

SOUTH NATOMAS COMMUNITY PLAN REVISION

DRAFT PLAN

Prepared for
City of Sacramento

By
Blayney-Dyett, Urban and Regional Planners

November 1984

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1. OVERVIEW

South Natomas, situated at the northern edge of Sacramento, is subject to sometimes conflicting pressures — a strong demand for close-in housing, opportunity for large-scale office parks at a highly visible and well-defined entrance to downtown, and the desires of South Natomas residents to protect and enhance the residential character of their community. The 7.7-square-mile planning area has almost 16,000 residents, and a wide range of housing types, ages, and prices, yet 45 percent of the planning area is in agricultural use or is vacant.

The 1978 South Natomas Community Plan (SNCP) envisioned a high density, transit-oriented, residential community with a small amount of office space serving only local needs. By 1982, expectations had changed and plan amendments added 2.4 million square feet of office park adjoining either side of the I-5 freeway. Interest in South Natomas as an office location has remained strong, and in 1983 when the City decided to consider all potential office applications simultaneously and to update the community plan, 13 applications for plan amendments to allow 8 million square feet of office/industrial space were received. While this Draft Plan was in preparation, environmental impact reports (EIRs) covering the 13 applications were also in progress.

1.1 Process

The Community Plan has been revised during an eight-month period beginning early in 1984. Working papers prepared by the planning consultants were distributed in advance of six well-attended community meetings. Information and opinions also were obtained from interviews with residents, businesspersons, representatives of community organizations, developers, land owners and City staff.

Working Paper No. 1: Existing Conditions, Planning Issues, and Options, March 1984, compared the choices open to South Natomas. In May, Working Paper No. 2: Alternative Sketch Plans, evaluated three different land use configurations. Working Paper No. 3: Preliminary Draft Plan, June 1984, was partially superseded in July by Working Paper No. 3A: Revised Preliminary Draft Plan.

Community and developer response to the alternatives and the Preliminary Draft Plan resulted in many modifications and improvements. However, the assignment to the consultant was to prepare a "recommended plan," so Blayney-Dyett takes responsibility for the Draft Plan described in this report. The Draft Plan will be the subject of an EIR to be prepared by Jones & Stokes Associates Inc., and will then be considered for adoption by the City Planning Commission and City Council.

1.2 Plan Highlights

The Draft Plan adds 18,400 housing units to the current 7,500 units, accommodating a total of 65,000 persons at build-out. East of I-5, allowable densities are reduced on uncommitted residential sites to ensure continued dominance of single-family homes. West of I-5, where Swallow's Nest is the only existing residential community, 60 percent of the housing will be multifamily, but prime sites near the Sacramento River are reserved for low density residential development. New parks, consistent with the City's parks acreage standards, include prominent sites intended to contribute to community quality, much as McKinley Park or William Land Park have helped establish the character of older sections of the city. Six new schools, including a high school, are shown. Three new shopping centers will offer choice, but the Plan is committed to maintaining the vitality of the Northgate Shopping Center and adjoining commercial area as the dominant community business district. Portions of the east frontage of Northgate Boulevard that do not have commercial development are to be developed with offices or high density apartments.

Office/business park employment in South Natomas will reach 21,000 under the Draft Plan. The band of already approved office parks adjoining I-5 can accommodate 2.4 million square feet of offices and those added by the Plan will bring the total to 4.3 million. This may be compared with 7.9 million square feet of state and private office space existing or under construction in downtown Sacramento. Despite these additions, at build-out the added floor area will be only 35 percent of what would be added if all 13 applications were approved.

Office park locations are selected to take advantage of freeway visibility, to avoid disrupting residential areas, and to minimize pressure on potentially congested inter-

sections. In the absence of development assumptions for land north of I-80, the Draft Plan studies are not able to determine whether the planned trafficways system will adequately serve the potential 23,000 jobs located in South Natomas and the 38,000 employed persons who will reside there. Coordination between plans for the two areas will be necessary to achieve a balanced transportation system.

2. COMMUNITY PLAN MAP

The Community Plan Map on the following page illustrates an arrangement of land uses and a street system to serve those uses at full development — expected to occur within 10 to 20 years. Boundaries between land uses are specific at some locations (as along Northgate Boulevard) and schematic at others (as West of I-5 where some street alignments have not been set and use designations do not follow property lines). Circles are used to indicate the approximate locations of school and park sites not yet reserved, except for three park sites that are located on major streets to serve as elements of community urban design. Determination of the consistency of a project proposal with the plan must be derived from both the map and the text. Tables 1 through 4 summarize land use under the Draft Plan as compared with the 1983 SNCP.

2.1 Land Use Classifications

The following descriptions are extensions of the Community Plan Map legend.












Residential







Residential classifications set a maximum average number of units per net acre (excluding public streets) within a specified density range. The ranges are the net density standards applied citywide by the City of Sacramento for residential acreage excluding public streets and nonresidential uses such as parks and schools.

The density on a portion of a project site may be anywhere within the designated range, as long as the average density per acre of the whole site does not exceed the maximum average established by the residential land use classification. Where mixed dwelling types are prescribed (see below) some portions of large sites designated medium, medium-high or high density will have to be developed at less than the maximum average in order to meet requirements. Appendix A illustrates the variety of dwelling types described.

Mixed Dwelling Type Requirement. The plan sets a 200-unit limit on multifamily clusters to avoid the neighborhood residential scale and crime problems sometimes associated with large, multifamily complexes. At least one street with lots on both

SOUTH NATOMAS COMMUNITY PLAN REVISION: DRAFT PLAN

-  **Low Density Residential**
4-8 d.u./acre; 7 average maximum
-  **Medium Density Residential**
7-15 d.u./acre; 14 average maximum
-  **Medium High Density Residential**
11-21 d.u./acre; 18 average maximum
-  **High Density Residential**
11-29 d.u./acre; 22 average maximum
-  **Office / Office Park**
-  **Business Park**
-  **Neighborhood Commercial**
-  **Highway Commercial**
-  **Community Commercial**
-  **Northgate Boulevard Mixed Use**
-  **Riverfront Development**

-  **K-8** Schools (grades)
-  **P** Parks
-  **Parkway**
-  **Proposed Hospital**
-  **Major Street**
-  **Collector Street**

0' 2000'

Blayne-Dyett, Urban and Regional Planners

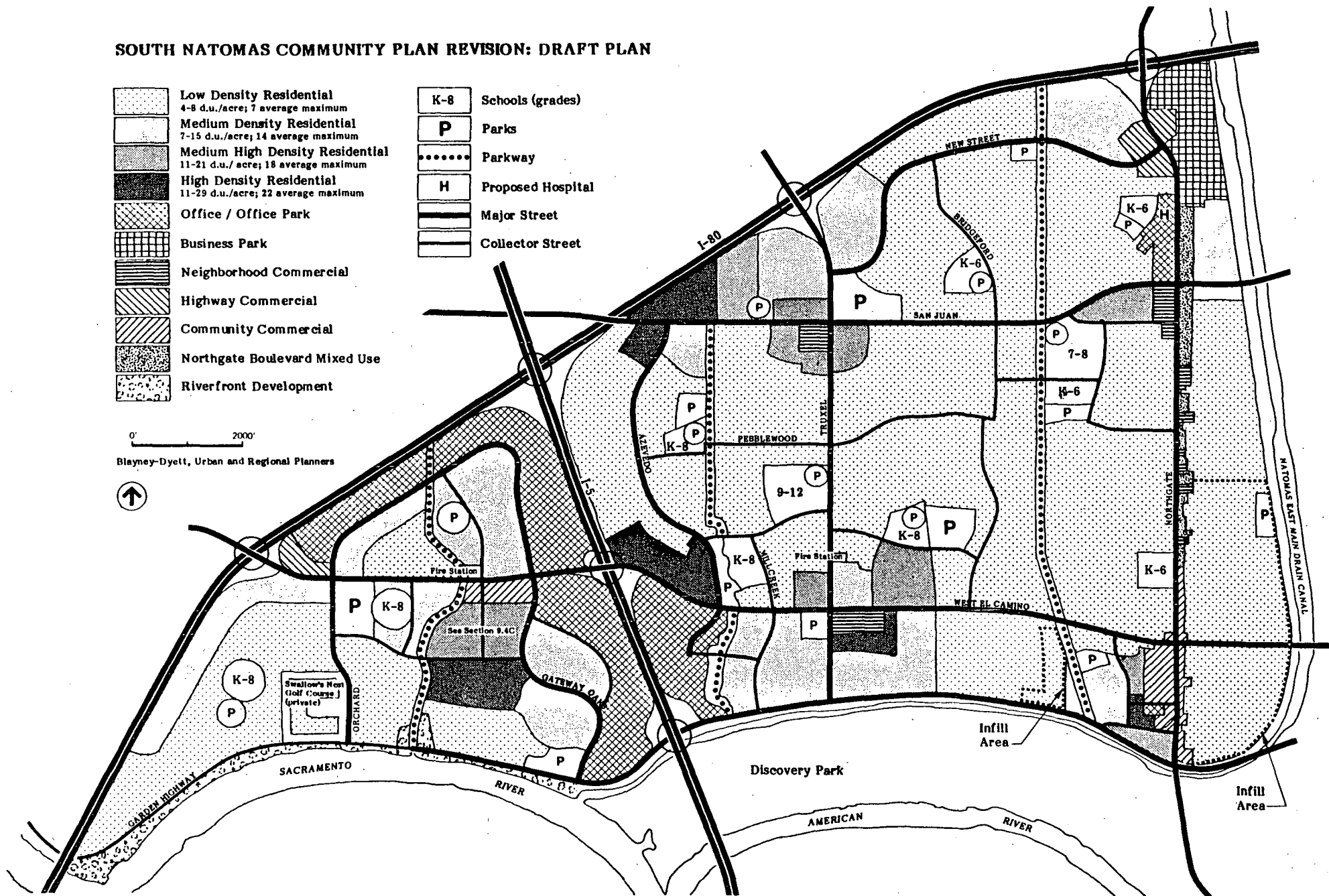


TABLE 1
SOUTH NATOMAS LAND USE
Draft Plan and 1983 SNCP

	<u>1983 SNCP^a</u>	<u>DRAFT PLAN^b</u>
<u>Residential</u>		
Low density	10,400 (SFD)	12,192
Medium density	2,700 (SFA)	8,022
Medium high density	9,900 (MF)	3,026
High density	-	2,684
TOTAL UNITS	23,000	25,924
<u>Office/Office Park</u> (000's of sq. ft.)	2,381	4,356
<u>Neighborhood Commercial</u> (000's of sq. ft.)	749	309
<u>Highway Commercial</u> (000's of sq. ft.)	188	360
<u>Community Commercial</u> (000's of sq. ft.)	275	405
<u>Business Park</u> (000's of sq. ft.)	591	765
<u>Mixed Use</u> (Acres)	-	27

^a Reports units by dwelling type, not density range. SFD: single family detached; SFA: single family attached; MF: multifamily.

^b The medium density, medium high density and high density plan designations include some single family houses as a result of the mixed dwelling type requirement.

Source: Blayney-Dyett.

TABLE 2
SOUTH NATOMAS LAND USE
EAST OF I-5
Draft Plan and 1983 SNCP

	<u>1983 SNCP^a</u>	<u>DRAFT PLAN^b</u>
<u>Residential</u>		
Low density	8,300 (SFD)	10,025
Medium density	2,000 (SFA)	4,536
Medium high density	7,600 (MF)	2,306
High Density	-	1,980
TOTAL UNITS	17,900	18,847
<u>Office/Office Park</u> (000's of sq. ft.)	793	1,460
<u>Neighborhood Commercial</u> (000's of sq. ft.)	730	309
<u>Highway Commercial</u> (000's of sq. ft.)	189	285
<u>Community Commercial</u> (000's of sq. ft.)	-	255
<u>Business Park</u> (000's of sq. ft.)	591	765
<u>Mixed Use</u> (Acres)		27

^a Reports units by dwelling type, not density range. SFD: single family detached; SFA: single family attached; MF: multi-family.

^b The medium density, medium-high density and high density designations include some single family houses as a result of the mixed dwelling type requirement.

Source: Blayney-Dyett.

TABLE 3
SOUTH NATOMAS LAND USE
WEST OF I-5
Draft Plan and 1983 SNCP

	<u>1983 SNCP^a</u>	<u>DRAFT PLAN^b</u>
<u>Residential</u>		
Low density	2,100 (SFD)	2,167
Medium density	700 (SFA)	3,486
Medium high density	2,300 (MF)	720
High density	-	704
TOTAL UNITS	5,100	7,077
<u>Office/Office Park</u> (000's of sq. ft.)	1,588	2,896
<u>Neighborhood Commercial</u> (000's of sq. ft.)	19	-
<u>Highway Commercial</u> (000's of sq. ft.)	-	75
<u>Community Commercial</u> (000's of sq. ft.)	275	150
<u>Business Park</u> (000's of sq. ft.)	-	-

^a Reports units by dwelling type, not density range. SFD: single family detached; SFA: single family attached; MF: multifamily.

^b The medium density, medium-high density and high density designations include some single family houses as a result of the mixed dwelling type requirement.

Source: Blayney-Dyett.

**TABLE 4
SOUTH NATOMAS LAND USE
Draft Plan**

	<u>West of I-5</u> (Acres)	<u>East of I-5</u> (Acres)	<u>Total South Natomas</u> (Acres)
<u>RESIDENTIAL</u>			
Low Density	387	1,786	2,173
Medium Density	249	320	569
Medium High Density	40	128	168
High Density	32	90	122
TOTAL RESIDENTIAL	708	2,324	3,032
<u>OFFICE PARK</u>	170	104	274
<u>BUSINESS PARK</u>	-	51	51
<u>NEIGHBORHOOD COMMERCIAL</u>	-	25	25
<u>COMMUNITY COMMERCIAL</u>	13	25	38
<u>HIGHWAY COMMERCIAL</u>	5	19	24
<u>MIXED USE</u>	-	27	27
<u>PUBLIC</u>	22	101	123
<u>PARKS</u>	46	168	214

sides must separate condominium or apartment clusters of more than 200 units. The maximum feasible density for such separators, if patio or zero lot line units are used, is about 12 units per net acre. Maximum average densities are not affected by this requirement.

Low Density (four to eight units per net acre). Maximum average density is seven units per net acre (5.6 units per gross acre). Detached and zero lot line units (including many patio homes), duplexes and halfplexes are within this designation. Most of South Natomas' older residential areas fall within this density range.

Medium Density (seven to 15 units per net acre). Maximum average density is 14 units per net acre. The range allows duplex, zero lot line, patio home, townhouse, and garden apartment development. American River Village on Northview at Garden Highway has 14 units per acre; most of Delta Point, south of West El Camino east of Truxel, is being developed at medium density.

Medium High Density (11 to 21 units per net acre). Maximum average density is 18 units per net acre. Examples of medium high density development are Discovery Commons at the northwest corner of Truxel and West El Camino (16 units per acre) and Pheasant Creek on the north side of West El Camino east of Truxel (17.4 units per acre).

High Density (11 to 29 units per net acre). Conventional apartments fall into the high density designation. Maximum average density is 22 units per net acre except on pre-existing parcels of two acres or less where 29 units per acre are permitted. The Discovery Park complex at West El Camino and I-5 is in the high density range (22 units per acre) as are the Smoke Tree apartments (19.25 units per acre) at the west end of San Juan.

Office/Office Park/Business Park

Office/Office Park. This designation applies primarily to large-scale developments near I-5 and I-80 with buildings of 40,000 square feet or larger and a ratio of floor area to site area (FAR) of .42 or less. Smaller office areas on or near Northgate Boulevard have no minimum building size.

Business Park. High technology industrial research, development, and assembly with up to one-half of total floor area in general office space.

Retail-Commercial

Neighborhood Commercial. Shopping center anchored by a supermarket; also, stores meeting daily needs of immediate neighborhood area.

Community Commercial. Shopping center, including supermarket and superdrug or superhardware; also, restaurants, entertainment, automobile services.

Highway Commercial. Hotels, motels, restaurants, and service stations.

Special Use

Northgate Boulevard Mixed Use: Offices and/or high density residential. See Chapter 6.

Riverfront Development. Residential; marina; restaurants. See Chapter 7.

3. POPULATION AND HOUSING

Guiding Policy

- A. Provide housing of varied types, densities and prices, arranged to enhance neighborhood identity, to create and maintain environments suited to child rearing, and to avoid visual monotony.

Implementing Policies

- B. Establish density designations based on the assumption that most projects will be approved near the maximum permitted.
- C. Limit the size of multifamily clusters to 200 units separated from other multifamily clusters by at least one street with lots fronting both sides.
- D. Require three or more housing types in low density residential projects of 35 gross acres or more.
- E. In order to create viable single-family neighborhoods and to break up large areas of multifamily development, establish a minimum of 35 acres for areas designated for low density development.
- F. Maintain single-family residential dominance east of the I-5 Freeway with over 50 percent single-family units.
- G. Preserve the low density character of the Gardenland and River Gardens neighborhoods, but encourage use of deep-lot regulations or infill incentives on large parcels in order to use the land more efficiently.
- H. Establish development standards for designated Northgate Boulevard frontage that will encourage construction of multifamily housing adjoining or on the same site with small-scale offices. (See Chapter 6.)
- I. Take maximum advantage of the Sacramento River's potential to enhance the

quality of a residential community by reserving land near the river north of Garden Highway for residential development.

J. Comply with design guidelines prescribed in Table 14.

3.1 Population and Housing Trends

South Natomas has been one of Sacramento's fastest-growing areas in the past decade, with the highest annual growth rate among the city's 10 communities from 1975-80. From 1970 to 1980, South Natomas' population increased by 50 percent, as compared with an 8 percent increase in the city's population during the same period. Housing additions in South Natomas, South Sacramento and the Pocket have accounted for 75 percent of the city's new units during the 1980s.

More than 70 percent of the 7,500 housing units in the community were built after 1970. Despite the relative newness of the area, the 1980 census data showed demographics similar to those of the city and county (see Table 5).

Since 1980, the population is estimated to have increased by 4,700, bringing the South Natomas total to approximately 15,900. At build-out in accord with the Draft Plan, the community will have almost 26,000 housing units. Table 6 presents a breakdown of housing units by type and projected population at build-out.

The market study conducted for the South Natomas EIRs cites several reasons for allowing a greater number of units in the community than the 23,000 assumed by the EIR analysis to be built under the 1983 SNCP. These include:

- o The desirable location of the community due to its proximity to downtown and the airport, and easy freeway access;
- o Increased demand due to new employment in South Natomas and elsewhere in Sacramento;
- o Expectations of strong demand for multifamily housing in the price ranges now typical for South Natomas.

TABLE 5
SOUTH NATOMAS AND SACRAMENTO
POPULATION CHARACTERISTICS
1980 CENSUS

<u>South Natomas</u>					
	<u>Tract 044 (East of Northgate Boulevard)</u>	<u>Tract 064</u>	<u>County^a</u>	<u>Total</u>	<u>Citywide Total</u>
Total Population	2,552	8,533	124	11,209	275,741
Total Households	1,018	2,841	55	3,914	112,859
Median Age	33.8	27.2	NA	28.7 ^b	31.5
Age by Gender					
Male	31.8	27.2	NA	28.2 ^b	30.4
Female	35.8	27.2	NA	29.2 ^b	32.6
Race					
White	1,773	5,617	104	7,494	186,477
Percent	69.5%	65.8%	83.8%	67%	67.6%
Black	18	615	0	633	36,866
Percent	0.7%	7.2%	0%	5.5%	13.4%
Other	761	2,301	20	3,082	52,398
Percent	29.8%	27%	16%	27.5%	19%
Spanish Origin ^c	939	2,293	7	3,239	39,161
Percent	36.8%	26.9%	5.6%	22.9%	14.2%
Median Household Income	\$8,658	\$21,491	\$22,208	\$18,250	\$14,604

^aCounty totals for South Natomas are estimates, derived from a larger census area and based on population distribution.

^bTotal excludes any data for the county.

^cPersons of Spanish origin may be of any race.

Source: Jones & Stokes Associates

**TABLE 6
SOUTH NATOMAS POPULATION AT BUILD-OUT
DRAFT PLAN**

<u>Density/Unit Type^a</u>	<u>No. of Units</u>	<u>% of Units</u>	<u>Assumed Household Size</u>	<u>Population^b</u>
Single Family ^c	13,520	52	2.9	39,200
Medium Density	6,690	26	2.5	16,700
Medium High Density	3,030	12	1.6	4,800
High Density	2,680	10	1.6	4,300
TOTAL	25,920	100		65,000

^a See Section 2.1 for descriptions of unit types.

^b Detail does not multiply to total due to rounding

^c The single-family category includes units required as separator units between multi-family clusters

Annual housing absorption is projected at 1,000 to 1,200 units, resulting in a 15- to 18-year build-out period.

The Draft Plan dwelling unit holding capacity is 12 percent greater than assumed SNCP build-out used for EIR and market analysis. However, if all uncommitted residential sites were developed at the upper end of the wide density ranges established by the 1983 SNCP, over 12,000 more units than would be allowed under the Draft Plan would be built. If the maximum 1983 SNCP densities were used, South Natomas would have approximately 12,000 more dwelling units and 24,000 more residents at full development than under 1983 SNCP projections which were based on the assumption that developers would build near the low end of an allowable range. While maximum densities on all sites for which no project has been approved are unlikely, recent applications for densities near the upper end of the permitted ranges suggest that the 1983 SNCP has a greater population holding capacity than the Draft Plan.

3.2 Housing Cost and Affordability

The market survey found new housing prices in South Natomas to be higher than in South Sacramento and North Sacramento, and lower than in the Pocket. New single-family homes average from \$70,000 to \$90,000. Condominium prices start at \$35,000 for a 340-square-foot studio and \$63,000 for a two-bedroom unit. Rents in the 520-unit Smoke Tree apartments on San Juan are \$300 to \$400 per month.

Most first-time buyers at or below median household income cannot afford new homes in South Natomas. All of South Natomas within the city limits is identified in the City's Housing Element as existing HAP (Housing Action Program) priority locations for either new or rehabilitated low-income housing. The Gardenland and River Gardens neighborhoods are designated as suitable for all types of rehabilitation, while the remainder of the community is designated as "suitable for new housing — all types." New low-income housing has not been developed in South Natomas since the adoption of the Housing Element in 1980. The Draft Plan does not include policies for target shares or location for production of new low/moderate-income housing independent of the City's Housing Element, but availability of land for development at medium high and high density makes development of low/moderate-income units possible. South Natomas is expected to add "affordable" housing if mortgage rates and subsidy programs enable affordability to be attained in the Sacramento Metropolitan Area.

3.3 Preserving Character of Single-Family Neighborhoods

Currently, 80 percent of South Natomas housing is single-family units. Under the Draft Plan, the proportion at build-out will be 52 percent.

Three principles have been used in locating higher-density housing:

- Avoid large concentrations of medium to high density housing;
- Avoid access through single-family areas;
- Reduce allowable densities on uncommitted parcels east of I-5 to ensure that the multifamily share assumed for 1983 SNCP will not be exceeded. (see Table 7)

**TABLE 7
SOUTH NATOMAS HOUSING UNITS BY TYPE
DRAFT PLAN AND 1983 SNCP**

	East of I-5				West of I-5				Total South Natomas			
	Draft Plan		1983 SNCP ^a		Draft Plan		1983 SNCP		Draft Plan		1983 SNCP	
	#	% of Total	#	% of Total	#	% of Total	#	% of Total	#	% of Total	#	% of Total
Single Family ^b	10,710	57	10,300	57	2,810	40	2,800	54	13,520	52	13,100	57
Multi-Family	8,140	43	7,600	43	4,270	60	2,300	46	12,410	48	9,900	43

Source: Jones & Stokes Associates, Blayney-Dyett

^a 1983 SNCP figures are for assumed build-out

^b Single family includes all types of units occupying separate lots with street frontage (See Sec. 3.4).

**SOUTH NATOMAS HOUSING UNITS BY TYPE
EXISTING SOUTH NATOMAS, DRAFT PLAN, 1983 SNCP, CITY OF SACRAMENTO**

	Existing South Natomas	Draft Plan	1983 SNCP	1983 Citywide
Percent Single Family	80	52	57	64
Percent Multifamily	20	48	43	36

Source: Keyser Marston Associates, Jones & Stokes Associates, Blayney-Dyett.

Limiting the size of medium to high density areas increases the proportion of single-family units that will be near higher density development. To avoid creating low density areas too small to offer the desired child-rearing-neighborhood character, a minimum size of 200 units, requiring about 35 acres, is proposed for areas designated on the plan as low density. A neighborhood of single-family detached homes (with corner lot duplexes or halfplexes) this size, such as the one shown north of El Camino west of I-5, could be expected to have about eight children in each elementary school grade, and would offer a reasonable opportunity for each child to find friends who live nearby.

3.4 Mixed Dwelling Types and Varied Siting Requirements

The plan establishes a 200-unit limit on multifamily clusters (illustrated in Figure 1) that do not have separate lots, each with street frontage, for two reasons:

- Large multifamily projects tend to alter the visual scale of a neighborhood;
- Large projects have proven more vulnerable to crime because of the inability of residents to know and recognize neighbors and the extensive, ill-defined semi-public space these projects typically include.

The requirement for separation between high-density clusters is at least one street with lots on both sides. Because the maximum feasible density for patio or zero lot line houses is about 12 units per gross acre, the density of the multifamily units could be higher than the maximum average for the density category as indicated in the Land Use Classification section. The total number of units may equal the maximum average per acre for the category times the acreage. The resulting dwelling type mix on large parcels that are designated for medium or medium-high density, will be approximately 75 percent multifamily units and 25 percent single-family, single-family detached, duplex, halfplex, patio homes, zero lot line, or townhouse units.

Large areas of uniform development at any density are discouraged. Three or more housing types are to be provided in low density projects comprising 35 or more gross acres. Duplexes or halfplexes on corner lots and zero lot line or townhouse units

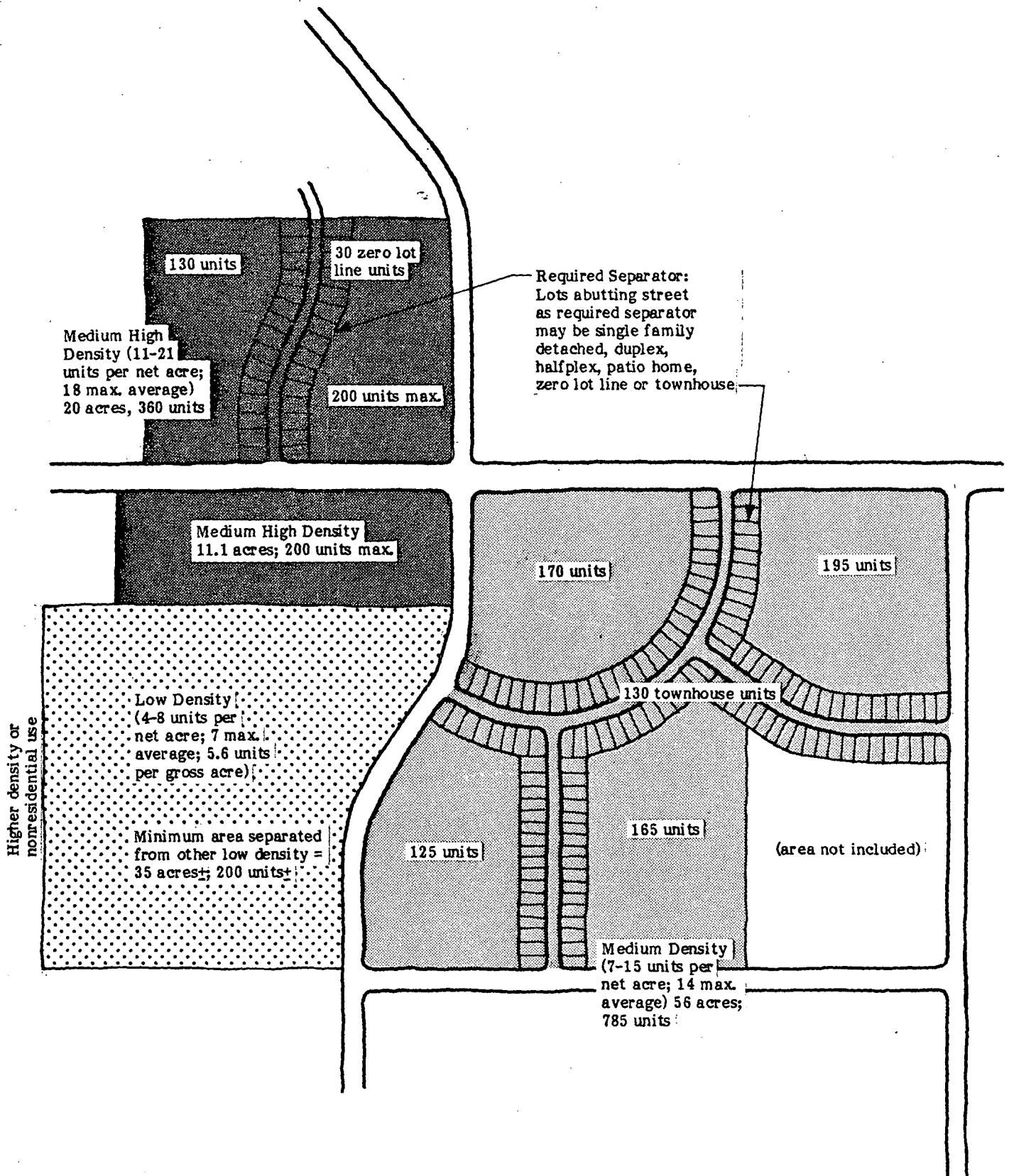


FIGURE 1: MIXED DWELLING TYPE POLICIES

adjoining a major street or a nonresidential use would fulfill this requirement.

The project review process should give attention to the relationships among structures within a project and on adjoining sites. Dwellings should have varied setbacks from streets, varied entry orientation, and differing building forms and heights as necessary to avoid monotony without creating a chaotic streetscape.

3.5 Housing Adjoining Freeways

Without shielding, freeway noise exceeds the City's allowable standard for residential development (67 Ldn) to a distance of about 500 feet from the outer lane. This is a reason to locate nonresidential uses along freeways, but there is not enough demand for nonresidential use in the metropolitan area and not enough traffic capacity in South Natomas to allow application of this principle in all cases. At some locations, the choice is between single-family or higher-density housing next to a freeway.

Most Sacramento single-family homes are single story and can be effectively shielded by sound walls that reduce noise levels by 10 decibels, subjectively perceived as a halving of volume. Multifamily housing typically cannot have a solid wall blocking the direct line between the noise source and upper story windows, and thus requires mechanical ventilation to allow windows to be sealed. Balancing this point is the opportunity for multifamily site planning that places parking next to the freeway and bedrooms at greater distance than on single-family lots. Also, multifamily occupants often are more willing to accept higher noise levels because they do not expect to be long-term residents at that location.

Where freeway and housing are near the same ground elevation, allowing noise walls that can effectively shield first stories, there is no compelling reason to prefer one housing type over another, and the plan designates areas adjacent to I-80 for both single-family and multifamily development.

3.6 Gardenland Community Development Block Grant Area

The Housing Element identified Gardenland as a Community Development Block Grant (CDBG) target area in need of replacement of low/moderate-income housing and major rehabilitation and/or minor repair. The neighborhood is one of five target areas receiving CDBG funds through the Sacramento Redevelopment Agency. A Target Area Committee (TAC) made up of Gardenland residents is working with Redevelopment staff and has developed the following priorities for the use of CDBG funds: neighborhood cleanup and housing rehabilitation; installation of a traffic signal at American Avenue and West El Camino; and renovation of the Stanford Settlement. The housing rehabilitation program now in effect applies only to the 55 percent of Gardenland's units that are owner-occupied (1980 census).

Gardenland, developed largely in the 1940s and early 1950s, is characterized by small, single-family homes on deep lots. There is an unusual amount of private open space in the neighborhood, giving it an almost rural feeling despite a number of multifamily dwellings. Gardenland homes are small, with a significant number needing rehabilitation.

While a number of infill parcels are vacant, only one large Gardenland parcel, in the block between Winterhaven Avenue and Senator Avenue, remains undeveloped. It is designated for low density development. Further north is South Natomas' only mobile home park. With the exception of a riding stable and a few small grocery stores, commercial activity in Gardenland is limited to the east side of Northgate Boulevard, discussed in Chapter 6.

The Plan seeks to intensify development in Gardenland and on Northgate Boulevard by providing incentives for Gardenland parcel owners to provide access to parcels fronting on Northgate. Additionally, the plan designates an infill area to encourage use of the City's infill development ordinance.

3.7 Infill Development Incentives

Deep Lot Regulations. The City has a deep lot ordinance allowing construction of additional units on sites zoned R-1 and R-2, that are over 160 feet in depth. The ordinance specifies a minimum lot area of 5,200 square feet in an R-1 zone. For each additional 5,200 square feet of lot area, the deep lot ordinance permits one additional dwelling unit. All additional units must be single-family detached or duplex units of at least 700 square feet.

With the deep lot ordinance, intensification of residential use in Gardenland could occur without rezoning. For example, a half-acre lot over 160 feet deep zoned R-1 would require 5,200 square feet for the existing unit, and, provided requirements for access could be satisfied, the remaining 17,000 square feet could accommodate as many as three additional units. However, subdivision of parcels is encouraged whenever possible. Deep lot development is approved by a Planning Director's special permit.

Infill Incentive Regulations. The Planning Commission has discretion to determine whether or not a parcel qualifies as an infill site based on a City checklist. Potential sites are vacant residential parcels of not more than five acres in single-family zones and not more than two acres in multi-family zones which are surrounded on at least three sides by development or that are within an infill area designated by a community plan.

A half-acre lot zoned R-1 that qualifies as an infill site would accommodate four units based on the minimum lot area per unit of 5,200 feet, and under the Infill Incentive Program, the Planning Commission may approve a density bonus of up to 25 percent, allowing five units. State law requires a density bonus of 25 percent if 25 percent or more of the units are affordable by households of low or moderate income (less than 120 percent of median income). The affordability bonus is added to the infill bonus, so the total bonus could reach 50 percent, allowing six units.

Deep lot and infill incentives may not be used on the same parcel. On a typical larger R-1 parcel of 34,000 square feet (roughly 135-by-250 feet) in the middle of a block, seven units (or eight with two affordable) could be approved under deep lot regula-

tions, while Infill Incentives would allow up to eight (or 10 with three affordable). In the present R-2A area, deep lot regulations do not apply, but infill incentives would allow up to 17 units (or 20 with four affordable). Infill Incentives require a Planning Commission special permit.

4. OFFICE PARK/BUSINESS PARK

Guiding Policies

- A. Extend area designated for office parks along freeway frontages west of I-5 consistent with potential traffic capacity and preservation of residential dominance of developing neighborhoods.
- B. Do not increase general purpose office park area east of I-5.
- C. Do not increase business park area in South Natomas.

Implementing Policies

- D. Locate office park space on freeway frontage to improve views from the freeways, allow visibility for businesses, and minimize the number of residents exposed to freeway noise.
- E. Locate added office park space where nearby residential areas can be designed with foreknowledge of the extent of office development.
- F. Locate office park space to take maximum advantage of available traffic capacity at the I-80/West El Camino interchange.
- G. Establish controls on the amount and timing of office space to be built that ensure compatibility with transportation system capacity.
- H. Require office projects to maintain high design standards for both freeway and street frontages.
- I. If proposed Community Hospital is not built, delete office park on west side of Northgate Boulevard north of San Juan, substituting medium high density residential.
- J. Encouraging provision of child care facilities in office parks by exempting such space from allowable floor area calculations and from overlapping parking requirements or providing other incentives.
- K. Limit office gross floor area to 42 percent of site area (.42 FAR). See additional design guidelines in Table 14.

4.1 Office Parks

As amended in 1983, the SNCP includes three office parks: Natomas Corporate Center, Gateway Centre, and Capitol Business Park all abutting the I-5 freeway. Together, these will include 160 acres of office development with 2.4 million square feet of floor area and 12,000 employees. Those projects were approved under development agreements between the City and the developers that are not subject to change by the revised community plan unless both City and developer concur.

South Natomas' attractions for office tenants include its existing environment, accessibility and visibility provided by the freeways, proximity to downtown, and availability of multifamily housing. Interest is demonstrated by 13 applications that are the subject of two 1984 EIRs and that would, if approved, bring the total office space authorized in South Natomas to 8.1 million square feet.

The EIR economists believe South Natomas could capture 25 to 30 percent of the Sacramento County office demand, absorbing 275,000 square feet per year, or up to 5.5 million square feet over a 20-year period. Acceptance of this projection makes traffic capacity the controlling factor because studies indicate that potentially available traffic capacity will not allow this much space to be served. Space demand not met in South Natomas can readily be accommodated across the freeway as well as at other locations in the metropolitan area.

Some participants in community meetings on the Plan revision questioned whether any office park space should be added, given projected traffic congestion and potential effects on the residential community. The plan proposals may be seen as bending to market pressures or seizing an opportunity for Sacramento, depending on one's point of view. Given the attractive location and the previous office park approvals, some increase appears reasonable, provided traffic can be accommodated and the quality of existing and committed residential areas preserved.

The Draft Plan includes 4.3 million square feet of office park space. The 1.9 million square feet of office space in addition to the 2.4 million allowed by the 1983 SNCP (an 80 percent increase) is 35 percent of the amount requested by the 13 applications. Nine-tenths of the increase is west of I-5 where effects will be least felt by the exist-

ing residential community. If high design standards are maintained in the office parks, they will add visual interest to South Natomas and will help ensure its long-term quality. Offices will offer close-to-home job opportunities for some residents and will support restaurants that are also a convenience for many residents.

Location Principles

- Freeway frontage is favored because visibility is an advantage to office parks and freeway noise is detrimental to residential sites.
- Office parks near freeways can minimize office-related travel through residential neighborhoods.
- Sites west of I-5 are favored because available traffic capacity is greater and adverse impact of North Natomas development on traffic capacity will be less than on Truxel and Northgate.
- Office parks remote from existing residential development avoid diluting established residential character and offer opportunities to design transitions between office and residential uses with the advance knowledge of both designers and occupants.
- The bands of office park adjoining freeways are limited to 400 to 500 feet in depth to provide visibility of all sites from the freeway and to allow the band to extend along the maximum freeway frontage while limiting the amount of office space to reduce traffic capacity demand.
- Linear office parks avoid the potential for a very large, compact office district that might attract development more desirably located in downtown Sacramento.

4.2 Business Parks

The Plan designates a 50-acre area east of Northgate Boulevard and south of I-80 for business park. Development standards for Sutter Business Park, constructed in 1984, bear little resemblance to the M-1-S and C-4-R zoning standards now applicable. Current designation and zoning allow nearly all commercial and industrial uses. Implementation of the Plan will require zoning which ensures that additional development

and future occupancy meet appropriate business park standards. The MRD (Manufacturing, Research and Development) zone would be appropriate.

The plan limits the amount of business park to the area currently zoned or developed for this use because ample additional sites are available in the metropolitan area. Although the MRD zone is intended to create a "park-like, nuisance free environment" it would not be suitable in the portions of South Natomas designated as Office Park because it would permit manufacturing and distribution activities that are much less compatible with nearby residential development than offices. MRD zoning allows uses that could generate heavy truck traffic and efforts to maintain competitive rents are likely to result in less generous landscaping than in an office park.

5. RETAIL

5.1 Shopping Centers

Guiding Policies

- A. Designate shopping center sizes and locations to maximize convenience and shopper choice, balancing these attributes with protection of the viability of existing commercial development.
- B. Avoid retail development that must attract patrons from outside South Natomas.

Implementing Policies

- C. Limit proposed neighborhood shopping centers at Truxel and San Juan, and Northgate and San Juan to six acres each.
- D. Develop the Northgate Shopping Center and adjoining retail area as a multi-owner community business district serving all of South Natomas.
- E. Comply with design guidelines prescribed in Table 14.

South Natomas has two existing shopping centers and a third is authorized by development agreement:

Northgate: (Northgate Boulevard and West El Camino) 12 acres; 80,000 to 170,000 square feet gross floor area with potential additions, including those under construction in 1984.

Discovery Plaza: (Truxel Road and San Juan Road) 115,000 square feet.

West El Camino West of Gateway Oaks: 12.5 acres under development agreement; potentially 150,000 square feet. An additional 15.5 acres under agreement east of Gateway Oaks Drive has limited potential vehicle access and is better suited for office development.

Because they will have more than 100,000 square feet of floor area, Northgate and the site west of I-5 are classified as community shopping centers in accord with the City's 1983 shopping center standards.

The EIR economic analysis indicates that South Natomas could support an 80,000 to 100,000 square foot discount department store (such as K-Mart, Gemco, or Mervyn's) as part of a community shopping center with freeway visibility. However, designated centers do not have the combination of access and visibility needed for this type of store and no support for efforts to attract a junior department store was expressed at community meetings.

Additional neighborhood shopping centers are designated on San Juan Road at Truxel and San Juan at Northgate Boulevard, each with a maximum of 75,000 square feet on six acres. The median size of neighborhood shopping centers in the western U.S. is 62,000 square feet and the median for U.S. centers less than 3 years old is 55,000 square feet. Larger centers at these locations, as designated by the 1978 SNCP, would have to attract additional traffic and could threaten the health of the Northgate shopping area.

Recently added commercial space adjoining Northgate Shopping Center will help it to meet new competition. As South Natomas' oldest and likely its only multi-ownership business district, Northgate's vitality is essential to the community image and to maintaining the widest variety of stores and services South Natomas can support.

5.2 Highway Commercial

Guiding Policy

- A. Provide sites at intervals along I-80 for hotels/motels, restaurants, and service stations catering to the traveling public.

Implementing Policies

- B. Designate highway commercial areas at the I-80 interchanges with West El Camino and with Northgate Boulevard.
- C. Comply with design guidelines prescribed in Table 14.

Highway commercial sites are shown on the Draft Plan at the West El Camino - I-80 and Northgate Boulevard - I-80 interchanges, allocating a total of 24 acres for

motels, service stations, and restaurants serving freeway travelers. Based on the EIR economists' projection of expenditures, South Natomas employees and visitors will support six to nine additional restaurants within 10 years. Highway commercial areas, shopping centers, Northgate Boulevard, and the Riverfront are potential restaurant sites.

The EIR economists believe that within 10 years South Natomas could support one or two hotels catering to business generated from the office projects and to freeway travelers. Because Sacramento needs to concentrate its major hotels downtown to support the public investment in the downtown Convention Center, the Draft Plan envisions motels or smaller hotels without convention facilities, located in the highway commercial areas as appropriate for South Natomas.

6. NORTHGATE BOULEVARD

Guiding Policy

- A. Set regulations that will encourage productive use of the street frontage to the benefit of both the owners and the community, avoiding the low-standard, high-vacancy commercial strip development pattern found on many major streets.

Implementing Policies

- B. Retain existing retail commercial areas but limit retail development to sites already in use and sites rendered unsuitable for apartment development by reason of proximity to existing commercial uses that will remain (see Figure 2). Require automotive establishments either to meet design and operation standards that are not detrimental to surrounding development or to relocate.
- C. Establish offices and high density multifamily residential development in combination or separately as the basic uses for the "Mixed Use" frontage of Northgate Boulevard. High density residential (29 units per acre) would be permitted on any site in the present C-2 district, provided that each 500 square feet of office floor area would count as equivalent to one dwelling unit.
- D. To reduce the number of driveways on busy Northgate Boulevard, provide an incentive for parcel assembly to allow mid-block frontage parcels to have driveways from local streets (see Figure 3). The incentive would be medium density residential (14 units per acre) subject to the following conditions:
 - 1. A parcel eligible for density increase must provide vehicular access to all dwelling units on one or more Northgate frontage parcels. The increase shall apply only to portions of a parcel within 400 feet of Northgate Boulevard. The 400 foot distance allows the higher cost of frontage to be spread over a large number of units, but limits extension of higher density into the neighborhood.
 - 2. Northgate frontage parcel residential units must constitute half or more of total floor area on parcel and must have no vehicular access from Northgate.

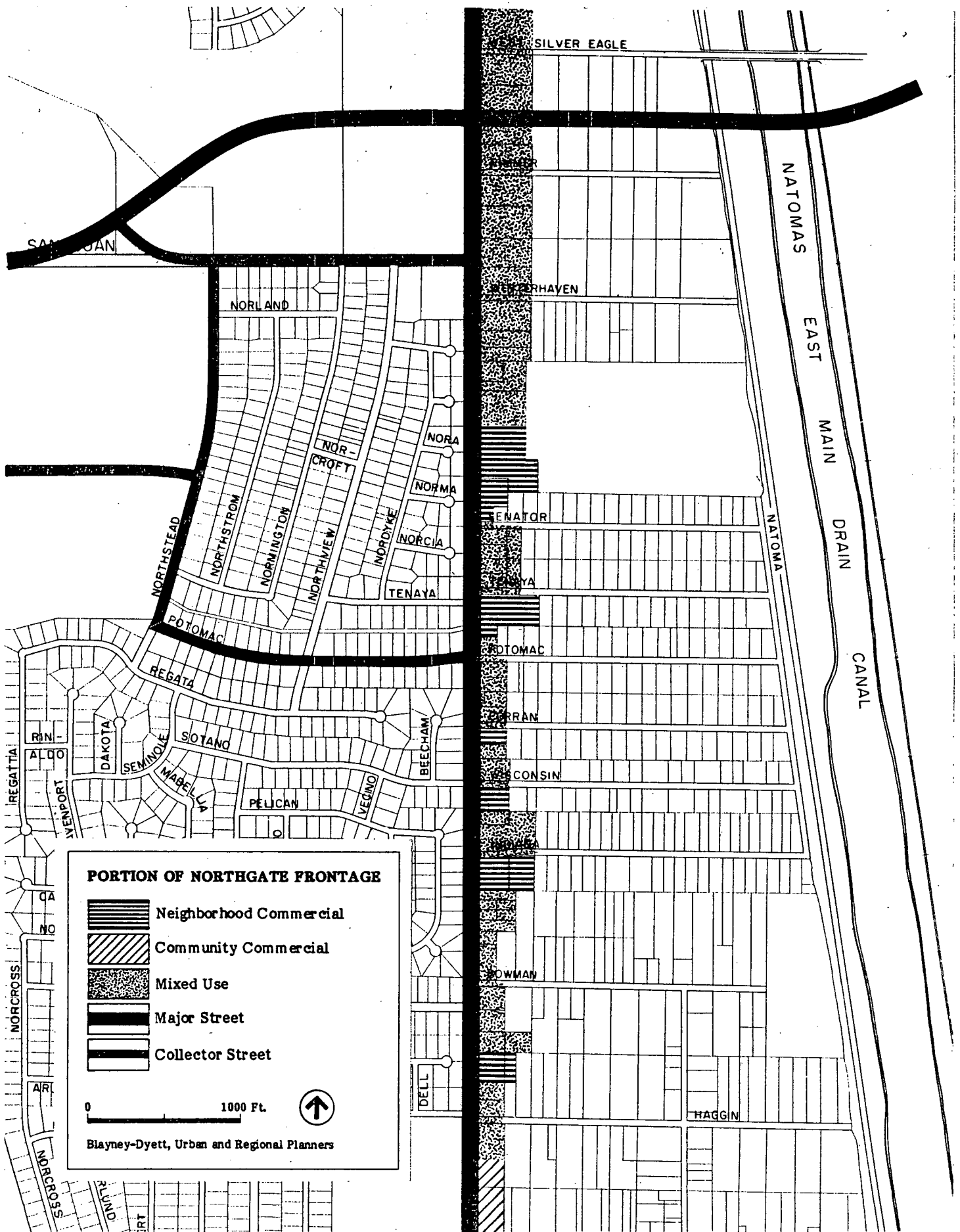


FIGURE 2: DETAIL OF DRAFT PLAN DESIGNATION FOR PORTION OF NORTHGATE FRONTAGE

- E. Require screening of open storage and automotive repair within three years and landscaping of existing parking lots within five years. Encourage joint development of parking lots serving several adjoining office or retail sites by allowing a reduction in spaces required in recognition of greater efficiency.
- F. Prepare plan for street trees and separation of sidewalks from moving traffic lanes. The optimum design will vary at different locations according to existing improvements, available right of way, and turn lane requirements. Street trees may have to be outside the right of way.
- G. Comply with additional design guidelines prescribed in Table 14.

The east frontage of Northgate Boulevard adjoining Gardenland consists of parcels presently zoned C-2 and ranging from 4,500 square feet to an acre in size. In addition to scattered neighborhood-serving stores and restaurants, there are about 20 vacant lots, 20 single-family homes, and half a dozen automotive repair establishments. There is little recent development, except near the I-80 interchange, possibly because of limited demand for small sites on a commercial strip and uncertainty about the quality of what might be built next door. The Northgate frontage offers opportunities for tenants that are not suited for most shopping centers or business parks and for small builders, but the interests of the Northgate frontage owners and the community as a whole require a commitment to the same development standards expected elsewhere in South Natomas.

Development policy for the Northgate frontage was debated at community meetings. Property owners expressed a desire to retain the present C-2 zoning, while the planning consultants questioned whether market demand would be sufficient to attract development that would be an asset to the community. Current asking prices for vacant land in the \$5 per square foot range would result in \$6,000 land cost per unit for apartments at 29 units per acre — an acceptable cost, but apartments would be built only if there were assurance that bars or auto-body shops would not be next door.

Demand for small offices, many owner-occupied, will increase, particularly if Community Hospital is built on Northgate Boulevard. High vacancies — both buildings and lots — along other Sacramento commercial strips suggest that holding the land and hoping it will double in value every five years, as it must to make holding profitable, may not be a sound real estate investment strategy.

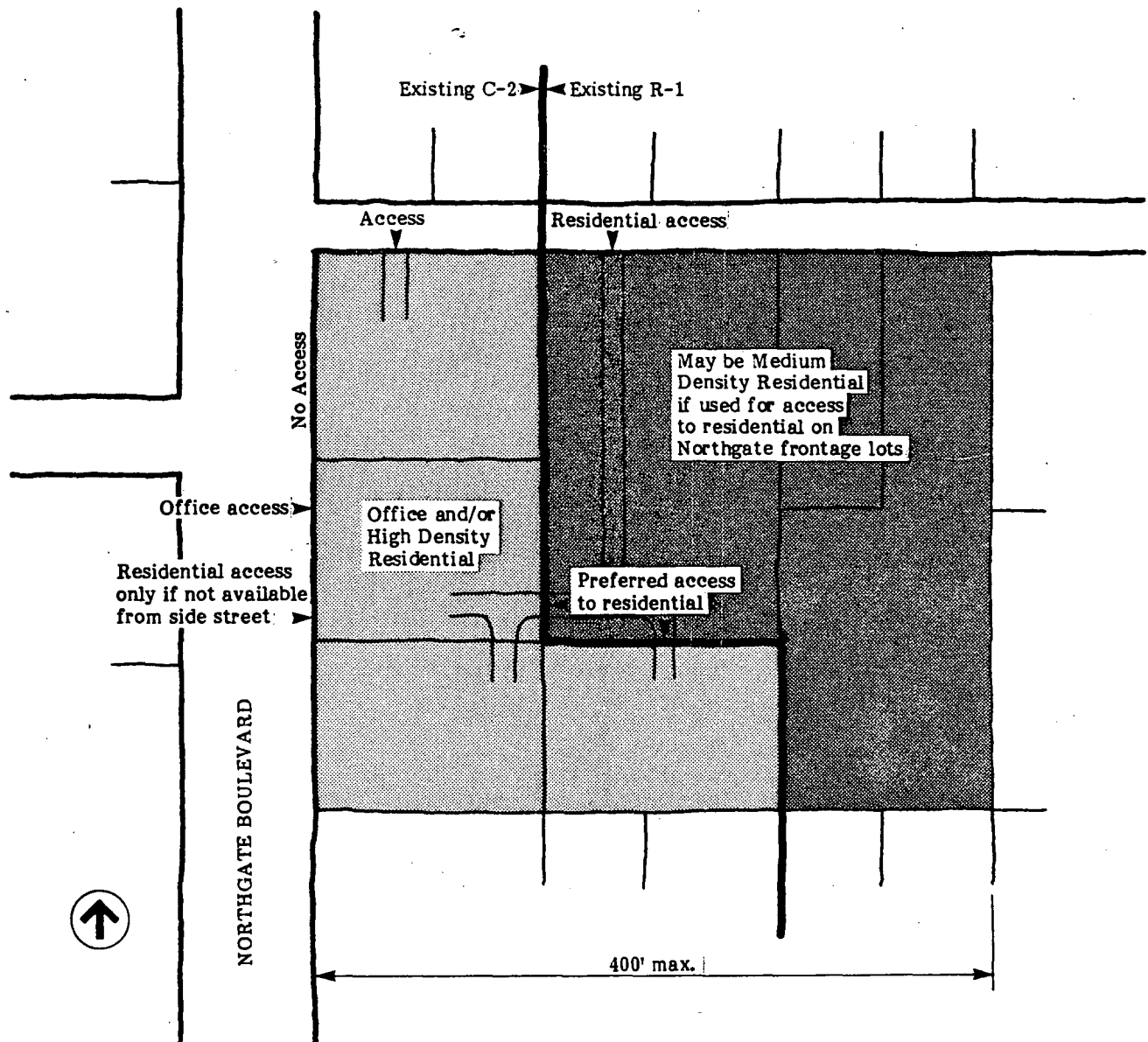


FIGURE 3: NORTHGATE BOULEVARD PREFERRED ACCESS INCENTIVE

One of the reasons many partially developed commercial strips exist is because early zoning theory held that all frontage must be in the same zoning district and that commercial zoning is the only appropriate designation for a major thoroughfare.

The Draft Plan is intended to maximize development opportunities for two types of sites: (1) those that are not in commercial use now and could be either offices or apartments; and (2) sites currently in commercial use or located between commercial uses where a residential environment would be difficult to create.

The Plan designates the area south of Haggin Avenue as community commercial, extending by one parcel the area shown on the 1978 SNCP. To the north, it recognizes existing commercial development, but does not expand existing commercial clusters (see Figure 2).

Permitted uses in the "Mixed Use" area would be residential and office as in the City's present R-O zone, but offices would be permitted by right rather than as a conditional use.

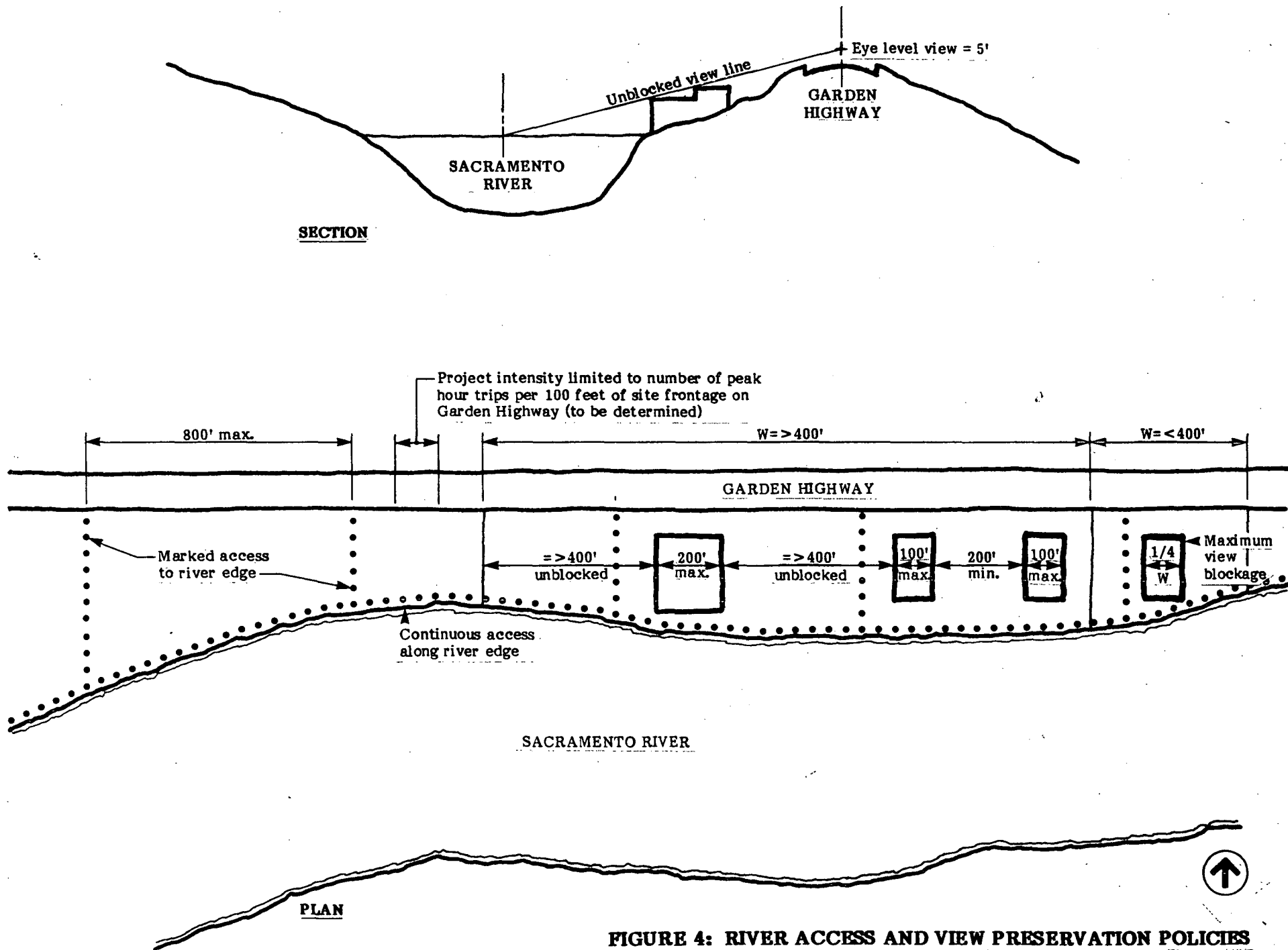


FIGURE 4: RIVER ACCESS AND VIEW PRESERVATION POLICIES

7. RIVERFRONT

Guiding Policy

- A. Maintain views of the Sacramento River from Garden Highway and provide public access to the river's edge.

Implementing Policies

- B. Limit structures and planting to preserve views to the centerline of the river from a height of eye five feet above the centerline of Garden Highway, except that one-fourth of a parcel 400 feet or narrower may have obstructions, and obstructions on a parcel wider than 400 feet may be 100 feet if separated by 200 feet, and provided an obstruction may be 200 feet in width if unblocked frontages 400 feet or wider on the same parcel adjoin on either side of the blocked segment (see Figure 4).
- C. Require continuous public pedestrian access to the river with connecting paths to Garden Highway at intervals of 800 feet or less as a condition of development approval for projects other than single family homes on sites one acre or larger. Paths should be marked by signs reading "Public Access to River."
- D. Permit residential uses, restaurants and marinas consistent with river-carrying capacity. The total number of restaurants should be limited to five, in order to avoid an intensive restaurant row.
- E. Regulate intensity of development according to accepted standards for vehicle trip generation during the P.M. peak hour by land uses proposed, allocating to each parcel a share of available capacity proportional to its frontage on Garden Highway.
- F. Comply with additional design guidelines in Table 14.

A plan that takes advantage of the river as the strongest element of the landscape must respect the environmental carrying capacity of the river edge and the traffic carrying capacity of Garden Highway. Designation of predominant low density residential development west of I-5 between Garden Highway and El Camino assumes that the riverfront will be an asset to the nearby residential neighborhood. Because

this area is the only portion of South Natomas likely to attract single-family development priced above the median for new homes in Sacramento, preservation of its riverfront amenity is important to the diversity and possibly to the long-term stability of South Natomas as a whole.

8. CIRCULATION

8.1 Traffic

Guiding Policy

- A. Limit development intensity in South Natomas as necessary to maintain traffic volumes at or below 88 percent of capacity, taking account of 20-year development potential both in South Natomas and North of I-80.

Implementing Policies

- B. Zoning changes or development agreements authorizing additional office park area shown on the Draft Plan shall await demonstration that traffic capacity sufficient to maintain not less than LOS D will be available.
- C. Prepare a long-range plan for the area north of I-80 that considers directional travel demand created by office parks approved and proposed by the South Natomas Draft Plan.
- D. Construct the following street improvements, which will bring the South Natomas street system to its maximum feasible capacity:
 - 1. West El Camino widened to six lanes west of Reiner (east of Truxel Road) except at the I-5 overcrossing where a four-lane bridge will remain.
 - 2. Garden Highway widened to four lanes east of Main Drainage Canal.
 - 3. San Juan Road (four lanes) realigned to connect to realigned Silver Eagle Road east of Northgate Boulevard.
 - 4. Full interchange at Truxel Road and I-80.
 - 5. New major street parallel to I-80 between Truxel Road and Northgate Boulevard.
 - 6. New loop road connecting Orchard Lane and Gateway Oaks Drive north of West El Camino.
 - 7. A connection between Orchard Lane and Gateway Oaks Drive south of West El Camino.

8. A connection between Azevedo Drive and Garden Highway.
9. Garden Highway and Arden Way connector road to allow for direct east-west travel between South Natomas and areas to the east.
10. Northgate Boulevard widened to four lanes along entire length.

Traffic capacity has long been recognized as a severe constraint on the potential intensity of development in South Natomas. Because offices generate twice to four times as much peak-hour traffic per acre as residential development (see Table 8), projected demand exceeding capacity must be reduced primarily by substituting residential for nonresidential use.

A computerized model of future traffic prepared for the Draft Plan EIR shows seven South Natomas intersections with levels of service (LOS) at E and LOS E on the I-5 American River bridge (see Table 9). LOS A represents demand under 55 percent of capacity; E is more than 88 percent and is unacceptable. Eight more intersections would be below the City's service target of LOS C. Tests of the 1983 SNCP showed three intersections at LOS E, indicating that the revised plan should reduce, not increase, allowable development intensity.

The West El Camino intersections with Azevedo and Truxel can be improved from LOS E to LOS D with minor mitigation measures, but severe congestion at the other intersections (up to 197 percent of capacity) would result in diversion causing congestion at more locations. Attempts to alleviate congestion by constructing grade separations at intersections are deemed impractical.

Although the tests appear to show that the Draft Plan will not provide acceptable traffic service, several of the assumptions are open to question.

**TABLE 8
PM PEAK HOUR TRAFFIC GENERATION BY LAND USE**

<u>Use</u>	<u>Intensity</u>	<u>Inbound Trips</u>		<u>Outbound Trips</u>		<u>Total Trips per acre</u>
		<u>Rate^a</u>	<u>Per Acre</u>	<u>Rate^a</u>	<u>Per Acre</u>	
Low Density Residential	5.6 units per gross acre	.63	3.5	.37	2.1	5.6
Medium Density Residential	12 units per net acre	.46	5.5	.24	2.9	8.4
Medium-High Density Residential	18 units per net acre	.46	6.9	.24	3.6	10.5
High Density Residential	25 units per net acre	.46	9.2	.24	4.8	14.0
Office Park	15,000 SF GFA/ net acre ^b	.27	4.1	1.36	20.4	24.5
Business Park	15,000 SF GFA/ net acre	.29	4.4	1.14	17.1	21.5
Neighborhood Shopping Center	12,500 SF GFA/ net acre	3.78	47.2	4.02	50.3	97.5

^a Rate is per dwelling unit or per 1,000 square feet gross floor area.

^b SF GFA = Square feet of gross floor area.

Source: Trip generation data from CH2M Hill.

**TABLE 9
CONGESTED INTERSECTIONS**

	<u>1983 SNCP</u> <u>(A.M./P.M. Peak Hour)</u>		<u>Draft Plan</u> <u>(A.M./P.M. Peak Hour)</u>	
	LOS	Percentage Saturation	LOS	Percentage Saturation
W. El Camino - E. Gateway Oaks	D/D	82/78	E/E	94/121
W. El Camino - I-5 Northbound Ramp	E/D	105/83	E/E	131/98
W. El Camino - Azevedo	B/D	63/83	E/E	100/113
W. El Camino - Truxel	C/D	74/80	C/E	75/90
W. El Camino - Northgate	E/E	100/113	E/E	100/141
Garden - I-5 Northbound Ramp	A/D	53/80	E/E	111/147
Garden - Northgate	E/E	104/195	E/E	141/197

Maximum percent of capacity for levels of service (LOS) are: A - 55%; B - 66%; C - 77%; D - 88%. LOS D and E are unacceptable under current city policy.

Source: CH2M Hill, July 11, 1984.

Factors tending to cause projected volumes to be too high:

1. Assumption that there will be no residential development north or west of I-80. Only 1 to 3 percent of all trips are assigned to those directions, so routes leading south or east must carry nearly all the traffic. Concentration of employment at the edge of a metropolitan area places stress on the transportation system, but should the plan assume this pattern will prevail during the next 20 years?
2. The assumptions used by this and most traffic models usually are somewhat conservative, compared with measured results. Vacancies may occur, 100 percent build-out may not; congestion will cause trips to be spread over a longer peak.

Factors tending to cause projected volumes to be too low:

1. No traffic generated by urban development immediately north or west of I-80 is assumed by the model. Non-residential development proposals would compound South Natomas traffic problems.
2. The model assumes a 15 percent reduction in auto trips to South Natomas jobs due to Transportation Systems Management (TSM) (transit, car pooling, flex-time, etc.) in accord with the City's policy, but this optimistic target may not be reached.

Because the traffic model results indicate inadequate capacity to serve the 1983 SNCP land uses, the plan designers were left with two choices:

1. Reduce the intensity of proposed development well below that proposed by the 1983 SNCP. Even with drastic cuts, buildout under existing development agreements may prevent attainment of LOS C at all intersections.
2. Assume that development north of I-80 will alter the extreme southerly and easterly concentration of South Natomas trip designations projected by the current traffic model, allowing South Natomas trip generation to exceed current model capacity.

The Draft Plan is based on the second assumption, so authorization to construct additional office space west of I-5 should await demonstration that adequate traffic capacity will be available.

8.2 Transit

Guiding Policy:

- A Maintain continuing evaluation of appropriate role of transit in meeting South Natomas' transportation needs, taking account of rate of development and sources of transit financing.**

Implementation Policies

- B. If necessary to maintain LOS D, make authorization for full build-out of office parks contingent on achieving the target 15 percent vehicle trip reduction resulting from Transportation Systems Management (TSM). This will require agreements approving additional business park space to limit floor area to 85 percent of maximum allowable pending demonstration that the assumed TSM level is being achieved.**
- C. Assist business parks in meeting TSM targets by requesting Regional Transit to provide transit service where efficient, using employer subsidies to attain break-even cost.**
- D. Require, as a condition of development approval, construction of bus shelters, bus turnouts and related facilities at locations recommended by Regional Transit.**
- E. Increase resident-oriented transit service to downtown when additional transit support funds become available or shifts in comparative cost and convenience of auto use make transit competitive.**

The Regional Transit District of Sacramento (RT) currently has three bus routes serving South Natomas. The 1978 SNCP sought higher residential densities, in part, as a means of supporting more transit use. Current RT policy allows service extensions only with local subsidy support, so evidence indicating whether more service would increase the share of transit trips significantly will not be available soon.

Transit subsidies might be obtained as a condition of approval of business parks, but service provided would be oriented to South Natomas workplaces, although the strongest transit potential in South Natomas is serving residents who are employed

downtown. Ridership would increase if transit service were more frequent with more routes and higher downtown parking rates were higher. The Draft Plan will result in residential densities sufficient to support high transit usage by downtown employees if service is seen as almost as convenient as driving and much less costly.

8.3 Bicycle Routes

Guiding Policy

- A. Provide a system of on-street bicycle routes for bicycle commuters and attractive off-street bicycle paths for recreational bicyclists.

Implementing Policies

- B. Provide on-street signed and striped bikeways on all designated major streets except where a parallel off-street bikeway adjoins.
- C. Provide off-street bikeways on the following routes:

Bannon Slough from San Juan Road to Discovery Park;

Main Drainage Canal from I-80 to Garden Highway and along Garden Highway to Discovery Park;

Power line right-of-way from I-80 to Garden Highway.

Two types of bicycle riders may be distinguished: those using bicycles as transportation who will ride with vehicular traffic on the fastest, most direct route; and recreational riders who shun automobile traffic. The Draft Plan accommodates both groups by adding paths in open space corridors primarily serving other purposes. The only existing off-street bikeway is along the American River.

8.4 I-5 Freeway Landscaped Corridor

Guiding Policy

- A. Provide a landscaped corridor adjoining both sides of I-5 Freeway through South Natomas to mark an important entryway to the city and to provide protection from freeway nuisance for adjoining residential development.

Implementing Policies

- B. A landscaped corridor varying between 30 and 100 feet from the outer edge of the Caltrans right-of-way shall be installed and maintained pursuant to 1982 development agreements with the City.
- C. Continuous undulating masonry walls will be required to achieve noise attenuation for adjacent residential development. It is necessary for the wall to be at least eight feet in height where it is farthest from the freeway and 10 feet in height closest to the freeway. This will reduce the exterior noise level outside of the corridor to at least LDN 68. A combination vertical wall and earthen berm is considered the most desirable construction design for barriers in excess of eight feet in height.

Agreements negotiated over the last decade ensure that a 17-acre landscaped corridor will provide a park-like main northern entrance to Sacramento.

9. PUBLIC FACILITIES

9.1 Schools

Guiding Policy

- A. Designate school sites needed for projected enrollment at full development.

Three elementary school districts and one high school district serve South Natomas. Figure 5 shows existing and reserved sites in the North Sacramento, Del Paso Heights, Natomas Union and Grant Joint Union high school districts. Table 10 summarizes data on existing schools. There are no existing schools or sites in district ownership in South Natomas west of I-5.

North Sacramento School District maintains two K-6 schools, Hazel B. Strauch and Althea Smythe. As there is limited land available for development in the schools' attendance areas, enrollment is not expected to increase by more than 200 and could be accommodated at the existing sites.

Del Paso Heights School District owns Garden Valley School and an undeveloped school site at Bridgeford and Chuckwagon. Most of the district is east of South Natomas. Approximately 85 percent of Del Paso Heights School District students are from low-income minority families, while most district residents in South Natomas are middle income and white. As many as 100 students in the Garden Valley School attendance area do not attend Del Paso schools. Garden Valley School was closed in 1982 due to declining enrollment and is now leased to the Los Rios Junior College District for adult education classes. About 30 students are currently bused to Del Paso schools.

With single-family development planned for the area surrounding the Garden Valley, the District has made tentative plans to reopen the school in the fall of 1985, using voluntary impaction fees paid by two developers. The reopening is likely to be gradual, with only a few classrooms operating at first. With the school open, there is hope that more homes can be sold and enrollment will grow.

FIGURE 5: EXISTING AND RESERVED SCHOOL AND PARK SITES

SCHOOLS

- * Existing School
- * Site Owned by School District
- Site Reserved for School Use

PARKS

- P Existing Park
- P Undeveloped Park Site
- Proposed Parkway

Blaney-Dyett, Urban and Regional Planners

0' 2000'

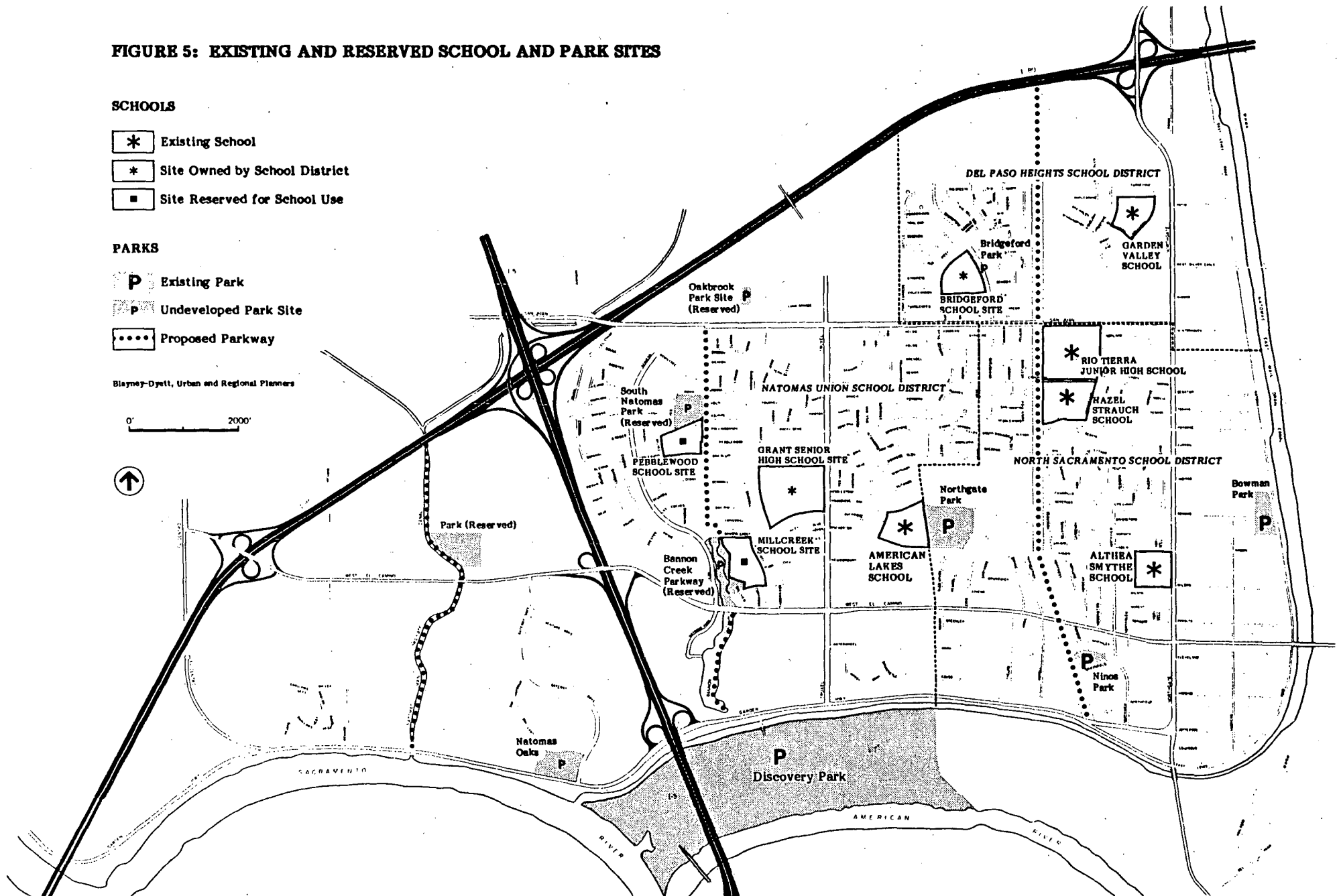


TABLE 10
SOUTH NATOMAS SCHOOL DISTRICT DATA

<u>School District</u>	<u>Grade Level</u>	<u>1983-84 Enrollment</u>	<u>Permanent Classrooms</u>	<u>Portable Classrooms</u>	<u>1983-84 Capacity</u>	<u>Enrollment Trends</u>
1. <u>Del Paso Heights</u>						
Garden Valley (Currently utilized by Los Rios for Adult Education Center)	K-6	0	7	0	210	Closed in 1982 due to declining enrollment. May reopen as elem- entary in 1985-86.
Daytime	Adult Education	154 (all classes)				
Nighttime	Adult Education	525 (all classes)				
2. <u>North Sacramento</u>						
Hazel B. Strauch	K-6	399	13	2	420	Long-term decline reversed in 1982. Only modest growth projected.
Althea Smythe	K-6	502	11	7	504	Same. Enrollment increase 1983-84 was greater.
3. <u>Natomas Union</u>						
Natomas Union	6-8	141	5	3	175	Rapid enrollment increases due to growth east of I-5 expected to continue, resulting in shortage of available facilities and sites.
American Lakes	K-5	354	0	16	350	
4. <u>Grant Joint Union</u>						
Rio Tierra Jr. High	7-9	668	33	0	943*- 1,100**	Long-term decline reversed in 1983-84. Moderate growth projected.
Grant Senior High	10-12	1,019	60	0	1,240*- 1,350**	Moderate growth 1972-82 reversed by slight decline in current school year. Moderate/sustained growth through year 2000. (S. Natomas)
Rio Linda Senior High	9-12	1,370	68	1	1,642*- 1,915**	Long-term decline reversed 1982-83. Moderate/sustained growth through year 2000. (S. Natomas)

*Optimum enrollment — capacity of facilities that should be used.

**Maximum utilization of all facilities — not realistic in terms of educational policy.

Source: Jones and Stokes Associates

Some South Natomas residents have attempted to have school district boundaries changed to include the Del Paso portion of South Natomas in the Natomas Union School District. Reorganization efforts have been unsuccessful, and Del Paso District officials believe a more likely change would be consolidation of elementary school districts within the Grant Joint Union High School District.

The plan shows a K-6 school on the Bridgeford site. Table 11 projects there will be more than 1,000 South Natomas students in the Del Paso Heights District at build-out, requiring two schools to serve existing and new development.

Natomas Union School District serves the entire portion of South Natomas west of I-5 and half of the eastern area. Currently, the District operates American Lake School (K-5) while sixth through eighth grade students attend rural Natomas Union School, northwest of South Natomas. American Lakes School recently doubled its capacity to 660 students, but Natomas Union is not suitable for expansion.

The District anticipates 521 "unhoused" students by 1986, and additional students will be generated by anticipated residential development. The District owns no undeveloped sites, but sites on Millcreek and Pebblewood have been designated on approved subdivision maps. Natomas Union is an impacted district, with mandatory fees from developers funding the expansion of facilities. The District's initial impactation plan resulted in increasing the number of portables on the American Lakes site and seeks to acquire the Pebblewood site and develop it with portable classrooms.

The projected 2,190 Natomas Union students east of I-5 will fill three K-8 schools — American Lakes, and schools on the Pebblewood and Millcreek sites. The District, which earlier thought the Millcreek site would not be needed, has recently informed the owner that it should be reserved for school use.

On the west side of I-5, the 7,080 projected housing units will generate 1,596 K-8 students, requiring two schools, each serving approximately 800 students. Already approved projects make spacing of these schools difficult, but the maximum walking distance will be less than one mile. Fewer than 250 students will live north of El Camino, so both schools are on the south side.

TABLE 11
SOUTH NATOMAS STUDENT GENERATION
NATOMAS UNION AND DEL PASO HEIGHTS SCHOOL DISTRICTS

	<u>Housing Units</u>	<u>Assumed Student Generation Rate</u>	<u>Projected Student Yield</u>
<u>NATOMAS UNION (K-8)</u>			
East of I-5			
Single Family	3,791	.34	1,289
Multifamily	5,963	.15	<u>894</u>
Natomas Union Students East			2,183
West of I-5			
Single Family	2,811	.34	956
Multifamily	4,266	.15	<u>640</u>
Natomas Union Students West			1,596
Total Natomas Union Students			3,779
<u>DEL PASO HEIGHTS (K-6)</u>			
Single Family	3,864	.25	966
Multifamily	1,142	.12	<u>137</u>
Total Del Paso Heights Students			1,103

Source: Jones & Stokes Associates, Blayney-Dyett.

Grant Joint Union High School District includes all of South Natomas. Rio Tierra Junior High (7-9) serves students from the Del Paso and North Sacramento districts, who are bused to Grant High School for grades 10-12. Natomas Union students are bused to Rio Linda Senior High for grades 9-12. The Grant School District owns an undeveloped site on Truxel Road and currently expects to construct a high school for 1,200 students by 1994. A new high school of this size will accommodate about half of all South Natomas high school students at build-out.

9.2 Parks

Guiding Policies

- A. Plan the South Natomas park system to serve anticipated population at holding capacity in order to reserve the most desirable sites.
- B. Locate new community parks on highly visible sites where they will make contributions to community form and quality. These parks should extend the Sacramento identity established by McKinley Park and other parks seen from thoroughfares to South Natomas, preventing it from becoming a slice of the standardized "walled" city common in California metropolitan areas.
- C. Locate new neighborhood parks adjoining elementary schools, allow combination city-school parks.

Implementing Policies

- D. Use the full exactions (land or in-lieu fees) collected as a condition of approval of residential development in South Natomas to acquire and improve South Natomas parks.
- E. Where park financing obligations of a proposed residential development exceed the value of park land needed within the project, collect in-lieu fees to be used for acquisition and development of designated South Natomas community parks.

South Natomas has three developed parks owned by the City: Northgate Park, a community park; and two neighborhood parks, Ninos and Gardenland (Bowman) totaling 25

acres. Natomas Oaks Park (11 acres) at Garden Highway and Gateway Oaks Drive was dedicated in 1984 and four other sites are reserved — Bannon Creek, Pebblewood, Bridgeford, Oakbrook (half) and East Natomas (on Capitol Business Park site) — totaling 36.5 acres. The remaining park site designated by the 1984 Parks Master Plan (other than portions of existing school sites or right-of-way) is half of Oakbrook Park. Another 69 acres of parkland listed on Table 12 are portions of school sites, public right-of-way or power line right-of-way, some developed, some not.

Discovery Park (272 acres) adjoining the American River is listed in the 1983 SNCP as "partially serving as a community park," but County parks staff does not assign that function to it, fearing that lack of developed parks could cause pressure to convert predominantly natural areas in the park to more intensive uses, such as lighted sports fields and children's play areas for South Natomas residents.

Park Standards. Allocation of park acreage is based on standards established in the 1984 Master Plan for Park Facilities and Recreation Services of the Sacramento Department of Parks and Community Services. The Master Plan includes three categories of parks relevant to South Natomas:

Neighborhood Parks, developed to serve the recreation needs of a small portion of the city, serving an area within a half-mile radius. Neighborhood parks are often situated adjacent to elementary schools; their size is generally from two to 10 acres. The standard for neighborhood parks is 2.5 acres per thousand residents. Improvements may include landscaping, a tot lot, children's play structures, and an unlighted sports field or court.

Community Parks, developed primarily to meet the requirements of a large portion of the city, are six to 60 acres in size, serving an area within a three-mile radius. The standard for community parks is 2.5 acres per thousand residents of the city. In addition to neighborhood park elements, a community park might have restrooms, large landscaped areas, a community center, swimming pool, lighted sports fields, and specialized equipment.

TABLE 12
PARK ACREAGE
Department of Parks and Community Services
Master Plan and Draft Plan

<u>Name/Location</u>	<u>Type of Park</u>	<u>Status^b</u>	<u>Acreage^a</u>	
			<u>Dept. Master Plan</u>	<u>Draft Plan</u>
Bannon Creek	Community	P	16.02	16
Bannon Creek Extension Parkway	Community	P	7.7	6
Gardenland (Bowman)	Neighborhood	E	6.04	6
Main Canal Parkway	Community	P	16.5	10
Bridgeford	Neighborhood	E	1.6	2
East Natomas (Main Drainage Canal)	Community	P	10.5	-
Natomas Oaks	Community	E	10.54	11
Ninos	Neighborhood	E	3.81	4
Ninos Parkway	Community	R	28.3	53
Northgate	Community	E	15.43	15
American Lakes School	Neighborhood	R	7	3
South Natomas (Pebblewood)	Neighborhood	E	6.15	6
Pebblewood School	Neighborhood	R	5	3
Bridgeford School	Neighborhood	R	5	3
Hansen Park	Portion of Regional	E	20	20
Garden Valley School	Neighborhood	R	3	3
Oakbrook	Neighborhood	P	2	2
Oakbrook Extension	Neighborhood	P	2	2
Rio Tierra School	Neighborhood	R	10	3
High School	Neighborhood	P/R	5	3
Strauch School	Neighborhood	R	6	3
Power Line R-O-W				
South of I-80	Neighborhood	P	-	5
West El Camino-Truxel	Neighborhood	P	-	5
San Juan-Truxel	Community	P	-	20
East of Main Canal	Neighborhood	P	-	5
El Centro-				
Garden Highway	Neighborhood	P	-	5
West El Camino-Orchard	Community	P	-	20
TOTAL ACRES			187	234
POPULATION			39,323	65,000
ACREAGE ENTITLEMENT UNDER MASTER PLAN STANDARD^a			196	325
ACREAGE DIFFERENCE			-9	-91

a. The Master Plan acreage allocation is based on a projected 1995 population of 39,323 in the incorporated area of South Natomas. The entitlement for that population is 196 acres. The Draft Plan is based on a South Natomas population at build out of 65,000.

b. P = Proposed; R = To Be Recognized; E = Existing

City Parkways are linear parks or closely interconnected systems of city or school parks located along a roadway, waterway, bikeway or other common corridor. City parkways are a type of community park.

These definitions establish an overall standard of five acres of park per thousand residents. In addition to neighborhood and community parks and city parkways, school parks and 20 acres of regional park are counted toward the acreage standard. School parks are defined as land owned by a school district and designated under special agreement with the Department of Parks and Community Services for joint development, operation, or maintenance by both agencies to meet general public and school recreation needs. The Draft Plan drawing uses a circle to indicate a school park where a specific portion of the school site has not been designated.

Table 12 lists existing South Natomas parks and compares park acreage designated by the Department Master Plan and by the Draft Plan. The total of sites listed in the Master Plan is 187 acres, as compared with 234 acres included in the Draft Plan. With an anticipated population at build-out of 65,000 the Draft Plan provides for 3.6 acres of neighborhood, community (including parkways and school parks) per thousand South Natomas residents.

The Master Plan calculates park acreage need on the basis of 1995 population projections for the incorporated portion of each of its planning areas. For South Natomas, 1995 population within the city is projected at 39,300, so the community's corresponding park entitlement is 196 acres. The Draft Plan, using a build-out population of 65,000 and assuming the entire planning area is within the city, would require 325 acres to meet the standard. Thus, the different planning areas and population assumptions account for most of the acreage differences between the two plans. The policy of the Department of Parks and Community Services is to designate and acquire additional park sites or expand existing sites as development occurs and population growth justifies additional land.

Dedication of land or payment of fees as a condition of filing of final subdivision maps and issuance of residential building permits for new housing in South Natomas will be the primary means of adding park land. The Draft Plan provides for about 9,900 units housing approximately 24,700 persons in addition to units already existing or

approved. At five acres per thousand persons, up to 123 acres of park land could be acquired; the Draft Plan calls for 89 additional acres. Allowing for credit to private on-site recreation in multifamily projects and for use of in-lieu fees to pay for high-cost sites or needed improvements, 89 acres appears to be a realistic target consistent with the Park Master Plan.

Park Site Selection. Much of urban California built during the last 20 years is hidden by masonry walls adjoining major streets. This is a threat in South Natomas. Older portions of Sacramento demonstrate how visible parks can contribute to neighborhood variety, identity, and quality. South Natomas' major streets need the views of trees and grass such as are provided by McKinley Park, Land Park and others. A "hidden" community park, such as Northgate Park, does only half the job, and its lights and activity are apt to disturb people who live next door. The Draft Plan proposes two 20-acre community parks — one at West El Camino and Orchard Lane, and one at San Juan Road and Truxel Road — both highly visible and capable of establishing a quality image for South Natomas. The edges of these parks adjoining major streets would be less usable than edges of secluded parks, but the visual amenity and resulting contribution to South Natomas property values offset this disadvantage.

Parks are designated adjoining school sites where land is available. Three new free-standing five-acre neighborhood parks also are proposed:

- Adjoining the power line right-of-way near I-80 where the nearest parks at school sites are more than a half-mile walk.
- At the intersection of West El Camino and Truxel Road — a prominent site where a park can transform what would otherwise be "just another shopping center intersection" to a mini town center.
- Adjoining the Main Drainage Canal west of I-5 where a 10.5-acre community park is shown on the 1984 Parks Master Plan and is part of a development agreement.

9.3 Library

Guiding Policy

- A. Provide a public library where it will attract the heaviest patronage from all segments of the South Natomas community.

Implementing Policies

- B. Locate the library in or adjoining a commercial area, because such locations have proven most successful.
- C. Give preference to a Northgate Boulevard location, because a library there would best serve residents of all ages, incomes and lengths of residence in South Natomas.

Currently, there is no public library in South Natomas. The May 1984 revisions to the Sacramento Public Library Master Plan recommend construction of a South Natomas library as well as construction of a new facility in North Sacramento. The new North Sacramento library will consolidate the materials in the existing Hagginwood and North Sacramento branches, which will be closing.

According to library staff, the most successful of the City's libraries are on busy streets in commercial areas. Branches in busy shopping centers are preferred to branches in residential neighborhoods. A 12,000 square foot branch library with public meeting room would require a site of approximately 2.5 acres with 100 parking spaces.

The Draft Plan does not designate a single location because more than one would be satisfactory and opportunities for negotiation should be preserved. A site near Northgate Boulevard and West El Camino would benefit from being in the single largest activity center and the library would, in turn, contribute to the vitality of the business district. This site would be convenient to both the older and the newer neighborhoods of South Natomas, and to non-driver seniors who might be less likely to use a library further west. Alternative library locations are Truxel Road and San Juan Road or Truxel at West El Camino.

9.4 Hospitals

Guiding Policy

- A. Evaluate hospital proposals considering capacity, convenience to population

served, impacts on adjoining uses, and need as indicated by current trends in the health care industry.

Implementing Policies

- B. Approve the proposed Community Hospital on Northgate Boulevard because it would serve both South Natomas and North Sacramento and would replace and existing hospital that may not be viable at its current site.
- C. Evaluate the Mercy Hospital proposal on Gateway Oaks Drive, as described by Guiding Policy A.

Health care planning for the Sacramento area currently is the responsibility of the Golden Empire Health Systems Agency, pursuant to federal and state legislation. The agency identifies a need for only 41 additional hospital beds in the area by 1990 and recommends against proposals to provide beds in excess of those needed. The Draft Plan shows Community Hospital on Northgate at Patio Avenue in accord with its application to relocate 100 beds from its obsolete facility in North Sacramento. The new location would serve both South Natomas and North Sacramento and would be accessible to the older population of both communities.

A proposal for a 300-bed Mercy Hospital, fitness center, medical offices, and convalescent facility on the west side of Gateway Oaks Drive cannot be evaluated within the scope of Draft Plan preparation. The use designated by the Plan is high density residential, but the intent is not to exclude consideration of the Mercy proposal.

10. IMPLEMENTATION

10.1 Phasing and Financing of Public Improvements

Table 13 contains the Ten Year Capital Improvement Program recommended by City staff. Those projects for which developer contributions have already been included as part of the 10-year plan are categorized as "Developer" under the "Source of Funding" heading. All other sources of funding are grouped under the heading of "Other" with the exception of Quimby (park dedication), Federal Aid to Urban Systems (street improvements), or State monies, which are specifically identified.

10.2 Revitalization Strategies

See Chapter 3 (Housing) and Chapter 6 (Northgate Boulevard).

10.3 Zoning Map and Text Revisions

Most large projects in South Natomas will be approved as Planned Unit Developments, thus allowing discretionary review of both design and intensity. Map changes will be needed to reflect plan changes to boundaries of commercial zones and text amendments will be needed to allow for the Mixed Use Zone (for Northgate Boulevard), and a Riverfront Zone.

Regulations requiring screening of existing Northgate Boulevard auto repair and open storage facilities are needed if these uses are to remain and if nearby high standard new development is to be encouraged. A zoning ordinance amendment might provide that within three years following adoption all such uses are to be screened from view from streets or adjoining properties by an opaque eight-foot fence or wall with a minimum four foot planting strip adjoining a street property line. The current six-foot wall height limit does not allow effective screening of open storage. Vehicle circulation areas should be paved and no parking space should require backing across a street property line. Parking lots serving any use that are visible from Northgate Boulevard should be landscaped within five years.

10.4 Design Guidelines

Creation of a Design Review District as provided in Section 16 of the Zoning Ordinance would provide a means to ensure that all new development will maintain standards consistent with those imposed by the 1983 development agreements for approved office parks and with a desire expressed by community members for improved design quality. Single-family residences could be exempted from review and staff might be assigned a wide area of discretion, subject to appeal by any party not satisfied with a decision. Larger projects are expected to be reviewed as Planned Unit Developments, thereby allowing design review.

Table 14 lists standards for components of project design that are major determinants of appearance. Many of these standards are appropriately included in current or revised zoning regulations. Others are needed to ensure that a design review process will have sufficient guidelines to avoid arbitrary decisions.

Floor area ratio limits are essential to fairly apportion available traffic capacity. Otherwise, overbuilding could occur, particularly if parking structures become economically feasible. Regulations limiting the height of buildings near property lines are needed to prevent abrupt changes in scale and loss of privacy and sunlight, particularly for residential areas adjoining commercial development.

Table 13

TEN YEAR SOUTH NATOMAS CAPITAL IMPROVEMENT PROGRAM
9/6/84

Project Title	Source of Funding	1984-85	1985-86	1986-87	1987-88	1988-89	1989-90	1990-91	1991-92	1992-93	1993-94	TOTAL
Arden-Garden Connector	Other	200,000	250,000	225,000	225,000	335,000	0	0	0	0	0	\$1,235,000
	FAU	0	0	215,000	860,000	5,590,000	0	0	0	0	0	\$6,665,000
Truxel & W El Camino Signal	Other	100,000	0	0	0	0	0	0	0	0	0	\$100,000
Azevedo & W El Camino Signal	Developer	75,000	0	0	0	0	0	0	0	0	0	\$75,000
	Other	75,000	0	0	0	0	0	0	0	0	0	\$75,000
American & W El Camino	Other	0	0	100,000	0	0	0	0	0	0	0	\$100,000
Garden Oaks & Garden Hwy Signal	Developer	0	0	75,000	0	0	0	0	0	0	0	\$75,000
	Other	0	0	75,000	0	0	0	0	0	0	0	\$75,000
All Weather Northgate	Other	0	0	0	0	0	2,000,000	2,000,000	2,000,000	2,000,000	0	\$8,000,000
I-80 & Truxel Interchange	Other	0	0	0	0	0	100,000	250,000	1,600,000	1,600,000	1,500,000	\$5,050,000
Widen Garden Hwy	Other	0	0	0	0	0	200,000	300,000	1,600,000	1,100,000	1,100,000	\$4,300,000
I-5 & Garden Hwy	State	0	200,000	200,000	0	0	0	0	0	0	0	\$400,000
	Other	0	0	0	200,000	314,000	0	0	0	0	0	\$514,000
Northgate & W El Camino	Other	0	0	0	0	400,000	0	0	0	0	0	\$400,000
Miscellaneous Street Improvements	Other	170,000	170,000	170,000	170,000	170,000	170,000	170,000	170,000	170,000	170,000	\$1,700,000
Miscellaneous Signal Improvements	Other	140,000	140,000	140,000	140,000	140,000	140,000	140,000	140,000	140,000	140,000	\$1,400,000
San Juan Realign n/e to W of Rancho Coro	Other	0	390,000	0	0	0	0	0	0	0	0	\$390,000
W El Camino Bridge Widen 2 Natomas Drain	Other	0	0	50,000	0	0	0	0	0	0	0	\$50,000
New S Natomas Library	Other	0	0	0	0	1,380,000	0	0	0	0	0	\$1,380,000
Fire Station 15 Relocation	Other	0	0	0	900,000	0	0	0	0	0	0	\$900,000
Swimming Pools-Automatic Chemical Control	Other	0	0	0	0	21,000	0	0	0	0	0	\$21,000
S Natomas Area-New Park Development	Other	0	200,000	0	0	0	0	0	0	0	0	\$200,000
Natomas Oaks-New Park Development	Other	0	0	200,000	0	0	0	0	0	0	0	\$200,000
Rannon Slough Parkway Development	Quimby	81,000	0	0	0	0	0	0	0	0	0	\$81,000
Chuckwagon & Bridgetford-Site Development	Quimby	0	0	12,000	0	0	0	0	0	0	0	\$12,000
	Other	0	0	45,000	0	0	0	0	0	0	0	\$45,000
Natomas Main Drain Bikeway	Other	0	0	0	100,000	100,000	0	0	0	0	0	\$200,000
Gardenland Improvements	Other	6,000	0	0	0	0	0	0	0	0	0	\$6,000
TOTAL		\$847,000	\$1,350,000	\$1,507,000	\$2,595,000	\$8,450,000	\$2,610,000	\$2,860,000	\$5,510,000	\$5,010,000	\$2,910,000	\$33,649,000

Source: City of Sacramento

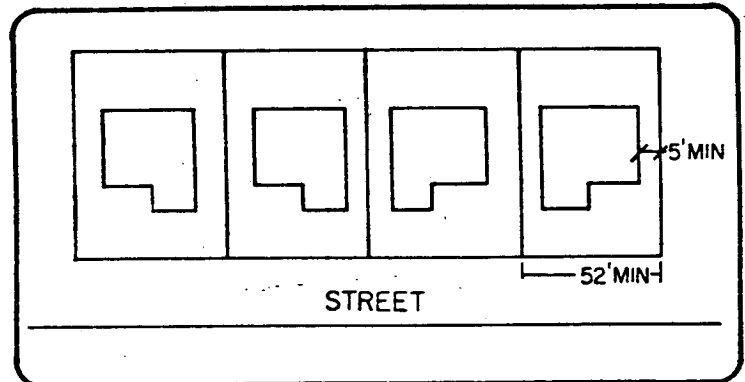
**TABLE 14
DESIGN GUIDELINES**

Land Use					
	Low Density Residential	Medium, Medium High and High Density Residential	Mixed Use	Neighborhood, Highway, Community Commercial	Office Park/Business Park
Maximum Floor Area Ratio (Floor area divided by lot area)	.50	.50	.50	.32	.42
Maximum Height	25'	35'	35'	35'	65'
Inclined planes limiting building height and placement to preserve scale and sunlight on adjoining property	2:1 from 6' above rear property line	2:1 from 6' above property line adj. low density; 1:1 adj. other uses	2:1 from 6' above property line adj. low density; 1:1 adj. other uses	2:1 adj. residential	2:1 adj. residential
Parking Lot Landscaping		Trees to shade 50 percent of paved area			
Major Street Frontage Treatment	Solid wall; side-on lots preferred	Planted strip; no continuous wall	Wall optional on Northgate	Planted strip	Planted strip
Signs - height			Northgate: Retail - 20' monument; office 8' monument or attached. Riverfront: 8' above Garden Hwy.	Attached 20'; monument 15'	Attached 25'; monument 12'

APPENDIX A VARIOUS TYPES OF HOUSING

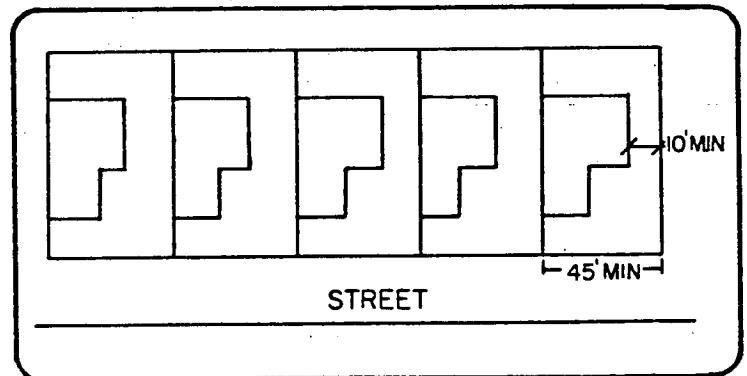
Single Family Detached

- One House (unit) per Lot
- Each House and Lot Individually Owned
- Conventional Building Setbacks from Front, Rear and Side Property Lines



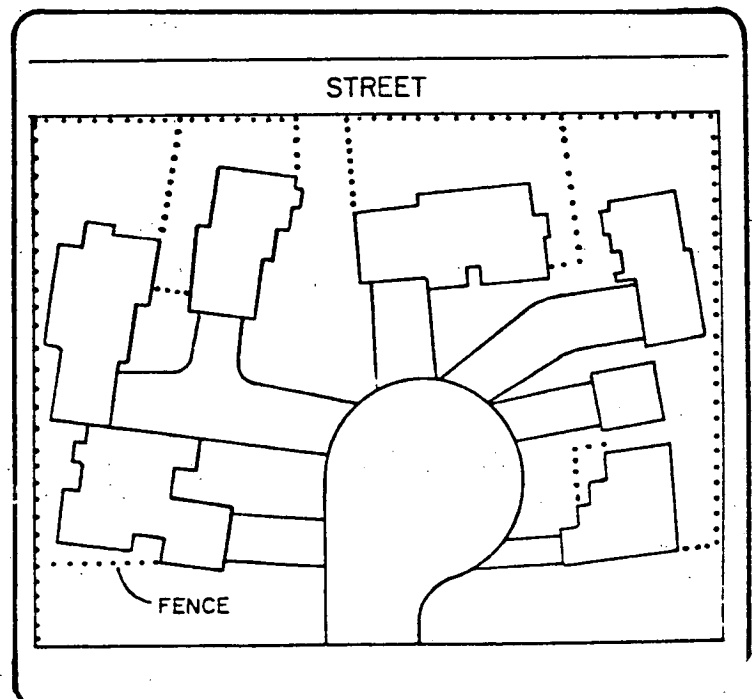
Single Family - Zero Lot Line

- One House (unit) per Lot
- Each House and Lot Individually Owned
- Zero Setback on One Side of All Lots Leaving Yard on Three Sides of House
- Permits more Useable Sideyard, Smaller Lots and Units, and thus Greater Overall Unit Density



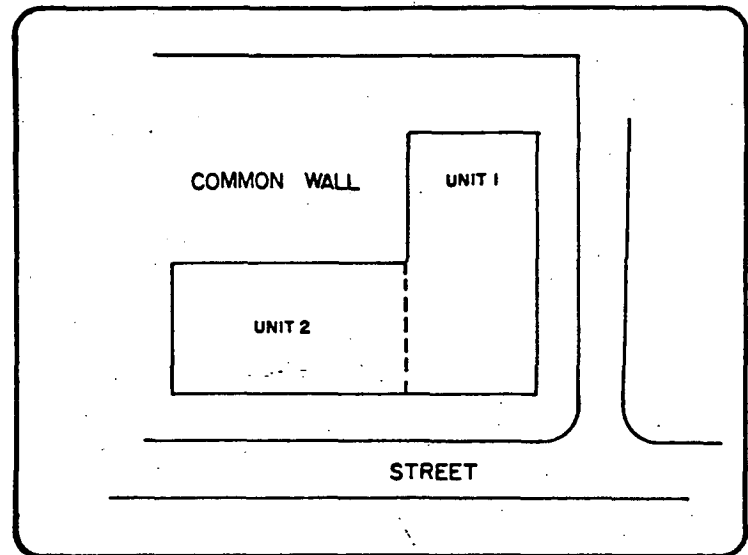
Single Family - Patio Homes

- One House (unit) per Lot
- Each House and Lot Individually Owned
- Flexible Building Setbacks, Building Orientation and Lot Sizes
- Emphasis on Creating Gardens and Patios through Use of Fences and Screening
- Sometimes a Development includes Common Open Spaces Owned by All Residents under a Home Owners Association



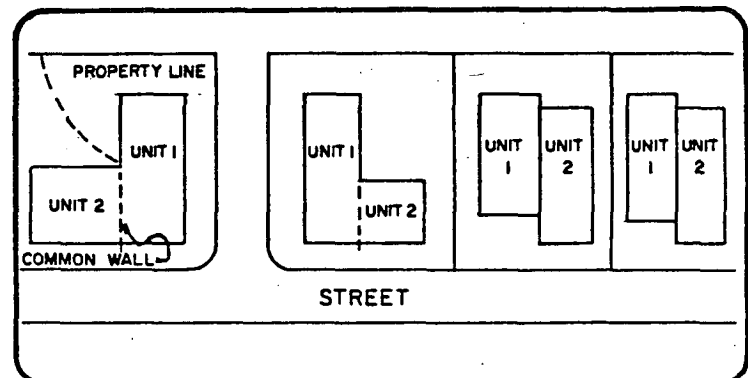
Duplex

- Two Units per Lot
- Single Ownership of both Units and Lot
- Conventional Building Setbacks, Rear and Side Yards Separate for Each Unit
- A Common Wall Between Units
- Often Located on Corner Lots



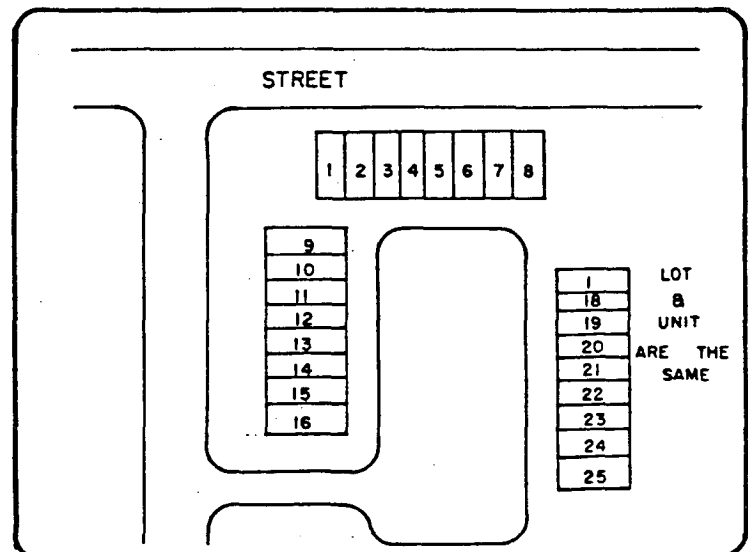
Half-Plex

- One House (unit) per Lot
- Each House and Lot Individually Owned
- Conventional Building Setbacks, Rear and Side Yards Separate for Each Unit
- A Common Wall Between Units. The Wall is also Located on the Property Line.



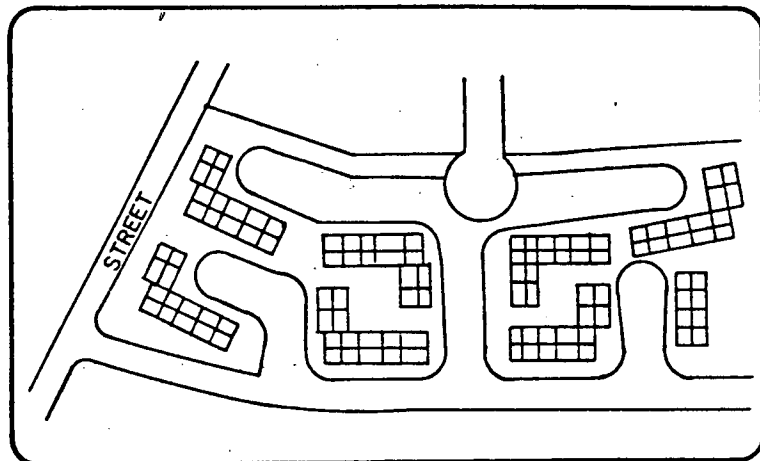
Townhouse- Condominium

- A Housing Style with each Unit having Two Stories and Usually Attached with Other Units by Common Walls
- Each Unit and Lot Individually Owned
- Usually includes Common Open Spaces Owned by All Residents under a Home Owners Association



Conventional Apartment

- Rental Units Grouped within Buildings which are Usually Two or More Stories in Height
- Each Unit Usually Takes Up One Floor. Hence Separate Units are Available on Each Level of the Building
- Single Ownership of All Units and Land
- Common Walls Between Units
- Higher Density which Generally Means Less Emphasis on Landscaping and Recreational Facilities



Air Space Condominium/ Garden Apartments

- Units are Grouped within Buildings which are Two or More Stories in Height
- Each Unit takes up only One Floor, hence Separate Units Are Available on Each Level of the Building
- Common Walls between Units
- Greater Emphasis on Landscaping and Providing Amenities such as Recreational Facilities
- Condominiums- Each Unit Individually Owned but All Land Beneath Units and Surrounding Area Owned in Common
- Apartments- Single Ownership of All Units and Land and Units are Rented. Usually Less Dense than Conventional Apartments

