



# **NORTH SACRAMENTO COMMUNITY PLAN**





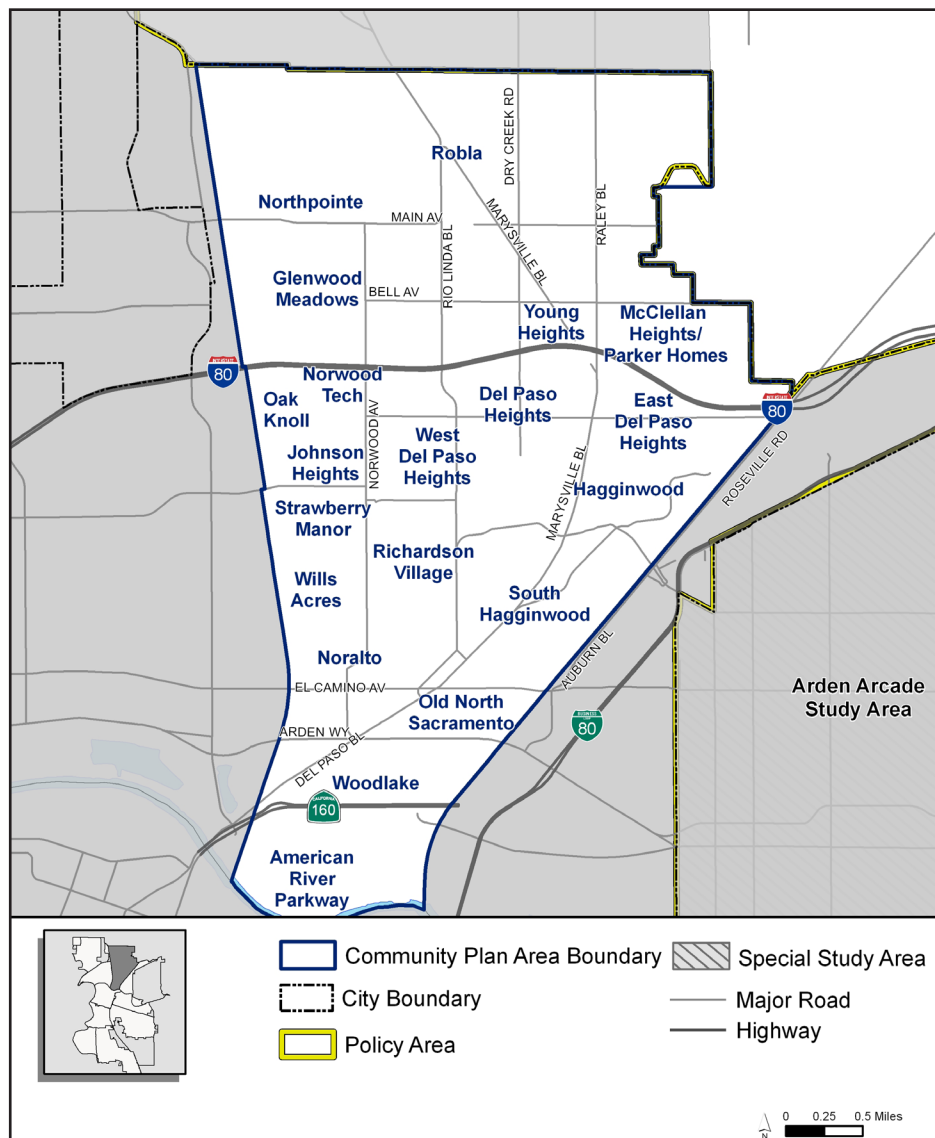


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# Community Location

The North Sacramento Community Plan Area is located in the northeastern part of the city of Sacramento and encompasses approximately 13 square miles (8,380 acres). The Plan Area is bounded by the city limits on the north, the American River on the south, Natomas East Main Drainage Canal on the west, and Auburn Boulevard, Union Pacific Rail Line, and McClellan Business Park on the east (Figure NS-1). The unincorporated rural community of Rio Linda is located on the northern Plan Area boundary. Other city of Sacramento community plan areas that border North Sacramento include North Natomas and South Natomas on the west, Central City on the south, and Arden Arcade on the east.



**Figure NS-1**  
**North Sacramento Boundary and**  
**Neighborhoods**



*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 2035, and beyond. Where the 2035 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 Vision

Community vision will be developed through a public process when the North Sacramento Community Plan is updated.

# Community Profile

## 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 Base (AFB), located at the eastern edge of North Sacramento, opened in 1936 and impacted surrounding land uses as they exist today (2013). 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 Regional Transit (RT) Light Rail Transit (LRT) 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 1984 North Sacramento Community Plan served as a development guide for the public and private sector. The Plan laid out community participation commitments and policy to assist in implementation during the first two years after plan adoption.



## Distinguishing Features

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

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. The Plan Area is composed of the following neighborhoods: Robla, Northpointe, Glenwood Meadows, Youngs Heights, East Del Paso Heights, Village Green, Parker Homes, Del Paso Heights, Oak Knoll, Norwood Tech, West Del Paso Heights, Norwood I-80, Johnson Heights, Hagginwood, Strawberry Manor, South Hagginwood, Richardson Village, Wills Acres, Noralto, Old North Sacramento, and Woodlake. Several RT buses and the Blue LRT line along Del Paso Boulevard and Arden Way provide connections for residents to Downtown Sacramento.

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.

Key features of North Sacramento include Hansen Park (269 acres), American River Parkway, Magpie Creek, Sacramento Northern Bikeway (57.90 acres), and Grant Union High School. Lower Del Paso Boulevard and El Camino Avenue continue to develop as an arts district with attractions for local and regional tourists.

### ***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 Light Rail Transit 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.



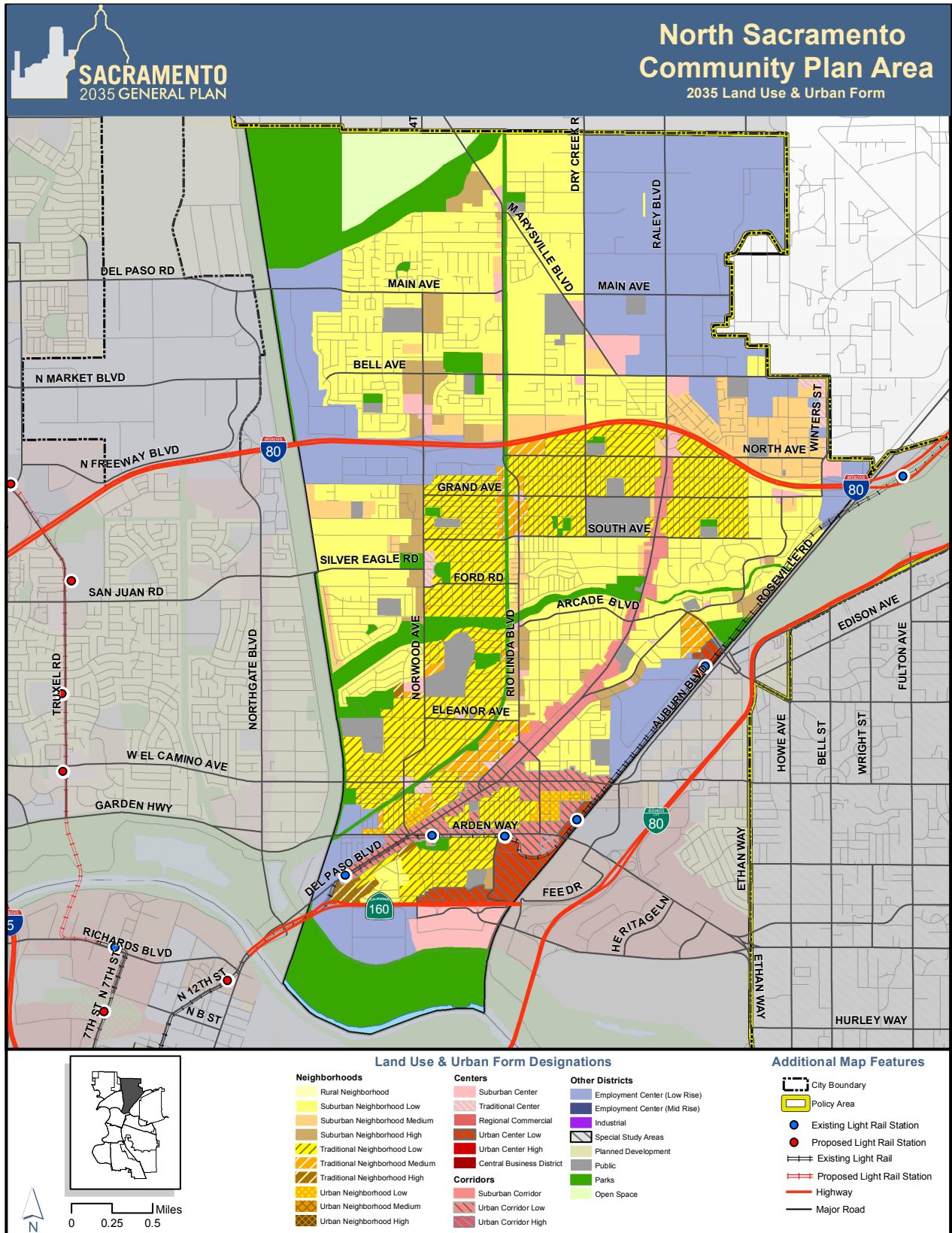
# Community Issues

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 Sacramento are illustrated in Figure NS-2. The Opportunity Areas section of this community plan includes a more detailed discussion of land use and urban form for the Robla opportunity area. 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 NS-2**  
**2035 General Plan Land Use & Urban Form Designations**  
**for the North Sacramento Community Plan Area**



# Community Policies

This section includes policies that are unique to the North Sacramento 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 the community plans are organized to mirror the structure of the citywide General Plan elements. The following policies are taken from the existing North Sacramento Community Plan (1984). Other policies in the North Sacramento 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 Community Design

- NS.LU 1.1**      **Development North of Business 80.** The City shall encourage development north of Business 80 in a manner which emphasizes neighborhood cohesiveness and variety of housing types. *(RDR/MPSP)*
- NS.LU 1.2**      **Infill Development.** The City shall develop a strategy for encouraging private development in the designated infill area bounded by South, Norwood, Fairbanks, and Altos avenues. The Del Paso Heights Redevelopment Area can play an important role towards providing housing and presenting visible positive change. The strategy will include providing larger sites for private developments, improving the internal street circulation, and achieving the density goal established by the General Plan. *(RDR/MPSP)*
- NS.LU 1.3**      **Infill Development South of Business 80.** The City shall place a high priority in the city's Capital Improvement Program towards improving street conditions and services to vacant areas south of Business 80. Upgrading neighborhood conditions is one of several actions that will be taken to encourage infill developments. *(MPSP/FB)*
- NS.LU 1.4**      **Industrial Infill Development.** The City shall encourage infill of existing industrial sites in the Woodlake-Arden area, improve vehicular traffic access within and to the area, and continue to protect significant environmental resources. *(MPSP)*



- NS.LU 1.5**      **Noise Sensitive Land.** The City shall avoid the placement of noise-sensitive land uses adjacent to the Western Pacific and Union Pacific railroad lines that form the western and eastern borders of the North Sacramento Community. *(MPSP)*
  
- NS.LU 1.6**      **Code Violations.** The City shall focus enforcement and improvement programs in those problem areas where commercial land uses are being changed to alternative uses (e.g., Rio Linda Boulevard). *(RDR/MPSP)*
  
- NS.LU 1.7**      **Improvements North of Business 80.** The City shall work with property owners to develop and implement a comprehensive strategy to install water, sewer, and drainage facilities, improve the visual appearance, and improve traffic access to the industrial area north of Business 80. *(RDR/MPSP)*
  
- NS.LU 1.8**      **Compatible Uses East of Royal Oaks Drive.** The City shall maintain compatible uses east of Royal Oaks Drive. *(RDR/MPSP)*
  
- NS.LU 1.9**      **High-Employment-Density Industrial Development.** The City shall encourage high-employment-density industrial development especially in the prime areas of Norwood and Woodlake-Arden. *(RDR/MPSP)*
  
- NS.LU 1.10**     **Del Paso–El Camino Business District Pedestrian/ Transit Orientatation.** The City shall focus retail activities on a transit/pedestrian-oriented corridor along Del Paso Boulevard and an automobile oriented corridor on El Camino Avenue. *(RDR/MPSP)*
  
- NS.LU 1.11**     **Del Paso–El Camino Business District Shopping.** The City shall strengthen and support community-level shopping facilities, mainly at the Del Paso El Camino business district, to serve the community. *(MPSP)*
  
- NS.LU 1.12**     **Del Paso–El Camino Business District Commercial Revitalization.** The City shall designate the Del Paso–El Camino Business District as the primary community level shopping place. To achieve this, the district needs to be revitalized and modernized to attract community shopping facilities. An important first step is to establish a commercial revitalization project that will have private and public participation working towards business improvement, new business attraction, job creation, and design review. *(MPSP)*



- NS.LU 1.13**      **Office Infill Development.** The City shall promote office development for underused infill areas, particularly the Woodlake-Arden and Norwood areas. *(MPSP)*
- NS.LU 1.14**      **Higher-Density Development.** The City shall leave open the possibility of approving higher-density development within the area east of the Carl Hansen Park site so long as the permitted total residential unit yield for the entire area designated as rural estates is not exceeded. This would permit a transfer of density on the existing large parcels where substantial flooding constraints exist. *(RDR/MPSP)*
- NS.LU 1.15**      **Oak Knoll/Johnson Heights Subarea Deep Lots.** The City shall discourage deep lot development through early master planning and coordination with adjacent owners of vacant land. *(RDR/MPSP)*
- NS.LU 1.16**      **Oak Knoll/Johnson Heights Subarea Frontage Lots.** The City shall minimize frontage lots on the north side of Morey Avenue and South Avenue. *(RDR)*
- NS.LU 1.17**      **Oak Knoll/Johnson Heights Subarea Frontage Lots.** The City shall design wide frontage lots on south side of Morey, Morrison, and South Avenues for compatibility with the size of existing single-family lots and to minimize back-out vehicle movements onto these streets. *(RDR)*
- NS.LU 1.18**      **Oak Knoll/Johnson Heights Subarea Front and Side On Lots.** The City shall provide a mix of front on and side on lots adjacent to future north/south collector streets. *(RDR/MPSP)*
- NS.LU 1.19**      **Oak Knoll/Johnson Heights Subarea Lots.** The City shall allow narrower lots on internal streets in contrast to wide lots on collector streets. *(RDR/MPSP)*
- NS.LU 1.20**      **Oak Knoll/Johnson Heights Subarea Cul-de-sacs.** The City shall include small cul-de-sacs in future neighborhoods to promote safety, privacy, and design diversity. *(RDR/MPSP)*
- NS.LU 1.21**      **Del Paso Boulevard Traditional Construction.** The City shall ensure that street-front buildings will follow the traditional construction patterns found along Del Paso Boulevard. *(RDR)*

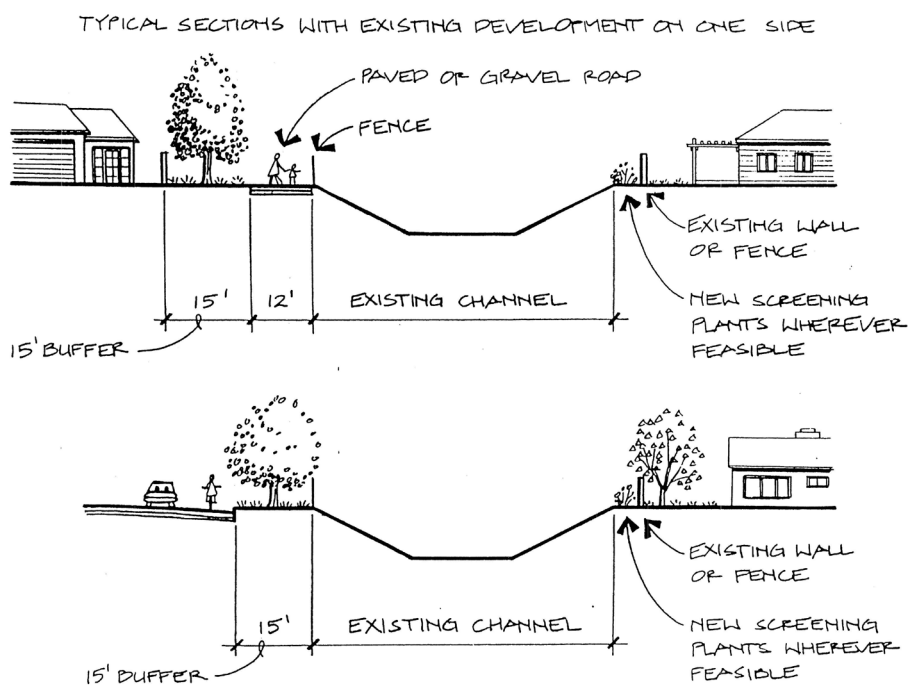


**NS.LU 1.22 Del Paso Boulevard Roof Lines.** The City shall ensure that buildings will have roof lines that match the traditional vernacular already found along Del Paso Boulevard. (RDR)

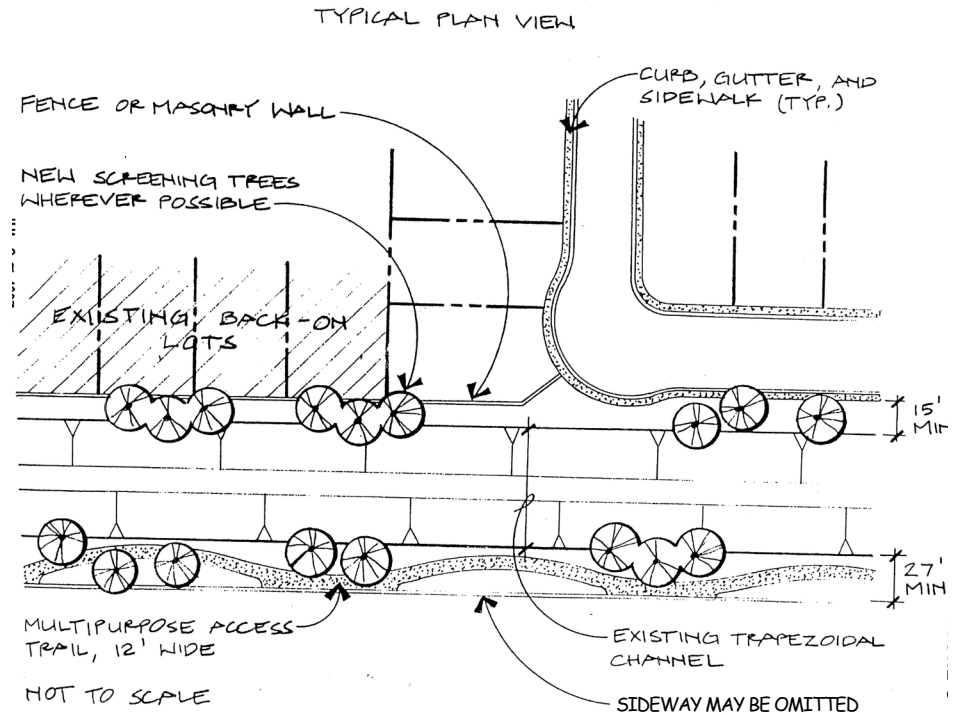
**NS.LU 1.23 Del Paso Boulevard Building Colors and Materials.** The City shall ensure that building colors and materials will match those traditionally found in the district. (RDR)

**NS.LU 1.24 Del Paso Boulevard Signage Theme.** The City shall ensure that signage along Del Paso Boulevard will add to and enhance the existing 1940s and 1950s theme already present in the area. (RDR)

**NS.LU 1.25 Historic Magpie Creek.** 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 multi purpose 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-3 and Figure NS-4. (RDR/MPSP)



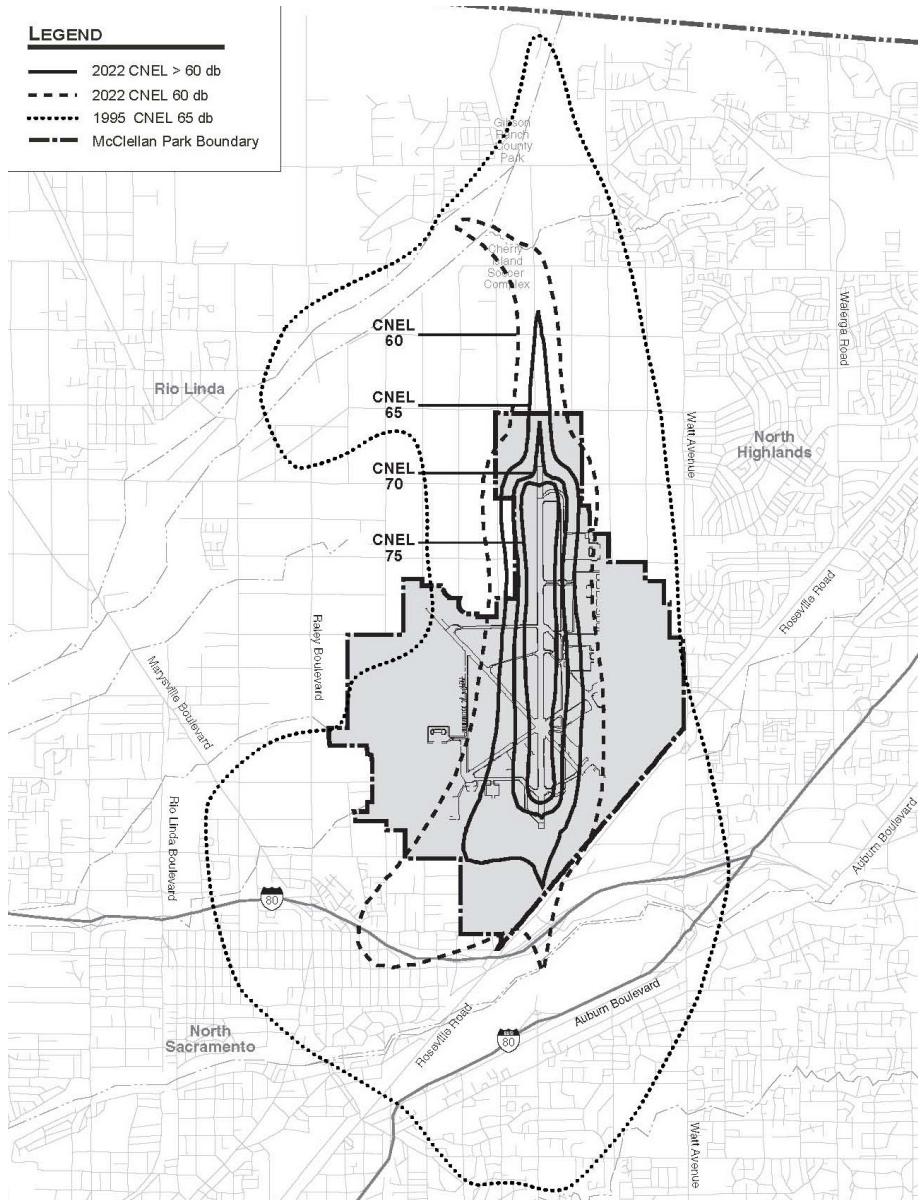
**Figure NS-3**  
**Lower Historic Magpie Creek**



**Figure NS-4**  
**Lower Historic Magpie Creek**

- NS.LU 1.26** **McClellan Heights and Parker Homes Plan Area Multi-Family.** The City shall encourage multi-family residential development, both market rate and below-market rate, in areas along major arterials such as Bell Avenue and Winters Street, to take advantage of proximity to employment areas such as McClellan Park. (MPSP)
- NS.LU 1.27** **McClellan Heights and Parker Homes Plan Area Retail.** The City shall encourage neighborhood-serving retail such as a grocery store with fresh produce and a drug store in commercially zoned areas, such as the node at Raley Boulevard and Bell Avenue. (MPSP/TCS)
- NS.LU 1.28** **McClellan Heights and Parker Homes Plan Area Retail Design.** The City shall encourage neighborhood-serving retail and smaller-scale businesses such as restaurants, retail shops, and personal services in commercially-zoned and residential mixed-use areas that have frontage along major arterials or collector streets. (MPSP)
- NS.LU 1.29** **McClellan Heights and Parker Homes Plan Area Noise.** 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 (Figure NS-5 McClellan Park Noise Exposure 2022) shall be subject to the following conditions.

- Compliance with the city’s General Plan Health and Safety Element, which establishes 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. *(RDR)*



**Figure NS-5  
McClellan Park Noise Exposure  
2022 Map**





- NS.LU 1.30**      **McClellan Heights and Parker Homes Plan Area.** The City shall allow low intensity uses such as office, industrial and manufacturing, to occur in mixed use designations, given the proximity to airport safety zones associated with McClellan Airport operations.

## Historic and Cultural Resources

There are no 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 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.

## Housing

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

## Mobility

- NS.M 1.1**      **Street Improvements.** The City shall carry out improvements 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. *(MPSP)*
- NS.M 1.2**      **Rio Linda Boulevard.** The City shall identify ways to improve Rio Linda Boulevard including the possibility of extending the street name to the intersection with Del Paso Boulevard. *(PSP)*
- NS.M 1.3**      **Street Extensions.** The City shall provide 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. *(MPSP)*

- NS.M 1.4**      **Bell Street Intersection.** The City shall modify the intersection of Marysville Boulevard and Bell Street to discourage through traffic within the residential area south of Bell Street. *(MPSP)*
- NS.M 1.5**      **Parking Impacts.** The City shall study the parking problem adjacent to government buildings located along Royal Oaks Drive, and develop solutions to reduce the impact on surrounding residential streets. *(PSR)*
- NS.M 1.6**      **Future Parking Solutions.** The City shall study future parking solutions for serving lower Del Paso Boulevard. Those involved will be Sacramento Transit Development Agency (light rail), North Sacramento Chamber of Commerce, City Planning, City Traffic Engineering, and Sacramento Redevelopment Agency. *(PSR)*
- NS.M 1.7**      **Oak Knoll/Johnson Heights Subarea.** The City shall provide enhanced access to Robertson Park and Morey Avenue School with through-street connections and bikeways. *(MPSP)*

## Utilities

- NS.U 1.1**      **Assessment Districts.** The City shall encourage property owners to form assessment districts in order to provide needed physical services. *(MPSP/FB)*
- NS.U 1.2**      **Western Avenue Detention Pond.** The City shall coordinate planning efforts with Union Pacific Railroad and private developers to investigate the feasibility of a detention pond west of Western Avenue and/or other drainage solutions. *(JP)*
- NS.U 1.3**      **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. *(MPSP/FB)*
- NS.U 1.4**      **Historic Magpie Creek Material Replacement.** The City shall replace channelized/concrete canals with “natural” materials, wherever possible, once the Diversion Canal is completed. *(MPSP)*



## Education, Recreation, and Culture

- NS.ERC 1.1**     **Arden Creek.** The City shall recognize the value of Arcade Creek as a natural recreation site and encourage interagency cooperation in projects to clean up the creek and restore its surrounding natural habitat. *(MPSP/IGC)*
- NS.ERC 1.2**     **Historic Magpie Creek Enhancement.** The City shall provide opportunities for the preservation and enhancement of natural areas/features along Historic Magpie Creek. *(MPSP)*

## Public Health and Safety

- NS.PHS 1.1**     **Fire Station Location.** The City shall maintain the existing location of Stations 20 and 19, and the new location of Station 17. *(MPSP)*

## Environmental Resources

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



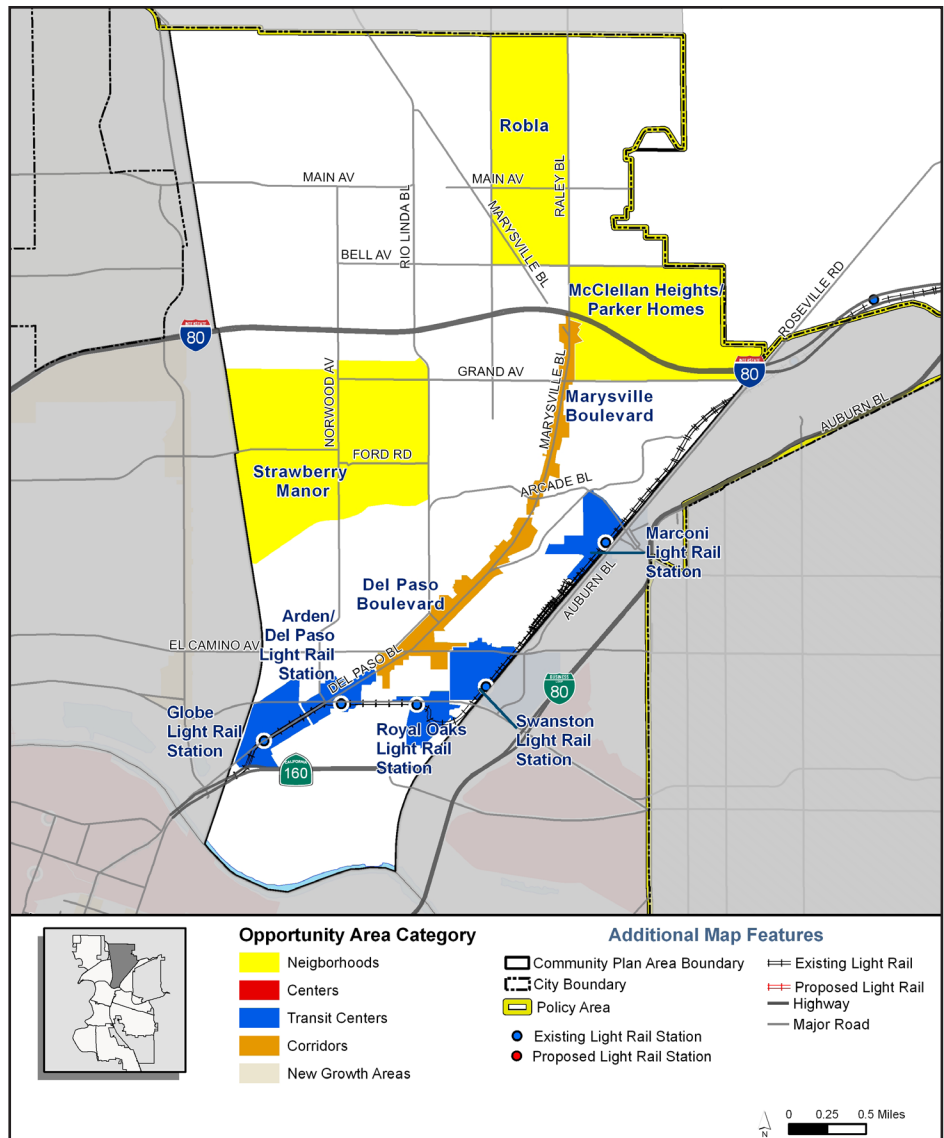
# Opportunity Areas

This section includes information about opportunity areas in the North Sacramento Community Plan Area. Table NS-1 lists each opportunity area that falls completely or partially within the community plan area. Figure NS-6 shows a map of all the opportunity area locations within the community plan area. As part of the 2030 General Plan process a land use concept and recommendations were developed for the Robla opportunity area in order to illustrate how this site could potentially develop in the future. Additional urban form concepts and recommendations will continue to be developed and refined for each opportunity area as needs are assessed and development focus shifts throughout the North Sacramento Community Plan Area.

<b>Table NS-1 North Sacramento Opportunity Areas</b>	
<i>Opportunity Area</i>	<i>Type</i>
<b>Neighborhoods</b>	
Robla	Neighborhood
Strawberry Manor	Neighborhood
McClellan Heights/Parker Homes	Neighborhood
<b>Gold Line Light Rail Existing Stations</b>	
Arden/Del Pas Light Rail Station	Transit Center
Globe Light Rail Station	Transit Center
Marconi Light Rail Station <sup>a</sup>	Transit Center
Royal Oaks Light Rail Station	Transit Center
Swanston Light Rail Station <sup>a</sup>	Transit Center
<b>Commercial Corridor Revitalization</b>	
Del Paso Boulevard	Corridor
Marysville Boulevard	Corridor

SOURCE: City of Sacramento 2009

a. Partially located in Arden Arcade Community Plan Area

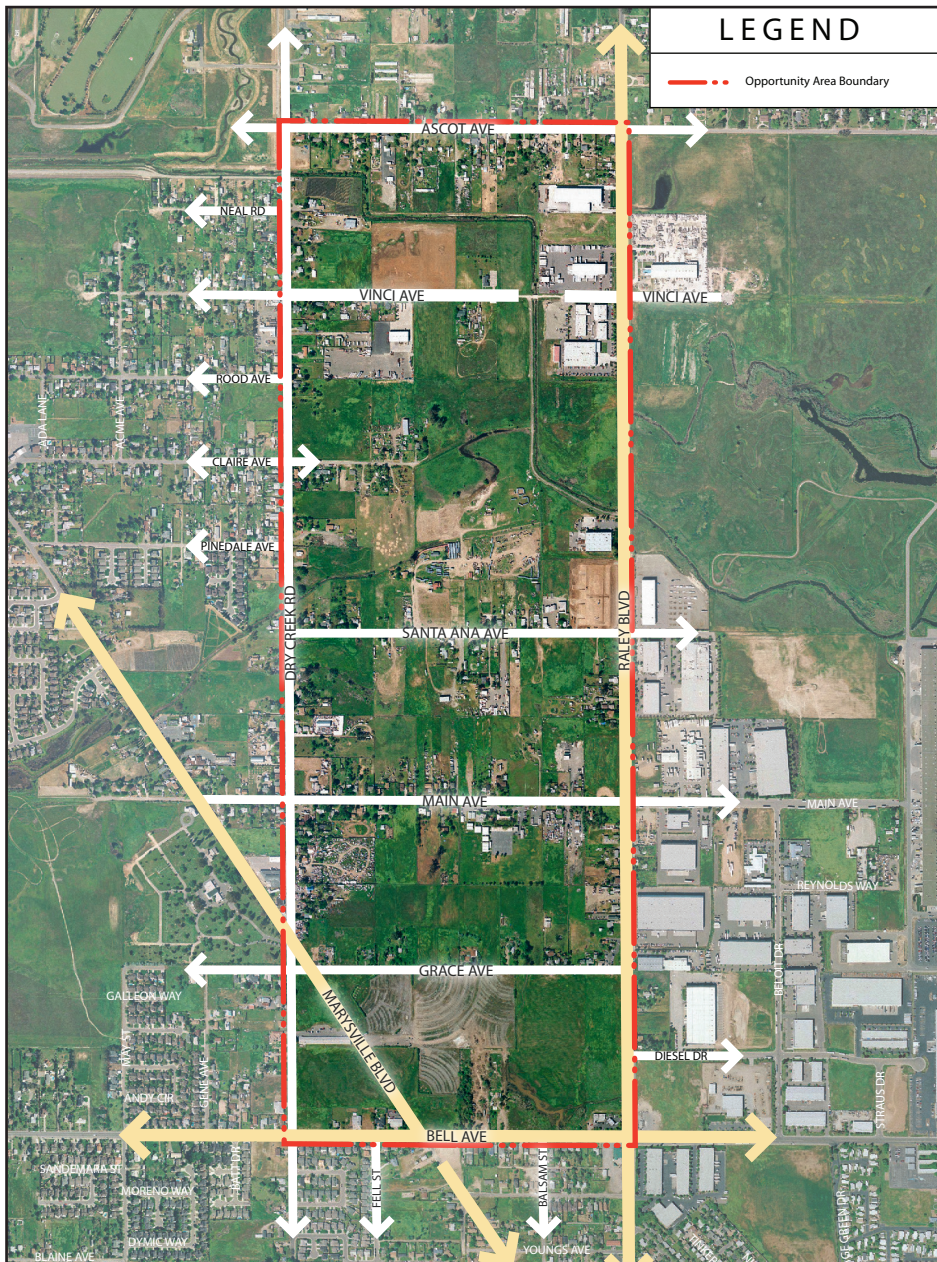


**Figure NS-6**  
**North Sacramento Opportunity Areas**

## Robla

### Location

The Robla opportunity area is located in the northeast portion of the North Sacramento Community Plan Area. This opportunity area is bounded by the city limits and Ascot Avenue on the north, Bell Avenue on the south, Raley Boulevard on the east, and Dry Creek Road on the west (Figure NS-7). The unincorporated community of Rio Linda, located to the north, includes a mix of rural and suburban residential neighborhoods. I-80 and several suburban residential neighborhoods are located to the south. McClellan Heights/Parker Homes, located to the southeast of the Robla opportunity area, is planned to develop into a medium density suburban neighborhood with limited neighborhood serving retail. A concentration of industrial uses and the McClellan Business Park, located to the east, specialize in freight transport, with a mix of rural and suburban residential neighborhoods located on the west.



**Existing Conditions**

The Robla opportunity area is comprised of a mix of rural residential uses, low-rise light industrial employment uses, vacant parcels, and other underutilized sites (Figure NS-8 and Figure NS-9). Industrial uses are concentrated along Raley Boulevard, with the majority of light industrial, manufacturing, and warehousing operations located to the east of the Robla opportunity area. Main Avenue Elementary School is located on the south side of Main Avenue, just west of Raley Boulevard. Sunset Lawn Cemetery is located west of Robla. Historic Magpie Creek, a “channelized canal” bisects the Robla opportunity area.

**Figure NS-7  
Robla Region**



**Figure NS-8  
Robla Existing Conditions**

Conflicting land uses, limited or non-existent infrastructure, and irregular lots have deterred both residential and industrial development in Robla. While proximity to McClellan Business Park offers potential for additional growth in industrial sectors, Robla's lack of infrastructure has hindered significant investment.







③ Main Avenue Elementary School



② Santa Ana Avenue



① Santa Ana Avenue



④ Church on Grace Avenue



⑤ Fire Station on Bell Avenue



⑥ Looking North from Bell Avenue

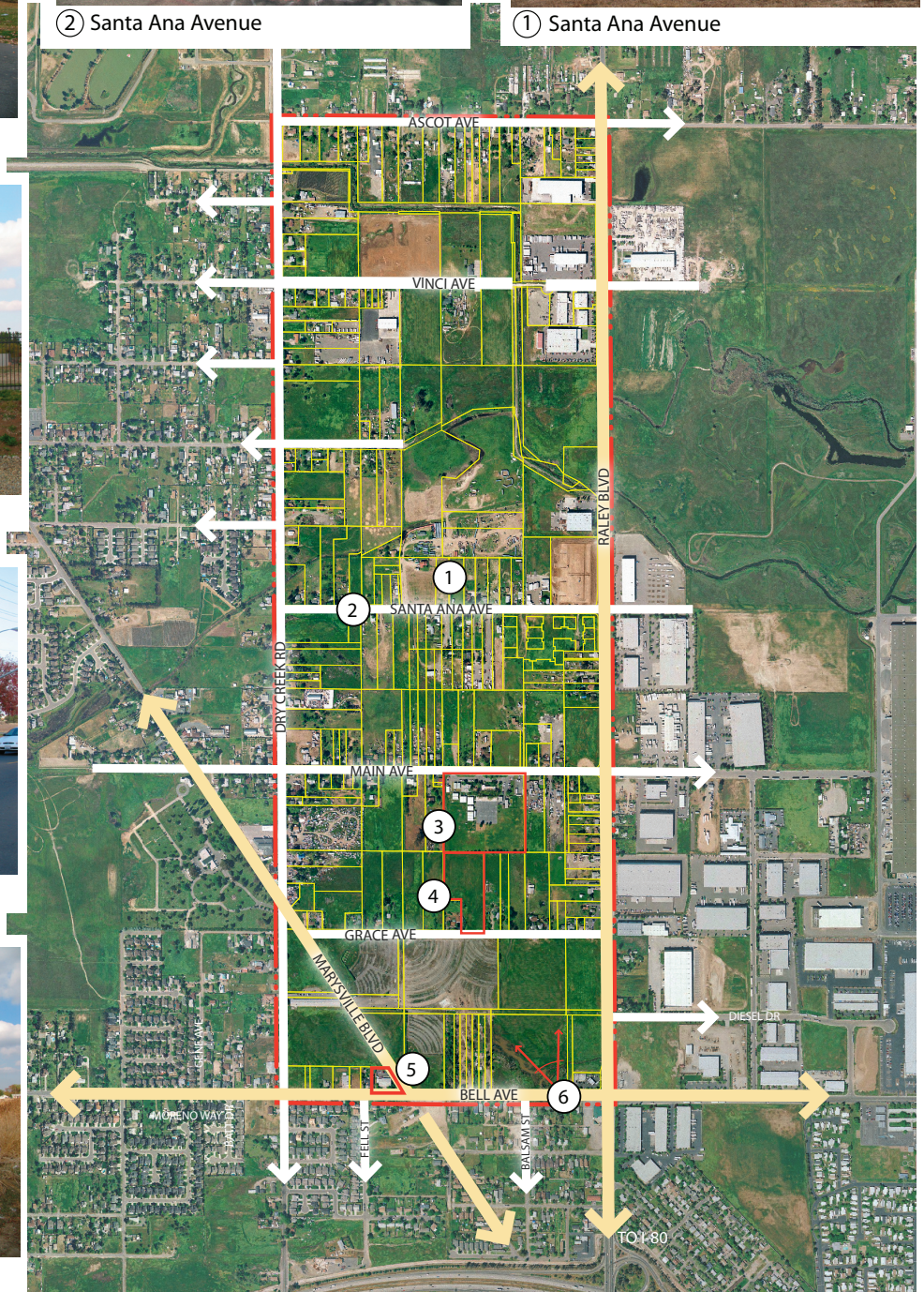


Figure NS-9  
Robla Existing Conditions





## ***Assumptions***

The following assumptions about existing conditions were made in order to develop the design concept and guidelines for the Robla opportunity area. Substantial changes to these assumptions would potentially alter the concept and vision for the future of this area.

- Much of Robla contains low-intensity, semi-rural residential and industrial development that is likely to transition to other uses and development patterns in the future.
- Industrial uses associated with the redeveloping McClellan Business Park will make the larger subregion an attractive location for new employment uses.
- Sensitive habitat within the Magpie Creek corridor must be preserved in addition to also addressing flood hazards.
- Substantial infrastructure deficiencies within the area must be addressed prior to or at the time of new development.
- Suburban residential development land uses on the west and south, and industrial land uses on the east, will remain or be strengthened.

## ***Vision for the Future***

The future vision for the Robla opportunity area includes areas of residential neighborhoods and light industrial uses.

## ***Key Issues***

In order to achieve the vision and concept for the Robla opportunity area, the following key issues have been identified.

- Existing residential and industrial development is inefficiently scattered within large areas of vacant or underutilized land.
- Conflicts between unbuffered residential and industrial uses, such as exterior industrial storage and large truck traffic through residential areas, deter more substantial residential development investment.
- Small lot sizes and widely distributed ownership patterns make new development in the area difficult.
- Large areas of vacant or underutilized land encourage illegal garbage dumping and do not promote a positive image for the area.
- Substantial levee, creek, and drainage improvements are needed to address flooding caused by the area's topography, soil, and drainage patterns.
- Sensitive habitat along Magpie Creek is not currently protected or preserved.

- North/south roadway connections do not exist within Robla, and east/west roadway connections are broken and/or limited.
- Existing roadways do not meet urban standards for curbs/gutters, bicycle lanes, sidewalks, crosswalks, and street lighting.
- Neighborhood retail services and similar amenities are underprovided within Robla.
- Despite large areas of vacant land, no parks or other recreational/community facilities, aside from Main Avenue Elementary School, exist in Robla.
- Existing storm drain, sanitary sewer, and water systems are insufficient or nonexistent throughout most of Robla.

## ***Opportunities***

The following opportunities are strengths that can be built upon in the Robla opportunity area.

- Magpie Creek has strong potential as a natural resource, recreational amenity, and a “green” infrastructure element if effectively restored, improved, and managed.
- I-80, via Raley Boulevard, provides excellent vehicular access into the area, both for residential commuters and commercial deliveries.
- The existing street grid, both within the site and in surrounding neighborhoods, provides a framework for developing a fine-grain and well-connected circulation system.
- New industrial development within and adjacent to the McClellan Business Park could provide synergies with new employment uses in Robla.
- Main Avenue Elementary School represents a vital civic use that could both serve an expanded residential population and provide a focal point for new development.

## ***Infrastructure Challenges***

This section describes key infrastructure needs and challenges that the Robla opportunity area faces in order to reach the desired vision. These challenges represent the likely issues related to the provision of infrastructure resulting from the development envisioned in the Land Use and Urban Form designations.

- Need to install curbs, gutters, and sidewalks throughout the Robla opportunity area.
- Need for new water facilities including transmission and distribution mains, storage tank and possibly water wells.

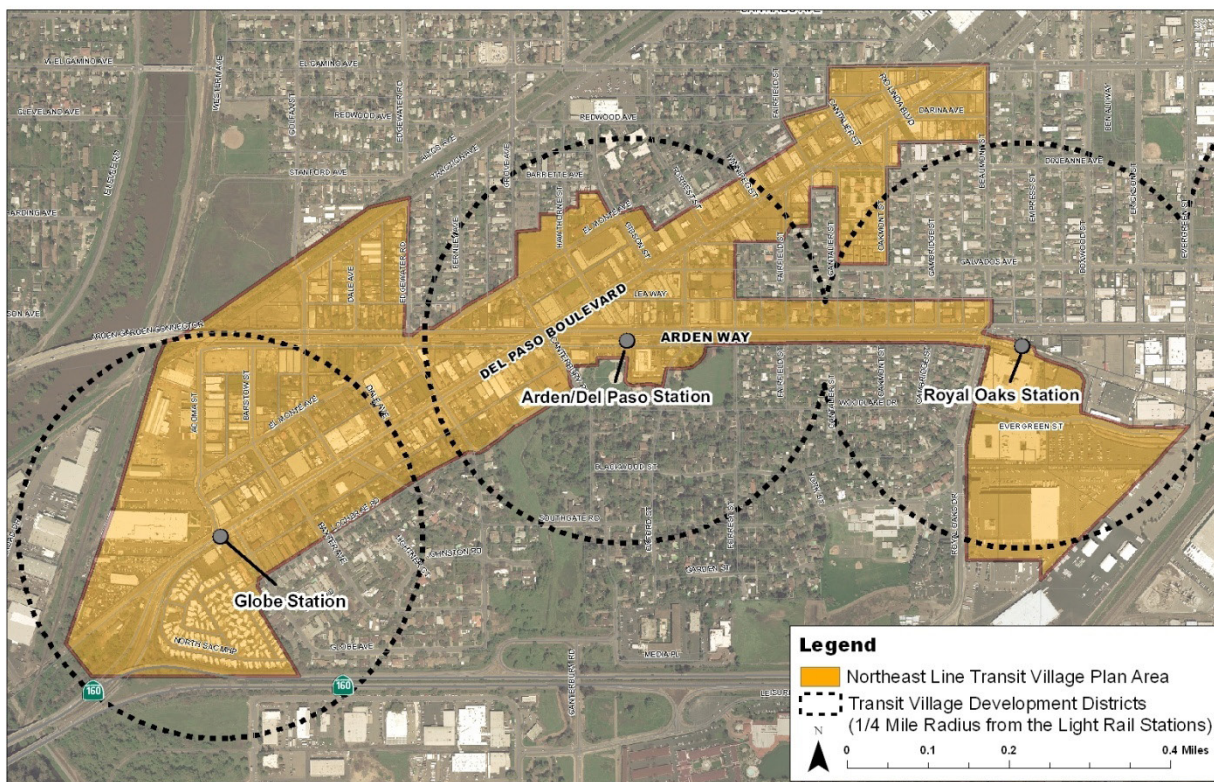




- Need for upsizing existing water distribution mains.
- Inadequate existing sewer system to serve proposed development.
- Need for new sewer collection and trunk lines and upsizing existing trunk lines in the area.
- New drainage facilities required for all three basins to properly serve development. The area is served by three separate drainage basins (144, 157, and 140).
- Need for drainage improvements including trunk lines, collection lines, detention basins, and a new pump station for basin 140.
- Need for installation of regional water quality features. Any new detention basins for drainage will be joint use facilities (water quality treatment/flood control).
- Inadequate flood protection from Magpie Creek requires a setback or buffer.
- Create sufficient park acreage, in the form of neighborhood parks or community parks, in order to meet current open space deficits and demand created by proposed housing/new neighborhood residents.

# Policies for the Northeast Line Transit Village Plan

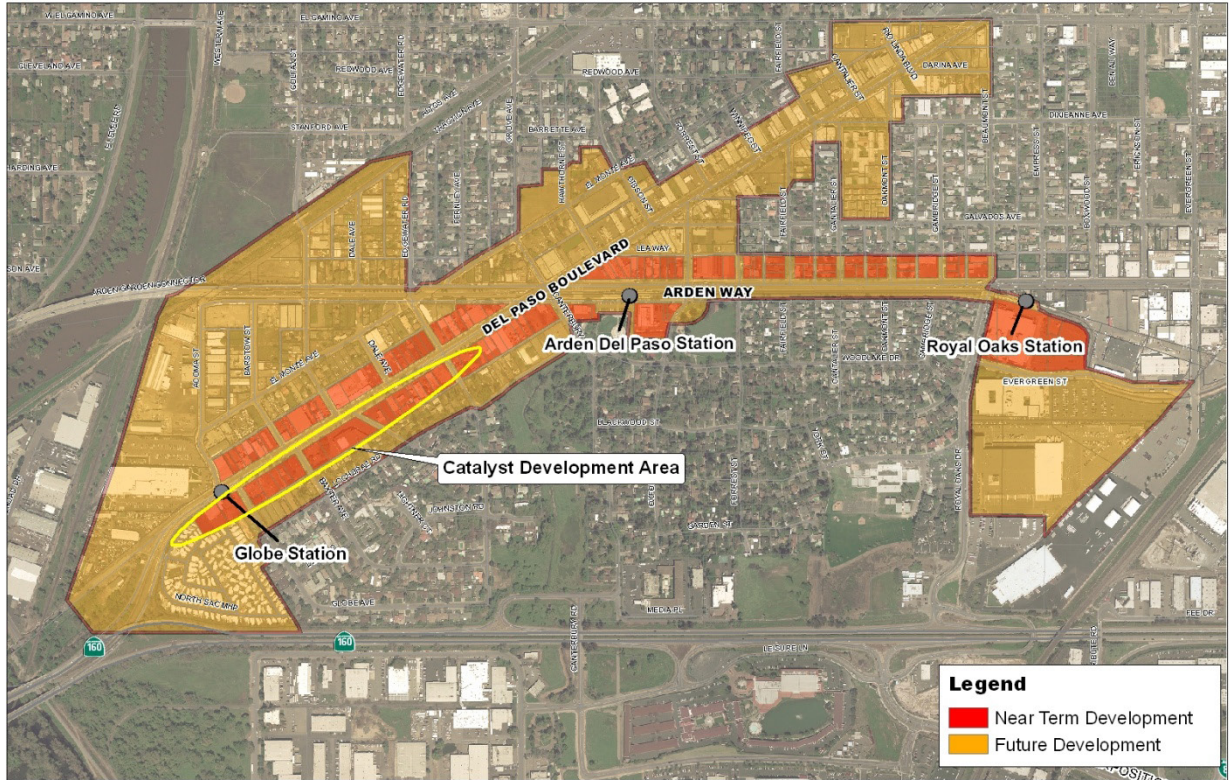
In order to promote reinvestment and the long-term success of the Northeast Line Light Rail Corridor, the City prepared the Northeast Line Implementation Plan (2011), a planning effort to promote new housing, economic development, the strategic financing of infrastructure, public safety, and design needs along the light rail corridor that includes the Globe, Arden/Del Paso, and Royal Oaks stations. The Plan is based on previous planning efforts, including the Northeast Line Light Rail Stations Plan (2007) and Transit for Livable Communities (2002).



**Figure NS-NELTV 1: Northeast Line Transit Village Plan Area** (Pursuant to the Transit Village Development Act of 1994 [Government Code section 65460 et seq.])

The Northeast Line Transit Village shown in Figure NS-NELTV 1 above has three transit village development districts, which are encompassed by land within a 1/4 mile radius of the Globe, Arden/Del Paso and Royal Oaks Stations. These three separate transit village development districts are each subject to policies of the overall Transit Village Plan Area where the transit village development districts overlap the Northeast Line Transit Village Plan area. The Northeast Line Transit Village Plan as well as the Globe, Arden/Del Paso, and Royal Oaks Transit Village Development Districts have been adopted pursuant to State law and embody both the State and City’s vision of intensified development near transit and mixed-use activity centers, which in turn will lead to increased walking and reduced automobile use.





**Figure NS-NELTV-2 – Policy Area for the Northeast Line Transit Village**

The policies included in this section will help to shape a transit village that efficiently utilizes the land around each light rail station and provides a mix of uses that benefit the surrounding community. The areas that will accommodate catalyst development and near term development are shown in Figure NS-NELTV-2, above. Specific infrastructure improvements to facilitate development in these areas have been identified in the 2011 report entitled “Northeast Line Light Rail Stations Plan Phased Infrastructure Recommendations.” Parking facilities shall be developed when on street parking is required to promote economic development.

**NS.NELTV 1.1 Active Ground Level Uses.** The City shall require larger residential mixed use projects along Del Paso Boulevard to have active ground level uses built up to the right of way in order to provide strong street definition and an active edge along the sidewalk. *(RDR)*

**NS.NELTV 1.2 Prioritized Infrastructure Improvements.** The City shall prioritize infrastructure improvements to support the catalyst development indicated in Figure NS-NELTV-2, above. *(SO)*

- NS.NELTV 1.3 Street Walls.** The City shall ensure that each block along Del Paso Boulevard has a predominant street wall. The street wall shall have a consistent height, be composed of contiguous buildings, and have upper stories stepped back when necessary. *(RDR)*
- NS.NELTV 1.4 Sensitivity to Adjacent Neighborhood Scale.** The City shall ensure that development along Del Paso Boulevard and Arden Way is sensitive to adjacent neighborhood scale and provide a height and mass transition to the medium to higher density development at the corridor. *(RDR)*
- NS.NELTV 1.5 Existing Industrial and Service Oriented Uses.** The City shall allow for the retention and continued operation of existing light industrial and service oriented uses, while providing for a comfortable coexistence with future new residential and commercial development. *(RDR)*
- NS.NELTV 1.6 Ground Floor Visibility.** The City shall require windows to be provided on the street level of new buildings in the Northeast Line Transit Village as a visual link between business and pedestrians. Ground-floor commercial facades facing streets, sidewalks, pedestrian routes and public plazas shall have non-reflective, transparent windows. *(RDR)*
- NS.NELTV 1.7 Parking.** The City shall support reduced parking ratios for transit oriented residential or commercial development in the transit village area while promoting the efficient design and use of parking, including curbside parking, shared parking, and the use of parking structures for higher density development and park-and-ride areas. *(RDR)*
- NS.NELTV 1.8 Temporary Parking Facilities along Del Paso Boulevard.** The City shall work with the Sacramento Housing and Redevelopment Agency to provide temporary parking facilities along Del Paso Boulevard when necessary. *(IGC)*





*The Robla opportunity area has scattered rural residential development patterns limited by infrastructure capacity and irregular lot sizes.*



*The addition of sidewalks, curbs, gutters, a neighborhood park, and street trees transforms the rural residential area into a more pedestrian friendly environment.*

*Illustrations courtesy of Urban Advantage*





*Industrial areas buffered from residential areas with parks and pedestrian inviting streets.*

*Illustration courtesy of  
Urban Advantage*

## 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 Area:

- Norwood Area Circulation and Infrastructure Plan (adopted by City Council July 24, 2007)
- McClellan Heights/Parker Homes Plan (adopted by City Council December 4, 2007)
- Swanston Station Transit Village Plan (expected adoption in 2009 by City Council)
- Northeast Line Light Rail Stations Plan (adopted by City Council July 24, 2007)
- North Sac Commercial/Office/Industrial Design Guidelines
- North Sac Residential Design Guidelines
- Del Paso Heights Design Guidelines
- Robla Visioning Results (2001)



- Del Paso Boulevard Economic Development Strategy (City of Sacramento)
- Del Paso Boulevard Business Improvement Area (City of Sacramento)
- Crocker District Conceptual Use Study (City of Sacramento)
- McClellan Airport Comprehensive Land Use Plan
- Transit for Livable Communities