UPPER WESTSIDE SPECIFIC PLAN

REVISED PUBLIC HEARING DRAFT

AUGUST 2025

SACRAMENTO COUNTY

UPPER WESTSIDE SPECIFIC PLAN

REVISED PUBLIC HEARING DRAFT – AUGUST 2025

APPROVED BY

Sacramento County Board of Supervisors

Adopted _____

Resolution No. _____

PREPARED FOR

SACRAMENTO COUNTY

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List of Abbreviations

Acronym	Definition
ADU	Accessory Dwelling Unit
AF	Acre-Feet
AG	Agriculture
AR	Agricultural Residential
bike/ped	bicycle and/or pedestrian
CMU	Commercial Mixed Use
DRAC	Design Review Advisory Committee
DRP	Design Review Permit
DS&DGs	Upper Westside Development Standards & Design Guidelines
du	dwelling unit
EHC	Employment/Highway Commercial
EIR	Environmental Impact Report
FAR	Floor Area Ratio
FEMA	Federal Emergency Management Agency
G/UF	Greenbelt/Urban Farm
GSF	Gross Square Feet
HDR	High Density Residential
HS	High School
K-8	School (Kindergarten through Grade 8)
LDR	Low Density Residential
LID	Low Impact Development
LLA	Lot Line Adjustment
LMDR	Low Medium Density Residential
MDR	Medium Density Residential
MMRP	Mitigation Monitoring & Reporting Plan
NCMWC	Natomas Central Municipal Water Co.
NJVA	Natomas Joint Vision Area
NUSD	Natomas Unified School District
NZE	Net Zero Electric
OS	Open Space
P	Park
PV	Photo Voltaic
RD-1000	Reclamation District 1000
SAFCA	Sacramento Area Flood Control Agency
SCDG	Sacramento County Countywide Design Guidelines
sf / sq. ft.	square feet or square footage
TMA	Transportation Management Association
TNC	Transportation Network Companies
UPA	Urban Policy Area
USB	Urban Services Boundary
UWSP	Upper Westside Specific Plan
VHDR	Very High Density Residential
VLDR	Very Low Density Residential
W	Water Surface (Canal/Basin)

CHAPTER 1
INTRODUCTION

Inside this Chapter

1.1 PROJECT OVERVIEW

The Upper Westside Specific Plan (UWSP) is a regulatory document that guides development activity in a 2,066-acre Plan Area located northwest of downtown Sacramento in the unincorporated area of Sacramento County. The UWSP is a visionary, master-planned community that is anchored by a high density, mixed-use Town Center. The development plan provides for 9,356 housing units in a mix of densities that support all population segments and allows for over 3.1-million square feet of commercial, retail, and office uses that serve the community's needs.

1.1.1 Key Features

Key features of the UWSP include:

- A mixed-use Town Center that anchors the community,
- The Westside Canal, a multi-purpose recreational and storm drainage feature,
- An Educational Node with several school sites serving grades K through 14,
- A network of active parks,
- An extensive system of greenbelts and multi-use trails with linkages to downtown Sacramento, and
- A substantial agricultural buffer ("Ag-Buffer") along the Plan Area's western edge.

1.1.2 Project History

In February 2012, the Board of Supervisors initiated a Master Plan process for potential development proposals in a geographic region known as the Natomas Joint Vision Area (NJVA). This process established requirements for requested adjustments to the County's adopted Urban Services Boundary (USB) and Urban Policy Area (UPA), and included provisions for General Plan Amendments, Rezones, and other land use entitlements for proposed development projects. Because landowners in the NJVA differed in their ability to fund the Master Plan, the effort stalled. Details regarding the NJVA are provided in Section 1.4, Natomas Joint Vision Area History.

In September 2018, in accordance with the Sacramento County Master Plan Procedures & Preparation Guide, a property ownership group that controlled 292 acres within the UWSP's 1,524-acre Development Area filed an application to request approval for "Initiation of a Master Plan". In February 2019, the County Board of Supervisors approved this request to initiate a master plan and the Upper Westside Specific Plan was prepared and submitted to Sacramento County for evaluation.

Formulation of the UWSP is reflective of multiple competing interests from property owners, public agencies, advocacy groups, and other stakeholders, which collectively influenced the development plan's overall form. This Specific Plan embodies a holistic view and strives to create a high-quality new community, a result that would not be achieved if an incremental, piecemeal, or ad hoc approach were pursued.

1.2 SITE LOCATION

The UWSP is located in the unincorporated area of Sacramento County, approximately 3.5 miles northwest of downtown Sacramento and 2.7 miles north of West Sacramento. The Plan Area is adjacent to the existing developed communities of North and South Natomas and approximately one mile west of Interstate 5. Interstate 80 (I-80) is located along the UWSP's southeastern edge, Garden Highway abuts it's western edge, the Witter Canal abuts it's eastern edge, and Fisherman's Lake and adjacent conservation parcels form it's northeastern edge.

Additionally, the Sacramento River and Yolo County's boundary is located west of the Plan Area. Primary site access is provided at I-80 via a grade-separated interchange at West El Camino Avenue. Access is also available from El Centro Road and San Juan Road, which both connect with developed areas in the City of Sacramento.

The UWSP's location within the context of downtown Sacramento and major roadway corridors is illustrated on Figure 1-1, Vicinity Map.

1.3 PROJECT SETTING

At the time of Specific Plan approval, several other development projects were seeking development entitlements in proximity to the UWSP. Each project consists of a different mix of land uses, depending on location relative to major freeway corridors and adjacent development. Projects in closest proximity are identified on Figure 1-1 and summarized below:

Parkebridge: The commercial parcels located directly east of I-80 on either side of West El Camino Avenue are vacant. The Parkebridge project located further east of the interchange at Truxel Road and I-80, completed construction of ±530 single-family units in 2022.

Panhandle: This is a ±589-acre project located on the east side of North Natomas north of Del Paso Road, was approved by the City of Sacramento in June 2018. Construction of a high school/middle school commenced in 2020 and the project includes ±1,662 single-family homes on ±316.4 acres, and a ±119-acre Agriculture Planned Development property to the north.

Northlake: This project is located directly northwest of the interchange of I-5 and Hwy 70/99 and encompasses ±577 acres, ±2,850 units, and 32 acres of commercial. This project was approved in 2017 and the first phase of development began construction in 2019.

Metro Airpark: This project encompasses ±1,656 acres with ±1,381 acres allocated for business park uses and the balance designated as open space. Assuming an average Floor Area Ratio (FAR) of 0.35 FAR, this project could result in 21-million GSF of development. Assuming one (1) employee / 500 square feet, this could translate into over 40,000 jobs. Construction started in 2015.

Grandpark: This project consists of a ±5,675-acre land area located in the County of Sacramento, north of Elkhorn Boulevard and east of Highway 99. In November 2015, the project proponents filed an application to initiate a Master Plan for development consisting of a broad range of residential land uses, with supporting commercial and employment land uses, schools, parks, and open space areas.

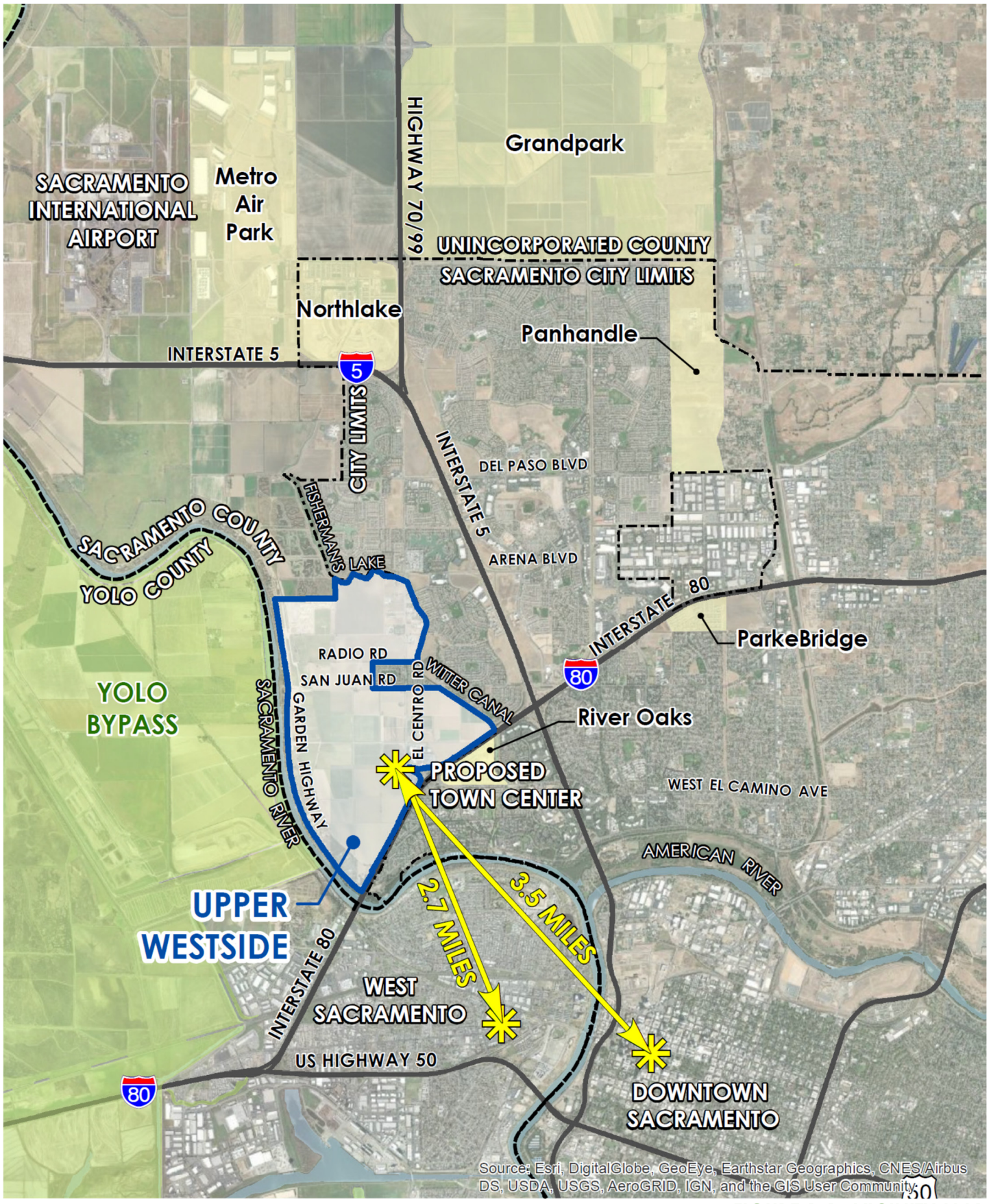


FIGURE 1-1: VICINITY MAP

1.4 NATOMAS JOINT VISION AREA HISTORY

The Natomas Joint Vision Area (NJVA) and associated planning efforts for the County lands located near the City of Sacramento's North Natomas community have been in process for several decades. A collaborative, complex, multi-agency planning effort first started in the 1990's as the Northwest Special Planning Area Master Plan, resulting in a Memorandum of Understanding (MOU) between the City of Sacramento and Sacramento County in 2002 to ensure cooperation between the two agencies.

Following the MOU, the NJVA Master Plan process was initiated and included four distinct phases:

1. Consultant team developed key planning principles,
2. NJVA property owners provided input and comments,
3. Stakeholder and environmental groups provided comments, and
4. Four distinct planning areas ("precincts") were established.

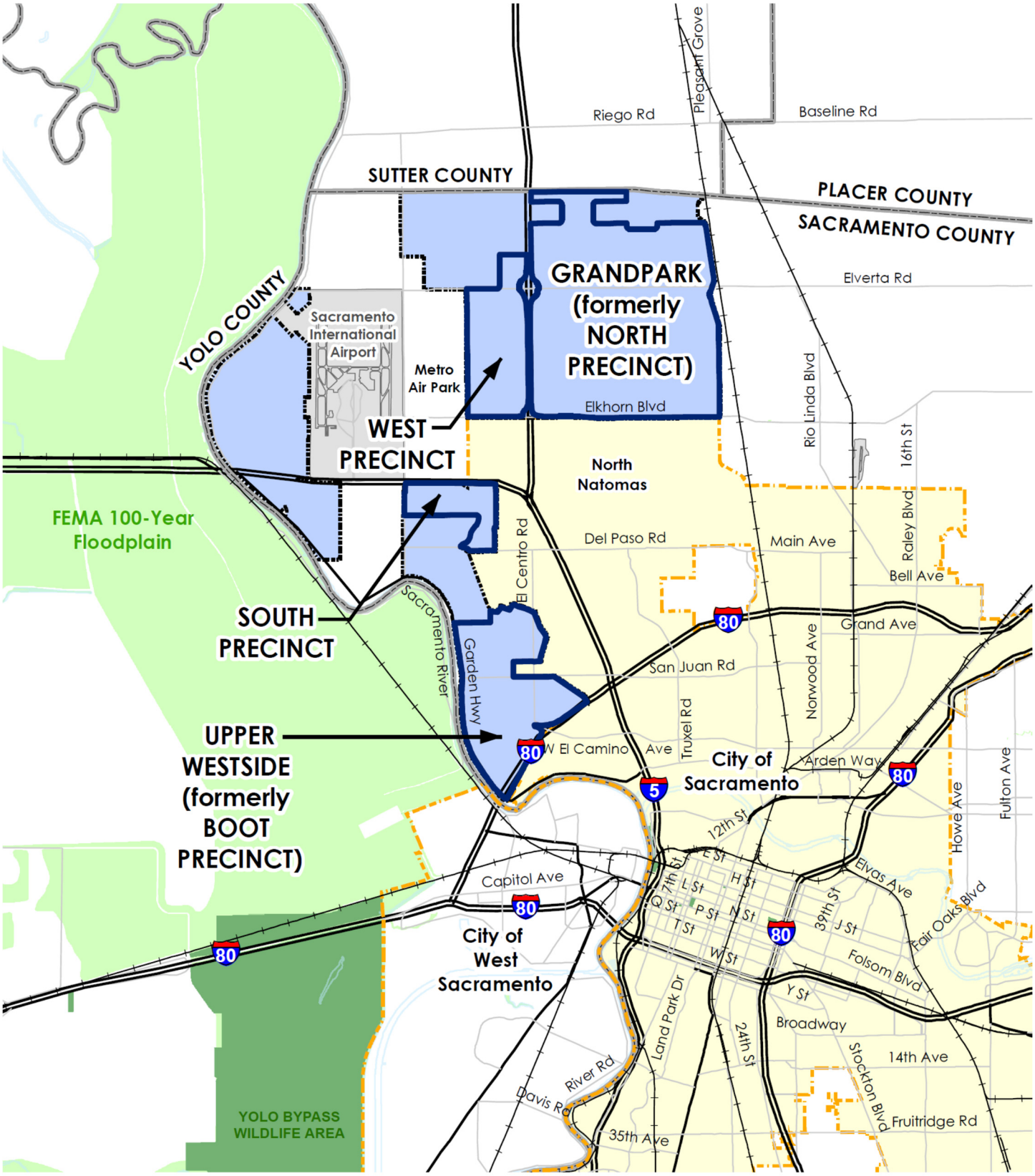
The four planning areas/precincts included Grandpark (formerly the North Precinct), West Precinct, South Precinct, and Upper Westside (formerly the Boot Precinct). The Natomas Joint Vision Areas and the four precincts contemplated for future development are shown in Figure 1-2, Natomas Joint Vision Area.

In 2009 during the Joint Vision process, the County held workshops to discuss the proposed planning process. Many stakeholder groups were contacted during the community outreach and conceptual planning process.

Following these efforts, nine Guiding Principles were developed to guide future master planning efforts, including this Specific Plan.

1. **Urban Form:** Provide a compact development pattern with a mix of land uses and diversity of housing types to meet the needs of citizens from a wide range of economic levels and age groups.
2. **Ecology and Landform:** Connect wildlife corridors, integrate natural buffers within urbanized areas and protect the natural features, to the maximum extent practical.
3. **Transportation:** Emphasize pedestrian, bike, and transit-friendly design to discourage auto dependence.
4. **Energy:** Utilize design and technology to reduce energy consumption and dependence on fossil fuels.
5. **Water and Wastewater:** Reduce water consumption, wastewater generation, and site imperviousness through water sensitive urban design techniques.
6. **Economics:** Develop communities that are financially successful for both the public and private sectors.
7. **Health, Safety and Security:** Emphasize a quality public realm that promotes social-interaction, a physically active lifestyle and an enhanced sense of security.
8. **Education:** Foster a wide range of education programs and facilities with emphasis on public awareness of sustainable life choices among residents and visitors.
9. **Greenhouse Gas Emissions:** Design and build communities to reduce greenhouse gas emissions.

On January 13, 2010, the Board of Supervisors initiated proceedings to designate the NJVA as a recognized Planning Area in the County's General Plan. In November 2011, the Board of Supervisors approved the Sacramento County 2030 General Plan. The General Plan Land Use Element includes detailed information regarding the NJVA.



NATOMAS JOINT VISION AREA

FIGURE 1-2: NATOMAS JOINT VISION AREA

1.5 SITE CONDITIONS & USES

1.5.1 Existing Site Characteristics

Land Uses

At the time of Specific Plan approval, land uses consisted primarily of Agricultural Cropland and Agricultural Residential, with limited Commercial/Office uses located adjacent to the freeway interchange at West El Camino Avenue and I-80. The southwest quadrant adjacent to the interchange consists of auto-oriented highway commercial uses and includes a gas station, fast food/restaurant businesses, hotels, a self-storage facility, and a vacant parcel.

The northwest quadrant adjacent to the interchange consists of "heavy" highway-oriented uses including a truck stop, a construction equipment sales and repair yard, several single story industrial buildings, and several vacant or underutilized parcels.

With the exception of the existing River Park Subdivision, which is not within the UWSP Plan Area, only two homes were located within the Development Area west of El Centro Road and south of Radio Road. North of Radio Road there are a number of large lot single-family homes located on either side of El Centro Road, including the Leona Circle subdivision, which consists of 1-acre or larger parcels. In the site's southwestern area, there are several single-family homes within the Agricultural Residential area that take access from Garden Highway.

On-Site Features

Prior to Specific Plan approval, a field reconnaissance of the Plan Area was conducted and revealed several types of existing on-site features including:

* High voltage electrical transmission lines oriented north-south and east-west
* A KVIE television tower located in the agricultural area adjacent to Garden Highway in the southwest area of the site
* A KYMX-FM radio tower and two other towers located in an agricultural area on the northwest portion of the site
* Utility access covers, utility vaults, and utility panels along El Centro and San Juan Roads
* Irrigation and drainage ditches located at the edge of several roadway and agricultural fields
* Mobile homes
* Barns and sheds
* A golf driving range
* A wooded area in an agricultural residential area on the southwestern portion of the Plan Area

Existing uses and site features are depicted on Figure 1-3. Additionally, images of the Plan Area at the time of Specific Plan approval are illustrated on Figure 1-4, Pre-Development Site Photos.

Agriculture and Vegetation

The site is generally characterized by flat farm fields with irrigation and drainage ditches along the edges of fields, with trees located intermittently located along the edges of ditches. Site elevations range from approximately 12 feet above mean sea level (msl) along the eastern border of the site to approximately 27 feet above msl along the western border at Garden Highway.

Much of the site has been graded and leveled for agricultural uses, including row crops and dry farming. Several agricultural residences are located along the southwestern edge along Garden Highway and at northeastern portion of the site. Numerous unlined drainage channels and ditches cross the agricultural areas, and are generally oriented north-south and east-west along section lines and parcel boundaries to provide irrigation water and drainage.

The photo above provides a bird's eye view of the portion of the Plan Area located south of San Juan Road and the River Park Subdivision. Field crops that are grown here range from grasses to produce, and some fields have been tilled and fallowed and the photo illustrates the lack of orchards, vineyards, dairies, or other types of intensive types of agricultural uses.

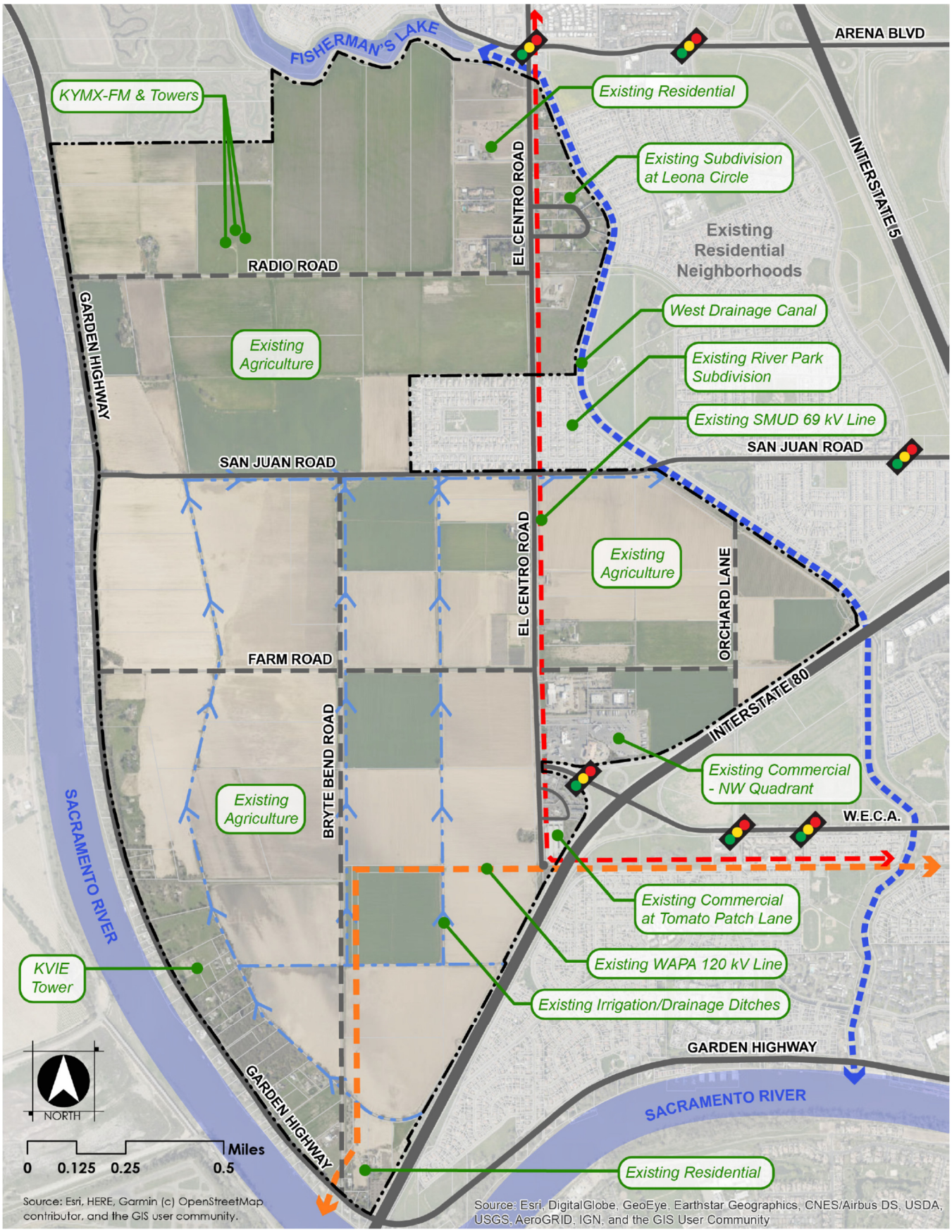


FIGURE 1-3: EXISTING USES & SITE FEATURES

Westward view of site from southern terminus of El Centro Road

Northward view of El Centro Road at W. El Camino Ave. off-ramp

Northwest view of site from El Centro Road at future Farm Road

Westward view of San Juan Road from eastern edge of Plan Area

Southeast view of Witter Canal from San Juan Road

Westward view of San Juan Road at El Centro Road

Eastward view of San Juan Road at western edge of Plan Area

Southeast view from El Centro Road at northern edge of Plan Area

FIGURE 1-4: PRE-DEVELOPMENT SITE PHOTOS

Southward aerial view of the Plan Area, with the Fisherman's Lake in the foreground and downtown Sacramento in the background

Levee Improvements

The segment of the Garden Highway levee improvements located south of Radio Road and continuing down to I-80 was constructed in 2023 and extensive tree removal occurred to accommodate the construction of a buttress levee, cutoff wall, and/or seepage berms. A patrol road is located directly east of the toe of slope. These levee improvements were designed and permitted separately and in advance of the UWSP to improve flood protection for the entire Natomas Basin, which is generally a low-lying area. The Garden Highway levee improvements were hydroseeded with native grasses but will not be replanted with trees.

To accommodate the levee improvements, the Natomas Central Municipal Water Company (NCMWC) highline irrigation ditch that was formerly at the toe of the Garden Highway levee was moved inland to the east. A 36-inch water line was installed in place of the former irrigation and drainage ditch to allow a low pressure system to serve parcels located uphill to the west, but on the east side of Garden Highway. This work resulted in the removal of the trees located alongside Garden Highway and the NCMWC's irrigation ditches.

Flooding

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM) for Sacramento County, California and Incorporated Areas (Map 06067C0045J, Map 06067C0157J, and Map 06067C0160J), all dated June 16, 2015, the site is currently mapped as being within a Special Flood Hazard Area, Zone A and Zone A99 (FEMA 2015a, 2015b, and 2015c) , which indicates that the site is within the Natomas Basin floodplain.

Sacramento Area Flood Control District (SAFCA) has designed and has been constructing improvements to the Natomas Basin perimeter levees since 2007, including the Sacramento East Levee located along Garden Highway along the west edge of the Plan Area. These improvements have included deep cutoff walls, landside berms, and a new adjacent levee along a portion of the Sacramento River East Levee with the goal of providing 200-year flood protection for the Natomas Basin. In addition, the City of Sacramento has been performing ongoing studies of the Natomas Basin interior levees to provide flood protection for the interior drainage waterways including the Witter Canal (AKA West Drainage Canal) east of the Plan Area. These flood control measures are designed to provide the appropriate level of flood protection.

1.5.2 Surrounding Off-Site Uses

Yolo County is located to the west across the Sacramento River and parcels have an Agriculture (AG) General Plan land use designation and are located in an Agricultural Intensive (A-N) Zoning district. The Sacramento Bypass Wildlife Area channel connects west to the main Yolo Bypass channel, which provides floodway relief for the Sacramento River via the Fremont Weir structure.

The Plan Area abuts the City of Sacramento boundary to the north, east, and southeast, and residential neighborhoods located within North Natomas across from Fisherman's Lake and the Witter Canal segments of the West Drainage Canal. To the southeast across I-80 lies the existing community of South Natomas within the City of Sacramento. The River Oaks project, located northeast of West El Camino Avenue and I-80 was approved for 365 dwelling units and started construction in 2020.

In addition, to the northwest of the Plan Area, a habitat restoration/conservancy area is situated between the Garden Highway and Fisherman's Lake.

1.5.3 Existing Roadways & Connectivity

West El Camino Avenue

West El Camino Avenue provides a key gateway into the UWSP from the adjacent I-80 freeway and interchange, which abuts the southeasterly edge of the Plan Area. The existing freeway bridge provides approximately 40-feet of pavement which is striped for one vehicular lane in each direction and adjacent bike lanes. The interchange was initially designed to accommodate the future addition of a second bridge overcrossing directly adjacent to the south. West El Camino Avenue west of the interchange is widened to intersect with El Centro Road and provides access to highway commercial type uses. East of the I-80 interchange, West El Camino Avenue consists of a fully-improved 4-lane divided arterial that extends 1.2 miles east to an interchange with Interstate 5 (I-5) and beyond.

Garden Highway

The Plan Area's western edge abuts Garden Highway, a paved 2-lane levee road that parallels the Sacramento River many miles to the north into Sutter County. It also extends to the south and east, providing a connection to the I-5 interchange, and further east, where it merges into Arden Way.

There are five agricultural road connections to Garden Highway to the east within the UWSP Plan Area. These road connections in most cases are located within existing public rights-of-way and provide unimproved access to farm parcels held by a number of different owners. The one exception is San Juan Road, which is paved for its entire length through the Plan Area.

Bryte Bend Road

Bryte Bend Road is an unpaved farm road that serves a number of agricultural parcels and runs parallel to El Centro Road a half mile to the west and connects San Juan Road to Garden Highway.

El Centro Road

El Centro Road is a north-south roadway in the eastern portion of the Plan Area. It intersects with West El Camino Avenue approximately 1,200 feet west of I-80, and extends approximately 1.8 miles to the north where it crosses the Witter Canal and intersects with Arena Boulevard, which provides a connection to Interstate 5. It also extends south of West El Camino Avenue by 0.3 miles where it terminates. This is currently a 2-lane roadway, although the segment through the River View Subdivision is built to accommodate a 4-lane divided arterial with roadway re-striping.

Radio Road

Radio Road is an unpaved agricultural road that is located a half mile north of San Juan Road and extends west from El Centro Road to serve a number of agricultural parcels, and connects to Garden Highway 1.2 miles to the west.

Farm Road

Farm Road is an east/west unimproved road located 1/4 mile north of West El Camino Avenue. It serves several agricultural parcels and provides a connection from El Centro Road to Garden Highway, 1.1 miles to the west.

San Juan Road

San Juan Road is a 2-lane collector that extends as a narrow, paved farm road from Garden Highway approximately 1.1 miles east to intersect with El Centro Road. The northerly frontage adjacent to the River View subdivision within the Plan Area is fully improved with curb, gutter, planter and separated sidewalk. San Juan Road extends further east, passing under the I-5 and I-80 freeways as a fully improved roadway to connect with Truxel Road approximately 2.2 miles to the east. Truxel Road allows a connection to the interchange with I-80 Freeway.

Tomato Patch Lane

Tomato Patch Lane is a 2-lane roadway located east of El Centro Road and south of the West El Camino Avenue/I-80 interchange. This looped street is improved with curb and gutter, and includes a small segment with a sidewalk along one edge. This road provides access to several highway-oriented commercial establishments.

Leona Circle

Leona Circle is a 2-lane street located east of El Centro Road and north of Farm Road and is not improved with curb, gutter, and sidewalks. This facility provides access to several rural residential type homes.

1.6 FACTORS INFLUENCING THE SPECIFIC PLAN

1.6.1 Project Objectives

The UWSP's development plan was designed to achieve the following project objectives:

1. Formulate a specific plan and related land use planning documents and regulatory approvals for the Project area as a means of expanding the Urban Services Boundary and Urban Policy Area in an orderly manner and accommodating the County's share of future regional population growth.
2. Create a land use plan that satisfies County policies, regulations, and expectations, as defined in the General Plan, including Policies LU-114, LU-119, and LU-120.
3. Provide a comprehensively planned, high quality, large-scale, residential-based community in northwestern Sacramento County, directly northwest of the City of Sacramento, with a balanced mix of uses, employment opportunities, a wide variety of housing types, park and open space, and supporting public and quasi-public uses.
4. Develop a master-planned community that can be efficiently served by existing infrastructure or proposed infrastructure that would encourage logical, orderly development and would discourage leapfrog or piecemeal development and sprawl.
5. Provide residential housing within five miles of the existing job centers of downtown Sacramento and West Sacramento, as well as in close proximity to newly developing or proposed job centers.
6. Create a development that has an overall positive economic impact on Sacramento County and achieves a neutral to positive fiscal impact on the County's finances and existing ratepayers.
7. Create a community that can be logically and efficiently phased to allow the orderly build-out of the community.
8. Provide a safe and efficient circulation system that interconnects land uses and promotes pedestrian and bicycle circulation and transit options that will encourage non-vehicular trips, thereby reducing vehicle miles traveled (VMT).
9. Incorporate parks and open space, including an urban farm-greenbelt and canal, into the project design in a manner that provides community connectivity and encourages walking and bicycle use.
10. Make efficient urban use of the project site that is bordered on three sides by existing or planned urban development.
11. Plan for enough units to provide housing choices in varying densities to respond to a range of market segments, including opportunities for rental units and affordable housing, consistent with the General Plan and Housing Element.
12. Design a land use plan where the development footprint avoids impacts to wetland resources to the extent feasible.
13. Develop a specific plan that respects existing agricultural land uses and operations to the west of the proposed Development Area.
14. Provide for development that meets the seven identified SACOG Blueprint principles, including provision of transportation choice, compact development, mixed use development, housing choice and diversity, use of existing assets, natural resource conservation, and quality design.
15. Develop the Project and any associated on- and/or off-site mitigation to complement the Natomas Basin Habitat Conservation Plan and the Metro Airpark Habitat Conservation Plan.
16. Designate open space preserves along the south side of Fisherman's Lake Slough to provide a natural buffer, and along the westerly edge of the proposed Development Area to provide a transition between residential and agricultural designations to the west, which will provide a regional benefit for habitat, resources, and open space amenities.
17. Balance development with resource protection in an inter-connected, permanent open space.
18. Create multi-functional habitat within open space corridors that provide on-site habitat and contribute to water quality.

1.6.2 SACOG Blueprint Principles

In 2004, SACOG adopted a Blueprint that established a framework for the six-county region to accommodate projected population growth through 2050. The Blueprint acknowledged the linkage between land use, transportation, and quality of life, and provides high quality data and modeling tools to support land use planning decisions at a local level.

The Blueprint lists seven Smart Growth Principles with a goal of directing development in a more sustainable manner. These principles were significant factors that influenced the Upper Westside's community design.

Compact Development

Creating environments that are more compactly built and use space in an efficient but attractive manner helps to encourage more walking, biking, and transit use and shorter auto trips.

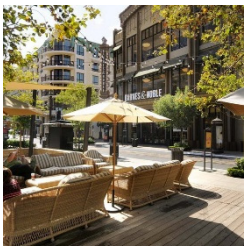
Quality Design

The design details of any land development (such as relationship to the street, placement of garages, facades, sidewalks, street widths, landscaping, etc.) are all factors that influence the attractiveness of living in compact development and facilitate the ease of walking within and in and out of a community.

Use of Existing Assets

In urbanized areas, development on infill or vacant lands, intensification of the existing use (for example, adding additional buildings to a low-density shopping center), or redevelopment can make better use of existing public infrastructure, including roads.

Mixed-Use Development

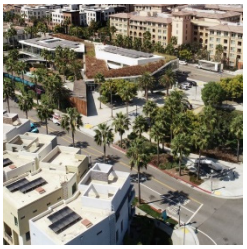


Building homes, shops, offices, entertainment and even light industrial uses near each other can create active, vital neighborhoods. The mix of uses can occur on many different scales and be either vertical (such as a single building with a ground floor business and residences on upper floors) or horizontal (with a combination of uses in close proximity). Mixed use projects function as local activity centers, contributing to a sense of community, where people tend to walk or bike to destinations and interact more with each other.

Transportation Choices

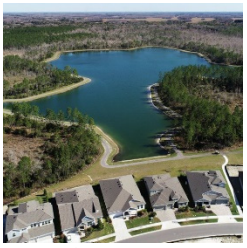
Development should encourage people to walk, bike, use public transit, or carpool to their destination.

Housing Choice and Diversity



Providing a variety of places where people can live (apartments, townhomes, condominiums, and single-family detached homes of varying lot sizes) creates opportunities for the variety of people who need them: families, singles, seniors, and people with special needs.

Natural Resources/Parks/Open Space



This SACOG principle is focused on green space and calls for development that incorporates public use open space (such as parks, town squares, trails, and greenbelts) to help create a sense of community and attractive neighborhoods. It also calls for conservation of natural places and resources including open space, agriculture, and wildlife & habitat areas to help improve the region's quality of life by providing cleaner air and outdoor experiences.

1.7 REGULATORY CONTEXT

1.7.1 Purpose & Authority

A Specific Plan is a planning and regulatory tool that implements a General Plan through the development of policies, programs, and regulations that provide an intermediate level of detail between the General Plan and individual development projects. As a bridge between the General Plan and Zoning Ordinance, it implements the County's broader vision, and also provides development standards and design guidelines that are tailored to facilitate project development consistent with the vision herein.

A Specific Plan is a beneficial tool when conducting planning for a large land area or complex development project because it provides the regulatory structure and design guidance needed to implement a development plan. As such, a Specific Plan establishes the development framework for a project's land uses, mobility systems, utilities, public services, resource protection, and implementation. It is also supported by many technical studies with detailed information regarding transportation, infrastructure, and environmental resources.

The authority to prepare and adopt specific plans is outlined in California Planning and Land Use Law (Title 7, Chapter 3, Article 8 [Sections 65450 – 65457] (Planning and Zoning Law) of the California Government Code. More specifically, Government Code Section 65451 requires that a Specific Plan include a program of implementation measures necessary to carry out its proposed land uses, transportation systems, infrastructure and services, phasing and financing, development standards, and criteria.

For Sacramento County, Specific Plans are authorized by Title 21.14 of the County Code. Additionally, the County's Master Plan Procedures and Preparation Guide helped guide preparation of this Specific Plan.

1.7.2 Relationship to Sacramento County General Plan

The Upper Westside Specific Plan (UWSP) implements the County's General Plan and provides a high level of detail that connects the General Plan to individual development projects. With the adoption the UWSP, the County's Urban Services Boundary (USB) and the Urban Policy Area (UPA) were expanded to include the 1,524-acre Development Area.

The UWSP has been prepared in accordance with the Sacramento County Master Plan Procedures and Preparation Guide (dated January 24, 2012), which provides the requirements for master plans, including specific plans as previously discussed by County Code Title 21.14 Specific Plans (adopted in March 15, 1993). This Guide provides direction on the form and content of specific plan documents, and the range of issues to be addressed. In addition, the UWSP is designed to comply with key General Plan policies as noted below.

General Plan Policy LU-114

Policy LU-114 of the Sacramento County General Plan Land Use Element requires that development and open space preservation in the Natomas Joint Vision Area occur in a comprehensive, responsible, and cohesive manner. To demonstrate consistency with this policy, the UWSP's 2,066-acre Plan Area has been comprehensively planned and considered in relation to the Plan Area and the broader Natomas Joint Vision Overlay Area so that development areas and open space are located appropriately. The Land Use Plan provides a 542-acre Agricultural and Open Space Buffer to the west as a transition to Garden Highway and the Sacramento River and the 1,524-acre Development Area will

mitigate agricultural land loss and habitat impacts in accordance with the Upper Westside Resource Conservation Strategy and the project's EIR. The location of the Development Area capitalizes on the site's strategic location adjacent to the I-80 freeway and existing urbanization within the City of Sacramento allowing for economic development, and the configuration of the Land Use Plan is supportive of the policies of SACOG Blueprint Plan.

General Plan Policy LU-119

The County's General Plan Land Use Element Policy LU-119 requires that the County only accept applications to expand the UPA, or conduct a master-planning process for new development outside the existing UPA, if certain criteria are met. Upon approval of the UWSP, the County Board of Supervisors determined that the project was consistent with Policy LU-119, which requires:

1. Proximity to existing urbanized areas with at least 25% of the Plan Area abutting the County's existing UPA boundary or a City boundary,
2. A Justification Statement and Identification of Community Outreach Plan,
3. A commitment to a parallel process to expand the UPA and prepare a Master Plan (or Specific Plan), and
4. Demonstrate a logical, comprehensive planning boundary.

General Plan Policy LU-120

The Sacramento County General Plan Land Use Element Policy LU-120 indicates that the County shall only consider approval of a proposed UPA expansion and/or Master Plan outside the existing UPA if the Board of Supervisors find that a proposed project:

- Meets all the requirements of Performance Criteria (PC-1 through PC-10); and
- Meets ONE of the two alternative performance metrics:
  1. Alternative #1: Criteria-Based Metric
  2. Alternative #2: VMT/Greenhouse Gas Emissions Reduction Metric

The UWSP satisfies the ten Performance Criteria listed by the Sacramento County General Plan Policy LU-120 and meets or exceeds the five Alternative #1 Criteria-Based Performance Metrics that are related to density, mixed use, and proximity to amenities, transit, and employment to achieve the maximum number of points. The design of the Land Use Plan is configured to meet these criteria, and the UWSP and the DS&DGs include policies, standards, and guidelines that must be respected to ensure LU-120 continues to be met as development occurs.

Table 1-1, Performance Criteria Summary, identifies the various measures to be implemented with the UWSP to demonstrate compliance with performance criteria PC-1 through PC-10. Additionally, Table 1-2, Criteria-Based Metric Scoring, summarizes how the UWSP complies with the Criteria-Based Metrics (CB-1 through CB-5) and indicates points scored for each metric. A detailed analysis of the UWSP's compliance with LU-120's provisions is on file with Sacramento County Planning and Environmental Review.

TABLE 1-1: PERFORMANCE CRITERIA SUMMARY

No.	Criteria Topic	UWSP Compliance Measures
PC-1	Connection to Adjacent Development Areas	The Land Use Plan (LUP) and Chapter 4 Mobility illustrate the connections to adjacent neighborhoods.
PC-2	Housing Choice	A full range of housing product types from VLDR to VHDR and CMU Residential are included by the LUP.
PC-3	Quality Design	The UWSP and DS&DGs describe the amenities provided by the project and provide policies, standards, guidelines, and illustrations to ensure high quality design.
PC-4	Accommodate RHNA	Over 43% of the dwelling units within the UWSP are designated for very high-density residential at 35.0 du/ac to provide sufficient sites for affordable housing.
PC-5	Pedestrian & Transit-oriented Design	The LUP provides for a modified "grid-iron" roadway pattern, an extensive bike/ped trails network, and public transit as discussed by Chapter 4.
PC-6	Infrastructure Plans and Financing Plan	Infrastructure Plans identifying the backbone sewer, water and drainage systems and a Financing Plan have been provided.
PC-7	Urban Services Plan	An Urban Services Plan has been provided to identify how on-going maintenance will be provided.
PC-8	Consistency with County Plans & Climate Action Plan	Consistency with County Plans is discussed by Chapter 1 and was provided by County staff.
PC-9	Consideration of Regional Planning Efforts	UWSP is consistent with the Natomas Joint Vision, SACOG Blueprint and other Regional Plans.
PC-10	Consideration of Jobs-Housing Balance	UWSP includes over 136 acres designated for development of commercial/office uses, creating a balanced mix of jobs and housing.

TABLE 1-2: CRITERIA-BASED METRIC SCORING

Criteria-Based Metric		Points Possible	Points Scored
CB-1 Minimum Density	Residential density achieves 10.43 du/ac double net (dn), which is ≥ 10 du/ac (dn) threshold as defined by CB-1	5	5
CB-2 Proximity to Amenities	≥ 90 percent of the residential units are within mile of at least four amenities.	4	4
CB-3 Mixed-Use	Over 5% of the Development Area (82.0 ac. = 5.4%) is designated as CMU and over 5% of residential units (484 du = 5.2%) are to be vertically integrated within the Town Center.	4	4
CB-4 Transit (Proximity)	≥80 percent of residential units located within a half mile of planned transit stops.	4	4
Transit (Frequency)	Provides 15-minute headways during the AM (7-9) and PM (4-6) peak hours.	3	3
CB-5 Proximity to Employment	The UWSP is located within a 5-mile radius of over 200,000 existing jobs.	4	4
TOTAL		**24**	**24**

Note: *18 Points Required out of 24 Possible Points*

1.7.3 Relationship to Sacramento County Zoning Code

The Sacramento County Zoning Code is one of the primary tools for implementing the General Plan. The UWSP functions as bridge between the General Plan's land use requirements and the Zoning Code's development regulations. The UWSP establishes land uses for the Plan Area and its primary implementation tool is the Upper Westside Development Standards and Design Guidelines (DS&DGs). The DS&DGs include the standards and guidelines necessary to implement the UWSP's community design and will achieve a higher level of quality than what might be achieved otherwise. As the primary regulatory tool to evaluate development projects, the DS&DGs take precedence over the County's Zoning Code with an intent of achieving the vision described by the UWSP. However, in instances where the UWSP or DS&DGs are silent, the regulations contained in the Sacramento County Zoning Code shall apply.

As properties in the Plan Area submit applications for development projects, they become subject to the UWSP's provisions, which includes a requirement to rezone properties for consistency with the Land Use Plan illustrated in Figure 3-1. This rezoning requirement is outlined in Section 8.3 and is part of the process to effectuate development entitlements. For properties where development entitlements are not requested, uses that were permitted at the time of Specific Plan approval were "grandfathered" and allowed to continue as is, subject to the requirements of their existing zoning designation and/or use permits as defined by Sacramento County Zoning Code.

The approvals required to effectuate development entitlements are anticipated to occur incrementally as the UWSP develops over time. Once development rights are effectuated, this UWSP document and the associated DS&DGs document are designed to function together as the "zoning code" for all properties in the Plan Area. To the extent that the standards or drawings included in the UWSP and/or DS&DGs deviate from County-adopted improvement standards, the UWSP's standards take precedence. Deviations represent an enhancement to County standards. However, where the UWSP and/or DS&DGs are silent, the corresponding zoning district regulations of the Sacramento County Zoning Code apply.

1.7.4 Relationship to Other County Plans & Policies

Countywide Design Guidelines

The Sacramento Countywide Design Guidelines is another implementing tool of the County's General Plan, applying to the whole unincorporated county. Where the Zoning Code provides development regulations, the Countywide Design Guidelines focus on the "look" of the developed environment. The intent is to facilitate projects that are attractive, healthy, sustainable, and livable, and that promote active transportation choices like biking, walking, and access to transit.

The UWSP includes Design Guidelines in the DS&DG document that address the physical form and visual character of the Plan Area's developed environment. The Guidelines are custom-tailored to enhance the County's existing standards in order to facilitate development that is consistent with the vision described herein, and as such, are the primary tool to be referenced when evaluating development projects within the Plan Area. To the extent that a component of a standard or drawing adopted by the UWSP deviates from, or conflicts with, County Improvement Standards, the standards of the UWSP take precedence. And where the UWSP and associated DS&DGs are silent, the provisions in the Countywide Design Guidelines shall apply.

Sacramento County Improvement Standards

The County's Improvement Standards define and illustrate the basic standards and detailed drawings for the construction of roadways and infrastructure. These standards apply to all development within the UWSP unless otherwise specified herein. To the extent that a component of a standard or drawing adopted by the UWSP deviates from the County's Improvement Standards, the standards of the UWSP will take precedence.

For example, design sections for arterial and collector roadways have been modified from typical County standards by including a buffer between automobile travel lanes and on-street Class II bike lanes. These types of deviations have been incorporated into the UWSP to enhance the community's livability consistent with the SACOG Blueprint Principles described in Section 1.6.

1.7.5 Specific Plan Related Documents

Environmental Impact Report

An Environmental Impact Report (EIR) was certified concurrently with approval of the Upper Westside Specific Plan. The EIR, prepared in accordance with the California Environmental Quality Act (CEQA), examines the potential direct and indirect environmental effects associated with development of the UWSP and identifies appropriate mitigation measures to reduce impacts determined to be significant. The EIR includes both a project-level and programmatic-level evaluation, based on what properties participated in the Specific Plan entitlement process. The EIR serves as the base environmental document for purposes of evaluating subsequent entitlements and development projects within the Plan Area.

Development Standards & Design Guidelines

The development standards in the DS&DG document function as the UWSP's zoning code, and as such, they establish the permitted uses and development standards for all land uses in the UWSP's Development Area. Rather than rely solely on the County's Zoning Code, the DS&DGs document is custom-tailored to the Upper Westside community in order to ensure that development projects are implemented consistently and in a manner that achieves the vision described in Chapter 2.

Additionally, the DS&DG document provides guidelines that focus on the physical form and visual character of the community in order to achieve the vision described in Chapter 2. These guidelines address various design elements of the Upper Westside's public realm, including streetscapes, parks and landscape corridors. The DS&DGs also include chapters devoted to the design of the Town Center, residential neighborhoods, and commercial centers.

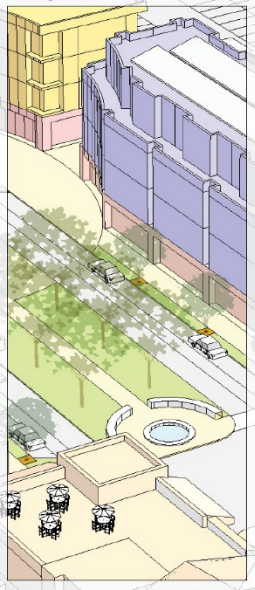
When evaluating development projects, where the UWSP's DS&DGs are silent, the applicable sections of the County's Zoning Code and/or Countywide Design Guidelines shall prevail. And where conflicts exist between the UWSP's DS&DGs and the Zoning Code or Countywide Design Guidelines, the regulations and guidelines in the UWSP DS&DGs prevail. This means that Upper Westside's standards and guidelines supersede, replace, and take precedence over conflicting County standards governing the UWSP.

Technical Studies and Reports

Several technical studies and reports have been prepared to support the UWSP's development plan. They contain a greater level of detail and analysis than is appropriate for a Specific Plan, however they function as important elements in the UWSP's roadway design, utility systems, and project financing. All technical studies and reports are included as appendices to the UWSP EIR and are referenced in this Specific Plan where appropriate. Key technical studies and reports include:

* Sewer Study
* Water Master Plan
* Water Supply Assessment
* Master Drainage Study
* Traffic Impact Analysis
* Public Facilities Financing Plan
* Urban Services Plan
* Urban Decay Analysis
* Resource Conservation Strategy

CHAPTER 2
COMMUNITY VISION



Inside this Chapter

2.1 KEY PLANNING & DESIGN CONCEPTS

The overarching vision for the UWSP is to establish a new, sustainable model for living. This chapter establishes the vision for this new community, the key concepts that inspired the development plan, the logic of how land uses were located, and the key design tenets of the community's districts and neighborhoods. The UWSP is intended to create a balanced and self-contained community with a full range of housing choices and employment opportunities, schools, parks, shopping and services. Housing density and commercial intensity are structured to provide an on-site daytime and nighttime population, which is critical to supporting a vibrant mix of services and shops, destinations to walk and bike to, and attractive places to play, sit, relax, and enjoy.

The UWSP is perhaps the next step up from the term "surban", which is defined in *Big Shifts Ahead* by John Burns and Chris Porter as "a suburban area that has the feel of urban, with walkability to great retail from a house or apartment." This differentiates the Upper Westside community from other master planned communities in Sacramento County. The UWSP is envisioned to become an urban community, anchored by a town center and multi-story, vertically integrated development, which is supported by surrounding multi-family and single-family residential neighborhoods. It is intentionally denser than outlying suburban communities, but its planned density is appropriate to its location within the region. At approximately 3.5 miles from downtown Sacramento, the UWSP can serve as a secondary urban hub. Such secondary urban hubs are common to maturing metropolitan areas elsewhere in America.

The applicant was challenged by the Board of Supervisors, County staff and community leaders to create an extraordinary new community, one worthy of their consideration, and not just another subdivision. A holistic approach was taken in the formulation of the Land Use Plan, and facilities are located in a manner that makes sense for this master-planned community and infrastructure systems. The UWSP considers the distribution of uses and a detailed analysis of the proximity between uses was conducted to encourage walking and biking, and to guide the placement of the most intense uses to locations where they are most appropriate.

There were eight key planning and design concepts that influenced the specific plan, which were identified early in the planning process and are summarized in this chapter. These concepts are reflective of the vision to create a community that embraces SACOG's smart growth Blueprint principles and they also comply with Sacramento County's LU-120 policy requirements. Collectively, these concepts are the guiding force for the UWSP's community framework. They drove the formulation of the Land Use Plan and this specific plan document, which provides a blueprint for the future. An underlying goal is to improve the quality of life in comparison to the typical conventional suburban bedroom community.

2.2 VISION FOR A SUSTAINABLE COMMUNITY

The UWSP has been designed to create a high-quality master-planned community in the Sacramento Region. The development plan establishes an urban form that fosters the creation of a high-quality, well-designed community that residents can be proud of, which addresses the need for sustainability, housing diversity, mobility choices, and social equity.

Several components of the Upper Westside's community design achieve this intent:

- It includes a balanced mix of land uses that are thoughtfully positioned in districts to create unique, and complementary neighborhoods that support one another.
- It establishes a framework for development of an urban, mixed-use Town Center with residential, commercial, office, recreation, and public services provided in a single, centrally located district that will be accessible to all residents and is convenient to visitors.
- It incorporates sites for all types of housing, creating choices for all demographic and socio-economic segments.
- It includes an extensive network of bicycle/pedestrian paths via a system of linear greenbelt corridors and green spaces that link residential neighborhoods with schools, parks, and the Town Center.
- It fosters sustainable design with its compact development pattern and by implementing measures to reduce energy usage, conserve water, utilize water efficient landscaping, treat stormwater, and reduce reliance on the automobile.

Consistent with the project objectives, these measures are designed to encourage biking and walking, to materially reduce automobile trips and the total vehicle miles traveled (VMT) as compared to a conventional community development project, thereby reducing greenhouse gas emissions.

Early in the community design process, through discussion with County Staff, it was determined that an Agricultural Buffer (Ag Buffer) was necessary, and that the buffer's eastern border would also serve as the County's new Urban Services Boundary (USB) and Urban Policy Area (UPA). (Additional information regarding the adjusted USB and UPA boundary is outlined in Chapter 5, Infrastructure.) The Ag Buffer is designed to separate the project from existing residences located alongside Garden Highway, as well as protect environmental resources associated with the Sacramento River.

Two distinct geographic areas are referenced throughout this Specific Plan, reflective of the Ag Buffer previously discussed. To clarify the meaning of each area, it is important to note that the 2,066-acre Plan Area is comprised of the following two sub-areas:

- **Development Area:** This consists of a 1,524-acre geographic area where planned land uses provide for development with urban uses.
- **Ag Buffer:** This consists of a 542-acre geographic area along the western edge of the Plan Area where land uses remain agricultural and agricultural residential, which provides a physical separation between the Development Area's urban uses and existing residential uses further west along Garden Highway, outside of the Plan Area.

Formulation of the UWSP was based on eight key planning and urban design concepts, listed below and described herein. This section illustrates how these concepts influenced the development plan in order to create a unique, high-quality community. The community form elements that support this vision are illustrated in Figure 2-1, Community Form Elements.

Upper Westside's Key Community Design Concepts

1. Dynamic Town Center
2. Linear Westside Canal
3. Clustered Education Node
4. Connected Greenbelt System
5. Innovative Transportation
6. Balanced Jobs-Housing
7. Sustainable Community
8. Leveraging Adjacent Infrastructure

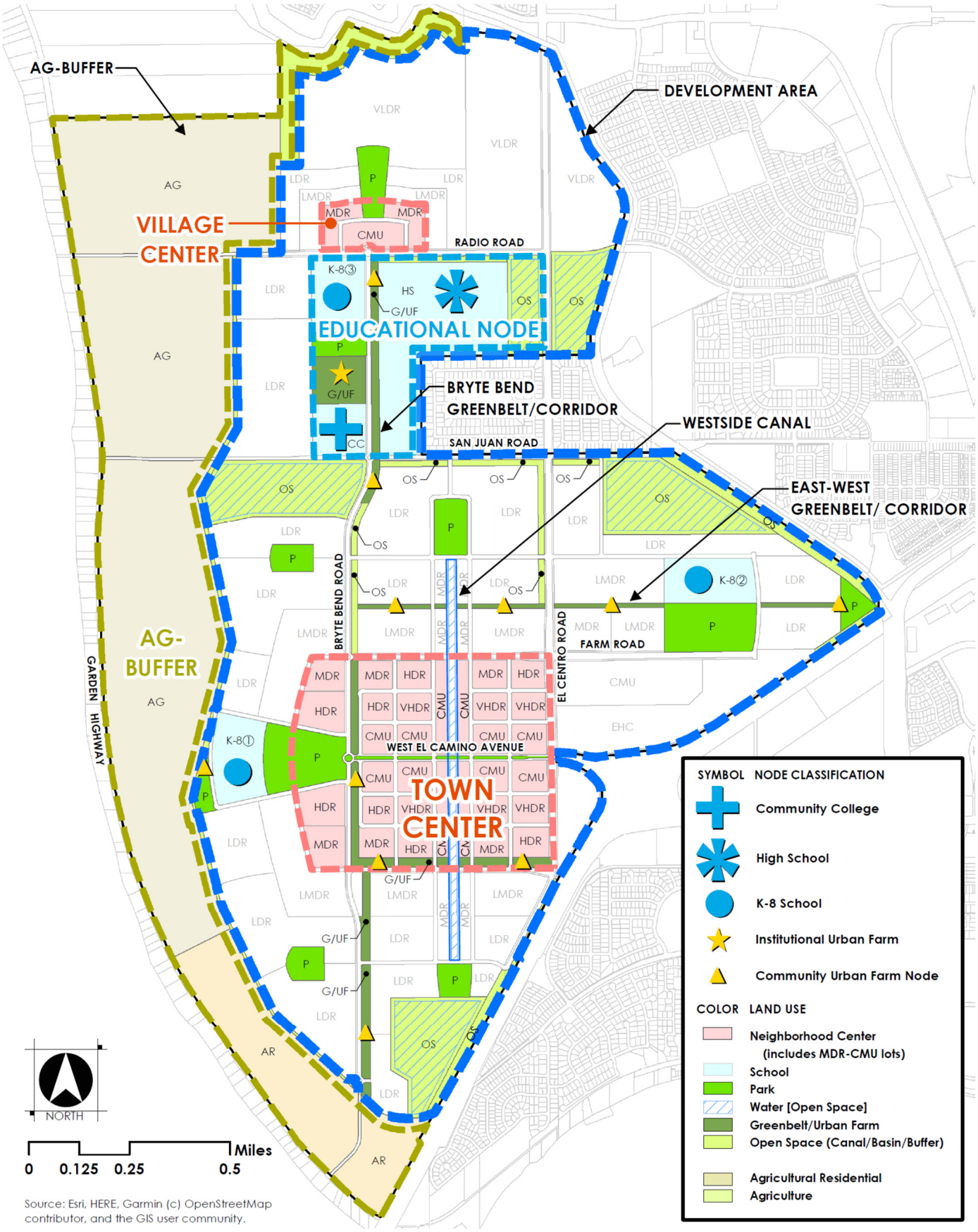
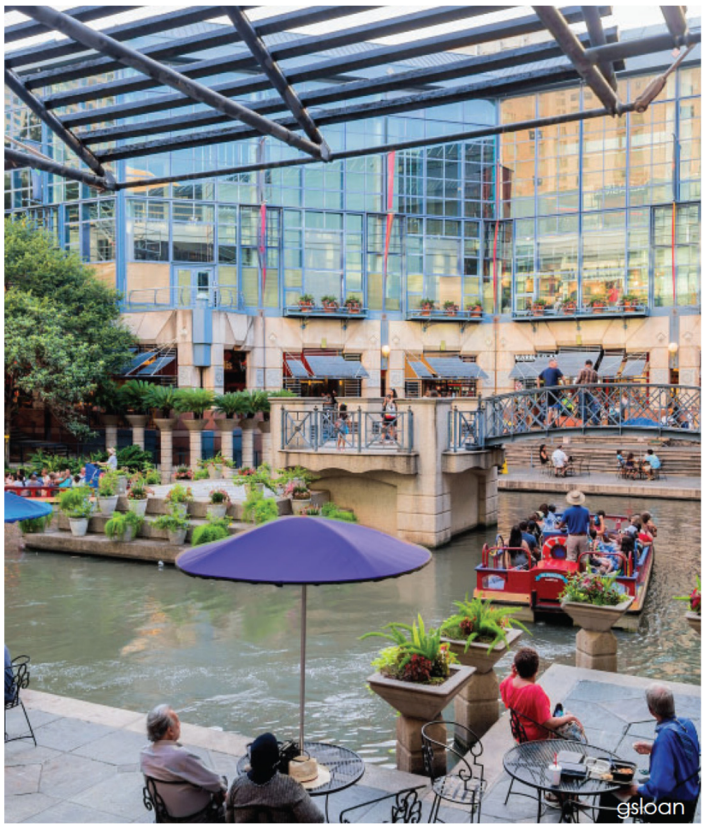


FIGURE 2-1: COMMUNITY FORM ELEMENTS



2.2.1 Dynamic Town Center

Create a Town Center that Looks Like One

The extension of West El Camino Avenue will serve as the "main street" for this new community, an urban node with an active pedestrian park median, grid-iron streets, with 3 or 4 stories of residential or offices over ground floor commercial. The Town Center will provide market rate and affordable housing in close proximity to employment opportunities, services, shopping and public transit. This type of density will encourage bicycle and pedestrian activity and will serve to reduce vehicular trips as demonstrated by the UWSP Traffic Study. While designed to serve future residents, this location capitalizes on the I-80 interchange and freeway exposure, and is intended to be a regional draw. The ground floor commercial along West El Camino Avenue and the wide median park encourage drivers to park first and then walk around and experience the Town Center as a pedestrian.

2.2.2 Linear Westside Canal

A Unique Amenity

The Westside Canal is one-mile long canal that provides a formal, landscaped, north-south waterway with adjacent bicycle and pedestrian travel ways, and "front-on" architecture located to either side. This waterway connects main street to neighborhoods to the north and south, and provides a unique recreational element. The architecture is intended to be urban, unlike suburban lake neighborhoods found elsewhere in the Sacramento region. This feature is a tribute to Sacramento's history as a river city and will provide an amenity that allows kayaking, canoeing, row boats, electric boats, etc. It is anticipated that this feature could attract visitors from outside the community, which could help to support the businesses and commercial activities located within the Town Center District. The location of the canal alignment is also consistent with existing agricultural irrigation and drainage ditches that are located within the Plan Area.

2.2.3 Clustered Educational Node

Opportunities for Hands-On Learning (Ag-Tech, New-Tech, and Sustainability)

The UWSP Land Use Plan includes a K-14 Educational Node located in the northerly portion of the Plan Area. The Los Rios Community College District owns a 108-acre parcel located northwest of the intersection of Bryte Bend Road and San Juan Road. The Natomas Unified School District (NUSD) owns a parcel directly to the east, southeast of the intersection of Bryte Bend Road and Radio Road, which is contemplated for a High School site. A K-8 school site is designated southwest of the intersection of Bryte Bend Road and Radio Road to create an educational cluster with school facilities for grades K through 14. An Urban Farm site and a Park site are located to provide a central focal point and gathering space for these three school sites.

Los Rios Community College District has expressed an interest in developing a vocational campus that could offer classes and career training in agricultural science, new technologies, and sustainable design. The campus will also include a planned Urban Farm to provide adjacent students an opportunity out of the classroom so that they can have "hands-on" learning experiences.

The use of photovoltaics, electric and potentially driverless vehicles, robotics, drones, and other technology is growing and becoming more prevalent. The importance of understanding how communities must consider sustainable design and provide habitat conservation is also critical, and the adjacent Ag Buffer and habitat mitigation areas located outside the Plan Area directly to the northwest can also provide outdoor learning opportunities. A "Living Classroom" curriculum could introduce students to the unique elements of the Natomas Basin ecosystem and encourage "natural resource stewardship" for future generations.

A supporting Commercial Mixed-Use (CMU) Village Center is designated north of the intersection of Bryte Bend Road and Radio Road to provide basic commercial services and higher density housing for teachers, young families, and other groups. The Village Center is located immediately north of the Educational Node, in close proximity to the school sites.

2.2.4 Connected Greenbelt System

Ag-menities, Ag-Tech, and the Ag-Buffer

The Greenbelt system provides connectivity through the Plan Area. An existing power line corridor in the southern portion of the Plan Area located adjacent to Street 2 and extending south along Bryte Bend Road was the genesis for the greenbelt concept, but greenbelts have merit of their own and can serve a multitude of functions. The main Greenbelt along the east side of Bryte Bend Road provides a 2-mile long north-south landscaped corridor.

It includes a Class I bike trail that will allow residents to connect to the Town Center Park or to the Educational Node and Urban Farm at the north end of the Plan Area. Portions of the greenbelts will also provide vegetated drainage swales and channels for the treatment of urban runoff and storm water conveyance. These corridors also provide buffers between uses and visual relief. Greenbelts are located to provide connections between neighborhoods, and will provide a key east/west bike trail connection to the eastern tip of the project and the I-80 bike overcrossing. Urban farming nodes or "Ag-menities", which will provide local neighborhood gardening opportunities, are distributed along the greenbelt corridors in locations that are convenient for adjacent residents, providing a space where residents can gather and socialize, and grow flowers, herbs or vegetables to augment their diet. These Ag-menities may include green houses, sheds, meeting and maintenance areas, and other elements that could provide information to residents on healthy food choices, and an opportunity to grow your own produce. These urban farming nodes will provide a "hands-on" recreational element that many residents will utilize more than active parks with ball fields.

The Urban Farm located to the north end of the Plan Area within the Education Node is strategically positioned between Los Rios Community College Vocational Campus and the K-8 school site, and directly west of the NUSD High School site. This urban farm is sized to be productive and provides an Ag-Tech opportunity for students interested in pursuing a degree in agricultural science. It will provide a "hands-on" learning experience that compliments classroom instruction and students could have test plots or provide locally grown produce to local farmers' markets. College students could also conduct programs for the adjacent NUSD students to provide an introduction to urban farming and agriculture.

The 542-acre Ag-Buffer preserves some of the existing agricultural pattern, provides for visual separation between the proposed 1,524-acre Development Area and the Garden Highway and the Sacramento River, and provides a transition and a buffer to habitat mitigation areas located to the northeast. The Ag-buffer presents possible opportunities for students to participate in small-scale specialty farming operations off-campus, helping local farmers while also learning about the food supply system.

2.2.5 Innovative Transportation

Planning for the future

California's transportation systems are undergoing significant change. Ride-hailing companies like Lyft and Uber, car-sharing operators like Zipcar, and micro-mobility options like LIME bikes and LIME scooters are providing more options for how people travel. Micro-transit programs like SmaRT Ride operated by Regional Transit, or the North Natomas JIBE system, allow residents to schedule door-to-door public transit on-demand.

Electric and hybrid vehicles continue to gain market share and the advancement of EV and driverless technology is changing how people travel and goods are delivered. Real time navigation apps direct traffic to less busy streets allowing a degree of congestion management and more efficient use of roadways, allowing the right-sizing of roadways. Parking structures equipped with smart technology allow users of parking apps like Parking and SpotHero to find available spaces in urban areas.

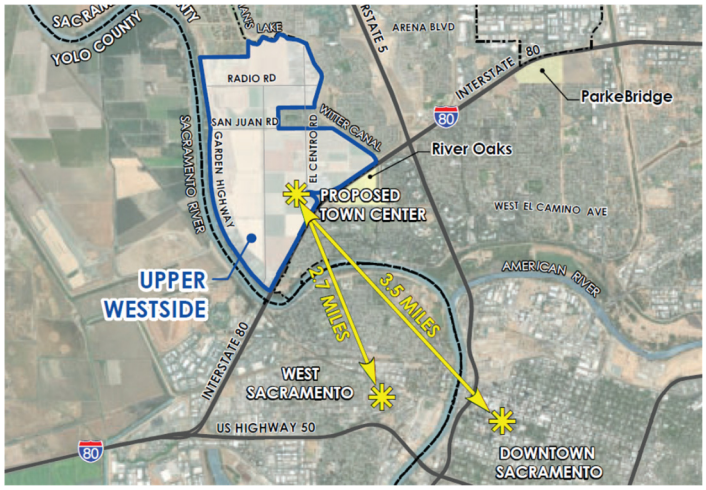
The UWSP embraces these innovative transportation concepts and anticipates the need to adapt to these technologies as they evolve. Policies for development of a planned Town Center require a curb-side management program be developed so that adequate space can be designated for public transit stop, passenger loading, freight delivery, and other parking demands. A gridded street network provides multiple connection points to a community-wide trail system and residential neighborhoods, which facilitates ride-sharing or ride-pooling, but also alternative transportation modes such as e-bikes or walking. Details for these concepts are outlined in Chapter 4, Mobility.

2.2.6 Balanced Jobs & Housing

Create on-site jobs and reduce VMT

The UWSP is in close proximity to existing job centers. Based on 2018 surveys by SACOG, there are already over 200,000 existing jobs within 5 miles of the Upper Westside Plan Area.

The UWSP Land Use Plan also incorporates a balanced, mixed-use community with approximately 3.1-million square feet of employment and commercial uses, as well as schools, parks, services and other uses that can provide on-site jobs. The UWSP purposefully considers on-site jobs-to-housing balance in order to capture vehicular trips within the community. The project's location in relation to existing job centers and the degree of on-site capture results in less Vehicle Miles Traveled (VMT) and is below the 85% of existing average VMT reduction threshold. This will result is less Greenhouse Gas (GHG) emissions, critical to meeting important regional air quality and climate action goals.



2.2.7 Sustainable Community

Renewable Energy, Conservation, and Greenhouse Gas Reductions

Sustainability is a broad ranging issue that is threaded throughout the UWSP's development plan. As outlined in UWSP Chapter 7, the goal is to achieve long-term environmental sustainability by incorporating measures that reduce energy usage, conserve water, incorporate water efficient landscaping, treat stormwater, and reduce reliance on automobile travel.

The Upper Westside supports these goals by incorporating a land use plan with a mixed-use Town Center, employment centers, parks, agricultural buffers, and higher plan-wide residential densities, resulting in a balanced mix of jobs, housing, amenities, natural and resource conservation areas. These uses are supported by an efficient circulation network that provides access to multiple transportation modes, which collectively reduce the number and length of automobile trips, lower total vehicle miles traveled, and result in reductions in energy consumption, pollution, and greenhouse gas (GHG) emissions. In addition to parks, the UWSP includes a significant amount of landscaping within planned greenbelts, collector street medians, open space corridors, edges of basins and drainage channels, and corridors along street edges, which collectively provide a measure of carbon sequestration. Additionally, drainage systems are designed to manage and cleanse stormwater.

The Upper Westside Specific Plan is forward thinking. It is intentionally designed to be sensitive to the environment and it offers the County of Sacramento an innovative community design that distinguishes the Upper Westside from other master-planned communities in the region.

2.2.8 Leveraging Adjacent Infrastructure

Utilizing Existing Infrastructure Systems; this is Smart Growth.

The UWSP area is surrounded by urban uses, with the City of Sacramento's boundary located along the northeast, east, and southeast edges of the Plan Area, and with single-family residential housing located immediately to the west along Garden Highway. Given the UWSP's proximity to existing urbanization, the Plan Area is situated directly adjacent to infrastructure and utility systems. This provides the opportunity for the UWSP to tie its roadway and utility systems into existing facilities adjacent to the Plan Areas. Infrastructure pipelines for sewer, water and storm drainage have previously been constructed in El Centro Road and in off-site roadways in proximity to the east. Therefore, the UWSP's location allows for the logical extension of existing infrastructure to serve the planned community.

In the decades prior to Specific Plan approval, a significant public investment was made in the Natomas Basin. This includes freeway widening, interchange improvements, airport expansions, and levee improvements. The infrastructure improvements needed to serve the Upper Westside will further the investment in this region. By developing areas that are surrounded by urbanization, this approach is intended to reduce infrastructure construction costs, lessen the environmental impacts associated with new development, and decrease pressure to convert agricultural lands elsewhere in the region.

2.3 COMMUNITY DISTRICTS & NEIGHBORHOODS

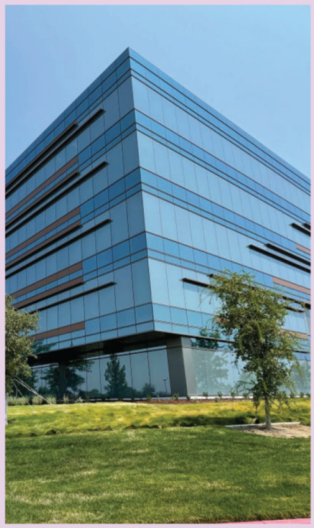
As the Upper Westside develops over time, it is envisioned to evolve into a collection of districts and neighborhoods that visually define the community. Four distinct districts are envisioned for the Development Area, in addition to the Ag Buffer provided along the Plan Area's western edge. These Districts are defined by major streets and are a subset of the Development Area. Neighborhoods are generally organized around a centrally located park space and are subsets of a larger District. The community's districts include the Town Center District, the West "C" District, the Young Scholars District, and the East Triangle District. These districts and the Ag-Buffer are illustrated on Figure 2-2. The key visionary elements to guide development of each district are outlined in this section, which include detailed figures to illustrate the envisioned design framework.

TOWN CENTER DISTRICT

WEST "C" DISTRICT

YOUNG SCHOLARS DISTRICT

EAST TRIANGLE DISTRICT



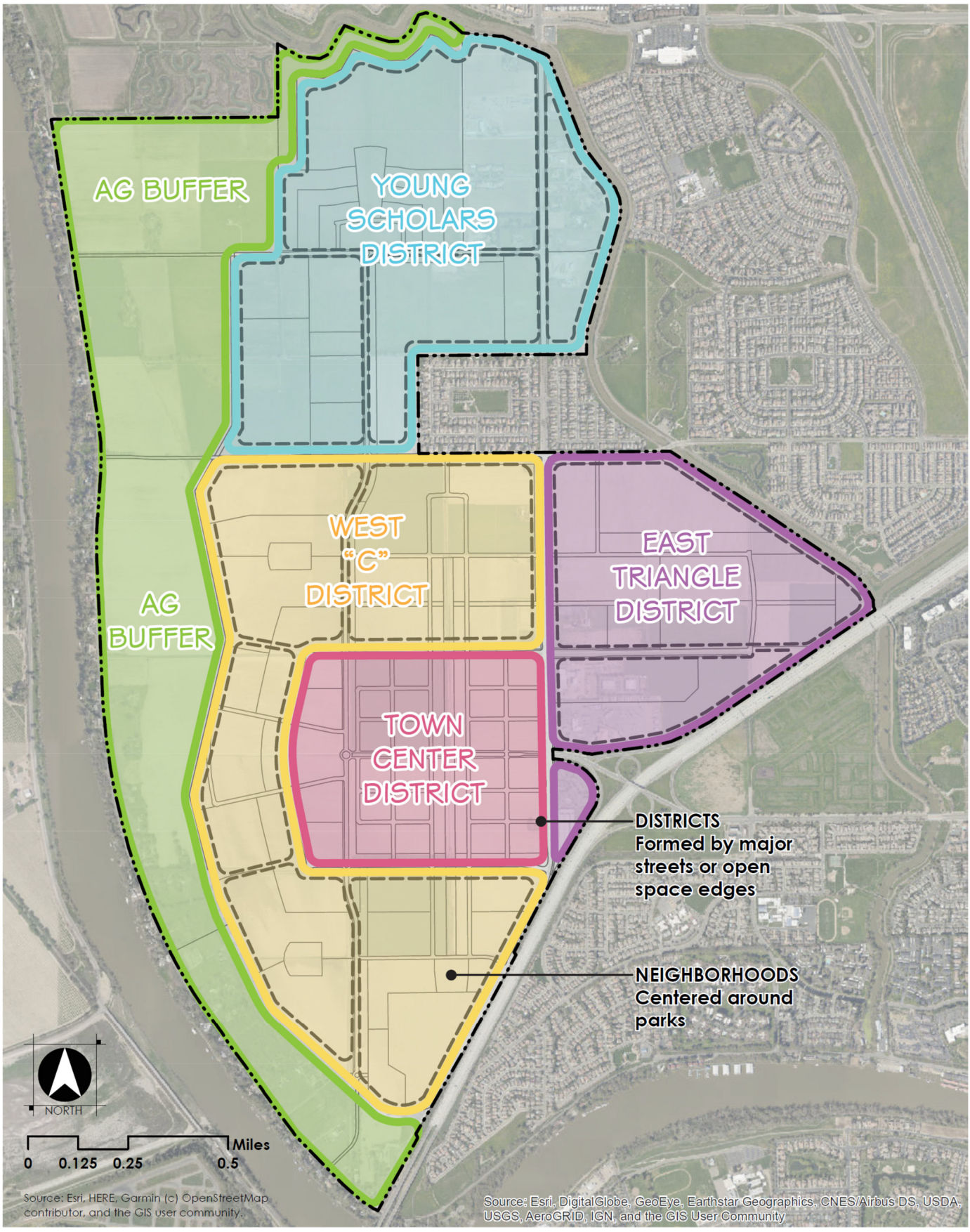


FIGURE 2-2: COMMUNITY DISTRICTS & NEIGHBORHOODS

2.3.1 Town Center District

The Town Center District is centrally located and serves as the community's "downtown." Given this District's location at the gateway entrance into the Plan Area from the I-80/West El Camino Avenue interchange, details regarding its urban design and development pattern are provided in Chapter 3 of the Development Standards and Design Guidelines (DS&DGs). Figure 2-3 illustrates the vision for the district's design framework.

The Town Center District contains the highest intensity of uses in the Plan Area. Its urban form is organized around the intersection of the Median Park, an east/west feature within the westerly extension of West El Camino Avenue, and the Westside Canal, a north/south recreational water feature, visual amenity, and drainage facility. Collectively, these elements create an attractive central gathering space for the community, and their spatial orientation divides the Town Center's physical form into four quadrants.

The Commercial Mixed Use (CMU) land use designation in each quadrant is targeted for a mix of uses including vertically integrated buildings along West El Camino Avenue. Residential, office, and other commercial uses are envisioned above ground floor active uses such as retail shops, eateries, offices, building amenities, and services, which are designed to engage pedestrians at street level. The Median Park is intended to provide space for outdoor seating, coffee kiosks, food vendors, street fairs, a farmer's market, or similar activities. Adjacent commercial buildings are encouraged to provide outdoor seating and plaza space to reinforce a "main street" lifestyle. The Median Park is bisected by the Westside Canal, which provides an urban waterfront for adjacent developments and creates a regional recreational amenity to attracts visitors.

West El Camino Avenue terminates at the Bryte Bend Road roundabout, which provides a convenient turnaround for transit returning to the Town Center. West of the roundabout, a portion of the Town Center Park is included in the District, along with adjacent high-density and medium-density residential parcels located along the western edge of Bryte Bend Road.

Inspirational imagery to guide the Town Center District's urban form, including vertically-integrated retail and multi-family housing, the Median Park on West El Camino Avenue, and VHDR row homes

1 Blocks designated for Commercial Mixed Use land uses aligned along Westside Canal and Median Park to form the District's highest intensity urban uses

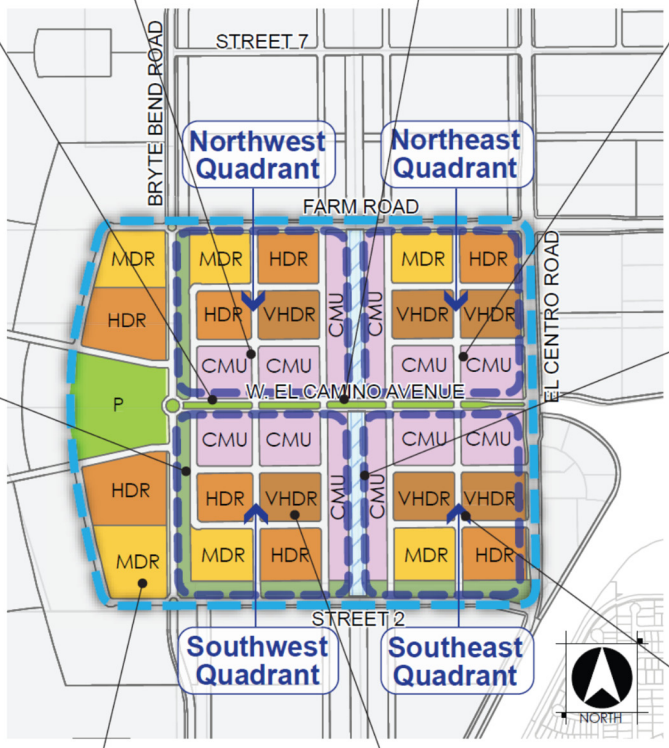
2 Median Park anchors the District's primary commercial corridor and provides an activated gathering space for small retail operations and seating areas

9 Westside Canal and W. El Camino Ave. Median Park function as the organizing element for the Town Center's urban form and development pattern, creating four quadrants

3 District organized into a series of urban blocks, modeled after a traditional downtown gridiron street network

8 Greenbelt Corridors incorporated into Town Center design along Bryte Bend Road and Street 2, providing a green space and bike/ped linkage to District from adjacent neighborhoods

4 Westside Canal provides a regional placemaking opportunity as a recreational and visual amenity through the heart of the District



5 Grid iron street network creates high degree of connectivity and walkable blocks

7 Lowest density MDR residential blocks sited along District's edges, creating transition to lower density single-family residential neighborhoods in adjacent West "C" District

6 Highest density residential blocks sited in proximity to commercial core, with housing density decreasing towards the District's periphery

FIGURE 2-3: TOWN CENTER DISTRICT DESIGN FRAMEWORK

2.3.2 West "C" District

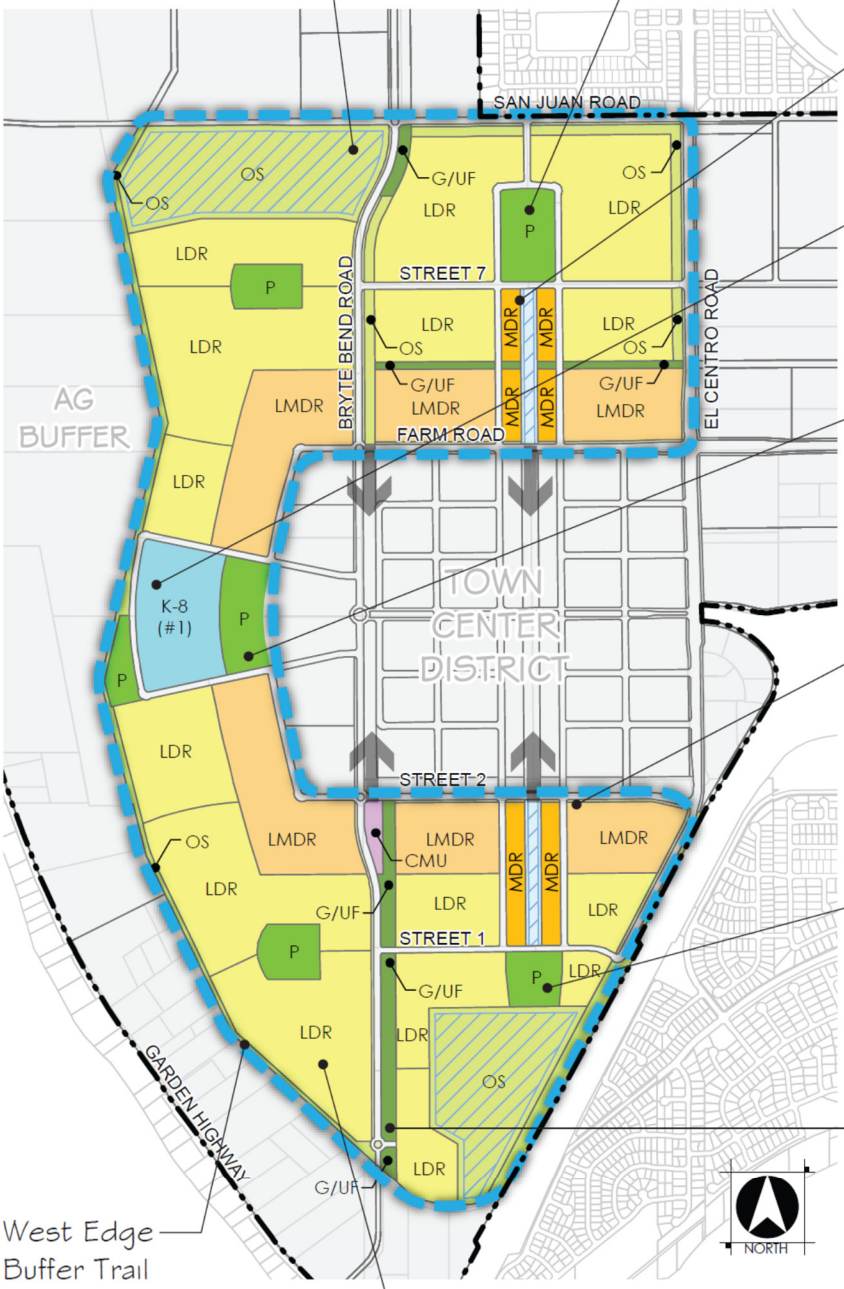
The West "C" District is located west of El Centro Road and derives its name from the manner in which its boundary wraps around the Town Center District. It is bounded on the north by San Juan Road, on the west and southwest by the Ag Buffer, and on the southeast by Interstate 80 (I-80). The West "C" District is comprised primarily of LDR, LMDR, and MDR residential neighborhoods and provides a density transition from the Town Center to the Ag Buffer. The standards and guidelines for these uses are provided in Chapter 4 of the Development Standards and Design Guidelines (DS&DGs). Figure 2-4 illustrates the vision for the district's design framework.

The West "C" District provides a collection of single-family neighborhoods that are oriented around local parks and it has excellent access and connectivity to the Town Center, the Town Center Park and K-8 School Site #1. The Town Center Park is a shared amenity between this District and the Town Center District, and it is intended to provide a large park space for the Plan Area with active sports fields and other facilities, but it also provides recreational opportunities for surrounding residents. This park also allows for shared-use recreational facilities with the adjacent K-8 School Site #1.

Inspirational imagery to guide the design of the West "C" District's residential neighborhoods and park spaces

1 Lake basin located to capture urban runoff and create landscaped open space amenity

2 Parks centered in neighborhoods and at terminus of Westside Canal as an amenity within an easy walking distance of homes



3 District's highest density residential housing types sited along Westside Canal

4 K-8 school sited centrally within District and serves as educational and social gathering space

5 Town Center Park centrally located in District and sited at western terminus of West El Camino Avenue

6 Higher-density single-family residential neighborhoods sited along perimeter of urban Town Center District

7 Parks function as visual landmarks to the northern and southern terminus of the Westside Canal

8 Bryte Bend Road Greenbelt Corridor creates north/south linkage to Town Center and urban farming nodes

9 Lowest density residential neighborhoods located along outer periphery of District as a transition to Ag-Buffer

10 West Edge Buffer Trail provides an open space linkage along District edge

FIGURE 2-4: WEST "C" DISTRICT DESIGN FRAMEWORK

2.3.3 East Triangle District

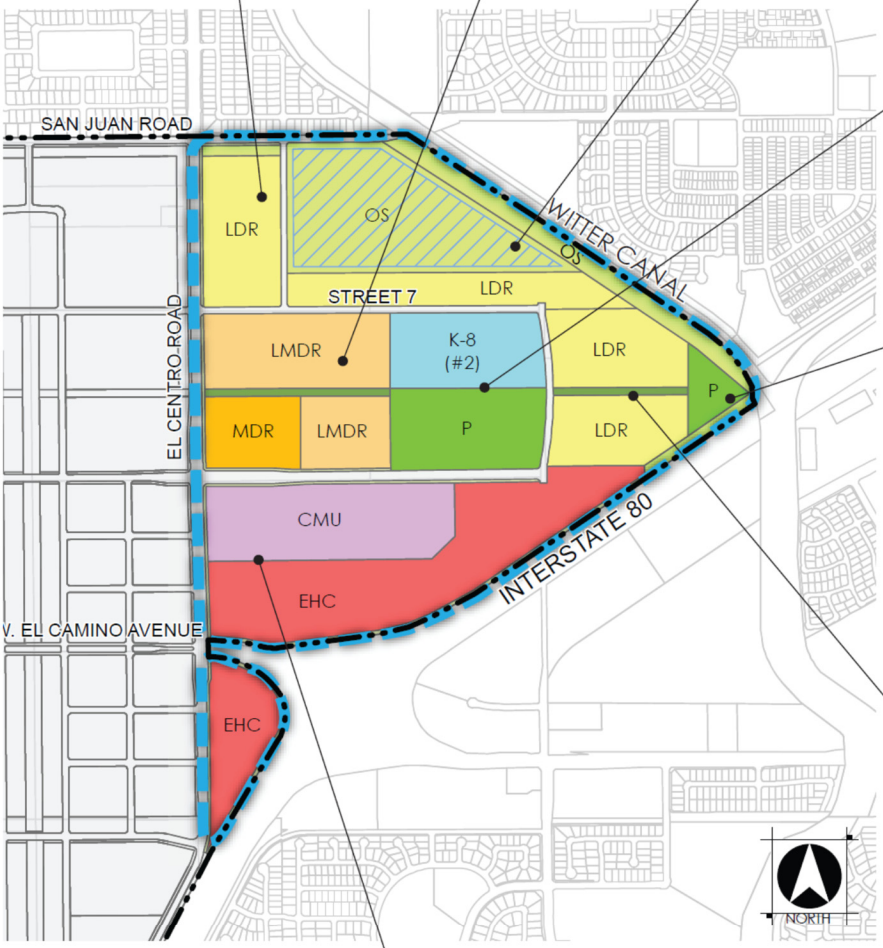
The East Triangle District is located east of El Centro Road, south of San Juan Road and is adjacent to the I-80 interchange. To capitalize on the District's freeway exposure, Employment/Highway Commercial (EHC) and Commercial Mixed Use (CMU) parcels are provided near the interchange. The northern portion of the District is comprised of lower-density single-family residential neighborhoods, which are anchored by a centrally located K-8 School site and a large neighborhood park. Figure 2-5 illustrates the vision for the district's design framework

Guidelines and standards for the development of residential uses are provided in Chapter 4 of the Development Standards and Design Guidelines (DS&DGs). Guidelines and standards for the development of CMU and EHC uses are provided in DS&DG Chapter 5.

The EHC designation is intended to accommodate regional commercial uses such as corporate offices or large footprint retailers, while the CMU designation is envisioned for a mix of commercial and residential uses. As development projects are proposed for CMU uses, subsequent planning efforts are required to coordinate the design elements within the CMU area to ensure that site plans and circulation systems can be reviewed in greater detail. CMU developments may have horizontally or vertically integrated uses. This process is defined further in DS&DG Chapter 5.

A key element of the East Triangle District is the East West Greenbelt Corridor, which provides a linkage between several residential neighborhoods and provides a 10-foot trail from Bryte Bend Road and the Westside Canal to the existing I-80 freeway overcrossing. From the easterly tip of the East Triangle District, it is an approximately 5-mile/20-minute bike ride to downtown Sacramento.

Inspirational imagery to guide the design of the East Triangle District's development, including opportunities for corporate office buildings and commercial centers in areas designated as EHC and single-family housing in areas designated for residential uses



1 Lowest density residential neighborhoods located near San Juan Road as a buffer to existing neighborhoods to the north

2 Higher density residential neighborhoods sited in proximity to the District's school site, parks, Greenbelt Corridor, and CMU uses

3 Lake basin located to capture urban runoff and provide landscaped open space amenity at neighborhood edge

4 Adjaent school and park to create central gathering space and educational node, with opportunities for shared use facilities

5 Small neighborhood park with Urban Farm node functions as eastern terminus to Greenbelt Corridor and provides trail connections to Witter Canal & I-80 bike/ped overcrossings

6 East West Greenbelt Corridor provides links to schools, parks, farming nodes, and the community-wide trail system that connects to the Town Center District

7 EHC and CMU land uses sited adjacent to Interstate 80, the West El Camino Avenue interchange, and El Centro Road

FIGURE 2-5: EAST TRIANGLE DISTRICT DESIGN FRAMEWORK

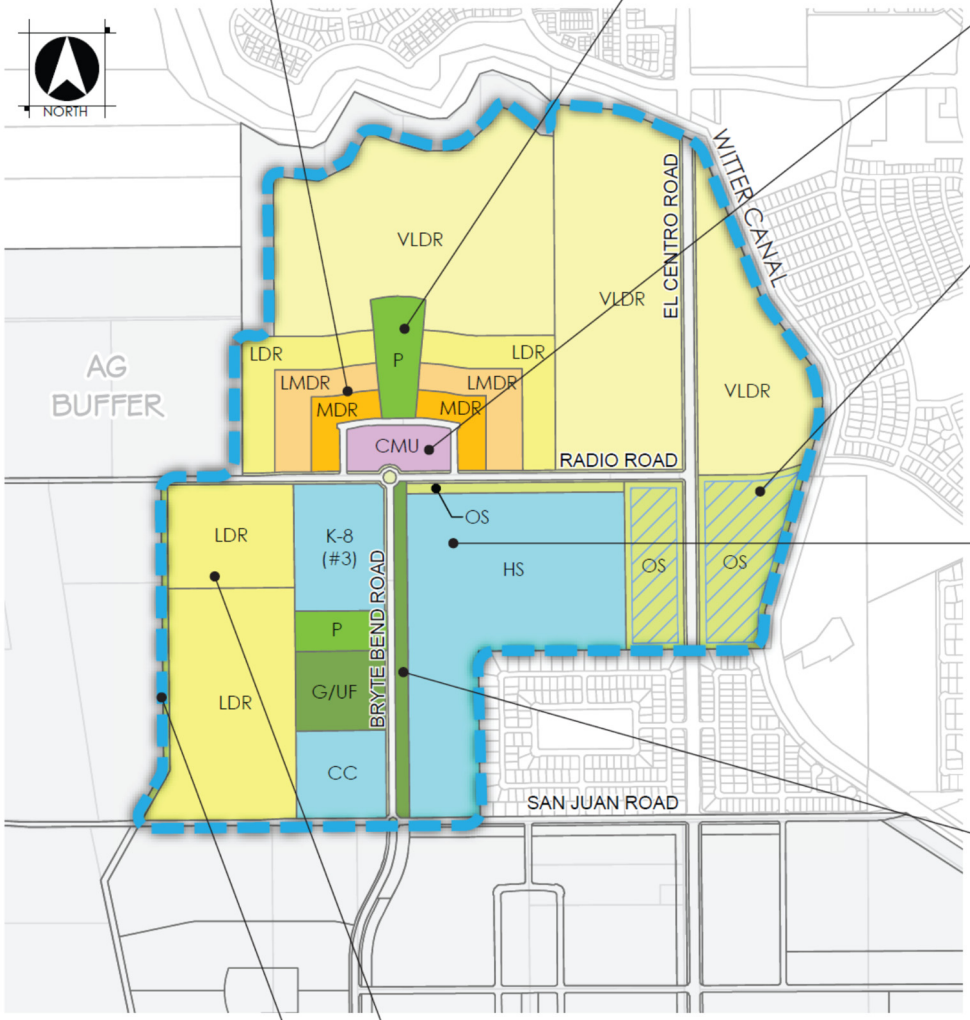
2.3.4 Young Scholars District

The Young Scholars District is located in the northerly portion of the Plan Area, north of San Juan Road, east of the Ag Buffer, and west of the Witter Canal. Radio Road is the primary east/west road serving this District and is the northerly terminus of Bryte Bend Road. South of Radio Road, the development plan includes three schools. North of Radio Road, planned land uses allow for development of several residential neighborhoods, which are organized around a Commercial Mixed Use (CMU) node located at the crossroads of Radio Road and Bryte Bend Road. Figure 2-6 illustrates the vision for the district's design framework

Guidelines and standards for the development of residential uses in this district are provided in Chapter 4 of the Development Standards and Design Guidelines (DS&DGs). Guidelines and standards for the development of CMU uses are provided in DS&DGs Chapter 5.

The Young Scholars District includes a Community College site, a K-8 School Site, and a High School site located around a planned Urban Farm. Access to these sites from the bike/ped trail system is provided via the Bryte Bend Road Greenbelt Corridor. At the north end of the Greenbelt and north of the intersection of Bryte Bend Road and Radio Road, a small CMU site is envisioned to provide a village center with high density residential and small-scale commercial uses (e.g., cafes, delis, small grocer, professional offices). These uses should be configured to provide a central gathering space for the surrounding residential neighborhoods and the District's student population.

Inspirational imagery to guide the design of the Young Scholars District's commercial mixed use node and residential neighborhoods



1. Highest density residential neighborhoods organized around commercial mixed-use village center
2. Neighborhood parks sited within an easy walking distance of adjacent neighborhoods
3. Commercial mixed-use node anchors northern terminus of Bryte Bend Road, at intersection with Radio Road
4. Lake basin located to capture urban runoff and provide landscaped open space amenity at neighborhood edge
5. Educational Node's High School, K-8 School & Community College provide an educational focus to the community
6. Greenbelt trail provides connectivity to school sites, park, and urban farming nodes
7. Lower-density residential neighborhoods provide a transition to the Ag-Buffer along western edge of Plan Area
8. West Edge Buffer Trail provides an open space linkage along District edge

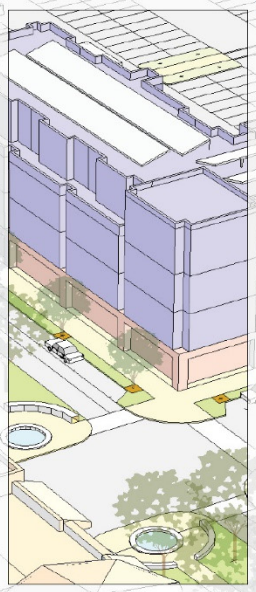
FIGURE 2-6: YOUNG SCHOLARS DISTRICT DESIGN FRAMEWORK

2.3.5 Agricultural Buffer ("Ag Buffer")

The 542-acre Ag Buffer is located west of the Development Area and is intended to allow existing agricultural, ag-residential, and mitigation uses to continue as existed prior to Specific Plan approval. As described in Chapter 5, the Urban Policy Area (UPA) and the Urban Services Boundary (USB) were extended to only include the Development Area and not the Ag Buffer area. Agricultural properties or mitigation properties within the Ag Buffer can provide outside the classroom learning experiences for students. The buffer width ranges from 700-feet to the south to over 2,700-feet or a half mile to the north, providing a substantial buffer to Garden Highway and the Sacramento River, allowing a transition to off-site mitigation areas located to the northwest.

Southward aerial view of agriculture residential parcels and the Sacramento River

CHAPTER 3
LAND USE



Inside this Chapter

3.1 OVERVIEW

Upper Westside's land use plan is designed to facilitate development of a new community that achieves the vision outlined in Chapter 2. The primary goal is to provide a balanced mix of uses and a wide range of housing opportunities, with land uses located in a manner that follow sound planning practices and community design principles. The mix of land uses and amenities have been distributed in a manner that are intended to encourage walking and biking as an alternative to driving.

The Land Use Plan is reflective of the eight planning and design concepts outlined in Chapter 2, Vision, which build upon the guiding principles that resulted from the County's Natomas Joint Vision process. These factors heavily influenced the Upper Westside's development plan and overall community design.

3.2 LAND USE POLICIES

The UWSP establishes a development plan, including land use designations and development allocations, for all properties in the Plan Area. Subsequent planning entitlements and development applications are required to implement and demonstrate consistency with this Specific Plan. This includes a requirement for properties to effectuate their development entitlements and be rezoned consistent with the Land Use Plan herein, as required by Section 8.3 of this Specific Plan. It is anticipated that, as development entitlements are effectuated over time, adjustments to the development plan may be considered, which are subject to the provisions in Section 8.8, Administration. To ensure that any potential adjustments and subsequent development applications are aligned with this Specific Plan, the UWSP establishes a policy framework to maintain consistency with the Land Use Plan. To that end, all planning entitlements, development applications, and subsequent Specific Plan adjustments shall be found by the County to comply with the policies outlined below:

Land Use

3-A Maintain the general development pattern illustrated on Figure 3-1, Land Use Plan, and the intensities identified in Table 3-1, Land Use Summary, to ensure a balanced mix of uses with a full range of housing choices and employment opportunities, schools, parks, shopping, and services.

3-B Focus the highest intensity/density of uses to the Town Center District and CMU parcels in the Young Scholars and East Triangle Districts, with decreasing intensities/densities towards the Plan Area's outer periphery.

3-C Require that the total residential units and/or non-residential square footage developed on a Specific Plan parcel be within the permitted density and FAR ranges specified by the applicable land use designation.

3-D Maintain an overall Plan Area "double net" residential density of more than 10 dwelling units per acre consistent with the points achieved by this Specific Plan under General Plan Policy LU-120, Criteria CB-1.

3-E Upon buildout of the development plan, maintain at least 5 percent of the residential units located and built within vertically integrated mixed-use buildings consistent with the points achieved by this Specific Plan under General Plan Policy LU-120, Criteria CB-3.

3-F Require residential Specific Plan parcels with a Very High Density Residential (VHDR) and Commercial Mixed Use (CMU) land use designation to be developed at a density of 30 du/ac or greater to ensure consistency with Sacramento County's adopted General Plan Housing Element.

3-G Maintain the quantity and mix of non-residential, employment-generating uses within the Plan Area to ensure that such uses remain "right-sized" for the development plan based on the Upper Westside Urban Decay Analysis.

3-H Allow for administrative modifications to the development plan that are determined consistent with the character and intent of the UWSP in accordance with the requirements and findings of UWSP Section 8.8.4, Minor & Major Specific Plan Amendments.

Community Form

3-I Require that all proposed development applications be found substantially consistent with the Community Vision described in Chapter 2 and applicable provisions of the DS&DGs to ensure implementation of the UWSP's overarching planning and design concepts.

3-J For consistency with the points achieved by the UWSP under General Plan policy LU-120 Criteria CB-2 and CB-4, maintain resident proximity to key amenities by ensuring that at least:

- 90% of residential units are located within a one-mile radius of schools, a ½-mile radius of CMU parcels, and a ¼-mile radius of parks and urban farm nodes; and
- 80% of residential units are located within a ½-mile of existing or planned transit services.

3-K Establish the Town Center District as the Plan Area's "urban downtown" that incorporates the highest intensity and density of uses, including mixed-use development, multiple types of high-density housing, and a variety of active public spaces, consistent with the vision described in UWSP Section 2.3.1.

3-L Focus multi-story, vertically integrated mixed-use development within the Town Center District along West El Camino Avenue, with the highest density residential blocks adjacent to the mixed-use development.

3-M Develop the West El Camino Avenue Median Park and the Westside Canal through the Town Center District as a regional amenity with recreational, visual, and placemaking features.

3-N Apply design treatments in the Town Center to facilitate a "Main Street" environment with a grid of walkable streets and active "urban" street frontages, consistent with the provisions of DS&DG Chapter 3.

3-O Establish the West C District as a series of residential neighborhoods that are individually organized around small, active parks to create a density transition between the Town Center and the Agricultural Buffer, consistent with the vision described in UWSP Section 2.3.2.

3-P Orient the highest density residential neighborhoods within the West C District along the Westside Canal and the Town Center's periphery.

3-Q Establish the East Triangle District with automobile-oriented commercial uses in the southern portion of the District and residential neighborhoods around a school/park node in the northern portion of the District, consistent with the vision described in UWSP Section 2.3.3.

3-R Orient CMU, commercial, and employment uses within the East Triangle District to high-visibility areas along El Centro Road, Farm Road, and the Interstate 80 corridor.

3-S Develop the highest density residential neighborhoods adjacent the East Triangle District's CMU, park, and school site, with the lowest density residential neighborhoods adjacent to San Juan Road as a buffer to the existing neighborhoods to the north.

3-T Establish the Young Scholars District as a series of residential neighborhoods around a village CMU node, consistent with the vision described in UWSP Section 2.3.4.

3-U Integrate an educational node in the Young Scholars District consisting of a high school, K-8 school, and community college that will provide an educational focus to the community.

3-V Locate the Young Scholars District's CMU village center in proximity to Bryte Bend Road and Radio Road to provide services to residents in the northern portion of the Plan Area.

3-W Develop the highest density residential neighborhoods adjacent to the Young Scholars District's CMU village center, with lower density residential neighborhoods along the western edge of the district as transition to the Agricultural Buffer.

Residential Neighborhoods

3-X Provide a mix of housing product types within each District and throughout the community, consisting of a wide array of single-family detached and multi-family attached units to accommodate all market segments and housing needs.

3-Y Require LDR parcels greater than 30 acres and LMDR parcels greater than 15 acres to be developed with a minimum of two different lots sizes and/or product types to provide housing diversity within individual neighborhoods.

3-Z Support accessory dwelling units (ADUs), such as casitas, carriage units over garages, or separate living quarters, within floor plans of VLDR, LDR, and LMDR home designs to enhance housing product diversity.

3-AA Integrate attached "missing middle" housing types (e.g., duplex, triplex, fourplex, etc.) within conventional single-family detached residential neighborhoods by utilizing the UWSP's Missing Middle Housing Incentive Program, outlined in UWSP Section 8.8.6.

3-BB Design residential subdivisions to facilitate pedestrian and bicycle travel between neighborhoods, and to facilitate visual and physical access to parks and open space to allow for community connectivity, enjoyment, and surveillance.

3-CC Design vibrant, attractive neighborhoods that are modeled after traditional neighborhood patterns with modified street grids, local parks as a focal element, and a collection of different, visually compatible architectural home styles, which create a strong sense of community consistent with the design provisions outlined in DS&DG Chapter 4, Residential Neighborhoods.

Public, Park & Open Space

3-DD Establish a network of public uses and green spaces distributed throughout the Plan Area including schools, higher education, parks, greenbelts, urban farms, lake basins, and open spaces consistent with Chapter 6, Public Space.

Agricultural Buffer

3-EE Maintain an agricultural buffer along the western portion of the Plan Area to preserve existing agricultural uses and farming operations, to allow visual separation between the Development Area and the Garden Highway/Sacramento River corridor, and to create a transition to habitat mitigation areas located to the northeast.

3-FF Retain the agricultural buffer outside of the County's Urban Policy Area (UPA) and Urban Services Boundary (USB).

3-GG Limit uses within the agricultural buffer to those compatible with the rural character of the area, consistent with Section 3.4.4, Agricultural Buffer Uses, and the County's Zoning Code.

Affordable Housing

3-HH Require each individual residential project to provide an affordable housing plan for review and approval by the County that demonstrates compliance with the goals and objectives of the County's Affordable Housing Ordinance and the provisions of Section 3.6.2, Affordable Housing Strategy.

3-II Utilize more than 50% of the affordable housing fee revenue generated by the UWSP within the Plan Area to support affordable housing and social diversity.

3-JJ Support developers or builders requests for density bonuses above the allocated units for HDR, VHDR, or CMU parcels, as allowed by local ordinance and state law to provide affordable housing.

3-KK Support residential home designs and floorplans that provide Accessory Dwelling Units (ADUs) or separated living spaces (multi-generational design), or work spaces, that could be converted to an ADU as a potential method of providing affordable housing.

3.3 LAND USE PLAN

The Land Use Plan and associated summary table depict the Specific Plan's parcel boundaries, acreages, land use designations, and development allocations for each use in the Plan Area. While this section describes the UWSP's land uses, they are implemented with the Upper Westside Development Standards and Design Guidelines (DS&DGs) document, which provides the zoning-type regulations for land development projects and design guidance for the community's visual character.

The UWSP is planned to accommodate 9,356 dwelling units, creating housing opportunities for a population of approximately 25,488 people. Additionally, the mix of non-residential land uses supports approximately 3.1-million square feet of commercial, service, and employment-generating uses, creating a balanced mix of uses within the Development Area.

A land use summary, including total residential unit allocations and non-residential square footage assumptions, is outlined in Table 3-1. The UWSP Land Use Plan is illustrated on Figure 3-1.

3.3.1 Calculations for Residential Density &Non-Residential Square Footage

The methodology for calculating the UWSP's total development allocation is based on the "net" acreage of all Specific Plan parcels. "Net" acreage does not include a parcel's adjacent areas designated for major roadways and landscape corridors. The Land Use Summary in Table 3-1 identifies the total net acreage for each land use designation, which includes a separate right-of-way category for major roads and landscape corridors. Calculating density based on a parcel's "net" area results in a more consistent method of achieving a parcel's development allocation as compared to other methodologies. For instance, using a "gross" acreage methodology, which incudes a parcels' adjacent major roadways, can result in significant fluctuations based on the amount of roadway frontage it may have. Similarly, using a "net-net" methodology, which would factor out a residential parcel's in-tract streets, can result in significant fluctuations because a parcel's percentage of street area varies depending on the type of housing being constructed.

3.3.2 Development Allocations

As shown in the Land Use Summary in Table 3-1, each land use designation includes an "allocated" density and/or FAR, which is used to derive the total residential unit allocation and square footage assumption for each use type. These density/FAR allocations are applied to the net area of individual Specific Plan parcels in order to generate their precise dwelling unit/sq. ft. allocation. For instance, a 5.8-net-acre MDR parcel, which has an allocated density of 12.0 du/ac, would have an allocation of 70 units. If the calculation for an individual parcel results in a fractional number, its development allocation is derived by rounding to the nearest whole unit/sq. ft. Development on any given Specific Plan parcel shall not exceed the development allocation except as allowed pursuant to the criteria outlined in Section 8.8.5 (Residential Unit Transfers & Density Blending), Section 8.8.6 (Missing Middle Housing Incentives), or density bonuses allowed by State and local laws.

3.3.3 Missing Middle Housing Incentive Program

In order to facilitate construction of a diverse array of housing types throughout the Upper Westside community, the UWSP includes a "Missing Middle Housing Incentive" program, which is intended to encourage construction of attached, "missing middle" housing units. This program provides an incentive to home builders that integrate attached, missing middle product types (e.g., duplex, triplex, fourplex, etc.) into conventional single-family detached neighborhoods (i.e., LDR, LMDR, MDR). To achieve this intent, the Land Use Summary in Table 3-1 includes a residential allocation of 300 Missing Middle reserve units, which have not been allocated to any Specific Plan parcel. This unit reserve can be used to increase the unit allocation of any LDR, LMDR, and MDR parcel outside the Town Center up to the maximum allowed for a parcel's land use density range, provided that the additional units awarded are used for the construction of attached, missing middle housing units. The approval criteria for utilizing the unit reserve are outlined in Section 8.8.6.

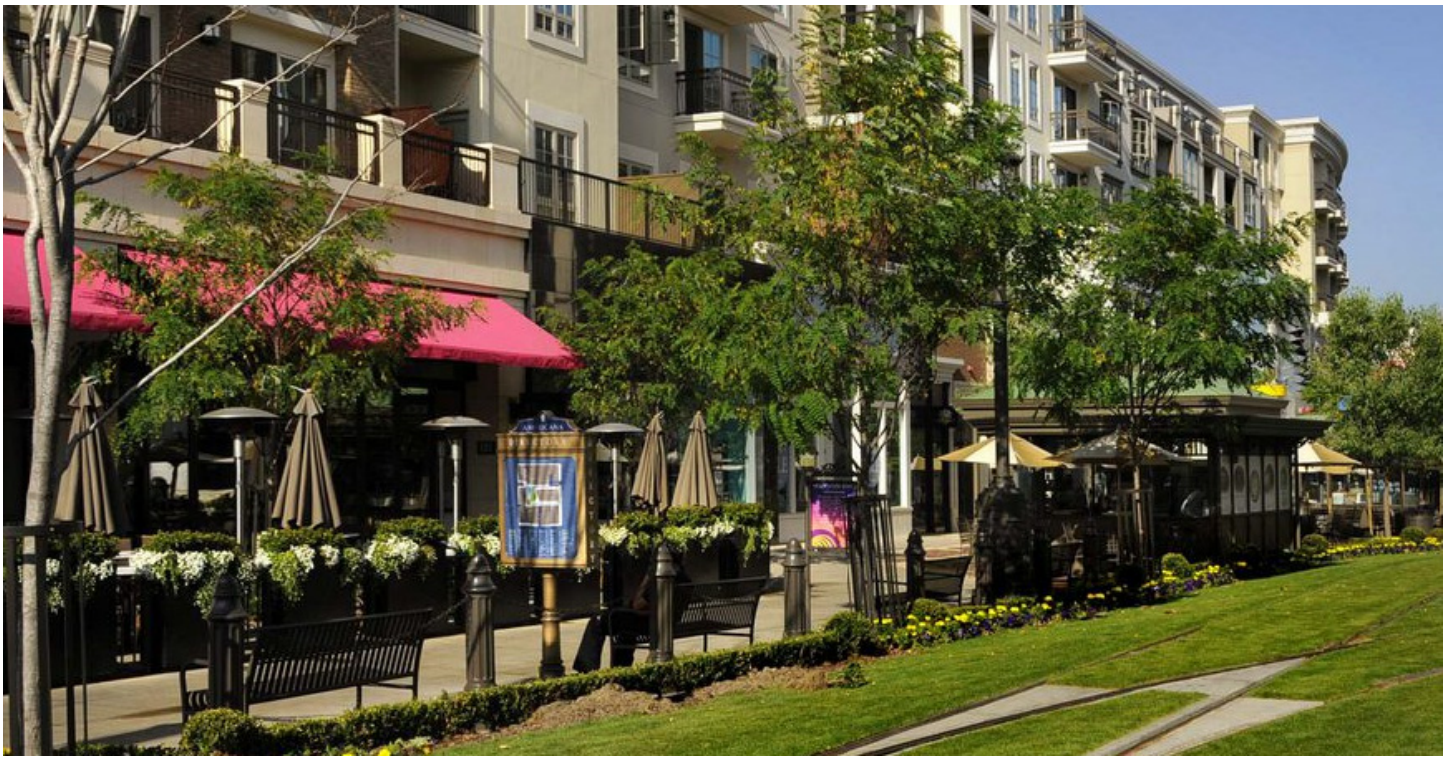
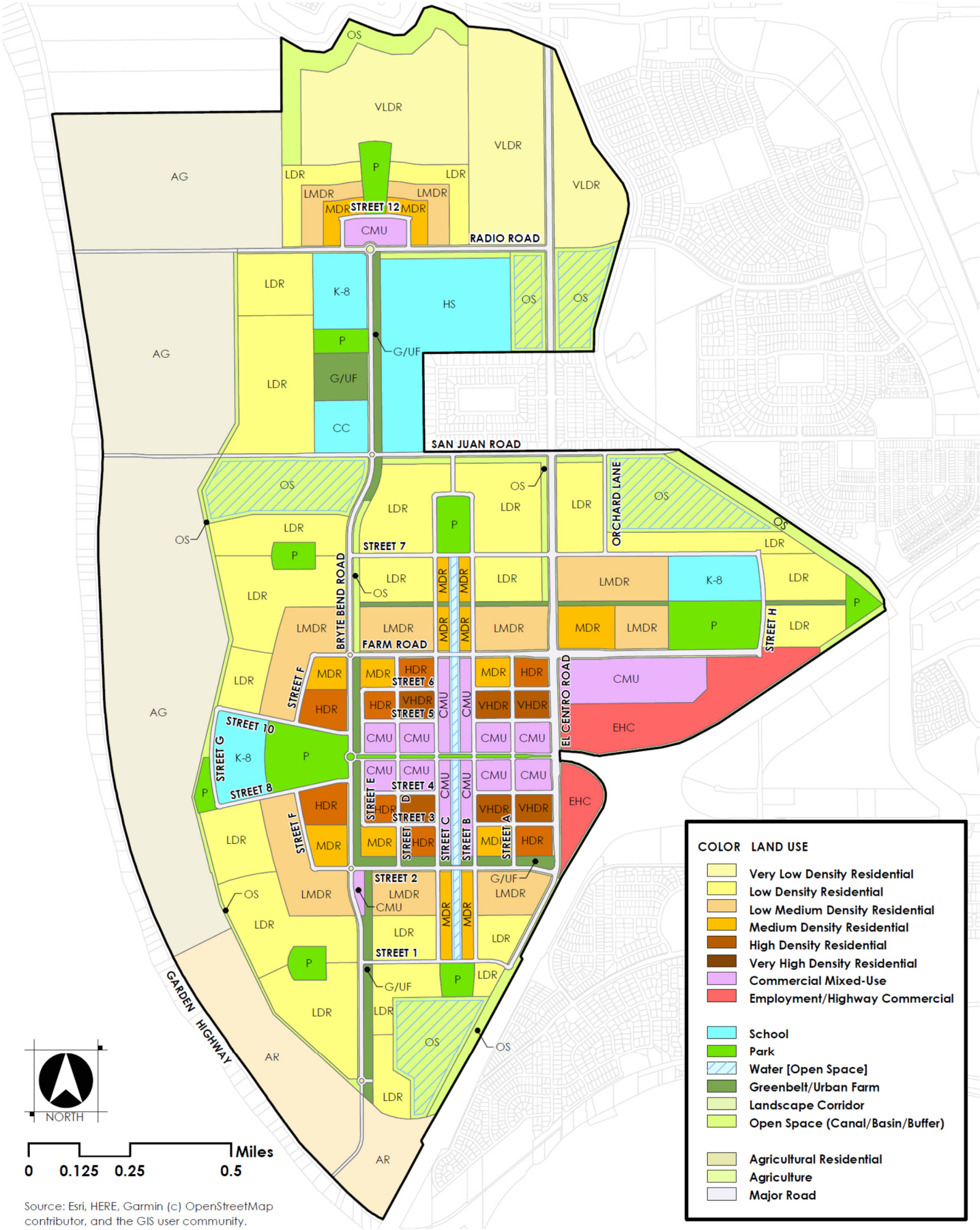


TABLE 3-1: LAND USE SUMMARY

Land Use Designation (Density/FAR Range)	Acres (Net) [1]	Allocated Density/FAR [2]	Dwelling Units [3]	Sq. Ft. [3]	Population Estimate [4]	% of Total Acres	% of Total Units
Residential Uses							
VLDR - Very Low Density Residential (1.0-4.0 du/ac)	166.7 ac	1.0 du/ac	168 du		504	8.1%	1.8%
LDR - Low Density Residential (4.0-7.0 du/ac)	390.8 ac	5.5 du/ac	2,149 du		6,447	18.9%	23.0%
LMDR - Low Medium Density Residential (6.0-10.0 du/ac)	134.9 ac	8.0 du/ac	1,079 du		3,237	6.5%	11.5%
MDR - Medium Density Residential (8.0-20.0 du/ac)	61.9 ac	12.0 du/ac	743 du		2,229	3.0%	7.9%
HDR - High Density Residential (20.0-40.0 du/ac)	36.4 ac	25.0 du/ac	910 du		2,275	1.8%	9.7%
VHDR - Very High Density Residential (30.0-50.0 du/ac)	22.6 ac	35.0 du/ac	791 du		1,978	1.1%	8.5%
Missing Middle Reserve Units	0.0 ac	n/a	300 du		750	0.0%	3.2%
subtotal	**813.3 ac**		**6,140 du**		**17,420**	**39.4%**	**65.6%**
Commercial & Employment Uses							
CMU - Commercial Mixed Use [5, 6] (0.02-2.00+ FAR & 30.0-100.0 du/ac)	83.6 ac	0.60 FAR 39.2 du/ac	3,216 du	2,184,970 SF	8,040	4.0%	34.4%
EHC - Employment/Highway Commercial [7] (0.05-2.00 FAR)	52.9 ac			921,730 SF	0	2.6%	0.0%
subtotal	**136.5 ac**		**3,216 du**	**3,106,700 SF**	**8,040**	**6.6%**	**34.4%**
Public, Park & Open Space Uses							
Schools - K-8, HS & CC (S)	124.2 ac					6.0%	
Parks (P)	79.1 ac					3.8%	
Greenbelt/Urban Farm (G/UF)	44.1 ac					2.1%	
Open Space - Canal (OS-C)	15.0 ac					0.7%	
Open Space - Lake Basins & Other (OS)	167.9 ac					8.1%	
subtotal	**430.3 ac**					**20.8%**	
Right-of-Way							
Major Roads A	115.9 ac					5.6%	
Landscape Corridors	27.8 ac					1.3%	
subtotal	**143.7 ac**					**7.0%**	
Subtotal Development Area	**1,523.8 ac**					**73.7%**	
Agricultural Buffer Uses							
Agricultural Residential (AR) [8]	86.1 ac		0 du			4.2%	
Agricultural Cropland (AG) [8]	414.3 ac		0 du			20.1%	
Open Space - Ag Buffer (OS)	36.6 ac					1.8%	
Major Roads B - Ag Buffer	5.4 ac					0.3%	
subtotal	**542.4 ac**		**0 du**			**26.3%**	
Grand Total	**2,066.2 ac**		**9,356 du**	**3,106,700 SF**	**25,460**	**100.0%**	**100.0%**

NOTES

1. Arterial and collector roads, some primary residential streets, and adjacent landscape corridors shown on map, have been netted out.
2. Allocated density/FAR establishes a cumulative development allocation for each land use designation.
3. Each specific plan parcel is permitted to develop within its specified land use density/FAR range and may only exceed its dwelling unit/ FAR allocation as allowed under the unit transfer provisions (Section 8.8.5), the Missing Middle Housing Incentive program (Section 8.8.6), or density bonuses allowed under State and local laws. Density adjustments may be permitted subject to the provisions in Chapter 8, Implementation.
4. Population estimates by Wood Rodgers are intentionally conservative and assume 3.0 persons per household (pph) for single-family and 2.5 pph for multi-family residential uses. These estimates should not be utilized to calculate UWSP's parkland acreage requirements.
5. Residential density calculations exclude ±1.6 acres of CMU for planned Fire Station in West "C" District.
6. No residential units are allocated to the ±1.6-acre CMU parcel in the West "C" District in order to accommodate a planned Fire Station.
7. Non-residential sq. ft. allocations are additive to existing commercial uses that were constructed prior to Specific Plan approval.
8. Ag-Buffer uses (AR and AG) have no increased unit allocation beyond what was permitted by the Zoning Code at the time of Specific Plan approval. These parcels are not included in UWSP's Development Area or UPA/USB expansion area and are subject to applicable requirements of the Zoning Code.



Source: Esri, HERE, Garmin (c) OpenStreetMap contributor, and the GIS user community.

FIGURE 3-1: LAND USE PLAN

3.4 LAND USE DESIGNATIONS

3.4.1 Residential Uses

The Upper Westside's residential uses support a wide array of housing types, including both single-family detached and multi-family attached units, as well as high-density housing in a several mixed-use areas. To implement the project as envisioned, the UWSP includes several residential land use designations that collectively encourage a diverse mix of housing. Slightly-overlapping density ranges are provided for single-family residential designations to allow for a mixture of lot sizes that can accommodate a variety of housing types, account for inefficiencies that may occur depending on parcel shape and ownership, and allow for dwelling unit transfers between parcels. Coupled with the land use specifications outlined in this section, the UWSP includes Development Standards and Design Guidelines that help ensure that neighborhood design and building architecture are developed consistent with the desired community vision.

Approximately 45% of the residential units are designated as VLDR, LDR, LMDR, or MDR, and support detached housing units with both large and small lots, as well as clustered housing such as "t-courts" in compact development patterns. Approximately 55% of the Upper Westside's residential units are designated as HDR, VHDR, CMU, or "Missing Middle" reserve units, which provides for attached, multi-family housing types in a variety of formats. These residential designations are primarily located in the Town Center District in order to create a "24-hour" population that supports a mixed-use, urban environment. Additionally, as noted in Section 3.3, the UWSP incorporates provisions to encourage construction of attached, "missing middle" housing units. Plan-wide, the diverse range of allowable residential densities and a relatively high average density is intended to support all household segments and enhance the County's ability to achieve its regional fair-share housing requirements.

With the designated unit allocations and density ranges, the UWSP is estimated to achieve an overall residential density of 10.4 du/ac (net of existing development at the time of Specific Plan approval). Densities are calculated using Sacramento County's General Plan "double-net" method, which excludes parks, schools, and other facilities, as well as major roadways, but includes internal, in-tract streets and alleys. While all UWSP densities have been calculated using the County's "double-net" methodology, the UWSP refers to this as "net density" or "allocated density" throughout. The "allocated density" for each land use designation was utilized to appropriately size roadways, infrastructure systems, and utility systems.

Very Low Density Residential (VLDR)

Allocated Density: 1.0 du/ac

Permitted Density Range: 1.0 - 4.0 du/ac

Description:

The VLDR land use designation supports single-family detached housing on conventional lots within the permitted density range noted above. This designation has been applied to residential parcels located in the northeast portion of the Plan Area for consistency with the established Leona Circle neighborhood, which was constructed prior to Specific Plan approval. Lots sizes could range from 8,500 sq. ft. to 1 acre in size, depending on configuration. Because this designation allows for relatively large conventional lot sizes, VLDR parcels provide opportunities for estate housing and can accommodate accessory dwelling units (ADUs) or additional units, as permitted by State law and local ordinances. Refer to these applicable implementing sections of the DS&DGs for development standards and design guidance:

- **Permitted Uses:** DS&DG Table 4-1
- **Development Standards:** DS&DG Table 4-2
- **Development Prototypes:** DS&DG Section 4.4.1
- **Neighborhood Design Reqmt's:** DS&DG Section 4.5
- **Architectural Design Guidelines:** DS&DG Section 4.6
- **Architectural Styles:** DS&DG Section 4.7
- **Fences & Walls:** DS&DG Section 2.10

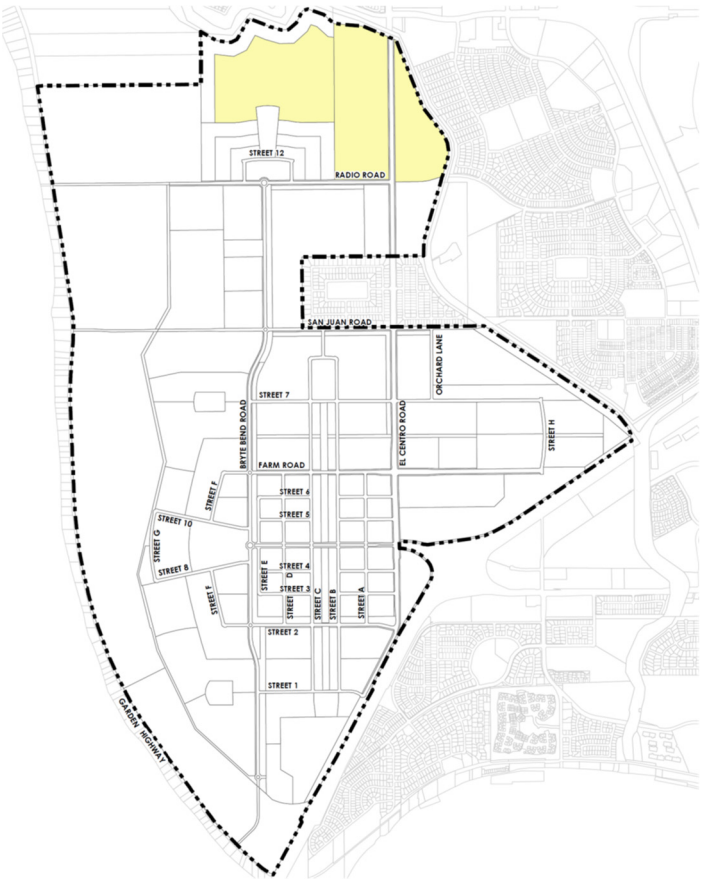


FIGURE 3-2: VLDR LAND USES

Low Density Residential (LDR)

Allocated Density: 5.5 du/ac

Permitted Density Range: 4.0 - 7.0 du/ac

Description:

The LDR land use designation supports single-family detached housing on conventional lots within the permitted density range noted above. Anticipated lot sizes typically range between 4,500 sq. ft. and 7,000 sq. ft., but could be smaller or larger depending on site slope, natural water quality features, and neighborhood design. Typical housing product types include front-loaded, alley-loaded, or clustered single-family detached units. Additionally, the Parcel Modifications and Housing Diversity provisions outlined in Section 8.8 may be utilized to diversify the types of housing constructed, including opportunities for "missing middle" housing types and accessory dwelling units. Refer to these applicable implementing sections of the DS&DGs for development standards and design guidance:

- **Permitted Uses:** DS&DG Table 4-1
- **Development Standards:** DS&DG Table 4-2
- **Development Prototypes:** DS&DG Section 4.4.2
- **Neighborhood Design Reqmt's:** DS&DG Section 4.5
- **Architectural Design Guidelines:** DS&DG Section 4.6
- **Architectural Styles:** DS&DG Section 4.7
- **Fences & Walls:** DS&DG Section 2.10

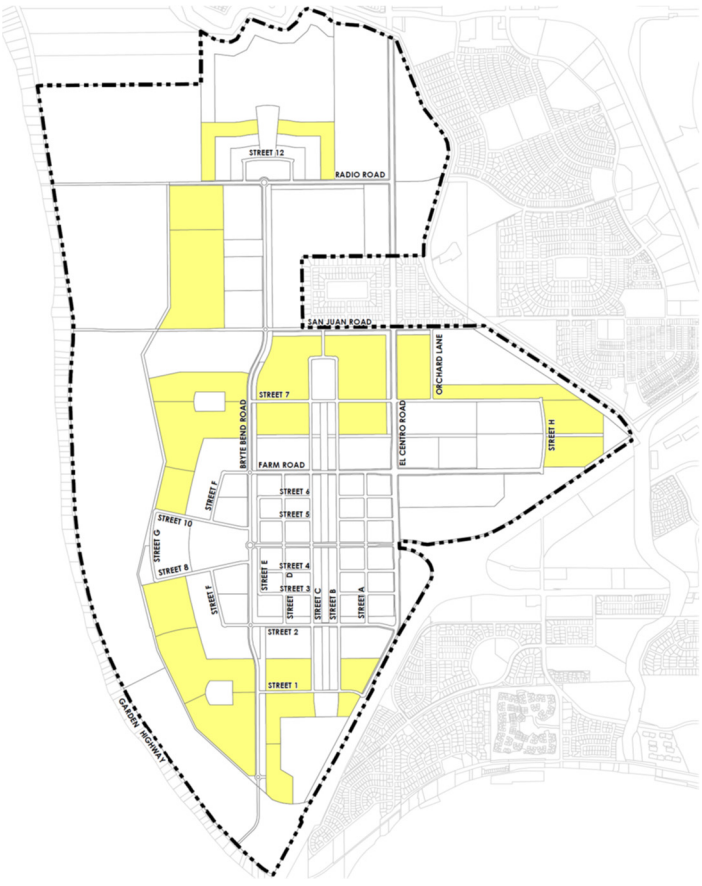


FIGURE 3-3: LDR LAND USES

Low Medium Density Residential (LMDR)

Allocated Density: 8.0 du/ac

Permitted Density Range: 6.0 - 10.0 du/ac

Description:

The LMDR land use designation supports single-family detached housing on a range of small or compact lots within the permitted density range noted above. Anticipated lot sizes typically range between 2,800 sq. ft. and 4,500 sq. ft., but could be smaller or larger depending on site slope, natural water quality features, and neighborhood design. The prescribed density range allows for a variety of lot configurations, accommodating conventional front-loaded or alley-loaded housing, as well as cluster housing designed as an i-court or "6-pack" product. Additionally, the Parcel Modifications and Housing Diversity provisions outlined in Section 8.8 may be utilized to diversify the types of housing constructed, including opportunities for "missing middle" housing types and accessory dwelling units. Refer to these applicable implementing sections of the DS&DGs for development standards and design guidance:

- **Permitted Uses:** DS&DG Table 4-1
- **Development Standards:** DS&DG Table 4-2
- **Development Prototypes:** DS&DG Section 4.4.3
- **Neighborhood Design Reqmt's:** DS&DG Section 4.5
- **Architectural Design Guidelines:** DS&DG Section 4.6
- **Architectural Styles:** DS&DG Section 4.7
- **Fences & Walls:** DS&DG Section 2.10

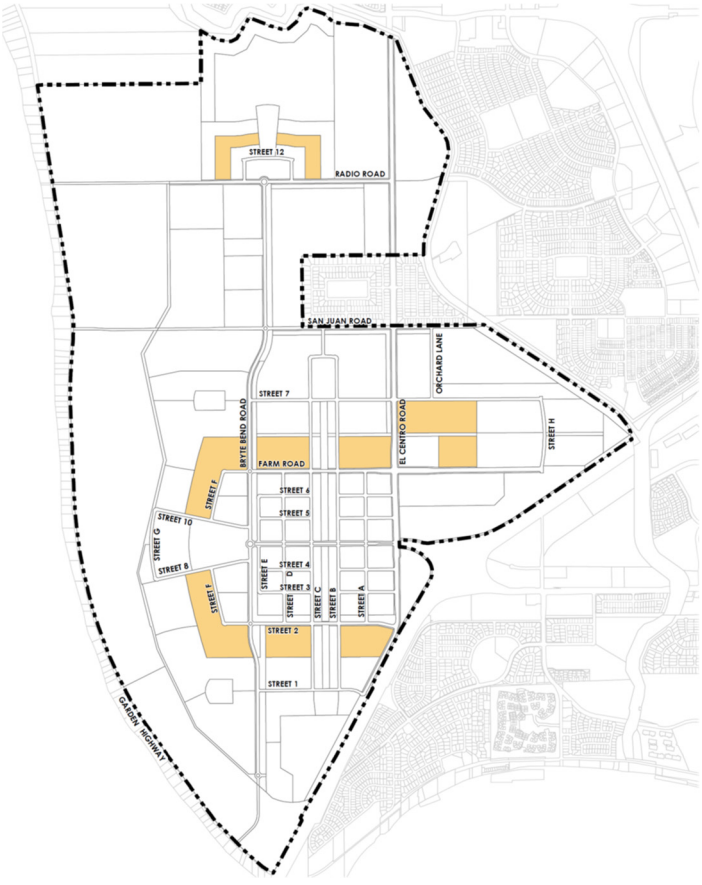


FIGURE 3-4: LMDR LAND USES

Medium Density Residential (MDR)

Allocated Density: 12.0 du/ac

Permitted Density Range: 8.0 - 20.0 du/ac

Description:

The MDR land use designation accommodates both single-family detached homes and attached homes within the permitted density range noted above. Lot sizes are typically smaller than those accommodated on LMDR parcels, and could range between 1,250 sq. ft. and 2,800 sq. ft. MDR also supports rowhomes or condominiums without individual lots. Single-family detached housing in MDR areas is typically supported on standard or alley-loaded lots, courtyard lots, green court lots, auto courts, alley/pocket/courtyard clusters, or zero-lot lines. In addition, duet or half-plex homes, multi-plex and live/work homes, townhomes, row houses, and condominiums are accommodated in this density range.

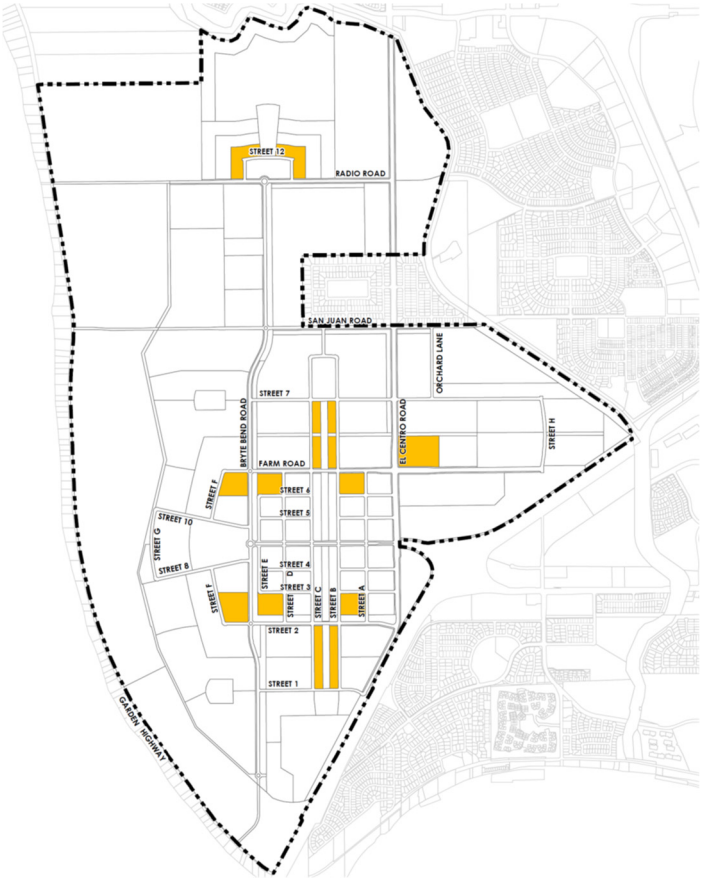


FIGURE 3-5: MDR LAND USES

The MDR designation is applied to parcels both within, and outside of, the Town Center District. To ensure that all MDR housing meets the design intent, different development standards and design guidelines are provided for "urban" MDR in the Town Center and "conventional" MDR located in all other districts, as referenced below. Additionally, the Parcel Modifications and Housing Diversity provisions outlined in Section 8.8 may be utilized to diversify the types of housing constructed, including "missing middle" housing types and accessory dwelling units. Refer to these applicable implementing sections of the DS&DGs for development standards and design guidance:

Conventional MDR Outside Town Center:

- **Permitted Uses:** DS&DG Table 4-1
- **Development Standards:** DS&DG Table 4-2
- **Development Prototypes:** DS&DG Section 4.4.4
- **Neighborhood Design Reqmt's:** DS&DG Section 4.5
- **Architectural Design Guidelines:** DS&DG Section 4.6
- **Architectural Styles:** DS&DG Section 4.7
- **Fences & Walls:** DS&DG Section 2.10

Town Center MDR:

- **Permitted Uses:** DS&DG Table 3-1
- **Development Standards:** DS&DG Table 3-2
- **Development Pattern/Design:** DS&DG Section 3.5
- **Development Prototypes:** DS&DG Section 3.6.4

High Density Residential (HDR)

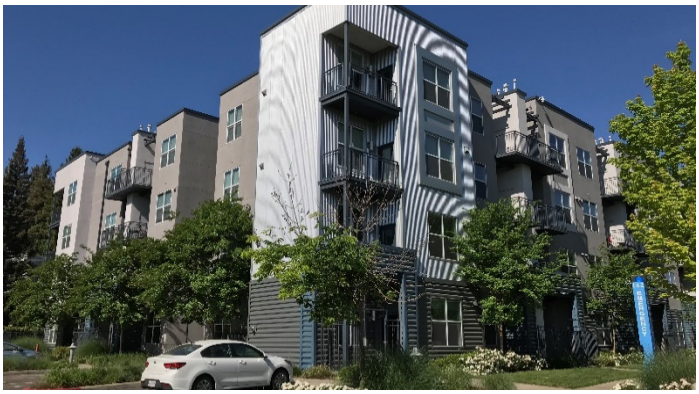
Allocated Density: 25.0 du/ac

Permitted Density Range: 20.0 - 40.0 du/ac

Description:

The HDR land use designation accommodates a variety of attached housing product types within the permitted density range noted above. Housing densities may exceed the noted cap due to potential unit transfers and density bonuses allowed by State and local laws. All planned HDR parcels are located in the Town Center District with the intent that they be designed with an urban development pattern. This designation supports a variety of housing types, including mid-rise buildings, live/work and loft units, townhomes, condominiums, garden-style apartments, and podium design apartments/ condominiums. In addition, these types of multi-family housing provide for both a mix of for-sale and for-rent units in support of the UWSP's affordable housing plan. Refer to these applicable implementing sections of the DS&DGs for development standards and design guidance:

* **Permitted Uses:** DS&DG Table 3-1
* **Development Standards:** DS&DG Table 3-2
* **Development Pattern/Design:** DS&DG Section 3.5
* **Development Prototypes:** DS&DG Section 3.6.3
* **Fences & Walls:** DS&DG Section 2.10



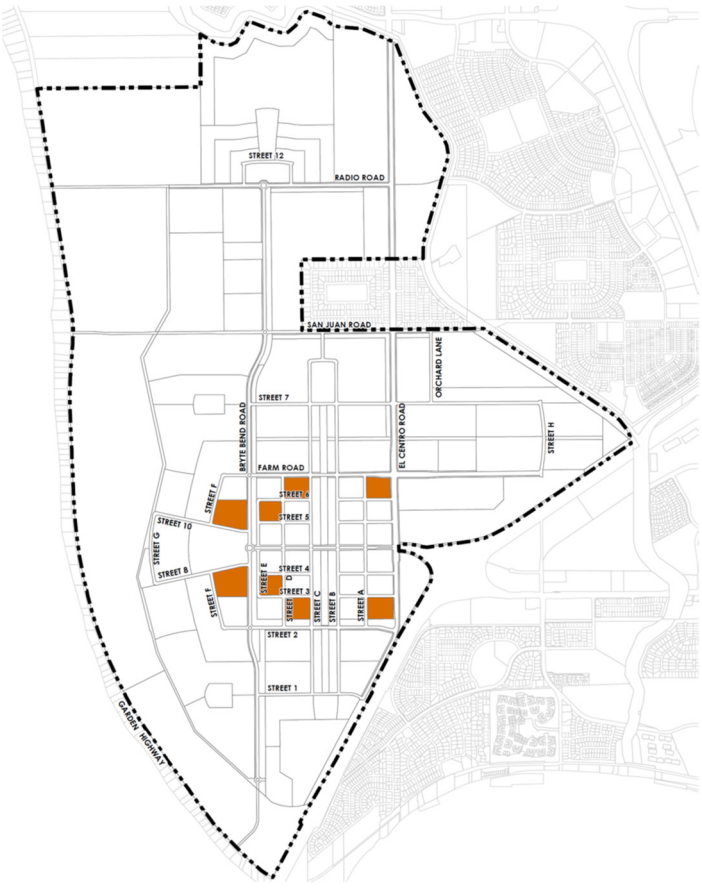


FIGURE 3-6: HDR LAND USES

Very High Density Residential (VHDR)

Allocated Density: 35.0 du/ac

Permitted Density Range: 30.0 - 50.0 du/ac

Description:

The VHDR land use designation accommodates a variety of attached housing product types within the permitted density range noted above. All planned VHDR parcels are located in the Town Center District with the intent that they follow an urban development pattern with a minimum of 3-story buildings. Housing types may include units in mid-rise buildings, live/work and loft units, townhomes, condominiums, garden-style apartments, and podium design apartments/ condominiums. In addition, these types of multi-family housing provide for both a mix of for-sale and for-rent units in support of the UWSP's affordable housing plan. Refer to these applicable implementing sections of the DS&DGs for development standards and design guidance:

- **Permitted Uses:** DS&DG Table 3-1
- **Development Standards:** DS&DG Table 3-2
- **Development Pattern/Design:** DS&DG Section 3.5
- **Development Prototypes:** DS&DG Section 3.6.2
- **Fences & Walls:** DS&DG Section 2.10

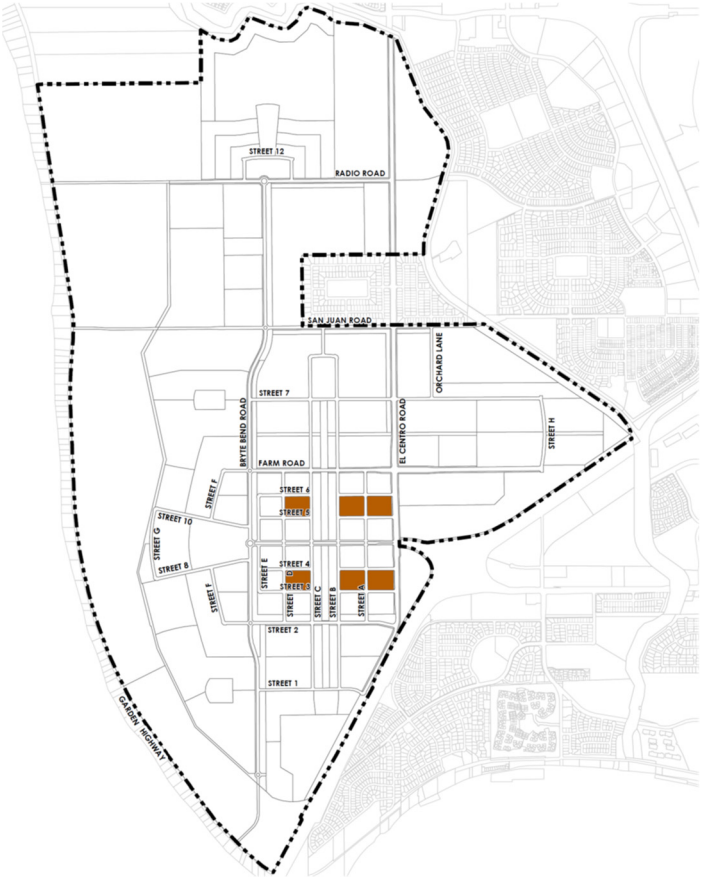


FIGURE 3-7: VHDR LAND USES

3.4.2 Commercial & Employment Uses

This sub-section provides details regarding the Upper Westside's commercial land use designations, which include Commercial Mixed Use (CMU) and Employment/Highway Commercial (EHC). Commercial land uses are distributed through the community such that 96% of the Plan Area's residential units are located within a ½ mile of a commercial use, as shown in Figure 3-9.

Commercial Mixed Use (CMU)

The Commercial Mixed Use (CMU) land use designation permits a mixture of non-residential and high-density residential uses. Planned uses include retail, service, restaurant, hotel, office, medical, entertainment, and residential, which can be developed in either vertically or horizontally-integrated mixed use buildings. This means that uses can be vertically integrated in a single building, with commercial/office uses located on the ground floor of a multi-story residential or commercial/office building. Alternatively, uses can be horizontally integrated on a single site, with non-residential buildings co-located with residential buildings. Approximately 2.18 million sq. ft. of non-residential uses and 3,216 residential units are allocated to CMU parcels throughout the Plan Area. The exact mix of uses and the distribution between CMU parcels is to be determined on a project-by-project basis, consistent with the minimum requirements outlined in DS&DG Sections 3.3 and 5.3, Schematic Plan Requirements for CMU.

As illustrated on Figure 3-8, several CMU clusters are distributed through the Plan Area. Each CMU parcel is distinguished by a unique combining designation to recognize differences in development intent. Detailed development provisions for each CMU combining designation are outlined later in this sub-section, as summarized below:

- **-TC:** CMU parcels in the Town Center District include the "-TC" Town Center suffix or combining designation to facilitate an urban, mixed-use development pattern appropriate for creation of a "Main Street" environment in this district.
- **-YS:** CMU parcels in the Young Scholars District and the West C District include the "-YS" Young Scholars suffix or combining designation to facilitate development of mixed-use, neighborhood-serving projects that are scaled to fit the context of adjacent residential neighborhoods and school sites.
- **-ET:** CMU parcels in the East Triangle District include the "-ET" East Triangle suffix or combining designation to facilitate mixed-use development projects that are appropriate for their visibility and access to Interstate 80 and El Centro Road.

Development assumptions for CMU parcels are summarized in Table 3-2. A square footage/unit allocation has been derived by applying a non-residential floor area ratio (FAR) and residential density to each CMU parcel, which is intended only to generate a cumulative development allocation. Development of CMU parcels must be consistent with the provisions herein and applicable regulations in the Development Standards and Design Guidelines.

TABLE 3-2: CMU DEVELOPMENT ASSUMPTIONS

Area	Acres	FAR	Sq. Ft.	Density	Units
Town Center District (CMU-TC)					
NW Quadrant CMU Parcels	12.1 ac	0.60	316,246 sf	39.2 du/ac	475 du
NE Quadrant CMU Parcels	12.6 ac	0.60	329,314 sf	39.2 du/ac	494 du
SW Quadrant CMU Parcels	12.4 ac	0.60	324,086 sf	39.2 du/ac	487 du
SE Quadrant CMU Parcels	13.0 ac	0.60	339,768 sf	39.2 du/ac	510 du
subtotal	**50.1 ac**		**1,309,414 sf**		**1,965 du**
Young Scholars & West "C" Districts (CMU-YS)					
Young Scholars CMU Parcel	6.4 ac	0.60	167,270 sf	39.2 du/ac	251 du
Fire Station CMU Parcel	1.6 ac	0.60	41,818 sf	0.0 du/ac	0 du
subtotal	**8.0 ac**		**209,088 sf**		**251 du**
East Triangle District (CMU-ET)					
El Centro/Farm Road CMU	25.5 ac	0.60	666,468 sf	39.2 du/ac	1,000 du
subtotal	**25.5 ac**		**666,468 sf**		**1,000 du**
Total	**83.6 ac**		**2,184,970 sf**		**3,216 du**

Town Center CMU (CMU-TC)

Allocated Floor Area Ratio(FAR)/Residential Density:

- Non-Residential FAR: 0.60
- Residential Density: 39.2 du/ac

Permitted FAR/Residential Density Range:

- Non-Residential FAR: 0.02-2.0
- Residential Density: 30.0-100.0 du/ac

Description:

The Town Center District's CMU parcels are located along West El Camino Avenue and the Westside Canal. The development allocation for CMU-TC parcels assumes approximately 1.3-million sq. ft. of non-residential uses and 1,965 residential units. This equates to an average allocation of approximately 325,000 sq. ft. and 490 units to each quadrant, which is to be shared among the CMU-TC parcels within each quadrant. Because the development allocation is shared, some parcels may have FAR's and densities higher or lower than the allocated FAR/densities noted in Table 3-2, CMU Development Assumptions.

To ensure that a minimum amount of non-residential square footage and vertically-integrated uses are developed within each quadrant, preparation of a Schematic Plan for each quadrant's CMU-TC parcels is required. Applicable regulations, standards, and guidelines are outlined in the sections below:

* **Schematic Plan Requirements:** UWSP Section 8.4
* **Permitted Uses:** DS&DG Table 3-1
* **Development Standards:** DS&DG Table 3-2
* **Development Pattern/Design:** DS&DG Section 3.5
* **Development Prototypes:** DS&DG Section 3.6.1

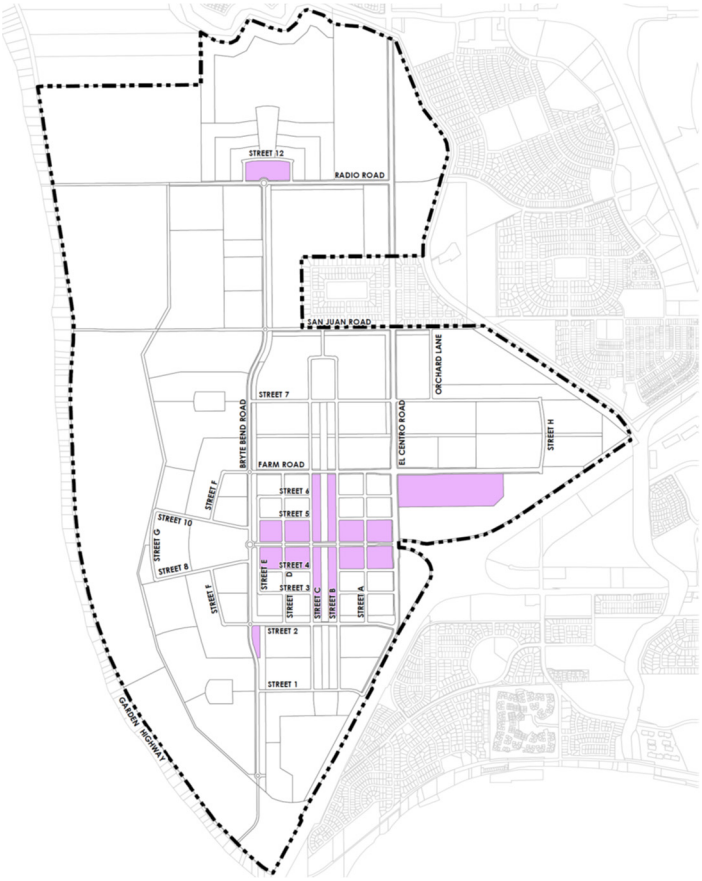


FIGURE 3-8: CMU LAND USES

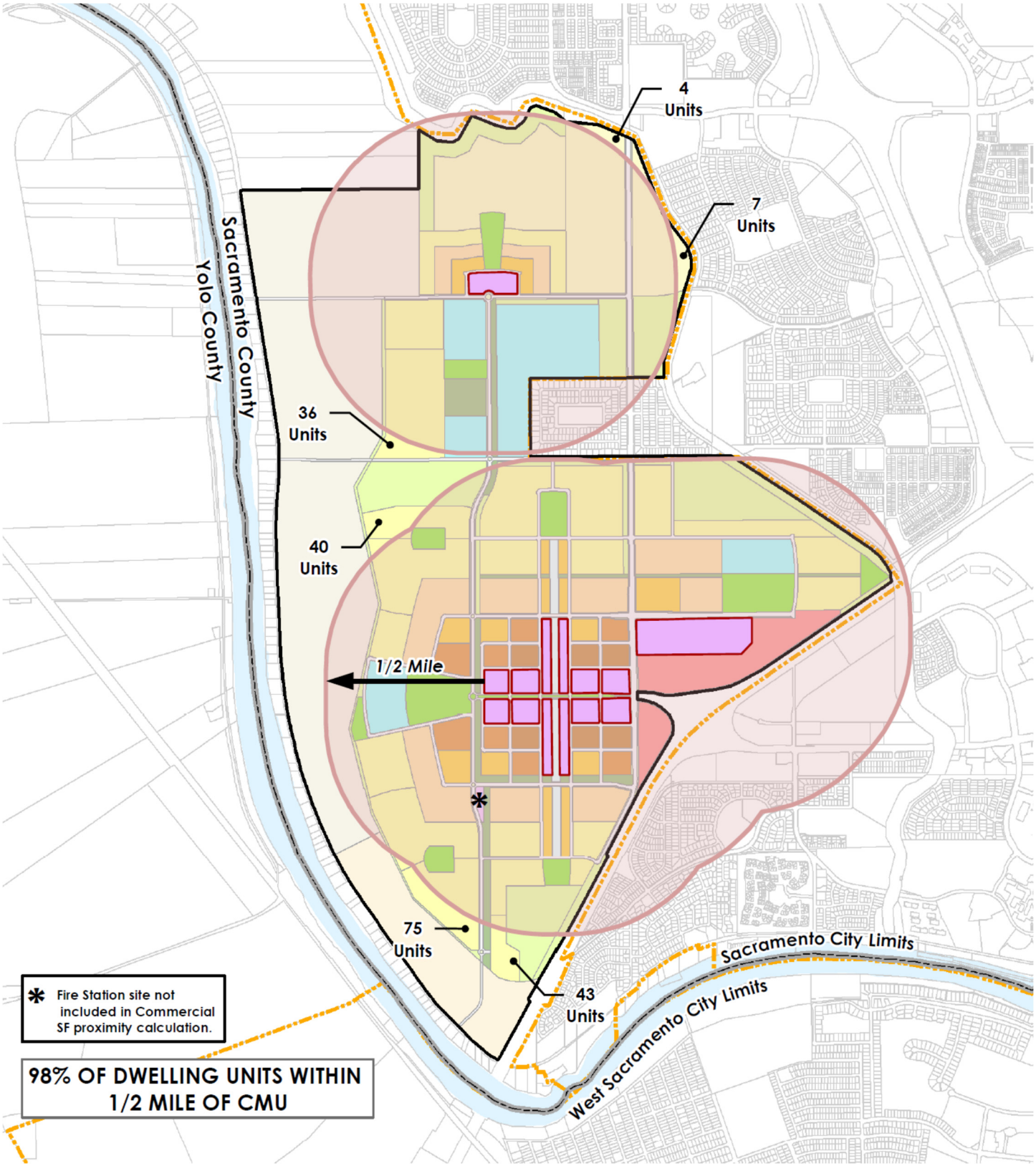


FIGURE 3-9: COMMERCIAL PROXIMITY TO RESIDENTIAL USES

Young Scholars CMU (CMU-YS)

Allocated Floor Area Ratio(FAR)/Residential Density:

- Non-Residential FAR: 0.60
- Residential Density: 39.2 du/ac

Permitted FAR/Residential Density Range:

- Non-Residential FAR: 0.02-2.0
- Residential Density: 30.0-100.0 du/ac

Description:

The Young Scholars District includes one CMU parcel with a YS combining designation, which is located north of the intersection of Bryte Bend Road and Radio Road. This parcel is intended to develop with a mix of residential and neighborhood-serving uses to create a central node for the Young Scholars District's nearby housing and schools. Additionally, The West "C" District includes one CMU-YS parcel at the southeast of the intersection of Bryte Bend Road and Street 2. This 1.6-acre site is provided for construction of a fire station.

The development allocation for the CMU-YS parcel assumes over 165,000 sq. ft. of non-residential uses, and 251 dwelling units, however the intensity/density of non-residential and residential development is permitted within the ranges outlined above. Applicable regulations, standards, and guidelines are outlined in the sections below:

* **Permitted Uses:** DS&DG Table 5-1
* **Development Standards:** DS&DG Table 5-2
* **Development Framework:** DS&DG Section 5.4
* **Fences & Walls:** DS&DG Section 2.10

East Triangle CMU (CMU-ET)

Allocated Floor Area Ratio(FAR)/Residential Density:

- Non-Residential FAR: 0.60
- Residential Density: 39.2 du/ac

Permitted FAR/Residential Density Range:

- Non-Residential FAR: 0.02-2.0
- Residential Density: 30.0-100.0 du/ac

Description:

The East Triangle District includes one CMU parcel, which has an ET combining designation in order to facilitate development of mixed-use projects that are appropriate along the Interstate 80 and El Centro Road corridors. The intent is to allow for a mix of highway and auto-oriented commercial and employment uses, supported by higher density residential uses, which can benefit from prominent visibility and access to adjacent high-volume transportation infrastructure. The development allocation for CMU-ET parcel assumes over 650,000 sq. ft. of non-residential uses and 1,000 residential units, however the intensity/density of non-residential and residential development is permitted within the ranges outlined above.

Because the CMU-ET site is located adjacent to a large Employment/Highway Commercial parcel, which had previously been developed at the time of Specific Plan approval, a Schematic Plan is required (see Section 8.4) in order to establish a preliminary development concept that demonstrates consistency with the Land Use Plan in Figure 3-1. Applicable regulations, standards, and guidelines are outlined in the sections below:

* **Schematic Plan Requirements:** See UWSP Section 8.4
* **Permitted Uses:** DS&DG Table 5-1
* **Development Standards:** DS&DG Table 5-2
* **Development Framework:** DS&DG Section 5.4
* **Fences & Walls:** DS&DG Section 2.10

Employment/Highway Commercial (EHC)

Allocated FAR: 0.40

Permitted FAR Range: 0.05-2.0

Description:

The Employment/Highway Commercial (EHC) land use designation allows for a variety of non-residential use types with a focus on highway-oriented commercial and employment uses. This includes large-format retail, professional or corporate office, hotel, restaurant, entertainment, service, and similar uses. Based on the allocated FAR, approximately 920,000 sq. ft. of non-residential development is supported, with use types aligned with Sacramento County's General Commercial (GC) zoning district.

EHC parcels are located in the East Triangle District, adjacent to the I-80 and West El Camino Avenue interchange. At the time of Specific Plan approval, several EHC parcels had been previously developed with uses that underutilized their potential. To encourage their redevelopment with higher intensity uses, the UWSP provides an additional non-residential development allocation to these sites. Applicable regulations, standards, and guidelines are outlined in the sections below:

- **Permitted Uses:** DS&DG Table 5-1
- **Development Standards:** DS&DG Table 5-2
- **Development Framework:** DS&DG Section 5.4
- **Fences & Walls:** DS&DG Section 2.10

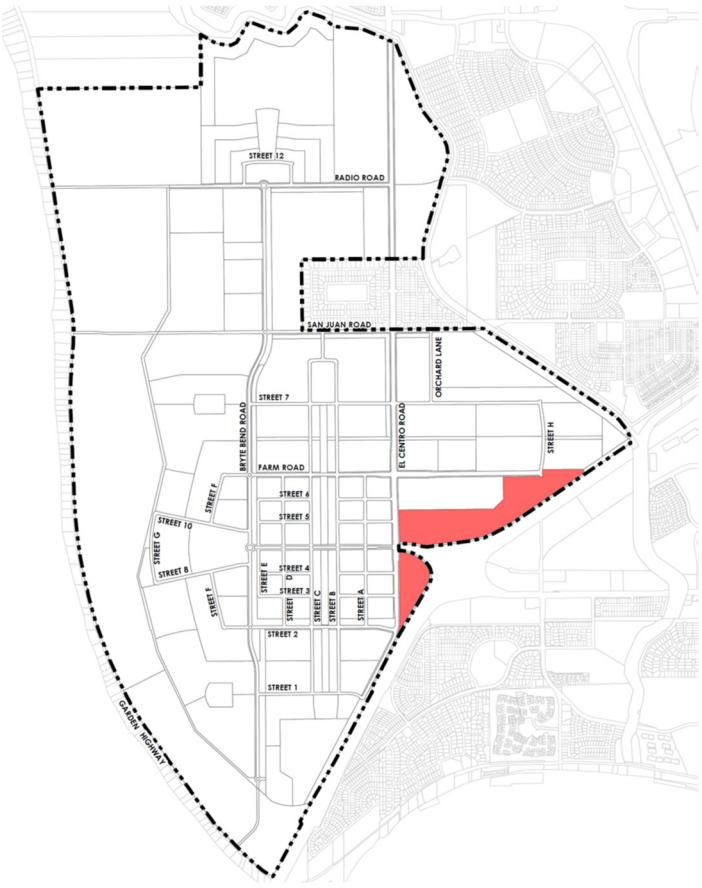


FIGURE 3-10: EHC LAND USES

3.4.3 Public, Park & Open Space Uses

Several types of public, park, and open space uses are planned throughout the UWSP. These include areas designated for schools, parks, public facilities, greenbelts, water features, and open space areas. This sub-section provides details for each of these land use designations.

Schools (S)

To serve the educational needs of the UWSP's residents, several school sites are planned. This includes three K-8 Schools (K-8), a High School (HS), and a Vocational Training Campus (CC). Schools are sited throughout the Development Area in proximity to residential neighborhoods in order to encourage walking and biking as travel modes to school, thereby reducing vehicular trips. As planned, approximately 99% of the Plan Area's residential units are located within a 3/4-mile of a school, as illustrated on Figure 3-12.

K-8 schools are distributed through the Development Area based on guidance from the Natomas Unified School District (NUSD), in accordance with both NUSD standards and State guidelines. All K-8 sites are a minimum of 16 acres in size and are co-located with public parks to facilitate shared use of facilities.

A high school (HS) site is planned on a parcel located southeast of the intersection of Bryte Bend Road and Radio Road. At the time of Specific Plan approval, this parcel was owned by the NUSD and its size may be larger than is needed for a high school.

An ±11-acre community college (CC) site is planned on a parcel at the northwest of the intersection of Bryte Bend Road and San Juan Road. This parcel was owned by the Los Rios Community College District at the time of Specific Plan approval. The campus is envisioned as a vocational training campus to be owned and operated by Los Rios and is located directly south of a planned Urban Farm parcel.

Any land not utilized for a school may be utilized for other uses, as determined by the NUSD or Los Rios at a future date. Alternative uses are subject to the provisions in Chapter 8 for Administrative Modifications & Specific Plan Amendments.

Sites for the planned community college, high school, and K-8 School Site #3 are intentionally clustered along Bryte Bend Road in the Young Scholars District in order to create an educational node. This node has direct access to the Bryte Bend Road greenbelt corridor, which includes a multi-use trail that provides connectivity to residential neighborhoods throughout the Upper Westside community.

Planned school sites are identified on Figure 3-11.

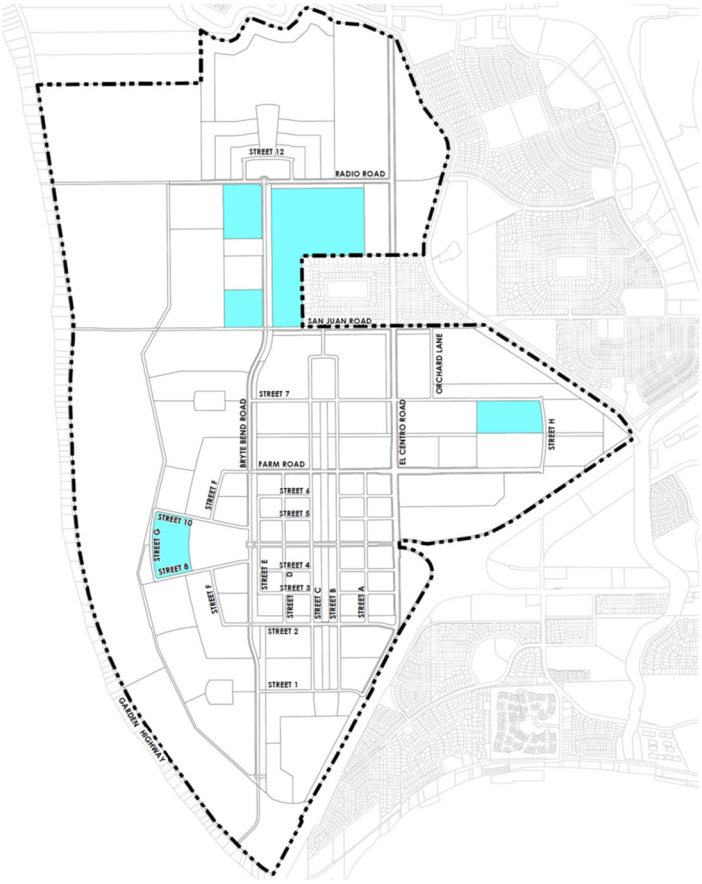


FIGURE 3-11: SCHOOL USES

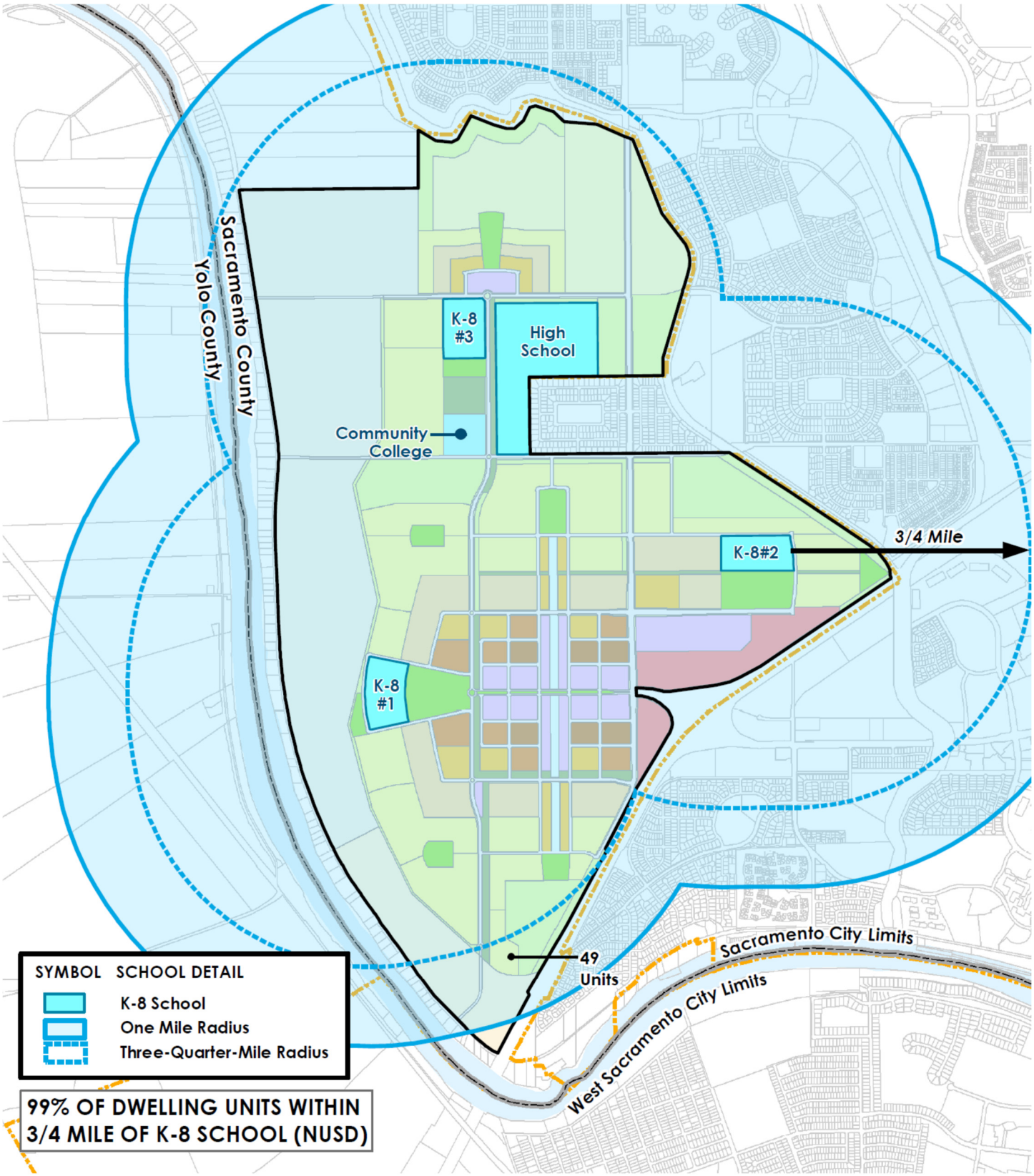


FIGURE 3-12: SCHOOL PROXIMITY TO RESIDENTIAL USES

Parks (P)

The Parks land use designation allows for the development of active park and recreation facilities. Planned park uses are illustrated on Figure 3-13. Ten (10) active park spaces are planned, in addition to the recreational amenities associated with the West El Camino Avenue Median Park and the Westside Canal. Park spaces are sized to meet local and community-level needs and are distributed throughout the Development Area to provide recreational amenities within a reasonable walking and biking distance of residential neighborhoods. Approximately 97% of the Plan Area's residential units are located within a 1/4-mile of a park, as illustrated on Figure 3-14. Applicable guidance for the design of these features is outlined in the sections below:

* **Median Park:** DS&DG Section 2.4
* **Active Parks:** DS&DG Section 2.5

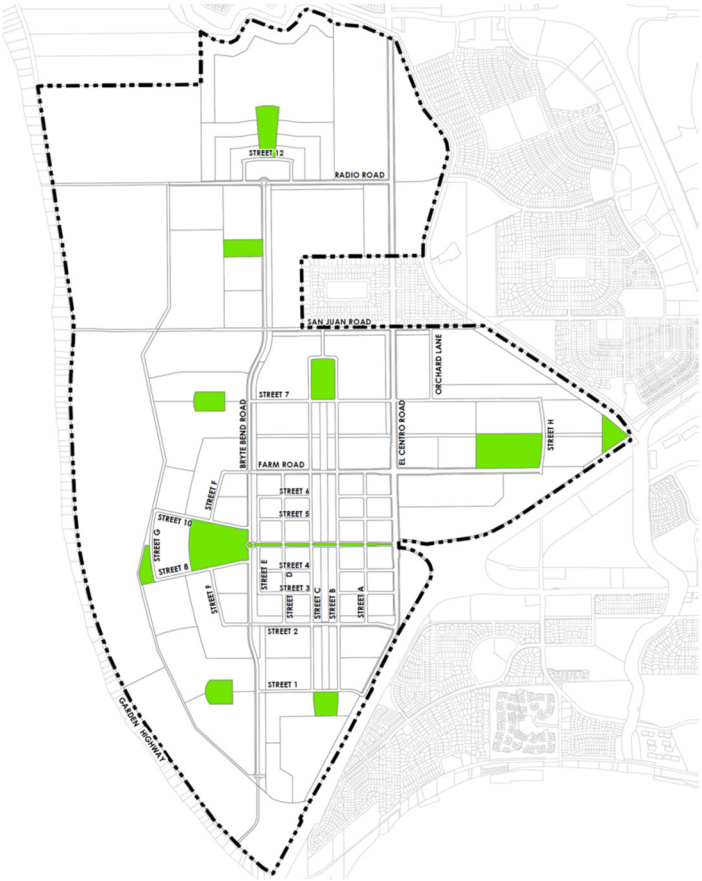


FIGURE 3-13: PARK USES

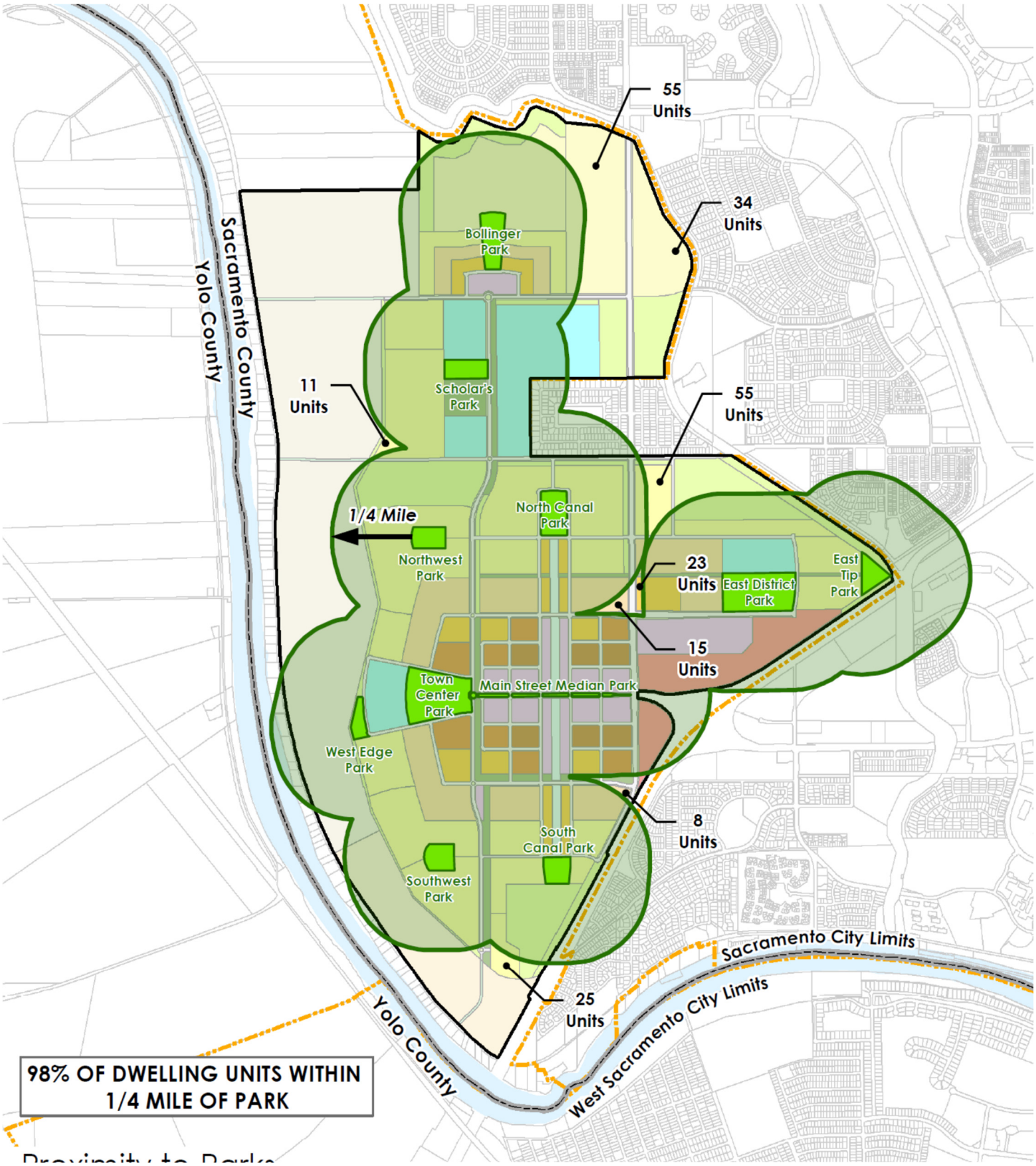


FIGURE 3-14: PARK PROXIMITY TO RESIDENTIAL UNITS

Greenbelt/Urban Farm (G/UF)

The Greenbelt/Urban Farm land use designation is applied to land areas for the development of greenbelt corridors and urban farm nodes, as identified on the figure below. Greenbelt corridors consist of a landscaped parkway with a Class I pedestrian/bike trail that connects to a dispersed system of urban farming elements. Urban farm nodes are located throughout the Development Area to provide residents with convenient access to community gardening and farm-to-fork opportunities. These nodes are identified on Figure 2-1. Applicable guidance for the design of these features is outlined in the sections below:

- **Greenbelt Corridors:** DS&DG Section 2.6
- **Urban Farm Nodes:** DS&DG Section 2.7

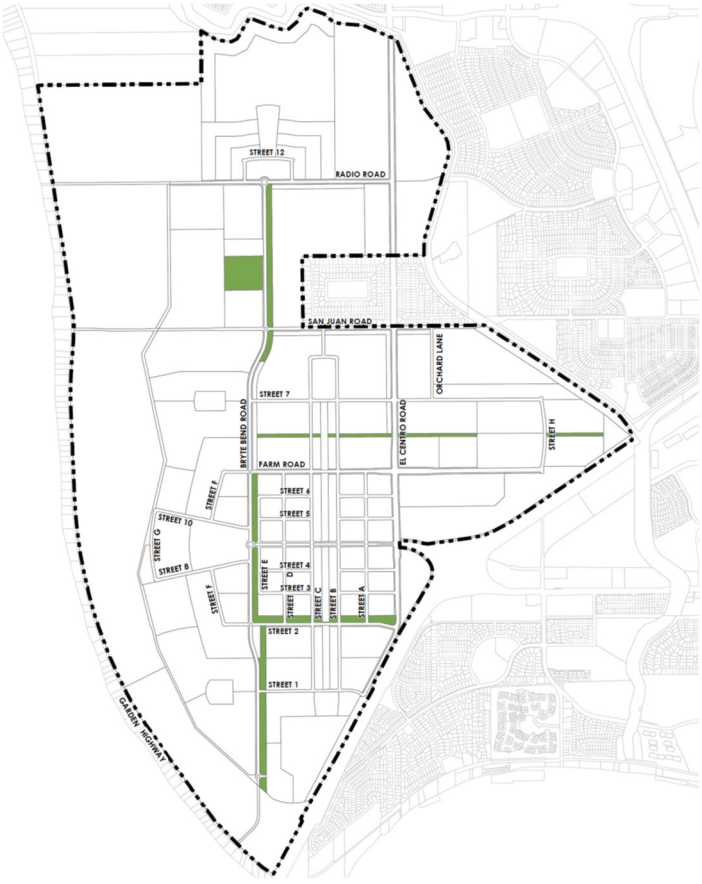


FIGURE 3-15: GREENBELT/URBAN FARM USES

Open Space – Canal (OS-C)

The Open Space-Canal land use designation applies to the Westside Canal, as identified on the figure below. A Water Surface overlay (depicted with diagonal cross hatching) is also applied to this feature to acknowledge it as a unique open space element. While serving as part of the UWSP's storm drainage system, this designation identifies these features as unique open space amenities, which have recreational and visual value. Additional information for the construction and improvement of these open space features is outlined in Chapter 6, Public Spaces and Services. Applicable guidance for the design of these features is outlined in the sections below:

- **Design Guidance:** DS&DG Section 2.3

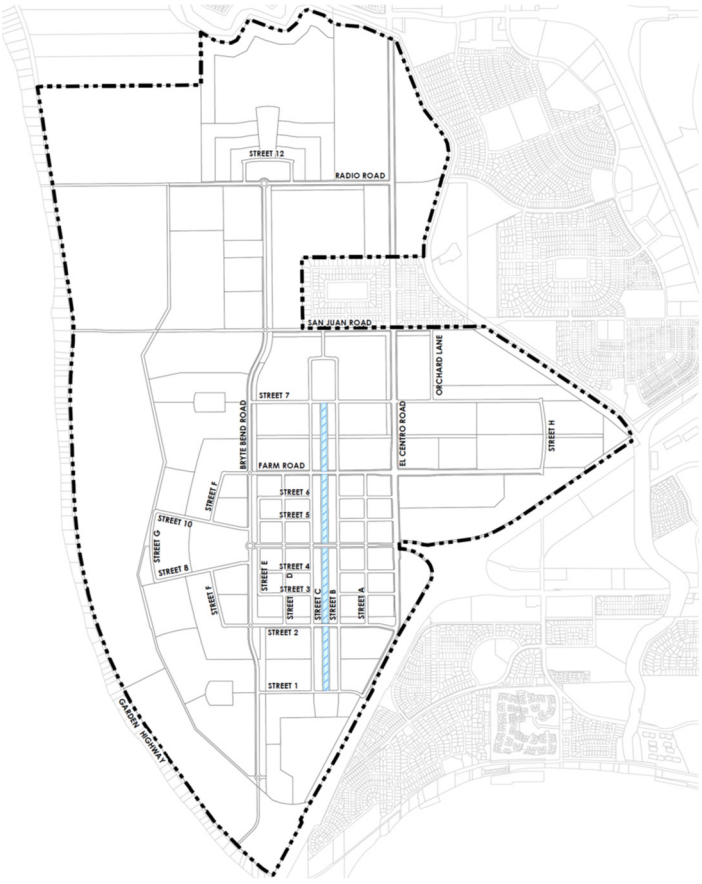


FIGURE 3-16: OPEN SPACE – CANAL

Open Space (OS) – Lake Basins & Other

The Open Space (OS) land use designation is utilized for several types of open space uses depending on their purpose. These use types are identified on Figure 3-17 and are described below:

Lake Basins

Four lake basins are planned throughout the Development Area as part of the UWSP's storm drainage system. These facilities function as both storm water detention and water quality features, and the bottom of each basin is anticipated to contain water on a year-round basis. Slope banks and the top bench include trees and groundcover plantings, which are augmented by a perimeter trail for public use. A Water Surface overlay (depicted with diagonal cross hatching) is also applied to these features to acknowledge them as unique open space elements.

* **Design Guidance:** DS&DG Section 2.8

Drainage Channels

Several open drainage channels are planned within greenbelt corridors to convey storm water from neighborhoods to lake basins. Top and side slopes of these channels include trees and groundcover plantings, which are augmented by a perimeter trail for public use, resulting in attractive landscaped corridors that provide a green buffer between residential neighborhoods and major roads.

* **Design Sections:** UWSP Section 5.5.2

Open Space Buffer Corridors

Two open space buffer corridors are planned along Plan Area edges to provide a transitional landscaped buffer between the Development Area and adjacent uses. One 250'-wide corridor is located along the northern edge of the Plan Area to provide a buffer adjacent to Fisherman's Lake. Another publicly-accessible open space corridor is located along the western edge of the Development Area, between residential uses and agricultural uses.

* **Design Guidance:** DS&DG Section 2.6.3

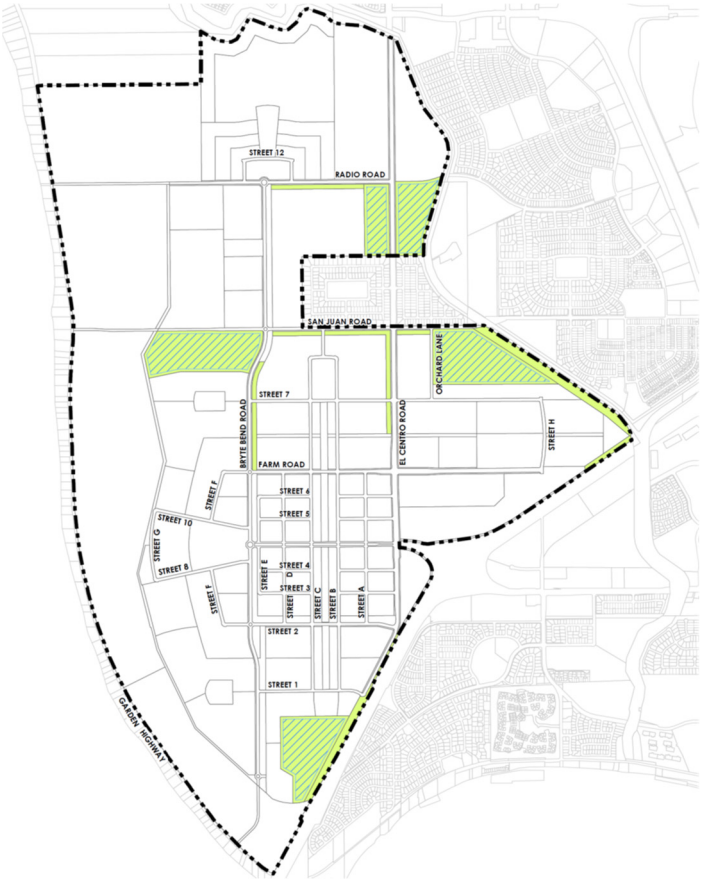


FIGURE 3-17: OPEN SPACE USES

3.4.4 Agricultural Buffer ("Ag Buffer") Uses

The Ag Buffer is a 542-acre land area situated along the western edge of the 1,524-acre Development Area. At the time of Specific Plan approval, the Ag Buffer consisted of agricultural and agricultural residential uses and was included in this Specific Plan in order to preserve its agricultural uses. As such, the UWSP establishes corresponding land use designations that match existing uses, which remain subject to County Zoning regulations. The UWSP does not include the Ag Buffer in the County's Urban Policy Area (UPA) or Urban Services Boundary (USB), and does not allocate any additional rights for residential or non-residential development beyond what is permitted by the Zoning Code.

Agricultural Residential (AR)

The Agricultural Residential land use designation is applied to an 84.1-acre land area in the southwest portion of the Plan Area, as identified in the figure below. At the time of Specific Plan approval, parcels with this designation were located in the County's AR-2 zoning district, which allows small-scale farming operations. Properties in this area are subject to the County's Zoning regulations and are not precluded from receiving development permits for uses that were permitted at the time of Specific Plan approval.

Agriculture (AG)

The Agriculture land use designation is applied to a 410.2-acre area along the Plan Area's western edge, as identified in the figure below. At the time of Specific Plan approval, parcels with this designation were located in the County's AG-40 zoning district, which allows agricultural uses and farming operations, but may also be suitable as habitat mitigation land. AG properties are subject to the County's Zoning regulations and are not precluded from receiving a development permit for subdivisions or home construction.

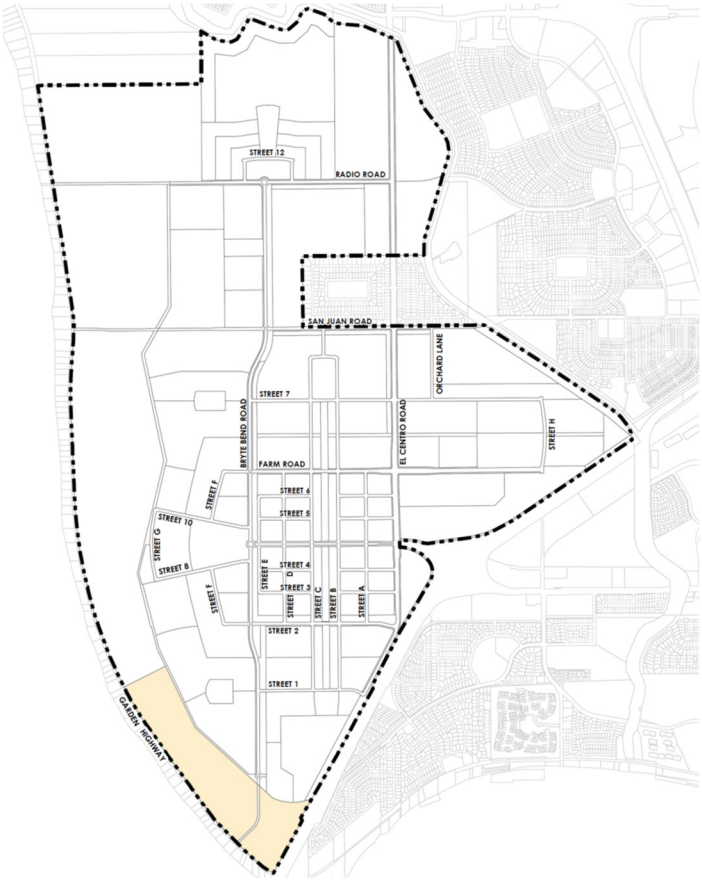


FIGURE 3-18: AGRICULTURAL RESIDENTIAL USES

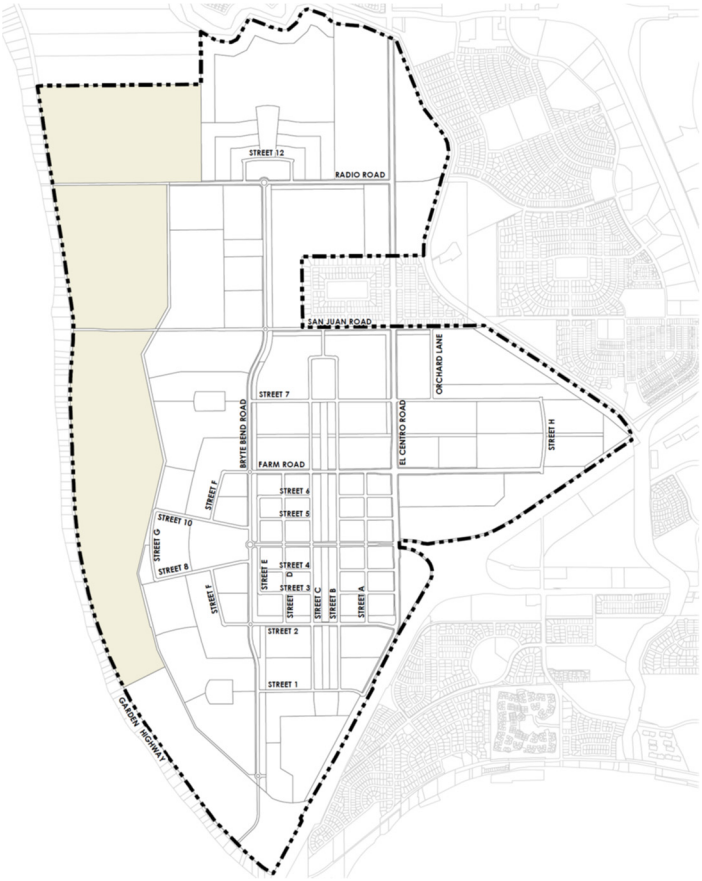


FIGURE 3-19: AGRICULTURE USES

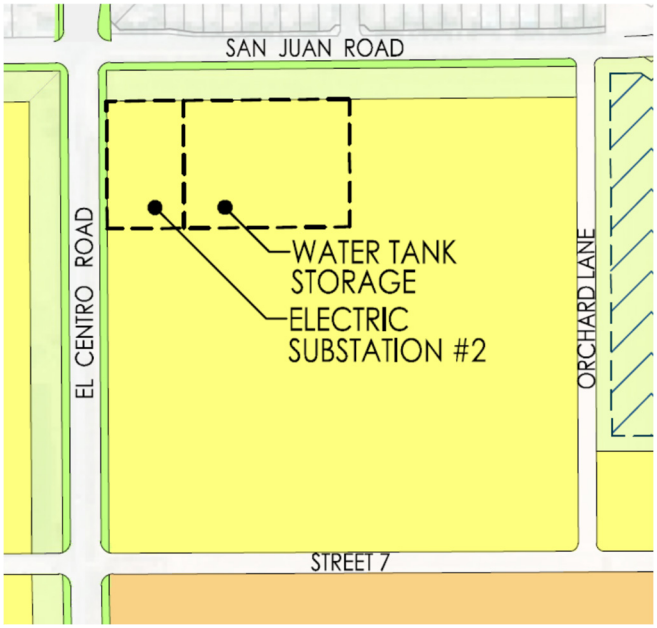
3.5 PUBLIC FACILITIES

The Land Use Plan identifies several sites for the construction of public facilities needed to serve the community. This includes a water storage tank, two electric substations, a sewer lift station, and a fire station. "Public facilities" is not a separate land use designation. These facilities are permitted on any land use designation in the Development Area.

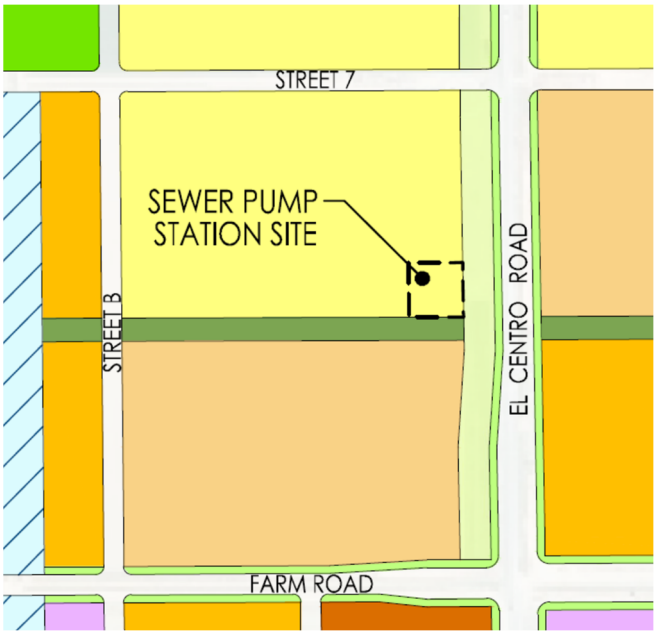
The precise location of public facilities may be adjusted as the community develops over time based on detailed engineering analysis conducted as subsequent subdivision maps and improvement plans are processed by the County. To provide flexibility in determining the final location for public facilities, the identified sites are located on parcels with a developable land use designation (typically residential). This allows a parcel with a planned public facility to develop consistent with its assigned land use if the facility were to be relocated elsewhere in the UWSP.

Each of the planned public facilities are described below.

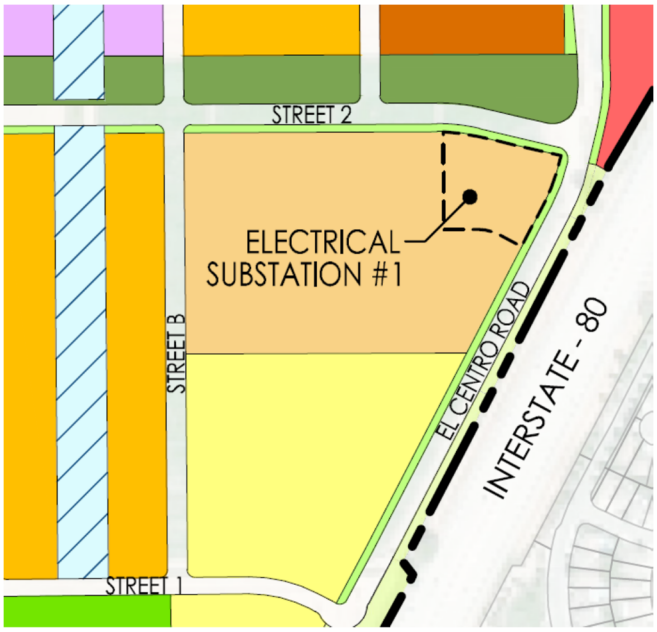
- **Water Storage Tank Site:** A ±2.5-acre site for construction of a water storage tank is planned on a LDR parcel at the southeast corner of San Juan Road and El Centro Road. This site is sized to accommodate one 1.5 million-gallon (mg) water storage tank and related facilities to support the phased construction of the planned water supply system.

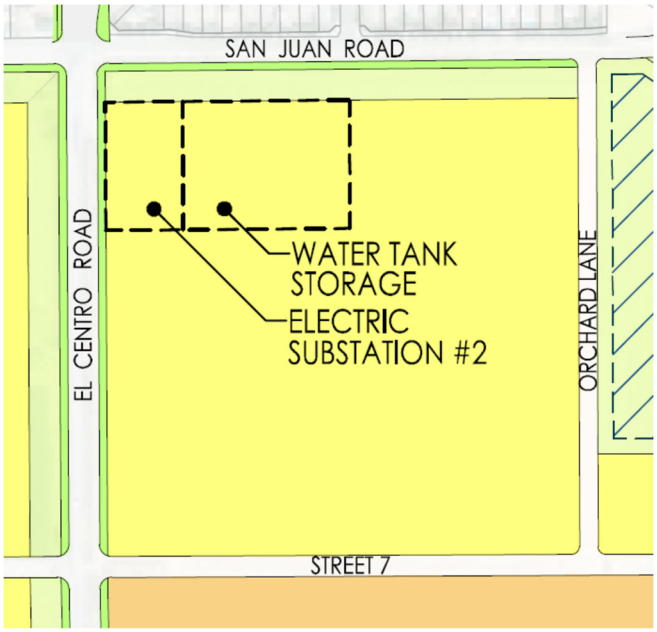


- **Sewer Lift Station Site:** A ±0.5-acre (±140'x140') site for construction of a sewer lift station is planned along the west edge of El Centro Road, north of Farm Road. It is centrally-located in the Development Area to accept wastewater flows from surrounding neighborhoods. Precise location is to be determined with subsequent improvement plans. Flows from this facility are to be pumped via a force main to the new Natomas treatment facility located approximately 1.6 miles east of the Plan Area.

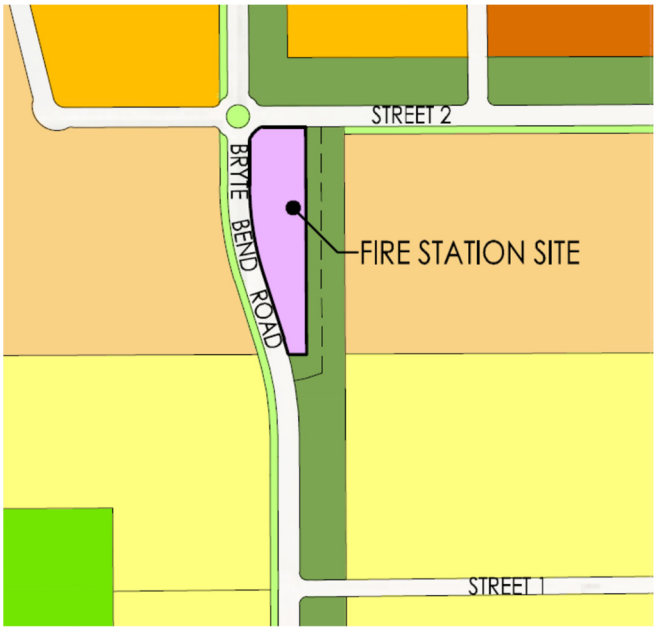


- **Electrical Substation Sites:** Two sites for construction of electrical substations are planned in the Development Area, each sized at approximately ±250' x ±250' (approximately 1.4 acres). One site is located southeast of the Town Center, at the southwest corner of Street 2 and El Centro Road. Another site is located southeast of the intersection of El Centro Road and San Juan Road. The final location of each site is subject to adjustment as the community builds out over time, in coordination with SMUD.





- **Fire Station Site:** A site for construction of a fire station is planned at the southeast corner of Bryte Bend Road and Street 2, near the southwest corner of the Town Center district. The site is approximately 1.6 acres in size and has an underlying CMU land use designation. It may utilize the adjacent greenbelt corridor for vehicular access and parking. This facility is located approximately 2.7 miles driving distance from City of Sacramento Fire Station No. 43, which is located north of the Plan Area on El Centro Road.



3.6 AFFORDABLE HOUSING PROGRAM

California Government Code Section 65584 requires that all cities and counties adopt a plan to provide a fair share of their region's housing needs. Sacramento County's "fair share" is determined by the Sacramento Area Council of Governments (SACOG), which represents the six-county region. SACOG adopts a Regional Housing Needs Plan (RHNP) that establishes a fair share allocation by income category to each jurisdiction in SACOG's purview. In March 2020, SACOG adopted the 2021-2029 RHNP that established a housing allocation that Sacramento County must plan to accommodate within the RHNP's horizon. The RHNP is typically updated every eight years and therefore the RHNP allocations will change as the UWSP develops.

Implementation of SACOG's RHNP is implemented by the goals, policies, and programs contained in Sacramento County's adopted General Plan Housing Element. The Housing Element outlines the County's population and employment trends and projections, and quantifies existing and projected housing needs for all income levels. It also includes a policy and implementation structure for new housing construction, affordable housing, conservation/ rehabilitation, and other housing needs.

This includes policies and programs for the County to use in providing for an adequate housing supply to meet its fair share allocation of the region's housing needs. For new development areas, this is achieved by designating sites for housing opportunities that support all income levels, which includes both market-rate housing and affordable housing as described herein. Additionally, the County's Affordable Housing Ordinance (AHO), Section 22.35, allows an affordable housing fee to be charged on market rate residential units. The AHO also includes other provisions, such as the purchase of Unit Credits from a builder of affordable units, Development Agreements, and Land Dedication.

3.6.1 Housing Affordability

The definition of housing affordability is based on median household income levels and household size, as established annually by the California Department of Housing and Community Development (HCD). Four income categories are used for comparative purposes and are based on a percentage of Sacramento County's median income. All jurisdictions in the County utilize the same basic income calculations irrespective of actual income levels. These income categories are outlined in Table 3-3.

TABLE 3-3: HOUSEHOLD INCOME LEVELS

Income Category	Percent of Income
Very Low Income	< 50% of Median
Low Income	50% to 80% of Median
Moderate Income	80% to 120% of Median
Above Moderate Income	> 120% of Median

Various factors contribute to housing affordability, which change over time in response to market conditions. As such, project-specific affordability standards are to be established and adjusted as development occurs.

3.6.2 Affordable Housing Strategy

State law requires Sacramento County to plan to meet the housing needs of all income groups. The General Plan Housing Element accommodates a specific number of units for each income category to comply with the County's requirement for the Regional Housing Needs Allocation (RHNA). To meet the RHNA obligations, the County requires that all new master plans develop a minimum of 30 percent of the proposed dwelling units at a density of at least 30 du/ac (RD-30) or greater within multifamily sites between 3 to 10 acres in size.

The UWSP Land Use Plan provides various residential land use designations to meet the needs of a wide range of demographic and market segments by accommodating a diverse variety of household types. The UWSP allocates 4,007 residential units to high density residential uses (on both residential [791 VHDR] and mixed-use [3,216 CMU] designated lands) with planned densities of 30 du/ac or higher. *(Of these 4,007 units, 2,755 are located in the Town Center on both residential and mixed used designated lands [791 VHDR and 1,964 CMU]).* These units meet the requirements resulting in the UWSP providing a fair share contribution to satisfy the County's RHNA affordable housing obligation.

In addition to designating adequate land for future high density residential development, all residential development within the UWSP, except for affordable units, is subject to the regulations outlined in the County's Affordable Housing Ordinance (AHO), Section 22.35. An Affordable Housing Strategy (AHS) for the UWSP shall be prepared which outlines requirements to fulfill the Developers/Owners obligation under the AHO. The approved AHO guidelines require that the Developer/ Owner work with the Sacramento Housing and Redevelopment Agency (SHRA) to develop and finalize an AHS for each phase of the UWSP.

Overall Affordable Housing Obligation

As of the date of approval of the UWSP, SHRA has calculated the fee for the entire UWSP affordable housing obligation using the AHO guidelines, which is $75,432,750. The affordable housing obligation can be fulfilled through either the construction of 852 affordable units or the dedication of 42.6 acres of land. Note that these figures are based on the 2024 fee structure and are subject to change. In addition, a maximum of 25% of the fees can be paid outright along with a combination of either land dedication or affordable unit construction to fulfill the obligation. It is proposed that the UWSP meet its affordable housing obligation via a phased approach as outlined below.

Phase 1

The UWSP Phase 1 Project shall dedicate 4.96 acres of land to meet the requirements of the AHO. The land must meet the standards outlined in the AHO prior to dedication. Note that this amount is based on the 2024 zoning of the parcel to be dedicated which is 25 units per acre. In the future, if the location of the parcel changes, or the zoning changes, the dedication amount may change.

Town Center Development

The Town Center includes four quadrants as identified in Figure 2-3. The four quadrants cover approximately 160 acres of land with the Specific Plan where an estimated 3,325 dwelling units are anticipated to be developed within the HDR, VHDR, and CMU land use designations. In total, the four Town Center quadrants shall either:

1. Dedicate approximately 9.15 acres of HDR, VHDR, OR CMU land that can accommodate a minimum of 302 affordable dwelling units (based on the allocated density for the dedicated parcel) to SHRA for affordable housing development;

   OR

2. Construct 302 affordable dwelling units;

   OR

3. Work with Sacramento County and/or SHRA to determine an approach that results in an equivalent number of affordable housing units in the Town Center, and as approved by the Planning Director.

Individual property owners or developers shall enter into an Affordable Housing Strategy as required by SHRA demonstrating compliance with one of the three above. Individual property owners or developers may work independently or coordinate collectively to identify a site for either land dedication or construction.

All Other Properties

The Owner/ Developer of any project including less than 1,000 total units, shall have the option to fulfill the AHO obligation through the payment of fees in lieu of land dedication or affordable unit construction. Projects with more than 1,000 total units shall enter into an Affordable Housing Strategy with SHRA to be considered by the Board at time of planning entitlement.

3.6.3 Other Measures

SACOG Housing Toolkit

Adopted in June 2020, SACOG's "Housing Policy Toolkit" provides a menu of policy options and best practices for removing governmental constraints to new housing. The UWSP employs many of the strategies from this Toolkit as summarized below:

* Expand missing middle zoning designations.
* Concentrate TOD-appropriate Zoning near Transit.
* Allowing Housing in Commercial Zones.
* Reducing Parking Requirements.
* Eliminate Parking Requirement for ADUs.
* Remove Owner-Occupancy Requirements.
* Allow ADUs in Single-Family Residential Zones.
* Vary Fees by Type and Location.

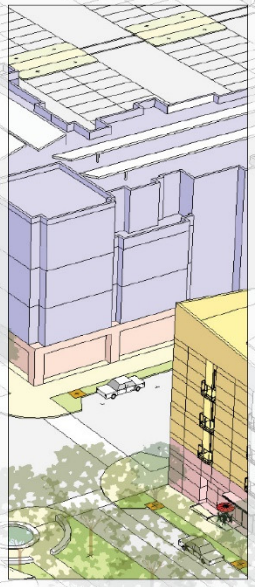
Density Bonuses

Development in the UWSP may utilize several State and County regulations that permit residential density increases, which are additive to the UWSP's residential unit allocations. For instance, California Government Code Sections 65915-65918 allow an up to 35% increase in project density or units depending on the amount of affordable housing provided, and an 80% density increase for projects that are entirely affordable, along with various site design incentives.

Accessory Dwelling Units

Accessory dwelling units (ADUs) are an additional type of housing product that can enhance the UWSP's affordable housing program. At the time of UWSP approval, California State law permits ADUs by right if certain conditions are met. For detached units, ADUs must be 150 sq. ft. or greater in size, and may have a maximum size of 850 sq. ft. for studios or one-bedroom units, and a maximum size of 1,000 sq. ft. for units with two or more bedrooms. For attached units, ADUs may exceed these limits and are allowed to be up to 50% of primary dwelling sq. ft. If garages are converted replacement parking is not required.

CHAPTER 4
MOBILITY



Inside this Chapter


DSP

4.1 OVERVIEW

A key element of the UWSP's community design is its multi-modal mobility system that makes walking, biking, and other travel options a convenient alternative to traditional automobile transportation. In response to emerging transportation trends, the UWSP's mobility plan emphasizes several alternative travel modes to promote physical and mental health, reduce noise and air quality impacts associated with combustion engines, and provide for freedom of movement throughout the community. The mobility plan's design embraces this philosophy.

This chapter provides an overview of transportation trends and evolving technologies that were expanding at the time of Specific Plan approval. These factors influenced the UWSP's circulation networks to ensure that all forms of mobility are adequately provided. This includes plans and design standards for roadways, bikeways, trails, pedestrian network, and public transit.

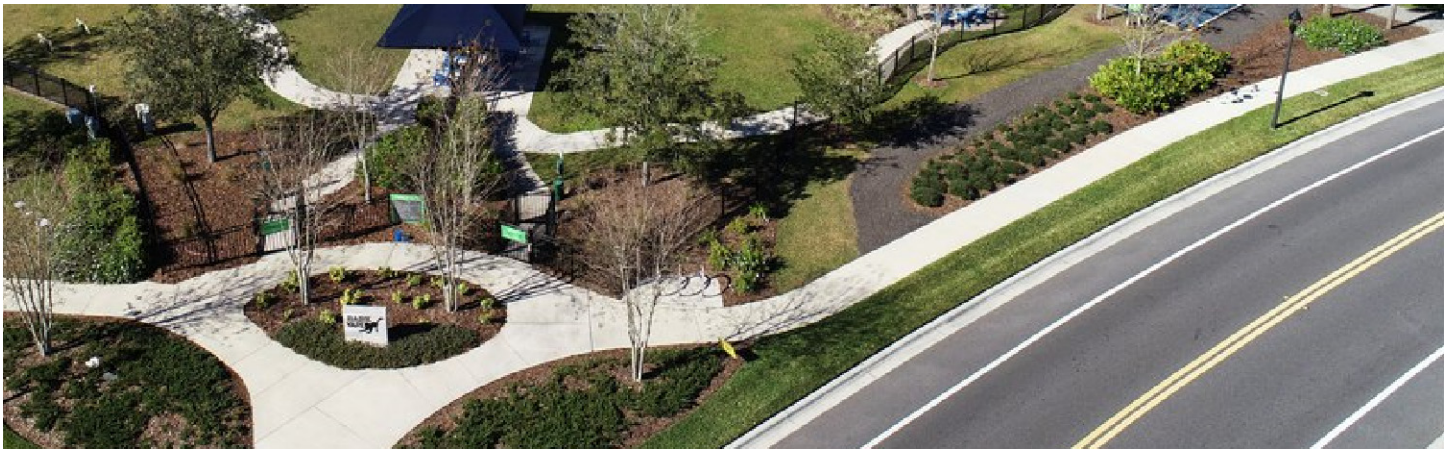
4.2 MOBILITY POLICIES

The Upper Westside Specific Plan's initial approval established a framework for roadways, bikeways, trails, and supporting mobility options to serve the entire Plan Area. In order to ensure that the community's mobility systems are constructed in a manner that serves all property owners as the Plan Area develops over time, the UWSP includes policies to facilitate effective implementation. The construction of all mobility systems shall be consistent with the policies outlined below:

General Transportation Policies

4-A Development shall seek efficiencies in the movement of people and goods to conserve resources and reduce emissions and shall achieve this goal by implementing programs through measures such as a Transportation Management Association (Policy 4-Y), synchronized signalization (Policy 4-C), curbside parking management for the Town Center (Policy 4-M), bikeway and pedestrian systems (Policies 4-Q through 4-U), and public transit (Policies 4-V through 4-X).

4-B Development of residential uses shall help facilitate the implementation of electrification by providing minimum Level 2 electric vehicle chargers for all single-family residential units and for 15% of the parking required for multi-family residential projects.



4-C Smart technology systems should be incorporated into non-residential developments to improve efficiencies in safety, travel and parking by implementing measures such as parking space availability applications, automated meters and tiered pricing strategies, and adaptable signal synchronization.

4-D Vehicular roadway networks shall be designed and sized to efficiently accommodate vehicular traffic and provide alternative routes to avoid over-sizing of roadways or turn lanes to accommodate peak events.

Roadway Master Plan Policies

4-E The location and alignment of arterial and collector roadways shall generally conform to the Conceptual Roadway Plan illustrated in Figure 4-1 in order to facilitate creation of an efficient mobility system with roads that are "right-sized" for the Development Area, and not oversized for peak travel hours.

4-F Median breaks for collector roads shall be located in a manner consistent with Figure 4-1 and shall be designed without left-turn pockets to provide traffic calming and to allow the extension of the landscaped median, except where turn pockets may be needed at intersections with El Centro Road or otherwise required by traffic analyses.

4-G Roadway improvement plans shall reflect appropriate intersection transitions and design standards as required by the UWSP traffic analysis and County DOT standards.

4-H Local streets shall be designed consistent with the residential street design sections provided in Section 4.4.

4-I For ease of navigability for pedestrians, bicyclists, and automobiles, the design of in-tract residential streets within Tentative Subdivision Maps shall form a network of interconnected streets with linkages to adjacent neighborhoods, parks, schools and amenities.

4-J Any proposed gated communities shall be evaluated for potential impacts to VMT and neighborhood connectivity, and shall not restrict travel along greenbelts and public bike trails or limit routes to public facilities such as parks and schools.

Town Center Transportation Policies

4-K The Town Center's street network shall form a grid as illustrated on Figure 4-1, Conceptual Roadway Plan.

4-L Design sections for roadways, on-street bike lanes, trails, and sidewalks shall be consistently applied within the Town Center to allow flexibility to respond in the future to evolving trends, as outlined in Section 4.3 and DS&DG Section 3.4.4.

4-M Curb space use in the Town Center shall be managed through a CMU Parking Management Plan that organizes and improves mobility, access, and safety for a range of uses and operations. The CMU Parking Management Plan shall be prepared and managed by a Business Owners Association (BOA) for the Commercial Mixed Use (CMU-TC) parcels in the Town Center District, consistent with the Town Center Development Standards in DS&DG Chapter 3. Requirements for preparation of the CMU Parking Management Plan including timing, responsible party, and content requirements are addressed in the UWSP Conditions of Approval.

4-N To reduce vehicular speeds and allow for safe and efficient pedestrian and bicycle crossings, all interior intersections in the Town Center District should be 4-way stop controlled unless otherwise specified.

4-O To give priority to pedestrian travel within the Town Center District, corner "bulb-outs" should be considered at interior intersections as conceptually depicted on DS&DG Figure 3-4.

Bikeway Master Plan Policies

4-P Development projects shall be subject to a Bike Trail Fee as described in the Public Facilities Financing Plan (PFFP), charged at Building Permit to fund the construction of bikeway facilities, and other improvements as provided for in the PFFP.

4-Q To encourage bicycle travel as a viable alternative transportation mode, and to ensure a highly-connected and conveniently-accessible bikeway network is created, development and construction of Class I bike trails and Class II bike lanes shall be required as development occurs, consistent with the Bikeway Master Plan illustrated in Figure 4-28.

4-R To enhance bicyclist safety and comfort all Class I bike trail riding surfaces, striping, signage, wayfinding, key conflict points (e.g., intersections and at grade crossings), and other elements shall be designed as illustrated in Figures 4-24 through 4-28 herein and shall comply with the County's Active Transportation Plan.

Pedestrian Network Policies

4-S To enhance pedestrian access to trails, building plans and tentative subdivision maps shall be designed to provide pedestrian and bicycle connections to adjacent landscape corridors, greenbelts, and open space areas, including connections from residential neighborhoods to schools, parks, and the Town Center, as illustrated in DS&DG Section 4.5, Neighborhood Design.

4-T To ensure a comfortable pedestrian environment for walking and shopping within the Town Center, urban-style sidewalks shall be utilized within the Town Center District, as illustrated in DS&DG Figure 3-5.

4-U The landscaped perimeter of lake basins shall include a minimum 6-foot walkway to allow pedestrian access, consistent with the provisions outlined in DS&DG Section 2.8.

Transit Policies

4-V Project developers shall coordinate with the Sacramento Transportation Authority (STA) and Sacramento Regional Transit (SacRT) to advocate for the allocation of transportation funding to support the planned transit system outlined in Section 4.7, as well as the bicycle, and pedestrian networks identified in this Mobility chapter.

4-W The Median Park and/or private development adjacent to the planned Mobility Hub on West El Camino Avenue, shall include facilities to support alternative transportation modes such as chargers for E-bikes, bike racks, lockers, and similar amenities, with features financed as provided for in the PFFP.

4-X Transit Impact Fees and the credit and/or reimbursement program shall be used to support the construction of transit, bike and pedestrian networks to serve the Plan Area as provided for in the PFFP.

4-Y When approving development applications for the EHC and CMU-TC areas, developers and business owners shall be conditioned to form a Transportation Management Association (TMA), or shall join an existing TMA, to reduce resident and employee vehicle miles traveled (VMT) congestion and GHG emissions. Formation of the TMA including timing, responsible party, and other requirements is addressed in the UWSP Conditions of Approval.

4-Z Meet SacRT's standard of 30-minute headways during non-peak hours, and 15-minute headways during the am and pm peak hours consistent with the points achieved by this Specific Plan under General Plan Policy LU-120, Criteria CB-4. This frequency of service may alternatively be met by equivalent on-demand, contract, or other transit services.

4.3 TRANSPORTATION TRENDS

A transportation revolution is underway. It has the potential to dramatically impact how we use and own cars and how we safely navigate our streets. It also has the potential to improve the quality of the air we breathe. This revolution is occurring in four areas: Car sharing, autonomous vehicles, electric vehicles, and online shopping. These factors are creating new trends in how we view transportation and how we move throughout our communities. The Upper Westside's mobility plan supports these transportation trends to ensure that residents have access to a variety of travel modes and have equal access to goods and services as a measure of social equity.

4.3.1 Sharing

Car Sharing

Car sharing may dramatically reduce private auto ownership, and thus the space needed for parking in urban and higher density suburban areas. Smart phone apps provide the ability to reserve and rent vehicles on a short-term basis without using a car rental agency. Two predominant car sharing services in the Sacramento area include Zip Car and Gig Car, which utilize small hybrid or electric vehicles. They operate differently from one another. Zip Cars are typically clustered and parked where users can rent and return cars to a single location. In practice, this model can allow parking reductions for apartment projects by clustering Zip Cars in designated on-site spaces or at a nearby location. Alternatively, Gig Cars provide a different type of flexibility and can be driven point-to-point. With this model, a driver uses a smart phone app to find a nearby car, which can be reserved, used, and returned to a different location. The Town Center's high-density residential sites provide opportunity areas to support this transportation mode.

Issues & Considerations:

While car sharing can allow for lower parking ratios, it does create a need for dedicated spaces with parking areas or at the curb, which may require curbside management, which is discussed in DS&DG Section 3.4.4, Parking Management. In addition to its cost, car sharing is limited to those traveling with a licensed driver. Therefore, car sharing only provides one of several options that can equitably serve all people while also encouraging lower GHG transportation modes.

E-Bike & E-Scooter Sharing

Electric bike and scooter sharing is considered to be a fun and cost effective "micro-mobility" option, allowing people to make short connections in an urban setting where parking is limited and/or expensive. E-bikes and e-scooters also excel at serving short commutes and the first mile/last mile segment of multi-modal trips. E-bikes provide electric pedal assist and require less effort to pedal, while E-scooters utilize a throttle lever and require a little more skill to ride. Both of these micro-mobility options are popular in the urbanized areas of Sacramento. The UWSP's Town Center District provides a suitable density of residential and non-residential uses to support this transportation mode.

Issues & Considerations:

Bike and scooter charging stations can take significant curbside or sidewalk space and create clutter. E-cargo bike could provide a more efficient means of freight delivery and should also be considered by the CMU Parking Management Plan. Overall, the ease of E-scooters and E-Bikes are a favorable trend that reduces dependence on auto travel and reduces GHG emissions associated with short auto trips. Provisions for E-bike charging facilities are discussed in Chapter 7, Sustainability.

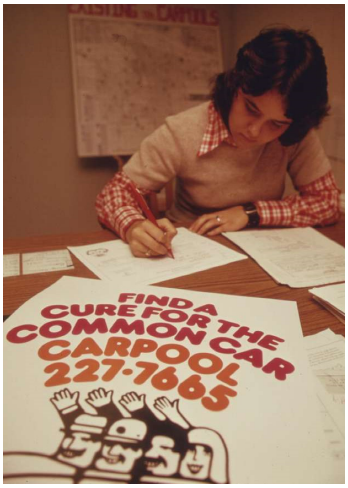
Ride Hailing

Transportation Network Companies (TNCs) such as ride hailing services (e.g. Uber, Lyft) have significantly disrupted the taxi industry. By using a smart phone app, this is a convenient option for users to request door-to-door service and to monitor the timing and arrival of a vehicle. In urban areas ride hailing avoids the cost and challenge of finding available parking, and for airport trips the inconvenience and cost of long-term parking. While autonomous or driverless vehicles have been slow to gain market acceptance, they have the potential to change the operation of ride hailing services. This includes discussions for fractional ownership of autonomous vehicles as a method of reducing vehicle ownership and storage costs. Ride hailing services provide an alternative transportation mode throughout the Upper Westside community.

Issues & Considerations:

The designation of pick-up and drop-off zones are becoming more common in urban areas as use of ride hailing services increases. This provides benefits to major uses such as arenas, airports, and concert halls that experience significant peaks in demand for these services in lieu of parking. Ride hailing as a service is anticipated in the UWSP's Town Center District along West El Camino Avenue, as outlined in DS&DG Section 3.4.4, Parking Management, for the Town Center District.

Ride Pooling



Carpooling isn't a new concept but it has been slow to gain widespread acceptance due to fixed schedules and routes, but does serve commuters from outlying communities needing a daily ride to job centers. Ride hailing apps now offer ride pooling services that allow a rider to split the cost of a ride with a stranger that is going to and from the same general locations. This allows flexibility on schedule and route. For example, the Uber POOL app will determine which rider to pick up and which to drop off first. Uber Express POOL is a variant that allows more than two riders to split the cost of a ride, but the riders must walk to pick-up point, and also walk from the drop off point to get to their destination. Ride pooling apps also gain the benefit of utilizing freeway HOV carpooling lanes. Other ride hailing apps will likely follow this offering in what is a rapidly changing industry.

Issues & Considerations:

This trend reinforces the need for curbside management in high intensity areas such as West El Camino Avenue within the Town Center District to minimize conflicts between different types of pick-up and drop-off zones, which is outlined in DS&DG Section 3.4.4, Parking Management. Additionally, public parking areas within the Town Center District's CMU development provides an opportunity to support carpooling activities.

Micro-Transit

Sacramento Regional Transit (SacRT) operates SmaRT Ride, an on-demand door-to-door transit service that allows riders to schedule service a day in advance. The City of West Sacramento operates a similar system through a contract with private operator Via. JIBE, formerly the North Natomas Transportation Management Association, also runs a similar shuttle service, Jibe Express, that could be expanded to serve the Upper Westside community. Micro-transit utilizes vans or small buses that can easily maneuver residential streets and pick up small groups of unrelated riders. Sacramento Para-transit is a long-established example of a micro-transit system that provides door-to-door service. It serves riders with mobility challenges who are otherwise unable to use other public transit modes.

The UWSP Public Facilities Financing Plan (PFFP) includes measures to provide funding to SacRT for the operation of micro-transit systems. Refer to Section 4.7 for additional information regarding transit services, including planned transit stop locations in the Plan Area.

Issues & Considerations:

Micro-transit reinforces the need for curbside management (i.e. short-term curbside parking) in high intensity areas such as the Town Center District, which is discussed in Section 4.5. Additionally, it generates the need to coordinate first- and last-mile options at transit stops, including connections to planned pedestrian/bicycle mobility systems. Figure 4-28: Bikeway Master Plan aligns bike routes with anticipated transit stops and the DS&DGs provide direction for bike parking.

4.3.2 Electrification

Electric Vehicles (EVs)

Since 2010, there has been a clear trend toward the production of electric vehicles and they have been steadily gaining market share. In 2020, California's stock of electric and hybrid vehicles accounted for approximately 8% of new car sales, with EVs holding the predominant share, which was well above the US market's average share of 2%. While the cost of gasoline is a significant factor in a vehicle purchase decision, as investment in electric car technology continues and EV pricing becomes more competitive with gas-powered vehicles, the trend toward electric vehicles will accelerate. Transportation industry groups estimate that by 2040, EV's will capture a 30% share of the US auto market.

In September 2020, California Governor Gavin Newsom issued Executive Order N-79-20 setting a goal that 100% of all new passenger cars and light-duty trucks be "zero-emission" by 2035, and medium and heavy-duty vehicles be "zero-emission" by 2045. This may be achieved with EVs or other forms of power. Tesla has also developed an electric semi-truck for the freight market, while the Nikola has developed a truck based on hydrogen technology. The electrification of freight vehicles and the shift to clean burning systems such as hydrogen is likely to follow behind the trend for electrification of automobiles.

Issues & Considerations:

Providing adequate electric vehicle charging stations for quick charging during the day and night is an important consideration for newly developing communities. EV and E-Bike charging is an important consideration in the design of single-family homes and multi-family projects. Overnight charging of vehicles must be considered in the design of power supply systems to meet peak demands in the evening hours. Timer systems can shift the demand to early morning hours. Provisions for EV charging are discussed in Chapter 7, Sustainability.

The UWSP's planned utility systems include two electric substation sites when in years past one would have sufficed. The sites are also larger than might have been required 10 years ago. SMUD has also proposed a 69kV cross connection from the New Natomas Treatment Plan to the existing 69kV line located on the east side of El Centro Road. These measures will ensure that UWSP has an adequate power supply available to serve the community's electrification requirements for EVs.

4.3.3 Freight

Freight & Package Delivery

Since 2010, there has been a significant shift toward online shopping, which is significantly impacting the need for traditional large format brick & mortar stores, particularly in the durable goods segment. The Covid pandemic of 2020 served to accelerate this trend. Delivery companies (e.g. UPS, FedEx, Amazon) have continued to expand service reach and frequency, with deliveries occurring more frequently, sometimes daily, or even multiple times a day. In high density areas, additional time may be needed to accommodate multiple drop-offs or pick-ups between different addresses.

Issue & Considerations:

This creates a potential increase in demand for short-term loading space at curbside, particularly in high density areas. The UWSP's Town Center Transportation Policies require preparation of a CMU Parking Management Plan to address how short-term loading spaces for freight deliveries can be provided within the Town Center District. The Town Center streets (e.g., curb return radii) are also sized to accommodate truck and delivery van traffic. E-cargo bikes are also an emerging delivery trend in urban areas and should be considered. Flexibility should be incorporated into the system to allow a response to changes in the market.

Direct Food Delivery

Food delivery has evolved from the typical pizza delivery service to companies like UberEats, Food Jet and GrubHub, which pick up and deliver food from a restaurant or grocery store directly to a home. Many grocery stores (e.g. Safeway, Costco, etc.) also provide home or business delivery services. This convenience "niche" of the marketplace is replacing the need for a resident to drive to a restaurant to pick up a take-out order, or to go to a supermarket for the week's grocery shopping. Companies such as Safeway are able to aggregate multiple deliveries into one van and driver. Most vendors charge a fee or require a minimum order amount to avoid a fee.

Issues & Considerations:

Delivery service from larger retailers could reduce the demand for on-site parking. Utilizing a van to combine multiple deliveries can potentially reduce vehicular trips, but this trend will increase demand for short-term curbside parking for deliveries in high density residential areas such as the Town Center District and could result in congestion. The number of pick-ups and drop-offs could impact the availability of long-term curbside parking in the Town Center District and could impact retailers that rely on convenient parking in front of their businesses.

4.4 ROADWAY DESIGN

The UWSP's planned roadway system utilizes a modified grid to facilitate efficient distribution and dispersal of traffic, with collector streets looping into the Development Area from the El Centro Road thoroughfare/arterial. This pattern is also consistent with the division of agricultural lands in the Plan Area. This grid system creates alternative routes, so that if one road is closed or congested, other roads can serve to re-route or disperse traffic.

A key goal of the UWSP Roadway Master Plan is to "right size," not oversize, roadways for peak events. The philosophy of "right-sizing" accepts that congestion and slow vehicle speeds are a reality during peak travel hours. This method encourages alternative modes of travel and creates positive benefits, such as reducing traffic fatalities and encouraging the use of greener travel options like riding transit, carpooling, riding e-bikes, walking, or biking.

State legislation requires traffic studies to focus on Vehicle Miles Traveled (VMT), which is a distance measurement, versus Level of Service (LOS), which is a congestion and travel speed measurement. The goal of measuring by VMT is to encourage more compact growth patterns and a mix of uses, in order to reduce Greenhouse Gas (GHG) emissions and meet California's climate change goals.

4.4.1 Preliminary Roadway Plan

Planned roadways are depicted on Figure 4-1, Conceptual Roadway Plan, which illustrates how the Plan Area's pattern of primary roadways form a "modified grid". The Conceptual Roadway Plan is supported by Table 4-1, Roadway Summary, which provides a key to the various roadway types, and their associated rights of way and design features. The Roadway Plan is diagrammatic and improvement plans for these roadways are subject to Sacramento County's Department of Transportation (County DOT) review for consistency with improvement standards (e.g. intersection widening for turn lanes, bus stops, crosswalks, etc.) prior to approval. The Roadway Plan identifies key roadway corridors in the Plan Area, which are referenced to corresponding roadway design sections.

The Roadway Plan depicts only the major roads (i.e. thoroughfares, arterials, arterial/collectors, and modified primary residential streets) to illustrate the Plan Area's roadway circulation framework. It also conceptually identifies locations for median breaks along arterial and collector roadways. Internal or "in-tract" residential streets are not identified on the roadway plan as these local streets will be located as subsequent tentative subdivision maps or development projects are processed.

The UWSP traffic analysis provides preliminary direction on intersection geometrics and turn lane configurations. Detailed engineering design and construction drawings to be determined with subsequent preparation of roadway improvement plans. Roadway improvements are to be constructed consistent with the standards illustrated herein, as conditioned on subsequent tentative map applications and as traffic warrants.

TABLE 4-1: ROADWAY SUMMARY

Roadway & Segment	Right-of-Way	Auto Lanes	Raised Median	Bike Lane (+ Buffer)	Curbside Parking	Trail/ Sidewalk	Figure #
West El Camino Avenue							
Segment 1: Smart Growth Street	25' + 25'	2	48'	6'	2-sides	10'	4-2
El Centro Road							
Segment 1: Thoroughfare	102'	6	12'	5' (+ 3')	None	10' / 6'	4-3
Segment 2: Arterial	80'	4	12'	5' (+ 3')	None	10' / 6'	4-4
Segment 3: Existing Arterial	76'	4	14'	5' (+ 0')	None	5'	4-5
Segment 4: Modified Primary Residential	38'	2	None	5'	None	8' / 5'	4-6
Bryte Bend Road							
Segment 1: Collector w/ Parking	61'	2	12'	5' (+2')	1-side	10' / 6'	4-7
Segment 2: Collector Street	56'	2	12'	5' (+2')	None	10' / 6'	4-8
Segment 3: Garden Highway Connector	41'	2	None	6'	None	0' / 6'	4-17
Radio Road							
Segment 1: Collector w/ Parking	66'	2	12'	5' (+2')	2-sides	10' / 6'	4-9
Segment 2: Garden Highway Connector	41'	2	None	6'	None	0' / 6'	4-17
San Juan Road							
Segment 1: Collector w/ Parking	61'	2	12'	5' (+2')	1-side	10' / 6'	4-10
Segment 2: Collector Street	56'	2	12'	5' (+2')	None	10' / 6'	4-11
Segment 3: Collector w/ Parking	66'	2	12'	5' (+2')	2-sides	8' / 6'	4-12
Segment 4: Garden Highway Connector	41'	2	None	6'	None	0' / 6'	4-17
Farm Road							
Segment 1: Arterial	80'	4	12'	5' (+ 3')	None	8' / 6'	4-13
Segment 2: Collector	66'	2	12'	5' (+2')	2-sides	8' / 6'	4-14
Segment 3: Garden Highway Connector	41'	2	None	6'	None	0' / 6'	4-17
Street 2							
Collector w/ Parking	61'	2	12'	5' (+2')	1-side	10' / 6'	4-15
Local Streets							
Town Center Side Street	52'	2	None	6'	2-sides	8'	4-16
Modified Primary Residential Street	48'	2	None	5'	2-sides	5'	4-18
Primary Residential Street at Park	40'	2	None	None	2-sides	8'/5'	4-19
Primary Residential Street	38'	2	None	None	2-sides	5'	4-20
Minor Residential Street, Detached Walk	32'	2	None	None	2-sides	5'	4-21
Minor Residential Street, Attached Walk	32'	2	None	None	2-sides	5'	4-22
Private Alley	20'	2	None	None	None	None	4-23

NOTES:

1. A 25' Public Utilities & Public Facilities Easement (P.U.P.F.E.) to be provided along all arterial or collector street edges (except W. El Camino Ave.)
2. Along arterials, collectors, and thoroughfares, landscape corridor width may be reduced to accommodate right-turn lanes, bus turn-out's, and roadway tapers, thereby reducing the area available for landscaping

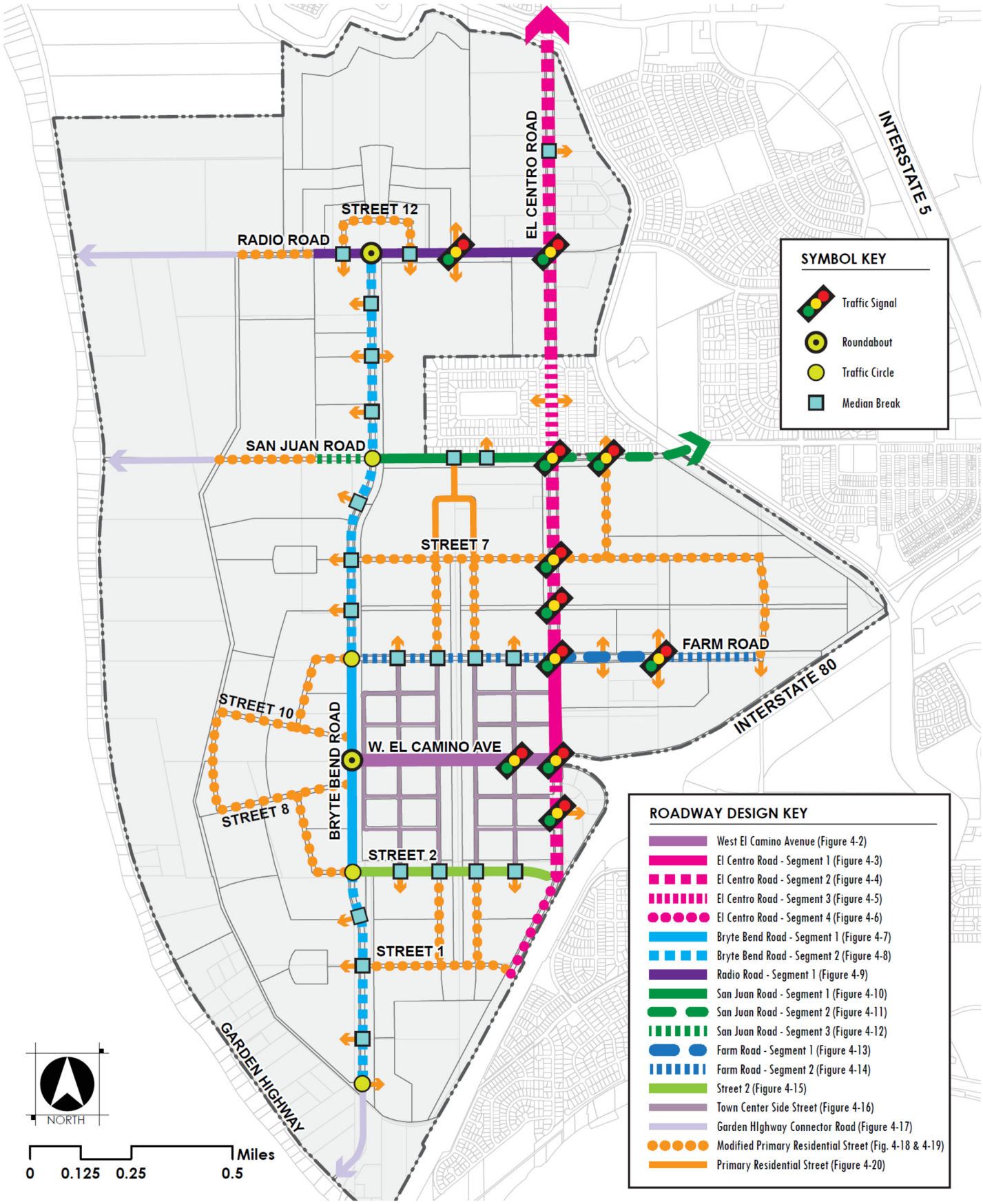


FIGURE 4-1: CONCEPTUAL ROADWAY PLAN

4.4.2 Roadway Design Sections

This section illustrates the roadway design sections for the various roadway segments identified on Figure 4-1. Design sections for local streets are also provided in this section, which should be used to guide the design of subsequent tentative subdivision maps. Local streets that were constructed prior to Specific Plan approval, such as Tomato Patch Lane and Leona Circle, are not subject to the roadway design sections contained herein until such time that those areas were to be redeveloped and street improvements are needed to accommodate additional traffic.

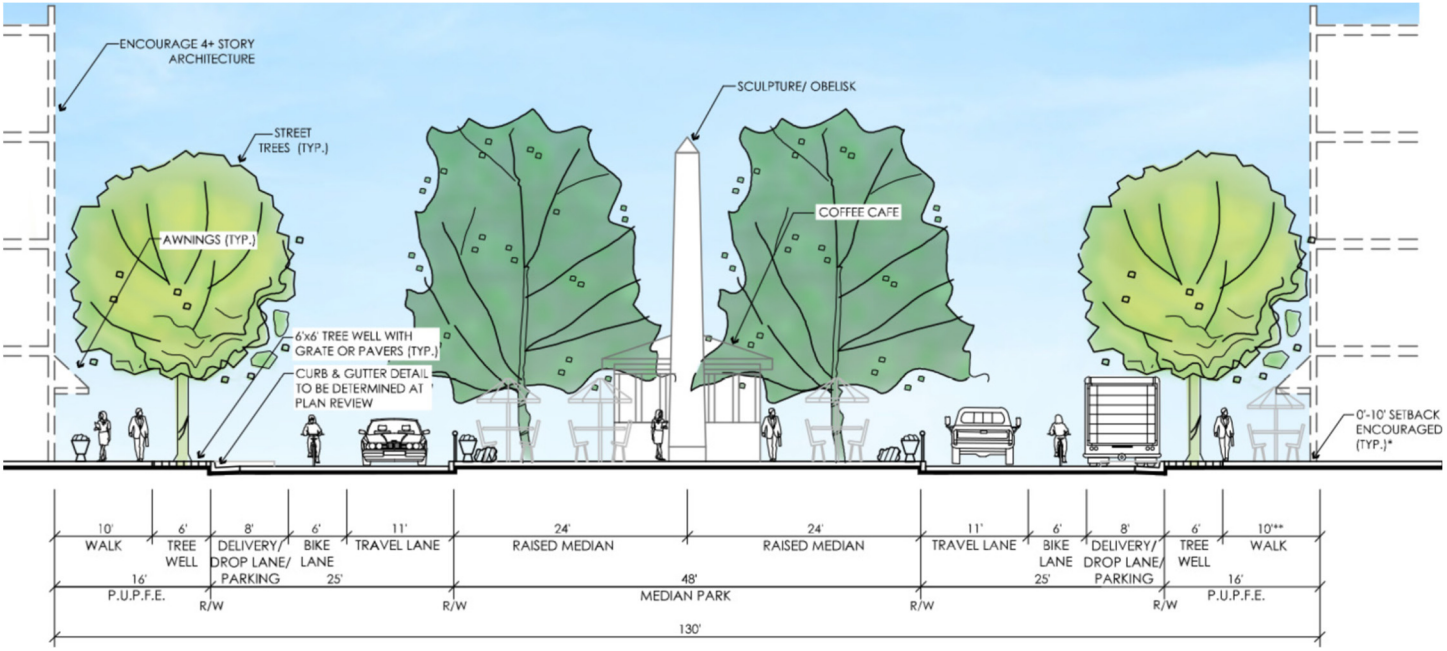
West El Camino Avenue

The extension of West El Camino Avenue into the UWSP from I-80 provides a key entry into the Town Center District. West of El Centro Road, it is designated as a "Smart Growth Street" in accordance with County General Plan policies to allow flexibility in its design and how it serves as the Upper Westside community's urban main street. East of El Centro Road outside the Plan Area where traffic volumes are significantly greater, this roadway design transitions to a different design as outlined in the UWSP Traffic Study.

The design of West El Camino Avenue consists of two, one-way vehicular travel lanes, each with a 25-foot right-of-way, separated by a 48-foot wide median park, resulting in a 98-foot curb-to-curb dimension. Illustrated in Figure 4-2, this design standard applies to the roadway segment located between El Centro Road and Bryte Bend Road. The center median is intended to function as a community park space with outdoor seating, incidental food or beverage kiosks, sculpture, and other elements with pedestrian connectivity to the sidewalk.

West El Camino Avenue is designated as a "Smart Growth Street", and in accordance with the County General Plan Circulation Element, is subject to special design consideration. As such, the posted vehicular speed limit is anticipated to be 20 MPH, which is intended to enhance the pedestrian walkability of the street and central Median Park. It is envisioned to provide a unique urban gathering space, an outdoor room framed with mid-rise architecture. The curbside lane is anticipated to have short-term parking to allow high frequency turnover (e.g. ride hailing, package delivery/drop-off, public transit, etc.). The street is intentionally sized to have vehicular congestion to encourage slow automobile speeds.

During special events (e.g. street fairs, farmer's market, celebrations) segments of this street between Street A and Street D could be closed to vehicles. Due to the grid layout illustrated on the roadway plan, if segments of West El Camino Avenue are closed, vehicular traffic can utilize other streets to the north and south, to bypass West El Camino Avenue or the Town Center District.



NOTES:

1. A Public Utilities & Public Facilities Easement is aligned with the planned 16-foot sidewalk located on each street edge.
2. In locations of zero (0') foot building setback, utility appurtenances shall be coordinated and agreed upon with the utility companies.
3. Any above ground utility boxes, street lights, or signage poles should be located within the 6-foot planter area in between the regularly spaced 6'x6' tree wells, and placed in a manner that does not obstruct the loading and unloading of vehicles.
4. A minimum 5' travel path on sidewalks for ADA (unobstructed) shall be maintained where outdoor dining or displays are present.

FIGURE 4-2: WEST EL CAMINO AVENUE (WEST OF EL CENTRO ROAD)

El Centro Road

El Centro Road provides access to multiple interstate freeways, including a connection to I-80 at the West El Camino Avenue interchange within the Plan Area, and connections to I-5 via the Arena Boulevard and Del Paso Road interchanges to the north of the Plan Area. Though El Centro Road is planned as the main thoroughfare for the Development Area, the UWSP incorporates design elements to ensure it is a pedestrian and bicycle-friendly street. Based on anticipated traffic volumes, a 6-lane thoroughfare is depicted for El Centro Road between Farm Road and West El Camino Avenue, and for West El Camino Avenue to the east. The design of the I-80 and West El Camino Avenue interchange will also be subject to Cal Trans design standards.

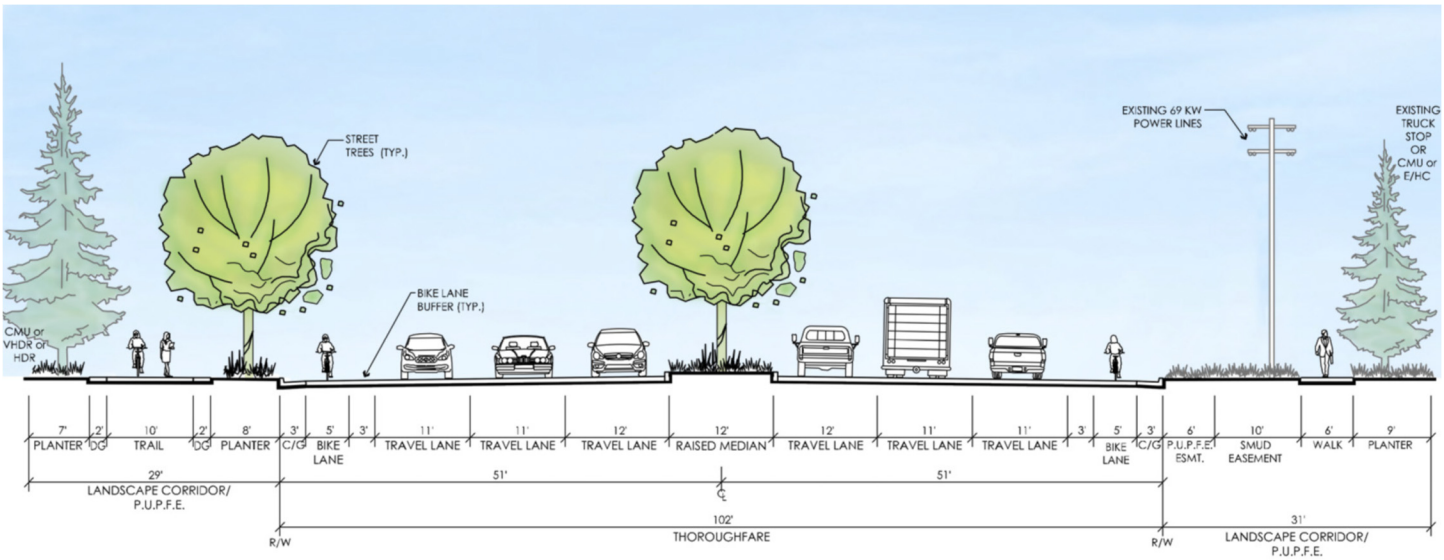
The design section for El Centro Road varies depending on location and each segment is sized to accommodate anticipated traffic volumes. Between West El Camino Avenue and Farm Road, this facility is designed as a 6-lane thoroughfare.

North of Farm Road and south of El Camino Avenue, this facility is designed as a 4-lane arterial with a 98-foot right-of-way, with a raised landscaped median and Class II bike lanes. This design section also incorporates 3-foot wide bike buffers, which consist of cross-striped pavement markings that create a physical separation between automobile travel lanes and bike lanes. (Due to spatial limitations, bike buffers are not included in the roadway segment adjacent to the River View subdivision, which was constructed prior to UWSP approval.)

Along the easterly edge of this roadway is a 69kV powerline, which is located behind an existing sidewalk. The landscape corridor to either side of the roadway will vary depending on adjacent facilities and includes storm drainage facilities along some roadway segments.

South of Street 2, El Centro Road consists of a modified residential street. This roadway segment is anticipated to have low traffic volumes. Its western edge should be closely aligned with an existing 80-foot sewer easement to avoid restrictions on tree plantings.

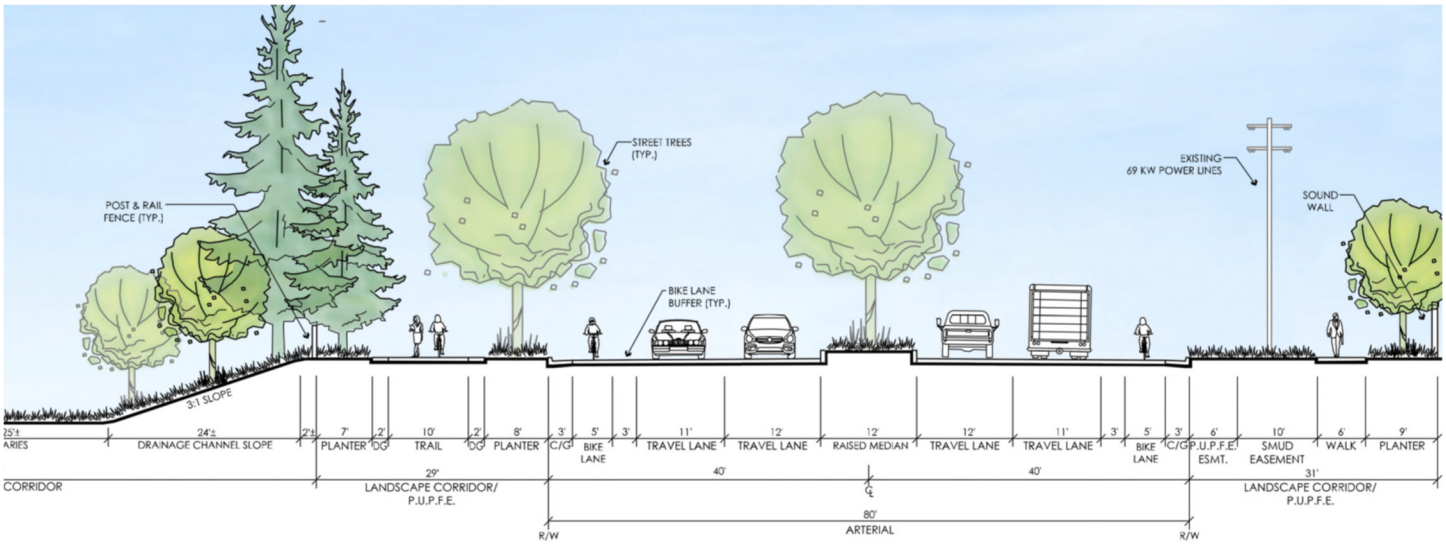
Detailed design sections for El Centro Road's various segments are illustrated in in Figures 4-3 through 4-6, which are keyed to the roadway plan in Figure 4-1.



NOTES:

1. Along eastern street edge, existing power line corridor to be accommodated in planter strip between curb and sidewalk
2. 10' trail to be provided along western street edge in landscape corridor
3. 6' sidewalk to be provided along eastern street edge in landscape corridor

FIGURE 4-3: EL CENTRO ROAD – SEGMENT 1 (102' ROW THOROUGHFARE)



NOTES:

1. Power line easements to be accommodated within 31' landscape corridor along eastern street edge, as determined with Improvement Plans
2. Landscape corridors include 10' trail/sidewalk along western street edge and 6' sidewalk along eastern edge
3. Between San Juan Road and Farm Road, storm drainage channel to be provided along western back edge of P.U.P.F.E.

FIGURE 4-4: EL CENTRO ROAD – SEGMENT 2 (80' ROW ARTERIAL)

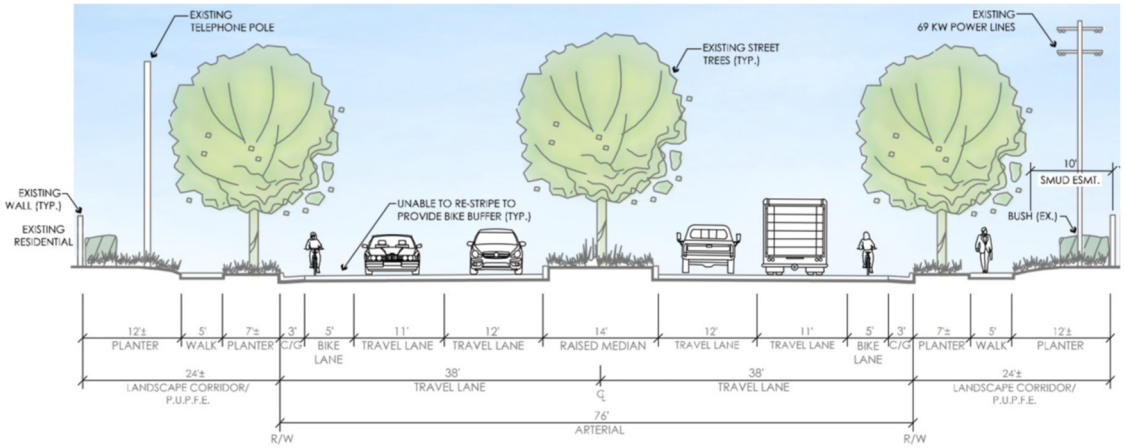


FIGURE 4-5: EL CENTRO ROAD – SEGMENT 3 (76' ROW EXISTING ARTERIAL)

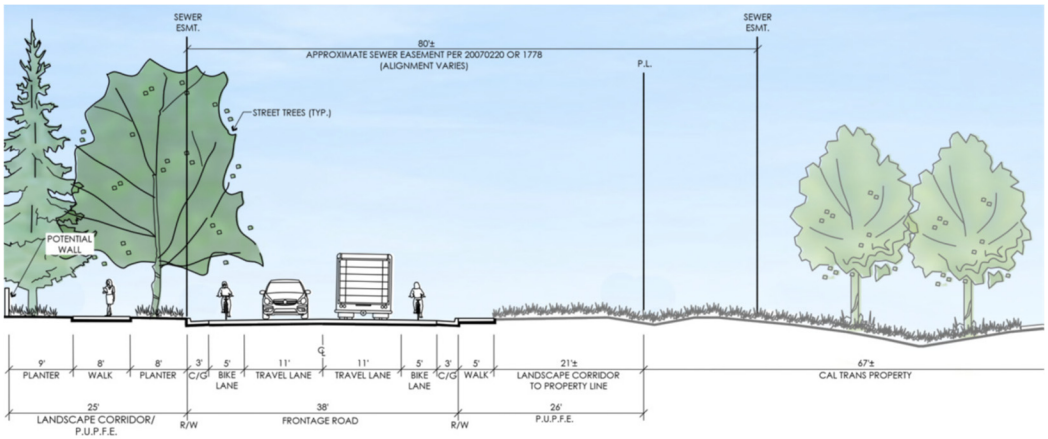


FIGURE 4-6: EL CENTRO ROAD – SEGMENT 4 (38' ROW MODIFIED RESIDENTIAL STREET)

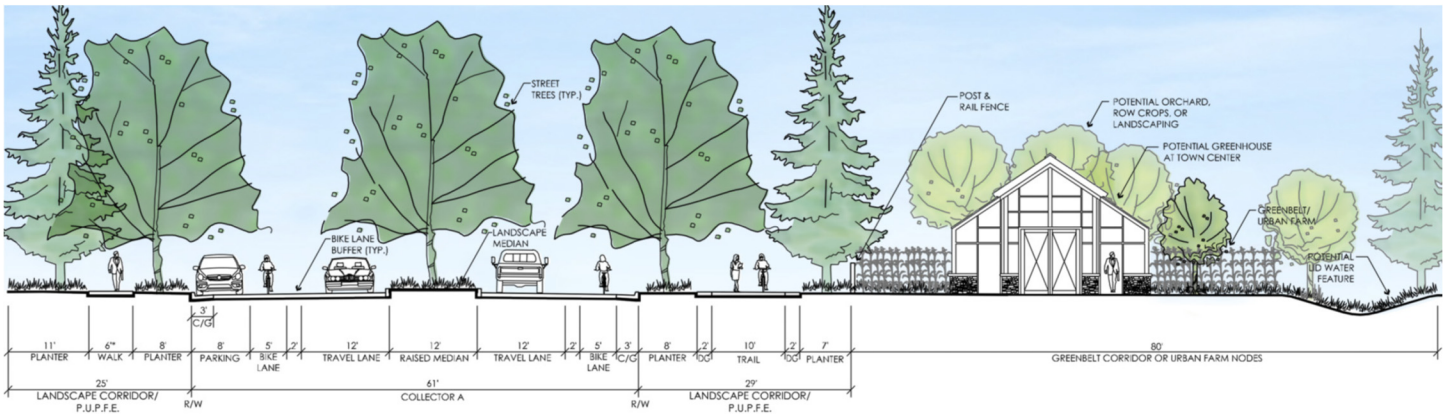
Bryte Bend Road

Bryte Bend Road is located a half-mile west of El Centro Road and extends approximately 2 miles from Radio Road on the north to Garden Highway on the south. It provides an important parallel north-south street to El Centro Road. It is envisioned to be a 2-lane collector with a raised median and includes a series of traffic circles or larger roundabouts at key east-west intersections to slow and calm vehicular traffic, yet allow for smooth and efficient flow. A large roundabout is located at the intersection of Bryte Bend Road and West El Camino Avenue and could serve as a transit turnaround for the Town Center District. Bryte Bend Road incorporates a raised landscape median with limited breaks at key intersections with 4-way stop control or traffic circles, thereby minimizing the need for left turn pockets.

Bryte Bend Road is designed as a 2-lane collector street that functions as a secondary north/south route in the Plan Area. Two design sections are provided. Both include two travel lanes, buffered bike lanes, and a landscaped median, but only one allows on-street parking. Curbside parking is provided adjacent to residential or school uses.

Along this roadway corridor, median breaks are intentionally limited to key locations, at 4-way stop controlled intersections or at traffic circles, to provide access to adjoining neighborhoods. Additionally, median breaks assume no left turn pockets in order to allow for more continuous tree plantings.

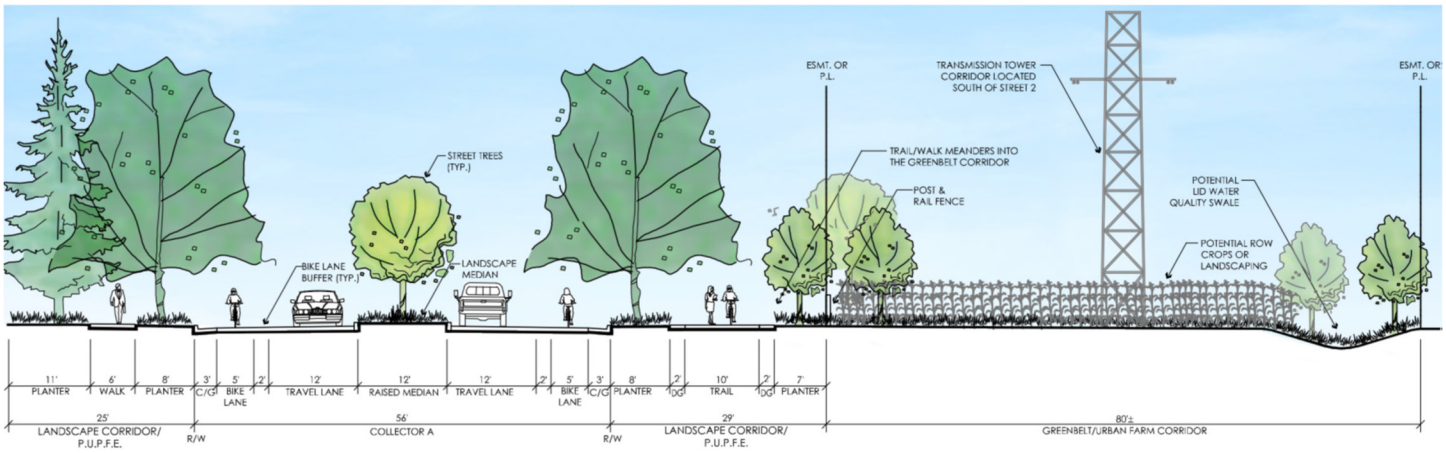
Bryte Bend Road's landscape corridors incorporate a 6-foot sidewalk along the western edge and a 10-foot trail along the eastern edge. In addition, a greenbelt corridor is planned along the western edge of this roadway corridor, which varies in width from 60-feet to 80-feet depending on its use. The greenbelt corridor also contains several urban farms, a PG&E overhead electric transmission line, storm drainage facilities, and access drives/parking areas for a planned fire station near the Town Center. Additional information regarding the design of the greenbelt corridors is outlined in DS&DG Section 2.6.



NOTES:

1. Greenbelt/Urban Farm corridor to be provided at eastern back edge of P.U.P.F.E. for stormwater facilities, power lines, urban farms, fi re station, etc.
2. 10' trail to be provided along eastern street edge in landscape corridor, which may meander into Greenbelt/Urban Farm corridor
3. 6' sidewalk to be provided along western street edge in landscape corridor, except that 8' sidewalk to be provided at school and park edges

FIGURE 4-7: BRYTE BEND ROAD – SEGMENT 1 (61' ROW COLLECTOR)



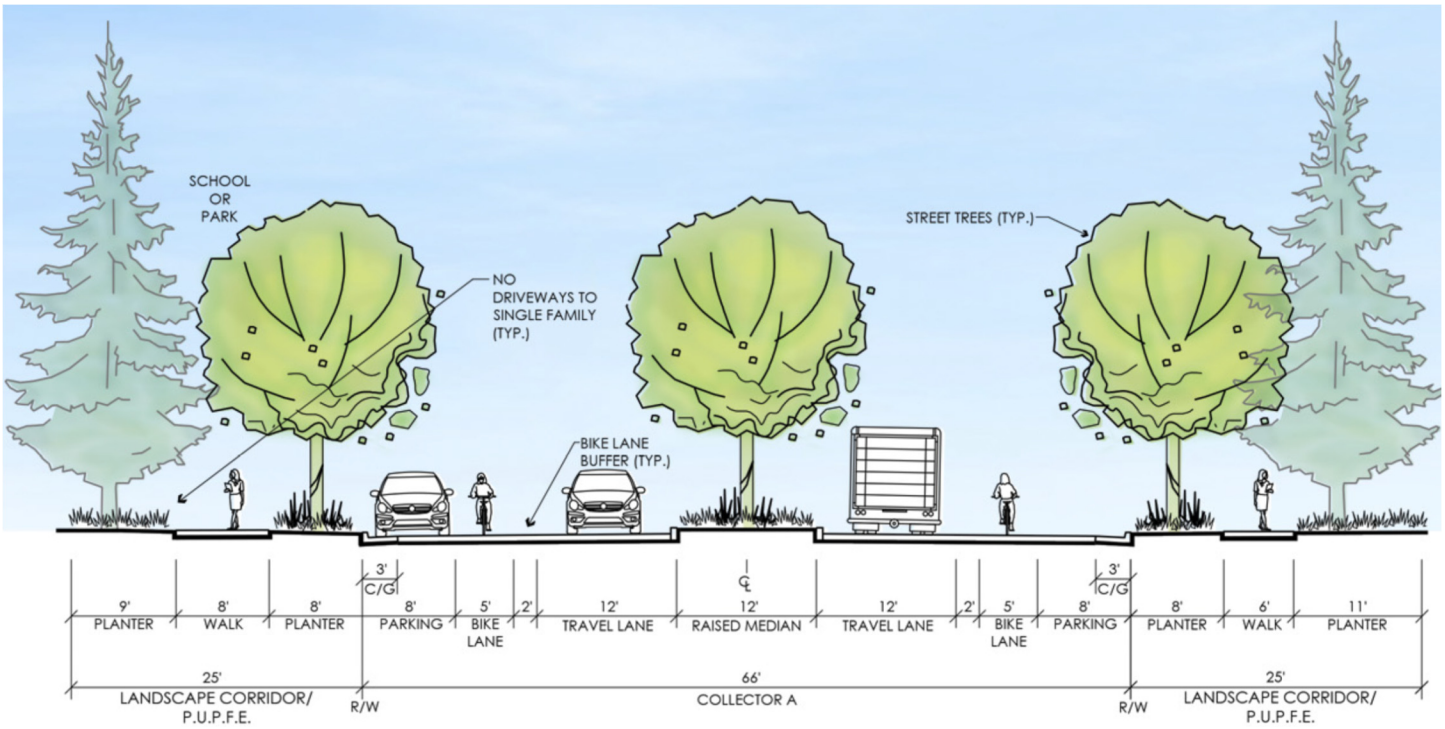
NOTES:

1. Greenbelt/Urban Farm corridor to be provided at eastern back edge of P.U.P.F.E. for stormwater facilities, power lines, urban farms, fi re station, etc.
2. 10' trail to be provided along eastern street edge in landscape corridor, which may meander into Greenbelt/Urban Farm corridor
3. 6' sidewalk to be provided along western street edge in landscape corridor, except that 8' sidewalk to be provided at school and park edges

FIGURE 4-8: BRYTE BEND ROAD – SEGMENT 2 (56' ROW COLLECTOR)

Radio Road

Radio Road is generally designed as a 2-lane collector and functions as one of several east/west circulation routes in the Plan Area, providing connectivity between El Centro Road, Bryte Bend Road, and Garden Highway. Two design sections are included, sized to accommodate estimated automobile traffic volumes. Most of Radio Road's design section includes a raised median, buffered bike lanes, on-street parking, and a 10' trail along its southern edge. However, west of Bryte Bend Road, this road transitions to a local street (Garden Highway Connector Road, Figure 4-17) with no median or bike lane buffers.



NOTES:

1. 10' trail to be provided along southern street edge in landscape corridor
2. 6' sidewalk to be provided along northern street edge in landscape corridor
3. Where adjacent to CMU, P.U.P.F.E. may be reduced to 16' to create "Main Street" sidewalk design for urban street edge

FIGURE 4-9: RADIO ROAD – SEGMENT 1 (66' ROW COLLECTOR)

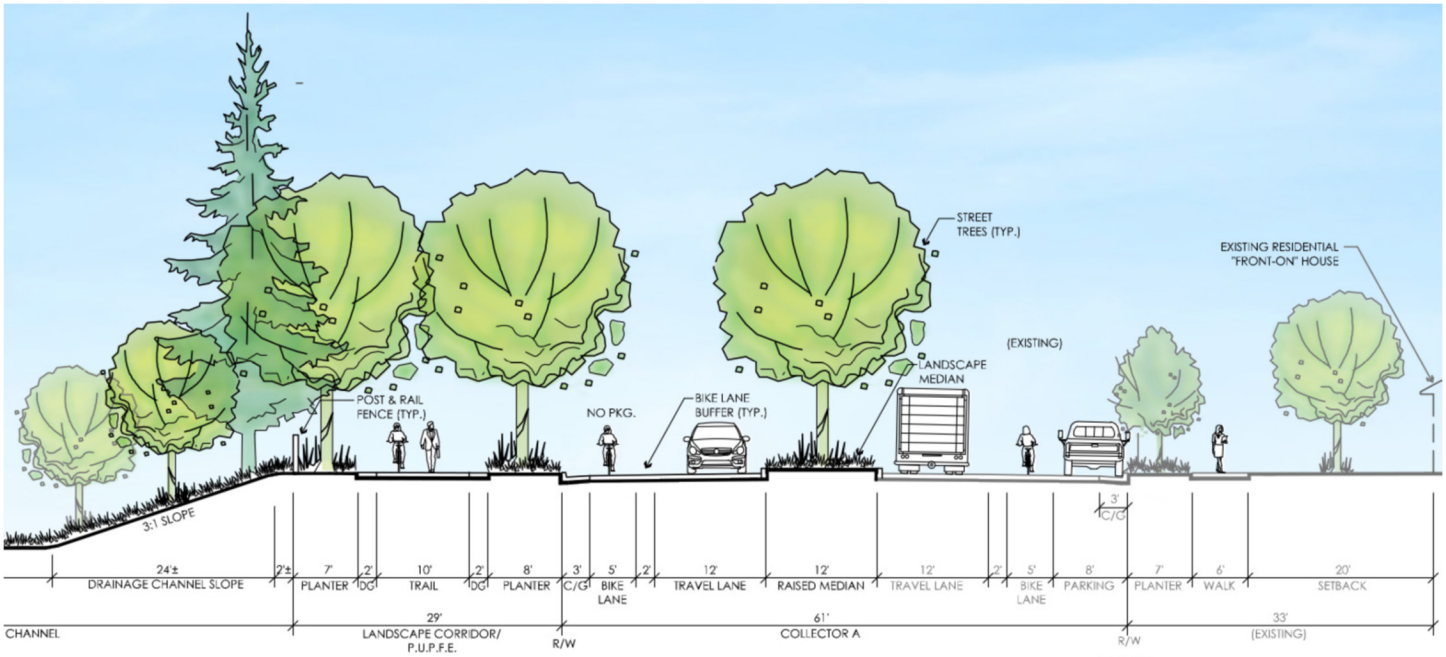
San Juan Road

San Juan Road is designed as a 2-lane collector and functions as one of the Plan Area's primary east/west circulation routes. It provides connectivity from existing neighborhoods located to the east in the City of Sacramento, through the Upper Westside community, and ultimately to the west where it terminates at Garden Highway.

Several design sections are included, with individual segments sized to accommodate projected traffic volumes. This results in design configurations that function as both collector and residential streets, depending on location in the Plan Area. Additionally, portions of San Juan Road adjacent to the River Park residential subdivision were constructed prior to Specific Plan approval. West of El Centro Road, existing homes have a "front-on" interface with San Juan Road and have driveways that allow direct automobile access and curbside parking. However, east of El Centro Road, homes have a "back-on" interface with San Juan Road, which consists of a 25-foot landscape corridor and masonry wall. The roadway design sections for San Juan Road are reflective of existing improvements along these frontages.

As a collector street, roadway design incorporates two travel lanes, a raised landscaped median, and buffered bike lanes. Depending on location and adjacent uses, on-street parking may be permitted on one or both sides of each street. Where traffic volumes decrease west of Bryte Bend Road, this road transitions to a local street (Garden Highway Connector Road, Figure 4-17) with no median or bike lane buffers.

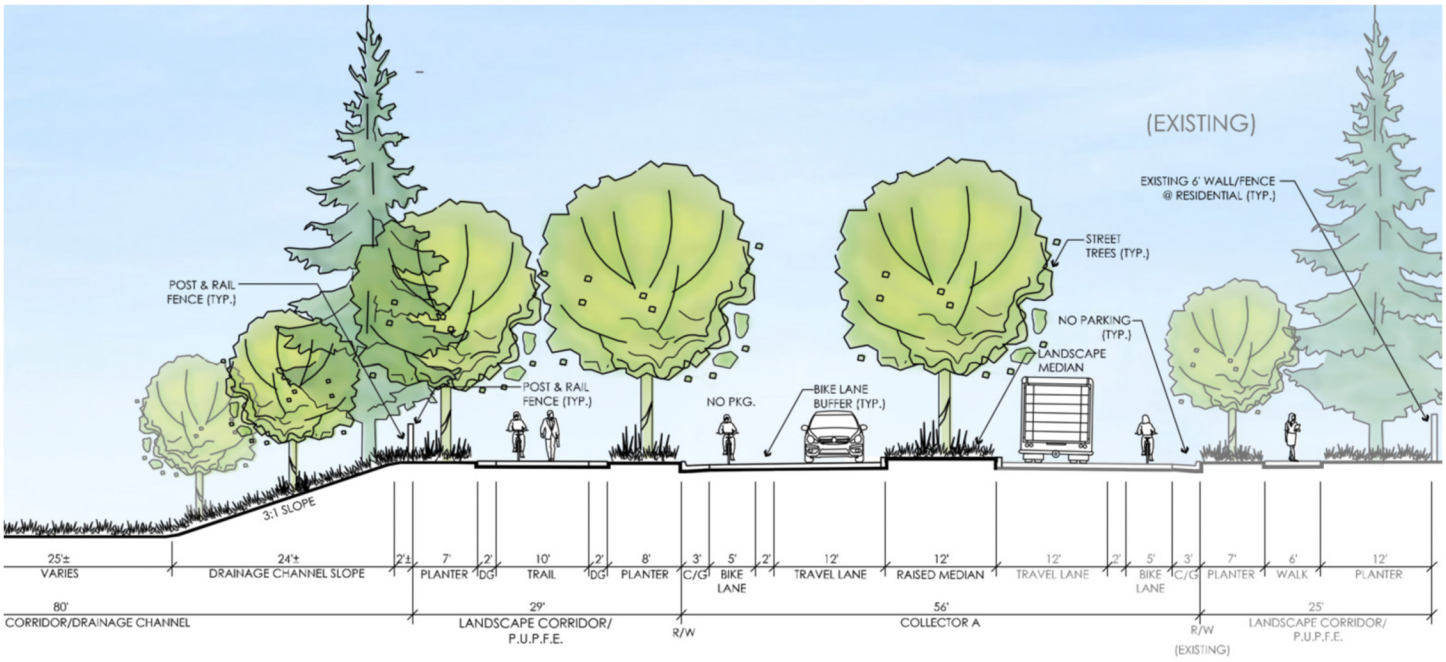
Detailed design sections for San Juan Road's various segments are illustrated in Figures 4-10 through 4-12, which are keyed to the roadway plan in Figure 4-1.



NOTES:

1. Portions of northern street frontage were previously improved for existing, front-on, single-family residential units
2. 10' trail to be provided along southern street edge in landscape corridor
3. 6' sidewalk to be provided along northern street edge in landscape corridor, except that 8' sidewalk to be provided at school and park edges
4. Between El Centro Road and Bryte Bend Road, storm drainage channel to be provided along southern back edge of P.U.P.F.E.

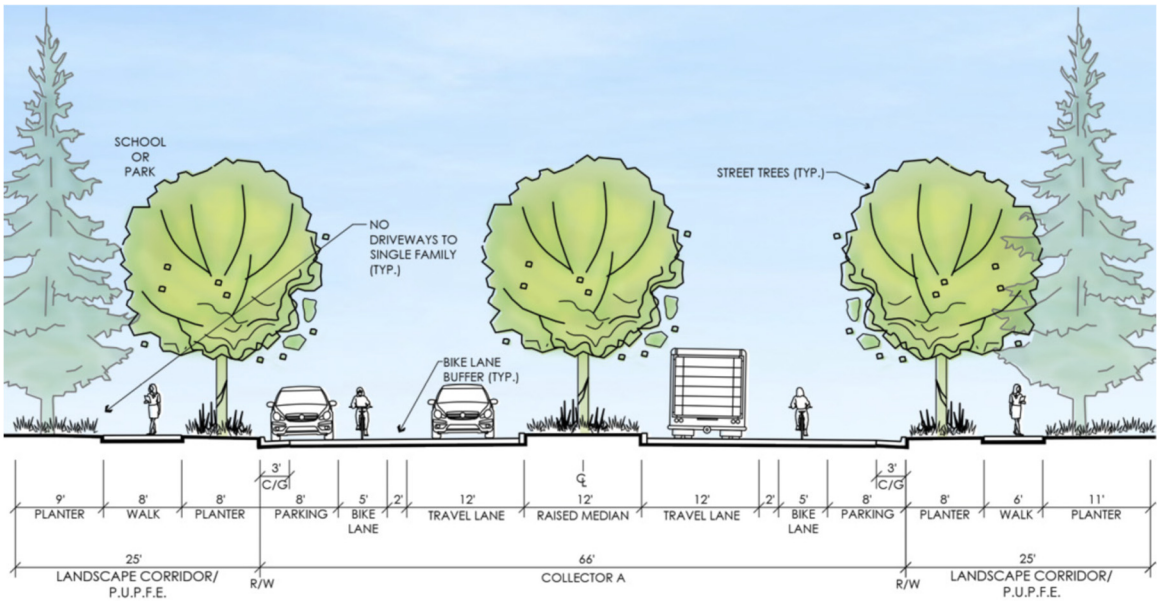
FIGURE 4-10: SAN JUAN ROAD – SEGMENT 1 (61' ROW COLLECTOR)



NOTES:

1. Portions of northern street frontage were previously improved for existing, back-on, single-family residential units
2. 10' trail to be provided along southern street edge in landscape corridor
3. Open space/storm drainage channel to be provided along southern back edge of P.U.P.F.E.

FIGURE 4-11: SAN JUAN ROAD – SEGMENT 2 (56' ROW COLLECTOR)



NOTES:

1. 8' sidewalk to be provided along southern street edge in landscape corridor
2. 6' sidewalk to be provided along northern street edge in landscape corridor, except that 8' sidewalk to be provided at school and park edges
3. Lake detention basin to be provided along southern back edge of P.U.P.F.E.

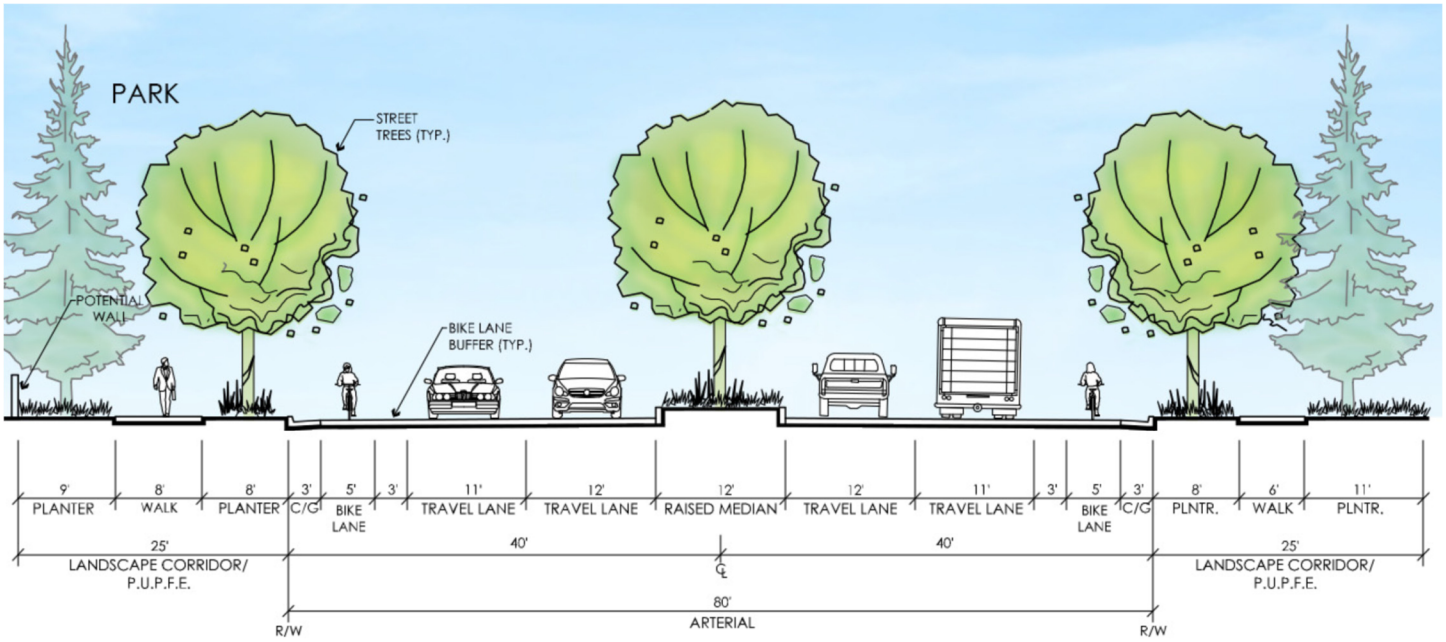
FIGURE 4-12: SAN JUAN ROAD – SEGMENT 3 (66' ROW COLLECTOR)

Farm Road

The design of Farm Road varies in response to adjacent land uses and projected traffic volumes. To the east of El Centro Road, this facility primarily functions as an arterial roadway and includes a small segment that functions as a thoroughfare. To the west of El Centro Road, this facility is designed as a collector street, and to the west of Street A, includes on-street parking to accommodate higher-density residential uses in the adjacent Town Center District.

The curbside parking allows for guest parking for homes or uses that may front onto the street, but garages and residential driveways are not permitted. A 10' trail is planned on the south side of Farm Road to connect the density of the Town Center to the CMU and EHC uses to the east of El Centro Road. A traffic signal is also planned at the intersection of Farm Road and El Centro Road.

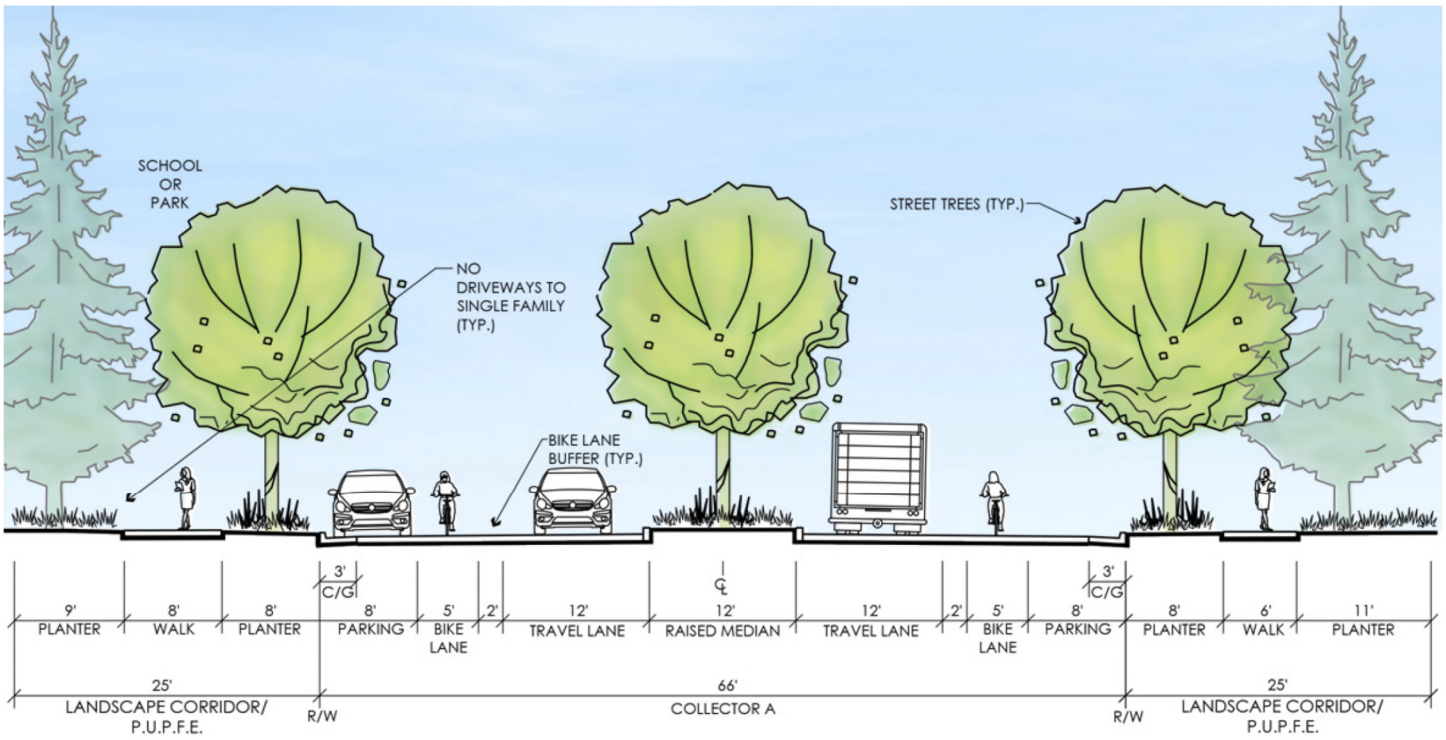
Detailed design sections for Farm Road's various segments are illustrated in Figures 4-13 and 4-14, which are keyed to the roadway plan in Figure 4-1.



NOTES:

1. 10' trail/sidewalk to be provided along southern street edge in landscape corridor
2. 6' sidewalk to be provided along northern street edge in landscape corridor, except that 8' sidewalk to be provided at school and park edges

FIGURE 4-13: FARM ROAD – SEGMENT 1 (80' ROW ARTERIAL)



NOTES:

1. 10' trail/sidewalk to be provided along northern street edge in landscape corridor
2. 6' sidewalk to be provided along southern street edge in landscape corridor
3. Trail/sidewalk may be monolithic at Westside Canal crossings

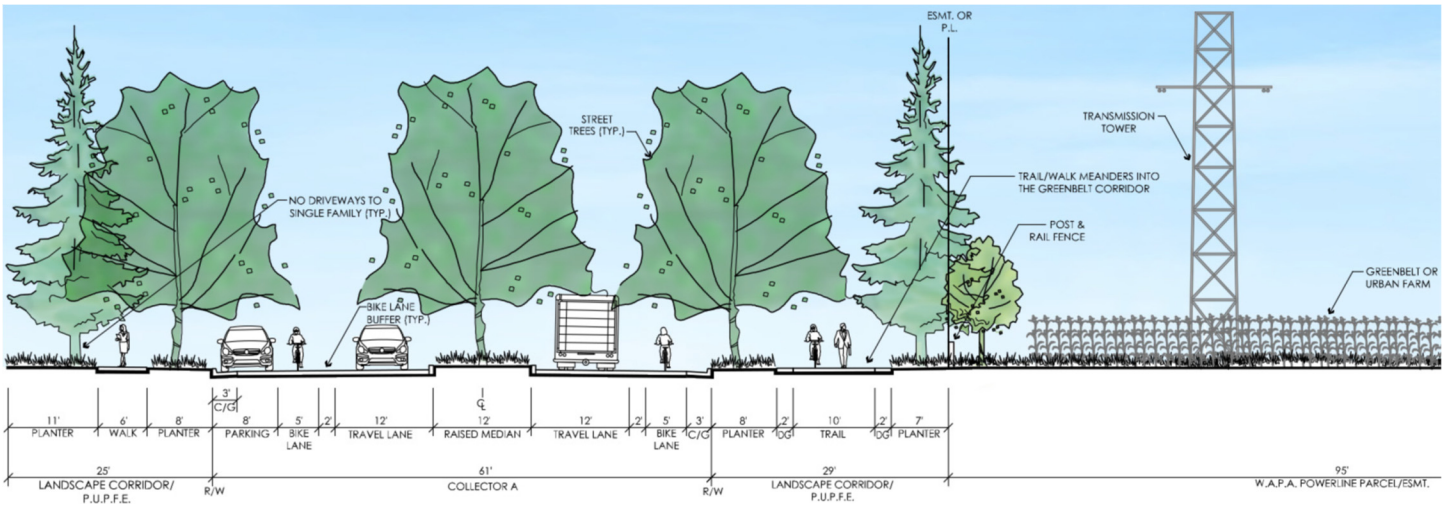
FIGURE 4-14: FARM ROAD – SEGMENT 2 (66' ROW COLLECTOR)

Street 2

Street 2 is designed as a 2-lane collector street and functions as the primary east/west circulation route along the southern edge of the Town Center district. Located between Bryte Bend Road and El Centro Road, its design includes two travel lanes, buffered bike lanes, and a landscaped median.

On-street parking is allowed along its southern edge in order to serve adjacent residential uses. The curbside parking on the south allows for guest parking for homes or uses that may front onto the street, but single-family driveways to garages are not permitted. Median breaks are intentionally limited and assume no left turn pockets to allow more continuous tree plantings.

The design section for Street 2 includes landscape corridors, which incorporate a 6-foot sidewalk along its southern edge and a 10-foot trail along its northern edge. Additionally, a 95-foot wide greenbelt corridor is planned along the northern edge of Street 2, which is additive to the landscape corridor, for a total corridor width of 120-feet. This greenbelt corridor contains an overhead electric transmission line and associated towers, which limits the types of allowable tree plantings. However, the planned trail along the northern edge of Street 2 is permitted to meander into the greenbelt corridor.



NOTES:

1. Greenbelt/Urban Farm corridor to be provided at northern back edge of P.U.P.F.E. within existing powerline easement for stormwater facilities, power lines, urban farms, fi re station, etc.
2. 10' trail/sidewalk to be provided along northern street edge in landscape corridor, which may meander into Greenbelt/Urban Farm corridor
3. 6' sidewalk to be provided along southern street edge in landscape corridor
4. Trail/sidewalk may be monolithic at Westside Canal crossings

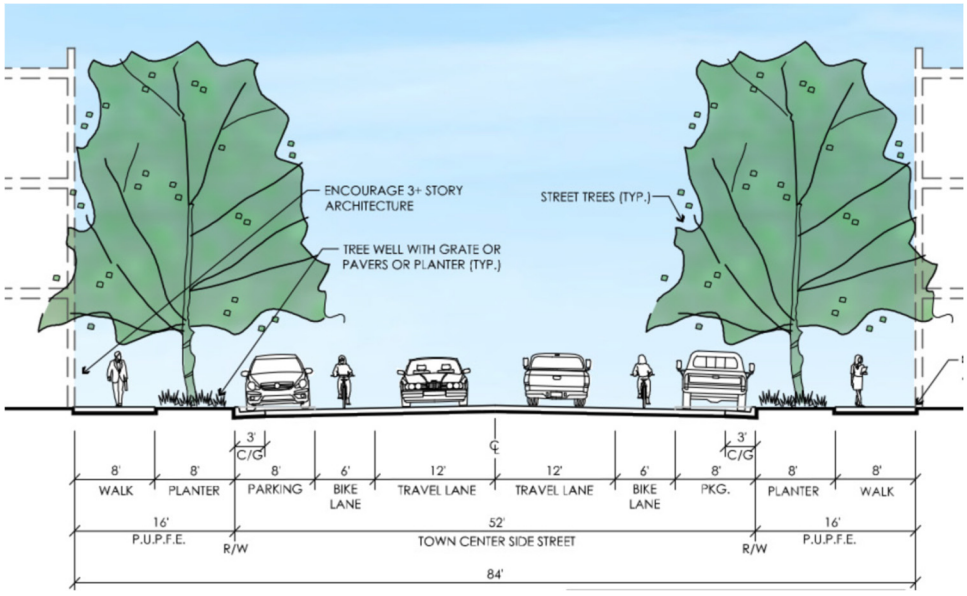
FIGURE 4-15: STREET 2 (61' ROW COLLECTOR)

Local Streets

Several types of local streets are planned throughout the Upper Westside community, each designed for a specific purpose based on traffic volumes, adjacent land uses, and parcel/lot access requirements. While some local street types are identified on the roadway plan in Figure 4-1, most are planned as in-tract streets within residential neighborhoods, the location of which is to be determined with subsequent tentative subdivision maps. The design sections herein provide a menu of street design options to facilitate development of the Town Center District and residential neighborhoods as envisioned.

Town Center Side Streets

Side streets in the Town Center District are designed as "urban streets" in order to create the proper framework for an urban-patterned, town center environment. Streets consist of two travel lanes, bike lanes, curbside parking, and separated sidewalks. A primary objective for this street's design is to provide a framework to align building edges/ architectural facades at, or close to, the back of sidewalk.



NOTES:

1. In locations of zero (0') foot building setback, utility appurtenances shall be coordinated and agreed upon with utility companies.
2. A 16' PUPFE is to be provided at back of curb, under the planter and walk.

FIGURE 4-16: TOWN CENTER SIDE STREET

Garden Highway Connector Roads

This roadway design standard is provided for improvements to Radio Road, San Juan Road, Farm Road, and Bryte Bend Road where they are planned to extend from the Development Area, through the Ag-Buffer, and to Garden Highway. It consists of two travel lanes, bike lanes, an earthen shoulder, and a trail on one side. Curb, gutter, and sidewalk improvements are not included in the design section in order to retain the rural, agricultural nature of the Ag Buffer and reflect the lack of development. A trail is included to provide pedestrian and bicycle connectivity from the Development Area to bike/ped trail facilities planned for construction on the east side of Garden Highway over the buttress levee improvements.

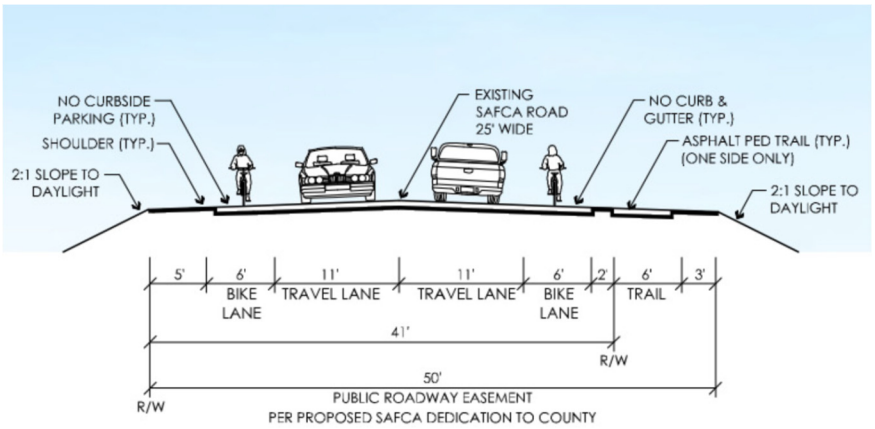
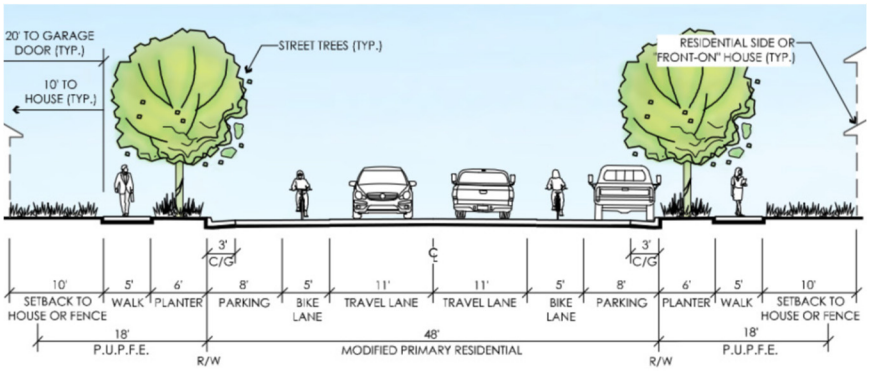


FIGURE 4-17: GARDEN HIGHWAY CONNECTOR ROAD

Local Streets *(continued)*

Modified Primary Residential Street

Primary Residential Streets function as primary routes and access points into residential neighborhoods, or adjacent schools and parks. Its design includes two travel lanes, a striped bike lane, curbside parking, and a street-separated sidewalk. Unique to the UWSP, adding striped bike lakes to select residential streets supports biking as an alternative transportation mode, which strongly communicates to drivers its shared use.



NOTES:

1. 8' sidewalk required in P.U.P.F.E. where adjacent to school or park
2. Where adjacent to Ag Buffer, ROW reduced to 43' with no parking on west street edge

FIGURE 4-18: MODIFIED PRIMARY RESIDENTIAL STREET

Primary Residential Streets at Parks

A specialized roadway section is provided for use around parks located on the interior of residential neighborhoods. It is comprised of a half collector and half local residential street, which results in a 40-foot curb-to-curb dimension compared to the 38-foot curb dimension of a standard Primary Residential Street. This design complies with County Roadway Improvement Standards, which seek to provide more space around parks for curbside parking and the loading and unloading of passengers that may occur next to Park sites. The location of these roadways will be determined with the submittal of Tentative Subdivision Maps.

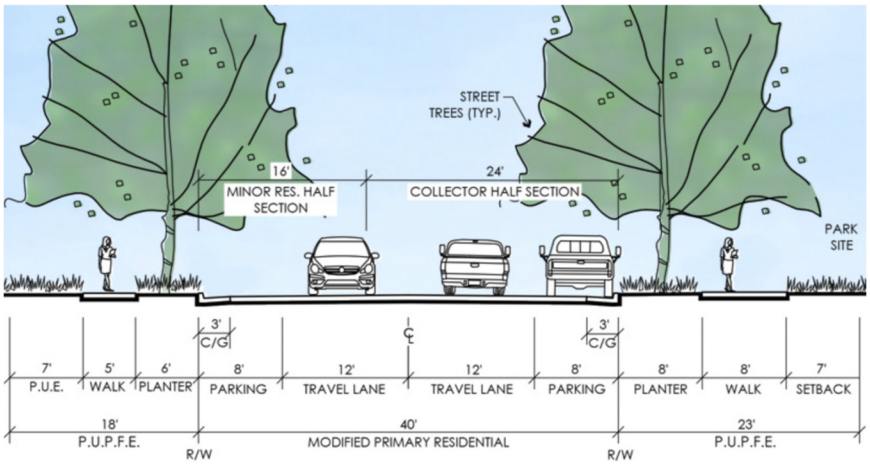
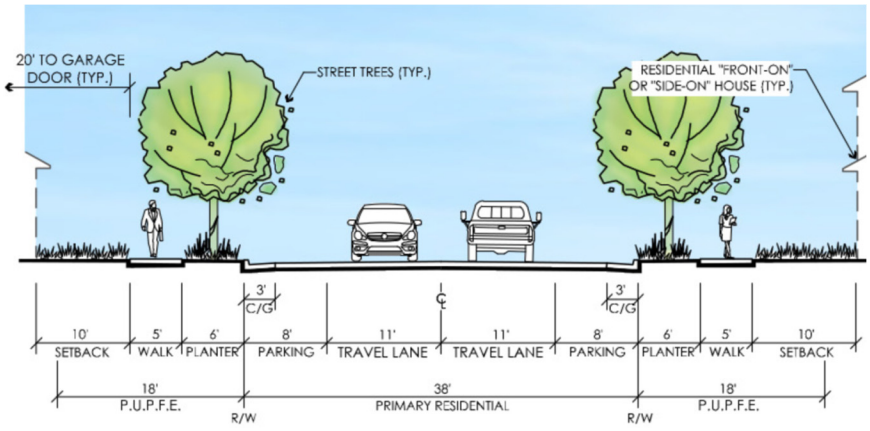


FIGURE 4-19: PRIMARY RESIDENTIAL STREET AT PARK

Primary Residential Streets

The design section for Primary Residential Streets includes two travel lanes, curbside parking, and a street-separated sidewalk, consistent with County standards. The use and location of this street type is to be determined with subsequent tentative subdivision maps. This design section is encouraged to be utilized at main entries into neighborhoods from Collector roads.



NOTES:

1. 8' sidewalk required in P.U.P.F.E. where adjacent to school or park
2. Between southern-most Bryte Bend Road traffic circle and South Lake Basin, a 30' Landscape Corridor/P.U.P.F.E. with 12' trail/walk required along southern street edge

FIGURE 4-20: PRIMARY RESIDENTIAL STREET

Minor Residential Streets

Minor Residential Streets have a narrower street width as compared to a Primary Residential Street and are designed to serve residential neighborhoods with low traffic volumes. Street design includes two travel lanes, curbside parking, and sidewalks.

Two design sections are provided; one with a street-separated sidewalk and one with an attached sidewalk. The use and location of Minor Residential Streets is to be determined with subsequent tentative subdivision maps. A separated sidewalk is strongly preferred, but an attached walk (i.e. at back of curb) may be allowed for LDR LMDR and MDR neighborhoods subject to the following criteria:

1. May only be granted for up to 10% of the total residential units in any proposed residential tentative subdivision map based on a design constraint issue and subject to PERs approval.
2. It is an Active Adult or Senior Housing project where a sidewalk located at back of curb would better facilitate the loading and unloading of vehicles than pavers in the planter between the walk and curb.

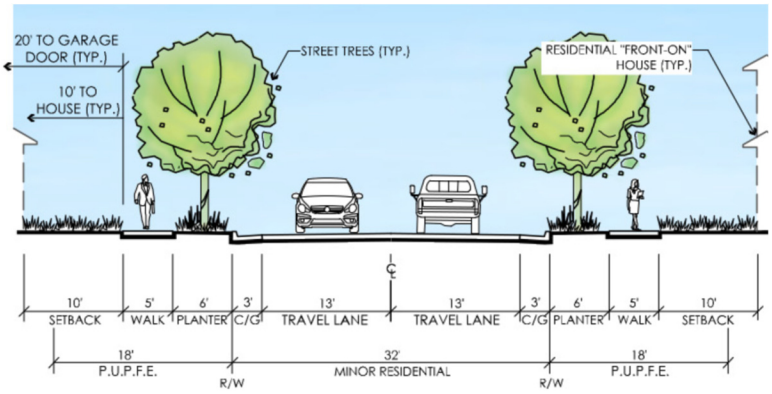


FIGURE 4-21:
MINOR RESIDENTIAL STREET, SEPARATED SIDEWALK

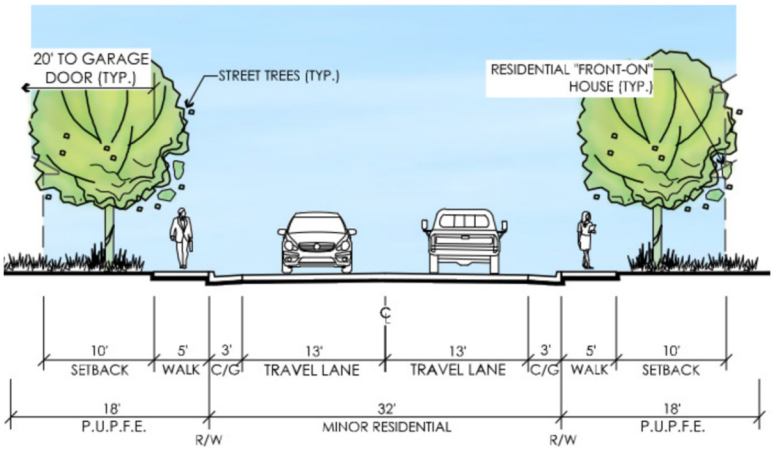


FIGURE 4-22:
MINOR RESIDENTIAL STREET, ATTACHED SIDEWALK

Alleys

Alleys or shared driveways accommodate innovative housing types such as i-courts, t-courts, or attached rowhomes, and could allow homes to face primary residential streets or collectors by locating garage doors and/or driveways to the side or rear. Alleys are typically private facilities, but may be public if approved by the County to accommodate a specific project design, and would most likely be utilized in LMDR, MDR, and HDR developments. Public alleys are subject to County standards. For private alleys, the use of porous pavement should be considered as a Low Impact Design (LID) feature, enhancing the potential for urban runoff to percolate into the ground. This design section should also be utilized for access to homes situated along i-courts and t-courts.

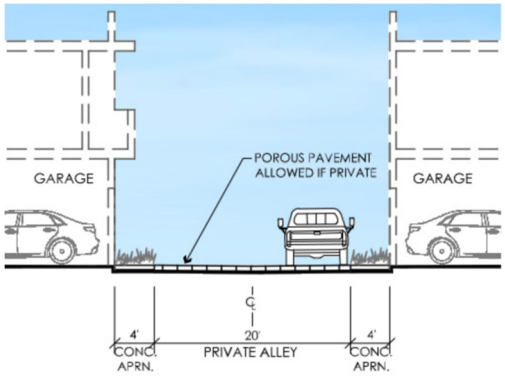


FIGURE 4-23: PRIVATE ALLEY

4.5 BIKEWAY MASTER PLAN

The Bikeway Master Plan is a key component of the Upper Westside's mobility system, providing a comprehensive network of street-separated trails and on-street bike lanes that support bicycling through the community. A key tenet of the UWSP is that bike use should be embraced as a practical alternative to automobile travel and its associated issues (e.g. cost of ownership, parking, GHG emissions, congestion, etc.). Therefore, the Bikeway Master Plan is designed to give residents a choice of not owning a vehicle and traveling by bike instead, without being adversely impacted by this decision.

The Bikeway Master Plan consists of a comprehensive, "fine grained" community bikeway network with a "grid" of bike trails and bike lanes that provide connectivity between neighborhoods, schools, parks and the Town Center. The UWSP bikeway network also includes connections to off-site bikeway facilities, creating linkages from the Upper Westside community to adjacent areas of North Natomas and destinations beyond.

From the easternmost tip of the UWSP, a bike overcrossing of I-80 connects to an existing bike trail system, which provides a 5-mile / 20-minute bike ride to downtown Sacramento. This existing off-site trail connects south along the east side of Witter Canal to Garden Highway, east to Discovery Park and the American River Parkway, south across Jibboom Bridge and the American River, then into Old Town Sacramento. This route offers residents of the Upper Westside community a convenient connection to Downtown Commons (DoCo) and the Golden 1 Center. Additionally, the travel time of this bike route is competitive with vehicular travel time during peak AM and PM commute hours, giving bicyclists an opportunity to avoid the cost and hassle of finding downtown parking. This route also connects to the American River Parkway bikeway, which extends 25 miles east to Folsom, providing access to one of the Sacramento region's signature open space corridors.

4.5.1 Class I Trails

The UWSP includes a hierarchy of Class I community bike trails that provide convenient access between neighborhoods and regional facilities beyond the UWSP's boundaries. Bike trails are shared with pedestrians, with striping and signage to indicate direction of travel. Trail width varies between 10 and 12-feet, with 10-foot trails including 2-foot decomposed granite (DG) shoulders located along each side. With the exception of the Westside Canal Promenade, Class I bike trails are envisioned to be asphalt to provide a smooth continuous riding surface, and are located within greenbelts and landscape corridors to allow unimpeded travel to the extent possible.

Within the Development Area there are several distinct north-south and east-west trails, which form a grid through the Plan Area and provide approximately 13.9± miles of Class I trails. North-south trails are spaced approximately one-quarter mile apart and east-west trails are spaced approximately one-half mile apart, providing an excellent network as briefly described below. The planned alignment of Class I trails is illustrated on Figure 4-28, Bikeway Master Plan, with corresponding design sections outlined in Figures 4-24 through 4-27.

North-South Trails

Bryte Bend Greenbelt Trail: This 10-foot community trail includes 2-foot DG shoulders, located along the eastern edge of Bryte Bend Road. Trail segments meander in the Greenbelt/Urban Farm corridor, however some segments are planned in landscape corridors adjacent to drainage channels or farm nodes. A design section is provided in Figure 4-24.

Westside Canal Promenade: This 12-foot trail does not include 2-foot shoulders and is located along both sides of the Westside Canal. This facility provides a north-south connection through the community and to the Town Center. With a direct interface to homes facing the canal, it is designed to ramp up to the three planned overcrossings of Westside Canal at Farm Road, West El Camino Avenue, and Street 2. A design section is provided in Figure 4-25.

West Edge Buffer Trail: This 10-foot gravel foot path and access road is located along the westerly edge of the Development Area within a 30-foot to 50-foot wide open space corridor. To the south of K-8 School Site #1 this footpath is located over the top of an underground irrigation line that is owned and maintained by the Natomas Central Mutual Water Company (NCMWC). This trail provides an opportunity for users to travel along the Ag Buffer for access to K-8 School #1 and the adjacent Town Center Park. A design section is provided in Figure 4-26.

El Centro Road Trail: This 10-foot trail includes 2-foot DG shoulders and is located along the western edge of El Centro Road within the landscape corridor. It is a street-separated path for shared use of bicyclists and pedestrians. Except where adjacent to the previously-constructed River View residential neighborhood, this trail provides a linkage between Street 2 and the northern edge of the Plan Area, and includes multiple connection points to planned east-west trails. Between Farm Road and San Juan Road, this trail is located adjacent to an open space and drainage channel corridor. A design section is provided in Figure 4-27.

East-West Trails

East-West Trail: This 10-foot trail includes 2-foot DG shoulders and is located in the East-West Greenbelt Corridor south of Street 8 and north of Farm Road. It provides a linkage between Bryte Bend Road to the easterly tip of the UWSP and provides a connection to an existing I-80 bike overcrossing. Via this overcrossing, the East-West trail functions as the primary access point to off-site bikeways leading to downtown Sacramento and beyond. A signalized bike/ped crossing of El Centro Road is also planned for this bikeway corridor. A design section is provided in Figure 4-24.

Radio Road Trail: This 10-foot trail includes 2-foot DG shoulders and is located in the landscape corridor along the south side of Radio Road. It is a street-separated path for shared use of bicyclists and pedestrians. This trail provides a connection between Bryte Bend Road I and the eastern edge of the Plan Area and includes connections to K-8 School Site #3 and the high school site within the educational node. A bike bridge crossing over the Witter Canal is also planned to provide connectivity with bikeways and residential neighborhoods east of the Plan Area. A design section is provided in Figure 4-27.

San Juan Road Trail: This 10-foot trail includes 2-foot DG shoulders and is located in the landscape corridor along the south edge of San Juan Road. It parallels an open space and drainage channel planned adjacent to this roadway and provides a connection between the Bryte Bend Road and the Witter Canal bikeway facilities. A design section is provided in Figure 4-27.

Street 2 Trail: This 10-foot trail includes 2-foot DG shoulders and is located along the southern edge of the Town Center District and the existing 90-foot wide WAPA 120 kV powerline corridor, and along the northern side of Street 2. It provides a linkage between Bryte Bend Road and El Centro Road, and a connection to north-south trails. A design section is provided in Figure 4-24.

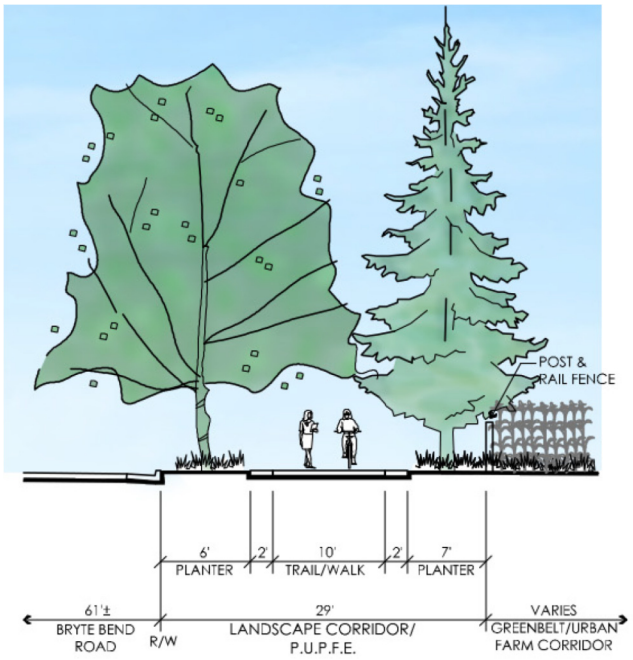


FIGURE 4-24:
10' COMMUNITY TRAIL IN GREENBELT CORRIDOR

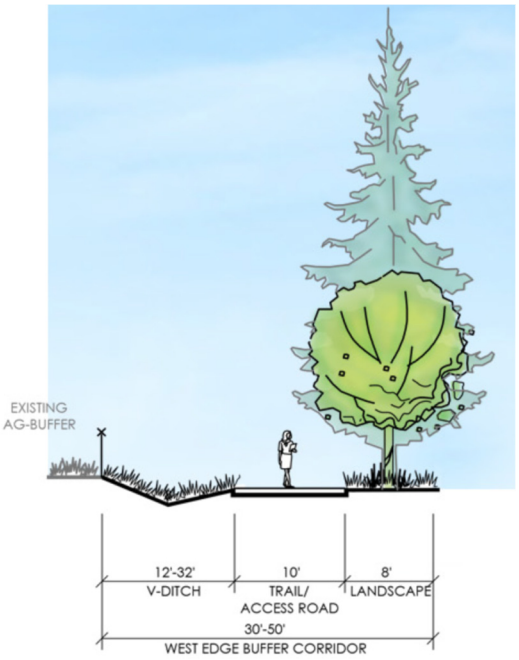


FIGURE 4-26:
10' WEST EDGE BUFFER TRAIL

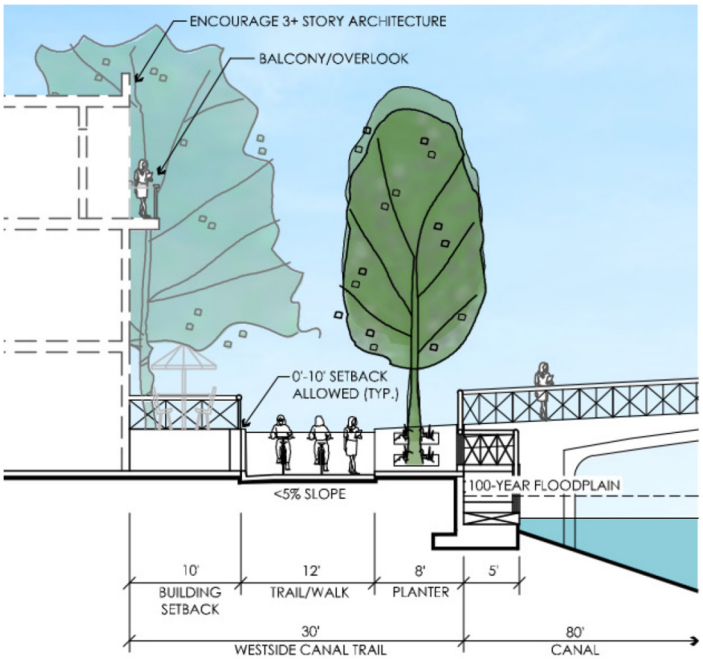


FIGURE 4-25:
12' WESTSIDE CANAL TRAIL

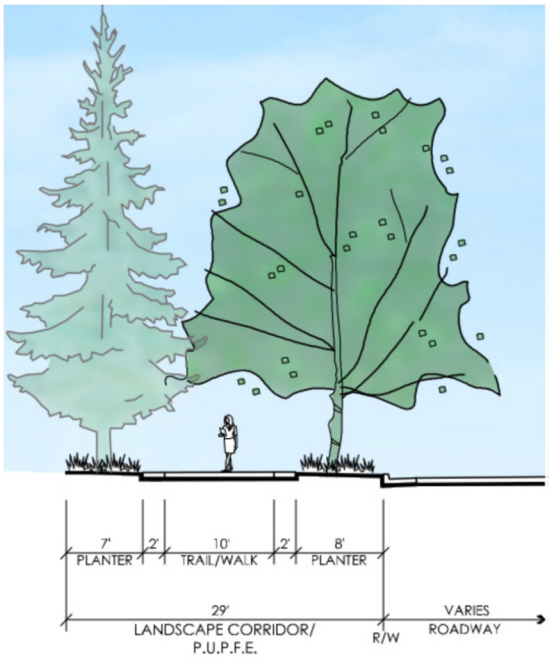


FIGURE 4-27:
10' LANDSCAPE CORRIDOR TRAIL

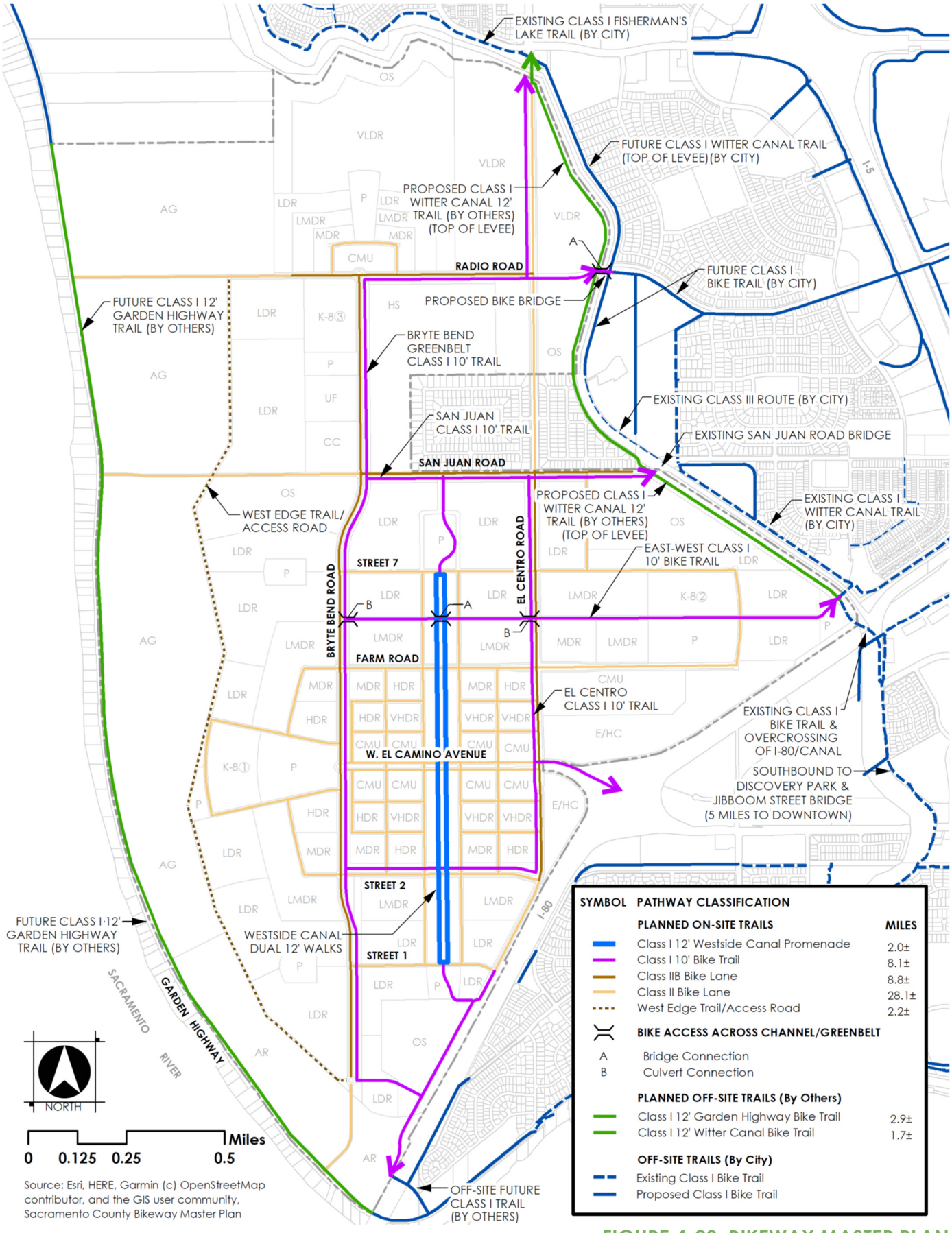


FIGURE 4-28: BIKEWAY MASTER PLAN

Planned Off-Site Class I Trails

Witter Canal Trail is an off-site facility located along the western edge of the Witter Canal segment of the West Drainage Canal on the RD-1000 levee. The Sacramento County Active Transportation Plan (ATP) identifies the location and alignment of this trail, which utilizes an existing RD-1000 maintenance road corridor. This facility is planned to provide a trail connection between an existing I-80 overcrossing and El Centro Road, as identified in Figure 4-28, Bikeway Master Plan. Funding and construction obligations for improvements to this facility are outlined in the UWSP Public Facilities Financing Plan (PFFP).

Garden Highway Trail is designated on the County's Active Transportation Plan and is anticipated to occur off-road on the inland/east side of Garden Highway on top of the setback levee. This segment of the Garden Highway trail is located on properties owned and maintained by the Sacramento Area Flood Control Agency (SAFCA), which has constructed setback levees, buttress levee and/or seepage berms depending on the location on the inland side of Garden Highway. The UWSP's planned Class II bike trail network includes connection points to this off-site facility, further enhancing the connectivity between the Upper Westside's bikeway facilities with those of surrounding communities.

4.5.2 Class II Bike Lanes

When fully improved, the major roadways identified on the Roadway Plan provide approximately ±17.8 miles of Class II on-street bike lanes. These bike lanes are located on both sides of the street, effectively providing ±35.6 miles of Class II bike lanes. On arterials and collectors, a "bike buffer" is provided with cross-hatched pavement striping, which provides a physical separation between auto lanes and bike lanes. A 3-foot bike buffer is included in the design of El Centro Road allowing for the installation of pylons or bollards to convert this to a Class IV facility when traffic warrants and in accordance with the ATP. Collector Streets include 2-foot bike buffers. These details are illustrated on the applicable roadway design sections in Section 4.4, Roadways.

In addition, key primary residential streets were expanded to include a Class II bike lane adjacent to curbside parking, allowing this type of bikeway facility to reach deeper into residential neighborhoods than is typically accommodated. The bike lane striping is intended to clearly distinguish bike lanes from auto lanes and communicate to drivers the shared-use aspect of this residential street type.

4.5.3 Class III Bike Routes

Class III Bike Routes are signed on-street bike routes with no striping, but have not been designated within the UWSP on the Bikeway Master Plan because of the extensive network of bike trails and bike lanes that are planned, and the modification of key Primary Residential Streets to include Class II bike lanes instead of un-striped bike routes. Additional Primary Residential Streets with Class II bike lanes, or Class III bike routes should be considered during the subsequent preparation of tentative subdivision maps for key entry points into neighborhoods.

4.5.4 Bike/Pedestrian Crossings

Several bike/pedestrian crossings are planned as part of the Bikeway Master Plan to ensure that the off-street trail system provides connectivity across drainage channels located adjacent to major roadways. Crossings are provided to maintain an unimpeded trail network and consist of either a bridge or culvert. Crossings at roadway intersections may be subject to special signage and pavement treatments as outlined in the DS&DGs. These features are identified on Figure 4-28, Bikeway Master Plan.

4.6 PEDESTRIAN NETWORK

The UWSP's Roadway Plan and Bikeway Master Plan provide a full network to accommodate pedestrian mobility. This network consists of an integrated system of sidewalks and trails that allows residents to conveniently walk to neighborhood schools, parks, and open spaces, and travel between neighborhoods and commercial centers. Due to the community's planned compact development pattern, approximately 90% of Plan Area residents are located within ½-mile of the Town Center's Commercial Mixed Use (CMU) core or the Young Scholar District's education node. This distance follows the convenient 10-minute walk principle, allowing most residents to conveniently walk to amenities or services.

In addition, separated sidewalks and/or shared-use Class I trails are provided in landscape corridors along all major roadways, providing a healthy alternative to vehicular travel and an opportunity to get outdoors. Sidewalks and trails are typically separated from the street curb by a 8-foot wide planter with large-canopy street trees, thereby enhancing the pedestrian experience. Walkway and trail widths are identified on all street design sections, as specified for each roadway type in Section 4.3, Roadways.

4.7 TRANSIT SERVICES

Public transit is embraced as an important travel mode of the UWSP's mobility system. Multiple forms of public transit are accommodated, including regional transit and express transit, which are more conventional forms of public transit planned compared to the micro-transit options outlined in Section 4.3. SacRT provides a valuable service that is relied upon by many segments of the population, including those that do not own an automobile and individuals with mobility challenges. On a per-capita basis, public transit use is more fuel efficient and generates less GHG compared to single-occupancy vehicles.

The location of planned routes, bus stops, and other facilities in the Upper Westside's transit system are illustrated on Figure 4-29, Public Transit Facilities.

4.7.1 Compact Development Form Supports Transit

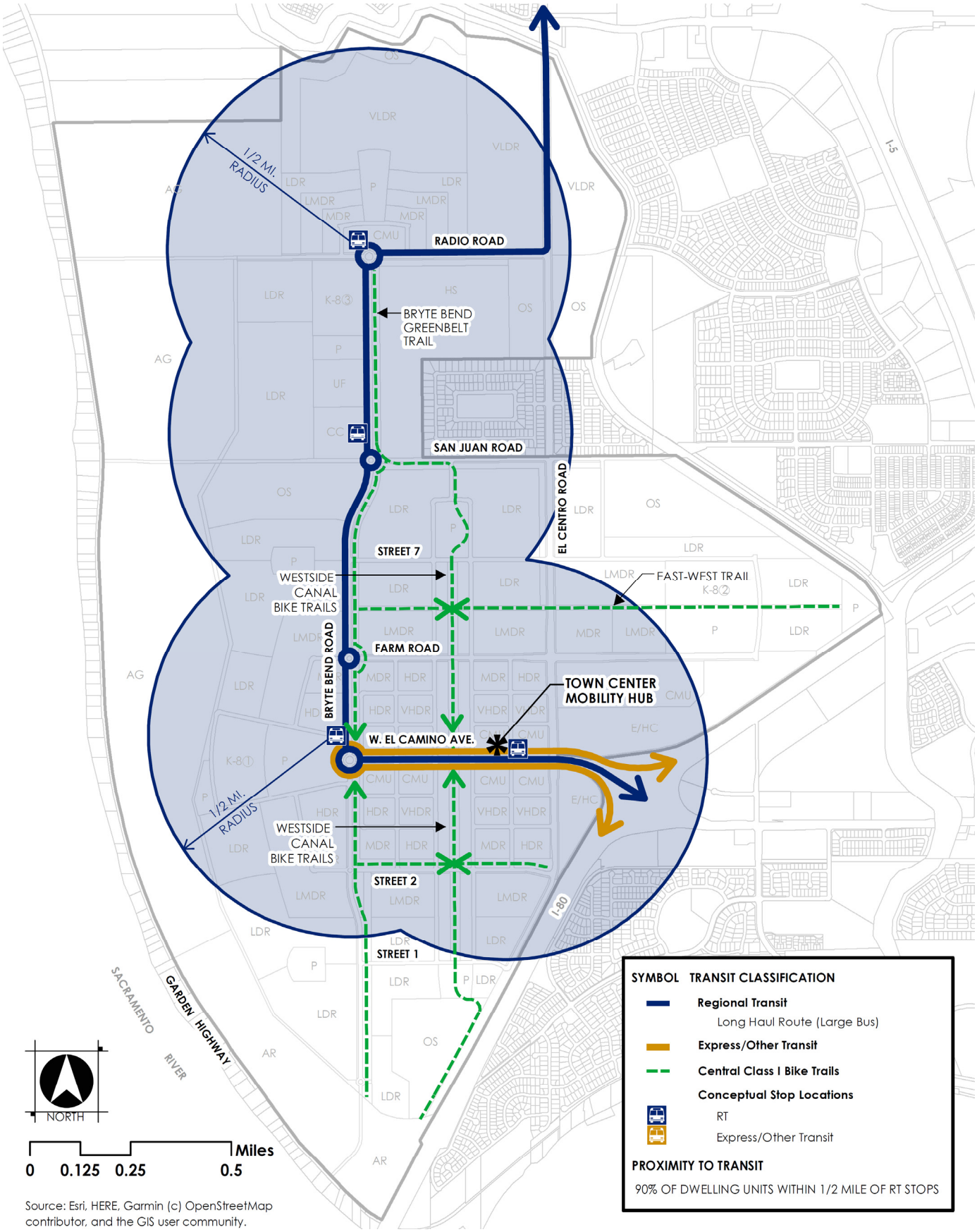
The Upper Westside's community design is configured to provide a relatively dense and compact development form, which concentrates the resident and workforce population into central nodes that can be supported by transit. The average residential density is over 10.0 du/ac. net, which exceeds LU-120 criteria CB-1 threshold of 10 du/ac. Additionally, density is focused around two nodes, the Town Center District within the heart of the community and the educational node located in the Young Scholars District. These nodes are located approximately 1.3 miles apart and include higher density/intensity uses to support transit ridership.

4.7.2 Regional Transit

Sacramento Regional Transit (SacRT) is planned to provide "cross-town" or large bus transit service to the Upper Westside community, allowing residents to ride to key destination points within and beyond the Plan Area.

Plans for transit service include extending bus routes into the Plan Area as a sufficient resident and workforce population is established to create a demand for ridership. To accommodate ultimate ridership needs, a long-haul/ large bus route is planned along major roadway corridors including W. El Camino Avenue, Bryte Bend Road, and Radio Road. This preliminary route includes several conceptual bus stop locations, spaced at frequent intervals through the community, including the Town Center and educational node. As planned, approximately 88% of the residential units are located within a ½-mile of a cross-town bus stop. The precise location of bus stops is to be determined with subsequent improvement plans.

The planned public transit routes, bus stops, and related facilities are illustrated on Figure 4-29, Public Transit Facilities.



Source: Esri, HERE, Garmin (c) OpenStreetMap contributor, and the GIS user community.

FIGURE 4-29: PUBLIC TRANSIT FACILITIES

4.7.3 Mobility Hub

The density of the Town Center District provides a unique congregation point where many of the on-site circulation systems will overlap. A "Town Center Mobility Hub" is planned in the heart of the Town Center District, which provides a central node for riders to access a variety of services. It is envisioned to be a large bus shelter with benches and informational signage. Construction of this facility would be a coordinated effort between the County and SacRT using SCTDF fees. The conceptual location of this facility is identified on Figure 4-29, Public Transit Facilities.

The Mobility Hub serves public and private transit modes, including local and regional transit, car sharing, bike sharing, and bike parking. When constructed, this feature should include bike/scooter racks and bike lockers, which give users the ability to secure their property. The Mobility Hub also has linkages to the UWSP's Class I trail system, enhancing its access by bike. This is also an ideal location for commuter or express buses (e.g. vanpool), with connections to key destinations such as downtown Sacramento, the airport, or other cities or employment centers within the region.

The Mobility Hub also accommodates specialized public or private bus services (e.g. FlixBus) that provide long-haul connections to cities outside the region. It is anticipated these services could occur efficiently at curbside within the Town Center along West El Camino Avenue without the need to build a transit station or transit center, but an overhead shelter should be considered.

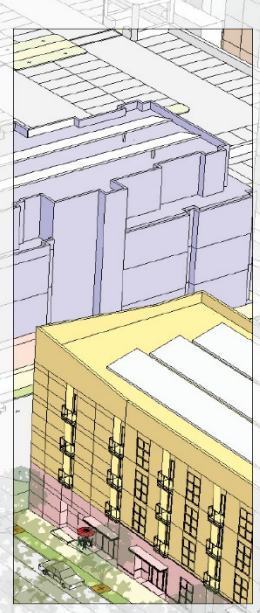
Approximately 88% of the Plan Area's residential units are located within a ½-mile of transit, placing them within a 10-minute walk or a 2½ minute bike ride. Additionally, the Mobility Hub has linkages to the Town Center's Class I bike trail system, which provides a very convenient method of travel for the first mile/last mile connection between the Town Center and outlying residential areas.

4.7.4 Transportation Management Association (TMA)

As the UWSP develops, a Transportation Management Association (TMA) is to be formed and operated, or alternatively, joined with an existing TMA (e.g. North Natomas JIBE) in accordance with the County's Active Transportation Plan. The TMA is intended to serve several functions, including monitoring of various travel modes, providing a venue for input and advocacy regarding operational improvements and transportation issues, and promoting alternatives to single-occupancy vehicle travel. It also can be utilized to encourage bike share programs, bicycle subsidies, car share, vanpools, rideshare, and other programs that benefit the Upper Westside's resident and workforce population.

Pursuant to the transit policies outlined in Section 4.2, joining an existing TMA or forming a new Transportation Management Association (TMA) is a requirement for development projects on EHC and CMU-TC parcels, which can be applied as Conditions of Approval by the County.

CHAPTER 5
INFRASTRUCTURE



Inside this Chapter

5.1 OVERVIEW

This chapter outlines the approach for providing the backbone sewer, water, drainage, and dry utility infrastructure systems needed to serve the development of the UWSP as well as solid waste collection. The Plan Area's utility service providers are summarized in Table 5-1.

TABLE 5-1: UTILITY PROVIDERS

Utility	Service Provider
Sewer	Sacramento Area Sewer District (SASD) Sacramento Regional County Sanitation District
Water	City of Sacramento Sacramento County Water Agency
Drainage	Reclamation District 1000 (RD-1000) Sacramento Area Flood Control Agency (SAFCA)
Electricity	Sacramento Municipal Utiliyt District (SMUD)
Natural Gas	Pacific Gas & Electric (PG&E)
Voice & Data	AT&T Comcast
Solid Waste	Sacramento County Department of Waste Management and Recycling

Concurrent with the UWSP's approval, the County's Urban Services Boundary (USB) and the Urban Policy Area (UPA) were expanded to include the 1,524-acre Development Area, as illustrated in Figure 5-1. The Upper Westside's 542-acre Ag Buffer area along the western edge of the Plan Area was not included in this expansion in order to encourage the continuation and development of farming and habitat conservation activities. However, in accordance with Sacramento County General Plan Policy PF-65, sewer and water services are planned to be stubbed to the boundary line between the Development Area and Ag Buffer in key locations. The objective of this policy is not to induce growth, but to allow previously existing development along the Garden Highway that is reliant on well water and septic systems the possibility of connecting to domestic water and sanitary sewer systems once constructed by the UWSP.

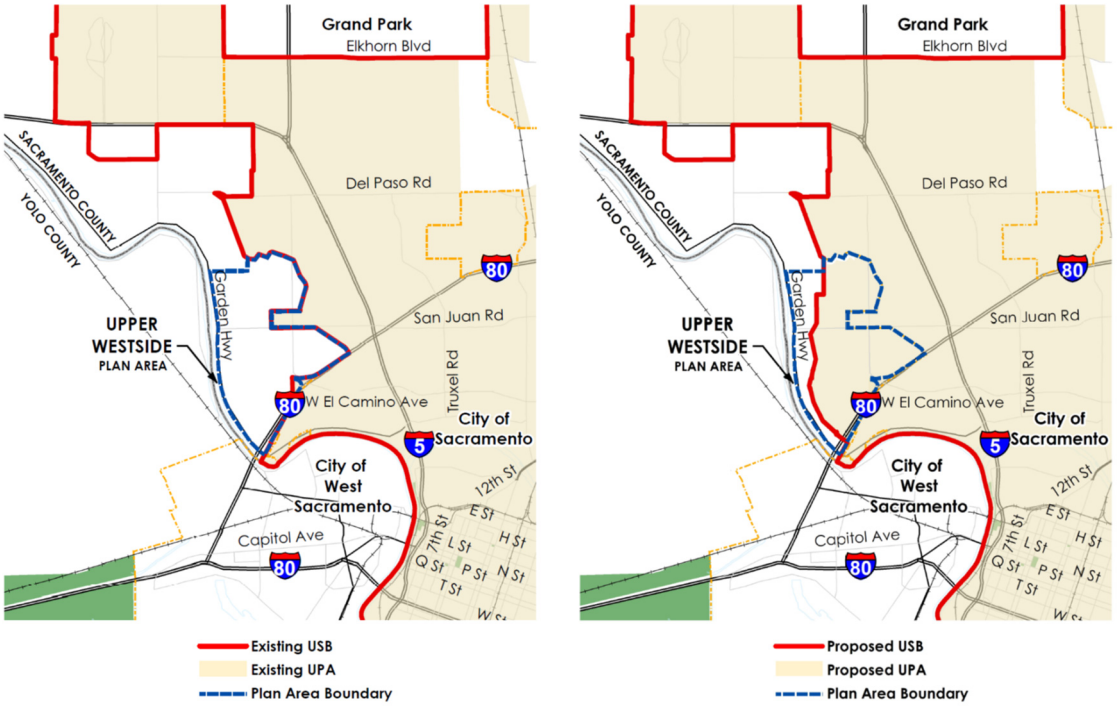


FIGURE 5-1: USB & UPA BOUNDARY ADJUSTMENTS

5.2 INFRASTRUCTURE POLICIES

The Upper Westside Specific Plan's initial approval established a framework for backbone infrastructure and utility systems for the entire Plan Area. In order to ensure that backbone infrastructure is constructed in a manner that serves all property owners as the Plan Area develops over time, the UWSP includes policies to facilitate effective implementation. The construction of all backbone utilities shall be consistent with the policies outlined below:

Wet Utilities (Sewer, Water, Drainage)

5-A Subsequent utility studies shall be prepared for sewer, water, and storm drainage systems prior to approval of subdivision improvement plans or a development application for vertical construction, which illustrates the location and design of all utility systems needed to support the proposed development, consistent with the master utility studies prepared for the UWSP's backbone infrastructure and with County and service provider standards.

5-B Backbone infrastructure systems shall be constructed in economically feasible phases to ensure that points of connection are available when needed to serve development.

5-C When Development Applications are submitted, they shall be reviewed for consistency with established Infrastructure Master Plans. Individual development projects may proceed provided that the backbone utility and roadway infrastructure required for the project is in place at the time of development and at the agreed upon service levels of the County and applicable service providers.

5-D Pursuant to the provisions outlined in Section 8.8, Administration, the County may administratively approve adjustments to the location, alignment, and design of backbone and/or in-tract infrastructure systems shown herein provided that such adjustments maintain the system's planned functionality and ability to serve the development area.

5-E To ensure infrastructure systems are installed as needed to provide service, they shall be financed on a fair share basis and constructed in logical increments in accordance with Chapter 8, Implementation, and the Public Facilities & Financing Plan.

5-F To provide flood protection, all building pads within the Development Area shall be graded to elevate sites above the 100-year floodplain elevation in accordance with County standards.

5-G Any development application for properties impacted by the local floodplain as depicted on FEMA FIRM panels shall process a CLOMR/LOMR to verify 100-year and 200-year flood protection.

5-H Construction of drainage channels, basins, and water infrastructure improvements shall be consistent with the water quality and water conservation provisions outlined in Chapter 7, Sustainability.

5-I As improvement plans are prepared for construction of sewer facilities, additional studies and backbone facilities may be required by Regional San to ensure that it can maintain capacity to serve the UWSP.

Dry Utilities

5-J All residential subdivisions or projects within the VLDR, LDR, LMDR, MDR, and HDR, land use designations shall be required to conform with the SMUD "all-electric" neighborhood design program. Residential uses within the VHDR and CMU are encouraged to conform to "all-electric" design but exceptions may be allowed for projects where affordable housing or vertically integrated housing is provided, and/or where the cost differential is a significant factor.

5-K Development within the Plan Area shall be consistent with the energy conservation provisions outlined in Chapter 7, Sustainability.

Solid Waste

5-L Prior to commencement of any development in the UWSP, a Community Service Area (CSA) and/or Master Homeowners Association (HOA) shall be formed to implement a community-based program with the County Department of Waste Management to elevate recycling and re-use of solid waste.

5-M Prior to commencement of any development in the UWSP, a CSA and/or Master HOA shall be formed to implement a green waste diversion program to process green waste generated in the Plan Area, creating compost which could then be utilized to enrich the soils or provide mulch for urban farms, parks, landscape corridors, and open spaces areas.

5-N Solid waste services within the Plan Area are subject to the Solid Waste Reduction and Diversion provisions outlined in Chapter 7, Sustainability.

5.3 SEWER MASTER PLAN

Sanitary sewer service for the Upper Westside Specific Plan is provided by Sacramento Area Sewer District (SASD) and the Sacramento Regional County Sanitation District (Regional San). Subsequent to the UWSP's approval, the service boundaries for each of these districts were expanded to include the Development Area.

The Upper Westside Sewer Master Plan provides detailed information for the construction of the UWSP's backbone sewer infrastructure and is available as an appendix to the EIR. Infrastructure planning has been coordinated with both SASD and Regional San. Development of the UWSP is anticipated to generate approximately 4.3 million gallons of wastewater per day (mgd) during average dry weather flow (ADWF) and 9.2 mgd during peak wet weather flow (PWWF). As development permits are processed and more detailed sewer studies are conducted, applicants shall consult with the County, SASD, and Regional San to obtain the most current Sewer Master Plan upon which to base subsequent analyses.

5.3.1 Existing Facilities

At the time of Specific Plan approval, several sewer infrastructure improvements had previously been constructed in portions of the Plan Area. This includes a 24-inch to 33-inch sewer gravity pipeline located in El Centro Road and San Juan Road, which conveys flows offsite in an easterly direction to the New Natomas Pump Station (NNPS). The NNPS is operated by Regional San and is located northeast of the I-5 and I-80 interchange. This existing sewer main increases in diameter as it flows east to the NNPS, from 33-inches to 39-inches. Given the depth of this existing line, a gravity system could serve approximately 40-acres of development located within approximately a quarter-mile from the intersection of El Centro and San Juan Roads, subject to verification of available capacity. Development beyond this ¼ mile radius is planned to be served by a sewer pump station, as depicted on Figure 5-2, Backbone Sewer Infrastructure.

5.3.2 Planned Improvements

Planned infrastructure improvements include construction of a sewer pump station along El Centro Road, at the intersection with either Street 7 or Farm Road, and construction of a 1.8-mile force main in El Centro Road and San Juan Road. This force main is planned to connect into the existing NNPS, where wastewater can be conveyed through Regional San's off-site infrastructure for treatment. The pump station site is approximately ±0.5 acre (±140'x140') in size. The detailed design and configuration of this facility is to be determined at such time that subsequent subdivision maps and improvement plans are prepared. A Phase 1 Area is identified on Figure 5-2: Backbone Sewer Infrastructure consistent with the sponsoring property ownership and the PFFP Phasing Plan, and to allow the construction of the sewer pump station to serve the Development Area.

The Development Area is designed to flow via gravity sewer lines to the pump station. An 18-inch sewer trunk line is planned to extend south in El Centro Road to serve the southerly reaches of the Development Area. A 30-inch sewer trunk line is planned for extension west on Street 7 to Bryte Bend Road, where it splits to serve the westerly and northerly portions of the Development Area.

As improvement plans are prepared for construction of sewer facilities, additional studies and backbone facilities may be required by Regional San to ensure that it can maintain capacity to serve the UWSP. Planned backbone sewer infrastructure improvements, including points of connection to off-site infrastructure, are illustrated on Figure 5-2: Backbone Sewer Infrastructure.

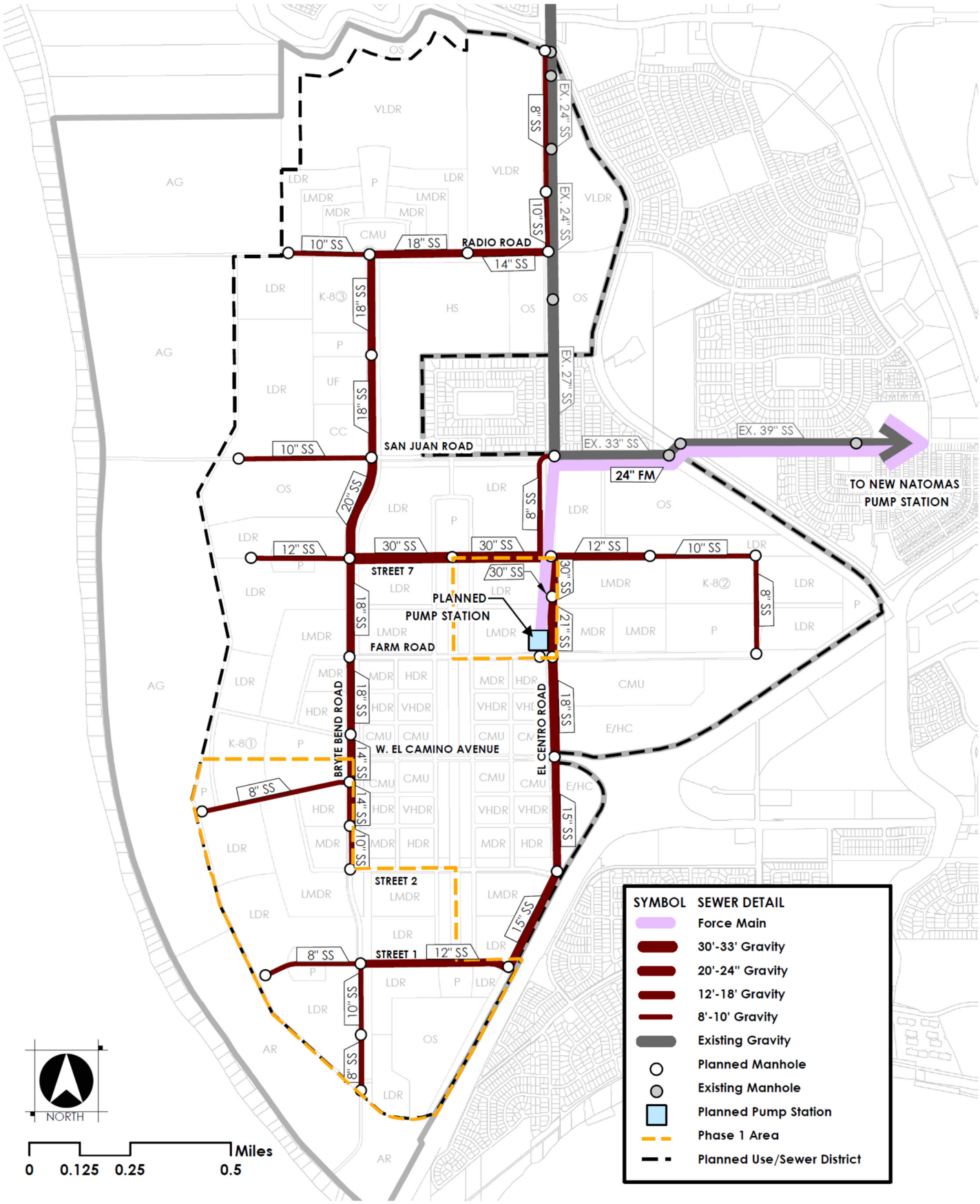


FIGURE 5-2: BACKBONE SEWER INFRASTRUCTURE

5.4 WATER MASTER PLAN

Several potable water supply options were analyzed for the UWSP, including surface water sourced from Natomas Central Mutual Water Company (NCMWC) and/or the City of Sacramento. Detailed information regarding the UWSP's planned water facilities is contained in the Upper Westside Water Master Plan, which is included as an appendix to the EIR. As development permits are processed and more detailed potable water studies are conducted, applicants shall consult with the County and affected water purveyors to obtain the most current Water Master Plan upon which to base subsequent analyses. The key components of the UWSP's backbone potable water infrastructure system are illustrated on Figure 5-3, Backbone Water Infrastructure. Planned water infrastructure is also subject to the water conservation requirements outlined in Chapter 7, Sustainability.

5.4.1 Water Purveyors

The entire 2,066-acre Plan Area is located within the Natomas Central Mutual Water Company District (NCMWC) and is also within the City of Sacramento's "American River Place of Use". Each of these agencies holds water rights to local rivers, as summarized below.

City of Sacramento

The 2015 Sacramento County Urban Water Management Plan notes that the City of Sacramento holds significant water rights to the American River, which it treats and conveys to users in its service boundary. From water intakes along the river, water is treated and transmitted to a large potable infrastructure system throughout the City. Under dry year conditions the American River extractions are reduced, but can be replaced with Sacramento River extractions via the Matsui Waterfront Intake Plant. The City has the infrastructure in place for the treatment of raw water drawn from the river and conveyance to the Plan Area.

Natomas Central Mutual Water Company

The NCMWC has significant water rights to the Sacramento River and their Riverside Plant is located approximately ½-mile northwest of the Development Area. The NCMWC delivers untreated water throughout the Plan Area via a system of irrigation/drainage ditches to agricultural parcels within their territory of the Natomas Basin. It also operates a 30-inch pipeline along the westerly edge of the Development Area, which is pressurized in order to supply agricultural uses located on higher ground to the west near Garden Highway within the Ag Buffer. This line will also continue to supply the agricultural irrigation ditches located within the Plan Area via gravity until parcels are developed and connected to a domestic water source.

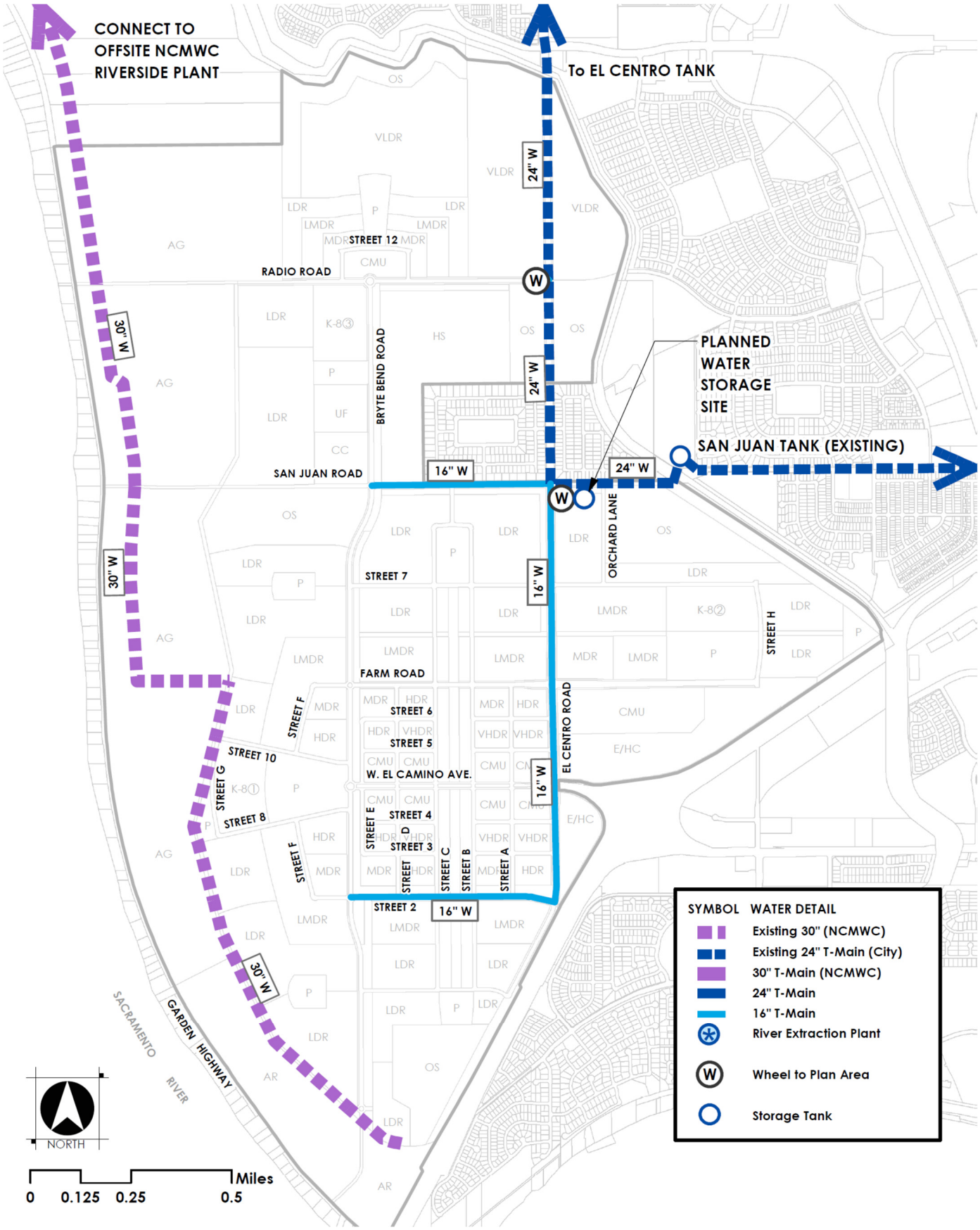


FIGURE 5-3: BACKBONE WATER INFRASTRUCTURE

5.4.2 Water Supply and Demand

As of 2020, the City of Sacramento's American River water rights was estimated to be 208,500 acre-feet per year (AFY), with 152,000 AFY remaining available in 2040. Development of the UWSP is estimated to require approximately 4,000 AFY, which accounts for approximately 2.6% of the estimated available supply in 2040. Based on the water availability from the purveyors identified above, there is an adequate supply of surface water to serve the planned urban uses in the Development Area while allowing agricultural uses to continue.

Development of the UWSP requires that a water retailer be identified to own, operate and maintain on-site storage, transmission, and distribution facilities. Water supply is planned from these sources:

1. The City of Sacramento's Department of Utilities, which has existing infrastructure east of the UWSP and within the Plan Area, is the UWSP's water wholesaler.
2. The Sacramento County Water Agency (SCWA) is the water retailer and has plans to establish a water supply zone for the project.

5.4.3 Development Area Water Sources

The City of Sacramento holds excess water rights that can be used to convey water through its existing infrastructure to the UWSP's planned on-site storage facility located southeast of El Centro Road and San Juan Road. When constructed, this approach will provide an inter-connected water system.

The NCMWC is the retailer for agricultural water within the Plan Area. This water is sourced from the Riverside Plant on the Sacramento River and is delivered to parcels in the Ag Buffer Area, and on an interim basis, to agricultural parcels in the Development Area until converted from farming to urban uses. With additional evaluation, this untreated water could potentially be utilized for construction water, or to irrigate parks, open spaces, and landscape corridors, or to generate "make-up water" for the Westside Canal or detention basins, potentially providing a more cost-effective source of water compared to the City's treated water.

5.4.4 Planned Improvements

At the time of Specific Plan approval, an existing 24-inch transmission line was located in portions of El Centro Road and San Juan Road, as illustrated in Figure 5-3. This pipeline provides a connection between the 1.5 million gallon (MG) El Centro water storage tank, located approximately two miles north of the UWSP, to the 1.5 MG San Juan water storage tank, which is located directly east of the Plan Area and northeast of the intersection of San Juan Road and the Witter Canal. Additionally, the Northlake project (formerly Greenbriar) constructed a 24-inch pipeline from the El Centro site east to the Elkhorn Pump Station, which is located at the intersection of Elkhorn Road and Natomas Boulevard. These improvements enhance the City of Sacramento's capability of maintaining a looped water main system.

As detailed in the Upper Westside Water Master Plan, construction of a water storage tank is planned on a site southeast of the intersection of El Centro Road and San Juan Road. From this tank, a 24-inch transmission main is planned to connect to an existing 24-inch transmission main in El Centro Road. From this pipeline, a series of 16-inch transmission mains are planned to serve the Development Area with a system of looped service main pipelines in major roadway corridors. Points of connection to existing infrastructure are identified on Figure 5-3. The approach for infrastructure construction is intended to facilitate the orderly and logical phasing of development.

5.5 DRAINAGE MASTER PLAN

The Upper Westside's storm drainage system is designed to collect on-site storm water and convey it to off-site facilities located to the east of the Plan Area. The planned system consists of a series of pipelines, drainage channels, a canal, detention basins, and pump stations, which are located both on- and off-site.

Several agencies are involved in various aspects of the UWSP's planned storm drainage system. Detailed information regarding the storm drainage improvements is outlined in the Upper Westside Drainage Master Plan, which is included as an appendix to the EIR. As development permits are processed and more detailed drainage studies are conducted, applicants shall consult with the County to obtain the most current Drainage Master Plan upon which to base subsequent analyses. A conceptual plan for the UWSP's stormwater drainage system, including existing and planned pipelines, drainage channels, detention "lake" basins, and pump stations, is illustrated on Figure 5-4: Backbone Drainage System.

5.5.1 Jurisdictional Overlap and Improvement Programs

The Plan Area is within the jurisdictional boundaries of Reclamation District 1000 (RD-1000), the Sacramento Area Flood Control Agency (SAFCA), and the Sacramento County Department of Water Resources (County DWR). RD-1000 owns and operates several drainage canals and pump stations that discharge storm water runoff into the Natomas Basin's various canals. This runoff is then conveyed to Pump Stations 1A and 1B, located on Garden Highway and the Sacramento River, approximately 1 mile southeast of the Plan Area.

Two existing pump stations are located along the easterly edge of the UWSP that eject storm water into the Witter Canal (aka West Drainage Canal). These include the San Juan Pump Station, which is located directly southwest of the intersection of San Juan Road and Witter Canal, and the Riverside Pump Station, which is located about a quarter mile to the north, also on the westside of Witter Canal. Both drainage pump stations are located in the UWSP's Development Area. Existing storm water runoff is conveyed to these pump stations via a system of existing irrigation and drainage ditches that are located within easements and are maintained by the Natomas Central Mutual Water Company (NMWC) and in many cases by RD-1000. The UWSP's development program includes improvements to these existing drainage ditches (or replacement as piped infrastructure) and pump stations.

SAFCA and the US Army Corps of Engineers (USACE) have jurisdiction over the Natomas Basin and the "perimeter" levee system. The Natomas Levee Improvement Program, which includes levee repair, cutoff walls, buttress levees, seepage berms, pumping plant improvements, and other improvements to provide 100-year and 200-year flood protection for the Natomas Basin, is anticipated to be completed by 2025. The Garden Highway levee segments, Reach A and Reach B, are located directly west and south of the UWSP, and were completed in 2023 and will provide 200-year protection.

County DWR is responsible for review of drainage plans and hydrologic and hydraulic analyses. The UWSP Drainage Master Plan is designed to provide 100-year and 200-year protection to the Development Area and to comply with standards in the Sacramento Region Storm Water Quality Design Manual, which calls for Low Impact Design (LID) measures to capture and pre-treat storm runoff. Details regarding the planned LID water quality measures to be implemented in the Development Area are outlined in the Drainage Master Plan and are summarized in Chapter 7, Sustainability.

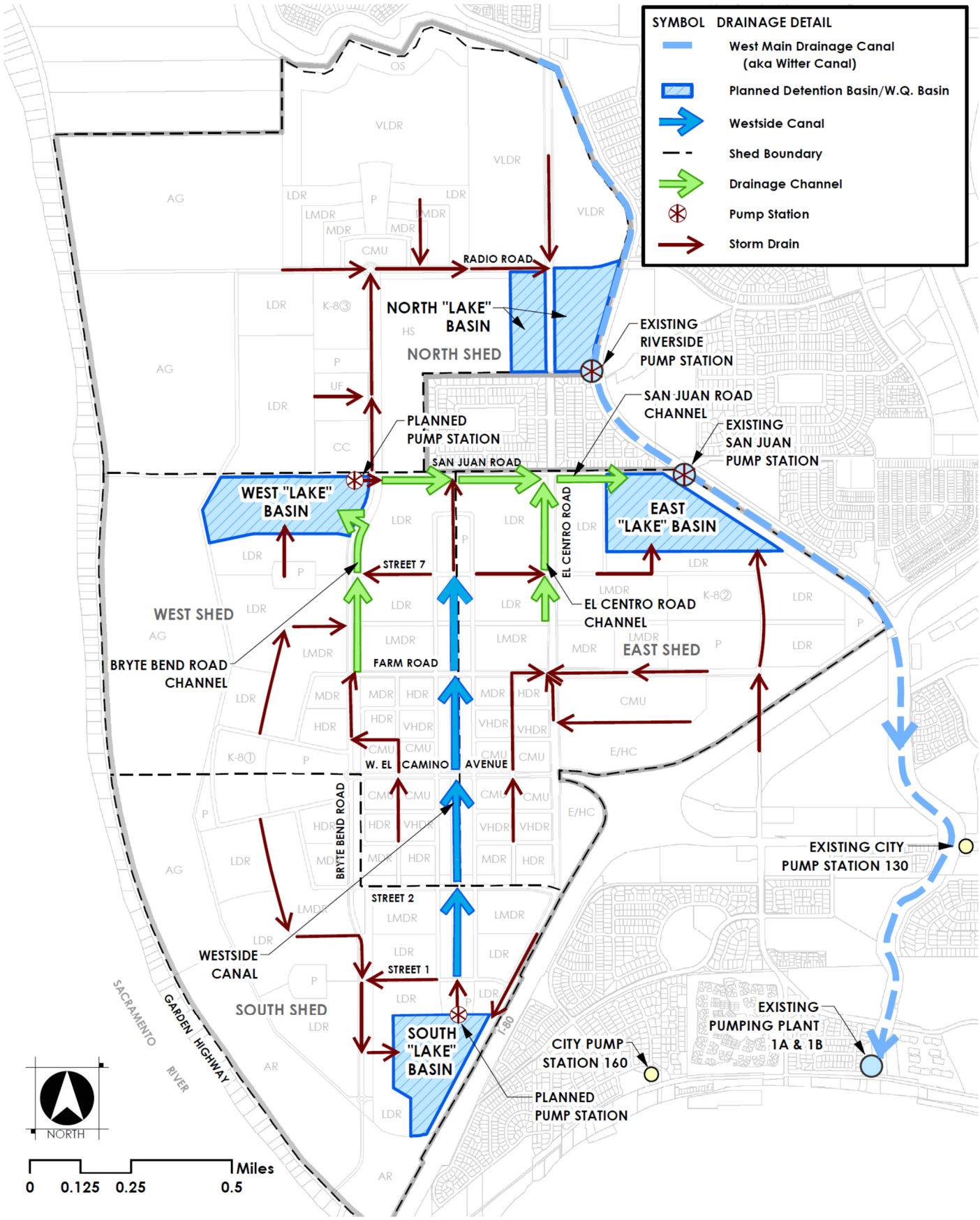


FIGURE 5-4: BACKBONE DRAINAGE INFRASTRUCTURE

5.5.2 Drainage Improvements

The Drainage Master Plan identifies four drainage sheds as shown on Figure 5-4. The North, South, East, and West Sheds are supported by a Conceptual Mass Grading Plan, prepared to illustrate an approach to convey post-development storm water to each basin. The Development Area is extremely flat and presents unique drainage challenges, but existing drainage generally flows from the west to the east, and from the south to the north toward San Juan Road.

Drainage improvements include construction of a detention basin within each shed, each located in response to on-site topography and drainage patterns, the grading needed to elevate development and roadways, and the desire to convey stormwater by gravity to detention basins via underground storm drains and open channels. All four sheds also allow the ability to phase development, as detention basins are planned to include pumping facilities that eject storm water into existing drainage and irrigation channels until the downstream drainage systems are improved.

Detention basins also serve as a source of material for mass grading operations, which is necessary to elevate the development areas. Planned over-excavation of basins allows for a pond in each basin with an ordinary water surface elevation of approximately 9 to 10-feet below the planned pad elevations of surrounding development.

Where not adjacent to the RD-1000 Witter Canal levee, the side slopes of the basins are planned to be hydroseeded with a native grass mix, and are to be planted with a mix of trees and include a perimeter trail that allows pedestrian and/or maintenance access. During peak storm events in winter months, or to mitigate high ground water levels, each basin's pond can be drawn down to reserve capacity to maintain the normal water surface elevation. It is anticipated that water tables in this area will help to maintain a relatively stable water surface elevation of the ponds in summer and fall months, but with further evaluation, NCMWC water could also be utilized as "make-up water" for the lake basins and the Westside Canal.

East and North Shed

The San Juan Pump Station and the Riverside Pump station are located in low-lying areas on the west side of the Witter Canal. Accumulated storm water is conveyed by gravity via existing irrigation/ drainage ditches and then ejected into the RD-1000 canal. The basins planned in these sheds are appropriately located adjacent to existing pump stations, which will facilitate operations.

South Shed

Grading in the South Shed is designed to allow post-development storm water to flow via gravity to the South Lake Basin planned near the south end of the Westside Canal. From this basin, storm water can be pumped into the Westside Canal and then conveyed north to the channel along San Juan Road.

Construction of this basin includes a pumping facility to move storm water into the Westside Canal so that it can be conveyed north to the drainage channel along San Juan Road. This allows the Westside Canal to serve multiple purposes, providing storm water conveyance system as well as a recreational and visual amenity. Because the Westside Canal is anticipated to have a very slow flow rate, water conveyed through it from the South Lake Basin is intended to help prevent water stagnation.

West Shed

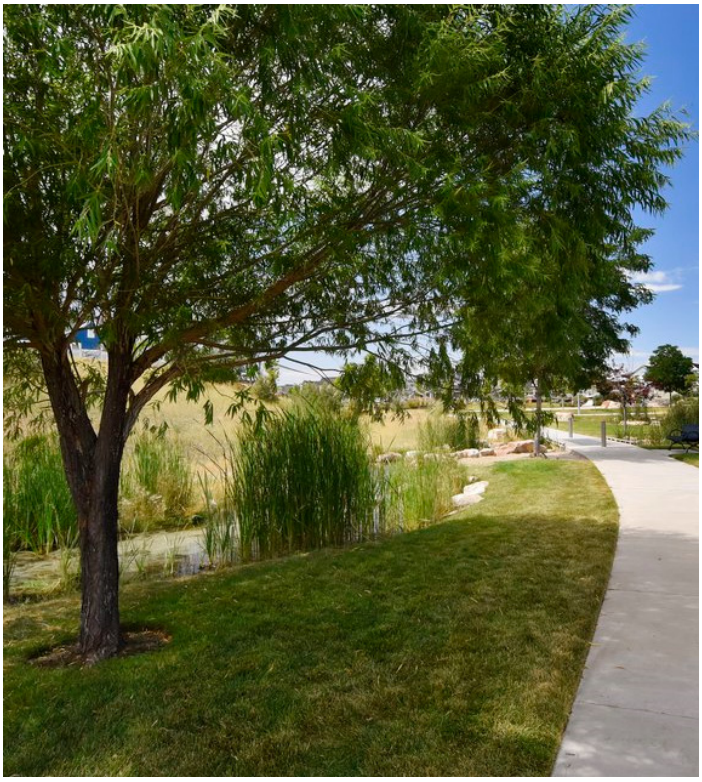
Grading for West Shed is designed to allow post-development storm water to flow via gravity to the West Lake Basin, which is located at the southwest corner of San Juan Road and Bryte Bend Road. Due to flat terrain and planned basin depth, a pumping facility is needed to convey storm water to the east. By pumping into the drainage channel along the south side of San Juan Road. This channel configuration allows the landscape corridor on the southeast side of this intersection to be at grade, which will allow a bike/ped access to the adjacent neighborhood at the corner.

Drainage Channels

As illustrated on Figure 5-4, several drainage channels are planned in the Development Area to convey stormwater flows to detention basins. These are planned along the edges the following roadway corridors:

- **Bryte Bend Road:** The channel is located along the east edge of the roadway behind the landscape corridor, between San Juan Road and Farm Road;
- **El Centro Road:** The channel is located along the west edge of the roadway behind the landscape corridor, between San Juan Road and Farm Road; and
- **San Juan Road:** The channel is located along the south edge of the roadway behind the landscape corridor, between Bryte Bend Road and the East Lake Basin.
- **Radio Road:** The channel is located along the south edge of the roadway behind the landscape corridor, between Bryte Bend Road and El Centro Road.

These corridors provide nearly two miles of landscaped drainage channels and incorporate water quality features to treat stormwater runoff. Conceptual Design sections for these drainage channels are illustrated in Figures 5-5 through 5-7. Additional design details for these features are provided in DS&DGs Section 2.6.



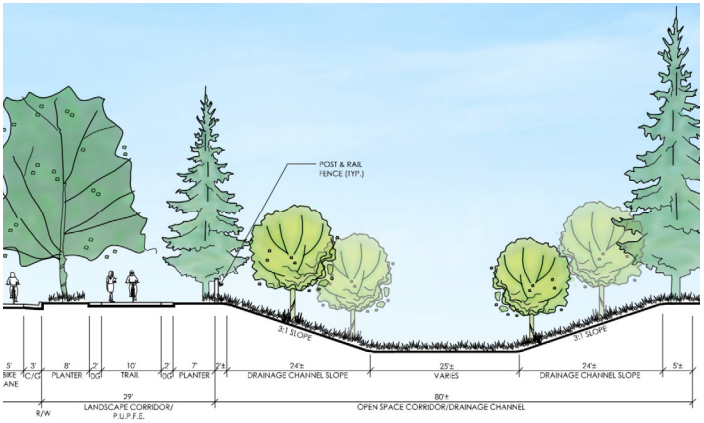


FIGURE 5-5: BRYTE BEND ROAD DRAINAGE CHANNEL

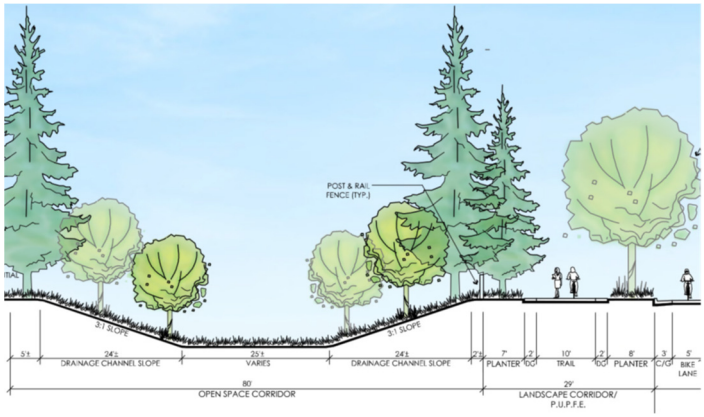


FIGURE 5-6: EL CENTRO ROAD DRAINAGE CHANNEL

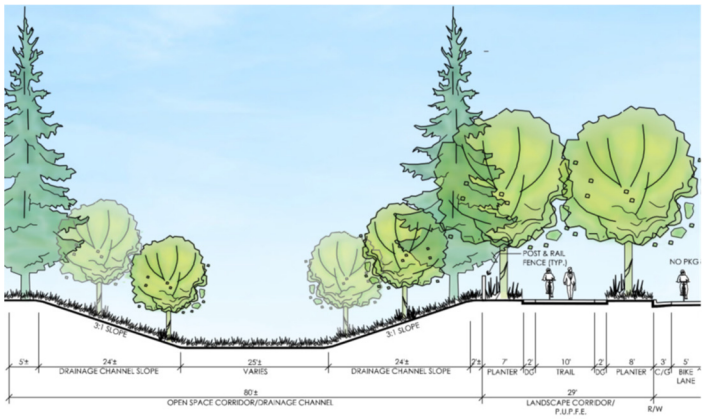


FIGURE 5-7: SAN JUAN & RADIO ROAD DRAINAGE CHANNEL

5.5.3 Flood Protection

SAFCA and USACE are scheduled to complete the Garden Highway levee improvements by 2025 thereby providing 100-year and 200-year flood protection for the Natomas Basin, but the FEMA Flood Insurance Rate Maps (FIRM) also show a local Zone A 100-year floodplain within the UWSP Development Area. Zone A, a Special Flood Hazard Area that has a 1% annual risk of 100-year flood, is commonly referred to as a 100-year floodplain. It is relatively shallow (generally less than 1.0′ depth) but encompasses approximately 380± acres located in the middle of the Plan Area, including the planned Town Center District. Floodplain boundaries are illustrated on Figure 5-8 100-Year Floodplain.

Further evaluation by way of detailed topographic review and existing conditions modeling indicates that the existing floodplain is much smaller than depicted on the FIRM. This local Zone A 100-year floodplain is generally located between El Centro Road and Bryte Bend Road, and ranges from Street 1 on the south up to San Juan Road on the north. As noted previously, a Conceptual Mass Grading Plan is included with the Drainage Master Plan to illustrate how basins can be excavated and material utilized to elevate development in this area up above this local 100-year floodplain.

Development within this local 100-year floodplain is required to process an application with FEMA to revise the FIRM exhibits. It is a two-step process. Conceptual grading can be utilized to process a Conditional Letter of Map Revision (CLOMR). Once grading is complete and pad grades are certified, a final Letter of Map Revision (LOMR) can be approved and the FIRM maps can be revised accordingly.

5.5.4 Emergency Preparedness

Development of the UWSP includes improvements to four of the five agricultural roads that connect the Development Area to Garden Highway and provide access to farm fields within the Plan Area. These include Radio Road, San Juan Road, Farm Road, and Bryte Bend Road. At the time of Specific Plan approval, only San Juan Road was paved as a narrow 2-lane farm road, and the other roads consisted of unpaved agricultural roads. Of these, Farm Road is planned to be relocated to the south, providing a connection to a K-8 School and a park. This roadway alignment is a more circuitous route to the Town Center, El Centro Road, and the West El Camino Avenue interchange, thereby discouraging cut-through traffic.

Each Garden Highway connector road is planned for improvement only after development projects within each drainage shed are constructed, following the approval of subdivision maps, final maps, and subdivision improvement plans. Construction is to be phased and subject to traffic warrants and/or conditions of approval on maps. These roads are intended to provide paved all-weather access between Garden Highway and El Centro Road, enhancing emergency access and egress throughout the Plan Area. An on-site fire station and potential law enforcement sub-station are also planned to provide emergency response within the Plan Area.

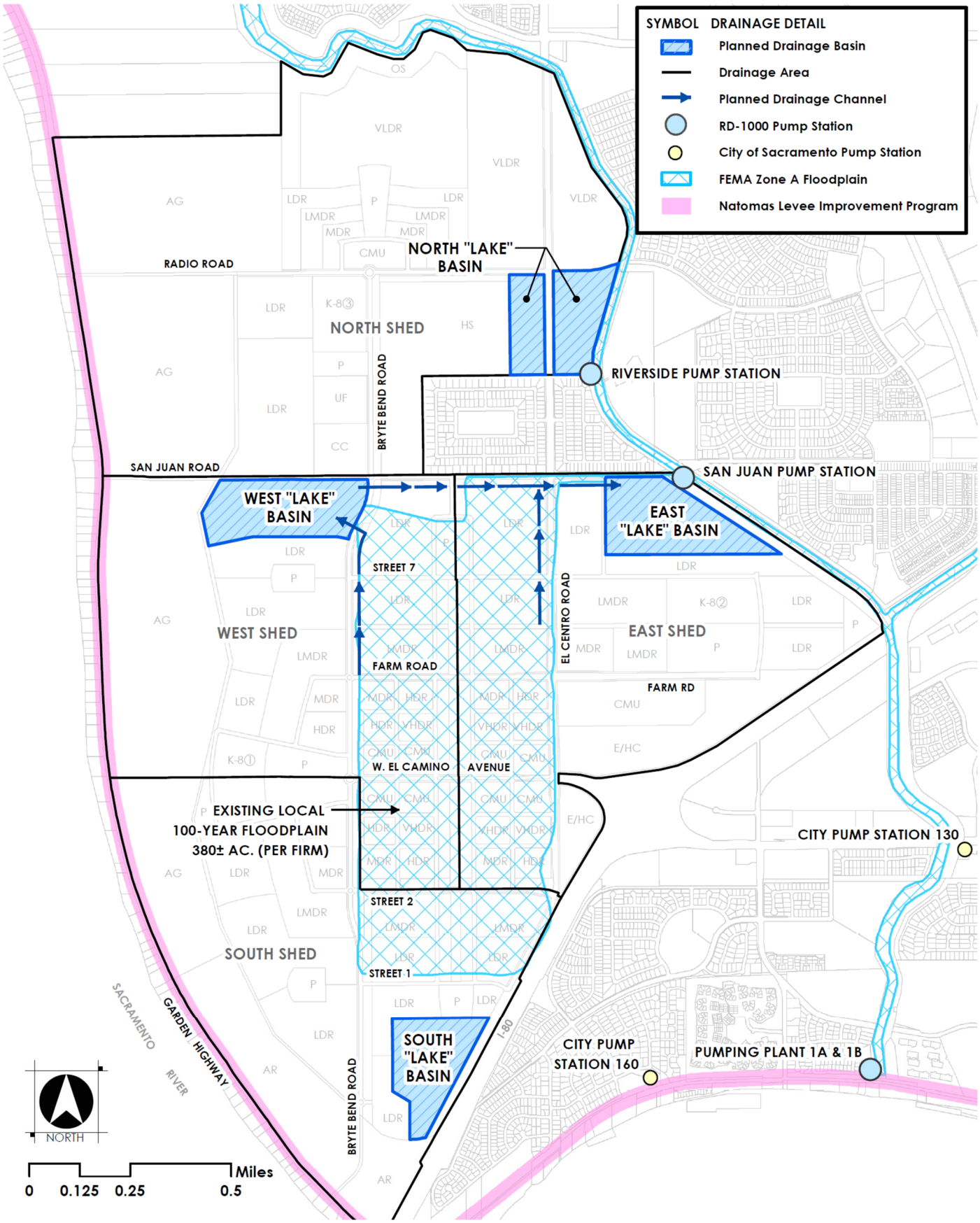


FIGURE 5-8: 100-YEAR FLOODPLAIN

5.6 DRY UTILITIES

5.6.1 Electricity

Electric service is provided to the USWP by the Sacramento Municipal Utility District (SMUD). Estimated annual demand calculated by Frontier Energy for the Development Area is 120,360 Mega Watt hours (MWh). The planned electric facilities described below are illustrated in Figure 5-9. In addition, requirements for energy conservation are provided in Chapter 7, Sustainability.

Overhead Transmission Lines

An east-west high voltage 120 kV transmission line extends from an offsite location in South Natomas to the east of the Plan Area across I-80 and into the Development Area on the north side of Street 2. At Bryte Bend Road this power line turns south and continues south across the Sacramento River into West Sacramento. This corridor includes powerline towers that are located approximately ±600 feet on center. A portion of this powerline corridor is owned by PG&E while the balance of the corridor is contained within an easement.

These 120 kV powerline corridors are designated for Greenbelt/Urban Farm uses and are planned to include plantings of hydro-seeded grasses and/or row crops that do not conflict with overhead lines, transmission towers, or maintenance operations. In addition, meandering Class I trails are planned along corridor edges.

A SMUD 69 kV transmission line extends from the northeast corner of El Centro Road and Street 2 through the Development Area along the east side of El Centro Road, and connects to an existing, off-site electric substation located at the southeast corner of Arena Boulevard and El Centro Road. The 69 kV lines continue north and east from this location. This existing substation site is approximately ±150′ x 200′ (±0.70 acres) in size.

Planned Electric Facility Improvements

Two electric substation sites are designated within the Development Area based on coordination with SMUD. Substation #1 is located southwest of the intersection of Street 2 and El Centro Road in close proximity to the existing 69 kV line and is anticipated to serve the Town Center District and the surrounding residential areas on the southerly portion of the Development Area. Substation #2 is located southeast of the intersection of El Centro Road and San Juan Road. A SMUD 69kV power line is planned to provide a cross connection from the UWSP to the NNPP.

The exact configuration of substation sites is to be determined in coordination with SMUD as the Development Area builds out, concurrent with County review of tentative maps and improvement plans for affected parcels. Each site is sized to accommodate planned electric facilities and measures approximately ±250′ x 250′, or ±1.43 acres. The sub-station sites are larger than the existing sub-station to the north to allow for additional equipment given the power loads necessary to serve all-electric neighborhoods and EV charging. These sites may also accommodate community-level battery storage facilities. These facilities are typically contained within masonry block walls which should be screened with landscaping where visible from public streets.

Additionally, a looping network of 12 kV lines is planned to serve the Development Area. Final alignment and engineering design is to be determined with roadway and subdivision improvement plans. 12kV lines can be installed in Bryte Bend Road, Radio Road, San Juan Road, and Street 2 in order to connect with existing and planned power lines in the Plan Area. When constructed, 12kV lines are to be installed underground in public utility easements.

Planned electric facilities are illustrated on Figure 5-9.

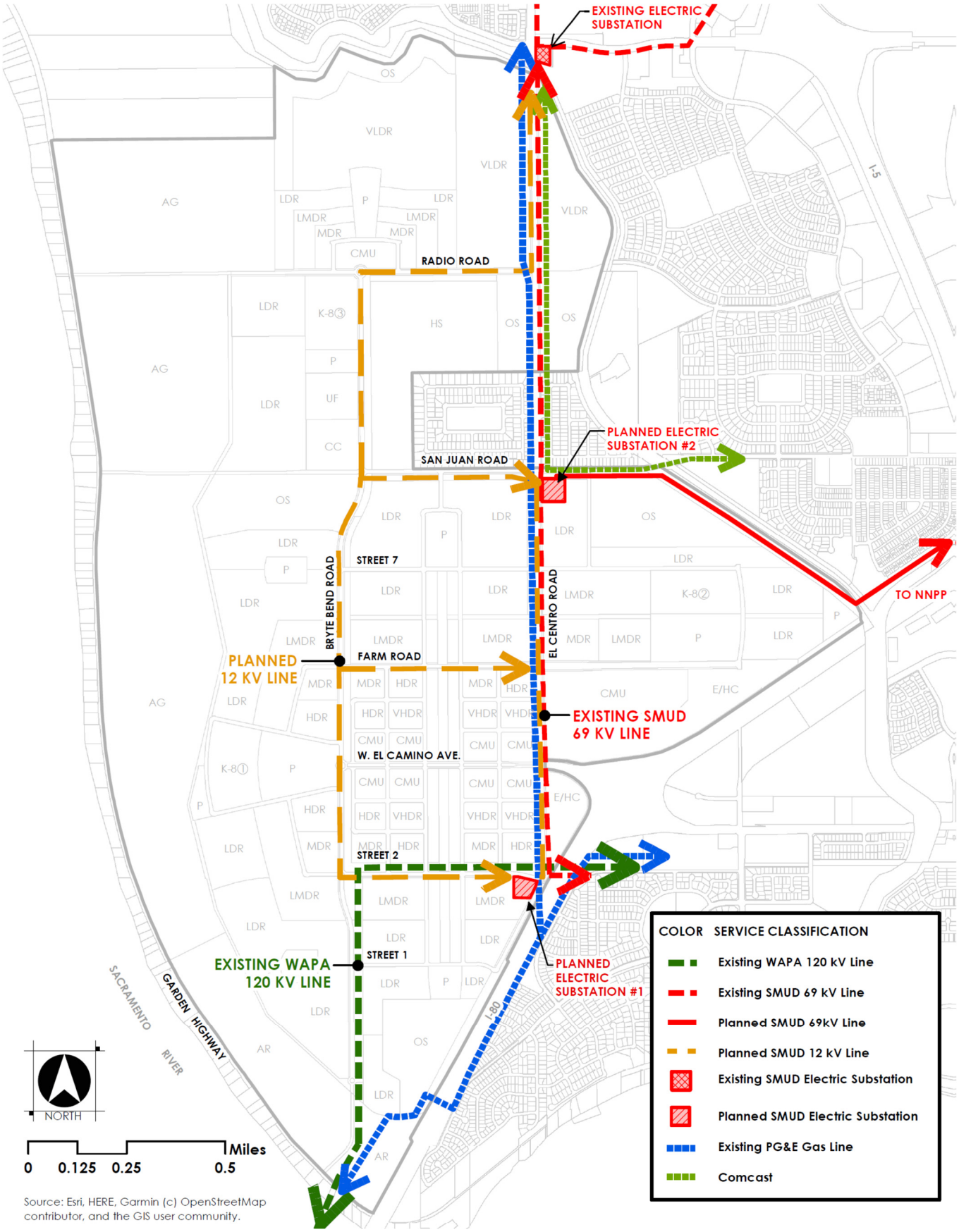


FIGURE 5-9: DRY UTILITIES

5.6.2 Natural Gas

Natural gas facilities exist along El Centro Road and may be plumbed along arterial and collector streets to serve commercial uses (i.e., CMU and EHC) and the high school and community college sites. Natural gas is not planned for extension into single-family residential subdivisions. The UWSP is pursuing a goal of Net Zero Electric (NZE) design as discussed in Chapter 7 Sustainability. Burning of natural gas in furnaces, cooking appliances, or fireplaces is a source of GHG emissions. This approach is consistent with policies in the County's Climate Action Plan.

5.6.3 Voice & Data Communications

Comcast fiber-optic exists in San Juan Road and north in El Centro Road. Public Utility and Public Facility Easements (PUPFEs) are located behind the back of curb on all public rights-of-way, providing a location for the installation of joint trench and associated appurtenances (e.g. vaults, transformer boxes, etc.). Single family residential development in VLDR and LDR parcels are required to provide SMUD's standard 12½ foot PUE behind the sidewalk. Development of LMDR, MDR, and higher-density residential uses may incorporate narrower PUPFEs due to the desire for density.

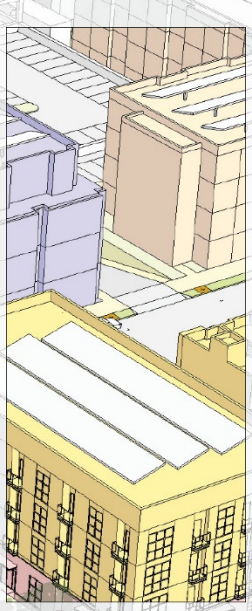
5.7 SOLID WASTE

The Sacramento County Department of Waste Management and Recycling operates the solid waste and recycling programs in Sacramento County, including the North Area Recovery Station and the Kiefer Landfill. It provides for weekly garbage pick-up, and bi-weekly recyclable and green waste pick-up, street sweeping, and appointment-based pick-up for bulk items once per year. Solid waste and recycling services for multi-family apartments (5 units or more), and commercial and business solid waste services are performed on a contract basis with franchised haulers that are permitted by Sacramento County. Projected solid waste generation from the UWSP can be accommodated and user fees cover collection and disposal costs. In addition, solid waste services are subject to the Solid Waste Reduction and Diversion policies outlined in Chapter 7, Sustainability.

Green waste is planned for processing at the Republic Services Elder Creek Transfer Station. From there, up to 90% is trucked to ranches located south of San Jose, and the balance is trucked to the Republic Services re-use facility in Manteca. The compost is also offered for sale to the public.

Green waste streams from parks, open spaces, landscape corridors, greenbelts and urban farms are planned to be maintained and managed by a County Service Area (CSA) or Master Homeowners Association (HOA). This presents an opportunity to divert all or a portion of the green waste stream for on-site processing. A large-scale composting program could be operated at urban farming nodes, providing for soil enrichment and reducing haul distances.

CHAPTER 6
PUBLIC SPACES & SERVICES



Inside this Chapter

6.1 OVERVIEW

This chapter provides a summary of the public spaces and services designed to serve the population of residents, employees and visitors of the Upper Westside community. It includes a planned framework for parks and recreation amenities, open space areas, education, law enforcement, and fire protection. This includes a summary of each service and corresponding development policies. The anticipated public service providers are summarized in Table 6-1.

Information regarding utility systems is provided in Chapter 5, Infrastructure. Development phasing and financing provisions are summarized in Chapter 8, Implementation.

Provisions for public spaces and services are typically based on a ratio relative to the estimated resident population, with person per household (PPH) factors applied depending on the type of residential dwelling unit (DU). Typically, single-family homes are targeted for families and have a higher PPH factor, while multi-family units are targeted toward young professionals or empty nesters and have a lower PPH factor. This population can fluctuate based on life cycles and changing demographics.

Based on preliminary generation factors for household size, development of the Upper Westside community could generate a residential population of approximately 25,460 people. Population estimates by household type and land use, including assumed PPH factors, are summarized in Table 6-2.

TABLE 6-1: PUBLIC SERVICE PROVIDERS

Public Service	Service Provider
Parks & Amenites	UWS Community Services District
Open Spaces	UWS Community Services District
Bike Trails	UWS Community Services District
K-12 Schools	Natomas Unified School District
Community College	Los Rios Community College District
Library	Sacramento County Library
Law Enforcement	Sacramento County Sherriff Department
Fire Protection	City of Sacramento Fire Department

TABLE 6-2: RESIDENTIAL POPULATION ESTIMATES

Household Type by Land Use	Dwelling Units	Generation Factor (PPH)	Population
VLDR, LDR, LMDR & MDR	4,139 du	3.00	12,417
HDR, VHDR & CMU	4,917 du	2.50	12,293
Missing Middle Reserve Units	300 du	2.50	750
TOTAL	**9,356 du**	**2.72 (avg)**	**25,460**

Note: PPH factors are conservative estimates by Wood Rodgers and are subject to adjustment by the County based on more current demographic information available from the US Census Bureau, the State, and other data sources. The resulting population estimates should not be utilized in lieu of the Sacramento County Code's established generation factors for the calculation of parkland acreage requirements.

6.2 PUBLIC SPACES & SERVICES POLICIES

The Upper Westside Specific Plan establishes a comprehensive plan to support the new community with parks and open space areas, recreation facilities, and public safety services. To ensure that public spaces and services are provided commensurate with the population increases associated with project development, the UWSP includes a policy framework to facilitate effective implementation. Provisions for public spaces and services shall be applied as directed in the policies outlined below:

General

6-A Require that the delivery of public services meet the minimum standards of all service providers to adequately support the development plan and to minimize impacts on existing services and facilities.

6-B So as to not delay the use and enjoyment of all planned park and open space features described herein, including parks, the Westside Canal, greenbelt corridors, urban farm nodes, and similar features, park and open space sites shall be provided as shown on Figure 6-1, Parks and Open Space Plan, and shall be constructed concurrently with their corresponding development, subject to County review and approval.

Parks

6-C Parks shall be distributed throughout the community as illustrated on Figure 6-1, Parks and Open Space Plan, providing an overall park allocation that meets a minimum standard of 5 acres per 1,000 residents.

6-D Parks shall be situated to provide a central focal element and gathering space within neighborhoods as illustrated on Figure 6-1, Parks and Open Space Plan.

6-E When a Tentative Subdivision Map is prepared for a neighborhood that contains a planned park, it shall illustrate the size, shape and location of the park site and the adjacent streets in a manner consistent with UWSP Figure 6-1, Parks & Open Space Plan, and the design guidance provided in DS&DGs Section 2.5, Active Parks.

6-F So as to not delay the use and enjoyment of local park facilities, local parks shall be turnkey and developed concurrent with the corresponding development. Conceptual Design Review Plans (landscape plans and any architecture plans) for local parks shall be prepared for review by County Planning and Environmental Review and the County's Department of Regional Parks. Design Review plans shall illustrate the overall park plan, the types and location of facilities (e.g. hardcourts, practice fields, water quality swales, etc.),

landscaping, and irrigation systems in order to allow grading and the appropriate location of utility stubs. Timing of design review is as follows:

a. A local park (park < 7.5 acres) entirely within a Tentative Subdivision Map boundary, conceptual design review plans are required prior to improvement plan submittal for the subdivision.

b. If a local park (park < 7.5 acres) is shared between two property owners or two subdivisions that are phased by multiple owners, the later phase shall be responsible for preparing conceptual design review plans for the entire park including the offsite portion prior to improvement plan submittal for the subdivision.

6-G Require parks that are located entirely within a TSM be constructed by the TSM's developer/homebuilder(s) prior to certificate of occupancy for the last residence in the subdivision. Following construction, the park site shall be dedicated to County Regional Parks. Require that parks partially located within a TSM, or otherwise shared by multiple property owners, to pay park fees at building permit, with funding used by homebuilder or County Regional Parks to construct park.

6-H Require Tentative Subdivision Maps without a planned park space to pay applicable park fees at building permit, with funding used by County Regional Parks for construction of other parks in Plan Area and/or reimbursement to developers/homebuilders who contributed more than their fair-share obligation.

6-I Construction of the two larger "community-level" parks (> ±7.5 acres) should be initiated by the County's Department of Regional Parks as adequate fees are collected to ensure that facilities are provided in support of adjacent residents and school population. If the park is constructed in phases, bike/pedestrian trail connections should have first priority, then green space and hardscape improvements (e.g., turf for ball fields, trees, walks, tot lots, and hard courts) to support the adjacent school site, and finally vertical improvements (e.g., restrooms, baseball/softball field backstops, bleachers, outdoor stage, band shell, etc.).

6-J Require park design to provide public street frontage on at least two edges to support a high degree of access and visibility and to allow for curbside parking, but strive to provide street frontage on three or four edges. Where a park site is situated on the edge of the Development Area, such as the East Tip Park and West Edge Park, street frontage may be limited to one edge.

Greenbelt Corridor & Urban Farm Policies

6-K So as to not delay the use and enjoyment of planned greenbelt corridors and urban farm nodes, segments of the greenbelt corridors and sites designated for urban farm nodes shall be constructed concurrent with the corresponding development. Tentative Subdivision Maps shall show the location, size, and shape of the greenbelt corridors consistent with UWSP Figure 6-1, Parks & Open Space Plan.

6-L Tentative Subdivision Map(s) shall be conditioned to provide a Conceptual Landscape Plan for the greenbelt corridors and urban farm nodes prior to Improvement Plan submittal to illustrate the size, shape, and preliminary landscape design for these features, consistent with the concept plans in DS&DG Section 2.6, Greenbelt Corridors, subject to County review and approval.

6-M Improvement plans for subdivisions located adjacent to a greenbelt corridor and/or Urban Farm Node, shall include a detailed Landscape Plan (including irrigation, plant palettes, etc.) for any greenbelt area within its boundaries, to appropriately size and locate utility stubs.

6-N Greenbelt corridor landscaping and urban farm nodes shall be installed after the completion of the adjacent roadways and surrounding development. Following construction, the greenbelts, including any urban farm nodes, shall be dedicated to County Regional Parks.

6-O Urban Farm Nodes shall be spaced approximately 1/4-mile on average, as conceptually identified on Figure 6-1, consistent with the design concepts provided in DS&DG Section 2.7, Urban Farm Nodes. The number, size and design of Urban Farm Nodes may vary based on subsequent subdivision and neighborhood design. Construction of these features shall coincide with construction of the greenbelt corridor in which they are located.

6-P A 10.0-acre Urban Farm shall be provided in the Young Scholars District by the Los Rios Community College District as part of their curriculum and to provide test plots for students. Los Rios shall determine programs and the amount of access available to K-12 students and residents.

Lake Basin Edge Parkway Policies

6-Q Lake Basins shall have streets located on at least two edges to support a high degree of access and visibility and to allow for curbside parking for basin perimeter parkways and may have a side-on or back-on interface with residential neighborhoods on remaining sides.

6-R A Tentative Subdivision Map that includes a lake basin as part of its storm drainage system shall show the basin and parkway size, shape, and location consistent with the concept plan and design guidance in DS&DG Section 2.8, Perimeter Landscaping of Lake Basins, and the Drainage Master Plan, subject to County review and approval.

6-S Concurrent with Improvement Plan submittal for an approved a Tentative Subdivision Map with a lake basin, a Conceptual Landscape Plan shall be provided for Design Review approval to illustrate its size, shape, and preliminary landscape design, consistent with the concept plan and design Guidance in DS&DG Section 2.8, Perimeter Landscaping of Lake Basins, subject to County review and approval.

6-T Improvement Plans for projects requiring construction of a lake basin shall include Landscape Plans for the parkway edge and Tentative Subdivision Maps should be conditioned to ensure that landscaping is installed prior to completion of the adjacent subdivision.

Open Space Policies

6-U Conceptual landscape plans and construction drawings shall be prepared for open spaces prior to Improvement Plan submittal for corresponding/adjacent development. Installation of landscaping shall be completed prior to the completion of adjacent or surrounding development.

Other Public Services

6-V Schools: As development entitlements are effectuated for property(ies) containing all or part of an identified school site, require that subsequent Tentative Subdivision Maps to create a parcel(s) for school construction.

6-W Should the NUSD have surplus land not needed for construction of a high school, such surplus land could be utilized for storm drainage facilities, habitat mitigation, or other uses subject to a Minor or Major Specific Plan Amendment as outlined in Section 8.8.4.

6-X Law Enforcement Services: Require that development projects coordinate with Sacramento County Sheriff Department and the California Highway Patrol for project review of development plans, ensuring that law enforcement service requirements are addressed.

6-Y If it is determined by the County Sheriff's Department that a sub-station is desired in the Plan Area, a ±2-acre site shall be provided in the Employment/ Highway Commercial (EHC) area at the east end of Farm Road.

6-Z Fire and Emergency Services: Require that development projects coordinate with the Natomas Fire Protection District for project review of development plans, ensuring that fire and emergency service requirements are addressed.

6-AA Libraries: Require that development projects comply with County requirements to provide library services and to coordinate with Sacramento Public Library Authority, an entity that partners with Sacramento County, for services.

6-BB The Los Rios Community College District or the Natomas Unified School District should collaborate to construct a shared-use library within the Plan Area.

6.3 PARKS & RECREATION FACILITIES

The UWSP's planned park facilities consists of a diverse mix of recreational amenities and public gathering spaces, which are sized and distributed throughout the community to serve the anticipated needs of local residents. Sacramento County's Department of Regional Parks is the entity responsible for overseeing the design and construction of these facilities as the Upper Westside community develops. Development projects in the Plan Area are required to coordinate with the Department of Regional Parks as subdivision maps are processed with Sacramento County.

To meet Quimby Act obligations, the Sacramento County Code (Chapter 22.40) requires a land dedication of 3.0 acres per 1,000 residents for active parks. To achieve this, the Code provides parkland generation factors that are applied to each residential unit type to calculate a total land dedication requirement. Based on these factors, the UWSP generates a population of 23,489 people and is required to provide 70.5 acres of parkland. Planned active parkland in the UWSP exceeds this requirement and results in a surplus, as summarized in Table 6-3.

Additionally, the Sacramento County General Plan includes a goal of providing 5.0 acres of parkland per 1,000 residents. Although the General Plan does not provide parkland generation factors, by utilizing the population calculations in Table 6-3, the UWSP is required to provide 117.4 acres of total parkland to achieve the 5 ac./1,000 goal. The parks and recreation facilities included in the UWSP exceed this requirement and result in a parkland surplus. A summary of total parkland provided and credit received is summarized in Table 6-4.

The total acreage for planned parks exceeds the County's minimum requirements, meeting both the County Code's standard of 3 ac./1,000 residents and General Plan's goal of 5 ac./1,000. Compared to these standards, the UWSP's parks and open space areas provide approximately 6.2 ac./1,000 residents of total parks and open space areas and 3.4 ac./1,000 residents of active parks. All components of the planned parks and open space system are illustrated on Figure 6-1, Parks and Open Space Plan.

TABLE 6-3: COUNTY CODE ACTIVE PARK REQUIREMENTS & CREDITS

Dedication Requirements @ 3 ac./1,000 pop, per Chapter 22.40

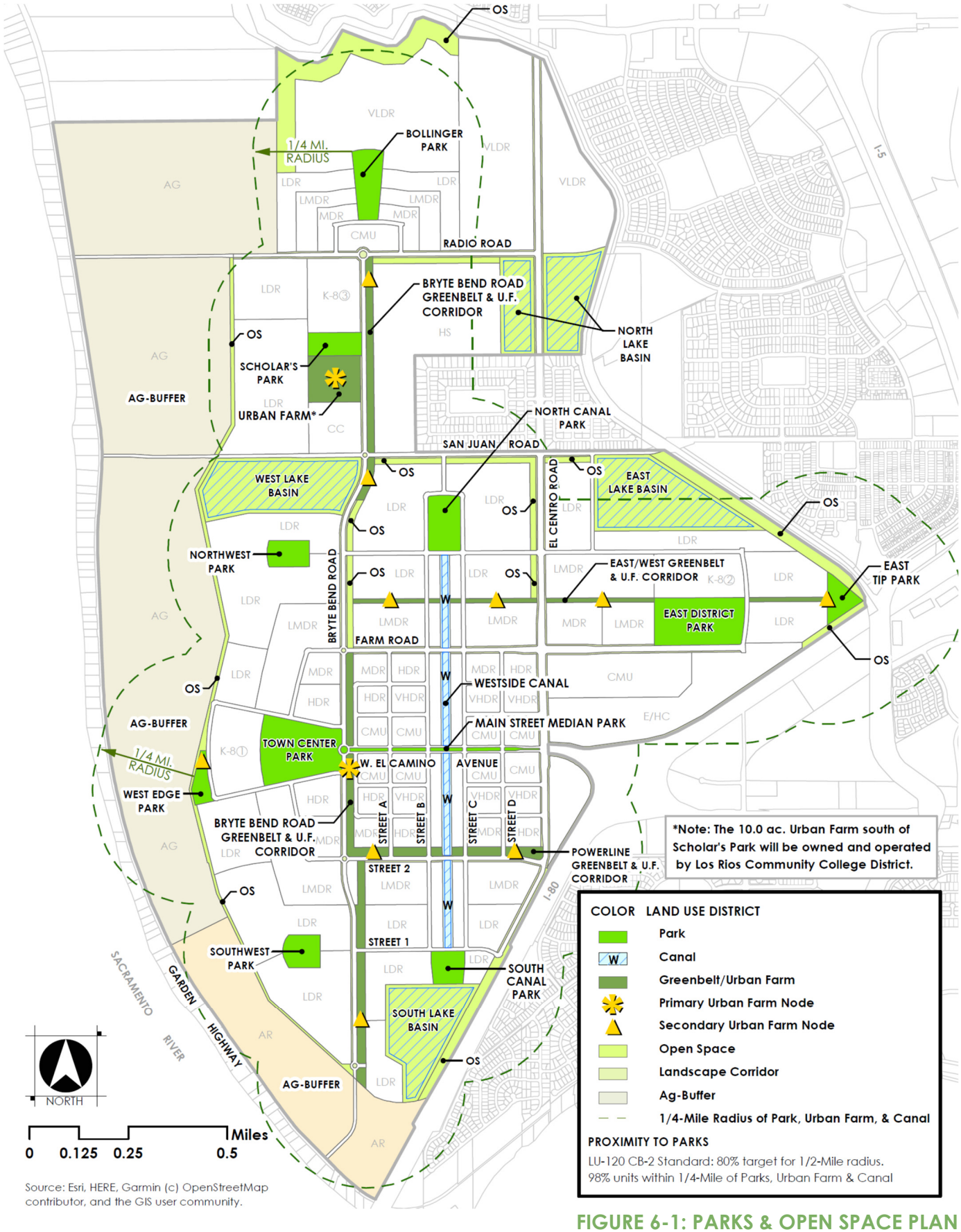
Residential Unit Type	Units	Generation Factor	Acres Required	Population
Single-Family (VLDR, LDR, LMDR & MDR)	4,139 du	0.0089	36.8 ac.	12,279
Missing Middle (Attached Units)	300 du	0.0072	2.2 ac.	720
Multi-Family (HDR, VHDR & CMU)	4,917 du	0.0064	31.5 ac.	10,490
TOTAL	**9,356 du**		**70.5 ac.**	**23,489**

Active Parkland Credits Received

Land Use	Park & Recreation Facility	± Acres Provided	% Mix	% Credit	Credited Acres
P	Median Park (in Town Center)	2.6 ac	1.6%	100%	2.6 ac
P	Active Parks	76.5 ac	46.4%	100%	76.5 ac
TOTAL	**Parkland Provided & Credit Received**	**79.1 ac**			**79.1 ac**
	County Code Parkland Required (3 ac./1,000 pop.)				70.5 ac
PARKLAND SURPLUS					**8.6 ac**

TABLE 6-4: GENERAL PLAN PARKLAND PROVIDED & CREDIT RECEIVED

Land Use	Park & Recreation Facility	± Acres Provided	% Mix	% Credit	Credited Acres
P	Median Park	2.6 ac	1.6%	100%	2.6 ac
P	Active Parks	76.5 ac	46.4%	100%	76.5 ac
OS-C	Westside Canal	15.0 ac	9.1%	100%	15.0 ac
G/UF	Greenbelt	34.1 ac	20.7%	100%	34.1 ac
G/UF	Urban Farm	10.0 ac	6.1%	50%	5.0 ac
OS	West Edge Buffer	12.1 ac	7.3%	50%	6.1 ac
OS	Lake Basin Perimeter Edge Parkways	14.7 ac	8.9%	50%	7.4 ac
TOTAL	**Parkland Provided & Credit Received**	**165.0 ac**			**146.6 ac**
	General Plan Parkland Goal (at 5 ac./1,000 pop.)				117.4 ac
PARKLAND SURPLUS					**29.2 ac**



Source: Esri, HERE, Garmin (c) OpenStreetMap contributor, and the GIS user community.

FIGURE 6-1: PARKS & OPEN SPACE PLAN

6.3.1 Westside Canal

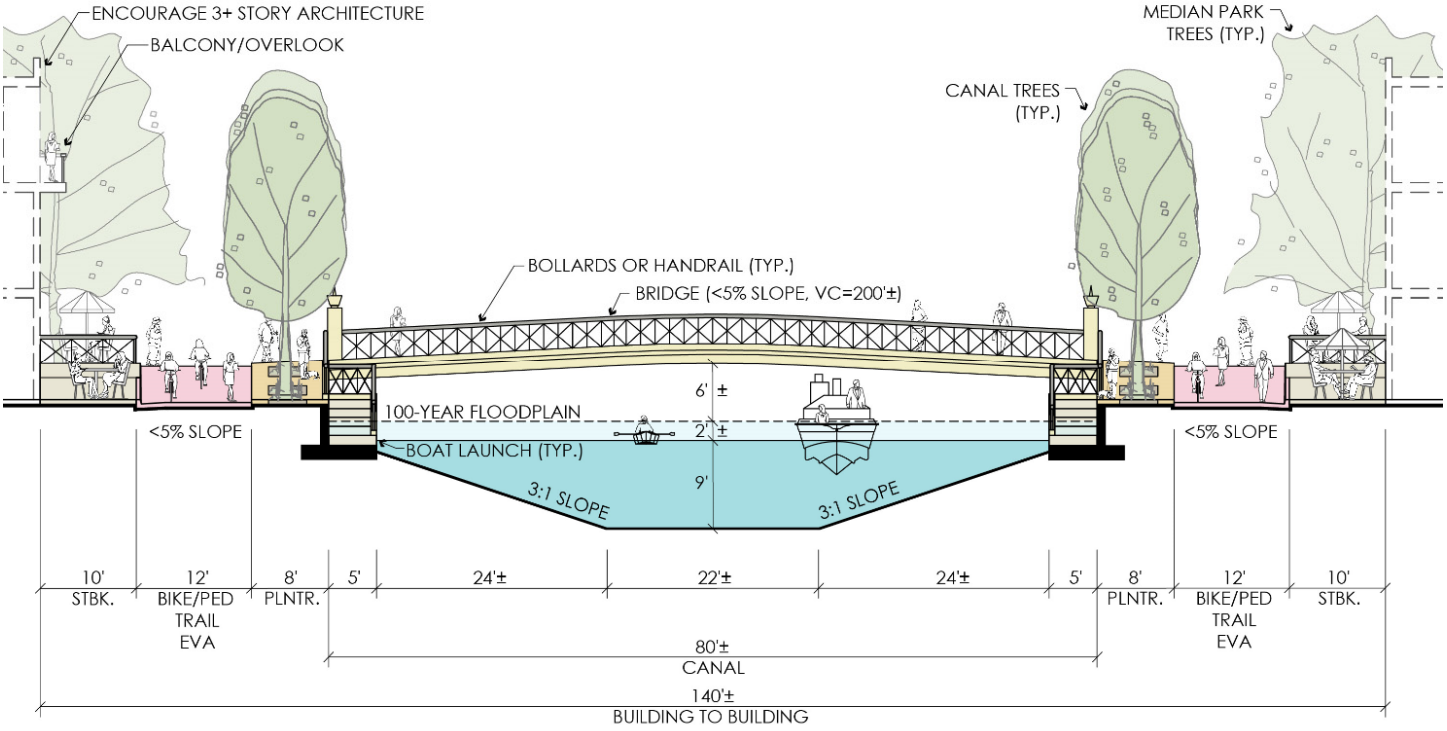
The Westside Canal is ±15.0 acres and measures 1 mile in length by ±120 feet in width. This width includes an 80-foot water surface with a headwall and railing, and a 30-foot wide corridor to either side. This corridor is designed to allow a continuous 12-foot bicycle/pedestrian trail along each canal edge, providing a scenic connection to the Town Center's core.

The Westside Canal is a unique recreational amenity for the Sacramento Region and provides opportunities for water-related activities and sports (e.g. canoes, kayaks, row boats, paddle boards, electric boats). In addition to its recreational benefits, this feature provides an attractive urban waterfront amenity for adjacent development and creates a grand promenade through the heart of the community's Town Center district. Three public boat launch areas are planned, which provide steps down to a flat deck or platform and are located at West El Camino Avenue and at either end of the Canal.

The canal is included in the Upper Westside's system of park facilities because of its value as a place-making element and its anticipated high usage. It also functions as a water quality and storm drainage feature, with the ability to accept storm water from the Town Center and the South Lake Basin for conveyance north to the channel along the south side of San Juan Road. Water re-circulation systems are also planned to maintain a minimum surface elevation and to avoid stagnation.

Construction of the Westside Canal is to occur in phases concurrent with construction of adjacent MDR and/or CMU development projects. Construction obligations, including phasing and timing triggers, are outlined in the Public Facilities Financing Plan and the Development Agreement.

* An illustrative design section for the Westside Canal is illustrated in Figure 6-2, below.
* Additional information regarding its design, including standards and guidelines to be implemented with adjacent development projects, is provided in DS&DG Section 2.3.



Note: Exhibit for conceptual purposes only and exact depth of canal and design details to be determined with Improvement Plans

FIGURE 6-2: WESTSIDE CANAL SECTION AT WEST EL CAMINO AVENUE "MAIN STREET"

6.3.2 West El Camino Avenue Median Park

Within the Town Center, West El Camino Avenue functions as a unique, pedestrian-oriented "main street" and is designated as a Smart Growth Street. Between El Centro Road and Bryte Bend Road, its street design incorporates a wide median that functions as an urban, multi-use park space, which is envisioned to be framed by this corridor's mid-rise, mixed-use buildings.

The Median Park consists of five landscaped median islands and a roundabout in the center of West El Camino Avenue, which collectively provide approximately ±2.6 acres of park space. As a central gathering space along the Town Center's primary commercial corridor, the Median Park is intended to function as a public plaza and attractive shady gathering space that can be programmed for community events.

Its ultimate design is envisioned to provide outdoor rooms with features such as food kiosks, seating and plaza spaces, sculptures, seasonal displays, fountains, and other elements. Segments of this street may be blocked with temporary barricades to allow pedestrian-oriented events such as a Saturday morning farmers' market, food festivals, or live music and entertainment.

The western terminus of the Median Park provides direct connectivity to the Town Center Park, the community's largest active park, which is located at the western edge of the Town Center District and could be connected to larger civic events.

* Additional information regarding the Median Park's design, including standards and guidelines to be implemented with adjacent development projects, is provided in Section 2.4 of the DS&DGs.

6.3.3 Active Parks

Ten public parks are planned for the Upper Westside community, which collectively provide approximately ±76.4 acres of active recreational space. Parks have been carefully distributed and located to provide an active green space within a convenient ¼-mile walking distance for over 90% of planned residential units.

Parks are spaced throughout the Development Area to encourage active outdoor lifestyles and contribute to the health of residents. Parks also serve a social purpose by encouraging neighbors to meet and interact with one another. Active parks range in size from ±2.9 acres to ±18.4 acres. Smaller parks focus on local neighborhood needs and informal play, with facilities like a practice field for youth soccer and t-ball, a basketball court, or a play structure. Two larger parks are envisioned to provide multiple ballfields and hard courts for formal sports league play in the community.

A brief summary of each active park is provided below, with greater details provided in DS&DG Section 2.5.

Town Center Park

The ±18.4-acre Town Center Park is located at the western terminus of West El Camino Avenue, west of the Bryte Bend Road roundabout. As the Upper Westside's primary community park, it is envisioned to include large, open turf areas for ballfields that accommodate recreational adult and youth sports. It also serves as a central gathering space for major outdoor community events such as theater performances, informal concerts, cultural events, special ceremonies, speeches, etc. Town Center Park is strategically located on the western edge of the Town Center, linking it to the Bryte Bend Greenbelt corridor's trail system and providing convenient access for bicyclists and pedestrians. It is also sited adjacent to a planned K-8 school to maximize opportunities for shared-use facilities.

* A concept plan is illustrated in Section 2.5.1 of the DS&DGs.

East District Park

The ±17.4 acre East District Park is located east of El Centro Road, along the northern edge of Farm Road. It is co-located with K-8 School Site #2 to allow for the shared use of facilities. Park design is anticipated to include large turf areas with ballfields for adult and youth league sports, plus hard courts, tot lots, picnic areas, shade structures, restrooms, and other amenities. The East District Park is intentionally sited along the East/West Greenbelt Corridor, which includes a Class I bike/pedestrian trail with access to residential neighborhoods in the East Triangle District.

* A concept plan is illustrated in Section 2.5.2 of the DS&DGs.

East Tip Park

The ±4.0-acre East Tip Park is located at the eastern tip of the East Triangle District, adjacent to I-80 and the Witter Canal. This park provides access to existing bike overcrossing of I-80 and the Witter Canal, which provides linkages to trails and parks located to the east of the Plan Area. East Tip Park is a local neighborhood park and is envisioned to provide turf areas for active play, and other amenities such as tot lots, hard courts, shade structure, and picnic area. Park design is also envisioned to include an urban farm node for nearby residents.

* A concept plan is illustrated in Section 2.5.3 of the DS&DGs.

South Canal Park

The ±4.4-acre South Canal Park is located at the southern terminus of the Westside Canal in the West C District. Designed to serve local neighborhood residents, it also provides an important Class I bikeway connection between the Westside Canal and the South Lake Basin, which is located immediately south of this park. South Canal Park is envisioned to include both large and small turf areas and ballfields for active play, including other amenities such as tot lots, hard courts, shade structure, and picnic area. It may also contain a small pump station facility to manage stormwater in the adjacent South Lake Basin.

* A concept plan Is illustrated in Section 2.5.4 of the DS&DGs.

North Canal Park

The ±7.4-acre North Canal Park is located at the northern terminus of the Westside Canal in the West C District. It is intended to serve local residents and provide a central gathering space with amenities including large turf areas for active play, sports fields, tot lots, hard courts, shade structure, and picnic area. The North Canal Park also incorporates a north/south Class I trail to create a linkage between the Westside Canal and San Juan Road.

* A concept plan is illustrated in Section 2.5.5 of the DS&DGs.

Southwest Park

The ±4.8-acre Southwest Park is located in the southwest quadrant of the West C District. It is a neighborhood park that is intended to serve local residents by providing a central gathering space and turf areas and ballfields for active play. Other amenities may include tot lots, hard courts, shade structure, picnic area, and Class I trail.

* A concept plan is illustrated in Section 2.5.6 of the DS&DGs.

Northwest Park

The ±4.5-acre Northwest Park is located in the northwest quadrant of the West C District. It is a neighborhood park that is intended to serve local residents by providing a central gathering space, with turf areas and ballfields for active play. Other amenities may include tot lots, hard courts, shade structure, picnic area, and Class I trail.

* A concept plan is illustrated in Section 2.5.7 of the DS&DGs.

Scholars Park

The ±5.1-acre Scholar's Park is located along Bryte Bend Road in the Young Scholars District. It is strategically located adjacent to a K-8 school site and an Urban Farm in order to maximize opportunities for shared-use facilities. Park design is envisioned to include turf areas for active and informal play, with other amenities such as tot lots, hard courts, shade structure, and picnic area.

* A concept plan is illustrated in Section 2.5.8 of the DS&DGs.

Bollinger Park

The ±7.5-acre Bollinger Park is located north of Radio Road in the Young Scholars District. It functions as a central gathering space for the adjacent village center and associated higher-density housing and commercial uses. Amenities may include large turf areas for active play, practice fields, tot lots, hard courts, shade structure, and picnic area.

* A concept plan is illustrated in Section 2.5.9 of the DS&DGs.

West Edge Park

The ±2.9-acre West Edge Park is located west of the K-8 School Site and provides a small park for nearby residents. Amenities may include a turf area for informal play, a tot lot, hard court, shade structure and picnic area. A secondary Urban Farm Node is located within this park to support outdoor learning programs that may be offered by the adjacent school.

* A concept plan is illustrated in Section 2.5.10 of the DS&DGs.

6.3.4 Greenbelt Corridors & Urban Farms

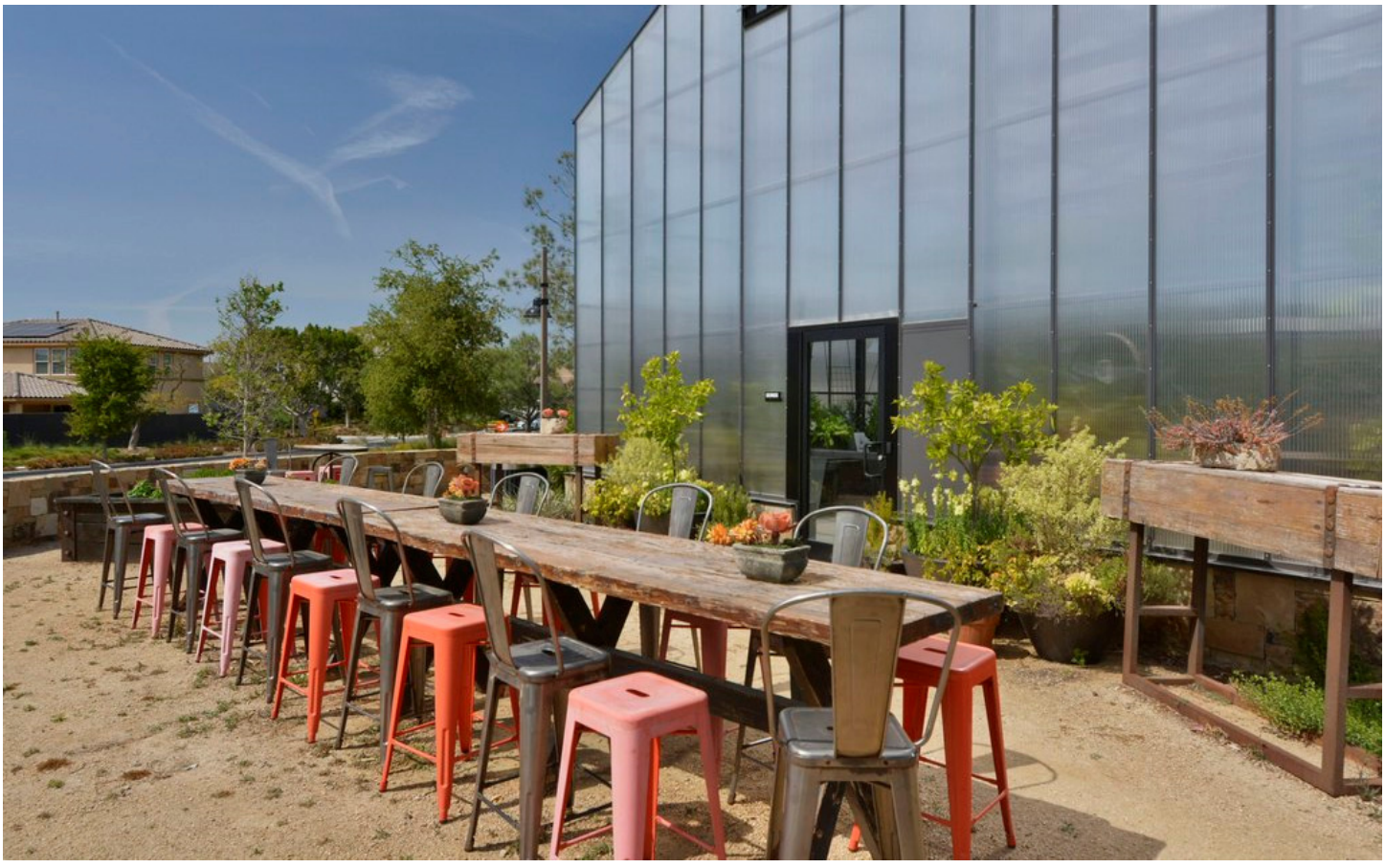
A comprehensive network of greenbelt corridors and urban farm nodes is included in the Upper Westside's community design. These elements support the planned bikeway network by providing north/south and east/west landscaped parkways for off-street Class I trail connections between neighborhoods.

Approximately ±44.0 acres are designated for Greenbelt/Urban Farm (G/UF) uses. These linear greenbelt corridors serve several functions. They provide a wide, landscaped parkway that enhances the streetscape appearance along key roadway corridors and provides a buffer between uses. They also incorporate Class I trails that contribute to a significant network of street-separated bicycle and pedestrian pathways located throughout the Development Area. Finally, they include several urban farming "nodes", which are strategically located throughout the community in proximity to residential neighborhoods and schools. These features provide points of interest along greenbelts and are planned to be managed and maintained by County non-profits and/or local residents. Urban Farm Nodes are envisioned to include raised planter beds for vegetables, herbs and cut flower gardens, edible landscaping, and potentially tool sheds, and/or greenhouses. Urban farming provides a hands-on educational experience, builds an appreciation of food systems, and provides a healthy, outdoor recreational activity for residents.

The Bryte Bend Road Greenbelt Corridor contains a segment that is designated as Open Space (OS) because it includes a drainage channel. Where this condition exists, the planned Class I trail is to be located within the landscape corridor, with the landscaped drainage channel providing an attractive buffer and visual continuation of the greenbelt.

Greenbelt Corridors and Urban Farm Nodes add significant value to the community's planned recreational amenities, and as such, these features receive 100% park credit as noted in Table 6-3.

* These features are identified on Figure 6-1 and are briefly summarized in this section.
* Design details are provided in Sections 2.6 and 2.7 of the DS&DGs.



Bryte Bend Road Greenbelt Corridor

The Bryte Bend Greenbelt Corridor is a ±2-mile, north/south parkway along the eastern edge of Bryte Bend Road. This feature includes a Class I trail, which connects the West C District's residential neighborhoods to the Town Center and the educational node. It is also designed to accommodate stormwater quality features in tandem with its recreational function.

* Design details for this facility are provided in Section 2.6.1 of the DS&DGs.

Street 2 Greenbelt Corridor

This east/west greenbelt corridor is planned along the northern edge of Street 2, south of the Town Center District. This feature is part of a 120 kV powerline corridor on a 90-foot wide parcel owned by PG&E. Landscaping in the corridor and beneath the powerlines is limited in height and subject to PG&E requirements, but may consist of grasses, row crops, dwarf species of fruit bearing orchard trees, or other low trees. The corridor could also be utilized for water quality features. This corridor includes a Class I trail that links the bikeway facilities in Bryte Bend Road and El Centro Road.

* Design details are provided in Section 2.6.1 of the DS&DGs.

East/West Greenbelt & Urban Farm Corridor

This 60-foot wide east/west greenbelt corridor is located north of Farm Road and provides access to residential neighborhoods in the West C District and East Triangle District. It consists of a landscaped parkway and includes a Class I trail that provides a connection between Bryte Bend Road and East Tip Park, with linkages to bikeway overcrossings at I-80 and Witter Canal. A special signalized crossing for bike and pedestrian traffic is also planned at its intersection with El Centro Road. This corridor also includes several Urban Farm nodes, strategically located in proximity to residential neighborhoods.

* Design details are provided in Section 2.6.2 of the DS&DGs.

Town Center Urban Farm Node

An Urban Farm node is planned at the western edge of the Town Center District, within the Bryte Bend Road greenbelt corridor. This facility provides a key gathering space within a few blocks of the Town Center's residential areas. Amenities include raised planter beds, tool sheds, water, a small greenhouse, and due to its size, this location is suitable for a small barn and/or outdoor demonstration kitchen. It could provide an indoor/outdoor meeting space for gatherings, classes, or organizing volunteer efforts.

* Design details are provided in Section 2.7 of the DS&DGs.

Los Rios Urban Farm

A 10.0± acre Urban Farm is planned for the educational node in the Young Scholars District and is located adjacent to a K-8 School site, the High School site, and the Los Rios Community College site. This urban farm is sized to provide a productive farming operation with orchards and row crops, and could include test plots for students. Los Rios is the planned owner and operator of this facility and public access is anticipated through interactions and classes between students and adjacent residents. The 10-acre UF site receives 50% park credit.

* Design details are provided in Section 2.7 of the DS&DGs.

6.3.5 Basin Perimeter Parkways

Four lake basins are planned as part of the UWSP's storm drainage system, each sized at approximately ±20 acres to provide detention and water quality features. Each basin is designed to contain a year-round pond, with a water surface elevation set approximately ±10-feet below the finish grade elevation of adjacent development areas. During major storm events, basin design allows pond surface elevations to rise and contain a 100-year and 200-year event, with stormwater pumped out to drainage channels and ejected into the Witter Canal over several days.

* Design details are outlined in Section 2.8 of the DS&DGs.

Each basin is designed to include a ±50-foot-wide landscaped parkway along its perimeter, except where adjacent to the Witter Canal or the RD-1000 levee. This landscaped parkway consists of a flat ±20-foot edge with a walkway, plus a ±30-foot wide landscaped 3:1 side slope down to the water surface within the basin. Walkways along these basin parkway edges provide recreational opportunities including walking, jogging, and dog play. Ponds in lake basins are not intended for body contact or water activities, and may be difficult to see due the depth down to the water surface, but they do provide a visual amenity for adjacent neighborhoods and streets.

6.4 OPEN SPACE & AGRICULTURAL USES

Several types of open space are designated throughout the Plan Area, each serving a different purpose. These include agricultural lands to the west identified as the Ag Buffer, open space buffers along edges of the Development Area, and internal drainage facilities. Land areas designated for open space or agricultural uses are identified on Figure 6-1 and are summarized in Table 6-5, below.

6.4.1 Ag Buffer

The ±542-acre Ag Buffer consists of two key components; a ±505-acre area designated for Ag Residential and Ag Cropland land uses, and a ±36.6-acre Open Space buffer. The ±505 acres of Ag uses are located between Garden Highway and the western edge of the Development Area, which are utilized for small scale farming and also for habitat mitigation. The ±36.6-acre Open Space buffer is located along the west and north edges of the Development Area. This buffer consists of a 30' to 50'-wide open space corridor along the west edge of the Development Area (see DS&DGs Section 2.6.3, West Edge Buffer Corridor), plus a 250'-wide open space buffer along the northwest edge of the Plan Area, adjacent to the southern edge of Fisherman's Lake.

The Ag Buffer is not included in the County's growth limit lines, thereby allowing existing farming operations and habitat to be preserved while providing a visual buffer and physical separation between the Development Area and residential uses along Garden Highway.

An agricultural land mitigation strategy is outlined in Chapter 7, Sustainability. Existing agricultural land areas provide a buffer to planned urban uses, creating an important physical transition that ranges in width from 700 feet in the southern area of the Ag Buffer to 2,800 feet in the northern area. Additionally, the Ag Buffer is immediately adjacent to several created habitat mitigation areas located offsite, northwest of the Plan Area.

6.4.2 Other Open Space

A 7.4-acre Open Space corridor is provided along the southeasterly edge of the Development Area, which accommodates an existing sewer line easement and provides a buffer between residential uses and I-80. A 2.0-acre open space parcel is located directly south of the easterly tip of the project due to an existing sewer line easement in that location and also provides a buffer to development. An 11.5-acre open space parcel is located north of the eastern tip of the project and includes the downslope side of the Witter Canal, controlled by RD-1000.

6.4.3 Lake Basins & Drainage Channels

These open space features are part of the planned storm drainage system and include approximately ±117.6-acres with ±82.6-acres designated for stormwater detention facilities and approximately ±35.0-acres designated for drainage channels.

6.4.4 Landscape Corridors

Approximately ±28.0-acres of landscaped corridors are provided alongside major roadways within the Development Area. These landscaped corridors are intended to provide attractive streetscapes, and in many cases include a Class I bike trail and tree plantings to shade roadways to reduce the heat island effect.

TABLE 6-5: OPEN SPACE & AGRICULTURAL SUMMARY

Land Use Designation		Acres ±	% of 2,066-ac Plan Area
Ag Buffer			
AR	Ag Residential	86.1 ac	4.2%
AG	Ag Cropland	414.3 ac	20.1%
OS	OS - Buffer (West & North)	36.6 ac	1.8%
	Major Roads (in Ag Buffer)	5.4 ac	0.3%
	Subtotal	*542.4 ac*	*26.3%*
Other Open Space			
OS-W	Westside Canal	15.0 ac	0.7%
OS	Lake Basins, Channels & Other	117.6 ac	5.7%
OS	Landscape Corridors	28.0 ac	1.4%
	Subtotal	*160.6 ac*	*7.8%*
TOTAL		**703.0 ac**	**34.0%**

6.5 SCHOOL FACILITIES

Several sites for schools are provided within the Development Area to serve the educational needs of community residents. These include three K-8 schools (K-8), a high school (HS), and a community college (CC) site. Planned school facilities are identified on Figure 6-3.

6.5.1 Background

The Plan Area is located in the Natomas Unified School District (NUSD). At the time of Specific Plan approval, the NUSD owned an ±85-acre parcel located south of Radio Road, between El Centro Road and Bryte Bend Road. Additionally, the Los Rios Community College District owned a ±105-acre parcel located northwest corner of Bryte Bend Road and San Juan Road. The juxtaposition of these two ownerships generates an opportunity to create an educational node identified as the Young Scholars District. Both schools are accessible to the Bryte Bend Road Greenbelt Corridor providing a safe route to schools.

6.5.2 School Requirements

The UWSP is estimated to generate 2,626 K-8 students and 1,103 high school students. Based on the NUSD's planned capacity for each school type, this creates a need for between two and three K-8 schools and approximately 74% of a high school. Student generation estimates and requirements for each school type are summarized in Table 6-6. Student generation factors are subject to change and should be re-evaluated as residential Tentative Subdivision Maps are processed during community buildout.

6.5.3 School Facilities Provided

K-8 Schools

Three K-8 school sites are strategically distributed throughout the Development Area based on consultation with NUSD staff in order to meet their standards and State guidelines. Each site has a minimum size of 16 acres and is located adjacent to a planned park to maximize opportunities for shared-use facilities. Additionally, schools are sited to allow street frontage along at least two edges, thereby enhancing their visibility and access. The number of school sites ultimately needed to serve the Development Area is dependent on the NUSD's determination of school size capacities.

The planned location of K-8 schools significantly exceeds the County's General Plan 1-mile radius criteria. Over 90% of the planned residential units are located within 3/4-mile of a K-8 school site. By locating sites within a convenient distance of residential neighborhoods, students are encouraged to walk or bike to school, resulting in less vehicular travel. The proximity of these schools to residential neighborhoods is illustrated on Figure 6-3.

TABLE 6-6: NUSD STUDENT GENERATION SUMMARY

				K-8 School		9-12 High School	
Residential Unit Type by Land Use	**Allocated Density**	**Housing Type (Approx. Lot Size)**	**Dwelling Units**	**Generation Factor ***	**Students Generated**	**Generation Factor ***	**Students Generated**
Single Family Detached Units							
Agricultural Cropland (AG)	NA	Agriculture	0 du	0.38	0	0.14	0
Agricultural Residential (AR)	NA	Ag-Residential	0 du	0.38	0	0.14	0
Very Low Density Residential (VLDR)	1.0 du/ac	Executive (1/2 to 1-acre)	167 du	0.38	63	0.14	23
Low Density Residential (LDR)	5.3 du/ac	Conventional SFR (4,500 - 6,000	2,254 du	0.38	857	0.14	316
Low Medium Density Residential	7.7 du/ac	Small Lot SFR (3,000 sf or i-court)	1,031 du	0.38	392	0.14	144
Subtotal			*3,452 du*		*1,312*		*483*
Single Family Attached Units							
Medium Density Residential (MDR)	12.0 du/ac	Row Home/Condominium	743 du	0.38	282	0.14	104
Subtotal			*743 du*		*282*		*104*
Multi-Family Units							
High Density Residential (HDR)	25.0 du/ac	2 & 3-Story Apartments	910 du	0.20	182	0.10	91
Very High Density Residential	35.0 du/ac	3-Story+ Apartments	791 du	0.20	158	0.10	79
Commercial Mixed Use (CMU)	38.5 du/ac	4-Story Apartments	3,160 du	0.20	632	0.10	316
Missing Middle Density Bonus Units	n/a	Attached Units	300 du	0.20	60	0.10	30
Subtotal			*5,161 du*		*1,032*		*516*
TOTAL			**9,356 du**		**2,626**		**1,103**
			School Capacity		1,000		1,500
			Schools Required		**2.63**		**0.74**

* Student generation factors per Jen Mellor, NUSD, April 2023. Subject to change.

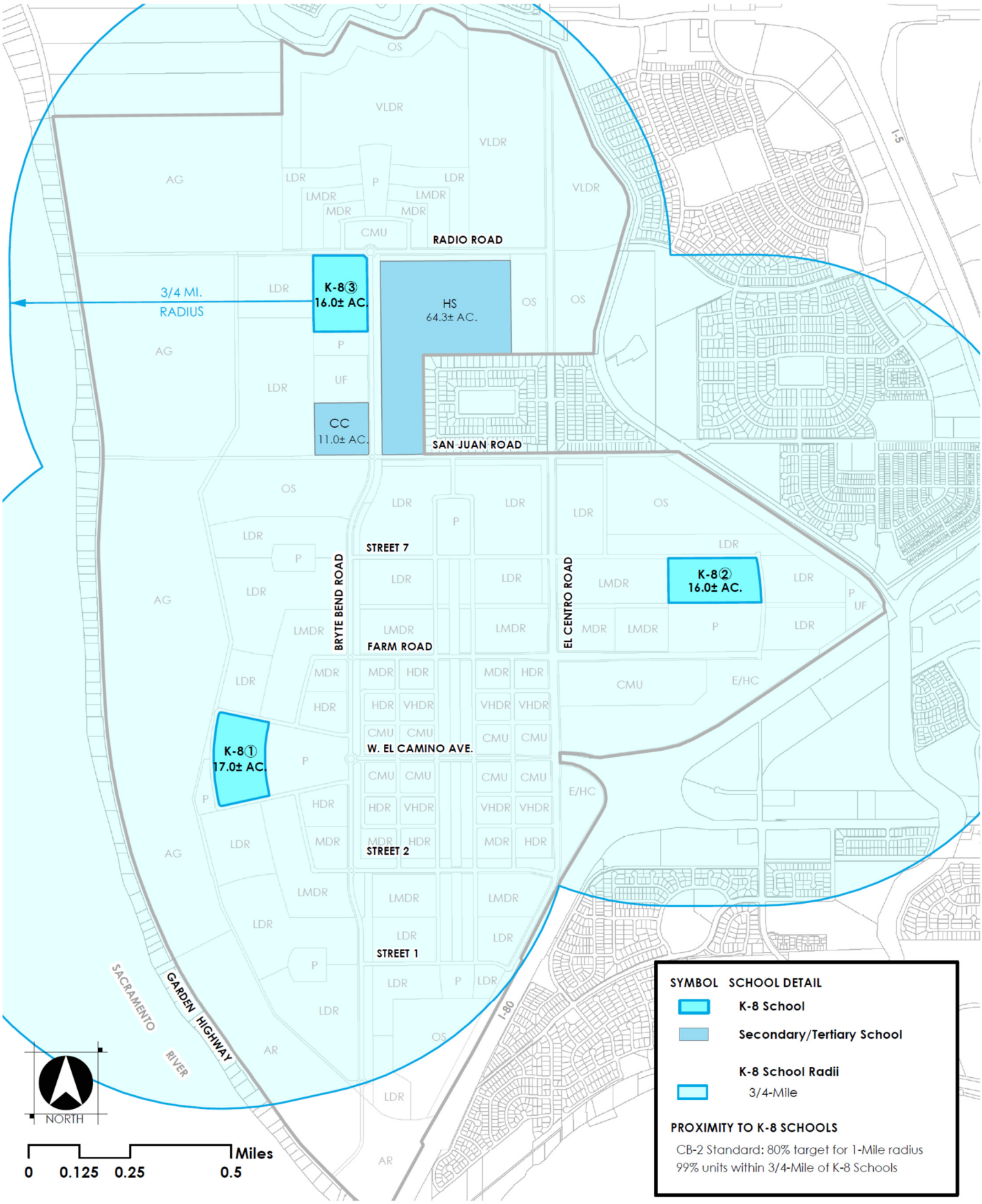


FIGURE 6-3: PUBLIC SCHOOL FACILITIES

High School

One high school is planned in the Development Area, located on the NUSD's ±85-acre parcel south of Radio Road. High schools and associated sports fields typically require 50± acres, and depending on the ultimate school design, the NUSD may have surplus land not needed for school construction. This surplus land could be utilized for storm drainage facilities, habitat mitigation, or other uses as determined by the District. However, any proposed changes of all, or a portion, of the high school site to a developable land use would be subject to the approval criteria for Administrative Modifications & Specific Plan Amendments outlined in Section 8.8.4.

Prior to the high school's construction, UWSP students could attend other schools in the District. Options include Natomas High School, located approximately 2.6 miles east of the Plan Area, and Inderkum High School, located approximately 3.2 miles northeast of the Plan Area. The NUSD is the agency responsible for monitoring student enrollment and facility needs, and determining the timing for construction of the Upper Westside's high school.

Community College

The Los Rios Community College District has expressed an interest in developing a Community College (CC) vocational training campus on their property in the Plan Area. To accommodate this vision, an ±11-acre site is designated at the northwest corner of San Juan Road and Bryte Bend Road. Once constructed, this campus could provide curriculum focused on "hands-on" learning experiences for students, such as an "Ag Tech" or "New Tech" programs. An Ag Tech program could introduce students to sustainable farming practices and serve as a feeder system to local universities such as UC Davis, which has an extensive and highly regarded agricultural science program. There could also be opportunities for students to work within the "farm to fork programs" envisioned within the urban farming nodes planned along Greenbelt Corridors.

Students could help to organize a Farmer's Market within the Town Center or provide weekly produce deliveries based on subscription to community residents. The 542-acre Ag Buffer could also provide an avenue to gain practical experience working with local farmers at a larger scale, to produce locally grown food.

Los Rios also expressed strong interest in training students in "New Tech" skills to prepare them for the careers that will emerge from new technologies, such as management and maintenance of autonomous vehicle fleets, drones utilized for surveying and deliveries, rooftop photo voltaic installation and maintenance, battery storage technologies, robotics, and other emerging technologies.

6.6 LAW ENFORCEMENT SERVICES

Law enforcement for the Upper Westside community is provided by the Sacramento County Sheriff Department and the California Highway Patrol (CHP). Except for traffic-related enforcement provided by the CHP, most law enforcement services are provided by the Sheriff's Department.

The UWSP is located in North West District 1 of the Sheriff Department's North Division, a subarea that wraps around the northerly edge of the of the City of Sacramento and stretches between the Sacramento River and I-80 to the east, and the Sutter County line to the north.

If it is determined that a sheriff's sub-station is needed in the Plan Area, a ±2-acre site could be provided in the Employment/Highway Commercial (EHC) area at the east end of Farm Road, as noted in Section 3.5, Public Facilities. This location has been identified to provide a local presence and "landing area" for sheriff's department staff. A substation provides a place for law enforcement staff to serve the Upper Westside community at a local level.

Based on the UWSP's projected population of 25,488 residents and a ratio of 1 officer per 1,000 population, up to 25 new officers may be needed to patrol the community and provide law enforcement services.

6.7 FIRE & EMERGENCY SERVICES

The UWSP is located in the Natomas Fire Protection District. The City of Sacramento Fire Department is contracted by the Natomas Fire Protection District and County of Sacramento to provide fire and emergency services in this District, including the Upper Westside community. The UWSP is located within Area J Natomas (Sacramento City) on the Sacramento County Fire Districts map, and is located directly west of Area B Sacramento City, which is coincident with the City of Sacramento city limits boundary.

The nearest fire station to the UWSP is the City of Sacramento's Fire Station #43, which is located on El Centro Road approximately 2.0 miles north of West El Camino Avenue. Additionally, the City of Sacramento's Fire Station #15 is located on West El Camino Avenue, approximately 2.5 miles east of El Centro Road. These stations are well-located to provide excellent response times to the Development Area, with access from El Centro Road and Bryte Bend Road, which provides first-responders with straightforward access to the modified grid pattern of streets planned throughout the community.

A Fire Station site is reserved at the southeast corner of Bryte Bend Road and Street 2. This location is southwest of the Town Center District and is approximately 2.7 miles from Fire Stations #15 and #43. This site has been located based on consultation with the Sacramento's Fire Department and it allows for an efficient station layout along two roadway frontages. The City of Sacramento Fire Department is the agency responsible for determining its facility needs and timing for construction. Financing provisions for a new fire station are outlined in the Upper Westside Public Facilities Financing Plan.

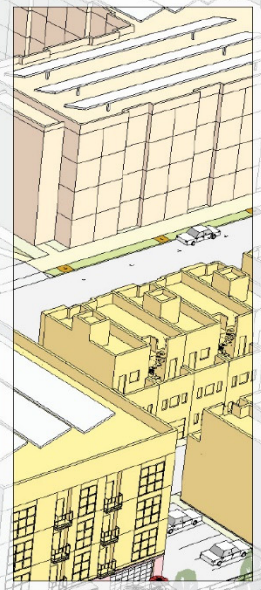
6.8 LIBRARIES

Library services are provided by the Sacramento Public Library Authority, an entity that partners with Sacramento County. The County is responsible for planning, constructing, and financing library facilities within its jurisdiction.

Several libraries are located in proximity to the Plan Area. These include the North Natomas Library, located approximately 4 miles northeast of the Town Center, and the South Natomas Library, located approximately 3 miles east of the Plan Area. Both the North and South Natomas libraries provide conventional library services and include community meeting rooms and computer work stations. In addition, the Central Sacramento Public Library is located downtown Sacramento, which is located approximately 5-miles from the Town Center.

To serve the Upper Westside community, it is anticipated that either the Los Rios Community College District or the Natomas Unified School District can participate in a shared-use library located in the Young Scholars District's educational node. A site for construction of a library could be located on Los Rios' planned vocational training center, or on the NUSD's planned high school site. Until construction of a library occurs within the UWSP, other facilities in proximity to the Plan Area are available to serve community residents.

CHAPTER 7
SUSTAINABILITY



Inside this Chapter

7.1 OVERVIEW

The desire for sustainability spans across almost all aspects of the Upper Westside Specific Plan (UWSP) and was thoughtfully considered during the design and development of this master plan. Sustainability is important in order to meet the environmental and social equity goals of the Region and the State.

Sustainability is a broader topic than resource management, which focuses on where there are sensitive resources and how they are protected on-site or off-site and enhanced to offset the impacts of development. From a wider view, sustainability considers how we plan, build, and service new communities in an environmentally sensitive and socially responsible manner. It considers resilience and the ability to respond to or recover from unexpected events such as pandemics, economic downturns, or natural disasters.

These topics are woven throughout the various components of the UWSP's development plan and are briefly summarized in this chapter with document references provided for more detailed information. Additional detail is also provided in this chapter regarding Habitat Mitigation, Agricultural Land Mitigation, Cultural Resources, Air Quality, Water Quality, Water Conservation, Energy Efficiency, and Social Justice.

7.1.1 Location & Context

Chapter 1 describes the 25-year planning history for the UWSP, its relationship to the Natomas Joint Vision Area and the surrounding urbanized areas, roadways, and infrastructure. The Land Use Plan is designed to achieve SACOG's Blueprint Principles (sub-section 1.6.2 and Figure 3-1) and the Plan Area is located in proximity to nearby employment centers (sub-section 1.7.2, Proximity to Employment CB-5:), and is well located within the existing urban fabric, just north of downtown Sacramento.

7.1.2 Community Vision, Density & Proximity

Chapter 2 describes the UWSP's community vision and the design concepts intended to make Upper Westside a unique and highly valued community. The Land Use Plan has a compact development form and embraces high density residential and mixed-use commercial to support the needs of residents. Planned residential densities allow a very favorable proximity of residents to the community's amenities and services (Section 1.7.2 CB-1 thru CB-4). The configuration of the Land Use Plan allows over 90% of future residents to be within three quarters of a mile of a K-8 school, a half mile of commercial, urban farm nodes, and transit (Figures 3-8 and 4-29), and within a quarter mile of parks (Figure 3-14), far exceeding the County General Plan LU-120 criteria. This type of compact urban form and distribution of amenities encourages walking and biking.

7.1.3 Land Use

Chapter 3 illustrates the Land Use Plan (Figure 3-1) and its spectrum of housing densities, ranging from very low density executive housing to very high density apartment housing, which provides housing opportunities for all socio-economic groups. Density has been concentrically focused around the Town Center and to an extent the northerly Village Center to maximize the number of residents within a convenient walking distance of services and amenities.

Additionally, to help integrate a variety of housing types within conventional single-family detached neighborhoods, the UWSP includes a Missing Middle Housing Incentive program to encourage the construction of attached housing in residential neighborhoods surrounding the Town Center. Commercial Mixed Use and Employment Highway Commercial have been placed where they will have the best exposure and prospects for success relative to housing densities and roadways. A Market Analysis and an Urban Decay Analysis for the UWSP (appendix to UWSP EIR) confirm that the development plan's commercial uses are "right sized" for the community without adversely impacting existing off-site centers. This will allow commercial within the project to contribute to the vitality of the community and reduce vacancies, resulting in a land use configuration that is healthy, sustainable and resilient over time.

7.1.4 Mobility

The Land Use Plan (Figure 3-1) and the Conceptual Roadway Plan (Figure 4-1) illustrate the modified grid system of major roadways that provide a high degree of connectivity throughout the UWSP, including connections to existing surrounding neighborhoods and to Garden Highway. The roadway network is designed to create an efficient dispersal of traffic. The Plan Area is also located directly adjacent to the Interstate 80 and West El Camino interchange.

The Bikeway Master Plan (Figure 4-28) identifies the bike trail system that provides a north-south and east-west network of connectivity with approximately quarter-mile and half-mile spacing respectively. Further details and design standards to reinforce the goal of providing linkages between uses and neighborhoods are contained in Chapter 2 of the Upper Westside Development Standards and Design Guidelines (DS&DG). The proposed routing for the Public Transit System is illustrated in Figure 4-29.

Separated sidewalks are also provided adjacent to all streets within UWSP. These overlapping systems and the proximity of uses encourage biking and walking as a viable alternative, which will reduce vehicle miles traveled (VMT) and greenhouse gas emissions, and could make it possible to live within UWSP without the cost of owning a car. A separate Traffic Analysis (appendix to UWSP EIR) informed the Conceptual Roadway Plan to allow the "right sizing" of streets and to analyze impacts. It found that UWSP vehicular traffic is below the key 85% of existing average VMT threshold, which is determined by measuring typical development and traffic patterns. This demonstrates that the UWSP will help the County achieve more sustainable traffic levels and reduced greenhouse gas emissions as compared to "business as usual."

7.1.5 Infrastructure

The UWSP is well located relative to existing infrastructure systems. Wastewater is to be directed to an on-site, centrally located lift station, which directs flows to the New Natomas Pump Station via San Juan Road. The Plan Area is within the City of Sacramento's American River Place of Use, and water is to be provided by the City of Sacramento. Water service includes a planned connection to, and extension from, an existing 24-inch transmission main that is located in El Centro Road within the project's boundaries, which provides additional storage facilities.

Drainage is accommodated by four detention basins that are located on-site, allowing stormwater to be collected and conveyed into the RD-1000 West Drainage Canal that abuts the northeast portion of the Plan Area. There are two existing pump stations adjacent to the RD-1000 canal that are to be expanded to serve the project. On-site water quality features will be determined as the project is developed, but the basins and greenbelt corridors provide an opportunity for amended soils and bioretention. Adjacent infrastructure is an important smart growth consideration. It allows the project to develop in an efficient and sustainable manner and serves to reduce on-going operating costs.

7.1.6 Public Services

The planned system of parks is summarized in Section 6.3. Parks are carefully distributed throughout the UWSP's neighborhoods to provide a central gathering space for neighborhoods where residents can recreate and engage in outdoor activity. Urban farm nodes are dispersed as an "ag-menity" along the interconnecting greenbelt corridors to allow access to gardening plots to build appreciation for healthy food choices.

The UWSP includes three K-8 School sites, a High School site, and a Community College site allowing future residents to pursue a K-14 education within their community. The Los Rios Community College District has discussed the concept of an 11.0-acre vocational campus and adjacent 10.0-acre Urban Farm where students could pursue interests in Ag Tech or New Tech programs focused on sustainable farming practices, agricultural or environmental sciences, or careers in computers, robotics, photo voltaic and battery maintenance, drone or driverless technologies, among other options. Having a K-14 system within the community will support students that may wish to learn at a different pace on a particular subject matter. The Urban Farm could provide test plots to students where they can learn about sustainable farming practices and provide a venue for interaction between all residents within the community. Produce grown could be sold at a Farmer's Markets within the Town Center.

A Fire Station site for the City of Sacramento Fire Department (serving North Natomas) has been identified on the Land Use Plan (Figure 3-1) at the southeast corner of Bryte Bend Road and Street 2, which is southeast of the Town Center. This site is well located relative to existing fire stations in the area and provides an important service within the UWSP.

7.1.7 Implementation

Chapter 8 outlines the implementation measures to guide the development of the UWSP, including a summary of the Public Facilities Financing Plan (PFFP) and Urban Services Plan (USP). It also provides direction on how individual development applications will be processed. For any project to be sustainable, costs must be accounted for and funded. This Specific Plan provides a comprehensive and well-coordinated process to guide the phased and sustainable development of a Plan Area, and to provide for environmental mitigation, which is summarized in subsequent sections.

7.2 SUSTAINABILITY POLICIES

The UWSP incorporates several types of provisions to enhance the community's long-term sustainability. To ensure that these requirements are implemented, the UWSP includes the following policies:

General

7-A Subsequent development applications shall be consistent with the Land Use Plan, circulation network, infrastructure systems, park and open space systems, and other aspects of the UWSP to implement the sustainability features that are woven into the plan.

7-B To contribute to the long-term sustainability of the community, infrastructure, roadways, and dry utilities shall be designed and constructed to provide efficient and effective service and shall contribute to the long-term reliability of these systems, and to improve the ability to respond to emergencies.

Habitat

7-C Impacts to sensitive species within the Plan Area shall be mitigated through the conservation and/or re-creation of habitat areas at on-site and/or off-site locations, as required by applicable mitigation measures in the UWSP EIR.

Agricultural Land Mitigation

7-D Projects within the Plan Area shall mitigate for the loss of agricultural lands (e.g., Prime Farmland, Statewide Importance) on an in-kind basis as development occurs, in accordance with Upper Westside Resource Conservation Strategy, County requirements, and EIR mitigation measures.

Cultural Resources

7-E Individual development projects or construction phases shall be reviewed for potential impacts to Cultural Resources (e.g., historical, tribal, paleontological, etc.) as development applications are submitted for review, as required by applicable mitigation measures in the UWSP EIR.

7-F Where not provided for individual parcels within the Plan Area during the preparation of the UWSP, additional Cultural Resource Studies may be required by the County with subsequent development applications, and projects may be conditioned to provide construction monitoring activities.

Air Quality

7-G To reduce vehicular travel and related greenhouse gas emissions, subsequent development applications shall be consistent with the Land Use Plan and Chapter 4, Mobility, which incorporates an extensive and well-connected network of bikeways, pedestrian trails, and a public transit system.

7-H To reduce emissions and progress toward the goal of a Net Zero Electric Community, all conventional residential that is 3-stories or less (i.e., LDR, LMDR, MDR, and HDR) shall follow "All-Electric" residential design requirements as specified by SMUD for "All-Electric" Neighborhoods. For other land use designations (e.g., CMU and EHC) "all electric" design should be pursued to the extent practical. (See related policies under Energy).

7-I To achieve a 20% tree canopy cover over the development area and to maximize vegetative mass for carbon sequestration, all development projects, landscape corridors and medians along arterial and collector streets, landscape areas around the perimeter of basins or parks, greenbelts, and along open space corridors shall be densely planted with a mix of deciduous and evergreen trees, shrubs, or groundcovers appropriate to the site constraints, soil conditions, and availability of irrigation, consistent with the requirements of the County's Climate Action Plan.

Water Quality

7-J Subsequent development applications shall incorporate water quality measures that are appropriate to the location and situation and in accordance with the menu of options (e.g., amended soils, bio-retention, water quality basins) as allowed by the County's Storm Water Quality Design Manual.

Water Conservation

7-K Development projects shall follow the County's adopted Water Conservation requirements for the landscaping of public spaces.

7-L All new building construction shall be subject to the County's Building Code requirements for low flow appliances and fixtures.

Energy

7-M In order to implement energy-conserving measures and reduce energy use compared to "business as usual", all development shall incorporate the latest energy efficient construction standards in accordance with Title 24 and shall incorporate 75% of Tier 2 Voluntary Green Building measures as identified by the California Green Building Standards Code (CalGreen) for residential or non-residential buildings that are in effect at time of building permit issuance.

7-N To reduce energy demand, lighting for public spaces and building interiors shall utilize LED and other low wattage lighting to the extent feasible as a strategy.

7-O To promote the State's electrification of transportation goals, all single-family residential garages shall provide a Level II 240A electrical outlet for electric vehicle charging. Private developments within the CMU areas adjacent to West El Camino Avenue shall provide conveniently placed charging outlets for micro-mobility devices such as E-bikes, E-scooters, or E-boards.

7-P To provide energy resilience, development proposals for new single-family residential, multi-family residential, and non-residential projects shall demonstrate the ability to decarbonize buildings per the metrics established in the County's adopted Climate Action Plan. Additionally, all single-family residential development projects are encouraged to provide on-site battery storage to augment power supply and reduce late afternoon/evening peak hour demands.

Solid Waste Reduction/Diversion

7-Q Urban farming nodes shall incorporate green waste composting areas at a small-scale as a method of reducing the waste stream, improving soil health and providing mulch, and supporting sustainable organic farming methods.

7-R The County solid waste provider should explore the possibility of establishing a green waste facility as a larger-scale method of providing mulch and soil amendments to the parks, open spaces, and residents within the Plan Area.

Public Health

7-S Subsequent development applications shall be consistent with the Land Use Plan, the bikeway and pedestrian systems, the distribution of schools, park and open space systems, farming nodes, the provision of outdoor private space as discussed by the DS&DGs, and other aspects of the plan that provide gathering spaces, encourage outdoor activity and healthy lifestyles.

Social Justice

7-T Subsequent development applications shall be consistent with the Land Use Plan to ensure the integration of all types of housing products to allow varied housing options that accommodate a mixed-income population base and a diversity of lifestyles.

7-U Review and consideration of individual development projects should incorporate practices that encourage and provide the opportunity for all community stakeholders to participate and engage in the planning and decision-making process.

7-V To enhance community-wide access to, and understanding of, healthy food options, operators of urban farms should be encouraged to develop educational programs that promote their availability.

7-W To facilitate access and use of project features by people of all ages and abilities, private and public development projects should incorporate universal design principles.

Aesthetics

7-X To minimize impacts associated with the introduction of new lighting sources in the UWSP, all outdoor lighting shall be designed in accordance with Section 140.7, Prescriptive Requirements for Outdoor Lighting, of the 2022 Building Energy Efficiency Standards, and shall use fixtures approved by DarkSky International.

7.3 HABITAT MITIGATION

This section provides an overview of the planned approach for habitat mitigation associated with development of the UWSP, which furthers sustainable development goals for the long-term protection and enhancement of important habitat within and around the Plan Area. Detailed information regarding on-site habitat and wetland resources is contained in the Biological Resources Assessment and Resource Conservation Strategy, available as appendices to the Environmental Impact Report (EIR). An aerial survey was prepared for the entire Plan Area, and field surveys and verification were conducted for the participating and sponsoring property owners. Subsequent and more detailed field survey work and delineations may be necessary for non-participating property owners at such time as they elect to pursue development entitlements for their property.

The mitigation approach for habitat and biological resources pursues two paths:

1. Conservation or re-creation of habitat on-site within the 2,066-acre Plan Area, and/or
2. Conservation and enhancement of habitat at higher value off-site locations.

Most of the Plan Area has been extensively farmed for over a century, and parcels have been graded and leveled to allow flood irrigation via a system of irrigation and drainage ditches. The Natomas Central Mutual Water Company (NCMWC) provides untreated agricultural water from their intake structures located along the Sacramento River and also re-circulates runoff water from farm fields. Some parcels also utilize private wells for water. The farm fields within the Plan Area have been regularly tilled and planted with a variety of row crops or left fallow depending on crop rotation. A complete discussion of existing conditions is included in the EIR and associated environmental studies.

The UWSP provides a 542-acre Agricultural Buffer ("Ag Buffer") on the westerly portion of the 2,066-acre Plan Area that can provide parcels for habitat mitigation or preservation of farmland. This buffer has multiple ag-residential properties as well as parcels owned by SAFCA and the Natomas Basin Conservancy. The Ag Buffer increases in width from 700 feet at the southerly end of the Plan Area up to 2,800 feet or a half mile in width at the northernly end to provide a transition to existing mitigation parcels that were constructed to the north. Within the 117.2-acre AG parcel located north of Radio Road SAFCA constructed wetland habitat to mitigate for impacts due to the Natomas Basin buttress levee improvements. As projects are approved and constructed within the UWSP Development Area most will need to mitigate outside of the Plan Area.

7.3.1 Wetlands

On-site wetland features are generally limited to irrigation and drainage ditches found along the perimeter of farm fields. A field survey and wetland delineation was prepared for participating properties, which resulted in the following findings related to vernal pools, seasonal wetlands, marsh, and irrigated farm fields or ditches:

Vernal Pools

Vernal pools are typically found on heavy clay soils, or soils with a hardpan layer that have slow percolation rates. These types of soils are generally located north of Radio Road while the balance of the Plan Area south of Radio Road is characterized by porous soils with better percolation rates and therefore not conducive to the formation of vernal pools. Aerial and field surveys did not find evidence of vernal pools within the Plan Area.

Seasonal Wetlands

Seasonal wetlands and/or wetland swales are characterized by depressions, swales, and/or drainageways that convey runoff. Their existence is very limited within the Plan Area due to the extensive grading and agricultural activities that have occurred.

Marsh

Perennial or seasonal marsh habitat, which is often associated with ponds and standing bodies of water, were not observed within the Plan Area. This is consistent with the history of farming activities within the Plan Area.

Irrigated Fields, Irrigation & Drainage Ditches

These are the prevalent wetland features within the Plan Area. Irrigation/drainage ditches are located along the edges of most farm fields and are utilized to convey irrigation water to allow farming activities, or to convey agricultural water and storm water runoff to existing pump stations located on the east side of Witter Canal. These irrigation/drainage ditches will remain in use to serve

parcels engaged in farming activities until development occurs. As development occurs the on-site irrigation/drainage ditches will be re-graded and filled, and runoff from developed parcels will flow to remaining ditches or the ditches will be converted to the proposed UWSP Backbone Drainage System, which includes a network of storm drainage pipes, channels, basins, and pump stations. Any necessary wetland mitigation will be provided in accordance with the Resource Conservation Strategy and the mitigation measures provided in the EIR.

Fisherman's Lake is an existing water feature located along the northerly edge outside of the Plan Area. It is a segment of the West Drainage Canal. It transitions into the Witter Canal segment of the West Drainage Canal which is located east of El Centro Road and along easterly edge of the Plan Area, and is contained by the RD-1000 levees. Due to the potential for sensitive species along Fisherman's Lake, the UWSP Land Use Plan provides a 250-foot Open Space setback.

7.3.2 Wildlife

The open agricultural fields and row crops found within the Plan Area provide foraging ground for hawks and other raptors. The Biological Resources Assessment and Resource Conservation Strategy, included as appendices to the EIR, provide details regarding required mitigation to offset the loss of this foraging habitat associated with development of the UWSP.

The loss of hawk habitat will be mitigated by purchasing conservation easements from owners of parcels in the Ag Buffer or at off-site locations in accordance with the mitigation measures listed in the EIR. These conservation easements would limit farming activities to row crops and grasses in order to provide foraging habitat for raptors.

Field surveys have found evidence of Giant Garter Snake habitat along the edges of Fisherman's Lake, which is located along the northerly edge outside of the Plan Area. As noted in Section 7.2.1 a 250-foot setback is designated on the Figure 3-1: Land Use Plan to provide a buffer to Fisherman's Lake to preserve the viability of its habitat. Additionally, the northern portion of the Plan Area has been designated for Very Low Density Residential to provide a transition in density to this potentially sensitive habitat area.

The Biological Resources Assessment identified several species with habitat within the Development Area including Swainson's Hawk, American White Pelican, White-Tailed Kite, and Northern Harrier. Additional detailed field survey work may be required of non-participating properties to confirm habitat is properly mitigated in accordance with the EIR mitigation measures.

7.4 AGRICULTURAL LAND MITIGATION

7.4.1 Background

In the 100+ years prior to Specific Plan approval, much of the Plan Area had been graded and leveled for farming activities. As noted in Section 5.4, the Natomas Central Mutual Water Company (NCMWC) delivers untreated water to the Plan Area from the Sacramento River via a series of irrigation and drainage ditches for agricultural irrigation. As a result of on-site farming, the nutrient value of soils has been depleted over time.

The Plan Area has also been subdivided into smaller parcels that held by many different interests. The viability of "large-scale" farming operations has become a challenge. Homes located along the perimeter of the entire Plan Area have impacted the ability to utilize aerial spraying techniques, and theft and vandalism of farm equipment has been an on-going issue. In recent years, many fields in the Development Area have been tilled and left fallow. However, these parcels could be viable for "small-scale" or "specialty" farming, but that requires a much higher level of management and investment. These types of operations incur high costs for soil amendments and labor.

The UWSP incorporates important agricultural features, such as the Ag Buffer and Urban Farming Nodes, to allow for the continuation of existing farming operations, and the Los Rios Community College campus could develop programs to provide students interested in farming to help support small scale farming operations.

7.4.2 Agricultural Land Mitigation

The Resource Conservation Strategy provides the ability for development within the Upper Westside to pursue mitigation individually or to pay a mitigation fee, which can be utilized to purchase conservation easements for "in-kind" preservation of farmland in the Plan Area's Agricultural Buffer (Ag Buffer) or at off-site locations. It may be more effective to target the proceeds from these mitigation fees toward the protection of a larger of higher value farmland in off-site locations.

The Upper Westside's robust on-site Urban Farming program is an important component of the development plan. It provides an amenity for residents and seeks to help mitigate the loss of historical on-site farming activity. Urban Farming nodes with community garden plots are located throughout the Upper Westside's network of greenbelt corridors and distributed in a manner to place them in proximity to residential neighborhoods. This gives residents in adjacent neighborhoods the ability to grow a portion of their food requirements, thereby encouraging an appreciation for healthy lifestyles and diets.

To supplement planned Urban Farming nodes, the Urban Farm site is located in conjunction with the Los Rios Community College site to provide an opportunity for a more in-depth, hands-on experience and "outside the classroom" experiences to educate users about careers in the agricultural technology industry. The Urban Farm and the Ag Buffer create opportunities for locally produced food that could be sold on-site at farmers markets in the Town Center or other venues in the community. Gaining an appreciation for our food systems, healthy choices, caring for the land and healthy soils, and developing local sources provides a degree of sustainability and resilience.

7.5 CULTURAL RESOURCES

A comprehensive literature review was conducted for the UWSP Plan Area and field surveys were prepared for participating properties to investigate the potential for cultural resource sites. The Plan Area has been extensively graded, leveled, and farmed for over 100-years. No historical buildings or significant cultural resource sites were identified within the Plan Area. The Ag Buffer was configured by the Land Use Plan to avoid several relatively minor but potentially sensitive cultural resource sites. The precise location of these sites within the Ag Buffer is intentionally vague to provide protection. Further cultural resource analysis may be required on parcels within the Development Area on a project-by-project basis.

7.6 AIR QUALITY

The UWSP is part of the Sacramento Metropolitan Air Quality Management District (SMAQMD), which is one of 35 statewide air pollution control districts guided by the California Air Resources Board. The SMAQMD monitors local air quality and its mission is to achieve the clean air goals of federal, state and local governments and to enforce applicable regulations.

At a community scale, lowering emissions to achieve net zero carbon or carbon neutrality is an emerging science, and appropriate measures are still being developed. Sacramento Municipal Utility District (SMUD) has adopted a goal of being carbon neutral by the year 2030 and the State of California has targeted 2045. Achieving these targets will require a combination of reducing emissions and improving carbon sequestration.

The UWSP incorporates strategies to achieve these air quality targets. Community design, along with implementing policies, standards, and guidelines, are aimed at reducing and mitigating air emissions to improve public health and complying with climate change goals of the Sacramento County Climate Action Plan (CAP).

7.6.1 Emission Reductions

The UWSP includes a balanced mix of uses and a compact development pattern with a plan-wide average net residential density of over 10 units per acre (du/ac). In the Town Center, residential densities are significantly higher and exceed 30 du/ac. These densities support alternative transportation modes including public transit, bicycling, and walking. The mix of uses allows for a high degree of on-site capture of vehicular trips, thereby reducing vehicle miles traveled (VMT). The UWSP's emissions are below the County's 85% threshold or 85% of a "business as usual" approach, which is described in the UWSP Traffic Analysis and is included as an appendix to the UWSP EIR. Further, the increasing use of electric vehicles, car sharing, and ride hailing help to achieve these long-term air quality goals and the modified "grid-iron" street pattern allows a high degree of connectivity which will encourage biking and walking.

Emission reductions are also achieved by utilizing energy that is generated by renewable resources. This includes the use of solar-generated electricity in lieu of energy generated by combustion of fossil fuels. SMUD leads the State in its shift toward renewable energy sources. This aligns with the approach outlined in Section 7.9, which calls for the UWSP

to be the first Net-Zero Electric (NZE) master-planned community in the Sacramento region. The United States leads the industrialized nations and the world in carbon emissions per capita when calculated in 2020, with an estimated 40,000 lbs of CO2/capita. Emissions are generated by various sectors and can generally be grouped into the categories of Transportation (automobile and truck traffic), Industry, Energy Production, Agriculture, and Urbanization.

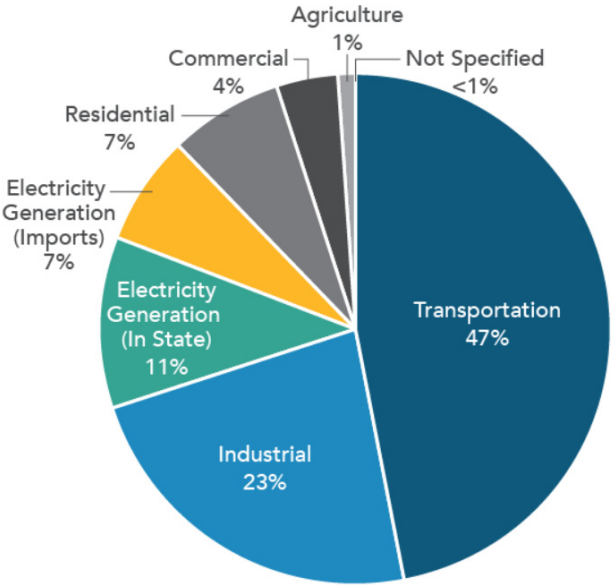
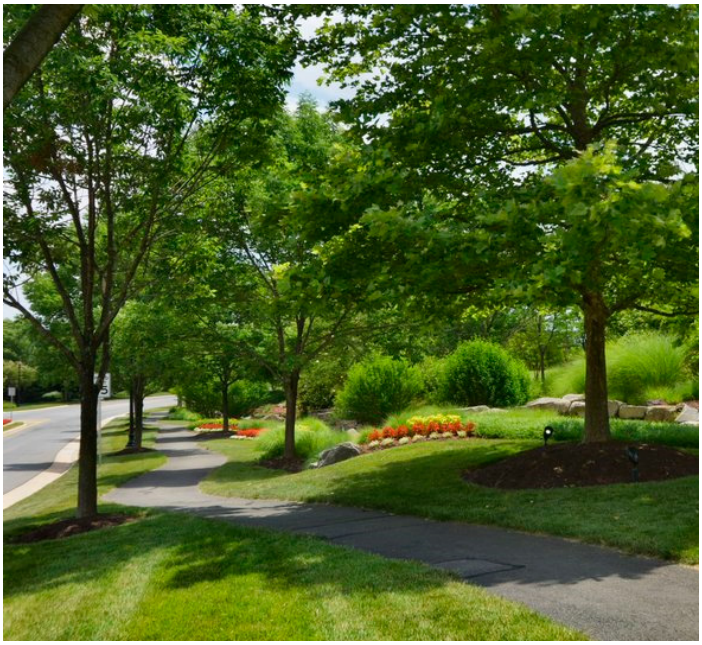


FIGURE 7-1:
CALIFORNIA CARBON EMISSIONS BY SECTOR



7.6.2 Carbon Sequestration

Carbon sequestration and absorption is factored into the UWSP and will be achieved by providing a mix of plants, material, and soils. The use of street trees enhances carbon sequestration, but the extent varies significantly depending on tree type, size and age. As an example, research indicates that a mature London Plane tree can sequester approximately 40 pounds of Carbon Dioxide (CO2) per year over its expected lifespan. Sequestration, the conversion of CO2 to bio-mass, slows as trees mature and reach full size. Evergreen trees can absorb approximately twice the carbon that a similarly-sized deciduous tree can absorb due to the presence of year round foliage. By incorporating dense plantings of trees, and a mix of deciduous and evergreen trees into landscaped areas, carbon sequestration can be improved.

Implementation of the UWSP includes dense tree plantings in landscape corridors and medians along streets, greenbelts and open space corridors, and around the edges of basins, drainage channels, parks, and open spaces. Tree plantings are also required in parking lots and in private yards where solar panels are not provided. Urban forests provide benefits beyond carbon sequestration, by reducing energy use, helping mitigate the "heat island" effect, providing shade during hot summer months, thereby encouraging walking and biking as an alternative to vehicular use.

By providing several Urban Farming Nodes and an Urban Farm in conjunction with the Community College site, there is an opportunity to educate residents and students about farming practices that reduce emissions and increase sequestration. This may include the use of organic compost instead of synthetic fertilizer, the use of perennial crops, or grazing management and irrigation practices.

7.7 WATER QUALITY

Sacramento County follows the adopted Storm Water Quality Manual in the effort to capture and pre-treat urban runoff. This Manual may be updated as the UWSP develops over time. The Upper Westside Drainage Study references the variety of water quality measures and low impact development (LID) measures to be implemented with development, which are intended to capture, absorb, and filter urban runoff. The measures utilized depend on the type of project, and flexibility is given for a builder to choose the combination of measures that are most effective in each circumstance. The UWSP provides land area with basins, channels, open space corridors, greenbelts and landscape corridors that can include LID features such as water quality swales with amended soils, or water quality basins, or bio-retention facilities. The extensive tree planting improves water absorption and retention on-site. Site specific measures are to be determined as applications for development projects are processed.

7.8 WATER CONSERVATION

The UWSP and DS&DGs follow the latest water conservation requirements. Reducing water usage can reduce the cost of treating water and the size of delivery systems, which can result in cost savings for the water wholesaler, and the water retailer, and the UWSP project.

The single largest component of water usage is the irrigation of landscaping along streets, parks, greenbelts, open spaces, edges of basins and in private yard areas. A tradeoff must be made between the desire for "green space" and the importance of conserving water. The County's adopted Water Conservation standards are to be followed for all landscaped areas. Turf areas are allowed in limited instances, such as in parks for field sports or picnic areas. Within individual buildings, low-flow appliances and water fixtures shall be utilized.

7.9 ENERGY EFFICIENCY

The UWSP has an aspirational goal of being the first Net Zero Electric (NZE) community in Sacramento County. Its development plan aggressively pursues the reduced use and conservation of energy, and encourages use of energy generated from renewable sources. A combination of strategies are to be implemented through individual site and building design. Measures include generating on-site electricity via rooftop or parking lot photo voltaic (PV) panels, purchasing renewable energy from community solar projects (owned and operated by SMUD), and/or purchasing energy from community-level "micro-grids" located in the Plan Area. This can be implemented, in part, through the installation of rooftop PV on all new residential construction three stories or less, or participation in a community solar shares program, as required by the California Building Code. PV sizing for individual dwelling units is dependent on projected demand, which can be reduced by incorporating energy efficiency measures and other demand-responsive measures.

To achieve NZE, on-site PV systems and off-site renewable sources must be coupled with battery storage systems. Single-family residential neighborhoods typically over-generate what is needed to serve demand during daylight hours, and this surplus should be stored and made available during evening peak hours. This surplus can be stored on-site with battery systems within individual buildings, be scaled up to a neighborhood or community level, or be managed by SMUD at a large-scale storage facility located on-site or off-site.

Achieving on-site NZE can be challenging in higher intensity multi-story uses greater than three stories, as planned in the Town Center District and EHC areas. Commercial uses can have significantly higher energy demands than residential uses and generally have insufficient area for PV panels. The placement of parking lot PV panels must also be balanced against the desire for landscaping and tree plantings, which provide shade and reduce the "heat island" effect, and help with carbon sequestration. Landscaping is important to aesthetics, air quality, and can provide habitat. Within the Town Center District, builders may wish to pursue roof-top patios and gardens, or landscaped green roofs to capture and regulate storm water runoff.

The County's Climate Action Plan encourages the elimination of gas furnaces, water heaters, and appliances from residential construction and a transition to "All Electric Neighborhood" design. The State's Title 24 Energy standards are also headed in this direction.

Lighting for Net Zero Electric (NZE)

The UWSP embraces the goal of providing "All Electric" single-family neighborhoods and is one of the first large-scale master-planned communities in the Sacramento Region to follow this standard. As of 2020, Title 24 Energy Standards requires rooftop photovoltaic (PV) on all residential construction three stories or less in height, which facilitates significant electricity generation during the daylight hours. An alternative is allowed if a local utility can provide solar PV. The desire to reduce energy use must be balanced by the need to provide sufficient illumination levels of outdoor spaces at night to create a sense of security and safety.

The Town Center District is permitted to include infrastructure for natural gas, which accommodates commercial uses that have very high energy requirements. The Town Center is planned as a dense urban core with 2 to 6 story buildings, and at the upper ranges of the densities planned for the UWSP, there is insufficient space on rooftops and parking lots for the number of solar PV panels needed to meet on-site energy demands.

The UWSP is located in the SMUD service area, which offers a number of innovative programs such as "net zero metering" or "solar shares" in order to maximize the efficiency of their system. They also offer incentives for on-site battery systems for energy storage. These programs are anticipated to change over time, and in 2020 SMUD adopted an accelerated goal of achieving carbon neutrality by 2030. This is ahead of the State's goal of achieving carbon neutrality by 2045. SMUD is expected to continue developing and offering other programs to meet their goal. Reducing demand through the use of energy efficient lighting in both private and public areas are key aspects in reducing energy use.

7.10 SOCIAL JUSTICE

The Sacramento County General Plan Environmental Justice Element includes policies to address inequities regarding the exposure and effects of environmental hazards, including improving air quality, providing food access, encouraging physical activity, providing public facilities and access to services, providing affordable and safe housing, and providing protection from environmental hazards.

This section on Social Justice allows a broader discussion than perhaps Environmental Justice might otherwise provide when development plans are prepared and advanced. The UWSP has been designed in consideration of social and environmental justice issues.

The UWSP is designed as a dense, compact community that is inclusive and allows for the broadest possible range of housing types, including large-lot estates, small-lot cluster housing, townhomes, and multi-family housing. The intent is to provide housing for all socio-economic segments of the population. As outlined in Chapter 3, affordable housing, accessory dwelling units, "missing middle" housing types such as duplexes, tri-plexes and other attached housing options are also accommodated.

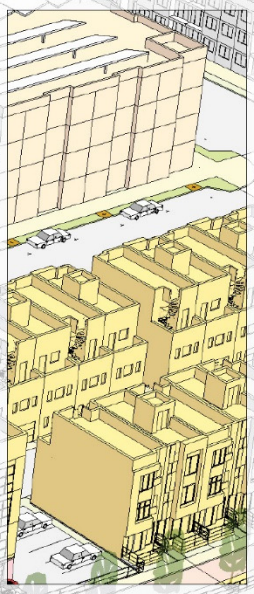
The centralized Town Center District also provides a venue for civic engagement and is an excellent location for affordable housing in walkable proximity to amenities and services, including the community's extensive trail network.

The Development Standards and Design Guidelines (DS&DGs) document include provisions for greenbelts and urban farms, which provides residents the opportunity to interactively learn about healthy food choices and to participate in the food-growing process. Additionally, the Los Rios Community College campus provides a highly accessible center for higher education and includes an Urban Farm component to be supported by their curriculum.

The DS&DGs also include residential design guidelines requiring the inclusion of usable outdoor space, either within the front yard or as a balcony, allowing for interaction between neighbors and passers-by. The inclusion of these measures assists in the goal of providing usable public and private open space to residents, regardless of the housing type or location.

Greenbelt and urban farm corridors, schools and parks, and retail and commercial areas in the Town Center are conveniently located and are intended to encourage biking and walking. Transit service has been located to allow convenient access within a reasonable walking distance. Convenient access to amenities and services could reduce or eliminate the dependence of owning and operating an automobile, which would be a significant cost savings to low-income families.

CHAPTER 8
IMPLEMENTATION



Inside this Chapter

Kevin Case

8.1 OVERVIEW

Pursuant to Government Code Section 65451, the Upper Westside Specific Plan (UWSP) incorporates implementation mechanisms to facilitate project development, including measures related to phasing and financing of public facilities. The Development Area is comprised of multiple property owners and varied interests. At the time of Specific Plan approval, there were over 100 assessors' parcels and 65 owners in the entire Plan Area. Because the UWSP is a multiple ownership planned development, its implementation must be carefully administered to ensure that the development plan, including associated development standards and design guidelines, is followed to achieve the overarching vision.

In accordance with the County General Plan Policy LU-120, several supporting studies have been prepared to facilitate development. These include Infrastructure Master Plans for Sewer, Water and Drainage systems, a Roadway Master Plan, an Urban Decay Analysis, a Public Facilities Financing Plan (PFFP) that have been prepared to satisfy Performance Criteria PC-6. The PFFP includes a discussion of phasing. An Urban Services Plan (USP) was also prepared to satisfy Criteria PC-7. These plans are referenced and summarized in various chapters of the USWP, and are included as appendix documents to the EIR. Elements of the PFFP are summarized here in Chapter 8. As individual development projects are processed by the County, they are to be reviewed for consistency with this specific plan, associated infrastructure and roadway master plans, the PFFP, and other applicable County requirements.

8.2 IMPLEMENTATION POLICES

8-A Applications to effectuate development entitlements or to secure a development permit (i.e., tentative map, rezone request, building permit) shall be subject to a Specific Plan Reimbursement Fee as outlined in sub-section 8.7.14. This fee shall be utilized by the County to reimburse the sponsoring property owners for the cost of preparing the Tier I entitlements including the UWSP and EIR, and the various supporting documents and technical studies.

8-B Development projects shall install necessary infrastructure improvements in accordance with backbone UWSP Sewer, Water and Drainage Master Plans, and shall size and locate on-site infrastructure to allow connections from adjacent properties.

8-C Individual development projects may proceed provided that the backbone roadway and utility infrastructure required for the project will be in place at the time of development and at the agreed upon service levels of the County and applicable service providers.

8-D Individual development projects shall be allowed fee credits for the construction of backbone infrastructure and roadways to the extent that these improvements exceed the project's fair share in accordance with the PFFP and County requirements.

8-E Revisions to the Preliminary Phasing Plan as included in and analyzed by the PFFP may be allowed subject to review and approval by County staff. A Specific Plan Amendment shall not be required to revise the Phasing Plan.

8-F Development projects shall be required to join financing districts prior to approval of a Final Map or Improvement Plans, whichever occurs first, and pay development impact fees prior to issuance of Building Permits as identified in the PFFP.

8-G Development of the UWSP shall provide for sufficient fiscal resources to achieve the service levels identified in the Specific Plan, and to avoid a decline in current County service levels.

8-H Require the full cost of both on- and off-site public infrastructure and public facilities needed for development of the UWSP to be funded from revenues generated by development within the Plan Area.

8-I Require that the use of debt financing for public infrastructure and services follow fiscally prudent standards consistent with County rules and procedures for annual tax and/or assessment rates.

8-J Require that UWSP property owners be responsible for the upfront funding, design and construction of all backbone infrastructure and facilities, consistent with the provisions for preliminary development phasing outlined in Section 8.5.

8-K Require that development in the UWSP provide funding for the maintenance of public facilities within the Plan Area as outlined in the PFFP for parks, open space areas, drainage basins, water quality features, landscape corridors, gateways and entries, and similar public-use facilities.

8-L Require that, concurrent with the formation of any special financing district(s), the property owners and County shall enter into a shortfall agreement whereby property owners will covenant to finance their fair share of the costs of the special financing district(s) improvements to the extent that bonds issued by the district do not provide sufficient funding for the completion of such improvements.

8.3 EFFECTUATION OF DEVELOPMENT ENTITLEMENTS

The UWSP is structured to regulate development activity in the entire Plan Area consistent with the land use designations established in Chapter 3. Approval of the UWSP and EIR effectuated Tier I entitlements for the Plan Area by expanding the USB and UPA, applying new land uses to the UWSP Development Area, and amending district boundaries with LAFCO approval. Tier I entitlement approvals did not include rezoning actions, thereby allowing parcels in the Development Area to be "grandfathered" into existing zoning districts and permitted uses. To effectuate development entitlements, parcels must be rezoned to an allowable zoning district that is consistent with its land use designation, as illustrated on the Land Use Plan (Figure 3-1) and as outlined in the process below.

Effectuation of development entitlements requires several subsequent County approvals as outlined below. Improvements/remodeling to existing buildings do not trigger a process to effectuate entitlements. Any action to effectuate development entitlements must include Conditions of Approval requiring properties to join into all applicable fee programs, financing programs and financing districts, as outlined in the PFFP.

Effectuation of Specific Plan Entitlements

In order for a Specific Plan parcel to effectuate its development entitlements, the following actions and/or approvals are required:

1. **Rezone:** An approved amendment to the County's Zoning Map is required to change a parcel's zoning district consistent with the land uses outlined in this Specific Plan. Parcels must be rezoned to an allowable zoning district that is compatible with its land use designation, as illustrated on the Land Use Plan (Figure 3-1). Allowable zoning districts are established in the development standards for each land use designation, which are included in DS&DG Chapters 3, 4 and 5. Allowable zoning districts for public/quasi-public uses, such as parks, schools, and greenbelts, shall be as permitted in the Sacramento County Zoning Code.
2. **Tentative Subdivision Map(s):** For parcels with multiple Specific Plan land use designations, or for parcels that have been aggregated into an ownership group, an approved Tentative Subdivision Map (TSM) is required. Large lot parcel boundaries illustrated on a TSM shall be consistent with the Specific Plan parcels illustrated on the Land Use Plan (Figure 3-1) and shall establish rights-of-way for roadways consistent with the Conceptual Roadway Plan (Figure 4-1). With the TSM, minor adjustments to land use parcel boundaries may be incorporated to accommodate neighborhood design pursuant to the provisions in Sections 8.8.4, Minor & Major Specific Plan Amendments, 8.8.5, Residential Unit Transfers & Density Blending, and 8.8.8, Parcel Modifications and Housing Diversity.
3. **CEQA Analysis:** Appropriate environmental analysis shall be conducted in accordance with State CEQA Guidelines, which should be tiered from the Upper Westside Specific Plan EIR to the extent feasible. Residential projects on Specific Plan parcels of "participating property owners" may be exempted from further environmental analysis if sufficient on-site surveys were performed and they are able to implement applicable EIR mitigation measures. Non-participating property owners elected not to contribute to the funding of the UWSP and EIR and as a result, on-site access to their parcels and field survey work may have been limited during the preparation of environmental surveys (e.g., trees, wetlands, etc.) and additional or more detailed environmental analysis may be needed to support their request effectuate their Specific Plan entitlements. Certain parcels may also need additional technical analysis or studies to address site specific constraints (e.g., CLOMR to address local 100-year floodplain). Specifically, the following technical analysis will be required:
   - **Biological Resources Report:** Consistent with Mitigation Measure BR-1 prepare and submit a Biological Resources Report. This report will help determine which of Mitigation Measures BR2c-BR11 apply to a given proposal.
   - **Greenhouse Gas (GHG) Reduction Plan:** Consistent with Mitigation Measure CC-1b, prepare and submit a GHG Reduction Plan .
   - **Historic Architectural Resources Study:** Consistent with Mitigation Measure CUL-1, prepare and submit a Historic Architectural Resources Study.
   - **Archaeological Resources Study:** Consistent with Mitigation Measure CUL-2a, prepare and submit an Archeological Resources Study.
   - **Phase 1 Environmental Site Assessment:** Consistent with Mitigation Measure HAZ-4a, prepare and submit an Archeological Resources Study.
   - **Drainage Study:** Consistent with Mitigation Measure HYD-1 and DWR guidance, prepare and submit a Drainage Study.

- **Acoustical Analysis:** Consistent with Mitigation Measure NOI-8 prepare and submit an Acoustical Analysis. See location and use specific Mitigation Measures NOI-4c, 6a, 6b, 7a, 7b, 7c, 7d, 7e, 7f, 7g, 7k, and CNOI-1.
- **Additional Studies as Required:** Individual development projects will be assessed following receipt of application to determine if additional technical studies are required.

4. **Other Actions & Approvals:** Subsequent entitlements and/or approvals may be required by the County prior to commencement of individual development projects. These may include, but are not limited to, subsequent infrastructure studies as outlined in Section 8.6, participation in financing programs outlined in the PFFP, including the Specific Plan Reimbursement Fee, as outlined in Section 8.7, subsequent entitlements such as a Development Agreement as outlined in sub-section 8.8.2, and/or preparation of schematic plans for the Town Center and East Triangle Districts as outlined in Section 8.4.

8.4 SCHEMATIC PLAN REQUIREMENTS FOR TOWN CENTER & EAST TRIANGLE DISTRICTS

Development of CMU uses in the Town Center District and the East Triangle District must each be conducted in a coordinated manner. Because these areas are important community elements, subsequent Schematic Plans are required to ensure that the end result is consistent with the community vision described in Chapter 2. The intent is to establish a detailed development framework at such time that development projects in these areas are conceived.

Prior to commencement of development of CMU parcels in the Town Center District or the East Triangle District, and subsequent to or concurrent with effectuation of development entitlements, a Schematic Plan shall be prepared and submitted to demonstrate consistency with the vision illustrated in UWSP Chapter 2 and the regulations and design guidance outlined in the DS&DGs. Schematic Plans are subject to review and approval by the County's Design Review and Architecture Committee (DRAC).

In the Town Center, a single Schematic Plan may be prepared for all CMU parcels in an individual quadrant, or a single Schematic Plan may be prepared for CMU parcels in multiple quadrants. In either case, the Schematic Plan(s) must demonstrate consistency with several requirements outlined in DS&DG Section 3.3. In the East Triangle District, a single Schematic Plan is required for CMU uses identified on the Land Use Plan. Schematic Plan preparation and subsequent development is required to follow the following two-stage process:

Stage 1: Schematic Plan

Subsequent to, or concurrent with, effectuation of development entitlements as required in Section 8.3 herein, a Schematic Plan shall be prepared that establishes the layout of streets, blocks, drive aisles/circulation paths, landscape areas, public spaces, parking areas and access points, and building footprints and stories. Non-residential square footage, including ground-floor active uses, and residential unit allocations shall be identified for each building. The Schematic Plan shall provide a summary table with acreages for each block or parcel, non-residential square footage and residential unit tabulations for each block or development phase, and a summary of how the allocated or target densities/intensities and other relevant Specific Plan policies and standards are achieved. Additional requirements for schematic plans on CMU parcels in the Town Center and in the East Triangle District are outlined in DS&DG Sections 3.3 and 5.3, respectively.

County staff shall review an application for a Stage 1 Schematic Plan via a major non-discretionary design review in accordance with Section 6.3, Design and Site Plan Review, of the Sacramento County Zoning Code. The Applicant is responsible for time and material costs of this review process. If deemed to be consistent with the UWSP, development projects may proceed to Stage 2 Design Review/Development Application, as outlined below. Schematic Plans deemed inconsistent with the UWSP shall be processed pursuant to the provisions in Section 8.8.4 for Minor & Major Specific Plan Amendments.

Stage 2: Design Review/Development Application

Following approval of a Stage 1 Schematic Plan, detailed site development plans for a parcel(s) shall be prepared for County review and approval. The Stage 2 design review may occur concurrent with other required planning entitlements or as a separate non-discretionary design review prior to Improvement Plan and Building Permit application submittal. When considered concurrent with other required planning entitlements, the Decision Body shall be the same as required for the corresponding planning entitlements. When considered as a non-discretionary Design Review, the Design Review Administrator shall be the Decision Body. In either case, the Applicant is responsible for time and material costs of this review process. A Stage 2 design review/development application may be processed concurrently with a Stage 1 Schematic Plan so long as the criteria for both stages can be met in full.

Stage 2 development plans shall include a final site plan, building floor plans, architectural elevations, a conceptual landscape plan illustrating planting areas, plaza areas, parking and loading areas, water quality features, preliminary engineering plans (grading, drainage, and utilities), and other details required for Design Review and subsequent Building Permit. For each building, a detailed allocation of non-residential square footage and residential units shall be provided to demonstrate consistency with its associated Schematic Plan.

Any development application deemed inconsistent with an approved Schematic Plan shall require a concurrent Schematic Plan revision. Development applications deemed inconsistent with the UWSP shall be processed pursuant to the provisions in Section 8.8.4 Minor & Major Specific Plan Amendments.

8.5 PRELIMINARY DEVELOPMENT PHASING

Implementation of the UWSP's development plan is anticipated to occur over a 20-year timeframe. Over this period, the pace of construction could average approximately 468 dwelling units and 155,000 sq. ft. of non-residential development per year. Typically, commercial development lags behind residential development because retail and service commercial uses are dependent on a critical mass of resident population for support, but some types of commercial (e.g., hotels, offices) could be attracted to the UWSP given its strategic location relative to downtown Sacramento and the adjacency to I-80. The Upper Westside community is subject to economic cycles, which could alter the anticipated pace of development.

The construction phasing of roadways will be determined by the Dynamic Implementation Tool prepared for Sacramento County in support of the UWSP Traffic Study. This traffic model will assist County DOT staff in conditioning development proposals and tentative subdivision maps to build roadway improvements where they are needed most to serve the project, and considers the cost of improvements against the fees that can be collected. This tool will be able to respond to changes in the Phasing Plan.

Backbone Infrastructure Studies were prepared for the entire Plan Area. As individual projects are advanced and tentative subdivision maps are submitted, additional site-specific Infrastructure Studies will be required to demonstrate how project contributes to the construction of the backbone systems, and how in-tract infrastructure will be configured to tie into this system. The initial phases of development in any given shed may need to advance off-site backbone infrastructure for sewer, water and drainage systems as determined by the County.

A ±295-acre Phase 1 area has been identified by the PFFP and the Infrastructure Studies to advance the initial construction of a sewer lift station and a 1.7 mile off-site force main, as well as the extension of water mains. The cost of this initial phase of infrastructure is a significant undertaking but will provide backbone systems that are needed to serve the remainder of the Development Area. Due to the cost of Phase I improvements, the owners of smaller parcels within the Development Area are likely to wait until infrastructure is installed adjacent to their properties.

It is possible that a future developer aggregates smaller parcels into an area large enough to afford the cost of infrastructure and roadway improvements needed to support the development. The PFFP outlines the fee programs that provide reimbursement to developers that advance the construction of backbone infrastructure and roadways beyond their fair share requirement, which are summarized in this chapter.

A preliminary phasing plan is illustrated in Figure 8-1, but is subject to change as development occurs in response to market demand over time. Changes to the sequencing of individual development phases are permitted without an amendment to the UWSP, provided that the improvements in each phase adequately support the associated development. This includes the ability for the Town Center to commence construction in an earlier phase than is identified on the preliminary phasing plan exhibit. Ultimate development phasing is to be coordinated with and approved by County staff with processing of subsequent improvement plans for construction of public facilities.

Development activity is generally anticipated to occur from the "outside-in" with lower density residential (LDR, LMDR, and MDR) neighborhoods located around the Town Center District developing first, followed by higher density residential (MDR, HDR, and VHDR) uses in the Town Center District, and at the northerly end of the Development Area.

Given the adjacency to El Centro Road and I-80, development of the east edge of Town Center District and the Employment/Highway Commercial uses on the northwest side of the interchange could potentially proceed in the early development phases. These areas benefit from the exposure to, and access from, I-80 and West El Camino Avenue, which together function as a key entry point into the community. Advancing development of the Town Center District would be a positive step in establishing this community gateway in the initial stages of project development. The ground floor retail and service commercial uses envisioned within the heart of the Town Center will develop once enough rooftops are in place to support these uses and infrastructure has been extended. It is anticipated the Town Center will develop from east to west, and the development of CMU parcels will lag behind the construction of the high-density (i.e., VHDR, HDR, and MDR) residential parcels.

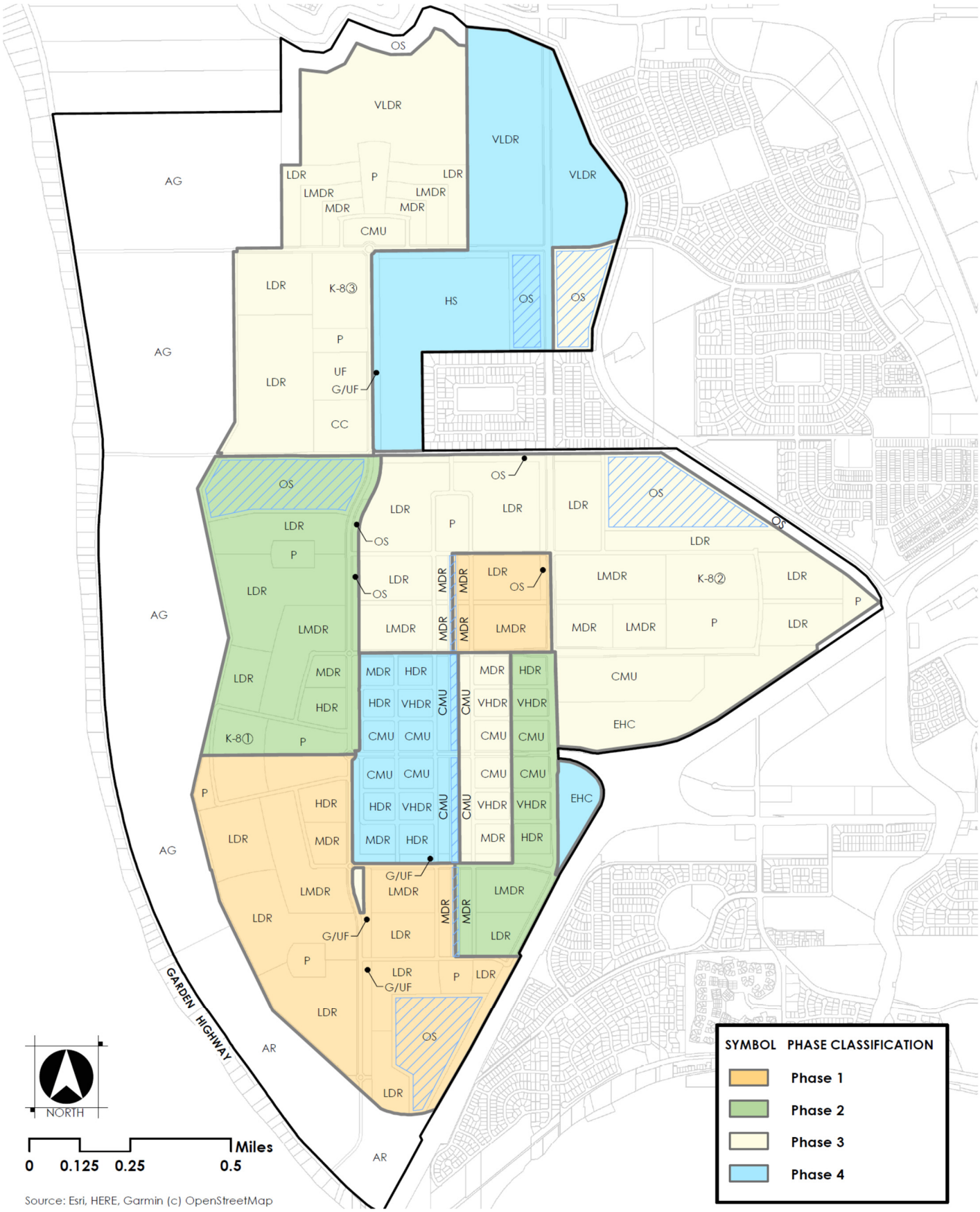


FIGURE 8-1: PRELIMINARY PHASING PLAN

8.6 SUBSEQUENT INFRASTRUCTURE STUDIES

Sewer, Water and Drainage Master Plans have been prepared in support of the UWSP to illustrate the backbone infrastructure systems needed to accommodate construction within the Plan Area and describe the size and location of facilities. These Infrastructure Master Plans are summarized in Chapter 5, Infrastructure, and are provided as appendices to the Environmental Impact Report (EIR). More detailed infrastructure studies may be required by the County to support the construction of certain components of backbone infrastructure systems, and as plans are advanced for individual development projects, more detail infrastructure studies may be required for in-tract design, to ensure their orderly development.

Upper Westside's Public Facilities Financing Plan (PFFP) has also been prepared, which outlines the financing mechanisms to be used for infrastructure construction. The PFFP is incorporated into the UWSP by reference and is provided as an appendix to the EIR. Interim infrastructure facilities may be allowed but not be credited, and fees collected in accordance with the PFFP for construction of backbone infrastructure systems and roadway improvements.

8.7 FINANCING PROGRAMS

A variety of funding and financing mechanisms are planned to fund the design and construction of public infrastructure, roadways and other capital improvements. Property assessments and other programs provide ongoing maintenance of facilities and provision of services. In addition, the UWSP includes fee programs to reimburse developers who construct public facilities in excess of their "fair share" that provide a plan-wide benefit, such as schools, parks, greenbelts, detention basins, and/or major roadways. The following sub-sections provide a description of the various financing mechanisms that may be utilized for different types of infrastructure and services. A combination of programs may be utilized to support the Development Area.

A summary of the various funding and financing mechanisms to be utilized for the UWSP is also provided in Table. 8-1.

TABLE 8-1: FUNDING & FINANCING MECHANISMS

Improvement	Facility Construction Funding Options	Maintenance or Service Funding Options
Major Roads	Fees, SFD	Property Taxes
Off-Site Transit	Fees	Farebox Revenue
On-Site Transit	Fees, SFD	Farebox Revenue, Transfer Fees
Schools	Taxes, Fees, State Funding, School Mitigation Agreements	NUSD & Los Rios
Parks	Fees, CFD	Property Taxes, CSA
Open Space	SFD, CFD	Property Taxes, CSA
Greenbelts/Urban Farms	Fees, SFD	Property Taxes, CSA, Transfer Fees
Landscape Corridors	Fees	Private, LLD
Bicycle/Pedestrian Trails	Fees	CSA, Transfer Fees
Library	Fees	Property Taxes, CSA
Backbone Sewer	Fees, SFD	User Rates, CFD
Backbone Water	Fees, SFD	User Rates, CFD
Backbone Drainage	Fees, SFD	SFD, CFD, CSA
Electric Facilities	User Rates	User Rates
Battery Storage	User Rates	User Rates, Transfer Fees
Voice & Data Communications	User Rates	User Rates
Law Enforcement	General Fund	Property Tax, CFD or CSA
Fire & Emergency Services	Fees	Property Tax, CFD or CSA

8.7.1 Financing & Urban Services Plans

The Public Facilities Financing Plan (PFFP) outlines the various funding mechanisms that are to be used to finance construction of backbone infrastructure and provide ongoing funding for maintenance and public services. The PFFP is provided as an appendix to the EIR and demonstrates the viability of constructing the improvements necessary to support the development plan.

There are three general categories of funding sources:

- County, agency, or local development impact fee programs,
- Federal and State funding sources (e.g. school facilities), and
- Public and private financing mechanisms utilized by the project developers or builders.

The various funding sources are summarized below. This is not an all-inclusive list however, as other financing options may be available. The PFFP provides additional details regarding what revenue sources are to be used to fund various public facilities and services needed to support development of the UWSP.

8.7.2 County Impact Fees

There are a number of fee programs utilized by Sacramento County to fund the construction of capital improvements (i.e., sewer, water, drainage, roads, etc.). These include the Sacramento County Transportation Development Fee (SCTDF) administered by the County Department of Transportation (County DOT), as well as impact fees administered by the Sacramento Area Sewer District (SASD), the Sacramento County Department of Water Resources (DWR), the Sacramento Regional County Sanitation District (Regional San), and the Sacramento County Water Agency (SCWA). These impact fees are collected for both on-site and off-site improvements such as funding expansions at off-site treatment facilities.

Development projects in the UWSP are required to pay appropriate impact fees to fund public facilities. Alternatively, developers or builders may privately construct facilities and request fee credits or reimbursements for infrastructure that is built in excess of their "fair share". Initial developers or builders are likely to build more than their fair share of public facilities, allowing subsequent development to simply pay fees and connect. These fees are then utilized to reimburse the initial developers for any oversizing of facilities built to serve others within the UWSP. For example, a sewer lift station is needed for the first development phase, which is designed to serve the entire Development Area. This improvement requires a significant upfront cost to be borne by the initial developers, and they are eligible for reimbursement for the excess capacity of this facility that will be utilized by subsequent builders. County Transportation Fees are charged based on the estimated cost of the major roadways within the UWSP, as well as for off-site roadway improvements required to mitigate development impacts. The infrastructure master plans and PFFP provide additional details regarding these fee types.

8.7.3 Transit Funding

A number of federal, state, and local sources can be utilized to fund Transit Service in the Sacramento region.

One key funding source for public transit is the Measure A Transportation (half-cent) Sales Tax, which is administered by the Sacramento Transportation Authority (STA). The Measure A sales tax was initially approved in 1988 and was extended by voters in 2004 for an additional 30 years to 2034. The STA also manages the Sacramento County Transportation Mitigation Fee Program (SCTMFP). Of the Measure A funds collected in the County, approximately 34.5% are allocated to SacRT for bus and light rail operations and maintenance, 5% is allocated for pedestrian and bicycle facilities, and $1 million per year is used to fund neighborhood shuttle programs or micro-transit operated by SacRT.

Another source of funding for transportation and transit programs is the Sacramento County Transportation Development Fee Program (SCTDF), which is an impact fee charged at building permit to fund roadway and transit improvements. The Transit Impact Fee (TIF) component of this fee is utilized for transit, bicycle and pedestrian facilities, and a Credit and Reimbursement Policy is also in place. The UWSP is located within SCTDF District 6. The Fee Schedule is updated annually and fees vary based on home size or commercial square footage. This TIF fee has the potential to raise over $12 million from the UWSP, which can be used for transit, bicycle, and pedestrian facilities.

Lastly, the PFFP includes an annual property assessment to raise funds for on-site transit facilities that support the sustainability goals outlined herein. This funding could be utilized to support an on-site, on-demand shuttle service, or an express or commuter bus service that is similar to the service provided by the North Natomas TMA JIBE system, or micro-transit systems such as E bikes and E-scooters.

8.7.4 School Funding

Funding for school facilities comes from four potential sources:

- State Funding
- Development Impact Fees
- School District Bond Measures
- Individual Developer School Mitigation Agreements

Each of these sources and their contribution to school facilities serving the UWSP are evaluated more in depth in the Upper Westside Specific Plan Public Facilities Financing Plan.

8.7.5 Other Agency Fees

A number of other public agencies and districts are designated to serve the Development Area and each maintain fee programs for capital improvements. These include, but are not limited to, the Sacramento County Library System, the Sacramento Transportation Authority (STA), and the City of Sacramento Fire Department. Impact fees are to be collected at time of building permit issuance in accordance with the PFFP.

8.7.6 Special Financing Districts

In accordance with the infrastructure master plans, initial developers or builders are required to construct public facilities that are sized to accommodate full implementation of the development plan. In some cases, public facilities are included in capital improvement or impact fee programs, and in some cases construction costs of community facilities are additive to funding generated by existing programs (e.g., Westside Canal, Greenbelt and Urban Farm program).

To this end, a Special Financing District may be created to create a reimbursement mechanism for developers that construct facilities in excess of their fair share requirement. Special districts are to be managed by the County to ensure that public facilities are constructed as planned and that reimbursements are provided to developers and builders as appropriate. A Special Financing District may consist of a Community Facilities District (CFD), or other financing programs. As an example, a Specific Plan Reimbursement Fee was approved by the Board of Directors to allow the participating property owners (Upper Westside LLC) that sponsored the UWSP effort to recoup the cost of preparing and processing the specific plan, technical studies, environmental surveys, the Environmental Impact Report (EIR) and other related documents, as well as the cost of staff time to review, process, and approve the documents. Non-participating property owners are to be charged this fee when they elect to submit a development application (e.g., rezone request, tentative subdivision map, site specific

building request) on a per acre basis. This fee is to be utilized to reimburse the sponsoring property owners. Non-participating property owners are also required to annex into any CFD and/or other overlapping special districts that have been utilized to fund improvements and services that benefit their property.

8.7.7 Community Facilities Districts

The 1982 Mello-Roos Community Facilities Act enables public agencies to establish a Community Facilities Districts (CFD) to fund a variety of public facilities and services. In simplified terms, a CFD is an annual assessment or special property tax that is applied to the parcels within the CFDs area of benefit. It is a method of financing that utilizes the proceeds of bond sales to acquire land, construct public facilities or provide public services. Proceeds may also be used to pay off previously issued bonds at a more favorable rate. The parcels within the CFD boundary are assessed and property owners then pay back the bond.

One or more CFDs may be established within a particular geographic area to fund construction of facilities or provision of on-going services. CFDs can be established for maintenance of certain facilities that provide a special benefit to all or a portion of the Development Area (e.g., Westside Canal, greenbelt and urban farm corridors, landscape corridors, open space areas, bike/pedestrian trails, water quality features, detention basins, fire station, or similar).

CFDs may also be used for ongoing governmental services or maintenance (e.g., law enforcement, fire and emergency response, landscape or open space maintenance, on-site transit programs), to the extent that such services exceed standard levels of service anticipated by the collection of property taxes and assessment by Sacramento County. Existing CFDs can also be expanded to annex in new development areas thereby providing a broader area of benefit and source of revenue. In multi-owner specific plan areas, a CFD is a mechanism that can facilitate a relatively small group of parcels to proceed forward with large infrastructure and roadway improvements, which collectively provide a public benefit.

8.7.8 Developer Financing

Developers and builders may utilize private financing to fund construction of both on-site and off-site public facilities, including roads, utilities, and other community features. These costs may be paid out-of-pocket or by securing loans from private lenders or banks. To the extent developers or builders construct oversized improvements in excess of their fair share, they are eligible for reimbursement of costs that exceed their fair share. Such reimbursements may be recouped from applicable fee programs applied to subsequent development projects that benefit from these facilities. The objective is for each developer or builder in the Development Area to pay their fair share of costs for roadways, infrastructure, parks, open spaces, trails, and other shared facilities.

8.7.9 County Services Area

The UWSP may create a County Services Area (CSA) as a method of generating funds for providing public services and maintaining public facilities. CSAs can be utilized to fund a variety of services including law enforcement, fire protection, park and recreation facility maintenance, libraries and community centers, and other services in an established zone of benefit. This supplemental assessment is added to property tax bills collected by the County Assessor.

8.7.10 Community Services Districts

A Community Services District (CSD) is another funding mechanism that may be utilized for the UWSP. CSDs are a form of independent local government used to provide services in unincorporated areas of a county under California Government Code 61000-61850. Some communities utilize a CSD in order to provide tailored services to a community, including but not limited to water, garbage collection, wastewater management, street lighting, ambulance services, etc.

8.7.11 Landscape & Lighting Districts

The Landscape and Lighting Act of 1972 allows the formation of Landscape and Lighting Assessment Districts (LLDs), which are similar to CFDs in that they levy an annual property assessment within an area of benefit. Facilities may include landscape corridors, medians, parks, open space corridors, greenbelts and urban farm areas, bike and pedestrian trails, storm water facilities, and street or trail lighting. A LLD may initially be organized for a smaller area of benefit within the Development Area, and then expanded as development occurs to include additional parcels.

8.7.12 Home Owners Associations

Home Owners Associations (HOAs) can be utilized to fund the maintenance of private facilities that provide a focused benefit to a particular project or neighborhood. Additionally, a Master HOA can be created to maintain larger shared common areas. They can fund maintenance and operations of private pools and clubhouses, in-tract landscaped common areas, residential front yards, landscape corridors, bikeways, or other facilities that benefit a private development. HOAs are established as non-profit public benefit corporations 501(c)(4) and have tax exempt status. They are generally funded by a monthly assessment fees charged to home owners, and are subject to certain limitations.

8.7.13 Private Transfer Fees

A nonprofit Public Maintenance Corporation (501c3) could be established for the maintenance of all, or a portion of, public open space areas and could be funded by a private transfer fee collected on home sales, resales, and other real estate transactions. This could be a method of augmenting a Master HOAs funding for maintenance expenses. A relatively nominal fee of ½% or 1% of the sales price could provide ongoing funds for a public maintenance corporation, which could then be utilized for the maintenance of public open spaces or other public purposes such as neighborhood or community PV or battery storage facilities, multi-modal transportation, canals, greenbelts and urban farming, etc. The Federal Housing Finance Agency limits private transfer fees and issued a "Final Rule" to avoid over-encumbering properties, but does allow transfer fees paid to covered associations that utilize the fees exclusively to provide a direct benefit to the properties encumbered.

8.7.14 Specific Plan Reimbursement Fee

The initial effort to secure approval of the Upper Westside Specific Plan and its associated suite of entitlements involved preparation of multiple technical studies, reports, and an Environmental Impact Report. The UWSP's initial approval benefitted all property owners in the Plan Area by establishing Tier I level entitlements and providing a process to effectuate individual development rights. However, not all property owners receiving this benefit participated in the initial approval process with the County. The costs of this effort were funded by several "participating" or "sponsoring" property owners within the Plan Area, but not all. The property owners who sponsored the initial UWSP entitlement approvals are identified on Figure 8.2, Participating Properties.

In order to spread the up-front cost to all Plan Area properties on a fair-share basis, an UWSP Reimbursement Fee has been established to account for the initial entitlement costs. Participating properties are not subject to this fee and shall be awarded credits as their development entitlements are effectuated. All non-participating properties (and their successors in interest) in the Plan Area are subject to the Reimbursement Fee, and at such time that these properties effectuate their development entitlements, they are required to pay the fee on a fair-share basis to the County. The County is responsible for administering the fee program to track fees received, credits awarded, and subsequent reimbursement to participating property owners. This will ensure that the participating property owners are reimbursed for their excess costs of sponsoring the initial entitlement effort, which benefitted others.

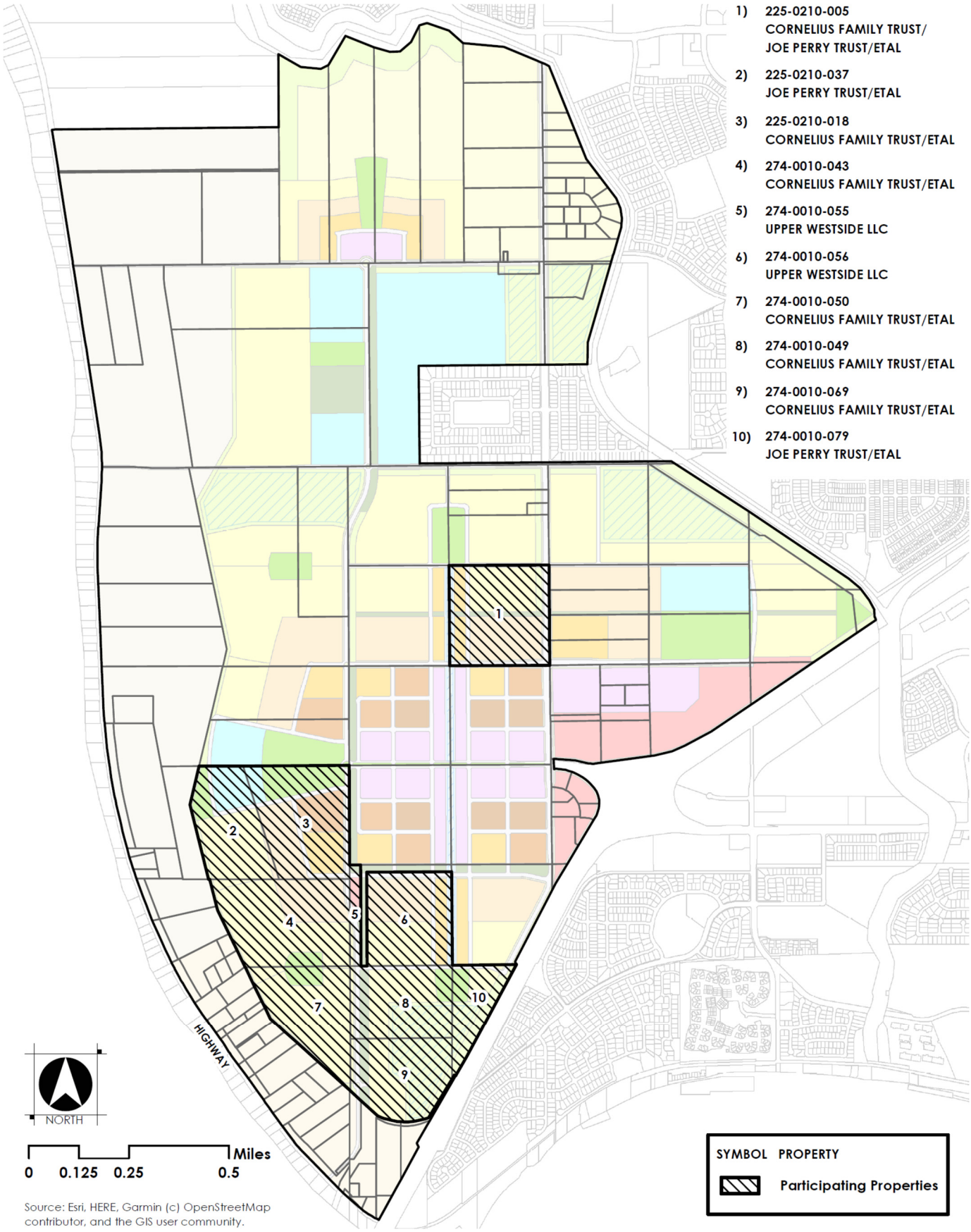


FIGURE 8-2: PARTICIPATING PROPERTIES

8.8 ADMINISTRATION

This section describes the entitlements granted with the UWSP's initial approval, and the process for securing approvals for subsequent development projects in the 1,524-acre Development Area, which is part of the larger 2,066-acre Plan Area. Implementation of the UWSP is anticipated to occur over a 20-year horizon and is to be administered by the County of Sacramento.

8.8.1 Initial Entitlements

General Plan

The UWSP's initial approval established the land uses for the Development Area, which were reflected on Sacramento County's General Plan Land Use Diagram. The County's Transportation Diagram was also amended to illustrate the planned roadway network, and the Bicycle Master Plan was amended to illustrate the bikeway system. The Urban Service Boundary (USB) and Urban Policy Area (UPA) were expanded to include the 1,524-acre Development Area.

Specific Plan

Adoption of the Upper Westside Specific Plan and associated Development Standards and Design Guidelines (DS&DGs) created a master regulatory framework for development activity in the entire 2,066-acre Plan Area. Consistent with the California Government Code, the UWSP establishes the land uses and plans for mobility systems, infrastructure, public services, and financing mechanisms to guide long term development activity. The UWSP is augmented by DS&DGs that provide direction for the physical form and visual character of the community.

Zoning

The initial approval of the UWSP did not include any rezoning actions for properties in the Plan Area. As part of the process for a property owner to effectuate development entitlements as outlined in Section 8.3, new zoning districts will be established, consistent with the Land Use Plan illustrated in Figure 3-1 and the allowable zoning districts outlined in the DS&DGs. Until such time that new zoning districts are established, properties retain the zoning that was in effect at the time of Specific Plan approval. This allows existing uses to remain until development entitlements are effectuated.

Public Facilities Financing Plan

The Upper Westside Public Facilities Financing Plan (PFFP) was prepared for the Development Area and outlines the funding and financing mechanisms for construction of public facilities, including backbone roadways and infrastructure. It also summarizes the envisioned phasing of facilities needed to support the development plan, as well as the programs to be employed for on-going public services and maintenance. The PFFP is incorporated into the UWSP by reference and is provided as an appendix to the Environmental Impact Report. The financing plan relies on the cost estimates provided in these associated documents:

- **Infrastructure and Roadway Master Plans:** These master plans provide detailed information regarding construction of backbone infrastructure and roadways, including cost estimates for their construction.
- **Urban Services Plan (USP):** This addresses the costs of providing annual public services required to serve residents of the Plan Area, including costs for ongoing maintenance of public facilities. It also identifies the various funding programs to be utilized to pay for these services.

Environmental Impact Report

Concurrent with approval of the UWSP, the Board of Supervisors certified the Upper Westside Specific Plan Environmental Impact Report (EIR). The EIR provides both project and program-level CEQA clearance for the defined project and related entitlements, and includes a Mitigation Monitoring and Reporting Program to ensure that subsequent development activity is consistent with the EIR's provisions.

LAFCO Actions

Subsequent to approval of initial entitlements, several actions by the Sacramento County Local Agency Formation Commission (LAFCO) were required prior to commencement of development. This included annexation of various utility districts and/or service areas. It also includes creation of appropriate financing districts, as outlined in Section 8.4.

8.8.2 Subsequent Entitlements

Applications for individual development projects are subject to review and approval by Sacramento County. Development entitlements for non-participating parcels in the Development Area (e.g., request for rezone, tentative subdivision map, building or development request) are required to effectuate their development entitlements (pursuant to Section 8.2) and pay a Specific Plan Reimbursement Fee in addition to standard development application fees that are collected by the County.

Development Agreements

Property owners or groups of property owners may elect to negotiate and enter into a Development Agreement (DA) with the County in accordance with State and County codes. A DA is a voluntary contractual agreement between a developer and the County that details the obligations of both parties and specifies standards and conditions that will govern the development of a property. A DA can be utilized to extend the life of a tentative subdivision map and it is often utilized with large master-planned communities that have a long implementation horizon. It can also set fees that are higher or lower than the jurisdiction's standards, differ from the standards, or can require the construction of facilities that would not be possible otherwise.

Tentative Subdivision Maps

Property owners or groups of property owners in the Development Area may elect to secure a Large Lot Tentative Map (LLTM) and/or Small Lot Tentative Map (SLTM) to allow for the subdivision of their parcels. LLTMs and SLTMs provide more accurate detail than a Specific Plan regarding parcel boundaries, roadway alignments, utilities, and grading. A LLTM is typically utilized to create large parcels for phasing and financing purposes, and can be utilized to reconcile property line issues. A SLTM is utilized to illustrate proposed "in-tract" lot sizes for residential subdivisions, or may be utilized to illustrate parcel boundaries of mixed-use commercial developments.

Development Applications

A property owner or builder may file an application for development on a particular parcel to allow the construction of a commercial or residential building. Such applications are subject to the UWSP's applicable policies, standards, and guidelines, and are also subject to review and approval by the County.

Subsequent Environmental Review

An EIR was prepared for the UWSP and was certified by the Board of Supervisors in accordance with Section 65457 of the California Government Code and Section 15182 of the California Environmental Quality Act (CEQA). Therefore, any residential project that is consistent with the UWSP and received project-level CEQA clearance, may be exempt from further environmental review. This means that a Supplemental EIR, Mitigated Negative Declaration (MND) or Negative Declaration (ND) may not be required. Commercial projects may also be able to rely on the EIR, assuming a proposed project is consistent with the UWSP and fulfills all the conditions and CEQA mitigation measures.

Each subsequent development project shall be reviewed to ensure compliance with CEQA. Development applications are to be reviewed to determine appropriate CEQA review, if any. In general, if a subsequent project is determined to be consistent with the UWSP and within the scope of the UWSP EIR, further environmental review may not be necessary. If it is determined that a development application is inconsistent with the UWSP and/or outside the scope of the UWSP EIR, a determination will be made as to the appropriate subsequent environmental document in accordance with CEQA. Nothing in the UWSP or UWSP EIR limits the County's authority or discretion to determine the appropriate CEQA review for any subsequent project. Additionally, subsequent development projects that are consistent with the UWSP and UWSP EIR may be eligible for several types of CEQA streamlining mechanisms, to be administered by the County.

(Not all parcels were given site access to conduct environmental studies. Therefore, parcels with insufficient environmental evaluation may be subject to additional study, review, and mitigation).

8.8.3 Interpretations

As allowed by specific plans under State law, the UWSP includes requirements or guidelines that differ from adopted County policies or standards. In some cases when development applications are submitted and reviewed, there may be ambiguity that requires interpretation.

Interpretations are judgments that apply the vision, goals, and intent of the Specific Plan to specific issues and situations related to the land use decisions and development. Interpretations are generally limited to

details where the requirements and guidelines of this Specific Plan may appear to provide alternative guidance or that may conflict with regulations in the Sacramento County Zoning Code, which are not addressed in the UWSP, or that may differ from other adopted County policies or requirements of other agencies.

Interpretations may be needed when the County is considering discretionary development applications (such as a subdivision map), or ministerial application (such as a building permit). Interpretations for the UWSP shall be made as described in Section 6.5.3 of the Sacramento County Zoning Code, except that in making interpretations, the Planning Director shall have the decision authority. A decision by the Planning Director may be appealed and forwarded to the Planning Commission, or ultimately the Board of Supervisors, for final decision.

8.8.4 Minor & Major Specific Plan Amendments

As the UWSP develops over time, it is anticipated that adjustments to the development plan may be requested to accommodate evolving market conditions and consumer preferences. To retain development viability in response to changing conditions, the UWSP allows for Minor Amendments (administrative approval) and Major Amendments (Board of Supervisors approval via a Specific Plan Amendment), including its associated Development Standards & Design Guidelines. For the purposes of this section, a residential development utilizing a County-granted residential density bonus does not constitute a minor or major amendment to this Specific Plan. Furthermore, amendments to the County General Plan are not required for minor and major amendments that are consistent with the goals and policies of the General Plan.

The Planning Director is authorized to determine whether a proposed modification to the UWSP is a minor amendment subject to Planning Director approval, or whether it is major amendment that triggers a Specific Plan Amendment subject to Board of Supervisors approval. All requests to amend the UWSP shall be made using the appropriate application forms, required documentation, and applicable fees as established by the Sacramento County Zoning Code. Any or all of the following information may be required:

- Detailed justification statement explaining why a minor or major amendment to the Specific Plan is warranted, and any exhibits deemed necessary by the Planning Director;
- A statement of consistency with General Plan policies;
- A statement of consistency with the Specific Plan, including land use designations;
- Technical studies as deemed necessary by the County;
- Analysis as required by CEQA; and
- Identification of any required modifications of the public infrastructure improvements that are not currently mandated by the Specific Plan (description, location, timing, funding source, etc.).

Minor Amendments

Minor amendments are those that do not have a significant impact on the character of the UWSP and are consistent with the spirit and intent of the Specific Plan, including its overarching vision and policies. The Planning Director shall have the authority to determine whether any proposed modification to adopted policies, provisions, and/or design guidelines are administrative in nature and do not significantly change the anticipated physical characteristics, goals, and intent of the Specific Plan and associated Development Standards & Design Guidelines.

A minor amendment may be reviewed and acted upon by the Planning Director. No Planning Commission or Board of Supervisors review is required, unless the Planning Director's decision on the minor amendment is appealed pursuant to the procedure outlined in the Zoning Code. A request for minor amendments shall be processed pursuant to the administrative process and findings below.

Review Process for Minor Amendment Requests:

1. Application Submittal: Submit a completed application for a Minor Specific Plan Amendment, including applicable filing fee, to the Planning and Environmental Review (PER) Division. (The application deposit shall be the same as that for a Minor Special Development Permit and the project shall be billed on a time and materials basis to the Applicant.) Application materials shall contain a written description of the proposed deviation(s), associated exhibits illustrating proposed changes, applicable technical memoranda/studies, and a justification statement that explains the rationale for the request(s).
2. County Processing: PER Division staff will review the application to determine its completeness, what level of CEQA evaluation is warranted (if any), and the proposal's consistency with the UWSP's applicable provisions.

3. Decision: Upon evaluation of the proposal against the findings for approval outlined below, PER Division staff will make a recommendation to the Planning Director for approval or for elevation as a Major Amendment as described herein.

Findings for Approval of Minor Amendments:

1. Modifications do not have a significant impact on the overall intent, character or project vision described in the UWSP (e.g., correcting typos, grammar or phrasing, correcting exhibits, updating acreage calculations for parcel as a result of more detailed mapping, etc.);
2. Changes to planned roadway alignments do not substantially alter the land use or circulation concepts set forth in the Specific Plan;
3. Proposed changes to size/shape of Specific Plan parcels, or to the alignment of planned roadways, maintain the general land use pattern and/or provide an improved circulation system consistent with the Specific Plan's intent and community vision;
4. Proposed residential unit transfers or density blending between parcels are consistent with the approval criteria outlined in Section 8.8.5.
5. Adjustments to the size, shape, and location of park parcels maintain the overall distribution of park spaces identified on the land use plan and do not create park land dedication shortfall;
6. Adjustments to, or deviations from, the design guidelines are offset by the merits of the architectural or urban design, and do not materially change the physical characteristics of the development plan.
7. Proposed changes do not result in an increase in environmental impacts beyond levels identified in the EIR;
8. Modifications do not adversely impact the ability to construct planned infrastructure, roadways, schools, or other public facilities;
9. Proposed changes do not result in an increase in the total maximum number of units allocated to the Development Area; and
10. There is no adverse impact to the PFFP, infrastructure master plans, CFDs or financing districts, or the ability to finance infrastructure.

Examples of minor amendments include, but are not limited to:

- The addition of new or updated information that does not substantively change the Specific Plan.
- Minor adjustments to: Land use boundaries of any specific plan parcel, including park parcels and open space parcels, and/or street alignments, so long as the general land use pattern is maintained.
- Minor changes to the size and shape of specific plan parcels, provided that: 1) the modification is in substantial conformance with the UWSP land use plan; and 2) any resulting "density blending" does not result in a cumulative development intensification greater than was anticipated for the affected parcels.
- Changes to the provision of public infrastructure and construction timing that do not impact the level of service provided or affect the development capacity in the Plan Area.
- Modifications to the Design Guidelines if it is determined that the design intent is maintained.

Major Amendments

A major amendment is any proposed change to the Specific Plan that could increase environmental impacts or create other changes that the Planning Director determines to be significant. A major amendment is the appropriate procedure where changes to the Specific Plan are proposed that meet one or more of the criteria below:

Criteria for Major Amendments:

- A new type of land use not specifically intended in the Specific Plan or identified in the Land Use Plan is proposed.
- A change in residential units on a Specific Plan parcel that causes its resulting density to exceed or fall below the density range allowed by its land use designation.
- Changes that would result in a cumulative increase in the number of dwelling units allocated to the Development Area.
- Changes in lot design and/or parcel size that result in a substantial and significant change to the land use plan.
- Changes that increase the demand for infrastructure and/or public services compared to what was evaluated in the EIR.
- Significant changes to circulation systems that would result in a substantial alteration of any land uses or circulation concepts.

- Significant changes to the distribution of land uses, or elimination of a major land use on the development plan, which would substantially alter the overall mix of land uses set forth in Chapter 4, Land Use.
- Changes to, or deletion of, any Specific Plan provision that results in a substantial and significant change to the overall character, community vision or intent of the UWSP.

A major amendment shall be processed in the same manner as the Specific Plan's original adoption and may be approved without amending the County's General Plan, provided that the amended UWSP remains consistent with the General Plan's applicable goals and policies.

Major amendments require Board of Supervisors approval, with a prior recommendation forwarded by the Planning Commission. Approval of a major amendment shall require findings and conclusions in the affirmative on the following:

1. It is consistent with the General Plan;
2. It does not have a significant effect on the environment and does not create new impacts that were not otherwise analyzed in the EIR;
3. All other plans of the County that are applicable to the same areas or matters affected by a General Plan Amendment have been reviewed and amended as necessary to be consistent with the proposed major amendment; and
4. It does not compromise the project's community benefits that would otherwise exist without the proposed amendments.

8.8.5 Residential Unit Transfers & Density Blending

As subdivision maps are processed for the UWSP's residential areas, it is expected that minor adjustments to assumed residential unit allocations and parcel densities may be needed to enhance housing product diversity. As individual residential small lot subdivision maps are processed, a more detailed assessment of site, market, and other conditions will occur. It is anticipated that this process may result in the need to reduce or increase the assumed unit allocation for parcels where residential development is permitted. It may also result in the need to "blend" densities between adjacent residential parcels. In order to streamline County evaluation of minor adjustments during the subdivision map review process, the UWSP allows administrative approval of residential unit transfers and density blending as outlined below.

Residential Unit Transfers

The UWSP permits the ability to adjust the assumed residential unit allocation on parcels throughout the Development Area. The Land Use Summary table in Chapter 3 assigns a unit allocation to each land use designation that permits residential uses. This cumulative unit allocation for each residential designation was derived by applying each Specific Plan parcel's allocated density (expressed in units per acre for each land use) to its size (in acres). Individually, this generates an "assumed" unit allocation for each parcel, which forms the baseline for each parcel's ability to increase or decrease its allocation. For instance, a 10-acre MDR parcel, which has an allocated density of 12.0 du/ac, would have an assumed allocation of 120 units. Each parcel's individual allocation generates the cumulative unit allocation for each land use designation.

Minor residential unit transfers are allowed between specific plan parcels with a VLDR, LDR, LMDR, MDR, HDR, VHDR, or CMU land use designation. This includes the ability to transfer units from a parcel that does not utilize its entire unit allocation to another parcel, provided that the affected Specific Plan parcels fall within the allowable density range permitted by their land use designations and the transfers meet the Approval Criteria outlined in this section. These types of transfers shall be processed concurrently with (or subsequently to approval of) a Tentative Subdivision Map (TSM) and may be approved administratively if consistent with the approval criteria outlined below. Additionally, property owners of parcels subject to a unit transfer shall provide written concurrence of the transfer, even if their property is not subject to an associated TSM.

At such time that a Small Lot Final Map is recorded or a Building Permit is issued for a development project on any Specific Plan parcel with a residential unit allocation, any underutilized/unused units shall be transferred to the Missing Middle Reserve Unit pool, as outlined in Sub-Section 8.8.6. This transfer is automatic and does not require further County review or approval.

Density Blending

The UWSP permits the ability to blend the allocated densities of some residential parcels in the Development Area. This type of adjustment allows up to three adjacent LDR, LMDR, and/or MDR parcels totaling a maximum of 15.0 acres to be combined into a single parcel and their respective densities "blended" with no increase in their total shared unit allocation. The intent is to create neighborhood units with an allocation of approximately 100 similarly-sized lots to make their development economically viable. For instance, two adjacent LDR and MDR parcels, with anticipated unit allocations of 41 units and 90 units respectively (131 units total), could be combined into a single parcel with a LMDR designation while maintaining an allocation of 131 units. The resulting LMDR parcel could accommodate different residential lot sizes allowed under its new density range while remaining consistent with the parcels' original development assumptions. Density blending is allowed between specific plan parcels with a LDR, LMDR, or MDR land use designation, if consistent with the approval criteria outlined below.

Approval Criteria

The Planning Director may administratively approve residential unit transfers and density blending adjustments between Specific Plan parcels provided the following conditions are satisfied:

1. That parcels subject to residential unit transfers and density blending are located within the UWSP's Development Area;
2. That the affected Specific Plan parcels are owned by a single property owner or are located within the same Specific Plan district as depicted on Figure 2-2.
3. That residential units transfers and density blending do not result in an increase in the total maximum number of approved dwelling units allocated to the Development Area, as outlined in Chapter 3, Land Use;
4. For MDR, HDR, VHDR, and CMU parcels, the transfer does not constitute an increase or decrease in the parcel's unit allocation by more than 20%. Transfers greater than 20% may be granted but must be processed as a Major Amendment;
5. For unit transfers on parcels with a combined size greater than 15.0 acres, the resulting density does not change the original land use designation, and specifically, that the transfer does not: (a) reduce the number of units from the transfer parcel below the minimum number of units allowed by the applicable land use designation's density range; or (b) increase the number of units to the receiving parcel above the maximum number of units allowed by the applicable land use designation's density range;
6. For parcels subject to density blending, their cumulative size is no greater than 15.0 acres and resulting parcel reconfiguration is consistent with the provisions outlined in Section 8.8.5.
7. That the transfer does not diminish the UWSP's consistency with General Plan Policy LU-120.
8. That the unit transfer does not preclude the ability of the parcels to conform to applicable standards or regulations contained in this Specific Plan and related Development Standards & Design Guidelines.
9. That unit transfers or density blending are completed concurrent with, or subsequent to, processing of a Tentative Subdivision/Parcel Map or development permit and prior to recordation of affected Final Map(s) or issuance of Building Permits for a development project; and
10. That unit transfers or density blending does not result in increased impacts beyond those identified in the EIR or significantly affect planned infrastructure, roadways, schools or other public facilities, or the financing districts.

Requests for residential unit transfers or density blending, if consistent with the above criteria, is consistent with the Specific Plan's intent and is to be processed as a Minor Amendment (per sub-section 8.8.4) with no required amendments to the Zoning map or General Plan. Requests that do not comply with the above criteria may be referred to the Planning Commission for consideration or may be processed as a Major Amendment to the Specific Plan (per sub-section 8.8.4).

8.8.6 Missing Middle Housing Incentives

To encourage development of "missing middle" housing and create housing diversity within single-family residential neighborhoods, an increased unit allocation may be awarded to qualified projects. The land use summary (Table 3-1) in Chapter 3 includes 300 Missing Middle Reserve Units that have not been allocated to any Specific Plan parcel. These units may be allocated to residential development projects that incorporate attached, "missing middle" housing types and are permitted on LDR, LMDR, and MDR parcels outside the Town Center. Additionally the pool of Missing Middle Reserve Units may be augmented by underutilized/unused units allocated to a Specific Plan as specified in Sub-Section 8.8.5.

The missing middle reserve units are available on a first-come, first-served basis, subject to the following criteria:

- All units granted, excluding any permitted unit transfers, must be constructed as attached housing types such as duplexes, tri-plexes, four-plexes, apartments, or other attached, single or multi-family units.
- The resulting density of a Specific Plan parcel may exceed its assigned density, per its land use's allowable range, provided that the additional units do not trigger additional CEQA review or modifications to approved utility master plans/technical studies.
- Any portion of a Specific Plan parcel's original unit allocation may be converted "missing middle" units, which allows more missing middle units than those realized by receiving units from the missing middle reserve.
- To ensure that missing middle units a well-distributed throughout the Plan Area, no more than 30 missing middle reserve units may be granted to any single Specific Plan parcel unless the County allows more units due to a project's merit and community benefit.

Attached units constructed as missing middle housing units are subject to the Missing Middle Development Standards in DS&DG Section 4.3, the Neighborhood Design provisions in DS&DG Section 4.5, the Residential Architectural Guidelines in DS&DG Section 4.6. Additionally, to the extent a project is subject to the County's Multifamily Design Standards (Countywide Design Guidelines Section 3.0), some provisions may be deemed "not applicable" by the County provided that the project is consistent with the policies, standards and guidelines of the UWSP and DS&DGs.

Home designs (floor plans and elevations) are not subject to DRAC review with Small Lot Tentative Subdivision Maps and may be processed with Building Permit applications.

Requests for an allocation from the missing middle reserve unit pool, if consistent with the above criteria, is consistent with the Specific Plan's intent and is to be processed as an Administrative Modification with no required amendments to the Zoning Map or General Plan. Requests that do not comply with these criteria shall be processed pursuant to the evaluation criteria for minor or major amendments to this Specific Plan, as outlined in sub-section 8.8.4.

8.8.7 Amendments/Deviations to Development Standards & Design Guidelines

Amendments to DS&DGs

The DS&DGs may be amended as many times as necessary pursuant to the provisions of Government Code Section 65853 et seq., unless a request to amend the DS&DGs is accompanied with a concurrent General Plan Amendment application. Amendments to the DS&DGs shall be processed pursuant to the provisions in Section 8.8.4., Minor & Major Specific Plan Amendments, subject to the following findings:

1. The alternative development standard or design guidelines will result in a project of improved design and/or greater community benefit than would otherwise be possible without the proposed alternative.
2. The revision to a standard or guideline does not materially change a physical characteristic of the anticipated development.
3. The objectives and intent of the UWSP are better served through the proposed revision(s).
4. The proposed revision(s) does not materially change the general land use pattern of the Development Area.
5. The revision(s) is found to be consistent with the UWSP and the County's General Plan.

Deviations to DS&DGs

Deviations to development standards and design guidelines may be requested to accommodate project-specific design features of a subsequent entitlement. Deviations to a development standard or a design guideline may be approved via a Special Development Permit, pursuant to SCZC Section 6.4, subject to the findings below:

1. The intent and objectives of the UWSP are better served through a variance to the standard(s) and/or guideline(s) in the DS&DGs.
2. The granting of the variance does not result in unmitigated impacts as identified in the EIR.
3. The requested variance does not materially change the UWSP's general land use pattern or the physical character of the project.
4. The requested variance does not compromise the UWSP's urban design framework and development pattern.

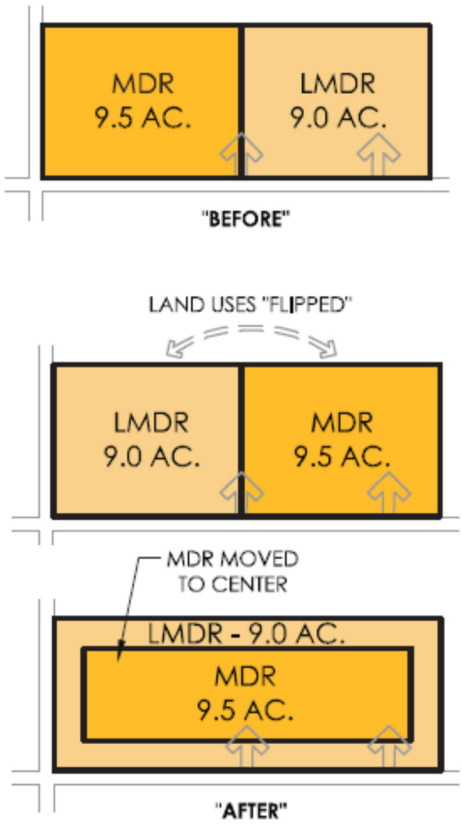
8.8.8 Parcel Modifications & Housing Diversity

As the UWSP builds out over time and subdivision maps are processed, it is expected that minor adjustments to land use parcel boundaries and/or tentative subdivision maps may be needed to accommodate the final neighborhood design. To provide streamlined review of subsequent entitlements/ subdivision maps, the UWSP incorporates a level of flexibility to allow parcel boundaries, land use designations, and development allocations/densities to be adjusted with administrative approval.

The purpose of these provisions is to provide a mechanism for minor modifications that are consistent with the UWSP's design intent and that do not increase the development allocations for the Development Area. To achieve this intent, the types of revisions illustrated within this sub-section may be permitted, if deemed consistent with the approval criteria for Administrative Modifications outlined in UWSP Section 8.8.4.

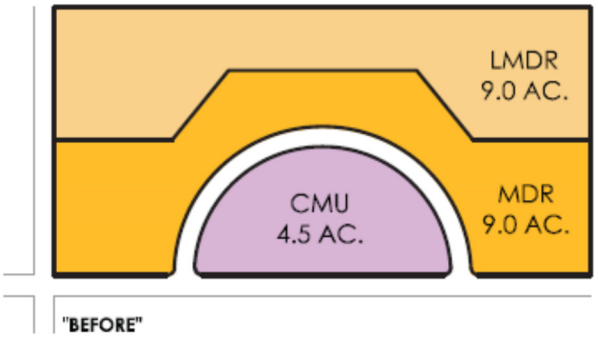
Specific Plan Parcel Reconfiguration

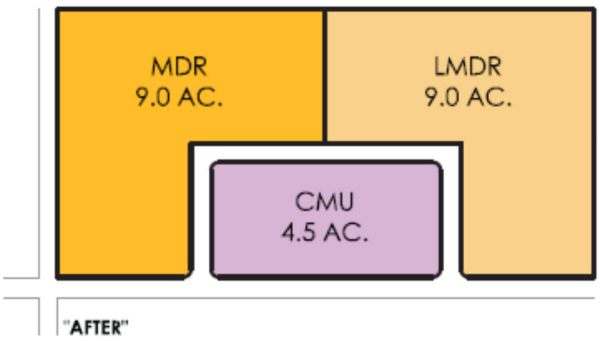
This type of revision allows the shape of up to three Specific Plan parcels totaling a maximum of 20.0 acres to be reconfigured within the confines of their combined outer boundary, while maintaining existing land use designations and parcel sizes. As tentative subdivision maps are processed, the intent of this provision is to allow flexibility in the design of neighborhoods that exhibit consistency with the Specific Plan's intent, thereby creating opportunities to incorporate a mix of housing types within a single neighborhood. For instance, two adjacent Specific Plan parcels could "flip" their land use designations while maintaining their original acreage. Alternatively, two adjacent LMDR and MDR Specific Plan parcels could be reconfigured such that LMDR lots are aligned along the "box's" outer edge and MDR lots are concentrated in the "box's" center, while maintaining the original acreage of each designation.



Specific Plan Parcel Realignment

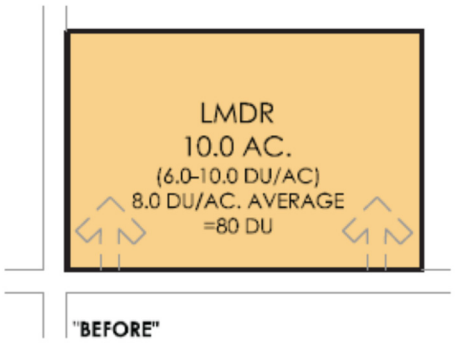
This type of revision allows a Specific Plan parcel's boundaries to be realigned in response to a neighborhood's street and lotting layout, provided that the resulting development pattern is maintained. As tentative subdivision maps are processed, the intent is to allow Specific Plan parcel boundaries to be modified in response to neighborhood design versus neighborhood design to be forced into pre-established "boxes." This type of flexibility allows for thoughtful, creative design solutions that result in livable neighborhoods. For instance, the boundaries of a park and several residential Specific Plan parcels with different land use designations could be realigned in order to accommodate a certain mix of lot sizes, enhance park frontage, and/or improve local circulation patterns. In instances where a Large Lot Tentative Map has previously been approved and a Small Lot Tentative Map seeks to use these provisions to realign LLTM parcel boundaries, the County may require a substantial compliance determination to confirm consistency with the UWSP's provisions.

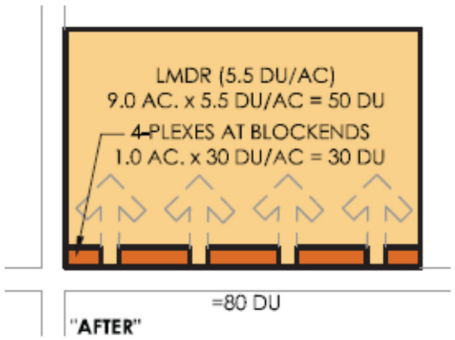




Housing Product Diversity

This type of revision allows different lot sizes/housing types to be included within a single land use/large lot parcel provided that the resulting unit allocation falls within the density permitted by the parcel's land use designation. The intent is to facilitate the development of multiple housing types within single-family residential neighborhoods, which could include "missing middle" attached housing. For instance, in a LMDR parcel designed to accommodate single-family housing, all or some or all of the neighborhood's block ends could be designed to accommodate attached housing units, such as duets or four-plexes, provided that the total unit allocation falls within the density range permitted for LMDR uses. As an incentive to encourage attached missing middle housing types, the overall allocated density or units may be increased to the maximum number of units as allowed by the permitted density range by securing a Missing Middle Density Bonus from the pool of units allocated in Table 3-1, pursuant to the provisions outlined in Section 8.8.6.





8.9 SEVERABILITY

If any regulation, condition, program, or portion of the UWSP is held invalid by a California or Federal Court of competent jurisdiction, such provisions shall be deemed separate, distinct, and independent provisions and the invalidity of such provisions shall not affect the validity of the remaining provisions.

In accordance with Government Code Section 65457, subsequent residential development proposals within the Specific Plan Area, if consistent with the Specific Plan and the mitigation measures from the EIR prepared for the plan, may be exempt from further environmental review pursuant to CEQA.

Any property owner within the UWSP Plan Area may elect to pursue a Specific Plan Amendment subject to the requirements of Chapter 8 Implementation of this document.