

NORTH NATOMAS DEVELOPMENT PRIMER

Prepared by

City of Sacramento

Community Development Department

March 3, 2015



Building and Maintaining a Great Community.

Note: all hyperlinks need to be updated

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OVERVIEW - NORTH NATOMAS BASICS:

Location: North Natomas is located in the northwest section of the City, north of Interstate 80, and west of the Natomas East Main Drainage Canal (Steelhead Creek).

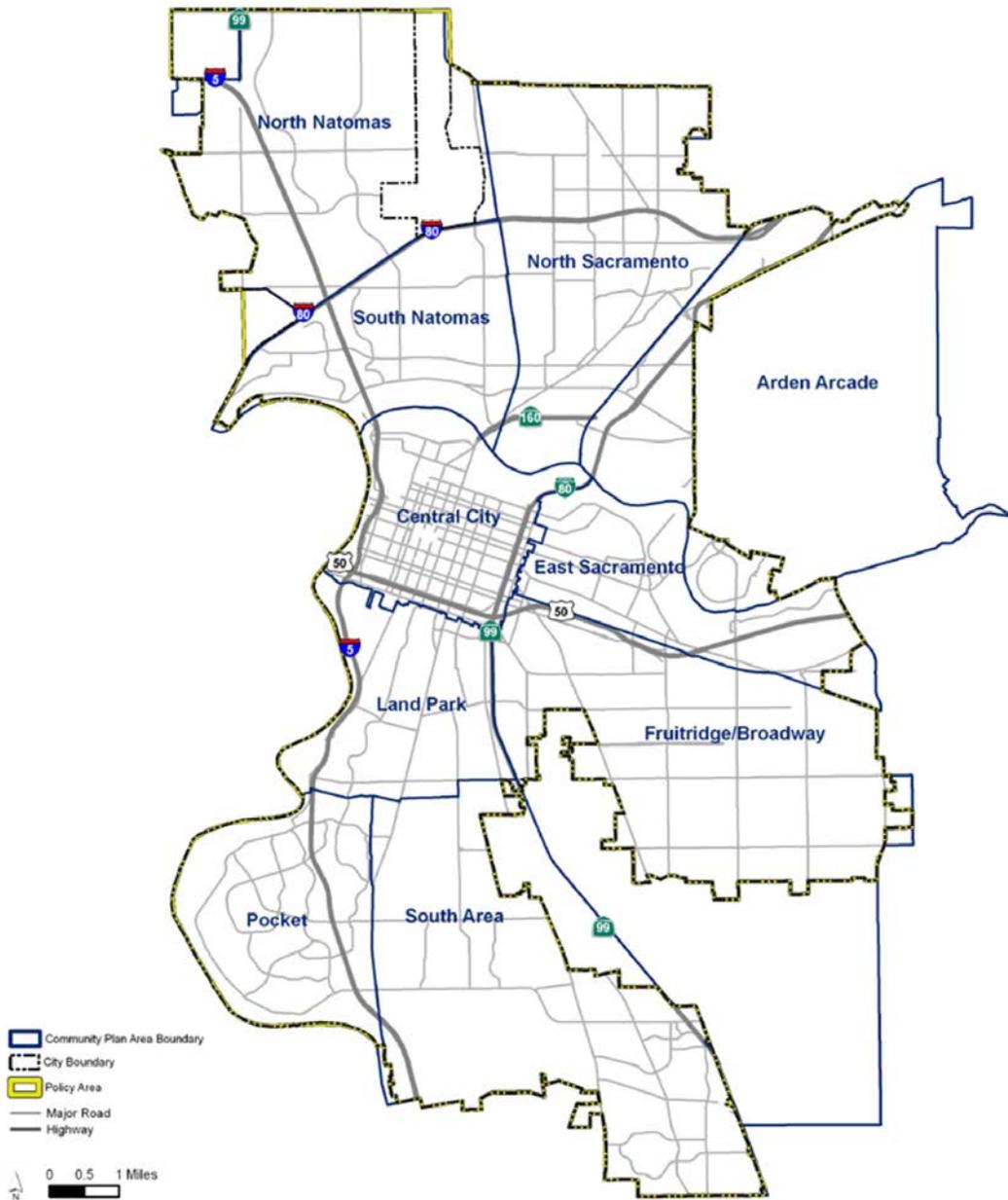


Figure CP-1

Community Plan Boundaries

Size: North Natomas is approximately 9,000 acres (14 square miles) in size, or about 15% of City area. Most of the area was annexed into the City of Sacramento in the 1960's, although the "Panhandle" (consisting of 1,465± acres between Elkhorn Blvd. and I-80) has yet to be annexed.

North Natomas Land Use Summaries

Residential / Demographic Overview - 2010 Census

Population	54,543	
Age: <18		14,945
Age 18-65		39,601
Age 65+		3,677
Households	19,600	
Average Household Size		2.78
Housing Units	21,078	
Single Family detached housing		14,082
Multi-Family housing		6,996
Occupied Housing Units		19,600
Owner Occupied Units		11,767
Renter Occupied Units		7,833
Vacant Housing Units		1,461

Race/Ethnicity (2010 Census)

White%	43.6%
Asian	25.3%
Total Hispanic	18.6%
Black	14.4%

Household Income (2009 American Community Survey)

Median Household Income	\$77,739
Average Household Income	\$91,416
Per Capita Income	\$33,661

2010 Census Data: http://www.cityofsacramento.org/dsd/planning/new-growth/north-natomas/documents/NN_Census2010_profile.pdf

2009 American Community Survey data:
http://www.cityofsacramento.org/dsd/planning/new-growth/north-natomas/documents/NN_ACS_PopSummary.pdf

At buildout, 2,753 acres of residential uses (28,429 homes; 66,000 residents).

Single Family Residential Housing Units

Existing Housing Units	14,082 DUs
Vacant Capacity in subdivisions already partially constructed	2,945 DUs
Vacant Capacity – w/ Planning Approvals but not yet constructed	558 DUs
Vacant Capacity w/o Planning Entitlements	2,963 DUs

Vacant Capacity – Future Annexations	3,013 DUs
Vacant Capacity	9,479 DUs

Multiple-Family Residential (City building permit data)

Total Constructed Multi-Family	6,996
Vacant Capacity – w/ Planning Approvals	2,119
Vacant Capacity w/o Planning Approvals	2,037
Vacant Capacity	4,156

RETAIL COMMERCIAL OVERVIEW

Retail commercial designated land comprises approximately 6 million square feet in North Natomas. While almost 3 million square feet have already been constructed, North Natomas has more than 300 acres of vacant retail capacity.

	Buildout Acreage	Buildout (Million SqFt)	Developed Acreage	Constructed (Million SqFt)	% Acres Built Out to date
TOTAL RETAIL	618	6.2	282	3.1	45%

Major existing retail centers include:

Retail Center	Developed Acres	Building SqFt
Promenade	72.24	651,219
Natomas MarketPlace	50.84	501,083
Town Center	14.15	126,506
Park Place	39.84	371,157

A map of retail lands developed, entitled (approved special use permit or plan review) and vacant (w/o entitlements) is available:

http://www.cityofsacramento.org/dsd/planning/new-growth/north-natomas/documents/Retail_Commercial_31May12_reduced.pdf

Also, the corresponding data and summary by Planned Unit Development area is available:

Insert hyperlink

HOTELS

Constructed Hotels	540 rooms	
Four Points Sheraton @ 4900 Duckhorn Dr		100 rooms
Holiday Inn @ 2981 Advantage Way		100 rooms
Homewood Suites @ 3001 Advantage Way		123 rooms
Hampton Inn @ 3021 Advantage Way		100 rooms
Staybridge Suites @ 140 Promenade Circle		117 rooms
Approved – Not Yet Constructed	252 rooms	
Natomas Hyatt Place @ 20 Advantage Way		137 rooms
Holiday Inn @ 3681 North Freeway Blvd		115 rooms

EMPLOYMENT CENTERS

Employment centers, office, and light industrial designated lands comprise approximately 649 acres in North Natomas, with significant concentrations along I-5. While almost 3 million square feet are already constructed, total capacity is more than 10 million square feet.

	Buildout Acreage	Buildout (Million SqFt)	Developed Acreage	Constructed (Million SqFt)	% Built Out to date
TOTAL EMPLOYMENT	649	10.3	231	2.9	35%

A map of employment-generating lands developed, entitled (approved special use permit or plan review) and vacant (w/o entitlements) is available:

http://www.cityofsacramento.org/dsd/planning/new-growth/north-natomas/documents/Employment_31May12_reduced.pdf

Also, the corresponding data and summary by Planned Unit Development area is available:

Insert hyperlink

Key Reference Planning Documents

North Natomas Community Plan

In December 6, 1962, the City Council adopted 21 community plans, including the Natomas General Development Plan which covered the 28 square miles bounded by the Sutter County line on the north, the Sacramento River on the west, the Sacramento and American Rivers on the south, and the Western Pacific Railroad on the east.

Development north of I-80 (i.e., North Natomas) was very limited until the 1980's. The majority of North Natomas (except for the Panhandle) was annexed to the City in 1961.

In 1986, the North Natomas Community Plan was adopted. Against a backdrop of falling real estate values in California, the aftermath of Proposition 13, and building restrictions on residential development due to the 1986 flood, the financial feasibility of developing North Natomas was seriously questioned. In 1991, the City Council directed staff to resolve the issues stifling development in North Natomas and to prepare a revised plan that would be both environmentally sensitive and financially feasible.

A North Natomas Working Group, working in a consensus-building process, established planning principles and a composite plan which were approved by the City Council in 1992. On May 3, 1994, the City Council adopted the 1994 North Natomas Community Plan.

On March 3, 2009, the City Council adopted the updated Sacramento General Plan and companion streamlined community plans. The North Natomas Community Plan is applicable to 9,001 acres (including Panhandle but excluding Greenbriar). Previously, the community plans were stand-alone documents that read essentially as self-contained policy plans, almost like general plans for each community plan area; the community plans are now incorporated within the 2030 General Plan to supplement citywide policy based on conditions or issues unique to each community plan area.

The 1994 North Natomas Community Plan envisions an 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 land uses will help decrease the distance and travel time between uses. Each of the thirteen 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.

Key "features of the plan"

The North Natomas Community Plan is based upon the following guiding principles:

- 1) Town Center as focal point of the community,
- 2) self-sufficient Neighborhoods surrounding the town center (elementary school as center, variety of housing types, close to transit, commercial services, and parks),
- 3) Employment Center - mixed use to encourage homes close to work and other services close to work, and
- 4) Integration of land use and transit.
- 5) Transportation Management Association – including residential
- 6) Drainage system – detention basins for water quality & capacity
- 7) Habitat Conservation Plan – ½:1 mitigation for loss of habitat (22 covered species, including Giant Garter Snake & Swainson's Hawk)

The North Natomas Community Plan document is available on our website:

<http://www.cityofsacramento.org/dsd/planning/new-growth/north-natomas/index.cfm>

Implementation Challenges:

- Siting, financing and development of City service centers (library, fire stations);
- Planning, funding, and developing a 200-acre regional park;
- Planning & developing a "Town Center" that creates a dynamic sense-of-place which links the Regional Park, sports complex, commercial uses, and surrounding neighborhoods;
- Re-planning the neighborhoods as school and park siting criteria (and/or conjunctive use opportunities) evolve;
- HCP – lawsuit required revising the Plan (2000-2003); the fee due at grading has increased dramatically since the initial (1995) fee of \$2,230 per acre
- Developing Transit Oriented Development 10+ years in advance of LRT (6 stations in the plan area);
- Closure and toxic remediation of the Natomas Air Park – Natomas Field;
- Nurturing community and neighborhood organizations (evolving philosophies)

The North Natomas Community Plan is available as a hyperlink:

http://www.sacgp.org/documents/05_Part3.05_NorthNatomas.pdf

North Natomas Development Guidelines

The North Natomas Development Guidelines (Guidelines) are intended to unify the design and implementation of the North Natomas Community. These development guidelines serve as a companion document to the Community Plan and are provided as a comprehensive resource for the development community, builders, landscape designers, contractors, and homeowners. These guidelines shall prevail when more or less restrictive than other planning documents or City Ordinances.

Subsequent to the adoption of the 1986 NNCP, the Guidelines were adopted in December, 1986 (M86-099) with a minor revision on July 16, 1987 (M87-080). Reflecting the new direction of the 1994 North Natomas Community Plan, the Guidelines were revised on November, 22, 1994 (Resolution # 94-687). On August 12, 2003, the City Council (Resolution # 2003-571) approved amendments intended to reduce greenwaste and water consumption in the public and private landscape by expanding the plant lists to include native and drought tolerant plant materials.

The current version of the Guidelines is available as a hyperlink:

http://www.cityofsacramento.org/dsd/planning/new-growth/north-natomas/documents/NNatomas_Development_Guidelines.pdf

North Natomas Landscape Corridor Guidelines

The North Natomas Community Plan (NNCP) envisioned a 100-foot wide landscaped freeway buffer along the 1-5/Hwy 99 corridor. The buffer area is an opportunity to create a "gateway" to the City from the north, enhance open space, create an aesthetic view shed between the freeway and other adjacent land uses, accommodate drainage facilities and provide an opportunity for pedestrian and bicycle use within the corridor. Establishing guidelines for the design and construction using native and water wise plant species will help implement this vision. On August 5, 2004, the City Council (R2004-634) adopted the North Natomas Landscape Corridor Guidelines (M02-068) establishing guidelines for the 1-5/Hwy 99 Corridor.

The current version of the Landscape Corridor Guidelines is available as a hyperlink:

http://www.cityofsacramento.org/dsd/planning/new-growth/north-natomas/documents/NNatomas_Landscape_Guidelines.pdf

Planned Unit Developments

Planned Unit Developments (PUD) ([Chapter 17.180 of the City Code](#)) encourage the design of well-planned facilities which offer a variety of commercial, residential, or other land uses through creative and imaginative planning. The development and design guidelines that are adopted for each PUD provide for greater flexibility in the design of integrated developments than otherwise possible through strict application of zoning regulations. The complete list of PUDs is available as a hyperlink:

<http://www.cityofsacramento.org/dsd/planning/entitlements/PUDswithAmendments.cfm>

The list of Planned Unit Developments in North Natomas are:

- Arena Corporate Center
- Commerce Station (Schumacher)
- Coke-Raley (Coral)
- Creekside
- Del Paso Road
- Gateway West / Cambay West
- Goldenland
- Natomas Central
- Natomas Crossing
- Natomas Field
- Natomas Gateway Corporate Center
- Natomas MarketPlace
- Northborough / Meadows / JMA / Parkway Plaza
- Northpointe Park
- Natomas Place
- Park Place
- Project Meteor / Incredible Universe / Shurgard
- Promenade
- Riverview / Parkview
- Town Center
- Truxel 3
- Westborough

These PUDs are shown on a map available as a hyperlink:

http://www.cityofsacramento.org/dsd/reference/maps/documents/PUD_NNatomas.pdf

Habitat Conservation Plan

In order to obtain a grading permit, developers must:

1. Provide a grading plan
2. Provide a pre-construction biological survey
3. Implement appropriate mitigation measures
4. Pay Habitat Conservation Plan fees

On August 7, 1997, the City Council of the City of Sacramento adopted Ordinance No. 97-046, which created and established the authority for the Habitat Conservation Fee, which is used to fund the costs of implementation of the Natomas Basin Habitat Conservation Plan (HCP).

The Habitat Conservation Plan establishes a multi-species conservation program to mitigate the expected loss of habitat values and take of protected species that would result from urban development, operation irrigation and drainage systems, and rice farming. The goal of the Habitat Conservation Plan is to preserve, restore, and enhance habitat values in the Natomas Basin while allowing urban development to proceed according to local land use plans.

Developers of land in North and South Natomas are required to pay an HCP fee at the time of new grading. On an annual basis, the City considers a fee adjustment In order to ensure accuracy of the funding to implement the 2003 HCP and comply with the ITP and the related Implementation Agreement. The following are the one-time fees per acre of land for which a grading permit is granted:

Habitat Conservation Plan Fee Options	2015 Fee
Fee w/ Land Dedication	\$21,009
Full Fee (no land dedication)	\$32,259

References:

[Pre-Construction Survey Checklist](#) for the Natomas Basin

[Resolution](#) Establishing the 2014 HCP Fee [unchanged for 2015]

City's Annual [Natomas Development Report](#) (2014) to USFWS

Link to the [Natomas Basin Conservancy](#) website

Infrastructure

Water

The City has developed and adopted an Urban Water Management Plan in November 2006 to ensure the conservation and efficient use of available water supplies and to ensure an appropriate level of reliability in its water service sufficient to meet the needs of its customers. The City of Sacramento water supply, treatment and delivery system has sufficient capacity to provide service for the buildout of North Natomas.

Sewer

North Natomas is within the boundaries of Sacramento Regional County Sanitation District (SRCSD), which provides regional wastewater treatment. Sacramento Area Sewer District (SASD) operates the smaller local pipelines that connect to the larger regional pipelines maintained by SRCSD.

Stormwater Drainage

Storm drain runoff in Sacramento's North Natomas Community Plan area is managed through recently constructed drainage systems consisting of gutters, drain inlets, pipes, detention basins, and pumping facilities. These systems convey storm runoff by gravity flow through pipes, which discharge into regional detention basins.

The North Natomas Community Plan area consists of ten (10) major drainage sheds – each of which is served by detention basins. See map of detention basins:

http://www.cityofsacramento.org/dsd/planning/new-growth/north-natomas/documents/Natomas_Drainage_Basins.pdf

The City of Sacramento storm drainage pump stations pump storm runoff from these basins into the RD 1000 channel system. The storm runoff is then conveyed in the RD 1000 channel system to the RD 1000 pumping facility located on the Garden Highway. At this point the storm runoff is pumped into the Sacramento River. The "*North Natomas Comprehensive Drainage Plan*," (1992) documents the planning level design of this system.

Flood Protection

Since December 8, 2008, when its levees were deemed vulnerable to seepage, Natomas has been under a de facto building moratorium with a flood designation of "AE". In 2012, the Sacramento Area Flood Control Agency completed upgrades to 18 miles (out the 42 total miles) of Natomas levees, mostly utilizing local property tax assessments approved by Sacramento voters. The remaining levee work has been put on hold pending federal authorization to complete the repairs.

On May 20th, the House approved the Water Resources Reform & Development Act (WRRDA) conference report, H.R. 3080, by a vote of 412 to 4. Then, on May 22, the Senate passed the bill by a vote of 91 to 7. President Obama signed the bill into law on June 10, 2014. The act authorizes 34 projects across the nation totaling \$12.3 billion.

For Natomas, the bill directs the U.S. Army Corps of Engineers to strengthen 24 miles of levees surrounding the Natomas Basin (South & North Natomas and south Sutter County). While WRRDA authorizes funding, Congress must also pass annual appropriations totaling approximately \$600 million to finish the improvements that are needed to achieve 100-year flood protection. These improvements will help protect the lives of over 100,000 residents and \$7 billion in property. The construction project is estimated to take 5-7 years to complete.

Flood insurance will continue to be mandatory until Natomas levees are certified for 100-year flood protection. That won't happen until after the Army Corps completes the levee work years from now.

FEMA has begun a Physical Map Revision (PMR) process to revise the Flood Insurance Rate Maps (FIRM) to designate the Natomas Basin as Zone A99. FEMA estimates completing this process within 12 to 18 months. The necessary steps include:

- Preliminary publication of maps (August 2014)
- 90 day appeal period (to commence no sooner than 60 days following the preliminary publication of maps) (November 2014 - January 2015)
- FEMA issuance of a "Letter of Final Determination" (currently estimated 3/30/2015)
- Effective Map Date – 3 months following the Letter of Determination

In addition to meeting the immediate needs of A99 and subsequent 100-year flood protection, the City is updating its Comprehensive Flood Management Plan, and must also comply with new State requirements for 200-year flood protection by 2016. The Natomas levee improvements are being designed to meet the 200-year flood protection standards.

Solid Waste

The City (Sacramento Department of General Services), a franchised hauler of the Sacramento Regional Solid Waste Authority, collects all of the residential solid waste. Commercial solid waste is collected by private haulers. Most of the refuse collected by the City is then transported to the Sacramento Recycling and Transfer Station (8491 Fruitridge Road and 4450 Roseville Road), and ultimately to the Kiefer Landfill.

Sacramento Public Library

The Sacramento Public Library (SPL) is a joint powers agency of the County and the City, operating 26 branches and bookmobiles.

The North Natomas Library (opened January 9, 2010) is a joint-use 23,000 square foot facility serving the North Natomas community, as well as the students, faculty, and staff of Inderkum High School and the Natomas Center of American River College. Funding for the \$17.3 million North Natomas Library project was provided by a Proposition 14 State Bond Act Grant, City of Sacramento Developer Impact Fees, Natomas Unified School District, and Los Rios Community College District.

Parks and Recreation

The City's Parks & Recreation Department maintains more than 2,400 acres of developed parkland, and manages more than 212 parks, 79 miles of road bikeways and trails, 17 lakes, ponds or beaches, over 20 aquatic facilities and provides park and recreation services at City-owned facilities within the City of Sacramento.

<http://www.cityofsacramento.org/parksandrecreation/parks/natomas.htm>

City parks are generally categorized into the following distinct park types:

Neighborhood Parks 5-10 acres in size; intended for use by residents within a 1/2-mile radius.

Community Parks 10-60 acres in size; service area of approximately 2-3 miles

- Burberry Community Park @ 2400 Burberry Way
- Meadows Community Park site @ 1700 Terracina Drive
- North Natomas Community Park @ 1839 North Bend Drive
- Regency Community Park @ 5500 Honor Parkway
- Tanzanite Community Park @ 2220 Tanzanite Ave.
- Westlake Community Park @ 4700 Westlake Parkway
- Witter Ranch Park @ 3795 Saintsbury Drive

Regional Parks are larger sites developed with a wide range of improvements usually not found in local neighborhood or community facilities to meet the needs of the entire city population.

- North Natomas Regional Park @ 4989 Natomas Park Boulevard (APN: 225-0040-037,050,090) includes 206.75 acres that were acquired in about 2000. Currently, 35.05 acres has been developed at North Natomas Regional Park, including a lake, landscaping, dog park, bridges, walkways, and bikeways adjacent to the detention basin and drainage canals. Phase 4 will develop the first half of a Ball field Complex, which includes 8-acres. This phase began construction in May 2012 and will be open to the public by spring 2013.

Open Space/Parkways are natural areas that are set aside primarily to enhance the city's environmental amenities.

- East Drain Bikeway
- Fisherman's Lake Parkway & Open Space
- North Natomas Park Nature Area
- San Juan Reservoir Park
- Ueda Parkway (NEMDC /Steelhead Creek)

Freeways & Major Streets

North Natomas is served by several freeways: Interstate 80, Interstate 5, and US 99/70. Major streets in Natomas include:

- Elkhorn Blvd. (E/W)

- Del Paso Road (E/W)
- Arena Blvd. / North Market Drive (E/W)
- San Juan Road (E/W)
- El Centro Road (N/S)
- East Commerce Blvd (N/S)
- Truxel Road / Natomas Blvd. (N/S)
- Gateway Park Blvd. (N/S)
- Northgate Blvd. (N/S)

Public Transit

The Sacramento Regional Transit District (RT) provides bus and light rail service to the Sacramento region. North Natomas is currently serviced by bus lines 11, 13, and 14.

RT's Green Line to the Airport (Downtown-Natomas-Airport) will extend light rail by 11.7 miles from the 7th/Richards (Township 9) station (opened June 15, 2012) through Natomas and on to the International Airport.

The North Natomas Transportation Management Association (a nonprofit organization) provides scheduled routes shuttle service (the Natomas Flyer) weekday morning and afternoon peak-period between North Natomas and the downtown hub. Funding for the TMA is provided by annual assessments paid by residential and non-residential landowners.

Fire Protection

The City of Sacramento Fire Department (SFD) provides fire protection services to the entire City of Sacramento as well as to some unincorporated areas of Sacramento County. Current fire station locations serving North Natomas include:

- Station 3 @ 7208 W. Elkhorn Blvd. (west of International Airport)
- Station 15 @ 1591 Newborough Drive (South Natomas)
- Station 18 @ 746 N. Market Blvd. (Panhandle)
- Station 30 @ 1901 Club Center Dr.
- Station 43 @ Arena Boulevard and El Centro Road

<http://www.cityofsacramento.org/dsd/planning/new-growth/north-natomas/documents/FireStationLocations2011.pdf>

Police Protection

The City of Sacramento Police Department (SPD) provides police services throughout the City. The City is divided into six geographical patrol areas, each of which is divided into three patrol beats. North Natomas is serviced by Beat 1A. Personnel operate out of the William J. Kinney Police Facility (built in 1994) located at 3550 Marysville Boulevard.

Schools

North Natomas is served by two K-12 school districts: Natomas Unified School District and Twin Rivers Unified School District. Lists and maps of schools in these districts are available at:

- List of Schools - [Natomas Unified School District](#)
- List of Schools: [Twin Rivers Unified School District](#)
- Map of [school sites](#) in Natomas

Los Rios Community College District provides an outreach center at 2421 Del Paso Road.

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Infrastructure Financing

North Natomas Finance Plan

The North Natomas Financing Plan was developed to help the City achieve its vision for the North Natomas Community Plan Area. Originally adopted by the City in August 1994 (Resolution 94-495), the Financing Plan was updated in August 1999, and again in 2002, with revised land use data, cost information, and descriptions of the financing mechanisms used to fund infrastructure.

On May 26, 2009, the City Council adopted Resolution 2009-341 (effective July 26, 2009) which approved the North Natomas Nexus Study and Financing Plan 2008 Update (Plan). The Resolution increased the development impact fees for the Public Facilities Fee, and amended the standard-form North Natomas Development Agreement to implement changes in the procedure for adjusting the amount of the Public Facilities Fee and the mix of public facilities financed by that fee.

The Financing Plan is based on the following premises:

1. All locally funded facilities should be funded through impact and connection fees unless timing considerations and cost require the sale of municipal bonds to provide the required infrastructure.
2. Regional facilities, backbone infrastructure, and community facilities will be funded through a combination of impact fees and other fees, bond financing, and private funding as well as regional, State, and Federal sources.
3. In tract subdivision improvements will be financed privately.

The Financing Plan calls for three special funding programs covering all of the Financing Plan Area:

1. North Natomas Development Impact and Mitigation Fees
2. North Natomas Land Acquisition Program (NNLAP)
3. North Natomas Mello Roos Community Facilities Districts (CFDs) and Assessment Districts

The programs provide revenues from new development projects in North Natomas and are in addition to the normal City and County development impact fees and Sacramento Area Flood Control Agency (SAFCA) assessments and fees.

The full Plan can be found at: [<link>](#)

Development in the Panhandle and Greenbriar will be subject to their own finance plans.

A Guide to the North Natomas Financing Plan for Developers and Builders

The North Natomas Financing Plan is a complex blueprint for infrastructure financing within the North Natomas Financing Plan Area. The Financing Plan anticipates more than \$1 billion in infrastructure improvements.

A Guide to the North Natomas Financing Plan for Developers and Builders was written to help those involved in the day to day implementation and development of the area to understand the complexities of the Financing Plan. The goal is to give developers builders, real estate professionals and City staff a clear understanding of the fees, and financing, private funding, and regional, State, and Federal sources of funding that are required to build in North Natomas. The Guide will help their efforts to build projects, or to buy, sell, or analyze property in North Natomas.

On our website, we have a link to a document prepared for the City by Economic & Planning Systems in September 2004:

<http://www.cityofsacramento.org/dsd/planning/new-growth/north-natomas/documents/NoNatomasBuilder-DevGuide.pdf>

Questions about the information in this guide should be directed to:
Mark Griffin, Program Manager, Public Improvement Financing
916-808-8788

Environmental Documents

On March 3, 2009, the City Council adopted the Sacramento 2030 General Plan, and certified the [Master Environmental Impact Report](#).

The Master EIR procedure is an alternative to preparing a project EIR, staged EIR, or program EIR for certain projects which will form the basis for later decision making. It is intended to streamline the later environmental review of projects or approval included within the project, plan or program analyzed in the Master EIR.

Projects that are consistent with new general plan and have been fully accounted for in the analysis contained in the Draft MEIR will not, in most cases, require extensive additional environmental review before they can be approved. In many cases an Initial Study can be prepared for such projects to document their consistency with the general plan and MEIR, after which a finding of conformance can be made. Other projects that are within the scope of the MEIR, but whose project-specific effects were not analyzed in the MEIR would be evaluated in a subsequent CEQA document. Projects that are not within the scope of analysis in the MEIR will be subject to new CEQA evaluation resulting in either a mitigated negative declaration (MND) or an environmental impact report (EIR).

Staff Contacts

Council District 1 - Office of Councilmember Angelique Ashby:
916-808-7001

City Community Development Dept.

Scot Mende, New Growth Manager, 916-808-4756 (questions about this document)

Lindsey Alagozian, Senior Planner, 916-808-2659 (questions about specific properties)

Sacramento Area Flood Control Agency
916-808-7606

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