

A photograph of a large group of people, likely students, sitting on a grassy lawn. In the background, there is a large, green metal truss bridge structure. Several people are standing and talking, while a large group is sitting on the grass. The scene is outdoors with many trees and a clear sky.

SOUTH NATOMAS COMMUNITY PLAN



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Community Location

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

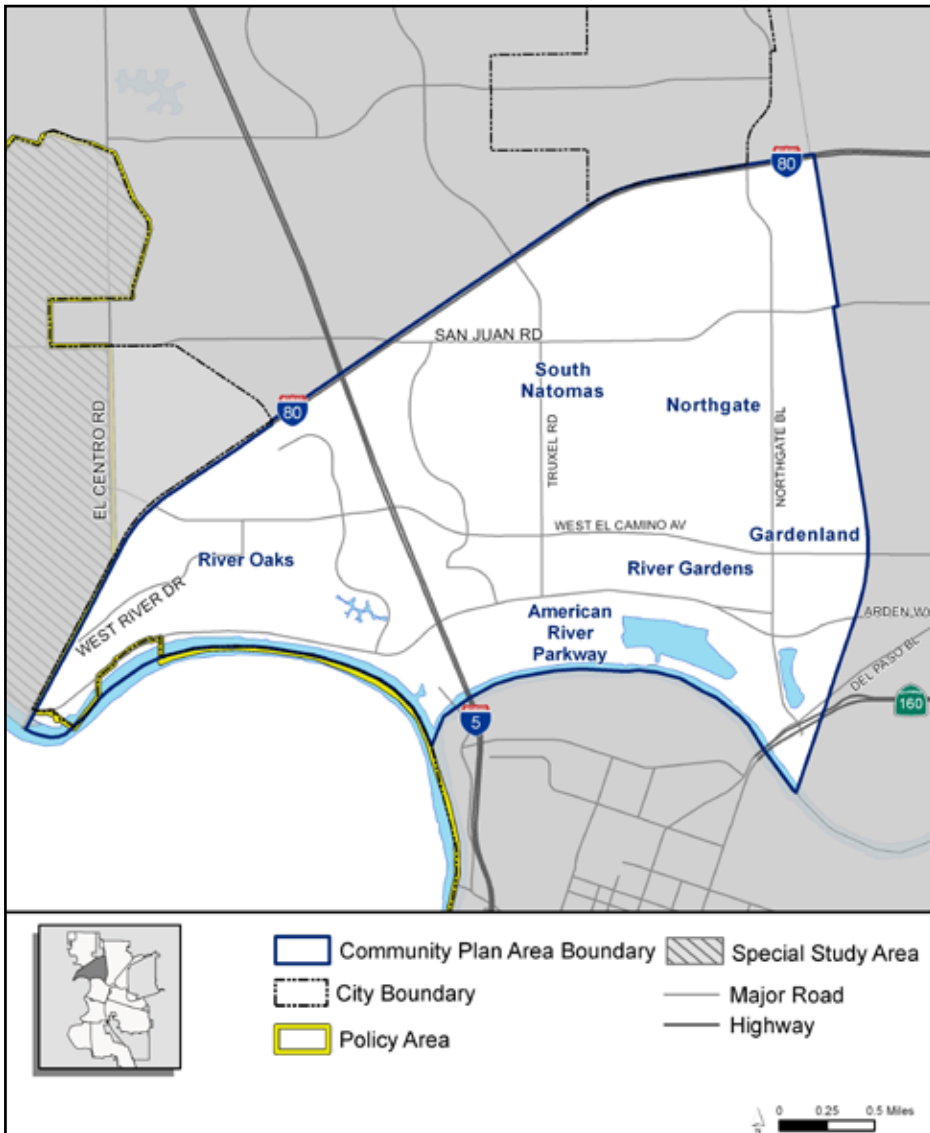


Figure SN-1
South Natomas Boundary and
Neighborhoods



Community Vision

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

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

Community Profile

Development and Planning History

South Natomas developed predominantly as residential subdivisions from 1950 to 1980. The South Natomas Community Plan, adopted in 1978, envisioned a high-density, transit-oriented, residential community with a small amount of office space serving only local needs. By 1982, expectations had changed and plan amendments added 2.4 million square feet of office park adjoining either side of I-5. In 1982, the City executed development agreements that required payment into the South Natomas Community Infrastructure Fund for traffic improvements. Subdivisions built prior to 1978 were not subject to the local enactment of a Quimby ordinance or limitations imposed by the passage of Proposition 13 (1978), and as a result, South Natomas lacked adequate public parks in residential areas.

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

Distinguishing Features

Predominant Land Uses

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

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

Major Transportation Routes

Regional access to and from South Natomas is provided by I-5 and I-80. Truxel Road, Northgate Boulevard, Gateway Oaks Boulevard, Azevedo Drive, and Orchard Lane provide north/south connections to and from the area, while Garden Highway, West El Camino Avenue and San Juan Road provide east/west connections. A proposed Downtown/Natomas/Airport (DNA) Light Rail Transit line would run through the area along Truxel Road and connect South Natomas to the Central City, North Natomas, and 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 combines direction for both land use and urban form. The system includes components that address standards and guidelines for allowed uses, population density, and building intensity, as well as urban form criteria for the different neighborhoods and centers throughout the city. These components work together to define allowed uses and building intensities as well as the overall role of each area of the city, whether it's for living (neighborhoods), gathering and employment (centers), travel and commerce (corridors), preservation (open space), or a unique role (other district) such as a college. The land use and urban form designations for South Natomas are illustrated in Figure SN-2. For a detailed explanation of land use and urban form designations refer to the Land Use and Urban Design Element in Part 2 of the General Plan.

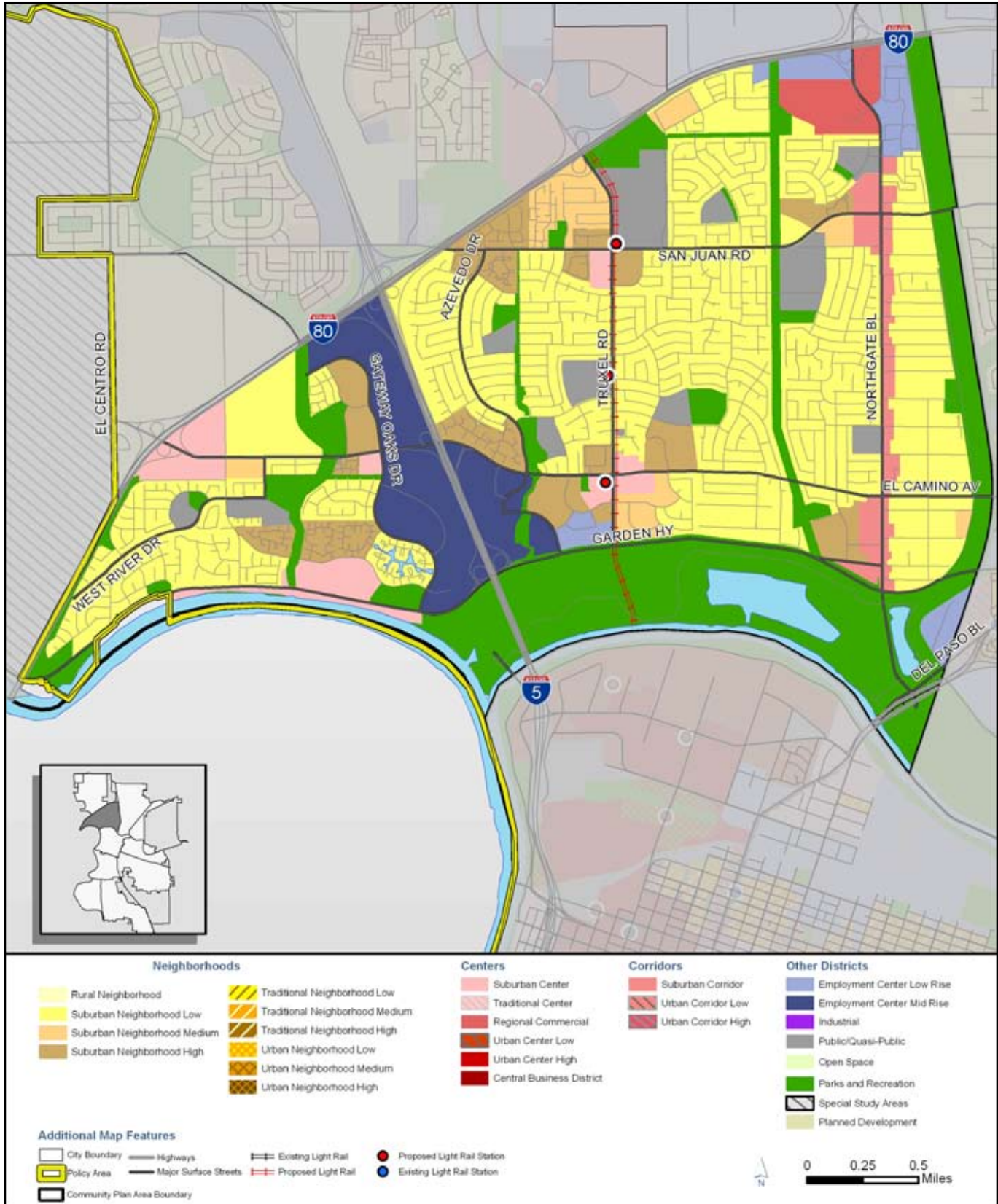


Figure SN-2
2030 General Plan Land Use & Urban Form Designations
for the South Natomas Community Plan Area

Community Policies

This section includes policies that are unique to the South Natomas Community Plan Area. They are intended to supplement, but not repeat, citywide policies contained in Part 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 South Natomas Community Plan (1988). Other policies in the existing South Natomas Community Plan that were outdated or overly general have been deleted. While the remaining policies have been edited slightly for consistency, the content of the policies has not been altered.

Land Use and Urban Design

- SN.LU 1.1** **Multi-Family Cluster Size.** The City shall limit the size of multi-family clusters to 200 units separated from other multi-family clusters by at least one thoroughfare. *(RDR/MPSP)*
- SN.LU 1.2** **Multi-Family Architectural Variety.** The City shall promote architectural variety and varied exterior construction materials on adjacent multi-family clusters and the placement of one story multi-family units adjacent to single-family development and as a visual break along streets. *(RDR/MPSP)*
- SN.LU 1.3** **Residential Housing Types.** The City shall require three or more housing types in medium-density and high-density residential projects of 30 gross acres or more, with the exception of mixed-use development along Northgate Boulevard. A maximum of 85 percent of the units will be of the dominant housing type and a minimum of 5 percent of each of the two minor housing types is required. *(RDR)*
- SN.LU 1.4** **Residential Housing Types.** The City shall require two or more housing types in medium-density and high-density residential projects of 20 to 29 gross acres, with the exception of mixed-use development along Northgate Boulevard. A maximum of 90 percent of the units may be of the dominant housing type. *(RDR)*
- SN.LU 1.5** **Riverfront Landscaping.** The City shall ensure that all landscaping will be designed to provide unobscured views of the Sacramento River from Garden Highway. *(RDR)*



- SN.LU 1.6** **Riverfront District Development Review.** The City shall require all development in the Riverfront District be subject to a Special Permit and Design Review, with review by the Natomas Community Association. *(MPSP)*
- SN.LU 1.7** **Riverfront Public Access Easements.** The City shall provide, where feasible, public access easements from Garden Highway to the river and/or explore open space areas along the river to purchase for pedestrian access to the river. *(MPSP)*
- SN.LU 1.8** **Riverfront District Residential Compatibility.** The City shall encourage residential development in the Riverfront District. Housing types that are compatible with the Riverfront include condominiums, townhomes, clustered residential development, and single-family detached units built to withstand flood hazards. *(RDR/MPSP)*
- SN.LU 1.9** **Riverfront District Residential Density.** The City shall allow by Special Permit residential development with a density range of 4 to 10 dwelling units per net acre in the Riverfront District. All developments shall be subject to meeting the linear lot coverage and height restrictions. *(RDR)*
- SN.LU 1.10** **Riverfront District Commercial Uses.** The City shall allow by Special Permit river-related commercial uses along the river. “River-related commercial” includes commercial uses that provide goods and services that directly enhance the river experience. Compatible uses include small-scale restaurants, fishing tackle shops, fish markets, “deli-to-go,” and river equipment shops. Incompatible uses, for example, include tee-shirt shops, souvenir shops, video stores, and dry cleaners. *(RDR)*
- SN.LU 1.11** **Riverfront District Office Development.** The City shall limit future office development to administrative support activities for river-related commercial businesses in the Riverfront district only; and in no case shall the administrative support activity exceed 25 percent of the square footage of the business that it supports. *(RDR/MPSP)*

SN.LU 1.12 **Riverfront District Restaurant Row.** In order to prevent an “intensive restaurant row,” the City may permit restaurants in the Riverfront District (west of Orchard Lane) subject to a Special Permit and provided that the seating capacity of each restaurant does not exceed 80 seats and adequate on-site parking is provided, and subject to a finding that Garden Highway traffic capacity is not exceeded. An additional cafe or delicatessen (within Riverbank Marina), not to exceed 20 seats may also be provided subject to a Special Permit. Planning entitlements to waive and/or reduce parking and to increase seating shall be discouraged. *(RDR/MPSP)*

Historic and Cultural Resources

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

Economic Development

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

Housing

There are no policies specific to South Natomas that supplement the citywide General Plan policies. Please see the Housing Element located in a separately bound document.

Mobility

SN.M 1.1 **Freeway Landscaping.** The City shall maintain a landscaped corridor adjoining both sides of I-5 through South Natomas to mark an important entryway to the city and to provide protection from freeway nuisance for adjoining residential development. *(MPSP)*

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

SN.M 1.3 **Regional Transit.** The City shall acquire and maintain of right-of-way for the extension of light rail service into the community. *(MPSP)*



Utilities

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

Education, Recreation, and Culture

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

Public Health and Safety

- SN.PHS 1.1** **Fire Station Dedication.** The City shall designate a new fire station on the west side of I-5, consistent with the city's Fire Protection Master Plan. *(MPSP)*
- SN.PHS 1.2** **Localized Noise Assessments.** The City shall notify the County Department of Airports when applications for residential entitlements west of I-5 are submitted. If the city Department of Planning and Development Services determine that a noise problem may exist at the project site, it may require the applicant to finance a localized noise assessment for the project site, including an analysis of aircraft noise based on the Metro aircraft operations and flight patterns. *(RDR)*
- SN.PHS 1.3** **Airport Overflight Notice.** The City shall endeavor to notify potential homeowners and residents of South Natomas of the over-flights by aircraft using Sacramento International Airport by providing for such notice as a condition of approval of PUDs, tentative maps or Special Permits to develop residential units in South Natomas. *(RDR)*

Environmental Resources

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

Environmental Constraints

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

Opportunity Areas

This section includes information about the opportunity area in the South Natomas Community Plan Area (Table SN-1). Figure SN-3 shows a map of the Northgate opportunity area location within the community plan area. Information will continue to be developed and refined for this opportunity area and potentially others as needs are assessed and development focus shifts throughout the South Natomas Community Plan Area.

Table SN-1 South Natomas Opportunity Areas	
Opportunity Area	Type
Commercial Corridor Revitalization	
Northgate Boulevard	Corridor

SOURCE: City of Sacramento 2009

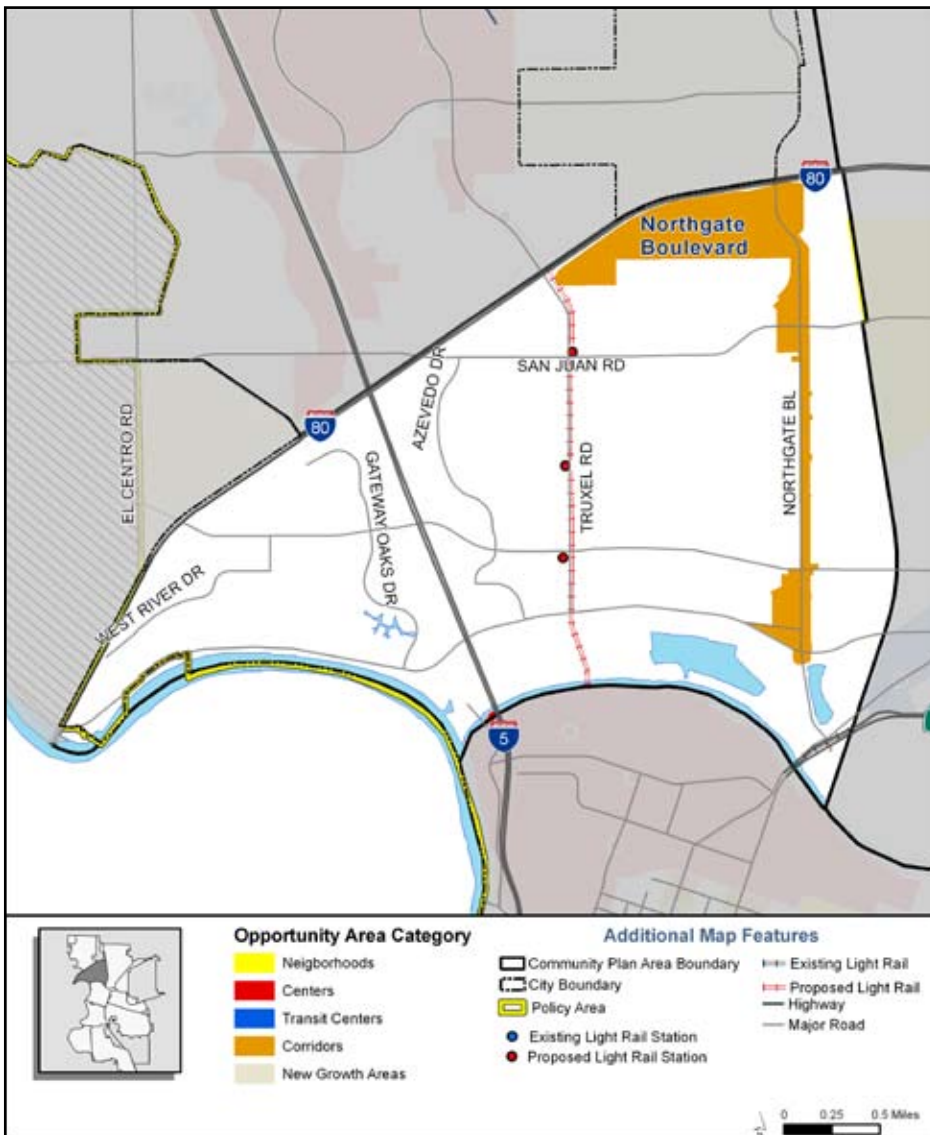


Figure SN-3
South Natomas Opportunity Areas



Relevant Plans and Studies

This following section lists relevant plans and studies that have been adopted or developed by local, state, and federal agencies or community groups and organizations and are directly pertinent to the South Natomas Community Plan Area:

- Northgate Plan (2004)
- Gardenland/Northgate SNAP
- Northgate Boulevard Streetscape Plan (2006)
- South Natomas Community Infrastructure Fee (SNCIF)
- South Natomas Facilities Benefit Assessment (SNFBA)