

Natomas Joint Vision

Workshop 3 – March 26th, 2009

Presented By -



Introduction



Tonight's Agenda

- Our Approach to a Future Plan
- Summary of Workshop #2 Outcomes
- Planning Principles
- Presentation of Conceptual Sketches
- Q&A / Discussion
- Next Steps



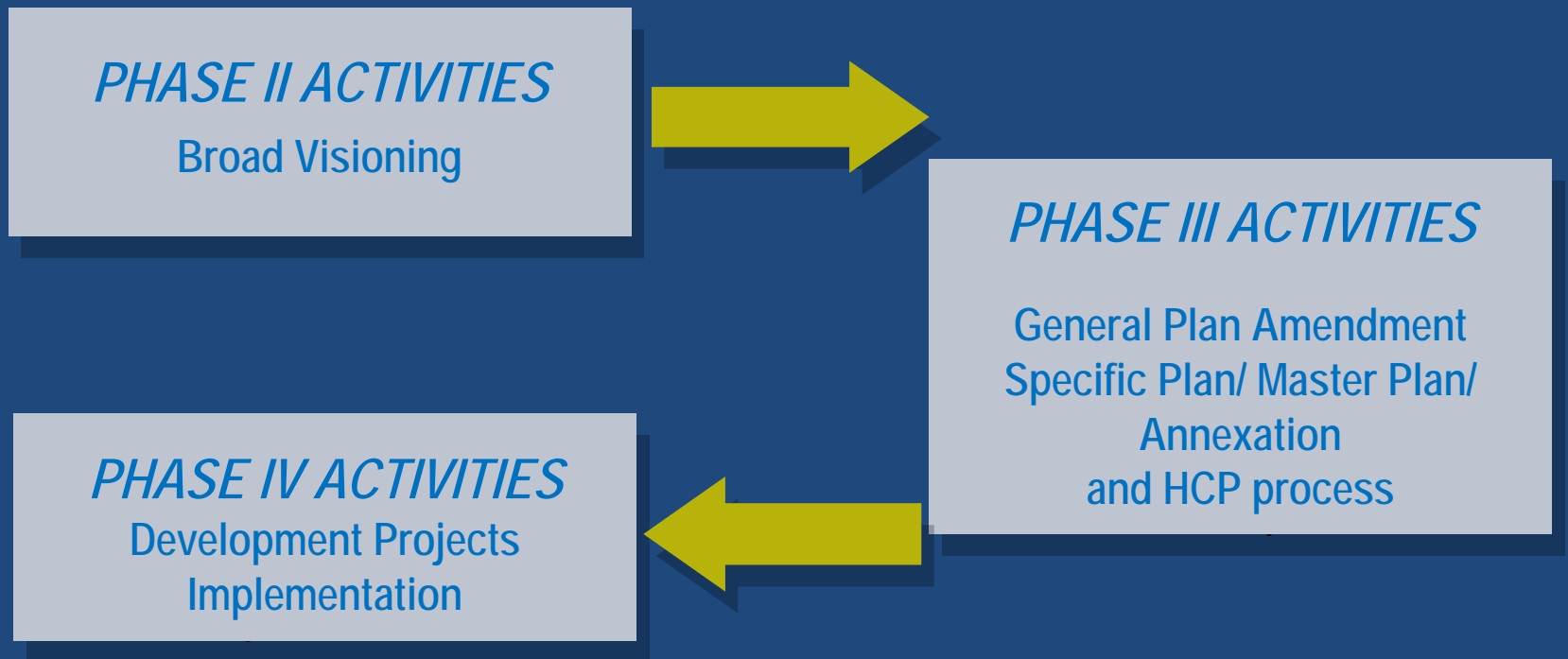
Our Approach

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 sketches for urban development and open space
- A project description with sufficient detail to proceed with subsequent planning phase



Overall Project Implementation Phasing

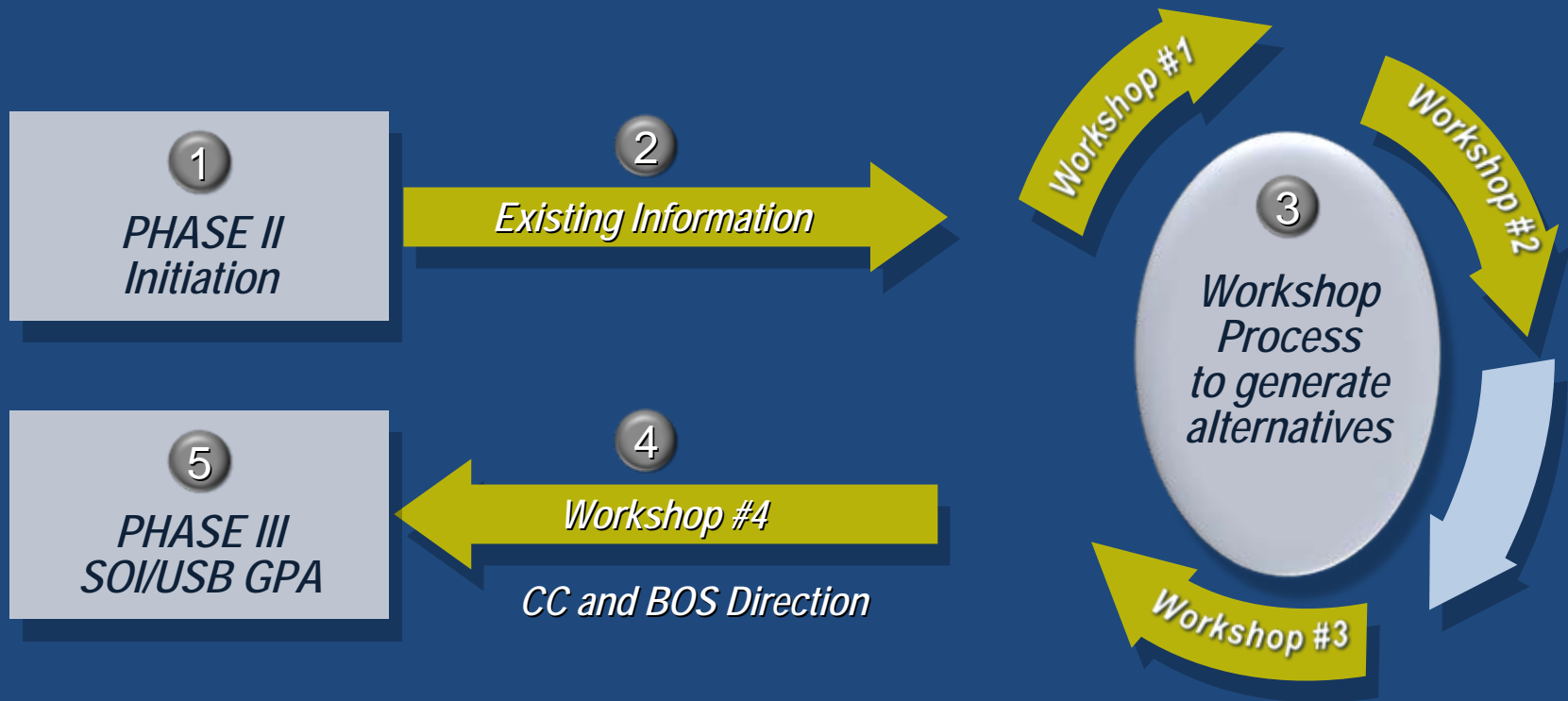


Project Purpose

- Unique regional assets offer potential benefits to the entire region
- Complex challenges 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



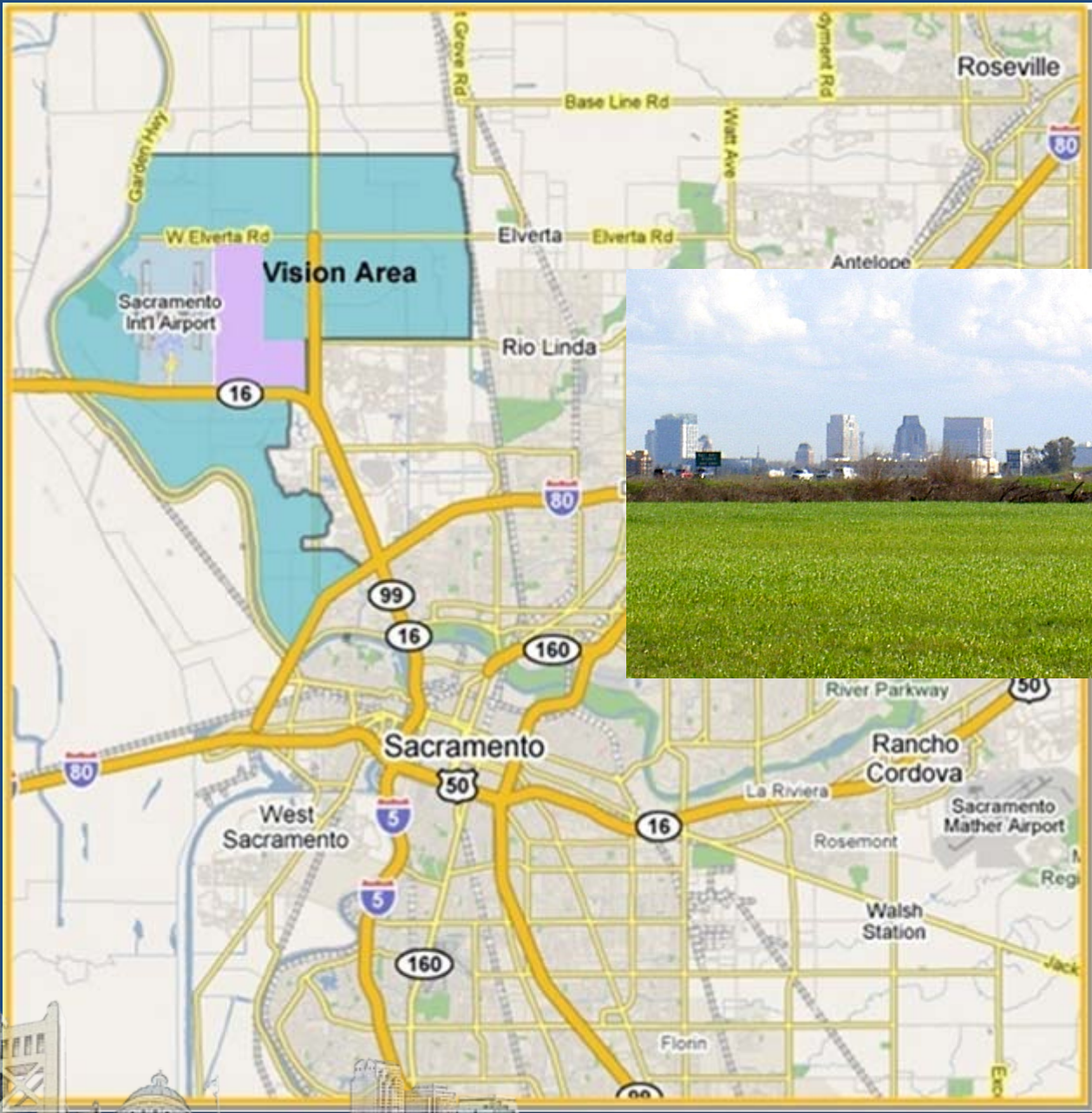
Summary of Workshop 2



Summary of Workshop 2

- Presentations by City & County
- Summary of Workshop # 1
- Planning Considerations
- Baseline Context
- Analysis
- Matrix discussion

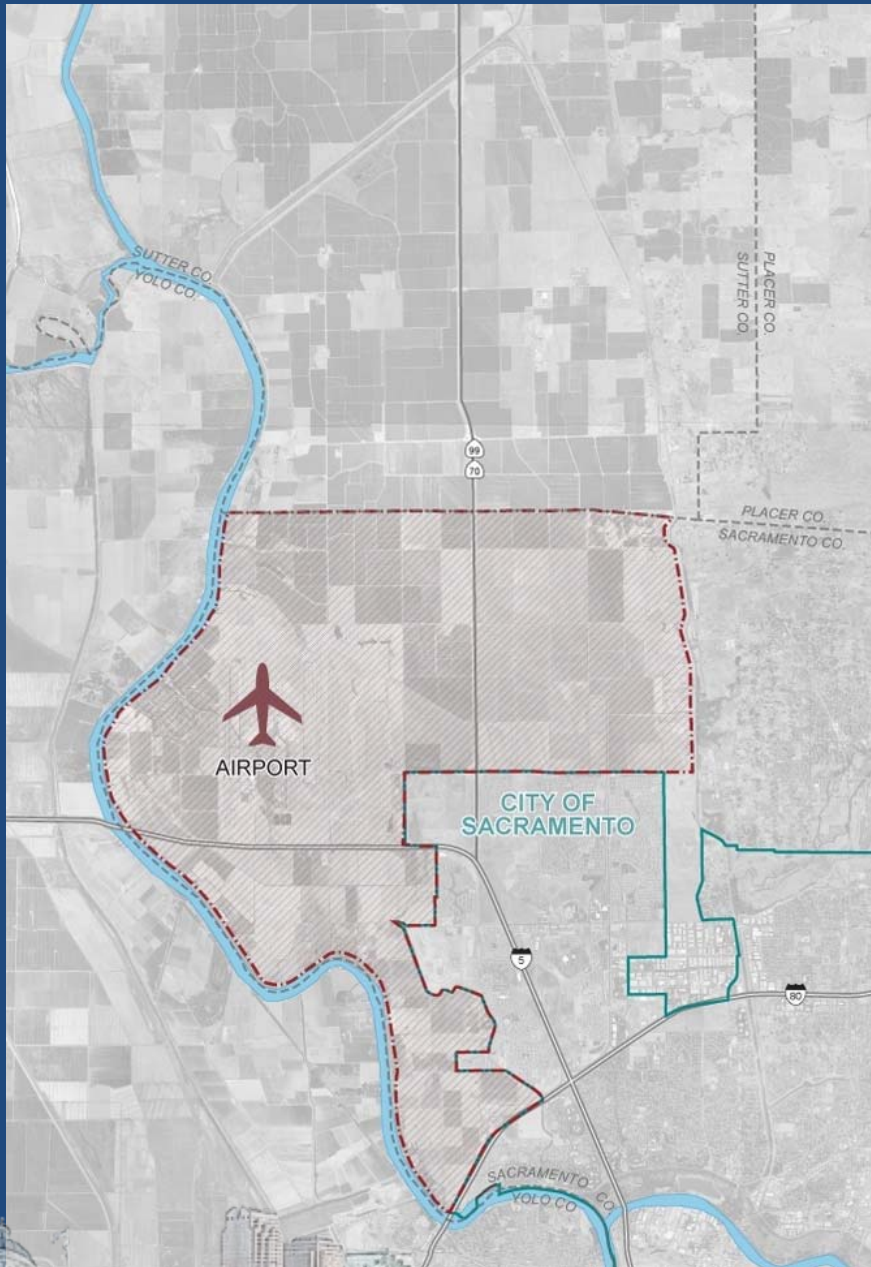




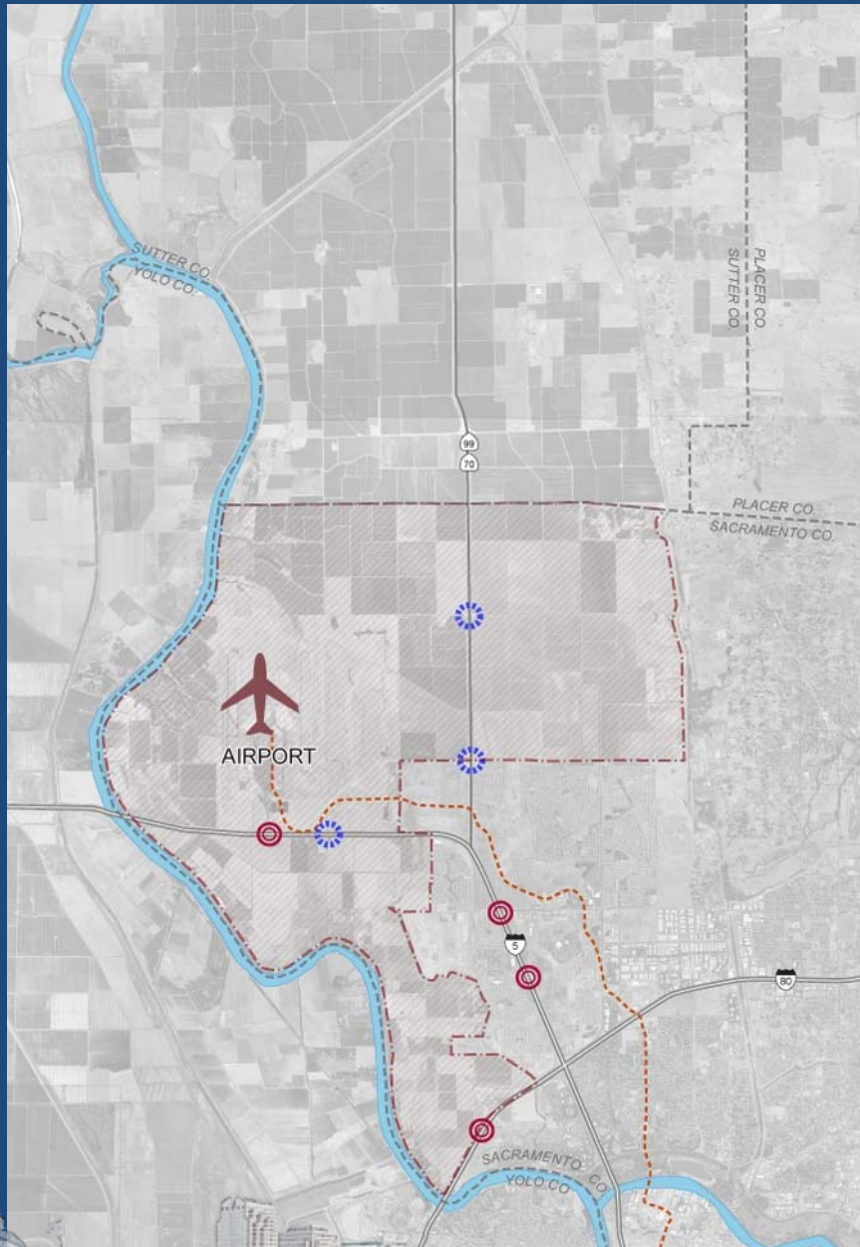
Vision Area






Joint Vision Area



Transportation Network

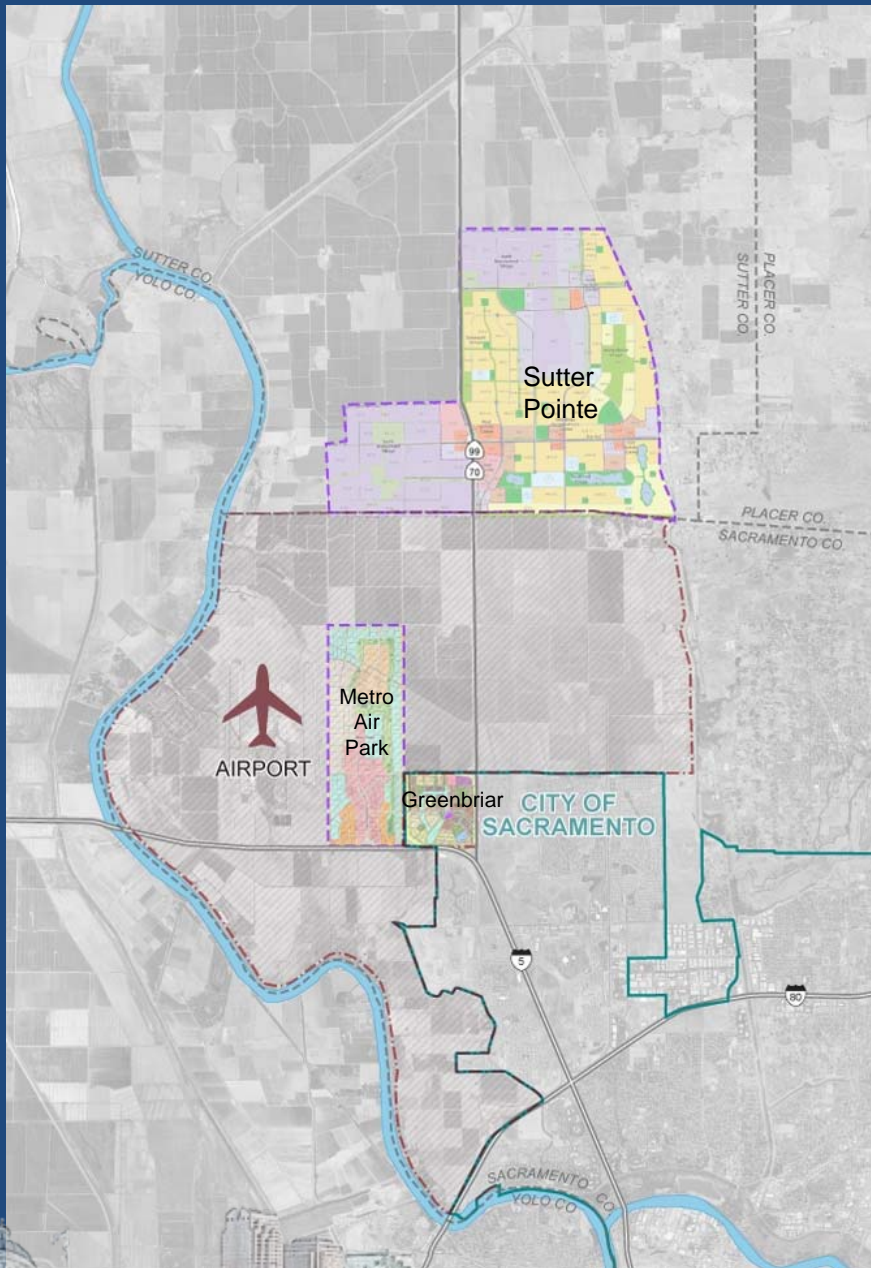


LEGEND

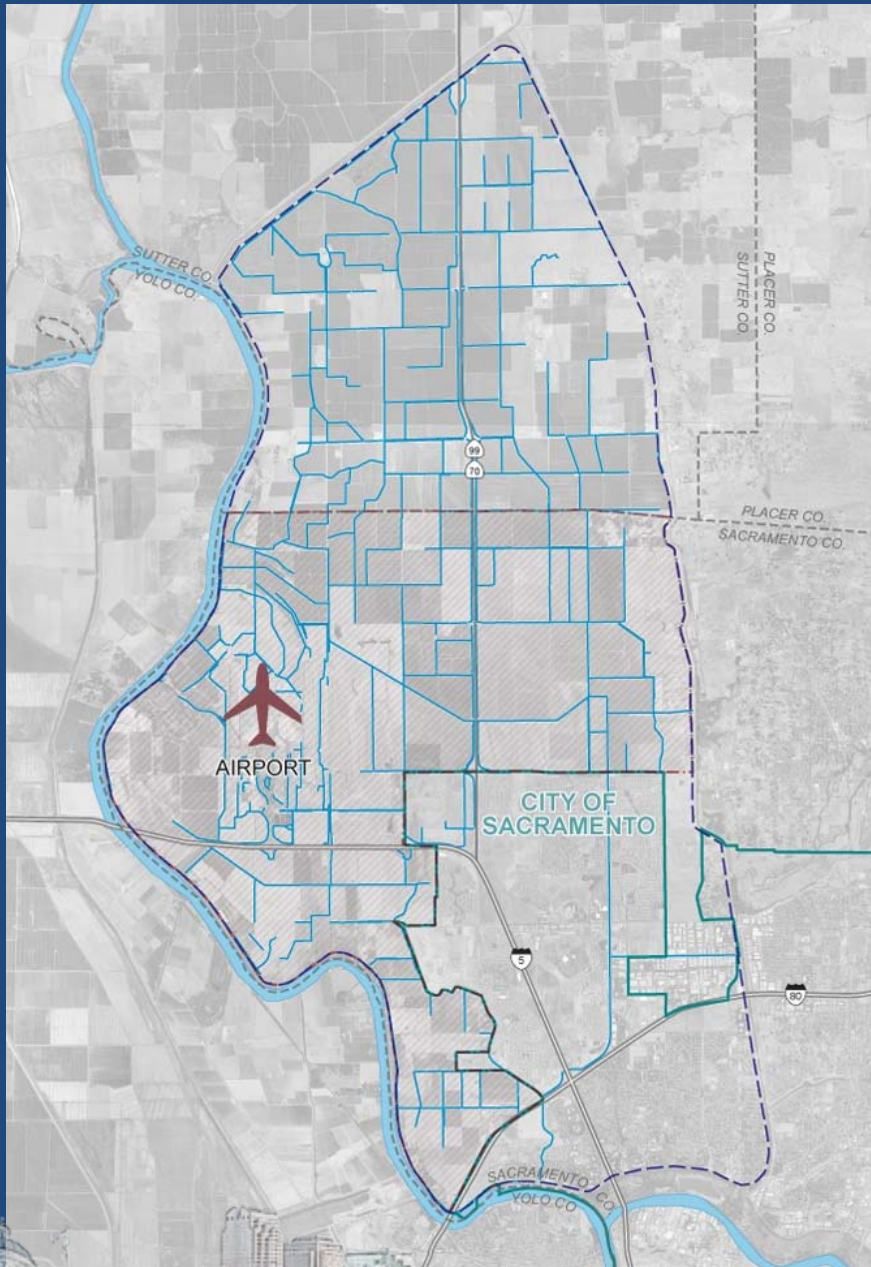
-  Existing Interchange
-  Proposed Interchange
-  Proposed DNA Light Rail Line (Downtown-Natomas-Airport)



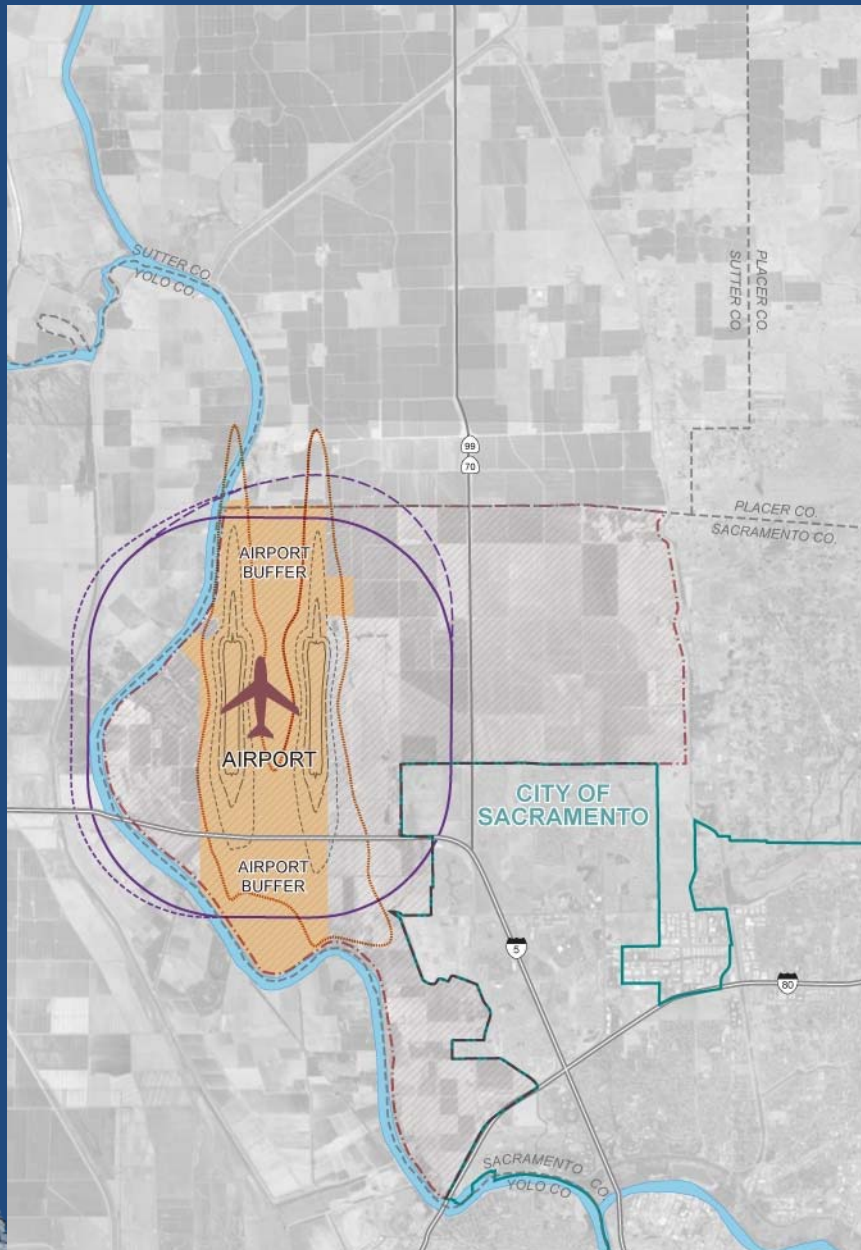
Planned Development



Existing Canals (in the Natomas Basin)



Airport and Buffer Lands

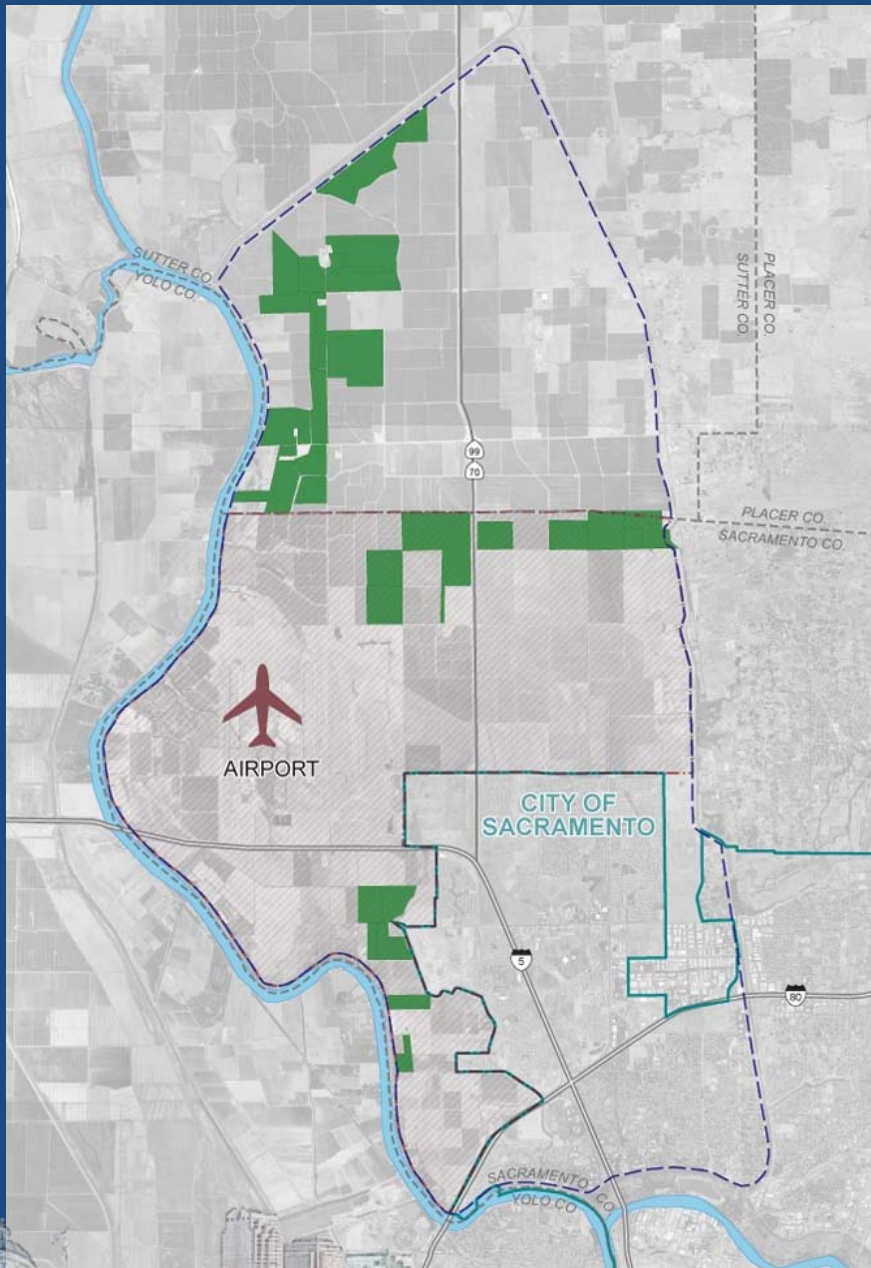


LEGEND

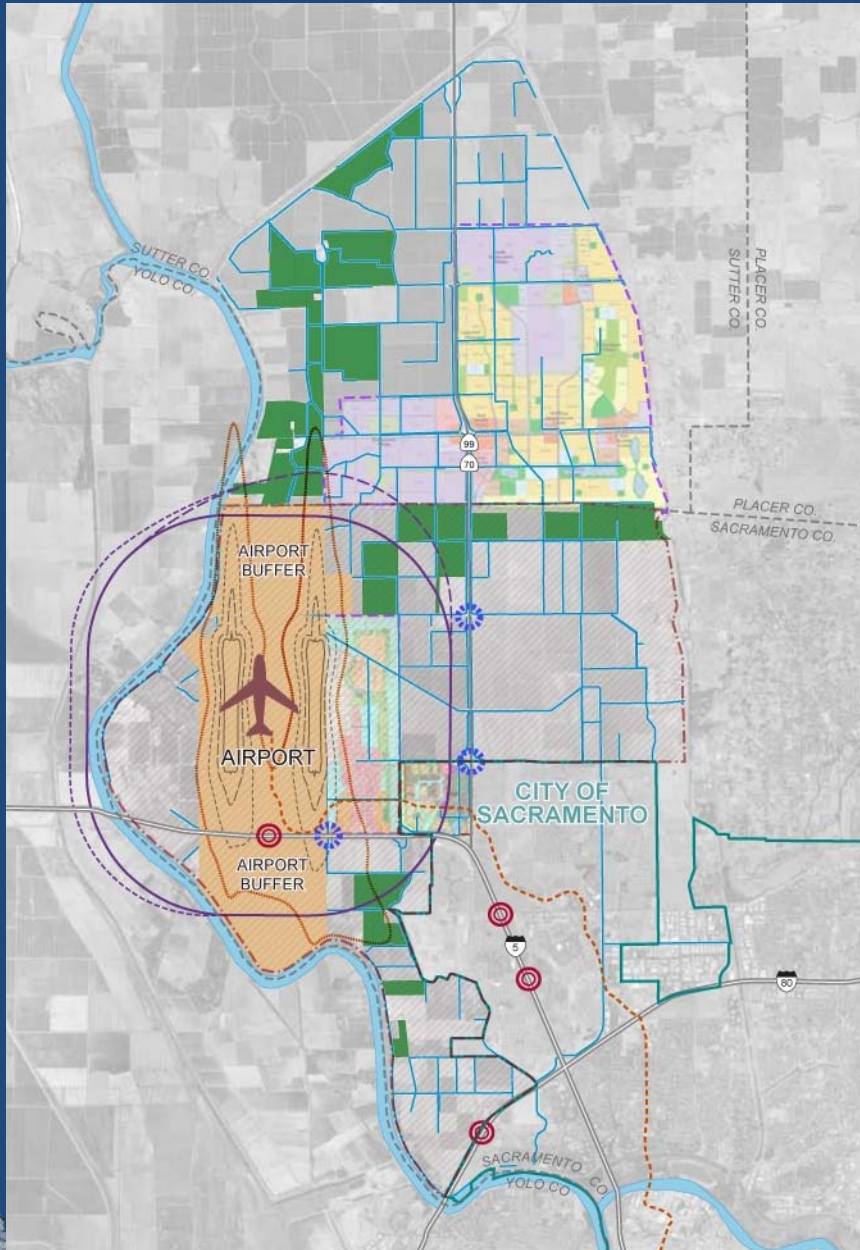
10,000 Foot Airport Critical Zones

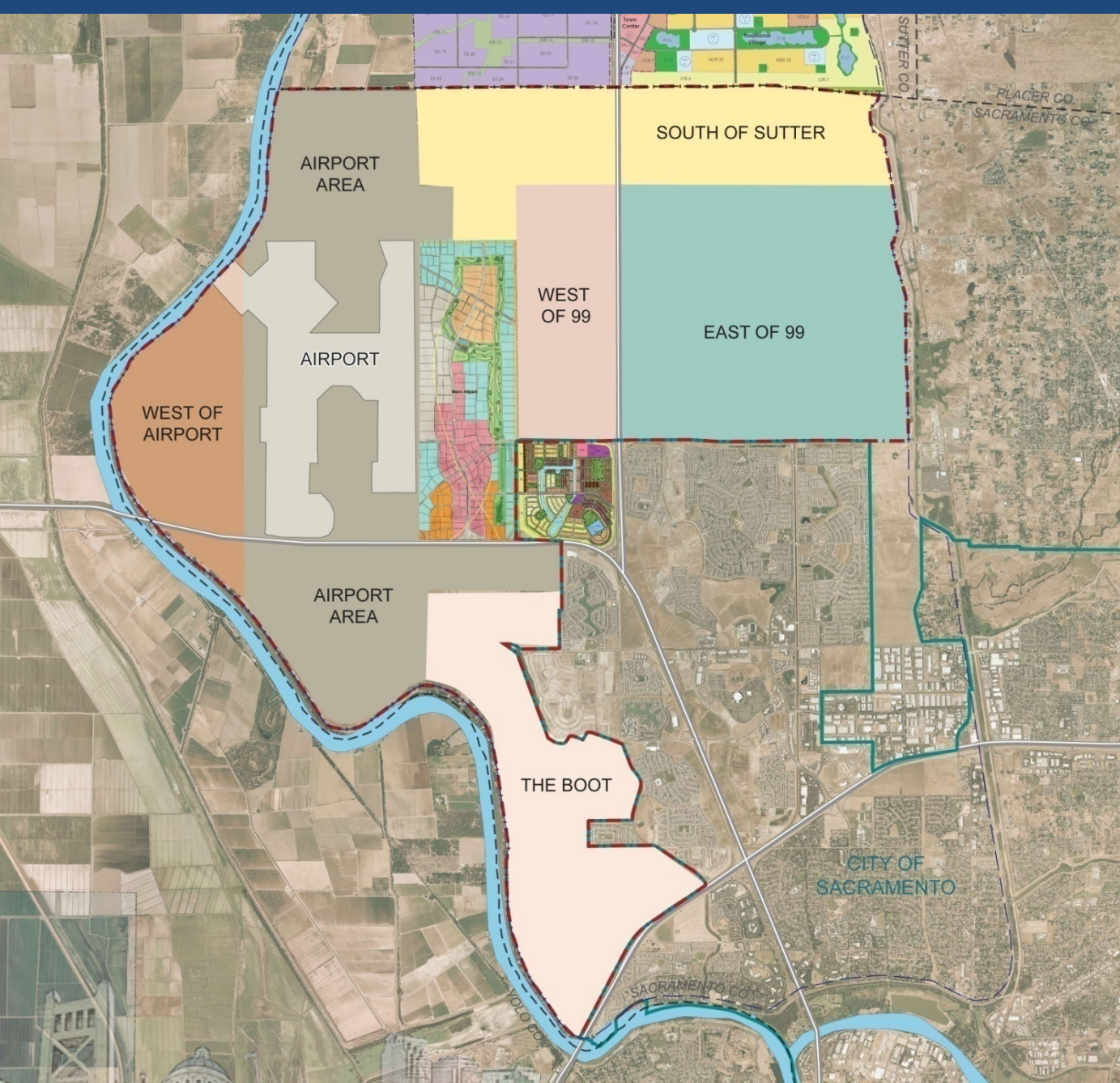
- Existing
- - - Future with Runway extension
- · · Future with 3rd Runway
- · · 60 DB noise contour

Existing TNBC Mitigation Areas

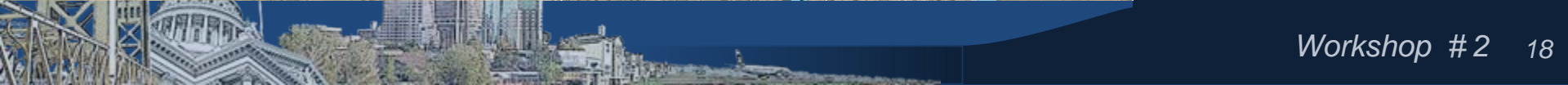


Combined Baseline Context





*Developing
Precincts
based on geographic
location*



Precincts and Issues - Matrix

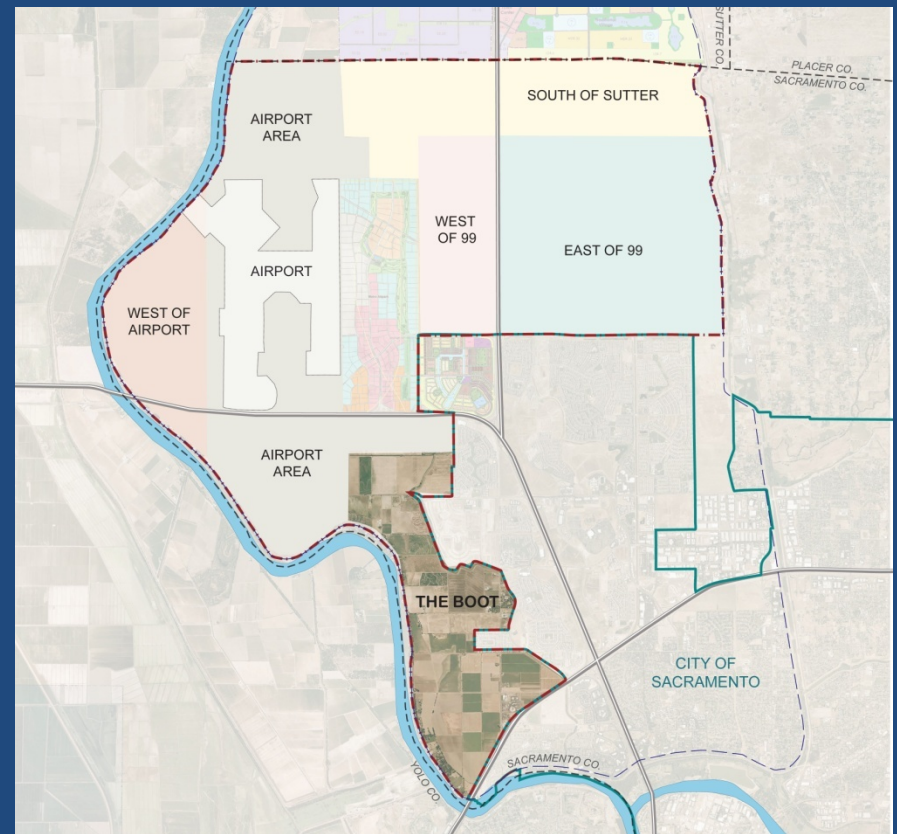
Precincts \ Issues	Habitat and Mitigation Areas	Open Space Values	Agricultural Suitability	Proximity to Developed Areas	Transportation Infrastructure	Infrastructure	Airport Restrictions	SAFCA Issues
<i>The Boot</i>								
<i>East of 99</i>								
<i>South of Sutter</i>								
<i>West of 99</i>			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



Highlights from the matrix

The Boot

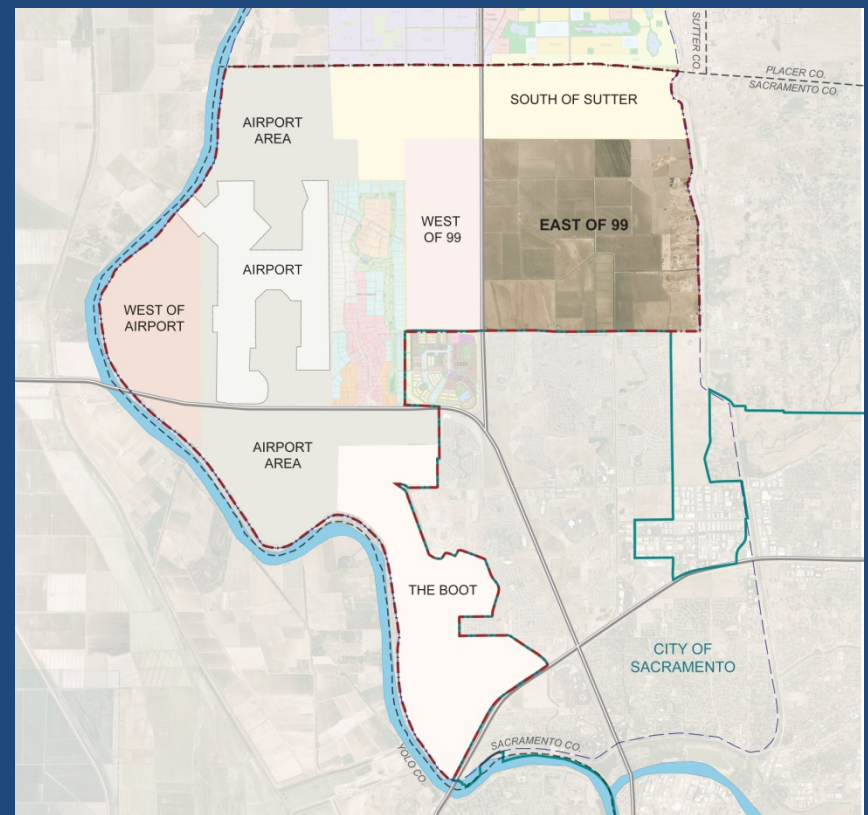
- Proximity to Downtown with freeway access
- Consider 1-mile desired hawk habitat area along the river
- Urban/agriculture conflicts
- Less suitable for GGS habitat
- Opportunity to maximize river vistas by creating major park/recreation destination
- Outside 60 CNEL and airport critical zone



Highlights from the matrix

East of 99

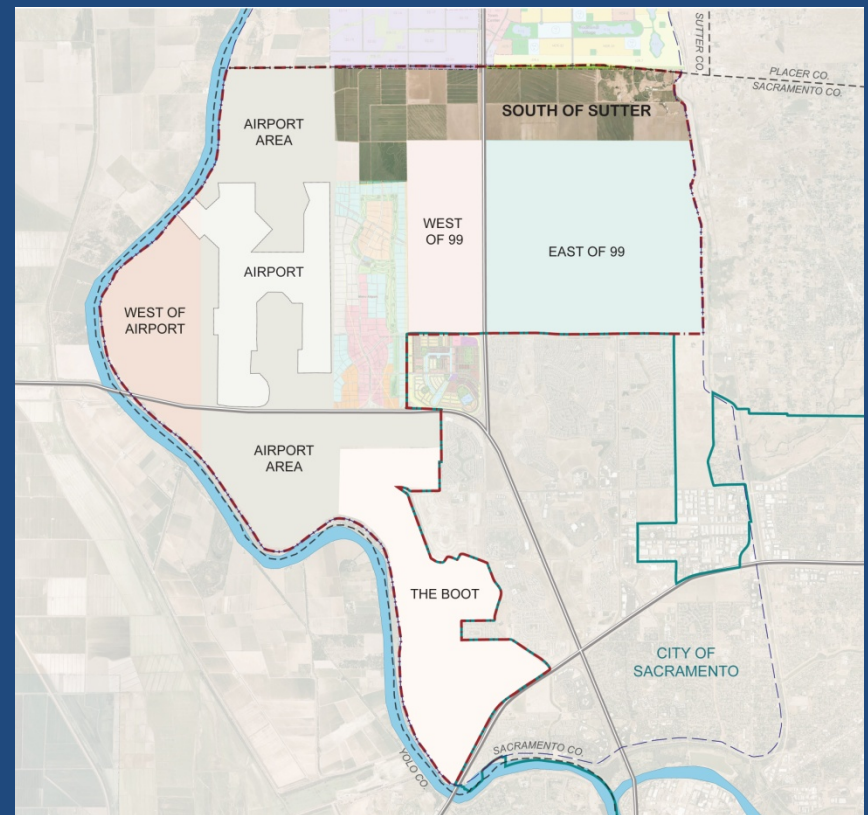
- Outside desirable hawk habitat area
- Suitable for GGS habitat
- Contiguous to the city at the southern edge with freeway access
- Outside 60 CNEL and airport critical zone



Highlights from the matrix

South of Sutter

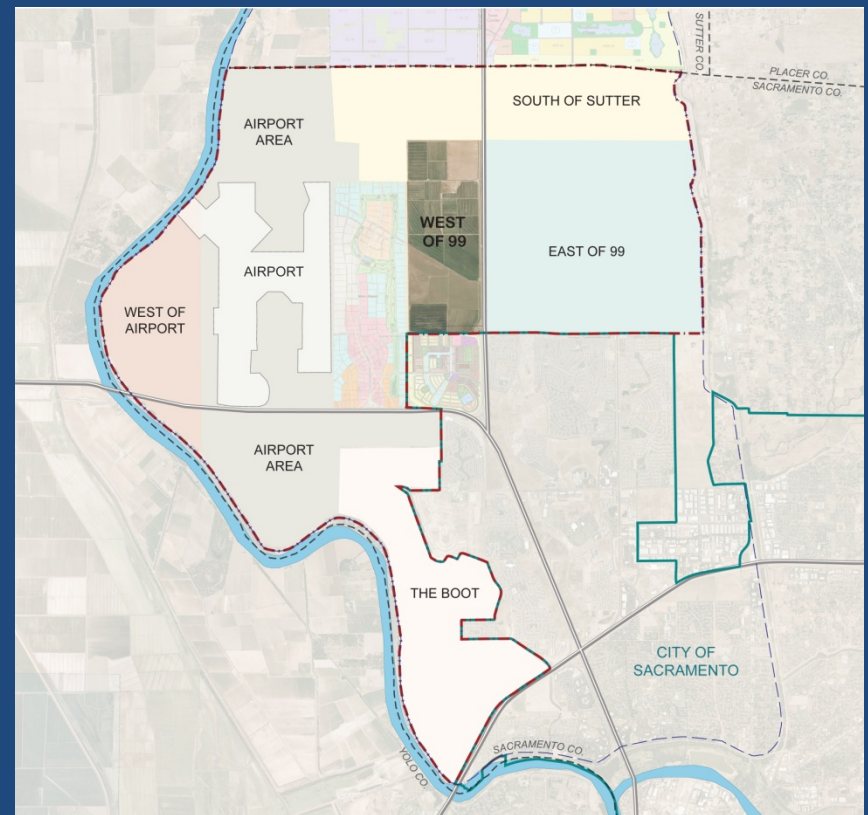
- Potential hawk habitat area
- Suitable for GGS habitat
- Consider proposed community separator
- TNBC ownership of large portion
- Proposed Elverta/Hwy 99 interchange



Highlights from the matrix

West of 99

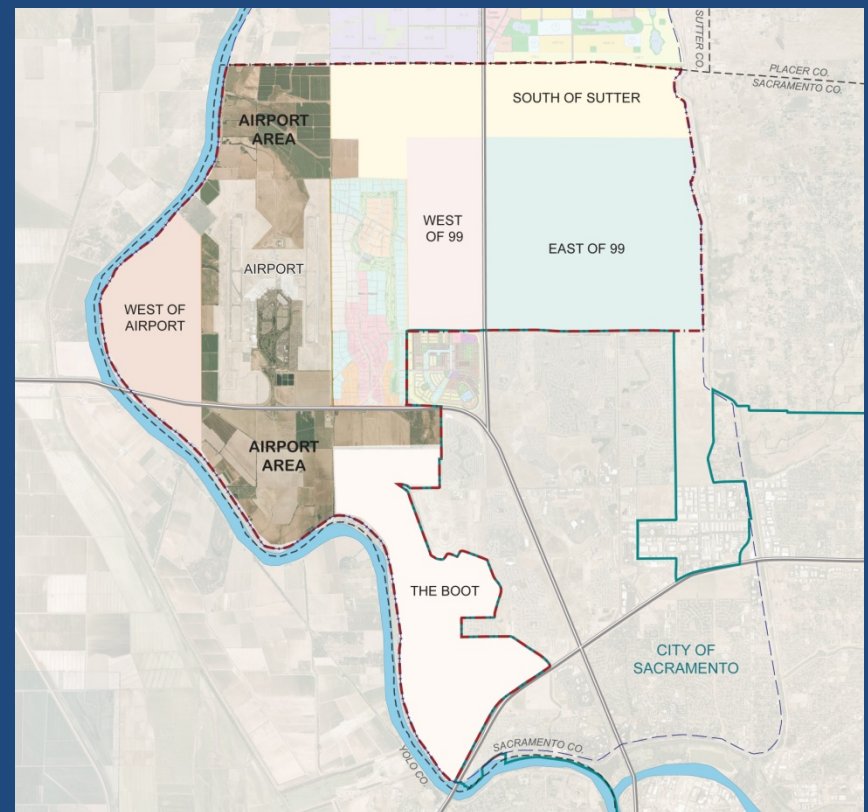
- Less suitable for hawk habitat
- Important snake corridor along Lone Tree canal connecting Fisherman's lake to the northern TNBC preserves
- Within airport critical zone with height and density restrictions
- Potential public transit connection at Greenbriar future light rail stop



Highlights from the matrix

Airport Area

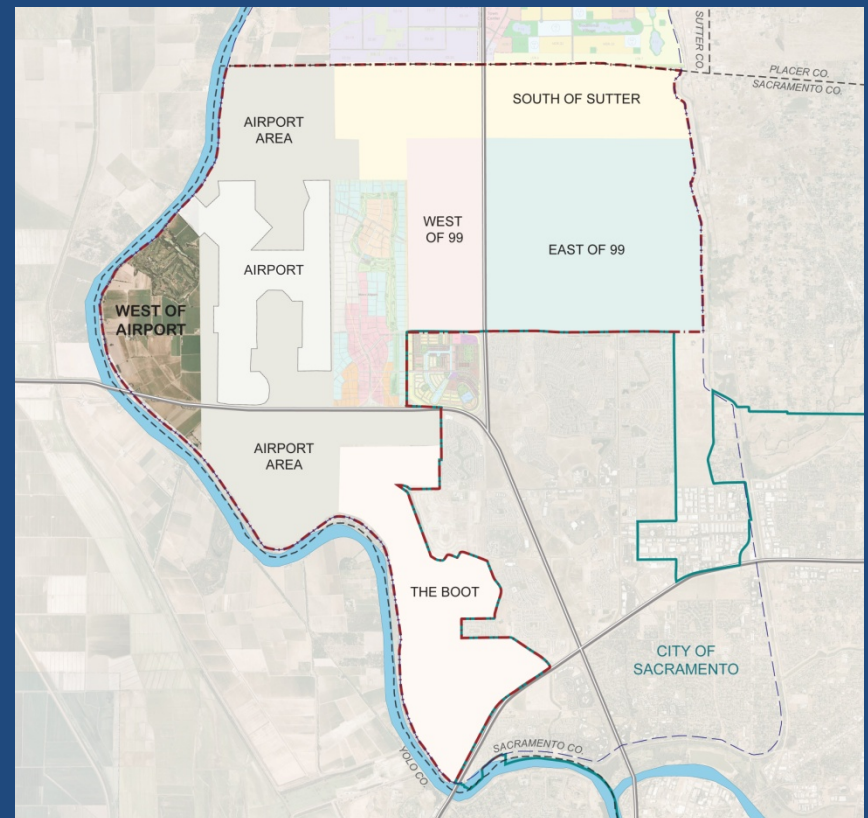
- Restricted area with major portions of the lands owned by Airport
- Manage lands to reduce hazardous wildlife attractants
- Close to Metro Air Park
- Uses to be compatible with CLUP and the Airport Master Plan



Highlights from the matrix

West of Airport

- Mostly within the 1-mile desired hawk habitat area
- Not contiguous with city and has limited freeway access
- Possible passive recreation but no active uses due to density and height restrictions
- Uses to be compatible with CLUP and the Airport Master Plan



Highlights from the matrix – overall comments

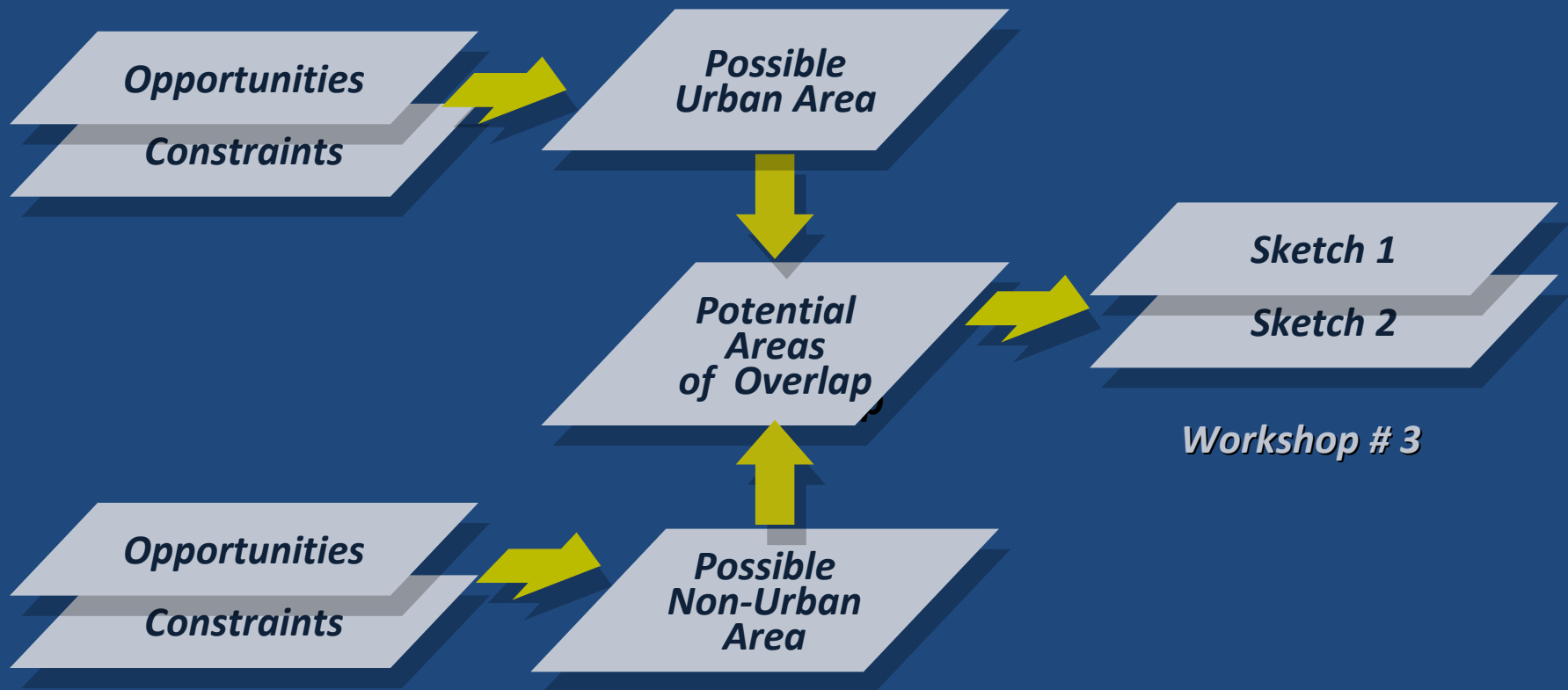
- Planning area is strategically located with easy access to downtown Sacramento, proximity to two interstates (I-5, I-80) and a state highway (70/99), adjoining existing or planned development, and adjacent to an international airport
- Swainson's Hawk and Giant Garter Snake are the umbrella species in the planning area and their habitat needs to be protected and enhanced to the maximum extent possible.
- Open space should have connectivity between developed and undeveloped areas for both humans and natural habitat species

Highlights from the matrix – overall comments

- East-west and north-south trail connections should be created between Sacramento river to Steelhead Creek and existing development with northern TNBC preserve areas
- Consideration of when improvement or upgrading of services can feasibly be extended to areas proposed for development



Overlay Analysis for Natomas Joint Vision Broad Visioning Process



Workshop # 2



Planning Principles



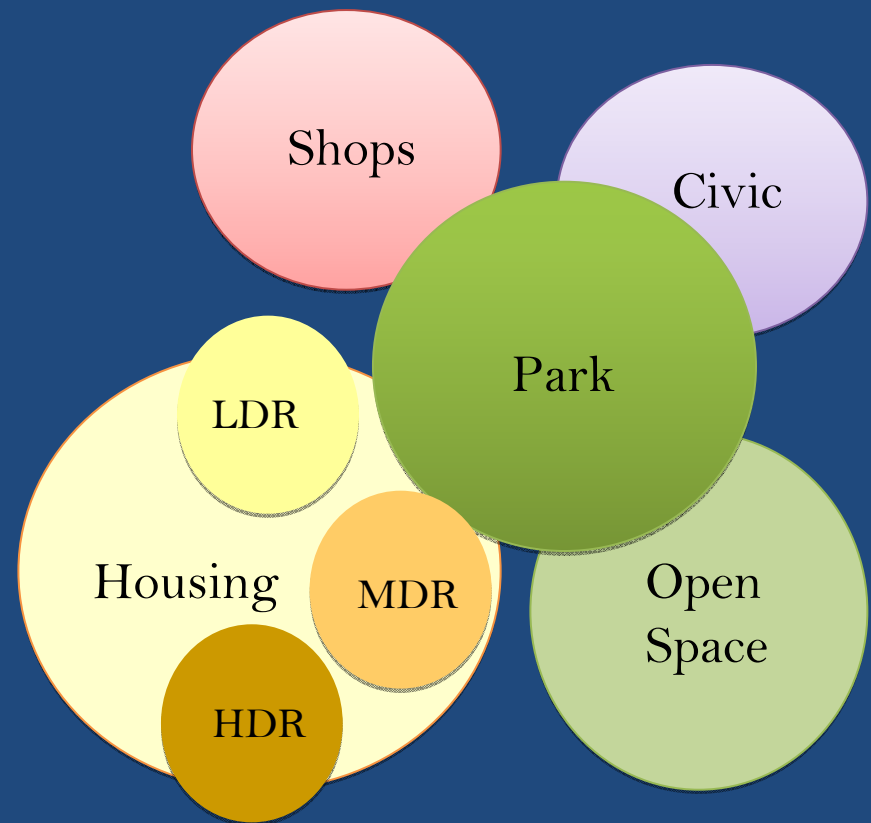
Designing holistic, integrated and lasting solutions

- Urban Form
- Ecology/ Landscape/ Recreation
- Transportation
- Energy
- Water and wastewater
- Economics
- Health, safety and security
- Education
- Greenhouse Gas emission reduction



Planning Principle – Urban Form

- The community should be designed in a compact development pattern integrated with a mix of land uses and diversity of housing types to enable citizens from a wide range of economic levels and age groups to live within its boundaries



Urban Form



Mix of land uses



Diversity of housing types



Planning Principle – Urban Form

- The community should have an ample supply of specialized open space in the form of parks, squares and greenways

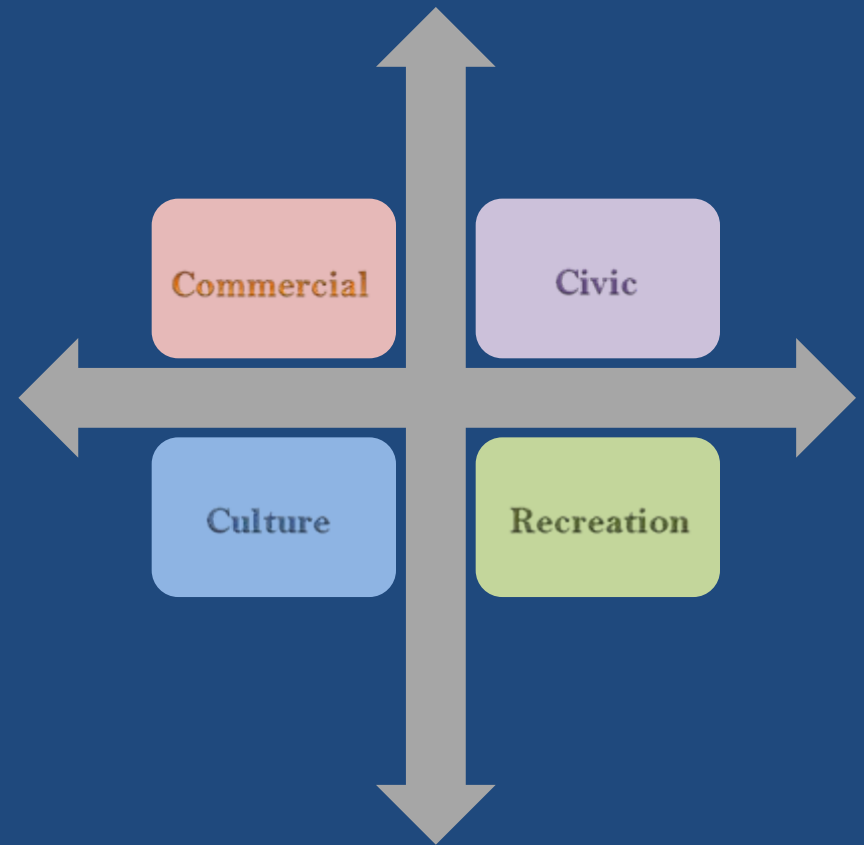


Urban Form



Planning Principle – Urban Form

- The community should have a center focus that combines commercial, civic, cultural and recreational uses



Urban Form



Planning Principle – Ecology and Landform

- The community should maintain and enhance the health and safety of key species by connecting wildlife corridors, integrating natural buffers within urbanized areas and protecting the natural features.

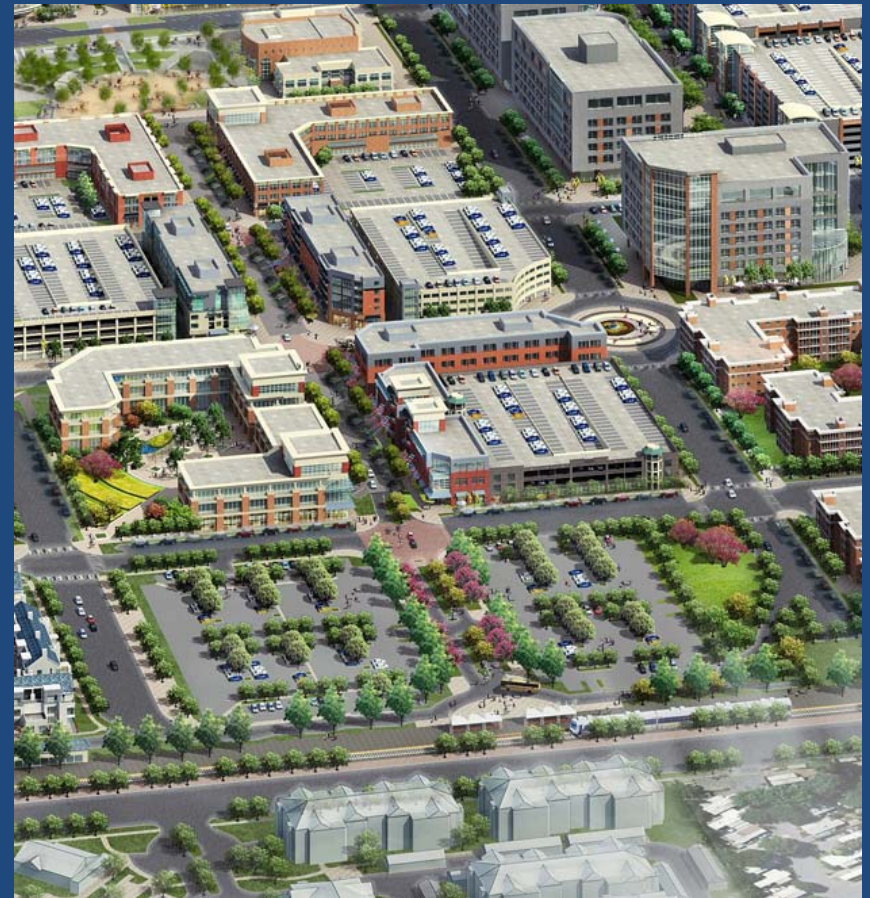


Ecology and Landform



Planning Principle – Transportation

- The community should place an emphasis on pedestrian, bike and transit friendly design to discourage auto-dependence.

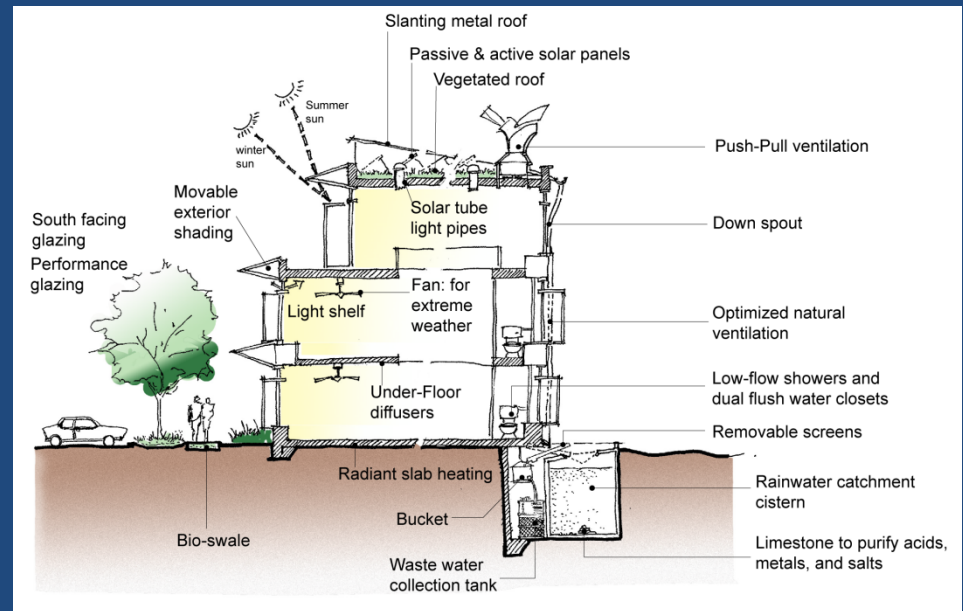


Transportation



Planning Principle – Energy

- The community should be designed to reduce its energy consumption and dependence on fossil fuels for energy generation.



Energy



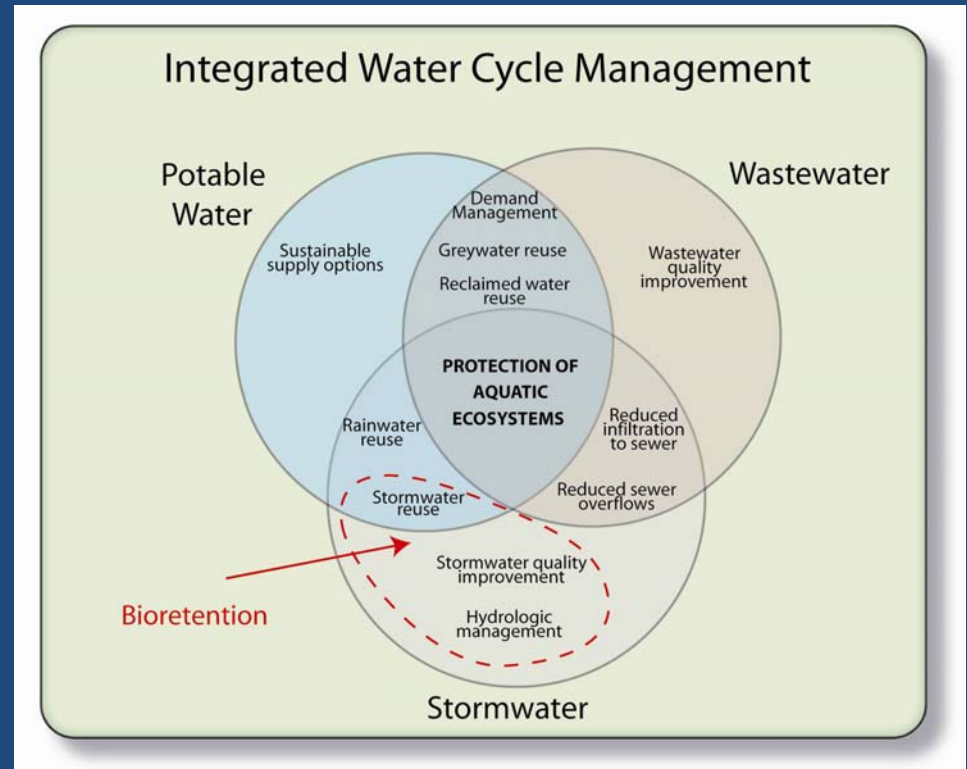
Solar farms

Green-roofs and solar panels



Planning Principle – Water and Wastewater

- The community should be designed to reduce its potable water consumption, wastewater generation, site imperviousness by implementing various water sensitive urban design techniques.



Water and Wastewater



Bio-retention, rain gardens and bio-swales



Constructed wetlands within urban development



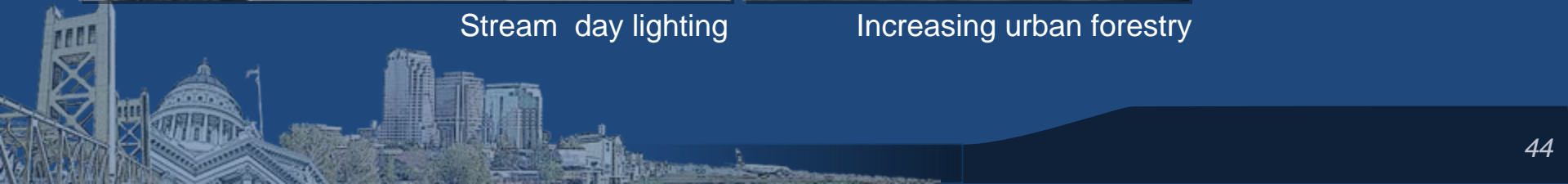
Pervious paving on parking lot



Stream day lighting



Increasing urban forestry



Planning Principle – Economics

- The community should be a financial success for both the public and private sectors.



Economics



Focus on design



Corporate presence



Unique amenities and destinations



Strategic location and accessibility



Planning Principle – Health, Safety and Security

- The community should be designed with a special emphasis on the public realm and experience to increase social-interaction, promote a physically active lifestyle and enhance the sense of security within.



Health, Safety and Security



Planning Principle – Education

- The community should foster a wide range of education programs and facilities with emphasis on public awareness of sustainable life choices among residents and visitors.

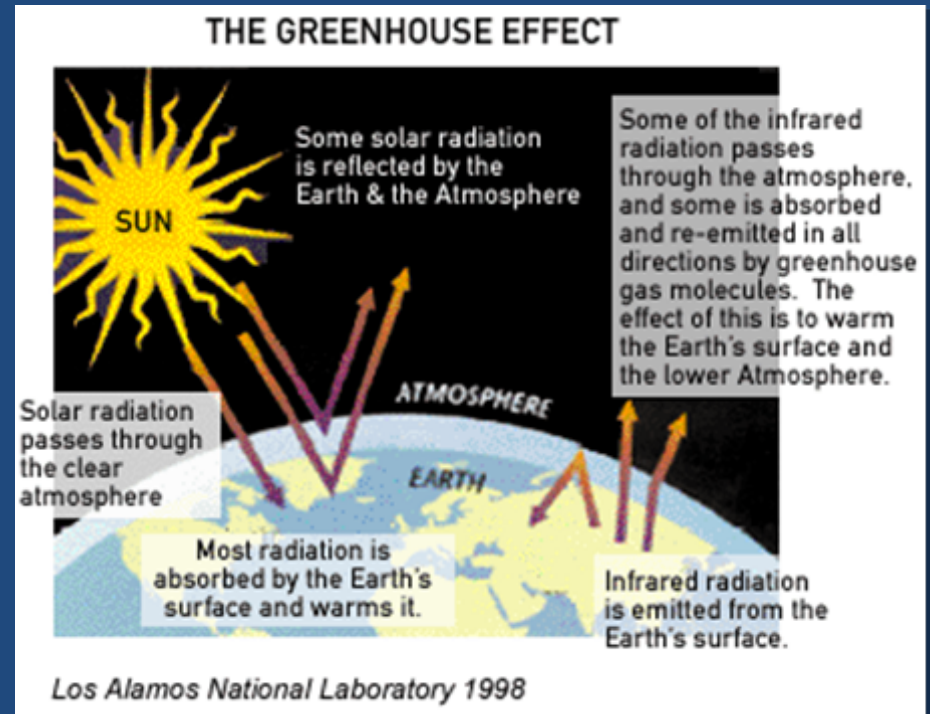


Education



Planning Principle – Greenhouse Gas Emissions

- The community should be designed to reduce greenhouse gas emissions.



Greenhouse Gas Emissions



Produce food locally



Balance with nature



Reduce waste



Alternative transportation modes



Create a vibrant community



Conceptual Sketches















Planning Considerations

- Consistency with airport's adopted Master Plan and Comprehensive Land Use Plan (CLUP)
- Consistency with City/County General Plan policies
- Habitat requirements to be determined during habitat conservation plan (HCP) amendment and incidental take permits process



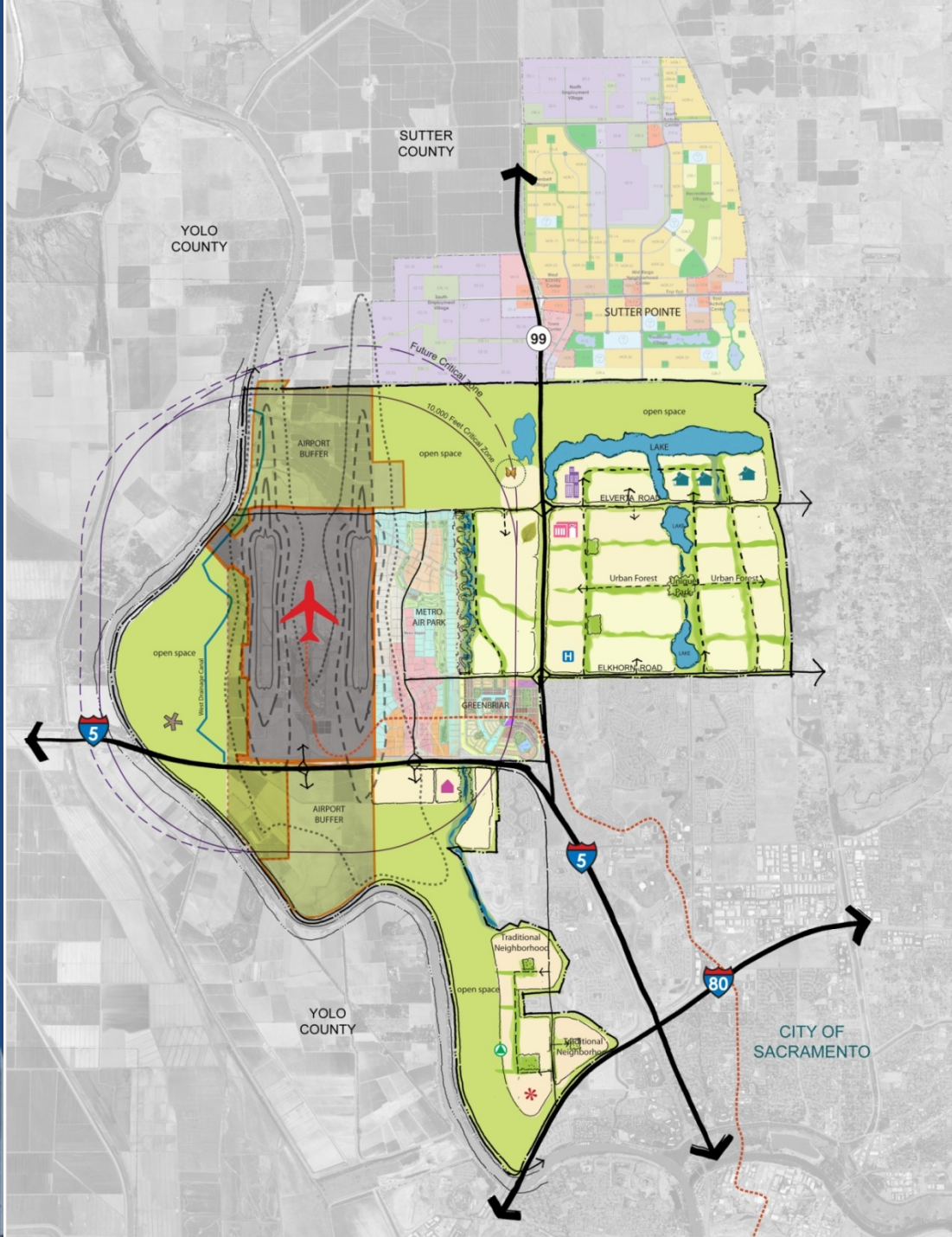
Sketch 1

LEGEND

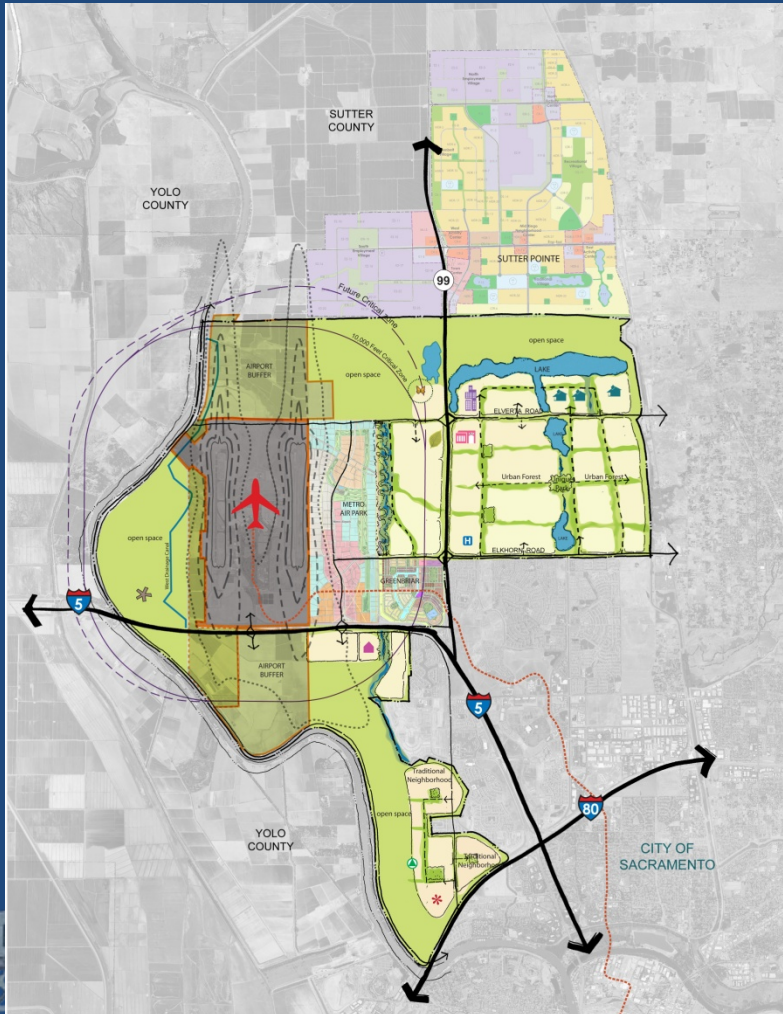
-  Sacramento International Airport
-  University
-  Interpretive/ Nature Center
-  Zoo/ Botanical Garden
-  Medical Campus
-  Farmer's Market
-  Equestrian Center
-  Executive Housing
-  Corporate Campus
-  Hotel/ Conference Center
-  Regional Mall
-  Proposed DNA line

Airport Legend

-  Airport Boundary
-  Airport Buffer
-  Airport Land Acquisition Program



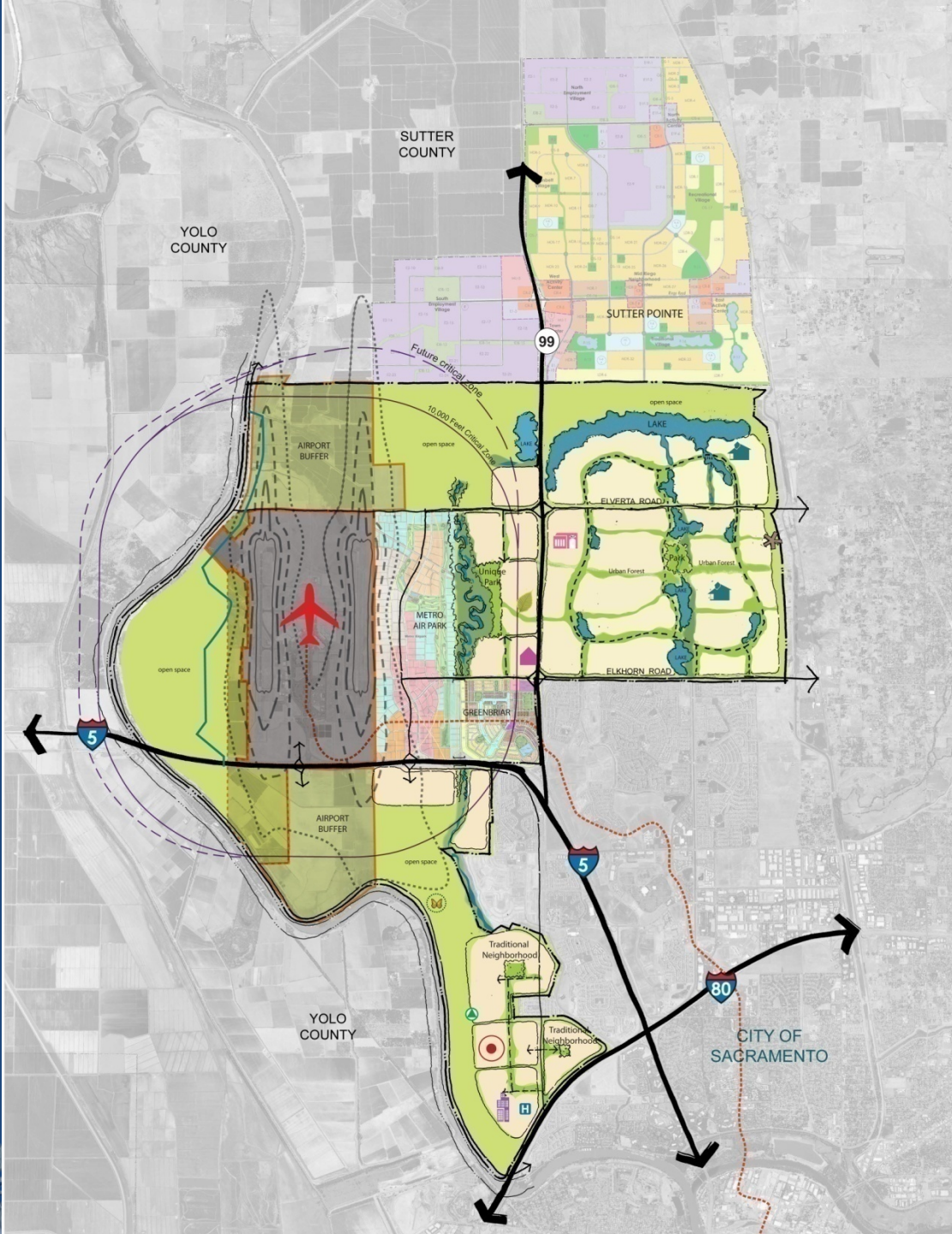
Sketch 1



Features

- Linear grid pattern
- Approximately ½ -mile Swainson's Hawk buffer along the river in the Boot
- Average 1-mile community separator south of Sutter County
- Continuous lake forming the northern edge of the development

Sketch 2



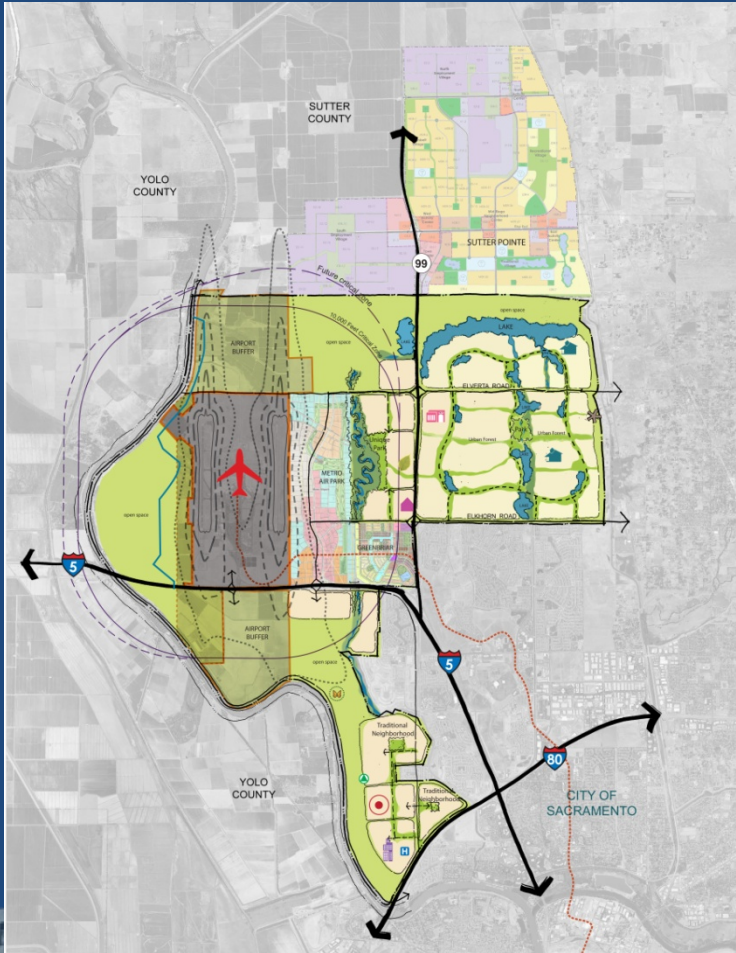
LEGEND

-  Sacramento International Airport
-  Sports Training Center
-  Interpretive/ Nature Center
-  Zoo/ Botanical Garden
-  Medical Campus
-  Farmer's Market
-  Equestrian Center
-  Executive Housing
-  Corporate Campus
-  Hotel/ Conference Center
-  Regional Mall
-  Proposed DNA Line

Airport Legend

-  Airport Boundary
-  Airport Buffer
-  Airport Land Acquisition Program

Sketch 2



Features

- Modified grid pattern as a unifying element
- Approximately ¼ -mile Swainson's Hawk zone along the river in the Boot
- Average 1-mile community separator south of Sutter County
- Increased open space precinct along Lone Tree canal
- Multiple small lakes east of 99

Questions and Answers

- Precincts – highlights from the matrix (summary of Workshop #2)
- Planning principles
- Conceptual sketches



Next Steps - Workshop #4

City of Sacramento Dates

April 9, 2009
City Planning Commission
915 I Street at 5:30pm

April 14, 2009
City Council
915 I Street at 6:00pm

County of Sacramento Dates

April 13, 2009
County Planning Commission
700 H Street at 5:30pm

April 22, 2009
Board of Supervisors
700 H Street at 2:00pm



For More Information....

Meeting summaries will be posted at:

- **City website:**

<http://cityofsacramento.org/planning/projects/natomas-joint-vision/index.cfm>

- **County website:**

<http://www.planning.sacounty.net/longrange/city-county.html>

