**FloodSAFE**  
CALIFORNIA DEPARTMENT OF WATER RESOURCES



Prepared By: **WOOD RODGERS** Figure: 2  
Date: June 25, 2013

WestSacramentoRegionalQuadIndex

Datum: NAD83 Projection: UTM  
Zone: 10N Units: US Feet  
Sources: ESRI Streetmaps North America and World Imagery; Yolo County; Atkins; Wood Rodgers, Inc



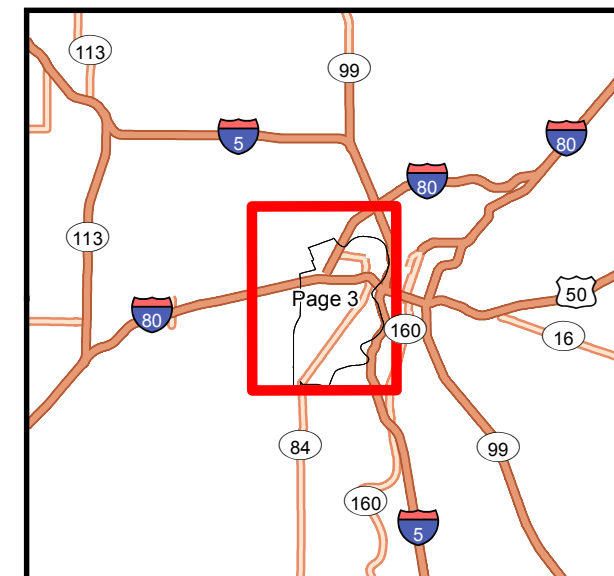
NOTES:  
The general notes included on the mapbook cover page apply to this mapbook page by reference. The 200-year floodplains depicted on this mapbook page meet the requirements set forth by Senate Bill (SB) 1278, as amended by Assembly Bill (AB) 1965 (September 25, 2012), which amended Section 9610(d) of the California Water Code.

	200-Year River Elevation Contour (ft)
	200-Year Riverine Flood Zone
	200-Year Floodplain Elevation Contour (ft)
	200-Year Floodplain
<b>CVFED Levees</b>	
	Non-Urban Non-State Plan of Flood Control
	Non-Urban State Plan of Flood Control
	Urban Non-State Plan of Flood Control
	Urban State Plan of Flood Control
<b>Sacramento River</b>	
	Model Stream Name
	Model Streams
	City of West Sacramento City Limits
	City of West Sacramento Sphere of Influence
	Major Highways
	Highways
	Major Roads
	Main Rail Line

SCALE 1:24,000  
0 1,000 2,000 4,000 6,000 8,000 Feet

**Senate Bill 1278/Assembly Bill 1965  
Urban Level of Flood Protection Informational Map  
with Water Surface Elevation Contours**

**Sacramento River Basin  
West Sacramento Study Area  
Sacramento West USGS Quadrangle  
Page: 3**



**FloodSAFE CALIFORNIA** DEPARTMENT OF WATER RESOURCES

Prepared By: **WOOD RODGERS** Figure: 3  
Date: June 24, 2013

WestSacramentoMapbookQuad

Datum: NAD83 Projection: UTM  
Zone: 10N Units: US Feet  
Sources: ESRI Streetmaps North America; MS Bing Maps; CVFED Aerial Imagery; Yuba County; Atkins; Wood Rodgers, Inc

**S-2.17 Development in Dam Inundation Areas**

The City shall require all new development to consider the risks of dam inundation. (RDR)

**S-2.18 Disclosure of Flood Risk**

The City shall require new development that would be located in areas subject to flood hazards to provide disclosure information to future homebuyers and tenants regarding the status of flood protection within the community, the purchase of flood insurance by property owners, and evacuation plans. (RDR)

**S-2.19 Essential Facilities**

The City shall require that new essential public facilities (e.g., hospitals, health care facilities, emergency shelters, fire stations, etc.) are located, when feasible, outside of flood hazard zones, as defined by FEMA, or designed to maintain the structural integrity of the facility during flooding events. (RDR)

**S-2.20 Multi-Purpose Flood Control Projects**

The City shall encourage multi-purpose flood control projects that incorporate recreation, cultural and interpretive amenities, resource conservation, natural riparian habitat, and other natural resources. (RDR)

**S-2.21 Clear Channels**

The City shall maintain flood control channels and routinely clear them of vegetation and debris to maintain stormwater flows, while protecting significant riparian vegetation. (SO)

**S-2.22 Discourage Levee Erosion**

The City shall discourage, and restrict to the extent feasible, uses that promote the erosion or structural deterioration of levees. (RDR)

**S-2.23 Inter-Agency Coordination**

The City shall work with local, regional, State, and Federal agencies to maintain an adequate information base, prepare risk

assessments, and identify strategies to mitigate flooding impacts. (IGC)

**S-2.24 Regional Flood Management Planning Efforts**

The City shall participate in the California Department of Water Resources (DWR) Regional Flood Management Planning effort for the Lower Sacramento/Delta North region. (IGC)

**S-2.25 Maintenance and Improvement of Levees**

The City shall cooperate with other responsible agencies in ensuring that levees surrounding the city are maintained and improved to provide either i) a minimum 200-year flood protection level: or ii) the minimum level of flood protection for urban areas, as defined by an appropriate State or Federal agency, whichever level is higher. Priority shall be given to the levees protecting people and property within the existing city limits. (IGC)

**S-2.26 Levee Certification**

The City shall work with WSAFCA to achieve by 2020 local- certification of levees for 200-year flood protection. (IGC)

**S-2.27 Levee and Floodway Encroachment Permit**

The City shall require applicants to secure an encroachment permit from the Central Valley Flood Protection Board for any project that falls within the jurisdiction regulated by the Board (e.g., levees, designated floodways). (RDR)

**S-2.28 Levee Setbacks for New Development**

The City shall require adequate setbacks from flood control levees consistent with local, regional, State, and Federal design and management standards. (RDR)

**S-2.29 Levee Trees**

The City shall recognize the value of trees on levees for habitat and as carbon sinks and

support West Sacramento Area Flood Control Agency efforts to develop a levee vegetation policy with the State and U.S. Army Corps of Engineers. *(IGC)*

**S-2.30 Dedication of Levee Footprint**

The City may require new development adjacent to a levee to dedicate the levee footprint in fee to the appropriate public agency. *(RDR)*

**S-2.31 Levees for Infill Development**

The City shall support the construction of levees that can increase levee stability and improve site characteristics, recreation, and river access where infill development and redevelopment occurs next to a levee. *(IGC)*

**S-2.32 Design and Operation of Critical Facilities**

The City shall require that critical facilities (*e.g.*, emergency command centers, communication facilities, fire and police stations) and large public assembly facilities be designed to mitigate potential flood risk to ensure operation during a flood event. The City shall encourage non-City critical facilities (*e.g.*, schools and County, State, and Federal buildings) be designed in a similar fashion. *(RDR)*

**S-2.33 Levees Used to Access Developments**

The City shall prohibit new development from using levees as a primary access point. *(RDR)*

**S-2.34 Unobstructed Access to Levees**

The City shall provide unobstructed access, whenever feasible, on City-owned land to levees for maintenance and emergencies and require setbacks and easements for access to levees from private property. *(RDR)*

**S-2.35 Improvements Outside City Limits**

The City shall consider supporting and/or funding construction of flood conveyance system improvements outside the city limits if they can be shown to be a cost effective benefit to flood safety within the city. *(MPSP)*

**S-2.36 District Consolidation**

The City shall investigate the possibility of consolidating existing reclamation districts as a means of providing better levee maintenance and flood protection. *(PSR)*

**S-2.37 Legislation**

The City shall support State and Federal legislation that provides funding for the construction of flood control improvements in urbanized areas. *(MPSP/IGC)*

**S-2.38 Funding**

The City shall pursue available funding in order to achieve and maintain either: i) a minimum 200-year flood protection level; or ii) the minimum level of flood protection for urban areas, as defined by an appropriate State or Federal agency, whichever level is higher. *(FB)*

**S-2.39 WSAFCA**

The City shall support efforts by the West Sacramento Area Flood Control Agency (WSAFCA) to finance necessary construction and maintenance to achieve and maintain the appropriate level of flood protection. These efforts may include, but are not limited to, parcel assessment elections. *(IGC)*

**S-2.40 Education**

The City shall be proactive in educating and informing its residents and businesses of the risks and responsibilities of living within a levee system. *(PI)*

#### **S-2.41 Floodplain Capacity**

The City shall preserve existing canals, ditches, and lakes to maintain floodplain capacity. *(MPSP)*

#### **S-2.42 Reservoir Storage Capacity**

The City shall partner with the West Sacramento Area Flood Control Agency to advocate for reservoir management practices and reservoir improvements that will increase the Sacramento region's level of flood protection. *(IGC)*

#### **S-2.43 Floodplain Requirements**

The City shall regulate development within floodplains in accordance with State and Federal requirements and maintain the City's eligibility under the National Flood Insurance Program. *(RDR)*

#### **S-2.44 Community Rating System**

The City shall maintain eligibility in FEMA's Community Rating System program, which gives property owners discounts on flood insurance. *(MPSP)*

### **Seismic & Geologic Hazards**

The threat of seismic and geologic hazards is not as severe in West Sacramento as it is in many other areas of the state. In fact, West Sacramento is located in one of the least active seismic regions in California. However, the City must still plan for potential seismic and geologic hazards to ensure that all residents and property are protected. Policies in this section protect the public from seismic and geologic hazards by requiring enforcement of safety standards, state-of-the-art site design and construction methods, and mitigation to minimize the impacts of new development. *(RDR)*

### **GOAL S-3**

**To prevent loss of life, injury, and property damage due to geologic and seismic hazards.**

#### **S-3.1 New Structures**

The City shall require that new structures are able to withstand the effects of seismic activity, including liquefaction, within the limits of technical and economic feasibility. *(RDR)*

#### **S-3.2 Geotechnical Report**

The City shall require new development seeking a discretionary permit to prepare a geotechnical report or other appropriate analysis, and incorporate appropriate mitigation measure to ensure new structures are able to withstand the effects of seismic activity, including liquefaction. *(RDR)*

#### **S-3.3 Post-earthquake Codes**

The City shall require post-earthquake building replacement, reconstruction, and rehabilitation to conform to the latest City code requirements. *(RDR)*

#### **S-3.4 Unreinforced Masonry Structures**

The City shall maintain an inventory of unreinforced masonry buildings within the city. *(MPSP)*

#### **S-3.5 Increasing Intensity of Use**

The City shall not approve a change in use to a higher occupancy or more intensive use in unreinforced masonry structures until an engineering evaluation of the structure has been conducted and any structural deficiencies corrected. *(RDR)*

### **S-3.6 Assistance for Unreinforced Masonry Structures**

The City shall support efforts by property owners to reinforce masonry. *(FB)*

### **S-3.7 Retrofit Critical Facilities**

The City shall ensure all existing critical facilities (e.g., police stations and fire stations) and other important public facilities that do not meet current building code standards and are located within areas susceptible to seismic or geologic hazards are upgraded and retrofitted, as necessary. *(RDR)*

### **S-3.8 Coordination with Utility Providers**

The City shall require utility providers to design utility lines to withstand seismic forces, be accessible for repair, and contain safety features such as automatic shutoff valves, switches, and expansion joints. *(RDR)*

### **S-3.9 Monitor Natural Gas and Petroleum Pipelines**

The City shall require utility providers to regularly monitor and test the condition and safety of natural gas and petroleum pipelines. *(RDR)*

### **S-3.10 Levee Inspections**

The City shall work with responsible agencies to regularly inspect and repair area levees, as needed, to ensure structural integrity in the event of seismic activity. *(IGC)*

## **Greenhouse Gas Emissions Reduction & Climate Change Adaptation**

The changing climate has potentially severe economic, health, social, and environmental consequences. This section contains the City of West Sacramento's greenhouse gas emissions reduction targets for municipal operations and the community at-large. Policies in this section also encourage

adaptation to climate change to reduce the city's vulnerability to the potential deleterious impacts of climate change.

## **GOAL S-4**

**To alleviate the effects of climate change by reducing greenhouse gas emissions and adapting to expected climate change impacts.**

### **S-4.1 Community GHG Reduction Targets 🌐**

The City shall strive to reduce community greenhouse gas emissions to the following levels:

- 30 percent below "business as usual" emissions in 2005 levels by 2020; and
- 30 percent below "business as usual" emissions levels by 2030. *(RDR/MPSP)*

### **S-4.2 Municipal GHG Reduction Targets 🌐**

The City shall reduce greenhouse gas emissions from municipal facilities and operations to the following levels:

- 30 percent below current 2005 emission levels by 2020; and
- 40 percent below 1990 emissions levels by 2030 [consistent with the statewide emissions target established under Senate Bill 32](#). *(MPSP/SO)*

### **S-4.3 Climate Action Policies 🌐**

The City shall, in collaboration with the stakeholders from the community, implement policies and measures to reduce greenhouse gas emissions from community, business, and municipal activities consistent with the targets described in Policies HS-5.1 and 5.2. *(SO/IGC/JP)*



#### **S-4.4 Inventories** 🌐

The City shall monitor greenhouse gas emissions and maintain greenhouse gas emissions inventories for municipal operations, business sectors, and the community, using methods approved by or consistent with guidance from the California Air Resources Board. *(PSR)*

#### **S-4.5 State and Federal Action** 🌐

The City shall support State and Federal actions to reduce greenhouse gas emissions. *(IGC)*

#### **S-4.6 Technological Improvements** 🌐

The City shall support the development of technological improvements that reduce greenhouse gas emissions, and encourage residents and businesses to integrate into their operations and daily lives new greenhouse gas reducing technologies. *(RDR/MPSP)*

#### **S-4.7 Climate Change Monitoring and Adaptation** 🌐

The City shall monitor the local and regional impacts of climate change, and use adaptive management techniques and the latest climate change science to implement, and/or revise if necessary, strategies to respond to the expected impacts of climate change. *(PSR)*

#### **S-4.8 GHG Training** 🌐

The City shall ensure that City officials and decision-makers, members of City boards and commissions, and City staff receive appropriate training and/or support to implement objectives and policies to reduce GHG emissions and adapt to the expected impacts of climate change. *(SO)*

#### **S-4.9 Public Education** 🌐

The City shall educate the public on climate change impacts affecting the community. *(PI)*

## **Air Quality**

West Sacramento is located within the Sacramento Valley Air Basin, in which air quality does not meet some State and Federal health standards, particularly for ozone and small particulates (PM10). While emission control requirements on motor vehicles and industrial operations have substantially reduced air pollution from these sources, increased development and the associated increase in emissions from automobiles threatens to offset these gains. The Yolo-Solano Air Quality Management District (YSAQMD) monitors and regulates air quality in the city and regulates air pollution emissions of commercial and industrial operations. Policies in this section address ways to improve regional air quality.

### **GOAL S-5**

**To improve air quality in West Sacramento and the Sacramento Region, and protect residents from the potential effects of decreased air quality.**

#### **S-5.1 Local and Regional Programs** 🌐

The City shall support and participate in local and regional air quality planning programs to ensure the earliest practicable attainment and subsequent maintenance of Federal and State ambient air quality standards. *(IGC)*

#### **S-5.2 Clean Air Programs** 🌐

The City shall promote and implement clean air programs administered by the Yolo-Solano Air Quality Management District to reduce air pollutant emissions. *(IGC)*

#### **S-5.3 New Development** 🌐

The City shall use the CEQA process to ensure development projects incorporate feasible mitigation measures to reduce construction and operational air quality emissions, and consult with the Yolo-Solano

Air Quality Management District early in the development review process. (RDR)

#### **S-5.4 Sensitive Land Uses**

The City shall ensure maintenance of adequate separation between sensitive land uses and facilities or operations that may produce toxic or hazardous air pollutants or substantial odors, consistent with California Air Resources Board recommendations. (RDR)

#### **S-5.5 Health Risk Assessment**

The City shall require adequate separation between facilities that may produce toxic or hazardous air pollutants and sensitive receptors in accordance with the recommendations in the California Air Resources Board Air Quality and Land Use Handbook: A Community Health Perspective. If it is determined that these minimum distances cannot be met, the City shall coordinate with Yolo-Solano Air Quality Management District to prepare a health risk assessment that will determine the site-specific airborne health risks and appropriate mitigation, if necessary. (RDR/PSR/IGC)

#### **S-5.6 Early Coordination with YSAQMD**

The City shall notify and coordinate with the Yolo-Solano Air Quality Management District when industrial developments are proposed within the city to ensure applicants comply with applicable air quality regulations and incorporate design features and technologies to reduce air pollution. (IGC/RDR)

#### **S-5.7 PM<sub>10</sub> Emissions from Construction**

The City shall require developers to reduce particulate emissions from construction (e.g. grading, excavation, and demolition) to the maximum extent feasible and consistent with Yolo-Solano Air Quality Management District guidance. (RDR)

#### **S-5.8 Industrial Facilities**

The City shall encourage industrial facilities to incorporate best management practices to reduce PM<sub>10</sub> emissions. (RDR)

#### **S-5.9 Mitigation Measures**

The City shall maximize the use of current air quality mitigation measures, including offsets, into the construction and design of new development to aid in the reduction of regional air pollution emissions. (RDR)

#### **S-5.10 Truck Idling**

The City shall enforce State idling laws for commercial vehicles, including delivery and construction vehicles. The City shall also encourage the use of electrical outlets in loading zones, including signage, to reduce vehicle idling associated with operating refrigeration for delivery trucks. (RDR)

#### **S-5.11 Public Education**

The City shall educate the public about air quality, its effects on health, and efforts the public can make to improve air quality and reduce greenhouse gas emissions. (PI)

## **Hazardous Materials & Waste**

Hazardous materials can threaten the health and safety of residents and businesses in West Sacramento. They can also contribute to water and air pollution. The policies in this section address the safe use, storage, transport, and disposal of hazardous materials to protect people and the environment.

### **GOAL S-6**

**To minimize exposure to the potentially harmful effects of hazardous materials and waste on West Sacramento residents.**

#### **S-6.1 Hazardous Materials**

The City shall regulate the use, storage, manufacture, transport, and disposal of

hazardous materials and waste in accordance with Federal, State, and local regulations. The City shall maintain additional standards addressing the transport of hazardous materials within the city, which can include restricting transport to designated routes. *(RDR)*

#### **S-6.2 Parking of Vehicles with Hazardous Materials**

The City shall prohibit the parking of vehicles transporting hazardous materials on City streets. *(RDR)*

#### **S-6.3 Pipelines Carrying Hazardous Materials**

The City shall require that new pipelines and other channels carrying hazardous materials avoid residential areas and other immobile populations to the maximum extent possible. *(RDR)*

#### **S-6.4 Separation between Areas**

The City shall require adequate separation between areas where hazardous materials are present and sensitive uses such as schools, senior centers, hospitals, residences and public facilities. *(RDR)*

#### **S-6.5 Review of Development Applications**

The City shall require the necessary level of environmental review for development applications to ensure that soils, groundwater, and buildings affected by hazardous materials would not affect the environment or health of future property owners or users. *(RDR)*

#### **S-6.6 Inventory**

The City shall continue to maintain an inventory of businesses that manufacture or store hazardous materials on the premises. *(PSR)*

#### **S-6.7 Hazardous Materials Business Plan**

The City shall require the owner or operator of a facility that generates hazardous waste to prepare a Hazardous Materials Business Plan for the Yolo County Environmental Health Department (as a Certified Unified Program Agency). *(RDR/MPSP)*

#### **S-6.8 Remediation of Known Sites**

The City shall require businesses and property owners of known hazardous material contamination and waste sites to coordinate with local, State, and/or appropriate Federal agencies to develop and implement a plan to investigate, facilitate, and manage the remediation of known sites. *(IGC)*

#### **S-6.9 Household Hazardous/Medical Waste Collection**

The City shall provide opportunities for residents to conveniently and responsibly dispose of household hazardous and medical waste to protect the safety of residents and health of the environment. *(SO)*

#### **S-6.10 Public Awareness**

The City shall educate the public on how to reduce or eliminate the use of household hazardous materials and products, and the proper methods of disposal. *(PI)*

### **Noise**

Vehicle traffic on freeways and major roadways, railroad operations, aircraft over flight, industrial activities, and outdoor recreation venues are sources of noise that affect the city. Exposure to excessive noise has often been cited as a health problem, not so much in terms of actual physiological damage such as hearing impairment, but more in terms of general well-being and contributing to undue stress and annoyance. This section contains the City's noise standards as well as policies to reduce the impacts of noise.

## GOAL S-7

**To protect city residents from the harmful effects of excessive noise and vibration.**

### S-7.1 Exterior Noise Standards

The City shall require new development of noise-sensitive land uses to mitigate noise impacts where the projected exterior environmental noise levels exceed those shown in Table S-7.1 (Noise Compatibility Standards). *(RDR)*

### S-7.2 Exterior Incremental Noise Standards

The City shall require new development to mitigate noise impacts on noise-sensitive uses where the projected increases in exterior noise levels exceed those shown in Table S-7.2 (Exterior Incremental Noise Impact Standards). *(RDR)*

### S-7.3 Interior Noise Standards

The City shall require new development to mitigate noise impacts to ensure acceptable interior noise levels appropriate to the land use type as shown in Table S-7.1 (Noise Compatibility Standards). *(RDR)*

### S-7.4 New Stationary Noise-Producing Uses

The City shall require new stationary uses that are likely to produce noise levels exceeding the noise standards of Table S-7.3 (Noise Level Standards from Stationary Sources) to mitigate noise impacts. *(RDR)*

### S-7.5 Frequent, High Noise Events

The City shall require development of noise-sensitive uses subject to a discretionary permit and proposed in areas subject to frequent, high-noise events (such as aircraft over flights or train and truck pass-bys) to adequately evaluate and mitigate the potential for noise-related impacts to ensure that noise-related annoyance, sleep disruption, speech interference, and other similar effects are

minimized using metrics and methodologies appropriate to the effects to be assessed and avoided. *(RDR)*

### S-7.6 Vibration Standards

The City shall require construction projects and new development anticipated to generate a significant amount of vibration to ensure acceptable interior vibration levels at nearby noise-sensitive uses based on Federal Transit Administration criteria as shown in Table S-7.4 (Groundborne Vibration Impact Criteria for General Assessment). *(RDR)*

### S-7.7 Design Mitigation Measures

The City shall require new development to use site planning and project design to mitigate noise impacts to achieve the standards of Tables S-7.1 and S-7.3. The use of noise barriers shall be used to achieve the noise standards only after all other practical design-related noise mitigation measures have been integrated into the project. *(RDR)*

### S-7.8 Train Noise Minimization

The City shall work with railroad operators to minimize the impact of train noise on adjacent sensitive land uses including establishment of quiet zones at eligible crossings. *(JP)*

### S-7.9 Truck Traffic Noise Minimization

The City shall seek to minimize noise and other impacts of truck traffic, deliveries, and staging in and adjacent to residential and mixed-use neighborhoods. *(RDR)*

### S-7.10 Acoustical Study

The City shall require new development that has the potential to generate noise that will exceed the levels contained in Tables S-7.1 through Table S-7.4 and may affect a noise-sensitive use to prepare an acoustical study. The acoustical study shall:

- Be prepared by a qualified person experienced in the fields of environmental noise assessment and architectural acoustics; the person preparing the

- acoustical study shall consult with Community Development Department staff to review specific issues or circumstances prior to commencing the study;
- Provide a general description of the project and the noise sources of concern; appropriate maps shall be included;
- Describe the methodology that will be used to assess noise impacts. If computer models are to be used for noise predictions, they should be standard versions approved by the Federal Highway Administration (FHWA), Federal Aviation Administration (FAA), Caltrans, or other government agencies;
- Include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions and predominant noise sources;
- Estimate existing and projected noise levels and compare those levels to the adopted policies and standards of the Noise Element;
- Recommend appropriate mitigation to achieve compliance with the adopted policies and standards of the Noise Element; where feasible, noise mitigation measures should focus on site planning and project design solutions rather than the creation of noise barriers; mitigation measures must be written with specific mitigation needed, and include any proposed follow-up noise monitoring if needed; and
- Estimate noise exposure after the prescribed mitigation measures have been implemented.

**Table S-7.1  
Noise Compatibility Standards**

Land Use	Exterior Noise Level Standard for Outdoor Activity Areas <sup>a</sup>	Interior Noise Level Standard	
	L <sub>dn</sub> /CNEL, dB	L <sub>dn</sub> /CNEL, dB	L <sub>eq</sub> , dB <sup>b</sup>
Residential (Low Density Residential, Duplex, Mobile Homes)	60 <sup>c</sup>	45	N/A
Residential (Multi Family)	65 <sup>d</sup>	45	N/A
Transient Lodging (Motels/Hotels)	65 <sup>d</sup>	45	N/A
Mixed-Use Developments	70	45	N/A
Schools, Libraries, Churches, Hospitals, Nursing Homes, Museums	70	45	N/A
Theaters, Auditoriums	70	N/A	35
Playgrounds, Neighborhood Parks	70	N/A	N/A
Golf Courses, Riding Stables, Water Recreation, Cemeteries	75	N/A	N/A
Office Buildings, Business Commercial and Professional	70	N/A	45
Industrial, Manufacturing, Utilities, and Agriculture	75	N/A	45

Where a proposed use is not specifically listed on this table, the use shall comply with the noise exposure standards for the nearest similar use as determined by the Community Development Department.

- a. Outdoor activity areas for residential developments are considered to be the back yard patios or decks of single-family residential units, and the patios or common areas where people generally congregate for multi-family development. Outdoor activity areas for nonresidential developments are considered to be those common areas where people generally congregate, including outdoor seating areas. Where the location of outdoor activity areas is unknown, the exterior noise standard shall be applied to the property line of the receiving land use.
- b. As determined for a typical worst-case hour during periods of use.
- c. Where it is not possible to reduce noise in outdoor activity areas to 60 dB, L<sub>dn</sub>/CNEL or less using a practical application of the best-available noise reduction measures, an exterior level of up to 65 dB, L<sub>dn</sub>/CNEL may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table.
- d. Where it is not possible to reduce noise in outdoor activity areas to 65 dB, L<sub>dn</sub>/CNEL or less using a practical application of the best-available noise reduction measures, an exterior level of up to 70 dB, L<sub>dn</sub>/CNEL may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table.

**Table S-7.1  
Noise Compatibility Standards**

Land Use	Exterior Noise Level Standard for Outdoor Activity Areas <sup>a</sup>	Interior Noise Level Standard	
	L <sub>dn</sub> /CNEL, dB	L <sub>dn</sub> /CNEL, dB	L <sub>eq,r</sub> dB <sup>b</sup>

**Table S-7.2  
Exterior Incremental Environmental Noise Impact Standards for Noise-Sensitive Uses (dBA)**

Residences and Buildings Where People Normally Sleep <sup>a</sup>		Institutional Land Uses with Primarily Daytime and Evening Uses <sup>b</sup>	
Existing L <sub>dn</sub>	Allowable Noise Increment	Existing Peak Hour L <sub>eq</sub>	Allowable Noise Increment
45	8	45	12
50	5	50	9
55	3	55	6
60	2	60	5
65	1	65	3
70	1	70	3
75	0	75	1
80	0	80	0

Source: Federal Transit Administration, *Transit Noise Impact and Vibration Assessment*, May 2006.

Noise levels are measured at the property line of the noise-sensitive use.

- a. This category includes homes, hospitals, and hotels where a nighttime sensitivity to noise is assumed to be of utmost importance.
- b. This category includes schools, libraries, theaters, and churches where it is important to avoid interference with such activities as speech, meditation, and concentration on reading material.

**Table S-7.3  
Noise Level Standards from Stationary Sources**

Noise Level Descriptor	Daytime (7:00 A.M. to 10:00 P.M.)	Night-time (10:00 P.M. to 7:00 A.M.)
Hourly L <sub>eq</sub> , dB	55	45
Maximum level, dB	70	65

Noise levels are measured at the property line of the noise-sensitive use.

**Table S-7.4  
Groundborne Vibration Impact Criteria for General  
Assessment**


Land Use Category	Impact Levels (VdB)		
	Frequent Events <sup>a</sup>	Occasional Events <sup>b</sup>	Infrequent Events <sup>c</sup>
Category 1: Buildings where vibration would interfere with interior operations	65 <sup>d</sup>	65 <sup>d</sup>	65 <sup>d</sup>
Category 2: Residences and buildings where people normally sleep	72	75	80
Category 3: Institutional land uses with primarily daytime uses	75	78	83

*Source: Federal Transit Administration, Transit Noise Impact and Vibration Assessment, May 2006.*

Vibration levels are measured in or near the vibration-sensitive use.

- a. "Frequent Events" is defined as more than 70 vibration events of the same source per day.
- b. "Occasional Events" is defined as between 30 and 70 vibration events of the same source per day.
- c. "Infrequent Events" is defined as fewer than 30 vibration events of the same source per day.
- d. This criterion limit is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes. Vibration-sensitive manufacturing or research will require detailed evaluation to define the acceptable vibration levels.



 <b>Table 3-9 Safety Implementation Programs</b>		2016-2018	2019-2023	2024-2035	Annual	Ongoing
1. The City shall periodically update the City's Emergency Operations Plan and maintain training in the Standard Emergency Management System. As part of the update, the City shall review county and State emergency response plans and procedures to ensure coordination with the City's plan. (MPSP)						
Implements Which Policy(ies)	S-1.1		x	x		
Responsible Department(s)	Fire, Police					
Supporting Department(s)	City Manager					
2. The City shall periodically conduct tests of its emergency response procedures. (SO)						
Implements Which Policy(ies)	S-1.9					x
Responsible Department(s)	Fire, Police					
Supporting Department(s)	City Manager					
3. The City shall distribute information to residents and businesses on disaster preparedness and emergency response, such as preparing emergency kits, developing a communications plan, and following evacuation procedures. (PI)						
Implements Which Policy(ies)	S-1.13	x				
Responsible Department(s)	Fire, Police					
Supporting Department(s)	City Manager					
4. The City shall maintain a complete system of emergency evacuation routes and regularly monitor them to ensure that they are kept free of impediments. (SO)						
Implements Which Policy(ies)	S-1.12		x			
Responsible Department(s)	Fire, Police					
Supporting Department(s)	City Manager, Community Development, Public Works					

<b>Table 3-9 Safety Implementation Programs</b>		<b>2016-2018</b>	<b>2019-2023</b>	<b>2024-2035</b>	<b>Annual</b>	<b>Ongoing</b>
5. The City shall identify alternative water sources for firefighting purposes for use during and after a disaster. (SO)						
Implements Which Policy(ies)	S-1.7					X
Responsible Department(s)	Public Works					
Supporting Department(s)	Fire					
6. The City shall identify alternative water sources of potable water for use during a disaster. (SO)						
Implements Which Policy(ies)	S-1.7					X
Responsible Department(s)	Public Works					
Supporting Department(s)	City Manager					
7. The City shall monitor emergency plans of local industries with 20 or more employees to ensure consistency with the City's Emergency Response Plan. (RDR/MPSP)						
Implements Which Policy(ies)	S-1.11					X
Responsible Department(s)	Fire					
Supporting Department(s)	Economic Development					
8. The City shall conduct a Climate Change Vulnerability Assessment. Based on findings of the assessment, the City shall update emergency response plans, as necessary, to address climate change adaptation. (PSR/MPSP) 🌐						
Implements Which Policy(ies)	S-1.13	X				
Responsible Department(s)	Community Development					
Supporting Department(s)	Fire					

<b>Table 3-9 Safety Implementation Programs</b>		<b>2016-2018</b>	<b>2019-2023</b>	<b>2024-2035</b>	<b>Annual</b>	<b>Ongoing</b>
9. The City shall annually review those areas subject to flooding as identified by floodplain mapping prepared by FEMA or DWR, and amend the General Plan as appropriate to reflect any changes. <i>(PSR)</i>						
<b>Implements Which Policy(ies)</b>	S-1.13				<b>x</b>	
<b>Responsible Department(s)</b>	Community Development					
<b>Supporting Department(s)</b>	Public Works					
11. The City shall work with local, regional, State, and federal agencies to develop funding mechanisms to finance local flood protection responsibilities, and pursue funding to improve flood protection in the City of West Sacramento. <i>(IGC/FB)</i>						
<b>Implements Which Policy(ies)</b>	S-2.8, 3.8					<b>x</b>
<b>Responsible Department(s)</b>	Community Development					
<b>Supporting Department(s)</b>	Administrative Services, City Manager					
12. The City shall prepare an inventory of unreinforced masonry buildings within the city and adopt a seismic mitigation program, including requirements for strengthening buildings, changing the use of the buildings to an acceptable occupancy level, or demolishing the buildings. <i>(PSR)</i>						
<b>Implements Which Policy(ies)</b>	S-3.4, 3.6		<b>x</b>			
<b>Responsible Department(s)</b>	Community Development					
<b>Supporting Department(s)</b>	Economic Development					

<b>Table 3-9 Safety Implementation Programs</b>		<b>2016-2018</b>	<b>2019-2023</b>	<b>2024-2035</b>	<b>Annual</b>	<b>Ongoing</b>
13. The City shall prepare an inventory of existing critical facilities (e.g., police stations and fire stations) and other important public facilities that do not meet current building code standards and are located within areas susceptible to seismic or geologic hazards. Based on findings from the inventory, the City shall develop a plan to upgrade and retrofit these facilities, as necessary and feasible. (PSR/MPSP)			✘			
Implements Which Policy(ies)	S-3.7					
Responsible Department(s)	Community Development					
Supporting Department(s)	All					
14. The City shall prepare construction and design standards for underground utilities, particularly natural gas and water, to minimize damage due to seismic activity and soil-related problems. (MPSP/RDR)			✘			
Implements Which Policy(ies)	S-3.8					
Responsible Department(s)	Public Works					
Supporting Department(s)	Community Development					
15. The City shall update greenhouse gas emissions inventories every five years to incorporate improved methods, better data, and more accurate tools and methods, and to assess progress. (PSR) 🌐			✘	✘		
Implements Which Policy(ies)	S-4.4					
Responsible Department(s)	Public Works					
Supporting Department(s)	Community Development					

<b>Table 3-9 Safety Implementation Programs</b>		<b>2016-2018</b>	<b>2019-2023</b>	<b>2024-2035</b>	<b>Annual</b>	<b>Ongoing</b>
16. The City shall conduct training of City officials and decision-makers, members of City boards and commissions, and City staff to support the implementation of objectives, policies, and programs to reduce greenhouse gas emissions. (SO) 🌐						
<b>Implements Which Policy(ies)</b>	S-4.8	x				
<b>Responsible Department(s)</b>	Public Works					
<b>Supporting Department(s)</b>	City Council, City Manager					
17. The City shall monitor the local and regional impacts of climate change and use adaptive management and the latest climate science to develop new strategies and modify existing strategies to respond to the impacts of climate change. (PSR) 🌐						
<b>Implements Which Policy(ies)</b>	S-4.7					x
<b>Responsible Department(s)</b>	Public Works					
<b>Supporting Department(s)</b>	Community Development					
18. The City shall continue to enhance public awareness of climate change adaptation by producing and distributing information. (PI) 🌐						
<b>Implements Which Policy(ies)</b>	S-4.9					x
<b>Responsible Department(s)</b>	Public Works					
<b>Supporting Department(s)</b>	Community Development, Economic Development					
19. The City shall annually review progress toward achieving greenhouse gas emission reduction targets, report progress to the public and responsible officials, and revise them as appropriate, using principles of adaptive management. (PSR) 🌐						
<b>Implements Which Policy(ies)</b>	S-4.7					x
<b>Responsible Department(s)</b>	Public Works					
<b>Supporting Department(s)</b>	Community Development, Economic Development					

<b>Table 3-9 Safety Implementation Programs</b>		<b>2016-2018</b>	<b>2019-2023</b>	<b>2024-2035</b>	<b>Annual</b>	<b>Ongoing</b>
20. The City shall regularly update the inventory of businesses that manufacture, store, use, or transport significant quantities of hazardous materials for use by the Fire Department and the Community Development Department. <i>(PSR)</i>						
Implements Which Policy(ies)	S-6.6					x
Responsible Department(s)	Fire					
Supporting Department(s)	Community Development					
21. The City shall develop standards addressing the transport of hazardous materials within the city such as designating specific routes to be used for this purpose. <i>(RDR)</i>						
Implements Which Policy(ies)	S-6.1		x			
Responsible Department(s)	Public Works					
Supporting Department(s)	Fire, Police					
22. The City shall distribute information to the public on the types of household hazardous wastes and the proper methods of disposal. <i>(PI)</i>						
Implements Which Policy(ies)	S-6.10					x
Responsible Department(s)	Public Works					
Supporting Department(s)	City Manager's Office					
23. The City shall review and update the Noise Element at least five three years to ensure that noise exposure information and specific policies are consistent with changing conditions within the community and with noise control regulations or policies enacted after the adoption of this Element. <i>(MPSP)</i>						
Implements Which Policy(ies)	S-7.1, 7.2, 7.3, 7.6		x	x		
Responsible Department(s)	Community Development					
Supporting Department(s)	Police					



## POLICY DOCUMENT PART 2

# HEALTHY COMMUNITY ELEMENT

More and more communities are facing the challenges of childhood obesity, asthma, type two diabetes, and other health issues resulting from an unhealthy and sedentary lifestyle. Past efforts to address these issues focused solely on changing individual behaviors and have not succeeded in reversing the obesity epidemic. Recent research has found that people’s environments – where they live and work, how they travel, what they eat, and where and when they are physically active – have a major impact on their health and well-being. Therefore, many of today’s efforts focus more on the community than the individual. A healthy community promotes a positive physical, social, and economic environment that supports the well-being of its residents.

By adopting this Healthy Community Element, the City of West Sacramento has recognized that health is a serious community issue and has made a commitment to creating a healthy living environment where residents can thrive. The Healthy Community Element addresses factors that influence physical and mental health including, physical activity, nutrition, and access to health care. The Element also addresses issues of health disparities and equal access to public participation, recognizing that a healthy community is one in which citizens are empowered to participate in decisions about the future of their community. Finally, the Healthy Community Element includes a section addressing child care needs in the city, recognizing that safe and affordable child care is essential to healthy child development.

Because health is a universal issue, the policies related to creating healthy communities are contained in nearly every General Plan Element, including Mobility, Land Use, Urban Form and Structure, Parks and Recreation, and Safety.

## Community Equity

A healthy community is one in which all residents have equal access to the services they need to live a healthy and prosperous life. Unfortunately, there are health disparities within communities, with some areas lacking access to healthy food, safe and affordable housing, medical care, and a healthy physical environment. The City of West Sacramento is committed to ensuring equity for all residents and to building the capacity of all residents to understand, organize around, and influence policy and decision-making on the environmental conditions in their daily lives. Policies in this section promote a healthy living environment for all residents of West Sacramento.

### GOAL HC-1

**To eliminate health disparities by promoting equal access to health care services, healthy food, safe and affordable housing, job opportunities, safe neighborhoods, and a healthy environment.**

#### HC-1.1 Environmental Justice ♥

The City shall ensure the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of land use and environmental laws, regulations, and policies. (SO)

#### HC-1.2 Geographic Disparities ♥

The City shall strive to ensure that no part of the community suffers disproportionately from adverse human health or environmental effects, and to enable all residents to live in a clean and healthy community. (RDR/SO)

#### HC-1.3 Equitable Distribution of New Public Facilities and Services

When updating public facilities master plans, the City shall strive for the equitable distribution of new public facilities and services that increase and enhance quality of life for the entire community. (MPSP)

#### HC-1.4 Social Equity in the Workplace

The City shall encourage employers to provide fair compensation, adequate benefits, and a safe work environment for their employees. (PSP)

#### HC-1.5 Community Participation

The City shall continue to ensure that everyone interested in participating in the decision-making process is provided with the information necessary to contribute to informed decisions and has convenient access to meeting locations. (PI)

#### HC-1.6 Broad Representation on Committees and Commissions

The City shall encourage broad and diverse membership on all City committees and commissions, and seek to include those who are traditionally underrepresented. (SO)

#### HC-1.7 Promote Volunteerism ♥

The City shall engage community members, especially older adults and youth, as volunteers to promote community involvement and strengthen the sense of community. (PSP)



## Active Living

The design of the built environment has a significant impact on the opportunities residents have to remain active and healthy and avoid chronic diseases. Adults living in walkable neighborhoods are more physically active and youth get more regular physical activity when they have opportunities to walk or ride a bicycle from home to school. Studies have shown that residents living in communities with a mix of shops and businesses within easy walking distance, as well as an accessible network of trails and open space, have a lower risk of obesity than residents of communities that do not have these services within easy walking distance. Since children spend much of their time in the classroom and adults spend a great deal of time at work, schools and employers also have the opportunity to promote physical fitness. Policies in this section promote active living through a well-designed built environment, access to open space, and programs that encourage physical fitness.

### GOAL HC-2

**To support active living through a built environment, a network of parks and open space, and programs that promote physical activity, connectivity, and reduce vehicle miles traveled.**

#### HC-2.1 Physical Activity and the Built Environment 🌍 ❤️

The City shall make land use and urban design decisions that promote physical activity. *(RDR)*

#### HC-2.2 School Physical Fitness

The City shall support physical fitness programs at schools. *(JP)*

#### HC-2.3 Open Space ❤️

The City shall ensure that parks, trails, open spaces, and green spaces provide facilities that encourage physical activity. *(SO)*

#### HC-2.4 Programs to Encourage Physical Activity

In designing its parks and recreation programs, the City shall promote fitness and enjoyment of the outdoors so that people become more physically active. *(PSP/SO)*

#### HC-2.5 Collaboration for Healthy Recreation

The City shall encourage public and private recreation providers to collaborate with the City, Yolo County Public Health Department, and other public health agencies in designing healthy recreation programs that encourage physical activity. *(JP/IGC)*

#### HC-2.6 Safe Routes to School 🌍 ❤️

The City shall develop and implement a Safe Routes to School (SRTS) program. *(JP)*

#### HC-2.7 Physical Activity in the Workplace

The City shall encourage employers to provide fitness facilities, support facilities (e.g., bike lockers, showers), flexible policies (e.g., flexible schedules, longer breakers), and programs (e.g., walking and cycling clubs) to promote physical activity in the workplace. *(JP)*

## Healthy Foods

The American diet has grown increasingly unhealthy. Several factors determine what people choose to eat, but access is a major factor. Studies have found that people buy food that is readily available. Today, communities with the highest rates of obesity are typically places where residents have few opportunities to conveniently purchase nutritious food. A healthy, nutritious diet can reduce the risk of obesity and associated chronic diseases, directly improving one's health and well-being and minimizing health care costs for local governments. While food is a personal choice, the City of West Sacramento recognizes the need to create an environment in which all residents have access to affordable and healthy food. Policies in this section promote healthy eating habits in West Sacramento by increasing access to farmers' markets, community gardens, and other sources of healthy food; promoting nutrition education; and limiting sources of unhealthy food.

### GOAL HC-3

**To promote healthy eating habits.**

#### HC-3.1 Access to Healthy Foods 🌍

The City shall strive to ensure that all residents and employees are within walking distance of sources of fresh food (e.g., grocery stores, healthy corner stores, farmers' markets, and community gardens) and shall encourage new healthy food suppliers in underserved areas. (RDR/PSP)

#### HC-3.2 Food Policy Council

The City will consider forming a food policy council with local partners including health professionals, school district representatives, retail industry leaders, farmers, non-profit organizations, economic development officials, and interested citizens. (IGC/JP)

#### HC-3.3 Nutrition Education

The City shall promote nutrition education through City communications to foster healthy eating habits and work with local public health professionals to disseminate information about healthful eating habits at community facilities. (PI)

#### HC-3.4 Local and Organic Food Purchase 🌍

The City shall promote the purchase of locally-produced and/or organic food at government and school facilities. (SO)

#### HC-3.5 Healthy Corner Stores 🌍

The City shall encourage small grocery or convenience stores to offer healthy food options in underserved areas. (PSP/PI)

#### HC-3.6 Healthy Restaurants

The City shall encourage restaurants to serve healthy foods, provide nutritional information to customers, and voluntarily eliminate unhealthy ingredients from their menus. (PSP/PI)

#### HC-3.7 Enhance Farmers' Markets 🌍

The City shall maintain and enhance existing farmers' markets and explore ways to expand farmers' markets to underserved areas. (PSP)

#### HC-3.8 Sites for Farmers' Markets 🌍

The City shall identify potential farmers' market sites on public and private property and, where feasible, on streets using street closures. (PSR)

#### HC-3.9 Access to Farmers' Markets 🌍

The City shall locate farmers' markets on sites that have convenient pedestrian, bike, and public transit access and sufficient off-street parking. (RDR)

**HC-3.10 Partnerships for Farmers' Markets** 🌐

The City shall strive to increase the number of farmers' markets by encouraging partnerships between organizers of farmers' markets and the Washington Unified School District, neighborhood groups, the senior center, and business groups. *(JP)*

**HC-3.11 Payment Options at Farmers' Markets** 🌐

The City shall encourage vendors at farmers' market to accept electronic benefit transfer (EBT) cards and food stamps. *(PI/PSP)*

**HC-3.12 Affordable Housing Developments** 🌐

The City shall encourage all new affordable housing developments to contain a designated yard or other shared spaces for community gardens. *(RDR)*

**HC-3.13 Support for Community Gardens & Urban Farms** 🌐

The City shall strive to increase the number of community gardens and urban farms by encouraging local government agencies and private institutions including the Washington Unified School District, neighborhood groups, and the Senior Center to develop and maintain community gardens and urban farming programs. *(IGC/JP)*

**HC-3.14 School Nutrition** 🌐

The City shall encourage the Washington Unified School District to establish strong nutritional standards for school lunches, offer locally-grown foods in school breakfast and lunch programs, phase out unhealthy snacks and sugar sweetened beverages, and include nutrition education, such as school gardens and farm-to-school programs, in school curricula. *(JP)*

**HC-3.15 Restrict Unhealthy Food Options**

The City shall discourage new liquor stores and fast food restaurants in areas with an existing high concentration of such stores. *(RDR)*

**Health Care**

While there are numerous hospitals and other health facilities immediately across the Sacramento River in the City of Sacramento, West Sacramento itself is significantly underserved by health care facilities. A lack of access to health care can exacerbate chronic diseases such as heart disease or diabetes. Policies in this section promote the expansion of health care facilities and services to meet the health needs of West Sacramento residents.

**GOAL HC-4**

**To promote access to health care and medical services for all residents and employees.**

**HC-4.1 Adequate Health Care Facilities**

The City shall encourage the development and maintenance of a full range of health care facilities, including hospitals, acute care facilities, and mental health facilities to meet the needs of all residents and employees in West Sacramento. *(RDR)*

**HC-4.2 Public Transit Access to Medical Facilities** 🌐

The City shall work with transit service providers and healthcare providers to ensure adequate service for people who are transit-dependent by improving connections to local and regional health care facilities. *(JP)*

#### **HC-4.3 Adequate Health Coverage**

The City shall encourage employers to provide adequate health coverage and benefits to employees. *(PI/PSP)*

#### **HC-4.4 Elderly Care Facilities**

The City shall encourage the development of quality health care facilities for the elderly, including assisted-living, hospice, and other care-provision facilities. *(RDR)*

#### **HC-4.5 Obesity Prevention**

The City shall support cross-cultural education, social marketing, and media campaigns about the prevention and treatment of obesity, and encourage physicians, registered dietitians, and other qualified health care workers to screen and treat behaviors that may lead to obesity and other preventable diseases. *(PI)*

#### **HC-4.6 Culturally-Sensitive Health Programs**

The City shall encourage health care providers to provide equitable and culturally-sensitive health programs for all communities regardless of income level. *(PI)*

#### **HC-4.7 Combating Drug and Alcohol Dependency** ♥

The City shall coordinate with Yolo County and participate in community service programs that aim to combat tobacco, alcohol, and drug dependency. *(PSP)*

#### **HC-4.8 Tobacco Education**

The City shall support public education programs regarding the hazards of tobacco use and secondhand smoke through media and educational events, and by encouraging community-based organizations to provide treatment and prevention programs. *(PI)*

#### **HC-4.9 Tobacco Control Laws**

The City shall continue to update or enforce tobacco control laws that pertain to location

and retailing practices, smoking restrictions, and smoking-free home and workplace laws. *(SO)*

### **Child Care**

The availability, accessibility, and quality of child care are frequently pressing concerns for contemporary families. Yet child care and early education have not traditionally been considered public responsibilities in American society. The impact of child care shortages – and the shortage of financial resources to support qualified, long-tenured child care workers – is felt most acutely at the local level. There is a gap between child care demand and child care supply in West Sacramento and the need will grow as the city grows in the future. The City of West Sacramento recognizes that a healthy community is one in which all children have access to safe, affordable, and high-quality child care. Policies in this section promote the provision of adequate child care facilities for all residents and employees in the city.

### **GOAL HC-5**

**To ensure an adequate, affordable, and diverse supply of child care facilities and services is available to parents and caregivers who live or work in West Sacramento.**

#### **HC-5.1 Range of Service**

The City shall encourage the development of a range of child care facilities and arrangements (e.g., family day care homes, public and private child care centers, and recreation activities) to provide alternatives to fulfill the needs of West Sacramento residents and employees. *(RDR)*

#### **HC-5.2 Facilitate Development**

The City shall facilitate the development of new child care facilities by:

- Providing information to assist child care providers in getting started and licensed;
- Streamlining processing and permit regulations; and
- Exempting family child care homes from payment of City business license fees. *(PI/RDR)*

### **HC-5.3 Organizational Cooperation**

The City shall work with the Washington Unified School District, Yolo County Office of Education, Yolo County Department of Social Services, Yolo County Resource and Referral and Child Care Subsidy, and other public and private organizations to support and promote child care facilities and services. *(IGC/JP)*

### **HC-5.4 High Quality Early Learning**

The City shall continue to participate in partnership with the Washington Unified School District, First 5 Yolo, and First 5 California to support and promote high quality zero to five care, and affordable, voluntary, high-quality preschool for children in West Sacramento. *(IGC/JP)*

### **HC-5.5 Coordinated Programs**

The City shall coordinate and integrate child care programs with housing and social programs wherever feasible. *(RDR)*

### **HC-5.6 Recreation Programs**

The City shall incorporate child care programs into City-sponsored recreation programs wherever feasible and appropriate. *(SO)*

### **HC-5.7 Funding**

The City shall pursue available funding sources for the development of child care facilities and programs. *(FB)*

### **HC-5.8 Low and Moderate Income Households**

The City shall encourage the development of child care facilities within those areas of the City with significant numbers of low- and moderate-income households. *(RDR)*

### **HC-5.10 Legislation**

The City shall support and advocate State and Federal legislation to promote affordable child care, raising and monitoring high quality standards, and increased funding for child care facility training and technical assistance for programs. *(IGC)*

### **HC-5.11 Office/Industrial Development**

The City shall encourage the provision of child care facilities within employee-intensive office/industrial developments and employer and corporate contributions towards employee child care costs. *(RDR)*

### **HC-5.12 Information to Employers**

The City shall provide information about child care services in West Sacramento to major employers, developers, and others. *(PI)*

### **HC-5.13 Public Buildings**

The City shall consider inclusion of child care facilities in the development of public buildings. *(SO/RDR)*

### **HC-5.14 Environmental Review**

The City shall consider the impacts on the demand for child care in its environmental review of development projects, and shall encourage developers to mitigate these impacts. *(RDR)*

### **HC-5.15 Mitigation**

The City shall require new developments to mitigate the impacts on child care demand in West Sacramento by either paying the Child Care Development Fee or providing for child care facilities through alternate means. *(RDR)*

#### **HC-5.16 Child Care Coordinator**

The City shall continue to maintain a management level position (e.g. Early Learning Services Director), to work with child care providers in West Sacramento and administer the City's preschool and child care programs. (SO)

#### **HC-5.17 Training**

The City shall encourage and promote training and education programs for early childhood professionals in West Sacramento, such as child development classes and related child care courses offered at local community colleges and universities and certified CPR courses and other health and safety training. (PSP/PI)

#### **HC-5.18 Licensing Standards**


The City shall work with the State Department of Social Services and the Yolo County Department of Social Services to ensure that child care providers in West Sacramento meet State licensing standards. (IGC)

#### **HC-5.19 After School Care**

The City shall encourage the development of school-age child care to meet existing shortfalls. (IGC)

#### **HC-5.20 Employer Child Care Contributions**

The City shall encourage employer and corporate contributions toward employee child care costs. (PI)

 <b>Table 3-10 Healthy Communities Implementation Programs</b>		2016-2018	2019-2023	2024-2035	Annual	Ongoing
1. The City shall join the California Healthy Cities and Communities Network to gain access to technical assistance, grants, and other resources that support healthy community programs. <i>(PSP)</i>		<b>x</b>				
Implements Which Policy(ies)	HC-2.5					
Responsible Department(s)	Community Development					
Supporting Department(s)	City Manager's Office					
2. The City shall conduct a study to identify areas of the city with health disparities, such as lack of access to healthy foods, parks, and health care services; proximity to known toxins and health-threatening pollutants; and design features that inhibit walkability and active living. Based on the findings of the study, the City shall develop strategies to eliminate health disparities. <i>(PSR)</i>			<b>x</b>			
Implements Which Policy(ies)	HC-1.2					
Responsible Department(s)	Community Development					
Supporting Department(s)	Parks and Recreation, Yolo County Health					
3. The City shall adopt a Safe Routes to School (SRTS) program, which includes the 5Es (evaluation, education, encouragement, enforcement, and engineering) and support "walking school buses" – a group of children walking to school together with supervision by more than one adult, particularly along unsafe routes. <i>(PSP/JP)</i>		<b>x</b>				
Implements Which Policy(ies)	HC-2.6					
Responsible Department(s)	Public Works					
Supporting Department(s)	Community Development					
4. To encourage local stores and restaurants to offer healthy food options, the City shall develop a citywide marketing campaign that advertises convenience stores and restaurants that provide healthy options. <i>(PI)</i>			<b>x</b>			
Implements Which Policy(ies)	HC-3.1					

<b>Table 3-10 Healthy Communities Implementation Programs</b>		<b>2016-2018</b>	<b>2019-2023</b>	<b>2024-2035</b>	<b>Annual</b>	<b>Ongoing</b>
<b>Responsible Department(s)</b>	Economic Development					
<b>Supporting Department(s)</b>	Community Development					
5. The City shall develop a program to facilitate produce purchasing partnerships between local farmers and grocery stores and restaurants. <i>(PSP)</i>						
<b>Implements Which Policy(ies)</b>	HC-3.4		✘			
<b>Responsible Department(s)</b>	Economic Development					
<b>Supporting Department(s)</b>	Community Development					
6. The City shall identify existing and potential community garden and urban farm sites including parks, recreation and senior centers, public easements and right-of-ways, and surplus property. <i>(PSR)</i>						
<b>Implements Which Policy(ies)</b>	HC-3.13	✘				
<b>Responsible Department(s)</b>	Community Development					
<b>Supporting Department(s)</b>	Economic Development					
7. The City shall amend the Zoning Ordinance to limit concentrations of liquor stores and fast food restaurants. <i>(RDR)</i>						
<b>Implements Which Policy(ies)</b>	HC-3.15	✘				
<b>Responsible Department(s)</b>	Community Development					
<b>Supporting Department(s)</b>	Economic Development, Police					



<b>Table 3-10 Healthy Communities Implementation Programs</b>		<b>2016-2018</b>	<b>2019-2023</b>	<b>2024-2035</b>	<b>Annual</b>	<b>Ongoing</b>
8. The City shall monitor child care supply and demand at least every five years and implement programs to address shortfalls as necessary. <i>(PSR)</i>						
<b>Implements Which Policy(ies)</b>	HC-5.1		x	x		
<b>Responsible Department(s)</b>	Parks and Recreation					
<b>Supporting Department(s)</b>	Economic Development					
9. The City shall strengthen the provisions of the Child Care Ordinance to require developers to pay a Child Care Development fee or mitigate for the impacts on the demand for child care through alternate means. <i>(RDR)</i>						
<b>Implements Which Policy(ies)</b>	HC-5.15	x				
<b>Responsible Department(s)</b>	Community Development					
<b>Supporting Department(s)</b>	Parks and Recreation					

# West Sacramento



## Part 3 General Plan Administration and Implementation



## **POLICY DOCUMENT PART 3**

# **ADMINISTRATION AND IMPLEMENTATION**

If the City's General Plan is to serve its purpose effectively, it must be reviewed, maintained, and implemented in a systematic and consistent manner. This section begins with a summary of the most important programs for implementing the General Plan, particularly those that need to be undertaken in the first three years (2016-2018) after adoption. This is followed by an outline of the process for reviewing and updating the General Plan and a program for monitoring its implementation. The section also outlines requirements for implementing the City's General Plan consistent with its goals, policies, standards, and programs and provides an overview of the types of actions or tools the City will use to implement the Plan's policies. Part 3 concludes with tables that list specific implementation programs.

## General Plan Maintenance and Monitoring

The City is committed to annually reviewing its progress in implementing the goals and policies of the General Plan. Since many of the factors and issues that the General Plan addresses change from year-to-year, an annual review and reporting of implementation will help ensure the City is moving forward to achieve the Plan's vision. This review will report on the status of each specific implementation program in the General Plan and take into account the availability of new implementation tools, changes in funding sources, and feedback from Plan monitoring activities.

### General Plan Review and Update

At least once every five years, the City will thoroughly review the General Plan and revise and update it as necessary. This review and update process will encompass the entire General Plan including the Background Report and Policy Document goals, policies, and implementation programs.

### General Plan Amendments

As conditions and needs change, the City will need to consider proposed amendments to the General Plan. State law limits general plan amendments to four times per year, but each amendment can include multiple changes. Like the adoption of the General Plan itself, amendments are subject to environmental review, public notice, and hearing requirements and must not create inconsistencies with other parts of the plan. Some of these will be policy changes, while many will likely be changes to the Land Use Diagram. Each of the changes will need to be carefully evaluated not only for merit and potential impact, but also for consistency with the rest of the General Plan. State law requires that the general plan be an integrated and internally consistent set of goals, policies, standards, programs, and diagrams.

### General Plan Consistency in Implementation

To ensure that the policies and proposals of the general plan are systematically implemented, State law since the early 1970s has increasingly insisted that the actions and decisions of each local government concerning both its own projects and the private projects it approves are consistent with its adopted general plan. The courts have supported and furthered this trend through their interpretations of State law.

The following is a partial list of City actions that must be consistent with the General Plan:

- Master Plans
- Specific plans
- Capital projects (including indirectly facility master plans)
- Development agreements
- Subdivision approvals
- Development Code and Zoning
- Development projects

## Categories of Implementation Actions/Tools

The City will implement the goals and policies of the General Plan through many actions and tools that can be grouped according to the eight categories listed below. The two- to four-letter identifiers (*italicized and in parentheses*) are used in Part 2 of the General Plan to indicate how each policy will be implemented. The identifiers are also used in the Specific Implementation Programs section of Part 3 to indicate the type of specific implementation program:

- Regulation and Development Review (RDR)
- City Master Plans, Strategies, and Programs (MPSP)
- Financing and Budgeting (FB)
- Planning Studies and Reports (PSR)
- City Services and Operations (SO)
- Inter-governmental Coordination (IGC)
- Joint Partnerships with the Private Sector (JP)
- Public Information (PI)

### Regulation & Development Review (RDR)

Many General Plan policies are implemented through regulations adopted by the City based on the city's "police power" to protect the public health, safety, and welfare. City ordinances also create a development review process that provides for City review of individual project proposals and authorizes the City to approve, deny, or condition projects based on their consistency with the General Plan. The following is a list of regulatory plans and ordinances commonly used to implement the General Plan:

- Master plans
- Specific plans
- Zoning Ordinance
- Subdivision Ordinance
- Building and other codes
- Habitat conservation plans
- California Environmental Quality Act
- Development review

### City Master Plans, Strategies, and Programs (MPSP)

The City has adopted many master plans, strategies, and programs focusing City attention on various types of city services and facilities, types of development, or geographic areas. These are prepared to provide more specific direction for city decision-makers, staff, and the public on how the General Plan will be implemented. They are not elements or components of the General Plan. The following is a list of master plans, strategies, and programs that the City has adopted or plans to adopt. Specific implementation programs in Part 3 of the General Plan call for the annual or periodic review of many of these master plans, strategies, and programs in addition to adoption of some new master plans and strategies:

- Bridge District Specific Plan
- Washington Realized
- Southport Framework Plan
- Utility Master Plans
- CIP
- Parks Master Plan
- Bike, Pedestrian, & Trails Master Plan

### **Financing and Budgeting (FB)**

The development, maintenance, and operation of public facilities such as parks and drainage facilities and the provision of city services require financial resources that are derived from various sources. Programming of City capital projects and their funding over time is outlined in the City's Capital Improvement Program, which is updated annually. The following is a list of revenue sources used by or available to the City to support development, maintenance, or operation of public facilities and services:

- Property tax revenue
- Sales tax revenue
- User fees
- Development fees
- Quimby Act (Park) dedications
- Business improvement districts
- Community facilities and special assessment districts
- Municipal bonds
- Special taxes
- County, state, and federal funding

### **Planning Studies and Reports (PSR)**

The City conducts studies and produces reports to collect and evaluate information related to specific issues. These studies and reports are undertaken at the direction of the City Council as needed or are prepared annually to report on the status and implementation of the General Plan or a master plan.

### **City Services and Operations (SO)**

The City provides a broad range of services to its residents, businesses, and visitors and manages and operates its facilities to meet community needs. How the City provides services and carries out its operations makes a significant difference in how effectively the General Plan is implemented.

### **Inter-governmental Coordination (IGC)**

The City must coordinate with numerous local, regional, state, and federal agencies to implement the General Plan. These agencies provide services, facilities, or funding and administer regulations that directly or indirectly affect many issues addressed in the General Plan. The following is a partial list of public agencies that may play a role in implementing the General Plan:

- Local agencies such as Yolo County; City of Sacramento; Washington Unified School District; and special districts
- Regional agencies such as Yolo Local Agency Formation Commission (LAFCo); Sacramento Area Council of Governments (SACOG); and YoloBus;
- State agencies such as Caltrans; General Services; UC Davis; California Environmental Protection Agency (EPA); and Native American Heritage Commission (NAHC)
- Federal agencies such as U.S. Coast Guard; U.S. Military; U.S. Fish and Wildlife Services (USFWS); U.S. Army Corps of Engineers; and Federal Emergency Management Agency (FEMA)

The City recognizes there are unique public and private partnerships. In those instances where there are public and private partnerships, it will involve both inter-governmental coordination and joint partnerships with the private sector, as described in more detail below.

### **Joint Partnerships with the Private Sector (JP)**

The City can combine its efforts with private sector efforts to improve public service delivery, manage public sector assets, or leverage private sector investment. By expanding the role of the private sector, the City can use its technical, management, and financial resources in creative ways to achieve objectives of the General Plan.

### **Public Information (PI)**

The City can use a wide range of tools to keep the city's residents informed of city services or other issues of current interest. Public information can be distributed through media such as brochures, pamphlets, the city's website, social media, workshops, seminars, public access television, radio, newspapers, public hearings, neighborhood and community meetings, and customer service hotlines.

## Specific Implementation Programs

Specific implementation programs are listed in the following tables. Similar to the policies, each implementation program is followed by a set of letters that identifies a type of action or tool that the City will use to carry out the implementation program. Following each implementation program is a description of which policy(ies) the program implements, which city department(s) is responsible for implementation, and which department(s) will support the responsible department(s). Finally, to the right of each program is a timeline that identifies when the implementation will be completed.

The implementation program tables are organized as follows:

- Table 3-1: Administration Implementation Programs
- Table 3-2 Land Use Implementation Programs
- Table 3-3 Urban Structure and Design Implementation Programs
- Table 3-4 Economic Development Implementation Programs
- Table 3-5 Mobility Implementation Programs
- Table 3-6 Public Facilities and Services Implementation Programs
- Table 3-7 Parks and Recreation Implementation Programs
- Table 3-8 Natural and Cultural Resources Implementation Programs
- Table 3-9 Safety Implementation Programs
- Table 3-10 Healthy Community Implementation Programs



# West Sacramento



## Part 4 Appendices

# APPENDIX A

**Table ES-1. Revised Final Summary of Impacts and Mitigation Measures**

Impact	Level of Significance	Proposed Mitigation Measure(s)	Level of Significance after Mitigation
<b>Aesthetics</b>			
Impact AES-1: Substantial degradation of the existing visual character or quality of the site and its surroundings, including scenic vistas	Significant		Significant and unavoidable
Impact AES-2: Substantial damage to scenic resources, including but not limited to trees, rock outcroppings, and historic buildings along a scenic highway	No impact		
Impact AES-3: Creation of a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area	Significant	Mitigation Measure AES-3a: Create new Urban Structure and Design policies to apply minimum lighting standards and to reduce glare  Mitigation Measure AES-3b: Amend Natural and Cultural Resources policies to apply minimum lighting standards  Mitigation Measure AES-3c: Create new Natural and Cultural Resources policy to apply minimum lighting standards	Significant and unavoidable
<b>Agricultural and Forestry Resources</b>			
Impact AG-1: Conversion of Important Farmland to nonagricultural use	Significant		Significant and unavoidable
Impact AG-2: Conflict with existing zoning for agricultural use	Less than significant		Less than significant
Impact AG-3: Other changes in the existing environment that, due to their location or nature, could result in conversion of farmland to nonagricultural use	Less than significant		Less than significant
<b>Air Quality</b>			
Impact AQ-1: Conflict with or obstruction of implementation of the applicable air quality plan	Less than significant		Less than significant

Impact	Level of Significance	Proposed Mitigation Measure(s)	Level of Significance after Mitigation
Impact AQ-2: Potential to violate any air quality standard or contribute substantially to an existing or projected air quality violation	Significant	Mitigation Measure AQ-2: Implement construction dust control mitigation measures described in YSAQMD's CEQA Handbook	Significant and unavoidable
Impact AQ-3: Potential to result in a cumulatively considerable net increase of any criteria pollutant for which the project region is a nonattainment area for an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)	Less than significant		Less than significant
Impact AQ-4: Exposure of sensitive receptors to substantial pollutant concentrations	Less than significant		Less than significant
Impact AQ-5: Creation of objectionable odors affecting a substantial number of people	Less than significant		Less than significant
<b>Biological Resources</b>			
Impact BIO-1: Potential for land use changes to result in the loss of special-status plants	Less than significant		Less than significant
Impact BIO-2: Potential for land use changes to result in the loss or disturbance of special-status wildlife and their habitats	Less than significant		Less than significant
Impact BIO-3: Potential for land use changes to result in the loss or disturbance of special-status fish and their habitats	Less than significant		Less than significant
Impact BIO-4: Potential for loss or disturbance of special-status fish from increased diversion of Sacramento River water to meet future water demand	Less than significant		Less than significant
Impact BIO-5: Potential for increased discharge of treated wastewater to result in the loss or disturbance of special-status fish and their habitats	Less than significant		Less than significant
Impact BIO-6: Potential for in-water construction projects and maintenance activities to result in the loss or disturbance of special-status fish and their habitats	Significant	Mitigation Measure BIO-6: Amend NCR-2.13 (Fisheries) to include in-water construction and maintenance activities	Less than significant

Impact	Level of Significance	Proposed Mitigation Measure(s)	Level of Significance after Mitigation
Impact BIO-7: Potential for land use changes to result in the loss of oak woodland and valley foothill riparian habitat	Significant	Mitigation Measure BIO-7: Amend NCR-2.9 (No Net Loss) to include riparian and associated SRA cover habitat and require the use of locally occurring native species	Less than significant
Impact BIO-8: Potential for land use changes to result in the loss of state- and federally protected wetlands and other waters through direct removal, filling, hydrological interruption, or other means	Less than significant		Less than significant
Impact BIO-9: Potential for land use changes to interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites	Less than significant		Less than significant
Impact BIO-10: Potential for updates to the General Plan biological resource policies to conflict with existing local policies or ordinances protecting biological resources, such as the West Sacramento tree mitigation ordinance	No impact		No impact
Impact BIO-11: Potential for land use changes to conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan	No impact		No impact
Impact BIO-12: Potential for land use changes and subsequent development to introduce or spread invasive plant species	Significant	Mitigation Measure BIO-12: Amend NCR-2.4 (Habitat Surveys) and NCR-2.14 (Public Areas) to avoid the introduction and minimize spread of invasive plants	Less than significant
<b>Cultural Resources</b>			
Impact CUL-1: Potential to cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5	Significant		Significant and unavoidable
Impact CUL-2: Potential to cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5	Significant	Mitigation Measure CUL-2: Require appropriate treatment for inadvertent discovery of archaeological resources	Significant and unavoidable

Impact	Level of Significance	Proposed Mitigation Measure(s)	Level of Significance after Mitigation
Impact CUL-3: Disturbance of any human remains, including those interred outside of formal cemeteries	Significant	Mitigation Measure CUL-3: Implement appropriate treatment for discovery of human remains	Significant and unavoidable
<b>Geology and Soils</b>			
Impact GEO-1: Exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving fault rupture	Less than significant		Less than significant
Impact GEO-2: Exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking; seismic-related ground failure, including liquefaction; or landslides	Less than significant		Less than significant
Impact GEO-3: Potential to result in substantial soil erosion or the loss of topsoil	Less than significant		Less than significant
Impact GEO-4: Location on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in an onsite or offsite landslide or subsidence	Less than significant		Less than significant
Impact GEO-5: Location on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property	Less than significant		Less than significant
Impact GEO-6: Presence of soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater	Less than significant		Less than significant
Impact GEO-7: Direct or indirect destruction of a unique paleontological resource or site or unique geologic feature	Significant	Mitigation Measure GEO-7: Adopt new goal and policy to protect paleontological resources	Less than significant
<b>Greenhouse Gas Emissions</b>			
Impact GHG-1: Generation of greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment	Significant		Significant and unavoidable

Impact	Level of Significance	Proposed Mitigation Measure(s)	Level of Significance after Mitigation
Impact GHG-2: Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases	Significant		Significant and unavoidable
<b>Hazards and Hazardous Materials</b>			
Impact HAZ-1: Creation of a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials	Less than significant		Less than significant
Impact HAZ-2: Creation of a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment	Less than significant		Less than significant
Impact HAZ-3: Release of hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school	Less than significant		Less than significant
Impact HAZ-4: Location on a site that is on a list of hazardous materials sites and the resultant creation of a significant hazard to the public or the environment	Less than significant		Less than significant
Impact HAZ-5: Location within an airport land use plan area or within 2 miles of a public airport or public use airport, resulting in a safety hazard for people residing or working in the planning area	Less than significant		Less than significant
Impact HAZ-6: Location within the vicinity of a private airstrip, resulting in a safety hazard for people residing or working in the planning area	No impact		No impact
Impact HAZ-7: Impairment of or physical interference with implementation of an adopted emergency response plan or emergency evacuation plan	Less than significant		Less than significant
Impact HAZ-8: Exposure of people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands	Less than significant		Less than significant

Impact	Level of Significance	Proposed Mitigation Measure(s)	Level of Significance after Mitigation
<b>Hydrology and Water Quality</b>			
Impact WQ-1: Violate any water quality standards or waste discharge requirements	Less than significant		Less than significant
Impact WQ-2: Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, resulting in a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)	Less than significant		Less than significant
Impact WQ-3: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation onsite or offsite	Less than significant		Less than significant
Impact WQ-4: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding onsite or offsite	Less than significant		Less than significant
Impact WQ-5: Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff	Less than significant		Less than significant
Impact WQ-6: Otherwise substantially degrade water quality	Less than significant		Less than significant
Impact WQ-7: Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map	Significant		Significant and unavoidable
Impact WQ-8: Place within a 100-year flood hazard area structures that would impede or redirect floodflows	Less than significant		Less than significant
Impact WQ-9: Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam	Less than significant		Less than significant

Impact	Level of Significance	Proposed Mitigation Measure(s)	Level of Significance after Mitigation
Impact WQ-10: Contribute to inundation by seiche, tsunami, or mudflow	Less than significant		Less than significant
<b>Land Use and Planning</b>			
Impact LU-1: Physical division of an established community	Less than significant		Less than significant
Impact LU-2: Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect	Less than significant		Less than significant
Impact LU-3: Conflict with any applicable habitat conservation plan or natural community conservation plan	Less than significant		Less than significant
<b>Mineral Resources</b>			
Impact MIN-1: Potential loss of availability of a known mineral resource that would be of value to the region and the residents of the state	No impact		No impact
Impact MIN-2: Potential loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan	No impact		No impact
<b>Noise</b>			
Impact NOI-1: Exposure of persons to or generation of noise levels in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies	Significant		Significant and unavoidable
Impact NOI-2: Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels	Significant	Mitigation Measure NOI-2: Add Vibration Standards Policy to the General Plan	Significant and unavoidable
Impact NOI-3: Potential to result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project	Significant		Significant and unavoidable
Impact NOI-4: Potential to result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project	Significant		Significant and unavoidable



Impact	Level of Significance	Proposed Mitigation Measure(s)	Level of Significance after Mitigation
Impact NOI-5: Location within an airport land use plan area, or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport and exposure of people residing or working in the project area to excessive noise levels	No impact		No impact
Impact NOI-6: Location in the vicinity of a private airstrip and exposure of people residing or working in the project area to excessive noise levels	No impact		No impact
<b>Population and Housing</b>			
Impact POP-1: Potential to induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)	Significant		Significant and unavoidable
Impact POP-2: Displacement of a substantial number of existing housing units, necessitating the construction of replacement housing elsewhere	Less than significant		Less than significant
Impact POP-3: Displacement of a substantial number of people, necessitating the construction of replacement housing elsewhere	Less than significant		Less than significant
<b>Public Services</b>			
Impact PS-1: Potential to result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities	Significant	Mitigation Measure CUL-2: Require appropriate treatment for inadvertent discovery of archaeological resources Mitigation Measure CUL-3: Implement appropriate treatment for discovery of human remains	Less than significant
<b>Recreation</b>			
Impact REC-1: Potential to increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated	Less than significant		Less than significant

Impact	Level of Significance	Proposed Mitigation Measure(s)	Level of Significance after Mitigation
Impact REC-2: Construction or expansion of recreational facilities that might have an adverse physical effect on the environment	Significant	Mitigation Measure BIO-6: Amend NCR-2.13 (Fisheries) to include in-water construction and maintenance activities  Mitigation Measure CUL-2: Require appropriate treatment for inadvertent discovery of archaeological resources  Mitigation Measure CUL-3: Implement appropriate treatment for discovery of human remains	Less than significant
<b>Transportation/Traffic</b>			
Impact TRA-1: Deterioration of intersection level of service	Significant		Significant and unavoidable
Impact TRA-2: Deterioration of level of service for freeway ramps and segments	Less than significant		Less than significant
Impact TRA-3: Increase in daily traffic volumes on arterial or non-residential collector road segments to from an acceptable level to a level greater than the maximum desirable daily volume	Significant		Significant and unavoidable
Impact TRA-4: Increase in daily traffic volumes on residential streets from an acceptable level to an unacceptable level	Significant		Significant and unavoidable
Impact TRA-5: Potential to conflict with adopted policies, plans, or programs regarding bicycle or pedestrian facilities, or otherwise decrease the performance or safety of such facilities	Less than significant		Less than significant
Impact TRA-6: Potential to adversely affect public transit operations, or fail to adequately provide access to transit	Less than significant		Less than significant
Impact TRA-7: Potential to result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks	Less than significant		Less than significant

Impact	Level of Significance	Proposed Mitigation Measure(s)	Level of Significance after Mitigation
<b>Utilities and Service Systems</b>			
Impact UT-1: Exceedance of wastewater treatment requirements of the Central Valley Regional Water Quality Control Board	Less than significant		Less than significant
Impact UT-2: Potential to require new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects	Less than significant		Less than significant
Impact UT-3: Potential to require new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects	Significant		Significant and unavoidable
Impact UT-4: Potential to result in insufficient water supplies to serve the project from existing entitlements and resources, or a need for new or expanded entitlements	Significant		Significant and unavoidable
Impact UT-5: Potential to result in a determination that wastewater treatment facilities serving the planning area have adequate capacity to serve the area’s projected demand in addition to the provider’s existing commitments	Less than significant		Less than significant
Impact UT-6: Insufficient permitted landfill capacity to accommodate the planning area’s solid waste disposal needs	Less than significant		Less than significant
Impact UT-7: Failure to comply with federal, state, and local statutes and regulations related to solid waste	Less than significant		Less than significant