

# Natomas Joint Vision

Workshop 2 – January 28<sup>th</sup>, 2009

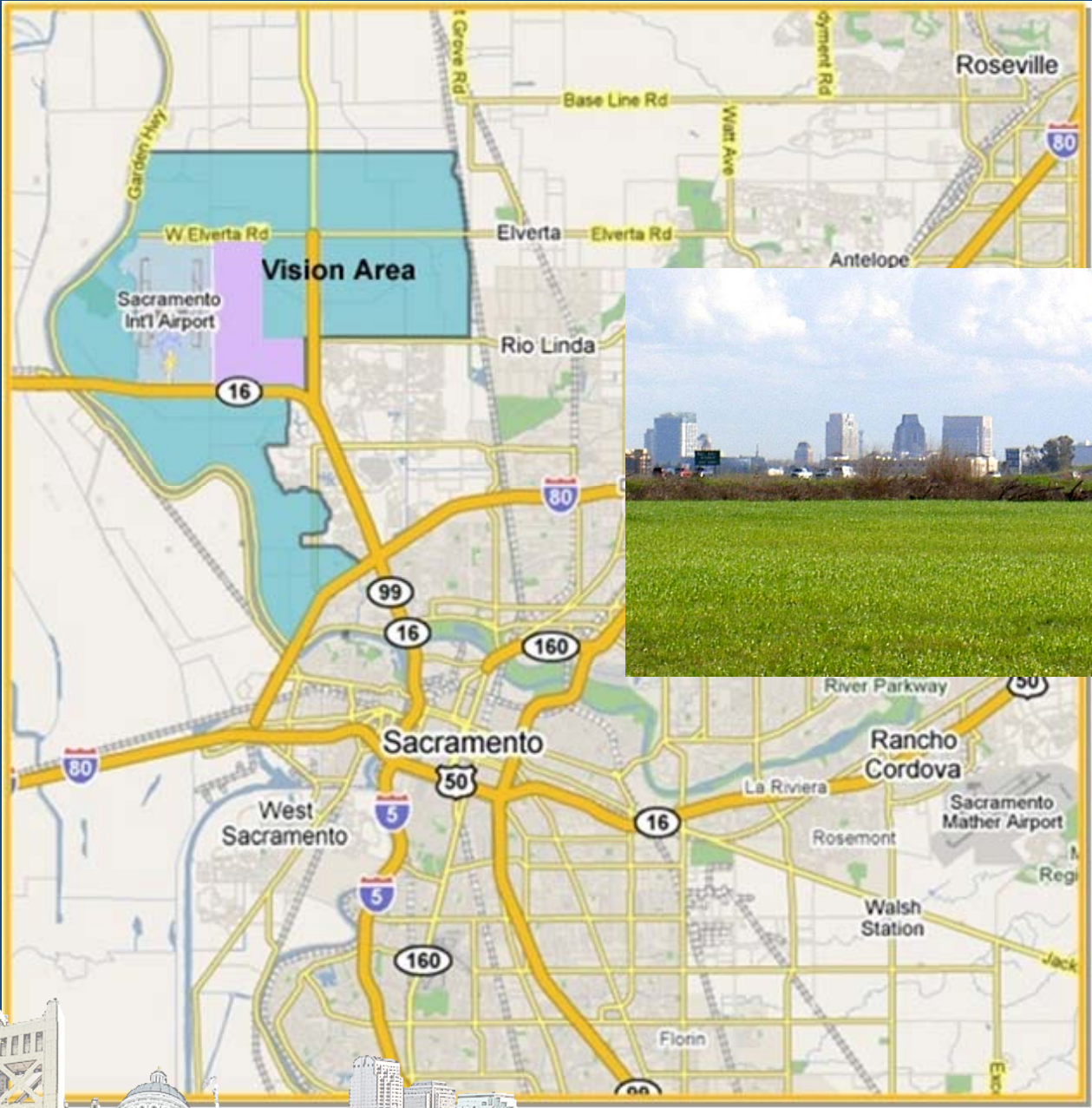
Presented By -



# Introduction



# Vision Area



# *Tonight's Agenda*

- Our Approach to a Future Plan
- Summary of Workshop #1 Outcomes
- Considerations
- Presentation & Layering of Maps
- Q&A / Discussion
- Next Steps



## *Our Approach*

The Broad Visioning Process will lead to the creation of:

- A set of fundamental principles to address the issues and guide subsequent planning efforts
- Conceptual land use diagrams for urban development and open space
- A project description with sufficient detail to proceed with subsequent planning phase



# Overall Project Implementation Phasing

## *PHASE II ACTIVITIES*

Broad Visioning



## *PHASE III ACTIVITIES*

General Plan Amendment  
and  
Specific Plan/ Annexation

## *PHASE IV ACTIVITIES*

Development Projects  
Implementation

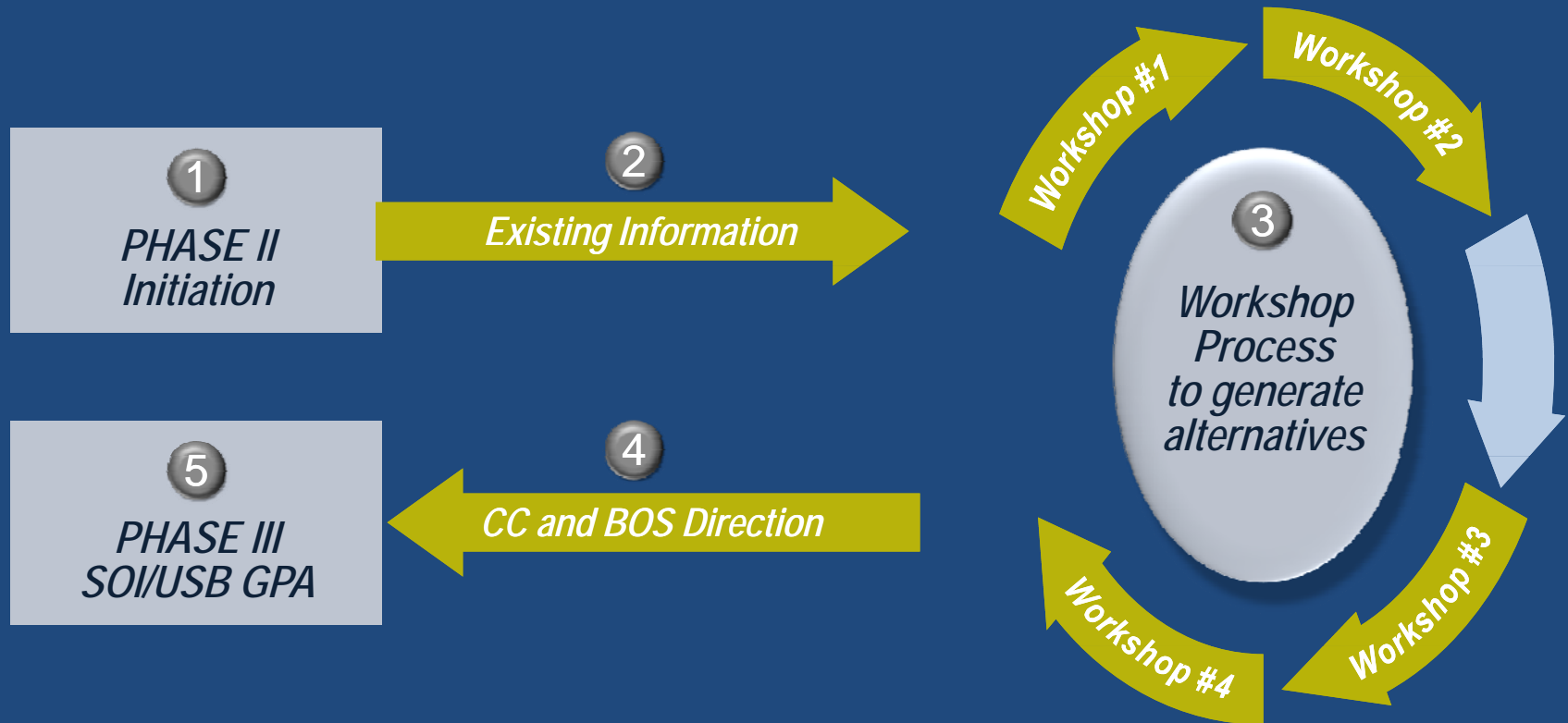


## *Project Purpose*

- The Natomas Joint Vision Area has unique regional assets and offers potential benefits to the entire region
- The Natomas Joint Vision area has complex challenges which can be met by multi-jurisdictional cooperation and commitment to high quality planning.
- The Broad Visioning Process is a “high level exercise from 30,000 feet”, not a site-specific analysis of detailed issues.



# Broad Visioning Process





# Summary of Workshop #1



# *Summary of Workshop #1*

- Presentations by City & County
- Assets & Opportunities
- Challenges for Developing NJV
- Lessons from Other Communities
- Planning Principles
- Survey (also available on-line)



# Workshop #1 - Survey

- #1 Planning Considerations:
  - Flood Protection
  - Habitat Protection
- Begin planning for NJV today



# Workshop #1 - Survey

- Vision: urban development with emphasis on proximity/linkage to downtown, airport, open space
  - Compact, walkable, mixed uses
  - Quality design and materials
  - Land Park & Midtown examples
  - Tangible open space = see, feel, touch, experience



# *Assets & Opportunities*

- SAFCA - \$600 million investment (NLIP)
- International Airport - \$1.6 billion investment
- Metro Air Park – 1,900 acres and 38,000 jobs
- Downtown-Natomas-Airport light rail extension planned
- Crossroads of I-5 and I-80



# Planning Considerations



# Farming

- Crop suitability
  - Soil types
  - Availability of water
- Urban conflicts
  - Movement of equipment
  - Vandalism
  - Dust, noise, spraying



# Open Space

- Trails
  - Relationship to Natomas
  - Relationship to regional trail system
  - Access to scenic resources (river, canals)
- Active and passive open space





# *Habitat Objectives*

- Maintain integrity of existing Habitat Conservation Plan (HCP)
- Look beyond the existing HCP to sustain or improve covered species populations
- Strategies include:
  - providing more protected & managed land
  - improving management practices
  - restoring natural habitat values



## *Giant Garter Snake (Thamnophis gigas)*

- Water via canals, ditches & rice fields
- Feeds primarily on aquatic fish, frogs and tadpoles
- Vegetative cover & screens to block view of “intruders”
- “String of pearls”: connections & rest stops
- Multiple populations for long-term viability



## *Swainson's Hawk (Buteo Swainsoni)*

- Nesting trees near foraging areas, principally along Sacramento River & Cross Canal
- Nest fidelity
- Foraging habitat: actively farmed field crops
- Hunts mice, ground squirrels, rabbits, birds & reptiles during breeding season
- Prefer large contiguous foraging areas



# *Airport*

- Airport Lands Management
  - critical zone: - hazardous wildlife and safety
  - overflight zone: -safety
  - noise contours -noise
- Future Airport Growth
  - third runway
  - north extension of east runway
  - all airport lands (including airport buffer area) federally obligated and available only for airport development



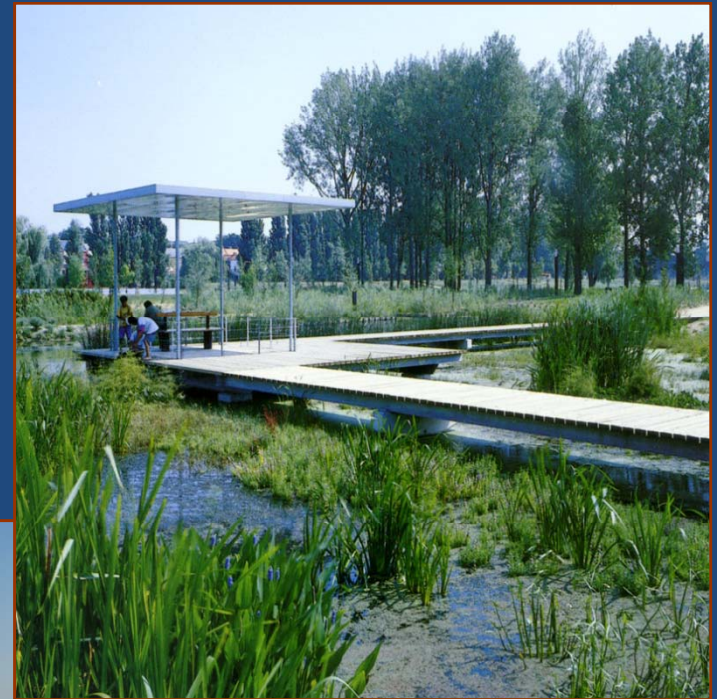
# *Land Uses - Urban and non-urban*

- Relationship of urban to non-urban
  - Agriculture and Habitat: assets vs need to buffer
  - Hard-edges vs soft edges
  - Tangible open space vs protected preserves



# Land Uses - Urban and non-urban

- Proximity to:
  - existing preserves
  - interchanges
  - existing development
- Connectivity
  - Transportation modes
  - Recreation including trail systems
  - Non-urban including habitat corridors



# *Land Uses - Urban and non-urban*

- Suitability
  - Habitat
  - Farming
  - Urban
- Type of urban use
  - Compact
  - Larger parcels
- Regional attraction

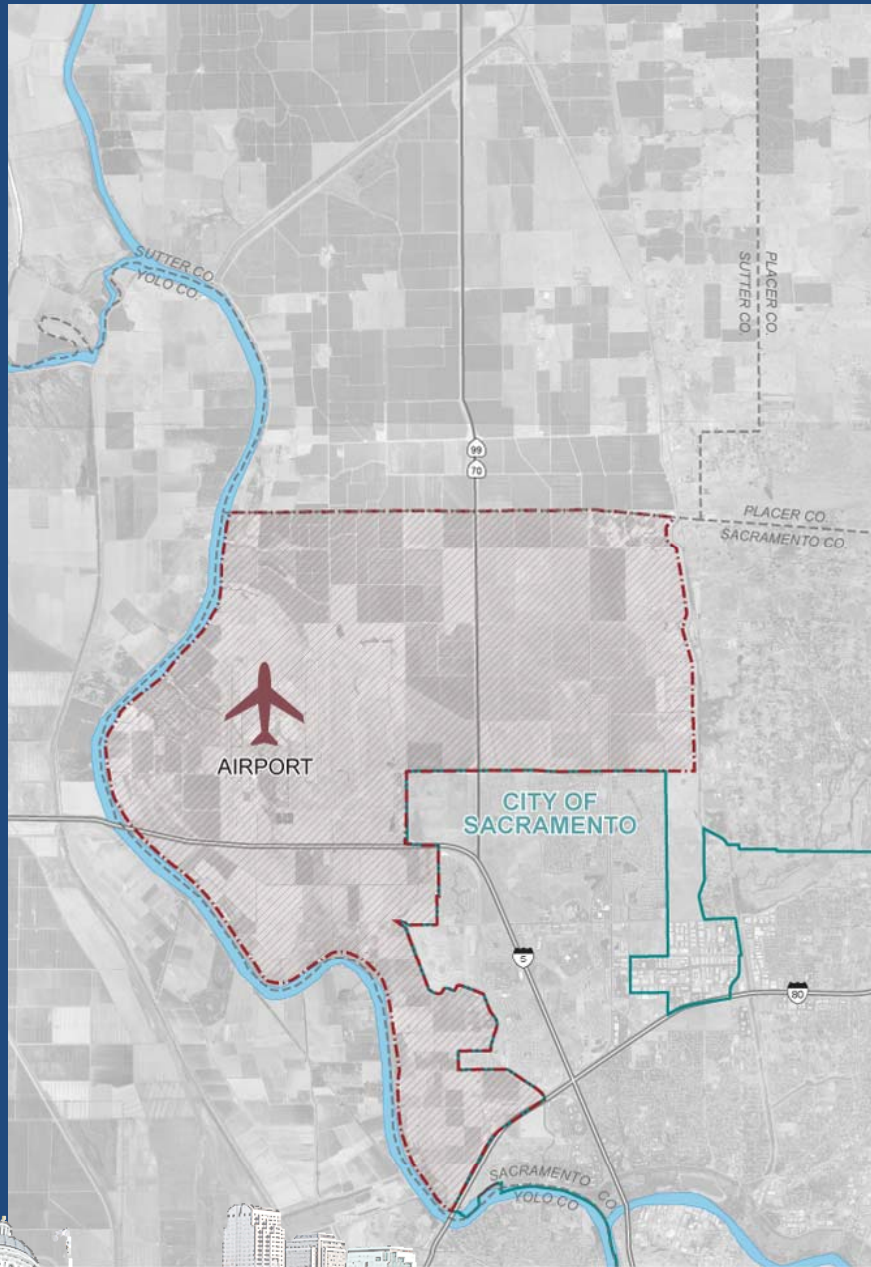


# Baseline Context








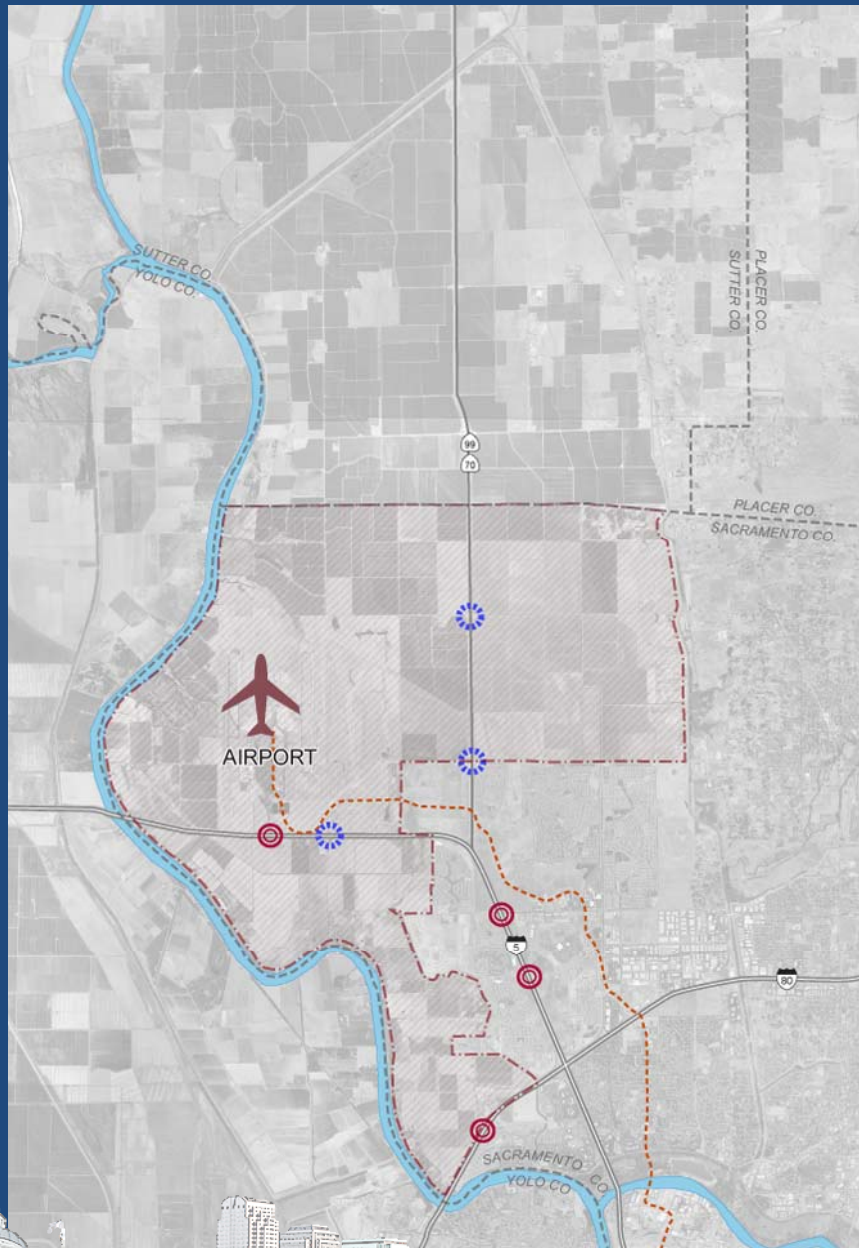
# *Joint Vision Area*



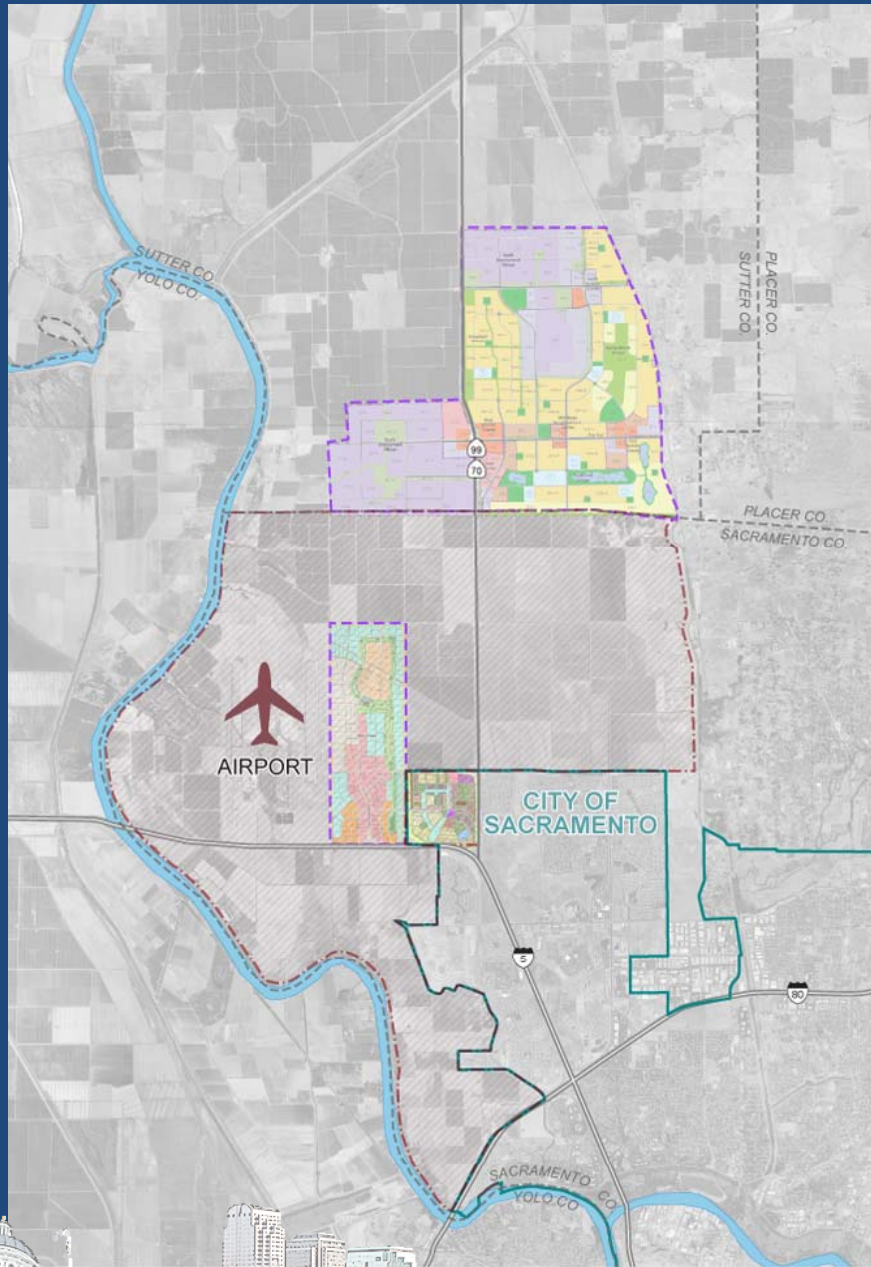
# Transportation Network

## LEGEND

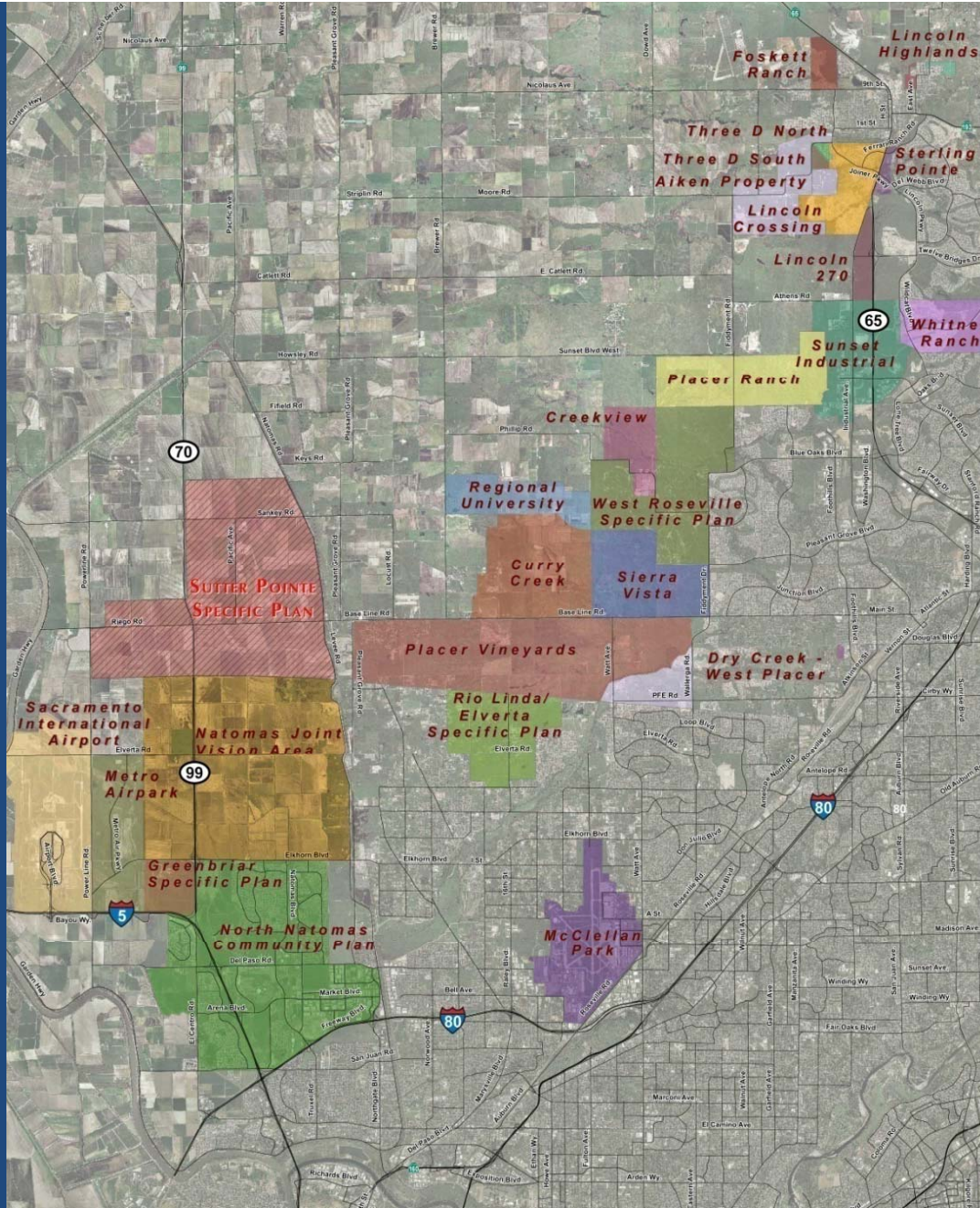
-  Existing Interchange
-  Proposed Interchange
-  Proposed DNA Light Rail Line (Downtown-Natomas-Airport)



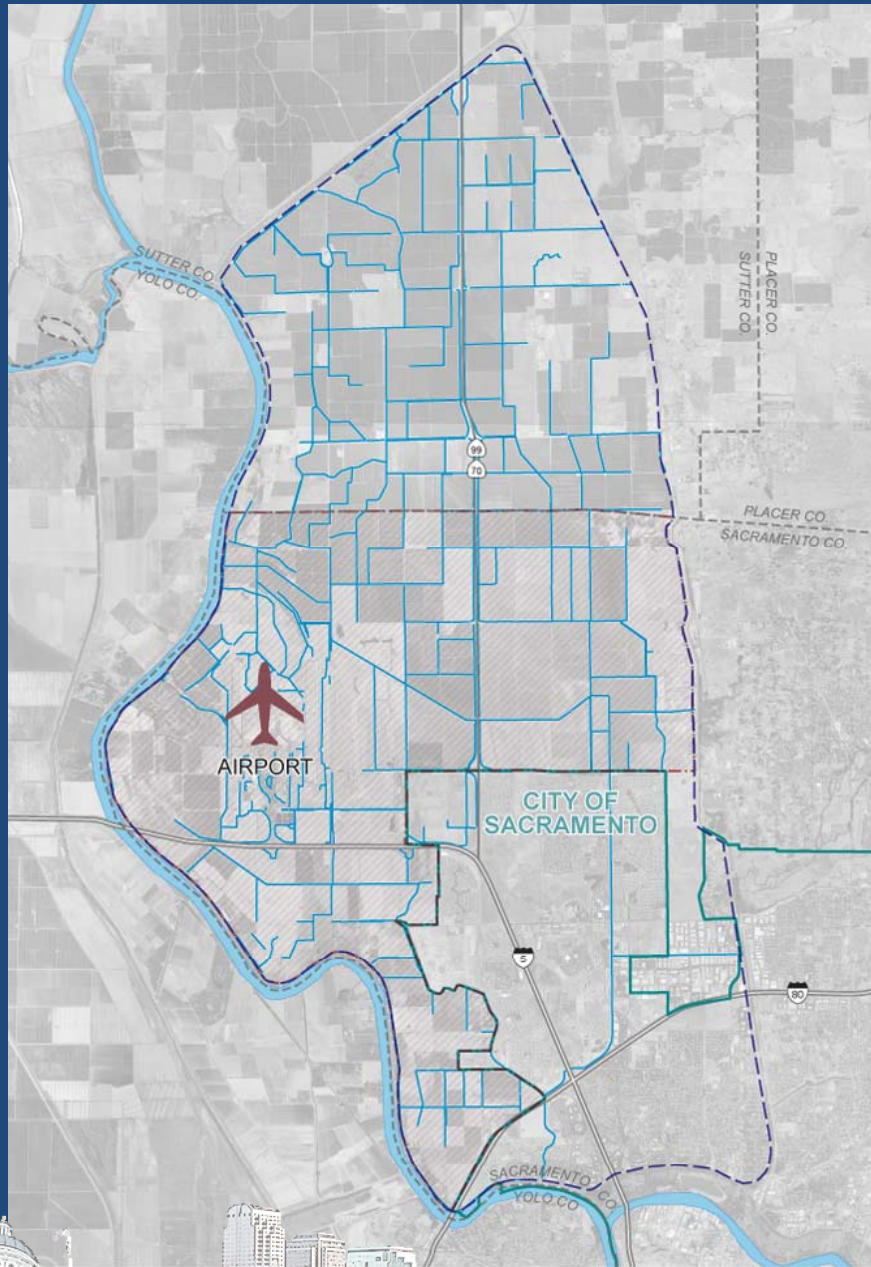
# *Planned Development*



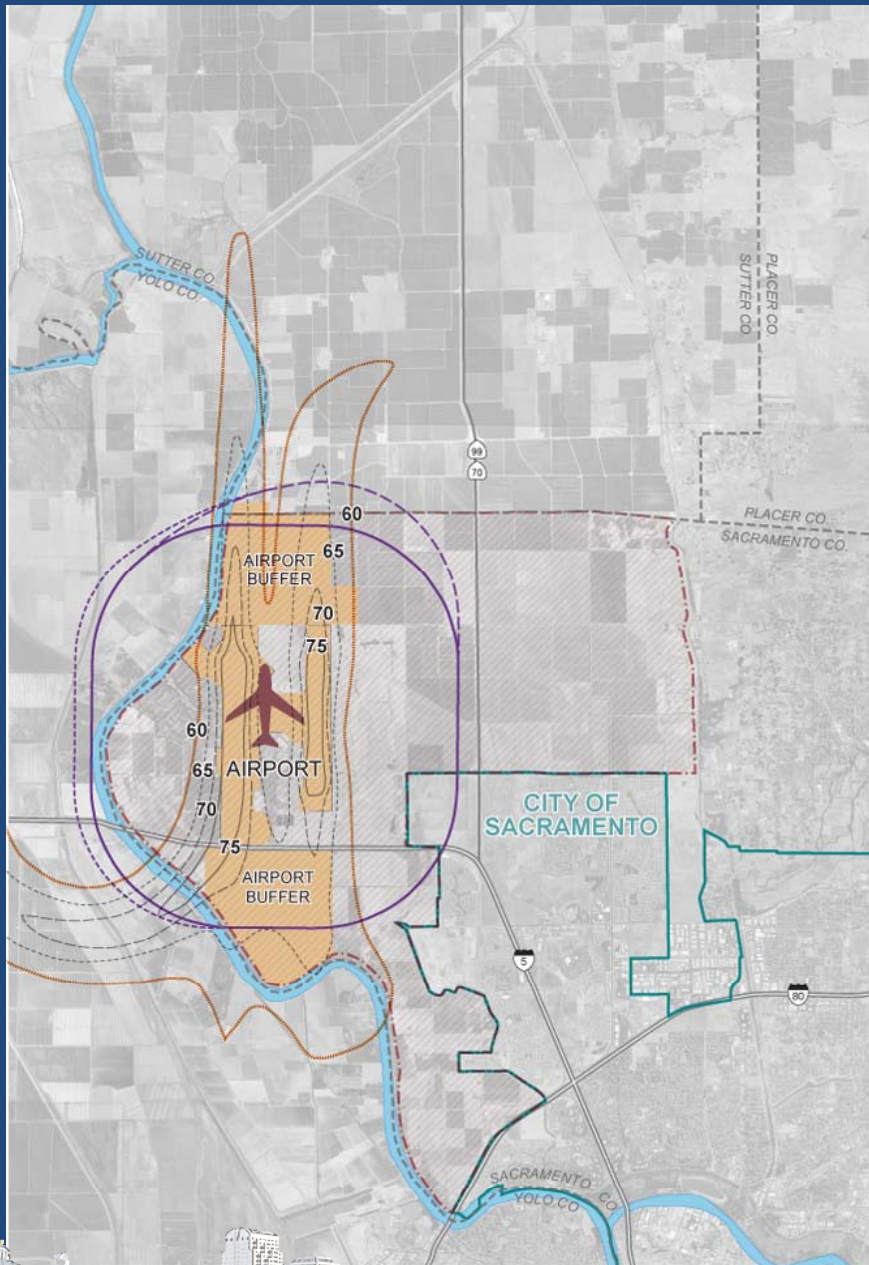
# *Other Planned Developments in the vicinity*



# *Existing Canals (in the Natomas Basin)*



# Airport and Buffer Lands



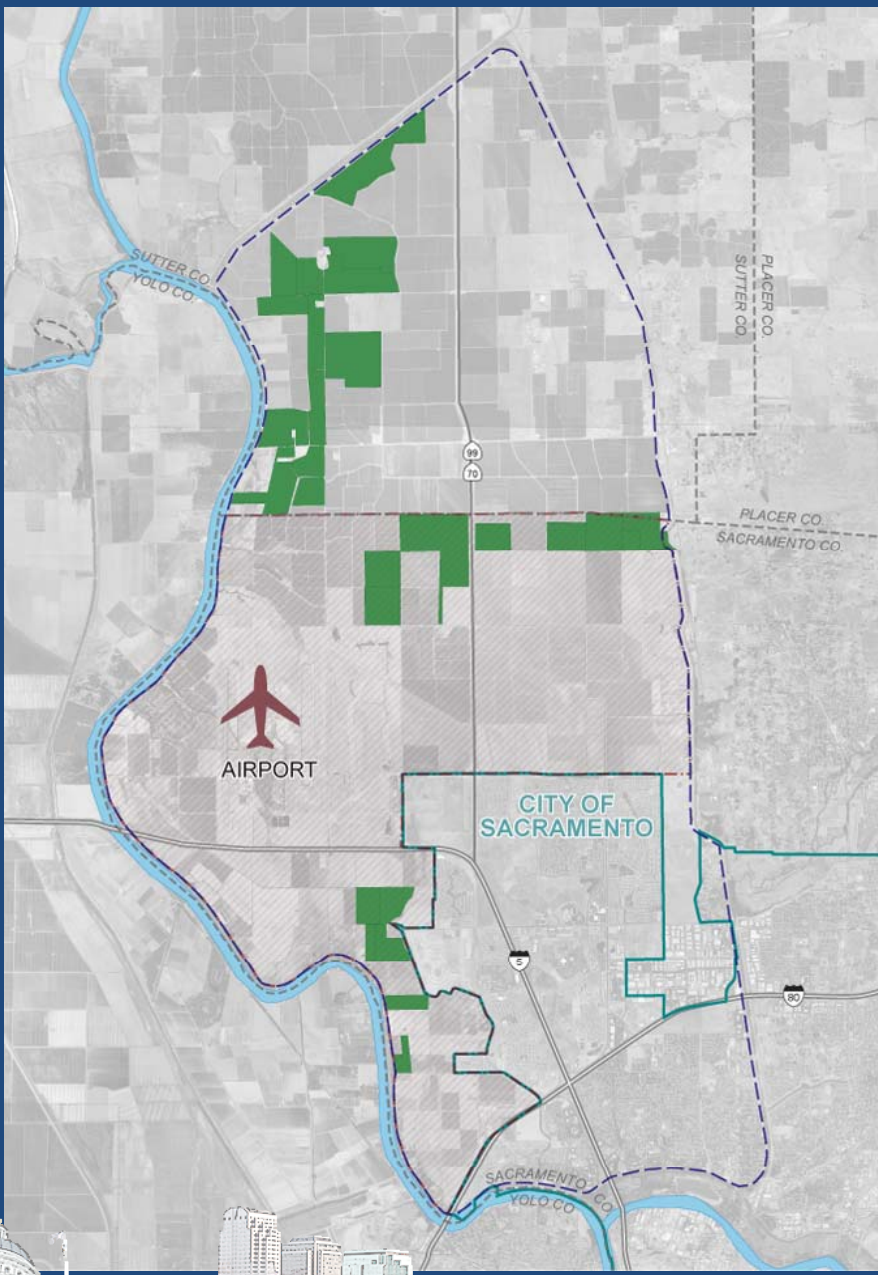
## LEGEND

10,000 Foot Airport Critical Zones

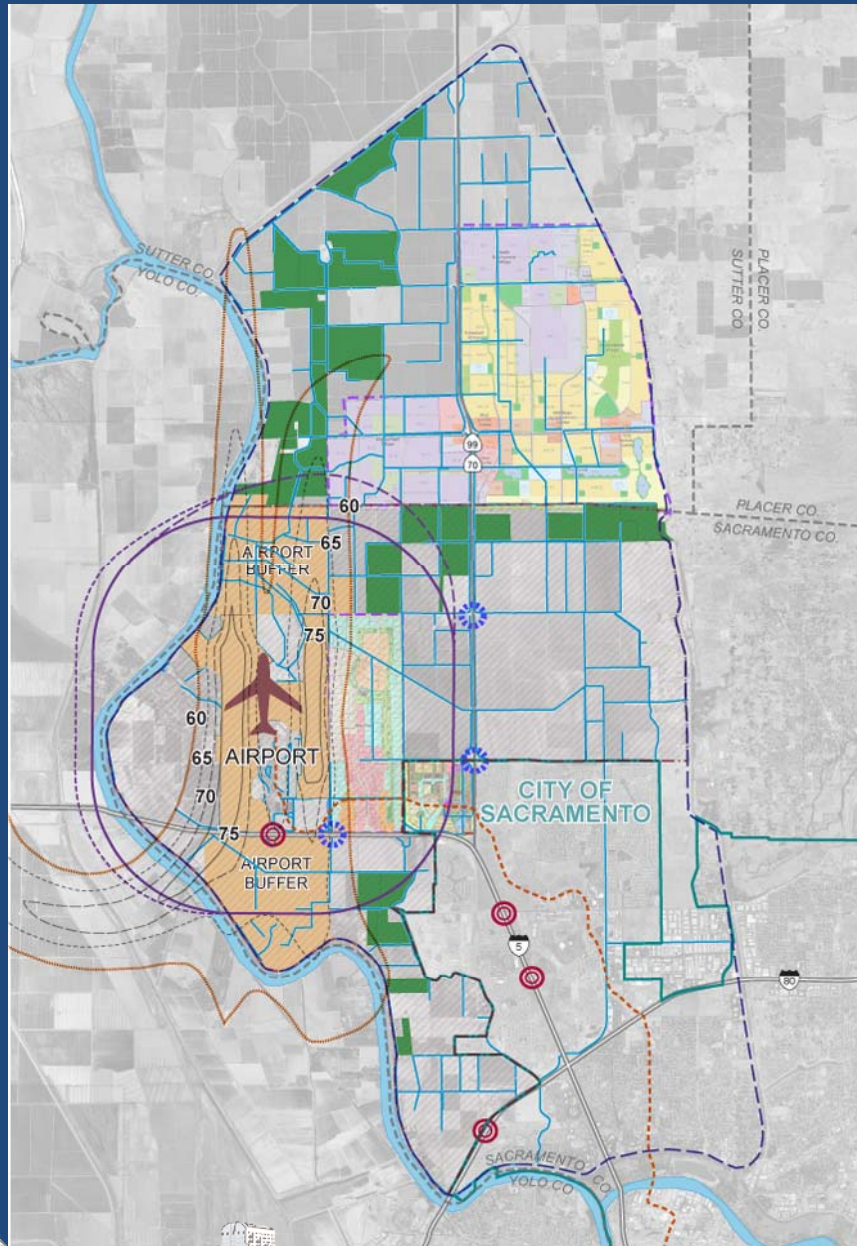
- Existing
- - - Future with Runway extension
- - - Future with 3rd Runway extension
- 60 DB noise contour



# Existing TNBC Mitigation Areas



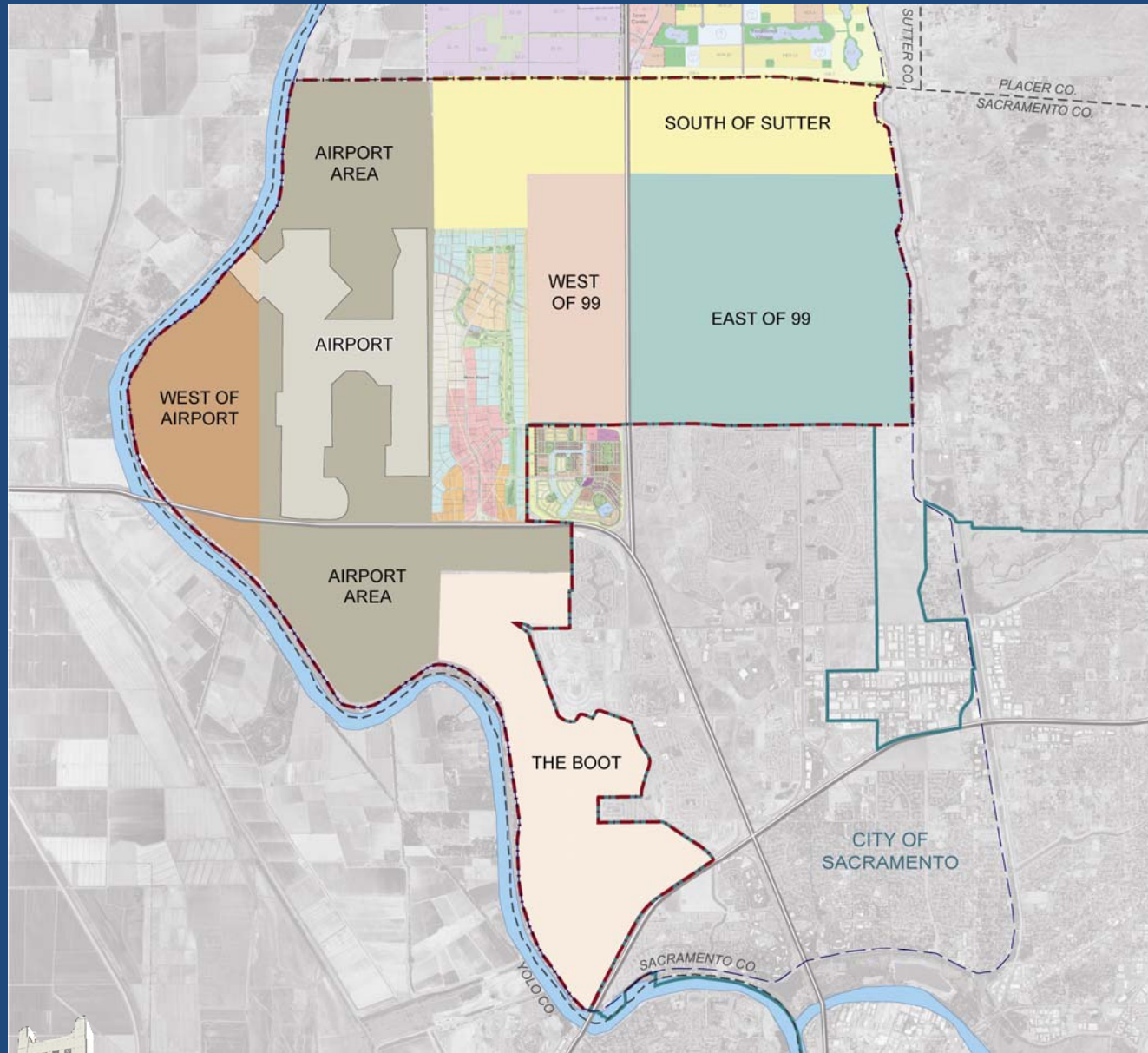
# Combined Baseline Context





# Analysis





*Developing  
Precincts  
based on geographic  
location*

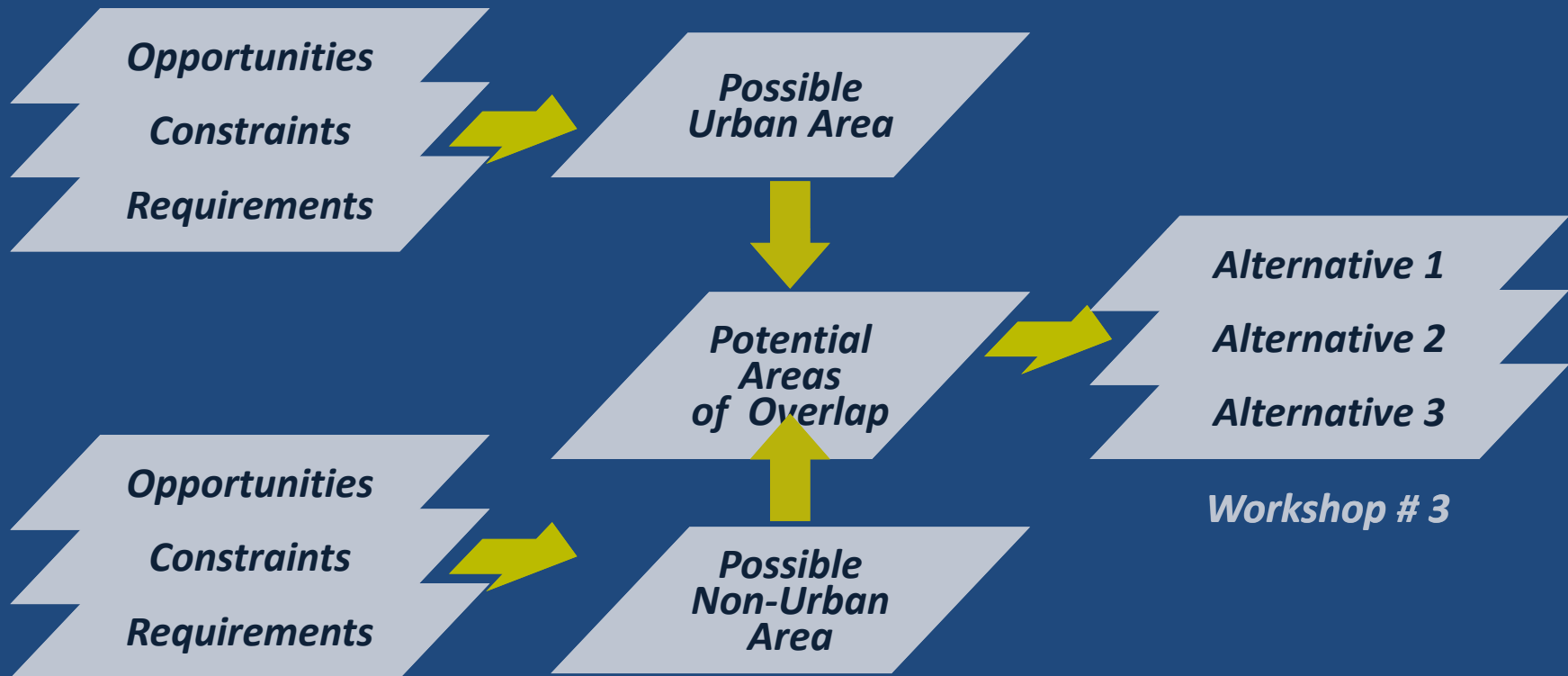


# Precincts and Issues - Matrix

Precincts \ Issues	Habitat and Mitigation Areas	Open Space Values	Agricultural Suitability	Proximity to Developed Areas	Transportation Infrastructure	Infrastructure	Airport Restrictions	SAFCA Issues
<i>The Boot</i>								
<i>East of 99</i>								
<i>South of Sutter</i>								
<i>West of 99</i>								
<i>Airport Area</i>								
<i>West of Airport</i>								

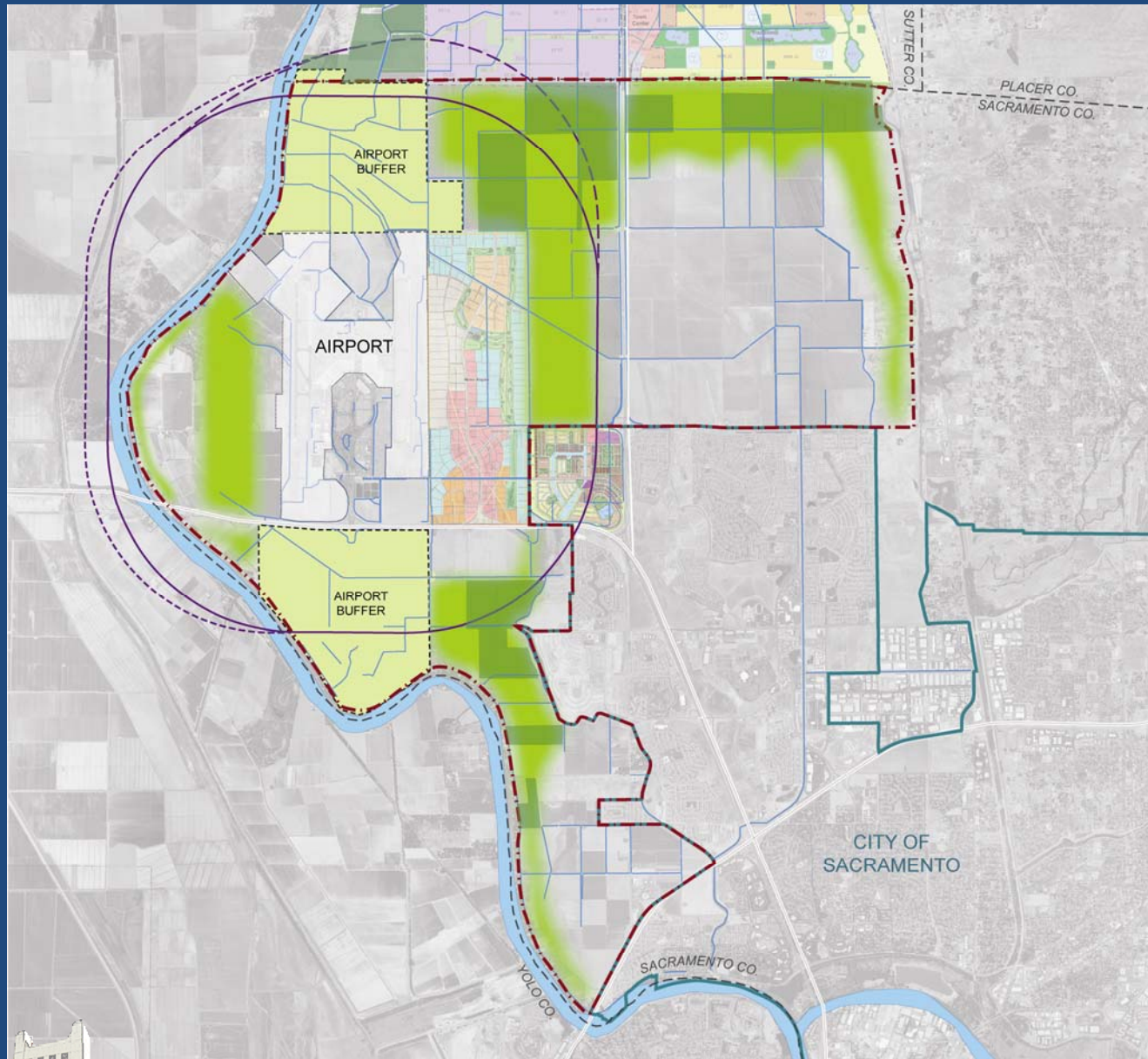


# *Overlay Analysis for Natomas Joint Vision Broad Visioning Process*



*Workshop # 2*

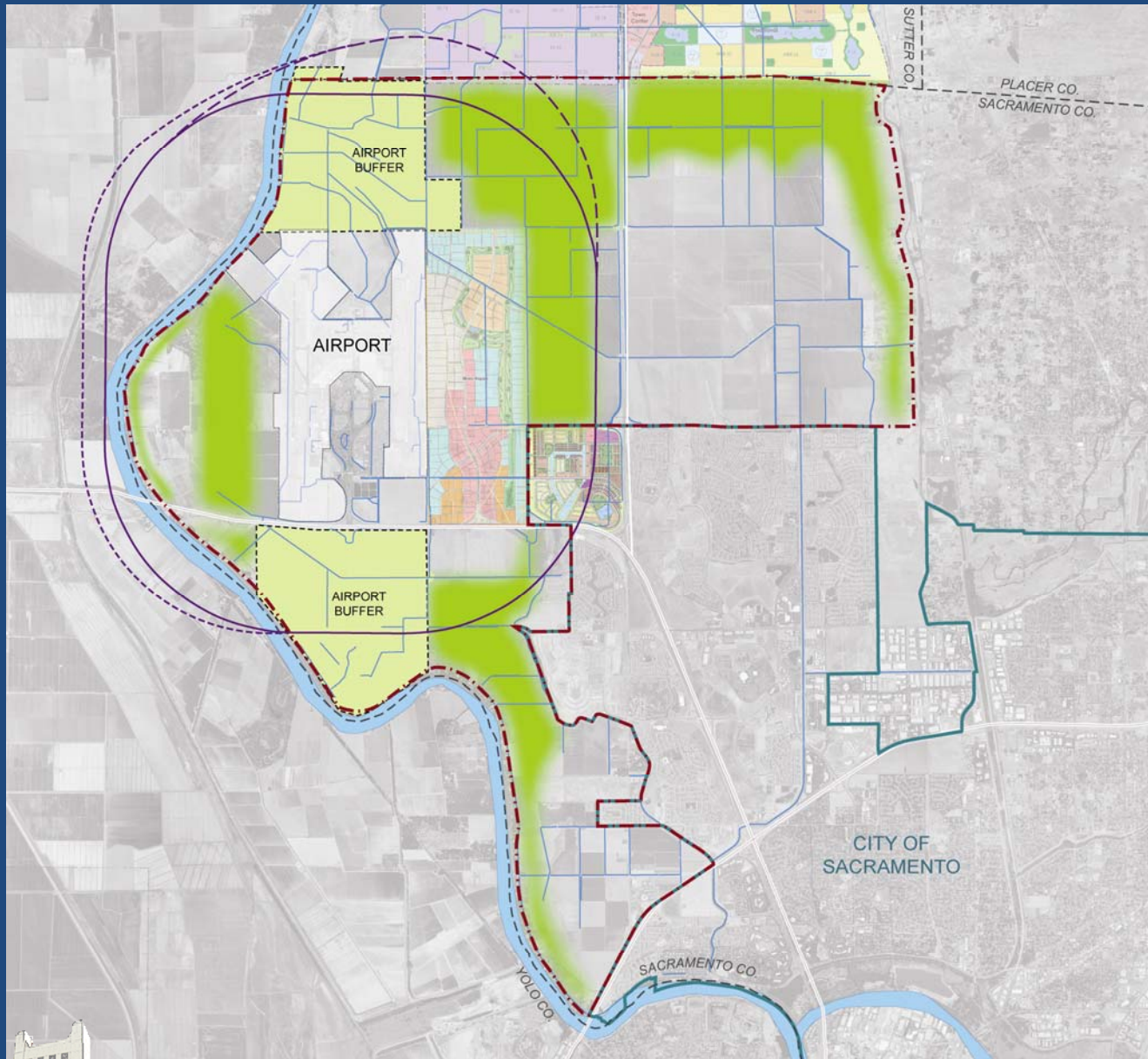




## *Possible Non-Urban Areas: Scenario A*

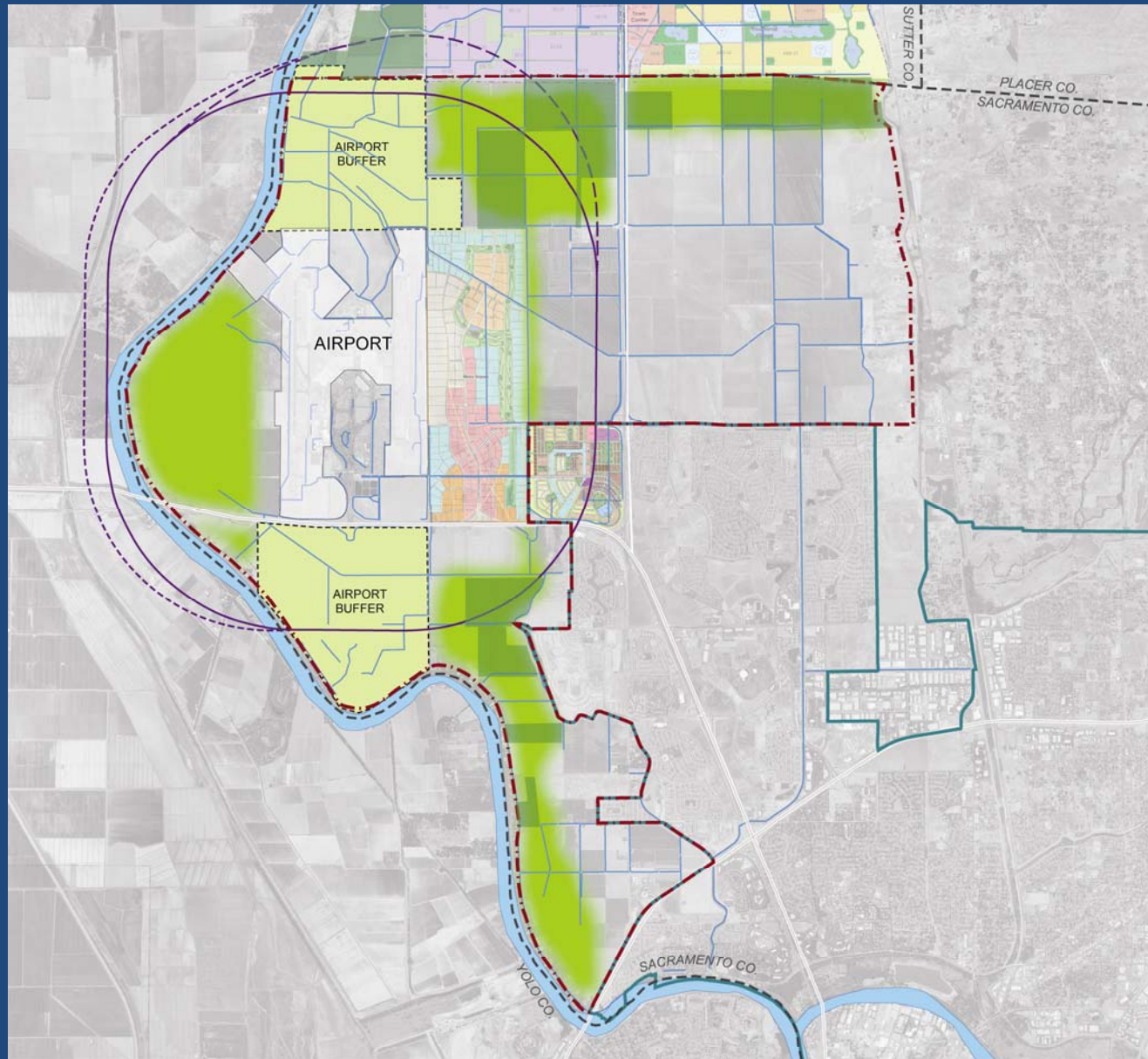
*(Showing TNBC  
mitigation areas)*





*Possible  
Non-Urban  
Areas:  
Scenario A*

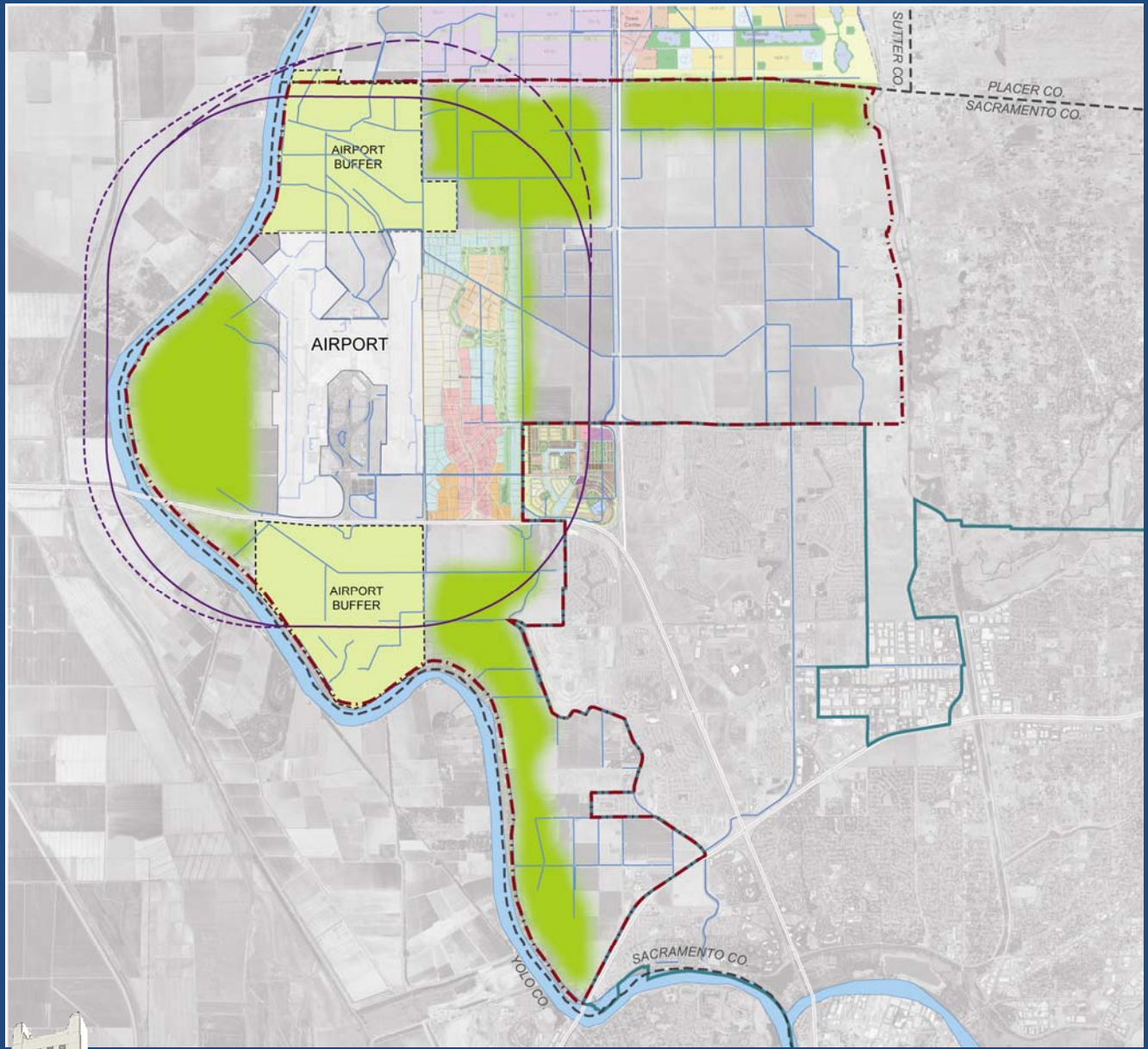




## *Possible Non-Urban Areas: Scenario B*

*(Showing TNBC mitigation  
areas)*

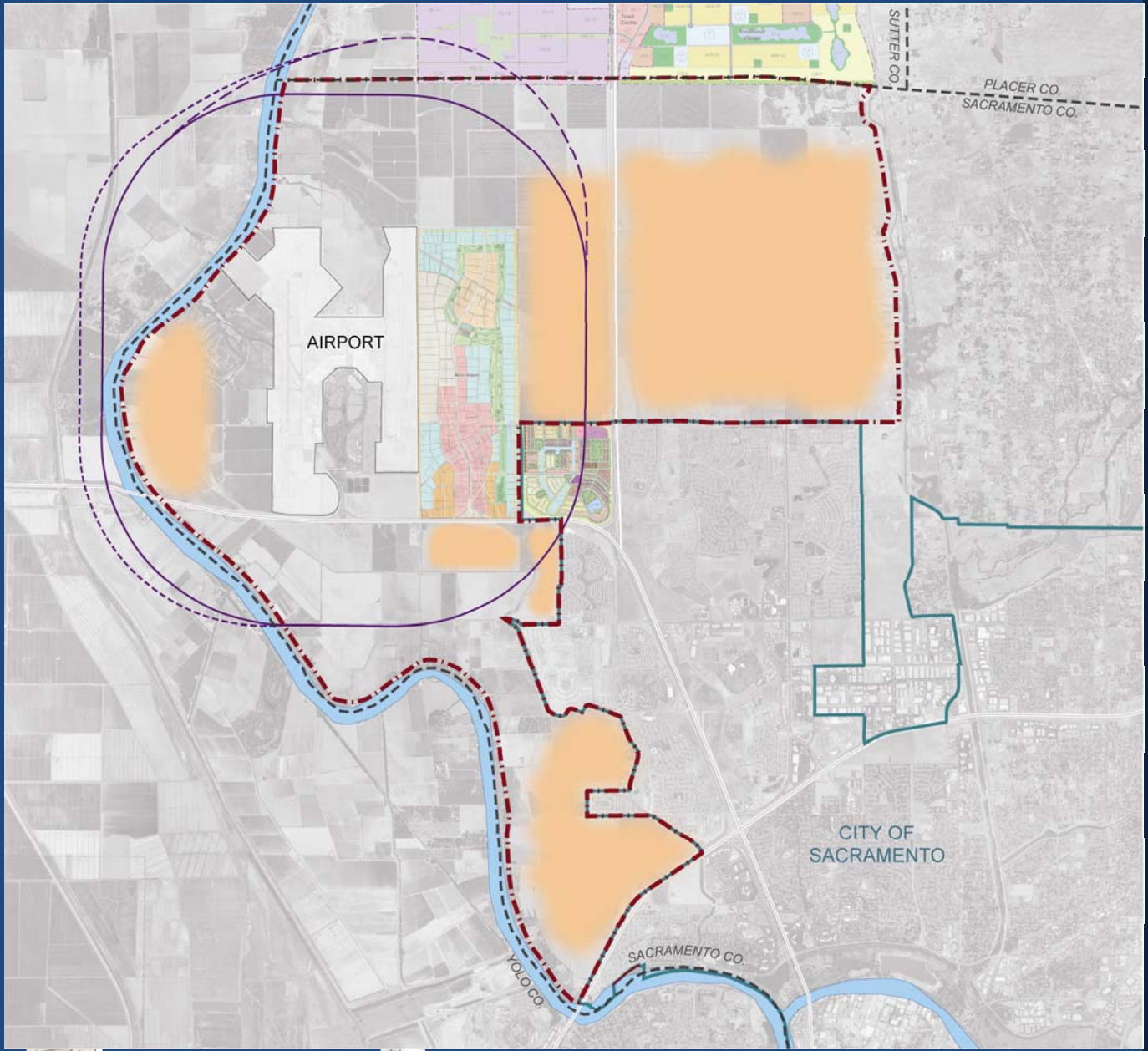




*Possible  
Non-Urban  
Areas:  
Scenario B*

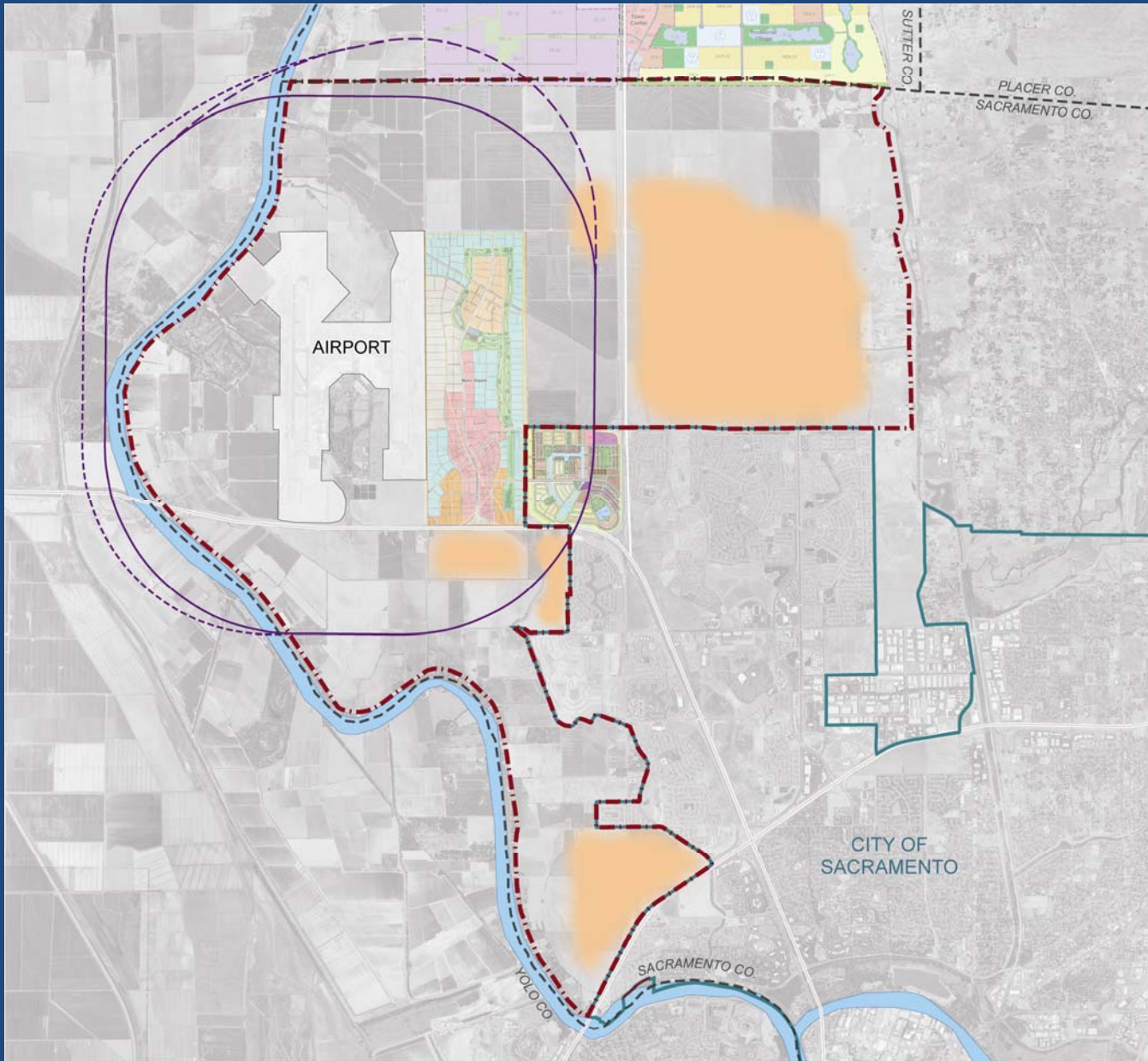






*Possible  
Urban Areas:  
Scenario A*

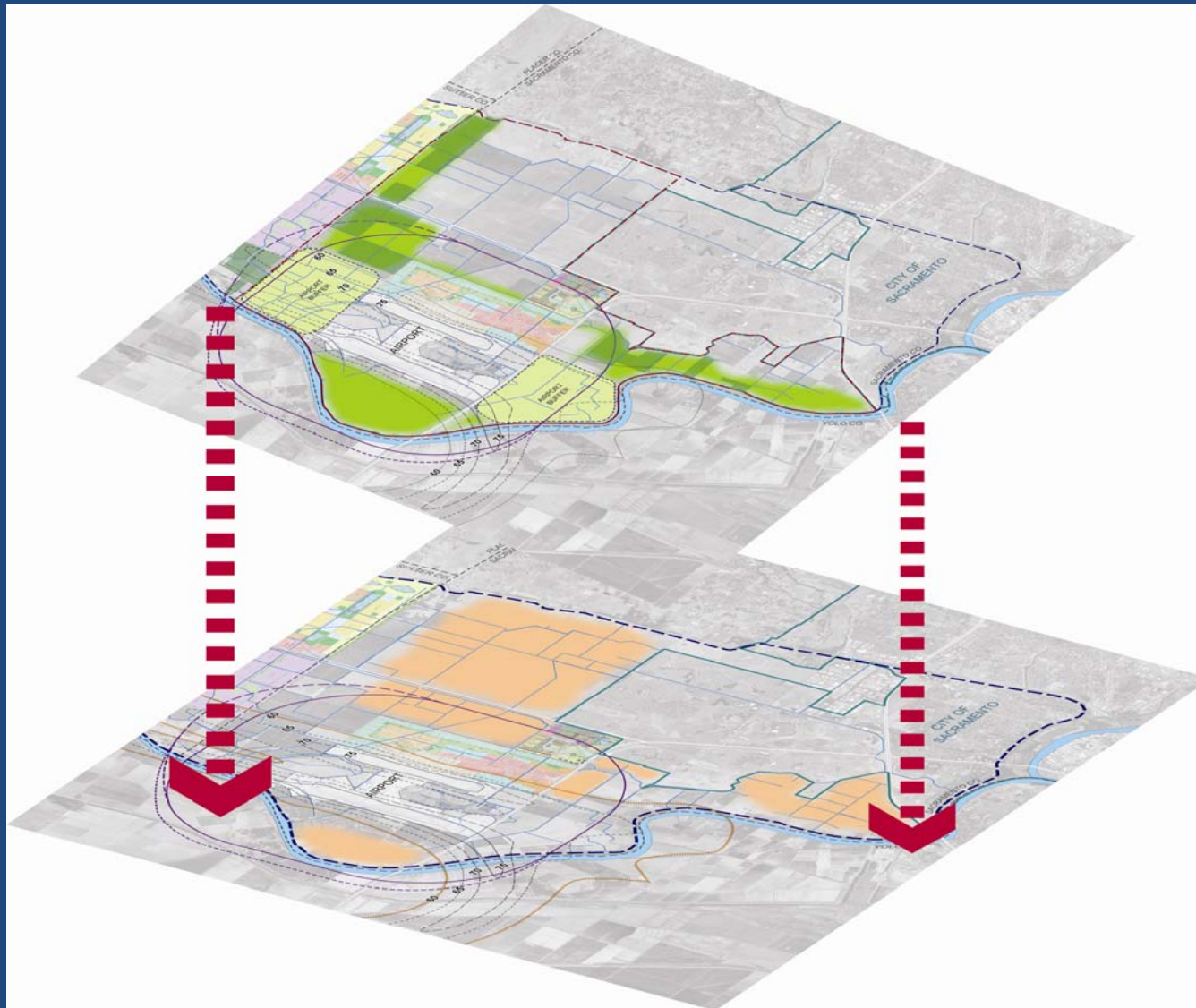


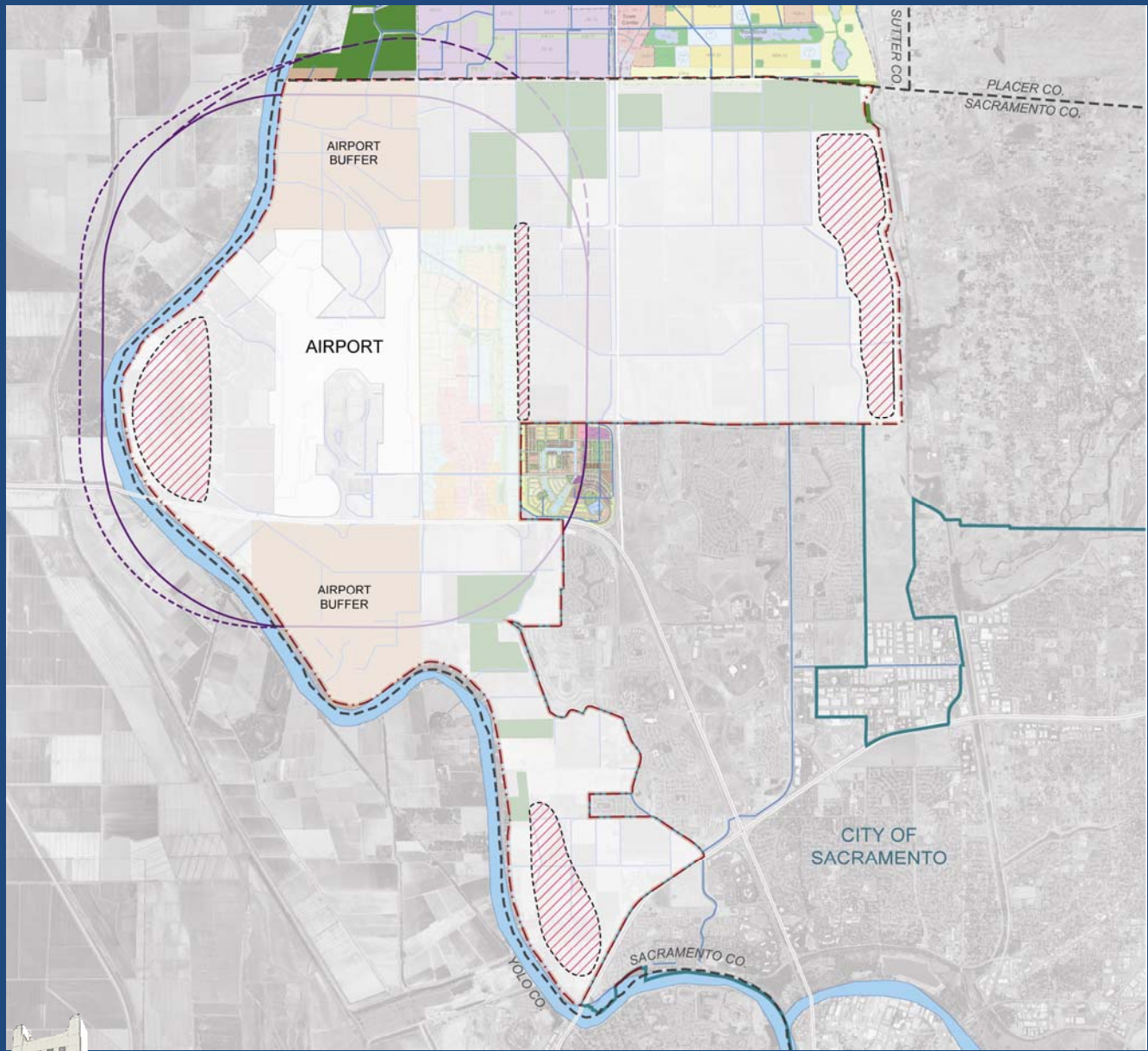


*Possible Urban  
Areas:  
Scenario B*



## *Layering of the Scenarios*



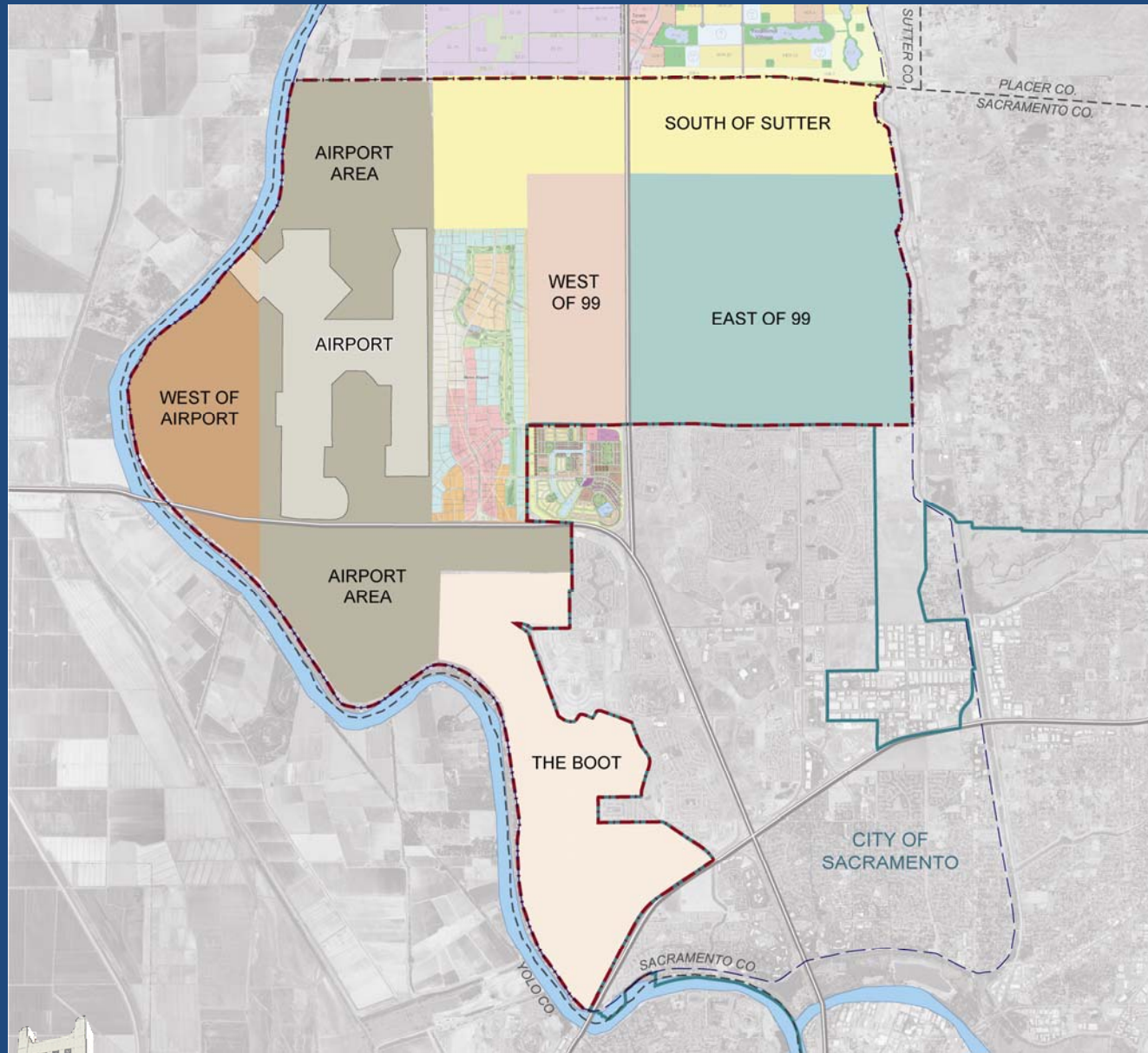


## *Potential Overlap Areas*



# Discussions





*Precincts  
based on geographic  
location within Natomas  
Joint Vision Area*



# Habitat and Mitigation Areas

The  
Boot

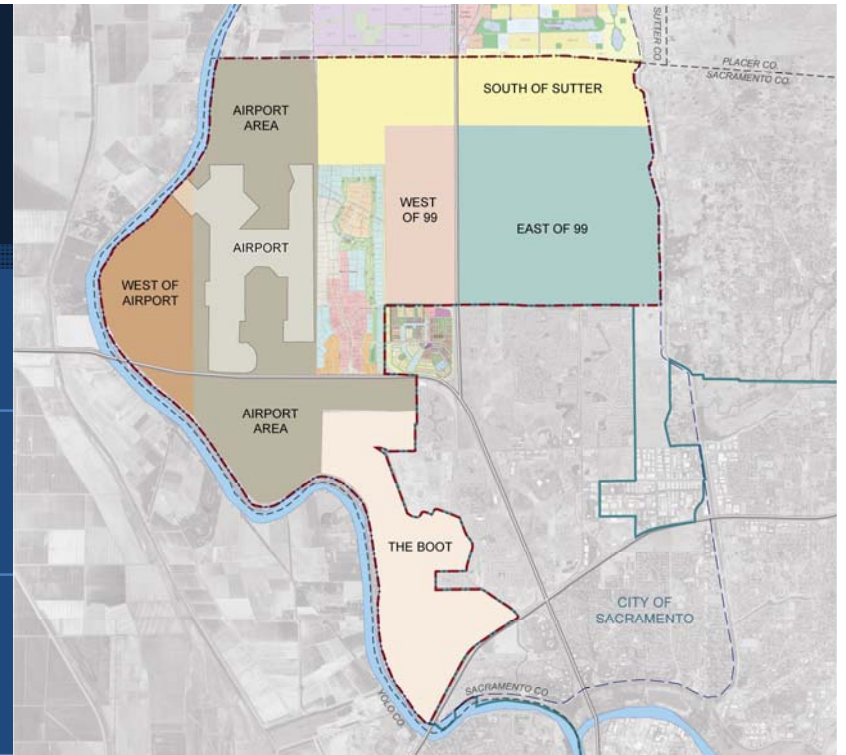
East of  
99

South of  
Sutter

West of  
99

Airport  
Area

West of  
Airport



# Open Space Values

The Boot

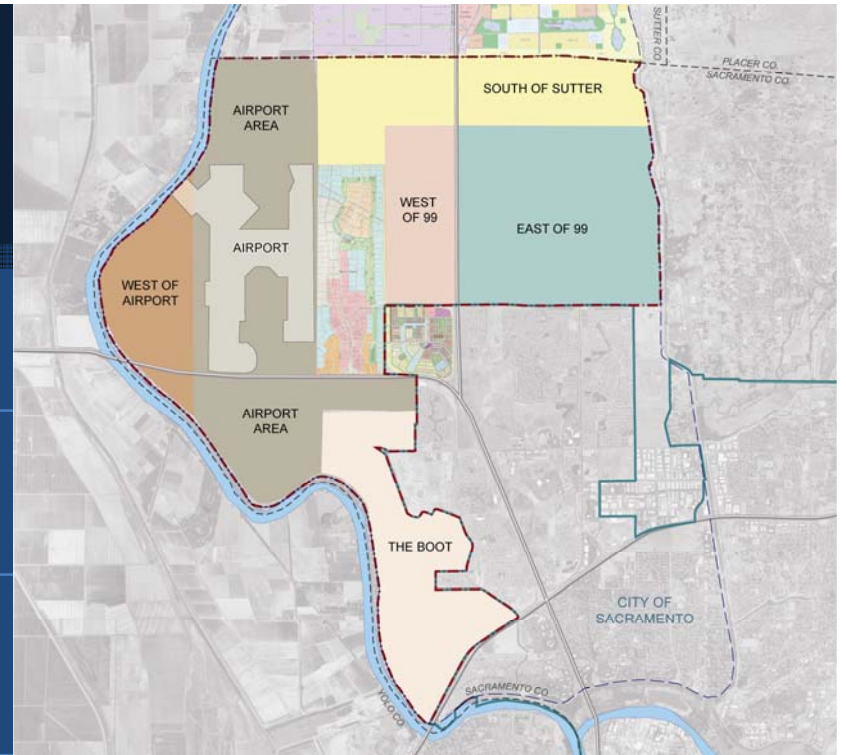
East of 99

South of Sutter

West of 99

Airport Area

West of Airport

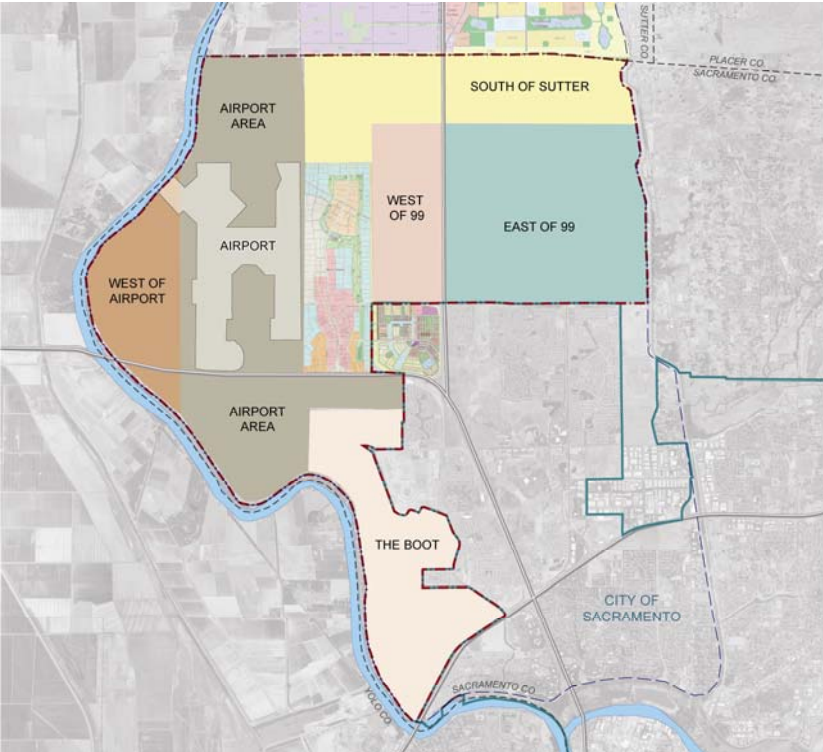




# Agricultural Suitability

<p>The Boot</p>	
<p>East of 99</p>	
<p>South of Sutter</p>	
<p>West of 99</p>	
<p>Airport Area</p>	

West of Airport



# *Proximity to developed areas*

**The Boot**

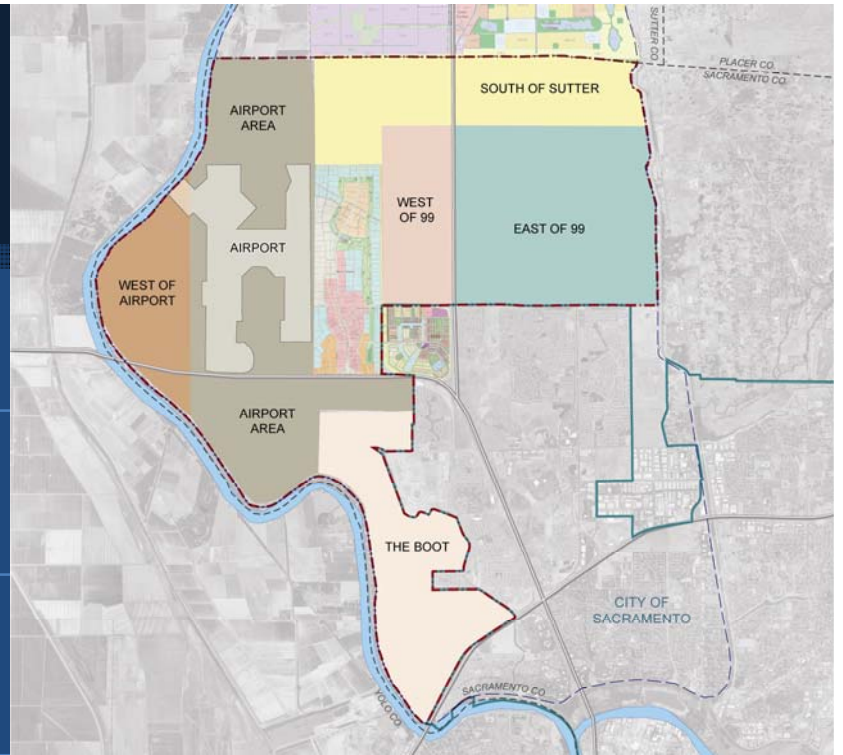
**East of 99**

**South of Sutter**

**West of 99**

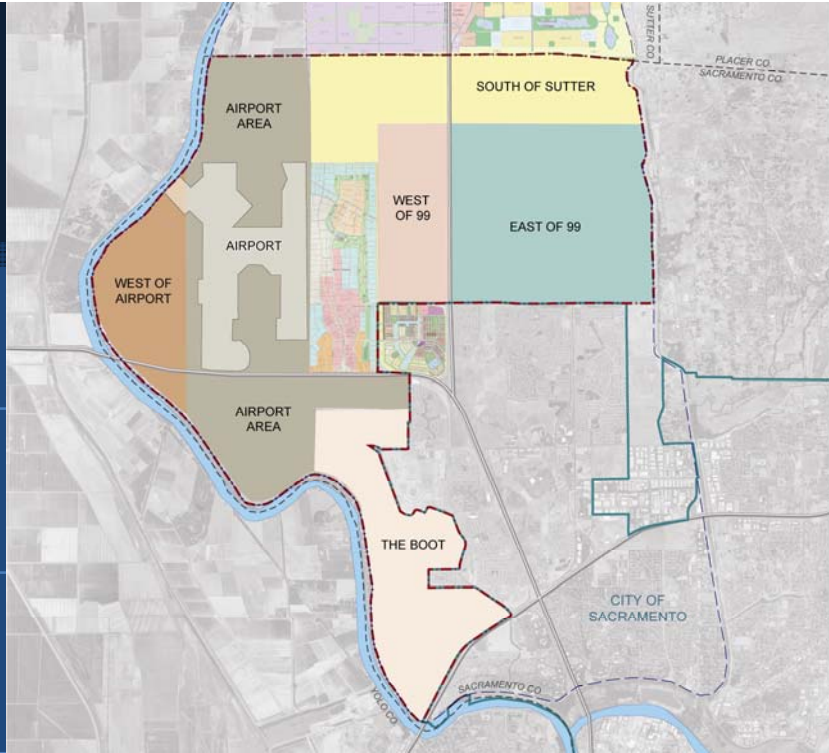
**Airport Area**

**West of Airport**



# Transportation Infrastructure

The Boot	X
East of 99	X
South of Sutter	X
West of 99	X
Airport Area	X
West of Airport	X



# *Airport Restrictions*

**The  
Boot**

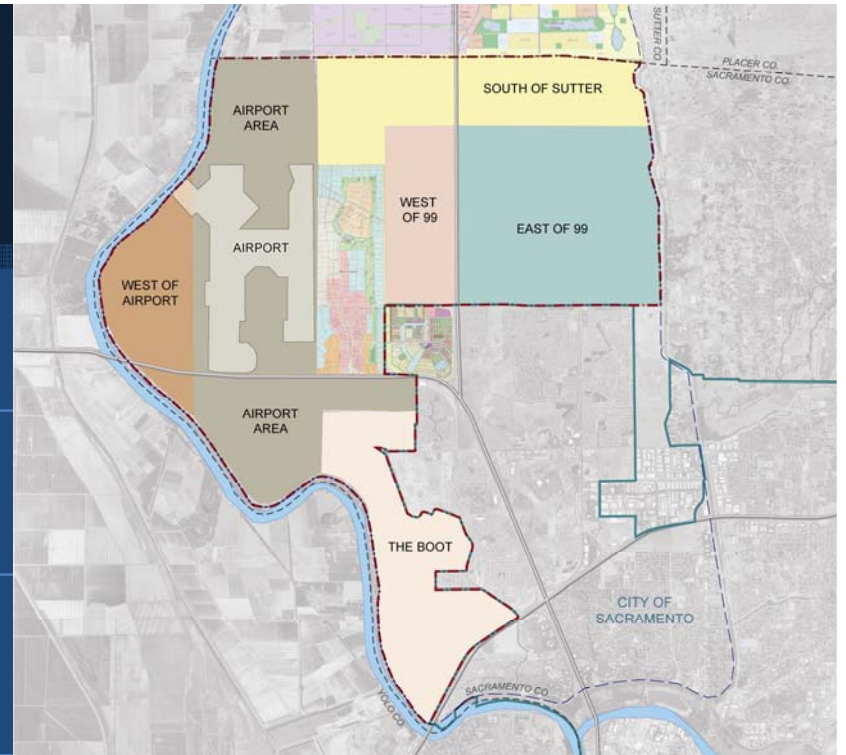
**East of  
99**

**South of  
Sutter**

**West of  
99**

**Airport  
Area**

**West of  
Airport**



# SAFCA Issues

The  
Boot

East of  
99

South of  
Sutter

West of  
99

Airport  
Area

West of  
Airport

