



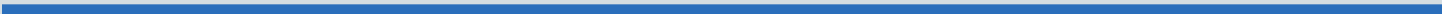
# Sacramento County Infill Program Update



August 2024



SACRAMENTO  
COUNTY





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August  
2024

**Prepared By:**

**PlaceWorks**

101 Parkshore Drive, Suite 200

Folsom, California 95630

t 916.245.7500



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# INTRODUCTION

Clear policies, procedures, and tools to prioritize infill projects are crucial to overcoming these barriers and to realize the potential for infill development in the county.

## INFILL DEVELOPMENT

### Key Features of Infill

Infill development refers to construction or redevelopment of vacant or underutilized sites in existing urban areas. In the county, this may look like new construction or adaptive reuse of existing



buildings for housing, commercial, or mixed-uses, often in places where underused parking lots or vacant commercial spaces currently exist.

Infill development promotes compact construction near existing infrastructure, transportation, and services. Infill also often uses Smart Growth principles<sup>1</sup> to encourage more sustainable and livable communities, including:

- Efficient use of land and infrastructure through compact design;
- Mix of land uses;
- Variety of housing choices and opportunities;
- Balanced and multi-modal transportation system;
- Preservation or creation of a sense of place; and
- Citizen participation and planning processes that promote diversity and equity.

<sup>1</sup> <https://www.planning.org/policy/guides/adopted/smartgrowth.htm>

## INFILL DEVELOPMENT GOALS AND BENEFITS



Locate housing near jobs, transit, and services.



Support a mix of housing options for all income levels.



Foster distinctive and attractive communities with a sense of place.



Enhance cultural and economic vibrancy and the perception of safety.



Facilitate healthy and environmentally friendly active transportation (e.g., biking and walking).



Improve regional air quality by reducing greenhouse gas (GHG) and vehicles miles traveled (VMT).



Help protect agricultural land, sensitive habitat, and open space from being converted to new development.



Reduce costs to build and maintain expensive infrastructure.



Reduce storm-water runoff, flooding, and pollution of waterways.

By locating residential and commercial development within the existing urban footprint, infill is often considered the opposite of “urban sprawl” or “greenfield development,” which is new construction that expands into undeveloped lands (e.g., new growth areas). As opposed to infill, greenfield development is typically characterized

by automobile-focused low-density residential that requires new infrastructure like roads, water and sewer utilities, parks, libraries, and fire and police services. When done correctly, infill can help move development pressure away from greenfield development or expansion into new growth areas.



Infill development is usually most successful when local agencies, developers, property owners, and the community work together to make an existing area more livable by strengthening and reactivating existing areas to better align with the community's needs. This form of development encourages new housing to be located near jobs, transit, and services, which can make active transportation (e.g., walking and biking) more feasible. In turn, this may help reduce driving times, along with air pollution and GHG emissions from vehicles. Infill also helps accommodate a variety of housing options for all income levels, including multi-family apartments or condos, and missing middle housing like townhomes, duplexes, or fourplexes. It can also help reduce development costs by optimizing existing infrastructure. Concentrating development in existing communities can ultimately help to create places that the community is proud of and where surrounding residents can gather to meet friends for eating, drinking, and shopping.

The County recognizes the importance of clearly defining a "quality infill project" for which the 2008 Infill Program (Program) defines as meeting two of the three tests below:

1. It is within one of the locations identified for such a project in the County (e.g., commercial corridors, transit area plans, transit-oriented development).
2. The project itself stimulates economic and social benefit to the community by providing new jobs and/or public amenities.
3. It is a "Quality" project. To be considered "Quality," the project must meet the following characteristics:
  - Development, redevelopment, or reuse of vacant or underutilized buildings and/or sites surrounded by urban uses. If present, it should eliminate blight and other conditions that deteriorate the neighborhoods.

- Consistent with the County's design guidelines and Infill Program and Principles.
- Enhances and makes a positive contribution to the surrounding neighborhood.
- Consistent with the County General Plan.
- Close to transit (within ½ mile) or designated by Regional Transit as having transit available within the near future.

While the above is a working draft of the "quality infill project" definition, additional refinement is needed. Infill Coordinator(s) are tasked with reviewing and refining this definition with increased specificity, as needed.

### Barriers to Infill

The following summary of barriers to infill development below is informed by the 2008 Program and the associated *Infill Barrier Assessment*, the County 2021-2029 *Housing Element*, the 2022 report by Ray Kerridge, *Sacramento County Development Review Process: Assessment and Recommendations* report (Appendix A), and the 2022-2023 community engagement process for the Infill Program Update (Appendix B). The barriers identified here are also found to be consistent with studies and programs aimed at increasing infill and housing development in other jurisdictions. Clear policies, procedures, and tools to prioritize infill projects are crucial to overcoming these barriers and to realize the potential for infill development in the county.

**NEW GROWTH AREAS.** Greenfield development in new growth areas is often seen as being more cost-efficient and easier than acquiring and assembling land for the construction of infill development. The 2030 General Plan update established policies to allow development in new growth areas as well as in existing urbanized communities. Since both strategies (commercial corridor planning and new growth areas) require



significant financial investment and staff resources, a balance needs to be achieved so that reinvestment through infill development is not overshadowed by greenfield development in new growth areas.

**INFRASTRUCTURE.** Many of the traditional commercial corridors in the county were built and designed for cars rather than people and have aging utility infrastructure that may not be equipped to handle new higher-density development. The lack of adequate existing infrastructure and the cost to upgrade it (usually paid through permit impact fees) can be a significant barrier for infill developers.

**HIGH DEVELOPMENT COSTS.** Another major barrier to infill can be the high costs associated with acquiring urbanized land, project application fees, and development impact fees for improvements in the public right of way. Often, the total cost of improvements and fees do not come to light until late in the review process. Sacramento County (County) prepared a residential fee comparison analysis for the 2021-2029 *Housing Element* update and found that County financing plan area fees for multi-family development are less than fees for areas such as Laguna Ridge in Elk Grove, Westpark Solaire in Roseville, and the Folsom Sphere of Influence. Established communities, like Carmichael and Elverta, also tend to have even lower fees than other areas in the analysis. However, some new development areas including Greenbriar in the City of Sacramento, have substantially lower fees for both single and multi-family development (see Figure 1).

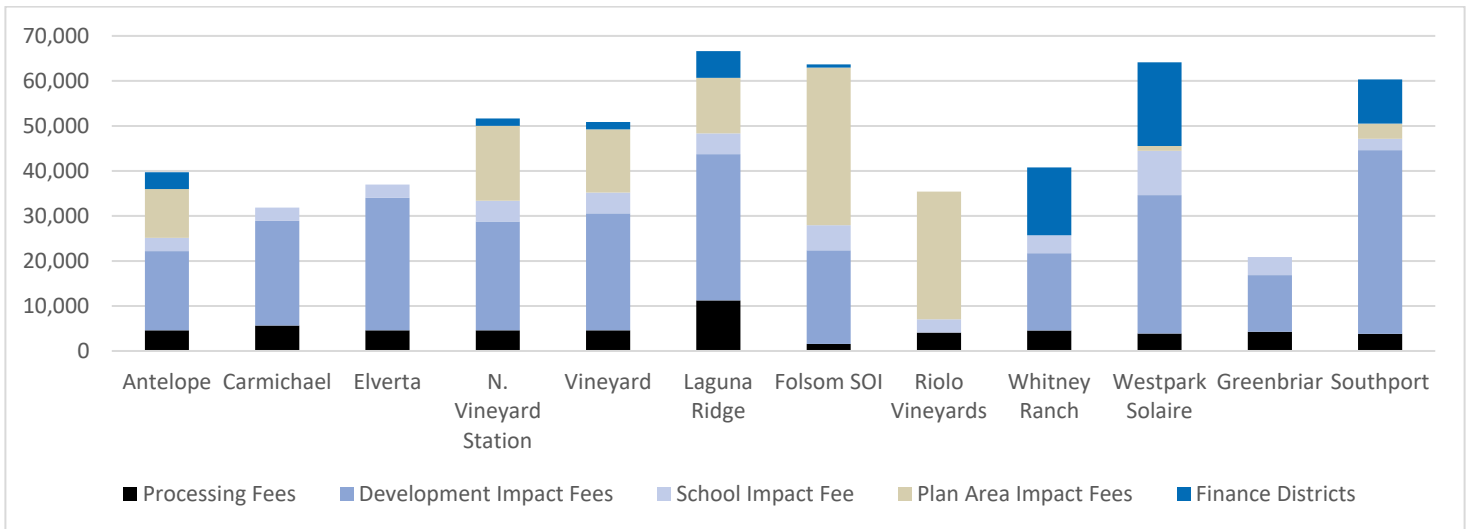
**LOT SIZE AND PARCEL ASSEMBLY.** It is common for parcels in already urbanized areas to be smaller than in areas designated for greenfield development. Due to smaller lot sizes, the process of acquiring and assembling parcels of sufficient size to attract developers can represent a significant development cost and often requires coordination among multiple property owners.

**PERMITTING PROCESS.** Longer and more difficult paths to approval can dramatically add to project costs and timelines. Stakeholders have expressed that the County review process is confusing and lacks clear direction for permit review criteria, steps, and timeline. Many property owners, business, owners, and developers are unfamiliar with the specific permitting process for each jurisdiction and say “red tape” is a barrier to development in the unincorporated county. The 2022 *Sacramento County Development Review Process: Assessment and Recommendations* (Appendix A) provides an analysis of the primary issues with the County’s existing development review process and provides recommendations for improvements.

**DEVELOPMENT REGULATIONS.** Strict and complex zoning standards and design guidelines that do not allow for flexibility can present barriers to successful infill development. This may include requirements for minimum lot size or setbacks, height maximums, or standards for garages and landscaping.

**COORDINATION.** The number of departments and agencies in the County necessitates time-consuming coordination among internal departments and divisions (e.g., Building, Engineering) and external agencies (e.g., Sewer and Water Providers, Sacramento Area Council of Governments [SACOG], Sacramento Regional Transit, Capitol Corridor Joint Powers Authority, Sacramento Housing and Redevelopment Agency, and the Sacramento Metropolitan Fire District). Lack of coordination between departments and agencies can contribute to project delays, added costs, and confusion and frustration for infill developers.

FIGURE 1: MULTI-FAMILY DEVELOPMENT FEE COMPARISON



Source: Sacramento County Special Districts staff, 2019

## INFILL PROGRAM UPDATE

### Background

Sacramento County has long recognized the need for infill development in its urbanized areas to help revitalize the local economy, create more livable and walkable neighborhoods, support active forms of transportation, and encourage equitable development. The Sacramento County General Plan calls for investment and revitalization of existing communities, especially within the County’s commercial corridors. Additionally, the County and local service provider agencies have established several programs to encourage development, including a Fast Track Permit Processing Program for commercial, industrial, and residential projects; Fee deferrals, waivers, or credits; and the Affordable Housing Incentive Program. In 2008, the County Board of Supervisors also approved the initial Infill Program. However, implementation and efforts to develop a more detailed and robust infill program have since lagged due to the nationwide recession, a shift in

local project priorities, and the Covid-19 pandemic.

Current challenges facing the unincorporated County include not being seen as “development-friendly” or “attractive” for new commercial and residential development when compared to surrounding jurisdictions. Furthermore, some developers and property owners feel that developing in new growth areas of the County (e.g., greenfield development or sprawl) is easier or more feasible than developing in existing urbanized areas due in part to existing land use requirements, processes, fees, and infrastructure constraints. Nevertheless, the County is in a good position to address many of these concerns given the sizeable inventory of available vacant and underutilized urban land throughout the unincorporated county, General Plan policies that support infill development, and the 2022 State Local Early Action Planning (LEAP) Grant to establish programs and policies that accelerate housing production, including an update of the 2008 Infill Program.

## PURPOSE AND GUIDING PRINCIPLES

The primary focus of this 2024 Infill Program Update is to accelerate the production of housing through development in key urbanized areas to encourage equitable and livable neighborhoods and active transportation. The Program Update builds off the 2008 Program and incorporates the following guiding principles adapted from the original Program:

### GUIDING PRINCIPLE #1

Provide incentives informed by best practices to encourage equitable infill development projects that foster complete communities.



### GUIDING PRINCIPLE #2

Create opportunities for neighborhood and community education and engagement.



### GUIDING PRINCIPLE #3

Promote partnerships between agencies and with internal and external customers to help facilitate quality infill projects.



This update analyzes existing conditions of the County’s commercial corridors, including barriers to infill development. It also includes a “toolkit” of potential incentives for Board of Supervisors consideration to further promote infill development in the unincorporated areas of the County. The recommended infill incentives are informed by best practices and engagement efforts in 2022 and 2023 (see Appendix B), including:

- Attendance at multiple community events (Farmer’s market, Spring Extravaganza and Egg Hunt, and Earth Day).
- An online community workshop.
- Online stakeholder meetings with affordable housing developers, market-rate housing developers, business groups, community-based organizations and advocates, County staff, and local agencies.
- Community online engagement opportunities, including a countywide survey and project webpage ([www.sacramentocountyinfill.com](http://www.sacramentocountyinfill.com)).



## Relationship to Other County Regulations

The following describes how the Infill Program Update relates to and complies with related County regulations:

**GENERAL PLAN** The General Plan serves as a blueprint for the future character and physical development of the unincorporated county through the year 2030. State law requires that the General Plan address issues of land use, open space, conservation, housing, circulation, safety, and noise, as well as environmental justice for certain jurisdictions. The Infill Program Update is consistent with the General Plan, which includes goals, policies, and objectives that call for reinvestment and revitalization of existing communities through strategic infill development.

**CLIMATE ACTION PLAN** Once adopted, the County's Climate Action Plan (CAP) will detail measures to reduce GHG emissions in the unincorporated county and include an adaptation plan to reduce vulnerability to anticipated climate change impacts. The Infill Program Update aims to be consistent with the proposed CAP Community GHG Reduction Measures, which outline how high-quality infill development can assist with the County's GHG reduction goals.

**ZONING CODE** The Zoning Code (Code) is the County's primary tool for implementing the General Plan. The Code regulates building structures and property uses within designated zoning districts by, for example, setting limits on building height, requiring setbacks, and landscaping. The Infill Program Update toolkit includes recommendations for potential amendments to certain sections of the Code to facilitate infill development in the unincorporated county.

**COUNTYWIDE DESIGN GUIDELINES** The Design Guidelines are another means of General Plan implementation. They present design principles and recommendations to encourage high-quality and consistent development throughout the county. The Infill Program Update toolkit includes recommendations for potential amendments to certain sections of the Design Guidelines to further promote infill development in the unincorporated county.

### COMMERCIAL CORRIDOR PLANS, SPECIAL PLANNING AREAS, AND NEIGHBORHOOD PRESERVATION AREAS

The County has several Commercial Corridor Plans (CCPs), Special Planning Areas (SPAs), and Neighborhood Preservation Areas (NPAs). CCPs provide guidance for corridor redevelopment that focuses on pedestrian-friendly, sustainable planning. SPAs allow uses, regulations, and standards that deviate from the Code to promote a mix of uses. NPAs protect and preserve the character of established neighborhoods when the countywide regulations alone are not adequate to accomplish that purpose. SPAs and NPAs are codified as Title V and Title VI of the Zoning Code, respectively. The Infill Program Update includes recommendations for analyzing the effectiveness of these plans.

## Equity Considerations

Infill development can provide significant benefits related to economic revitalization, active transportation, and GHG reduction. However, the influx of new investment and improvements in a concentrated area can also contribute to gentrification and potential displacement of the existing residential and business community. The Infill Program Update recognizes that there is a delicate balance between promoting growth and revitalization and deterring gentrification and displacement. In an effort to achieve this balance, the Program Update is intended to:

- Foster meaningful engagement with traditionally underrepresented populations including renters, lower-income households, people who are experiencing homelessness, people of color, youth, and families.
- Support improved mobility for all through the creation of complete communities where housing is located near transit, jobs, goods, and services.
- Encourage an equity in all policies approach.
- Promote the County's existing anti-displacement goals and policies, such as implementing programs that increase the supply of affordable housing, especially for rental units; and reducing constraints to housing production.
- Prioritize Environmental Justice Communities when seeking planning and infrastructure grants, consistent with the County's Environmental Justice Element.

Gentrification can be defined as, "the form of neighborhood change characterized by the arrival of higher-income and often-time higher-educated residents, along with increasing rents, property values and cost-of-living, and decreasing non-white populations."

Source: Regional Plan Association of metropolitan New York



Rather than impeding positive growth and change, efforts to address gentrification can focus on addressing development and regulatory concerns through an equity lens. See Appendix C for additional best practices related to mitigating displacement.



# INFILL IN SACRAMENTO COUNTY

Geographic Information Systems (GIS) and County Assessor data were used to identify 299 potential infill sites totaling 306 acres in the unincorporated county that meet the infill feasibility criteria.

## EXISTING CONDITIONS: COMMERCIAL CORRIDORS

The County 2030 General Plan establishes 16 commercial districts along key transportation corridors (Figure 2). These corridors are a key part of the County's urban framework to connect neighborhoods, business areas, and employment districts. The General Plan promotes revitalization of the corridors through infill development to enhance community image, support public transit, and to encourage economic and commercial development.

Many of the commercial corridors date back to the 1950s and are characterized by wide, multi-lane streets, high speed limits, long blocks, large street-facing surface parking lots, and incomplete or potentially unsafe walking and biking infrastructure. Existing uses include strip retail, auto dealerships, gas stations, restaurants, and large-format stores.

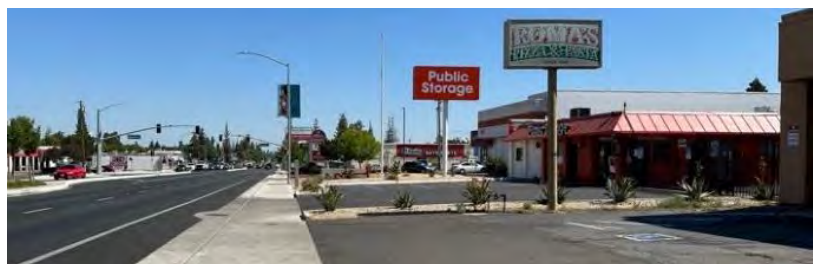
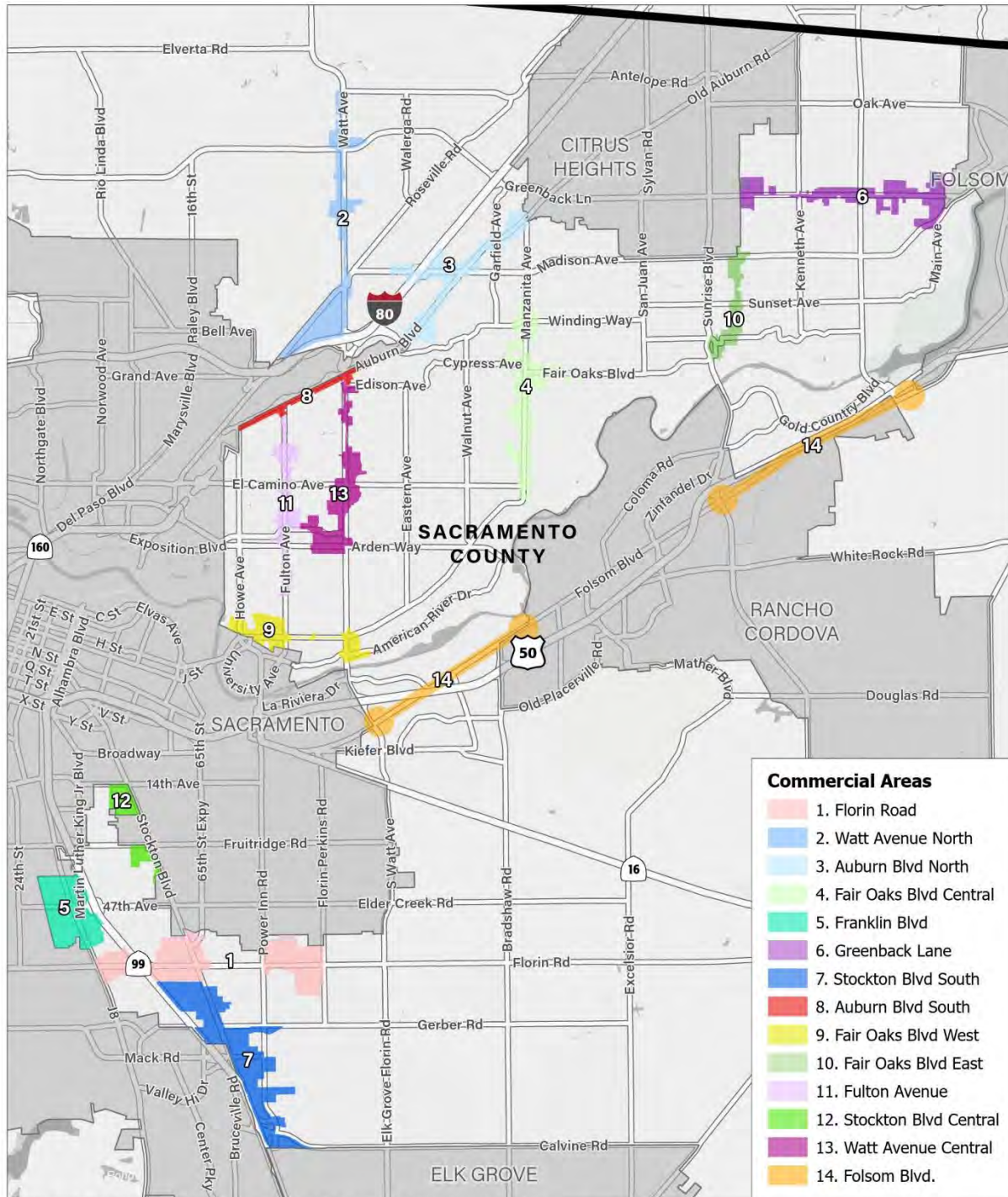
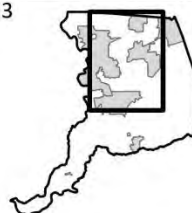




FIGURE 2: COMMERCIAL CORRIDOR AREAS



Source: County of Sacramento, 2022; ESRI, 2023; PlaceWorks, 2023



- County Boundary
- Municipal Boundaries**
- Unincorporated Areas
- Incorporated Areas

Several corridors function as community “main streets” that serve as centers of commerce and culture for County residents. However, others have not experienced the revitalization envisioned by the County Corridor Plan studies prepared in the early 2000s. Many of the struggling corridors lack a sense of place, feature a collection of underutilized or vacant parcels, and have lost economic vitality and development potential in recent decades as development in greenfield areas became more attractive. Furthermore, the age and capacity of existing infrastructure can present challenges to higher-intensity development in some commercial corridors.

Despite these challenges, commercial corridors can provide a significant opportunity for revitalization through infill development due to their highly visible and accessible locations near transit and existing services.

## INFILL FEASIBILITY FACTORS AND INVENTORY OF COUNTY SITES

This Infill Program Update establishes criteria for determining whether a development site or area would be considered feasible for infill consistent with this Program, the County General Plan, best practices (Appendix C), and the likelihood of successful development. County staff may therefore prioritize these sites or areas when considering the infill incentives outlined in the Program toolkit, such as grant funding applications. Feasible infill sites and areas shall meet the following nine factors<sup>2</sup>:

- 1 Consistency with the County General Plan and the Infill Program Update.
- 2 Consistency with all applicable development regulations (e.g., Zoning Code, NPAs, SPAs, Corridor Plans, Countywide Design Guidelines).
- 3 Located on sites surrounded by existing urban uses.
- 4 Located within a commercial corridor.
- 5 Located in a County-identified Environmental Justice community<sup>3</sup>
- 6 Located within 1/4 mile of high-quality transit or an area designated by Regional Transit as having transit available within the near future.
- 7 Located in a moderate, high, or highest resource area<sup>4</sup>
- 8 Identified by the Sacramento Area Council of Governments (SACOG) as a “Green Means Go” site.
- 9 Are vacant or underutilized<sup>5</sup>.

<sup>2</sup> The infill feasibility factors were informed by infill best practices, Sacramento County General Plan policies, and the Guiding Principles of this Program.

"Green Means Go" is a SACOG multi-year pilot program that aims to lower greenhouse gas emissions in the six-county Sacramento region by accelerating infill development and reducing vehicle trips. The program allocates State funding to projects that are located in locally nominated "Green Zones," create more infill housing, increase mobility, and reduce vehicle emissions. More information is available at: [www.sacog.org/greenmeansgo](http://www.sacog.org/greenmeansgo).



Geographic Information Systems (GIS) and County Assessor data were used to identify 299 potential infill sites (Figure 3) totaling 306 acres in the unincorporated county that meet the infill feasibility factors.

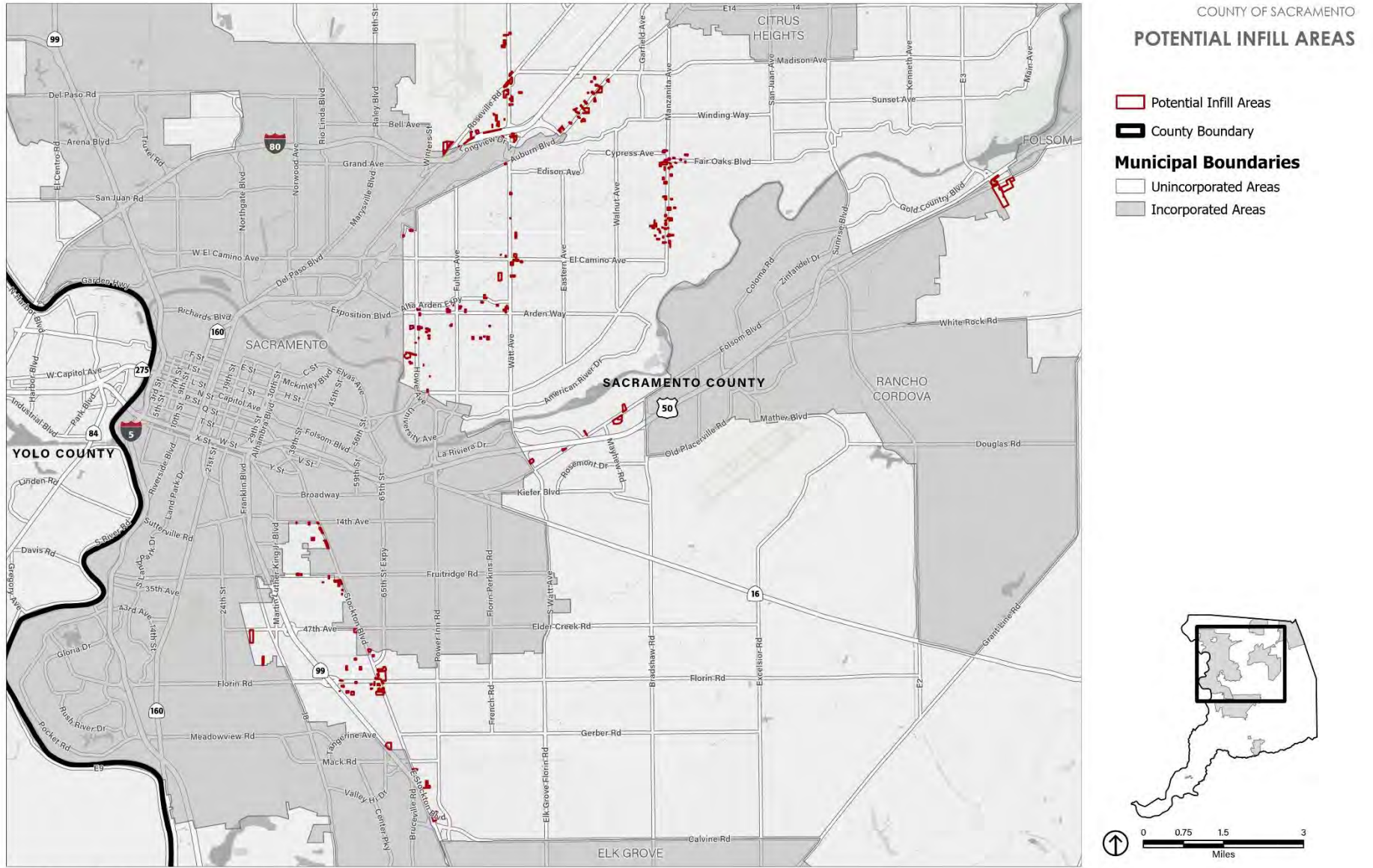
Using the factors above, County staff can use a matrix (Table 1) to determine the feasibility of infill development on individual project sites. Projects that are considered to be highly feasible for infill may be able to benefit from the infill incentives identified later in this program. The infill factors can also be applied on a larger scale to assess and rank the infill feasibility status of existing commercial corridors in the county. The tiered ranking system (Table 2) for the County's commercial corridors was developed by analyzing and scoring the number and acreage of potential infill parcels that meet the feasibility factors listed above, plus community input from the online survey and workshop and in-person outreach events. An average ranking for each commercial corridor was calculated with equal weight given to each factor. Commercial corridors with the highest average ranking of feasibility factors were assigned the highest level of Tier 1. Tier 1 areas are considered highly eligible for successful infill development. Tier 2 includes the next highest-scoring areas, with the remainder of infill areas in Tier 3 or Tier 4 based on the average score. The infill area feasibility ranking system can help inform County staff and decision makers regarding prioritization of investments, grant applications, and updates to existing SPAs, NPAs, and Corridor Plans.

<sup>3</sup> County map of identified Environmental Justice communities: [https://planning.sacounty.gov/PlansandProjectsIn-Progress/Documents/Environmental%20Justice%20Element/EJ\\_Communities\\_NonEJ\\_Communities.pdf](https://planning.sacounty.gov/PlansandProjectsIn-Progress/Documents/Environmental%20Justice%20Element/EJ_Communities_NonEJ_Communities.pdf)

<sup>4</sup> As identified by the California Tax Credit Allocation Committee. 2023 Opportunity Map can be accessed here: <https://belonging.berkeley.edu/2023-ctcac-hcd-opportunity-map>

<sup>5</sup> Underutilized sites are properties with an improvement value to land value (I/L) ratio of 0.2, which is consistent with industry standard practice.

FIGURE 3: POTENTIAL INFILL AREAS



Source: County of Sacramento, 2022; ESRI, 2023; PlaceWorks, 2023

TABLE 1. EXAMPLE INFILL FEASIBILITY SITE MATRIX

Infill Feasibility Factor	Site A	Site B
Consistent with General Plan and Infill Program Update	Y	Y
Consistent with Development Regulations	Y	Y
Surrounded by Existing Urban Uses	Y	Y
Located in a Commercial Corridor	Y	Y
Located in an Environmental Justice Community	Y	Y
Within ¼ mile of Transit	Y	Y
Located in a Moderate, High, or Highest Resource Area	Y	N
Green Means Go Site	Y	N
Vacant or Underutilized	Y	N
Feasible Infill Site?	Y	N

TABLE 2. INFILL AREA FEASIBILITY TIERS

Infill Area	Ranking	Tier
Florin Rd.	1	1
Fair Oaks Blvd. Central	2	1
Watt Ave. Central	3	1
Watt Ave. North	4	2
Stockton Blvd. Central	5	2
Folsom Blvd. Central	6	2
Folsom Blvd. East	7	2
Stockton Blvd. South	8	3
Franklin Blvd.	9	3
Auburn Blvd. North	10	3
Fair Oak Blvd. West	11	4
Fulton Ave.	12	4
Fair Oaks Blvd. East	13	4
Greenback Ln.	14	4
Auburn Blvd. South	15	4

## COUNTY INFILL CASE SITES

The following are example infill case sites in each Supervisor District. Each site meets all of the required Infill Program feasibility factors.

### Site 1: 4100 Stockton Blvd.

Site Address (APN)	4100 Stockton Blvd. (020-0171-038-0000)
County Supervisor District	District 1
Parcel Size	0.71 acres
General Plan Land Use	Commercial/Offices
Zoning	Special Planning Area (SPA)
Commercial Corridor Area	Stockton Blvd. Central
Maximum Allowed Density	30 dwelling units/acre
Maximum Residential Capacity	21 units by right
Current Use	Vacant



Source: County of Sacramento, 2022; ESRI, 2023; PlaceWorks, 2023.



Source: Google, 2023; View from 16<sup>th</sup> Ave.



Source: Google, 2023; View from Stockton Blvd.

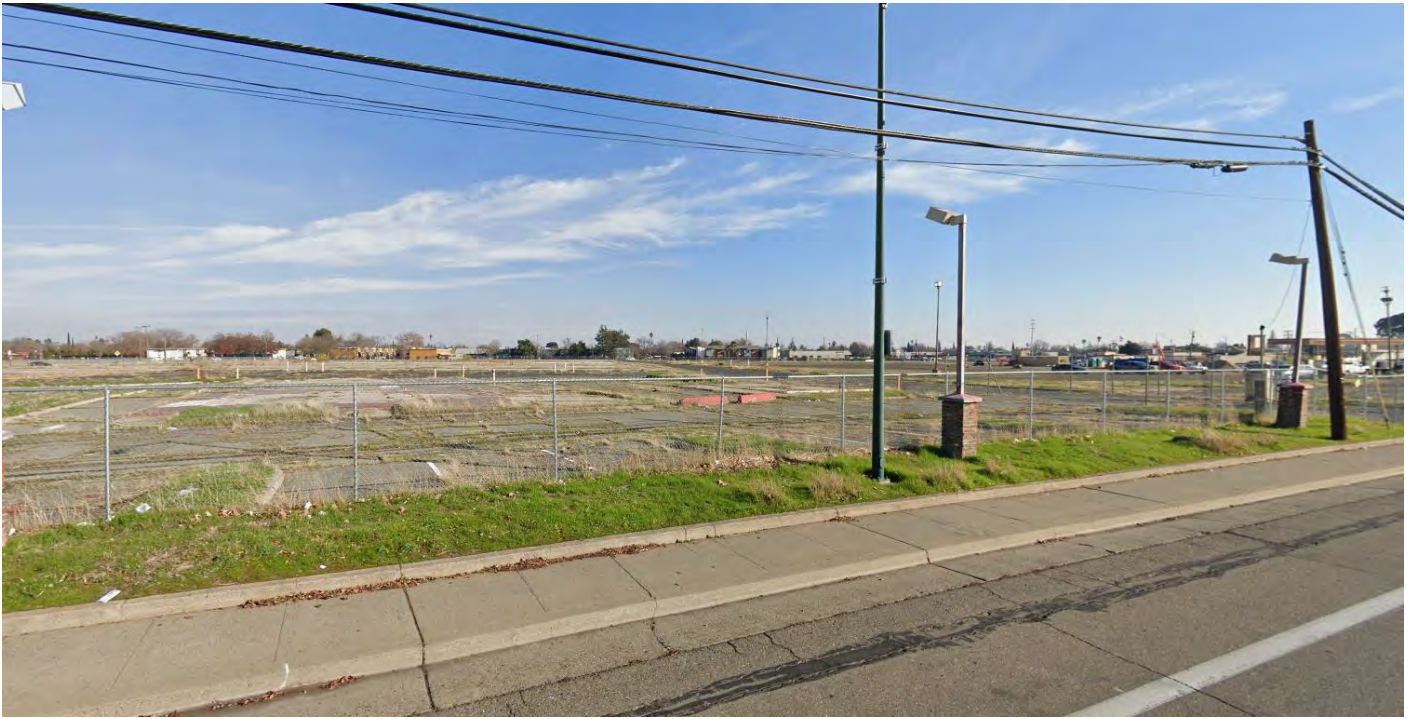
**Site 2: 6525 Florin Rd.**

Site Address (APN)	6525 Florin Rd. (043-0220-031-0000)
County Supervisor District	District 2
Parcel Size	14.49 acres
General Plan Land Use	Commercial/Offices
Zoning	Shopping Center (SC)
Commercial Corridor Area	Florin Rd.
Maximum Allowed Density	30 dwelling units/acre
Maximum Residential Capacity	150 units by right; Up to 434 units with entitlement(s)
Current Use	Vacant



Source: County of Sacramento, 2022; ESRI, 2023; PlaceWorks, 2023.





Source: Google, 2023; View from Stockton Blvd.



Source: Google, 2023; View from Lindale Dr.

**Site 3: 6750 & 6740 Fair Oaks Blvd**

Site Address (APN)	6750 Fair Oaks Blvd (273-0330-0160-000) 6740 Fair Oaks Blvd (273-0330-017-0000)
County Supervisor District	District 3
Parcel Size	1.97 acres total
General Plan Land Use	Transit-Oriented Development (TOD)
Zoning	Special Planning Area (SPA)
Commercial Corridor Area	Fair Oaks Boulevard Central
Maximum Allowed Density	50 dwelling units/acre
Maximum Residential Capacity	98 units
Current Use	Vacant



Source: County of Sacramento, 2022; ESRI, 2023; PlaceWorks, 2023.



6740 Fair Oaks Blvd. Source: Google, 2024; View from Fair Oaks Blvd.



6750 Fair Oaks Blvd. Source: Google, 2024; View from Fair Oaks Blvd.

**Site 4: 5700 Karen Ln. and 5704 Karen Ln.**

Site Address (APN)	5700 Karen Ln. (218-0151-008-0000) 5704 Karen Ln. (218-0151-009-0000)
County Supervisor District	District 4
Parcel Size	0.65 acres total
General Plan Land Use	Transit-Oriented Development (TOD)
Zoning	Special Planning Area (SPA)
Commercial Corridor Area	Watt Ave. North
Maximum Allowed Density	20 dwelling units/acre
Maximum Residential Capacity	13 units
Current Use	Vacant



Source: County of Sacramento, 2022; ESRI, 2023; PlaceWorks, 2023.



Parcel 21801510080000. Source: Google, 2023; View from Karen Ln.



Parcel 21801510090000. Source: Google, 2023; View from Karen Ln.

**Site 5: Cal Center Dr.**

Site Address (APN)	Cal Center Dr. (078-0450-023-0000)
County Supervisor District	District 5
Parcel Size	2.49 acres
General Plan Land Use	Transit Oriented Development (TOD)
Zoning	Light Commercial (LC)
Commercial Corridor Area	Folsom Blvd. Central
Maximum Allowed Density	30 dwelling units/acre
Maximum Residential Capacity	74 units
Current Use	Vacant



Source: County of Sacramento, 2022; ESRI, 2023; PlaceWorks, 2023.



Source: Google, 2023; View from Watt Ave.



Source: Google, 2023; View from Watt Ave.



# INFILL INCENTIVES TOOLKIT

While not all incentives may apply to every project, County staff can help developers and property owners determine the appropriate mix of tools to help lay the foundation for a successful project.

## TOOLKIT PURPOSE

The goal of the toolkit is to incentivize equitable development and present infill as a feasible alternative to greenfield development by addressing the primary barriers of cost, process, and development regulations. While not all incentives may apply to every project, County staff can help developers and property owners determine the appropriate mix of tools to help lay the foundation for a successful project. The following summary of infill incentives was developed through research of best practices (Appendix C), interviews with stakeholders, and feedback from the community. Any combination of the recommended toolkit methods can be used for development on sites or areas that meet the infill feasibility factors of this program. See Next Steps for additional information regarding implementation timing and responsible parties.

## PERMITTING AND REVIEW COSTS

Most jurisdictions require permitting fees and development impact fees for new construction or redevelopment projects. Development impact fees are often required for new development projects to fund major public facilities like roads, transit, sewer, drainage, water supply, libraries, and parks that would be impacted by new construction. Permit and impact fees are established through feasibility studies and approved by each jurisdiction's elected body as part of its fee schedule. Project fees serve an important purpose to partially fund a jurisdiction and to ensure that public facilities and services can serve new development. However, when added up, they can also make some projects infeasible. This can be especially true for affordable housing projects, smaller-sized developments, and small businesses. To help lessen the financial barriers to development, the County has already established impact fee deferral programs for projects that encourage economic development, affordable housing projects (includes



fee waivers), and market-rate residential developments. This section focuses on additional financial incentives that will help make infill development in the unincorporated county more feasible for developers while acknowledging that permit and development impact fees are important for maintaining the County's fiscal health.

#### Guided By:

- Guiding Principle #1: Provide incentives informed by best practices to encourage equitable infill development projects that foster complete communities.
- Guiding Principle #3: Promote partnerships between agencies and with internal and external customers to help facilitate quality infill projects.

#### Barriers Addressed:

- Lot Size and Parcel Assembly
- Development Regulations
- Coordination

#### Affordable Residential Projects

The Affordable Housing Fee Deferral and Waiver Program (Chapter 16.100 of the County's Municipal Code) was established in 1996 to encourage affordable housing by deferring and/or waiving development fees<sup>6</sup> for qualified projects. "Qualified Residential Development Projects" provide at least 10 percent very-low income<sup>7</sup> units, or at least 49 percent low-income<sup>8</sup> units. The program allows fees to be deferred through the close of escrow or 24 months, whichever is less. With the current program, fee waivers are capped annually at 200 dwelling units or five percent of the total

number of building permits for residential new construction issued in the previous year, whichever is greater. Additionally, consistent with Measure B3 of the Housing Element, the County will explore creation of a formalized subsidy for pre-application meetings for affordable housing projects by June 2025.

This Program Update recommends that the County work with the Sacramento Housing and Redevelopment Agency (SHRA) to analyze and appropriately amend Chapter 16.100, *Deferral or Waiver of Certain Impact Fees for Affordable Housing Projects*, to increase the annual fee waiver cap for Qualified Residential Development Projects to further incentivize affordable housing production.



#### Market Rate Residential Projects

The Residential Fee Deferral Program (Chapter 16.120 of the County's Municipal Code) was established in 1997 to defer early payment of impact fees<sup>9</sup> for market rate residential projects. Fees for multi-family residential projects may be deferred to the close of permanent loan

<sup>6</sup> See Municipal Code Section 16.100.030 for a list of eligible fees that may be deferred or waived through the Affordable Housing Fee Deferral and Waiver Program.

<sup>7</sup> "Very Low Income Households" refers to the definition contained in California Health & Safety Code Section 50105, including but not limited to an income limit of 50% of area median income, adjusted for family size and revised annually.

<sup>8</sup> "Low Income Households" refers to the definition contained in California Health & Safety Code Section 50079.5, including but not limited to an income limit of 80% of area median income, adjusted for family size and revised annually.

<sup>9</sup> See Municipal Code Section 16.120.030 for a list of eligible fees that may be deferred through the Residential Fee Deferral Program.

financing or 15 months from the date of permit issuance, whichever is less. While the fees deferred are subject to rate changes adopted during the deferral period, interest does not apply unless deferred fees are not paid within the fee deferral period. The Infill Program Update does not recommend amendments to Chapter 16.120, *Deferral of Certain Impact Fees for Residential Projects*.

*Nonresidential Projects*, to also allow infill projects to benefit from waived interest on deferred fees, regardless of the potential resulting number of full-time jobs.

### Non-Residential Projects

The Non-Residential Fee Deferral Program (Chapter 16.95 of the County's Municipal Code) was established in 1995 to stimulate and encourage economic development in the county, particularly projects that will result in creating jobs and providing economic stimuli for county residents. The Non-Residential Fee Deferral Program allows for fees<sup>10</sup> to be deferred until issuance of a certificate of occupancy, close of escrow or for a predetermined period, with interest accruing during this time. Interest on deferred amounts may be waived for targeted companies that will bring 50 or more full-time jobs to the area.

This Program Update recommends that the County analyze and appropriately amend for Chapter 16.95, *Deferral of Certain Impact Fees*

### Funding Opportunities – Affordable Housing Projects

Project funding is a key concern for property owners and developers. Funding opportunities for affordable housing projects are outlined in the 2021-2029 *Housing Element* update and includes funding sources such as Community Development Block Grants (CDBG), HOME Investment Partnerships Program (HOME), Housing Trust Funds, Mortgage Revenue Bonds, and Low-Income Housing Tax Credits. Additional funding sources are outlined in Appendix D.

This Program Update recommends that the County leverage its "Prohousing" designation for community development resources and funding to help accelerate housing production through the Prohousing Incentive Pilot (PiP) Program. Additionally, this Program recommends that the County continue to work with SHRA to determine how CDBG funds may be prioritized for affordable housing infill projects.



<sup>10</sup> See Municipal Code Section 16.95.030 for a list of eligible fees that may be deferred through the Non-Residential Fee Deferral Program.

## Funding Opportunities - Infrastructure

The high cost associated with providing new or updated infrastructure for development at higher densities is a key barrier to infill development in many areas. The economic consulting firm Economic and Planning Systems, Inc. (EPS) prepared an overview (Appendix E) of potential funding sources and financing strategies, including the SACOG Green Means Go Program, Enhanced Infrastructure Finance Districts (EIFDs), and the State Infill Infrastructure Grant (IIG) Program. Improved coordination between County departments and agencies is also essential to securing funding for future Capital Improvement Plans (CIP) to support infill.

This Program Update recommends that the County: (1) Utilize the above-described infill feasibility factors methodology when prioritizing infrastructure improvements in the unincorporated county; (2) Continue to explore the feasibility of an infill fee for non-infill development, as is being considered as part of the update to the County's Climate Action Plan; and (3) Consider conducting market analyses or infrastructure studies to facilitate development in higher tier infill areas.



## TRANSPARENT PROCESSES

Complicated and unclear permitting processes can lengthen project timelines and add to overall costs for property owners or developers. This section focuses on incentives that may help improve the plan review experience for applicants.

### Guided By:

- Guiding Principle #1: Provide incentives informed by best practices to encourage equitable infill development projects that foster complete communities.
- Guiding Principle #3: Promote partnerships between agencies and with internal and external customers to help facilitate quality infill projects.

### Barriers Addressed:

- Lot Size and Parcel Assembly
- Development Regulations
- Coordination

## County Staffing

This Program Update recommends that the County consider hiring one or more Development Process Managers and/or Infill Coordinator(s). This recommendation is consistent with the County's fiscal year 2022-23 budget, the 2022 *Sacramento County Development Review Process: Assessment and Recommendations* report (Appendix A), and General Plan Land Use Implementation Measure-2. A Development Process Manager would help shepherd projects through the review process and would be the single point of contact between applicants and County plan reviewers. Additionally, this Program Update recommends that the County prioritize infill projects, especially those that provide housing, when assigning projects to Development Process Managers.

County General Plan (LU IM-2) also calls for a County Infill Coordinator position. The organizational placement and role of the Infill Coordinator position(s) are to be defined as an action of this program.

### Fast Track Permit Processing Program

The County's existing Fast Track Permit Processing Program under the Economic Development Department aims to expedite the plan review process. Currently, projects meeting certain criteria standards such as providing employment opportunities, supporting affordable housing, or enhancing clean energy are eligible to apply for Fast Track status.

This Program Update recommends that the County consider expanding the Fast Track Permit Processing Program to also apply to feasible infill projects and to integrate Fast Track tasks into the Development Process Manger's roles and responsibilities.

### Expedited Plan Review Consultants

Interviews with County staff and developers suggest that issues of long review times continue to exist even with the Fast Track Permit Processing Program. This is likely due in part to staff vacancies and workload imbalances highlighted in the 2022 *Sacramento County Development Review Process: Assessment and Recommendations* report (Appendix A).

This Program Update recommends that the County consider renewing and expanding the pool of pre-approved plan review consultants to assist County staff with expedited permit review under the Fast Track Permit Processing Program.



### Applicant Resources

The permit review process can be difficult to navigate for property owners, developers, business owners, and the general public. Successful applicants must also understand the specific development standards for their property. In addition to the Zoning Code, the County has Countywide Design Guidelines, 21 Neighborhood Preservation Areas (NPAs), and 52 Special Planning Areas (SPAs) that regulate development. The large volume of available information can be burdensome and confusing. Fortunately, the County has a number of resources available to navigate the process including the Zoning Code User Guide, and the Breaking Ground Guide, which is in the process of being updated at the time of writing. This Program Update recommends that the County consider creating similar "walk through" guides for SPAs and NPAs, especially for those in the Tier 1 and Tier 2 infill feasibility areas. Furthermore, the County should continue to regularly update all existing and future guides and remove any outdated material or information that is publicly accessible. It is also recommended that the Development Process Manager and/or Infill Coordinator increase public knowledge of available applicant resources through improved advertising and marketing efforts.

## FLEXIBLE DEVELOPMENT STANDARDS

Development standards are established by the Zoning Code, NPAs, and SPAs. Strict and complex development standards can make it difficult for developers to build feasible projects while meeting zoning requirements like setbacks, height, and landscaping. At the same time, standards that are too vague and subjective can cause confusion between staff and applicants, lead to lengthened review times, and be at odds with State legislation. This section focuses on incentives that may increase residential density and buildable area, provide objective standards where needed, and ease certain development standards that make construction more difficult.

### Guided By:

- Guiding Principle #1: Provide incentives informed by best practices to encourage equitable infill development projects that foster complete communities.
- Guiding Principle #3: Promote partnerships between agencies and with internal and external customers to help facilitate quality infill projects.

### Barriers Addressed:

- Lot Size and Parcel Assembly
- Development Regulations
- Coordination

### Residential Density Minimums

The current County General Plan (Goal LU-5) requires residential projects involving ten or more units to have an average residential density of at least 75% of the zoned maximum for the zoning district. The County plans on codifying minimum density for the RD-30 and RD-40 zones in the Zoning Code, consistent with the County General Plan, of at least 75 percent of the zoned maximum when a project proposes three or

more units. This Program Update recommends that the County consider increasing the minimum residential standard for infill areas to further encourage infill housing development.

### Mixed-Use Development Zoning

There are currently a limited number of areas in the County with a mixed-use General Plan land use designation. While no properties in the County are yet zoned for mixed-use, some Special Planning Areas allow mixed-use development, such as the Newbridge Specific Plan (13.5 acres) and the Jackson Township Specific Plan (24 acres).

This Program Update recommends that the County analyze and identify existing areas within the Tier 1 and Tier 2 infill areas that can appropriately be re-zoned to a mixed-use zoning district through a zoning map amendment.

### Mixed-Use Development Objective Design Standards

The Countywide Design Guidelines include design principles and guidelines for single-family residential, commercial, office, industrial, mixed-use development, and new communities. The document also contains objective design standards for multi-family residential development in the County.

This Program Update recommends replacing the mixed-use development design guidelines with objective design standards, such as the minimum number and size of street-level residential entries along street frontages or facing public rights of way. Easy to understand objective design standards help reduce uncertainty for developers and minimize barriers to the creation of mixed-use development that would be appropriate in many infill areas.

## Lot Standards

Residential zoning requirements for large minimum lot size and widths can encourage large-lot single-family residential uses and limit the development potential of relatively small parcels that are often found in infill development areas. The County Zoning Code requires multi-family residential interior lots to be at least 5,200 square feet and 52 feet wide. Multi-family residential corner lots are required to be at least 6,200 square feet and 62 feet wide.

To account for varying lot sizes and encourage a variety of housing options (e.g., single-family, multi-family, townhome, duplex, or fourplex development), this Program Update recommends that the County analyze best practices from other jurisdictions with similar infill programs and/or infill development success and appropriately modify minimum lot size and width standards for infill areas.

The example shown in Table 3 compares the minimum lot size requirements for three sample jurisdictions: the County of Sacramento, the City of Sacramento, and the City of Tacoma, Washington. The City of Sacramento was selected as local example mentioned by stakeholders as having more “developer friendly” development standards. The City of Tacoma was selected as a best practice example for its 2020 Residential Infill Pilot Program.

## Setbacks

Infill development best practices typically include removing or reducing minimum required building setbacks to accommodate higher density development. While some jurisdictions encourage setbacks for infill areas to match existing established development patterns of the surrounding area, this may not be appropriate for Sacramento County, where doing so would likely result in more automobile-centric development with parking lots and large front setbacks commonly seen along many existing commercial corridors. Such development patterns would not encourage walkable development consistent with infill development or the County’s General Plan.

Accordingly, this Program Update recommends that the County analyze and appropriately modify Zoning Code and SPA/NPA setback requirements for infill areas to encourage pedestrian-friendly infill development while balancing the existing character of the area. Table 4 provides sample setback reductions for multi-family zoned infill project sites.

**TABLE 3. MINIMUM LOT SIZE COMPARISON**

Jurisdiction	Zoning District	Minimum Lot Area
County of Sacramento	Multi-Family Residential (15-40 units/acre)	5,200 sq. ft.
City of Sacramento	R3 Zone (up to 30 units/acre)	2,000 sq. ft.
City of Tacoma	R-3 Zone (14-36 units/acre)	3,500 sq. ft.
The average minimum lot size of the three examples shown above is 3,566 sq. ft. (5,200 sq. ft. + 2,000 sq. ft. + 3,500 sq. ft.)/3).		

**TABLE 4. SAMPLE SETBACKS FOR MULTI-FAMILY ZONED INFILL PROJECT SITES**

	Current Minimum Zoning Code Setback (Zoning Code Section 5.4.3.C)	Sample Minimum – Maximum Setback for Infill Areas
<b>Front Yard</b>	20' (without a Public Utilities and Public Facilities [PUFP] easement) 26' (with PUFP)	15'-20' (without PUFP) 21'-26' (with PUFP)
<b>Street Side Yard</b>	15' (without PUFP) 21' (with PUFP)	10'-15' (without PUFP) 16'-21' (with PUFP)
<b>Interior Side Yard</b> Not adjacent to or within low density residential zoning districts	10' (1 and 2 story) 15' (3+ story)	5'-10' (1 and 2 story) 10'-15' (3+ story)
<b>Rear Yard</b> Not adjacent to or within low density residential zoning districts	10' (1 and 2 story) 15' (3+ story)	10'-15' (1-3+ story)
<b>Interior Side and Rear Yards</b> Adjacent to or within low density residential zoning districts	25' (1 story) 50' (2 story) 75' (3 story) 75' (4 story, when adjacent to collector/arterial, or approved by SPZ)	10' (1 story) 10' (2 story) 20' (3 story) 30' (4 story, when adjacent to collector/arterial, or approved by SPZ)

## Height

Building height plays a large role in determining project feasibility, especially for projects on smaller lots. The Zoning Code currently allows up to 75-feet (six to seven stories) for the most intensive mixed-use districts. High-density multi-family residential properties (RD-30 and RD-40) are allowed a maximum height of 150-feet with no story limit. SPAs, NPAs, or Corridor Plans may also establish separate height restrictions for properties.

Mixed-use zoning districts and special planning areas were found to be the most restrictive in terms of building height. For example, the North Watt Avenue Corridor Plan limits buildings in the Residential Mixed-Use 1 (RMU-1) area to 45-feet (four stories). This Program Update recommends that the County analyze and appropriately modify the most restrictive height requirements to enable infill development that can more feasibly accommodate the residential density target for the assigned zoning district. The County may also consider amending the mixed-use zoning development standards for height to be more in line with multi-family standards.

## Increased Flexibility

Additional requirements outlined in the Zoning Code and Multi-Family Design Standards such as common open space, private open space, and storage requirements may also create barriers for denser multi-family developments on smaller, more constrained lots (Table 5). This Program Update recommends that the County consider allowing flexibility by waiving and/or reducing requirements for common open space, private open space, and storage for infill projects.

TABLE 5. ADDITIONAL COUNTY REQUIREMENTS

Common Open Space
Multi-family residential projects are required to provide open space and landscaping covering at least 25 percent of the net lot area. Developments with 10 or more residential units must provide at least one common gathering space with a minimum of 400 square feet, plus 200 square feet for every five additional units. Common gathering space may be waived for projects located within a half-mile of a park.
Private Open Space
Multi-family developments must provide 40 square feet or more of private open space per dwelling unit. Affordable housing projects may be eligible for reduced minimum outdoor and/or private outdoor living area.
Storage
Multi-family developments must provide at least 80 cubic feet of personal storage. Bedroom closets in the residence shall not be used to satisfy the personal storage requirement.



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# NEXT STEPS

## IMPLEMENTATION PROGRAM

The incentives and proposed changes highlighted in the Infill Incentives Toolkit encompass policies and programs the County can implement to further encourage infill development. Actual policies, programs, and their timing will be based on budget, need, and priorities identified by the Board of Supervisors. The following sections identify the incentive action, responsible County party, and the appropriate timeframe for completion. These range from actions that can be taken immediately (near term) with completion of efforts estimated between one to two years, to more long-term actions anticipated for completion within the next four to six years, which have been designated as “ongoing”.

	Time Frame	
Implementation Action	<b>Increase Coordination with Residents, Community Groups, and Stakeholders</b> <i>Responsible County Party: Community Development</i>	Ongoing
	<b>Increase Coordination and Partnerships with Agencies/Departments Involved in the Development Review Process</b> <i>Responsible County Party: Multiple County Departments</i>	Ongoing
	<b>Amend Existing Fee Reduction and Waiver Programs</b> <i>Responsible County Party: Community Development, Economic Development</i>	Mid Term (2-4 years)
	<b>Expand Other Financial Programs and Resources</b> <i>Responsible County Party: Community Development Economic Development</i>	Ongoing
	<b>Hire Development Process Manager(s)</b> <i>Responsible County Party: Community Development</i>	Near Term (1-2 years)
	<b>Define and Hire Infill Coordinator(s)</b> <i>Responsible County Party: Community Development</i>	Mid Term (2-4 years)

		Time Frame
Implementation Action	<b>Hire On-Call Consultant(s)</b> <i>Responsible County Party: Community Development</i>	Near Term (1-2 years)
	<b>Expand Fast Track Permit Processing Program</b> <i>Responsible County Party: Community Development Economic Development</i>	Mid Term (2-4 years)
	<b>Expand and Routinely Update Applicant Resources</b> <i>Responsible County Party: Community Development</i>	Ongoing
	<b>Analyze and Amend SPAs, NPAs, and Corridor Plans</b> <i>Responsible County Party: Community Development</i>	Ongoing
	<b>Establish Mixed-Use Zoning Districts and Objective Standards</b> <i>Responsible County Party: Community Development</i>	Near Term (1-2 years)
	<b>Update Zoning Code Development Standards</b> <i>Responsible County Party: Community Development</i>	Mid-Term (2-4 years)
	<b>Update County General Plan</b> <i>Responsible County Party: Community Development</i>	Ongoing

## IMPLEMENTATION ACTIONS

### Increase Coordination with Residents, Community Groups, and Stakeholders

The County will develop additional citizen engagement strategies and processes to broaden engagement with traditionally underrepresented populations including renters, lower-income households, people who are experiencing homelessness, people of color, youth, individuals with disabilities, and families.

### Increase Coordination and Partnerships with Agencies/Departments Involved in the Development Review Process

Improved coordination between County departments and agencies involved in the development review process translates to greater certainty and a smoother review process. This will be an ongoing action with potential implementation including coordinating regular meetings to share updates and learn about challenges that span multiple departments or agencies.

### Amend Existing Fee Reduction and Waiver Programs

Analyzing and modification of the County's existing fee reduction and waiver programs for infill projects may help reduce the upfront fiscal burden for developers. Expanding the County's existing fee reduction and waiver program would require coordination with SHRA, a Zoning Code amendment to Chapters 16.100 and Chapter 16.95 of the County Municipal Code, approval from the Board of Supervisors, and implementation by the Economic Development and Community Development Departments. This is a mid-term goal with completion anticipated in the next two to four years.

### Expand Other Financial Programs and Resources

Increasing funding opportunities for infill projects and connecting developers with funding resources will also help to address the financial barrier to development. Appendix D provides a summary of financial resources for housing development, including grant programs and other financing

mechanisms. This information will be provided to potential infill housing developers as a resource to assist in their pursuit of funding for their projects. The Infrastructure Funding Options to Support Infill Development in Sacramento County (Appendix E) provides several financial programs and resources that will be evaluated and pursued by the Community Development Department as appropriate throughout the life of the program. One potential program is an infill fee which could be incorporated into the Climate Action Plan and applied to pending projects that are located outside of the Urban Policy Area (UPA). Revenue generated by the fee would be used by the County for the purpose of facilitating infill development.

### **Hire Development Process Manager(s)**

The 2022 *Sacramento County Development Review Process: Assessment and Recommendations* report (Appendix A) supports the Program Update recommendation that the County hire one or more Development Process Manager(s). Hiring additional County staff would require budget approval from the Board of Supervisors and implementation by the Community Development Department. This is a near-term goal with completion expected in one to two years.

### **Define and Hire Infill Coordinator(s)**

County General Plan (LU IM-2) calls for a County Infill Coordinator position. The organizational placement and role(s) of the Infill Coordinator position(s) are to be defined as an action of this program. The County will further define this position and hire staff to fill this position as funding allows, with completion of these actions anticipated in two to four years.

### **Hire On-call Consultant(s)**

Hiring on-call consultants would help alleviate long review times for applicants, address short-term staffing shortages and workload imbalances. The 2022 *Sacramento County Development Review Process: Assessment and Recommendations* report (Appendix A) supports the Program Update recommendation for the County to expand its pool of pre-approved on-call plan review consultants. Hiring additional on-call staff would require budget approval from the Board of Supervisors and implementation by the Community Development Department for issuance of a Request for Proposals (RFP). This is a near-term goal with completion expected in one to two years.

### **Expand Fast Track Permit Processing Program**

Lengthy plan review timelines can be addressed by expanding the County's existing Fast Track Permit Processing Program to apply to infill projects and integrating the Fast Track work into the Development Process Manager(s) roles and responsibilities. Expansion of the Fast Track program could be accomplished at the staff level without approval from the Board of Supervisors. Implementation would be led by the Economic Development Department as well as the Development Process Manager(s) and/or Infill Coordinator(s) for the Community Development Department. Success of the expanded Fast Track Permit Processing Program would also rely on the ability of on-call plan review consultants to provide additional staffing for the Fast Track program. This is a near-term goal with completion targeted in the next two to four years, after the County has hired Development Process Manager(s) and/or Infill Coordinator(s).

## Expand and Routinely Update Applicant Resources

The County has a number of existing resources available to help property owners, developers, business owners, and the general public navigate the permit review process. Existing resources include the Zoning Code User Guide, and Breaking Ground Guide. This Program Update recommends that the County routinely update all existing and future applicant resources and remove any outdated or inaccurate material that is publicly accessible (e.g., County website). The County could also expand the number of available applicant resources by creating similar “walk through” guides for projects in SPAs and NPAs, especially for those in the Tier 1 and Tier 2 infill feasibility areas. County Development Process Manager(s) and/or Infill Coordinator(s) should aim to increase public knowledge of all available applicant resources through improved advertising and marketing efforts. The large volume of available information can be burdensome and confusing. Efforts to update, expand, and market applicant resources could be done at the staff level without approval from the Board of Supervisors. Implementation would be led by the Development Process Manager(s) and/or Infill Coordinator(s) for the Community Development Department and would involve coordination with inter- and intra-agency staff as well as potential guide users such as developers and PBIDs. This will be an ongoing goal with initial implementation beginning in the next one to two years.

## Analyze and Amend NPAs, SPAs, and Corridor Plans

Amending the NPAs, SPAs, and Corridor Plans, may be needed to better facilitate infill development. Questions to consider while reviewing the plans include whether these plans are still relevant to the needs of the community and

how they could be easier to implement for developers and staff. Due to the sheer volume of existing plans, it is recommended that the County prioritize plans that govern the Tier 1 and Tier 2 infill areas. Amending necessary NPAs, SPAs, and Corridor Plans would require approval from the Board of Supervisors and implementation led by the Community Development Department. Given the number of NPAs, SPAs, and Corridor Plans this will be an ongoing implementation effort. Plans are already being analyzed and will be updated as necessary and as County resources allow.

## Establish Mixed-Use Districts and Objective Standards

Establishing mixed-use districts with clear and appropriate development and design standards would require an update to the General Plan Land Use and Zoning maps, an amendment to the Zoning Code, and an update to Chapter 6 of the Countywide Design Guidelines. Approval from the Board of Supervisors with implementation by the Community Development Department would also be needed. This is a near-term goal with implementation beginning with grant-funded pilot programs for Stockton Boulevard and N. Watt Avenue commercial corridors.

## Update Zoning Code Development Standards

Zoning Code development standards should be objective, clear, and appropriate to facilitate infill development that provides a range of commercial opportunities and housing in the community. Efforts to comprehensively update County development standards including, but not limited to, lot size, setbacks, height, and parking regulations should be part of the work program for the future Zoning Code update. Implementation would be led by the Community Development Department with input from other County departments and stakeholders, specifically infill

developers. This is a mid-term goal with completion expected within the next two to four years.

### **Update County General Plan**

Several implementation actions presented in this program, including expansion of mixed-use districts and modification of residential minimums will require an update of the County's current General Plan. Updates will likely be concentrated in the Land Use Element and General Plan Land Use Map. However, this may also present an opportunity for the County to consider a comprehensive analysis and update of the full General Plan to ensure that all goals, policies, and actions support the County's current vision and guiding, including responsible infill development. Implementation of a targeted or comprehensive General Plan update would be led by the Community Development Department with input from other County departments and stakeholders, including infill developers.

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**Map C Breakout Room - What kind of development do you want to see more of in: Watt Avenue Central commercial corridor, Folsom Boulevard Central commercial corridor, Fulton Avenue Central commercial corridor, or Fair Oaks Boulevard commercial corridor?**

- Fulton Avenue commercial corridor:
  - Lots of under-utilized and vacant residential lots
  - RD 30 ½ acre County Site - Improvement costs are prohibitive to smaller developments.
  - Higher-density mixed-use like cities (e.g., Sacramento, Davis)
- Would like to see more mixed-use high-density and can blend in.
- Community engagement/buy-in is important to good project design.
- The County should look around the community (aka - things on the ground, not aerial maps).
- Variety of housing density and having housing options is important.
- It would be nice to see site improvements as street-wide, not as parcel-based.
- More options for fee waiver/deferral for smaller developments.
- Creating agreement/fee program/tax district for site improvements.

**Map D Breakout Room - What kind of development do you want to see more of in: Stockton Boulevard Central commercial corridor, Franklin Boulevard commercial corridor, Florin Road commercial corridor, or Stockton Boulevard South commercial corridor?**

- Stockton and Franklin commercial corridors.
- Reduce parking standards.
- Empty parking lots everywhere.
- Outside lifestyle venue is needed.
- Higher density and vertical mixed-use development in all corridors.
- Compatibility with the city development standards.
- Different neighborhoods/code issues- City v. County.
- Push for countywide mixed-use zones. There are lots of areas with empty parking lots - utilize this space.
- Need street engagement - connecting with the community - there are too large setbacks and no trees.
- Street trees.
- More green space.
- Community specific planning departments - as part of the mixed-use services government connection to the community.
- Community-oriented services assistance programs possible with mixed-use.
- Reduced development standards to help expedite development.
- Need more safe bike lanes.
- More grocery stores with healthy foods - no food deserts.
- Community gardens, farmers market, or grocery stores.