



DEPARTMENT OF  
PLANNING AND DEVELOPMENT

CITY OF SACRAMENTO  
CALIFORNIA

1231 I STREET  
SACRAMENTO, CA

April 25, 1991

ADMINISTRATION  
ROOM 300  
95814-2987  
916-449-5571

City Planning Commission  
Sacramento, California

ECONOMIC DEVELOPMENT  
ROOM 300  
95814-2987  
916-449-1223

Members in Session:

NUISANCE ABATEMENT  
ROOM 301  
95814-3982  
916-449-5948

SUBJECT: DENSITY REDUCTION POLICY (M91-018)

**SUMMARY**

This report reviews the potential impacts and policy implications associated with the previous approval of approximately 25 density reduction proposals (downzonings) and the consideration of 8 pending density reduction proposals requiring plan amendments and rezonings. To provide for some policy flexibility in response to the current market demand for affordable single family housing, staff is recommending a policy which supports pending density reduction projects if they include a first time homebuyer affordability standard and finance a study to transfer any loss in potential multi-family housing supply to transportation corridors. This approach would maintain the City's range overall housing supply, and provide opportunities for a diversity of housing type and densities to address the City's affordable housing and transportation objectives.

**POTENTIAL IMPACTS AND FINDINGS**

Staff held a series of meetings with representatives of the building industry, housing advocates, affected property owners, public transportation and local governmental officials to review and develop the following findings and policy implications associated with downzonings. A list of the attendees and comments provided at the April 1st meeting are included as Attachment E and F.

Since the 1988 General Plan Update, there have been approximately 40 actions approved involving rezonings and amendments to the General Plan and/or various community plans which

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have affected the potential supply of housing in Sacramento. While some of these plan amendments and rezonings increased residential densities or converted commercial or industrial uses to residential, thereby creating housing opportunities on particular sites, overall they have resulted in a net loss of approximately 800 dwelling units. The short term cumulative impact of these density reductions may be more significant due to a combination of factors including lower actual project densities than anticipated and the presence of a building moratorium in Natomas.

Listed below is a summary of these potential impacts associated with density reduction proposals on housing supply, public transit objectives, site considerations, market demand and affordability.

#### A. HOUSING SUPPLY

1. Density reduction proposals approved since 1988 have resulted in a net reduction of approximately 800 units in the total potential housing supply and 1000 units in the potential multi-family housing supply. These density reductions together with plan amendments which have intensified commercial development opportunities will worsen the City's projected jobs-to-housing ratio estimated to be 1.92 to 1.00 in 1988.
2. Approval of the eight pending density reduction proposals would result in a Citywide net loss of another 1700 total units and 2200 potential multi-family units (equivalent to 25% of the citywide unconstrained vacant multi-family land supply).
3. These projects are primarily located in the southern half of the City. The South Sacramento, Airport-Meadowview and Pocket areas could lose a majority of the remaining vacant multi-family land supply designated in these areas if these projects are approved without corrective actions.
4. This phenomena is also occurring on a regional basis, with Sacramento County facing the net loss of approximately 2700 multi-family units if pending density reduction proposals are approved in the unincorporated area.
5. The Citywide single family land supply would increase approximately 2% to address current market demand for affordable home ownership.

#### B. DENSITY CONSIDERATIONS/PUBLIC TRANSIT OBJECTIVES

6. The Meadowview/Elk Grove and UP Elk Grove potential Light Rail Corridors, currently identified in the City's General Plan and RT Systems Planning Study, are cost effective in attracting potential ridership based on the assumption that the City will maximize

future residential development opportunities in these locations. The amount of potential local fare box revenue is an important factor in attracting federal funding in future RT system expansion.

7. RT recommends 10-20 dwelling units per gross acre (approximately 13-25 units per net acre) as the desirable minimum density standard within a 1/4-1/2 mile walking distance of light rail stations and 7 units per gross (9 units/net acre) as the desirable standard for residential uses within 1/4 mile walking distance of a local bus service to maintain sufficient transit patronage.
8. The two largest pending density reduction proposals in terms of potential net unit loss, the North Shores (P90-407, 459 units) and Southpointe (P90-223, 591 units) projects are located within walking distance of the proposed Meadowview/Elk Grove LRT extension. Four other pending proposals are located within walking distance of an existing bus route.

C. COMPATIBLE DESIGN/SITE CONSIDERATIONS

9. Concentrations of high density apartments in South Sacramento and other areas of the City are associated with poor quality design, low income populations, security and maintenance problems.
10. Project design must also consider compatibility with surrounding land uses and reflect the physical constraints which may limit optimum densities on particular sites (parcel configuration, presence of wetlands, noise).
11. The elimination of potential sites already zoned for multi-family housing may trigger future upzonings and community opposition to infill development that maybe less acceptable for multi-family development.

D. MARKET DEMAND/FINANCING

12. Entry level single family housing affordable to first time home buyers continues to be an attractive product in the market place and can obtain the limited private financing available under current economic conditions.
13. The market is already downsizing projects (smaller unit sizes) to improve the economic feasibility of providing housing affordable to median income households (for example a \$127,300, 3 bedroom unit is affordable to median income).

14. Declining rental vacancy rates well below 5% and lower levels of multi-family housing construction, combined with continued population growth will increase the demand for multi-family housing in the coming years.
15. The crisis in the thrift industry and changes in the tax laws have dramatically reduced the investment opportunities for rental housing.

E. **PROJECTED NEEDS/HOUSING AFFORDABILITY**

16. Only 32% of Sacramento's households can afford the median price home of \$135,000 as of December 1990. In contrast, the average monthly rental rate of a 3 bedroom unit in Sacramento is \$661 as of the end of 1990.
17. The 1990 Citywide ratio of multi-family (5+) units to total housing units (27%) will likely increase through 1996 to respond to increasing market demand for affordable rental housing and meet the City's share of future regional housing needs for approximately 9000 additional low and moderate income households.
18. Approval of pending downzoning proposals without an affirmative program to transfer the lost housing supply to areas that can accommodate higher densities, could jeopardize the City's ability to prepare a housing element in compliance with State requirements.
19. Other local jurisdictions within the region should increase their "fair share" responsibility to provide affordable housing opportunities to address regional housing needs.
20. Reductions in potential multi-family land supply will drive up land costs and reduce the feasibility of producing housing affordable to low income households.

**POLICY OPTIONS**

The following three policy options were considered by staff in evaluating pending downzoning proposals.

A. Support all downzonings and plan amendments.

- Pros:
1. Provides greatest project flexibility in responding to the current single family market demand by increasing single family land supply without conditions.
  2. Addresses housing needs of entry level and trade-up housing market.

- Cons:
3. Responds to perceived neighborhood concerns (crime, property values, traffic) about higher density and multi-family housing.
  1. Eliminates the equivalent of one year's housing supply approximately (3,200 units) and worsens the City's overall jobs-to-housing imbalance.
  2. Eliminates 25% of the current available multi-family housing supply and further increases land costs and the infeasibility of future rental housing construction to address City's projected low and moderate income housing needs.
  3. Inconsistent with general plan policies which support housing affordability and diversity of housing type, maintenance of land use densities along transportation corridors.

B. Support selected downzonings which provide a specified level of affordability opportunities and conduct a land use reevaluation to transfer the potential loss in multi-family housing supply to sites within walking distance of transportation corridors.

- Pros:
1. Maintains some diversity in housing type and affordable housing opportunities for low and median income households.
  2. Enhances land use densities within proposed light rail corridors and potential federal funding for LRT system expansion.
  3. Responds to current single family housing demand in those locations where density reductions are appropriate.

- Cons:
1. Could require the City to initiate upzonings and redesign some project to compliment public transportation objectives.
  2. No general fund revenue exists for completing the land use reevaluation market feasibility and design studies near light rail stations.
  3. Causes short term reduction in available multi-family sites available for development.

C. Oppose downzonings except within selected infill areas with low income concentrations.

- Pros:
1. Maintains strongest consistency with adopted General Plan policies which support affordable housing and public transportation objectives.
  2. Assures a sufficient supply of multi-family sites.
  3. Eliminates likelihood of neighborhood opposition to future City initiated upzonings.
- Cons:
1. Provides limited project flexibility in response to current single family market demand.
  2. Maintains, but doesn't enhance federal funding position of proposed southern light rail extensions through density transfer.
  3. Doesn't address neighborhood or design concerns related to multi-family housing densities or economic feasibility.

### **STAFF RECOMMENDATIONS**


Based on this evaluation of the potential impacts associated with approval of these proposals, and the comments provided by affected housing and development organizations, staff recommends Option B because it strikes a balance between the need to respond to short term single family market demand and the need to accomplish longer range housing affordability and transportation objectives.

Specifically, the staff recommends the adoption of the following density reduction policy to assure consistency between the City's General Plan and future actions on density reduction proposals.

1. Support Citywide pending density reduction proposals and plan amendments which provide at least 15% of total units affordable to median income households (Attachment B) or include at least 2 housing types (1 other than single family) that provide affordability.
2. Transfer the net loss of at least 2200 potential multi-family units within the South Sacramento, Airport/Meadowview and Pocket Community Plan areas to appropriate sites along designated south area transportation corridors. Identify appropriate sites as part of the Housing Element update that can accommodate another 800 potential units to make up for previously approved density reduction proposals.

3. Establish Citywide minimum average densities of 20 units/gross acre for residential proposals located within a walking distance (1/4-1/2 mile) of a future LRT station and a minimum average density of 7 units/gross acre within a walking distance of an existing bus route.
4. Require pending and future project applicants for density reduction proposals to assist in the financing of a \$100,000 land use reevaluation study within these transportation corridors as shown in Attachment A. The purposes of the study would be to identify specific parcels suitable for a range of alternative housing types, analyze market feasibility for affordable housing, define development standards and incentives higher for higher residential densities and mixed land use projects that support transit, and develop design review standards to assure project quality, limit project size, open space, security and maintenance.
5. Adopt a schedule for the quarterly processing of general plan amendments of five acres or more to analyze cumulative impacts of future land use changes in terms of consistency with adopted policy.

Respectfully submitted,

  
Marty Van Duyn  
Planning Director

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ATTACHMENT A

PENDING RESIDENTIAL DENSITY REDUCTION PROPOSALS  
APRIL, 1991

P #	Name	Plan Area	#HF Units	% Total	Potential Reduction in Housing Supply #Total Units	% Total	Project Density/Net Acre	LRT/Bus Corridor	1 Study Share	2 Modified Share	3 Staff Recomm.
2	90-447	30 Morrison	<28>	1.3	<20>	1.1	6.1	No	\$1,300	\$1,040	Support
3	90-415	SE Riverside/Shoreside	<31>	1.4	<26>	1.5	4.0	Bus	\$1,400	\$1,100	Add 2nd hsg type
4	90-470	48th Ave/Stockton	<125>	5.6	<139>	8.0	0	Bus	\$5,600	\$4,500	Support
5	90-407	North Shores	<570>	25.7	<459>	26.3	6.5	LRT/Bus	\$25,700	\$20,600	LRT Design
6	90-420	Laguna Meadows	<130>	5.9	<83>	4.8	7.3	No	\$5,900	\$4,700	Support
7	90-259	Arlington Parks	<565>	25.5	<446>	25.6	6.0	No	\$25,500	\$20,400	Support Add 2nd hsg type
8	90-180	Laguna Verde #3	<149>	6.7	<106>	6.1	7.3	Bus	\$6,700	\$5,360	Support
9	90-223	Southpointe	<621>	28.0	<591>	3.4	9.6	LRT/Bus	\$28,000	\$22,400	LRT Design
			<2219>	100.0	<1744>	100.0			\$100,000	\$80,000	

1 Study share based on each project's share of the total reduction in multi-family housing supply or \$44/lost HF unit. Study will analyze appropriate locations for density transfer of at least 2200 units along south area transportation corridors.

2 Modified share based on each project financing 80% of the total study cost (\$35/lost HF unit) and future density reduction proposals funding 20% of the study cost.

3 Projects must provide at least 15% of the units affordable to median household incomes or a second housing type.

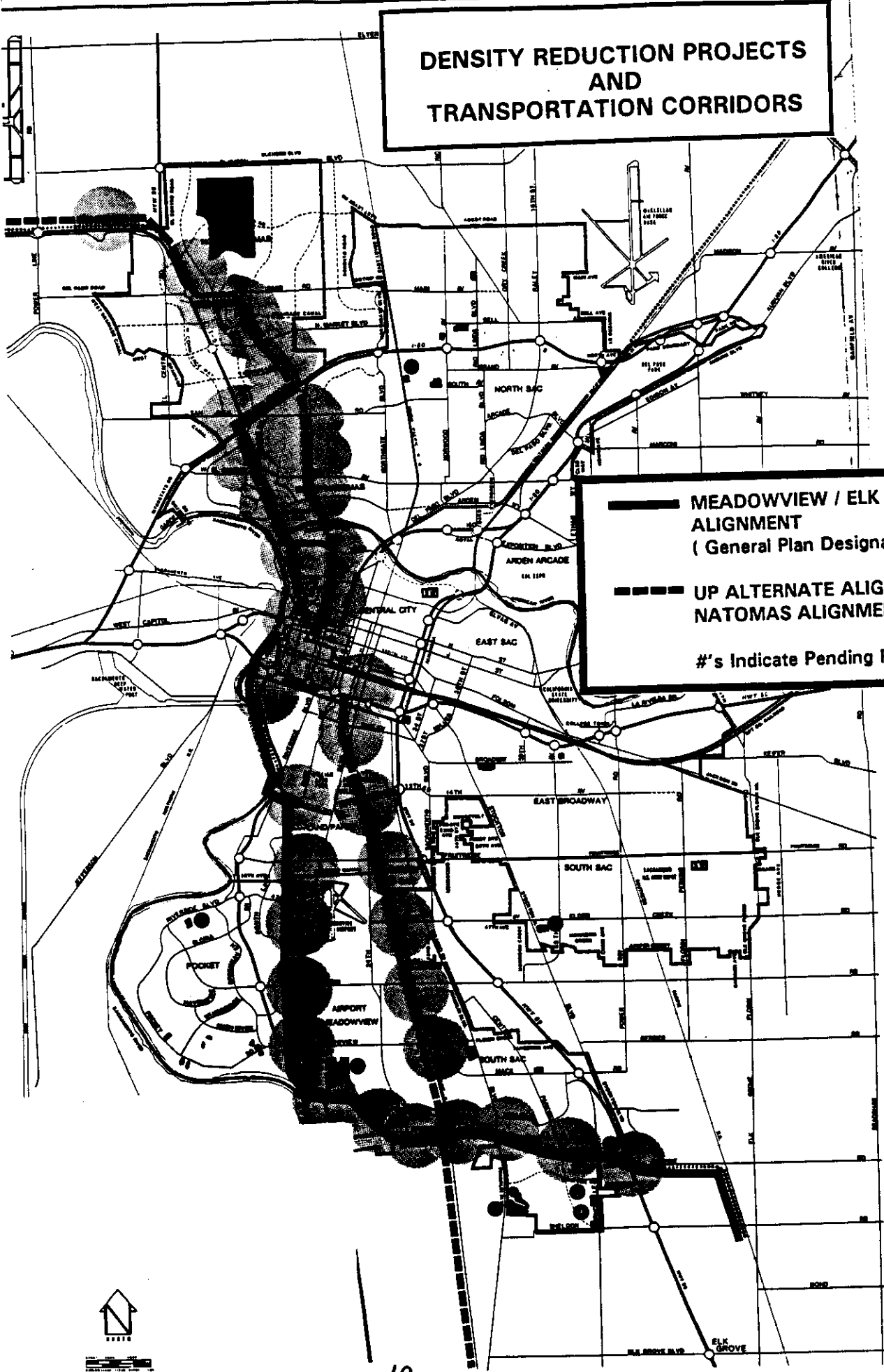


**AFFORDABLE PRICES BY INCOME LEVEL  
SACRAMENTO CITY AND COUNTY**

		Number of Persons in Household						
	1	2	3	4	5	6	7	
Unit Size	Studio	1BR	2BR	3BR	3BR	4BR	4BR	
Very Low	344,642	550,922	557,203	963,653	968,745	573,837	578,929	
Low	71,291	81,475	91,660	101,844	108,294	114,575	121,025	
Median	89,114	101,844	114,575	127,305	135,283	143,261	151,239	
Moderate	106,937	122,213	137,490	152,766	162,272	171,947	181,453	

Source: Keyes Marston Associates, Inc.

# DENSITY REDUCTION PROJECTS AND TRANSPORTATION CORRIDORS



**MEADOWVIEW / ELK GROVE ALIGNMENT**  
( General Plan Designation)

**UP ALTERNATE ALIGNMENT/ NATOMAS ALIGNMENT**

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**SACRAMENTO CITY GENERAL PLAN POLICIES THAT  
SUPPORT THE MAINTENANCE OF PLAN DENSITIES  
ADOPTED JANUARY 18, 1988**

**I. OVERALL URBAN GROWTH POLICY STATEMENTS**

**Policy 2 - Population and Housing Growth (Section 1-31)**

It is the policy of the City that adequate quality housing opportunities be provided for all income households and that projected housing needs are accommodated.

- When housing opportunities are limited, the cost of housing increases. Increased housing costs create hardships for many, but especially lower income households unable to compete for available housing. In an effort to keep housing affordable to these groups, land use decisions in each community plan should reflect the Citywide objective of providing housing opportunities for all income groups.
- The location of residential land use in relationship to employment centers may be a significant factor in reducing traffic and meeting local housing needs. Providing a variety of residential uses near major employment centers or along transit or major transportation routes can help ensure housing opportunities for all income households employed in those centers. A later study will in part address the need for increasing residential densities along transit or major transportation routes.
- Each new community plan should provide a variety of housing types to promote the availability of housing opportunities for a broader range of households.
- Residential development consumes a significant portion of land in the City. It is therefore important that the quality and character of residential development complement the total urban environment. Although the quality of housing in Sacramento is generally good, continued efforts to maintain and improve the quality of housing will be necessary in some areas of the City.

**Policy 6 - General Plan Land Use Amendments (Section 1-34)**

It is the policy of the City in considering General Plan land use map amendments to evaluate the impact of such amendments upon the General Plan and community plan goals and policies.

- The General Plan is an integrated document containing projections for residential and non-residential uses. Significant land use amendments can affect these projections as well as the ability to implement specific goals and policies. Because of this, there is a need to establish a monitoring

system for reporting land use changes so that the City can better assess their cumulative impacts and timing for another General Plan update.

- It is the policy of the City in considering General Plan land use map amendments to evaluate the impact of such amendments upon the General Plan and community plan goals and policies. Each proposed General Plan amendment must be evaluated to determine whether or not it is consistent with the projections for residential and non-residential land use, as well as specific goals and policies. If it is not consistent, either the proposed amendment must be disapproved or the affected projections, goals and policies must be amended together with the land use amendments in order to approve it. (Policy 6, Sec. 1-34).

## II. RESIDENTIAL LAND USE ELEMENT POLICIES (SECTION 2-14)

### Policy 1

Identify areas where increased densities, land use changes or mixed uses would help support existing services, transportation facilities, transit, and light rail. Then proceed with necessary General Plan land use changes for property with service capacities adequate to support more intensive residential development.

### Policy 2

Identify areas of potential change where higher density development would be appropriate along major thoroughfares, commercial strips and near light rail stations, and modify plans to accommodate this change.

## III. CIRCULATION ELEMENT GOALS AND POLICIES (SECTION 5-5, 5-17, 5-18)

### Policy 5

Request that Regional Transit provide a plan for the provision of adequate transit service which meets the needs of this plan, and that the transit plan be updated on a regular basis.

Action a): Make land use policy decisions supportive of light rail and bus transit, based on established plans.

Action b): Reserve designated light rail and transportation rights-of-way from encroachment or inappropriate development.

## GOALS, POLICIES, ACTIONS FOR TRANSIT

### Goal A

Promote a well designed and heavily patronized light rail and transit system.

Policy 1

Provide transit service in newly developing areas at locations which will support its highest usage.

Action a): Request that the transit providers identify the location of light rail and bus route extensions and new stations in areas experiencing new development.

Action b): Work with transit providers to determine the proper location of routes and stations, and consider, if necessary, modifications of existing land use policy.

Action c): Encourage Regional Transit to develop guidelines or ordinances for implementation by the City, which will allow developer exactions for bus facilities and improvements.

Policy 3

Support a well designed light rail system which will meet future needs and complement the regional transit system.

Action a): Support the extension of light rail service to North Natomas, Metropolitan Airport, Meadowview-Calvine, South Sacramento, and Hazel Avenue.

Action b): Assist the Regional Transit District in identifying and preserving rights-of-ways suitable for light rail transit.

Action c): Reserve designated rights-of-way for the extension of the light rail system.

Action d): Make land use policy decisions supportive of light rail transit.

Action e): Review the design of new light rail stations to ensure the incorporation of adequate lighting, parking, landscaping, and to ensure their proper location.

Action f): Continue to support the Light Rail Transit Extension Study.

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## **DOWNZONING POLICY ISSUES**

1. **What is the City's existing and projected share of Single Family and Multi-family Housing?**
2. **How does this compare with the City's current vacant land supply available for Single Family and Multi-Family Housing? How could this change if the downzonings are approved?**
3. **What locations and site characteristics are most conducive to higher densities and Multi-Family housing?**
4. **Should this housing be distributed on a fair share basis among each Community Plan Area to assure that certain areas are not over concentrated?**
5. **What are the long-term implications of the under-utilization of multi-Family designated sites in terms of achieving longer term plan policies which support bus and light rail patronage, affordable housing and jobs-to-housing balances?**
6. **Does approval of these downzonings present any potential legal problems for addressing future low income housing needs in our housing element or raise concerns about General Plan consistency?**
7. **What short-term economic impacts could result from denial of these requests? Why isn't Multi-Family housing being constructed?**
8. **Should the City increase it's regional share of larger lot, single family housing to address above moderate income needs?**
9. **What kinds of efforts should the City support on a regional level to assure that other jurisdictions increase their fair share of multi-family and affordable housing?**
10. **What environmental impacts or considerations are associated with density reduction proposals?**

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## City of Sacramento

## Down Zoning Discussion of April 1, 1991

## Attendance Roster

<u>Name</u>	<u>Agency</u>
Gil Albiani	Steele Realty and Investment, Company
Bina Lefkowitz	Sacramento Housing and Redevelopment Agency
Eric Rasmusson	Sacramento Association of Realtors
Bob Shattuck	Building Industry Association
Kim Dellinger	Building Industry Association
Steve Jenkins	Regional Transit
Gary Stonehouse	Sacramento County Planning
Valerie Rosenkrantz	Regional Transit
Mary McFadden	City Councilmember (Terry Kastanis)
Michael Reyna	City Planning Commission
Derrick Lim	City Councilmember (Lynn Robie)
Pete Squires	Frost McCormic & Heuston
Ron Erny	Live Oak Associates II
Betty Gwaizdon	Sacramento Valley Apartment Association
Marc Brown	Sacramento Housing Alliance
Wendy Little	City Councilmember (Lyla Ferris)
Steve Foondos	Hefner, Stark and Marois
Planning and Development Department Staff	
Michael Davis	Director, Planning and Development Department
Marty Van Duyn	Director, Planning
Steve Petersen	Sr. Planner
Will Wietman	Principal Planner
Joy Patterson	Sr. Planner

**SUMMARY OF COMMENTS FROM  
APRIL 1, 1991 MEETING**

Policy Issues

1. Jobs/Housing Balance
2. Housing Affordability/Market Demand
3. Land Use Density/Public Transportation Link
4. Site Considerations
5. Economic Feasibility

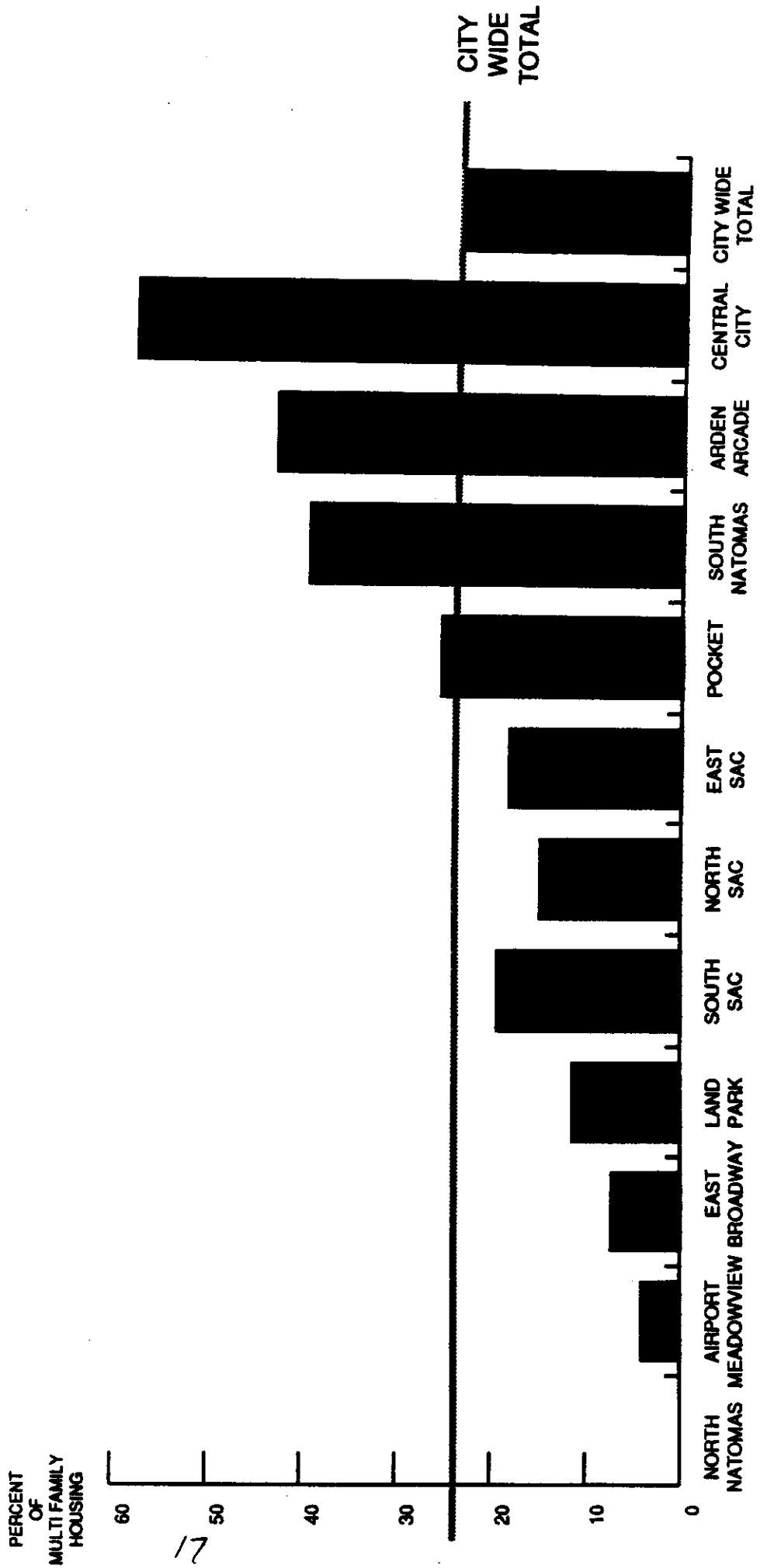
Comments

- A. Look at moderate density housing types (duplexes, patio homes) and smaller projects.
- B. Consider scattered sites and fair share distribution of multi-family units.
- C. Limit multi-family project size and convene a technical committee to develop design review standards.
- D. Re-evaluate City's future market share of multi-family versus single family housing in light of housing demand for the American Dream.
- E. Consider density bonus and minimum densities within walking distance of Regional Transit station locations.
- F. Provide 2 or more housing types on larger sites.
- G. Don't give up multi-family sites easily because rezonings are difficult.
- H. Require at least a 2 to 1 replacement for reductions in multi-family land supply.

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# 1990 FIVE-PLUS UNIT PERCENTAGES BY COMMUNITY PLAN AREA AS COMPARED TO CITY WIDE AVERAGE



# Local Apartment Outlook Is Bright

By Bruce Peck  
Coldwell Banker Commercial

**T**aking into consideration the development, sales and rental of multi-family complexes, Sacramento is one of the few bright spots on a dark national horizon. Unlike other parts of the nation, demand for rental housing in Sacramento is being fueled by a strong local and regional economy, population growth, and the inability of the development community to meet the ever increasing needs.

From a development standpoint, it is the lack of new construction which is strengthening the sales and rental market. This has allowed for a marked transition from the over-building which predominated the 1985 through 1987 years. Lack of well-located, available land zones for multi-family construction has resulted in land costs in excess of \$10,000 per unit.

This, along with uncertainties in the lending market and high development fees, has reduced the number of units being built to a bare minimum. To date in 1990, only 770 building permits have been issued for Sacramento City and County; 785 in South Placer County; and 874 in Folsom.

Those that are being constructed tend to be upscale, high amenity projects catering to the upper-end of the rental market. Average rents being achieved by these new projects are in the 80 cents range, which translates into \$600 for one bedroom, one bath units and \$750 for two bedroom, two bath units. This compares to \$425 and \$525 respectively for older, existing buildings. Higher rents in the upscale product, however, have exerted an upward pull on the older buildings resulting in rental increases in excess of 8% over the past 12 months in this market.

Ironically, rents in the upscale units were flat in 1990, indicating a tempo-

rary saturation point. As might be expected, the overall vacancy rate for Sacramento County is edging downward and now rests at a comfortable 6%.

The buy/sell market over the past 12 months has been brisk, if not dynamic. Upward pressure on rents has given investors an opportunity for the first time in several years to feel comfortable that potential capital appreciation through enhanced income streams can be a reality. In 1990 the average price per unit for newer projects was \$56,000 with gross rent multipliers at 8.2 and capitalization rates of 7.3. For those five years and older, per unit costs averaged \$40,000, with gross rent multipliers at 7.1 and capitalizations exceeding 8%.

The days of the syndicator as the primary purchaser of apartments appear to be a thing of the past, a victim of the 1986 tax reform. So far, he has not been replaced. Today's apartment buyers tend to be experienced investors, Pacific Rim, and exchange driven entities. In 1990, they acquired 31 complexes of 40 units or better in the Sacramento area.

Due to the crisis in thrift institutions in 1990, many Savings & Loan Associations, historically the main source of apartment lending, have withdrawn from the market. Those that remain have increased interest rates and adopted more stringent underwriting requirements, especially as they pertain to debt-coverage ratios and loan to value considerations. The result: less debt and greater equity requirements. This has been true for both investment acquisitions and developmental projects, and in some instances has stymied new construction efforts.

Let's take a look at expectations for apartment activity in 1991.

1. New construction in 1991 will continue to be slow in Sacramento City

and County. Most new construction will take place in Placer County, Folsom and possibly El Dorado County. Annexation plans presently under consideration in Woodland should stimulate construction in that City in 1992.

2. Rents in older existing buildings will continue to rise in 1991 at a rate equal to or exceeding the 8% realized in 1990. Rents in the newer projects also will rise, although not as dramatically. Possibly in the 4% range.
3. Land costs for multi-family construction will ease upward in 1991. Look for prices approaching \$13,000 per unit in established areas. These will be mitigated significantly in areas requiring high development fees, i.e. South Placer County.
4. Sales of apartments in 1991 will continue at roughly the same pace as in 1990, with buying parameters remaining essentially the same. Those buyer types active in 1990 also should make up the buying public in 1991.
5. Vacancy rates will continue to ease downward, possibly to the 3 - 5% range.

Some closing suggestions for making money in apartment acquisitions in 1991.

1. Acquire older, well located buildings in good areas for rehabilitation and capital appreciation. These will be available at below reproduction costs.
2. Look for existing buildings suitable for conversion to condominiums. The inability of single family developers to provide starter homes under \$120,000 has left condominiums as essentially the only alternative for young, first-time buyers.

and, finally . . .

Look more toward apartments as vehicles to complete tax-deferred exchanges. The potential for capital appreciation may well exceed that of other investment properties. ♦

Coldwell Banker Commercial will be known as CB Commercial Group, Inc. as of April 2, 1991.

AMENDED

**GENERAL/COMMUNITY PLAN AMENDMENTS  
AND ZONE CHANGES  
SINCE GENERAL PLAN UPDATE (1988)**

Map No.	Community Plan Area	Address/Location Assessors Parcel No.	Acres	No. of DU's <Loss>Gain	Zone Change From/To	General/Community Plan Amendments From/To	Date Approved
87-206	Pocket	East side Pocket Rd. adj. to drainage canal 031-0030-035	5.0	<17>	R-1A to R-1	CP: Res (7-15 du/na) to Res (3-6 du/na)	2/23/88
87-308	North Sacramento	NW corner Rio Linda and Exchange 228-0161-019	0.4	<5>	R-2A to R-1	CP: Res (11-21) to Res (7-15)	4/19/88
88-070	Airport/Meadowview	2430 45th Ave 036-0061-019	0.2	1	R-1 to R-2	-----	4/19/88
88-105	East Sacramento	1601 37th Street 008-461-076	0.2	1	R-1 to R-1A	-----	5/10/88
88-024	East Broadway	5051 64th Street 023-0152-020	1.7	2	R-1 to R-1A	-----	5/10/88
88-136	Pocket	North side Bridgeview, 160' west of Lakefront 031-0131-002, 003	0.48	2	R-1(PUD) to R-1A(PUD)	-----	6/9/88
88-128	South Sacramento	South of Calvine Road East of Franklin 117-0160-001	5.0	22	-----	GP: Elem School to Low Den Residential CP: Elem School to Residential (4-8)	9/6/88
88-235	East Broadway	4900 Block of Broadway 015-0041-007	13.3	Potential Loss <70>	R-1 to OB	GP: Public, Quasi-Public to Comm/Neigh. Commercial and office	9/13/88

**GENERAL/COMMUNITY PLAN AMENDMENTS  
AND ZONE CHANGES  
SINCE GENERAL PLAN UPDATE (1988)**

MP No.	Community Plan Area	Address/Location Assessor's Parcel No.	Acres	No. of DU's <Loss>Gain	Zone Change From/To	General/Community Plan Amendments From/To	Date Approved
88-083	North Sacramento	4835 Rio Linda Blvd. 228-0240-024	0.9	Potential Loss <16>	C-2 to C-2(R)	GP: Med Den Res to Comm/Neigh. CP: Commercial and Office Res (11-21) to Retail-General Commercial	9/13/88
88-084	North Sacramento	4845 Rio Linda Blvd. 228-0240-025	1.2	<25>	R-2A to C-1(R)	GP: Med Den Res to C/N CP: Commercial and Office Res (11-21) to Retail-GC	9/13/88
88-233	Central City	1617 18th Street 007-0311-020	.07	<6>	R-5 to C-1	GP: High Den Res to C/N CP: Commercial and Office Multi-Fam Res to Neighborhood Commercial	9/20/88
88-267	North Sacramento	2840 Taft Street 265-0274-011	1.0	4	R-1 to R-1A	-----	9/20/88
88-220	South Sacramento	Between Center Parkway and Bruceville Rd. at Jacinto Rd. 117-0140-019, 032 117-0154-010, 011	3.0	40	R-1 to R-2B	GP: Low to Med Den Res CP: Res (4-8) to Res (11-21)	9/20/88
88-149	North Sacramento	Eleanor Ave., 1 block west of Grove 263-0110-018	2.5	7	R-1 to R-1A	-----	10/20/88
88-311	Pocket	South side Pocket West of Greenhaven 031-0480-001	1.85	<15>	R-1A and R-1A(PUD) to OB(PUD)	GP: Low Den Res to C/N Commercial & Office CP: Low Den Res to Bus/Prof offices	10/25/88

**GENERAL/COMMUNITY PLAN AMENDMENTS  
AND ZONE CHANGES  
SINCE GENERAL PLAN UPDATE (1988)**

IP No.	Community Plan Area	Address/Location Assessor's Parcel No.	Acres	No. of DU's <Loss>Gain	Zone Change From/To	General/Community Plan Amendments From/To	Date Approved
88-308	Pocket	West side Lake Front Drive, 700 ft. south of Rush River Dr. 031-1030-021	3.1	<15>	R-1 to OB(PUD)	GP: Low Den Res to C/N Commercial and Office CP: Low Den Res to Bus/Prof Offices	11/29/88
M87-039	South Natomas	Southeast corner of West El Camino and I-80 225-0220-064 (portion) and 65	6.4	<55>	A to HC pending	GP: Low Den Res (16-29) to C/N Commercial and Office CP: Med Den Res (7-15) to Highway Commercial	11/29/88
88-168	South Sacramento	5989 Mack Road 11B-0110-062	7.9	<136>	R-3 to C-2(R)	GP: Med Den Res (16-29) C/N Commercial and Office CP: Res (11-21) to General Commercial	1/31/89
88-459	East Broadway	6520-30 4th Ave. 015-0031-014 & 015	1.1	<16>	R-2 & R-3 to C-2	GP: Res (4-15) to C/N Office and Commercial	3/14/89
88-042	East Broadway	5335 2nd Ave. 015-0031-014 & 015	0.19	1	R-1 to R-1A	-----	3/14/89
88-457	Land Park	1721 Potrero Way 017-0161-020	0.29	1	R-1 to R-1A	-----	3/21/89
88-084	Pocket	Rush River and Delta Wind Dr. 031-1030-026, 027	5.6	<100>	R-3(PUD) & R-4(PUD) to R-1(PUD) & R-1A(PUD)	GP: High & Med Den Res (16-24) to Low (4-15) CP: High & Med Den Res (16-24) to Low (3-6)	5/2/89
88-097	Pocket	NW Corner Lake Front and West Shore Drives 031-1030-030	10.5	<60>	R-1A(PUD) to R-1(PUD)	CP: Low Den Res (7-15) to Low (3-6)	5/2/89

**GENERAL/COMMUNITY PLAN AMENDMENTS  
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P- No.	Community Plan Area	Address/Location Assessors Parcel No.	Acres	No. of DU's <Loss>Gain	Zone Change From/To	General/Community Plan Amendments From/To	Date Approved
88-089	Pocket	South side Pocket, 450 ft. West of West Shore Drive 031-1030-035	13.0	<110>	R-1A(PUD) to R-1(PUD)	CP: Low Den Res (7-15) to Low (3-6)	5/2/89
88-099	Pocket	Lake Front Drive at NE corner of Pocket and East Shore Dr. 031-1030-016	11.6	<66>	R-1A (PUD) to R-1(PUD)	CP: Low (7-15) to Low (3-6)	5/2/89
88-432	Pocket	Riverside at 43rd 024-0010-002, 006 024-0021-020	1.8	20	R-1 to R-2B(R)	-----	6/7/89
88-456	Airport/Meadowview	SE corner Florin/Freepoint 047-0021-014 047-0081-001, 015	7.1	No real loss; sit was used as Little League	R-1 to C-1(R)	CP: Park Rec & Open Space and Low Den Res to C/N Commercial & Office CP: Park and Res to Commercial	6/27/89
88-176	North Sacramento	3201 Del Paso Blvd. 252-0302-005	3.36	No real loss, site used as medical office for over 10 years	R-1 to H	-----	7/25/89
88-021	South Natomas	NE corner Truxel and W. El Camino 225-0960-003	5.4	<62>	R-1A to SC(PUD)	-----	7/25/89
88-235	Central City	3108, 3116 'X' Street 010-0255-01, 03 3139 'X' Street 010-0254-016	0.36	<20>	R-4 to C-2 to C-2(R)	-----	9/25/89

**GENERAL/COMMUNITY PLAN AMENDMENTS  
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*P No.	Community Plan Area	Address/Location Assessor's Parcel No.	Acres	No. of DU's <Loss>Gain	Zone Change From/To	General/Community Plan Amendments From/To	Date Approved
89-119	North Sacramento	NE corner Main/Kelton 226-0070-23, 24, 25	1.9	8	M-1(S)(PUD) to R-1(PUD)	GP: Incls. to Low Den Res CP: Incls. to Low Den Res (4-8)	9/27/89
89-102	North Sacramento	SW corner Jessie/Norwood 237-0282-023	0.5	<10>	R-3 to C-1	GP: Med Den Res to C/N Comm & Offices CP: Res (11-29) to Retail/Gen	9/27/89
89-233	East Broadway	4265 65th Street 021-0163-006	.05	2	R-1 to R-2(R)	-----	10/28/89
89-283	South Sacramento	Jackito Rd., 500' east of Bruceville Rd. 117-0204-06-07, 19, 20, 21	12.0	<76>	R-1A(PUD) to R-1(PUD)	-----	12/5/89
89-302	South Sacramento	East side Center Parkway, 300' south of Cahvine Rd. 117-0140-027, 036	3.22	32	R-1A to R-2A(R)	-----	12/12/89
89-317	Central City	NE corner Alhambra & X 010-0254-018, 019	0.13	<7>	R-4 to C-2	-----	1/9/90
89-343	North Sacramento	SW corner Bell/Taylor 237-0100-04, 23, 26	8/06	<125>	R-2B(R) to R-1A	GP: Med Den Res to Low (4-15) CP: Res (11-21) to Res (7-15)	2/13/90
88-425	Pocket	NW corner Greenhaven/S. Land Park 031-0052-02, 03, 04, 05 031-0070-056	10.4	50	OB(PUD) to R-1 & R-1A	GP: C/N Comm & Office to Low Den Res (4-15) CP: Bus/Prof Office to Low Den Res (3-6) and Low (7-15)	3/20/90
90-024	North Sacramento	NE corner Main/Kelton 226-070-060 (portion)	3.0	14	M-1(S)(PUD) to R-1(PUD)	GP: Incls. to Low Den Res CP: Incls. to Low Den Res (4-8)	6/5/90

**GENERAL/COMMUNITY PLAN AMENDMENTS  
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*P- No.	Community Plan Area	Address/Location Assessors Parcel No.	Acres	No. of DU's <Loss>Gain	Zone Change From/To	General/Community Plan Amendments From/To	Date Approved
89-194	Pocket	7386 Pocket Rd. 031-0020-085	2.8	9	A to R-1A	-----	12/5/89
89-221	South Natomas	NW corner San Juan/Northgate 250-0010-089, 070 250-0380-033	16.6	<144>	OB(PUD) w/R-3(PUD) backdrop zoning to SC(PUD) (w/Hospital desig.) to Community Commercial	GP: Public/Quasi Public to C/N Comm & Offices CP: General Public Fac	Denied
89-255	South Sacramento	West of Bruceville Rd. South of Grandstaff 117-0120-024, Portion of 007 Portion of 117-0650-081 Portion of 117-0630-086	52.0	*	R-1 & R-1A to R-1 (36 ac.)	* Revised plan submitted for 258 SF units; No rezone is necessary	-----
89-328	South Sacramento	West of Bruceville Rd. North of Grandstaff Portion of 117-0120-007	26.2	145	R-1 & R-1A to R-1A & R-2B	GP: Low to Med Den Res (2.9 ac.) CP: Res (4-8) to Res (11-21) on 2.9 ac. & Res (7-15) on 17.6 ac.	-----
89-388	South Natomas	Creekside Oaks PUD 274-0410-012	3.7	55	R-2B(PUD) to R-3(PUD)	GP: Med to High Den Res CP: Med to High Den Res	8/28/90
90-100	Airport/Meadowview	24th at Florin 047-0013-010	3.51	64	OB to R-2(B)	-----	-----



**GENERAL/COMMUNITY PLAN AMENDMENTS  
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*P- No.	Community Plan Area	Address/Location Assessors Parcel No.	Acres	No. of DU's <Loss>Gain	Zone Change From/To	General/Community Plan Amendments From/To	Date Approved
90-117	East Sacramento	1421 56th Street 008-0361-015, 016	0.4	<2>	R-1 to C-2	GP: Low Den Res (4-15) to C/N Comm & Office	---
90-122	East Broadway	SW corner 50th/V Street 011-0211-005, 008	0.9	6	R-1 to R-2 (5 lots)	---	7/17/90
90-134	Pocket	Pocket Road, 200' south of Windbridge	5.37	<100)	R-2(B)(R) to R-1	GP: Med to Low Den Res (4-15) CP: Med (16-29) to Low (3-6)	---
90-179	North Sacramento	4525 Norwood 237-380-48-51	4.63	20	R-1A to R-2B	CP: Res (7-15 du/na) to Res (11-21 du/na)	---
90-180	South Sacramento	NW corner Bruceville & Jacinto 117-0010-041 (reverses P88-220)	9.7	<110>	R-2B-R to R-1A	GP: Med Den Res (16-29 du/na) to Low Den Res (4-15 du/na) CP: Res (11-21 du/na) to (4-8 du/na)	---
90-194	Airport/Meadowview	Amherst Drive 062-0010-044	28.5	<55>	R-1A to R-1	---	---
90-197	North Sacramento	*Steamboat Bend Unit II NE corner Kelton Way & Main Ave. 226-0070-080	26	137	M-1(S) to R-1 and R-1A	GP: Indus to Low Den Res (4-15) CP: Indus to Low Den Res (4-8)	---

**GENERAL/COMMUNITY PLAN AMENDMENTS  
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SINCE GENERAL PLAN UPDATE (1988)**

Pr No.	Community Plan Area	Address/Location Assessors Parcel No.	Acres	No. of DU's <Loss>Gain	Zone Change From/To	General/Community Plan Amendments From/To	Date Approved
90-117	East Sacramento	1421 56th Street 008-0361-015, 016	0.4	<2>	R-1 to C-2	GP: Low Den Res (4-15) to C/N Comm & Office	---
90-122	East Broadway	SW corner 50thV Street 011-0211-005, 008	0.9	6	R-1 to R-2 (5 lots)	---	7/17/90
90-134	Pocket	Pocket Road, 200' south of Windbridge	5.37	<100)	R-2(B)(R) to R-1	GP: Med to Low Den Res (4-15) CP: Med (16-29) to Low (3-6)	---
90-179	North Sacramento	4525 Norwood 237-380-49-51	4.63	20	R-1A to R-2B	CP: Res (7-15 du/na) to Res (11-21 du/na)	---
90-180	South Sacramento	NW corner Bruceville & Jacinto 117-0910-041 (reverses P88-220)	9.7	<110>	R-2B-R to R-1A	GP: Med Den Res (16-29 du/na) to Low Den Res (4-15 du/na) CP: Res (11-21 du/na) to (4-8 du/na)	---
90-194	Airport/Meadowview	Amherst Drive 052-0010-044	28.5	<55>	R-1A to R-1	---	---
90-197	North Sacramento	*Steamboat Bend Unit II* NE corner Kelton Way & Main Ave. 226-0070-060	26	137	M-1(S) to R-1 and R-1A	GP: Indus to Low Den Res (4-15) CP: Indus to Low Den Res (4-8)	---

**GENERAL/COMMUNITY PLAN AMENDMENTS  
AND ZONE CHANGES  
SINCE GENERAL PLAN UPDATE (1988)**

*P* No.	Community Plan Area	Address/Location Assessors Parcel No.	Acres	No. of DU's <Loss>Gain	Zone Change From/To	General/Community Plan Amendments From/To	Date Approved
90-222	South Sacramento	SE corner Bruceville Rd. and Cosumnes River College Blvd. 117-0182-001	13.8	<128-184>	R-2B to R-1A	GP: Med Den Res to Low Den Res CP: Res (11-21) to Res (7-15) for 10.6 ac. and General Commercial for 3.2 ac. (53 du's proposed)	-----
90-223	South Sacramento	*Southpointe II West side Stockton, 700' south of Cosumnes River College Blvd. 117-0182-018	22.0	<185-275>	R-2B to R-1	GP: Med Den Res to Low Den Res CP: Res (11-21) to Res (4-8) (103 du's proposed)	-----
90-256	South Natomas	*Southpointe I 351 Harding Ave. 274-0181-021	0.9	7	R-1 to R-1A	-----	-----
90-163	North Sacramento	4625 Rio Linda Blvd. 237-040-026	10.0	<70>	A to R-1	CP: Res (9-15 du/na) to Res (4-8 du/na)	-----
89-101	Airport/Meadowview	North side 57th Ave., btwn. Carnation Ave. & Indian Lane 041-0045-03, 04 041-0046-01 thru 04	6.0	3	R-1 to R-1A	-----	CPC recommended for approval 5/10/90
90-138	North Sacramento	North of Bell, 1,000' east of Norwood 237-0070-014 thru 016	14.7	140	R-1A to R-2A	GP: Low to Med Den Res (16-20) CP: Res (7-15) to Res (11-21)	-----
90-139	North Sacramento	SE corner Grand/Winters Various Book 252	3.0	<30>	0.38 ac. R-3 to C-4(R) 2.62 ac. R-1 to C-4(R)	GP: Low Den Res to Heavy Comm/Warehouse Res (4-8) to Industrial CP: -----	-----

**GENERAL/COMMUNITY PLAN AMENDMENTS  
AND ZONE CHANGES  
SINCE GENERAL PLAN UPDATE (1988)**

SP No.	Community Plan Area	Address/Location Assessor's Parcel No.	Acres	No. of DU's <Loss>Gain	Zone Change From/To	General/Community Plan Amendments From/To	Date Approved
90-259	South Sacramento	SE corner Calvine Rd. and Franklin Blvd. 117-0160-019, 028	51.7	<398>	- 10 ac C-2(R) to 12.9 ac C-2 - 4.5 ac O8(R) to 29.8 ac R-1A - 19.4 ac R-2A (R) to 7.9 ac R-1B - 17.1 ac R-2B(R) to 1.1 ac OS	GP: C/N Comm & Off and Med Den Res (16-29) to C/N Comm & Off and Low Den Res (4-15) CP: Gen Comm & Off and Res (11-21) to Gen Comm & Off and Res (7-15)	---
90-260	Airport/Meadowview	Hing and Carnation 041-0043-004; 041-0044-033	1.7	2	R-1 to R-1A	---	---
90-158	Pocket	6448 Riverside Blvd. 030-0041-08, 07, 46	6.5	19	A to R-1	GP: Pub/Quasi Pub to Low Den Res (4-15) CP: Pub/Quasi Pub to Low Den Res (3-6)	---
90-285	South Sacramento	NW corner Jacinto and Center Parkway 117-0140-033 117-0154-010	10.2	44	A to R-1A (6.9 ac) A to C-1 (3.3 ac)	GP: Low Den Res & Parks Rec & Open Space to Low Den Res (4-15) and CN Comm & Office Park/Library & School to Res (4-8) and Gen Comm	---
90-385	South Sacramento	Franklin Blvd. and Mack Rd. Various Parcels	19.1	<269>	---	GP: Med Den Res (16-25) to Low Den Res (4-15) Res (11-29) to Res (7-15) CP: on 778.7 ac from to R-1A, R-2A, R-2B,	---

**SOUTH SACRAMENTO**  
 PENDING RESIDENTIAL REZONES AND PLAN AMENDMENTS

P#	CA	PROPOSAL		PLAN BUILDOUT		NET LOSS- GAIN Acu	REZONE from/to	AMENDMENTS from/to	TRANSIT LINK	STAFF RECOMMENDATION	
		Acu/mo	SF/AF	Acu/mo	SF/AF						
90-180	9.7	7.3 @ 7.95 na	60	60/0	21 @ 7.95 na	146	17/149	<106> 63/<149>	R2BR/R1A	GP: Med Res (16-29) to Low Res (4-15) CP: 9.75 ac Res (11-21) to Res (4-8)	Bus
90-223	43.5	9.4 @ 20.47 na	192	108/64	21 @ 37.31 na	783	78/705	<591> 30/<621>	C1, R2BR/SC, C2, R2A, R1	GP: Med Res (16-29) to Low Res (4-15), C/N Com. & Off	1/4 LRT Bus
90-259	36.5	6.06	182	182/0	21 @ 29.93 na	628	63/565	<446> 119/<565>	C2R/C2 OBR/R1A R2M/R18 R2BR/OS	GP: C/N Com. & Off., Med Res (16-29) to C/N Com. & Off Low Res (4-15) CP: Gen Com & Off, Res (11-21) to Gen Com & Off, Res (4-8)	
90-420	8.4	7.3	61 @ 6.89 na	61/0	21	144 @ 6.89 na	14/130	<83> 47/<130>	R2B/R1A	GP: Med Res (16-29) to Low Res (4-15)	
90-470	8.1	0	0	0/0	21	139	14/125	<139> <14>/<125>	R2B/C2	CP: Res (4-8), Res (11-21) to Res (7-15) Correct CP to Res (11-21) to Res (7-15)	Bus
<b>TOTALS</b>			495	441/64		1,860	186/1,674	<1,365> 225/<1,590>			

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PENDING RESIDENTIAL REZONES AND PLAN AMENDMENTS  
FOR AIRPORT/MEADOWVIEW, NORTH SACRAMENTO AND ROCKET

PB	PROPOSAL		PLAN AMENDMENT		NET GROSS GAIN		REZONE FROM/TO	AMENDMENTS FROM/TO	TRANSIT LINK	STAFF RECOMMENDATION		
	GA	DU/MA	RDU	SF/AF	DU/MA	RDU					SF/AF	
90-407	121.4	6.56 888.1ha	578	422/156	11.40 891.05ha	1037	311/726	<459>	111/570>	R1A/R1	CP: Res (7-15) to Res (4-8)	LRT 1/4 MI. BUS 1/2 MI.
90-415 SE/Riverside/ Shoreline	1.4	4.83 81.26 MA	5	5/0	25 81.26 MA	31	2/29	<26>	3/28>	R2A/R1	CP: Mod Res (16-29) to Low Res (3-6)	Bus
90-447 SB Harrison	4.6	6.08 83.29 MA	28	20/0	11 83.69 MA	40	12/28	<20>	8/28>		CP: Res (7-15) to Res (4-8)	