NORTH WATT AVENUE SPECIFIC PLAN

August 2026 Draft

SACRAMENTO COUNTY

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1. INTRODUCTION

1.1 LOCATION AND BACKGROUND

The North Watt Avenue Specific Plan (Specific Plan) is a regulatory document that guides private property development projects, infrastructure improvement projects, and other activities for an approximately 705-acre area (Specific Plan Area) in the North Highlands community located in the northwest portion of the unincorporated County (Exhibit 1-1). The Specific Plan Area is centered along a 4-mile segment of Watt Avenue, bounded by U Street/Antelope Road to the north, McClellan Business Park to the west, Interstate 80 (I-80) to the south, and established single-family neighborhoods to the east (Exhibit 1-2).

The Specific Plan Area generally encompasses the areas previously regulated by the *North Highlands Town Center Development Code* (2008) and the *North Watt Avenue Corridor Plan* (2012) land use plans. Although these prior land use plans provide a framework to guide revitalization activities along the corridor to promote infill development, expand transportation choices, increase housing and employment opportunities, and create a more vibrant and attractive area, the vision for this corridor has not materialized in part due to:

1. the critical gaps in utility capacity/infrastructure to support development that have not been defined; and
2. the regulatory hurdles of the development process embedded in the land use plans itself.

This Specific Plan addresses these key barriers to development by identifying infrastructure improvement projects required to support new infill development, along with strategies to fund and implement these improvements in ways that can attract private investment; and increasing by-right development and providing a flexible framework for development that allows innovation and encourages creative approaches.

1.2 PLAN OBJECTIVES

The following objectives guided development of the Specific Plan:

1. Remove regulatory constraints and increase opportunities for by-right approval of infill development, consistent with the Board of Supervisors' 2024 Housing and Infill Development Resolution of Intention.
2. Identify and implement public infrastructure improvements necessary to support infill development.
3. Accelerate private investment, including infill development that will add housing near jobs and services, increase local economic activity, and catalyze additional investment.

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Exhibit 1-1 Regional Context

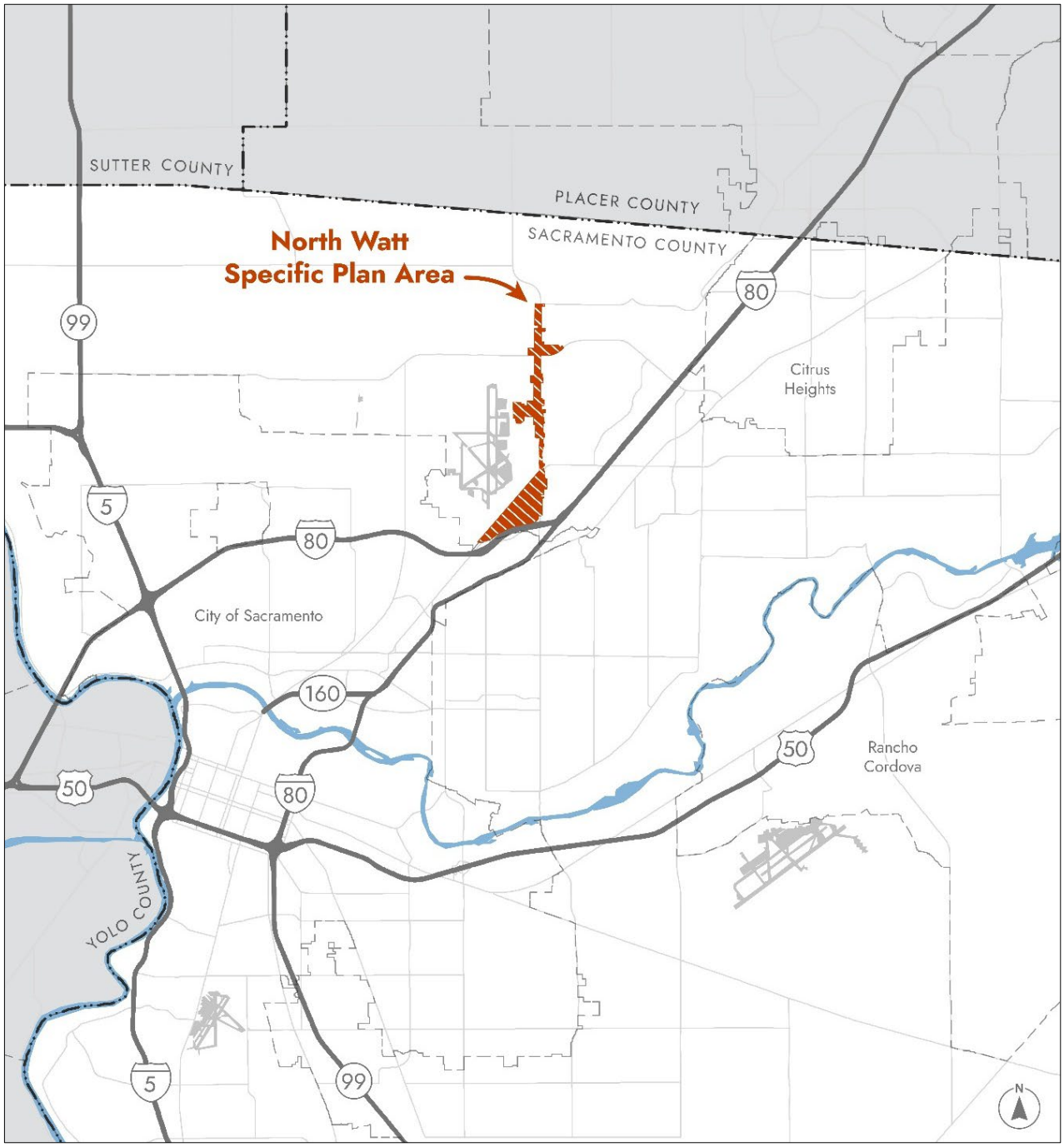
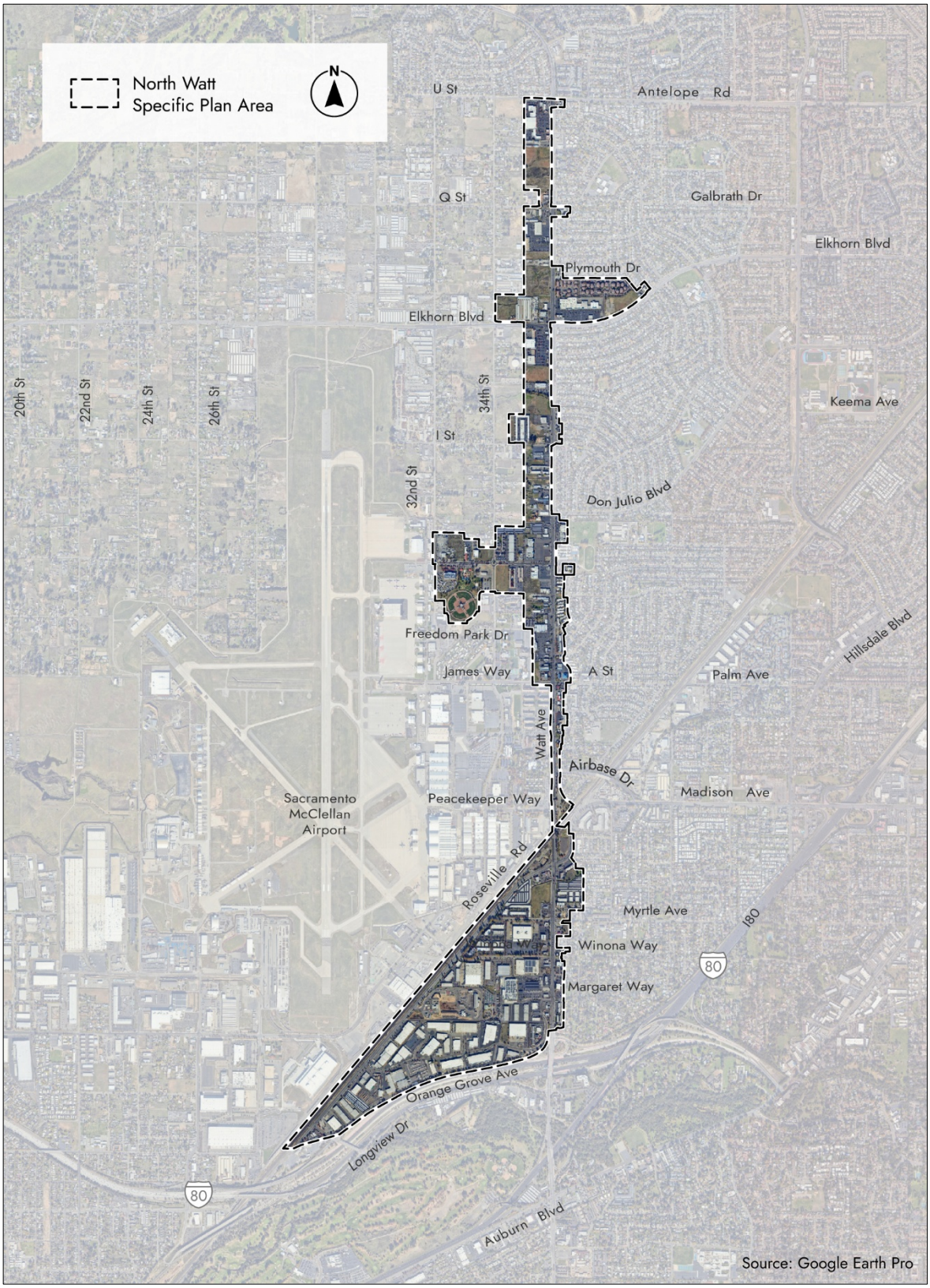


Exhibit 1-2 Specific Plan Area



4. Enhance streetscapes with shade trees and landscaping features to create safe, attractive, and climate-resilient public realms that encourage walking, biking, and transit.
5. Create new public gathering spaces, including new parks and open spaces areas, that provide passive recreational opportunities, increase community connectivity, and can host regular and special events.

1.3 REGULATORY CONTEXT

1.3.1 PURPOSE AND AUTHORITY

Specific plans provide an opportunity to creatively implement the intent of a general plan for a defined geographic area. The Specific Plan is the primary land use regulatory document guiding private property development projects, infrastructure improvement projects, and other activities for the approximately 705-acre Specific Plan Area.

The authority to prepare and adopt specific plans is outlined in California Planning and Land Use Law (Title 7, Chapter 3, Article 8 [Sections 65450 – 65457] [Planning and Zoning Law] of the California Government Code). More specifically, Government Code Section 65451 requires that a specific plan includes a program of implementation measures necessary to carry out its proposed land uses, transportation systems, infrastructure and services, phasing and financing, development standards, and criteria. For unincorporated Sacramento County, specific plans are authorized by Title 21.14 of the Sacramento County Code.

The specific plan must also contain a statement of relationship of the specific plan to the general plan. Consistency with the general plan is required by State law. Furthermore, no zoning, tentative maps, parcel maps, or public works projects can be approved, adopted, or undertaken unless they are consistent with the adopted specific plan. This Specific Plan was prepared pursuant to State law and is compatible with the applicable policies and programs of the *2030 General Plan* (General Plan).

1.3.2 RELATIONSHIP TO SACRAMENTO AREA COUNCIL OF GOVERNMENTS BLUEPRINT

In 2004, the Sacramento Area Council of Governments (SACOG) adopted a Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS, Blueprint) that established a framework for the six-county region to accommodate projected population growth through 2050. The Blueprint identifies principles (Blueprint Principles) to direct development in a more sustainable manner, including development patterns that encourage walking, bicycling, and use of transit; more efficient and fiscally responsible development that makes use of existing public infrastructure investments; mixing complementary land uses in proximity to one another; and expanding housing choices in the region.

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The current MTP/SCS (2025 Blueprint) promotes a very similar set of principles, and an important implementation activity of the 2025 Blueprint is the Green Means Go (GMG) program. SACOG's GMG program is a regional effort to accelerate infill development and electrify vehicle trips in locally adopted Green Zones, which are areas identified for infill development where future residents are likely to take fewer and shorter car trips than people in the surrounding community and the region. The Specific Plan Area is within a Green Zone, and this Specific Plan is funded in part by a grant from SACOG under the GMG program.

1.3.3 RELATIONSHIP TO COUNTY PLANS AND PROGRAMS

2030 GENERAL PLAN

The General Plan includes a strong focus on revitalizing aging commercial corridors, including North Watt Avenue. As stated in the Land Use Element of the General Plan, "the County is dedicated to planning for new development that is more compact, transit oriented, and features a mix of uses … [and that f]uture development must target assets in existing communities, including vacant and underutilized parcels, old or historic structures ready for reuse or rehabilitation, and reinvestment in main streets and commercial corridors." The Land Use Element includes policies that promote reinvestment, infill development, and transit-supportive development in areas designated for higher-intensity residences and mixed uses within walking distance of existing or planned transit service. General Plan Policy LU-11 and its accompanying implementation measure effectively launch planning processes for the County's commercial corridors, including North Watt Avenue, with the intent to identify and invest the resources needed to stimulate private investment, encourage development of vacant and underutilized land, support reuse of abandoned or blighted buildings, and fast track new residential and mixed-use projects.

This Specific Plan is the implementation of the General Plan for the North Watt Avenue corridor by accelerating infill development that will increase local economic activity, improve transit ridership, add housing near jobs and services, and create new public gathering spaces. Subsequent private property development projects that are consistent with the Specific Plan will, in turn, be consistent with the General Plan. Infrastructure improvement and public facility projects identified in this Specific Plan to support infill development will similarly be consistent with the General Plan.

ACTIVE TRANSPORTATION PLAN

The County's *Active Transportation Plan*, a policy document of the General Plan, identifies pedestrian intersection safety enhancements, sidewalk gap projects, and bicycle facility recommendations within the Specific Plan Area. This Specific Plan incorporates and modifies recommendations from the Active Transportation Plan within the Specific Plan Area, and will pursue funding for, and prioritize implementing improvements recommended in the Active Transportation

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Plan in coordination with, and that would complement proposed infill development under the Specific Plan.

INFILL PROGRAM

The County's Infill Program focuses on removing policy and regulatory barriers that limit feasible development along commercial corridors. The Infill Program's goal is to attract investment and reinvestment to create walkable, livable neighborhoods that meet the community's needs, with an emphasis on practical, implementable solutions. This Specific Plan is one of the Infill Program's initiatives to address regulatory obstacles and infrastructure uncertainties that hinder development interest.

SACRAMENTO COUNTY ZONING CODE

The Sacramento County Zoning Code (Zoning Code) establishes zoning standards and regulations that implement the General Plan within the unincorporated County. This Specific Plan supersedes the Zoning Code in some cases, but references or defers to the Zoning Code in other circumstances. In the latter circumstance, the appropriate Zoning Code section is identified. Where the Specific Plan is silent on standards, the regulations of the Zoning Code apply.

1.4 SHARED VISION

The Specific Plan's shared vision is based on the 2030 General Plan, Board of Supervisors' direction related to the Infill Program and infill development, as well as community engagement conducted for the prior land use plans and this Specific Plan.

The North Watt Avenue Specific Plan Area is a vibrant community that has experienced significant reinvestment. This reinvestment has added new housing opportunities and supported both long-existing and newer businesses. North Watt is a desirable place to live, work, and visit. Strategic public investments have beautified the area, improved bicycle and pedestrian safety and convenience, and accelerated private investment.

Today, there are few vacant properties and retail storefronts, and many residents are within walking distance of employment opportunities, public transit, green space, retail, and services. New public gathering places, along with regular and special events, have strengthened the sense of community for North Watt.

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2. LAND USE & URBAN DESIGN

2.1 INTENT

This chapter presents the land use framework to implement the Specific Plan's vision and objective standards for development on private property in furtherance of that vision. This chapter is organized into the following sections.

- Section 2.2 (Zoning Districts) identifies the Specific Plan's zoning districts, their purpose statement/intent, and location/boundaries.
- Section 2.3 (Allowable Land Uses) identifies the allowable land uses for the Specific Plan's zoning districts and applicable use standards.
- Section 2.4 (Development and Design Standards) provides the objective development and design standards regulating development in the Specific Plan's zoning districts.

2.2 ZONING DISTRICTS

The land use framework for the Specific Plan is implemented through three zoning districts. The purpose statement for each zone is provided below, and the intent of each zone is carried out through allowable land uses (Section 2.3) and the objective standards that apply to private property development (Section 2.4). Exhibit 2-1 depicts the locations and boundaries of the Specific Plan's three zoning districts.

Mixed-Use Corridor (MU-C)	**Mixed-Use Neighborhood (MU-N)**	**Employment Flex (EMP-Flex)**
Accommodates higher-density and intensity development, including a broad mix of residential and non-residential uses that provide safe and convenient bicycle, pedestrian and transit access, and where surface parking and drive aisles do not dominate property interfaces with street frontages.	Accommodates neighborhood-scaled housing, mixed-use development, and standalone neighborhood-serving, non-residential development that is designed and operated in a way that is compatible with nearby residential areas.	Accommodates a broad range of job-generating uses, including industrial, light industrial, public-quasi-public, research and development, professional offices, commercial services, and ancillary uses supporting employment-generating uses.

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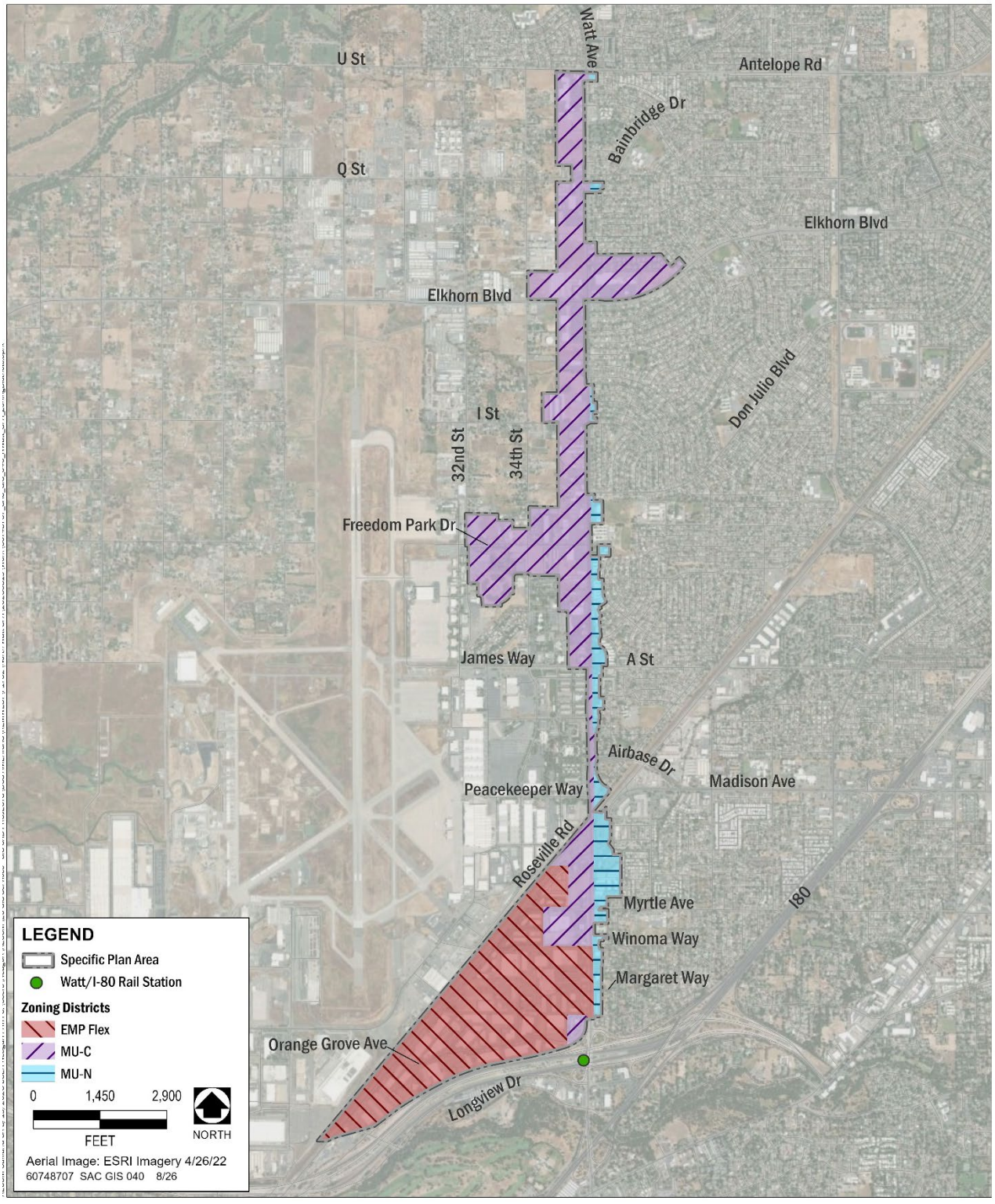
Exhibit 2-1 Specific Plan Zoning Districts



2.3 ALLOWABLE LAND USES

Table 2-1 provides the allowable land uses in the Specific Plan's three zoning districts. Unless otherwise indicated, the use classifications are as defined in the Sacramento County Zoning Code (Zoning Code). The key below provides an explanation of table abbreviations, which are described in Zoning Code Section 3.2.2.

Where a use is not listed in Table 2-1:

- Uses permitted in the Light Commercial (LC) zoning district as set forth in the Zoning Code are permitted in the Specific Plan's MU-C and MU-N zoning districts; and
- Uses permitted in the Light Industrial (M-1) zoning district as set forth in the Zoning Code are permitted the Specific Plan's EMP Flex zoning district.

If a use is not listed in Table 2-1 or the Zoning Code, the use is prohibited unless the Planning Director makes a determination regarding the use pursuant to Zoning Code Section 3.2.4.

Applicable use standards are identified in the last column of Table 2-1. Where a Zoning Code section is referenced as the use standard:

1) Standards for the base zone (i.e., LC for Specific Plan's MU-C and MU-N zones, and M-1 for Specific Plan's EMP Flex zone) apply, except that the permissions/entitlements identified in this Specific Plan supersede those in the Zoning Code,
2) Development and design standards identified in this Specific Plan supersede those referenced in the Zoning Code, and
3) Additional use-specific development standards identified in the Zoning Code, for which there is no comparable development standard in this Specific Plan, apply.

Nonconforming structures and uses shall be regulated pursuant to Zoning Code Section 1.9.

KEY
P = Permitted Primary Use
UPM = Minor Use Permit by the Planning Director
UPZ = Conditional Use Permit by the Zoning Administrator
UPP = Conditional Use Permit by the Planning Commission
UPB = Conditional Use Permit by the Board of Supervisors
A = Permitted Accessory Use
TUZ = Temporary Use Permit by the Zoning Administrator
MTUZ = Major Temporary Use Permit by the Zoning Administrator
N = Prohibited Use
N/A = No Applicable Use Standards

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Table 2-1: Allowable Uses

Use Classification	MU-C	MU-N	EMP-Flex	Use Standard
Residential Uses				
Dwelling, Single-Family Attached	P	P	N	N/A
Dwelling, Single-Family Detached	P	P	N	Zoning Code Section 3.5.1.E.4
Dwelling, Duplex	P	P	N	Zoning Code Section 3.5.1.B.4
Dwelling, Triplex/Fourplex	P	P	N	N/A
Dwelling, Multifamily	P	P	N	N/A
Group Living Uses				
Family Day Care Home	P	P	N	Zoning Code Section 3.5.1.F
Boarding House	P	N	N	N/A
Low Barrier Navigation Center	P	P	N	Zoning Code Section 3.5.2.A
Single Room Occupancy Unit	P	N	N	Zoning Code Section 3.5.2.D
Mobile Home Park	N	N	N	N/A
Public, Civic, and Institutional Uses				
Assembly Uses				
Places of Worship or Other Religious Institution	P	P	P	Zoning Code Section 3.6.1.A.2. In the MU-N zone, use is permitted so long as seating capacity does not exceed 150 persons. Otherwise, use is prohibited.
Private Social Center, Social Club, Fraternal Hall/Lodge	P	P	P	In the MU-N zone, use is permitted so long as seating capacity does not exceed 150 persons. Otherwise, use is prohibited.
Educational and Cultural Uses				
Art Gallery, Art Studio	P	P	P	Zoning Code Section 3.6.2.A
Museum and Interpretive Center	P	UPM	N	Section 2.3.1
School, Private	P	UPZ	N	In the MU-N zone, use is permitted with a UPZ so long as total in-person student enrollment does not exceed 150 persons. Otherwise, use is prohibited.

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Use Classification	MU-C	MU-N	EMP-Flex	Use Standard
School, K-12, Public	P	P	N	N/A
School, K-12, Private	P	UPZ	N	N/A
Training, Tutoring, or Testing Center (≤25 students)	P	UPM	P	Zoning Code Section 3.6.2.C
School, Automobile Driving	N	N	P	N/A
Parks and Open Space				
Cemetery	N	N	N	N/A
Public Park	P	P	P	N/A
Social Care Uses				
Ambulance Service	N	N	P	N/A
Day Care Center	P	P	N	Zoning Code Section 3.6.5.A
Congregate Care Facility	P	UPZ	N	N/A
Hospital	UPP	N	N	N/A
Hospital, Convalescent	UPZ	N	UPZ	N/A
Behavioral Health Center	UPZ	N	UPZ	N/A
Rehabilitation Center	UPZ	N	UPZ	N/A
Solar Energy Facilities				
Commercial I Solar Facilities	N	N	UPM	Zoning Code Section 3.6.6.C
Commercial II Solar Facilities	N	N	UPM	Zoning Code Section 3.6.6.C
Communication Uses and Facilities				
Wireless Communication Facilities	UPZ	UPP	UPZ	Zoning Code Section 3.6.7.A. This Specific Plan is Zoning Group 1.
Commercial Service Uses				
Animal and Pet Services				
Veterinarian Animal Hospital	P	UPZ	P	N/A
Business Services				
General Business Services	P	P	P	Zoning Code Section 3.7.2.B.1
Intensive Business Services	P	N	P	N/A
Personal Services				
General Personal Services	P	P	P	Zoning Code Section 3.7.2.C.1
Beauty or Barber Shop, Spa	P	P	N	Zoning Code Section 3.7.2.C.2
Funeral Establishment (No Crematory)	N	N	UPM	N/A

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Use Classification	MU-C	MU-N	EMP-Flex	Use Standard
Crematory	N	N	UPZ	Zoning Code Section 3.7.2.C.3
Body Art Facility	P	UPM	N	Zoning Code Section 3.7.2.C.5
Eating/Drinking Uses				
Bars, Tavern	P	UPM	N	Zoning Code Section 3.7.3.C
Food Truck Plaza/Court	UPZ	N	UPM	Section 2.3.2
Restaurant, Carry-out/Drive-through/Sit-down	P	P	P	Zoning Code Section 3.7.3.A
Small Wineries/Specialty and Craft Breweries	P	UPM	P	Zoning Code Section 3.4.8
Large Wineries/Breweries	N	N	P	Zoning Code Section 3.4.9
Entertainment/Recreation Uses				
Indoor General Recreation Facility (capacity ≤300 persons)	P	P	P	Zoning Code Section 3.7.4.A. In the MU-N zone, use is permitted so long as seating capacity does not exceed 150 persons. Otherwise, use is prohibited.
Indoor General Recreation Facility (capacity >300 persons)	UPZ	UPZ	P	
Outdoor General Recreation Facility	N	N	UPM	Zoning Code Section 3.7.4.B
Dancing in a Bar or Restaurant, Incidental	UPM	UPM	UPM	Zoning Code Section 3.7.4.E
Motion Picture Theater and Indoor Performing Arts	UPZ	N	P	Zoning Code Section 3.7.4.G.
Nightclub, Dance Club	UPM	N	N	N/A
Hookah/Smoking/Vape Lounges	N	N	UPZ	Zoning Code Section 3.7.1.B
Event Center/Reception Hall (capacity ≤300 persons)	P	P	UPM	Zoning Code Section 3.7.4.H. In the MU-N zone, use is permitted so long as seating capacity does not exceed 150 persons. Otherwise, use is prohibited.
Event Center/Reception Hall (capacity >300 persons)	UPZ	N	UPM	Zoning Code Section 3.7.4.H
Financial Institutions				
General Financial Institutions	P	N	P	Zoning Code Section 3.7.5.A
Payday Loan, Check Cashing	N	N	N	N/A
Lodging Uses				
Bed and Breakfast Inn	UPM	N	N	Zoning Code Section 3.7.6.A

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Use Classification	MU-C	MU-N	EMP-Flex	Use Standard
Hotel, Motel	UPM	N	N	N/A
Office Uses				
General Office Use	P	P	P	Zoning Code Section 3.7.7.A
Retail, Auction, and Wholesale Uses				
General Retail Sales (≤49,999 square feet)	P	P	P	N/A
General Retail Sales (50,000 – 350,000 square feet)	P	N	P	N/A
General Retail Sales (>350,000 square feet)	P	N	P	N/A
Neighborhood Convenience Store, Food Market (≤6,000 square feet)	P	P	P	Zoning Code Section 3.7.8.A
Liquor Store	P	UPM	N	N/A
Construction-Landscape Materials Sales Yard/Equipment Rental, Outdoor	N	N	P	N/A
Equipment Rental, Indoor	P	N	P	Zoning Code Section 3.7.8.C
Vehicle-Related Uses				
Automobile Sales	N	N	P	Zoning Code Section 3.7.9.B
Automobile Service Station	N	N	N	N/A
Major Vehicle Repair	N	N	UPM	Zoning Code Section 3.7.9.E
Automobile Wash Facilities	UPB	UPB	UPM	Zoning Code Section 3.7.9.I
Parking Lot/Garage as a Primary Use	UPM	N	N	In the MU-C zone only, use is permitted subject to a UPM so long as the use is a ground-level covered, multi-story above-ground, or underground garage.
Vehicle Auction	N	N	P	N/A
Boat/Motorized RV Lease, Rent, Repair, Wash, Sales, Wholesale, and/or Storage	N	N	P	N/A
Industrial Uses				
Manufacturing and Processing Uses				
Assembly, Manufacturing, and Processing – Artisan	P	P	P	Section 2.3.3

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Use Classification	MU-C	MU-N	EMP-Flex	Use Standard
Assembly, Manufacturing, and Processing – Outdoor	N	N	P	Zoning Code Section 3.8.2.C
Storage and Warehousing Uses				
Mini Storage	N	N	P	Zoning Code Section 3.8.3.B
Storage of Towed or Damaged Vehicles and Boats	N	N	P	Zoning Code Section 3.8.3.D
Accessory Uses				
Home Occupation	A	A	N	Zoning Code Section 3.9.3.F
Drive Through	A	N	A	Section 2.3.4
Dwelling, Live-Work Unit	A	A	N	Zoning Code Section 3.9.3.Z
Temporary Uses				
Concessions	MTZ	MTZ	MTZ	Zoning Code Section 3.10.4.C; setbacks apply
Farmer's Markets	TUZ	TUZ	TUZ	Zoning Code Section 3.10.4.D
Night Market	TUZ	TUZ	TUZ	Section 2.3.5

2.3.1 MUSEUM AND INTERPRETIVE CENTER

1. **Definition.** A Museum and Interpretive Center is a publicly or privately owned/operated museums, historical societies, and similar historical, cultural, or interpretive institutions.

2.3.2 FOOD TRUCK PLAZA/COURT

2. **Definition.** A Food Truck Plaza/Court is a coordinated area on private property where multiple mobile food vendors operate together, supported by movable or permanent facilities, structures, and furniture.
3. Sites shall be improved with an access driveway and paved areas that accommodate vendor areas, pedestrian walkways, and emergency access. Site layout shall provide pedestrian walkways through vendor and customer areas and shall be arranged so that vehicle travel paths and vehicle queuing/loading areas do not encroach into pedestrian walkways or block emergency access.
4. Any vendor stall, food truck, trailer, cart, tent, canopy, table, equipment, or other operational features associated with the use shall maintain a minimum setback of:
   a. At least 5 feet from any public right-of-way or behind required landscaping, whichever is more restrictive;
   b. At least 10 feet from property lines shared with residential or agricultural-residential zones; and

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c. At least 5 feet from property lines in all other circumstances.

5. All movable, non-permanent equipment (i.e., tables, stands, carts, tents, and vehicles supporting vendor operations) shall be removed from the site or securely stored at the end of each day.
6. Mobile Food Facilities (MFFs) and Compact Mobile Food Operators (CMFOs) shall return to an approved off-site commissary in accordance with Environmental Management Department requirements at the end of every day. MFFs and CMFOs may be stored on-site when not in use if a Mobile Food Commissary is approved as a part of the use permit. In the MU-C zone, up to 25 percent of the project area may be approved as storage for MFFs and CMFOs as a part of approval for a Food Truck Plaza/Court.
7. The use shall comply with Environmental Management Department regulations, including ensuring proper food handling, access to public restrooms, safe water access, and sanitary wastewater disposal.
8. Trash receptables shall be provided to the satisfaction of the Environmental Management Department and Department of Waste Management and Recycling.
9. Hours of Operation shall be established as a Condition of Approval for the use. Should the use operate after dusk, adequate lighting shall be provided which does not shine toward any abutting residential uses.

2.3.3 ASSEMBLY, MANUFACTURING, AND PROCESSING – ARTISAN

1. **Definition.** Assembly, Manufacturing, and Processing – Artisan allows small-scale manufacturing within a fully enclosed building that will have no impacts (i.e., no smoke, noxious odors, vibration, dust, electromagnetic interference, excessive noise, etc. beyond the property line or outside of daytime hours). Compared to "Assembly, Manufacturing, and Processing, Light – Indoor," this use is intended to allow employment-supporting artisan production that can coexist with, and operate compatibly, with adjacent uses in a mixed-use environment. Examples include, but are not limited to upholstery, digital print shops, custom print shops, ceramics, maker spaces, craft jewelry production and repair, sign printing shops, artisan musical instrument production and repair, small consumer product assembly, artisan ceramics/pottery creation, and model making.
2. Permitted when a finding can be made that the proposed use will not have any adverse impacts than adjoining uses or other uses permitted in the zone. Wherever permitted, the entire operation including the parking and storage of vehicles used in connection with the operation is conducted within a completely enclosed building.
3. Prohibited Activities.
   a. The use shall not involve hazardous materials or waste and shall not involve hazardous materials or generate hazardous waste at quantities that trigger the need for a Hazardous

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Materials Business Plan or to be regulated as a Hazardous Waste Generator under County or State regulations.

b. Outdoor processing, fabrication, and assembly are prohibited.
c. Outdoor storage of materials, products, or equipment is prohibited.

2.3.4 DRIVE THROUGH

1. Location.
   a. Drive-through components, including the drive-through lane, ordering point/menu board/speaker, and pick-up window, shall not be located between the building and the public right-of-way.
   b. Speakers used for ordering points shall be located at least 110 feet from any property within an agricultural-residential or residential zoning district, unless such property is separated from the speaker by a public right-of-way.
2. See Zoning Code Section 3.9.3.V.1 for design requirements.

2.3.5 NIGHT MARKET

1. **Definition.** A Night Market is a temporary multi-vendor market event on private property that may include food and retail vendors and that may occur during afternoon, evening or nighttime hours.
2. Night Markets are subject to the general requirements for all temporary uses and structures in Zoning Code Section 3.10.2.
3. Night Markets shall be located on:
   a. Developed sites with an existing institutional, commercial, or industrial use; or
   b. Vacant sites that are improved with an access driveway and paved areas that accommodate vendor areas, pedestrian walkways, and customer parking.
4. All customer queuing, loading, pick-up, and waiting areas shall be fully contained on-site and shall not extend into the public right-of-way. The operator shall implement circulation controls (e.g., cones, barricades, attendants, signage) when needed to keep vehicle travel paths, pedestrian walkways, and fire access routes clear and to prevent queues from extending into the public right-of-way.
5. Any vendor stall, food truck, trailer, cart, tent, canopy, table, equipment, or other operational features associated with the use shall maintain a minimum setback of:
   a. At least 5 feet from any public right-of-way or behind required landscaping, whichever is more restrictive;
   b. At least 10 feet from property lines shared with residential or agricultural-residential zones; and
   c. At least 5 feet from property lines in all other circumstances.

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6. All movable, non-permanent equipment (i.e., tables, stands, carts, tents, and vehicles supporting vendor operations) shall be removed from the site or securely stored at the end of each day.
7. Trash receptables shall be provided to the satisfaction of the Environmental Management Department and Department of Waste Management and Recycling.
8. Hours of Operation shall be established as a Condition of Approval for the use. Should the use operate after dusk, adequate lighting shall be provided which does not shine toward any abutting residential uses.
9. Duration.
    a. A Major Temporary Use Permit for a Night Market issued by the Zoning Administrator may be approved for a period of up to one year with no limits on renewals, or;
    b. A Minor Use Permit may be applied for in lieu of a Temporary Use Permit to request extended approval of a Night Market for a period of up to five years with no limits on renewals.

2.4 DEVELOPMENT AND DESIGN STANDARDS

This section provides the development and design standards regulating all types of development (i.e., commercial, residential, mixed-use, etc.) within the Specific Plan Area. These standards regulate the intensity, form, and function of development within each Specific Plan zoning district and are intended to support implementation of the land use vision and ensure consistency across development.

ADAPTIVE REUSE ACCOMMODATIONS

Adaptive reuse is the repurposing of existing buildings for another use. For the purposes of this Specific Plan, adaptive reuse is the repurposing of existing non-residential buildings (i.e., commercial, office) to multifamily use or mixed-use with a residential component. Adaptive reuse projects face physical constraints that preclude compliance with standards that are imposed on new build projects, particularly when no substantial alterations are proposed. In light of this, adaptive reuse accommodations are noted for applicable development and design standards.

DEVIATIONS FROM DEVELOPMENT AND DESIGN STANDARDS

Deviations to development and/or design standards may be requested to accommodate a project-specific design feature of a private property development. Certain deviations to a development and/or design standard may be approved with a Minor Special Development Permit (SPM) for single-family, duplex, triplex and fourplex residential products as allowed by Zoning Code Section 6.4.6. Otherwise, all other deviations to development and/or design standards may be approved with a Special Development Permit considered by the Zoning Administrator (SPZ). See Section

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6.2.2 (Subsequent Entitlement) for applicable findings that must be made in support of granting deviations to development and/or design standards.

2.4.2 LOT STANDARDS

Notwithstanding lot standards for underlying zones, no minimum lot standards shall apply for any property within the Specific Plan Area.

2.4.3 DENSITY, INTENSITY, AND LOT COVERAGE STANDARDS

Table 2-2: Residential Density (Dwelling Units per Net Acre)[1]

Development Standard	MU-C	MU-N	EMP-Flex
Minimum Density[2, 3]	12	8	N/A
Maximum Density	100	50	N/A

Notes

1. Residential-only projects in MU-C or MU-N zoning districts may use either: (a) this residential density standard, or (b) the intensity standard in Table 2-3. Mixed-use projects that include a residential component shall comply with the intensity standard.
2. For the following Assessor's Parcel Numbers (APNs) in the Specific Plan Area, residential-only projects must achieve the following minimum densities (consistent with the Countywide Rezone Program):
   - APNs 208-0122-066-0000, 208-0132-008-0000, and 215-0062-057-0000: 30 dwelling units/net acre
   - APN 208-0162-018-0000 and 208-0162-027-0000: 22.5 dwelling units/net acre
3. General Plan Policy LU-5 (all residential projects involving 10 or more units shall not have an average overall density less than 75 percent of zoned maximums) does not apply to the Specific Plan Area.

Table 2-3: Intensity (Floor Area Ratio, FAR)[1, 2, 3]

Development Standard	MU-C	MU-N	EMP-Flex
Minimum Floor Area Ratio, (Net)[4]	0.3	0.2	0.25
Maximum Floor Area Ratio, (Net)	3.0	2	1.5

Notes

1. FAR = (total building floor area) / (net lot area); see Exhibit 2-2 for FAR calculation example.
2. Residential-only projects in MU-C or MU-N zoning districts may use either: (a) the residential density standard in Table 2-2, or (b) this intensity standard. Mixed-use projects that include a residential component shall comply with this intensity standard.
3. A project spanning multiple parcels submitted for review under a singular Design Review or discretionary entitlement may calculate FAR based on the total area of all involved parcels. If a project spans multiple subzones, minimum and maximum FAR shall be calculated using a weighted average based on area in each subzone, rounded to the hundredth place.
4. Government uses and facilities and uses that primarily consist of outdoor display/sales or outdoor activities and/or structures that are not permanently enclosed buildings are exempt from the minimum FAR standard.

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Table 2-4: Lot Coverage (Percentage)[1, 2]

Development Standard	MU-C	MU-N	EMP-Flex
Maximum Lot Coverage[3]	80%	70%	80%

Notes

1. Lot coverage = [(total structure footprint area) / (total lot area, net)] x 100%
2. The total structure footprint area includes all enclosed buildings, covered patios, roofed porches, sunrooms, enclosed stairways, and other covered structures; and does not include ADUs, uncovered patios, walkways, driveways, surface parking, decks, eaves and overhangs, uncovered stairways, landings, porches, or subterranean structures.
3. A project spanning multiple parcels submitted for review under a singular Design Review or discretionary entitlement may calculate lot coverage based on the total area of all involved parcels.

2.4.4 BUILDING HEIGHT, SETBACK, AND STEPBACK STANDARDS

Table 2-5: Building Height (Feet)[1]

Development Standard	MU-C	MU-N	EMP-Flex
Maximum Building Height[2]	75	55	60

Notes

1. Building height standards do not apply to adaptive reuse projects. However, expansions proposed with adaptive reuse projects are required to comply with this standard.
2. Does not apply to mechanical equipment, enclosed space related to recreational use of the roof area, screening, ornamental or symbolic features, lattices, sunshades or landscaping associated with recreational use of the roof area, flag poles, or similar features attached to the roof of the building. These features are limited to no more than 10 feet in height.

Table 2-6: Building Setback (Feet)[1, 2, 3]

Development Standard	MU-C[4]	MU-N[4]	EMP-Flex
Minimum Front Yard and Side Street Setback	0	0	10
Minimum Interior Side Yard Setback	5	10, for shared property line with agricultural-residential and residential zones. 5, for all other circumstances.	10
Minimum Rear Yard Setback	10, for shared property line with agricultural-residential and residential zones. 5, for all other circumstances.	10	10
Minimum Alley Setback	0	0	0

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Notes

1. Building setback standards do not apply to adaptive reuse projects. However, expansions proposed with adaptive reuse projects are required to comply with this standard.
2. Standards are applicable to all structures, including primary and accessory structures.
3. Setbacks are measured as described in Zoning Code Section 5.2.1.
4. See Exhibits 2-3 and 2-4 for depiction of building setbacks in the MU-C and MU-N zoning districts.

Table 2-7: Building Stepback, For Third Story and Above Elevations (Feet)[1, 2]

Development Standard	MU-C	MU-N	EMP-Flex
Minimum Interior Side Yard Stepback[3]	10, for third story and above elevations facing shared property line with agricultural-residential and residential zones.	None required.	None required.
Minimum Rear Yard Stepback[3]	20, for third story and above elevations facing shared property line with agricultural-residential and residential zones.	None required.	None required.

Notes

1. Building stepback standards do not apply to adaptive reuse projects. However, expansions proposed with adaptive reuse projects are required to comply with this standard.
2. A stepback is a setback applied to the upper stories of a building from a property line. The stepback is not applied in addition to the minimum building setback. See Exhibit 2-5 for depiction of stepback.
3. The stepback is measured as the distance between the building's outer surface (for the third story and above) and the shared property line with agricultural-residential and residential zones. The distance shall be measured from the furthest point of any articulation of the elevation facing said shared property line.

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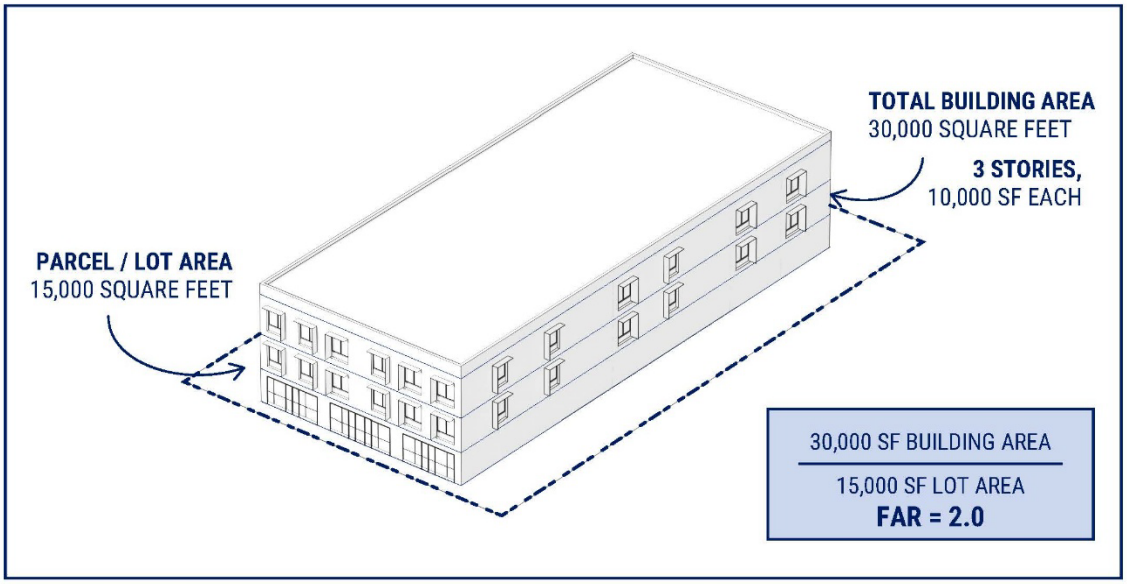
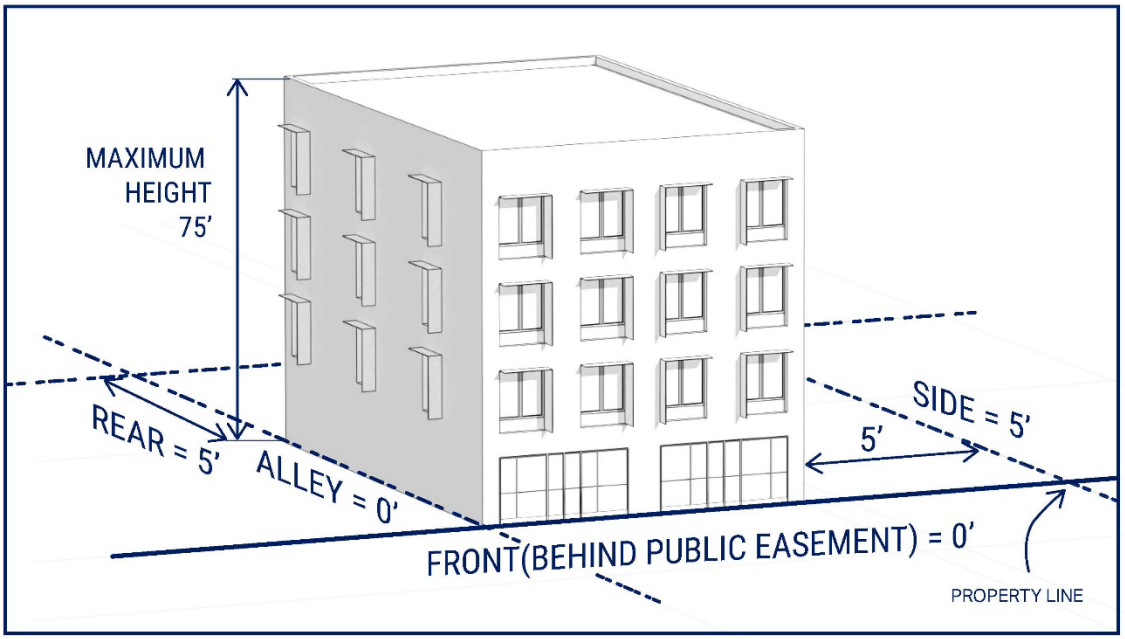
Exhibit 2-2 FAR Calculation Example



A 30,000 SQUARE FOOT BUILDING ON A 15,000 SQUARE FOOT LOT HAS A FLOOR AREA RATIO (FAR) OF 2.0.

Exhibit 2-3 MU-C Building Height and Setbacks



SETBACKS

- **FRONT:** 0 FEET
- **SIDE:** 5 FEET
- **REAR:** 5 FEET, EXCEPT 10 FEET MINIMUM FOR SHARED PROPERTY LINE WITH EXISTING SINGLE - FAMILY DWELLING/S.
- **ALLEY:** 0 FEET

MAXIMUM HEIGHT: 75 FEET

Exhibit 2-4 MU-N Building Height and Setbacks

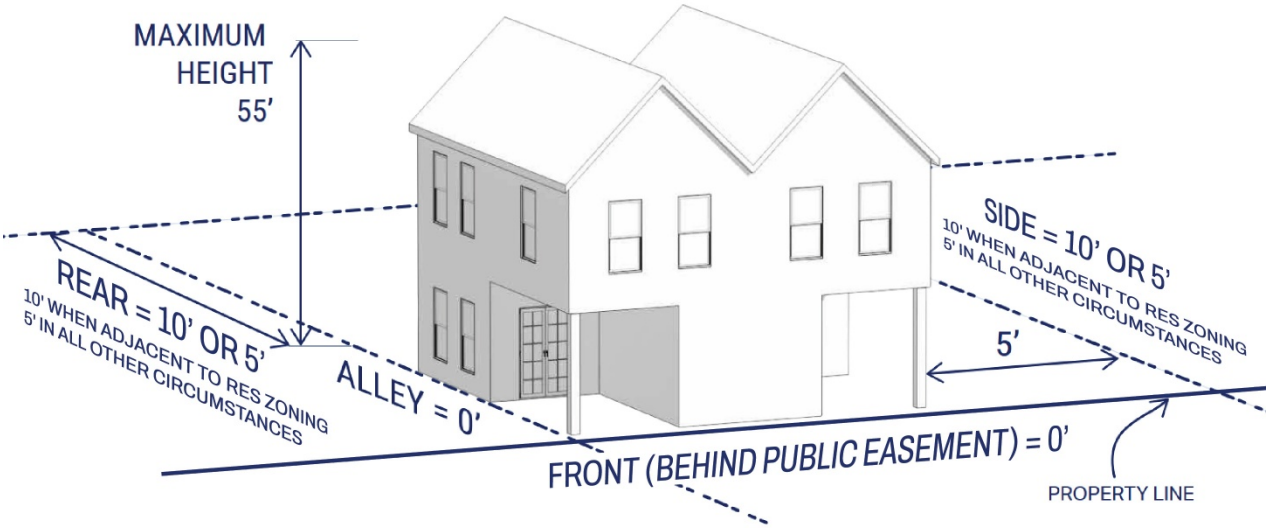
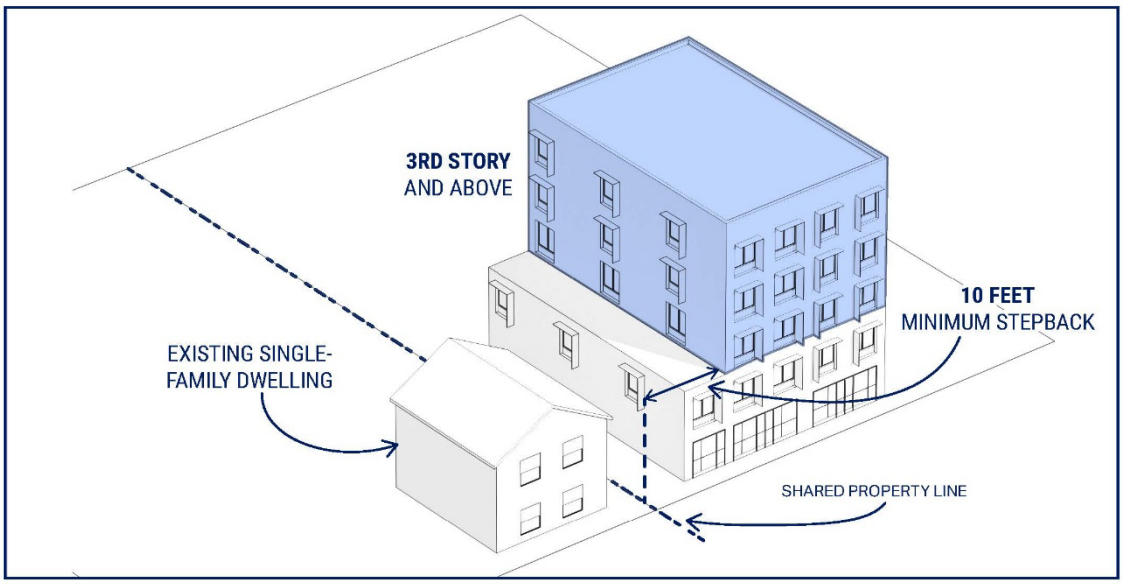


Exhibit 2-5 MU-C Building Stepback



10 FEET MINIMUM STEPBACK FOR THE THIRD STORY AND ABOVE WHEN PROPERTIES IN THE MU-C ZONING DISTRICT ARE ADJACENT TO PROPERTIES WITH A SINGLE-FAMILY DWELLING.

2.4.5 PUBLIC, COMMON, AND PRIVATE OPEN SPACE STANDARDS

Table 2-8: Residential Common Gathering and Private Open Space Standards[1]

Category	Development/Design Standard	MU-C	MU-N	EMP-Flex
Minimum Open Space	40 square feet per dwelling unit; provided as common gathering space[2], private open space[3], or a combination of both.	●	●	N/A
Common Gathering Space Requirements	Minimum Dimension: Common gathering spaces shall have a minimum of a 10-foot dimension in all directions. Paving: Common gathering spaces shall be delineated with enhanced paving such as articulated scoring, pavers, or stamped and/or color concrete. Accessibility: All common gathering spaces shall be centrally located and accessible to all residents and may be located at-grade, on a podium, or on a rooftop. Common gathering spaces shall be connected to the primary building entrance by an accessible route. Shading: Common gathering spaces shall provide a minimum of 20 percent shade coverage via permanent structures such as fabric sails, metal or wood canopies, building overhangs, or functional art. Play structures shall be 100 percent shaded.	●	●	N/A
Private Open Space Requirements	Minimum Dimension: Private open space shall meet the following minimum clear depths: balconies: 4 feet; patios/terraces: 6 feet. Area Delineation: Porches, patios, and balconies shall be screened from directly adjacent units and clearly delineated by a wall or fence. In addition, ground-level patios shall be provided with a 4-foot landscape separation between patios and adjacent walks with landscape screening. Mechanical Equipment: Air conditioners or other mechanical equipment are not permitted within private open space areas. Shading: Private open spaces on intensely sunlit facades shall incorporate sun shading devices, operable shutters with positive ventilation, solar sources, canopies, covered porches, patio and balconies, or brise-soleils (exterior sun baffle) for shade purposes.	●	●	N/A

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Notes

1. Does not apply to single-family, duplex, triplex or fourplex residential products. These standards apply to multifamily residential products proposing 5 or more dwelling units.
2. Common gathering spaces: versatile, centrally located outdoor environments designed to facilitate resident engagement and recreation; these areas accommodate a diverse range of amenities, including but not limited to: barbeque areas, picnic tables, community gardens, dog parks, athletic courts and fields, swimming pools, playgrounds, courtyards, plazas, or rooftop decks.
3. Private open spaces: ground-level patio, stoop, or porch; and balcony for upper stories, for the exclusive use of that unit.

Table 2-9: Outdoor Dining and Seating Standards

Category	Development/Design Standard	MU-C	MU-N	EMP-Flex
Location	Outdoor dining and seating shall be located on the same lot as the associated use and within the frontage of the associated tenant space. If the outdoor dining and seating is communal (shared between several associated tenant spaces), it shall be located on the same lot as the associated uses and directly accessible by the associated tenant spaces.	●	●	●
Pedestrian Clearance	If located along a street frontage, a continuous, unobstructed pedestrian path-of-travel shall be maintained along the sidewalk. The width of the path-of-travel shall be 6 feet or 50 percent of the sidewalk width, whichever is greater. The path-of-travel shall be free of all furniture, barriers, signage, host standards, and other appurtenances, and shall be maintained continuously along the length of the outdoor dining and seating area.	●	●	●
Accessibility Clearance	If located along a street frontage, outdoor dining and seating shall not reduce or obstruct any required accessible route, including curb ramps, accessible entrances, or accessible parking access aisles, as required by applicable accessibility standards.	●	●	●

Notes

See Table 2-12 for landscape standards applicable to outdoor dining and seating areas.

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2.4.6 VEHICULAR AND BICYCLE PARKING STANDARDS

Table 2-10: Vehicular and Bicycle Parking

Category	Development Standard	MU-C	MU-N	EMP-Flex
Minimum Vehicle Parking	No minimum off-street vehicle parking requirements.[1]	●	●	●
Minimum Bicycle Parking	As required by Zoning Code Section 5.9.9.B based on use and bicycle parking facility class	●	●	●

Notes

1. If off-street parking is proposed, it shall comply with Zoning Code Section 5.9.3 for parking space and driveway size, design, orientation, configuration, parking space types, maneuvering, and access.

2.4.7 WALLS AND FENCES, LANDSCAPE, TRASH ENCLOSURE, LOADING DOCK, AND SIGNAGE STANDARDS

Table 2-11: Walls and Fences[1]

Category	Development/Design Standard	MU-C	MU-N	EMP-Flex
Front and Side Street Yard	If proposed, open ornamental security fence not to exceed 7 feet in height[2]	●	●	N/A
	As allowed by Zoning Code Section 5.2.5 by use	N/A	N/A	●
Interior Property Lines	Adjacent to agricultural-residential and residential zones: solid wood fence or masonry wall of at least 6 feet in height	●	●	N/A
	As allowed by Zoning Code Section 5.2.5 by use	N/A	N/A	●
Screen Fencing	Screen fencing for commercial, industrial, or mixed-use development for the outdoor storage of materials and equipment shall comply with Zoning Code Section 5.2.5.D.5.	●	●	●
Walls, Caps, & Columns	Sound walls, masonry walls, and fences shall include a cap and incorporate masonry columns at terminations and corners, and within straight sections at intervals not to exceed 100 feet on center. Masonry columns are not required on interior property lines, except where they terminate at the public right-of-way.	●	●	●

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Category	Development/Design Standard	MU-C	MU-N	EMP-Flex
Metal Fencing	Metal fencing may include decorative tube or wrought iron fencing. All gating (pedestrian and auto) shall be complimentary to the proposed fencing. Chain link fencing and barbed wire is prohibited.	●	●	●
Wood Fencing	Wood fencing along interior property lines shall be constructed as "Good Neighbor" fencing with alternating panels or with equivalent enhancements provided on both sides. Wood fencing visible from the public right-of-way shall be enhanced and shall present a continuous finished side facing the right-of-way. A stain or preservative shall be applied.	●	●	●

Notes

1. For single-family, duplex, triplex and fourplex residential products, as allowed by Zoning Code Section 5.2.5.B.
2. Other materials and types of fencing may be requested subject to a Minor Special Development Permit up to 7 feet in height.

Table 2-12: Landscape Standards

Category	Development/Design Standard	MU-C	MU-N	EMP-Flex
General Landscape Requirements	As required by Zoning Code Section 5.2.4.B.1 (general requirements), Section 5.2.4.G (care and maintenance), Section 5.2.4.H (removal and replacement), Section 5.2.4.I (replanting and replacement fee).	●	●	●
Required Landscape Areas[1]	At least 75 percent of required landscaped area shall consist of live plant material. Landscaped planter areas shall have a minimum inside width of 7 feet where trees are required, and 4 feet where shrubs or groundcover are required. Trees shall be spaced at intervals of no more than 75 percent of the selected species mature canopy size, not to exceed 30 feet on center. Landscaping is required in the following areas, as applicable to the proposed development: 1. Between the back of sidewalk and street-facing building, patios/plazas/outdoor dining and seating areas, and parking areas (see *Landscaping of Frontage Areas, Between Back of Sidewalk and*	●	●	●

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Category	Development/Design Standard	MU-C	MU-N	EMP-Flex
	Street-facing Building, Patios/Plazas/Outdoor Dining Areas, and Parking Areas) 2. Along internal pedestrian walkways connecting building entrances to parking areas, common gathering areas, shared amenities, and public sidewalks. 3. Within and along the perimeter of common gathering spaces (for multifamily development). 4. Adjacent to private open space areas and ground-floor residential units to provide screening or separation (for multifamily development). 5. Along interior property lines adjacent to agricultural-residential and residential zones (see *Landscape Screening Along Interior Property Lines*). 6. Along the perimeter of and within parking areas (see *Landscaping of Frontage Areas, Between Back of Sidewalk and Street-facing Building, Patios/Plazas/Outdoor Dining Areas, and Parking Areas*; *Parking Area Landscaping*; and *Landscape Screening Along Interior Property Lines*). 7. Around mechanical equipment, waste enclosures, loading areas, utility areas, and similar service areas to provide buffering (see *Screening of Loading, Service, Storage, and Utility Areas*)			
Landscaping of Frontage Areas, Between Back of Sidewalk and Street-facing Building, Patios/Plazas/Outdoor Dining and Seating, and Parking Areas	Between back of sidewalk and building: planter with trees (if allowed), shrubs, ground cover, and other natural growth. Between back of sidewalk and patios/plazas/outdoor dining and seating areas: must have a landscaped area between these features and back of sidewalk for at least 50 percent of the length of the feature. Between back of sidewalk and parking areas: minimum 7 ft wide planter with trees, shrubs, ground cover, and other natural growth with a minimum height of 30 inches.	●	●	●
Landscape Screening Along Interior Property Lines[2,3]	Adjacent to agricultural-residential and residential zones: minimum 7-foot-wide continuous planter with trees and other plant materials to provide dense visual screening.	●	●	●
Parking Area Landscaping	As required by Zoning Code Section 5.2.4.F	●	●	●

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Category	Development/Design Standard	MU-C	MU-N	EMP-Flex
Unpaved Areas	All unpaved areas shall be landscaped.	●	●	●
2-Foot, 6-Foot Rule	All mature landscape shall follow the 2-foot, 6-foot rule. Mature groundcover shall not exceed 2 feet in height. Tree canopies shall be limbed up to a minimum of 6 feet or more clear from ground and adjacent walkways.	●	●	●
Visibility	Shrubs between walkways and building entries or windows shall not exceed 30 inches at maturity. Windows shall be free from obstructions so that there is a clear view of the street, common gathering spaces, and parking areas.	●	●	●
Passive Solar Design	To support passive solar design, trees adjacent to the east, west, and south building facades shall be species that maximize summer shading while facilitating winter solar heat gain.	●	●	●
Trees	Trees shall be planted along pedestrian pathways, in setbacks, and common areas spaced at intervals of no more than 75 percent of the selected species mature canopy size, not to exceed 30 feet on center.	●	●	●
Water Efficiency	All landscaping shall meet or exceed the requirements of the Water Efficient Landscape Ordinance. Landscaped areas shall be provided with automatic irrigation systems.	●	●	●

Notes

1. For single-family, duplex, triplex and fourplex residential products, as required by Zoning Code Section 5.2.4.C.
2. This standard does not apply to single-family, duplex, triplex and fourplex residential products.
3. Landscaping screening along interior property lines does not apply if the existing building is located less than 10 feet from an interior property line adjacent to agricultural-residential and residential zones. However, expansions proposed with adaptive reuse projects are required to comply with this standard.

Table 2-13: Waste Enclosure and Loading Dock Requirements

Category	Development Standard	MU-C	MU-N	EMP-Flex
Waste Enclosure Setback	As measured from the shared property line with agricultural-residential and residential zones: 10 feet	●	●	●

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Category	Development Standard	MU-C	MU-N	EMP-Flex
Waste Enclosure Requirements	All waste containers shall be located within an enclosed masonry area, 6 to 8 feet tall, with appropriate solid gate	●	●	●
Loading Dock Setback	As measured from the shared property line with agricultural-residential and residential zones: 75 feet	●	●	●

Table 2-14: Signage Requirements

Category	Development Standard	MU-C	MU-N	EMP-Flex
Signage	Signage shall comply with Zoning Code Section 5.10 based on base zone (LC for Specific Plan's MU-C and MU-N zones, and M-1 for Specific Plan's EMP Flex zone)	●	●	●

2.4.8 SITE DESIGN STANDARDS

Table 2-15: Site Planning and Circulation[1]

Category	Design Standard	MU-C	MU-N	EMP-Flex
Building Orientation[1]	Buildings shall be sited to prioritize eyes on the street and common gathering spaces for community safety.	●	●	●
Pedestrian Access from Primary Buildings[1]	On-site walkways shall connect primary building entrances(s) to a public sidewalk on each public street frontage. Walkways shall be a minimum of 4 feet wide, hard-surfaced, and paved with concrete, stone, tile, brick, or comparable material. Where a walkway is parallel and adjacent to a vehicular travel lane, it shall be raised or separated from the vehicular travel lane by: (a) a planting strip that is a minimum of 7 feet wide where trees are provided, and 4 feet wide where shrubs or groundcover are provided, (b) a raised curb that is a minimum of 6 inches high, or (c) permanent bollards at least 3 feet in height, spaced a maximum of 5 feet on-center.	●	●	●
Surface Parking[1]	No more than 10 percent of the total number of surface parking stalls shall be located within 75 feet of the abutting public street right-of-way. Lots with a minimum lot depth of less than 120 feet are exempt from this surface parking standard.	●	●	N/A

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Category	Design Standard	MU-C	MU-N	EMP-Flex
Surface Parking[1], continued	Along Watt Avenue frontages, 50 percent or more of the total number of surface parking stalls shall be located behind or to the side of the building closest to Watt Avenue.	N/A	N/A	●
Parking Lot Walkways to Entrances	Pedestrian walkways shall connect all primary building entrance(s) to all proposed surface parking areas on the site.	●	●	●
Curbs or Other Barriers[1]	Surface parking areas; loading and unloading areas; and storage, sale, rental, and service areas shall be improved with a minimum 6-inch-high curbs or other barriers that prevent parked vehicles, equipment, or other objects from projecting into the public right-of-way and landscaped areas.	●	●	●
Paving Required[1]	Non-permeable, dark surface paving (such as standard asphalt) shall be limited to required storage and service areas, outdoor merchandise and equipment sales and rental areas, and all areas accommodating vehicular use including off-street parking, driveways, maneuvering, and loading areas for vehicles and equipment. All other areas shall be improved with landscaping or other pervious surfaces.	●	●	●
Paving Materials[1]	Paving materials shall consist of decorative pavers, asphaltic concrete, concrete paving, or alternative treatments providing comparable strength and performance for intended vehicles.	●	●	●
Primary Vehicular Entries[1]	Primary vehicular entries shall incorporate enhanced paving for a minimum depth of 10 feet from the property line or public right-of-way as measured from the back of sidewalk, and spanning the full width of the drive aisle. Acceptable materials include concrete pavers, stamped concrete, or integral colored stamped concrete.	●	●	N/A
Trash Enclosures	Trash enclosures shall be screened from public view and located to allow unobstructed access for the commercial waste hauler. For residential or mixed-use development with a residential component, site placement must minimize negative impacts to residents and allow for landscape buffering.	●	●	●

Notes
1. Does not apply to adaptive reuse projects.

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Table 2-16: Site Lighting

Category	Design Standard	MU-C	MU-N	EMP-Flex
Lighting Control	Lighting shall be constructed with full shielding and/or recessed to avoid light trespass to adjoining properties. Each fixture shall be directed downward and away from adjoining properties and the public right-of-way, so that no light fixture directly illuminates an area outside of the site, and the light source is not visible from adjacent properties. There shall be no flashing, moving, or animated lights.	●	●	●
Safety and Security Lighting	Illumination shall be a minimum of 0.25 foot-candles at grade level for surface areas of alcoves, walkways, and yards other than required for exits. Illumination shall be a minimum of one-foot-candle at floor level for open parking areas.	●	●	●
Lighting Color Temperature	Outdoor lighting for surface parking areas and vehicle maneuvering areas must not exceed a correlated color temperature of 3,000 Kelvin to minimize glare, skyglow, and light trespass/spill light.	●	●	●

Table 2-17: Accessory Structures and Mechanical/Utility Equipment[1]

Category	Design Standard	MU-C	MU-N	EMP-Flex
Architectural Treatment	The architectural detailing, roof pitch, material and color palette of all accessory structures (excluding trash enclosures and carports) shall be the same as the primary structure.	●	●	●
Trash Enclosures	Trash enclosures shall: a. Be appropriately sized to contain both trash and recycling containers, and include green waste and organic food waste containers, as required. b. Be constructed of concrete block. Split face block, brick or stone veneer, stucco or similar quality materials are permitted. The use of unsurfaced (precision or smooth face) concrete block along is not permitted but can be used in combination with other quality materials that complement the primary building's architecture. c. Provide a cover (roof) for the entire waste area, as permitted by the local waste hauler. d. Be screened utilizing dense, evergreen landscaping with a minimum of 3 feet in height at maturity.	●	●	●

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Category	Design Standard	MU-C	MU-N	EMP-Flex
Service Elements and Utility Screening	Landscaping and/or architectural treatments shall be provided to screen views of service elements (including storage areas, HVAC systems, and other mechanical equipment) and utility equipment (including transformers, water apparatus, electric and gas meters, electrical panels, and junction boxes) when visible from public streets. Screening fences or walls shall be constructed of durable, opaque material such as wood, brick, rock, or other masonry material and shall not consist of chain link fencing. Where shrubs are used for screening, shrubs shall be a minimum 3 feet in height at maturity.	●	●	●

2.4.9 ARCHITECTURAL AND BUILDING STANDARDS

Table 2-18: Building Design and Access

Category	Design Standard	MU-C	MU-N	EMP-Flex
Transparency[2]	Exterior walls of non-residential uses facing a public street shall include windows, transparent doors, or other openings (with clear glazing) along at least 40 percent of the ground-floor street-facing building wall area.[3]	●	N/A	N/A
	Exterior walls of non-residential uses facing a public street shall include windows, transparent doors, or other openings (with clear glazing) along at least 25 percent of the ground-floor street-facing building wall area.[3]	N/A	●	N/A
	No minimum transparency percentage is required. Public street-facing facades shall incorporate windows, transparent doors, or other openings at primary building entries and office/showroom areas.	N/A	N/A	●
Blank Wall Limit	Along any ground-floor building elevation facing a public street, exterior walls may run in a continuous plane for no more than 30 feet without a window, door (transparent, semi-transparent, or opaque), or other opening, or a column, pilasters or other articulation greater than 12 inches in depth, or a substantial material change, which means a change in material between wood, metal, glass, brick, architectural block, stone, or other allowed exterior material.	●	●	N/A

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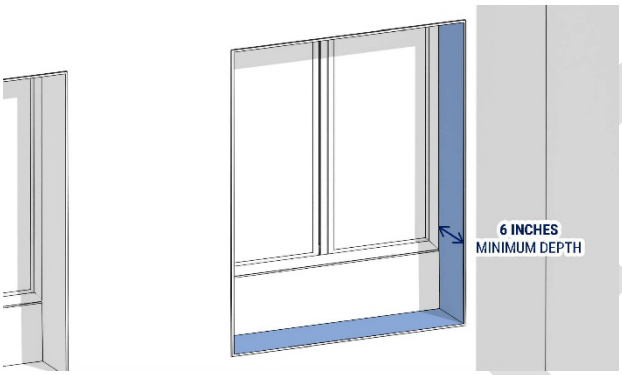
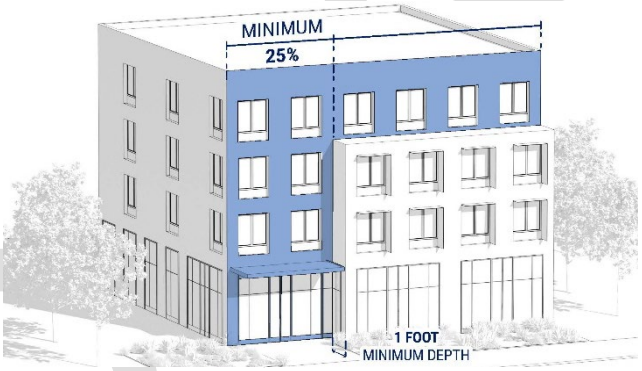
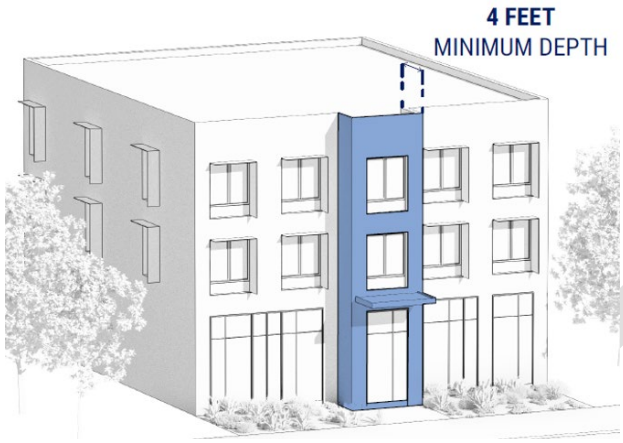
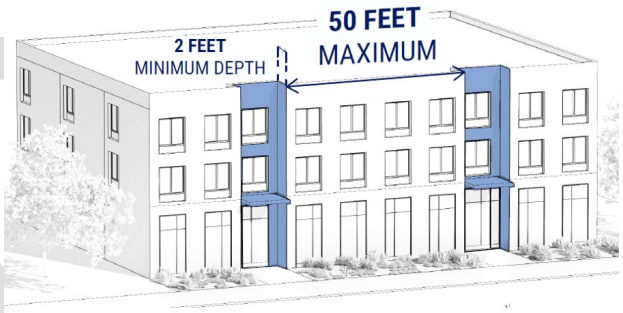
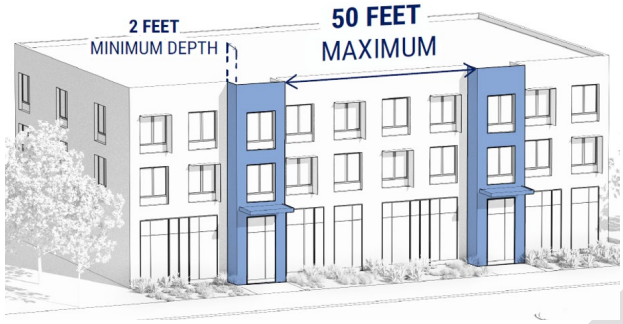
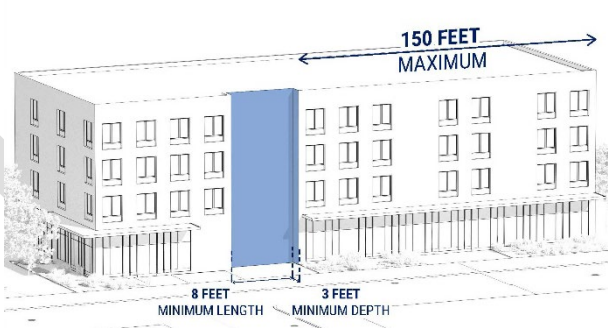
Category	Design Standard	MU-C	MU-N	EMP-Flex
Facade Articulation	Building facades exceeding 60 feet facing public streets shall incorporate at least two of the following seven features: 1. Recess windows by at least six inches from surrounding exterior wall surfaces, as measured from window frame to finished exterior wall.  2. Offset a minimum of 25 percent of the facade, including all building levels, at a depth of at least one foot from the remainder of the facade.  3. Include at least: A) one projection or recess of at least four feet in depth, or B) two projections or recesses at least two feet in depth at an interval of no more than 50 horizontal feet. For a building with two or more stories, the projection or recess shall be present on at least two stories. <u>Option A</u>	●	●	N/A

Category	Design Standard	MU-C	MU-N	EMP-Flex
	 Option B 			

Category	Design Standard	MU-C	MU-N	EMP-Flex
	 4. Provide a vertical feature such as a pilaster of at least 12 inches in both width and depth that extends the full height of the facade at an interval of no more than 50 horizontal feet. 5. For buildings of at least four stories, distinguish the ground level of the building from upper levels by a change in building material. 6. For buildings of at least four stories, distinguish the top floor of the building from lower levels by a change in facade materials, along with a change in plane at least three inches in depth at the transition between the two materials.			

Category	Design Standard	MU-C	MU-N	EMP-Flex
	 7. Include a horizontal design feature such as a water table, belt course, bellyband, or other similar features to the transition between the ground floor and upper floors. 			
Facade Length[1]	Building facades facing public streets shall not exceed 150 feet in length (measured horizontally along building wall) without a facade break of at least 8 feet in width and 3 feet in depth, open to the sky. 	●	●	N/A

Category	Design Standard	MU-C	MU-N	EMP-Flex
Primary Materials	Prohibited exterior materials for building facades facing public streets include unfinished plywood or oriented strand board, and vinyl siding. Unfinished concrete masonry units (unfinished concrete block) may be used for no more than 25 percent of the public street-facing building wall area.	●	●	●
Entrance	At least one primary entrance for ground-floor non-residential tenants or multi-tenant buildings shall face the adjacent public street, be accessible from the sidewalk or publicly accessible walkway, and be clearly identifiable as a primary entrance.	●	●	N/A
	At least one entrance shall face the adjacent public street or be accessible from the sidewalk or publicly accessible walkway.	N/A	N/A	●
Window Location and Orientation	For building facades facing shared property line with agricultural-residential and residential zones or on-site residential uses, buildings shall design and orient windows to minimize the visual intrusion into adjoining residential properties by locating windows, balconies, and decks away from windows of those adjoining residences.	●	●	N/A
Solar Reflectivity	On roofs and exterior facades, use materials with high solar reflectivity to minimize heat absorption and located heat island effect.	●	●	N/A

Notes

1. Does not apply to adaptive reuse projects.
2. This standard applies only to non-residential uses, including residential projects where the ground floor facing a public street is non-residential (i.e., does not contain dwelling units). Glazing or openings for bicycle rooms, gyms, or activity rooms that are a part of a residential project may count toward the minimum transparency percentage where the room is adjacent to, or directly visible from, a lobby or primary interior common area (with or without a separating door or wall). This standard does not apply to lodging uses (i.e., hotels, etc.) or alley-facing facades.
3. Total ground-floor street-facing building wall area = (length of building wall along the public street) x (height of ground floor wall area, using the height of the ground floor ceiling or the wall areas between 2 to 12 feet, whichever is greater).

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3. CIRCULATION & PUBLIC REALM DESIGN

3.1 INTENT

This chapter presents the multimodal circulation framework and identifies improvements to serve development under the Specific Plan. This chapter is organized into the following sections.

- Section 3.2 (Private Property Development Requirements) identifies the general improvements to abutting frontage required for private property development.
- Section 3.3 (Multimodal Circulation Framework) describes the existing and planned improvements to the roadway, pedestrian, bikeway, and transit networks within the Specific Plan Area.
- Section 3.4 (Traffic Calming Features) identifies the toolbox of traffic calming features that could be implemented within the Specific Plan Area.

3.2 PRIVATE PROPERTY DEVELOPMENT REQUIREMENTS

Private property development is generally required to:

1. Dedicate the necessary public right-of-way and easements (including public utilities public facilities easements [PUPFEs] for abutting frontages); and
2. Construct abutting frontage improvements, including ingress/egress (driveway), sidewalk, landscape buffer with street trees (if required), street lighting, curb/gutter, pavement (if the vehicle lane is not wide enough), and bus stops/turnouts (if required).

The specific dedications and frontage improvements required of private property development are dependent on the functional classification of the abutting roadway (see Section 3.3.1) and *Active Transportation Plan* recommendations (see Section 3.3.2). The County's *Improvement Standards* include typical section drawings for each functional classification. Typical sections for arterials, major collectors, and collectors are illustrated in Exhibits 3-3 through 3-5.

Generally, the County will undertake the construction of improvements that involve more than one private property to implement, such as bikeways/trails and roadway segment widenings.

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Section 4-6 of the *Improvement Standards* allows the use of older standards for infill development, if certain conditions are met (i.e., roadway is undeveloped along the entire frontage of the development, and the length of the development's street frontage is less than 300 feet). In these circumstances, private property development's frontage improvements would be required to match the frontage improvements of adjacent properties (or in the case of a corner property, the single adjacent property interior to the block).

3.3 MULTIMODAL CIRCULATION FRAMEWORK

This section describes the existing multimodal circulation framework (including roadways, pedestrian, bikeway, and transit networks) within the Specific Plan Area, and planned improvements. Because the Specific Plan Area is an existing commercial corridor in an infill area, most of the streets in the Specific Plan Area were constructed according to older standards. The planned improvements identified in this section are compiled from various adopted County plans (i.e., *Re-imagine North Watt Corridor Plan*, *Active Transportation Plan*) and Sacramento Regional Transit planning studies.

3.3.1 ROADWAY NETWORK

ROADWAY FUNCTIONAL CLASSIFICATIONS

As described in the General Plan, the County's roadway functional classification system assigns categories to public streets based on their primary role in the transportation network. The Specific Plan Area includes thoroughfares, arterials, collectors, local streets, and Smart Growth Streets, whose role in the transportation system is summarized below and depicted in Exhibits 3-1 and 3-2.

- **Thoroughfares (Watt Avenue and Elkhorn Boulevard).** Thoroughfares carry through traffic on continuous routes, connecting different parts of the County. Thoroughfares are typically developed as six-lane roadways with a raised center median and designated bikeways. Access to a thoroughfare may occur at intersections with other thoroughfares, arterials, and collectors. While thoroughfares generally have access restrictions and would carry relatively higher traffic volumes, right-in/right-out access may be provided to abutting private property.
- **Arterials (U Street/Antelope Road, Don Julio Boulevard, Peacekeeper Way, Dudley Boulevard, Roseville Road, and Airbase Drive).** Arterials balance both mobility and access. Arterials are typically developed as four-lane roadways, with either a center two-way left-turn lane or a raised center median, and designated bikeways. While arterials generally have access restrictions and carry relatively higher traffic volumes, depending on the function of a particular arterial, access may be provided to abutting private property. The typical section for arterials is illustrated in Exhibit 3-3.

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- **Major Collectors (34th Street and Palm Street) and Collectors (Q Street, Plymouth Drive, Grattan Way, Clara Way, Bolivar Avenue, I Street, Karl Drive, Karen Lane, North Haven Drive, McClellan Drive, Wings Way, Poplar Boulevard, Myrtle Avenue, Winona Way, Oak Dell Avenue, Margaret Way, Jetway Court, Warehouse Court, Orange Grove Avenue, and Industry Drive).** As with arterials, collectors balance both mobility and access. Major collectors and collectors are typically developed as two-lane roadways and designated bikeways. Major collectors are striped for one lane in each direction, though turn lanes may be included at intersections. Major collectors may also be required to provide a continuous 12-foot-wide center turn lane or a 12-foot-wide raised landscaped median. If a raised landscaped median is utilized, additional widening is required at all intersections with median breaks to provide room for U-turn movements. Direct access to abutting private property is generally permitted. Typical sections for major collectors and collectors are illustrated in Exhibits 3-4 and 3-5.

  Major collectors and collectors in the Specific Plan's MU-C and MU-N zoning districts should be painted to designate parallel on-street parking, where feasible, and bikeways.

- **Local Streets (Larry Way).** Local streets provide direct access to abutting property and connect with other local roads and collectors. Local streets are typically developed as two-lane undivided roadways. Access to abutting private property and intersecting streets shall be permitted.

- **Smart Growth Streets (Watt Avenue, Freedom Park Drive, James Way/A Street).** Smart Growth Streets are not dictated by established standards but rather allow flexibility in the design of street and corridor improvements tailored to the needs of an individual corridor. Smart Growth Streets are pedestrian, bicycle, and transit friendly, and are intended for mixed-use and major transit corridors (such as the North Watt Avenue corridor) to support and encourage infill development and revitalization efforts. Per General Plan Policy CI-70, Smart Growth Street shall incorporate features such as shade trees and plantings, well designed benches and other street furniture, trash receptacles, news racks, outdoor dining experiences, entertainment, public art, pedestrian scaled lighting fixtures, wayfinding signage, bicycle racks and other amenities as appropriate.

RE-IMAGINE NORTH WATT CORRIDOR PLAN

The *Re-Imagine North Watt Corridor Plan* identified multimodal improvements and access management strategies for Watt Avenue between Antelope Road to Peacekeeper Way, in furtherance of the Smart Growth Street principle. In April 2025, the Board of Supervisors approved the Hybrid Urban Boulevard Alternative design that envisions the following key features as illustrated in Exhibits 3-6 and 3-7.

- Roadway: consistent 6 vehicle lanes, with landscaping features in center medians.

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- Pedestrian infrastructure: 5- to 8-foot-wide sidewalks with landscape buffers between pedestrian infrastructure and vehicle lanes; improved street crossing locations; and pedestrian-friendly lighting, street furnishings (if appropriate), wayfinding, and other ancillary items to enhance the pedestrian experience.
- Bicycle infrastructure: Class IV protected and separated bike lanes.
- Transit infrastructure: minor upgrades to bus stops and adaptability to future potential bus rapid transit (BRT) system.

The County intends to pursue grants or other sources of funding to construct this multimodal improvement. However, portions may be constructed by abutting private property development which would include sidewalk, landscape buffer with street trees (if required), street lighting, curb/gutter, pavement (if the vehicle lane is not wide enough), and bus stops/turnouts (if required), as described in Section 3.2 (Private Property Development Requirements).

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Exhibit 3-1 Roadway Functional Classifications, Map 1 of 2

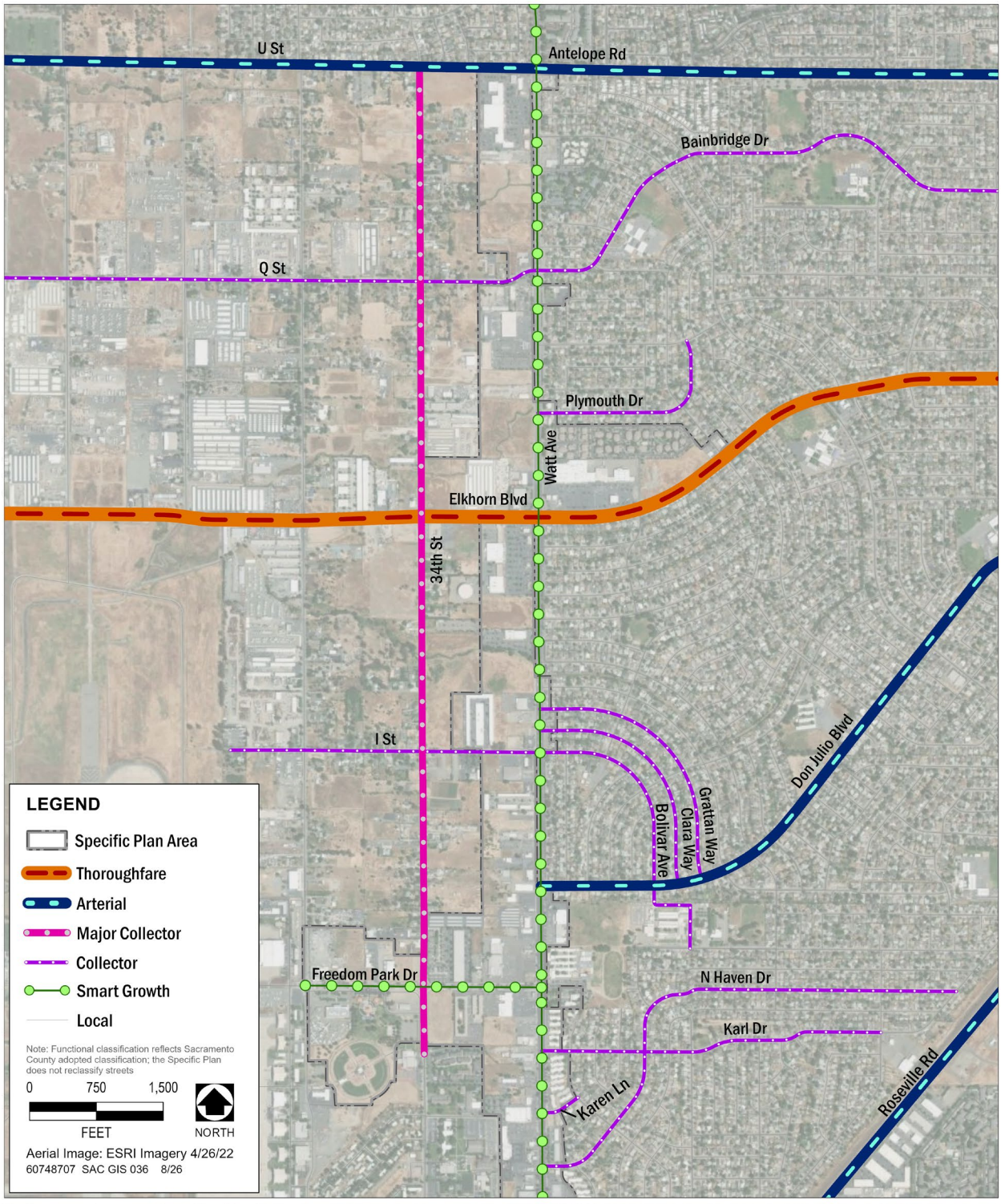


Exhibit 3-2 Roadway Functional Classifications, Map 2 of 2

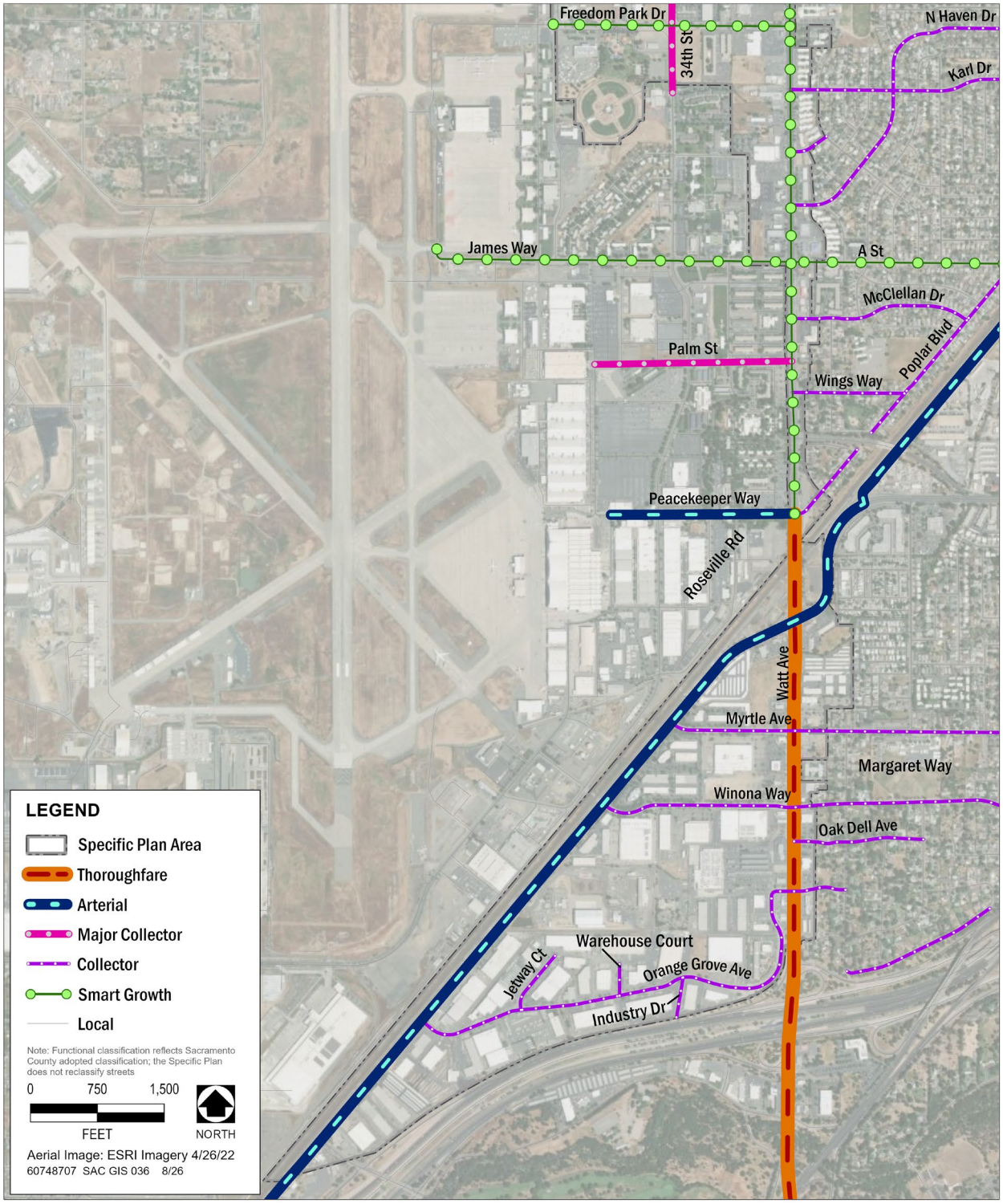


Exhibit 3-3 Typical Arterial Section Illustration

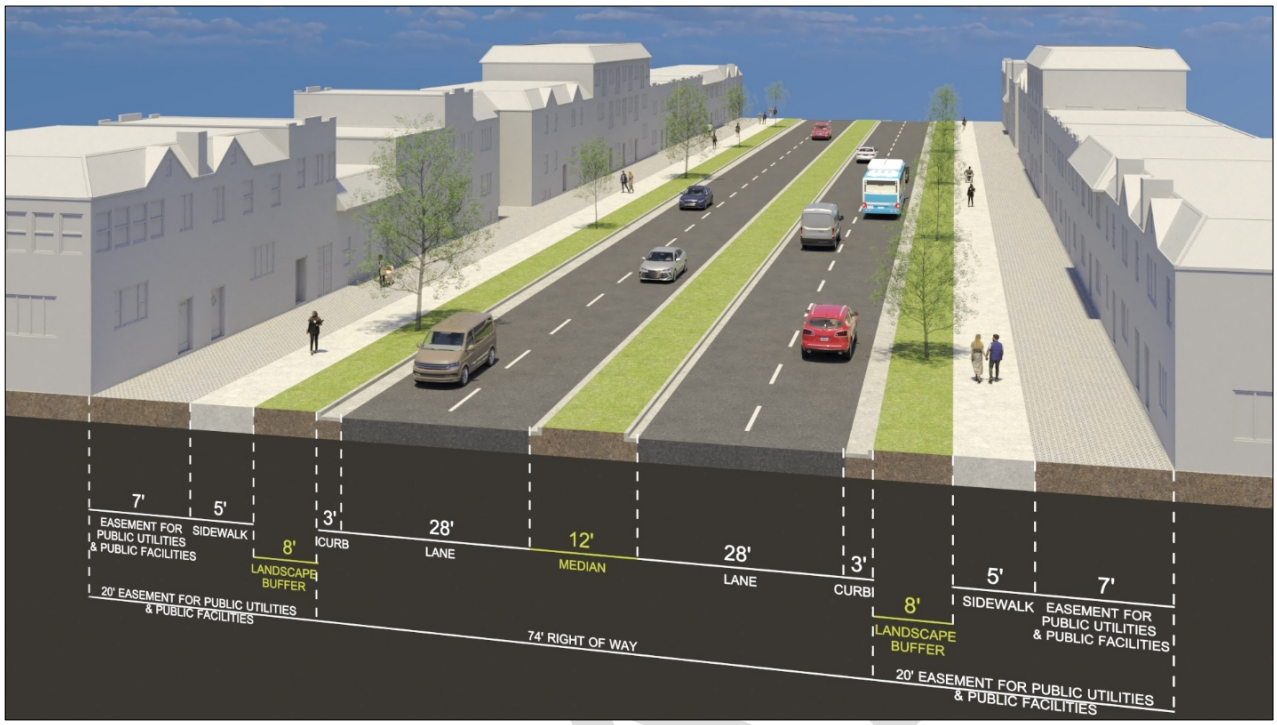


Exhibit 3-4 Typical Major Collector Section Illustration

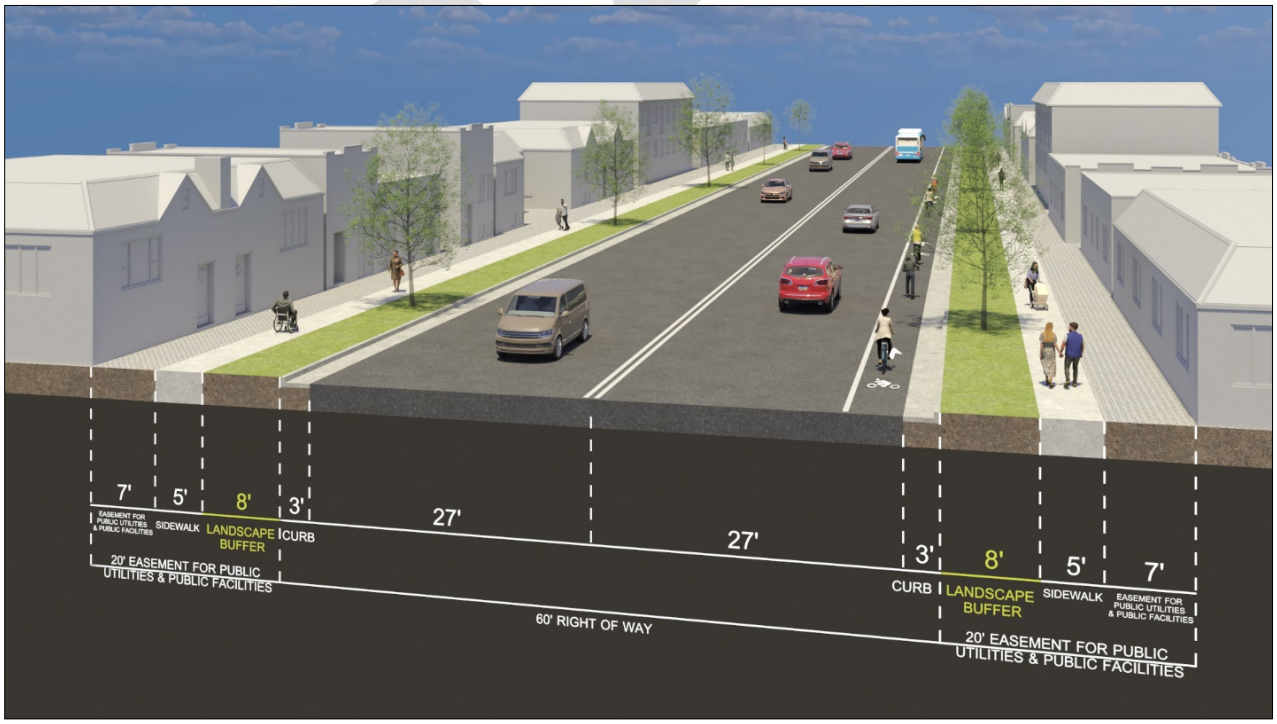


Exhibit 3-5 Typical Collector Section Illustration

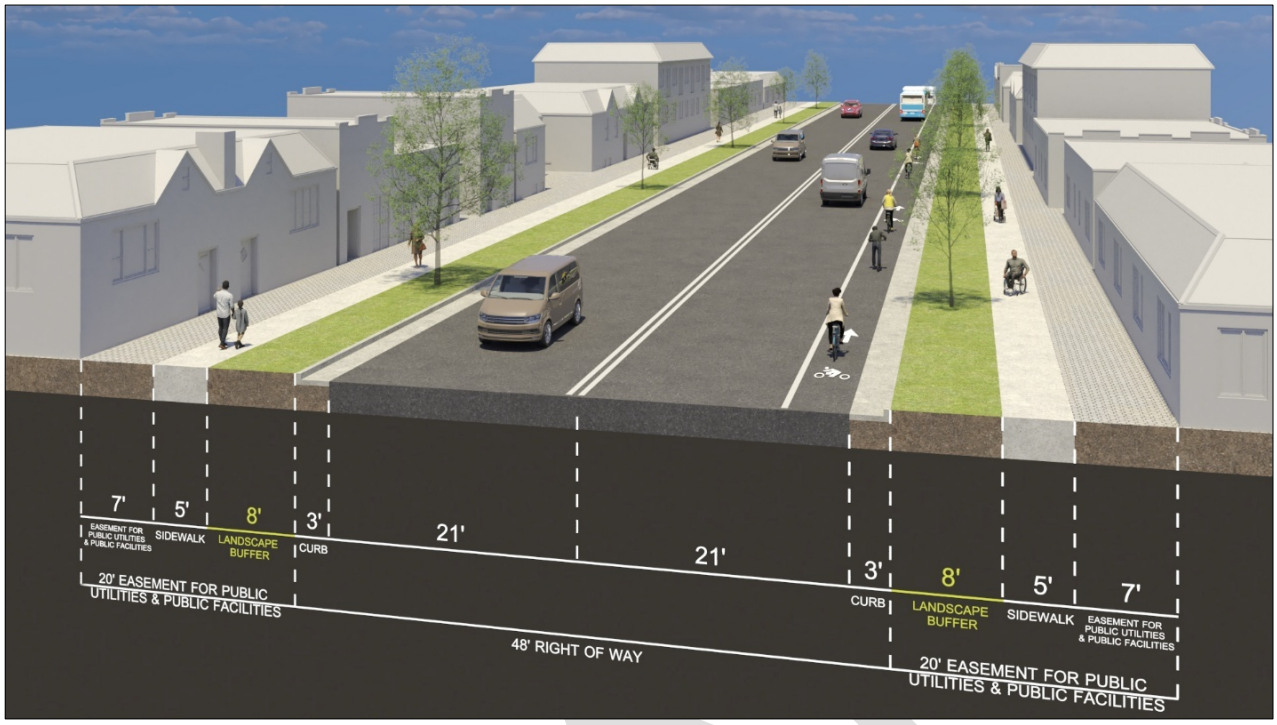


Exhibit 3-6 Re-Imagine North Watt Corridor Plan, Typical Watt Avenue Cross-Section

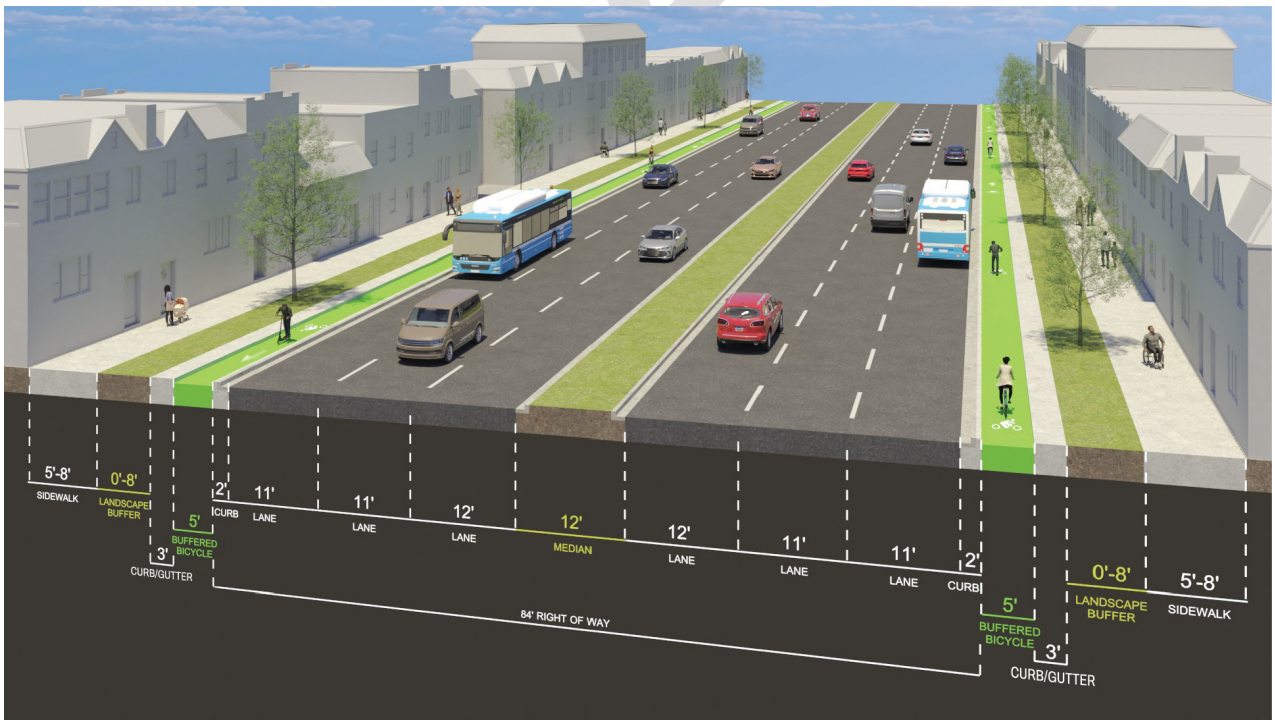
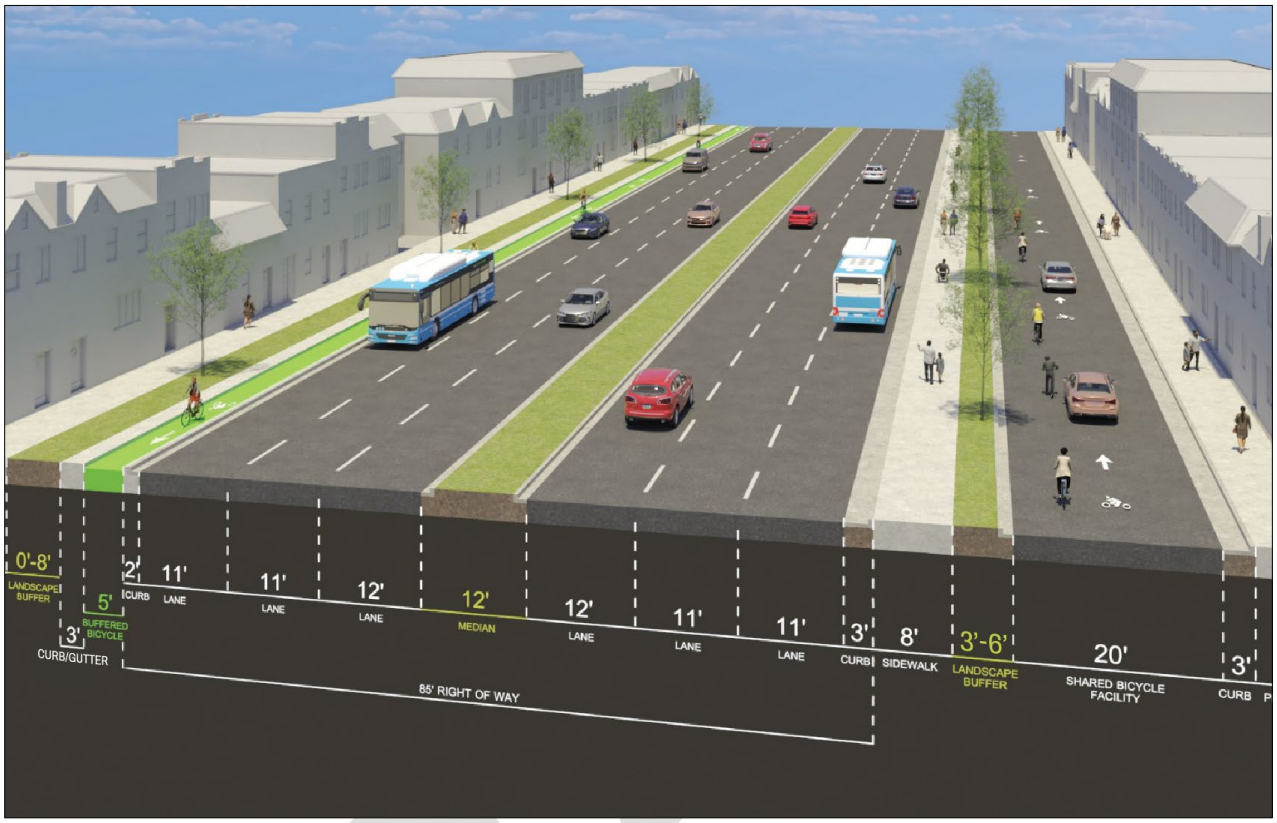


Exhibit 3-7 Re-Imagine North Watt Corridor Plan, Typical Watt Avenue with Frontage Road Cross-Section



3.3.2 PEDESTRIAN AND BIKEWAY NETWORKS

The existing pedestrian and bikeway network in the Specific Plan Area consists of sidewalks (not continuous) and Class II bikeways along Watt Avenue (not continuous), Elkhorn Boulevard, and Freedom Park. Most streets within the Specific Plan Area do not have separated sidewalks with landscape buffers.

ACTIVE TRANSPORTATION PLAN

The *Active Transportation Plan* (ATP) identifies pedestrian intersection safety enhancement, sidewalk gap, and bicycle facility recommendations, and assigns priority to these recommendations. The following tables (Tables 3-1 through 3-3) identify the ATP recommendations within the Specific Plan Area as depicted in Exhibits 3-8 and 3-9.

Private property development would be required to dedicate public right-of-way or easements for the identified ATP recommendations as described in Section 3.2 (Private Property Development

Requirements). Construction of these ATP recommendations would generally be undertaken by the County using grants or other sources of funding.

Table 3-1: ATP Pedestrian Intersection Recommendations

ATP Project ID	Intersection	Intersection Type[1]	Traffic Control	Prioritization Ranking
122	Myrtle Avenue/Watt Avenue	Medium	All-way Traffic Signal	Priority
131	Watt Avenue/Roseville Road	Major	All-way Traffic Signal	Priority
6	Watt Avenue/Airbase Drive	Major	All-way Traffic Signal	No
114	Watt Avenue/Don Julio Boulevard	Major	All-way Traffic Signal	No
9	Watt Avenue/Elkhorn Boulevard	Major	All-way Traffic Signal	No

Source: ATP 2022, Appendix C, Table C-4.
Notes:
[1] Medium intersections: one small street and one collector street or two collector streets (people walking typically cross two to four vehicle lanes; Major intersection: intersections: one collector street and an arterial or two arterial streets (people walking typically cross at least four vehicle lanes).

For the intersections identified in Table 3-1, the ATP's Pedestrian Toolkit provides pedestrian infrastructure options to address safety, depending on context. The toolkit identifies the following 6 categories: 1) sidewalk, trails, and medians; 2) intersection and street design; 3) pavement markings; 4) pedestrian-actuated beacons; 5) street furniture; and 6) studies. The toolkit would be utilized to determine the appropriate category of improvement for these intersections. Pedestrian safety improvements to these intersections may include but are not limited to improvements to lighting, striping, and curb ramps, free right turn lane/slip lane removal, construction of protective elements, and leading pedestrian intervals.

Table 3-2: ATP Sidewalk Gap Recommendations

ATP Street Name & Gap Number	Sidewalk Currently on 1 or 0 Sides	Length (feet)	Prioritization Ranking
Q Street – 21	0	212.33	No
Elkhorn Boulevard – 15	1	633.88	No
Elkhorn Boulevard – 16	1	1065.45	No
Roseville Road – 1	1	399.94	No
Roseville Road – 2	1	1199.82	No
Roseville Road – 3	1	266.63	No
Roseville Road – 4	1	1199.82	No
Roseville Road – 5	1	266.63	No
Roseville Road – 6	1	1333.14	No
Roseville Road – 7	1	1066.51	No
Roseville Road – 8	1	1610.71	Priority
Roseville Road – 9	1	199.58	Priority
Roseville Road – 10	0	332.64	Priority

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Source: ATP 2022, Appendix C, Table C-5.

The sidewalk gaps identified in Table 3-2 do not capture all gaps that exist within the Specific Plan Area, as the ATP identifies priority discontinuities within the public right-of-way. Sidewalk gaps within the Specific Plan Area that are not captured in Table 3-2 are generally located on vacant properties where the construction of frontage improvements has not been required. Sidewalk gaps on vacant properties would be installed by private property development, as described in Section 3.2 (Private Property Development Requirements).

Table 3-3: ATP Bicycle Recommendations

ATP Project ID	On Street, From - To Street	Length (mi)	Prioritization Ranking
Class I Shared-Use Paths[1]			
144	Q Street Trail, Watt Avenue to 32nd Street	0.67	Priority
74	Elkhorn Trail, Watt Avenue to Patrol Road	1.17	No
167	Watt Avenue, Watt Avenue/UPRR Crossing to Watt Avenue/UPRR Crossing	0.19	No
147	Robla Creek Trail, Channing Drive to Elkhorn Trail	0.77	No
170	Winona Way/UPRR Crossing, Roseville Road to Dudley Boulevard	0.05	No
Class II Bicycle Lanes[2]			
466	Orange Grove Avenue, Roseville Road to Watt Avenue	1.02	Priority
185	Future Don Julio Boulevard Extension, 32nd Street to Watt Avenue	0.50	No
206	A Street, Skvarla Avenue to San Vincente Way	0.56	No
613	Winona Way, Roseville Road to Watt Avenue	0.41	No
197	34th Street, Dudley Boulevard to U Street	2.10	No
502	Recreation Way, Patrol Road to 32nd Street	0.02	No
196	32nd Street, Recreation Way to U Street	1.97	No
Class III Bicycle Boulevards			
801	Wings Way, Watt Avenue to Poplar Boulevard	0.24	No
Study Corridors[3]			
819	Elkhorn Boulevard, W Elkhorn Boulevard to I-80 Westbound	7.39	Priority
865	Watt Avenue, S Watt Avenue/Folsom Boulevard to Placer County Border[4]	12.46	Priority
843	Myrtle Avenue, Roseville Road to Harrison Street	1.01	Priority
851	Roseville Road, City of Sacramento East Border to Madison Avenue	1.93	Priority
849	Q Street, 18th Street to Watt Avenue	2.11	Priority
559	U Street, 24th Street to Watt Avenue[5]	1.43	No

Source: ATP 2022, Appendix C, Table C-6.
Notes:

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[1] The Track Crossing Trail from Roseville Road to AE Street (ATP Project ID 162) and Watt Avenue Paseo Trail from Freedom Park to U Street (ATP Project ID 166) are not proposed in this Specific Plan.

[2] The Industry Drive from Orange Grove Avenue to Service Road (ATP Project ID 181), Service Road from Industry Drive to Orange Grove Road (ATP Project ID 182), Service Road from Roseville Road to Industry Drive (ATP Project ID 183), Industry Drive from Winona Way to Service Road (ATP Project ID 184), and Industry Drive from I-80 Westbound to Orange Grove Avenue (ATP Project ID 374) are not proposed in this Specific Plan.

[3] Study Corridors are corridors that require additional study and community engagement opportunities before formal recommendations can be made. These are considered candidates for Class IV Separated Bikeway pending study confirmation.

[4] The *Re-Imagine North Watt Corridor Plan* confirmed the designation of this corridor as a Class IV Separated Bikeway.

[5] The U Street from 24th Street to Watt Avenue (ATP Project ID 559) is modified from a Class II bicycle lane to a Study Corridor with this Specific Plan.

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Exhibit 3-8 ATP Recommendations, Map 1 of 2

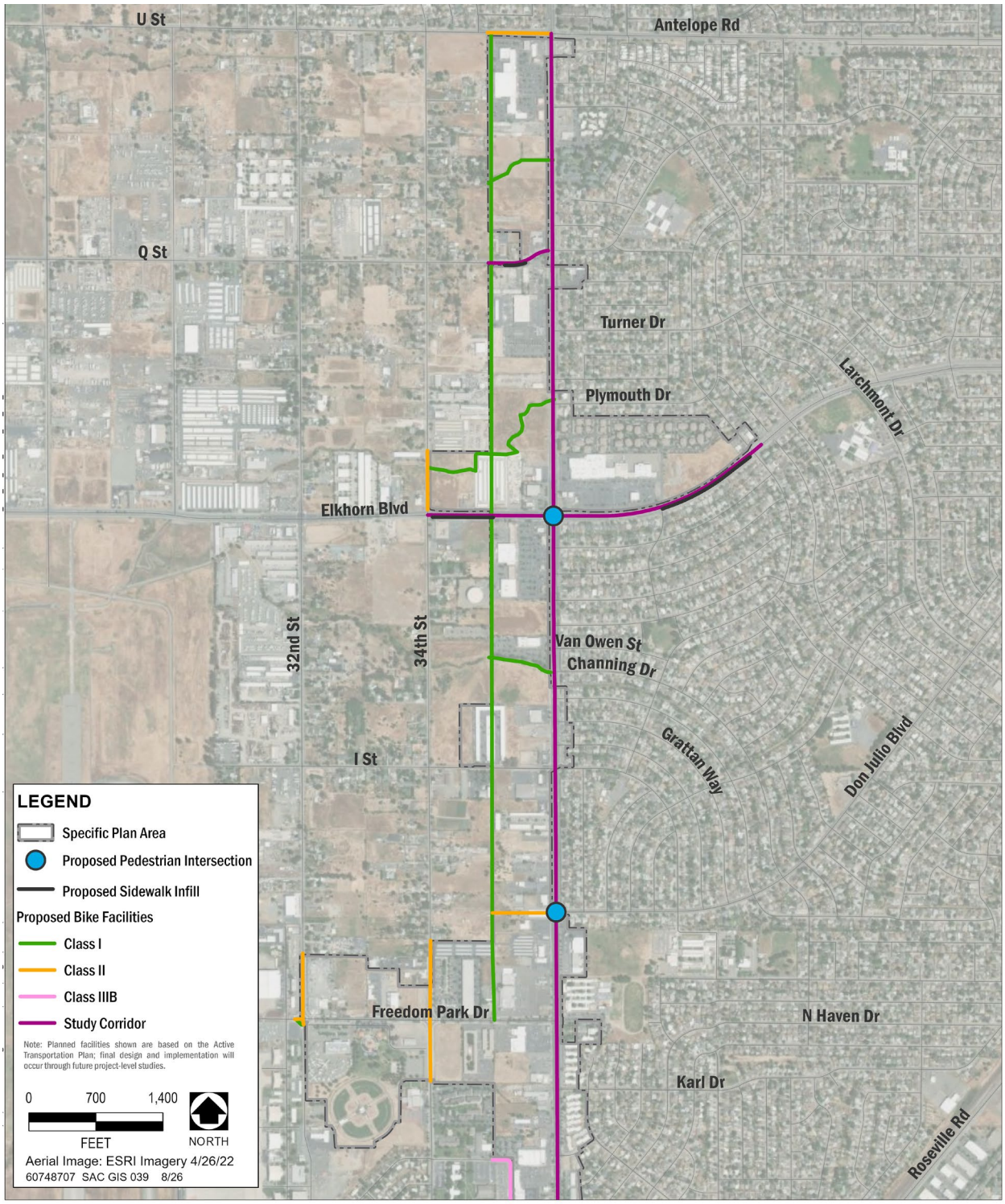
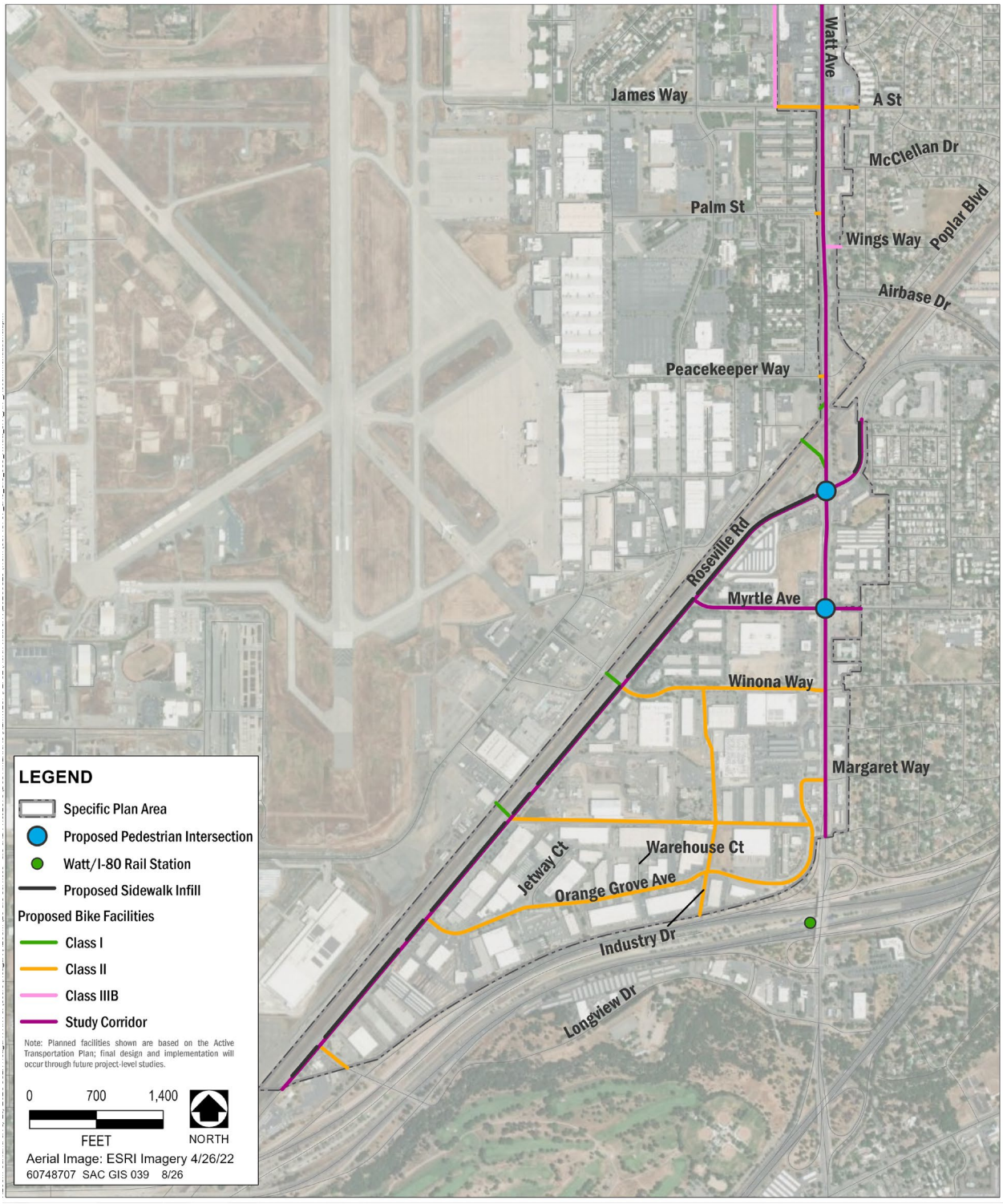


Exhibit 3-9 ATP Recommendations, Map 2 of 2



3.3.3 TRANSIT NETWORK

Sacramento Regional Transit (SacRT) provides existing bus service (via routes 19 Rio Linda, 26 Fulton, 84 Watt, and 93 Hillsdale) to the Specific Plan Area. There are minimal bus stop amenities within the Specific Plan Area as most bus stops are denoted with only signage, despite the high number of routes and volume of transit users. Just south of the Specific Plan Area is the Watt/I-80 Station, the eastern terminus of the SacRT Blue Line light rail. Existing SacRT transit stops in the Specific Plan Area are depicted in Exhibits 3-10 and 3-11.

SACRAMENTO REGIONAL TRANSIT PLANNING STUDIES

SacRT's *High-Capacity Bus Service Study* (2021) identified Watt Avenue[1] as a good candidate for high-capacity bus service (HCBS) in the future, as an increased number of projects and political support has been accelerating development along the corridor. This corridor is centrally located, offering a significant number of routes and possible transfers within the SacRT system. Within the Specific Plan Area, the potential HCBS corridor would operate on Watt Avenue. The study identified improvements to Watt Avenue in support of future HCBS, including improving intuitiveness of service and increasing multimodal access to stops between Elverta Road and Don Julio Boulevard; and reducing travel time and providing more consistent run times by consolidating bus stops that would have additional amenities between Don Julio Boulevard and the Watt/I-80 Station.

SacRT's *Bus Stop Improvement Plan 2023* identified the Watt Avenue corridor through North Highlands as high priority in most need of improvement. Within the Specific Plan area, the plan identifies 8 bus stops in need of major improvements and 23 bus stops where minor/moderate improvements are recommended. Additionally, the plan identified three bus stops (Turner Drive, Channing Drive, and Owens Way) where a new pedestrian crossing or relocating the bus stop should be considered.

Bus stop improvements within the Specific Plan Area would be undertaken by SacRT. Improvements that include a pedestrian crossing component would be coordinated with the County.

[1] Approximately 23.2 miles, between Baseline Road in Placer County to Bond Road in unincorporated Sacramento County.

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Exhibit 3-10 Existing SacRT Transit Stops, Map 1 of 2

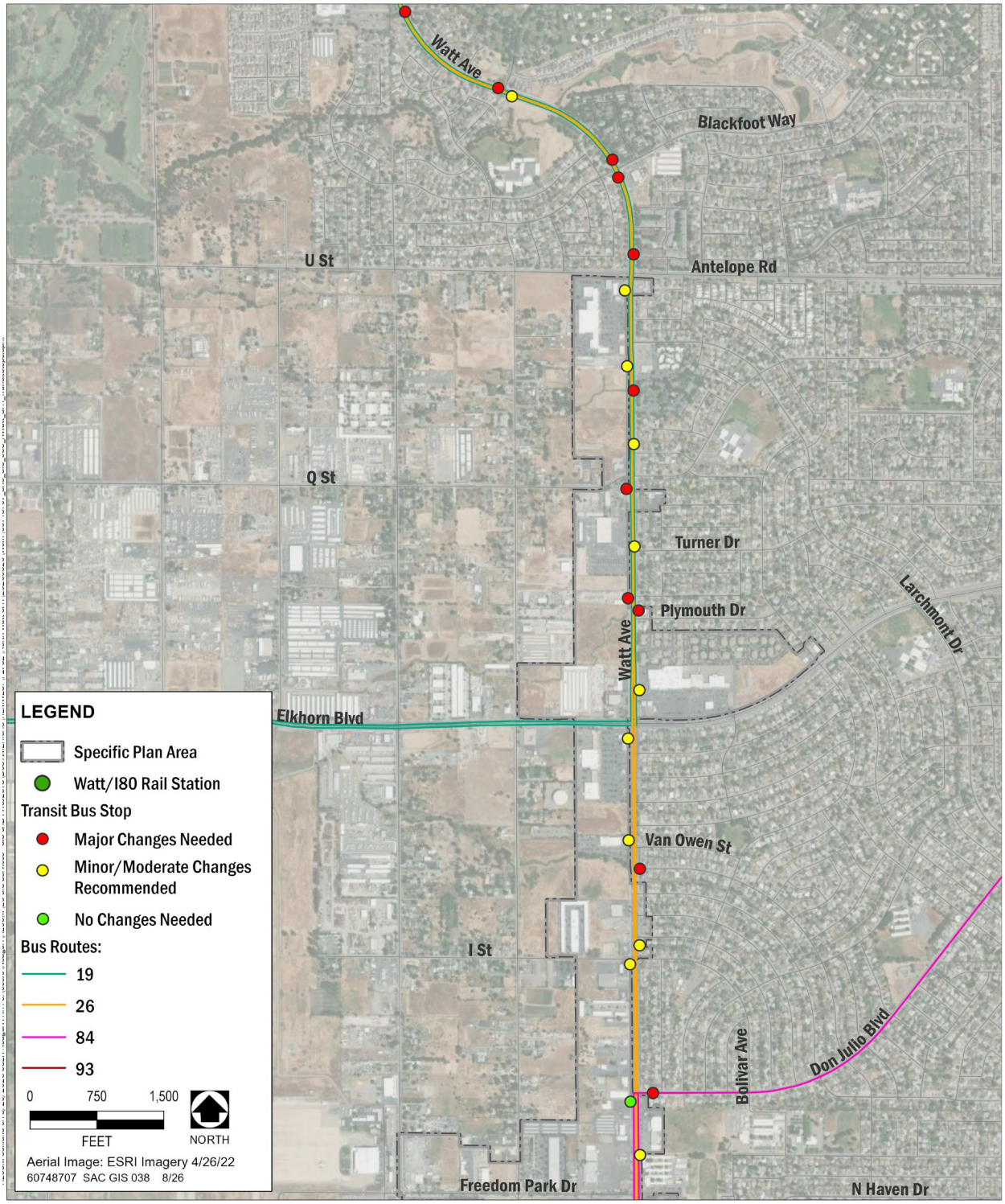
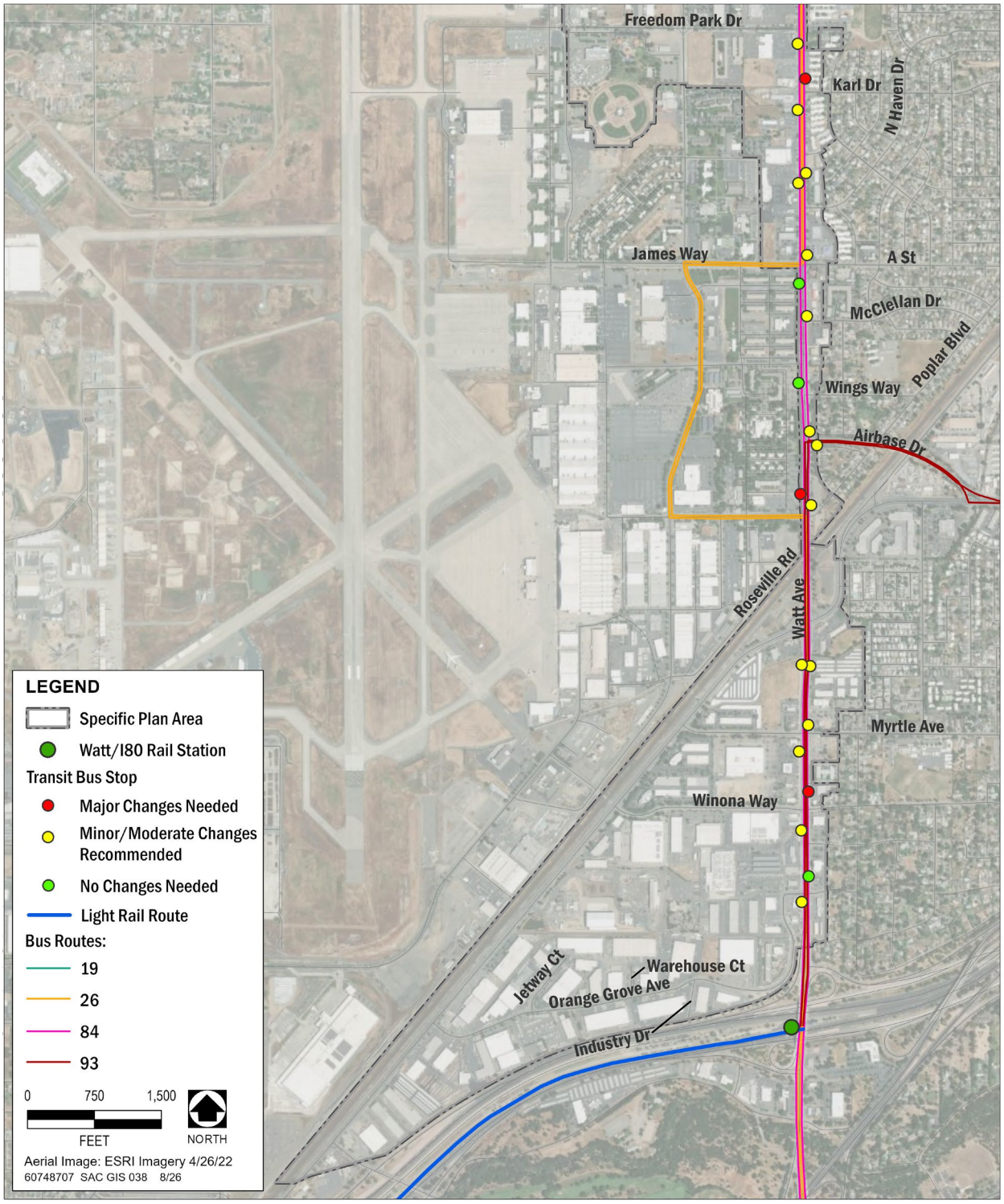


Exhibit 3-11 Existing SacRT Transit Stops, Map 2 of 2



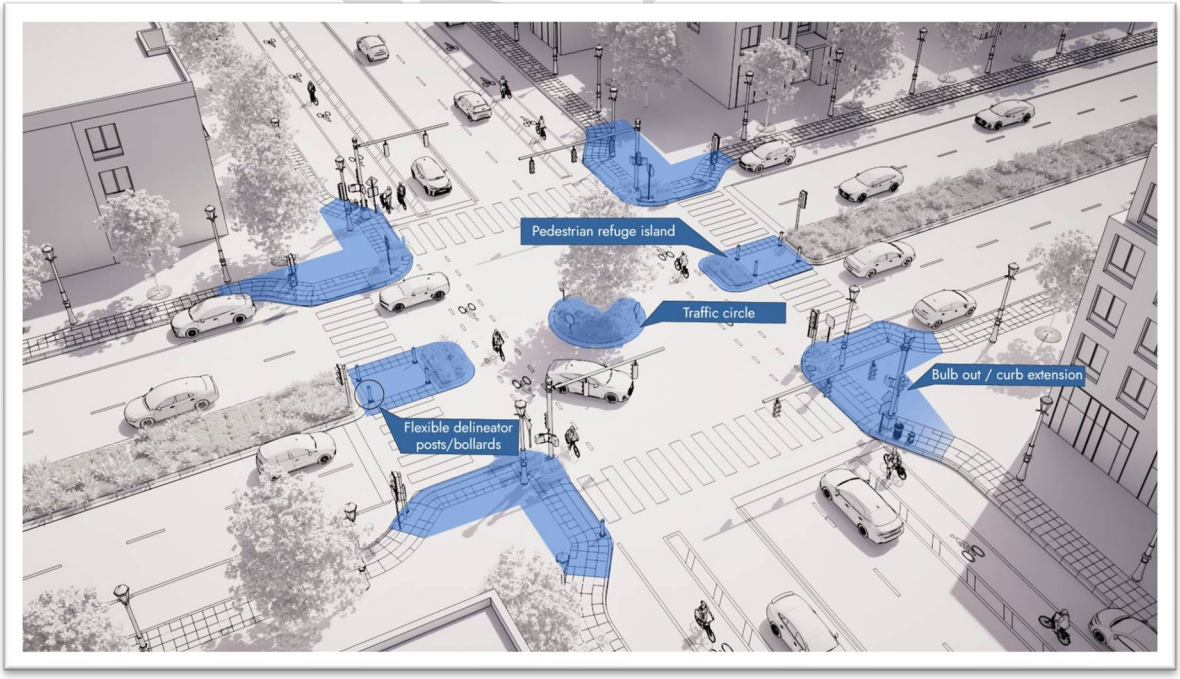
3.4 TRAFFIC CALMING FEATURES

As identified in the County's *Local Roadway Safety Plan*, unsafe speed is the most important factor in crashes in Sacramento County. Traffic calming strategies can be incorporated into street design (i.e., narrower vehicle lanes, presence of on-street parking, etc.), or an improvement added to streets and intersections.

Traffic calming features are typically initiated by neighbors through the County's Neighborhood Traffic Management Program (NTMP) petition process or required as part of private property development when potential issues are anticipated. Within the Specific Plan Area, traffic calming features may be implemented on minor roadways (local or residential streets) where safety concerns, excessive vehicle speeds, or crossing-related multimodal safety issues exist. Implementation of traffic calming features would be coordinated with partner agencies, including SacRT. The County's NTMP toolbox contains three groups of devices that address neighborhood traffic-related concerns:

- Non-physical devices, such as targeted speed enforcement, radar trailers, speed feedback signs, centerline/edgeline lane striping, signage, speed legends, and centerline botts dots.
- Speed control devices, such as vertical devices (entry feature, speed hump, speed lump, speed table, raised crosswalk, rumble strip), narrowing devices (neckdown/bulbout, center island narrowing), and horizontal devices (traffic circle).
- Volume control devices, such as forced turn islands.

Exhibit 3-12 Examples of Traffic Calming Features



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4. PUBLIC INFRASTRUCTURE & FACILITIES

4.1 INTENT

This chapter presents the parks/open space framework, as well as utility services and identified improvements to serve development under the Specific Plan. This chapter is organized into the following sections.

- Section 4.2 (Private Property Development Requirements) identifies the general requirements of private property development in the aspects of wet and dry utility services.
- Section 4.3 (Parks and Open Spaces) describes the approach to encouraging and supporting a network of connected parks and open spaces in the Specific Plan Area.
- Sections 4.4 (Domestic Water System), 4.5 (Sanitary Sewer System), 4.6 (Storm Drainage System), and 4.7 (Dry Utilities) identifies the providers and capacities of these utility services as well as the improvements required to support buildout of the Specific Plan Area.

Information provided in Sections 4.4 through 4.6 are supported by the Domestic Water Study (Appendix A), Level 1 Sanitary Sewer Study (Appendix B), and Master Drainage Study (Appendix C) prepared for the Specific Plan.

4.2 PRIVATE PROPERTY DEVELOPMENT REQUIREMENTS

Private property development is generally required to install or improve the infrastructure necessary to serve the site and development demands.

- For domestic water, improvements are generally required to connect to the water system, to provide adequate fire flow and hydraulic pressure, and to comply with standards.
- For sanitary sewer, improvements are generally required to connect to the sewer system, and to address capacity constraints.
- For storm drainage, private property development would be required to connect to the drainage system and implement site-specific drainage improvements and incorporate stormwater management practices consistent with regional and local requirements. Private property development may also be required to integrate Low Impact Development (LID) strategies, including onsite detention, infiltration, and water quality treatment, to manage runoff rates and protect water quality.

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- For dry utilities, the County requires a 12.5-foot public utility easement along roadway rights-of-way for the siting of associated infrastructure.

Sections 4.4 through 4.6 identify the improvements required for trunk water, sewer, and storm drainage systems (i.e., backbone infrastructure) to support buildout of the Specific Plan. Actual connection locations, system sizing, and phasing are subject to change as private property development in the Specific Plan Area proceeds. Early coordination and consultation with responsible agencies/departments for private property development in the Specific Plan Area is encouraged.

4.3 PARKS AND OPEN SPACES

The Specific Plan Area located is in proximity to a variety of parks and open spaces provided by regional and local parks districts. Within three miles of the Specific Plan Area, there are approximately 124 acres of parks and open spaces including regional, community, neighborhood parks; linear parklands; shared use facilities; and sports fields.

At the local level, the Specific Plan Area is primarily served by the North Highlands Recreation and Park District (NHRPD), though the southern portion of the Specific Plan Area south of the Union Pacific Railroad within the Arcade Creek Recreation and Park District (ACRPD). Both districts have a goal of five acres of parkland for every 1,000 people and neither achieves that goal under current conditions. As shown in Exhibits 4-1 and 4-2, there is approximately 19.32 acres of existing parkland (Freedom Park and Ruth Inman Park) in the Specific Plan Area.

4.3.1 FRAMEWORK AND APPROACH

Parks and open spaces are essential public facilities that provide recreation, community gathering areas and visual relief within the Specific Plan Area. This Specific Plan supports a system of open spaces establishing a connected framework of neighborhood parks, plazas, and greenways that support walking, biking and access to green space. Parkland improvements and trail improvements in the Specific Plan Area, including those along creek corridors, will ensure residents and employees are served within a comfortable walking distance of open space.

This Specific Plan prioritizes expansion of passive recreational opportunities and linear park facilities that are well-suited to infill conditions and constrained sites, including:

- Improving creek corridors and greenways for trails, passive recreational space, and naturalized drainage and/or restoration, where appropriate. The Robla Creek and Dry Creek corridors represent key opportunities to provide publicly accessible trails, passive recreation areas, and linear open space. Where feasible, improvements may incorporate naturalized drainage features and habitat restoration alongside recreational functions. These facilities may serve both as community amenities and as enhancements that improve the feasibility and quality of adjacent infill development.

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- Enhancing safe and convenient pedestrian and bicycle access to parks and recreational destinations by identifying and pursuing funding to implement pedestrian intersection safety enhancement, sidewalk gap, and bicycle facility recommendations in the *Active Transportation Plan* within the Specific Plan Area. See Chapter 3 (Circulation & Public Realm).
- Capitalizing on constrained properties (i.e., size, configuration, or other limitations) by exploring opportunities to develop these to support passive recreational uses such as pocket parks, linear open space, or small greenway connections.
- Supporting opportunities for shared use of existing recreational facilities, which may include shared access to existing sports fields, play areas, gymnasiums, or other recreational facilities, as well as potential physical improvements or enhancements to existing recreational facilities that expand community access.
- Supporting a new park facility within the NHRPD identified focus area (Exhibit 4-1) by facilitating opportunity discussions with property owners and collaborating on grant funding opportunities.
- Coordinating publicly accessible privately owned open spaces within private property development projects in the Specific Plan Area with local districts, as appropriate.

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Exhibit 4-1 Parks and Open Spaces, Map 1 of 2

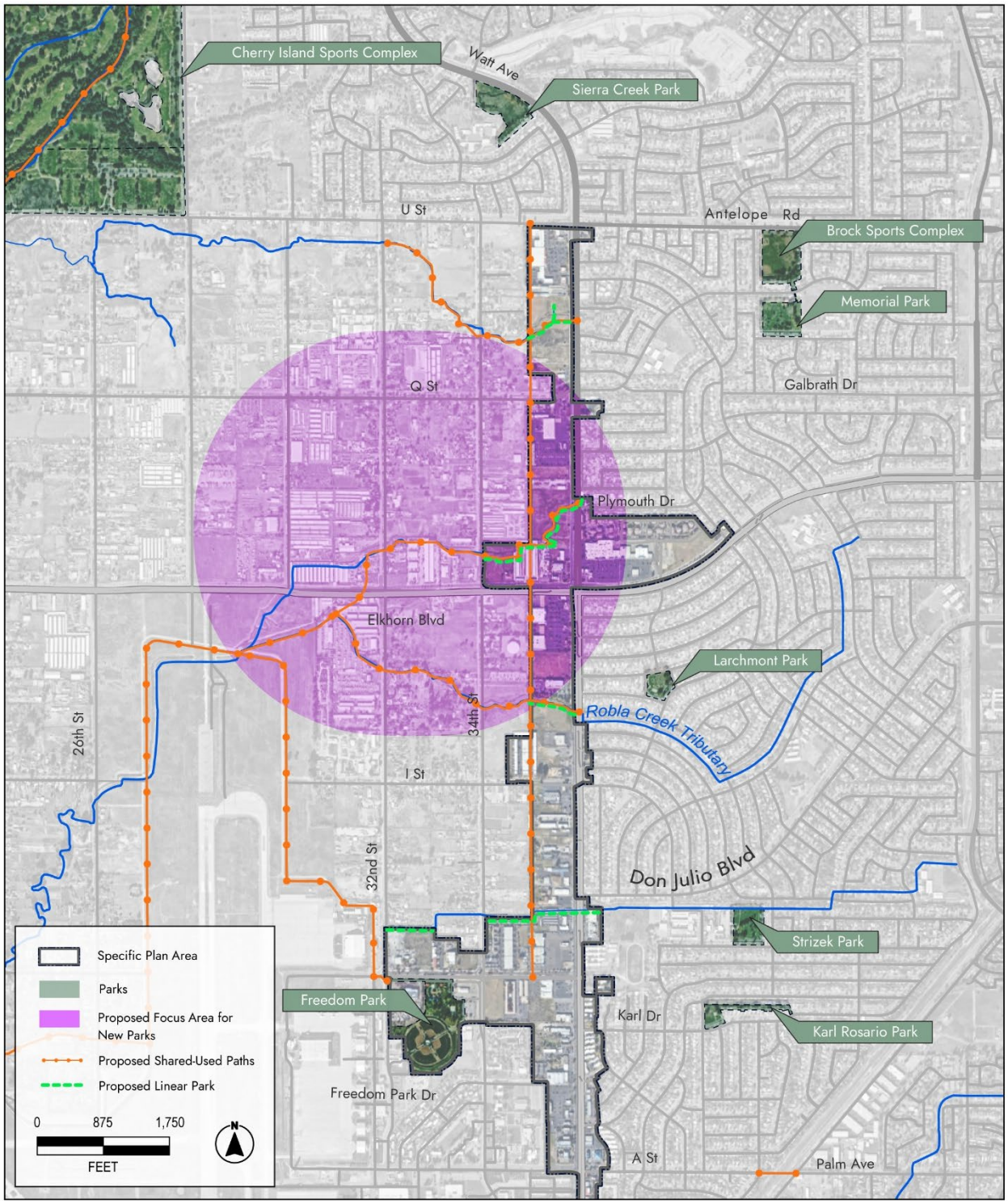
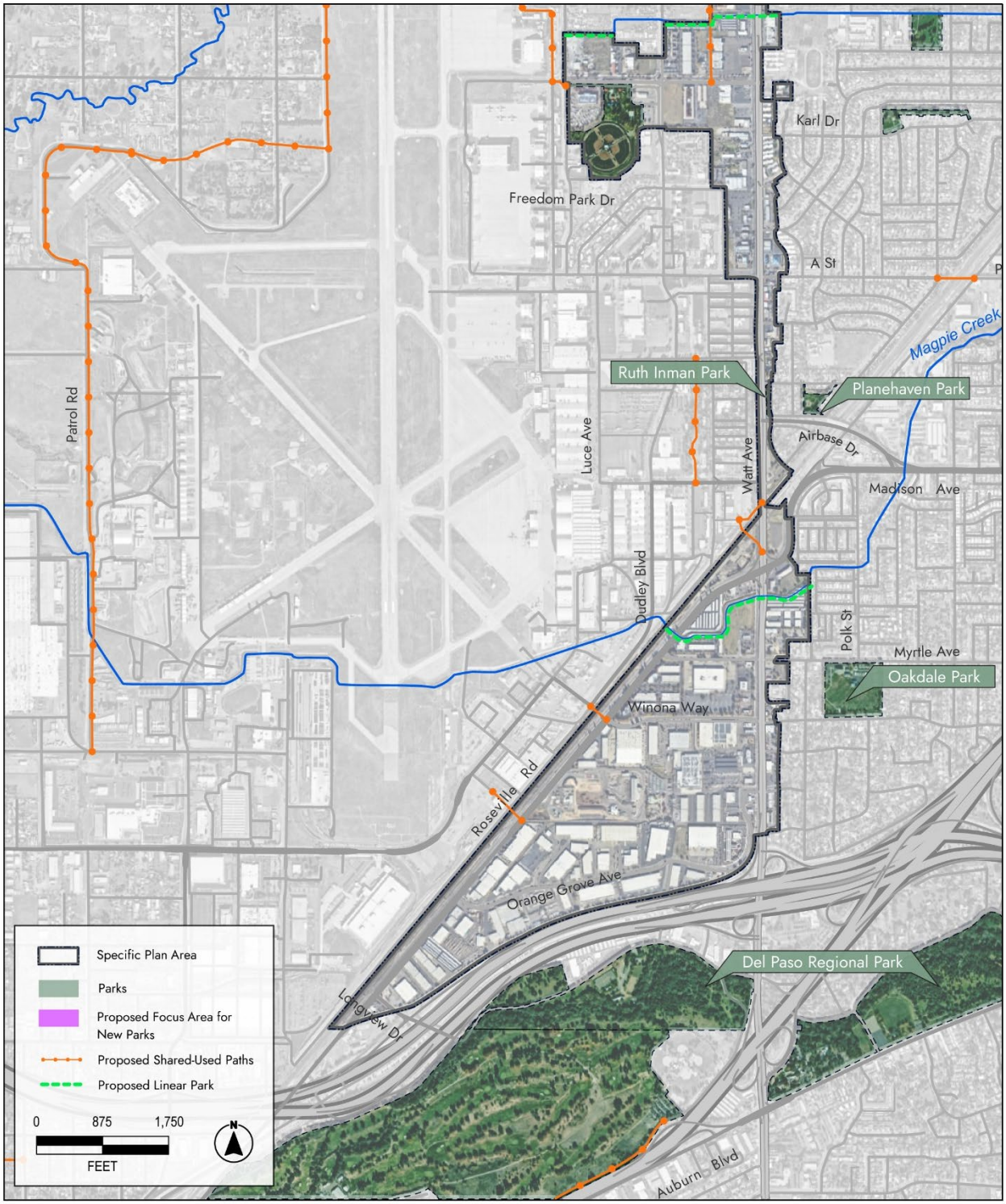


Exhibit 4-2 Parks and Open Spaces, Map 2 of 2



4.4 DOMESTIC WATER SYSTEM

The Specific Plan Area within the Sacramento Suburban Water District's (SSWD's) North Service Area for domestic water supply and distribution. Although both groundwater and surface water are conveyed to the Specific Plan Area, groundwater wells are the primary source of water for this area. According to SSWD, there is sufficient water supply to serve buildout of the Specific Plan Area.

Existing water infrastructure within the Specific Plan Area consists of 6-, 8-, 10-, 12-, and 16-inch water mains. North of the Union Pacific Railroad (UPRR) crossing, the infrastructure along Watt Avenue consists predominantly of 8-inch mains, with a 12-inch main portion between Larry Way and Karl Drive. South of the UPRR crossing, water mains range from 6 to 16 inches with portions of this area redeveloped with upgraded, looped systems that meet SSWD standards and provide adequate fire protection.

4.4.1 WATER INFRASTRUCTURE IMPROVEMENTS

To serve buildout of the Specific Plan Area, water infrastructure improvements are required. These improvements include:

1) those needed to address localized fire-flow deficiencies, and
2) those needed to satisfy SSWD's standard requiring a minimum 12-inch water main for mixed-use and commercial corridors.

Table 4-1 identifies the required water infrastructure improvements to support buildout of the Specific Plan Area (as depicted in Exhibits 4-3 through 4-6).

Table 4-1: Water Infrastructure Improvements

No.[1]	Description of Improvement	Affected Areas
Improvements to Address Localized Fire-Flow Deficiencies		
1	Upsize existing 8-inch water main to 12-inch water main	West of Watt Avenue, south of Q Street (APNs 208-0142-032 through -035)
2	Confirm existing water main is continuous; if not, complete as a looped system	West of Watt Avenue, south of Elkhorn Boulevard (APN 208-0153-013)
3	Install new 12-inch water main and hydrants and connect to existing North Service Area mains	Dudley Boulevard and Freedom Drive Park (APNs 215-0093-001, 215-0182-001, and 215-0182-004)
4	Install new 12-inch water main and make connections to existing system to provide a looped system	Watt Avenue, from A Street to Poplar Drive (APNs 218-0231-001 through -003, 218-0231-008, 218-0233-012 through -017, and 218-0281-001)

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No.[1]	Description of Improvement	Affected Areas
5	Upsize existing 6-inch water main to 12-inch water main	Myrtle Avenue, from Palomino Lane to Watt Avenue; and Watt Avenue, from Myrtle Avenue to Oakdell Avenue (APNs 240-0011-017, 240-0011-020, 240-0011-028 and -029, 240-0011-032, 240-0011-037, and 240-0081-012)
Improvements to Satisfy SSWD's Mixed-Use/Commercial Corridor Standards		
6	Upsize existing 8-inch water main to 12-inch water main	Watt Avenue, from Antelope Road to Larry Way (APNs 208-0122-009, 208-0122-055, 208-0122-066 and -067, 208-0132-008, 208-0132-028, 208-0133-035, 208-0133-039, 208-0142-004 and -005, 208-0142-020, 208-0142-022, 208-0142-030, 208-0142-036, 208-0152-015, 208-0152-037, 208-0153-019 through -022, 208-0153-024, 208-0162-018, 208-0162-024, 208-0162-027, and 280-0122-039)
7	Upsize existing 8-inch water main to 12-inch water main	Watt Avenue, from Karl Drive to James Way (APNs 215-0182-010 through -013, 215-0182-027, 215-0190-011, 215-0190-053, 218-0161-001, 218-0161-026 and -027, and 218-0231-001)

Notes:
1. Corresponds to improvements identified in Exhibits 4-3 through 4-6.

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Exhibit 4-3 Water Infrastructure Improvements, Map 1 of 4

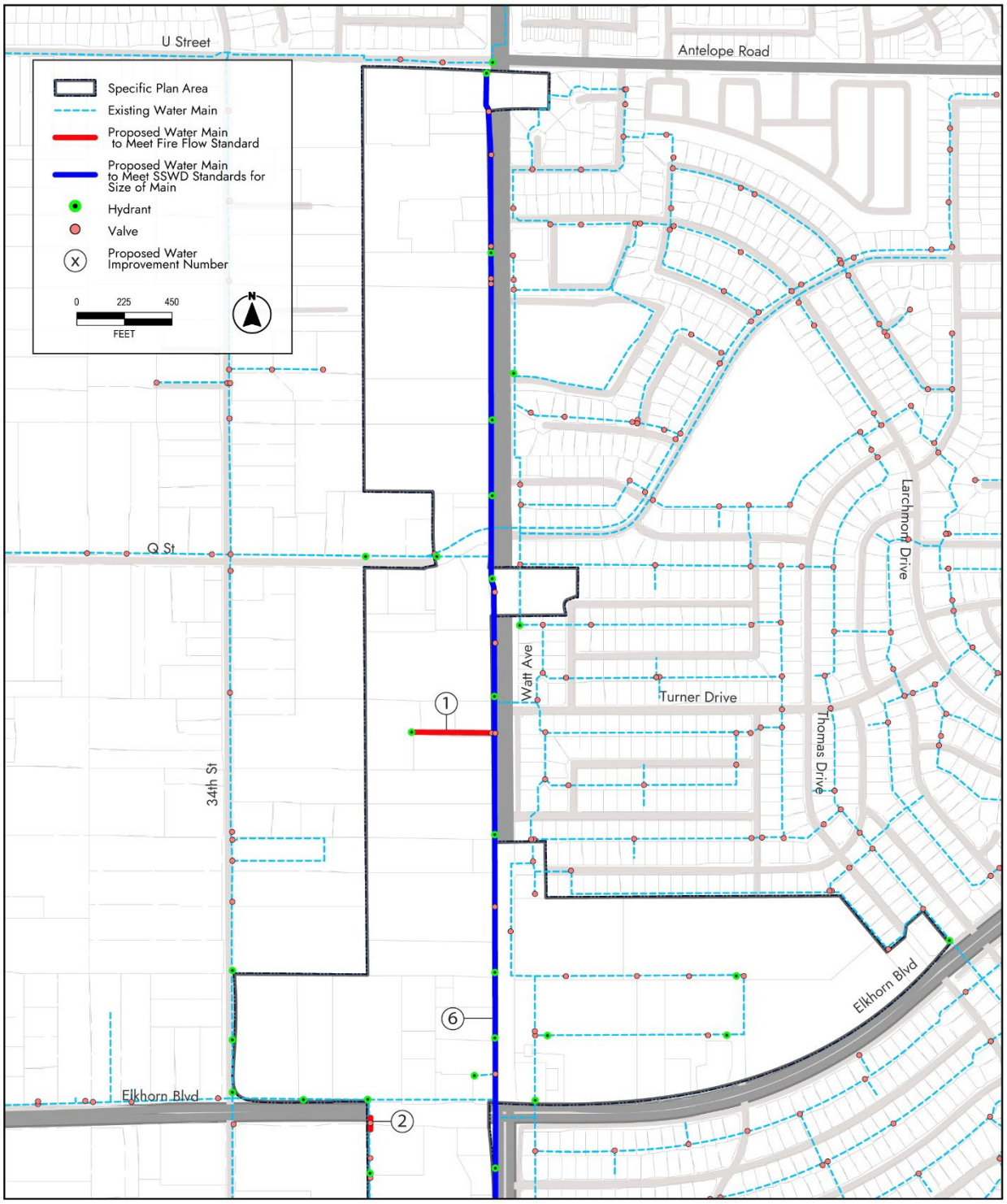


Exhibit 4-4 Water Infrastructure Improvements, Map 2 of 4

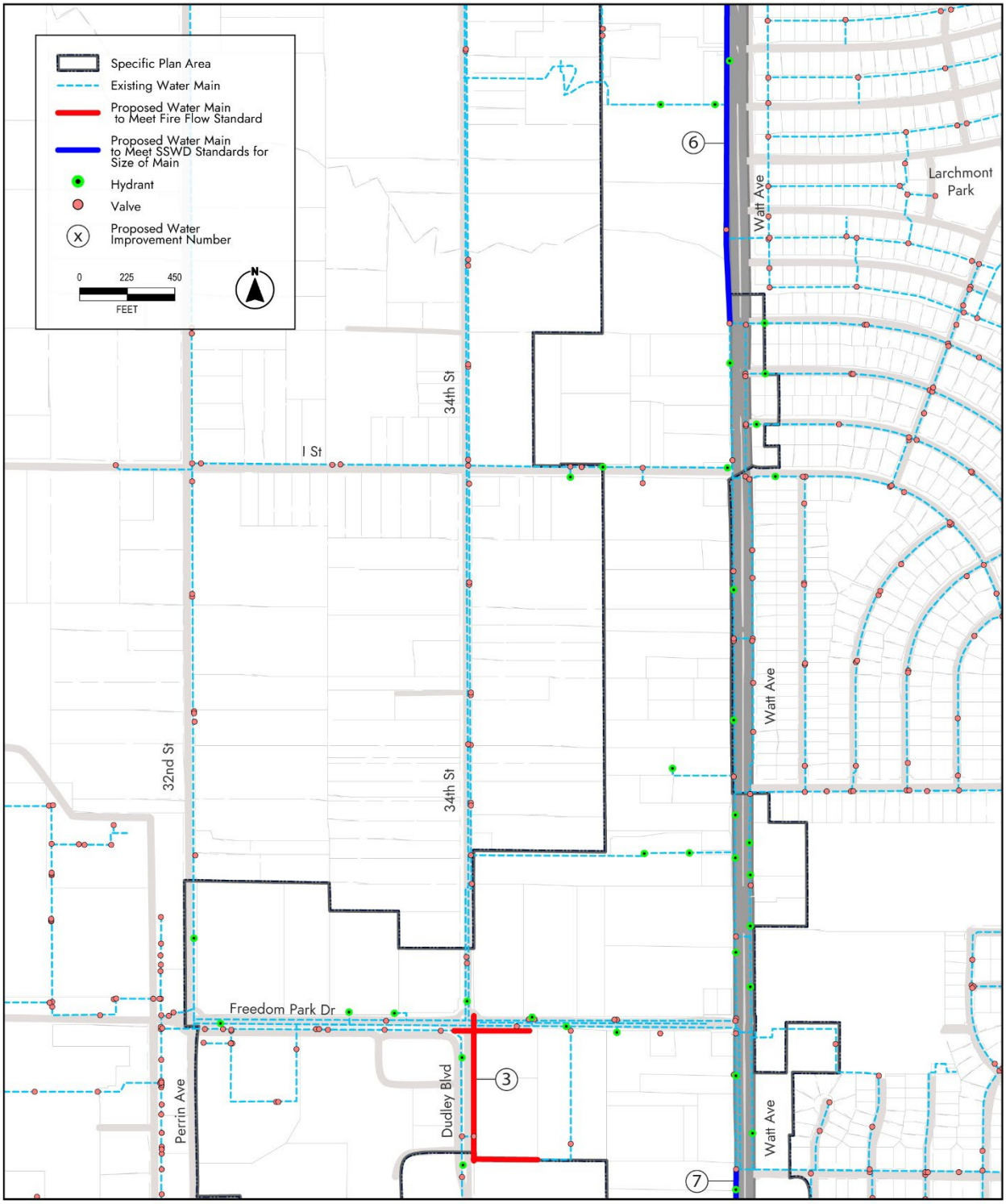


Exhibit 4-5 Water Infrastructure Improvements, Map 3 of 4

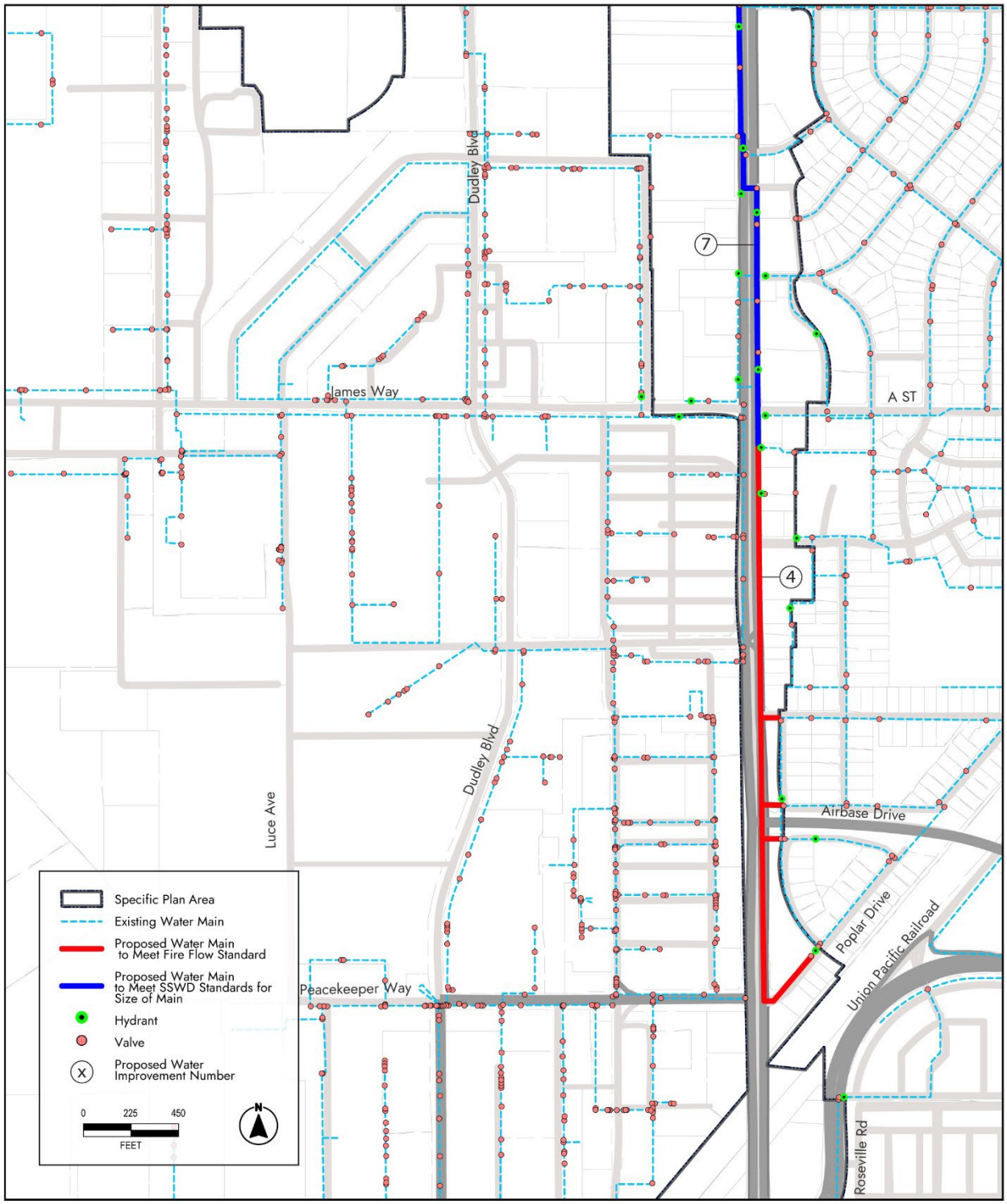
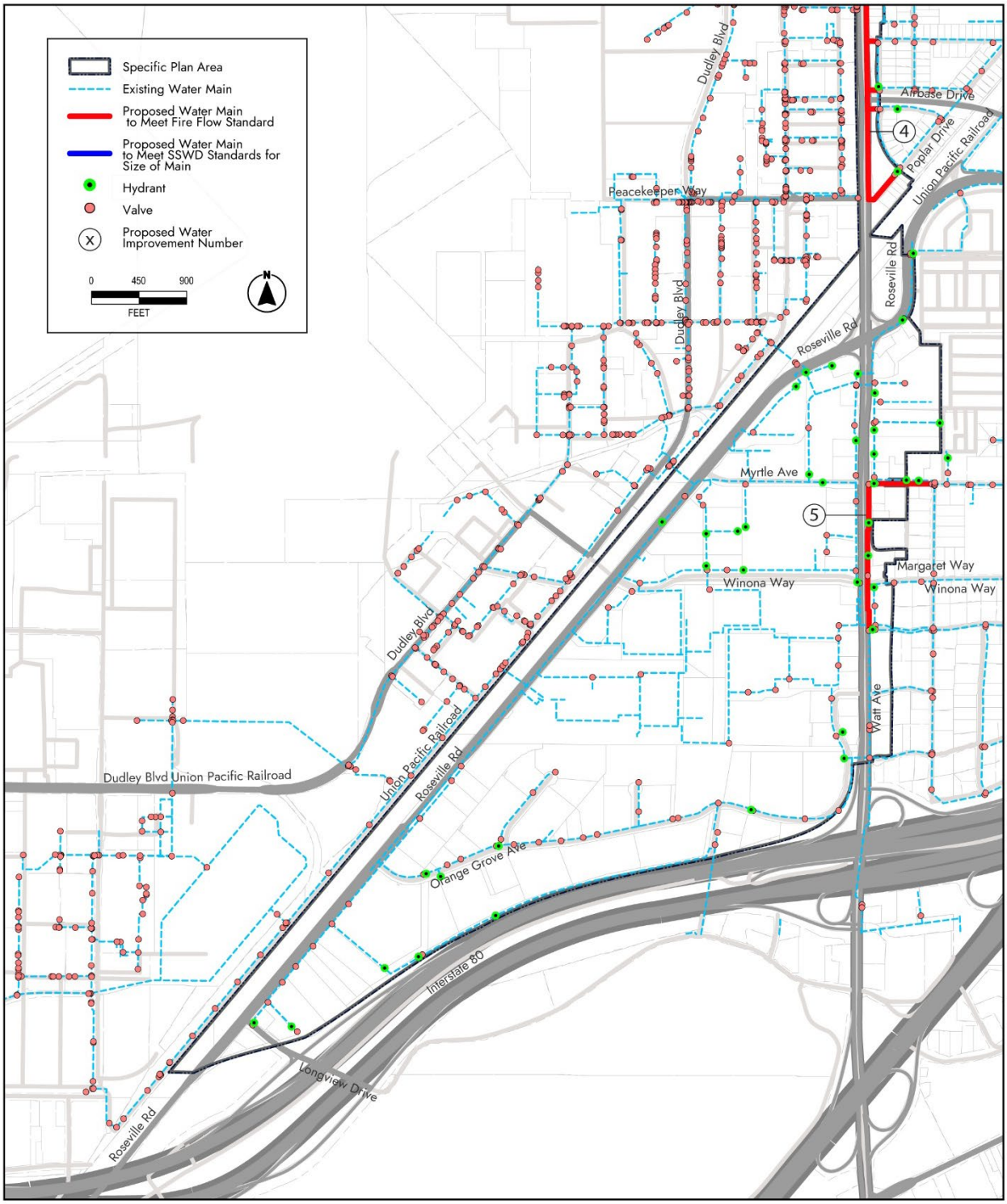


Exhibit 4-6 Water Infrastructure Improvements, Map 4 of 4



4.5 SANITARY SEWER SYSTEM

The Sacramento Area Sewer District (SacSewer) provides sanitary sewer service in the Specific Plan Area. Existing sewer infrastructure within and adjacent to the Specific Plan Area include local sanitary sewer collection systems with gravity sewer mains that range from 6 to 15 inches in diameter. These collection systems convey flows to two existing sewer interceptors: the Upper Northwest Interceptor in Elkhorn Boulevard, and the McClellan Interceptor in Roseville Road. The Specific Plan Area is located within five SacSewer trunk sewer sheds: DRY, ARD, DR Un Rio Linda East, NEA, and McClellan. There are no existing sewer pump stations within the Specific Plan Area. The S121 pump station, located at James Way and Price Avenue east of the Specific Plan Area, serves portions of the Specific Plan Area west of Watt Avenue and south of Freedom Park Drive.

According to SacSewer, there are currently areas within and adjacent to the Specific Plan Area which are capacity deficient or are currently experiencing predicted overflows. In the NEA and ARD trunk sewer sheds, south of Roseville Road and south of Palm Street is capacity deficient. In the ARD and McClellan trunk sewer sheds, west of Watt Avenue surrounding James Way is capacity deficient with predicted overflows at two off-site manholes.

4.5.1 SEWER INFRASTRUCTURE IMPROVEMENTS

Buildout of the Specific Plan Area would result in overflows or potentially substantial surcharging in the following trunk sewer sheds.

- In DRY, ARD, and DR UN Rio Linda East, potentially significant surcharging is predicted north of Elkhorn Boulevard and east side of Watt Avenue and north of Palm Street.
- In ARD and McClellan, overflows at four off-site manholes (in addition to the two off-site manholes where overflows are occurring under existing conditions) are predicted west of Watt Avenue surrounding James Way.

To accommodate buildout of the Specific Plan Area and address capacity constraints, sewer infrastructure improvements are required. Table 4-2 summarizes the required sewer infrastructure improvements to support buildout of the Specific Plan Area (as depicted in Exhibits 4-7 and 4-8).

SacSewer designated the DR UN Rio Linda East trunk sewer shed as an expansion shed, but there is currently no timeline for SacSewer to construct the expansion area improvements. Table 4-2 identifies an improvement (No. 1) that could be constructed to provide adequate sewer service to the identified parcels.

The densification of parcels within the McClellan trunk sewer shed contributes to increases in the number of predicted spills west of Watt Avenue along James Way east of the Specific Plan Area. SacSewer has identified a relief project to address this capacity deficiency; however, if the SacSewer relief project is not completed prior to development on the identified parcels, the onus would be on development to construct the system upgrades identified in Table 4-2 (No. 2).

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Table 4-2: Sewer Infrastructure Improvements

No.[1]	Description of Improvement	Affected Areas
DR UN Rio Linda East and ARD Trunk Sewer Sheds		
1	Construct approximately 1,800 lineal feet of 8-inch sewer main in Watt Avenue from I Street to Elkhorn Boulevard; and Process trunk sewer shed swap for APN 208-0172-002 and construct 8-inch sewer main connecting to existing 6-inch sewer main in I Street	APNs 208-0172-002, 208-0162-018, 208-0162-024, and 208-0162-027
ARD and McClellan Trunk Sewer Sheds		
2	Upsize existing S121 pump station from 0.89 million gallons per day (mgd) to 3.49 mgd; Upsize approximately 860 lineal feet of S121 force main adjacent to James Way from 8-inches to 10-inches; and Upsize approximately 900 lineal feet of downstream gravity main to larger diameter pipe	APNs 215-0092-001 and -002, 215-0092-008, 215-0092-011, 215-0093-001, 215-0182-001 and -004

Notes:
1. Corresponds to improvements identified in Exhibits 4-7 and 4-8.

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Exhibit 4-7 Sewer Infrastructure Improvements, Map 1 of 2

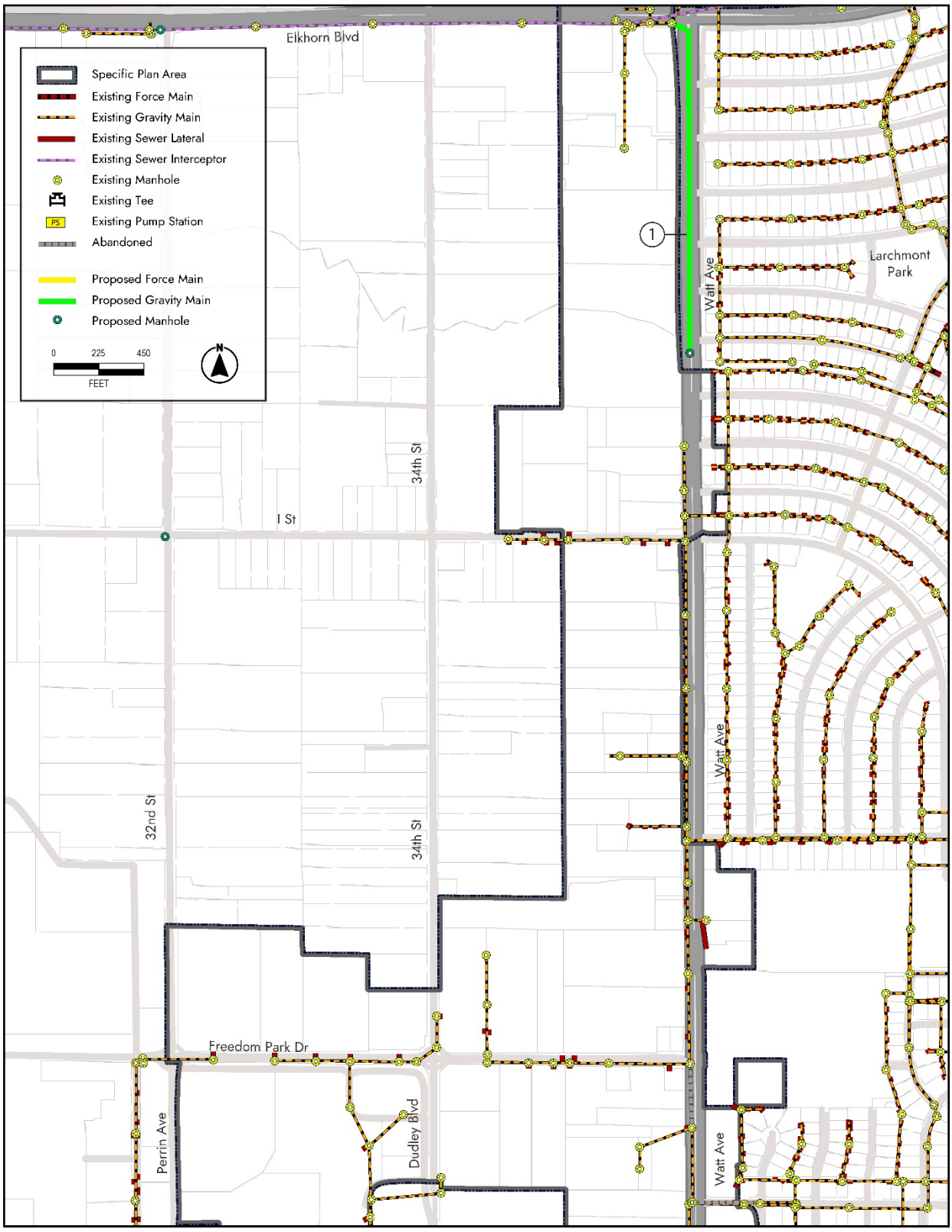
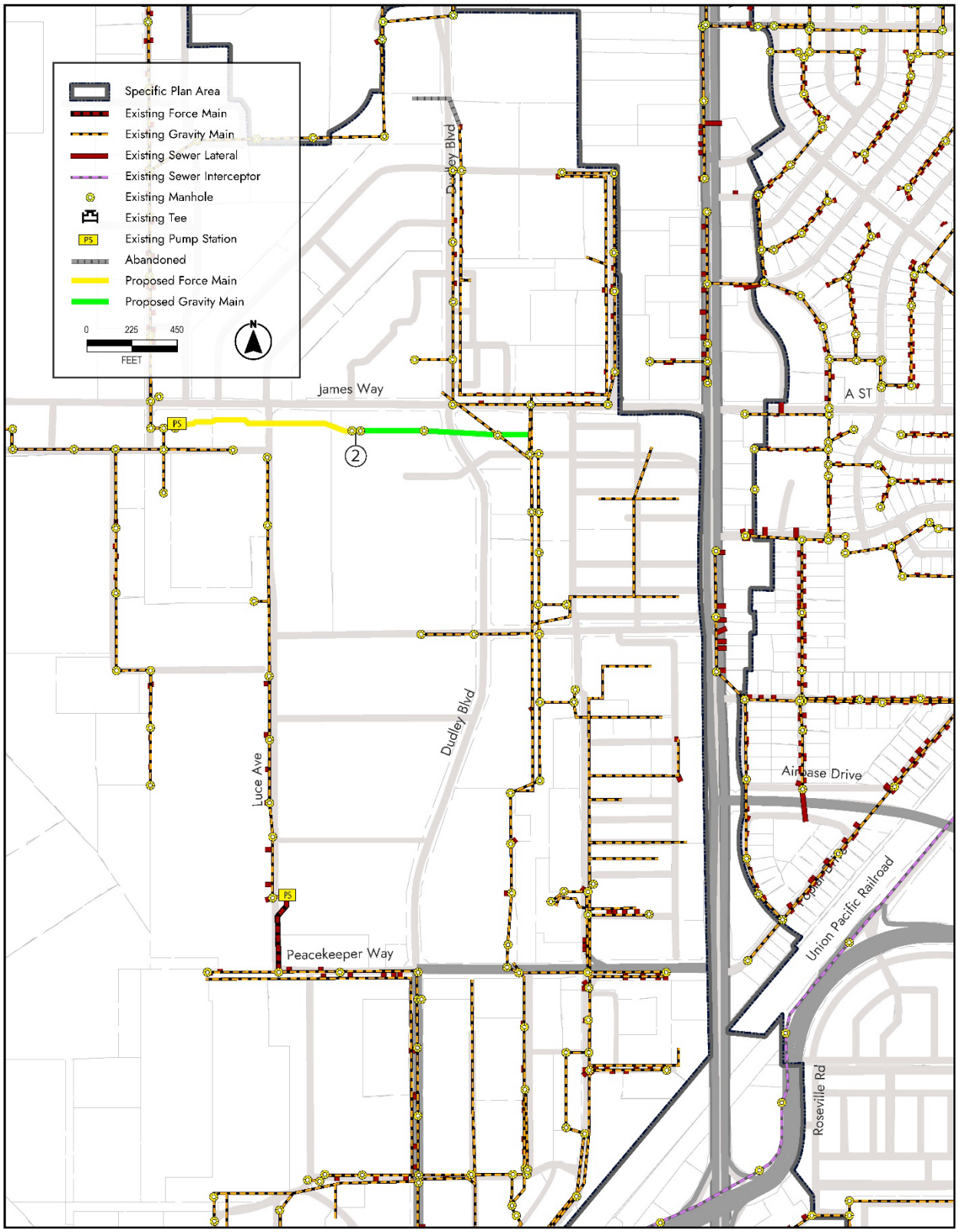


Exhibit 4-8 Sewer Infrastructure Improvements, Map 2 of 2



4.6 STORM DRAINAGE SYSTEM

The Sacramento County Department of Water Resources (DWR) provides stormwater drainage service in the Specific Plan Area. Existing storm drainage infrastructure consists of a combination of underground storm drains and open channels that ultimately discharge into downstream drainage facilities. Runoff from the Specific Plan Area drains to eight watercourses: Unnamed Creek 05 (Sunnyview), Unnamed Creek 04 (Elkhorn), Robla Creek, Unnamed Creek 03 (Don Julio), Unnamed Creek 02 (Dudley), Unnamed Creek 01 (James), Magpie Creek, and Arcade Creek. These watercourses and their associated watersheds boundaries are shown in Exhibits 4-9 through 4-12.

Currently, many locations within the existing storm drain system are undersized and cannot convey existing conditions flow in accordance with current County DWR drainage standards. The Master Drainage Study (Appendix C) models two scenarios for the buildout of the Specific Plan Area: 1) improvements solely to offset development-related runoff increases from buildout of the Specific Plan Area (Mitigation Scenario); and 2) improvements to offset development-related runoff increases from buildout of the Specific Plan Area, to address existing deficiencies, and to ensure the system meets current County standards (System Correction Scenario). The System Correction Scenario informs and helps County DWR to prioritize improvements to address existing deficiencies.

4.6.1 DRAINAGE INFRASTRUCTURE IMPROVEMENTS

Infrastructure improvements are required to offset the increase in runoff associated with added impervious surfaces from private property development, and to ensure that post-development conditions do not worsen existing conditions. These improvements include the construction of stormwater detention facilities and upsizing of existing storm drains.

Table 4-3 summarizes the required drainage infrastructure improvements to support buildout of the Specific Plan Area under both the Mitigation Scenario and System Correction Scenario. Under both scenarios, modeled peak flows at the downstream limits of the Specific Plan Area would be lower than under existing conditions. Specific locations and sizes of detention storage will be refined through subsequent private property development projects and project-level drainage analyses. Exhibits 4-9 through 4-12 depicts the conceptual storm drainage improvements for the Mitigation Scenario.

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Table 4-3: Drainage Infrastructure Improvements

	Mitigation Scenario		System Correction Scenario	
Watershed	**Detention Storage**	**Storm Drainage Improvements**	**Detention Storage**	**Storm Drainage Improvements**
Unnamed Creek 05 (Sunnyview)	9.8 ac-ft	1,040 ft	9.8 ac-ft	2,380 ft
Unnamed Creek 04 (Elkhorn)	10.7 ac-ft	2,440 ft	10.7 ac-ft	2,910 ft
Robla Creek	10.3 ac-ft	1,130 ft	10.3 ac-ft	4,120 ft
Unnamed Creek 03 (Don Julio)	12.0 ac-ft	2,260 ft	12.0 ac-ft	3,290 ft
Unnamed Creek 02 (Dudley)	3.3 ac-ft	660 ft	3.4 ac-ft	790 ft
Unnamed Creek 01 (James)	8.4 ac-ft	510 ft	8.4 ac-ft	770 ft
Magpie Creek	8.6 ac-ft	4,580 ft	8.6 ac-ft	12,860 ft
Arcade Creek	4.8 ac-ft	3,350 ft	21.0 ac-ft	8,670 ft

Notes: ac-ft = acre-feet; ft = feet

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Exhibit 4-9 Drainage Infrastructure Improvements, Map 1 of 4

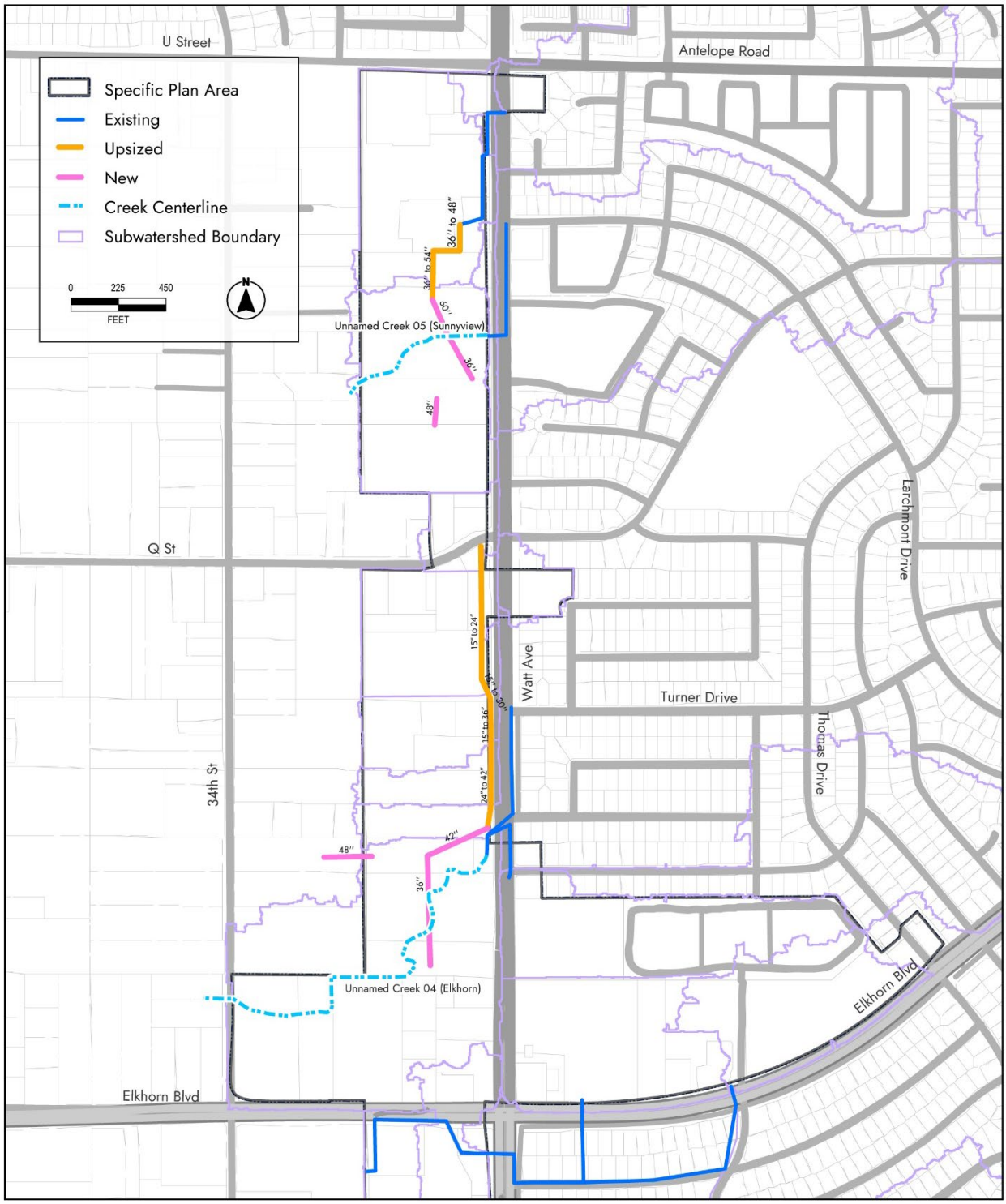


Exhibit 4-7 Drainage Infrastructure Improvements, Map 2 of 4

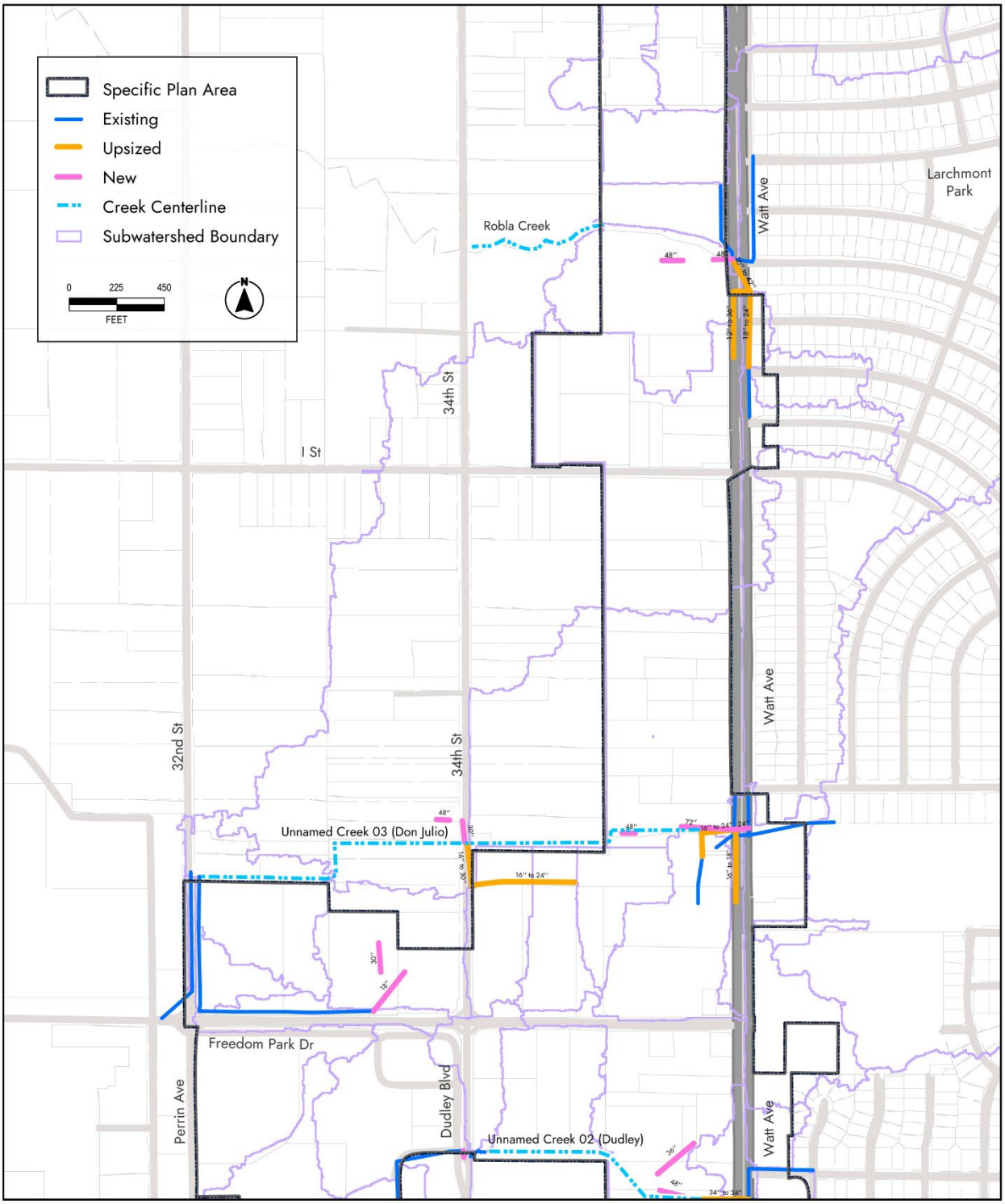


Exhibit 4-8 Drainage Infrastructure Improvements, Map 3 of 4

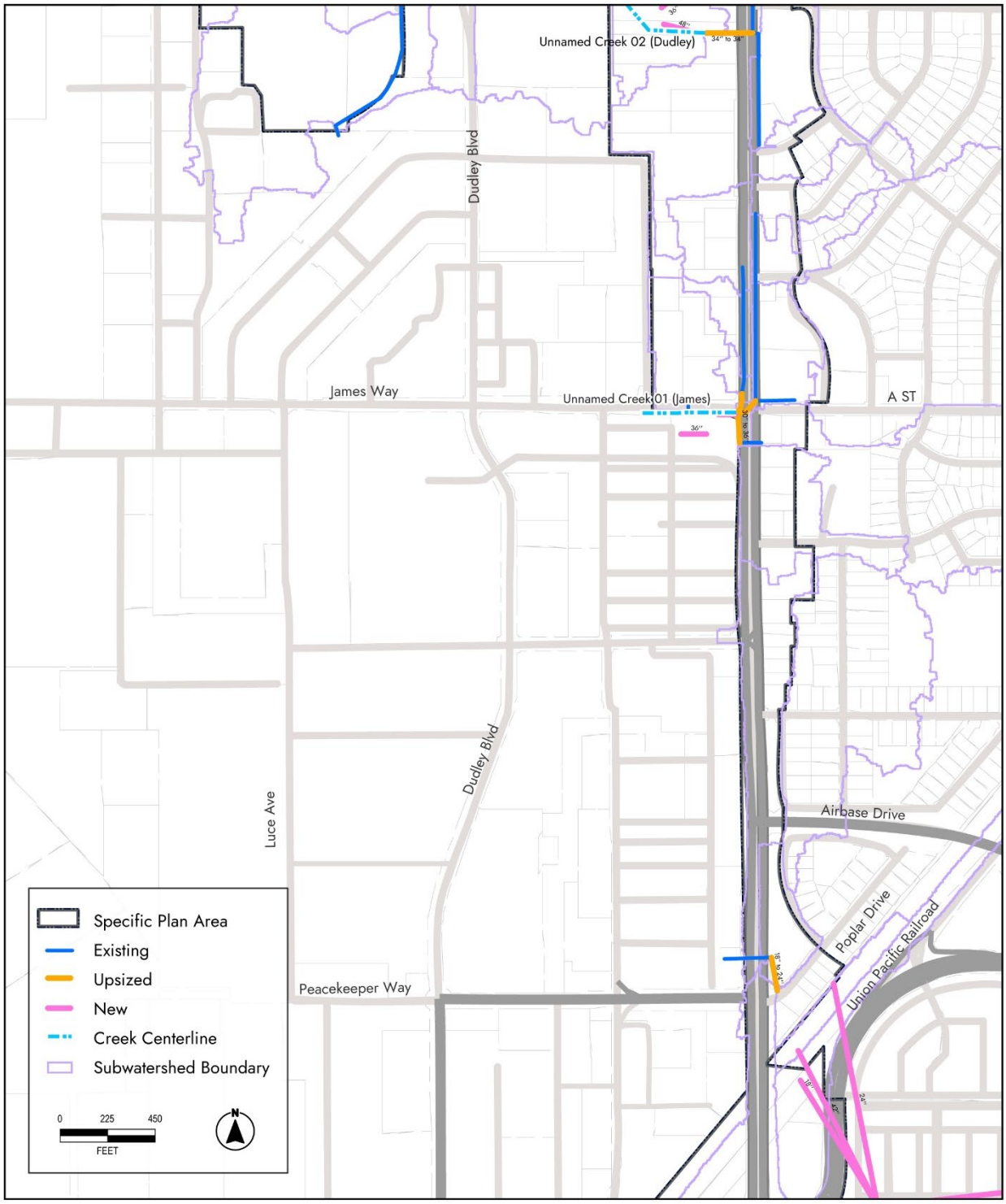
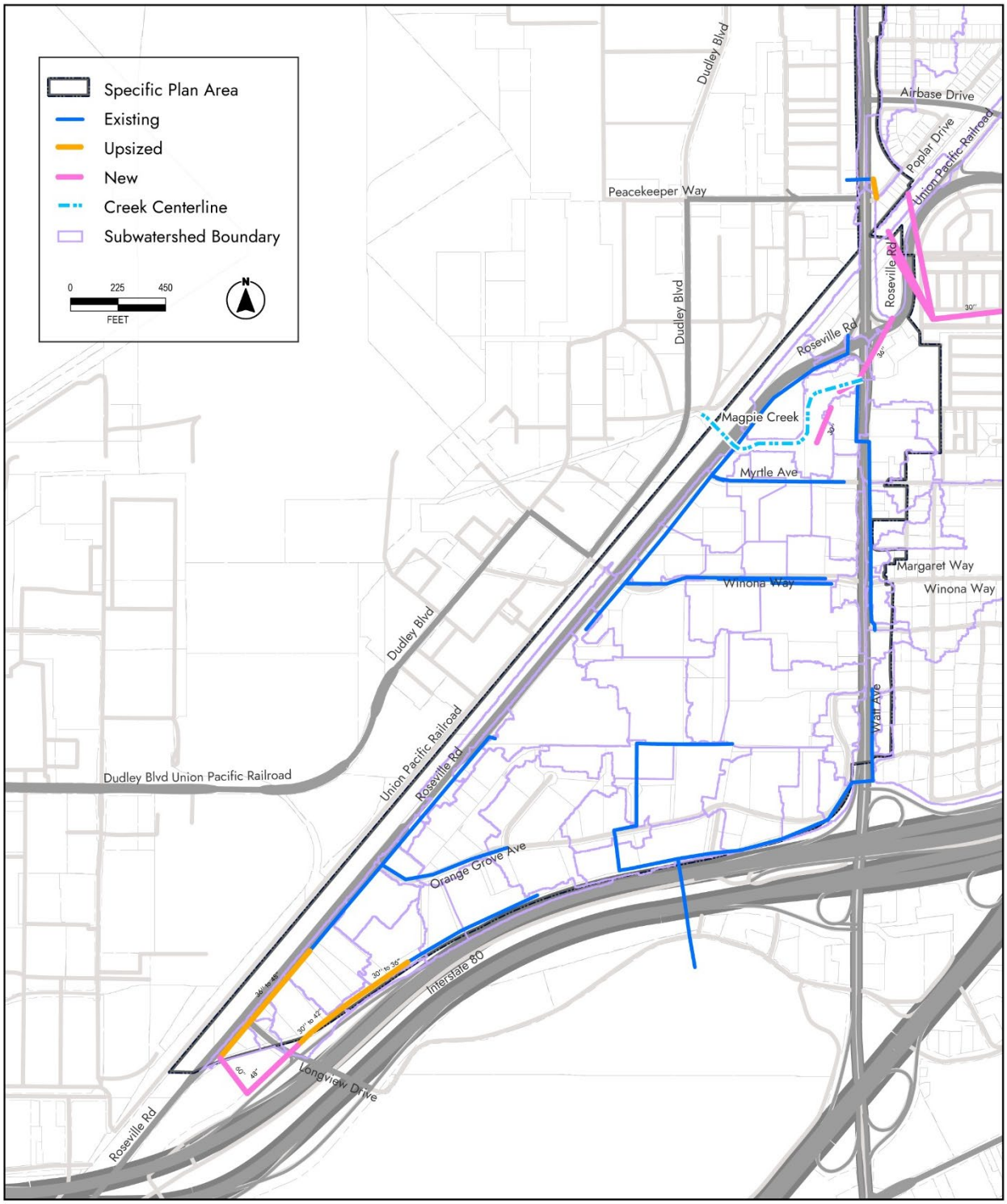


Exhibit 4-9 Drainage Infrastructure Improvements, Map 4 of 4



4.7 DRY UTILITIES

4.7.1 ELECTRICITY

The Sacramento Municipal Utility District (SMUD) provides electric services to the Specific Plan Area. There are existing 12 kilovolt (kV) and 69-kV overhead transmission lines and utility poles in the Specific Plan Area. As part of infrastructure improvement projects or private property development, existing 12-kV transmission lines would be undergrounded and utility poles relocated (as needed) within the 12.5-foot public utility easement along roadway rights-of-way. For any portions of private property where a 69-kV overhead transmission line is located, SMUD requires a 20-foot easement (10 foot on each side of the pole) clear of structures and trees.

4.7.2 NATURAL GAS

Natural gas services in the Specific Plan Area is provided by Pacific Gas and Electric (PG&E). Gas mains are generally located within or adjacent to roadway rights-of-way and the Specific Plan Area is serviced with a mix of line sizes. There is adequate gas service to support buildout of the Specific Plan Area. Lines extending to private property would be upgraded or improved as part of subsequent private property development projects.

4.7.3 VOICE AND DATA COMMUNICATIONS

AT&T provides telecommunication, cable, and internet services to the Specific Plan Area along with the existing infrastructure required to provide these services. As part of private property development, underground lines located within the 12.5-foot public utility easement along roadway rights-of-way extending to private property would be upgraded or improved as needed.

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5. IMPLEMENTATION

5.1 INTENT

This chapter presents the County's implementation strategy to carry out the Specific Plan's infrastructure improvement projects, incentivize private property development projects, and encourage other activities in support of community building.

5.2 FUNDING AND FINANCING FOR BACKBONE INFRASTRUCTURE IMPROVEMENTS

A variety of funding sources and financing tools may be used for backbone infrastructure improvements within the Specific Plan Area. Backbone infrastructure includes the essential public infrastructure required to serve development under the Specific Plan, including trunk water, sewer, and storm drainage systems and major roads. Backbone infrastructure does not include frontage improvements that are the responsibility of private property development.

The County will not impose fees on private property development to address existing deficiencies. Consistent with General Plan Policy LU-3, the County will seek and invest in public resources to make infrastructure improvements required to serve development under the Specific Plan, where doing so is needed to promote infill development, and where this is feasible.

Potential financing strategies to support backbone infrastructure include a Specific Plan impact fee or fees, external funding sources, grant funding, financial partnerships with other agencies, potential bond proceeds from tax increment financing mechanisms, and County funding.

The County and other special districts typically collect impact fees to fund the cost of capital infrastructure improvements required to serve private property development. These include:

- County Department of Transportation administers a Transportation Development Fee, Transit Impact Fee, and the Countywide Transportation Mitigation Fee.
- County Department of Water Resources maintains drainage fees that are typically collected when a property is developed, and drainage fees vary based on the zone of the development, the density of the proposed development, and the net impervious surface created.
- Sacramento Area Sewer District collects an impact fee for parcels connecting to the sewer system for the first time.
- Sacramento Suburban Water District maintains impact fees, also called Capacity Charges, which are calculated based on the value of existing infrastructure where there is sufficient

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capacity in the system to serve new development or according to the incremental cost of new capacity required for new development where sufficient capacity is not available.

- North Highlands Recreation and Park District and the Arcade Creek Recreation and Park District require parkland dedication and/or collect in-lieu fees to provide parks for new development.

The County has area-specific fee programs which are developed to fund surface transportation and transit improvements, water supply and drainage facilities, parks, and library facilities. The County may coordinate with other service providers to establish and cooperatively administer a North Watt Avenue Specific Plan impact fee program, which could include fees for transportation, water, sewer, drainage, and parks and recreational facilities.

5.2.1 MULTIMODAL TRANSPORTATION IMPROVEMENTS

The County will fund or pursue funding opportunities for certain improvements to meet County *Improvement Standards* for functional classifications designated within the Specific Plan Area, based on available funding. Improvements consistent with the *Re-Imagine North Watt Corridor Plan's* Hybrid Urban Boulevard Alternative and recommendations from the County's *Active Transportation Plan* will be pursued through grant funding or other funding sources separate from private property

The County may seek to establish a tax increment financing strategy and direct revenue from bond proceeds to fund backbone transportation, water, sewer, and drainage infrastructure improvements identified in Chapters 3 (Circulation & Public Realm Design) and 4 (Public Infrastructure & Facilities). If the County establishes a tax increment financing strategy, any impact fees collected for transportation improvements within the Specific Plan Area will exclude the cost of tax increment-financed improvements.

RE-IMAGINE NORTH WATT CORRIDOR PLAN

The *Re-Imagine North Watt Corridor Plan* identifies improvements to Watt Avenue for roadway design, multimodal facilities, and public realm features to support the long-term vision of the Specific Plan. As presented in Table 5-1, the *Re-Imagine North Watt Corridor Plan* included planning-level cost estimates to inform funding strategies and phasing. The County will seek grant funding and other available funding through the County's capital improvement planning process to implement the *Re-Imagine North Watt Corridor Plan*'s Hybrid Urban Boulevard Alternative.

Table 5-1: Re-Imagine North Watt Corridor Plan Cost Estimates

Construction Cost	$87,208,000
Right of Way Cost	$4,137,000
Capital Outlay Costs Subtotal	**$91,345,000**

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Project Approval/Environmental Document (10%)	$8,730,000
Plans, Specifications & Estimates (15%)	$13,100,000
Right of Way (2%)	$1,760,000
Construction (12%)	$10,480,000
Delivery Cost Subtotal	**$34,070,000**
Total Project Cost	**$126,000,000**

ACTIVE TRANSPORTATION PLAN COSTS

Table 5-2 presents planning-level cost estimates associated with recommendations in the Specific Plan Area identified in the County's *Active Transportation Plan*. Implementation of the County's *Active Transportation Plan* will rely on grant funding or other sources separate from private property development under the Specific Plan but will be coordinated with private property development as necessary. Available local, state, and federal funding sources for identified recommendations are discussed in Chapter 6 (Implementation and Funding) of the *Active Transportation Plan*.

Table 5-2: Active Transportation Plan Cost Estimates[1, 2, 3]

Pedestrian Facilities	**Cost**
Sidewalk (6-foot width, including curb and gutter)	$33 per LF
Sidewalk (10-foot width, including curb and gutter)	$399 per LF
Remove slip lane (replace existing ramp and square up corner)	$36,410 per EA
Advance stop pavement markings (install STOP marking)	$1,274 per EA
Roadway lane striping (restripe one lane per linear foot)	$6 per LF
Crosswalks (high-visibility crosswalk)	$9,103 per EA
Traffic signal (full traffic signal)	$546,150 per EA
Pedestrian hybrid beacon (with two mast arms)	$273,075 per EA
Curb ramp (one corner)	$10,013 per EA
Curb extensions (two corners)	$36,410 per EA
Rectangular rapid flashing beacon (at two approaches)	$45,513 per EA
Median island (singular; 4 by 10 foot concrete median at one crosswalk)	$14,564 per EA
Median island (concrete median)	$29 per SF
No right turn on red (sign and phasing; install blank out sign, update signal phasing)	$10,923 per EA
Update signal timing (update signal phasing/timing)	$7,282 per EA
Asphalt pavement (formalize dirt path with asphalt pavement)	$18 per SF

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Bicycle Facilities	Cost
Shared-Use Path (10-foot-wide multi-use path with decomposed granite shoulders)	$1,922,449 cost per mile
Bicycle Lane (two sides of the street)	$155,036 cost per mile
Buffered Bicycle Lane (2-foot buffer)	$186,043 cost per mile
Buffered Boulevard (traffic calming and intersection improvements)	$341,080 cost per mile
Separated Bikeway	$2,418,565 cost per mile $2,170,507 for one-way facilities $2,604,608 for bi-directional facilities

Notes:

1. Approximate costs have been adjusted to March 2026 dollars using the U.S. Bureau of Labor Statistics Consumer Price Index inflation calculator and rounded to the nearest dollar (https://www.bls.gov/data/inflation_calculator.htm).
2. Pedestrian facility cost includes soft costs. Soft costs include: 10% mobilization, 15% traffic control, 10% utility coordination, and 20% contingency.
3. Bicycle facility costs are expressed per mile and include soft costs. Soft costs include: 10% mobilization, 15% traffic control, 10% utility coordination, and 20% contingency.

5.2.2 PARKS AND OPEN SPACE FACILITIES

The County will coordinate with the North Highlands Recreation and Park District and the Arcade Creek Recreation and Park District in association with private property development projects under the Specific Plan on parkland dedication and/or collect in-lieu fees to provide parks for new development. Consistent with the Board of Supervisors' direction under the County's Infill Program and General Plan Policy PF-122, the County will pursue opportunities to reduce upfront development costs of development, including parks and recreation facility costs, where feasible, until construction costs become more aligned with achievable rents in the Specific Plan Area.

The County will collaborate with the North Highlands Recreation and Park District and the Arcade Creek Recreation and Park District to pursue grant funding for parks and recreational improvements within the Specific Plan Area. When grant funding is successful for the development of new parks to serve residential development within the Specific Plan Area, park dedication and/or in-lieu fee requirements may be reduced proportionally. The County will pursue grant funding for multi-benefit investments such as creek corridor improvements and trails and, when successful, may proportionally reduce park dedication and/or in-lieu fee requirements for infill development that would be served by new multi-benefit projects with a recreational component.

Privately owned public open space provided within private property development may also be credited toward park dedication and/or in-lieu fee requirements.

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5.2.3 WATER, SEWER, AND DRAINAGE IMPROVEMENTS

A Domestic Water Study (Appendix A), Level 1 Sanitary Sewer Study (Appendix B), and Master Drainage Study (Appendix C) have been prepared in support of this Specific Plan. The Level 1 Sanitary Sewer Study and the Master Drainage Study both identify improvements required to address existing deficiencies in the system as well as improvements needed to serve future development under the Specific Plan. Cost estimates for the identified water, sanitary sewer, and drainage improvements are provided in the Water, Sewer, Drainage Improvements Cost Estimates (Appendix D), as summarized below in Table 5-3.

Table 5-3: Water, Sewer, and Drainage Improvements Cost Estimates[1]

System Improvements	Estimated Cost (2026)
Domestic Water	$9,230,000
Sanitary Sewer	$7,720,000
Storm Drainage – Mitigation Scenario / System Correction Scenario	$35,510,000 / $76,920,000

Notes:
1. See Appendix D for costs associated with individual improvements.

The Sacramento Suburban Water District, Sacramento Area Sewer District, and County Department of Water Resources may pursue improvements to backbone infrastructure serving the Specific Plan Area. Private property development in the Specific Plan Area will generally not be required to fund improvements needed to correct facilities that do not meet existing standards under existing conditions or to address existing capacity issues. All three agencies/departments may develop Specific Plan impact fees or collect applicable impact fees based on existing nexus studies. The County will pursue partnerships with Sacramento Area Sewer District and Sacramento Suburban Water District to lower and/or delay up-front infrastructure costs for infill development.

The County may seek to establish a tax increment financing strategy and direct revenue from bond proceeds to fund water, sewer, and drainage backbone infrastructure improvements identified in this Specific Plan. If the County establishes a tax increment financing strategy, any impact fees collected for water, sewer, and drainage improvements within the Specific Plan Area will exclude the cost of tax increment-financed improvements.

5.3 JOINT DEVELOPMENT OPPORTUNITIES

The County's Community Services Agency may pursue joint development opportunities within the Specific Plan Area that are consistent with the General Plan. In this context, "joint development" means the development of property involving the County and another entity such as a public agency, special district, nonprofit organization, or for-profit developer or builder.

Several joint development opportunities could surface during the planning horizon of the Specific Plan through 2050. The County may acquire property and circulate a request for interest in the

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development of that property. The County could coordinate with another property-owning entity through a request for interest process. The County may establish development criteria for a request for interest, such as a minimum number of dwelling units or building square footage, a range of required uses, a minimum amount of publicly accessible open space, and/or other criteria.

The County will endeavor to participate in joint development of property within the Specific Plan Area in a way that does not increase the overall cost of construction, as the cost of construction is the primary barrier to infill development as of the writing of this Specific Plan. Wherever feasible, the County will assume a role in joint development that would not trigger requirements that increase the cost of construction of buildings or infrastructure or that, due to an increase in cost, would reduce the number of dwelling units or amount of development that can be realized.

The County understands that current California Surplus Land Act requirements are intended to encourage certain uses, and the County will comply with applicable requirements while using the joint development process to facilitate whatever uses the County determines would provide the greatest benefit to the Specific Plan Area or would have the greatest catalytic benefit in spurring other infill development interest in the corridor.

The County may consider acquisition of property that may be too small or irregularly shaped for private development but could support passive parkland or other recreational space based on its location. The County will seek opportunities to apply grant funding or other funding to the acquisition and development of publicly accessible recreational space within or adjacent to the Specific Plan Area, in coordination with the North Highlands Recreation and Park District or the Arcade Creek Recreation and Park District, as appropriate.

5.4 COMMUNITY BUILDING ACTIVITIES

The County's Community Services Agency has and will continue to support community building activities to address the current needs of the community. Community building activities may be undertaken by established community organizations charged with promoting beautification, business expansion, business establishment, and investment in the Specific Plan Area. This may include façade improvement programs, clean-up days, organizations sponsoring certain sections of major transportation routes, establishment of property-based improvement districts, business watch or community roundtable meeting actions, and other activities.

The County's Community Services Agency will continue to partner with community organizations to encourage and facilitate events that bring the community together, provide cultural and recreational activities, and offer opportunities for local vendors. During the planning horizon of this Specific Plan, the County may coordinate with local organizations regarding the use of publicly owned facilities, facilities owned by nonprofit organizations, and facilities owned by private organizations that are willing to allow the use of their facilities for community-oriented events. The County will also continue to communicate with local organizations to simplify and promote understanding of any temporary use permit requirements for events.

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6. ADMINISTRATION

6.1 INTENT

This chapter describes how the Specific Plan will be administered, including procedures for subsequent entitlements, interpretations, and amendments.

- Section 6.2 (General Provisions and Severability) identifies provisions in the Zoning Code that this Specific Plan defers to.
- Section 6.3 (Specific Plan Approval and Subsequent Entitlements) describes the entitlements and actions accompanying approval of the Specific Plan, and the process for subsequent entitlements.
- Section 6.4 (Interpretation) describes the process and decision body for interpretations of the Specific Plan should ambiguity arise.
- Section 6.5 (Specific Plan Amendments) describes the qualifications for a minor amendment and major amendment, and the process, decision bodies, and findings that must be made in support of these amendments.

6.2 GENERAL PROVISIONS AND SEVERABILITY

The County defers to its Zoning Code to govern land use matters not addressed in this Specific Plan.

If any regulation, condition, program or portion of the Specific Plan is held invalid by a California or Federal Court of competent jurisdiction, such provisions shall be deemed separate, distinct, and independent provisions, and the invalidity of such provisions shall not affect the validity of the remaining provisions.

6.3 SPECIFIC PLAN APPROVAL AND SUBSEQUENT ENTITLEMENTS

This section describes the entitlements granted with approval of the Specific Plan, and the process for securing approvals for subsequent private property development projects in the Specific Plan Area. Implementation of the Specific Plan is anticipated to occur through 2050 (planning horizon) and is to be administered by the County of Sacramento.

6.3.1 SPECIFIC PLAN APPROVALS

Approval of the Specific Plan included the following entitlements and related actions:

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- **General Plan Amendment.** The Specific Plan's approval amended the Land Use Element to establish a "North Watt Avenue Specific Plan" land use designation and change the land use designations of the Specific Plan Area accordingly on the Land Use Diagram. The Transportation Plan in the Circulation Element was amended to change the roadway functional classifications for portions of Watt Avenue, 34th Street, U Street, and Palm Avenue consistent with the *Re-imagine North Watt Corridor Plan*. Additionally, the *Active Transportation Plan* (a policy document to the General Plan) was amended to update the bikeways and trail systems as proposed in the Specific Plan.
- **Community Plan Amendment.** The Specific Plan's approval amended the *North Highlands – North Central Area Community Plan* to include the "North Watt Avenue Specific Plan" plan designation.
- **Zoning Ordinance Amendment.** The Board of Supervisors adopted the Specific Plan and repealed the *North Watt Avenue Corridor Plan* and *North Highlands Town Center Development Code* by ordinance.
- **Rezone.** The Specific Plan's approval rezoned the Specific Plan Area to their designated zones as identified in Exhibit 2-1 (Specific Plan Zoning Districts). Properties included in the repealed land use plans that are not part of the Specific Plan Area are rezoned to their zoning prior to the adoption of the now-repealed land use plans (and accompanying consistent General Plan land use designation and plan designation).
- **Environmental Impact Report.** Concurrently with the approval of the Specific Plan, the Board of Supervisors certified the North Watt Avenue Specific Plan Environmental Impact Report (EIR). The EIR provides program-level CEQA clearance for the defined project and related entitlements and includes a Mitigation Monitoring and Reporting Program to ensure that subsequent private property development projects are consistent with the EIR's provisions.

6.3.2 SUBSEQUENT ENTITLEMENTS

Individual private property development within the Specific Plan Area is subject to review and approval of subsequent permits by Sacramento County. Subsequent entitlements include, but are not limited to subdivision or parcel maps, site plan review, use permits, lot line adjustments or lot mergers, building and grading permits, etc. Once approval of the Specific Plan is complete and effectuated, individual private property development may submit and process applications for subsequent entitlements.

Application and processing requirements shall be in accordance with the Sacramento County Zoning Code and Sacramento County Code Title 22 (Land Development) and other regulations, as otherwise modified by the Specific Plan. Any application for a subsequent entitlement shall be subject to the Planning Application Fee Schedule and any other fees in effect at the time of application submission.

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Except as set forth below, all subsequent individual private property development, infrastructure improvement projects, and other activities shall be consistent with this Specific Plan and all applicable County policies, requirements, and standards.

SUBSEQUENT ENVIRONMENTAL REVIEW

An EIR was prepared for the Specific Plan and certified by the Board of Supervisors. In accordance with California Government Code (CA GOV) §65457 and CEQA Guidelines §15182, certain residential, commercial, and mixed-use projects that are consistent with a specific plan are exempt from CEQA. Therefore, any residential project that is consistent with this Specific Plan is presumed to be exempt from further environmental review. Non-residential projects may also be able to rely on the EIR, pursuant to CEQA Guidelines §15183, assuming proposed projects are consistent with the Specific Plan and fulfill all conditions and CEQA mitigation measures.

In addition, the EIR prepared for the Specific Plan included an analysis of all required infrastructure improvements required to serve the Specific Plan at buildout. Therefore, future infrastructure improvements required to serve development under the Specific Plan may not require any additional CEQA review, assuming proposed infrastructure improvements are consistent with the Specific Plan and fulfill CEQA mitigation measures.

Each subsequent private property development or infrastructure improvement shall be reviewed to ensure compliance with CEQA. The County will review development applications or infrastructure plans to determine appropriate CEQA review, if any. In general, if a subsequent project is determined to be consistent with and within the scope of the Specific Plan, further environmental review may not be necessary. If it is determined that a development application or infrastructure plans is inconsistent with or outside the scope of the Specific Plan, a determination will be made as to the appropriate subsequent environmental document in accordance with CEQA. Nothing in the Specific Plan or Specific Plan EIR limits the County's authority or discretion to determine the appropriate CEQA review for any subsequent project.

DEVIATIONS FROM DEVELOPMENT AND/OR DESIGN STANDARDS

Deviations to development and/or design standards may be requested to accommodate a project-specific design feature of a subsequent entitlement. Deviations to a development and/or design standard may be approved with the appropriate level of Special Development Permit as identified in Section 2.4 (Development and Design Standards), pursuant to Zoning Code Section 6.4.6.

The appropriate authority shall not issue the Special Development Permit, unless it makes applicable findings in Zoning Code Section 6.4.6.H, and the following:

1. The requested deviation(s) does not adversely impact the ability to construct planned infrastructure and does not affect any required public easements;

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2. Granting the requested deviation(s) does not create new impacts or impacts that would be increased in severity compared to that presented in the Specific Plan EIR; and
3. The requested deviation(s) will result in improved design and/or greater community benefit.

6.4 INTERPRETATION

As allowed by specific plans under State law, the Specific Plan includes requirements that differ from adopted County policies or standards. In some cases when private property development applications are submitted and reviewed, there may be ambiguity that requires interpretation.

Interpretations are judgements that apply the vision, goals, and intent of the Specific Plan to specific issues and situations related to the land use decisions and development. Interpretations are generally limited to details where the requirements and guidelines of this Specific Plan may appear to provide alternative guidance or that may conflict with regulations in the Zoning Code, which are not addressed in the Specific Plan, or that may differ from other adopted County policies or requirements of other agencies.

Interpretations may be needed when the County is considering discretionary applications (such as a Special Development Permit) or ministerial applications (such as a building permit). Interpretations of the Specific Plan shall be made as described in Zoning Code Section 6.5.3, except that in making interpretations, the Planning Director shall have the decision authority, and the decision of the Planning Director may be appealed to the Planning Commission for final determination.

The Planning Department shall keep records of the official determinations on file for future reference and ensure consistence of interpretations over time. These interpretations shall periodically be incorporated into the Specific Plan via the next minor amendment or major amendment.

6.5 SPECIFIC PLAN AMENDMENTS

Proposed changes to a specific plan, such as this Specific Plan, typically require approval of a Community/Master/Specific Plan Amendment (CPB) requiring review by the Planning Commission and action by the Board of Supervisors. However, because the Specific Plan Area will build out over several decades, it is anticipated that the Specific Plan may need to respond to changing market conditions and community expectations.

To provide a degree of flexibility to respond to changing conditions, the Specific Plan allows for minor amendments (administrative approval) and major amendments (Planning Commission approval via a Specific Plan Amendment), including its associated development and design standards. For the purposes of this section, a residential development utilizing a County-granted residential density bonus does not constitute a minor or major amendment to the Specific Plan.

The Planning Director is authorized to determine whether a proposed modification to the Specific Plan is a minor amendment subject to Planning Director approval, or whether it is a major amendment that triggers a Specific Plan Amendment subject to Planning Commission approval.

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6.5.1 MINOR AMENDMENTS

Minor amendments are those that do not have a significant impact on the character of the Specific Plan and are consistent with the spirit and intent of the Specific Plan, including its overarching vision and goals. The Planning Director shall have the authority to determine whether any proposed modifications are administrative in nature and do not significantly change the anticipated physical characteristics, goals, and intent of the Specific Plan and associated development and design standards.

Examples of minor amendments include, but are not limited to:

- The addition of new or updated information, including interpretations, does not substantively change the Specific Plan.
- Minor adjustments to zoning district boundaries in the Specific Plan Area, so long as the general land use pattern is maintained.
- Changes to the water, sewer, drainage, and transportation improvements identified to serve the Specific Plan, so long as such changes are approved by the appropriate agency/ department with oversight (i.e., Sacramento Suburban Water District, Sacramento Area Sewer District, County Department of Water Resources, County Department of Transportation).
- Modifications to design standards if it is determined that the design intent is maintained or improved.

A minor amendment may be reviewed and acted upon by the Planning Director. No Planning Commission or Board of Supervisors review is required, unless the Planning Director's decision on the minor amendment is appealed for which then the Planning Commission shall hear the appeal and provide final action. A minor amendment may be processed and acted on administratively if determined by the Planning Director that:

1. The amendment does not materially change the overall intent, development pattern, and nature of development anticipated within the Specific Plan Area;
2. The amendment does not deteriorate multi-modal accessibility, connectivity, or emergency access within the Specific Plan Area;
3. The amendment to development and design standards does not materially change the physical characteristics of anticipated development under the Specific Plan;
4. The amendment does not create new impacts or impacts that would be increased in severity compared to that presented in the Specific Plan EIR; and
5. The amendment does not adversely impact the ability to construct planned infrastructure to support Specific Plan development.

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6.5.2 MAJOR AMENDMENTS

A major amendment is any proposed change to the Specific Plan that could increase environmental impacts or create other changes that the Planning Director determines to be significant. A major amendment is appropriate when a proposed change to the Specific Plan meets one or more of the following criteria listed below:

- A new type of land use not specifically authorized within the Specific Plan is proposed (this does not include new land use categories added to the Zoning Code for LC and M-1 zones over time which are consistent with the vision, goals, and intent of the Specific Plan) or changes to use allowances are proposed.
- A proposal that would result in a residential density or non-residential or mixed-use development intensity below the minimum or above the maximum allowed within respective Specific Plan zoning districts.
- A change to development or design standards which would substantially change the physical character of the Specific Plan Area as envisioned by the Specific Plan.
- A change that would result in a significant effect on the environment that was not analyzed in the Specific Plan EIR and mitigated or avoided.
- A change that would increase the demand for infrastructure and/or public services compared to what was evaluated in the Specific Plan's Domestic Water Study, Level 1 Sanitary Sewer Study, or Master Drainage Study.
- A change to the multimodal circulation system that would substantially change the distribution of traffic and pedestrian/bicycle access compared to that contemplated in the Specific Plan and Specific Plan EIR.

A major amendment shall be processed via a Specific Plan Amendment (CPB) with the Planning Commission as the decision authority. A major amendment may be approved without amending the General Plan, provided that the amended Specific Plan remains consistent with the General Plan's applicable goals and policies. For approval of a major amendment, the following findings must be made and supported by substantial evidence in the record:

1. The amendment is consistent with the General Plan;
2. The amendment does not create new impacts or impacts that would be increased in severity compared to that presented in the Specific Plan EIR, unless a supplemental or subsequent environmental document has been prepared to disclose those impacts;
3. The amendment does not conflict with other County plans that are applicable to the same area or matters affected by a General Plan Amendment, unless those plans have been reviewed and amended as necessary to be consistent with the proposed amendment; and
4. The amendment does not substantially reduce economic, fiscal, or environmental benefits that would otherwise exist without the proposed amendment.

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