

# **NORTH NATOMAS COMMUNITY PLAN AREA**

## **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 approximately 7,440 acres in the city limits and 1,561 acres in Sacramento County. The southern edge of the community is approximately 3 miles from Downtown Sacramento and the northwestern edge is approximately 2½ 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 Highway 99 on the west (Figure NN-1). The South Natomas Community Plan Area borders North Natomas on the south and North Sacramento on the east. Unincorporated areas of Sacramento County and the Natomas Joint Vision Area border on the north and west.

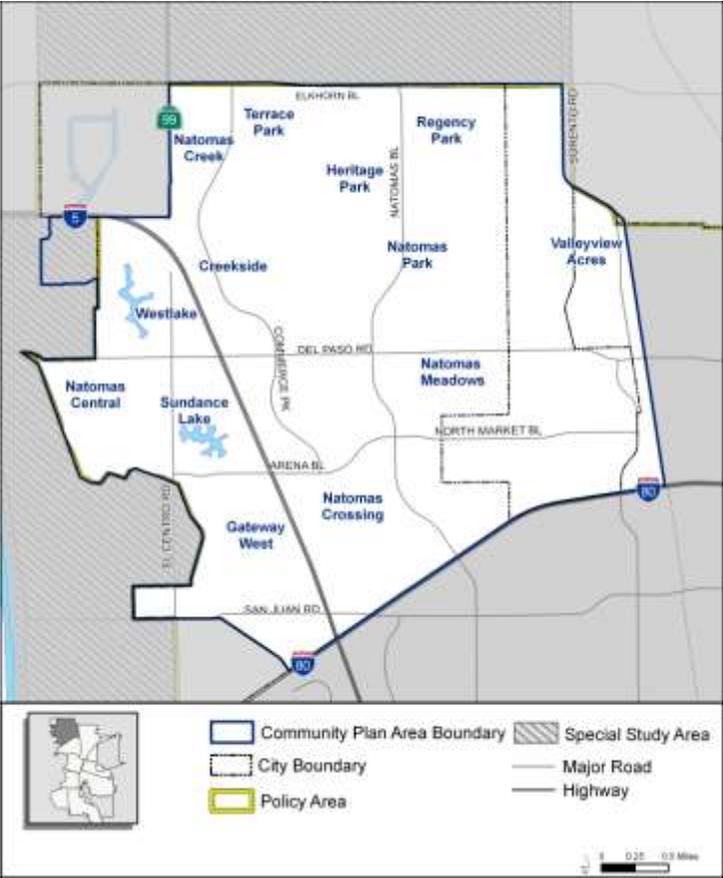


Figure NN-1  
North Natomas Boundary and Neighborhoods

# Community Vision

## New Direction for North Natomas

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.

### ***Vision Statements***

The following section summarizes 1994 North Natomas vision statements, which provide a framework for the policies found in the Community Policies section of this community 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 the Community Policies section of this community plan 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) 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 the Community Policies section of this community plan 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 the Community Policies section of this community plan 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 including 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 that is not generally covered by water is known as flooding. There are three main factors that could lead to flooding in Sacramento: (1) river-induced flooding, (2) rainfall-induced flooding, and (3) seismic flooding. A minimum of 200-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.

# Community Profile

## Development and Planning History

The North Natomas Community has grown rapidly since the mid-1990s with extensive residential development, 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 was 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.

## **Distinguishing Features**

### ***Predominant Land Uses***

The North Natomas Community Plan includes an integrated mixture of residential, employment, commercial, and civic uses. Residential development is predominantly suburban single-family with some multi-family dwelling units. Neighborhoods including Natomas Creek, Regency Park, Heritage Park, Natomas Meadows, Valley View Acres, Natomas Park, Terrace Park, Creekside, Natomas Central, Westlake, Sundance Lake, Natomas Crossing, and Gateway West 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 that 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 Downtown-Natomas-Airport (DNA line) light rail transit (proposed as of 2009) 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 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 thirty 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/Highway 99 running north/south and I-80 running east/west. I-5 splits from Highway 99 just north of the Sacramento city limits to continue west. National Drive (future), Commerce Parkway, Natomas Boulevard, and Truxel Road 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 the Sacramento International Airport.

## **Community Issues**

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

## **Land Use and Urban Form Designations**

The Land Use and Urban Design 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-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.

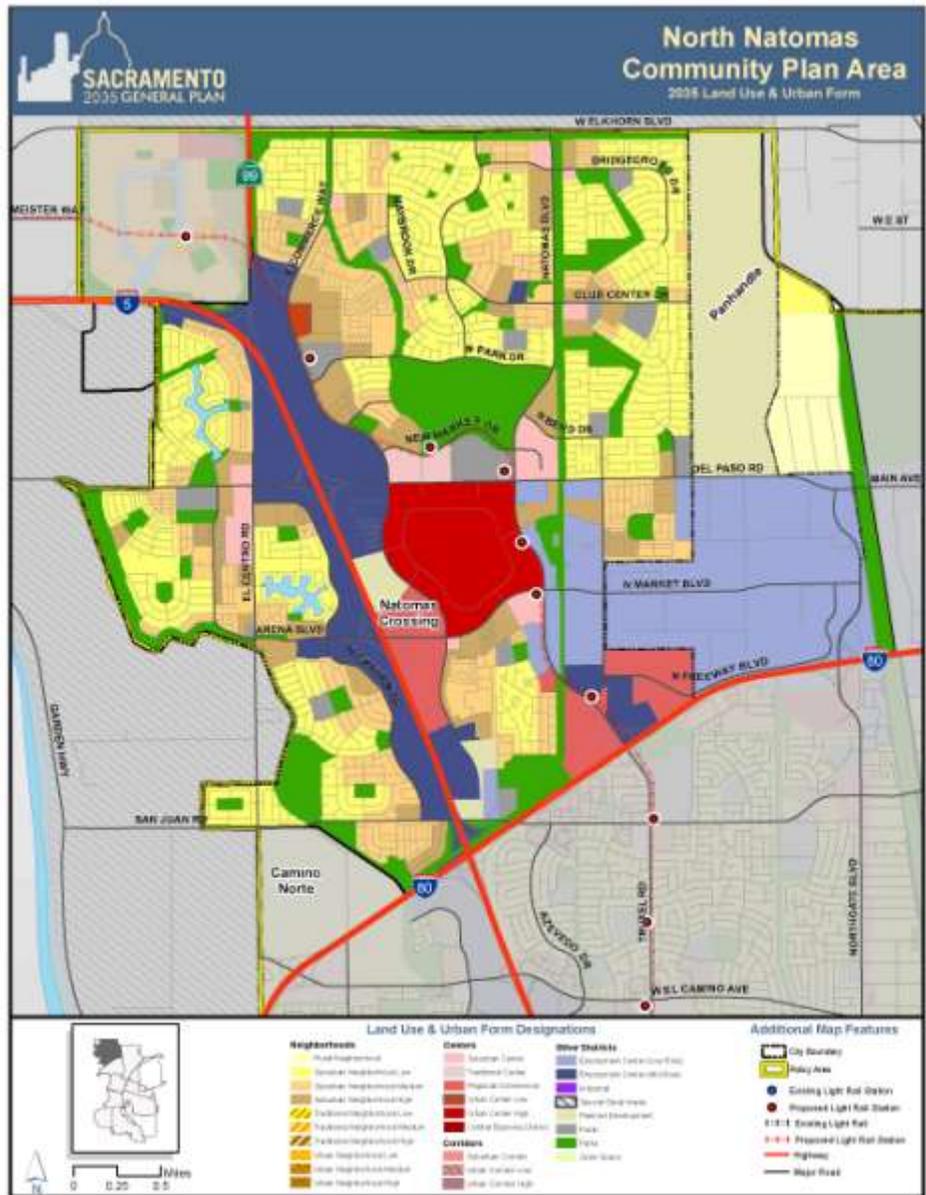


Figure NN-2  
 2030 General Plan Land Use & Urban Form Designations for the  
 North Natomas Community Plan Area

# 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 2 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.

## 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.

## 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 March 3, 2009 adoption of the 2035 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. *(MPSP)*
- NN.LU 1.2**      **Participation in Financing Plan.** The City shall ensure that 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. *(MPSP/FB)*
- NN.LU 1.3**      **Employment Center Development Guidelines.** The City shall require any development in an Employment Center area to comply with the North Natomas Development Guidelines. *(RDR)*
- NN.LU 1.4**      **Financing Plan.** The City shall ensure that the Financing Plan will 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. *(FP)*
- NN.LU 1.5**      **Financing Plan.** The City shall require all property owners in the Plan area to: 1) participate equitably in the financing mechanisms necessary to finance the design, engineering, and construction of all library, fire, police, street, traffic, water, sewer, drainage improvements and all monitoring programs provided for in this Plan, and 2) pay an equitable share of all the costs incurred in the process of development of the Financing Plan. Guarantees for this shall be via development agreements or other means acceptable to the City staff. All property owners in North Natomas will be required to reimburse the City in an equitable manner for all planning expenses incurred in developing this Community Plan and related documents. The costs will be divided equally by each acre receiving urban land use designations by this Plan. Payment of this cost will be a condition of the development agreements. *(RDR, FB)*

## ***Residential***

- NN.LU 1.6**      **Neighborhoods–Schools.** The City shall locate an elementary school as the focal point near the center of each neighborhood serving 1,500 to 3,000 dwelling units. *(MPSP/IGC)*

- NN.LU 1.7**      **Neighborhoods–Open Space.** The City shall ensure that at least 80 percent of the dwelling units are within 880 feet of open space (e.g., accessible public and private parks and parkways, drainage corridors, agricultural buffers, golf courses, lakes, and other open space opportunities). The 880-foot access standard is calculated based on actual walking routes rather than radius. *(RDR/MPSP)*
- NN.LU 1.8**      **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). *(MPSP)*
- NN.LU 1.9**      **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. *(RDR)*
- NN.LU 1.10**      **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 ¼ mile of a light rail station or bus transit center to exceed the maximum high-density range *(RDR/MPSP)*

- NN.LU 1.11** **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 1 acre in size. Examples of such sensitive areas include Fisherman’s Lake, the Witter Ranch Historic Farm, and other open space areas. *(RDR/MPSP)*
- NN.LU 1.12** **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. *(RDR/MPSP)*
- NN.LU 1.13** **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 that 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. *(RDR/MPSP)*
- NN.LU 1.14** **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. *(RDR)*

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## **Employment Center**

- NN.LU 1.15**     **Employment Center—Transit Intensification.** The City shall encourage further intensification of employment uses within 1/8 mile of the light rail stations once funding the construction of the light rail extension is assured. *(RDR/MPSP)*
- NN.LU 1.16**     **Employment Center Heights.** The City shall ensure that buildings are varied to create an interesting skyline. *(RDR)*
- NN.LU 1.17**     **Employment Center Intensity around Transit.** The City shall ensure that employment centers are located within 1/8 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 1/8 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 1/8 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 1/8 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. *(RDR/MPSP)*
- NN.LU 1.18**     **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 2 acres or less in size and is located adjacent to a PUD with support retail is exempt from the retail requirement. *(RDR)*
- NN.LU 1.19**     **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
- The total amount of acreage devoted to residential use(s) within this geographic area does not exceed 25 percent (*RDR*)

**NN.LU 1.20**      **Development Guidelines.** Any development in an EC area shall comply with the North Natomas Development Guidelines. (*RDR*)

**NN.LU 1.21**      **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 2 acres or less in size and is located adjacent to a PUD with support retail is exempt from the retail requirement. (*RDR*)

## **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 1.22      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. *(MPSP)*

**NN.LU 1.23      Village Commercial Centers.** The City shall locate four village commercial and two village-sized, transit commercial sites 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 five to thirty 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. *(MPSP)*

**NN.LU 1.24      Commercial Sites.** The City shall confine commercial to designated sites to avoid strip commercial. *(RDR)*

**NN.LU 1.25      Employment Center Support Commercial.** The City shall allow a maximum of 10 percent of any employment center 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. *(RDR)*

- NN.LU 1.26** **Warehouse Retail.** The City shall allow, subject to a conditional use permit, 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. *(RDR)*
- NN.LU 1.27** **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. *(RDR/MPSP)*
- NN.LU 1.28** **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. *(RDR)*

### ***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: (1) the 22-net-acre commercial center site incorporated into the light rail station, which anchors the west end of the Town Center, and (2) the 42.2-net-acre site, which anchors the east end. The 22-net-acre 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 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 2035 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 the Land Use and Urban Design Element in Part 2 of the General Plan for a description of the standards and guidelines associated with these designations).

**NN.LU 1.29**     **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. *(MPSP)*

**NN.LU 1.30**     **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. *(RDR/MPSP)*

**NN.LU 1.31**     **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. *(RDR/MPSP)*

**NN.LU 1.32**     **Town Center District.** The City shall ensure that, As shown in Figure NN-3, 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. *(RDR/MPSP)*

- NN.LU 1.33** **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. *(RDR/MPSP)*
- NN.LU 1.34** **Town Center—Circulation.** The City shall provide a circulation pattern that 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. *(MPSP)*
- NN.LU 1.35** **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. *(RDR/MPSP)*
- NN.LU 1.36** **Regional Park.** The City shall situate the 200-acre 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. *(RDR/MPSP)*
- NN.LU 1.37** **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. *(MPSP)*

**NN.LU 1.38 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. *(RDR/MPSP)*

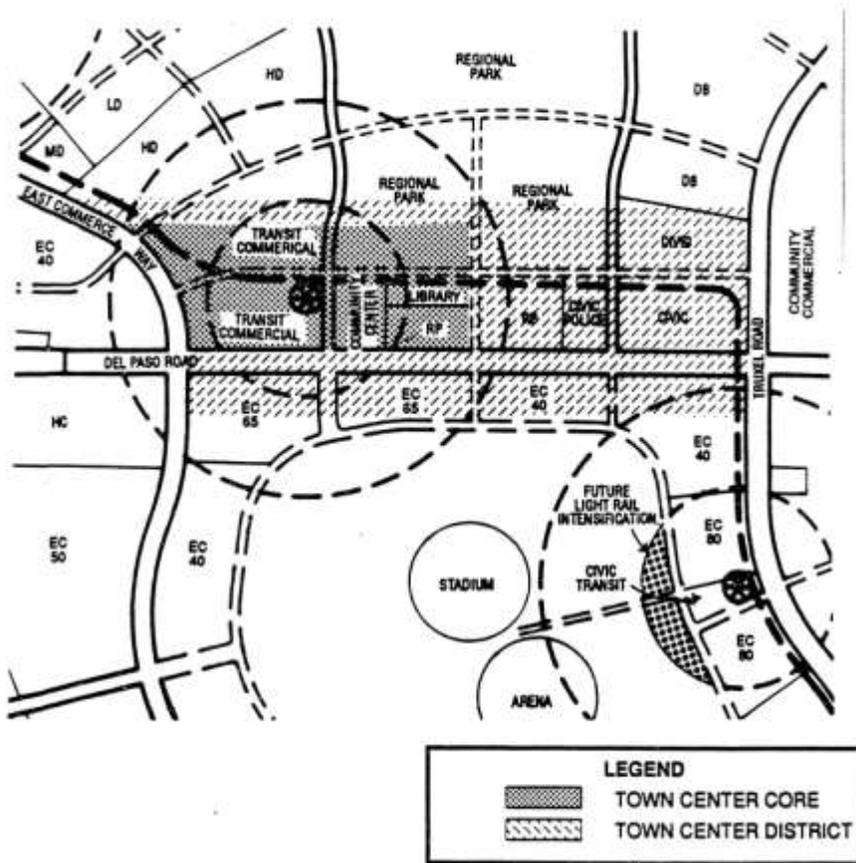


Figure NN-3  
Town Center District and Core Area Map

## **Industrial**

- NN.LU 1.39 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. *(MPSP)*
- NN.LU 1.40 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. *(RDR)*
- NN.LU 1.41 Landscape Setback.** The City shall allow 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. *(RDR)*
- NN.LU 1.42 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. *(RDR)*
- NN.LU 1.43 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. *(RDR)*
- NN.LU 1.44 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. *(RDR)*

**NN.LU 1.45 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. *(RDR)*

## **Sports Complex**

**NN.LU 1.46 Joint-Use Parking with Regional Transit.** The City shall provide three hundred joint-use park-n-ride spaces for Regional Transit near the Arena light rail station. Any joint use of the sports complex parking lot shall not interfere with parking for stadium or arena events. *(RDR)*

**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. *(RDR/MPSP)*

**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. 225-0180-002. 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. *(RDR/MPSP/JP)*

## **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.

## 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. *(JP/PI)*

## 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 serves 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.

## 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. *(RDR/MPSP)*

**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. *(MPSP)*

## **Transit System**

**NN.M 1.3**      **Light Rail Corridor.** The City shall acquire and maintain right-of-way for a light rail corridor as shown on Figure NN-4, 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)* Arena Boulevard between Loop Road and Del Paso Road, *(c)* north side of Del Paso Road from Arena Boulevard to East Commerce Way, and *(d)* East Commerce Way between Del Paso Road and Highway 99. *(MPSP/IGC)*

**NN.M 1.4**      **Light Rail Right-of-Way.** The City shall base the alignment right-of-way 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. *(MPSP/IGC)*

**NN.M 1.5**      **Light Rail Stations.** The City shall provide for six light rail stations. 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. *(MPSP/IGC)*

**NN.M 1.6**

**Bus Transit Center.** The City shall locate bus transit centers 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 ¼ 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. (MPSP)

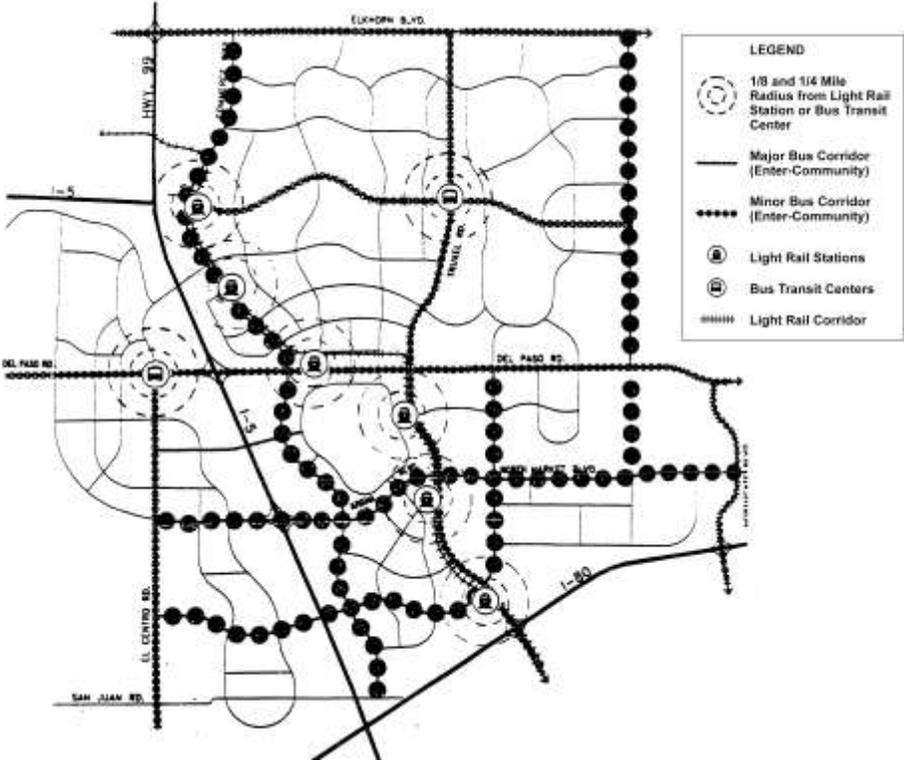


Figure NN-4  
Conceptual Transit Corridors Map

**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 as 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. *(RDR/MPSP)*

**NN.M 1.8**

**Shuttle Bus Service.** The City shall minimize the need for shuttle service 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 Transportation System Management measures. Shuttle bus service shall be funded by the North Natomas Business Association or through the North Natomas Transportation Management Association (TMA). *(RDR/MPSP/JP)*

**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 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. *(RDR/MPSP)*

### ***Transportation Systems Management***

**NN.M 1.10**      **Promote Telecommuting Centers.** The City shall encourage telecommuting centers as an alternative to commuting to work. *(RDR/MPSP)*

## **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.

## 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. *(RDR/MPSP)*

**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. The drainage system must incorporate the following requirements:

- The comprehensive drainage plan must meet National Pollution Discharge Elimination System (NPDES) stormwater regulations and permits.
- The plan must meet all EPA and Corps of Engineers 404 permit requirements.
- Ensure that the Comprehensive Drainage Plan (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. *(RDR/MPSP)*

### **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. The following requirements must 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. *(MPSP)*

### **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) Reclamation District 1000, and the U.S. Army 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. (MPSP)

**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. (RDR/MPSP)

**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. (RDR/MPSP)

**NN.U 1.7**      **Operational Drainage Facilities.** The City shall ensure that adequate drainage facilities are in place and operational before each new increment of development is approved for construction. (RDR)

## ***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.

## **Education, Recreation, and Culture**

### ***Civic Uses***

**NN.ERC 1.1**      **Library.** The City shall ensure that a 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 is 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 located on a 2.5-acre site in the Town Center adjacent to the transit station/commercial area.

**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. *(RDR/MPSP)*

**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. *(RDR)*

**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. *(MPSP)*

## STUDENT GENERATION FACTORS

**NN.ERC 1.5** **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) that 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 that 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. *(RDR/FB/IGC)*

**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. *(RDR)*

**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 to the underlying zone and be developed with the proper Special Permits. *(RDR/MPSP)*

- NN.ERC 1.6 Community Centers.** The City shall provide for four community centers: 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. *(MPSP)*

## ***Parks and Open Space***

- NN.ERC 1.7 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. *(RDR/MPSP)*

- NN.ERC 1.8 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. *(RDR/MPSP)*

**NN.ERC 1.9** **Park Dedication Standard.** The City Parks & Recreation Department must verify that 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 number of the required community park acres is 167. The number of acres of community and neighborhood parks shown on the map includes 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. *(RDR/FB)*

**NN.ERC 1.10** **Agricultural Buffers.** The City shall maintain an agricultural buffer along the north and west boundaries of the plan area as a method to avoid land use conflicts between urban uses and agricultural operations. 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. *(RDR/MPSP)*

**NN.ERC 1.11** **Landscaped Freeway Buffers.** The City shall maintain 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. *(RDR/MPSP/FB)*

**NN.ERC 1.12** **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. *(RDR/MPSP)*

**NN.ERC 1.13 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: 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. *(RDR/MPSP)*

## Schools

**NN.ERC 1.14 School Location Criteria.** The City shall 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 to 6 (¾ mile), Grades 7 and 8 (2 miles), and Grades 9 to 12 (3 miles).
- Students living at a greater distance will be bused 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 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. *(MPSP)*

**NN.ERC 1.15**      **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. *(MPSP)*

**NN.ERC 1.16**      **School Acreage Criteria.**

The City shall 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. *(RDR/MPSP)*

**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. *(RDR/MPSP)*

**NN.ERC 1.17 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. *(RDR/MPSP)*

## Public Health and Safety

**NN.PHS 1.1 Fire Protection Service.** The City shall locate one-acre fire stations in the northeast corner of the Northpointe subdivision and 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. *(MPSP)*

**NN PHS 1.2 Police Protection Service.** The City shall locate a five-acre police substation 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. *(MPSP)*

**NN PHS 1.3 Police Protection.** The City shall provide excellent fire and police protection to the residents, workers, and visitors to the North Natomas Community. *(SO)*

- NN.PHS 1.4**     **Police Protection Design.** The City shall design the physical form of the community to require less police protection. *(RDR/MPSP)*
- NN.PHS 1.5**     **Community Services and Programs.** The City shall promote community services and programs to decrease the need for police protection. *(SO/JP)*

## Environmental Resources

- NN.ER 1.1**     **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. *(RDR/MPSP)*
- NN.ER 1.2**     **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. *(RDR/MPSP)*
- NN.ER 1.3**     **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. *(RDR/MPSP)*
- NN.ER 1.4**     **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. *(RDR/MPSP)*
- NN.ER 1.5**     **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) Highway 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. *(RDR/MPSP)*

**NN.ER 1.6**

**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-5 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. *(RDR/MPSP)*

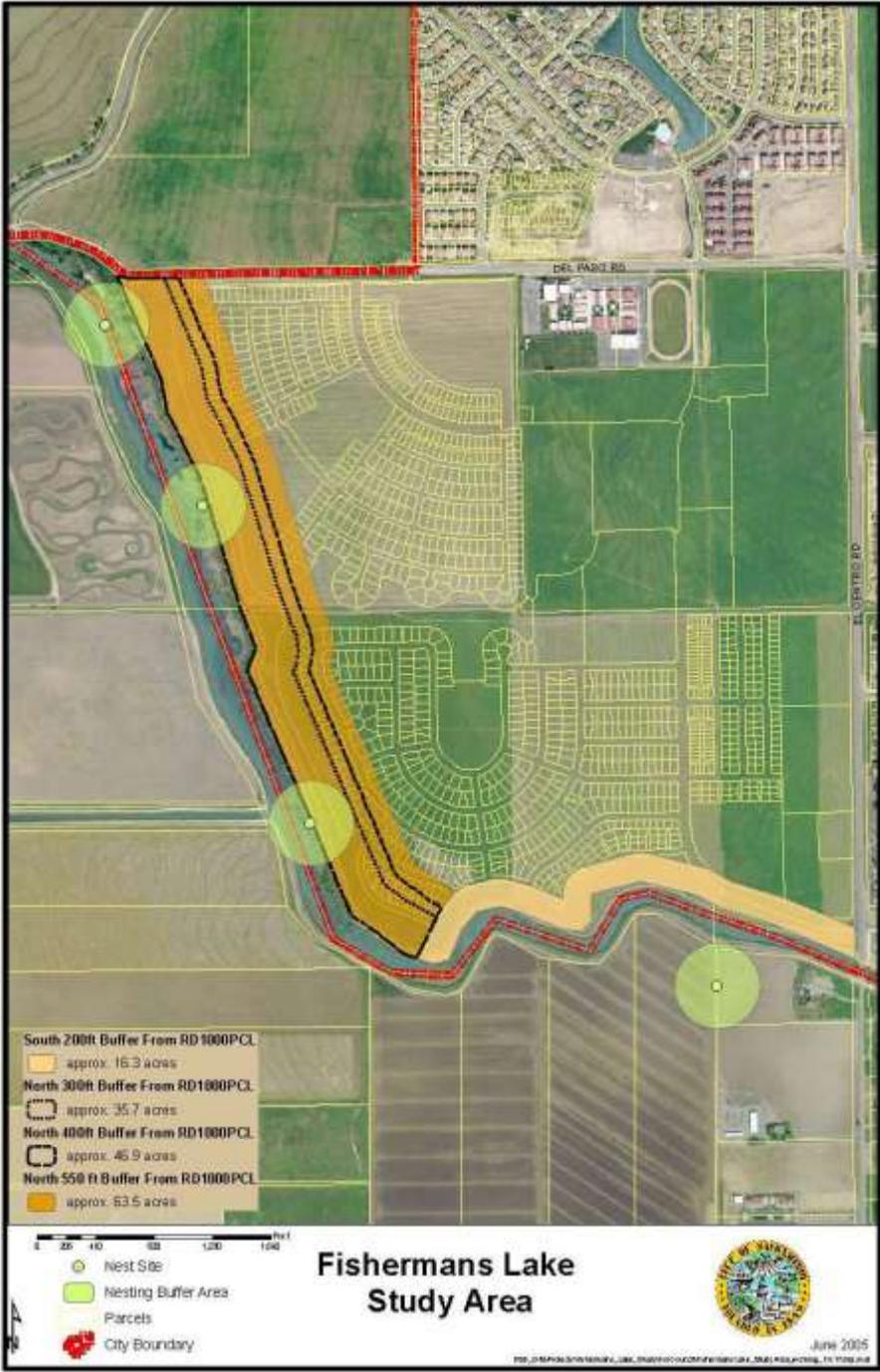


Figure NN-5  
Fisherman's Lake Study Area

## 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.

## Opportunity Areas

This section includes information about opportunity areas in the North Natomas Community Plan Area. Table NN-3 lists each opportunity area that falls completely or partially within the community plan area. Figure NN-6 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.

## 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)
- North Natomas Freeway Landscape Guidelines (2004)

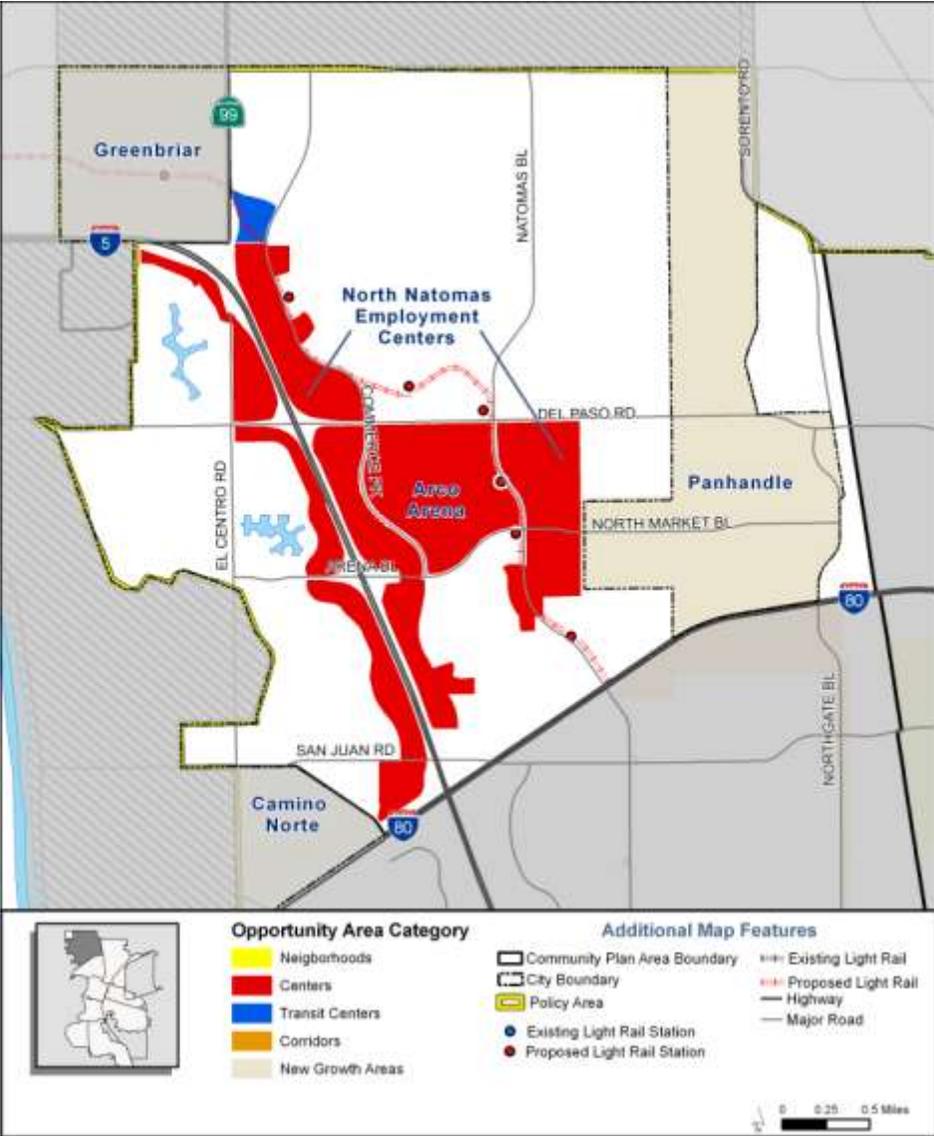


Figure NN-6  
North Natomas Opportunity Areas