



# NORTH SACRAMENTO

## COMMUNITY PLAN

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### **COMMUNITY LOCATION**

Located in the northeastern part of the city, the North Sacramento Community Plan Area encompasses about 13 square miles within the city of Sacramento. As shown on **Map CP-NS-1**, the area is bounded by the City limit to the north, Steelhead Creek to the west, the American River to the south, and Auburn Boulevard to the east. Interstate 80 extends east-west through the northern portion of North Sacramento, and the area is well connected to Downtown by the Sacramento Regional Transit District (SacRT) Blue Line. The Del Paso-Marysville Boulevard corridor is a primary thoroughfare of the community, and important landmarks in North Sacramento include Hansen Ranch Regional Park, Grant Union High School, the American River Parkway, and the Sacramento Northern Parkway.

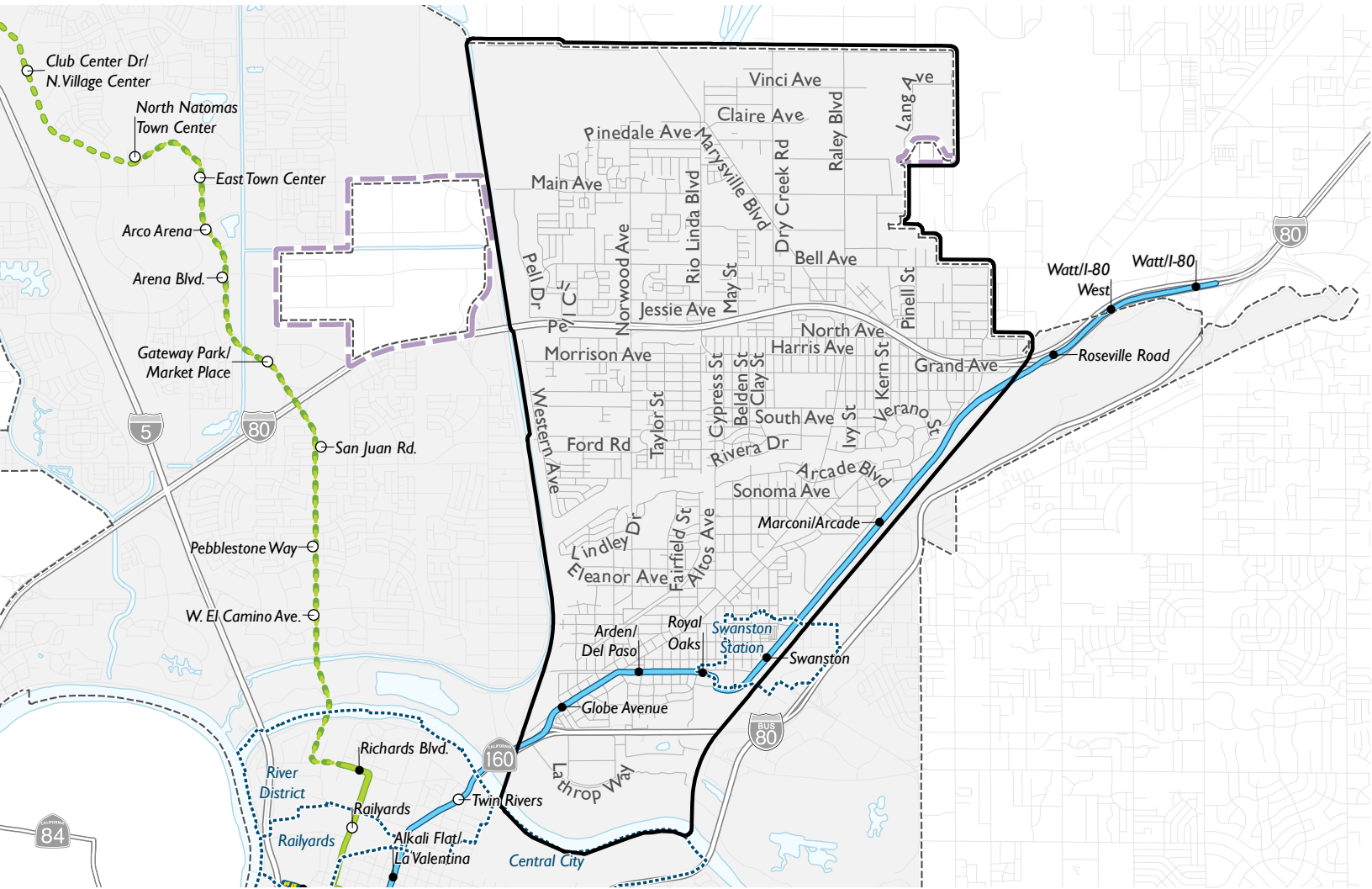
### **DEVELOPMENT AND PLANNING HISTORY**

The history of the North Sacramento area pre-dates the 1849 incorporation of the city of Sacramento. In 1913, the North Sacramento Land Company sought to induce further growth by forming the first power and water companies in the area and providing rail transportation to the area north of the American River. In 1924, the city of North Sacramento was incorporated. Incorporation brought with it an increase in public improvements, which in turn added to further growth. In 1934, the widening of the 16th Street Bridge allowed for a greater flow of traffic into the area, providing for the building of many of the residential structures in North Sacramento during this 1920 to 1950s era. Annexations by the City of Sacramento in 1947, 1950, 1955, and 1962 essentially surrounded North Sacramento. In June 1964, the two cities merged as a result of a majority vote. McClellan Air Force



# Map CP-NS-1

## North Sacramento Community Plan Area Boundary



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

- North Sacramento Community Plan Area Boundary
- Sacramento City Limit
- Specific Plan Area
- Sphere of Influence
- Water
- Light Rail**
  - Existing Light Rail Station
  - Proposed Light Rail Station
- Existing Route**
  - Blue Line
  - Blue/Gold Line
  - Green Line
- Proposed Route**
  - Proposed Green Line Extension



Base (AFB), located at the eastern edge of North Sacramento, opened in 1936 and impacted surrounding land uses as they exist today. Prior to closing in 2001, McClellan AFB covered 3,000 acres with over 3 million square feet of buildings. It was a major economic generator for Sacramento, employing over 18,000 military and civilian workers and acting as a catalyst for industrial, commercial, retail, and residential development in surrounding areas. McClellan AFB officially closed on July 13, 2001, and has been converted to McClellan Park, a private industrial park with corporate aviation, freight, technology, and other industrial sectors.

During the 1960s, the California Department of Transportation (Caltrans) identified a need for an alternate route to relieve the overcrowding of what is today Business 80. Caltrans acquired the necessary right-of-way from the American River north to the existing Del Paso Regional Park, parallel to the South Pacific Railroad right-of-way. As a result of a shift in the political winds in the 1970s, the bypass project was abandoned. Instead, the right-of-way that Caltrans had secured was put to use for the construction of the Sacramento Regional Transit (SacRT) light rail transit facilities, including stations, tracks, and bridges. This new system of transportation brought with it new land use opportunities for the North Sacramento Community Plan Area.

The North Sacramento Community Plan Area represents a diversity of suburban residential, light industrial, and contemporary offices uses. There is some vacant land in North Sacramento, but parcels are oddly shaped and lack infrastructure, which limits the major development potential and constrains the ability to develop many sites.

Due to its proximity to Downtown Sacramento, the area is attractive as an employment center. Light industrial areas are concentrated on State Route 160, Raley Boulevard, and in the northwestern part of the Plan Area. Industrial areas include Raley Industrial Park, Pell/Main Industrial Park, Cannon Industrial Park, Erikson Industrial Park, and Johnson Business Park. Industrial sectors employ more people than office or retail sectors, and only a small portion work in the public sector. McClellan Business Park (formerly McClellan AFB), is on the eastern border and continues to have a significant impact on land uses within the Plan Area, particularly the light industrial sectors.

North Sacramento includes over 60,000 residents, 20 City parks and open spaces, and around 16,500 jobs. Del Paso Boulevard is home to many beloved local businesses and

restaurants, and with ready access to the Blue Line light rail, many residents see growth along Del Paso Boulevard as a top priority for North Sacramento. The over 455 acres of public parkland, Johnston Community Center, Hagginwood Library, and Del Paso Heights Library, are important community gathering spaces, the 3 parkways with bike trails that connect the north and south parts of the Community Plan to the east and west of the Community Plan the Walter Ueda, the Sacramento Northern and American River parkways, and several community parks give residents access to open space and recreation opportunities.

Access to the light rail line has made important contributions to North Sacramento, and many residents believe Del Paso Boulevard is their most significant asset for moving the community forward. Vacant and underutilized parcels along the corridor present opportunities for infill development that can help to build the transit ridership base and allow for more frequent, more reliable transit service while also supporting the vitality of local retail shops and services. Infill development can also help catalyze other improvements important to the community, including system upgrades to water, sewer and stormwater drainage infrastructure. Addressing all these issues will help facilitate inclusive economic development and improve quality of life throughout North Sacramento.



## MAJOR TRANSPORTATION ROUTES

I-80 and State Route 160 are the largest roadways connecting the North Sacramento area to the greater Sacramento area and beyond. Connecting to these freeways are several arterials that provide automobile and bike access through the Plan Area and connect residents to surrounding communities and neighborhoods. Del Paso Boulevard, Norwood Avenue, Marysville Boulevard, Rio Linda Boulevard, and Raley Boulevard run north/south,

and Arden Way, State Route 160, Bell Avenue, Main Avenue, and El Camino Avenue run east/west, providing connections across the community. The Blue Line light rail line extends through the southeastern part of North Sacramento along Del Paso Boulevard and Arden Way before running parallel to the Union Pacific Railroad line, which is used to transport freight.

## COMMUNITY VISION

**IN 2040,** North Sacramento is a welcoming community with working families and diverse neighborhoods, appealing housing options, and quick, convenient, accessible transportation connections to key destinations in the city. Del Paso Boulevard, the local main street, is a vibrant corridor lined with multi-unit housing developments, landscaping, trees, and locally-owned businesses that serve the everyday needs of residents. Residents have collaborated with city leaders to guide this positive growth and build a model of quality, multicultural, intergenerational living in North Sacramento. Streets have safety improvements and are comfortable to walk and bike along: continuous and well maintained shared-use paths connect the community and link up to the regional trail system; pedestrian-friendly sidewalks and convenient and frequently marked crosswalks, including along the major corridors of El Camino Avenue, Del Paso Boulevard, and Marysville Boulevard, make walking for daily errands and exercise easy and pleasant. Education and job training programs prepare North Sacramento residents of all ages for a range of professional and technical jobs. Clean, tree-filled green spaces with playgrounds, dog parks, walking paths, and programming for all ages complement community members' active lifestyles.





# 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

● ● **Housing Stock and Affordability** - Today, nearly 75 percent of existing homes in North Sacramento are single-unit homes. More housing and a wider variety of unit types can help ensure quality housing choices for people of all ages and income levels. There are areas in North Sacramento that suffer from substandard renter-occupied and owner-occupied housing stock. Measures to help prevent displacement of current residents such as low-cost rehabilitation of the current housing stock must come hand-in-hand with new development.

● ● ● **Transit-Oriented Development** - New housing and mixed-use development that takes advantage of vacant and underutilized parcels on Del Paso and Marysville Boulevard, as well as near the Swanston Light Rail Station, can provide more affordable living options as well as more households to support more frequent, reliable transit service and local economic growth and development.

● ● **Connectivity** - Another key community priority is building connectivity within neighborhoods to jobs, schools, recreational and open spaces and ensuring that there are convenient, well-connected, and enjoyable active transportation and transit options for all ages and abilities. Access to and from light rail by residents is important. Biking access to the American River Parkway, Ueda Parkway, Sacramento Northern Parkway, and Del Paso Regional Park could be improved, and a planned shared use trail along Dry Creek could further improve bicycle connectivity. More bike repair shops and complete bikeways throughout the community would improve bike mobility for community members. Residents also reported concerns about walking conditions along Bell Avenue, Silver Eagle Road, Ford Road, Marysville Boulevard and many other streets throughout the neighborhoods.

● ● ● **Transportation Safety** - North Sacramento has two of the city’s five corridors identified as having the highest numbers of fatal and serious crashes involving people walking, bicycling, and driving: Marysville Boulevard and El Camino Avenue; both have planned safety improvements.

● ● **Park Access and Amenities** - With 23 public parks, residents would like to see more high-quality parks and consistent park maintenance standards and upkeep of the parks, including park programming that benefits residents. Some advocated to include more parks in park deficient areas, including specialized parks (i.e., dog parks, community gardens, pocket parks) and programmable green spaces with benches and exercise stations to activate the neighborhoods with more recreation opportunities. Residents in several neighborhoods lack easy walking access to a neighborhood park and have suggested new parks or off-street shared use paths to access existing parks. For example, Del Paso Regional Park is a considerable asset for this community and needs better connectivity to provide improved access for residents, potentially through a shared-use trail connecting Dry Creek, Steelhead Creek, and Arcade

Creek, and Del Paso Regional Park. Residents would like better lighting in existing parks. The City also provides several aquatic facilities in North Sacramento, including Johnston Park pool, Mama Marks Park wading pool and Robertson Park splash pad, all of which need upgrades and renovations to better serve the residents.

**Neighborhood Beautification, Arts, and Ecological Enhancement** - Residents would like to preserve and enhance North Sacramento’s existing natural landscapes and unique ecology, including creeks and oak tree areas, prime agricultural land, urban greening efforts, and an abundance of community gardens. North Sacramento also has a thriving arts scene that could be further spotlighted, including organizations like the Broad Room Creative Collective, The Rink, Third Eye Gallery, and Big Idea Theater. There are opportunities for increased community cleanup efforts, and neighborhood beautification projects such as urban greening and drought-tolerant landscaping.

**Infrastructure** - Development potential in North Sacramento has been limited by historic disinvestment and infrastructure deficiencies, including the risk of flooding and inadequate water and stormwater drainage systems. Prioritizing upgrades to these systems could help facilitate new economic opportunities.

**Environmental Justice** - Noise and air pollution from roadway traffic, freight trains and airplane overflights, as well as high rates of asthma hospitalizations and cancer diagnoses, poor air quality, and health disparities between certain North Sacramento neighborhoods and the rest of the city present opportunities for equitable policies to improve the well-being of residents with cleaner land, air, and water. Access to healthy and fresh food can help prevent diet-related chronic diseases in State-defined disadvantaged communities. Illegal dumping occurs regularly in the Plan Area, and community members would like to see higher rates of code enforcement.

**Economic Development** - Local economic development that empowers residents is important to the North Sacramento community. Community

members identified additional youth and job development programs for professional and technical industries as a priority over the next 10-20 years. North Sacramento is home to a higher-than-average concentration of creative professionals, including software developers, photographers, editors, authors, designers, and fine artists; supporting and leveraging these types of jobs is important for local economic development.





# 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 Sacramento is subject to these citywide development standards, and close-ups of these land use designations and development intensities for the North Sacramento Community Plan Area are provided in **Maps CP-NS-2** through **CP-NS-5** for ease of reference.

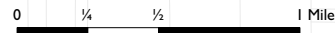
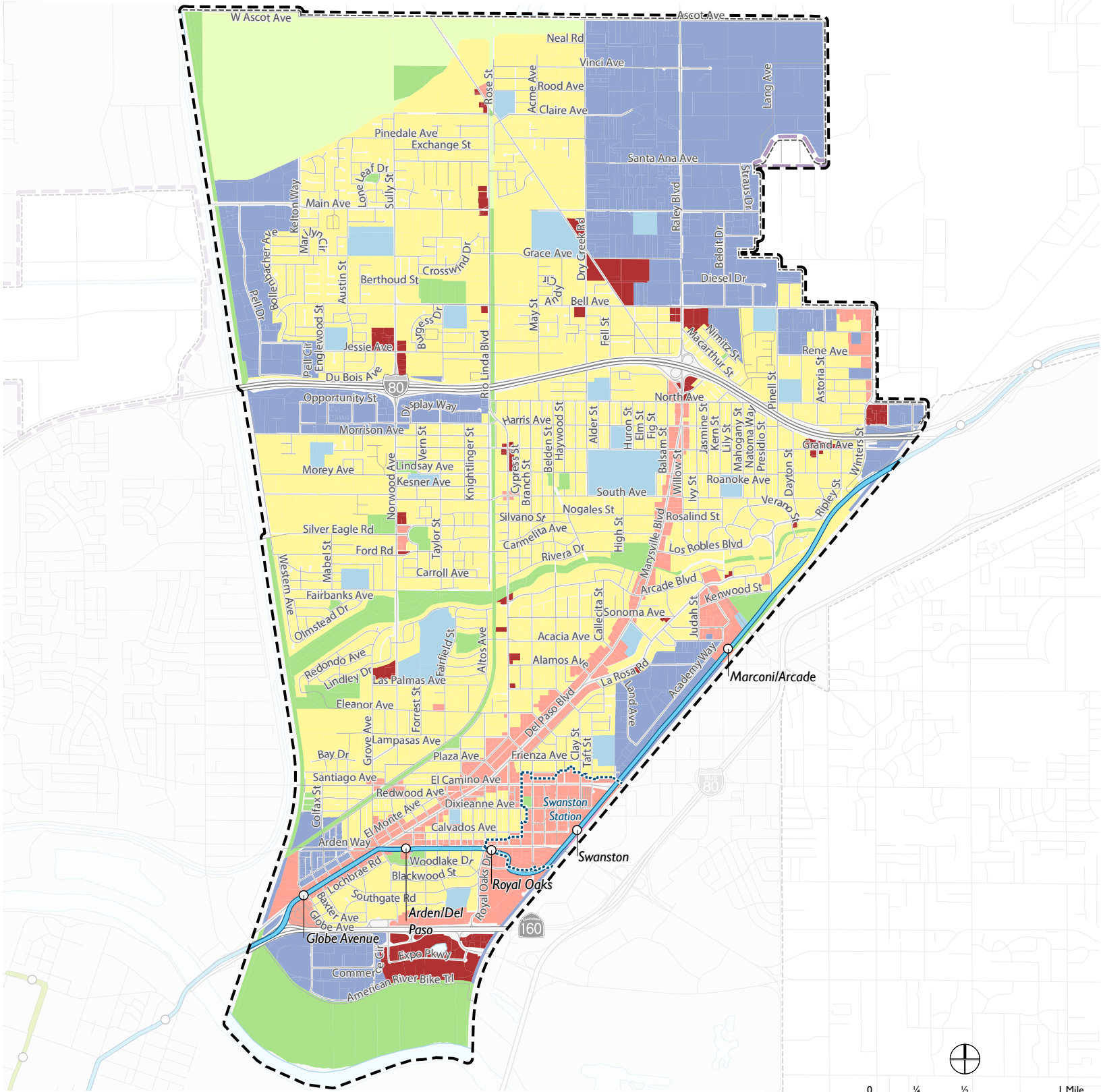
These designations and standards seek to promote investments and growth along Del Paso Boulevard and Marysville Boulevard; facilitate infill development on vacant and underutilized lots and spur the production of more affordable housing. Land use designations also aim to reduce conflict between residential and industrial uses, particularly in the Robla area, with Employment Mixed-Use Areas that promote light manufacturing and creative businesses, helping to transition from industrial activities and buffer residential uses.

Land use designations in North Sacramento are intended to promote mixed-use areas near light rail and bus service to incentivize diverse multi-unit housing that supports more frequent, reliable, service and bolsters retail vitality. Maximum allowed development intensities, shown as FAR allowed on each parcel, control the size and bulk of development but allow wider ranges of housing types to be built throughout North Sacramento. Higher intensity development is permitted along important transit corridors, with lower maximum intensities for established neighborhoods farther from public transit routes.

Land Use policies in this Community Plan complement Citywide policies in the Land Use and Placemaking Element, and in the Housing Element meant to promote availability of a wider range of housing types, improve housing affordability, and build anti-displacement measures. Additional policies in the Economic Development Element, will help to address equitable economic development, including by coupling business development and attraction efforts with workforce development strategies to ensure that local residents are equipped with the skills needed to perform in new job sectors. Elsewhere, Citywide Infill Housing Design Standards help to ensure compatibility between new infill housing development and existing buildings. For a full list of land use designations, please refer to the Land Use and Placemaking Element.



# North Sacramento Land Use



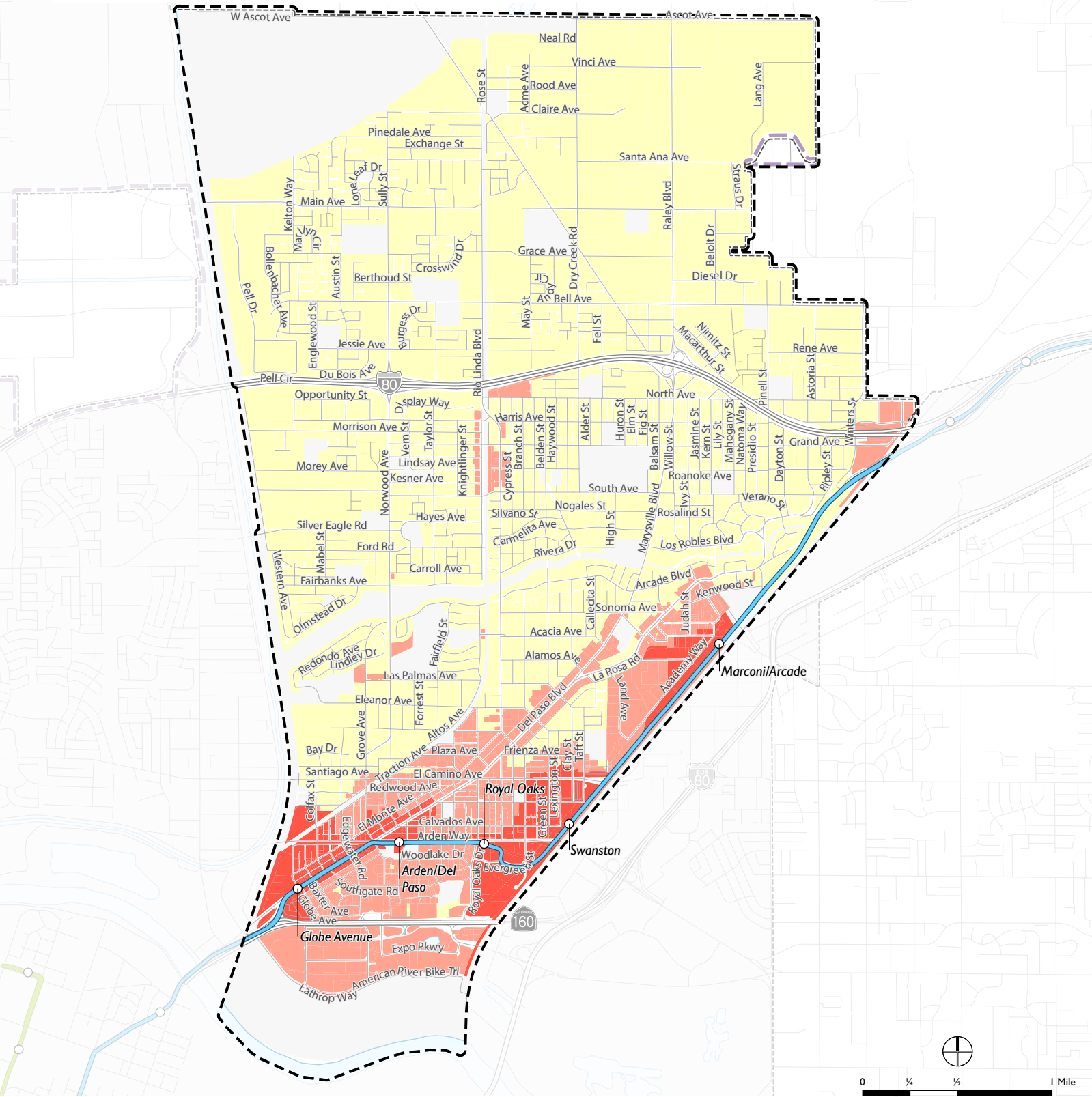
**Land Use Designations**

- Rural Residential (RR)
- Neighborhood (N)
- Residential Mixed-Use (RMU)
- Office Mixed-Use (OMU)
- Commercial Mixed-Use (CMU)
- Employment Mixed-Use (EMU)
- Industrial Mixed-Use (IMU)
- Public/Quasi-Public (PQP)
- Parks and Recreation (PR)
- Open Space (OS)

- Specific Plan Areas
- Sacramento City Limit
- North Sacramento Community Plan Area Boundary
- Sphere of Influence
- Blue Line
- Water

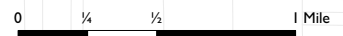


# North Sacramento Maximum Floor Area Ratio (FAR) - All Development

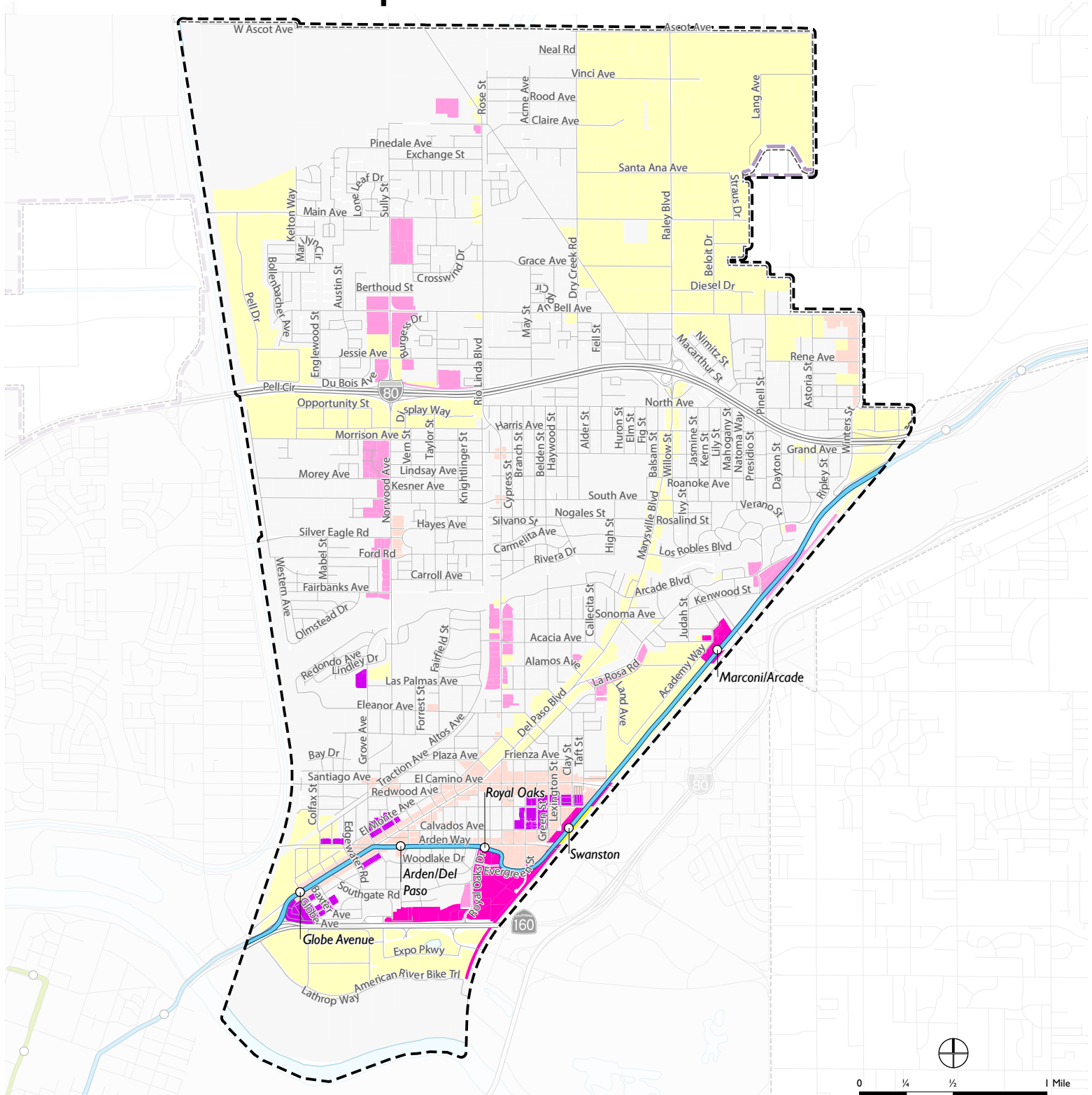


Maximum Allowed FAR	
Light Yellow	1.0
Light Orange	2.0
Orange	4.0
Red-Orange	5.0
Red	6.0
Dark Orange	8.0
Dark Red	10.0
Dark Purple	15.0
White	N/A FAR

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



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



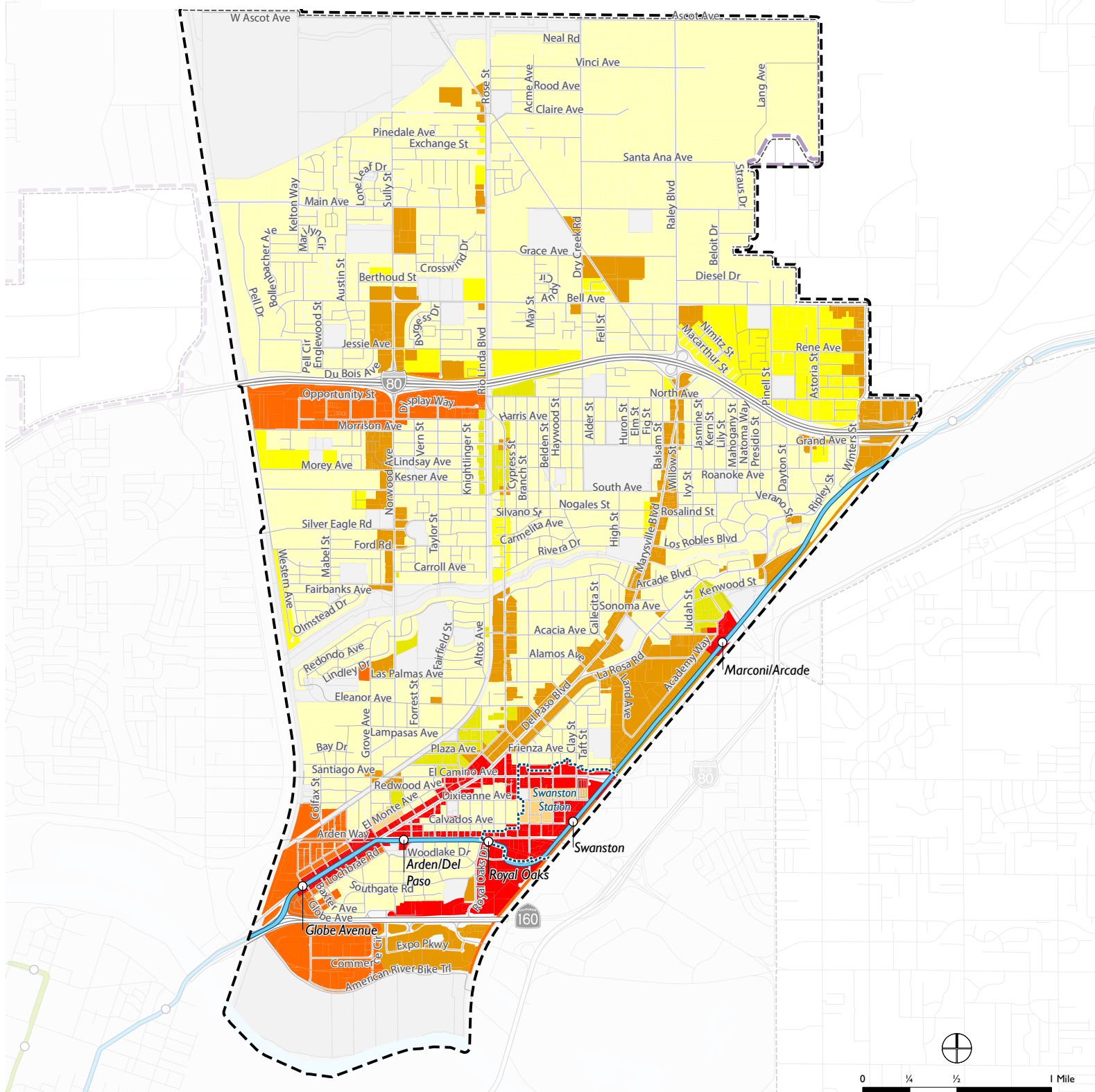
**Minimum Allowed FAR**

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 Sacramento Community Plan Area Boundary
- Sphere of Influence
- Water
- Blue Line



# North Sacramento Minimum Residential Density



**Dwelling Units (per acre)**

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

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

Blue Line

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



## MOBILITY

Improving active transportation safety, transit reliability, and bicycling and walking connectivity are major priorities for the North Sacramento community. Traffic modeling indicates an opportunity to reallocate roadway space along Del Paso and Marysville Boulevards to give space to walking, bicycling, and transit; calm traffic; and make streets safer for all users. This work builds on planned improvements along El Camino Avenue and Marysville Boulevard. El Camino Avenue and Marysville Boulevard are part of the Vision Zero Top 5 Corridors—the streets in the city with the highest numbers of fatal and serious crashes involving people walking, bicycling and driving—and both are in or adjacent to disadvantaged communities. As a next step, the City will seek funding to begin preliminary design and environmental clearance and community outreach will continue to gather feedback on proposed designs. **Map CP-NS-6** shows the existing and planned roadway reallocations for the North Sacramento Community Plan Area, which are street segments throughout the city that have been identified as places where excessive roadway capacity—in other words,

too many vehicle travel lanes—could be repurposed as spaces to prioritize walking, bicycling, and transit use. These could take the form of improvements such as wider sidewalks, protected bike lanes, bulb-out transit stops, and bus-only lanes, and will require further community outreach, study, and roadway design.

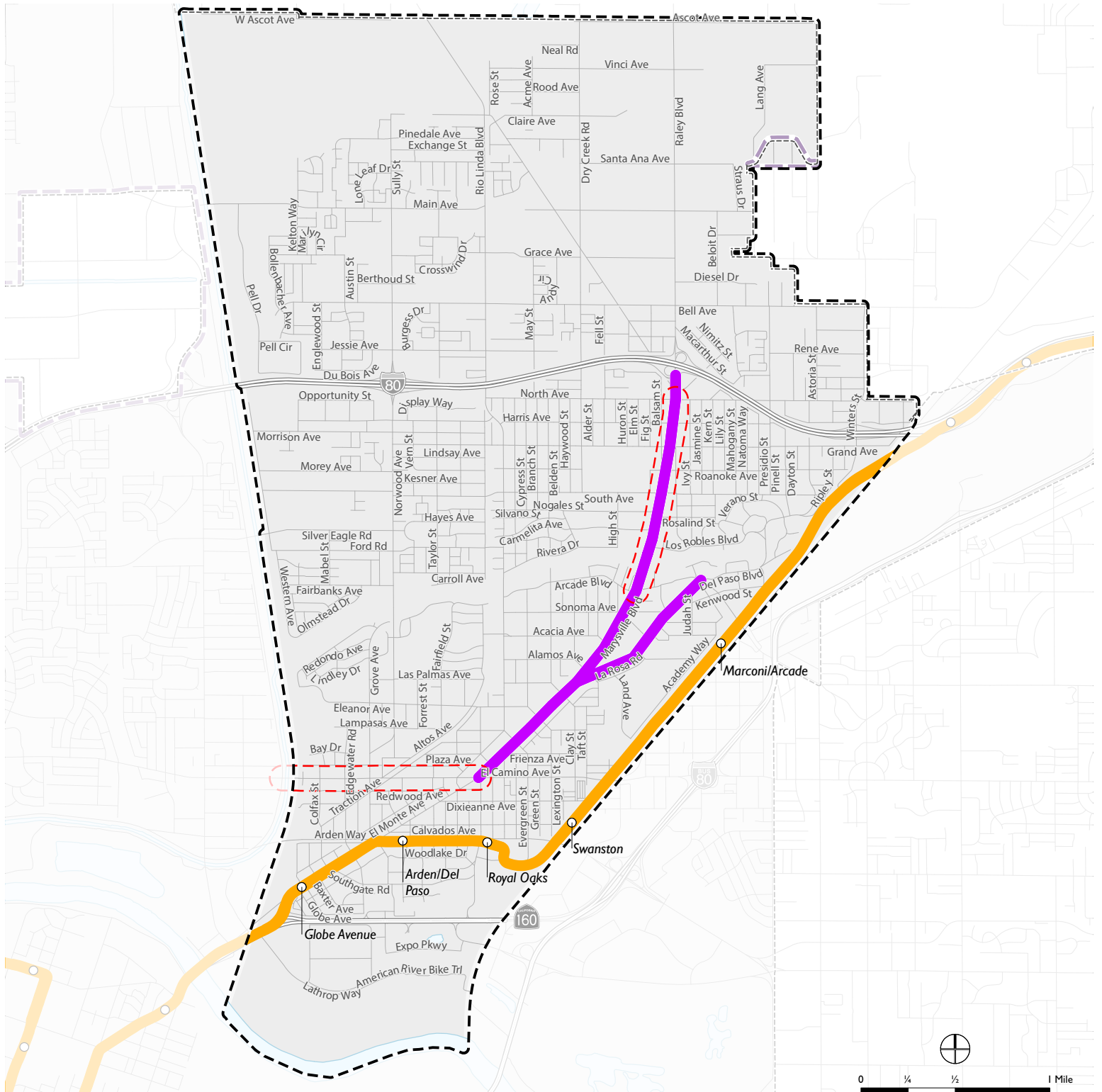
Improvements and interventions identified in the Mobility Element, Pedestrian Master Plan, Bicycle Master Plan, Swanston Station Transit Village Specific Plan, and the Transportation Priorities Plan will help to address gaps in the walking and bicycling networks, including discontinuous sidewalks, bikeways, and street connections. Enacting these policies present opportunities to enhance safety, support public health and create attractive ways to travel that are safe, economical, and climate friendly (zero-carbon). Increased access to bicycle resources can also help to build bicycling confidence and encourage increased ridership.

Additional policies related to transportation safety and connectivity can be found in the Mobility Element.

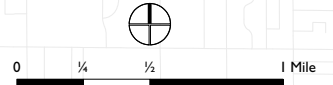




# Map CP-NS-6 North Sacramento Roadway Reallocations



- Light Rail Station
- Existing Light Rail
- Future Roadway Reallocation Segment
- Vision Zero Top Ten Corridors\***
- Top 1-5
- Sacramento City Limit
- North Sacramento Community Plan Area Boundary
- Sphere of Influence
- Water



\*Corridors with the highest numbers of fatal and serious crashes involving pedestrians, bicyclists, and motorists.

## PARK ACCESS

North Sacramento has six community parks, 12 neighborhood parks, one open space park, and two parkways for a total of 455 acres. However, many residents in the northern and eastern parts of the Community Plan Area do not have a park within a 10-minute walking distance (see **Map CP-NS-7**), and in other areas, there are physical barriers preventing access, such as freeways, fencing, or missing sidewalks. Removing barriers to access where possible and adding more parks and open space will help address this challenge. Solutions can include pursuing joint use agreements with school districts for use of their facilities after school hours; adding shared use trails or enhancing bike networks for increased access to existing parks; developing new high-quality parks for underserved areas, where possible; or increasing amenities available at existing parks can help increase park access. There are also opportunities to create recreational and open spaces along underutilized creeks and vacant lots that can be developed into new City parks in park deficient areas for North Sacramento residents. Appropriate areas should be identified where specialized and multicultural amenities can be included such as a clubhouse and community gardens. Through partnerships and creative solutions, new park, park enhancements, and open space access can be achieved.

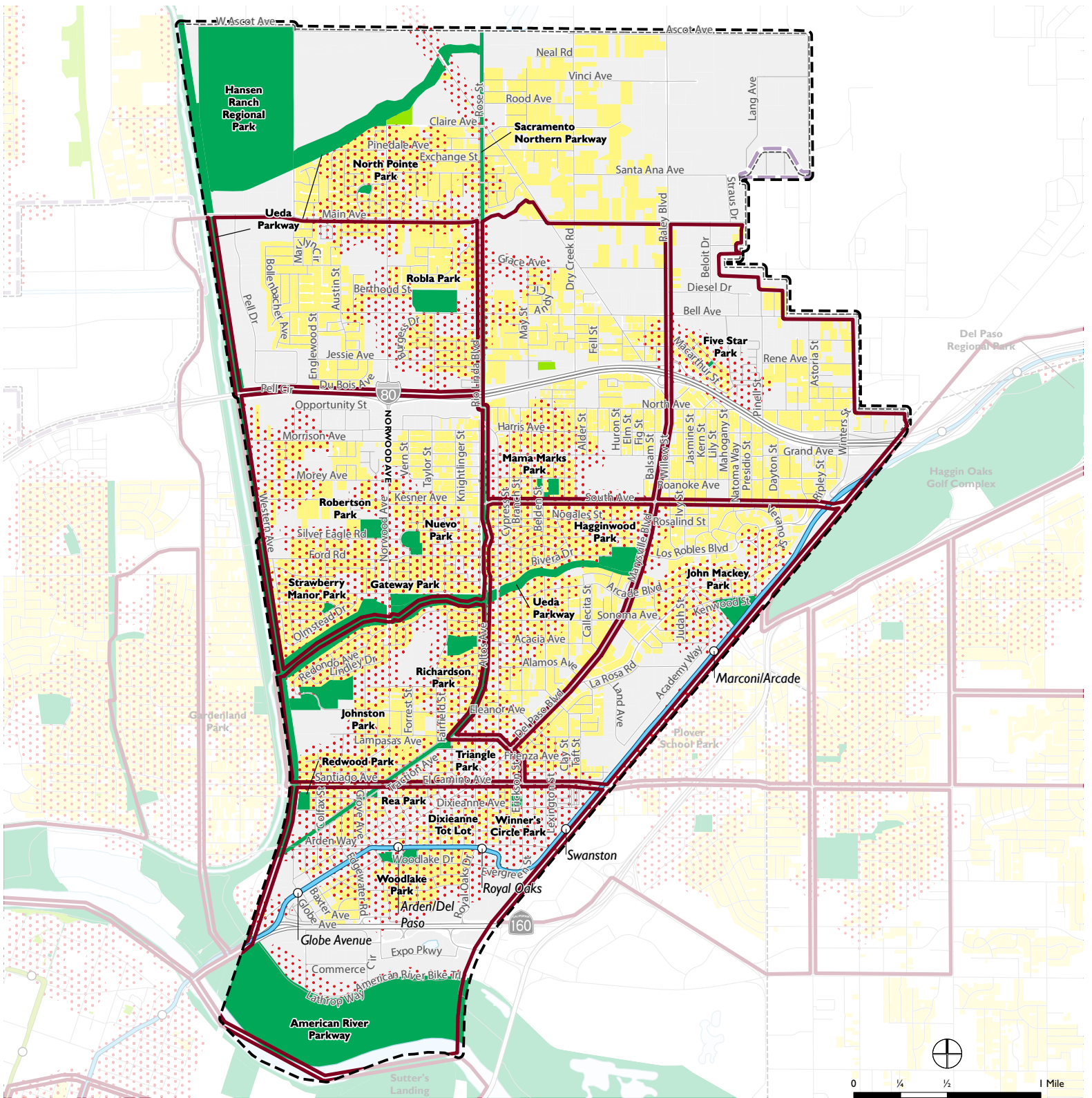
For additional policies related to equitable, accessible parks, and parks maintenance, see the Youth, Parks, Recreation, and Open Space Element in Part 2 of the General Plan.





# Map CP-NS-7

## North Sacramento Park Access



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

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

# Community Policies

The policies below address issues specific to North Sacramento Community Plan Area and supplement citywide policies. Many of the issues and opportunities relevant to North Sacramento are also common to many other areas of Sacramento and are addressed at the citywide level.

## Land Use and Placemaking

**NS-LUP-1 Del Paso Boulevard Activation and Placemaking Improvements.** The City shall collaborate with the Del Paso Boulevard Partnership and Arts Culture and Creative Economy Commission to facilitate activities that will improve pedestrian and commercial experiences along the Del Paso Boulevard commercial corridor. This includes but is not limited to façade improvements, landscaping, public art, outdoor dining, and pedestrian-oriented streetscape amenities.

**NS-LUP-2 Del Paso Creative Activation.** The City shall collaborate with the North Sacramento Chamber of Commerce, the Del Paso Boulevard Partnership, Grant Union High School, artists and neighborhood arts and cultural groups to conduct arts and cultural asset mapping in the neighborhood and along the corridor to identify barriers/opportunities for creative activation. Such conversations could yield new projects along the Boulevard. A monthly art walk, for example, could feature outdoor stages, temporary art installations to support local businesses and to highlight local artists, and a pilot “youth art walk” program to feature art and performances by students from Grant Union High School.

**NS-LUP-3 Engage North of I-80.** The City shall engage the neighborhoods north of I-80 in an effort to assess community needs and identify the appropriate level of planning study required for the area.

## Historic and Cultural Resources

There are no historic and cultural resource policies specific to North Sacramento 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 economic development policies specific to North Sacramento that supplement the citywide General Plan policies. Please see the Economic Development Element in Part 2 of the General Plan.

## Environmental Resources and Constraints

**NS-ERC-1 McClellan Heights and Parker Homes Plan Noise Area.** The City shall prohibit new residential development within the 65 CNEL McClellan Airport noise exposure contour. New residential development within the McClellan Airport Planning Area boundaries located between the 60 and 65 CNEL noise exposure contours shall be subject to the following conditions:

- Compliance with the City’s General Plan Environmental Justice and Environmental Resources and Constraints elements, which establish minimum noise insulation to protect persons from excessive noise within the interior of new residential dwellings, including detached single-family dwellings that limit noise to 45 Ldn, with windows closed, in any habitable room.
- Notification in the form of requiring developments requesting tentative maps to provide formal written disclosures, recorded deed notices, or in the Public Report prepared by the California Department of Real Estate disclosing the fact to prospective buyers that the parcel is located within the 60 CNEL noise contour of the McClellan Airport and is subject to periodic excessive noise from aircraft overflights.



## Environmental Justice

**NS-EJ-1 Neighborhood Clean-Up.** The City shall communicate with local organizations, residents, and businesses to address illegal dumping in North Sacramento by promoting use of the City's 311 system. Support ongoing efforts to proactively deter illegal dumping and provide resources to alleviate blight and investigate complaints.

**NS-EJ-2 Tree Planting.** The City shall collaborate with community-based organizations (CBOs) and neighborhood organizations to facilitate tree plantings in North Sacramento and promote the importance and benefits of trees and of the urban forest through awareness, partnerships, and efforts that educate residents on the best methods of planting and maintaining trees.

## Mobility

**NS-M-1 Street Extensions.** The City shall plan for the following street extensions concurrent with new development adjacent to each alignment: Ascot Avenue between Dry Creek Road and Sully Street, Main Avenue between Marysville Boulevard and Rio Linda Boulevard, and Norwood Avenue/Sully Street between Claire Avenue and Ascot Avenue. Ensure new streets conform to the City's Street Design Standards and Urban Forest Plan.

**NS-M-2 Bicycle Resources.** The City shall continue to support community efforts to offer, promote, and expand access to bikes, bike skills, and bike repair.

**NS-M-3 Walking Improvements and Connections.** The City shall continue to invest in walking improvements in North Sacramento Community Plan Area, working closely with the communities to ensure the community needs are addressed.

**NS-M-4 Traffic Calming.** When making street improvements, the City shall recognize that speed is the greatest factor in collisions and this should be addressed in the North Sacramento Community Plan Area. Staff should apply speed reduction measures as funding allows.

**NS-M-5 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 to the North Natomas Community Plan Area and the wider city.

**NS-M-6 Street Improvements.** The City shall continue to seek funding to carry out improvements as prioritized in the Transportation Priorities Plan for streets that lack sidewalks and street lighting, are under heavy use by pedestrians, or will not be improved through new development and assessment districts.

## Public Facilities and Safety

**NS-PFS-1 Western Avenue Detention Pond.** The City shall work with landowners to study the feasibility of a detention pond or other drainage solution to address flooding west of Western Avenue in City drainage basin 157.



**NS-PFS-2 Historic Magpie Creek.** Per Resolution No. 93-428, the City shall ensure that development adjacent to the existing “channelized” canals located south and west of Historic Magpie Creek will provide a minimum of 15 feet greenspace/buffer on both sides of the channel on the top of the bank. A multipurpose trail (suitable for maintenance access) will be required on at least one side of the channel. This trail will be continuous between subdivisions. The width of the trail (minimum recommended width is 12 feet) shall be in addition to the 15-foot buffer width. Examples of typical cross sections and plan views are shown in **Figure NS-1** and **Figure NS-2**.

**NS-PSF-3 Historic Magpie Creek Channel Modifications.** The City shall construct modifications to the creek channel for the purpose of flood conveyance at the expense of the developer and will be maintained by the city. Maintenance of the creek right-of-way (ROW) that is not needed for flood conveyance will be funded by a maintenance district or other acceptable funding mechanism.

**NS-PFS-4 Historic Magpie Creek Material Replacement.** The City shall replace channelized/concrete canals with “natural” materials, wherever possible, once the Diversion canal is completed.

**NS-PFS-5 Historic Magpie Creek Enhancement.** The City shall provide opportunities for the preservation and enhancement of natural areas/features along Historic Magpie Creek.

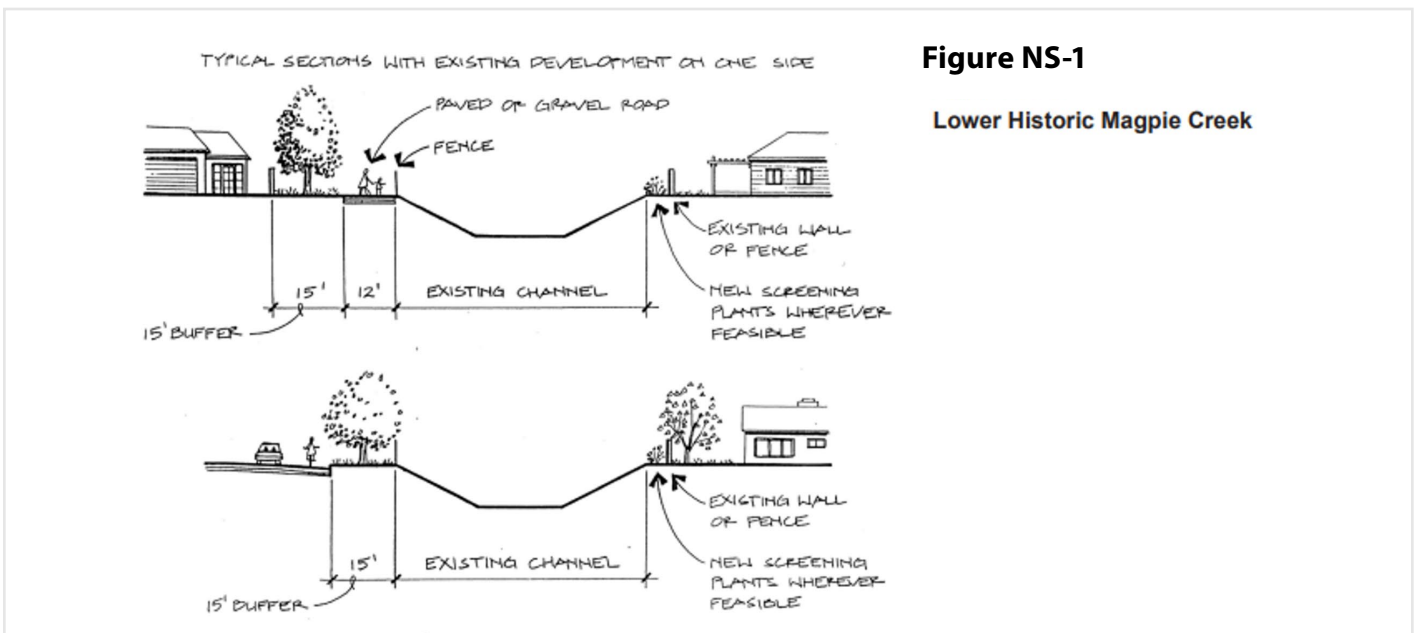
**NS-PFS-6 Historic Magpie Creek Support.** The City shall support the Army Corps of Engineers’ Magpie Creek Diversion project and the eventual removal of the local Magpie Creek Floodplain.

**NS-PFS-7 Assessment Districts.** The City shall encourage property owners to form assessment districts in order to support the provision of infrastructure.

**Youth, Parks, Recreation, and Open Space**

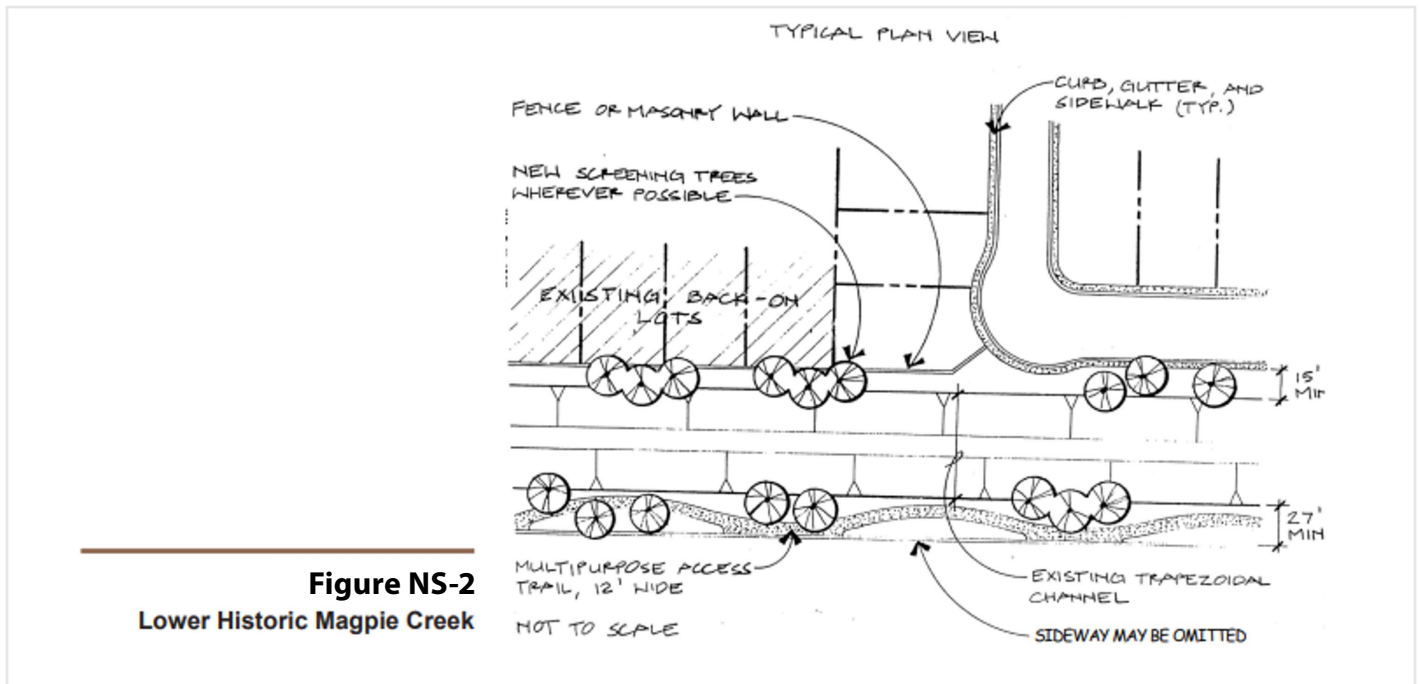
**NS-YPRO-1 Walter S. Ueda Parkway Access.** The City shall work with local landowners to create new pedestrian access points and improve access to Walter S. Ueda Parkway from adjacent neighborhoods.

**NS-YPRO-2 Hagginwood Park Access.** When planning pedestrian improvements or in the event of adjacent new development, the City shall recognize that completing the sidewalk network within a 10-minute walk of Hagginwood Park to improve pedestrian access from nearby neighborhoods is a community priority.



**Figure NS-1**  
**Lower Historic Magpie Creek**





**NS-YPRO-3 Robla Park Clubhouse and Signage.** The City shall study the feasibility of building a clubhouse and community center at Robla Park, per the existing Parks Plan, and install interpretive signage to highlight the ecological function of the wetland on the west side of the park.

**NS-YPRO-4 New Park Site.** As part of Parks Plan 2040, the City shall work with the community to identify park deficient and underserved areas and identify solutions for new park delivery, including acquisition of vacant parcels, joint use agreements with schools, increased pedestrian and bike paths to access existing parks, and other alternatives.

**NS-YPRO-5 Joint-Use Agreement.** The City shall pursue a joint-use agreement with the Twin Rivers Unified School District that allows for community use of select school fields and playgrounds to improve park access to surrounding neighborhoods.

## RELEVANT PLANS AND STUDIES

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

- Northeast Line Light Rails Station Plan (2007)
- Norwood Area Circulation and Infrastructure Plan (2007)
- McClellan Heights/Parker Homes Land Use Infrastructure Plan (2007)
- Swanston Station Transit Village Specific Plan (2007)
- North Sacramento Residential and Commercial Design Guidelines (2007)
- Del Paso Heights Design Guidelines (2007)
- McClellan Airport Comprehensive Land Use Plan (1992)

