



# LAND USE AND COMMUNITY DESIGN

Citrus Heights' built-out suburban development context provides limited opportunity to effect land use change. As a result, the GHG inventory does not account for any specific land-use related emissions, but rather considers the effects of land use comprehensively within the transportation sector. This is based on the theory that where people live determines how far they travel to work, to shopping, and to other destinations, and influences whether they choose to walk, bike, use public transit, or drive. If residents live near bus stops, neighborhood-serving commercial centers, or their work places, they are more likely to use alternative lower-emission travel modes than to drive.

The City is not considering changes to land uses or densities in existing residential neighborhoods. The strategies recommended in the GGRP include using alternative housing prototypes in single-family residential neighborhoods, such as co-housing and secondary units. Most land use change within Citrus Heights over the next 10 years will be planned redevelopment to enhance, preserve and expand the City's commercial corridors. The Citrus Heights Redevelopment Agency has identified 558 acres of existing urbanized areas for redevelopment within its 5-year implementation plan (2009–2013). About 70% of these redevelopment areas consist of commercial and retail uses. Sunrise Mall and the Stock Ranch are the largest areas. Therefore, acknowledging the role of land use and community design in reducing GHG emissions within the community remains an important concern.

The recommended measures discussed in this section are *supporting* measures that reduce GHG emissions. They have not been individually quantified, but they have been included in the GGRP to support smart-growth land use strategies that can reduce GHG emissions in the community.



**Measure 2-1.A:** Conduct a sustainability audit that evaluates existing plans, ordinances, and development standards to identify regulatory barriers to infill development.

A comprehensive sustainability audit of existing plans, ordinances and development standards can identify provisions in these documents that discourage or restrict infill development in the community. The City is not promoting increased densities in existing neighborhoods. Rather, as a largely built out community, Citrus Heights recognizes that future development will consist mostly of redevelopment and infill.

The City already conducts some Code audits as part of the Housing element updates. However, this measure calls for a more comprehensive approach especially with regard to design guidelines for potential infill areas (for example, a detailed audit of Municipal Code Chapter 106.22 Development and Land Use approval requirements, Chapter 106.30 Standards for all development and land uses, Chapter 106.31 Design Standards etc).

Some development standards for popular destinations such as Sunrise MarketPlace and Auburn Boulevard should also be re-visited to see if there are any further opportunities to accommodate mixed-use infill development within these plans. Also, these plans should be evaluated to see if any other components of the GGRP and General Plan update apply to them, such as complete streets policies, preferential carpool parking spaces, and shared parking.

**GHG Reduction Potential:**

*Supporting measure*

**Community Co-Benefits:**

*High quality design and construction*

**Cost to City**

*Low*

*(Staff/consultant expense)*

**Cost to resident/  
business owner**

*NA*

**Savings to resident/  
business owner**

*NA*



Auburn Boulevard Specific Plan

**Did you know?  
COOL FACT**

Infill can encourage a variety of designs and housing options— second units, townhouses, bungalows, studios, and cohousing— which are closer to jobs and services and less expensive than oversized housing at the urban fringe.

*- Infill Development, Greenbelt Alliance*

Actions	Implementation Target	Responsible Party
A. Review, and adjust if necessary, development standards along the City's major corridors to ensure opportunities exist for mixed-use infill projects.	Before June 30, 2012	Community and Economic Development

*Related General Plan policies: Policy 1.2, Policy 4.1, Policy 4.2, Policy 9.1*



**Measure 2-1.B:** Explore opportunities for various alternative land uses and design prototypes, including co-housing, as infill development options for low-density residential areas.

Future development opportunities in Citrus Heights are found mostly within infill areas, many of which are currently designated for low-density residential use. As the market and economy continue to change, property owners and the City may explore future options for compatible infill development within these neighborhoods. There are many ways to realize land use potential and existing infrastructure capacity. One may be to explore alternative uses and designs, including co-housing and secondary units.

The City will explore the potential for developing an infill housing program by creating templates for alternative housing designs that are compatible within targeted infill neighborhoods and help to maximize land use capacity. The City of Sacramento's Infill Housing Program that fast-tracks alternative designs for single-family neighborhoods if using pre-approved designs, is a good example for this program. Design strategies for such infill projects should be cautious not to change the nature of the surrounding neighborhood, but allow for lower-intensity infill opportunities on vacant properties.

No changes to General Plan land use designations or zoning are being recommended. However, as implementation of the General Plan update and GGRP progress, as the City matures and as market trends change, Citrus Heights may explore ways to integrate alternative designs within residential neighborhoods.

**GHG Reduction Potential:**

*Supporting measure*

**Community Co-Benefits:**

*Neighborhood connectivity,*

*Social interaction*

**Cost to City**

*Low*

*(Staff/consultant expense)*

**Cost to resident/  
business owner**

*NA*

**Savings to resident/  
business owner**

*NA*



Infill development within lower-density neighborhoods maximizes use of existing infrastructure.

**Did you know?**  
**COOL FACT**

A Sacramento Bee editorial marking the fifth anniversary of SACOG's Blueprint plan noted that "nearly 70 percent of new housing built in 2008 was on small lots or condos and townhouses, compared with just 20 percent in 2002, according to the Sacramento Area Council of Governments and Valley Vision".  
- Sac Bee editorial, April 2, 2010

Actions	Implementation Target	Responsible Party
A. Conduct a feasibility study to determine how best to allow alternative uses and designs within vacant low-density residential areas.	Before December 31, 2014	Community and Economic Development
B. Provide outreach in identified neighborhoods.	Before December 31, 2014	Community and Economic Development

**Notes and References**

*The City of Portland and the City of Santa Cruz also have good examples of infill housing programs promoting density within current vacant lots or large lots in keeping with the harmony of the surrounding neighborhood. This is an effective strategy to increase housing choices in a mostly built-out community.*

**Related General Plan policies: Policy 17.1, Policy 25.1, Policy 25.4**



**Measure 2-1.C:** Evaluate existing and planned neighborhood commercial areas and increase bike and pedestrian access to these areas from surrounding residential neighborhoods.

This supporting land use measure will help to effectively implement the City’s complete streets policy. To ensure that walking and biking receive similar priority in planning as autos, the City will evaluate existing bike and pedestrian infrastructure and barriers. This is a high priority in current horizontally mixed-use areas.

Horizontal mixed-use areas are found along all the major travel corridors of the city (such as Sunrise Boulevard, Greenback Lane, Auburn Boulevard) with complimenting land uses adjacent to each other. For example, medium density residential next to Sunrise Marketplace, residential uses adjacent to business professional uses on Sunrise Boulevard, residential uses surrounding neighborhood commercial at Sylvan Corners. The City should carefully analyze these horizontal mixed-use areas to ensure proper walking and biking infrastructure and linkages.

Improving the bike- and pedestrian-friendliness of existing and planned neighborhood commercial areas can influence how residents view and consider their transportation choices. Improving walking and biking access within these areas can motivate people to bike and walk more regularly for shorter trips, thereby decreasing GHG emissions caused by driving autos.

**GHG Reduction Potential:**

*(Included in Transportation and Connectivity Measure 3-5.A)*

**Community Co-Benefits:**

*Alternative transportation*

**Cost to City**

*Low-Medium*

*(Staff/consultant expense)*

**Cost to resident/business owner**

NA

**Savings to resident/business owner**

NA



Increasing accessible bike and pedestrian infrastructure can motivate more biking and walking in the community.

**Did you know?**  
**COOL FACT**

Studies conducted in King County, Washington show that the average resident of a walkable neighborhood weighs 7 pounds less than someone who lives in a sprawling neighborhood.

- *Seattle Times, January 24, 2006*

Actions	Implementation Target	Responsible Party
A. Identify potential bike and pedestrian connections between residential and commercial areas.	Before December 31, 2013	Community and Economic Development; General Services

*Related General Plan goals and policies: Policy 29.4, Policy 30.1, Policy 30.4*