



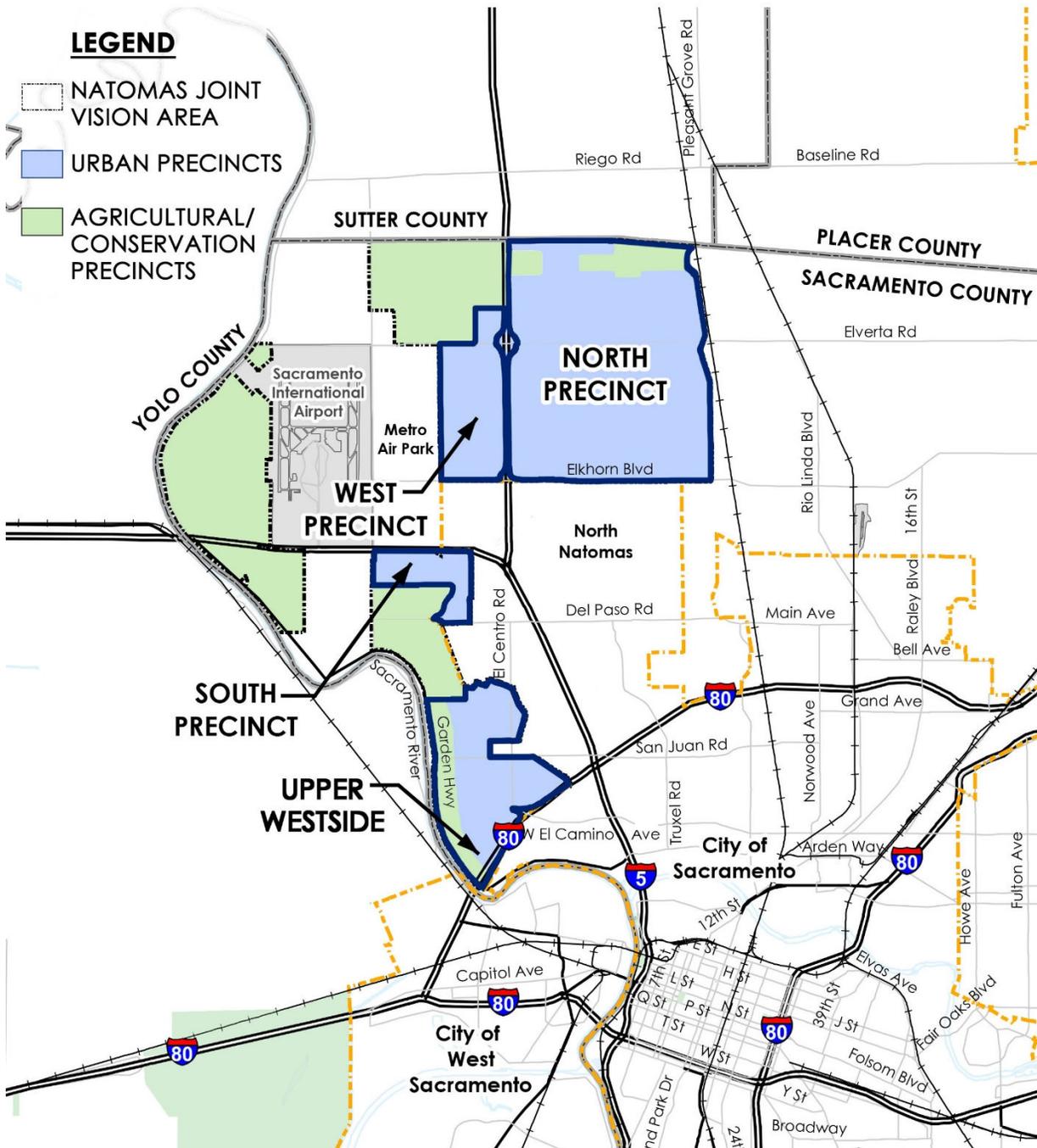
UPPER WESTSIDE

A MASTER PLANNED COMMUNITY FOUNDED ON SMART GROWTH PRINCIPLES

FEBRUARY 2019

Upper Westside





Natomas Joint Vision

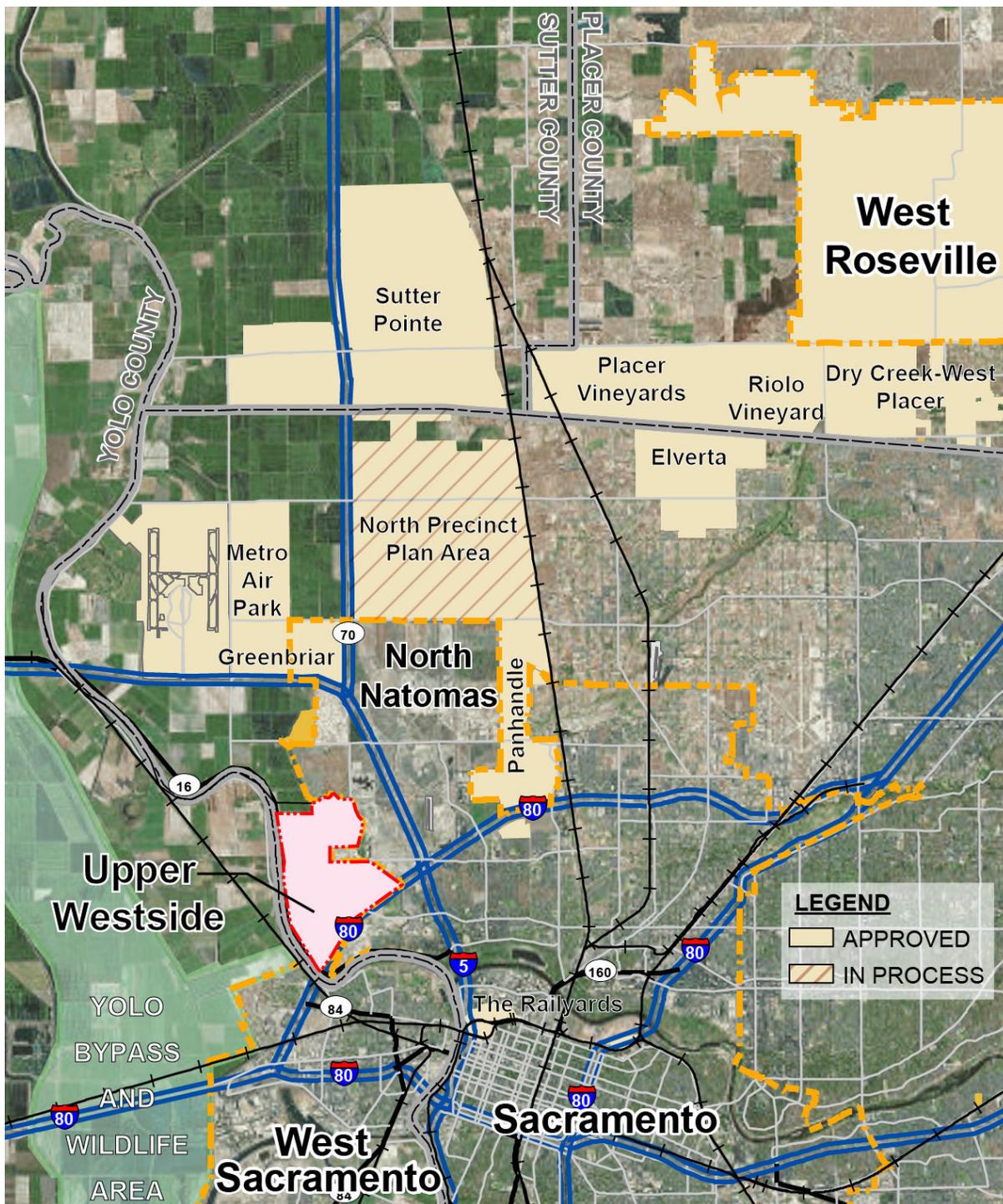
Sacramento County started land planning efforts in the late 1990's.

Four precincts were identified for potential development, and preliminary concept plans were prepared.

In 2002 the County and the City agreed to an MOU.

The Sacramento County General Plan was updated in 2011 and included a discussion of the Joint Vision area.

North Precinct (aka Grand Park) was first submitted in Fall 2015.



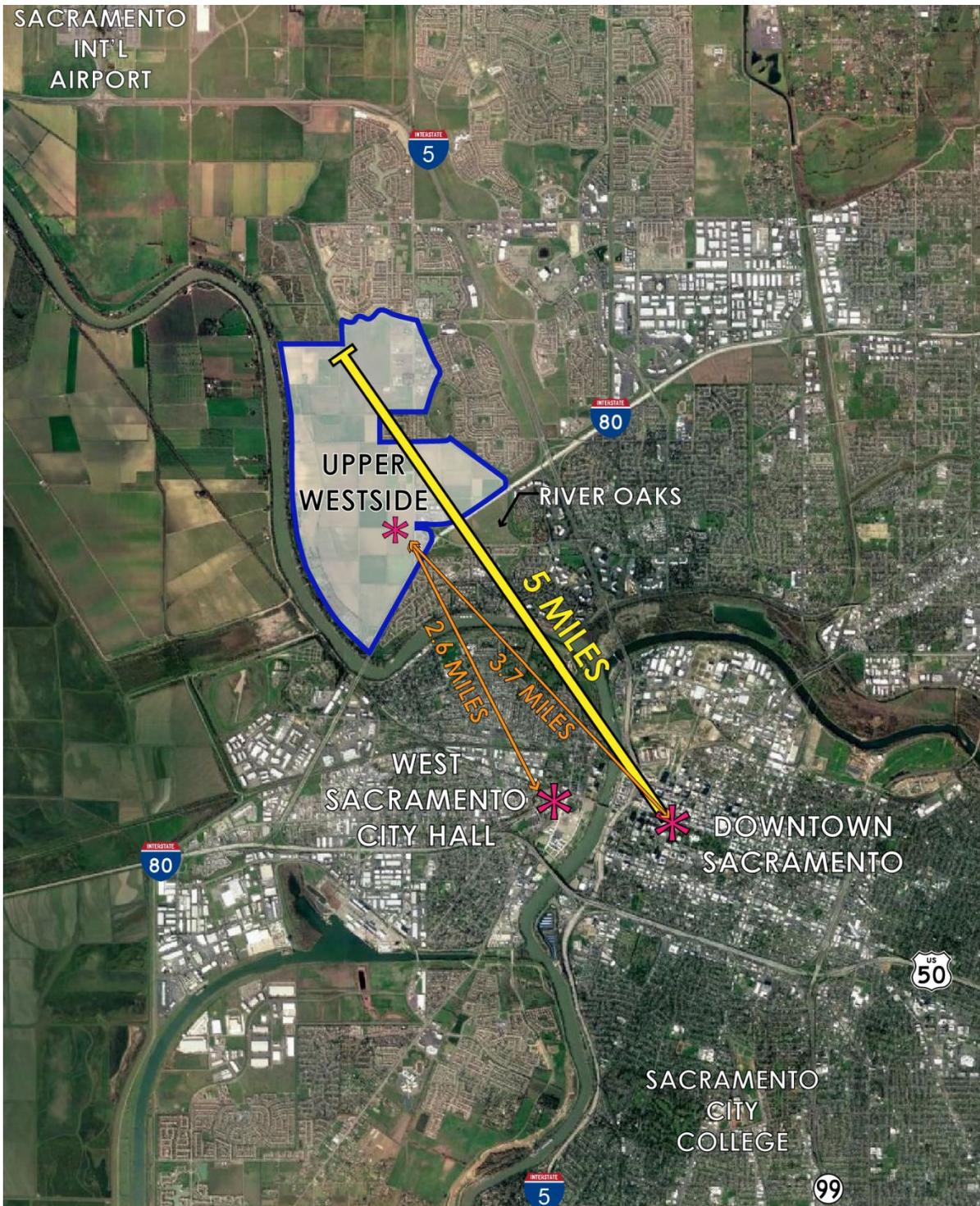
Regional Context

The Upper Westside (aka the “Boot” area) has been discussed for well over 20 years.

In that timeframe most of North Natomas has been built-out, and other projects further north have been approved or are in process:

Metro Air Park, Greenbriar, The Panhandle, North Precinct, Sutter Pointe, Elverta, Placer Vineyards, and West Roseville.

SACRAMENTO
INT'L
AIRPORT



Location

The Upper Westside is the last major Plan Area within 5 miles of downtown Sacramento.

It meets the County's LU-119 Project Initiation Criteria:

1. It is an infill project directly adjacent to existing urban areas.
2. A logical, comprehensive, cohesive Plan Area boundary is proposed.
3. A Justification Statement has been provided and the Outreach Program is underway.
4. The Master Plan and Urban Policy Area (UPA) expansion will be processed concurrently.



Surrounding Development

This is an infill project. 64% of the perimeter of this Plan Area abuts the City of Sacramento to the northeast, east and southeast.

The west side of Garden Highway was not included because it is developed.

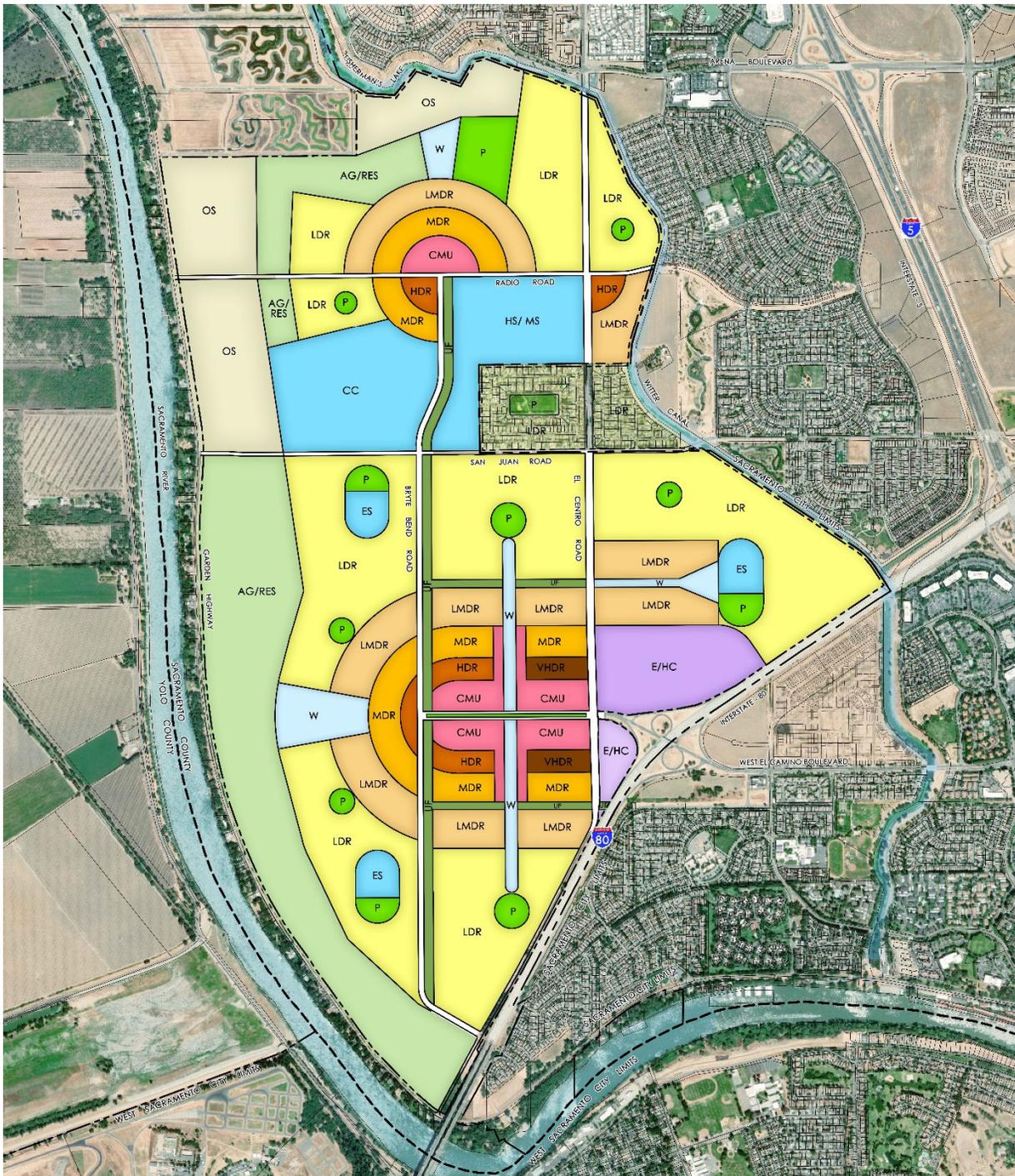
The proposed 2,083 acre UPA/ USB expansion is a **logical and comprehensive boundary** and will allow broad input.

If the goal is to reduce VMT an GHG this project is very well located.

Conceptual Land Use “Bubble” Plan

A 1,570 acre “development” area and a 531 acre “buffer” area is proposed.

- An Ag/Res & Open Space buffer to the west similar to previous plans.
- An Urban Node capitalizes on extension of West El Camino Avenue and I-80.
- An Educational Node could provide a northerly anchor for the community.
- A 2-mile Greenbelt and Urban Farm is proposed.
- The Westside Canal is 1-mile long and will be a unique recreational feature.

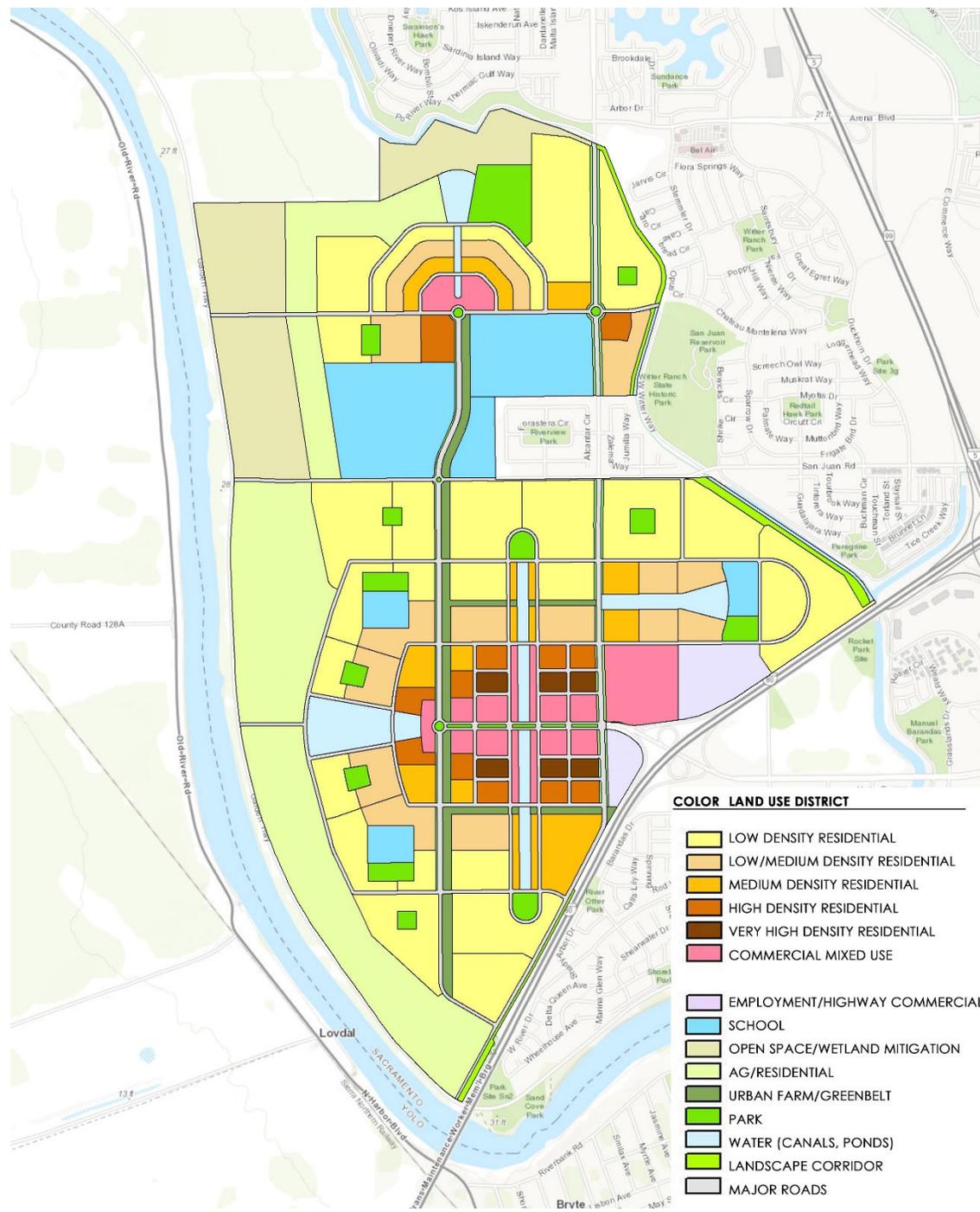


Preliminary Land Use Plan

The plan aims high. It is visionary and forward looking, and is not more of the same. The goal was to meet or exceed the County's criteria and create a model community for the future.

The Preliminary Land Use Plan will evolve as we receive more input from property owners, community groups, agencies, and County staff and based on further evaluation and analysis.

The current plan exceeds 10 du/ac meeting the upper density threshold of County's **Design Criteria 1**. It includes a very diverse mix of housing.





Key Planning & Design Concepts

Our goal is to meet or exceed both the VMT and the Design Criteria (LU-120). This is **an opportunity to create something special**. The following is a brief summary of a number of key concepts:



1. Urban Town Center
2. Westside Canal
3. Education Node
4. Urban Farm/Greenbelt
5. Jobs Housing Balance
6. Transportation & Mobility
7. Sustainability
8. Infrastructure Proximity





1. An Urban Town Center

- Embrace density and create a town center with mid-rise buildings and grid-pattern streets.
- Including vertically integrated housing will meet County's **Design Criteria 3** with 4 or 5 stories of residential or office over ground floor commercial.
- Santana Row in San Jose, with mid-rise architecture and an active pedestrian median, is a great example of what is envisioned.





2. The Westside Canal

- Our concept is to place architecture and walkways on either side of this canal to create a unique urban waterfront experience and provide connectivity through the community.
- The proposed **Westside Canal** is a 1-mile long. We looked at examples such as the San Antonio Riverwalk, and the Bricktown Canal in Oklahoma City.
- It could be an unique attraction not found elsewhere in the region. (e.g. electric boats, paddle boarders, kayaks, etc.) while also providing detention, water quality, and conveyance.



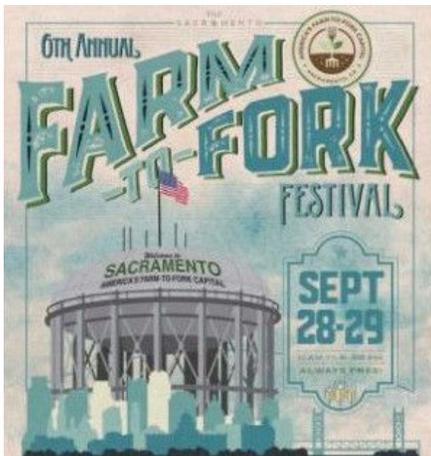
3. An Education Node

- Located in the northern portion of the Plan Area between Los Rios Community College District and Natomas Unified School District parcels.
- Interest in developing a vocational training campus with adjacent “in-the-field” learning programs that would enhance the student experience.
- Opportunity to create a K-14 curriculum track focused on technology and sustainable design, (robotics, drones, driverless vehicles, rooftop solar and battery storage technology, water quality, urban farming, etc.)



4. Greenbelt & Urban Farm

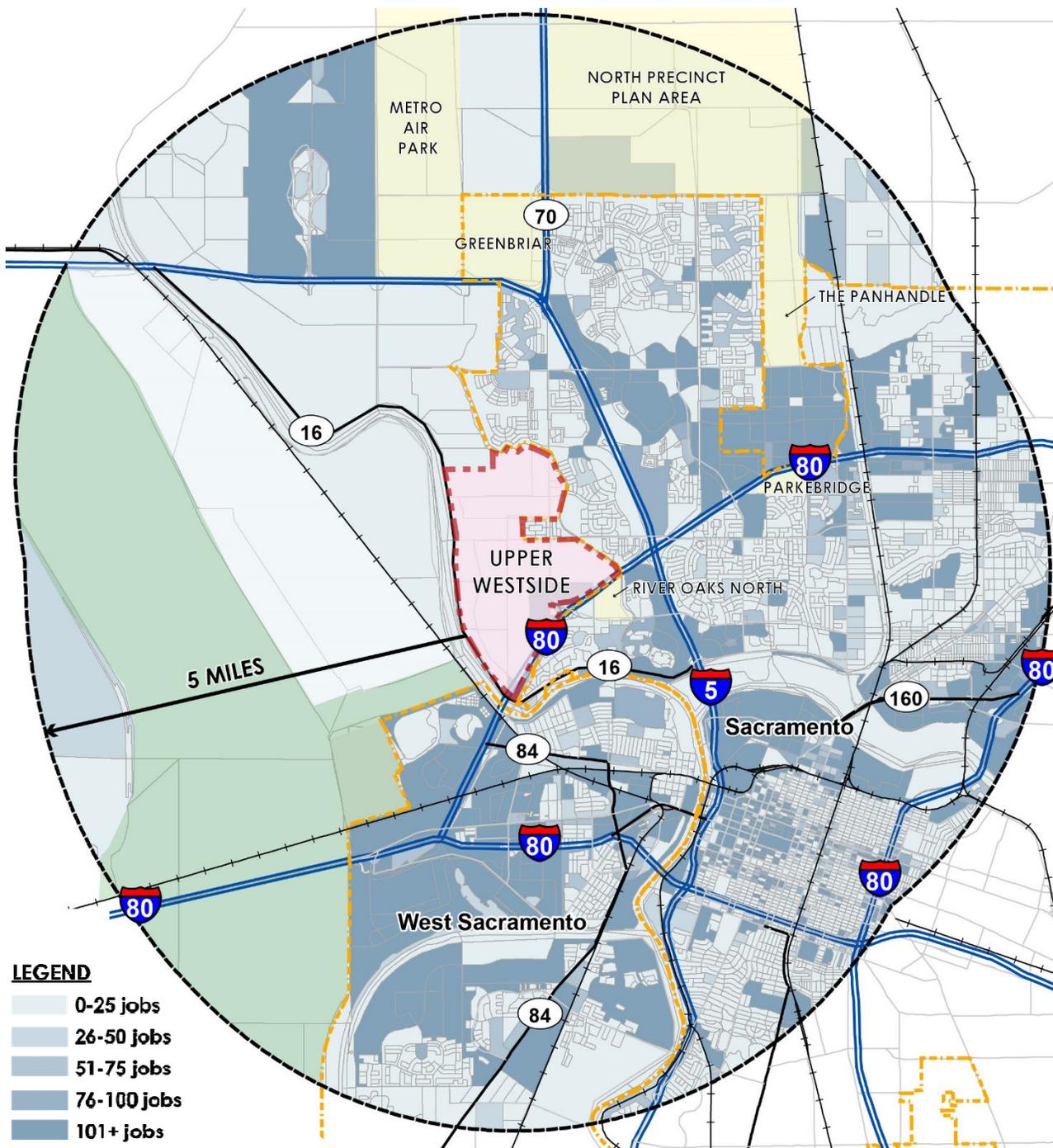
- Provides an interior space for individual or community garden plots, micro-farming, and locally grown produce.
- Creates a connection between residents and food supply systems, and provides an opportunity for healthy choices.
- It will provide a different kind of recreation within close proximity to the high density residential areas.



5. Jobs Housing Balance

There are already over 200,000 existing jobs within 5 miles of the Plan Area. This is twice the upper target identified by County's Design Criteria 5.

This type of compact development pattern will help to meet the region's goals of reducing Vehicle Miles Travel (VMT) and Greenhouse Gas (GHG) emissions from new development.



LEGEND

- 0-25 jobs
- 26-50 jobs
- 51-75 jobs
- 76-100 jobs
- 101+ jobs

Source: SACOG 2020 job projections



6. Transportation & Mobility

- Travel modes are changing significantly and this community will need to plan for this future: Autonomous vehicles, less parking, a transit shift to smaller vehicles, smaller or fewer travel lanes.
- Micro-Transit apps (Lyft, Uber, ZipCar, JUMP bikes, etc.) will continue to gain market share.
- The trend toward Hybrid & Electric vehicles will continue, helping to reduce GHG emissions.
- Providing convenient access to transit, and a comprehensive system of bike and pedestrian routes will encourage use of these facilities.





7. Sustainability

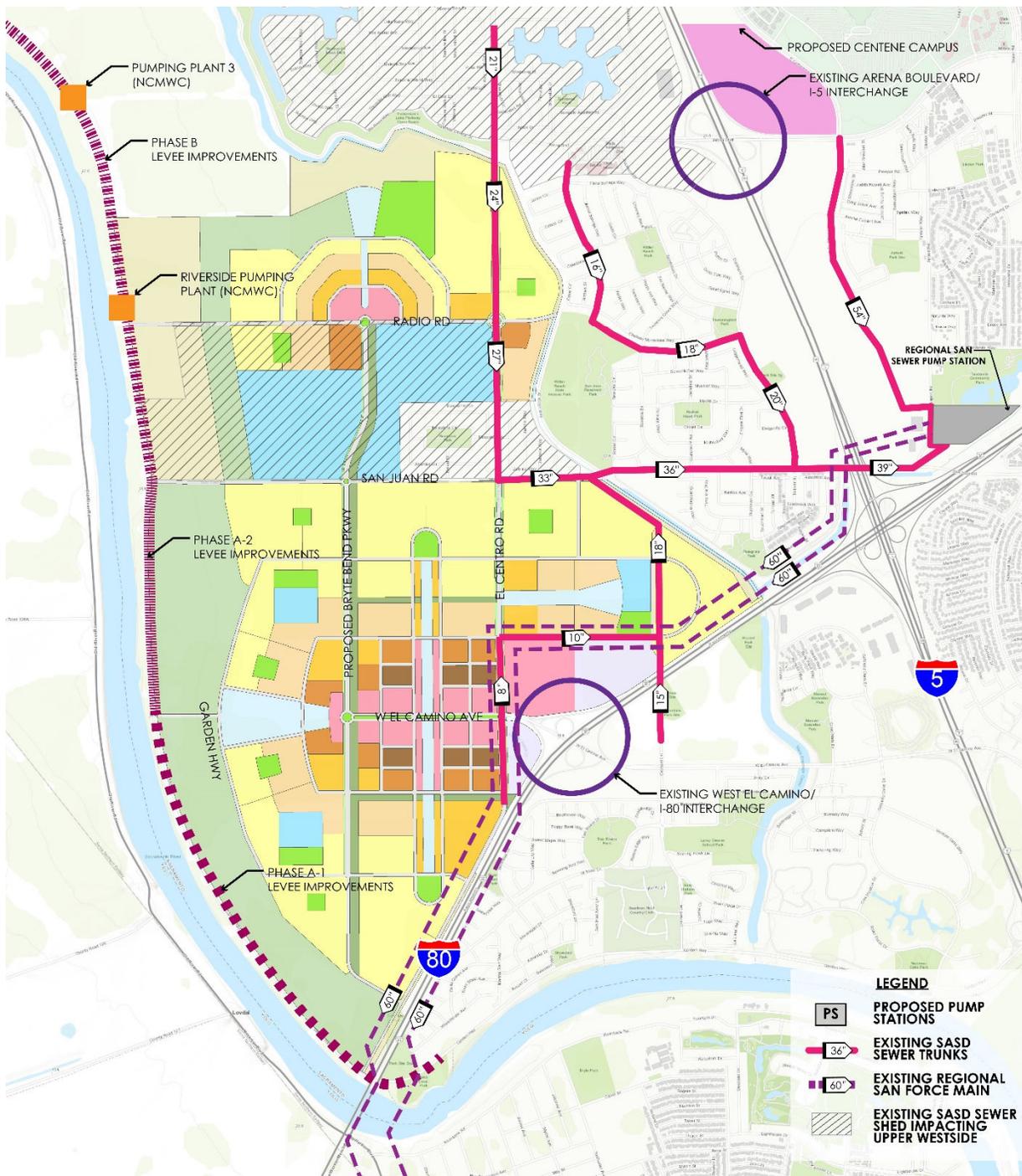
- The open space buffer allows for mitigation and a transition to the existing mitigation areas to the northwest.
- The project will capture urban runoff and pre-treat it before releasing it off-site.
- Urban farming provides locally grown food and healthy choices within close proximity.
- The project will pursue a goal of Net Zero Electric (NZE) or Partial NZE on a community-wide scale.
- The plan will include measures to support Hybrid and Electric Vehicles and reduce GHG emissions.

8. Adjacent Infrastructure

The adjacency of existing infrastructure is a key aspect of smart growth.

Extensive investment has occurred in the Natomas Basin (airport, freeway interchanges, downtown, levees, etc.)

The Upper Westside will support and build upon existing infrastructure investments, including plans to improve the West El Camino I-80 interchange.

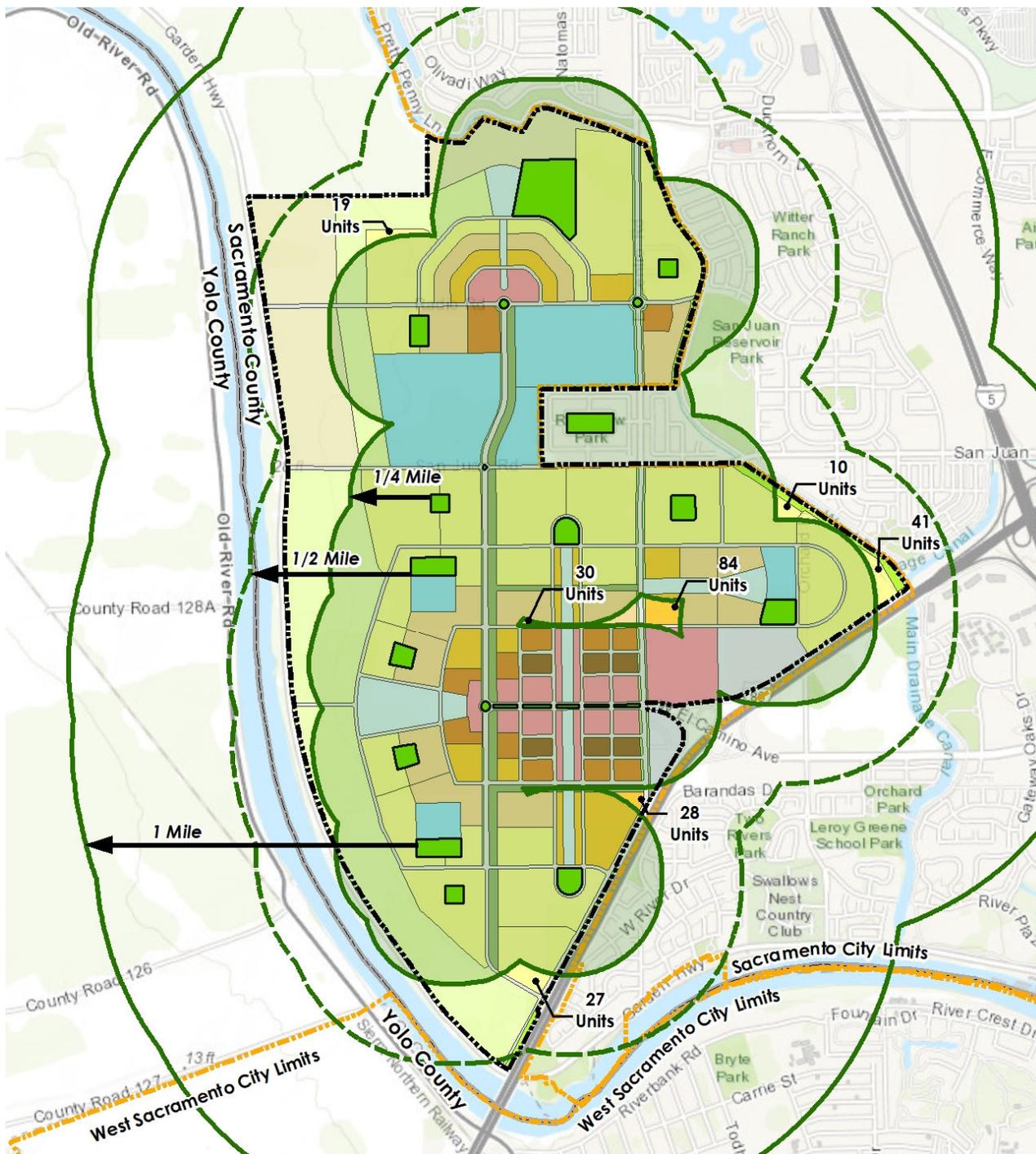


Proximity Analysis Design Criteria 2: (Example - Parks)

A “proximity” design approach will help to create a walkable and bikeable community, thereby reducing VMT and GHG. The plan currently exceeds County’s Design Criteria 2.

The upper target calls for **85%** of the proposed residential units to be within 1 mile of a park.

The proposed plan has **97%** of the units **within a 1/4 mile**.

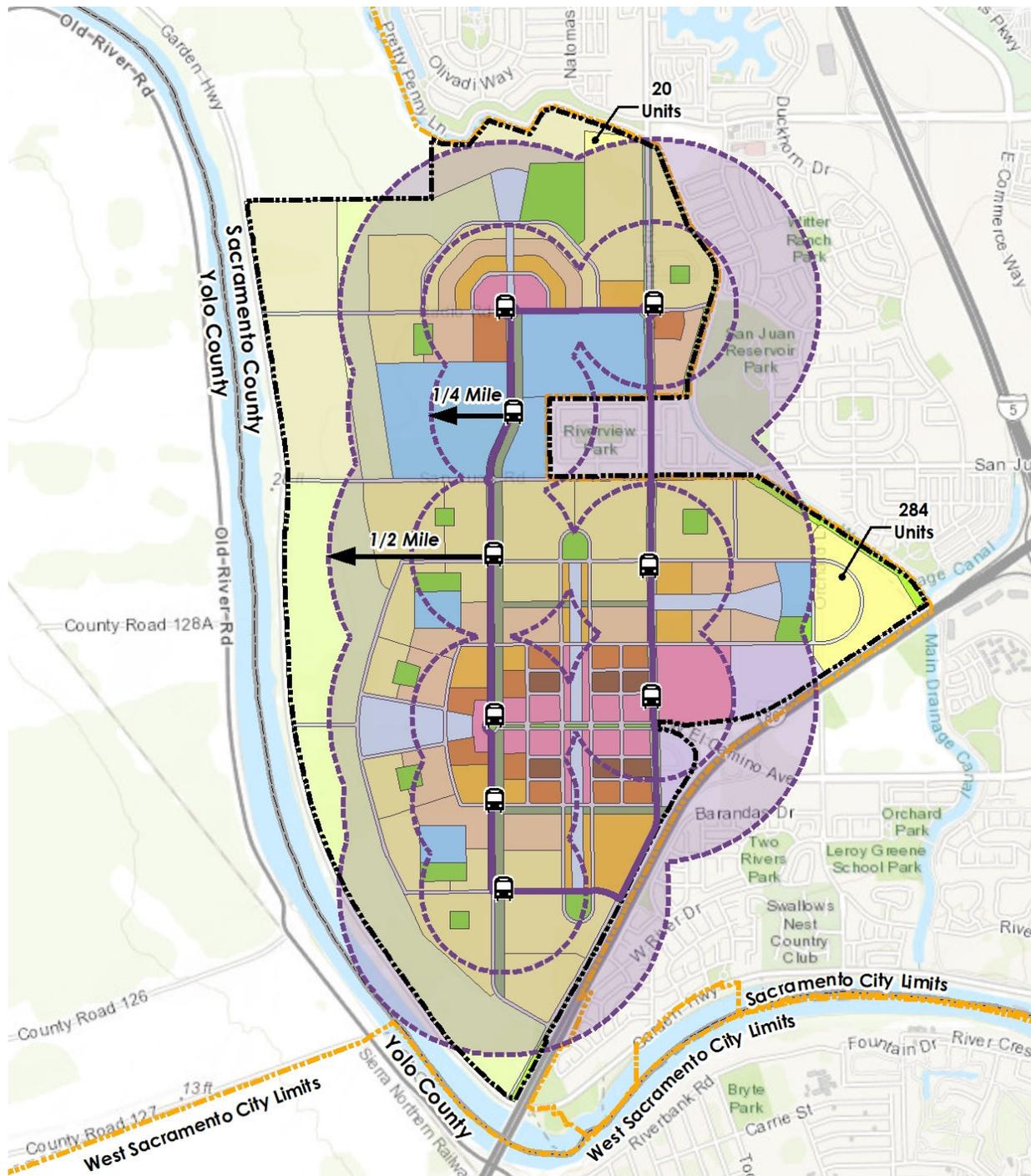


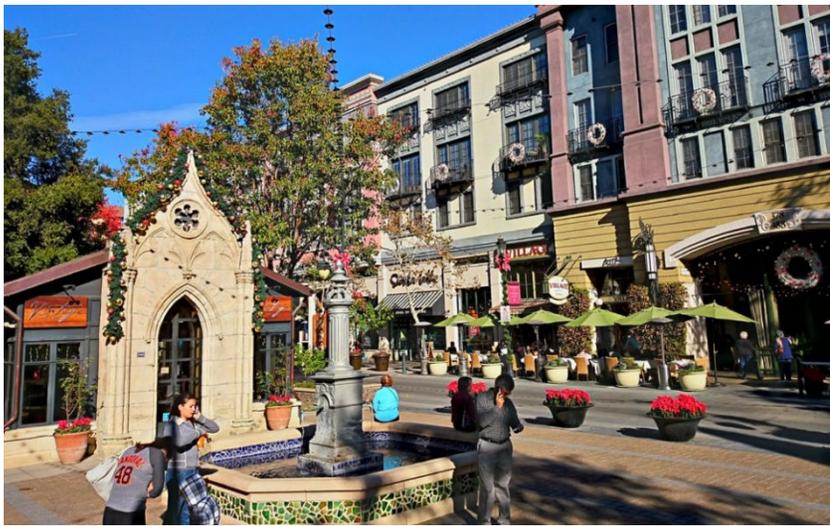
Proximity Analysis Design Criteria 4: (Example - Transit)

The County's upper target calls for **80%** of the proposed residential units to be within a 1/2 mile of transit, with an additional point given for 15 minute headways during the am and pm peak hours.

The proposed plan has **84%** of the units **within a 1/4 mile**.

A simple "looped" shuttle system with 10 stops and a 15 minute frequency will encourage use. Convenient access will encourage transit use.





We are asking for permission to move forward with studies.

Next Steps:

- Community Outreach
- Resource Conservation Strategy
- Refine the Land Use Plan
- Environmental Studies
- Infrastructure Studies
- Specific Plan (Master Plan)
- Design Guidelines/Development Standards
- Environmental Impact Report
- Public Hearings

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