



NORTH NATOMAS COMMUNITY PLAN

NORTH NATOMAS 11-NN-1

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COMMUNITY LOCATION

The North Natomas Community Plan Area is 15-square miles, and is bounded by Elkhorn Boulevard to the north, Steelhead Creek on the east, Interstate 80 (I-80) to the south, and the West Drainage Canal, Fisherman’s Lake, and Interstate 5 (I-5) to the west (**Map CP-NN-1**). The Community Plan Area includes the Greenbriar (Northlake) and Panhandle new growth areas, as well as the unincorporated areas that include land between the Panhandle and I-80, also known as “The Pan,” and an area adjacent to Westlake.

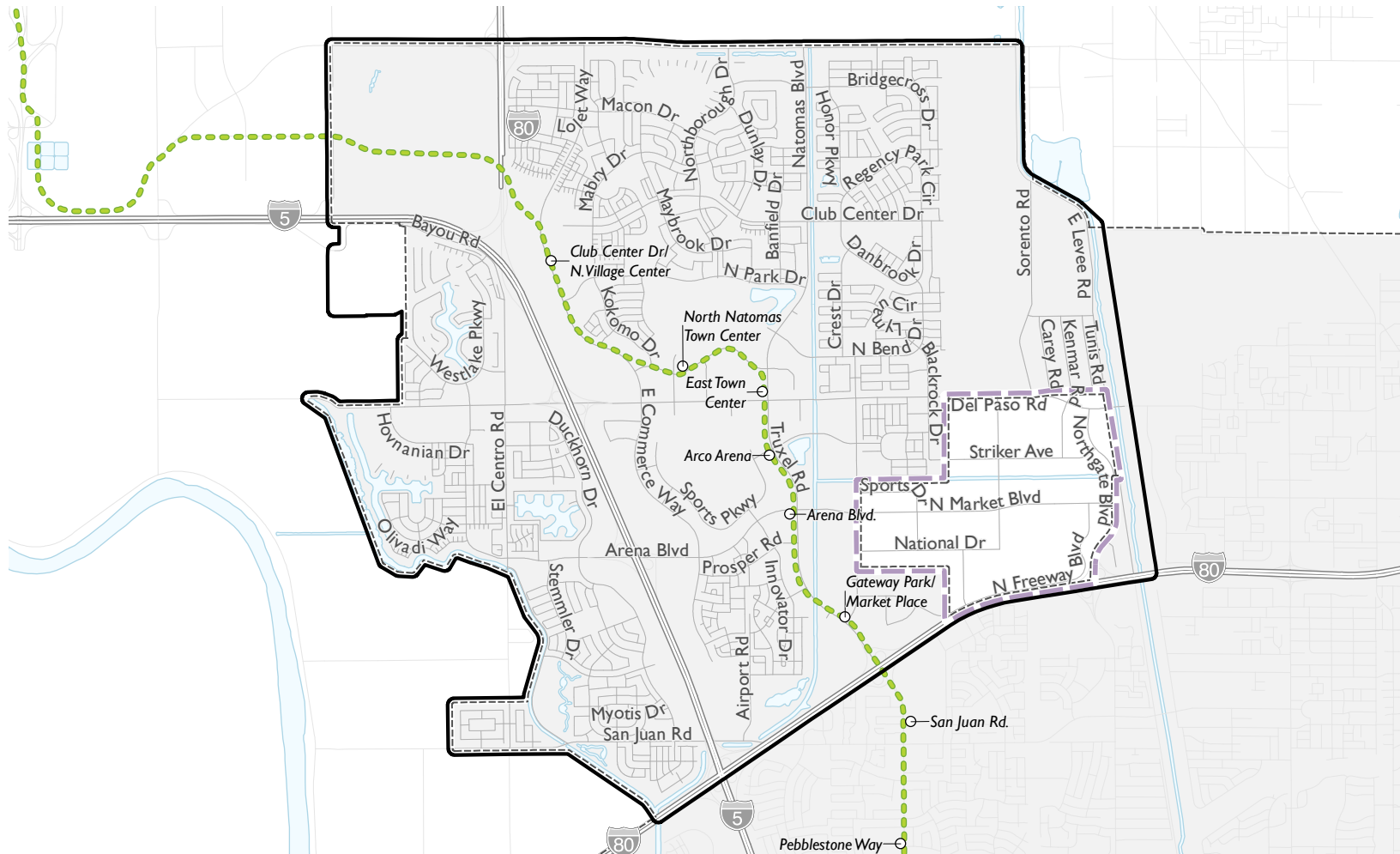
Important landmarks in North Natomas include the North Natomas Community Center and Aquatic Center, Benvenuti Performing Arts Center, North Natomas Regional Park, the Promenade Mall, and the former Sleep Train Arena site, now planned to be redeveloped as a teaching hospital and medical school for California Northstate University.

DEVELOPMENT AND PLANNING HISTORY







The area is historically a floodplain for the Sacramento River. Levees, however, were first built between 1912 and 1915, and ranching began in the area shortly after. The Witter Ranch Historic Farm is one of the last intact and best examples of a ranch in the Natomas area, with most of its structures constructed in the 1920s. North Natomas was annexed by the City of Sacramento in the 1960s, and has developed quickly since the 1990s, when the City of Sacramento, working with FEMA and the Sacramento Area Flood Control Agency, participated in a flood control plan that allowed the eventual lifting of development restrictions in the area. FEMA reinstated a de facto development moratorium in 2008 with revised

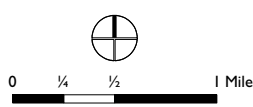


North Natomas Community Plan Area Boundary



Source: City of Sacramento, 2023; Dyett & Bhatia, 2023

-  North Natomas Community Plan Area Boundary
-  Sacramento City Limit
-  Sphere of Influence
-  Water
- Light Rail**
-  Proposed Light Rail Station
- Proposed Route**
-  Proposed Green Line Extension



flood maps, but authorization of federal funding in 2014 to upgrade flood protection for the Natomas Basin allowed the City to obtain new flood maps that let construction recommence. The Natomas Basin Habitat Conservation Plan (NBHCP), adopted in 2003, was also critical in allowing new development to go forward in Natomas while simultaneously preserving, restoring, and enhancing habitat in the Natomas Basin, such as different types of landscapes that serve as important habitat for species such as Swainson’s Hawk and the giant garter snake. The NBHCP applies to the 53,537-acre interior of the Natomas Basin, located in the northern portion of Sacramento County and the southern portion of Sutter County. The Natomas Basin area includes all of North and South

Natomas, plus considerable land to the west and north in unincorporated areas of Sacramento and Sutter Counties. The NBHCP is a multi-species conservation program that provides for biological conservation in conjunction with economic development and the continuation of agriculture within the Natomas Basin.

The North Natomas Plan Area is home to approximately 60,000 people. Today, North Natomas is characterized by mostly low-density single-unit housing developments organized largely in residential subdivisions, with office parks and auto-oriented retail shopping centers near the freeways and along major arterials. However, of its 18,000 housing units, about 29 percent are multi-unit,

primarily garden-style apartments located along major thoroughfares. Much of North Natomas's housing was developed via planned communities that built and dedicated public services to serve new residents concurrently with housing construction. Unlike the rest of North Natomas, Valley View Acres, a community located north of Del Paso Road and west of Steelhead Creek, is the only neighborhood in the city with a Rural Residential land use designation, which is intended to support low-intensity residential neighborhoods adjacent to rural and undeveloped land. Major employment sectors for North Natomas's 11,000 total jobs include trade, transportation, and utilities; education and health; and leisure and hospitality. Several major projects are planned for North Natomas, including an extension of the SacRT Green Line light rail, which will connect North Natomas to both Downtown and to the airport; the redevelopment of the former Sleep Train Arena, home of the Sacramento Kings from 1988 to 2016 (formerly "Arco Arena"); and a planned unit development of mixed-income housing in the Panhandle area, which the City of Sacramento annexed in 2019. Incorporated North Natomas contains 13 culturally diverse neighborhoods, an Aquatics Complex, which features an Olympic-sized pool in the North Natomas Regional Park, and overall is well-served by a variety of parks and recreation areas, which provide community

members with the highest amount of park acreage per resident of any community plan area in Sacramento.

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 south 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.

Sacramento Regional Transit (SacRT) has a number of bus routes including Route 11, 13, and 113 bus lines that connect to Downtown, Arden, and the Del Paso Light Rail Station. The area also has many shared-use paths such as the Jackrabbit Trail and the Fisherman's Lake Parkway providing low stress, off-street active transportation travel.





COMMUNITY VISION

IN 2040, North Natomas exemplifies a culturally diverse, healthy, and friendly place to live, with safe neighborhoods, walkable and bikeable streets, vibrant and unique public spaces and attractions, and high-quality new development. Community-responsive investments in light rail, reliable bus service, and bikeshare systems diversify transportation modes and are complemented by an integrated and well-connected pedestrian and bicycle network that links the area's parks, shops, and job centers. The transportation network also makes connections to Downtown and the rest of Sacramento seamless.

Tree-lined mixed-use corridors along Del Paso Road and Truxel Road feature attractive retail options and exciting entertainment opportunities such as grocery stores, music and entertainment venues, fine dining restaurants, and locally owned breweries, both fostering and thriving on a strong community identity. Redevelopment of the former Sleep Train Arena site has helped to create even stronger employment opportunities, creating a complete community that provides job options within walking and biking distance and stimulating local job growth and economic opportuni-

ty. Vibrant mixed-use neighborhoods have varied and affordable housing types, from higher density development to smaller homes, and are designed to meet a wide range of needs. Neighborhoods are well connected to schools, parks, and nearby communities.

Comfortable and inviting public gathering spaces throughout North Natomas bring the community together to engage in multicultural collaboration and celebrate diversity at events and activities enjoyed by residents of all ages and backgrounds. The North Natomas Regional Park, featuring the Community Center and Aquatic Complex, builds on the energy of one of the beautiful new Green Line light rail stations, and creates a focal point for the community. North Natomas' many other parks have amenities for people of all ages, from active playgrounds to outdoor exercise equipment, to shaded benches along walking paths. In turn, this active involvement of the community defines and preserves local character and values. Protection of key parks, natural areas, and environmental resources, along with measures to address flood risks, tie together the pride and potential of the region.

Community Issues and Opportunities

The following local planning issues and opportunities are synthesized from community input gathered over the course of the planning process, which included an in-person Community Plan Area meeting in August 2019, a virtual open house conducted in October 2020, community-led “meetings in a box,” and ongoing correspondence from individuals and neighborhood organizations as well as citywide outreach activities. The colored dots next to each paragraph and shown in the legend below indicate where readers can find policies and information related to each community issue and opportunity.

●	Addressed in this Community Plan
●	See Element 3: Land Use and Placemaking
●	See Element 4: Historic and Cultural Resources
●	See Element 5: Economic Development
●	See Element 6: Environmental Resources and Constraints
●	See Element 7: Environmental Justice
●	See Element 8: Mobility
●	See Element 9: Public Facilities and Safety
●	See Element 10: Youth, Parks, Community, and Recreation
●	See the Housing Element

● ● **Community Gathering Spaces** - Many residents expressed a need for more defined town centers with a stronger sense of place. New public plazas, community gardens, and arts and cultural spaces, particularly built into existing and new facilities such as the North Natomas Regional Park, could help give residents a place to gather or come together. The community center and Aquatic Complex will continue to provide an opportunity for local residents to engage with one another through programming, activities, and events for youth, families, and older adults, as well as through swim lessons, and water sports and recreation.

● ● **Placemaking** - As one of Sacramento’s newest communities, North Natomas has had little time to develop a layered sense of place. Many residents voiced a need for more unique elements in North Natomas to create a distinctive identity for the area, such as public art, interesting landscaping, and coherent design elements, especially tied into community gathering spaces, to help to enhance the sense of place and create stronger focal points for the North Natomas community.

● ● ● **Infill and Redevelopment** - North Natomas has some of Sacramento’s biggest opportunities for infill and redevelopment. The redevelopment plans of the former Sleep Train Arena, which includes plans for a hospital, housing, and other employment opportunities present an opportunity to affirm North Natomas as a regional destination and employment center. This new development will be closely linked with transit to support communitywide sustainability and climate action goals; transit needs the proximity to intensive land uses to support frequent and reliable service, and the development needs the transit to be sustainable and minimize traffic generation. Additionally, vacant and underutilized properties along the I-5 corridor, Del Paso Road, and Truxel Road are opportunities for infill development that make use of existing infrastructure and community resources. As part of these developments, community members would like to see more grocery stores and unique local restaurants, retail, and small businesses like microbreweries.

● ● **Growth and Services** - Ensuring that public services keep pace with new development is a priority for North Natomas residents. Some community members would like to see a more visible police presence, including a new police station, as well as healthcare resources and a hospital. Residents have also voiced a potential need for additional schools, especially in the Panhandle area, where new housing development is planned. The Financing Plan for North Natomas ensures that new facilities are paid for and provided concurrent with new development.

● ● ● **Residential Growth in Adjacent Unincorporated Areas** - Ensuring that new development in adjacent areas of unincorporated Sacramento County is built in a thoughtful and sustainable way is a priority for North Natomas residents. Current proposals near North Natomas include the Upper Westside and Grandpark Specific Plans, which together propose development of over 30,000 new homes, plus new commercial, mixed-use, and park spaces. North Natomas residents want to see preservation of natural areas, including wildlife habitats and corridors within the unincorporated area consistent with the HCP; and want new development to have a compact form,

integrated with existing development within the city so as to minimize traffic impacts and utility demand, and take advantage of opportunities for improved bicycle and pedestrian connectivity.

*The Jibe Express suspended service after this community input was collected.

● ● ● **Improving Alternatives to Driving: Transit Connections to the Rest of Sacramento** - While North Natomas is served by existing SacRT bus routes, the pilot SmaRT Ride Natomas-North Sacramento on demand transit, and the Jibe Express shuttle, it lacks frequent, reliable service within the area and connecting to destinations outside the area. A long-term plan to extend the Green Line of the light rail system through North Natomas would connect Downtown Sacramento to the Sacramento International Airport; in the interim, the area may be a candidate for more robust and frequent rapid bus service. Residents want to ensure that new transit is connected to residential areas via shared-use walking and bicycling paths.

● ● ● **Improving Alternatives to Driving: Active Transportation** - Offering viable alternatives to driving for travel within North Natomas, especially shared-use paths for walking and bicycling, represents an opportunity to alleviate traffic and provide environmentally friendly options to get around for all ages and abilities. North Natomas has access to several beautiful north-south shared use paths, including Fisherman's Lake Parkway, Jackrabbit Trail, and the East Drainage Connector Trail. Residents would like to see better walking and bicycling connectivity throughout North Natomas in the east-west direction, including comfortable and convenient passage across I-5. Additional street trees would make walking more comfortable in hot Sacramento summers, and the community is interested in exploring new modes of transportation such as shared and pooled mobility. Together with mixed-use transit-oriented development that breaks down the separation of uses, local connectivity improvements will enhance mobility options and reduce the need for driving short distances within the community.

● ● **Housing** - Housing prices and rental rates in North Natomas are, on average, higher than prices in other parts of Sacramento. Ensuring long-term

housing affordability for current and future residents of North Natomas is a key community priority; adding some higher density housing in transit-oriented areas along the future light rail alignment would help to support frequent transit and vibrant retail and community spaces, while increasing housing options for residents. Community members also cited the need for adequate housing options that reflect the diverse needs of the community, including senior and multi-unit housing. Unhoused residents have concentrated along Del Paso Road.

● ● ● **Park Amenities** - The multitude of parks and natural areas in North Natomas, including North Natomas Regional Park, Witter Ranch Park, and Westlake Community Park, are big contributors to livability and community identity. Residents hope to see regular maintenance and enhancements to existing parks, such as additional lighting and restrooms, outdoor exercise equipment, an all-weather sports field, and/or an integrated bicycle network, to promote these areas as valued gathering places and focal points in the community. Residents would also like more community gardens and more trees in parks to make outdoor environments more pleasant for gathering, especially as Sacramento is expected to experience higher daily temperatures in the future. Residents are also advocating for accessible parks for all ages, drought-tolerant landscaping, and the preservation of wildlife habitat.

● ● **Flood Protection** - North Natomas is an extremely flood-prone area and is dependent on the levees and on stormwater infrastructure for flood protection. The Sacramento Area Flood Control Agency (SAFCA), the US Army Corps of Engineers and Central Valley Flood Protection Board/Department of Water Resources are continuing to work to provide a minimum of 200-year level flood protection to the Natomas Basin. SAFCA has largely completed its Natomas Levee Improvement Program (NLIP), which improved approximately 18 miles of the 42-mile levee system protecting the Natomas Basin. The Federally authorized American River Common Features Natomas Basin Project is improving the basin's remaining 24 miles of levees protecting the Natomas Basin. Additional flooding preparedness programs could complement these efforts.

Contextual Topic Areas

LAND USE AND PLACEMAKING

In Part 2 of the General Plan, the Land Use and Placemaking Element includes a land use diagram as well as maps that show maximum floor area ratio (FAR), minimum FAR, and minimum density standards across the city. Together, these maps provide direction for land use and development intensities citywide. Development in North Natomas is subject to these citywide development standards, and close-ups of these land use designations and development intensities for the North Natomas Community Plan Area are provided in **Maps CP-NN-2** through **CP-NN-5** for ease of reference.

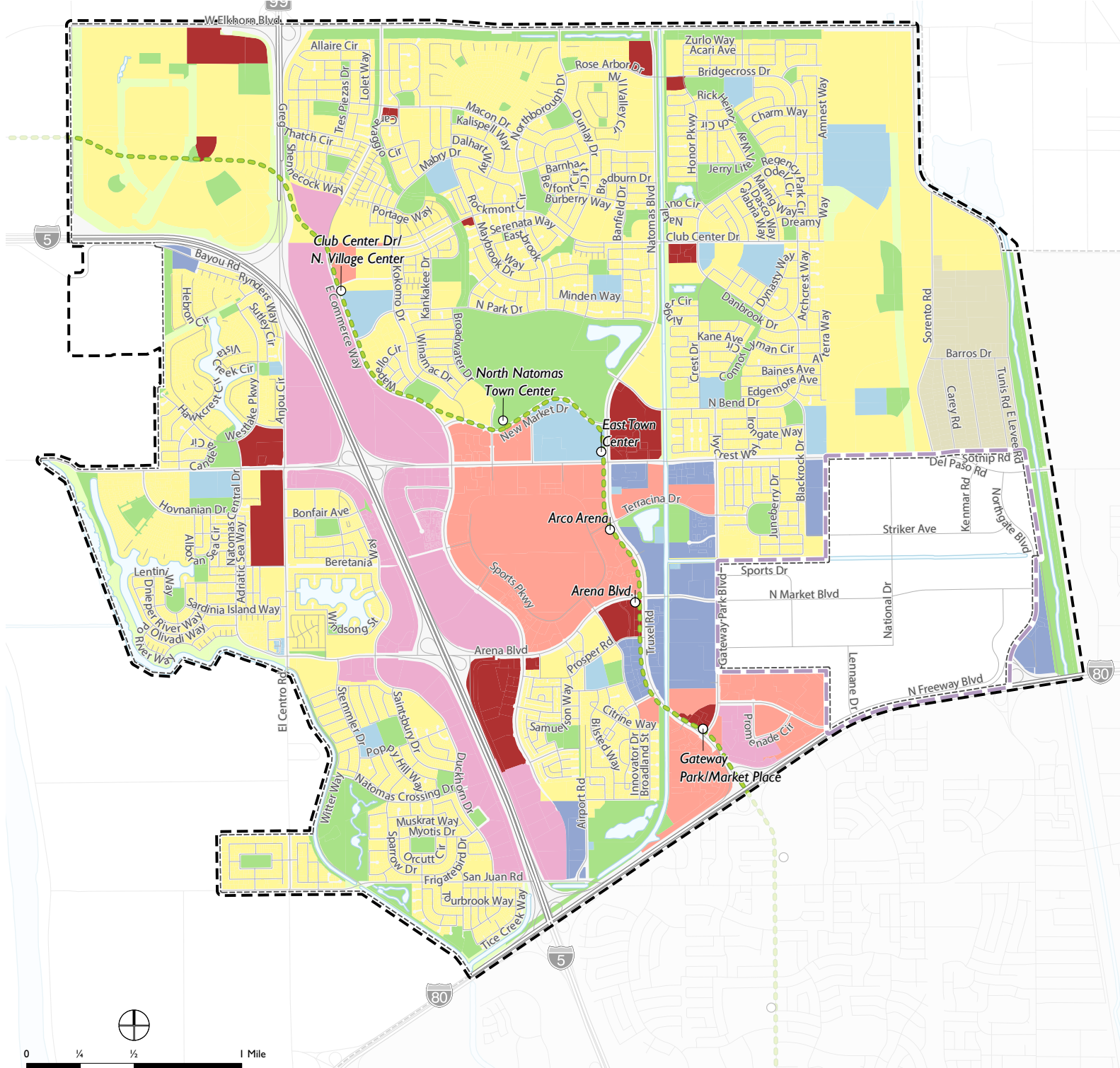
These designations and standards seek to achieve some of North Natomas resident's biggest priorities, including establishing a stronger sense of place, improving transit reliability, and creating more walkable and bikeable communities. North Natomas has several opportunities for new residential, office, commercial, and mixed-use development, notably at the former Sleep Train Arena, in vacant parcels along I-5, and in the Greenbriar and Panhandle areas. Mixed-use designations and higher-intensity allowances are applied in areas along the proposed light rail extension with existing lower-intensity uses and large parking lots to support frequent transit and encourage better utilization of land, creating more walkable, bikeable places; these key transit-oriented nodes would also be ideal spots for vibrant community gathering places surrounded by unique businesses. The North Natomas Regional Park brings many amenities to the community, such as a farmer's market, dog parks, bikeways, walkways, the North Natomas Aquatic Center, and Stage at Lawn Amphitheater; adjacencies to the future redevelopment of the Sleep Train Arena and to the American River College Natomas Center and Inderkum High School

help to support frequent transit and vibrant commercial areas. Lower intensities, with primarily residential uses, are planned for existing neighborhoods and further from transit; a few remaining Rural Residential lots help to buffer sensitive uses like the Witter Ranch Historic Farm. Along I-5, the Plan envisions office uses with good access to the regional transportation network. Open space buffers along the edge of the community can help to ease transitions between urbanized areas and rural land, as well as provide open spaces and connections between developed lands.
















Additional policies addressing housing quality, affordability, and homelessness can be found in the Housing Element; see the Land Use and Placemaking Element for more policies related to housing development, as well as citywide policies related to infill and transit-oriented development, supporting small businesses, and strengthening sense of place, including in North Natomas.



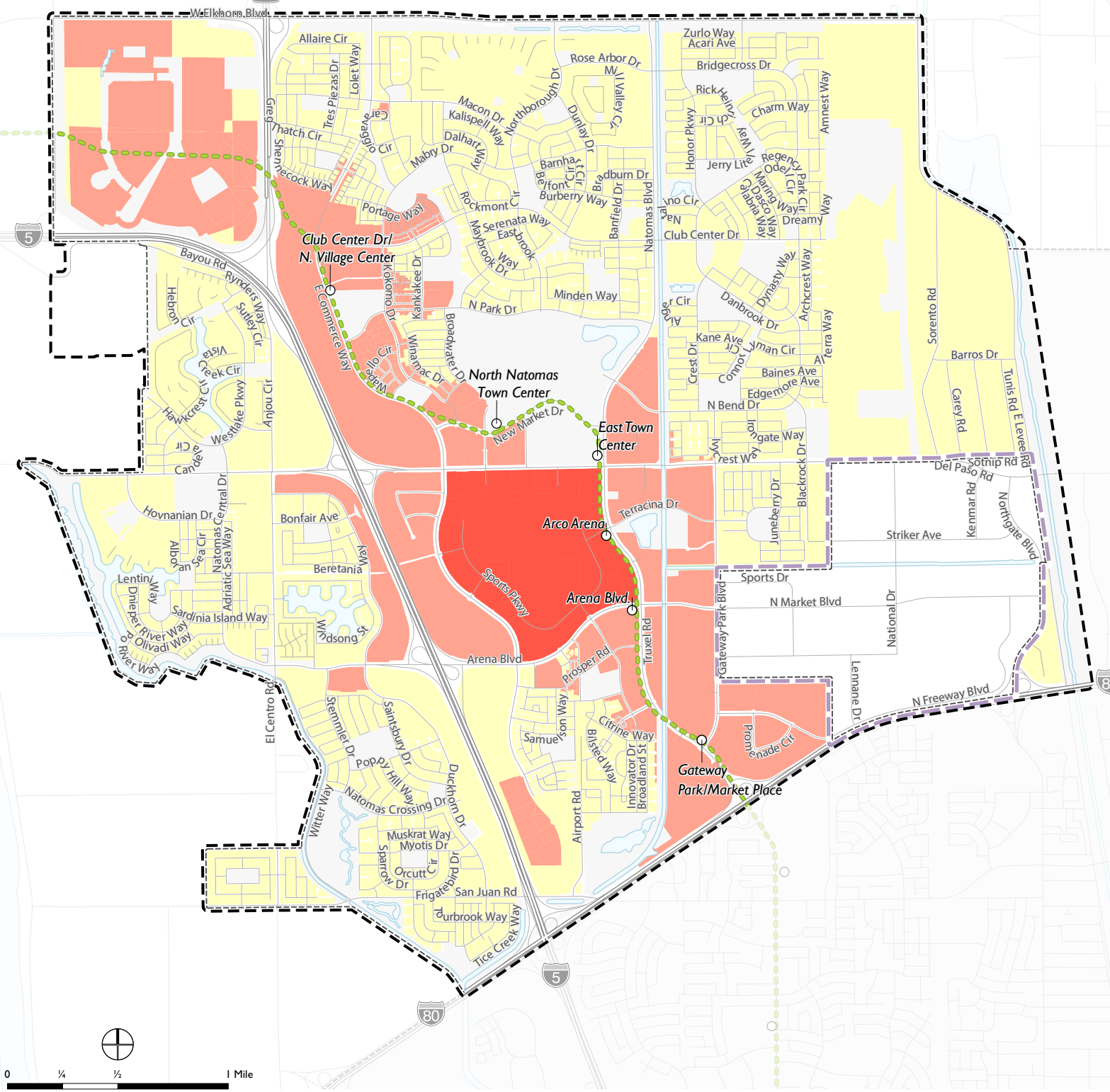
Map CP-NN-2 North Natomas Land Use



Land Use Designations

- | | | | |
|--|--|--|---|
|  Rural Residential (RR) |  Employment Mixed-Use (EMU) |  Sacramento City Limit |  Proposed Green Line Extension |
|  Neighborhood (N) |  Industrial Mixed-Use (IMU) |  North Natomas Community Plan Area Boundary | |
|  Residential Mixed-Use (RMU) |  Public/Quasi-Public (PQP) |  Sphere of Influence | |
|  Office Mixed-Use (OMU) |  Parks and Recreation (PR) |  Water | |
|  Commercial Mixed-Use (CMU) |  Open Space (OS) | | |

North Natomas Maximum Floor Area Ratio (FAR) - All Development

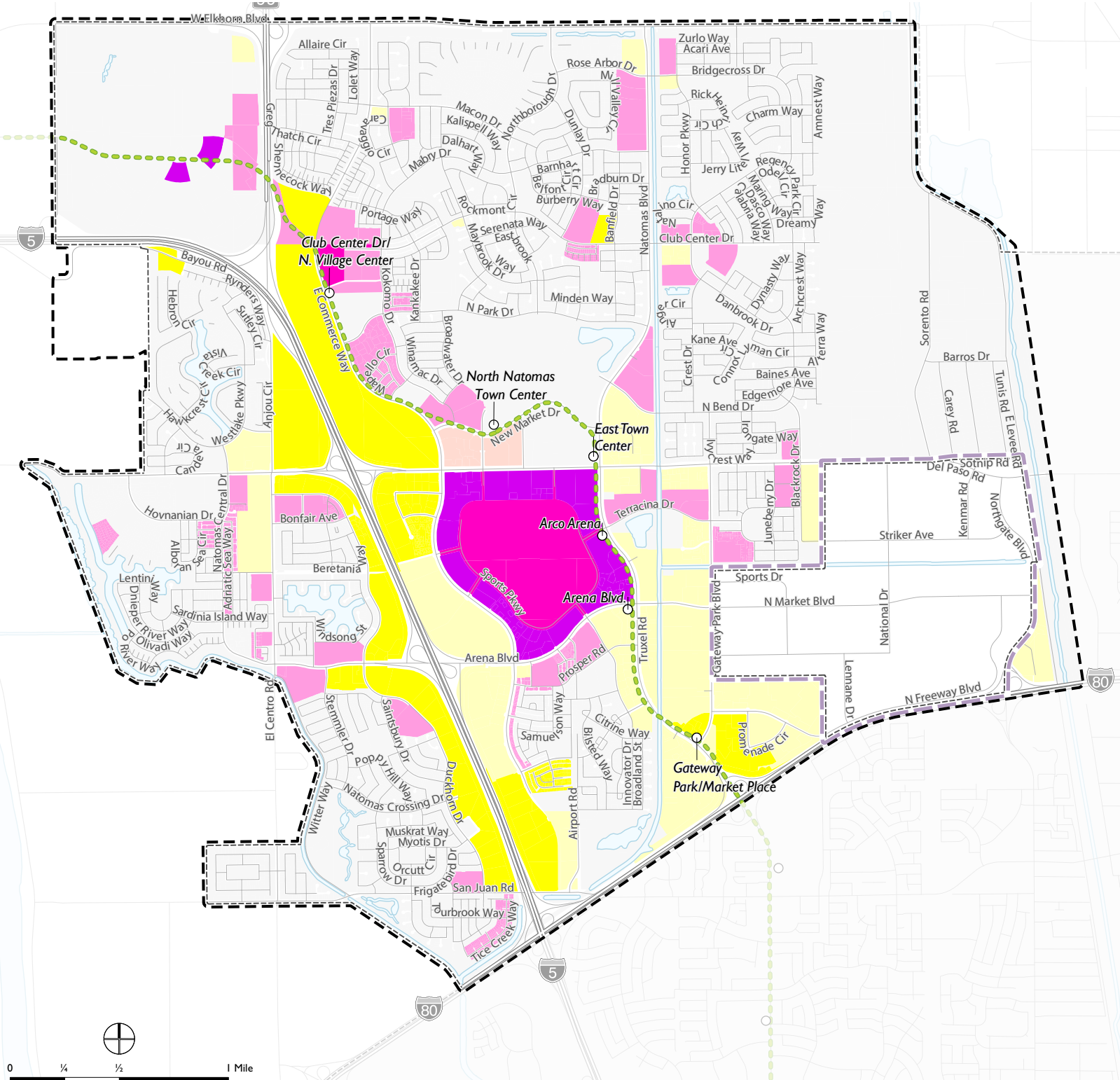


Maximum Allowed FAR	
Light Yellow	1.0
Light Orange	2.0
Orange	4.0
Red-Orange	5.0
Red	6.0
Dark Red	8.0
Dark Purple	10.0
Black	15.0
Grey	N/A FAR

- Sacramento City Limit
- North Natomas Community Plan Area Boundary
- Sphere of Influence
- ~ Water
- Proposed Green Line Extension

Source: City of Sacramento, 2023; Dyett & Bhatia, 2023

North Natomas Minimum Floor Area Ratio (FAR) – Mixed-Use and Non-Residential Development

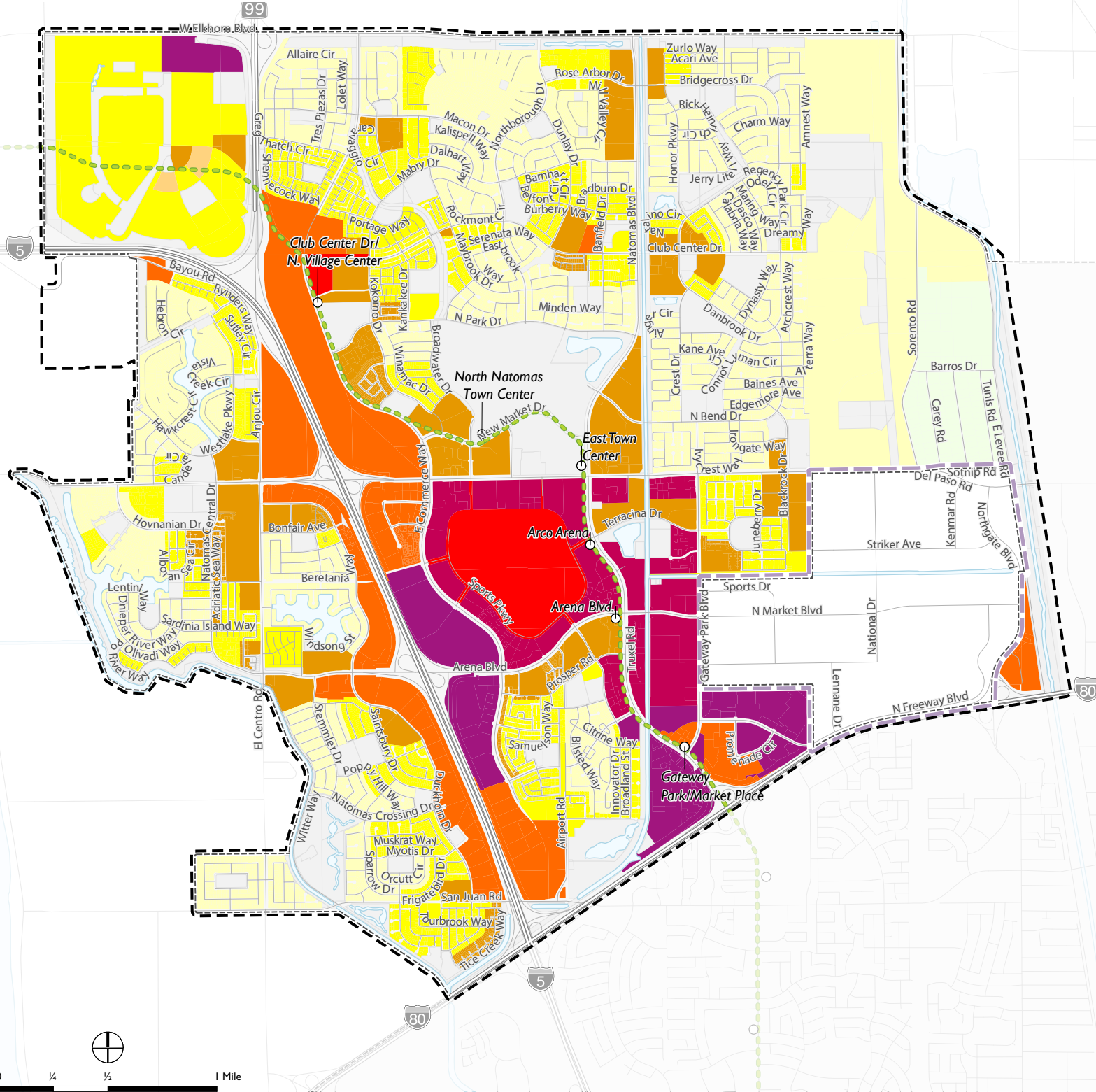


Minimum Allowed FAR

0.15	0.50
0.25	1.50
0.30	2.00
0.35	3.00
0.40	N/A FAR

- Sacramento City Limit
- North Natomas Community Plan Area Boundary
- Sphere of Influence
- Water
- Proposed Green Line Extension

Map CP-NN-5 North Natomas Minimum Residential Density



Dwelling Units (per acre)

0.25	18
3	20
7	24
8	32
12	33
15	61

- Sacramento City Limit
- North Natomas Community Plan Area Boundary
- Sphere of Influence
- Water

Proposed Green Line Extension



Source: City of Sacramento, 2023; Dyett & Bhatia, 2023

MOBILITY

For the North Natomas Community Plan Area, there are two overarching mobility considerations: improving access to areas outside the community, including Downtown, and traveling within the community. In 2023, both are relatively easy by driving but are difficult by bicycle, foot, or transit; improving the convenience and viability of car-free travel is a priority for the community.

The planned extension of the Green Line light rail would connect North Natomas to South Natomas and Downtown. Direct bus connections to future light-rail stations and more intensive mixed-use development in the area around the stations can increase transit access and connectivity for the North Natomas community. In the near to mid-term, Truxel Road is a good candidate for more frequent transit service as it connects existing and planned higher intensity existing and planned land uses in North Natomas with Downtown Sacramento and can help establish the ridership demand for light rail service along the corridor in the future. Additionally, Natomas Jibe is a Natomas-based nonprofit organization that works with local residents, businesses, and schools to

foster transportation behaviors that enhances community through advocacy, programs, placemaking, education, and services.

There are existing and planned walking and bicycling improvements in North Natomas. The planned walking and bicycling improvements include shared-use paths along Airport Road, San Juan Road, and the Natomas Crossing path that includes a bridge over I-5.

Some of the area's streets are part of the City's High Injury Network, the streets with the highest number of severe and fatal crashes, including San Juan Road, Truxel Road, and Del Paso Road. The City recognizes that speed is the most significant factor in traffic crashes, and therefore slowing driver speeds is critical to improving roadway safety in North Natomas. Improvements and interventions identified in the Mobility Element, Pedestrian Master Plan, Bicycle Master Plan, and the Transportation Priorities Plan will help to address traffic safety, and help achieve community goals for healthy, lower cost, and climate-friendly ways of travel.



PARK ACCESS

North Natomas is well-served by parks, with nine community parks, 30 neighborhood parks, two open space parks, one parkway, and one regional park for a total of 632 acres. At about 12 acres per thousand residents, almost all residents within North Natomas have access to a park within a 10-minute walk, as shown in **Map CP-NN-6**. Additionally, all new large developments are required to include new park space in their development plans. This will allow for the completion of the Ninos Parkway, which will provide a north-south connection through the Panhandle development.

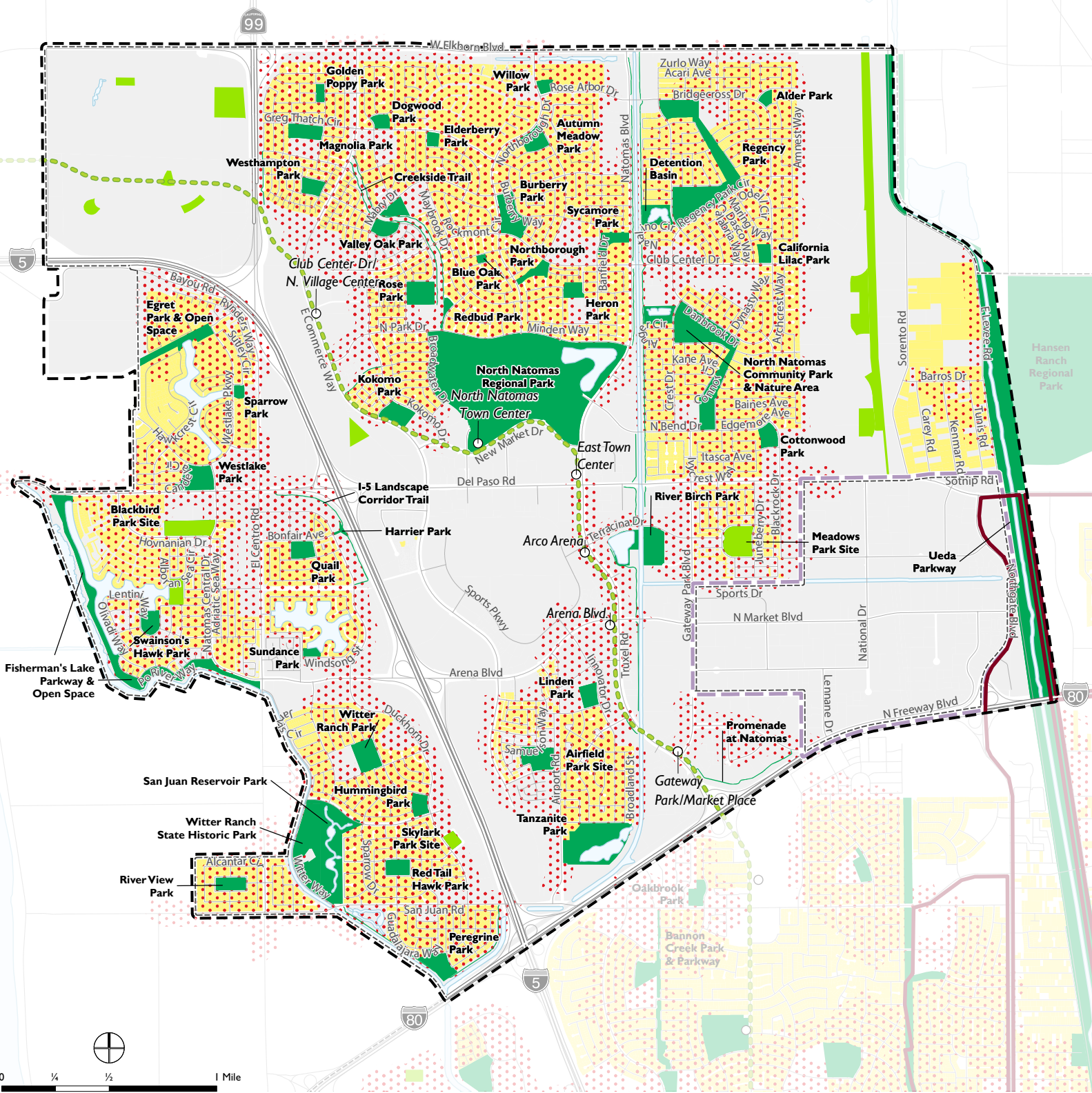
North Natomas has lower tree canopy coverage than many other areas of the city; much of the difference is due to the relative immaturity of the trees that have been planted more recently, concurrent with development that only began in the 1990s. It is expected that the tree canopy will mature by 2040. Undeveloped areas mostly comprise of former ranching lands, which are primarily treeless open fields. Additionally, more gathering spaces, and more unique park amenities like sculptures and public art could help to make local parks into the community focal points that many residents envision. Habitat

conservation is also important to many North Natomas residents. The existing Habitat Conservation Plan, which applies to the entire area of North Natomas, helps to preserve important open space for local wildlife.

Additional policies addressing park amenities, gathering spaces, maintenance, and access can be found in the Youth, Parks, Recreation, and Open Space Element.



Map CP-NN-6 North Natomas Park Access



- 10-minute Walking Access to a Park
- Existing Park
- Proposed Park
- Residential Area
- Sacramento City Limit
- North Natomas Community Plan Area Boundary
- Sphere of Influence
- Water
- Proposed Green Line Extension

Source: City of Sacramento, 2023; Dyett & Bhatia, 2023

Community Policies

The policies below address issues specific to North Natomas and supplement Citywide policies; many of the issues and opportunities of North Natomas are common to many areas of Sacramento, and are addressed at the citywide level.

Land Use and Placemaking

NN-LUP-1 Mixed Use Nodes. The City shall continue to increase mixed-use, high-intensity activity centers near planned light rail stops that serve as focal points of the North Natomas Community, and include commercial, employment, residential, civic, and park uses.

NN-LUP-2 Commercial Center Placemaking. The City shall leverage development opportunities to strengthen the sense of place within commercial centers of North Natomas and to ensure that it is connected to the community's street, transit, and pedestrian/ bicycle systems and contains shaded places for gathering, public art, and cultural and performing arts events.

NN-LUP-3 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.

NN-LUP-4 Landscape Freeway Buffers. The City shall maintain a 100-foot-wide landscaped freeway buffer along the north side of I-80, the east and west sides of I-5 (From I-80 to the 99 interchange) and along the east side of the 99. Financing the landscaping will be included in the infrastructure costs for the Community.

NN-LUP-5 Open Space Buffers. The City shall maintain open space buffers at least 200 feet wide adjacent to agricultural and open space areas to the north and west of the Community Plan Area to minimize land use conflicts between urban uses and agricultural operations or, in the event that agricultural areas are rezoned to urban uses, to provide green space for heat reduction, flood control, and recreation. Allowed uses within the buffer include shared use paths and bikeways, linear parks and open space, drainage canals or detention basins, irrigation canals, public roads, utilities, and maintenance roads.

NN-LUP-6 Easements in Buffer Areas. The City shall pursue easements or other mechanisms with property owners in greenbelt and buffer areas to provide:

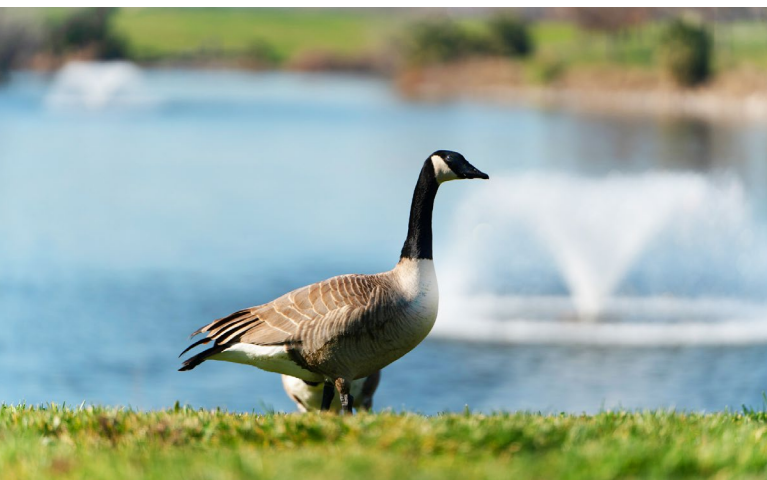
- Open space opportunities for trails and wildlife viewing;
- Shared use paths to link community plan areas, neighborhood, school/park, and community park sites, and widen other buffer areas as part of habitat conservation or other useable open space; and
- Buffers around Witter Ranch and Fisherman's Lake from proposed development adjacent to those sites.

Historic and Cultural Resources

NN-HCR-1 Preservation of the Witter Ranch Historic Farm. The City shall support the preservation of the Witter Ranch area, including approximately 25 acres presently defined by Assessor's Parcel No. 225-0180-002, and the Witter Ranch Historic Farm, as a historic site of cultural and educational value. The public access to the ranch shall be preserved from San Juan Road via Witter Way, and a drain and detention basin along the eastern boundary shall help to buffer the ranch from adjacent urban uses.

Economic Development

There are no economic development 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.



Environmental Resources and Constraints

- NN-ERC-1 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-1** 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.
 - **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.

Figure NN-1: Fisherman’s Lake Study Area



Source: City of Sacramento, 2018; Dyett & Bhatia, 2023

Environmental Justice

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

Mobility

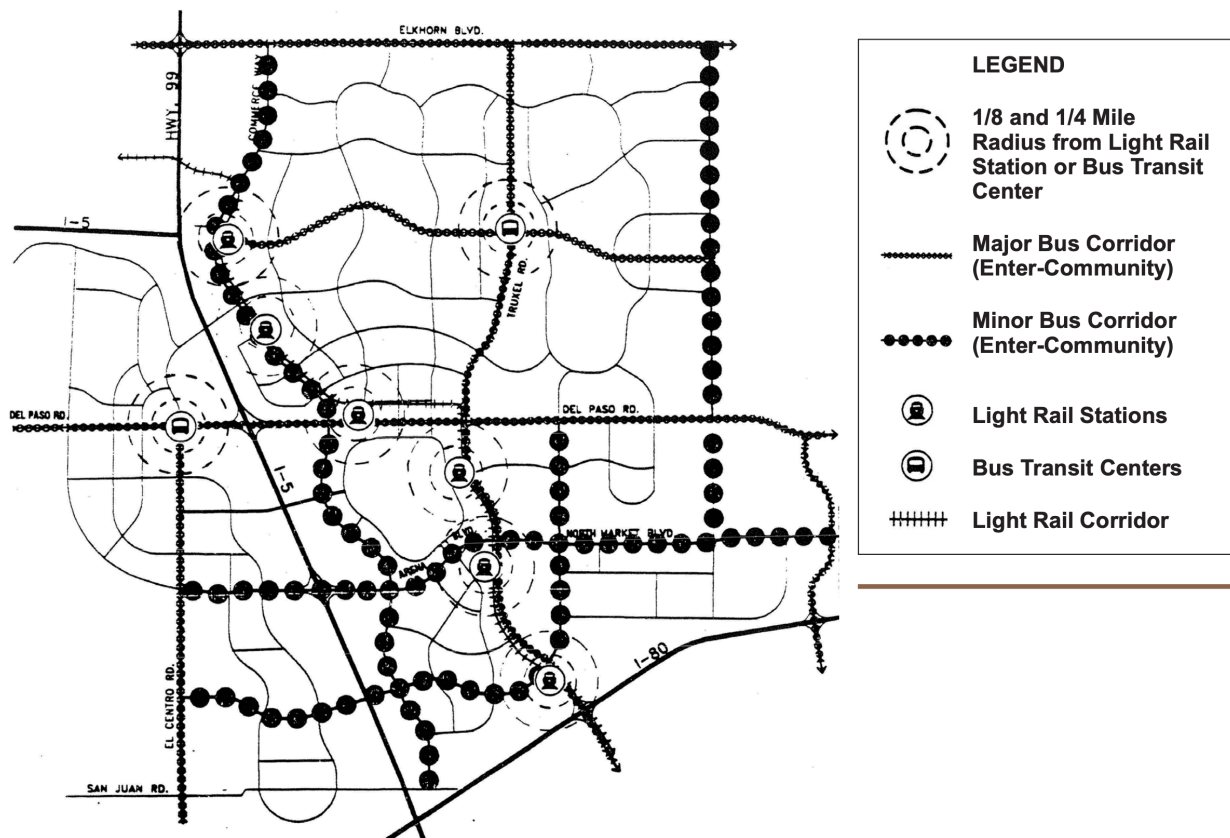
NN-M-1 Light Rail Corridor. The City shall acquire and maintain right-of-way for a light rail corridor as shown on **Figure NN-2**, which reflects the Regional Transit adopted alignment for the Downtown Natomas Airport extension (DNA) plus 400 feet on either side of the alignment centerline. The light 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.

NN-M-2 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.

NN-M-3 High-Frequency Transit. The City should encourage and collaborate with the Sacramento Regional Transit District (SacRT) to plan and implement high-frequency, connected, and convenient transit in North Natomas, as well as to the North Sacramento Community Plan Area and the wider city.

Figure NN-2: Conceptual Transit Corridors Map



NN-M-4 Transit Center. The City shall encourage the Sacramento Regional Transit District (SacRT) to locate bus transit centers in North Natomas.

NN-M-5 Light Rail Stations. The City shall encourage transit-oriented development around existing and planned light rail stations.

Public Facilities and Safety

NN-PFS-1 Coordinate with Other Agencies. The City shall ensure that the Natomas Comprehensive Drainage Plan (CDP) is operated as designed over time, by requiring that the CDP 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.

NN-PFS-2 Drainage Facilities. The City shall require that all phased drainage facilities be part of the Comprehensive Drainage Plan (CDP) and approved prior to implementation.

NN-PFS-3 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 Comprehensive Drainage Plan (CDP) shall be in place prior to approval of any phased incremental development.

NN-PFS-4 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.

Youth, Parks, Recreation, and Open Space

NN-YPRO-1 Ninos Parkway. The City shall implement the northern section above Interstate 80 of the Ninos Parkway as part of the Panhandle Planned Unit Development (PUD) and connect the Ninos Parkway to Steelhead Creek and Walter S. Ueda Parkway.

NN-YPRO-2 Organized Sports and Recreational Facilities. The City shall develop and maintain quality facilities (including sports courts and fields) for a variety of organized sports to ensure active recreation opportunities are met for the growing community needs in North Natomas.



RELEVANT PLANS AND STUDIES

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

- North Natomas Regional Park Master Plan Amendment and Community Center and Aquatics Complex Project (2018)
- Panhandle Annexation (2018)
- Greenbriar Planned Unit Development Guidelines (2017)
- North Natomas Development Primer (2015)
- North Natomas Freeway Landscape Guidelines (2004)
- Natomas Basin Habitat Conservation Plan (2003)

