

### ***Development Type Recommendations***

The following development type recommendations describe the various types of uses, mix, and location of uses that would be best suited for the vision of the Robla opportunity area. The Land Use and Urban Design Element in the citywide General Plan provides descriptions of each Land Use and Urban Form designation in the Robla opportunity area with the allowed uses, development standards, and urban form guidelines

- Intensify development and diversify the land use mix to provide greater residential choice, retail and service options, and employment opportunities.
- Replace dispersed and semi-rural residential development with suburban intensity housing that provides a range of housing types including single-family detached and attached units, and accessory second units.
- Expand and intensify existing employment uses, particularly incubator space for “green” and other innovative technology companies, westward to Balsam Street and north of the Magpie Creek natural area and Claire Avenue.
- Create a small-scale, mixed-use “village center” along Marysville Boulevard that serves the everyday commercial and civic needs of neighborhood residents as well as the convenience retail and commercial service needs of the area’s employees and businesses.
- Incorporate Main Avenue Elementary School as an anchor for civic uses in the Robla opportunity area.

### ***Building Heights Recommendations***

Because building height can vary depending on the type of use and architectural style of the building these recommendations are meant to provide direction to ensure that the height of new development is consistent with the vision for the Robla opportunity area and compatible with adjacent uses.

- Locate tallest buildings (3 stories maximum) in the mixed use “village center,” in order to create an identifiable image and sense of place, and to accommodate a vertical mix of uses.
- Allow flexible but limited building heights (1-3 stories of variable height) in employment areas, reflecting business needs and the larger scale of the surrounding boulevards.
- Maintain 1-2-story building heights throughout the majority of the residential areas.



*The Robla opportunity area has scattered rural residential development patterns limited by infrastructure capacity and irregular lot sizes.*



*The addition of sidewalks, curbs, gutters, a neighborhood park, and street trees transforms the rural residential area into a more pedestrian friendly environment.*

*Photos: Urban Advantage, 2007.*

### ***Open Space Recommendations***

The following open space recommendations provide for a connected system of natural environments, parks, and landscaping in the Robla opportunity area that serve as key features of the area and provide for public gathering places. In addition, the recommendations encourage a comprehensive open space network that connects the Robla opportunity area into the existing open space system and amenities that exist nearby (Figure NS-11).

- Create a series of parks, plazas, and greenways that serve as focal features that give structure and identity to individual neighborhoods.
- Create a “village center” plaza or green to provide a public gathering place.
- Establish a park/natural open space corridor along Magpie Creek and the smaller tributary to the north, in order to preserve and restore this natural resource, manage stormwater, and provide a visual and recreational amenity.
- Connect open space systems within the Robla opportunity area into the regional network of existing bike trails and open space, including the North Sacramento Bikeway and the Ueda Parkway.
- Develop neighborhood parks to create public gathering places and support local recreational activities.
- Create a series of “green” streets (i.e., streets with enhanced landscaping and pedestrian treatments) that link the area’s parks and serve as primary pedestrian routes throughout the neighborhood.
- Integrate bikeways/multi-use trails along the creek open space corridors.
- Use single-loaded streets (i.e. private development on one side only) along open space corridors and neighborhood parks to maximize public access, create a positive sense of enclosure, and promote natural surveillance (i.e. “eyes” on the parks).

**Figure NS-11**  
**Robla Open Space**



**Robla Opportunity Area**  
REGIONAL OPEN SPACE CONNECTIONS

**DRAFT**  
DECEMBER 17, 2007



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### ***Infrastructure Challenges***

This section describes key infrastructure needs and challenges that the Robla opportunity area faces in order to reach the desired vision. These challenges represent the likely issues related to the provision of infrastructure resulting from the development envisioned in the Land Use and Urban Form designations and the concepts and recommendations for this opportunity area.

- Need to install curbs, gutters, and sidewalks throughout the Robla opportunity area.
- Need for new water facilities including transmission and distribution mains, storage tank and possibly water wells.
- Need for upsizing existing water distribution mains.
- Inadequate existing sewer system to serve proposed development
- Need for new sewer collection and trunk lines and upsizing existing trunk lines in the area.
- New drainage facilities required for all three basins to properly serve development. The area is served by three separate drainage basins (144, 157, and 140).
- Need for drainage improvements including trunk lines, collection lines, detention basins, and a new pump station for basin 140.
- Need for installation of regional water quality features. Any new detention basins for drainage will be joint use facilities (water quality treatment/flood control).
- Inadequate flood protection from Magpie Creek requires a setback or buffer.
- Create sufficient park acreage, in the form of neighborhood parks or community parks, in order to meet current open space deficits and demand created by proposed housing/new neighborhood residents.



*Industrial areas buffered from residential areas with parks and pedestrian inviting streets.*  
*Source: Urban Advantage, 2007.*

## SECTION 8: RELEVANT PLANS AND STUDIES

The following section lists relevant plans and studies that have been prepared or adopted by local agencies and are directly pertinent to the North Sacramento Community Plan Area:

- North Sac Redevelopment Plan (SHRA)
- Del Paso Heights Redevelopment Plan (SHRA)
- Norwood Area Circulation and Infrastructure Plan (adopted by Council 7/24/07)
- McClellan Heights/Parker Homes Plan (accepted by Council 12/04/07)
- McClellan Redevelopment Plan (SHRA)
- Swanston Station Plan Baseline Conditions Report (in progress)
- Swanston Station Community Workshop Summary (in progress)
- Swanston Station Draft Illustrative Plan (in progress)
- Northeast Line Light Rail Stations Plan (adopted by Council 7/24/07)
- North Sac Commercial/Office/Industrial Design Guidelines
- North Sac Residential Design Guidelines
- Del Paso Heights Design Guidelines
- Robla Visioning Results (2001)
- Del Paso Boulevard Streetscape (SHRA)
- Del Paso Boulevard Economic Development Strategy (City of Sacramento)
- Del Paso Boulevard Business Improvement Area (City of Sacramento)
- Crocker District Conceptual Use Study (City of Sacramento)
- McClellan Airport Comprehensive Land Use Plan
- Transit for Livable Communities

**Attachment 7**  
**North Natomas Community Plan**

## NORTH NATOMAS COMMUNITY PLAN

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## **SECTION 1: COMMUNITY LOCATION**

The North Natomas Community Plan Area (9,001 acres), located in the northwest portion of the city of Sacramento, is part of the greater Natomas Basin (55,000 acres). The North Natomas Plan Area consists of about 7,440 acres in the City limits and 1,561 acres in the county. The southern edge of the community is about three miles from Downtown and the northwestern edge is about two and one-half miles from the Sacramento International Airport. The community is bounded by Elkhorn Boulevard on the north, I-80 on the south, the Natomas East Main Drainage Canal on the east, and the West Drainage Canal, Fisherman's Lake, and SR 99 on the west (Figure NN-1). The South Natomas Community Plan area borders North Natomas on the south, and the North Sacramento Community Plan area borders on the east. Unincorporated areas of Sacramento County and the Natomas Joint Vision Area border on the north and west.

## **SECTION 2: COMMUNITY VISION**

### **New Direction for North Natomas**

The 1994 North Natomas Community Plan envisions a new urban form for North Natomas that includes a well integrated mixture of residential, employment, commercial and civic uses, interdependent on quality transit service and a radial network of connections linking activity centers with streets, transit routes, and linear parkways with pedestrian/bike trails. A Town Center, located at the heart of the community, will serve as the hub of the circulation web and provide a sense of place to the community's residents, workers, and visitors. The Town Center includes civic uses, higher impact Regional Park uses, high-density residential, and intense employment centers, anchored at both ends by commercial centers. The community will be interdependent on transit with high-density residential uses and intense employment generators near transit to provide riders for the light rail stations and bus transit centers. The Employment Centers, located at light rail stations and along the freeways, will be mixed-use centers consisting of primary employment generators and secondary support retail, industrial, and residential uses, serving the employees and employers of the center. Integration of many land uses will help decrease the distance and travel time between them. Each of the fourteen neighborhoods will have an elementary school that serves as a focal point with parks, transit, civic uses, and convenience commercial within close proximity. The intersection of three or four neighborhoods constitutes a village center with a commercial center.

### **Vision Statements**

The following section summarizes 1994 North Natomas vision statements which provide a framework for the policies found in Section 6 of this plan. These vision statements can be further refined or revised when a future community planning process occurs.

### **Land Use**

This section includes vision statements for Residential, Employment Generators, Retail-Commercial, Sports Complex, and Town Center. Policies in Section 6 follow the same framework.

#### *Residential*

Neighborhoods will provide a balance of different housing densities with a variety of housing types, lot sizes, and affordability to serve a broad spectrum of residents. Elementary schools will serve as neighborhood focal points. Each dwelling unit will have convenient access to commercial centers through local connections, such as local streets, pedestrian/bikeways, and residential collectors, instead of

traveling on an arterial or collector streets. Most dwelling units will be located within walking distance of open space, including public and private parks, drainage corridors, buffers, golf courses, lakes, and other open space opportunities. Residents will be able to join together to take advantage of opportunities and solve common problems through the formation and function of neighborhood associations to strengthen neighborhood ties.

### *Employment Centers*

Employment centers will provide a pedestrian-friendly setting with ample private and/or public open space for primarily employment-generating uses. Employment centers will have several permitted intensities, based on proximity to planned transit service, access to freeways and roads, proximity to the Town Center, and maintaining or improving housing opportunities. Employment centers will provide opportunity for a variety and mix of supporting uses, including residential. Adjacent support uses, including residential will allow for pedestrian, bicycle, and transit/rideshare connection opportunities to reduce dependence on the automobile and internalize trips on-site. Consequently, parking needs will be reduced and shared parking opportunities will increase.

### *Commercial*

Locating an appropriate amount of commercial space in a community is a balancing act. The North Natomas Community Plan attempts to ensure sufficient commercial space to provide the daily and weekly goods and services for all residents, workers, and visitors without burdening the community with too much commercial space or making the distance between such services too great. Healthy commercial enterprises will foster the local economy by generating sales tax, creating jobs, and enhancing the land value. Supplying too much commercial space could spread the retail demand of the community too thin resulting in weaker businesses and local economy.

The North Natomas Community Plan Area includes small village commercial centers that serve neighborhoods within walking or bicycling distance and larger community commercial areas near light rail stations or bus transit centers. Support retail located in employment centers and highway commercial located adjacent to the freeways and interchanges will provide convenient retail opportunities for both residents and visitors.

### *Industrial*

Industrial areas will develop in a park-like, nuisance free environment for light manufacturing, warehousing, and distribution land uses. Industrial parks will protect and preserve prime industrial land for high quality manufacturing, assembly, research and development, and related supporting uses, and discourage unrelated and incompatible industrial, commercial, office, residential, and other non-industrial uses.

### *Sports Complex*

The Sports Complex consists of a 15± acre, 19,000 seat arena and an 18.5± acre, 65,000 seat stadium that will house major professional league sports teams. The complex also includes a 7.3± acre amphiplaza, 145+ acres of parking, a private loop road, and four private driveway entrances. The existing (2007) Arco Arena is home of the Sacramento Kings, a National Basketball Association franchise team, and the site of other sports, cultural, and entertainment events.

### *Town Center*

The Town Center will serve as an activity center which will become the focus and identity, both visually and geographically, of the community. The Town Center will provide a visible landmark and destination from surrounding neighborhoods and should be designed to encourage social, cultural, and aesthetic experiences and interactions. It will be pedestrian-oriented and reinforce the use of transit. The Town Center will be adjacent to a proposed light rail station and commercial site. The design of the Town Center will provide easy access to the commercial site and encourage activity to create a 24-hour mixed-use center. Town Center will be high-intensity and include community commercial, high-density residential, high-intensity employment generators, civic and recreation uses. The Town Center will be connected to the sports complex to the south, the community commercial center to the east, and the regional park to the north. The Town Center will incorporate both public and private uses and will be planned and developed in a cooperative public/private manner. Public uses, such as the regional park and library, might incorporate private enterprises related to the use. For example, a museum gift shop or snack bar could be incorporated in the regional park. A telecommuting center run as a profit generator could be located in the library.

### **Circulation**

This section includes vision statements for Transit System, Pedestrian/Bikeways, Transportation Systems Management, Air Quality, and Parking Management. Policies in Section 6 follow the same framework.

#### *Transit System*

North Natomas will benefit from a symbiotic relationship between transit and land use. To this end the transit system must be sensitively planned to provide a valuable, convenient service to residents and workers. Land uses must also be planned to provide the ridership base necessary to support a successful transit system that includes Regional Transit light rail, bus transit, and a community shuttle system.

#### *Pedestrian/Bikeways*

Citizens will use pedestrian trail or bikeways as part of their work commute pattern to move to and from commercial centers, civic uses, and recreational facilities, or solely for recreational activity. All pedestrian/bikeways will be designed to be safe. Although many paths will be used primarily for commuting (direct and convenient), paths used primarily for recreation will be aesthetically pleasing. Both systems will not be separate and will be incorporated into one well-designed travel system. Providing a quality pedestrian and/or bicycle system will be important to increasing the likelihood that individuals will choose a mode of travel other than the automobile.

#### *Transportation Systems Management*

Transportation Systems Management (TSM) will strive to meet current and future growth in transportation demand by improving the operation of the transportation system. The primary objective is two-fold: 1) to optimize the use of existing transportation facilities and financial resources and 2) to discourage individuals from driving alone, thereby reducing the number of trips made. The end result will be less automobile demand on the transportation system, minimizing the need for major construction of new facilities to meet this demand, and improved air quality.

#### *Air Quality*

The desire for quality air is what motivates many of the policies guiding development in North Natomas.

The community plan encourages land use planning that promotes an interdependence of transit and land use; locates commercial, parks, schools, and community services within convenient proximity to residential and employment areas; promotes mixed-use neighborhoods with residential and employment centers within walking distance; and supports planning ahead for electric, other zero-emission, and low emission vehicles. The goal of this community plan is to contribute to solving regional air quality problems not exacerbating them

### *Parking Management*

Vehicle emissions are a major focus of air quality strategies in the attainment of Federal and State air quality standards. Parking management can modify travel behavior through an integrated strategy of providing incentives to use alternatives to the single occupant mode. This shift from single occupant vehicles trips to alternative modes is assumed to have a positive effect on air quality.

## **Community Services and Facilities**

This section includes vision statements for Parks, Open Space, Schools, Civic Uses, Drainage, Utilities, and Flood Control. Policies in Section 6 follow the same framework.

### *Parks*

Quality parks are a vital part of a dynamic community. Providing parks that are well-integrated in the community creates an environment for positive self-renewal, social interaction, and community pride. Also, parks and recreational facilities are an important component of economic development and stability for the community. Parks are an important aspect of open space. Parks will be located on land capable of active and/or passive recreational uses or on land having environmentally significant attributes with some recreational value.

### *Open Space*

Open Space is any parcel of land devoted to the preservation of natural resources, managed production of natural resources, public health and safety, and outdoor recreation. Also, open space creates an aesthetic viewshed between freeways and other land uses and can be used as a “containment edge” of urban land uses. Open space in North Natomas will include several broad categories: agricultural buffer, landscaped freeway buffer, agriculture, a golf course, roadways, and other open space.

### *Schools*

Public schools educate children (and adults) to partake of life and participate in and contribute to society. Schools serve as a micro-society, a “lab” where children and young adults learn and practice skills to prepare them to be responsible adults with physical, mental, and emotional skills. Schools also serve as a center of the neighborhood and community. Parents and others participate in school associations to improve programs and raise funds. Children see their parents’ involvement and learn the importance of participating in improving their surroundings. Schools help teach children and adults the traditions and values of their community. Schools provide a valuable physical setting for community meetings, recreation, family functions and reflection.

### *Civic Uses*

If land uses are the skeletal system of the community, then civic uses, public and private, are the muscles. These critical uses tie the neighborhoods and community together. Civic Uses, both public and private,

will include police station, fire station, library, community centers, and other civic uses. Other public civic uses could include a museum, amphitheater, auditorium, theater, community meeting areas, arts and craft center, and other cultural and entertainment uses. These uses will be centrally located in the Town Center adjacent to the regional park to enhance the “heart” of the community. Private institutions will include religious facilities, medical facilities, educational institutions, and other human service facilities. The physical structure and location of these institutions will be flexible in order to meet the changing needs of the neighborhoods. Neighborhoods mature and evolve and the specific service needs change. Also, the institutions may grow and be capable of adding new programs.

### *Drainage System*

The Drainage System will not be a traditional conveyance system that seeks to move the runoff to the river as soon as possible. The system will be designed to detain the surface runoff on the land in the detention basins before releasing it slowly and in a controlled manner to the Sacramento River. This will separate the agricultural and urban runoffs and create an isolated area between the two canals for wildlife and plant habitat. The detention basins and canal corridors will be developed as conjunctive uses with parks, linear parkways, utility corridors, and other compatible land uses. Including the drainage canals and detention basins with the other conjunctive uses will help convert a potential physical barrier into an amenity that serves as a local linkage, an aesthetically pleasing viewshed, and/or passive/active recreational areas.

### *Utilities*

Public and private utility facilities and services are important to the operation of a community. Utility services supply water, energy, telecommunications, cable, and other vital services. They also provide sanitary sewer effluent, stormwater, and solid waste disposal services. Utility services will expand as technology changes to include cellular communication and fiber optic cable. Future utilities will be flexible systems that can be easily modified in order to accommodate need in the community. Public and private utilities will be provided to all land uses within the North Natomas Plan area in such a manner that they do not conflict with adjacent land uses and do not occupy more land area than is necessary. Construction costs and land use impacts of public and private utility facilities will be reduced by placing them within, or adjacent to, compatible uses whenever possible.

### *Flood Control*

The overflow of water onto land which is not generally covered by water is known as flooding. There are three main factors that could lead to flooding in Sacramento: river induced flooding; rainfall induced flooding, and seismic flooding. A minimum of 100-year flood protection will be achieved to reduce personal injury and property damage in the event of a flood and to enable residents to obtain affordable flood insurance.

## **SECTION 3: COMMUNITY PROFILE**

### **3-1 Development and Planning History**

The North Natomas Community has grown rapidly since the mid-1990s with extensive residential development, and office park and retail construction. The North Natomas community has historically been an agricultural area due to the floodplains of the Sacramento River. The first North Natomas Community Plan was adopted in 1986 and was identified by the City of Sacramento’s 1988 General Plan as a significant economic and social opportunity because of its potential as a major growth area for new

housing and employment. At full buildout the community was projected to account for 35 percent of new housing and 30 percent of the new jobs in the city.

In 1986 development was constrained by several issues including provision of infrastructure and services, habitat protection, and flood protection. The flood of 1987 changed the FEMA flood maps, which prevented new development until flood improvements were completed. At the time there was little market demand for development in the Manufacturing, Research, and Development (MRD) zone designated for a portion of the 1986 Plan Area.

To resolve development constraints, the North Natomas Working Group, composed of members of the Environmental Council of Sacramento, Natomas Community Association, North Natomas Landowners Association, other area property owners, City staff, and two Planning Commissioners as *ex officio* members, operated in a consensus-building process to amend the North Natomas Community Plan. On November 5, 1992, the City Council approved the Planning Principles and Composite Plan as the foundation for amending the North Natomas Community Plan. The principles and the Plan charted a new direction for the North Natomas Community. The City, working with FEMA and SAFCA, also participated in a flood control plan that allowed the eventual lifting of restrictions. In 2003 a Natomas Habitat Conservation Plan (HCP) was approved. In 2004 the North Natomas Financing Plan and North Natomas Development Guidelines were approved in order to provide infrastructure, including water, sewer, drainage, roads, transit service, schools, civic uses, and police and fire protection services, in a logical manner corresponding to the phasing of development.

The 1994 North Natomas Community Plan laid out a new vision for the community. The community was designed to promote air quality, preservation of the natural environment, efficient transit, and well-nurtured neighborhoods. A town center, located at the heart of the community, was envisioned to serve as the hub of activity and provide a sense of place to the community's residents, workers, and visitors.

North Natomas experienced a burst of development activity following adoption of the 1994 Community Plan that included construction of residential housing, retail, and employment uses. Development during the 1990s significantly changed the pattern of land use in North Natomas. In 1992 only 337 acres of the North Natomas Community Plan area were used for housing: Valley View Acres, a rural estates community located north of Del Paso Road and west of Natomas East Main Drain, a mobile home park located along El Centro Road, and single-family residential units. In 1993 the primary land use in the community plan area was agricultural. Currently (2005), agriculture accounts for only 6 percent of the land use.

## **3-2 Distinguishing Features**

### **Predominant Land Uses**

The North Natomas Community Plan includes an integrated mixture of residential, employment, commercial, and civic uses (Figure NN-2). Residential development is predominantly suburban single-family with some multi-family dwelling units. There are fourteen neighborhoods including Natomas Creek, Regency Park, Heritage Park, Valleyview Acres, Natomas Park, Creekside, Westlake, Sports Complex, Sundance Lake, and Natomas Crossing that are spread throughout the Plan Area.

There is a significant amount of vacant land in the North Natomas Community Plan Area. Much of this land is located in the Panhandle which is in unincorporated Sacramento County that abuts the City portion of North Natomas on the east, north, and west.

North Natomas is a major employment center for the Sacramento region with multiple office and light

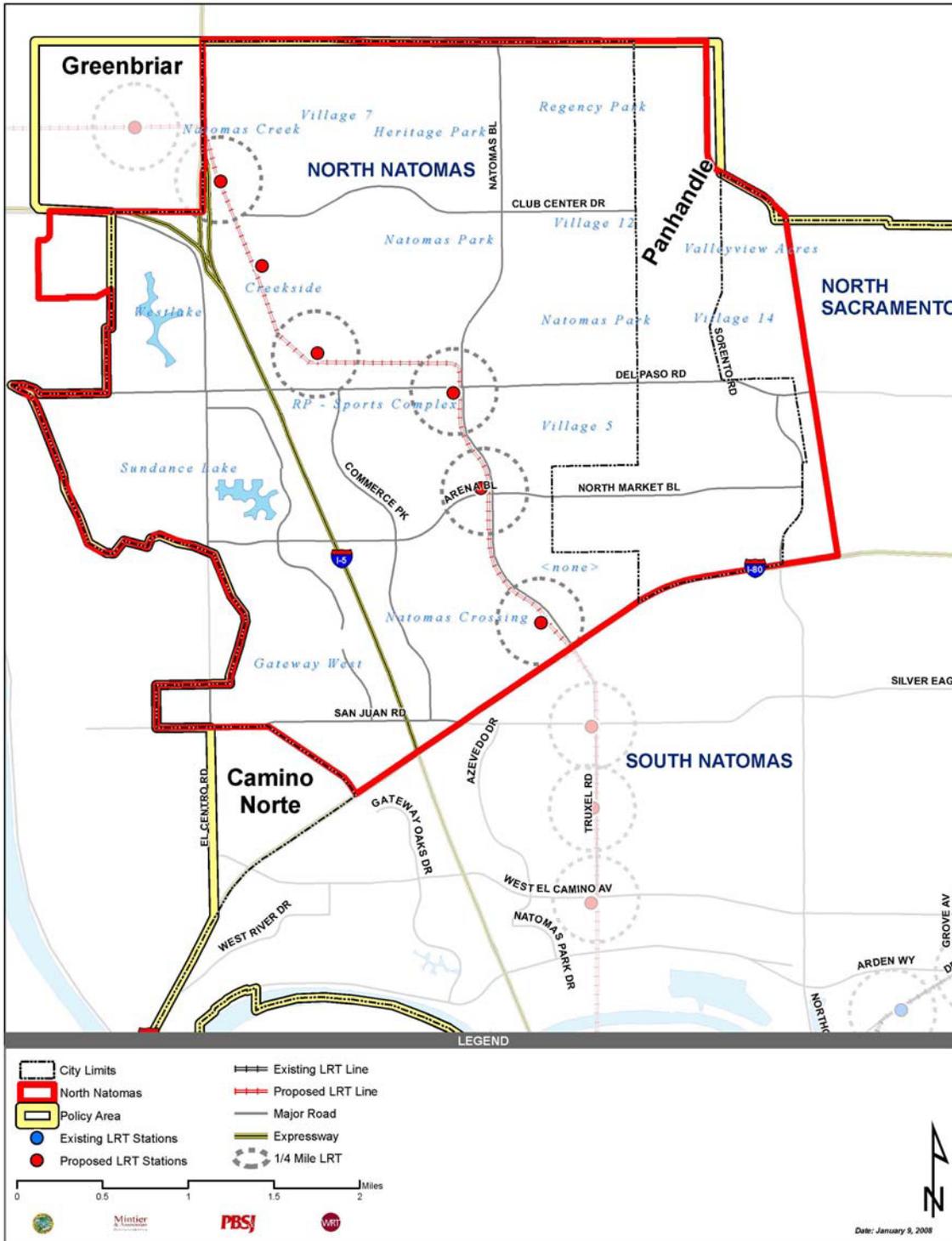
industrial employment centers. The majority of North Natomas jobs are either in office or industrial sectors. Northgate Industrial Park, located in the south portion of the Panhandle, provides light industrial and manufacturing jobs for North Natomas and regional employees. There is a cluster of office parks along I-5 and Arena Boulevard that provide jobs for North Natomas and regional employees. Unlike other areas of Sacramento which have large Federal and State employment centers, only a small segment of North Natomas jobs are in the public sector. The jobs-to-housing ratio is relatively balanced with 1.2 jobs for every housing unit in the incorporated area. The proposed (2007) Downtown-Natomas-Airport (DNA line) light rail transit will eventually link the employment centers and the airport to the greater Sacramento area.

North Natomas has local-serving retail plazas, the regional-scale retail center, Natomas Marketplace, and the Promenade located at the corner of Truxel Road and I-80 which serves the retail goods and services needs of North Natomas, South Natomas, and North Sacramento, as well as the region. Other key features in the area include the Arco Arena Sports Complex. Arco Arena is home to the Sacramento Kings, an NBA franchise team, and the Sacramento Monarchs, a women's NBA franchise team, and is the site of other sports, cultural, and entertainment events. The North Natomas Plan Area has over 30 small neighborhood parks and community recreation parks distributed throughout residential areas, which will provide the largest number of parks per resident in the city. North Natomas Regional Park (207 acres) is located in the center of the community on Natomas Park Drive at Natomas Boulevard, north of I-80.

### **Major Transportation Routes**

Regional access to and from North Natomas is provided by I-5/SR 99 running north-south and I-80 running east-west. I-5 splits from SR 99 just north of the City limits to continue west. National Drive (future), Commerce Parkway, Natomas Boulevard, Truxel Road, and National Drive (future) provide north-south connections from the community to surrounding areas. Club Center Drive, Del Paso Road, Arena Boulevard, North Market Boulevard, and San Juan Road provide east-west connections to surrounding areas. Light rail transit (LRT) is proposed to run along Truxel Road before turning west to Sacramento International Airport.

**Figure NN-1  
 North Natomas Boundary**



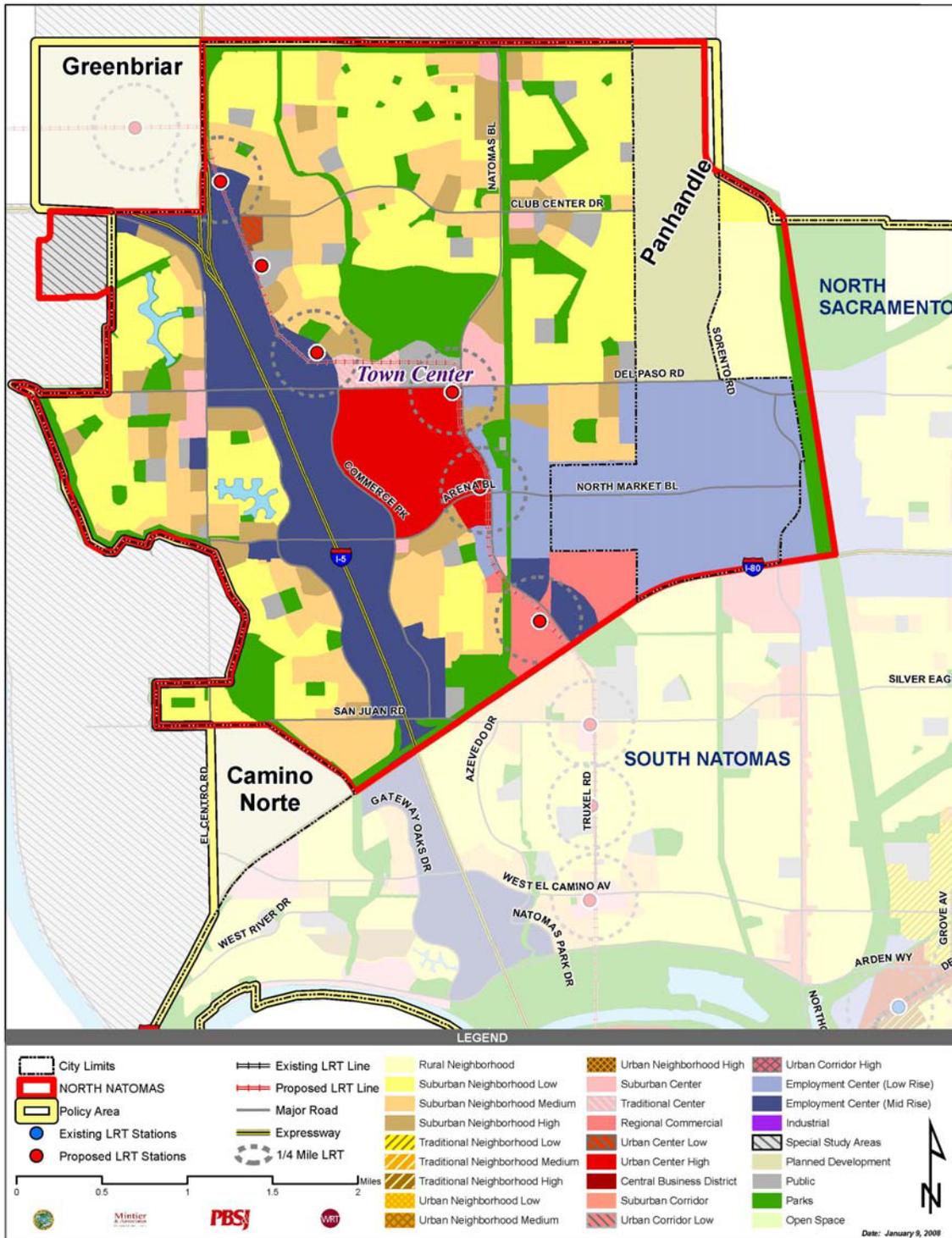
## **SECTION 4: COMMUNITY ISSUES**

Community issues will be developed when a future community planning process is undertaken.

## **SECTION 5: LAND USE AND URBAN FORM DESIGNATIONS**

The Land Use Element in Part 2 of the General Plan includes a diagram and set of designations that combine direction for both land use and urban form. The system includes components that address standards and guidelines for allowed uses, population density, and building intensity, as well as urban form criteria for the different neighborhoods and centers throughout the city. These components work together to define allowed uses and building intensities as well as the overall role of each area of the city, whether it's for living (neighborhoods), gathering and employment (centers), travel and commerce (corridors), preservation (open space), or a unique role (other district) such as a college. The land use and urban form designations for North Natomas are illustrated in Figure NN-3. For a detailed explanation of land use and urban form designations, refer to the Land Use and Urban Design Element in Part 2 of the General Plan.

**Figure NN-2  
 North Natomas Land Use and Urban Form Designations  
 (Draft 2007)**



## SECTION 6: COMMUNITY POLICIES

This section includes policies that are unique to the North Natomas Community Plan Area. They are intended to supplement, but not repeat, citywide policies contained in Part 3 of the General Plan. The policies contained in community plans are organized to mirror the structure of the citywide General Plan elements. The following policies are taken from the existing North Natomas Community Plan (1986). Other policies in the existing North Natomas Community Plan that were outdated or overly general have been deleted. While the remaining policies have been edited slightly for consistency, the content of the policies has not been altered. Each of the policies has its original source listed in italicized brackets.

### Land Use Policy Overview

The land use program for North Natomas forms the primary structure of North Natomas development. The program designates the general location, size, relationship, and intensity of land uses, including residential, office, commercial, industrial, civic, and open space areas. This program responds to planning policies, anticipated market demand, and site conditions and is intended to guide future private and public development efforts in North Natomas. The plan is designed to encourage a balance of jobs and housing opportunities in the community. A minimum jobs/housing ratio of 66 percent has been established for the city portion of the community. Individual developments in the community must contribute to the overall jobs/housing balance by implementing the land use plan. Projects that propose to vary from the land use plan must improve the overall jobs/housing balance in the community or otherwise mitigate any impact to the target ratio.

### 6-1 Land Use and Urban Design

#### *Planned Unit Developments (PUD) Policies*

The following section includes policies relating to Planned Unit Developments (PUD). Development agreements that were executed prior to the 2008 adoption of the 2030 General Plan are subject to the North Natomas Community Plan, zoning regulations, and PUD policies that were enforced at that time. PUD and development policies were originally included in each policy subsection of the 1994 North Natomas Community Plan have been consolidated here for readability. ]

**NN.LU 1.1 PUD Designation Required:** All development in the plan area shall be designated as a Planned Unit Development (PUD) and shall include Schematic Plan and Development Guidelines for the PUD. [*Source: North Natomas Community Plan; Land Use; Residential; Implementing Policy 17*]

**NN.LU 1.2 Residential PUD Designation Required:** The City shall designate all development in the plan area as a Planned Unit Development (PUD) and will include a Schematic Plan and Development Guidelines for the PUD. [*Source: North Natomas Community Plan; Land Use; Residential; Implementing Policy 17*]

**NN.LU 1.3 Participation in Financing Plan.** Land owners who are restricted from development for reasons beyond their control should not be required to participate in the Financing Plan until the restriction is resolved. [*Source: North Natomas Community Plan; Implementation Programs; Financing Approach; Policy 13*]

**NN.LU 1.3 Employment Center PUD Designation Required.** The City shall require a PUD Schematic Plan and Development Guidelines for each PUD. *[Source: North Natomas Community Plan; Land Use; Employment Center; Implementing Policy 8]*

**NN.LU 1.4 Employment Center Development Guidelines.** The City shall require any development in an Employment Center area to comply with the North Natomas Development Guidelines. *[Source: North Natomas Community Plan; Land Use; Employment Center; Implementing Policy 9]*

**NN.LU 1.5 Commercial PUD Designation Required.** The City shall require a Planned Unit Development (PUD) designation for any development in the North Natomas Community Plan area. *[Source: North Natomas Community Plan; Land Use; Commercial; Implementing Policy 13]*

**NN.LU 1.6 Industrial PUD Designation Required.** The City shall require a Planned Unit Development (PUD) designation for any development in the North Natomas Community Plan area. *[Source: North Natomas Community Plan; Land Use; Industrial; Implementing Policy 10]*

**NN.LU 1.7 Sports Complex PUD Designation.** The City shall require a Planned Unit Development (PUD) designation for any development in the North Natomas Community Plan area. *[Source: North Natomas Community Plan; Land Use; Sports Complex; Implementing Policy 6]*

**NN.LU 1.8 PUD Designation Required:** A Planned Unit Development (PUD) designation is required for any development in the North Natomas Community Plan area. *[Source: North Natomas Community Plan; Land Use; Town Center; Implementing Policy 8]*

**NN.LU 1.9** The Financing Plan shall provide assurance that all essential infrastructure and public facilities (necessary for public health, safety, welfare, and education) are in place and operational to serve each phase of development. *[Source: North Natomas Community Plan; Implementation Programs; Financing Approach; Policy 1]*

**NN.LU 1.10 Development Agreements.** The City shall ensure that all phased drainage facilities be implemented in accordance with the Finance Plan. Development agreements formalizing financial commitments for the CDP must be in place prior to approval of any phased incremental development. *[Source: North Natomas Community Plan; Community Services and Facilities; Drainage System; Implementing Policy 4]*

### *Residential*

**NN.LU 1.11 Neighborhoods–Schools.** The City shall locate an elementary school as the focal point near the center of each neighborhood. *[Source: North Natomas Community Plan; Land Use; Residential; Guiding Policy B]*

**NN.LU 1.12 Neighborhoods–Open Space.** The City shall ensure that at least 80 percent of the dwelling units shall be within 880 feet of open space. Open space includes accessible public and private parks and parkways, drainage corridors, agricultural buffers, golf courses, lakes, and other open space opportunities. *[Source: North Natomas Community Plan; Land Use; Residential; Guiding Policy D]*

**NN.LU 1.13 Balance of Residential Densities in Each Neighborhood.** The City shall strive for a balance of residential densities in each neighborhood. Neighborhoods located within close proximity to transit and Town Center shall provide a higher overall density than those on the perimeter of the community. The medium-density residential can be used as a “linchpin” to help balance the neighborhood. For example, in a neighborhood with primarily low-density, the medium-density should

be designed to reflect a higher density type (i.e., more rental opportunities, smaller lots, etc.). In a higher density neighborhood the medium-density product type would reflect the low-density types (i.e., ownership opportunities and larger lots). *[Source: North Natomas Community Plan; Land Use; Residential; Implementing Policy 2]*

**NN.LU 1.14 Housing Type Diversity.** To provide housing for the wide range of residents in the North Natomas Community, the City shall ensure residential developers provide a variety of housing types in each neighborhood. As a guideline to ensure a variety of housing types, the maximum percentage of any dominant housing type should be 85 percent and the minimum of any minor housing type should be 5 percent. Residential developers are encouraged to be innovative and responsive to the changing lifestyles of future residents and trends toward transit, telecommuting, zero-emission vehicles, and others. *[Source: North Natomas Community Plan; Land Use; Residential; Implementing Policy 3]*

**NN.LU 1.15 Density Near Transit.** Because of the interdependence of the community on transit and the desire to promote transit ridership, the City shall allow the residential land areas within one-quarter mile of a light rail station or bus transit center to exceed the maximum high-density range of 29 dwelling units per net acre. *[Source: North Natomas Community Plan; Land Use; Residential; Implementing Policy 7]*

**NN.LU 1.16 Rural/Urban Estates.** The City shall encourage rural/urban estates adjacent to environmentally and culturally sensitive areas to act as a buffer to more urban uses. Rural/urban estates are large lots up to one acre in size. Examples of such sensitive areas include Fisherman’s Lake, the Witter Ranch Historic Farm, and other open space areas. *[Source: North Natomas Community Plan; Land Use; Residential; Implementing Policy 9]*

**NN.LU 1.17 Affordable Housing.** To incorporate affordable housing opportunities throughout the community, the City shall encourage the following housing types: residential units over retail uses; live-work housing units; “granny flats” and other ancillary units; and a mix of duplex and four-plex units within single-family residential areas.

**NN.LU 1.18 Upscale Housing.** The City shall encourage residential developers to provide upscale housing through lower densities and additional amenities. Upscale housing is intended to attract move-up home buyers who wish to move to or remain in the Natomas area. Homes with custom-style features would help create a more diverse and interesting neighborhood. Custom-style features could include high quality exterior building materials, larger lot sizes, and varied setbacks. Large lots would include those which are 6,500 square feet or larger. Other features included in upscale housing are: architectural variations, quality landscaping, extra vehicle storage, homeowners associations, and other attractive marketing features. *[Source: North Natomas Community Plan; Land Use; Residential; Implementing Policy 12]*

**NN.LU 1.19 Maximum Apartment Complex Size.** The City shall ensure the maximum size of an apartment complex is 200 units and 8 acres. High-density residential projects in excess of 200 units and 8 acres must create multiple apartment complexes separated by a local street or other linkage. Apartment complex developers shall promote architectural variety and the use of varied exterior construction materials on adjacent complexes. Also, the height of apartment complexes shall be compatible when adjacent to single-family residences. The City shall promote the placement of one- and two-story multi-family units along streets and other linkages as a visual break. *[Source: North Natomas Community Plan; Land Use; Residential; Implementing Policy 13]*

### *Employment Center*

**NN.LU 1.20 Employment Center–Transit Intensification.** The City shall encourage further

intensification of employment uses within one-eighth mile of the light rail stations once funding the construction of the light rail extension is assured. *[Source: North Natomas Community Plan; Land Use; Employment Center; Guiding Policy D]*

**NN.LU 1.14 Employment Center Heights.** The City shall ensure that buildings are varied to create an interesting skyline. *[Source: North Natomas Community Plan; Land Use; Employment Center; Implementing Policy 1]*

**NN.LU 1.21 Employment Center Intensity around Transit.** The City shall ensure that employment centers are located within one-eighth mile of a future light rail station and have a minimum average intensity of 80 employees per net acre. The initial site plan shall be designed to allow future intensification of the project once light rail is funded. The plan designates six light rail stations in the North Natomas Community. Once the light rail system is fully funded, the City will strongly encourage an increase in intensity of employment centers within one-eighth mile of an LRT station. Increases in intensity will be contingent upon meeting the following guidelines: a site plan showing modification of the initial development to phased buildout of the total tiered intensity; and all necessary environmental documentation demonstrating the ability to mitigate impacts attributable to the increased density. Employment center uses that are located within one-eighth mile of a future bus transit center shall have an average 65 employees per net acre. The City shall designate two bus transit centers in the community. Employment center uses that are not within one-eighth mile of either a light rail station or bus transit center may locate the highest intensity within that area (up to 50 employees per net acre) near local transit stops. *[Source: North Natomas Community Plan; Land Use; Employment Center; Implementing Policy 2]*

**NN.LU 1.22 Support Retail Required in each Employment Center.** The City shall require every Employment Center to provide some level of support retail goods and services, either ancillary (within a primary use building) or support (within a stand alone building). An Employment Center that is two acres or less in size and is located adjacent to a PUD with support retail is exempt from the retail requirement. *[Source: North Natomas Community Plan; Land Use; Employment Center; Implementing Policy 6]*

**NN.LU 1.23 Residential Exception.** The City shall provide a residential exception within the geographic area bounded by the East Drain, I-5, Del Paso Road, and Arena Boulevard (this area comprises about 340 acres and includes several PUDs). Acreage devoted to residential use(s) may exceed 25 percent of the individual Employment Center subject to a Special Permit. In addition to the Special Permit and the findings required by Chapter 17.212, the following findings must also be made:

- The proposed increase in residential use is compatible with adjacent uses in the PUD as well as with adjacent uses within contiguous PUDs;
- The residential use has a component of mixed-use or conjunctive use within the residential project to serve the residents and nearby workers or provides a component of affordable housing;
- The proposed increase in residential use will improve the balance of jobs and housing as provided in the Community Plan;
- The proposed increase in residential use will not result in an over-concentration of multi-family projects in the area;
- The project meets the Community Plan factors used to gauge the appropriateness of residential uses in an Employment Center; and

- The total amount of acreage devoted to residential use(s) within this geographic area does not exceed 25 percent. *[Source: North Natomas Community Plan; Land Use; Employment Center; Implementing Policy 7]*

**NN.LU 1.24 Development Guidelines.** Any development in an EC area shall comply with the North Natomas Development Guidelines. *[Source: North Natomas Community Plan; Land Use; Employment Center; Implementing Policy 9]*

**NN.LU 1.25 Support Retail Required:** Every EC PUD will be required to provide some level of support retail goods and services, either ancillary (within a primary use building) or support (within a stand alone building). An EC PUD that is two acres or less in size and is located adjacent to a PUD with support retail is exempt from the retail requirement. *[Source: North Natomas Community Plan; Land Use; Employment Center; Implementing Policy 6]*

### *Commercial*

The 1994 Plan designated two “Community Commercial” sites that were intended to provide retail commercial and services to the larger community. The first of these is within the Town Center, which is intended to serve the community on the east side of I-5, as described under the section entitled “Town Center. The second is the Westside Center, as described below.

**NN.LU 1.26 The Westside Center,** The City shall locate the Westside Center at the southwest corner of Del Paso and El Centro Roads to provide retail goods and services to the residents on the west side of I-5. The commercial site occupies 26.42 net acres. Approximately 20,000 and residents live in the service area on the west side of I-5. The commercial center is served by a bus transit center located at the same corner. A typical tenant would be similar to the Town Center community commercial uses but smaller to reflect the smaller service population. *[Source: North Natomas Community Plan; Land Use; Commercial; Implementing Policy 3]*

**NN.LU 1.27 Village Commercial Centers:** The City shall locate four village commercial and two village-sized, transit commercial sites are proposed to be located in the plan area. Each village commercial or village-sized, transit commercial site is designed to serve two to four neighborhoods, between 9,500 to 19,000 residents. The village commercial sites range in size from 5 to 13 net acres with 60,000 to 160,000 square feet of building. The leading tenant is a grocery store and/or drug store and the center consists of 5 to 30 stores. Two of the village commercial sites are located near a light rail station and one is served by a bus transit center. All six village commercial sites are within walking or bicycling distance, with minimal physical barriers, of the neighborhoods they serve. *[Source: North Natomas Community Plan; Land Use; Commercial; Implementing Policy 4]*

**NN.LU 1.28 Commercial Sites.** The City shall confine commercial to designated sites to avoid strip commercial. *[Source: North Natomas Community Plan; Land Use; Commercial; Guiding Policy C]*

**NN.LU 1.29 Employment Center Support Commercial.** The City shall allow a maximum of 10 percent of any employment center can be devoted to support retail serving the commercial needs of the employees and employers. A typical employment center commercial use would be a printing/copy shop, dry cleaners, travel agent, specialty store, etc. *[Source: North Natomas Community Plan; Land Use; Commercial; Implementing Policy 8]*

**NN.LU 1.30 Warehouse Retail.** The City shall allow warehouse retail uses to be located in North Natomas if they meet the following criteria: close freeway access, but not necessarily adjacent to the freeway; access to an arterial with sufficient capacity to accommodate the traffic generated by this use;

not adjacent to residential uses; and generally acceptable in light industrial areas. *[Source: North Natomas Community Plan; Land Use; Commercial; Implementing Policy 9]*

**NN.LU 1.31 Market Study Requirement.** The City shall require a feasibility study and apportionment study during the Special Permit entitlement process for a proposed commercial project that is not designated for commercial use. This review is designed to ensure that the site is feasible for the commercial use and does not contribute to too much commercial area in the community. Incentives should be provided to commercial developers who propose to develop within the first five years of buildout to foster the provision of retail goods and services at the beginning of residential development. *[Source: North Natomas Community Plan; Land Use; Commercial; Implementing Policy 10]*

**NN.LU 1.32 Commercial Uses Not to Compete with North Sacramento.** The City shall ensure that community and village commercial sites are located and sized so as not to compete with North Sacramento community businesses. *[Source: North Natomas Community Plan; Land Use; Commercial; Implementing Policy 12]*

### *Town Center*

The Town Center, located along Del Paso Road between East Commerce Way and Truxel Road, is a high intensity, mixed-use focal point of the community that includes commercial, residential, employment, park, and civic uses. The commercial located at the Town Center consists of two sites, the 22 net acre commercial site incorporated into the light rail station, that anchors the west end of the Town Center and the 42.2 net acre site that anchors the east end. The 22 acre site commercial center site is intended to serve the daily, carry-home goods and service needs of the transit rider- resident, worker, or visitor. A typical tenant in the transit commercial center might be a florist, dry cleaners, ice cream shop, bakery, beauty parlor, coffee shop, deli, etc. The 42.2 acre commercial site is intended to serve the durable goods needs of the community. A typical tenant in the community commercial site might be a home improvement center, furniture store, junior department store or discount variety store. Approximately 46,000 and residents on the east side of I-5 are served by this community commercial center.

The Town Center concept is a central organizing feature of the North Natomas Community Plan. In the 1994 version of the Plan, the Town Center contained two types of commercial uses. The first was a land use designation called “*Community Commercial Centers*” which was intended to provide community-wide retail goods and services. The other designation was “*Transit Commercial*”, which was intended to provide retail goods and services to transit users. Both of these land use designations are no longer in use.

In order to provide consistency with the 2030 General Plan, the former community commercial site has been re-designated as a Traditional Center. The transit commercial site has been designated “*Urban Center High*”. (Refer to Part 2 of the General Plan for a description of the standards and guidelines associated with these designations).

**NN.LU 1.33 Town Center–Land Uses.** The City shall provide a mixed-use, high-intensity activity center that serves as the focal point of the North Natomas Community, including commercial, employment, residential, civic, and park uses. *[Source: North Natomas Community Plan; Land Use; Town Center; Guiding Policy A]*

**NN.LU 1.34 Town Center–Circulation.** The City shall ensure that the Town Center serves as the hub of the community’s circulation system, including the street system, transit system, and pedestrian/bicycle parkway system. *[Source: North Natomas Community Plan; Land Use; Town Center; Guiding Policy B]*

**NN.LU 1.35 Town Center–Linkage.** The City shall ensure that the Town Center creates a physical and

visual linkage between the Regional Park and Sports Complex, and between the two east-west commercial anchors with civic uses between. *[Source: North Natomas Community Plan; Land Use; Town Center; Guiding Policy C]*

**NN.LU 1.36 Town Center District.** The City shall ensure that, As shown in Figure NN-4, the Town Center district encompasses is approximately 120± acres including the area bounded by 350± feet south of Del Paso Road to 1,000± feet north of Del Paso Road and from Truxel Road to East Commerce Way. The district is a flexible overlay zone that clarifies the underlying zone with specific design and use requirements. For example, a design requirement might be a dramatic architectural style and a use requirement might include a height minimum or a ground floor retail requirement. *[Source: North Natomas Community Plan; Land Use; Town Center; Implementing Policy 1]*

**NN.LU 1.37 Town Center Core Area.** The City shall provide a core area in the Town Center that consists of the most intense uses and is interdependent with quality transit service. These uses include transit commercial, high-density residential and civic uses. The Town Center core area specifically applies to the 40± acre area within the Town Center district centrally located around the Town Center light rail station. *[Source: North Natomas Community Plan; Land Use; Town Center; Implementing Policy 2]*

**NN.LU 1.38 Town Center–Circulation.** The City shall provide a circulation pattern which has many connections from the Town Center to surrounding neighborhoods. as follows:: An east-west transit street will carry the light rail system through the Town Center. District center streets comfortably accommodate pedestrian, bicycle, transit, and slow vehicular traffic. Mid-block connections are made with pedestrian streets, essentially linear parkways accessible to pedestrians, bicyclists, and emergency and service vehicles. Ceremonial streets, while few in number, are of symbolic and civic importance. They can be closed to vehicular traffic during parades, celebrations, and other community occasions. *[Source: North Natomas Community Plan; Land Use; Town Center; Implementing Policy 4]*

**NN.LU 1.39 Town Center–Activity Center Linkages.** The City shall ensure that there will be pedestrian linkages connecting the following uses: the Regional Park with the Sports Complex with a prominent, well-defined pedestrian crossing of Del Paso Road and the two commercial centers; and transit-commercial to the west and community-commercial to the east, with the civic uses serving as the center. *[Source: North Natomas Community Plan; Land Use; Town Center; Implementing Policy 5]*

**NN.LU 1.40 Regional Park.** The City shall situate the 200acre regional park with the higher-intensity uses incorporated into the Town Center and the less intense uses to the north toward the residential neighborhoods. Examples of intense park uses include an amphitheater, outdoor farmers market, batting cages, concessions, etc. *[Source: North Natomas Community Plan; Land Use; Town Center; Implementing Policy 6]*

**NN.LU 1.41 Specific Plan for the Town Center.** The City shall develop a Specific Plan for the areas within the Town Center Core Area and the Town Center District. *[Source: North Natomas Community Plan; Land Use; Town Center; Implementing Policy 10]*

**NN.LU 1.42 Commercial Centers for the Town Center.** The City shall provide two commercial centers to anchor the Town Center: the transit commercial center to the west which serves the daily carry-home retail needs of the transit rider and the community commercial center to the east which serves as the commercial hub of the community serving the retail needs of the residents, workers, and visitors for durable goods and specialty items. *[Source: North Natomas Community Plan; Land Use; Town Center; Implementing Policy 7]*

## *Industrial*

**NN.LU 1.43 Industrial Development.** The City shall provide for comprehensive industrial development that significantly contributes to the city's employment base while not competing with the types of industrial uses that would likely locate in North Sacramento. *[Source: North Natomas Community Plan; Land Use; Industrial; Guiding Policy A]*

**NN.LU 1.44 Support Retail Goods and Services.** The City shall encourage space for support retail goods and services to serve employees by: exempting from the calculation for permitted lot coverage space designed exclusively for support retail uses; providing support retail space in the front portion of industrial buildings, on pads, or in small centers; and reducing required parking for support retail uses. *[Source: North Natomas Community Plan; Land Use; Industrial; Implementing Policy 4]*

**NN.LU 1.45 Landscape Setback.** The City shall allow for reallocation of 50 percent of the required landscape setback within the employment center to be used for open space, active or passive recreational uses, runoff retention areas, or habitat preservation. *[Source: North Natomas Community Plan; Land Use; Industrial; Implementing Policy 5]*

**NN.LU 1.46 Employment Center Light Industrial.** The City shall allow a maximum of 20 percent of any employment center to be devoted to light industrial uses such as distribution and warehousing, light manufacturing and assembly, and high tech manufacturing, research, and development with limited office space. *[Source: North Natomas Community Plan; Land Use; Industrial; Implementing Policy 7]*

**NN.LU 1.47 Employment Center Manufacturing, Research, and Development (MRD).** The City shall allow high tech manufacturing, research, and development uses, with no limit on the office area, in the employment centers as a primary use. Also, high tech MRD with a limited office component is allowed up to a maximum of 20 percent in the employment center as a secondary light industrial use. *[Source: North Natomas Community Plan; Land Use; Industrial; Implementing Policy 8]*

**NN.LU 1.48 Development Guidelines.** The City shall ensure that development in the Industrial areas is visually attractive and does not negatively impact residential neighborhoods. All industrial development shall comply with the North Natomas Development Guidelines as well as the specific PUD Development Guidelines. *[Source: North Natomas Community Plan; Land Use; Industrial; Implementing Policy 11]*

**NN.LU 1.49 Self-Contained Drainage Systems.** The City shall require self-contained drainage systems within industrial areas which are devoted to the storage and handling of toxic substances. *[Source: North Natomas Community Plan; Implementation Programs; Environmental Design Standards; Community-Wide Design Standards; Policy 27]*

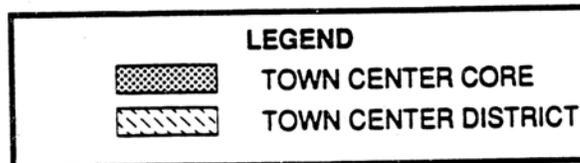
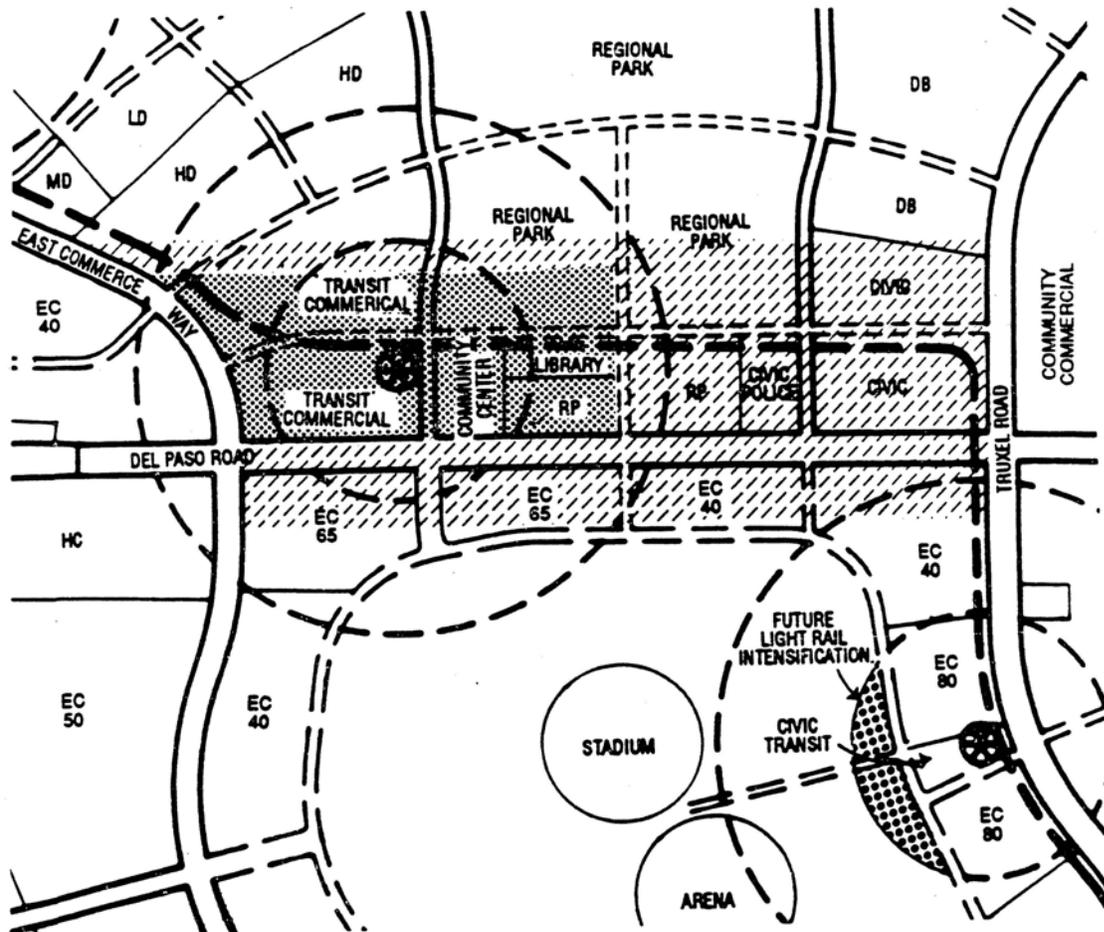
**NN.LU 1.50 Visually Attractive Industrial.** The City shall ensure that development in the Industrial areas is visually attractive and does not negatively impact residential neighborhoods. *[Source: North Natomas Community Plan; Land Use; Industrial; Implementing Policy 11]*

## *Sports Complex*

**NN.LU 1.51 Joint Use Parking with Regional Transit.** The City shall provide three hundred joint-use park-n-ride spaces for Regional Transit near the Arco Arena light rail station. Any joint use of the sports complex parking lot shall not interfere with parking for stadium or arena events. *[Source: North Natomas Community Plan; Land Use; Sports Complex; Implementing Policy 5]*

Figure NN-3  
 Town Center District and Core Area Map

TOWN CENTER DISTRICT AND  
 CORE AREA MAP  
 Figure 9



## 6-2 Housing

**NN.H 1.1 Neighborhood Associations.** The City shall encourage the formation of neighborhood associations to resolve common problems and undertake neighborhood projects based on utilization of available neighborhood resources. *[Source: North Natomas Community Plan; Land Use; Residential; Guiding Policy E]*

## 6-3 Historic and Cultural Resources

**NN.HCR 1.1 Witter Ranch Historic Farm.** The City shall preserve the integrity of the Witter Ranch Historic Farm as a valuable historic resource in the community. *[Source: North Natomas Community Plan; Community Services and Facilities; Open Space; Guiding Policy D]*

**NN.HCR 1.2 Preservation of the Witter Ranch Historic Farm.** The Witter Ranch is an historic site of significant cultural and educational value which should be preserved for future generations to understand the history of the Sacramento region. The City shall preserve the Witter Ranch area including approximately 25 acres presently defined by Assessor's Parcel No. 225-01 80-002. The plan shows the existing West Drain paralleling the western boundary of the ranch and a proposed El Centro Drain and detention basin along the eastern boundary helping to buffer the ranch from adjacent urban uses and vice versa. The public access to the ranch shall be preserved from San Juan Road via Witter Way, a dead end street. *[Source: North Natomas Community Plan; Community Services and Facilities; Open Space; Implementing Policy 9]*

## 6-4 Economic Development

There are no policies specific to North Natomas that supplement the citywide General Plan policies. Please see the Economic Development Element in Part 2 of the General Plan.

## Circulation Overview

The Circulation System for the North Natomas Community is an integrated system that includes freeways, streets, transit routes, and linear parkways with pedestrian trails and bikeways. The Circulation System is generally designed as a web radiating from the Town Center. Streets and other linkages are closer together toward the high-intensity center and further apart on the low-intensity periphery because more traffic is generated at the center than on the periphery. The Community is served by a hierarchy of connections, including the freeway system which serves inter-state and regional travel, arterial streets which serve inter-community travel, collector streets which serve inter-neighborhood travel, and local streets and connections which serve intra-neighborhood travel.

Likewise, transit service has a similar hierarchy: light rail transit and express bus system serve the inter-community traveler, local bus system serves the inter-neighborhood traveler, and shuttle system serves the intra-neighborhood traveler. If an electric trolley is used, it could serve the inter-community or inter-neighborhood traveler. The Community is also served by Sacramento International Airport for air travel and Union Pacific freight rail service traverses the eastern boundary of the plan area.

## 6-5 Mobility

### *Vehicular Street System*

**NN.M 1.1 Decrease Width of Local Streets.** The City shall reduce the width of local streets whenever feasible to provide multiple routes within the neighborhoods, yet attain the projected number of housing units and promote a close neighborhood feel. *[Source: North Natomas Community Plan; Circulation; Vehicular Street System; Implementing Policy 9]*

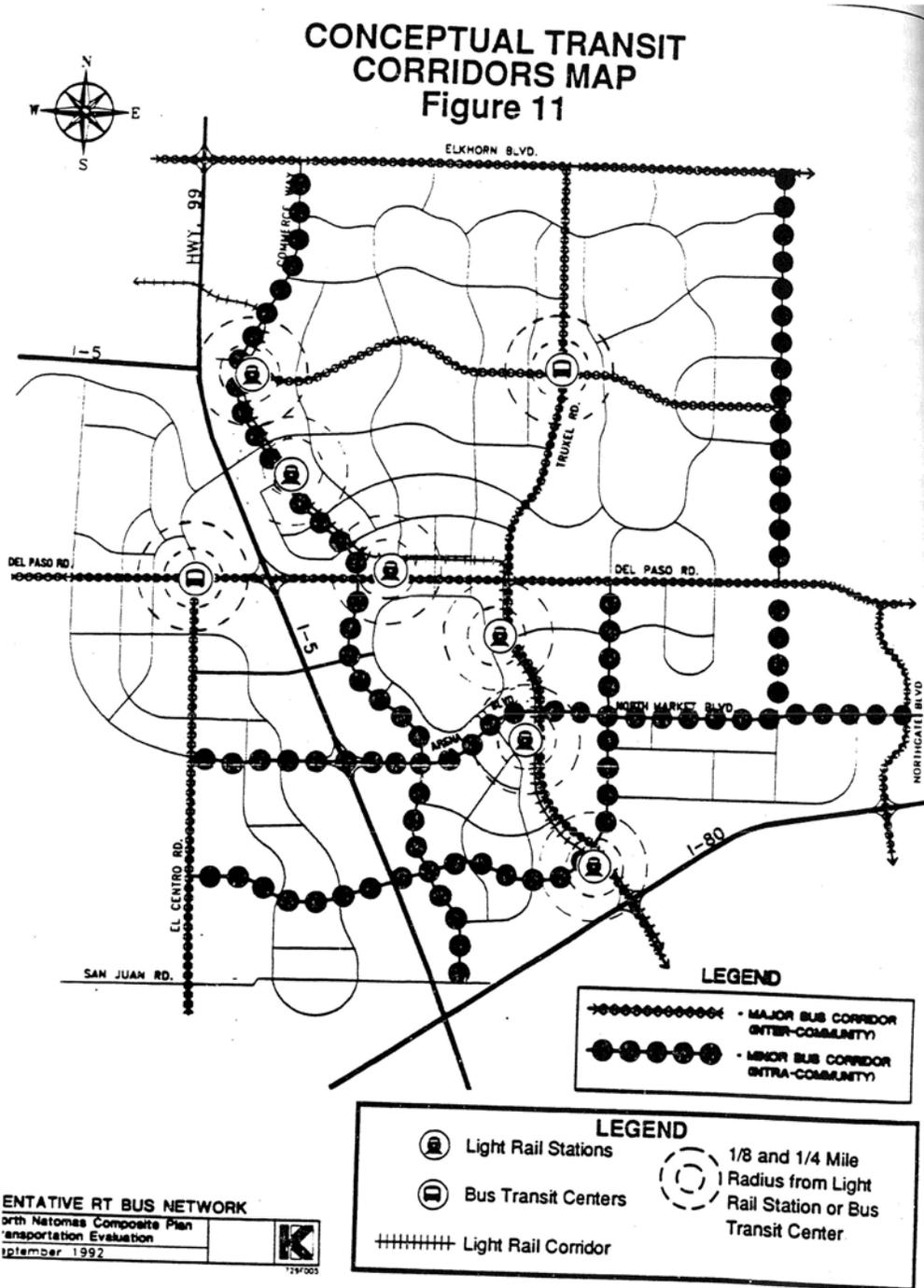
**NN.M 1.2 Community Based Transportation Management Association (TMA).** The City shall establish a community-based TMA prior to the marketing of the first residential units to coordinate cost-effective transportation services with development phasing. *[Source: North Natomas Community Plan; Circulation; Transportation Systems Management; Implementing Policy 1]*

### *Transit System*

**NN. M 1.3 Light Rail Corridor.** The City shall require a light rail corridor as shown on Figure NN-5 which reflects the Regional Transit adopted alignment for the Downtown Natomas Airport extension (DNA) plus 400-feet on either side of the alignment centerline. The light rail corridor is approximately 800-feet wide. Desirable land use opportunities at the following selected locations may justify minor variations to the alignment and should be considered in future light rail studies and dedications: a) Truxel Road/I-80 interchange between I-80 and Loop Road; b) Arco Arena Boulevard between Loop Road and Del Paso Road; c) north side of Del Paso Road from Arco Arena Boulevard to East Commerce Way; and d) East Commerce Way between Del Paso Road and SR 99. *[Source: North Natomas Community Plan; Circulation; Transit System; Implementing Policy 1]*

**NN.M 1.4 Light Rail Right-of-Way.** The alignment right-of-way shall be based on the needs of the light rail system and designed to not preclude use by other intermediate capacity technologies, such as express buses or electric trolley buses. *[Source: North Natomas Community Plan; Circulation; Transit System; Implementing Policy 1]*

Figure NN-5  
 Conceptual Transit Corridors Map



**NN.M 1.5 Light Rail Stations.** The City shall provide for the six light rail stations envisioned in the plan. The area around each station will include a variety of land uses at sufficient intensity to provide a ridership base adequate to make the transit system function. Also, as reflected in Table NN-1, each station will have a theme to reflect the specific uses that distinguish it from other stations. The number of acres shown with each station includes the number of acres needed for the station, bus staging area, and exclusive park-n-ride lots. *[Source: North Natomas Community Plan; Circulation; Transit System; Implementing Policy 2]*

Table NN-1 North Natomas Light Rail Station Themes				
Proposed DNA Station (2007)	Station (location)	Acres	Theme	Specific/Unique Uses and Features
Gateway Park/ Natomas Marketplace Station	Truxel and I-80	4.8	Regional Travel	Hotel/motel and other travel commercial, proximity to interstate freeway system, light rail system and downtown
Arena Boulevard Light Rail Station	Arena and Truxel	3	South Village Center	Primarily residential neighborhood station
Arco Arena Light Rail Station	Truxel at Sports Complex	2.2	Sports Complex	Stadium/arena, intense employment center uses
East Town Center Light Rail Station	East Commerce—North	2	Main Street	Smaller scale mixture of uses with residential to the east, employment to the west, and commercial at the station.
North Natomas Town Center Light Rail Station	Del Paso Boulevard	3.5	Town Center	Center of the community, intensified version of all uses, including commercial, residential, employment, civic, and park uses
Club Center Drive/ North Village Light Rail Station	East Commerce—South	2	North Village Center	Primarily residential neighborhood station

**NN.M 1.6 Bus Transit Center.** A bus transit center is where two or more major bus lines intersect. The center is designed to allow easy bus movement and adequate staging areas. Two bus transit centers are located in the plan: near the corner of Truxel Road and North Loop Road; and at the corner of Del Paso and El Centro Roads. The land uses within one-quarter mile of these bus centers will be sufficiently intense to provide sufficient ridership to make the bus system function effectively. Two acres should be reserved for each bus center. Fifty to 100 joint use parking spaces should be identified at these sites. *[Source: North Natomas Community Plan; Circulation; Transit System; Implementing Policy 3]*

**NN.M 1.7 Phasing the Transit System.** The City shall provide for the development of a community based on high accessibility to transit services is a primary goal of this community plan. Transit planning must be sensitive to the ways in which alignment, stop/station location, and access affect development potential and long-term economic viability of the community. Likewise, the concentration of land uses shall be sufficient to support quality transit service. With the advent of the first development, express bus service shall serve the inter-community transit needs. The second phase of development would see the advent of local bus service and shuttle service. The third phase shall see development along the rail corridor in sufficient intensity to warrant extension of electric trolley and/or light rail service. Regional

Transit, the North Natomas Business Association, or Transportation Management Association (TMA) should periodically evaluate transit services to determine if ridership is sufficient to warrant an upgrade in the type of service provided to the community. *[Source: North Natomas Community Plan; Circulation; Transit System; Implementing Policy 4]*

**NN.M 1.8 Shuttle Bus Service.** The need for shuttle service shall all be minimized through appropriate land use and transit planning. However, shuttle bus service can be used as an interim measure, providing temporary service until more permanent transit services are provided. Also, provision of shuttle service for a site or PUD may be used as a portion of the required TSM measures. Shuttle bus service shall be funded by the North Natomas Business Association or through the North Natomas Transportation Management Association (TMA). *[Source: North Natomas Community Plan; Circulation; Transit System; Implementing Policy 7]*

**NN.M 1.9 Park-n-Ride Facilities.** The Downtown Natomas Airport (DNA) corridor Route Refinement Report identifies a need for a minimum of 900 parking spaces in the North Natomas community. The report identifies 375 park-n-ride spaces on 3.3 acres at the Truxel and I-80 station, and 225 spaces on 2 acres at the Town Center station. These 600 spaces would be exclusively park-n-ride spaces. The last 300 spaces would be joint-use spaces located at the Arco Arena station. Any additional park-n-ride spaces required to meet air quality or other goals and park-n-ride spaces at bus transit centers shall be designated as permanent joint-use. Park-n-ride facilities shall maximize the use of shared parking arrangements with any public or private use. *[Source: North Natomas Community Plan; Circulation; Transit System; Implementing Policy 8]*

### *Transportation Systems Management*

**NN.M 1.10 Promote Telecommuting Centers.** The City shall encourage telecommuting centers as an alternative to commuting to work. A telecommute center is a work center located near an employee's residence. The center is a fully equipped office with computer and other telecommunication connections set up in residential areas where employees can walk, bike, or take an electric vehicle or transit to the telecommuting center instead of commuting to a workplace outside the community. These centers may be set up by a single employer or as a site where multiple employers have employees telecommuting from the same location. They can be incorporated in public facilities as profit generating centers or can be sponsored by employers. *[Source: North Natomas Community Plan; Circulation; Transportation Systems Management; Implementing Policy 5]*

### *Parking Management*

**NN.M 1.11 Parking Space Reduction.** The City shall reduce, for any nonresidential development, required off-street parking spaces subject to the approval of a Special Permit by the following percentages: Office, 25 percent; Medical Office, 8 percent; Commercial, 5 percent; Industrial, 10 percent.

**NN.M 1.12 Parking Reduction.** The City shall reduce parking by an additional 10 to 20 percent subject to a Special Permit for any non-residential projects located along transit routes and especially near LRT stations. *[Source: North Natomas Community Plan; Circulation; Parking Management; Implementing Policy 1]*

## Community Services and Facilities Overview

The goal of community services and facilities is to enable each person to be born healthy, develop optimally, and function at maximum capability throughout a high quality life. The provision of homes, jobs, and available consumer goods and services creates the foundation needed to reach the goal. However, many other services and facilities are needed to achieve that goal. Public schools assist each person to develop optimally. Public civic uses provide a wide range of services, including fire and police protection, library services, community centers, and other cultural and educational enrichment opportunities, to promote the well-being of each person. Private civic uses provide an even broader range of services, including religious institutions, medical facilities, and many other community services. Parks help provide a high quality of life. Basic systems, like drainage, utilities, and circulation, provide direct physical services. Each community service operates to promote the physical, mental, emotional, and spiritual well-being of each person and define their value in the neighborhood.

Given the changing and evolving nature of a community, services provided must be able to serve a wide and changing spectrum of needs. For instance, a new subdivision may appeal primarily to young families with children, so day care centers and schools are critical services. As the community matures, teen and youth programs may become important. And, eventually elder services may be in critical demand. The people who live in a neighborhood in the formative years tend to be more homogeneous. As the neighborhood matures, the diversity within the community increases. Consequently, a wide variety of community services are needed and can frequently be supplied by other residents in the neighborhood.

### 6-6 Utilities

#### *Drainage System*

**NN.U 1.1 Drainage System Capacity.** The City shall ensure that the drainage system will not be designed or approved with a capacity greater than that required to serve the projected population and land uses identified in the community plan or County land use plans north of Elkhorn canal. *[Source: North Natomas Community Plan; Community Services and Facilities; Drainage System; Guiding Policy G]*

**NN.U 1.2 Environmental Design Issues.** The City shall meet all regulatory requirements and, where feasible, take advantage of opportunities for recreation, open space, wildlife habitat, wetlands enhancement, athletic and recreational facilities, pedestrian and bike corridors, and other utility uses in the NNCP. The drainage system must incorporate the following requirements:

- The comprehensive drainage plan must meet NPDES stormwater regulations and permits.
- The plan must meet all EPA and Corps of Engineers 404 permit requirements.
- Ensure that the CDP operational plans are compatible with the other uses of the existing canals such as drainage, water delivery, and preservation of existing Fisherman's Lake water levels. The design of the CDP control structures will be unobtrusive in view and noise.
- The CDP must be designed in a manner that is compatible with and complementary to the Habitat Conservation Plan (HCP) or Habitat Mitigation Plan (HMP) under development by SAFCA.
- Where possible, drainage plans for the NNCP area will be designed in such a manner that mitigation and open space required within the city area is credited towards the HCP or HMP.
- Where feasible and compatible with drainage requirements, the CDP shall encourage multipurpose uses such as open spaces, wildlife habitat, wetlands, bike and pedestrian trails, and recreation. Funding for these features will be determined based on beneficial uses and purpose of the feature.

- Aesthetic and historic impacts will be considered in the design of the CDP. *[Source: North Natomas Community Plan; Community Services and Facilities; Drainage System; Implementing Policy 5]*

**NN.U 1.3 Ownership, Operations, and Maintenance.** The City shall formulate a CDP with clear definition for responsibility, and ownership, operations, and maintenance of the NNCP Area Drainage System. The City shall properly assign responsibilities for the operation and maintenance of the drainage system to ensure that the City residents receive safe and reliable operations and maintenance of the urban drainage system. Incorporate the following requirements will be incorporated:

- The ownership and responsibility for design, construction, operations, and maintenance of the CDP will be clearly defined in agreements between the responsible agencies.
- The responsible agency(s) will own, operate, and maintain all drainage facilities constructed under the comprehensive drainage plan in accordance with the agreement(s).
- Funding for the design, construction, operation, and maintenance of all facilities constructed or improved under the CDP will be proportioned among those users that benefit by the facilities and with the purpose of the facility.
- Agreements between agencies should consider drainage rate impacts to the ultimate users. *[Source: North Natomas Community Plan; Community Services and Facilities; Drainage System; Implementing Policy 6]*

**NN.U 1.4 Coordinate with Other Agencies.** The City shall ensure that the Natomas CDP will be operated as designed over time, by requiring that the CDP must be consistent with other agencies' drainage and/or flood control plans. Specifically, the plan must be consistent with Sacramento Area Flood Control Agency's (SAFCA's) and the Corps of Engineer's Flood Control Plans. The plan must accommodate present and future flows as agreed between the responsible agencies. All agencies must agree to the design flow for present and future condition. If future flows require additional facilities, the cost of improvements will be the responsibility of the agency where the flows originate. *[Source: North Natomas Community Plan; Community Services and Facilities; Drainage System; Implementing Policy 7]*

**NN.U 1.5 Drainage Facilities.** The City shall require that all phased drainage facilities be part of the CDP and approved prior to implementation. *[Source: North Natomas Community Plan; Community Services and Facilities; Drainage System; Implementing Policy 4]*

**NN.U 1.6 Development Agreements.** The City shall require that all phased drainage facilities are implemented in accordance with the Finance Plan. Development agreements formalizing financial commitments for the CDP shall be in place prior to approval of any phased incremental development. *[Source: North Natomas Community Plan; Community Services and Facilities; Drainage System; Implementing Policy 4]*

**NN.U 1.7 Operational Drainage Facilities.** The City shall ensure that in all cases, adequate drainage facilities must be in place and operational before each new increment of development is approved for construction. *[Source: North Natomas Community Plan; Community Services and Facilities; Drainage System; Implementing Policy 4]*

**NN.U 1.8 Public and Private Utilities.** The City shall provide public and private utilities to all land uses in the North Natomas Community. *[Source: North Natomas Community Plan; Community Services and Facilities; Utilities; Guiding Policy A]*

### *Flood Control*

There are no policies specific to North Natomas that supplement the citywide General Plan policies. Please see the Environmental Constraints Element in Part 2 of the General Plan for policies regarding flood control.

## **6-7 Education, Recreation, and Culture**

### *Civic Uses*

**NN.ER 1.7 Library.** The City shall ensure that the Public Library serves as a focal point for the community. The library should be accessible to the greatest possible number of users so should be located near the center of the community, along a major arterial and near a commercial center. The site for the library should be identified early in the development process but should be held until growth in the community warrants the construction of the library building. The site should be close to transit service, should be visible to the street, in fact can be a landmark for the community, and should provide adequate parking, lighting, and pleasant outdoor and indoor amenities. The Library is currently proposed to be located on a 2.5 acre site in the Town Center adjacent to the transit station/commercial area. As the area develops, the City Library department should provide:

- Under 10,000 population: books-by-mail, bookmobile service, and service from the nearest branch.
- 10,000 to 20,000 population: leased building
- 20,000 to 50,000 population: leased structure which can be expanded with growth.
- Greater than 50,000 population: 12,000 square foot facility with books and other lending materials

**NN.ERC 1.2 Other Public Civic Uses.** The City shall ensure other public civic uses include 25 acres of undefined civic uses within the Town Center and eight civic transit sites (totaling 20.5 acres), near the light rail stations and bus transit centers. The undefined civic uses near the Town Center could include cultural, educational, and entertainment uses such as a museum, amphitheater, auditorium, theater, community meeting rooms, etc. The civic transit uses would include park-n-ride lots, bus staging areas, or other transit related uses. These civic uses can incorporate civic use related commercial activities as profit centers. For example, a museum could have a gift shop or restaurant on site or a civic transit site could incorporate a newspaper stand, vending machines, pay phone, or snack bar. *[Source: North Natomas Community Plan; Community Services and Facilities; Civic Uses; Implementing Policy 5]*

**NN.ERC 1.3 Park Phasing.** The City shall require that neighborhood and community parks be provided when a minimum of 50 percent of the residential land development in the park service area is completed. *[Source: North Natomas Community Plan; Community Services and Facilities; Parks; Implementing Policy 8]*

**NN.ERC 1.4 Amend Parks Master Plan.** The City shall amend its Master Plan for Park Facilities and Recreation Services to reflect the adopted North Natomas Community Plan. *[Source: North Natomas Community Plan; Community Services and Facilities; Parks; Implementing Policy 9]*

**Student Generation Factors.** The following student generation and students per school factors were used in the 1992 School Facility Study:

Table NN-2 North Natomas Student Generation Factors		
Grade	Low/Medium Density	Medium/High Density
K-6	.34	.20
7-8	.09	.08
9-12	.156	.069
Students per School Factors		
Elementary School	1 school per 600 students	
Junior High	1 school per 900 students	
High school	1 school per 1,800 students	
<i>[Source: North Natomas Community Plan; Community Services and Facilities; Schools; Implementing Policy 3]</i>		

**NN.ER 1.7 Coordination with School Districts:** Prior to the approval of any rezoning or land use entitlements for any residential land use within the Plan area, the applicant shall enter into an agreement with the appropriate school district(s) which will ensure the provision of adequate school facilities to serve the residential dwelling units when needed. The appropriate school district and the building community will cooperate in drafting a financing plan which will address the provisions of adequate school facilities to serve the planned residential areas when needed. The Plan will consider Mello-Roos financing and Impaction Fees among other possible sources of funds. *[Source: North Natomas Community Plan; Implementation Programs; Financing Approach; Policy 7]*

**Overlay Zone with Compatible Underlying Zone:** The Institution (I) zone is an overlay zone with an underlying zone. The underlying zone is compatible with adjacent parcels. For example, “IIMD” is an institution zone with a medium-density residential underlying zone that would likely be adjacent to other residential uses. *[Source: North Natomas Community Plan; Community Services and Facilities; Civic Uses; Institutional Uses; Implementing Policy 3]*

**Sunset Clause:** For institutional uses, the time period allowed to develop one of the institutional uses on a specific property is five years from the date that an adjacent parcel obtains a certificate of occupancy or final building inspection. After the five years has elapsed without approval of an institutional use project on the site, the site may be designated, without a community plan amendment, to the underlying zone and be developed with the proper Special Permits. *[Source: North Natomas Community Plan; Community Services and Facilities; Civic Uses; Institutional Uses; Implementing Policy 4]*

**NN.ERC 1.5 Community Centers.** The City shall provide for the four community centers that are envisioned in the North Natomas Community: one each in the west, northeast, and southeast quadrants of the Community and the fourth in the Town Center. Each community center shall serve about 15,000 residents. The smaller community centers located in the residential neighborhoods shall serve as meeting places, the site for large family functions, neighborhood association meetings, holiday events, etc. The larger community center shall serve a similar but larger function. The City shall encourage the location of telecommuting centers within the community centers to enable residents to work nearby their homes. The City shall verify that a community center will be provided through a funded program or the use of a suitable facility representing a community center exists to serve the development at a ratio of one center per every 15,000 residents. *[Source: North Natomas Community Plan; Community Services and Facilities; Civic Uses; Implementing Policy 4]*

### *Parks and Open Space*

**NN.ERC 1.6 Regional Park.** The City shall require that the Regional Park includes intense community gathering areas, playing fields, areas for passive recreation, and quiet reflection. Community facilities providing recreational, cultural, and entertainment opportunities will be located in the park closer to the Town Center to enhance the Town Center's position as the focal point of the community and to avoid negative impacts of the park uses on nearby residential uses.

**NN.ERC 1.7 Park Location Criteria.** The City shall require that parks with active recreational uses which may negatively impact residential areas due to traffic, noise, and lighting should be sited so as to have minimal impact on surrounding residences. The City shall discourage or minimize residential back-on lots or side lots adjacent to parks. Neighborhood parks should be located along small residential streets or other connections within neighborhoods where they are easily accessed on foot. Community parks should be located along drainage canals or basins and/or along major streets where the park is easily visible and accessible by foot, bike, transit, or car. *[Source: North Natomas Community Plan; Community Services and Facilities; Parks; Implementing Policy 4]*

**NN.ERC 1.8 Park and Open Space Access Standard:** 80 percent of the residential units shall be located within 880 feet of some form of public or private open space element. The 880 foot access standard is calculated based on actual walking routes rather than radius. An open space element includes a public or private park, linear parkway, agricultural buffer area, drainage corridor, and other open space opportunity available to the residents. *[Source: North Natomas Community Plan; Community Services and Facilities; Parks; Implementing Policy 1]*

**NN.ERC 1.9 Park Dedication Standard.** The City Parks Department must verify the park standard has been met with dedicated park lands or in-lieu fee credit. With a projected population of 66,910, the number of required neighborhood park acres is 167 and the required community park acres is 167. The number of acres of community and neighborhood parks shown on the map include: 247.8 plus 20 acres of the regional park or 267.8 acres. This number of acres does not include any joint use school/park acres. *[Source: North Natomas Community Plan; Community Services and Facilities; Parks; Implementing Policy 2]*

**NN.ERC 1.10 Park and Open Space Access Standard.** The City shall ensure that 80 percent of the residential units will be located within 880 feet of some form of public or private open space element. The 880-foot access standard is calculated based on actual walking routes rather than radius. An open space element includes a public or private park, linear parkway, agricultural buffer area, drainage corridor, and other open space opportunity available to the residents. *[Source: North Natomas Community Plan; Community Services and Facilities; Open Space; Implementing Policy 1]*

**NN.ERC 1.11 Agricultural Buffers.** The City shall ensure an agricultural buffer along the north and west boundaries of the plan area as one method to avoid land use conflicts between urban uses in the plan and agricultural operations outside of the plan. The north buffer along Elkhorn Boulevard includes a 250-foot wide strip of land along the south side of Elkhorn Boulevard, the 136-foot wide public right-of-way of Elkhorn Boulevard, and any maintenance road or irrigation canal on the north side of Elkhorn Boulevard. The uses allowed in the buffer include: pedestrian trails and bikeways, linear parks and open space, drainage canals or detention basins, irrigation canals, public roads, and maintenance roads. The buffer along the west side of the plan area is 200 feet wide and allows the same uses as the northern buffer. The area devoted to the agricultural buffer is 195.9 acres. As an alternative to agricultural buffers, other methods to reduce land use conflicts between urban and agricultural zoned lands include: 1) provide separation among uses through the placement of roadways and landscape corridors; 2) through design (i.e. orientation and heights of buildings); 3) provide disclosure of potential agricultural operations nearby and/or 4) provide temporary buffers that could be extinguished if agriculturally zoned property is rezoned to urban uses. [Source: North Natomas Community Plan; Community Services and Facilities; Open Space; Implementing Policy 2]

**NN.ERC 1.12 Landscaped Freeway Buffers.** The City shall ensure a 100-foot wide landscaped freeway buffer along the east and west sides of I-5 and along the north side of I-80. Financing the landscaping will be included in the infrastructure costs for the Community. The area devoted to the freeway landscaped buffer is 125 acres. [Source: North Natomas Community Plan; Community Services and Facilities; Open Space; Implementing Policy 3]

**NN.ERC 1.13 Other Open Space.** The City shall allow for Open Space to include: an open space parkway (Ninos Parkway) from Del Paso Road to Elkhorn Boulevard that includes the WAPA lines (46.6 acres); an open space buffer along the eastern boundary of the plan area that includes the existing Natomas East Main Drainage Canal and the Union Pacific Railroad right-of-way (123 acres); a proposed lake in the Northborough project (24 acres); and the Witter Ranch Historic Farm located near the northeast corner of El Centro Road and San Juan Road (26.2 acres). The area of land devoted to “Other Open Space” is 219.8 gross acres. [Source: North Natomas Community Plan; Community Services and Facilities; Open Space; Implementing Policy 7]

**NN.ERC 1.14 Surplus Greenbelt or Buffer Area.** The City shall allow surplus greenbelt or buffer acreage, if any, to be relocated where feasible to provide useable open space opportunities such as the following: create additional smaller neighborhood parks (over and above the City park acreage requirement and in addition to Quimby requirements); create or extend parkways to link neighborhood, school/park, and community park sites, and/or widen proposed parkways to qualify for park credit; widen other buffer areas as part of habitat conservation or other useable open space; and buffer Witter Ranch and Fisherman’s Lake from proposed development adjacent to the sites. [Source: North Natomas Community Plan; Community Services and Facilities; Open Space; Implementing Policy 10]

**NN.ERC 1.15 Urban Edge.** To protect adjacent agricultural lands north and west of the community, the City shall designate an urban edge by creating a linear open space area between the agricultural and urban land uses. [Source: North Natomas Community Plan; Community Services and Facilities; Open Space; Guiding Policy B]

## *Schools*

**NN.ERC 1.16 Elementary School.** Elementary schools shall serve as the focal point of a residential neighborhood with about 1,500 to 3,000 dwelling units. *[Source: North Natomas Community Plan; Community Services and Facilities; Schools; Guiding Policy B]*

**NN.ERC 1.17 School Location Criteria.** Concentrate residential dwellings sufficiently to allow for all students to be within walking distance of the schools and locate school facilities to minimize the transporting of students by bus. Walking access standards for school facilities should not exceed the district's recommended walking distance (one-way) from the most remote part of the attendance area:

- One Way Walking Standards: Kindergarten (½ mile); Grades 1-6 (¾ mile); Grades 7-8 (2 miles); Grades (9-12) 3 miles.
- Students living at a greater distance will be bussed to a school.
- Special education children and special project students will require that school buses enter and leave all school sites. In addition, a large majority of parents transport their children to and from school even when they live within ¾ of a mile, therefore, traffic patterns around the school and to and from the school should be controlled.
- School sites should be located away from incompatible land uses such as commercial uses, industrial parks, agricultural areas, airports, and freeways. The location of schools shall comply with the California Department of Education's setback guidelines related to proximity of schools to transmission lines.
- Elementary and junior high school sites should be located so that as few as possible residential sites abut the school, and the school is bounded on at least two sides by minor streets.
- Elementary and junior high school sites should not be located on major arterials. Streets fronting on school sites should be fully improved streets. Curbs on streets adjacent to school sites should be vertical curbs, and at least one street providing access to the site from a major arterial should be constructed of sufficient width or with off-street drop off zones to allow for parent and school bus traffic.

**NN.ERC 1.18 Location of the Second High School West of I-5.** Using the student generation rates and projected housing units, a sufficient number of students will be generated to warrant a second high school on the west side of I-5. A specific site for the second high school has not been identified. The following sites, shown in order of preference, meet the locational criteria for a high school and are considered possible sites for a future high school: the existing mobile home park at El Centro and Arena/North Market; the county area south of Fisherman's Lake on the west side of El Centro; and the county area north of the Witter Home Ranch west of El Centro. The high school site must be 40 acres in size and meet the other locational criteria listed in this section. The western high school is estimated to be needed by the community in 2014. *[Source: North Natomas Community Plan; Community Services and Facilities; Schools; Implementing Policy 5]*

**School Acreage Criteria.** Designate the following number of acres of land for each type of public school: 10 acres for each elementary school; 20 acres for each junior high school; 40 acres for each high school. These acreages should be evaluated at the time of acquisition by the school district considering the actual size of the school site and joint agreements with the City Parks Department. *[Source: North Natomas Community Plan; Community Services and Facilities; Schools; Implementing Policy 6]*

**Site Criteria.** A school site must be a flat, rectilinear site with a proportion length to width ratio not to exceed two to one. The site must be a corner site with two boundaries bordering on public thoroughfares. *[Source: North Natomas Community Plan; Community Services and Facilities; Schools; Implementing Policy 8]*

**NN.ERC 1.19 Avoid Pedestrian Access Easements.** Pedestrian access easements between home sites leading to schools should be avoided. *[Source: North Natomas Community Plan; Community Services and Facilities; Schools; Implementing Policy 9]*

**NN.ERC 1.20 Developer Dedication of School Sites and Improvements.** The school districts require a school site be provided with adjacent street improvements providing access and infrastructure to the site no later than one year prior to construction of the 500th single-family residence in the school service area. *[Source: North Natomas Community Plan; Community Services and Facilities; Schools; Implementing Policy 13]*

## 6-8 Public Health and Safety

**NN.PHS 1.2 Fire Protection Service.** The plan envisions two one-acre fire stations to be located in the North Natomas Community: one in the northeast corner of the Northpointe subdivision and the other just south of the Westside Commercial Center. Prior to development, the City Fire Department must verify that adequate fire protection services, including equipment and personnel, exists to serve the project, or will be provided, to achieve and maintain a fire insurance rating of 2.0, either through a funded program or as a condition of approval for the project. The Fire Department requires a fire station to be provided prior to 40 percent of the land being developed within the fire service area. A fire service zone identifies the primary and secondary response areas of the core fire company unit. Locating fire stations near parks is encouraged to enhance the sense of safety in the park. *[Source: North Natomas Community Plan; Community Services and Facilities; Civic Uses; Implementing Policy 1]*

**Police Protection Service:** The plan envisions one 5 acre police substation to be located in the Town Center. Locating the police station near the regional park enhances the sense of safety in the park. Prior to development, the City Police Department must verify adequate police protection facilities and services, including equipment and personnel, exists to serve the project, or will be provided, to maintain a police protection service standard of 1.60 police officers per 1,000 residents and 1.0 non-sworn personnel for every 1.60 police officers added either through a funded program or as a condition of approval for the project. The Police Department requires a police substation to be provided prior to 60 percent of the land being developed within the North and South Natomas areas. The station provides service to the subregion of North and South Natomas and is able and projected to accommodate 220 officers and non-sworn personnel. *[Source: North Natomas Community Plan; Community Services and Facilities; Civic Uses; Implementing Policy 2]*

**NN PHS 1.4 Police Protection.** The City shall provide excellent fire and police protection to the residents, workers, and visitors to the North Natomas Community. *[Source: North Natomas Community Plan; Community Services and Facilities; Civic Uses; Guiding Policy A]*

**NN.PHS 1.5 Police Protection Design.** The City shall design the physical form of the community to require less police protection. *[Source: North Natomas Community Plan; Community Services and Facilities; Civic Uses; Guiding Policy B]*

**NN.PHS 1.6** Provide excellent fire and police protection to the residents, workers, and visitors to the North Natomas Community. *[Source: North Natomas Community Plan; Community Services and Facilities; Civic Uses; Guiding Policy A]*

**NN.PHS 1.7** Design the physical form of the community to require less police protection. *[Source: North Natomas Community Plan; Community Services and Facilities; Civic Uses; Guiding Policy B]*

**NN.PHS 1.6 Community Services and Programs.** The City shall promote community services and

programs to decrease the need for police protection. *[Source: North Natomas Community Plan; Community Services and Facilities; Civic Uses; Guiding Policy C]*

## 6-9 Environmental Resources

**NN.ER 1.1 Greenbelt Along Northern and Western Boundary.** Develop a greenbelt along the northern and western boundaries of the planning area to create a strong edge between the community and adjacent areas of permanent agriculture. *[Source: North Natomas Community Plan; Implementation Programs; Environmental Design Standards; Community Wide Design Standards; Policy 6]*

**NN.ER 1.7 Greenbelt Width.** The greenbelt will be a minimum of 250 feet in width, not including the Elkhorn Boulevard right-of-way and irrigation canals and maintenance roads on the north side of Elkhorn, which brings the total width to 500± feet. *[Source: North Natomas Community Plan; Implementation Programs; Environmental Design Standards; Community Wide Design Standards; Policy 7]*

**NN.ER 1.7 Purpose of Greenbelt.** The greenbelt is intended to provide a low-maintenance, limited access open space that does not encourage active recreational use and that defines and preserves the urban limits of North Natomas. Limited access would be available from the subdivisions via pedestrian and bikeways and not from Elkhorn Boulevard. *[Source: North Natomas Community Plan; Implementation Programs; Environmental Design Standards; Community Wide Design Standards; Policy 8]*

**NN.ER 1.7 Plant Materials.** Suitable plant materials for the greenbelt include primarily fast growing, non-deciduous species that will provide a wind/shelterbelt to protect residential areas from prevailing winds and agricultural spraying. *[Source: North Natomas Community Plan; Implementation Programs; Environmental Design Standards; Community Wide Design Standards; Policy 9]*

**NN.ER 1.7 Tree Preservation.** Valley oaks and other large trees should be preserved wherever possible. Preserve and restore stands of riparian trees used by Swainson's hawks and other animals for nesting, particularly adjacent to Fisherman's Lake. *[Source: North Natomas Community Plan; Implementation Programs; Environmental Design Standards; Community Wide Design Standards; Policy 10]*

**NN.ER 1.7 Distinguished Gateways.** Heavier landscape treatment and high quality design must be included in specific gateways to the community to provide a suitable entry to the Capitol City. The freeway gateways include: 1) I-5 and Del Paso Road, 2) I-5 and Arena Boulevard, 3) I-80 and Truxel Road, 4) I-80 and Northgate Boulevard, and 5) SR 99 and Elkhorn Boulevard. The arterial intersections that also serve as gateways to the community are: 1) El Centro and San Juan Roads, 2) Elkhorn Boulevard and National Drive, 3) National Drive and North Loop Road, and 4) Del Paso Road and National Drive. *[Source: North Natomas Community Plan; Implementation Programs; Environmental Design Standards; System Design Standards; Policy 6]*

### NN.ER 1.7

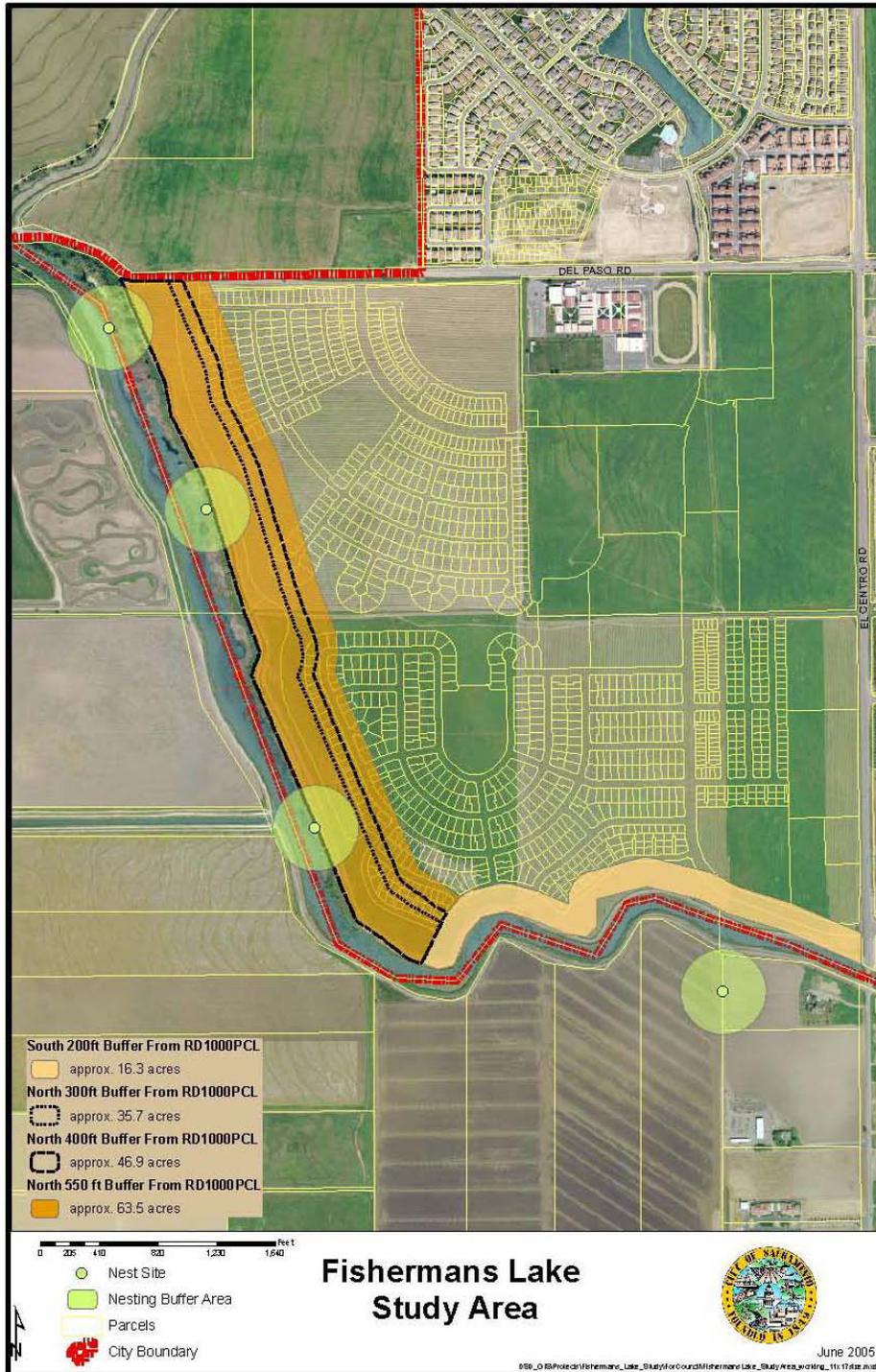
**NN.ER 1.7 Fisherman's Lake Buffer:** The City shall ensure that the buffer along the east side of Fisherman's Lake from Del Paso Road to El Centro Road is designed to optimize the value of the buffer and its features for special-status species.

- **Buffer Area.** A buffer minimum of 300 feet in radius around each Swainson's hawk nesting tree will be provided (known nesting trees as of 2004). The width of the buffer outside the 300-foot radius around the nesting trees shall be a minimum of 300 feet wide in the northern section and 200 feet wide in the southern section measured from the eastern boundary of RD 1000 property (see Figure NN-6 for a general map of the buffer). Pursuant to the Natomas

Basin Habitat Conservation Plan, the buffer will be a minimum of 250 feet wide, measured from the eastern edge of the lake, along the entire length of the lake from Del Paso Road to El Centro Road.

- **Buffer Uses.** The buffer shall include two areas: the nesting tree buffer area around the Swainson's hawk nesting trees; and the rest of the buffer area. Uses allowed in the buffer will be guided by Table 13-1, entitled 350 foot wide buffer option.
- **Nesting Tree Buffer Area.** The uses allowed in the nesting tree buffer area shall be those that provide the conditions to support the likely success of the Swainson's hawk in continuing to use the existing nesting trees, as well as providing open space for other special-status species.
- **Other Buffer Area.** The allowable uses in the other buffer area shall provide open space for special-status species, as well as other purposes. The uses include: all those uses allowed in the nesting tree buffer area; pedestrian trails and bikeways not subject to closure; public and maintenance roadways; and other public uses, (e.g., detention basin, fire station). The other buffer area is defined as the open space buffer extending from El Centro Road north to the southernmost nesting tree radius on the east side of Fisherman's Lake. *[Source: North Natomas Community Plan; Community Services and Facilities; Open Space; Implementing Policy 4]*

**Figure NN-6  
 Fisherman's Lake Study Area**



## **6-10 Environmental Constraints**

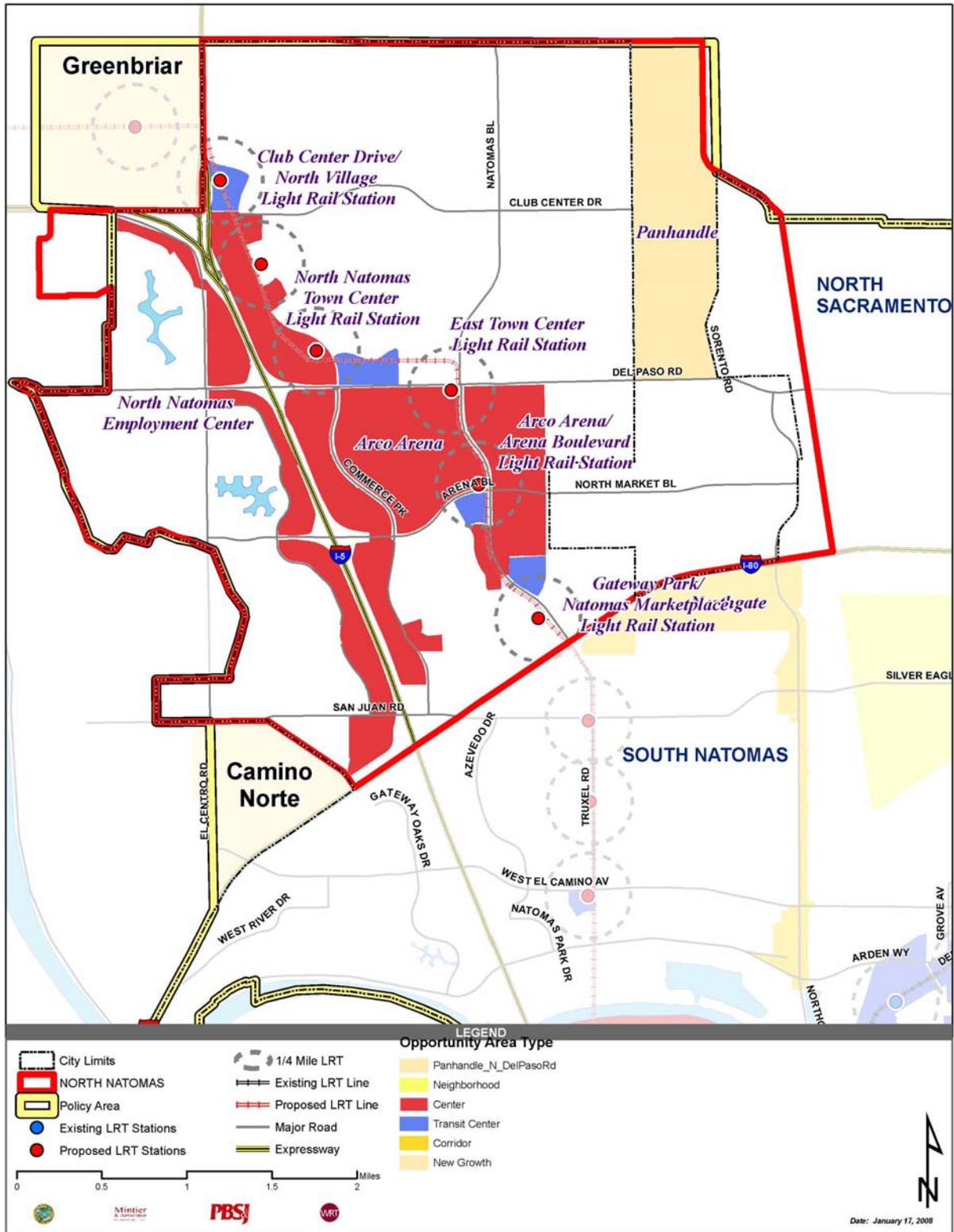
There are no policies specific to North Natomas that supplement the citywide General Plan policies. Please see the Environmental Constraints Element in Part 2 of the General Plan.

## SECTION 7: OPPORTUNITY AREAS

This section includes information about opportunity areas in the North Natomas Community Plan Area. Table NN-1 lists each opportunity area that falls completely or partially within the community plan area. Figure NN-7 shows a map of all the opportunity area locations within the community plan area. Information will be developed and refined for each opportunity area as needs are assessed and development focus shifts throughout the North Natomas Community Plan Area

<b>Table NN-1 North Natomas Opportunity Areas</b>	
<b>Opportunity Area</b>	<b>Type</b>
<b>Centers and New Growth Areas</b>	
Arco Arena	Center
North Natomas Employment Center	Center
Panhandle	New Growth
<b>Downtown/Natomas/Airport (DNA) Line Light Rail Proposed Stations</b>	
Gateway Park/Natomas Marketplace Station	Proposed Transit Center
Arena Boulevard Light Rail Station	Proposed Transit Center
Arco Arena Light Rail Station	Proposed Transit Center
East Town Center Light Rail Station	Proposed Transit Center
North Natomas Town Center Light Rail Station	Proposed Transit Center
Club Center Drive/North Village Light Rail Center	Proposed Transit Center
<i>Source: City of Sacramento, 2006</i>	
<sup>1</sup> <i>See also North Sacramento Opportunity Areas</i>	

**Figure NN-7  
 North Natomas Opportunity Areas**



## **SECTION 8: RELEVANT PLANS AND STUDIES**

The following section lists relevant plans and studies that have been adopted or developed by local, State, and Federal agencies or community groups and organizations.

- North Natomas Planning Principles and Composite Plan (1992)
- North Natomas Development Guidelines (1994, as amended)
- North Natomas Financing Plan (1994, as amended in 1999, 2002, 2005)
- Natomas Basin Habitat Conservation Plan (2003)

**Attachment 8**  
**South Natomas Community Plan**

## SOUTH NATOMAS COMMUNITY PLAN

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## **SECTION 1: COMMUNITY LOCATION**

The South Natomas Community Plan Area is located north of Downtown Sacramento across the American River. The Community Plan area encompasses about 7.7 square miles (5,041 acres). It is bounded on the north by I-80, on the south by the American River and Sacramento River, and on the east by the Northgate East Main Drainage Canal. The Community Plan area is located entirely within the Sacramento City limits. Figure SN-1 shows the South Natomas Planning Area boundary. Located adjacent to South Natomas on the north is the North Natomas Community Plan Area, and on the south is the American River Parkway and the American River which separates the community from Downtown Sacramento and the City of West Sacramento. Located on the east of South Natomas is the North Sacramento Community Plan Area and on the west is unincorporated Sacramento County.

## **SECTION 2: COMMUNITY VISION**

Community vision will be developed through a public process when the South Natomas Community Plan is updated.

*Note to reader: A community plan vision identifies how each community can contribute to Sacramento's citywide vision of becoming the most livable city in America. The community vision focuses on values and expectations specific to the community that can be accomplished by 2030, and beyond. Where the 2030 General Plan's goals, policies and implementation programs define the roadmap of strategies to achieve the overall citywide vision, the community plan vision should be specific to each community and support the overall citywide vision. It can address community identity, economic health, neighborhood design and livability, mobility and connectivity, community safety and welfare, historic and cultural resources, access to open space and parks, and sustainability.*

## **SECTION 3: COMMUNITY PROFILE**

### **1-2 Development and Planning History**

South Natomas developed predominantly as residential subdivisions during 1960-1980. The South Natomas Community Plan, adopted in 1978, envisioned a high-density, transit-oriented, residential community with a small amount of office space serving only local needs. By 1982 expectations had changed and plan amendments added 2.4 million square feet of office park adjoining either side of I-5. In 1982, the City executed development agreements that required payment into the South Natomas Community Infrastructure Fund for traffic improvements. Subdivisions built prior to 1978 were not subject to the local enactment of a Quimby ordinance or limitations imposed by the passage of Proposition 13 (1978) and as a result, South Natomas lacked adequate public parks in residential areas.

In 1986, the City adopted a revised Community Plan. The plan was successfully challenged in Court by the Natomas Community Association. After a two-year process involving review by the public, the City Council adopted a revised South Natomas Community Plan in 1988. The 1988 Plan took into account changing conditions and expectations in the community. The Plan included a total of 300 acres of existing and proposed parks. Five elementary schools were planned, along with two community and six neighborhood shopping centers. Office/business park locations were intended to take advantage of freeway visibility, avoid disrupting residential areas, and minimize pressure on congested street intersections. In 1990, the City adopted a Facilities Benefit Assessment District that applied to all new development (including residential). This provided a funding mechanism to pay for infrastructure within the planning area.

## **1-3 Distinguishing Features**

### **Predominant Land Uses**

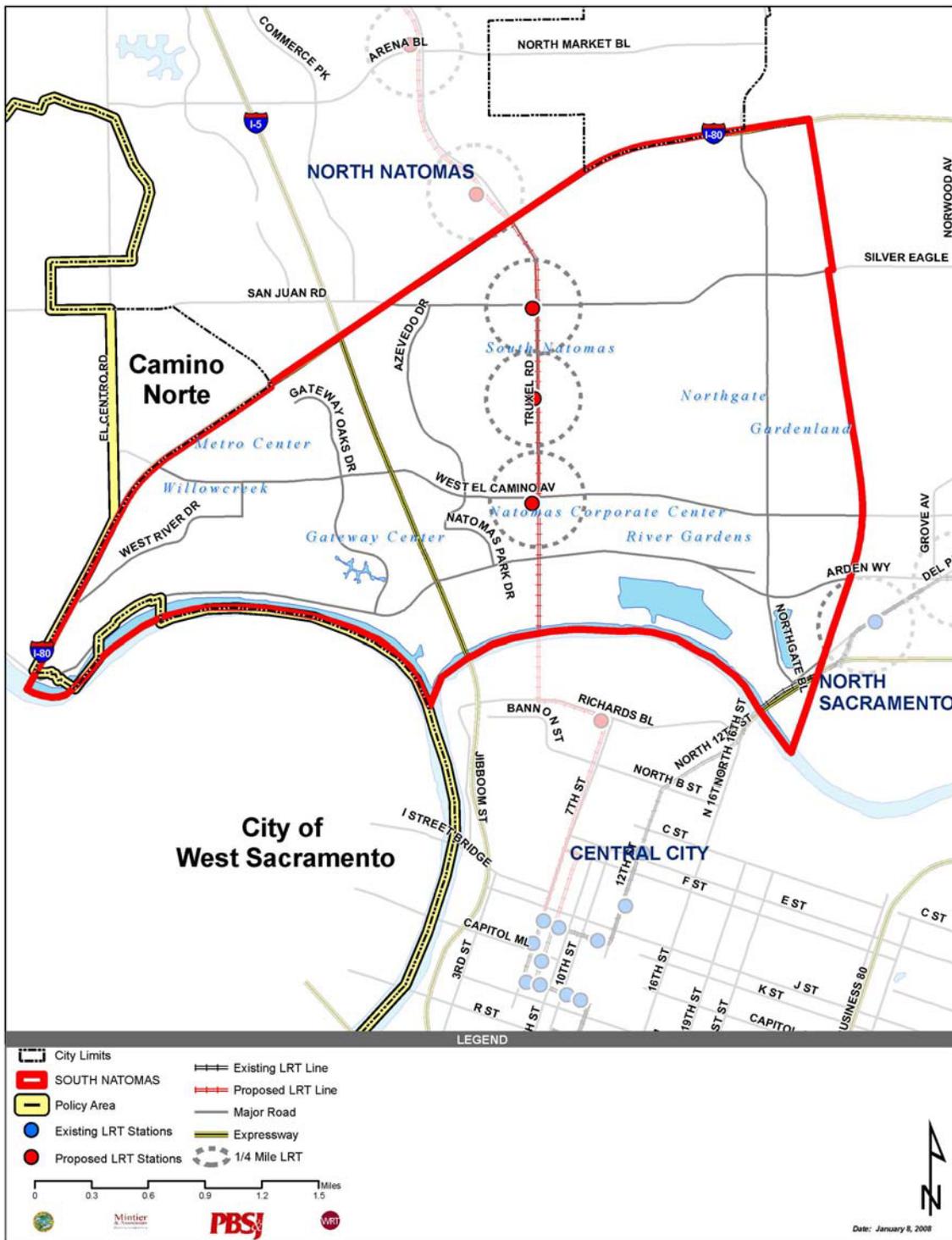
The South Natomas Community Plan Area encompasses numerous suburban neighborhoods, employment centers, and corridors. The South Natomas Plan Area encompasses three areas that were developed over different periods including the area east of Northgate (Northgate Special Planning District or Gardenland), the area between Northgate and I-5, and the area west of I-5. South Natomas has a significant amount of multi-family residential development compared to other community plan areas.

The majority of employment in South Natomas is in office uses, with very few industrial jobs. Office and business park development is located primarily along I-80 at Northgate Boulevard and I-5 where large-scale office parks provide a highly-visible and well-defined entrance to downtown. The Riverfront District, located north of the Garden Highway on the American River, is a mixed-use district with restaurants, marine retail stores, and housing. Major corridors such as Truxel and West El Camino provide additional community-serving retail and services. South Natomas has a relatively balanced jobs-to-housing ratio with 0.75 jobs for each housing unit. Key features of the South Natomas Community Plan area include the American River Parkway, Discovery Park, Ueda Parkway, Ninos Parkway, Bannon Creek Parkway, and Garden Highway Parkway.

### **Major Transportation Routes**

Regional access to and from South Natomas is provided by I-5 and I-80. Truxel Road, Northgate Boulevard, Gateway Park Boulevard, and Oaks Drive provide north-south connections to and from the area, while Garden Highway, West El Camino Avenue and San Juan Road provide east-west connections. A proposed Downtown/Natomas/Airport (DNA) Light Rail line would run through the area along Truxel Road and connect South Natomas to the Central City, North Natomas, and Sacramento International Airport.

**Figure SN-1  
South Natomas  
Boundary**



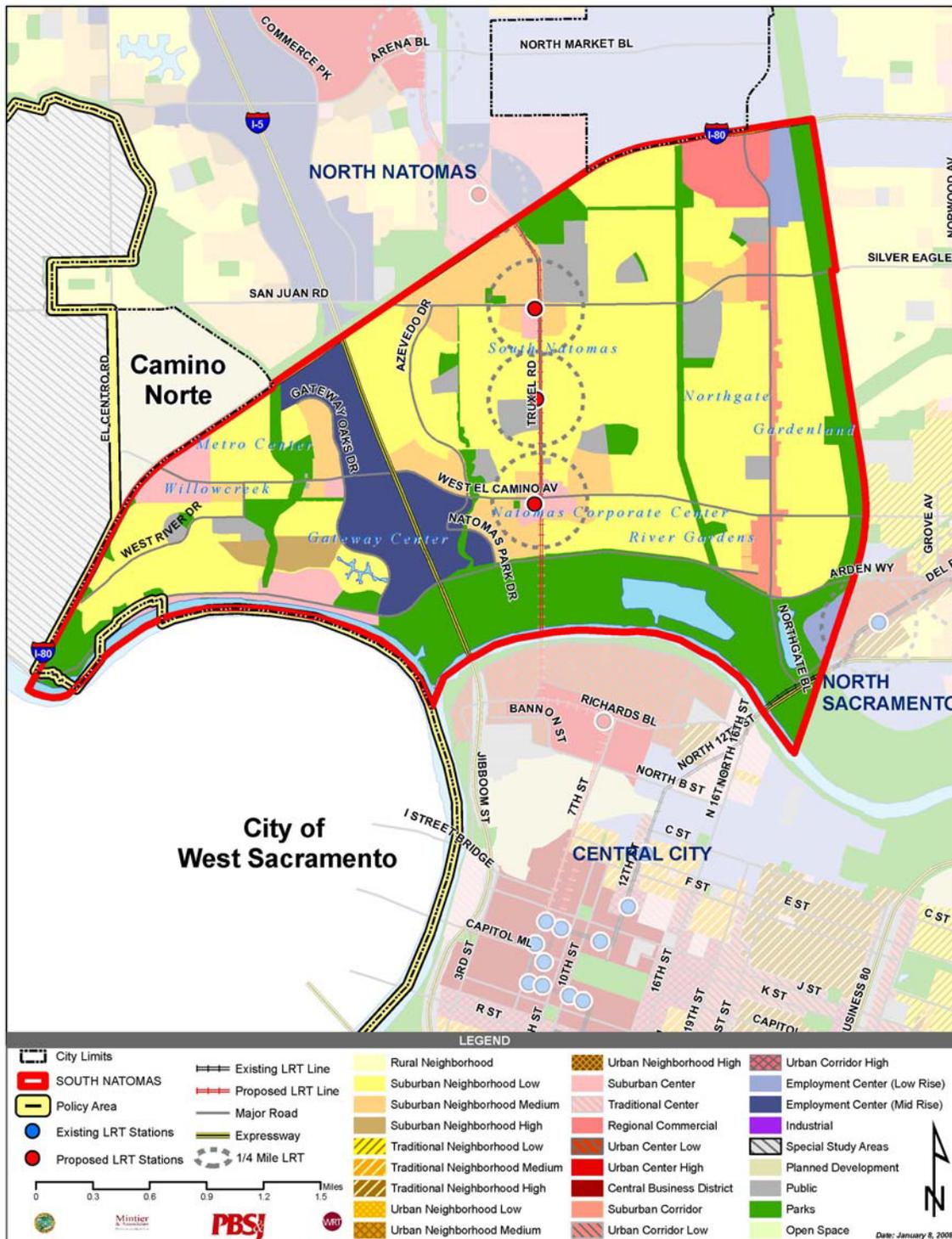
## **SECTION 4: COMMUNITY ISSUES**

Community issues will be developed when a future community planning process is undertaken.

## **SECTION 5: LAND USE AND URBAN FORM DESIGNATIONS**

The Land Use Element in Part 2 of the General Plan includes a diagram and set of designations that combines direction for both land use and urban form. The system includes components that address standards and guidelines for allowed uses, population density, and building intensity, as well as urban form criteria for the different neighborhoods and centers throughout the city. These components work together to define allowed uses and building intensities as well as the overall role of each area of the city, whether it's for living (neighborhoods), gathering and employment (centers), travel and commerce (corridors), preservation (open space), or a unique role (other district) such as a college. The land use and urban form designations for South Natomas are illustrated in Figure SN-2. For a detailed explanation of land use and urban form designations refer to the Land Use and Urban Design Element in Part 2 of the General Plan.

**Figure SN-2**  
**2030 General Plan Land Use & Urban Form Designations in the**  
**South Natomas Community Plan Area (Draft 2008)**



## SECTION 6: COMMUNITY POLICIES

This section includes policies that are unique to the South Natomas Community Plan Area. They are intended to supplement, but not repeat, citywide policies contained in Part 3 of the General Plan. The policies contained in community plans are organized to mirror the structure of the citywide General Plan elements. The following policies are taken from the existing South Natomas Community Plan (1988). Other policies in the existing South Natomas Community Plan that were outdated or overly general have been deleted. While the remaining policies have been edited slightly for consistency, the content of the policies has not been altered. Each of the policies has its original source listed in italicized brackets.

### 6-1 Land Use and Urban Design

**SN.LU 1.2 Multi-Family Residential Development.** The City shall limit the size of multi-family clusters to 200 units separated from other multi-family clusters by at least one thoroughfare. The City shall promote architectural variety and varied exterior construction materials on adjacent clusters and the placement of one story multi-family units adjacent to single-family development and as a visual break along streets. *[Source: South Natomas Community Plan; Population and Housing; Implementing Policy 1]*

**SN.LU 1.3 Multi-Family Residential Development.** The City shall require three or more housing types in medium-density and high-density residential projects of 30 gross acres or more, with the exception of mixed-use development along Northgate Boulevard. A maximum of 85 percent of the units will be of the dominant housing type and a minimum of 5 percent of each of the two minor housing types is required. (Policy amended by City Council Resolution 2006-395, 05/30/06) *[Source: South Natomas Community Plan; Population and Housing; Implementing Policy 2a]*

**SN.LU 1.4 Multi-Family Residential Development.** The City shall require two or more housing types in medium-density and high-density residential projects of 20 to 29 gross acres, with the exception of mixed-use development along Northgate Boulevard. A maximum of 90 percent of the units may be of the dominant housing type. (Policy amended by City Council Resolution 2006-395, 05/30/06) *[Source: South Natomas Community Plan; Population and Housing; Implementing Policy 2b]*

**SN.LU 1.7 Riverfront Landscaping.** The City shall ensure that all landscaping will be designed to provide un-obscured views of the Sacramento River from Garden Highway. *[Source: South Natomas Community Plan; Riverfront; Implementing Policy 6]*

**SN.LU 1.8 Riverfront District Development Review.** The City shall require all development in the Riverfront District be subject to a Special Permit and Design Review, with review by the Natomas Community Association. *[Source: South Natomas Community Plan; Riverfront; Implementing Policy 8]*

**SN.LU 1.9 Riverfront Public Access Easements.** The City shall provide, where feasible, public access easements from Garden Highway to the river and/or explore open space areas along the river to purchase for pedestrian access to the river. *[Source: South Natomas Community Plan; Riverfront; Implementing Policy 10]*

**SN.LU 1.10 Riverfront District Residential Compatibility.** The City shall encourage residential development in the Riverfront District. Housing types that are compatible with the Riverfront include condominiums, townhomes, clustered residential development, and single-family detached units built to withstand flood hazards. *[Source: South Natomas Community Plan; Riverfront; Implementing Policy 10] and [Source: South Natomas Community Plan; Riverfront; Implementing Policy 11]*

**SN.LU 1.11 Riverfront District Residential Density.** The City shall allow by Special Permit residential development with a density range of 4-10 dwelling units per net acre in the Riverfront District. All developments shall be subject to meeting the linear lot coverage and height restrictions. *[Source: South Natomas Community Plan; Riverfront; Implementing Policy 12]*

**SN.LU 1.12 Riverfront District Commercial Uses.** The City shall allow by Special Permit river-related commercial uses along the river. "River-related commercial" includes commercial uses that provide goods and services that directly enhance the river experience. Compatible uses include small-scale restaurants, fishing tackle shops, fish markets, "deli-to-go," and river equipment shops. Incompatible uses, for example, include tee-shirt shops, souvenir shops, video stores, and dry cleaners. *[Source: South Natomas Community Plan; Riverfront; Implementing Policy 13]* and *[Source: South Natomas Community Plan; Riverfront; Implementing Policy 14]*

**SN.LU 1.13 Riverfront District Office Development.** The City shall limit future office development to administrative support activities for river-related commercial businesses in the Riverfront district only; and in no case shall the administrative support activity exceed 25 percent of the square footage of the business that it supports. *[Source: South Natomas Community Plan; Riverfront; Implementing Policy 15]*

**SN.LU 1.14 Riverfront District Restaurant Row.** In order to prevent an "intensive restaurant row," the City may permit restaurants in the Riverfront District (west of Orchard Lane) subject to a Special Permit and provided that the seating capacity of each restaurant does not exceed 80 seats and adequate on-site parking is provided, and subject to a finding that Garden Highway traffic capacity is not exceeded. An additional cafe or delicatessen (within Riverbank Marina), not to exceed 20 seats may also be provided subject to a Special Permit. Planning entitlements to waive and/or reduce parking and to increase seating shall be discouraged. *[Riverfront section amended by City Council Resolution 96-402, July 30, 1996]* *[Source: South Natomas Community Plan; Riverfront; Implementing Policy 18]*

## 6-2 Housing

There are no policies specific to South Natomas that supplement the citywide General Plan policies. Please see the Housing Element in Part 2 of the General Plan.

## 6-3 Historic and Cultural Resources

There are no policies specific to South Natomas that supplement the citywide General Plan policies. Please see the Historic and Cultural Resources Element in Part 2 of the General Plan.

## 6-4 Economic Development

There are no policies specific to South Natomas that supplement the citywide General Plan policies. Please see the Economic Development Element in Part 2 of the General Plan.

## 6-5 Mobility

**SN.M 1.1 Freeway Landscaping.** The City shall maintain a landscaped corridor adjoining both sides of I-5 through South Natomas to mark an important entryway to the city and to provide protection from freeway nuisance for adjoining residential development. *[Source: South Natomas Community Plan; Transportation; Freeway Landscaped Corridors; Guiding Policy 1]*

**SN.M 1.2 Drive-through Commercial.** The City shall discourage drive-through commercial uses.

*[Source: South Natomas Community Plan; Transportation; Traffic and Level of Service; Implementing Policy 4]*

**SN.M 1.3 Regional Transit.** The City shall acquire of right-of-way for the extension of light rail service into the community. *[Policies F and G amended by City Council Resolution 94-117, 03/01/94] [Source: South Natomas Community Plan; Transportation; Transit; Implementing Policy 6]*

## **6-6 Utilities**

There are no policies specific to South Natomas that supplement the citywide General Plan policies. Please see the Utilities Element in Part 2 of the General Plan.

## **6-7 Education, Recreation, and Culture**

There are no policies specific to South Natomas that supplement the citywide General Plan policies. Please see the Education, Recreation, and Culture Element in Part 2 of the General Plan.

## **6-8 Public Health and Safety**

**SN.PHS 1.1 Fire Station Dedication.** The City shall designate a new fire station on the west side of I-5, consistent with the City's Fire Protection Master Plan. *[Source: South Natomas Community Plan; Public Facilities; Fire Stations; Implementing Policy 1]*

**SN.PHS 1.2 Localized Noise Assessments.** The City shall notify the County Department of Airports when applications for residential entitlements west of I-5 are submitted. If the City Department of Planning and Development Services determine that a noise problem may exist at the project site, it may require the applicant to finance a localized noise assessment for the project site, including an analysis of aircraft noise based on the Metro aircraft operations and flight patterns. *[Source: South Natomas Community Plan; Public Health and Safety; Noise; Implementing Policy 2]*

**SN.PHS 1.3 Airport Overflight Notice.** The City shall endeavor to notify potential homeowners and residents of South Natomas of the over-flights by aircraft using Sacramento International Airport by providing for such notice as a condition of approval of PUDs, tentative maps or Special Permits to develop residential units in South Natomas. *[Source: South Natomas Community Plan; Public Health and Safety; Noise; Implementing Policy 4]*

## **6-9 Environmental Resources**

There are no policies specific to South Natomas that supplement the citywide General Plan policies. Please see the Environmental Resources Element in Part 2 of the General Plan.

## **6-10 Environmental Constraints**

There are no policies specific to South Natomas that supplement the citywide General Plan policies. Please see the Environmental Constraints Element in Part 2 of the General Plan.

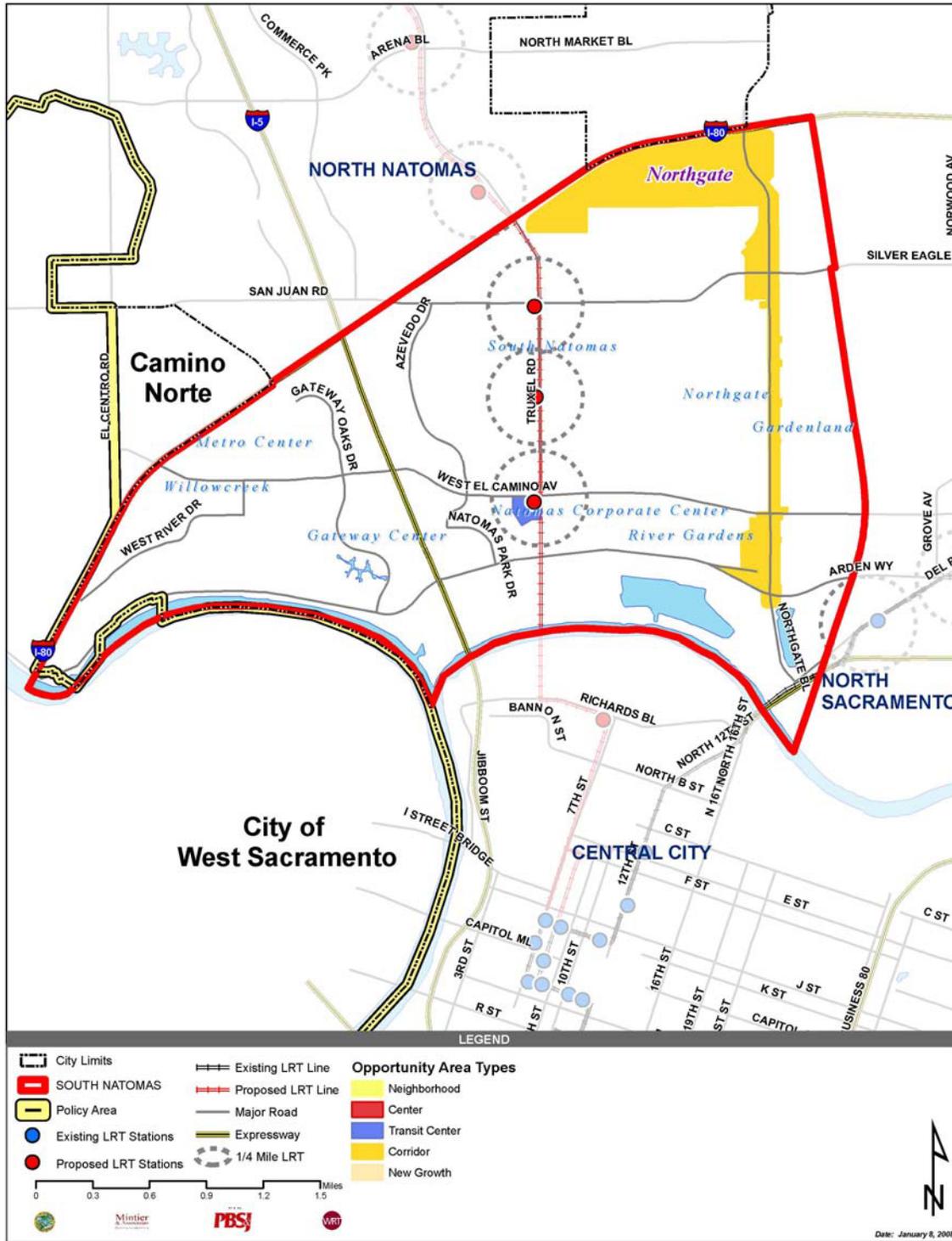
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## SECTION 7: OPPORTUNITY AREAS

This section includes information about opportunity areas in the South Natomas Community Plan Area. Table SN-1 lists each opportunity area that falls completely or partially within the community plan area. Figure SN-3 shows a map of all the opportunity area locations within the community plan area. Information will continue to be developed and refined for each opportunity area as needs are assessed and development focus shifts throughout the South Natomas Community Plan Area.

<b>Table SN-1 South Natomas Opportunity Areas</b>	
<b>Opportunity Area</b>	<b>Type</b>
<b>Downtown/Natomas/Airport (DNA) Line Light Rail Proposed Stations</b>	
West El Camino Avenue Light Rail Station	Proposed Transit Center
Pebblestone Way Light Rail Station	Proposed Transit Center
San Juan Road Light Rail Station	Proposed Transit Center
<b>Commercial Corridor Revitalization</b>	
Northgate Boulevard	Mixed-Use Corridor
<i>Source: City of Sacramento, 2006</i>	

**Figure SN-3  
 South Natomas Opportunity Areas**



## SECTION 8: RELEVANT PLANS AND STUDIES

This section will outline each relevant plan and study that has been adopted or developed by local, State, and Federal agencies or community groups and organizations.

- Northgate Plan (~2004)
- Gardenland/Northgate SNAP
- Northgate Boulevard Streetscape Plan (2006)

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**Attachment 9  
Central City Community Plan**

## CENTRAL CITY COMMUNITY PLAN

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## **SECTION 1: PLAN LOCATION**

The Central City Community Plan area is bounded by the Sacramento River on the west, the American River on the north, Business 80 and Alhambra Boulevard on the east, and Broadway on the south. The properties fronting on the eastern side of Alhambra Boulevard and the southern side of Broadway are included within the Central City Community Plan area. Figure CC-1 shows the Central City Planning Area boundary. Other Community Plan Areas surround the central city; South Natomas on the north, North Sacramento and Arden Arcade on the northeast corner, East Sacramento on the eastern boundary, Fruitridge Broadway on the southeastern corner and Land Park on the south. The City of West Sacramento is situated on the west of the Central City.

## **SECTION 2: COMMUNITY VISION**

Community vision will be developed through a public process when the Central City Community Plan is updated.

*Note to reader: A community plan vision identifies how each community can contribute to Sacramento's citywide vision of becoming the most livable city in America. The community vision focuses on values and expectations specific to the community that can be accomplished by 2030, and beyond. Where the 2030 General Plan's goals, policies and implementation programs define the roadmap of strategies to achieve the overall citywide vision, the community plan vision should be specific to each community and support the overall citywide vision. It can address community identity, economic health, neighborhood design and livability, mobility and connectivity, community safety and welfare, historic and cultural resources, access to open space and parks, and sustainability.*

## **SECTION 3: COMMUNITY PROFILE**

### **3-1 Development and Planning History**

Sacramento was founded in 1849 along the Sacramento River waterfront and extended east along J Street towards Sutter's Fort. Early settlement in Sacramento was punctuated by devastating floods and fires, necessitating early development of flood control measures and fire and police services. The Central City was historically referred to as the "Old City" and comprised over 700 city blocks. Specifically, the "Old City" boundaries included all the property lying between the Sacramento River on the west, the Southern Pacific Main Line Railroad levee on the north, Alhambra Boulevard on the east, and Broadway on the south.

By the 1950s the Old City had deteriorated into blighted conditions. The City designated a 60-block area, known as the West End, for redevelopment into office buildings, Capitol Mall, and the K Street pedestrian mall. In 1962, the City adopted plans for the location of Interstate 80 and Interstate 5. In the early 1960s numerous planning studies were published that emphasized arts, industry, and history. The Central City Plan was adopted in 1961, and the first community plan for "Old City" was adopted in 1963 and then updated in 1966 to account for development progress.

The 1980 Central City Community Plan marked a major departure from past zoning patterns and established new land use and zoning regulations. Major changes recommended amending zoning to reflect existing land use. Between 1980 and 2004 there were 24 amendments to the Plan. In 1993 the Central City Community Plan boundaries were amended to encompass the Southern Pacific Railyards and the Richards Boulevard area. In 1995 the Community Plan boundaries were revised to include Sutter's Landing Park.

As of 2005, there were twenty-seven historic districts established in Central City including: Q Street, 12<sup>th</sup> Street Commercial, 20<sup>th</sup> and N Street, Alkali Flat (North, South, West, and Central), Boulevard Park, Bungalow Row, C Street Commercial and Industrial, Capital Mansions, Capitol and Capitol Avenue, Cathedral Square, Fremont Park, Marshall Park, Memorial Auditorium, Merchant Street, Cesar Chavez Plaza Park/CBD, Poverty Ridge, R Street, South Side, Washington, Washington School, and Winn Park.

## **3-2 Distinguishing Features**

### **Predominant Land Uses**

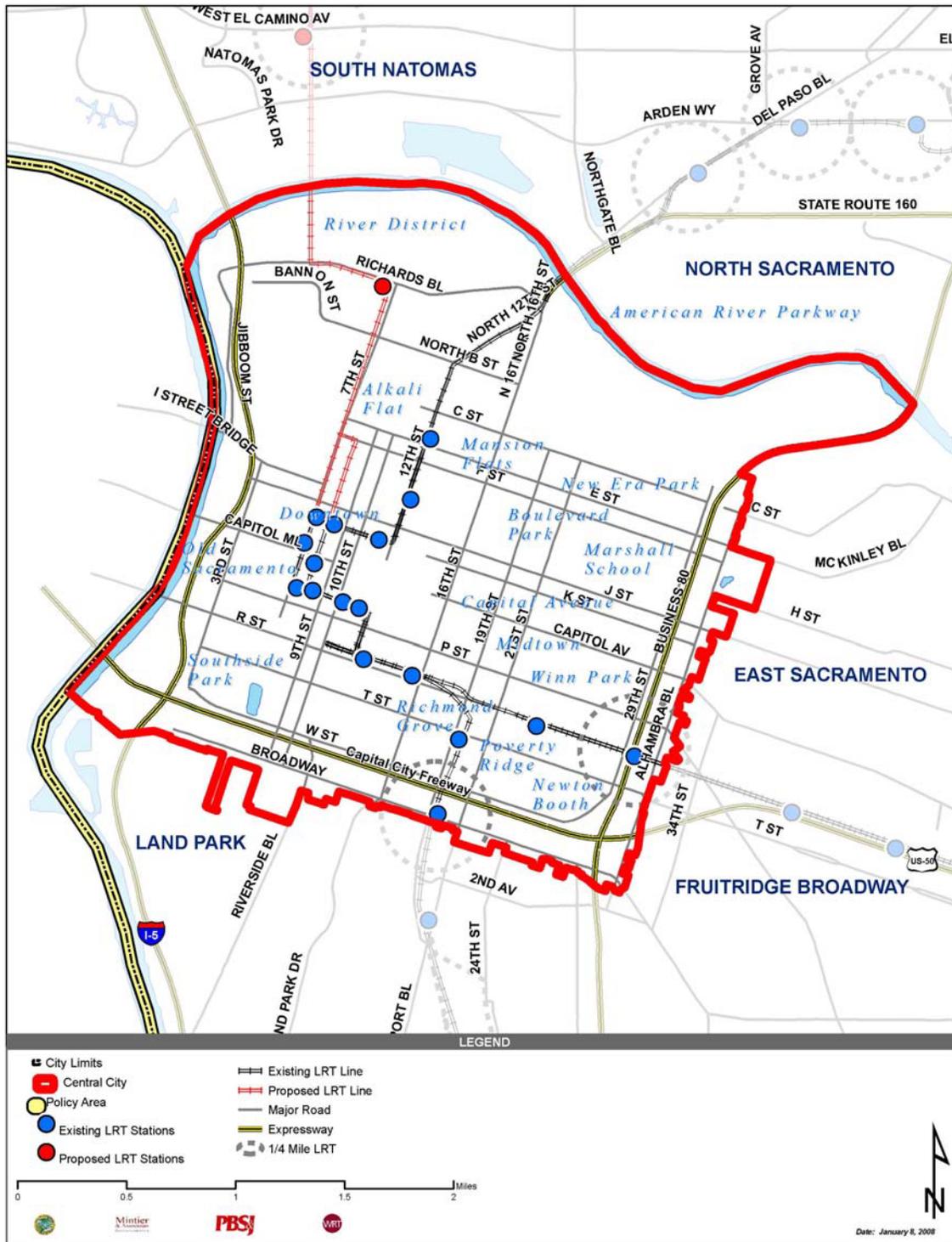
The Central City Community Plan area is the core of the city of Sacramento, California's State capital. This bustling urban downtown holds State government buildings, corporate offices and businesses, high-rise condominiums, historic neighborhoods, parks and recreational areas, restaurants and shops, schools, and industrial and manufacturing complexes all within a tree-lined street grid. The Central City contains numerous infill parcels in large sections such as the River District and the Railyards. The Central City comprises thirteen neighborhoods including Dos Rios Triangle, Alkali Flat, Mansion Flats, New Era Park, Old Sacramento, Downtown, Boulevard Park, Marshall School, Midtown/Winn Park/Capitol Avenue, Southside Park, Richmond Grove, Poverty Ridge, and Newton Booth. Designated neighborhood corridors include sections of I Street, K Street, P Street, and Capitol Avenue in Midtown, and sections of 10<sup>th</sup> Street, 16<sup>th</sup> Street, and S Street in the Southside Park area. Consistent with its urban form, the Central City has the highest percentage of multi-family attached dwelling units and office employment of any of the community plan areas. Parks and recreation areas are distributed throughout the Central City grid and include over 20 small plazas, city parks, waterfront areas like Tiscornia Park (9.83 acres) at the confluence of the American River and Sacramento River, and Sutter's Landing Park (172.60 acres).

Employment in the Central City is primarily office which includes State and Federal employees that are employed in an office setting. Retail and industrial jobs are less significant employers. Commercial and retail uses are distributed throughout the city grid with a concentration of local, small-scale, pedestrian oriented retail and commercial on J Street.

### **Major Transportation Routes**

Regional access to and from the Central City is provided by I-5, I-80, Highway 160, and Highway 99. The Central City street network is laid out in a grid pattern with numbered streets running north-south and lettered streets running east-west. Major streets that connect the Central City with outlying areas include 15<sup>th</sup> Street and 19<sup>th</sup> Street running south; 16<sup>th</sup> Street and 21<sup>st</sup> Street running north (to C Street); J Street running east; I Street running west; and Capitol Avenue running east/west. In addition to these major streets, the I Street Bridge and Tower Bridge connect Sacramento with West Sacramento. The Central City is also the convergence of the Blue and Gold Line Light Rail lines that connect Downtown with northeastern, eastern, and southern Sacramento.

Figure CC-1  
Central City Boundary



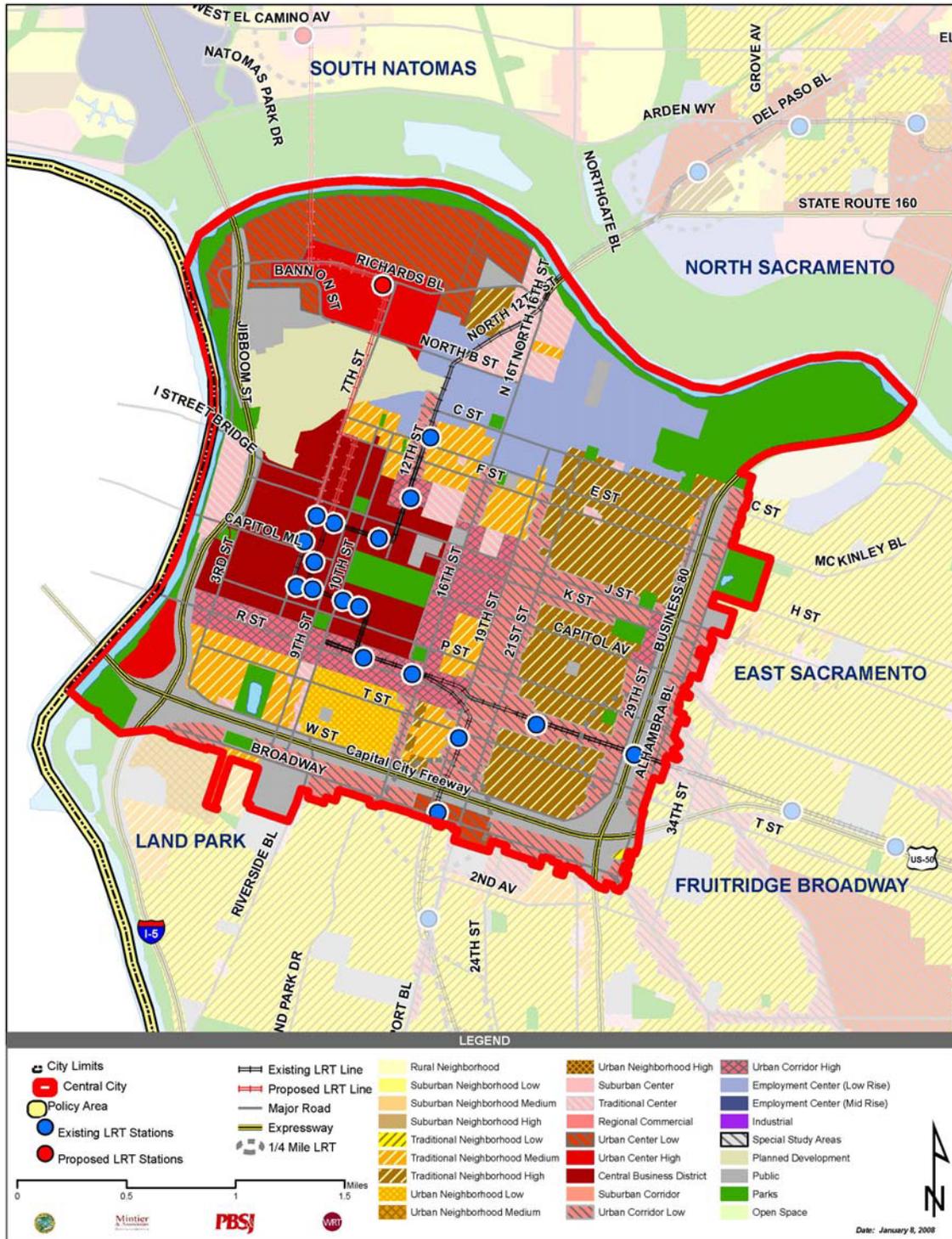
## **SECTION 4: COMMUNITY ISSUES**

Community issues will be developed when a future community planning process is undertaken.

## **SECTION 5: LAND USE AND URBAN FORM DESIGNATIONS**

Part 2 of the General Plan includes a diagram and set of designations that combines direction for both land use and urban form. The system includes components that address standards and guidelines for allowed uses, population density, and building intensity, as well as urban form criteria for the different neighborhoods and centers throughout the city. These components work together to define allowed uses and building intensities as well as the overall role of each area of the city, whether it's for living (neighborhoods), gathering and employment (centers), travel and commerce (corridors), preservation (open space), or a unique role (other district) such as a college. The land use and urban form designations for Central City are illustrated in Figure CC-2. Section 7 includes a more detailed discussion of land use and urban form for the River District opportunity area. For a detailed explanation of land use and urban form designations refer to the Land Use and Urban Design Element in Part 2 of the General Plan.

**Figure CC-2**  
**2030 Land Use and Urban Form Designations in the**  
**Central City Community Plan Area (Draft 2008)**



## SECTION 6: COMMUNITY POLICIES

This section includes policies that are unique to the Central City Community Plan Area. They are intended to supplement, but not repeat, citywide policies contained in Part 2 of the General Plan. The policies contained in the community plans are organized to mirror the structure of the citywide General Plan elements. The following policies are taken from the existing Central City Community Plan (1980). Other policies in the existing Central City Community Plan that were outdated or overly general have been deleted. While the remaining policies have been edited slightly for consistency, the content of the policies has not been altered. Each of the policies has its original source listed in italicized brackets.

### 6-1 Land Use and Urban Design

**CC.LU 1.1 Industrial Areas.** The City shall upgrade the industrial-designated areas of the Central City and minimize incompatibilities with adjacent land uses. *[Source: Central City Community Plan; Goals; Industrial Goal]*

**CC.LU 1.2 Visual Qualities.** The City shall improve the visual qualities of improvements, especially signing, building and yard maintenance, commercial developments and overhead utilities. *[Source: Central City Community Plan; Goals; Environmental Goal; Sub-Goal 4]*

**CC.LU 1.3 Interrelated Land Uses.** The City shall provide for organized development of the Central City whereby the many interrelated land use components of the area support and reinforce each other and the vitality of the community. *[Source: Central City Community Plan; Goals; Urban Development Goal]*

**CC.LU 1.4 New Light Industrial.** The City shall identify new types of light industrial uses that may be desirable and appropriate in industrial areas. *[Source: Central City Community Plan; Goals; Industrial Sub-Goal; Goal 3]*

**CC.LU 1.5 Office Development.** The City shall provide the opportunity for office development in appropriate areas of the Central City, placing emphasis for development in and around the Central Business District. *[Source: Central City Community Plan; Goals; Office Goal]*

**CC.LU 1.6 Central Business District.** The City shall improve the physical and social conditions, urban aesthetics and general safety of the Central Business District. *[Source: Central City Community Plan; Goals; Commercial Goal; Sub-Goal 5]*

### 6-2 Housing

**CC.H 1.1 Mixed-Use Buildings.** The City shall provide the opportunity for mixture of housing with other uses in the same building or on the same site at selected locations to capitalize on the advantages of close-in living. *[Source: Central City Community Plan; Goals; Housing and Residential Goal; Sub-Goal 2]*

### 6-3 Historic and Cultural Resources

**CC.HCR 1.1 Preservation.** The City shall support programs for the preservation of historically and architecturally significant structures which are important to the unique character of the Central City. *[Source: Central City Community Plan; Goals; Environmental Goal; Sub-Goal 5]*

**CC.HCR 1.2 Old Sacramento.** The City shall continue the development of historic “Old Sacramento”

as a major tourist, entertainment, and cultural area in the region. *[Source: Central City Community Plan; Goals; Commercial Goal; Sub-Goal 10]*

## 6-4 Economic Development

There are no policies specific to Central City that supplement the citywide General Plan policies. Please see the Economic Development Element in Part 2 of the General Plan.

## 6-5 Mobility

**CC.M 1.1 Major Street System.** The City shall establish a major street system which will route vehicular traffic to the activity areas of the Central City without directing such traffic through residential neighborhoods. *[Source: Central City Community Plan; Goals; Transportation Goal; Sub-Goal 1]*

**CC.M 1.2 Adequate Parking.** The City shall provide adequate off-street parking to meet the needs of shoppers, visitors, and residents. *[Source: Central City Community Plan; Goals; Transportation Goal; Sub-Goal 4]*

**CC.M 1.3 Residential Street Parking.** The City shall reduce the adverse impact of commuter parking on residential streets. *[Source: Central City Community Plan; Goals; Transportation Goal; Sub-Goal 7]*

**CC.M 1.4 Peak-period Parking.** The City shall continue peak-period curb parking restrictions on various streets in the downtown area to increase carrying capacity, reduce traffic delays, and aid in circulation. *[Source: Central City Community Plan; Transportation–Roadways; Recommended Classifications, Modifications, and Improvements for Roadways; Recommendation 9]*

**CC.M 1.5 Richards Boulevard and Business 80 Connection.** The City shall designate the connection of Richards Boulevard and Business 80 as a potential transportation corridor that may be considered in the future for various modes of travel. *[Source: Amended 12-14-93, Resol. No. 93-741 and Central City Community Plan; Transportation–Roadways; Recommended Classifications, Modifications, and Improvements for Roadways; Recommendation 4]*

**CC.M 1.6 Commuter Bikeways.** The City shall prioritize the addition of commuter routes to existing bikeways. The plan recommends that the City identify a north-south route and an east-west bike route that would be improved for commuter use. Improvements would involve modification of the streets to accommodate bicycle commuters rather than exclusively for auto use. *[Source: Central City Community Plan; Transportation–Bikeways; bikeways recommendations embedded in text; Recommendation 3]*

**CC.M 1.7 Increased Frequency for Transit.** The City shall encourage increased frequency and scheduling reliability of local transit routes within the Central City area, including signal pre-emption in all major transit corridors. *[Source: Central City Community Plan; Transportation – Public Transportation; Recommendations for Improved Public Transportation; Recommendation 4]*

## 6-6 Utilities

There are no policies specific to Central City that supplement the citywide General Plan policies. Please see the Utilities Element in Part 2 of the General Plan.

## 6-7 Education, Recreation, and Culture

**CC.ERC 1.1 Parks.** The City shall develop three new neighborhood parks to provide park space within convenient access; a fourth neighborhood park may be needed in the vicinity of Newton Booth School in the event the school site is lost for open space use. These parks should be small (approximately one acre), have neighborhood-oriented activities, and their development should not involve removal of existing sound housing stock. *[Source: Central City Community Plan; Open Space; Recommendation 2]*

**CC.ERC 1.2 Central City Vocational Facilities.** The City shall maintain quality educational/vocational facilities and services for Central City residents. *[Source: Central City Community Plan; Goals; Education Goal]*

**CC.ERC 1.3 Sutter's Landing Park.** The City shall develop the Sutter's Landing Park area as a regional park in accordance with an adopted Park Master Plan for the area. (Amended 11-14-95, Resol. No. 95-657) *[Source: Central City Community Plan; Goals; Parks and Recreation Goal; Sub-Goal 7]*

**CC.ERC 1.4 Sutter's Landing Park Connections.** The City shall develop riparian trail connections between the Sutter's Landing Park area, Tiscornia Park, and Glen Hall Park. (Amended 11-14-95, Resol. No. 95-657) *[Source: Central City Community Plan; Goals; Parks and Recreation Goal; Sub-Goal 8]*

**CC.ERC 1.5 Sacramento River Parkway.** The City shall develop the Sacramento River Parkway and Sutter's Landing Park facilities in conjunction with American River Parkway trail linkages. (Amended 11-14-95, Resol. No. 95-657). *[Source: Central City Community Plan; Open Space; Recommendation 3]*

**CC.ERC 1.6 Joint Use Urban School.** The City and School District should collaborate to create a joint-use urban school or enhance one or more existing schools off-site that can serve the needs of the Railyards and Sacramento residents. (Amended 12-14-93, Resol. No. 93741) *[Source: Central City Community Plan; Goals; Education Goal; Goal 3]*

## 6-8 Public Health and Safety

There are no policies specific to Central City that supplement the citywide General Plan policies. Please see the Public Health and Safety Element in Part 2 of the General Plan.

## 6-9 Environmental Resources

There are no policies specific to Central City that supplement the citywide General Plan policies. Please see the Environmental Resources Element in Part 2 of the General Plan.

## 6-10 Environmental Constraints

There are no policies specific to Central City that supplement the citywide General Plan policies. Please see the Environmental Constraints Element in Part 2 of the General Plan.

## 6-11 Special Planning Districts

### RAILYARDS

**CC.SPD 1.1.** The Sacramento Railyards Specific Plan proposes development of a transit-oriented mixed-use urban environment that would include between 10,000-12,100 dwelling units, 2.3 million square feet of office, 1.3 million square feet of retail, 1,100 hotel rooms, 491,000 square feet of mixed-use flex space, 485,390 square feet of historic/cultural uses, and 46 acres of open space on 244-acres bounded generally by the Sacramento River on the west, the City Water Treatment Plant and North B Street on the north, 12<sup>th</sup> Street on the east, and H Street between 5<sup>th</sup> and 7<sup>th</sup> Streets. *[Source: Amended 12-11-07, Resol. No. 2007-905]*

### RIVER DISTRICT

The River District area, formerly Richards Boulevard, will evolve into an urban center with employment-intensive uses, a mix of housing, and a variety of retail uses, including local shops, restaurants, and services. A specific plan for this area will be developed starting in 2008.

### R STREET CORRIDOR

**CC.SPD 1.2. R Street Employment.** The City shall reinforce the CBD as the city's regional employment center. While recognizing the CBD as the city's preeminent regional employment and high-rise office center, the R Street Corridor should be developed at a scale and mix of uses to provide a transition between the high intensity CBD, the mixed-use state Capitol Plan area, and the adjacent lower density residential districts. *[Source: Central City Community Plan; R Street Corridor Community Plan; Goals and Policies; Goal 1]*

**CC.SPD 1.3. R Street Neighborhoods.** The City shall create distinct, stable and integrated residential neighborhoods serving a range of income levels and populations to provide a choice of housing opportunities near downtown jobs. *[Source: Central City Community Plan; R Street Corridor Community Plan; Goals and Policies; Goal 2]*

**CC.SPD 1.4. R Street Transit-Oriented Development.** The City shall encourage mixed-use residential/commercial development within a 660 foot radius of each light rail station, subject to compliance with setbacks and other building intensity standards, to ensure a design and scale compatible with adjacent neighborhood scale uses. *[Source: Central City Community Plan; R Street Corridor Community Plan; Goals and Policies; Policy 3.1]*

**CC.SPD 1.5. R Street Surface Parking.** The City shall reduce the amount of land devoted to surface parking through reduced parking standards and local, regional and State implementation of shuttle service and peripheral parking lot programs. *[Source: Central City Community Plan; R Street Corridor Community Plan; Goals and Policies; Policy 3.2]*

**CC.SPD 1.6. R Street Extended Hours.** The City shall create an appropriate mix of residential and non-residential uses within the Corridor, with an emphasis on new housing to serve projected Central City employment growth and support a vibrant 18-hour downtown environment. *[Source: Central City Community Plan; R Street Corridor Community Plan; Goals and Policies; Goal 4]*

**CC.SPD 1.7. R Street New Neighborhoods.** The City shall designate a majority of the land area in

the R Street Corridor primarily for residential mixed-uses to establish new neighborhoods. *[Source: Central City Community Plan; R Street Corridor Community Plan; Goals and Policies; Policy 4.1]*

**CC.SPD 1.8. R Street Square Footage.** The City shall designate at least 80 percent of the square footage for residential use and up to 20 percent for ground floor neighborhood-serving commercial or office uses within the Residential Mixed-use district. *[Source: Central City Community Plan; R Street Corridor Community Plan; Goals and Policies; Policy 4.2]*

**CC.SPD 1.9. R Street Standards.** The City shall establish height limits, setbacks and other standards along Q and S Streets and near existing lower-scale residential and commercial uses. *[Source: Central City Community Plan; R Street Corridor Community Plan; Goals and Policies; Policy 5.1] l – n*

**CC.SPD 1.10. R Street Height Limits–Q and S Streets.** The City shall establish a height limit along Q and S Streets,. These height limits are subject to compliance with Floor to Area Ratio (FAR) standards to ensure compatibility with adjacent uses. *[Source: Central City Community Plan; R Street Corridor Community Plan; Goals and Policies; Policy 5.2]*

**CC.SPD 1.11. R Street Height Limits–Benvenuti Plaza.** The City shall limit heights on 16th Street adjacent to Benvenuti Plaza to 75 feet. *[Source: Central City Community Plan; R Street Corridor Community Plan; Goals and Policies; Policy 5.3]*

**CC.SPD 1.12. R Street Height Limits–Residential Neighborhoods.** The City shall buffer existing residential developments under 45 feet in height (i.e., Capital Terrace, Governor's Square East, Saratoga Town homes, Southside, and Q and S Streets neighborhoods at the eastern end of the Corridor) from adjacent uses by limiting heights and requiring adequate setbacks to minimize encroachment on light or air for existing housing. *[Source: Central City Community Plan; R Street Corridor Community Plan; Goals and Policies; Policy 5.4]*

**CC.SPD 1.13. R Street Design Guidelines.** The City shall adopt Design Guidelines to ensure adequate light, air and transition in building heights, similar to the guidelines in effect in the Urban Design Plan for the CBD. *[Source: Central City Community Plan; R Street Corridor Community Plan; Goals and Policies; Policy 5.5]*

**CC.SPD 1.14. R Street Allowed Uses.** The City shall provide flexibility in allowed uses for new structures located on small parcels which are partially developed with structures listed as essential or priority in the City's official register which abut major streets.*[Source: Central City Community Plan; R Street Corridor Community Plan; Goals and Policies; Policy 6.2]*

**CC.SPD 1.15. R Street Parks.** The City shall provide up to 20 acres of parks and/or open space to meet the current City park standard of five acres per 1,000 residents. *[Source: Central City Community Plan; R Street Corridor Community Plan; Open Space and Community Facilities; Parks – Policy 8.1]*

**CC.SPD 1.16. R Street Parks.** The City shall improve existing neighborhood parks serving the Corridor (Southside, Roosevelt, Fremont, Winn) with active uses and family facilities to serve future residents of the Corridor. *[Source: Central City Community Plan; R Street Corridor Community Plan; Open Space and Community Facilities; Parks – Policy 8.5]*

**CC.SPD 1.17. R Street Schools.** The City and the Sacramento City School District shall cooperatively explore the possibility of a smaller prototype urban school that can serve the needs of R Street Corridor residents if existing facilities cannot fully meet the need. *[Source: Central City Community Plan; R Street Corridor Community Plan; Open Space and Community Facilities; Schools – Policy 9.2]*

**CC.SPD 1.18. R Street Design.** The City shall design R Street as a local, pedestrian scale street. *[Source: Central City Community Plan; R Street Corridor Community Plan; Circulation; Vehicular Circulation – Goal 10]*

**CC.SPD 1.19. R Street Local Street Classification.** The City shall retain the local street classification for R Street as a two-lane, two-way street; facilitate pedestrian, bicycle and vehicular forms of circulation; retain stop signs, as warranted, to reduce traffic volumes; and slow the speed of traffic. *[Source: Central City Community Plan; R Street Corridor Community Plan; Circulation; Vehicular Circulation – Policy 10.1]*

**CC.SPD 1.20. R Street Vehicular Access.** The City shall limit vehicle access from R Street and encourage parking access from the alleys to reduce the amount of street frontage devoted to the automobile and to minimize traffic on R Street. *[Source: Central City Community Plan; R Street Corridor Community Plan; Circulation; Vehicular Circulation – Policy 10.2]*

**CC.SPD 1.21. R Street Design.** The City shall improve portions of R Street which are currently substandard, and design streets to reflect a pedestrian scale. *[Source: Central City Community Plan; R Street Corridor Community Plan; Circulation; Vehicular Circulation – Policy 10.3]*

**CC.SPD 1.22. R Street Multi-modal.** The City shall link future enhancements to bus or shuttle service within the corridor to the Intensive Mixed-Use district on the west end with the 13th Street Light Rail Station. *[Source: Central City Community Plan; R Street Corridor Community Plan; Circulation; Transit/Bus Service – Policy 10.4]*

**CC.SPD 1.23. R Street Multi-modal.** The City shall promote multiple modes of circulation through the adoption of new R street cross sections. *[Source: Central City Community Plan; R Street Corridor Community Plan; Circulation; Street Cross Sections – Goal 11]*

**CC.SPD 1.24. R Street Design.** The City shall provide within the R Street public right of way: street trees where appropriate, street lighting, on-street parking, and pedestrian walkways to provide a safe and attractive environment for pedestrians, bicyclists, and other modes of transportation. Several different street cross sections are proposed for R Street to address different historic, urban design, transit, circulation and land use conditions. The west end of the corridor, the 3rd to 9th Street section, is proposed to serve more intensive office, and residential mixed-uses. For the east end of the corridor, from 23rd to 29th Streets, the light rail line occupies the middle of the street, and a significant amount of the street right of way. This cross section is proposed to serve predominantly residential and retail uses. (Amend Res. 2006-672)

**CC.SPD 1.25. 3rd-9th Street Cross section.** From 2nd to 19th Streets, an 80-foot right-of-way exists to accommodate the desired two-way, two lane local street. From 3<sup>rd</sup> to 9<sup>th</sup> Streets the cross-sections will be those specified in Figures 14a, b, and c (Appendix A). From 7<sup>th</sup> to 9<sup>th</sup> Streets typical cross-sections will be as indicated in Figure 14c (Appendix A). Alteration of this typical cross-section, to accommodate existing conditions, may be evaluated by staff on a case-by-case basis without need for a Community Plan Amendment. Certain minimum standards must be met by all proposed cross-sections unless existing conditions preclude compliance with the typical cross-section, as determined by the City: 1) Bulb-outs are generally required at all round corners unless determined otherwise by the City Traffic Engineer; 2) Applications for on-street diagonal parking shall be submitted to the Department of Public Works for review. Diagonal parking requests will be considered on a block-by-block basis. On-street diagonal parking must be approved by the City Council; 3) A minimum six foot wide sidewalk is required; 4) Street trees must be provided, with a minimum six foot wide planter, and; 5) Street lights must be provided. (Amend Res 2003-180, Amend Res 2006-672)

**CC.SPD 1.26. 9<sup>th</sup> to 19<sup>th</sup> Street Cross Section.** Figures 15a to 15f (Appendix A) depict the proposed cross sections for the 9<sup>th</sup> to 19<sup>th</sup> Street section of R Street. The street sections are categorized according to the four sectors A through D, indicated in the Central City Urban Design Guidelines for the R Street Corridor. The character and land uses along the Corridor change dramatically from block to block which these street sections address by each sector. Alterations of these street sections may be needed due to diverse conditions of R Street. Alterations of these typical street sections may be evaluated and approved by the city manager or designee on a case-by-case basis without need for Community Plan Amendment. However, the following minimum standards must be met by any proposed cross sections unless conditions preclude compliance with the typical cross section as determined by the City: 1) A minimum five-foot continuous pedestrian walkway must be provided on at least one side of R Street; 2) A minimum three-foot wide detectable warning strip of yellow truncated domes along with bollards, wheel stops, and other vertical elements must be provided between pedestrian pathway and vehicular travel lanes if valley gutters or slotted drains are utilized in the design without other approved vertical signals to visually-impaired pedestrians; and 3) Street lights must be provided. (Amend Res 2006-672).

**CC.SPD 1.27. 23rd-29th Street Cross section.** Figure 16 (Appendix A) depicts proposed cross sections for the 23rd to 29th Street section of R Street. Figure 17 (Appendix A) depicts the Streetscape Plan. The cross section for this area devotes 26 feet of the public right of way for exclusive light rail use. To accommodate light rail and still allow for on street parking, street trees, and sidewalks; street tree planter boxes are proposed. These planters must be designed to provide proper drainage, and rolled rather than square planters are preferable. Street lighting is also proposed for this cross section, and will be located along the edge of the sidewalk. *[Source: Central City Community Plan; R Street Corridor Community Plan; Circulation; Street Cross Sections – Policy 11.1]*

**CC.SPD 1.28. R Street Utility Master Plan.** The City shall develop and implement a Utility Master Plan to coordinate the phasing of utility, street, and other capital improvements. *[Source: Central City Community Plan; R Street Corridor Community Plan; Utilities; Policy 12.1]*

**CC.SPD 1.29. R Street Housing Development.** The City shall provide economic incentives for housing development. *[Source: Central City Community Plan; R Street Corridor Community Plan; Housing; Goal 13]*

**CC.SPD 1.30. R Street Housing Development.** The City shall provide mechanisms which will assist the financial feasibility of housing in the Corridor. *[Source: Central City Community Plan; R Street Corridor Community Plan; Housing; Policy 13.1]*

**CC.SPD 1.31. R Street Financing.** The City shall reinvest a significant portion of the tax increment financing generated within the Merged Downtown Sacramento Redevelopment Project Area to improve the economic feasibility of housing and neighborhood commercial uses within the Corridor. *[Source: Central City Community Plan; R Street Corridor Community Plan; Housing; Policy 13.2]*

**CC.SPD 1.32. R Street Housing Development.** The City shall identify catalyst housing sites within the R Street Corridor to receive SHRA housing assistance in the near term to stimulate private housing construction market in the Corridor. To the extent feasible purchase and land bank sites within the Corridor for housing development. Additionally, where opportunities are available, SHRA should negotiate with developers of office and mixed-use projects to secure land for housing. *[Source: Central City Community Plan; R Street Corridor Community Plan; Housing; Policy 13.3]*

**CC.SPD 1.33. R Street Housing Development.** The City shall work with SHRA, the Department of General Services and Capitol Area Development Authority (CADA) to establish the R Street Corridor as a priority location for future housing opportunities in conjunction with the Capitol Area Plan. *[Source:*

*Central City Community Plan; R Street Corridor Community Plan; Housing; Policy 13.4]*

**CC.SPD 1.34. R Street Transit Village.** The City shall designate R Street as a "Transit Village" pursuant to State Law (AB 3152). This qualifies the area for tax increment, housing and transportation financing assistance to achieve the transit oriented goals of the plan. *[Source: Central City Community Plan; R Street Corridor Community Plan; Housing; Policy 13.7]*

**CC.SPD 1.35. R Street Parking.** The City shall work with the State of California, Department of General Services, to reduce parking within the Central City by utilizing shuttle services to transport state workers to parking lots on the periphery of the Central City, under the W-X freeway and Business 80. *[Source: Central City Community Plan; R Street Corridor Community Plan; Implementation; Land Use – Implementation Action 3]*

**CC.SPD 1.36. R Street Bike Routes.** The City shall link the Riverfront and R Street with the proposed bike route continuing on 2nd Street from T Street to R Street and crossing over Interstate 5 on the former Railroad bridge. *[Source: Central City Community Plan; R Street Corridor Community Plan; Implementation; Circulation/Infrastructure – Implementation Action 6]*

**CC.SPD 1.37. R Street Shuttle.** The City shall study the possibility of routing the proposed Downtown Shuttle or the proposed Historic Trolley through the Corridor, from 2nd Street to the 13th Street Light Rail station, to connect higher-intensity development on the west end to downtown. *[Source: Central City Community Plan; R Street Corridor Community Plan; Implementation; Circulation/Infrastructure – Implementation Action 9]*

**CC.SPD 1.38. R Street Parks.** The City shall investigate the feasibility of public purchase of the park sites designated between 18th and 20th Streets as well as the mini parks designated at the Light Rail Stations at 13th and 23rd Streets. *[Source: Central City Community Plan; R Street Corridor Community Plan; Implementation; Parks/School – Implementation Action 12]*

**CC.SPD 1.39. R Street Joint Use School.** The City shall explore the possibility of a joint use school, developed in conjunction with commercial or other neighborhood-serving development, or public open space. *[Source: Central City Community Plan; R Street Corridor Community Plan; Open Space and Community Facilities; Schools – Policy 9.3]*

## SECTION 7: OPPORTUNITY AREAS

This section includes information about opportunity areas in the Central City Community Plan Area. Table CC-1 lists each opportunity area that falls completely or partially within the community plan area. Figure CC-3 shows a map of all the opportunity area locations within the community plan area. Information will be developed and refined for each opportunity area as needs are assessed and development focus shifts throughout the Central City Community Plan Area.

<b>Table CC-1 Central City Opportunity Areas</b>	
<b>Opportunity Area</b>	<b>Type</b>
<b>Neighborhoods</b>	
C Street	Neighborhood
R Street Central City Housing	Neighborhood
<b>Centers and New Growth Areas</b>	
Sutter General Medical Center	Center
Central Business District	Center
River District <sup>5</sup>	Center
Riverfront <sup>1</sup>	Center
Railyards	Center
<b>Blue Line Light Rail Existing and Proposed Stations</b>	
Broadway Light Rail Station <sup>1</sup>	Transit Center
<b>Commercial Corridor Revitalization</b>	
Alhambra Boulevard <sup>2</sup>	Mixed-Use Corridor
Broadway <sup>3</sup>	Mixed-Use Corridor
Central City Corridors <sup>4</sup>	Mixed-Use Corridor
<p><i>Source: City of Sacramento, 2006</i></p> <p><sup>1</sup>See also Land Park Opportunity Areas</p> <p><sup>2</sup>See also East Sacramento Opportunity Areas</p> <p><sup>3</sup>See also Fruitridge/Broadway and Land Park Opportunity Areas</p> <p><sup>4</sup>Includes 15<sup>th</sup>/16<sup>th</sup> Street, 19<sup>th</sup>/21<sup>st</sup> Street, 12<sup>th</sup> Street, J Street, and K Street</p> <p><sup>5</sup>Also known as "Richards Boulevard"</p>	

**Figure CC-3**  
**Central City Opportunity Areas**

## 7-1 River District

### Location

The Richards Boulevard opportunity area is defined by the American and Sacramento Rivers on the north and west, and the Southern Pacific Railyards on the south and the Central City residential neighborhoods on the south and east. The planning area extends approximately 2.5 miles east of the confluence of the rivers and includes within its limits the former Sacramento Municipal Landfill, now Sutter's Landing Regional Park. Most of the development is concentrated in the western two thirds of the planning area (generally west of the Union Pacific railroad tracks), while the eastern third is largely undeveloped and under-served by roadways.

### Existing Conditions

The Richards Boulevard area has long served as a warehousing, industrial and service commercial district in close proximity to the downtown and to the surrounding region. The area is largely developed with a mix of commercial industrial, transportation, utilities, residential, and public uses including social services. Some of the largest developments in the area include the Basler-Dreher subdivision, east of 16th street, Dos Rios residential subdivision (a large public housing complex), and the City's Sacramento River water treatment plant. Major uses adjacent to the area include the historic Union Pacific Railyards to the south and the American River Parkway to the north. During the 1900's the area became a focus for warehousing and distribution uses that utilized the areas rail and road arteries.

Today (2008) the area is a mix of older and obsolete building stock, small parcelization, and multiple ownership. The central part of the area is primarily developed with warehousing and distribution uses. The two subdivisions have been encroached upon by commercial and industrial uses, and in some cases older industrial uses have been replaced by low-intensity offices including the State Lottery Building and Continental Plaza Office Complex. The western edge of the area, along Interstate 5, has developed into a highway commercial node with economy hotels, automotive services, and convenience stores and restaurants.

The area is currently experiencing a significant transition as the City continues to grow up around it. The area is no longer at the urban edge, but rather within the Central City. Some industries have relocated to less urbanized sites, while other businesses have flourished and benefitted from the high levels of freeway access and the proximity to downtown.

**Figure CC-3  
River District Boundary**



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JANUARY 04, 2008

## SECTION 8: RELEVANT PLANS AND STUDIES

The following section lists relevant plans and studies that have been prepared or adopted by local agencies and are directly pertinent to the Central City Community Plan Area:

- Downtown Redevelopment Plan (SHRA)
- R Street Corridor Plan
- Richards Boulevard Area Plan (RBAP) (1994)
- Richards Boulevard Redevelopment Area Implementation Plan 2000
- Richards Boulevard Implementation Plan 2005
- Richards Redevelopment Plan (SHRA)
- Richards Boulevard Concept Diagram
- Railyards Specific Plan (1997)
- Alkali Flat/Mansion Flats SNAP
- Alkali Flat Redevelopment Plan (SHRA)
- Gateway Streetscape/URB Design Plan
- River District Concept Diagram
- J/K/L Streets–Visioning Summary (2005)
- 16<sup>th</sup> Street Master Plan (Draft)
- CBD Urban Design Plan (~1990)
- Central City Parking Master Plan (2005)
- Central City 2-Way Conversion Project
- Central City Train Noise Report
- Capitol Area Plan and Strategic Facilities
- Capitol Park Neighborhood Design Plan
- Sacramento Urban Design Plan Central Business District Framework Plan (1987)
- Downtown Cultural and Entertainment District Master Plan (1990)
- Alhambra Corridor Plan
- Transit for Livable Communities

## APPENDIX A: R STREET CORRIDOR FIGURES

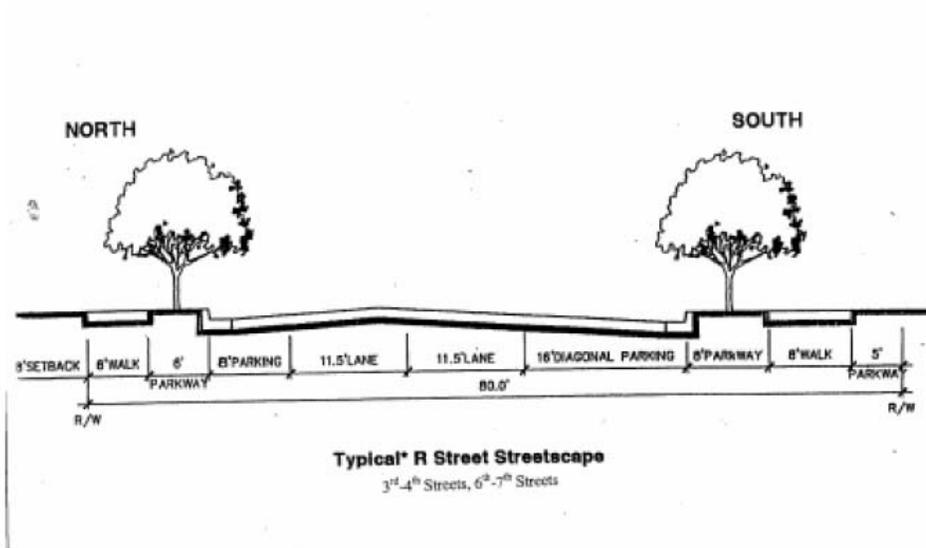
### Table of Figures

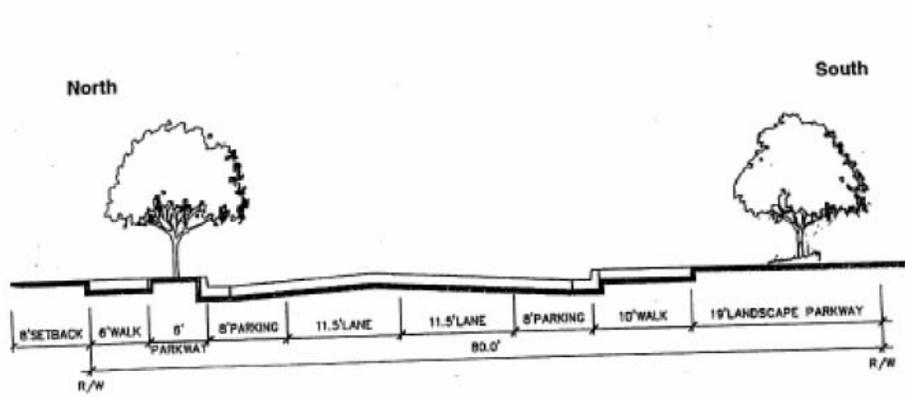
Figure 14 R STREET CROSS SECTION 3RD-19TH STREETS

Figure 15 R STREET CROSS SECTION 23RD-29TH STREETS

Figure 16 R STREET STREETScape PLAN 3RD-19TH STREETS

Figure 17 R STREET STREETScape PLAN 23RD-29TH STREETS



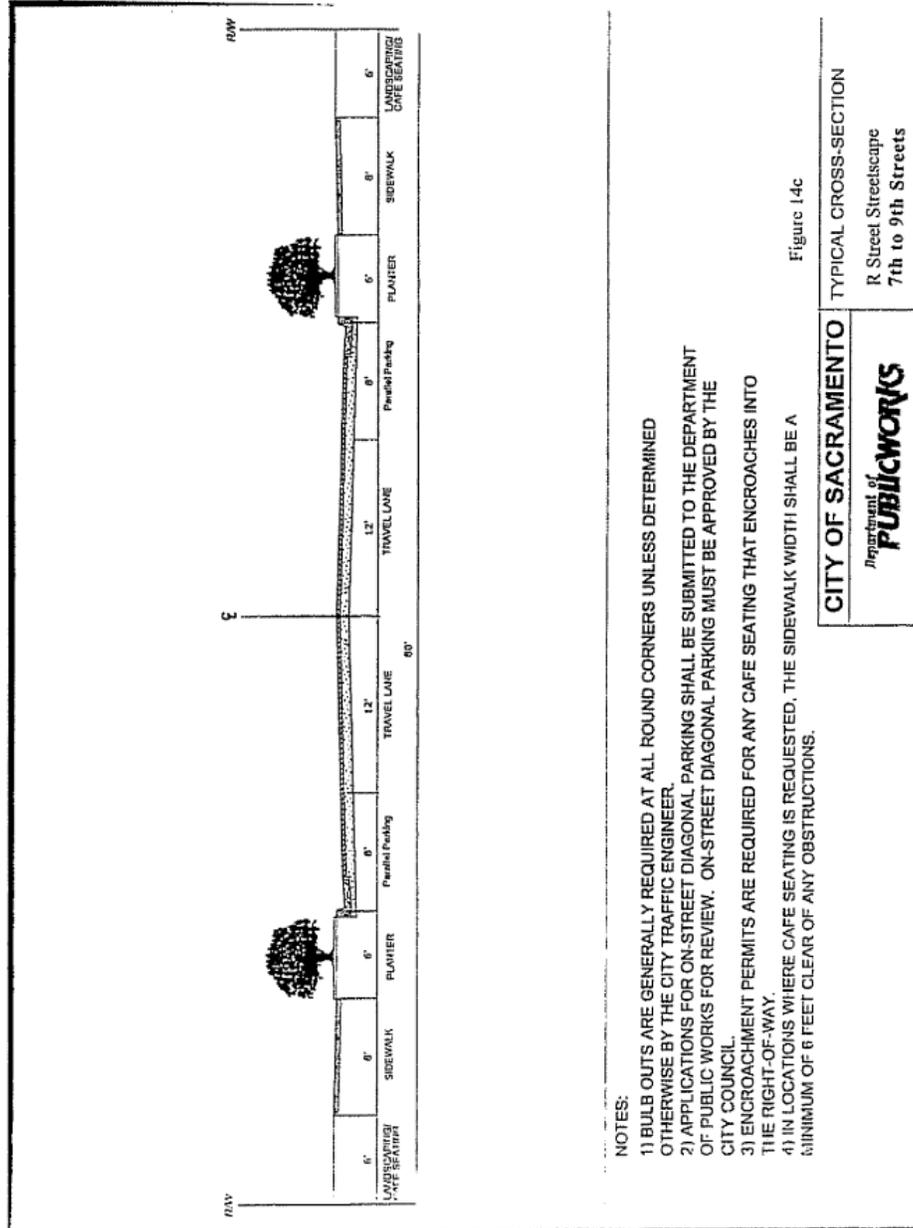


**Proposed R Street Streetscape  
Between 4th and 6th Streets**

**Exhibit B**

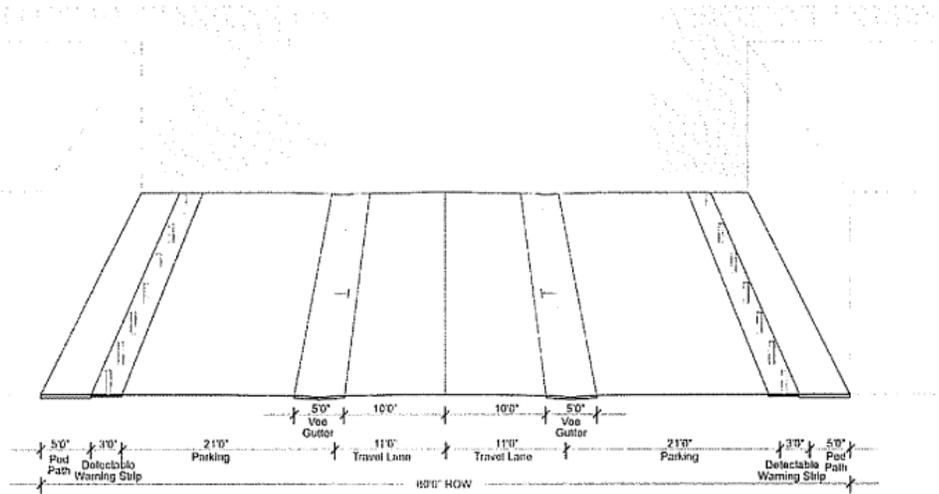
**Figure 14c**

R Street Corridor  
Cross Sections  
7<sup>th</sup> to 19<sup>th</sup> 9<sup>th</sup> Streets



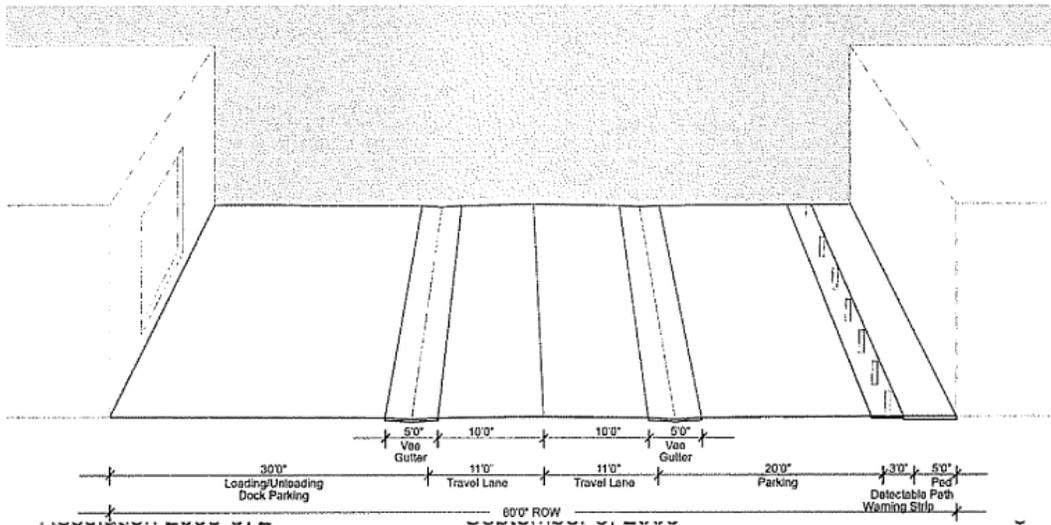
**Figure 15a**  
 R Street Corridor  
 Capitol Area Neighborhood Streetscape Sections  
**Sector A 9<sup>th</sup> to 12<sup>th</sup>/13<sup>th</sup> Streets**

**Sector A - Prototypical Section**



Dimensions and elements of the cross section might be modified during the design phase

**Sector A - Loading on One Side of Street (9<sup>th</sup> to 10<sup>th</sup> Street)**

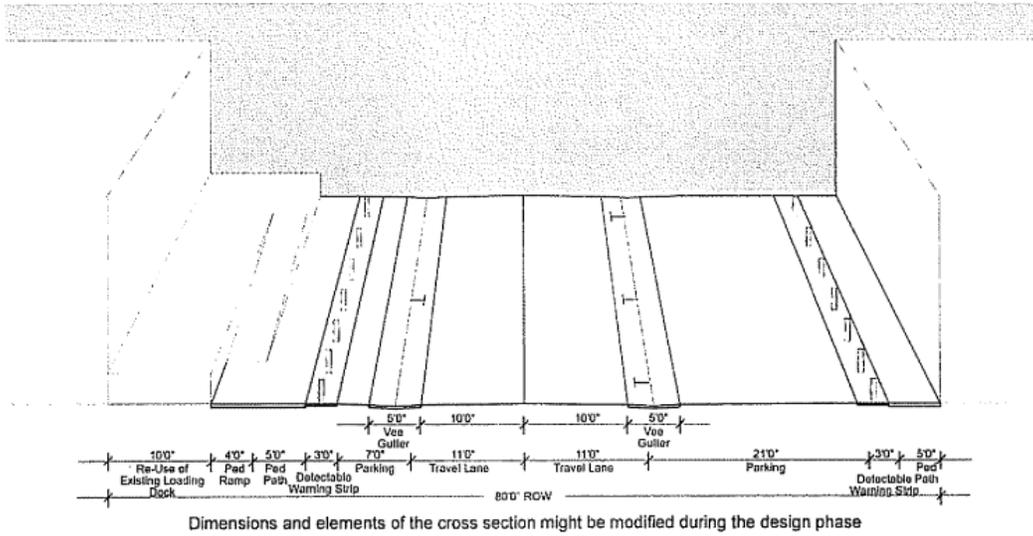


Dimensions and elements of the cross section might be modified during the design phase

Figure 15b

R Street Corridor  
Capitol Area Neighborhood Streetscape Sections  
**Sector A 9<sup>th</sup> to 12<sup>th</sup>/13<sup>th</sup> Streets**

**Sector A - Protruding Loading Dock (10<sup>th</sup> to 11<sup>th</sup> Street)**



**Sector A - Protruding Loading Dock (11<sup>th</sup> to 12<sup>th</sup> Street)**

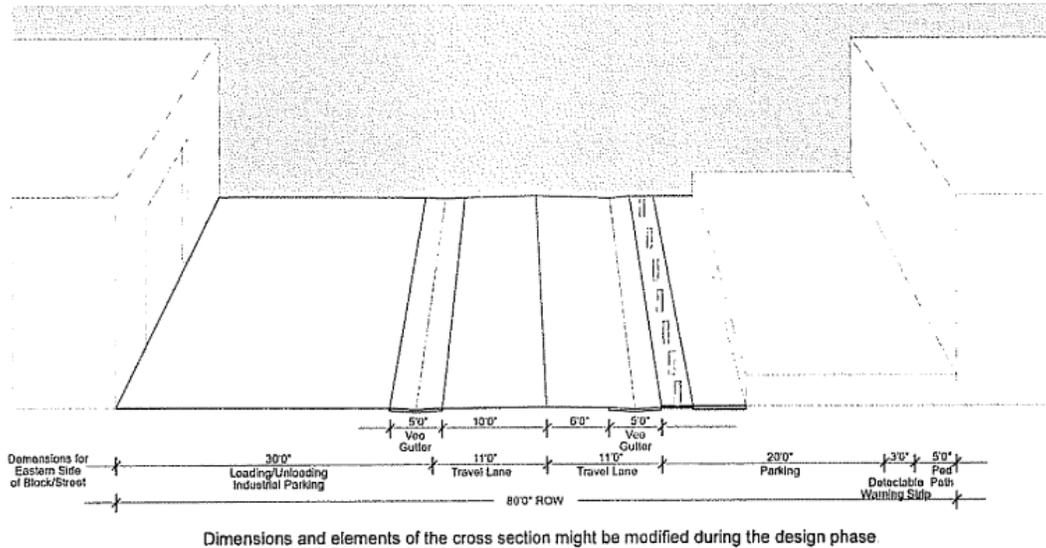
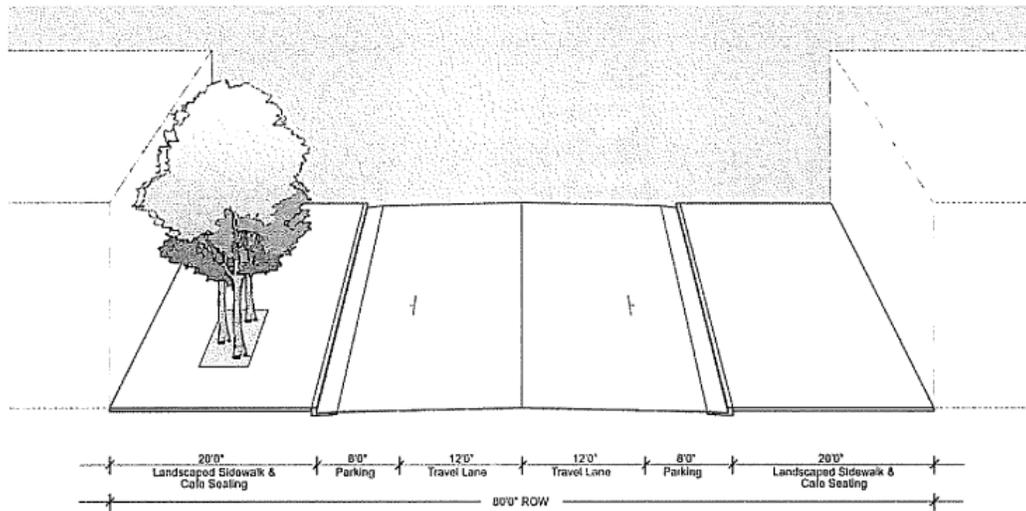


Figure 15c

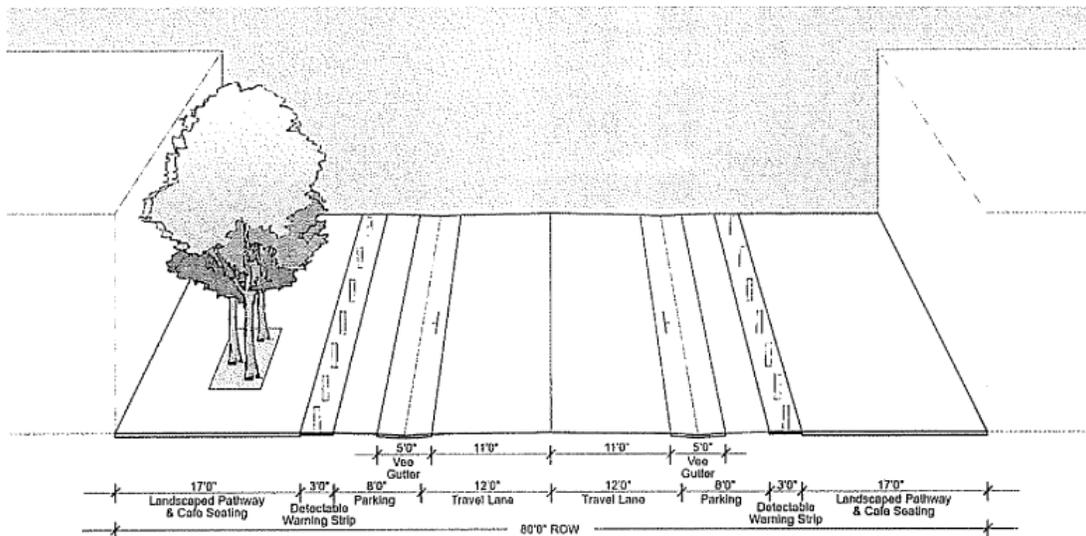
R Street Corridor  
Capitol Area Neighborhood Streetscape Sections  
**Sector B 12<sup>th</sup>/13<sup>th</sup> to 15<sup>th</sup> Streets**

**Sector B - Prototypical Section Phase I**



Dimensions and elements of the cross section might be modified during the design phase.

**Sector B - Prototypical Section Phase II**

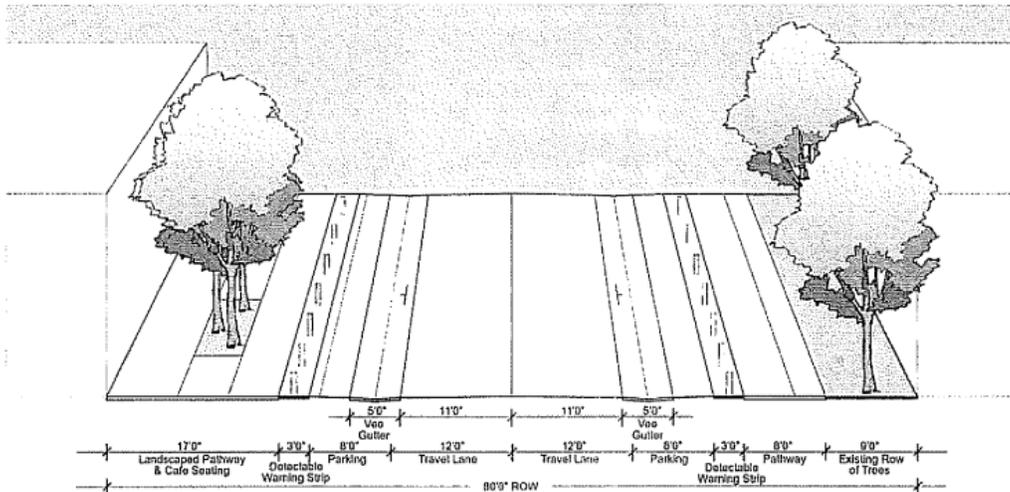


Dimensions and elements of the cross section might be modified during the design phase.

Figure 15d

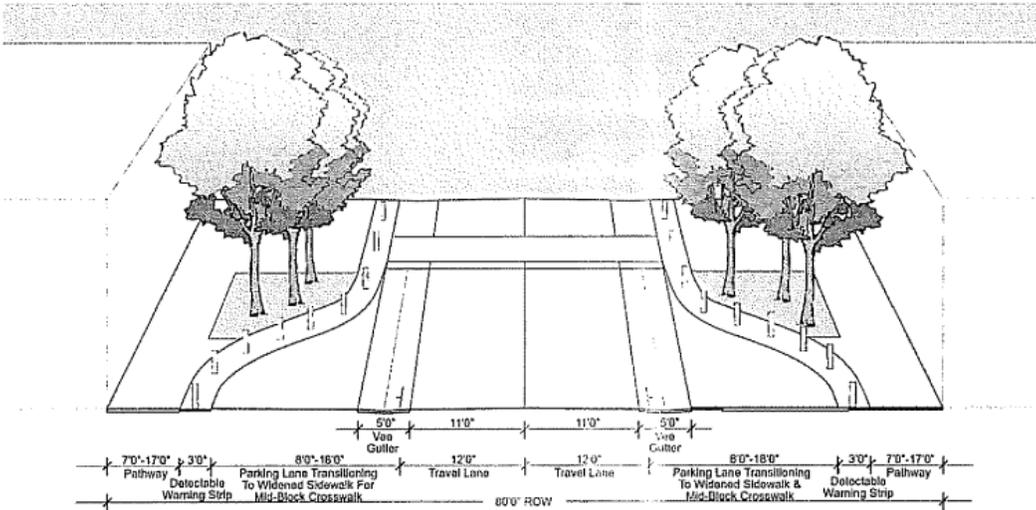
R Street Corridor  
Capitol Area Neighborhood Streetscape Sections  
Sector B 12<sup>th</sup>/13<sup>th</sup> to 15<sup>th</sup> Streets

Sector B - Phase II Option (12<sup>th</sup> to 13<sup>th</sup> Street)



Dimensions and elements of the cross section might be modified during the design phase

Sector B – Mid Block Crossing

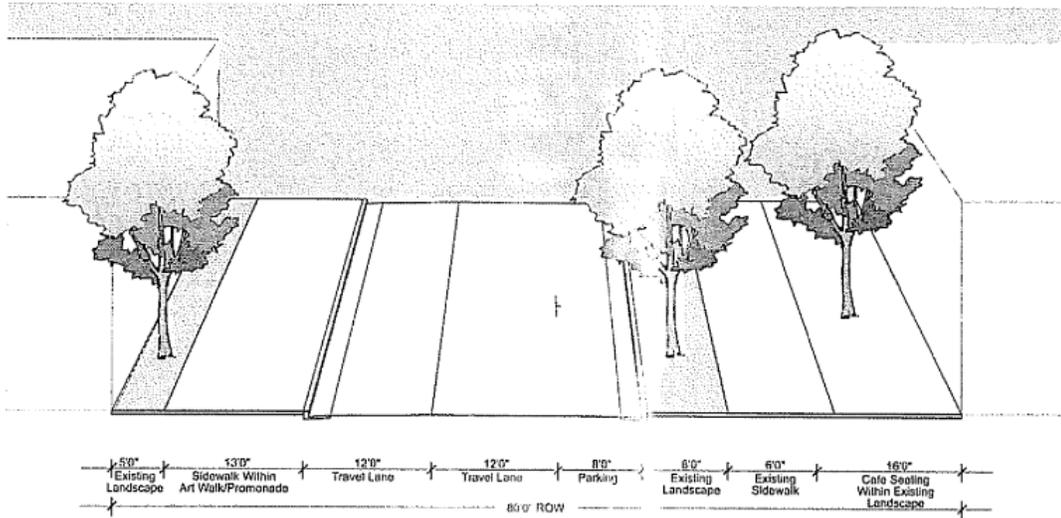


Dimensions and elements of the cross section might be modified during the design phase

Figure 15e

R Street Corridor  
Capitol Area Neighborhood Streetscape Sections  
Sector C 15<sup>th</sup> to 16<sup>th</sup> Streets

Sector C – Prototypical Section

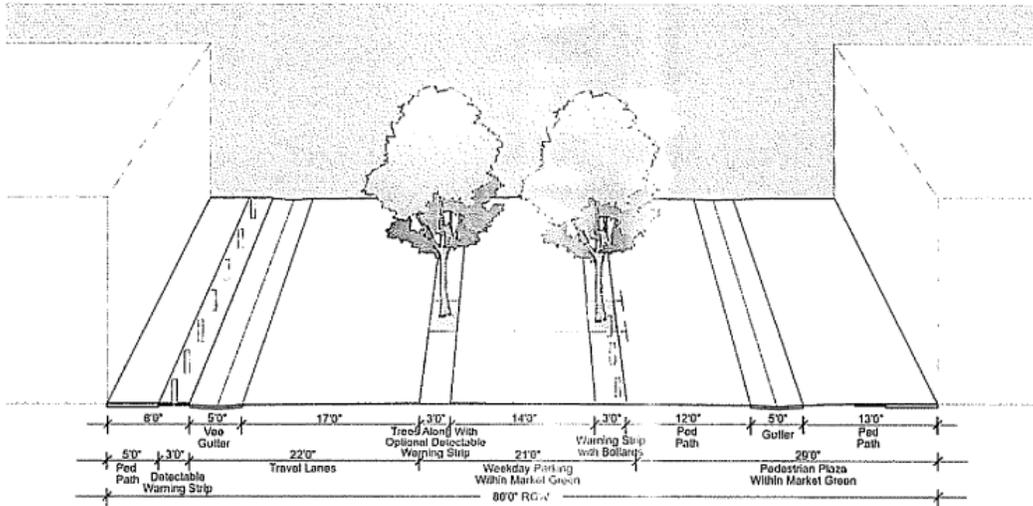


Dimensions and elements of the cross section might be modified during the design phase.

Figure 15-F

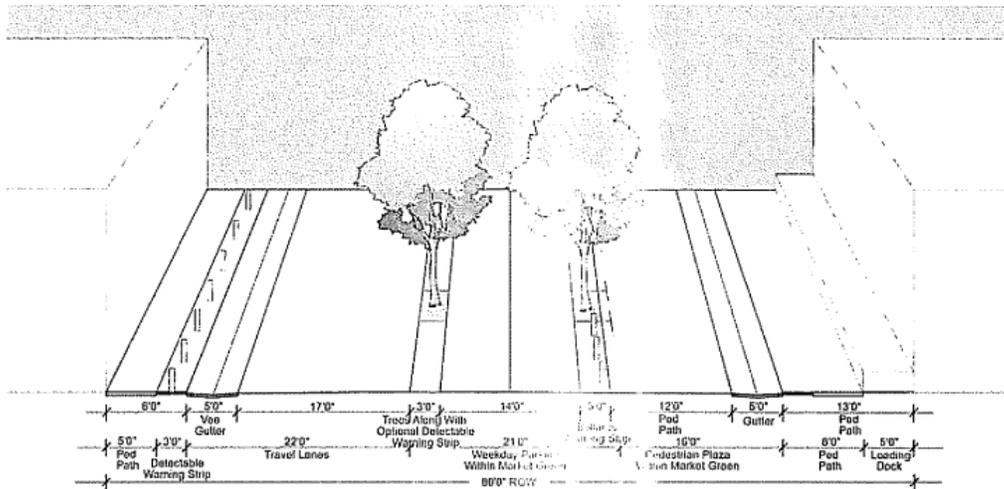
R Street Corridor  
Capitol Area Neighborhood Streetscape Sections  
Sector D 16<sup>th</sup> to 18<sup>th</sup> Streets

Sector D – Weekday Section



Dimensions and elements of the cross section might be modified during the design phase

Sector D - Weekday Section (Loading Dock 16 to 17<sup>th</sup>)

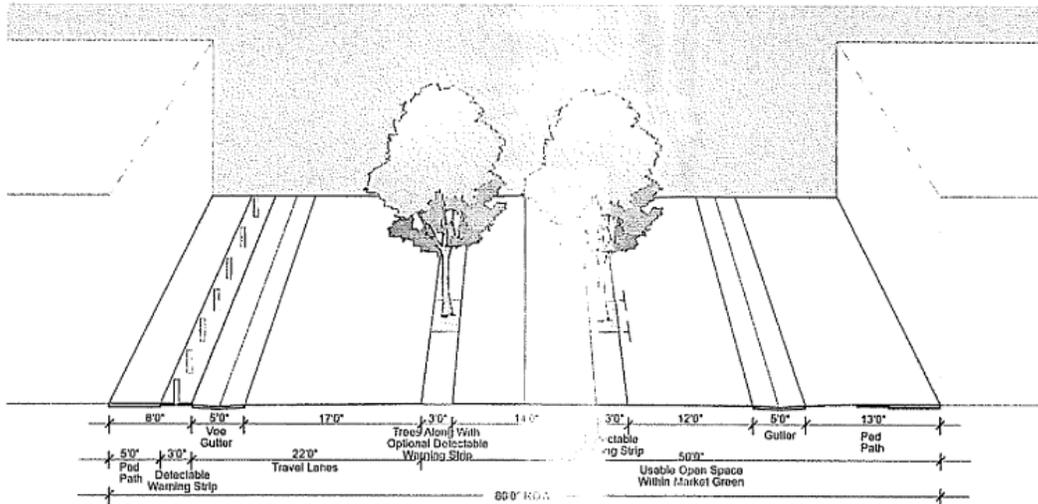


Dimensions and elements of the cross section might be modified during the design phase

Figure 15 F

R Street Corridor  
 Capitol Area Neighborhood Streetscape Sections  
 Sector D 16<sup>th</sup> to 18<sup>th</sup> Streets

Sector D - Weekend Section



Dimensions and elements of the cross section might be modified during the design phase.

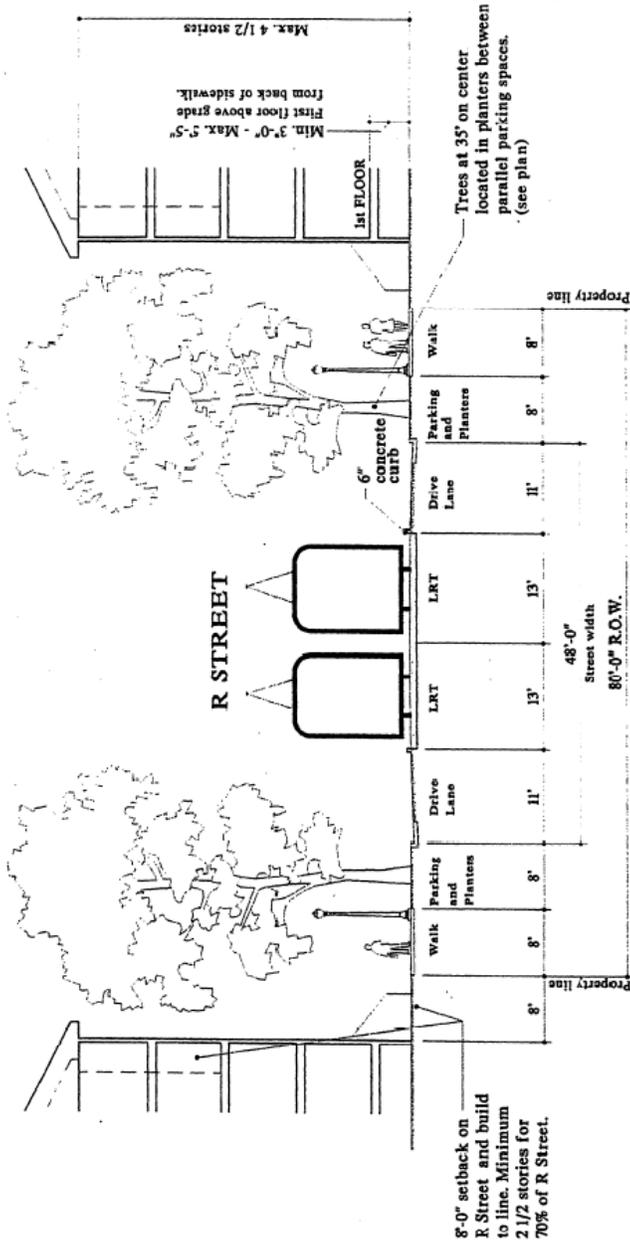


FIGURE 15  
R STREETSCAPE SECTION  
BETWEEN 23rd - 29th STREETS

5 December 95



**Attachment 10**  
**Pocket Community Plan**

## POCKET COMMUNITY PLAN

SECTION 1: COMMUNITY LOCATION.....	2
SECTION 2: COMMUNITY VISION.....	2
SECTION 3: COMMUNITY PROFILE.....	2
SECTION 4: COMMUNITY ISSUES.....	5
SECTION 5: LAND USE AND URBAN FORM DESIGNATIONS.....	5
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## **SECTION 1: COMMUNITY LOCATION**

The Pocket Community Plan Area is located south of Downtown Sacramento in a “pocket” of land created by a bend in the Sacramento River, as shown on Figure P-1. The Pocket Community Plan Area boundary encompasses 7.9 square miles or 5,056 acres entirely within the City limits of Sacramento. The community is bounded on the north by 35<sup>th</sup> Avenue and the Sacramento River, on the south and west by the Sacramento River, and on the east by Freeport Boulevard. The Community Plan Area is located entirely within the City limits of Sacramento. The Land Park Community Plan Area is on the north and the South Area Community Plan Area is on the east.

## **SECTION 2: COMMUNITY VISION**

Community vision will be developed through a public process when the Pocket Community Plan is updated.

*Note to reader: A community plan vision identifies how each community can contribute to Sacramento’s citywide vision of becoming the most livable city in America. The community vision focuses on values and expectations specific to the community that can be accomplished by 2030, and beyond. Where the 2030 General Plan’s goals, policies and implementation programs define the roadmap of strategies to achieve the overall citywide vision, the community plan vision should be specific to each community and support the overall citywide vision. It can address community identity, economic health, neighborhood design and livability, mobility and connectivity, community safety and welfare, historic and cultural resources, access to open space and parks, and sustainability.*

## **SECTION 3: COMMUNITY PROFILE**

### **3-1 Development and Planning History**

The area is located southwest of Sacramento’s downtown and adjacent to a large bend of the Sacramento River which has been known for many years as the “Pocket Area.” Historically, most of the area was used for agriculture with a few scattered homes and a park along Pocket Road. The Meadowview Wastewater Treatment Plant and boat dock facilities were also located in the area, adjacent to the Sacramento River. The area was annexed to the city of Sacramento in 1959 when there were only a few scattered farmhouses, truck farms, and a large clay pit that served as a brick-making operation.

In 1961 the City adopted the first General Development Plan for the Pocket Area. At that time growth was concentrated in an area known as “North Pocket”. The City updated the General Development Plan in 1965 to reflect the rapid subdivision growth of the period. A year later, in 1966, the City approved the first subdivision units of Lake Greenhaven Shores. This began the transformation of the clay pit into Lake Greenhaven, Sacramento’s largest privately-owned and maintained water area.

The latter half of the 1960s saw steady growth in the North Pocket, and in 1969 the City adopted a North Pocket Community Plan to replace the outdated General Development Plan of 1965. During the early 1970s, when building began to slow in the rest of Sacramento, growth increased in the Pocket Area and kept the overall citywide growth rate high.

The completion of I-5 and the connection of Florin Road to Riverside Boulevard in the mid-1970s increased access to the Pocket area which more than doubled the population by 1975. Due to time constraints, priority was first placed on completion of a plan for the undeveloped southerly portion,

known as “South Pocket,” which lacked full urban services. The City Council adopted a specific plan for the South Pocket Area in May 1976.

In 1976 the North Pocket Specific Plan was adopted for 1,165 acres bounded by 35<sup>th</sup> Avenue on the north, the Sacramento River on the west, I-5 on the east, and Florin Road on the South. This plan refined the 1974 Sacramento General Plan and replaced the 1969 North Pocket Community Plan.

The 1979 Pocket Community Plan Area included the adopted 1976 North Pocket Specific Plan and 1976 South Pocket Specific Plan. It also included a portion of the area in the adopted 1969 North Pocket Community Plan and 1965 revision of the Pocket Area General Development Plan. While the 1979 Pocket Community Plan incorporated the official specific plans adopted prior to 1978, it was not intended by the Planning Department to serve as a cohesively joined, comprehensive “community plan” for the newly defined area.

## **3-2 Distinguishing Features**

### **Predominant Land Uses**

The Pocket Community Plan Area contains mostly residential neighborhoods with local employment and retail centers at key intersections. Very little vacant land is available for new development. The vacant land that remains is scattered, limiting major development potential.

The Pocket Area comprises four neighborhoods: South Land Park, Greenhaven, Pocket, and Z’berg Park. Residential areas consist of mostly single-family units with multi-family units integrated throughout the community. Health care, religious and educational institutions, and parks and recreation uses are scattered throughout the area. Neighborhood servicing retail and commercial centers are also scattered throughout the community. The Pocket Area is not a major employment center for the city, with only 0.25 jobs for every housing unit.

Pocket neighborhoods are linked by a network of parks and served by several schools and civic and neighborhood commercial uses. The area’s proximity to the Sacramento River provides recreational opportunities in addition to the network of parks.

### **Major Transportation Routes**

I-5 is the major north-south roadway connecting the Pocket Area to the greater Sacramento Area and beyond. Connecting to this freeway are several arterials (e.g., Pocket Road, Florin Road) that provide automobile and bike access through the community and connect residents to surrounding communities and neighborhoods. In addition to roadways, the Pocket Area has several parkways and greenbelts that provide pedestrian and bike paths throughout the plan area. Regional Transit provides bus service throughout the area.

**Figure P-1  
Pocket Boundary**



## **SECTION 4: COMMUNITY ISSUES**

Community issues will be developed when a future community planning process is undertaken.

## **SECTION 5: LAND USE AND URBAN FORM DESIGNATIONS**

The Land Use Element in Part 2 of the General Plan includes a diagram and set of designations that combines direction for both land use and urban form. The system includes components that address standards and guidelines for allowed uses, population density, and building intensity, as well as urban form criteria for the different neighborhoods and centers throughout the city. These components work together to define allowed uses and building intensities as well as the overall role of each area of the city, whether it's for living (neighborhoods), gathering, commerce, and employment (centers), travel and commerce (corridors), preservation (open space), or a unique role (other district) such as a college. The land use and urban form designations for the Pocket are illustrated in Figure P-2. For a detailed explanation of land use and urban form designations, refer to the Land Use and Urban Design Element in Part 2 of the General Plan.