

ITEM 3 COPC PUBLIC COMMENT 001

Sacramento County Planning Commission
700 H Street, Suite 2450
Sacramento, CA 95814

COUNTY OF SACRAMENTO
BOARD OF SUPERVISORS

2024 OCT 18 PM 12:05

PLNP 2018-00284

RE: Upper Westside October 21, 2024 Public Hearing

Position: Opposed

Commissioners,

Thank you for the opportunity to provide comment on this planning proposal. I have lived in Natomas for 15 years. First and foremost, **I am opposed to expanding the urban services boundary.** Urban sprawl should be avoided at all costs. Development should focus on infill and revitalizing older buildings. Only when we have maximized the efficiency and development of all areas within the existing City bounds should we consider geographic expansion.

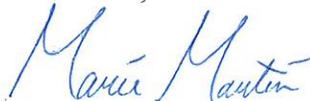
Should we make the mistake of developing over our local farmland and wildlife habitat, please ensure this new community plan includes:

1. **Prioritizing people over cars.** Upper Westside residents should be able to live comfortably without owning a car. More walkways, mixed use, grocery stores, and local businesses.
2. **Light Rail integration.** The community college absolutely must have a light rail station. Again, people should be able to live, work, learn, and shop here without using a car. Require the developer to work with SacRT to integrate a new rail route into the Green Line (Natomas/airport connector) map.
3. **Downtown Connectivity.** The proximity of the Upper Westside to downtown will likely attract people who need to commute to the grid for work. They should be able to bike or take light rail. Currently, biking is most feasible from the pedestrian bridge at Peregrine Park, along the canal, then dangerously crossing Garden Highway to get to Discovery Park. **Add a pedestrian bridge** near the RD 1000 site (1633 Garden Hwy) to cross the river towards River Crest Dr in West Sacramento. Require the Upper Westside developer to also allocate funds towards the new Truxel crossing through Discovery Park which its residents will undoubtedly be using. How about a safer bike lane along West El Camino from the 49er truck stop all the way to Northgate Blvd?

Essentially, I urge you to stop developing communities in isolated bubbles and put more thought into integrating them with existing development. Consider how to move people through the city more efficiently. Traffic is ridiculous. More roads and more lanes are not the answer. Require all new developments to expand bike paths and public transit routes, and pay for these added community amenities. We want to be a greener city.

Paving over our valuable open spaces is a BIG deal. Set the price tag and hurdles accordingly.

Thank You,



Marie Martin

COUNTY OF SACRAMENTO
BOARD OF SUPERVISORS

2024 OCT 18 PM 12:05

SAC COUNTY PLANNING Commission
RE: OCT 21 UPPER WESTSIDE PLND 2018-00284
700 H STREET, Suite 2450
SACRAMENTO, CA 95814

SACRAMENTO CA 957

16 OCT 2024 PM 2 L

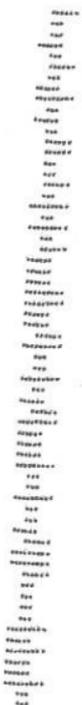
As in past editions,
USPS is re

If you choose
please mail da



FOREVER / USA

95814-129800



ITEM 3 COPC PUBLIC COMMENT 002

From: Patten. Emma <pattene@saccounty.gov>
Sent: Tuesday, October 15, 2024 1:39 PM
To: Clerk of the Board Public Email <BoardClerk@saccounty.gov>
Subject: FW: The Upper west side specific plan and it's EIR

From: Aarati chaudhary <chaudharyaarati@gmail.com>
Sent: Friday, October 11, 2024 10:47 AM
To: Patten. Emma <pattene@saccounty.gov>; boardclerk@saccounty.gov
Subject: The Upper west side specific plan and it's EIR

EXTERNAL EMAIL: If unknown sender, **do not** click links/attachments.
If you have concerns about this email, please report it via the Phish Alert button.

Hi, I support the project. Thank you

ITEM 3 COPC PUBLIC COMMENT 003

From: Jennifer Ip <themusingpen@gmail.com>
Sent: Thursday, October 10, 2024 4:02 PM
To: Clerk of the Board Public Email <BoardClerk@saccounty.gov>
Subject: October 21 - Upper Westside Specific Plan

EXTERNAL EMAIL: If unknown sender, **do not** click links/attachments.
If you have concerns about this email, please report it via the Phish Alert button.

To the Sacramento County Planning Commission,

While I do not live in Natomas, I commute there for work from South Sacramento to Natomas. I oppose the development of the unincorporated Natomas area due to the damage it will cause to the environment and all living things, including us. I also oppose the development due to the nature of where this area is located. It is a flood basin and as our climate continues to be unpredictable, it is unwise to build here. I personally wish developers would build up instead of out, but I know that comes with other issues.

I strongly believe there are other avenues to pursue in terms of housing and commercial development. Furthermore, I do not want Sacramento County to be without some aspect of nature. We should keep our city as green as possible.

Regards,
Jennifer

ITEM 3 COPC PUBLIC COMMENT 004

From: RONALD COSTA <rcosta1@prodigy.net>

Sent: Friday, October 11, 2024 5:20 PM

To: Clerk of the Board Public Email <boardclerk@saccounty.gov>; Sacramento County Planning Commission <planning@saccounty.gov>; Patten. Emma <pattene@saccounty.gov>

Subject: Upper Westside Project PLNP2018-00284

Attachments: October 7-2024 Comments.pdf; October 7-2024 Comments.docx

EXTERNAL EMAIL: If unknown sender, **do not** click links/attachments.
If you have concerns about this email, please report it via the Phish Alert button.

Please find attached my public comments on the Upper Westside Project.

I am in favor of your approval of this project as it is badly needed to mitigate our current housing shortage.

Sincerely,

Ronald Costa
Email: rcosta1@prodigy.net
Phone: (916) 922-8798

October 7, 2024

From: Ronald Costa

Ref: Upper Westside Project PLNP2018-00284

Subject: Public Comments

To: Sacramento County Board of Supervisors (boardclerk@saccounty.gov)

To: Sacramento County Planning Commission (planning@saccounty.gov)

To: Natomas Planning Advisory Council (pattene@saccounty.gov)

To: Lead Planner, Emma Patten (pattene@saccounty.gov)

Ref: Upper Westside Project PLNP2018-00284

Subject: Public Comments

I attended the October 3, 2024 meeting of the Natomas Community Planning Advisory Council (CPAC).

First let me state that it's about time that we developed that property as it is very close to the City of Sacramento, which is our largest employment center and it is only a bicycle commute away from the Upper Westside Project. Several other sites were mentioned in public comments as already approved and further, that we do not need this site as those sites are available. The problem with that is that they are a lot further away from the major employment center, which would result in longer commutes, thus more traffic congestion and pollution.

Some environmental issues were raised at the CPAC meeting; however, I think that the EIR addresses those issues adequately.

Several 20-to-30-year long-time Garden Highway residents made comments, and all of them were negative on development of the Upper Westside Specific plan. No doubt many of them raised a family during their long tenure, and the children are now grown up and are out of their childhood homes. Now they need a place to live. The production of children has outpaced the production of new homes and associated facilities for many years; consequently, there is a housing shortage that has caused home prices and rents to soar beyond affordability. This is evidenced by the many homeless tents along our streets.

The problem is easy to solve. BUILD, BUILD ,BUILD, will solve it! I urge you to approve the Upper Westside Project PLNP2018-00284.

October 7, 2024

From: Ronald Costa

Ref: Upper Westside Project PLNP2018-00284

Subject: Public Comments

To: Sacramento County Board of Supervisors (boardclerk@saccounty.gov)

To: Sacramento County Planning Commission (planning@saccounty.gov)

To: Natomas Planning Advisory Council (pattene@saccounty.gov)

To: Lead Planner, Emma Patten (pattene@saccounty.gov)

Ref: Upper Westside Project PLNP2018-00284

Subject: Public Comments

I attended the October 3, 2024 meeting of the Natomas Community Planning Advisory Council (CPAC).

First let me state that it's about time that we developed that property as it is very close to the City of Sacramento, which is our largest employment center and it is only a bicycle commute away from the Upper Westside Project. Several other sites were mentioned in public comments as already approved and further, that we do not need this site as those sites are available. The problem with that is that they are a lot further away from the major employment center, which would result in longer commutes, thus more traffic congestion and pollution.

Some environmental issues were raised at the CPAC meeting; however, I think that the EIR addresses those issues adequately.

Several 20-to-30-year long-time Garden Highway residents made comments, and all of them were negative on development of the Upper Westside Specific plan. No doubt many of them raised a family during their long tenure, and the children are now grown up and are out of their childhood homes. Now they need a place to live. The production of children has outpaced the production of new homes and associated facilities for many years; consequently, there is a housing shortage that has caused home prices and rents to soar beyond affordability. This is evidenced by the many homeless tents along our streets.

The problem is easy to solve. BUILD, BUILD ,BUILD, will solve it! I urge you to approve the Upper Westside Project PLNP2018-00284.

ITEM 3 COPC PUBLIC COMMENT 005

From: speaks.shannon@gmail.com
Sent: Monday, October 21, 2024 1:44 PM
To: Clerk of the Board Public Email <BoardClerk@saccounty.gov>
Subject: Written Comment

EXTERNAL EMAIL: If unknown sender, do not click links/attachments.
If you have concerns about this email, please report it via the Phish Alert button.

I object to the upper west side development in Natomas. The impact to traffic, wildlife, and natural land is not worth it.

Shannon Speaks
541 Alcantar Cir, Sacramento

Sent from my iPhone

ITEM 3 COPC PUBLIC COMMENT 006

From: Karen Jacques <threegables1819@gmail.com>

Sent: Monday, October 21, 2024 11:45 AM

To: Clerk of the Board Public Email <BoardClerk@saccounty.gov>

Subject: 10-21-14 Planning Commission Item #3: General Plan Amendment: Upper Westside Specific Plan

EXTERNAL EMAIL: If unknown sender, **do not** click links/attachments.
If you have concerns about this email, please report it via the Phish Alert button.

Dear Chair Raithal and Commission Members

My name is Karen Jacques. I am a long time resident of Sacramento's Central City (District 1). I am unable to attend the October 21st Planning Commission meeting in person so I am writing to express my strong opposition to Agenda Item #3: "General Plan Amendment: Upper Westside Specific Plan". The proposed Amendment would allow the conversion of 2,000 undeveloped acres of agricultural land and wildlife habitat outside the County's Urban Services Boundary into a new sprawl development including 9,000 housing units, 3 million square ft. of commercial space and the roads and other infrastructure necessary to serve such a development. For the reasons stated below, I do not believe that any new development should be allowed outside the Urban Services Boundary in the Natomas Basin now or in the future. The County has already approved far too many sprawl projects and I don't want to see any more of them, especially in land as sensitive as the Natomas Basin.

___ The current Urban Services Boundary was established in 1993. It was the understanding of City and County residents who lived here at that time that the boundary was to be permanent for a number of important reasons including to reduce the risk of flood and fire to surrounding, already developed communities; to preserve some of the richest farmland in the greater Sacramento region; and to buffer and ensure the integrity of the Natomas Basin Habitat Conservation Plan (NBHCP) area, which is home to several endangered species. The City of Sacramento established the NBHCP area when it opened North Natomas up for development. The NBHCP was the result of an agreement between the city and the federal government to protect the Basin's endangered species and their habitat. I find it extremely concerning that the larger Natomas Basin area is now threatened by massive sprawl development after so many of us thought that it was permanently protected.

___ The area where the Upper Westside development would be built isn't the only portion of the Natomas Basin that is being targeted for new sprawl development. It is my understanding that the County will be bringing forward a second even larger sprawl project (the 5,000 acre Grand Park Project) in 2025. The City of Sacramento has also received an application for a 450 acre commercial warehouse project outside the Urban Services Boundary in the Natomas Basin. Approval of the Upper Westside project would set a precedent for the approval of these other destructive sprawl projects and threaten the integrity of the NBHCP area. The county needs to look at the cumulative impact of all these destructive projects and stop them by saying no to the Upper Westside project now.

___ The Natomas Basin is a deep flood basin. Much of its' interior is lower than the elevation of the Sacramento and American Rivers. The Natomas levies were built to withstand a 200 year flood. The climate crisis is leading to extreme rain events in many parts of the country and the world. It is no longer safe to assume that levies built for a 200 year flood will be adequate to deal with the kind of floods we could well be facing. It is irresponsible to build new developments in an area where there is potential for catastrophic flooding and that would also greatly increase the flood risk to surrounding areas that have already been built out. We need the undeveloped and agricultural lands of the Natomas Basin to provide a place where flood waters can go and to recharge our ground water that gets depleted in drought years.

___ Undeveloped lands, especially lands that have healthy, rich soil - as the Natomas Basin does - also serve as badly needed carbon sinks. As the climate crisis worsens, the need for carbon sinks becomes more and more apparent. We cannot afford to turn what is now a valuable carbon sink into yet another paved over urban heat island, especially given the fact that temperatures are rising far faster than climate scientists predicted.

___ Small farms, like those in the Natomas Basin with their fertile soil are an important source of fresh, healthy food. They will become even more important as a food source as the climate crisis worsens and some areas of the U.S. and the world that were once able to produce food no longer can.

___ The 9,000 market rate housing units proposed for the Upper West Side project and however many such units will be proposed for the Grand Park project are not needed. My understanding is that Sacramento County has already entitled more market rate sprawl housing than projections say we will need for the next several years. What we do need and the County doesn't have is more infill housing, especially infill housing that is affordable. The County should start prioritizing and incentivizing such housing. There is absolutely no justification for going outside the Urban Services Boundary and destroying all or part of the Natomas Basin to build sprawl housing that isn't needed. The County must start paying attention to the SACOG Blueprint and stop allowing market rate housing developers to build whatever they want wherever they want.

___ Building more sprawl housing in the Natomas Basin (or anywhere) will lead to more traffic jams and the need to build more roads. Our region needs more transit not more cars and more transit requires more density, not more sprawl. If the Upper Westside project were built, its residents would all need cars to get around. The SACOG region is supposed to reduce its vehicle miles traveled (VMT), by 19%, but it can't do that if projects like the Upper Westside project are built. Failure to meet VMT goals could make our region ineligible for federal and state funding.

___ . More driving leads to more air pollution. The Sacramento region's failure to meet its' air quality goals could cost it federal and state funding.

Sacramento County has already approved far too much sprawl and we are all paying the price in the form of poor air quality, traffic congestion, lack of public transit and disappearing open space. Meeting clean air standards should be a priority for the county.

In conclusion, Sacramento County has already approved far too much sprawl development and can't afford any more. The Natomas Basin, with its open space, small farms, fertile farmland, significant wildlife, including endangered species, importance as a carbon sink and ability to reduce flood risk is a gem that needs to be protected, not paved over. Please recognize that development in the Natomas Basin is inappropriate and vote not to approve the Upper Westside Specific Plan.

Thank-you for this opportunity to comment. Please make my comments available to Commissioners and include them in your official record.

Karen Jacques

. . :

ITEM 3 COPC PUBLIC COMMENT 007

From: JOSEPH BRAZIL <goodnewsjoe@comcast.net>
Sent: Saturday, October 19, 2024 11:49 AM
To: Clerk of the Board Public Email <BoardClerk@saccounty.gov>
Subject: Comment on Upper Westside agenda item

EXTERNAL EMAIL: If unknown sender, **do not** click links/attachments.
If you have concerns about this email, please report it via the Phish Alert button.

Sacramento County Planning Commission:

Attached as a PDF file is my comment letter regarding the Upper Westside agenda item scheduled for the County Planning meeting of October 21, 2024 at 5:30pm pst. I've also posted the letter in this email below in case there is any issue in opening the PDF.

Thank you.

Joe Brazil
(916) 489-1950

(COPY OF ATTACHED PDF):

Justin Raithel, Chair
Sacramento County Planning Commission
700 H Street
Sacramento, CA 95814

Chair Raithel and Commissioners:

I am writing to provide comments regarding the Upper Westside Specific Plan through the lens of the land my family has farmed for nearly 80 years. As a farming family in the Natomas Boot, we have witnessed firsthand how urbanization and changing conditions have made agriculture in this area increasingly unsustainable. I'd like to address some concerns raised by ECOS regarding the conversion of farmland and the preservation of agricultural land.

The Changing Realities of Agriculture in Natomas

ECOS asserts that the Upper Westside project threatens prime agricultural land, but this viewpoint does not consider the on-the-ground realities that many local farmers are facing. Farming in Natomas is no longer economically viable or sustainable. Over the past several decades, urbanization has surrounded our farmlands, introducing challenges such as increased theft, vandalism, traffic, and restrictions on farming practices due to proximity to homes and businesses. These conditions make it extremely difficult for farmers like myself to continue operations.

Despite efforts to adapt to these changing conditions (including selling portions of our land to sustain operations), our farming conditions and financial challenges continue to worsen. The land can no longer be effectively farmed at scale due to the encroaching urban environment.

Addressing Agricultural Preservation through Responsible Development

While ECOS calls for continued agricultural preservation, the Upper Westside project presents a balanced approach to development and agricultural land conservation. The project includes a 1:1 mitigation strategy for every acre of farmland converted, preserving an equivalent amount of agricultural land elsewhere in Sacramento County. This ensures that while development moves forward, agricultural land in areas more conducive to farming is preserved and protected.

Additionally, the project incorporates a 534-acre agricultural buffer on its western edge, reducing conflicts between urban and agricultural uses. This buffer demonstrates that the development has been carefully planned to protect the surrounding agricultural land and mitigate the potential impacts on neighboring farming operations.

Mitigating Environmental Impacts and Ensuring Balance

ECOS expresses concerns about wildlife and habitat loss, but the Upper Westside development takes significant steps to address these environmental issues. The project includes wildlife corridors and habitat restoration efforts that aim to protect species like the Swainson's Hawk and the giant garter snake, ensuring that local ecosystems are preserved. By implementing these strategies, the project strikes a balance between necessary urban growth and environmental stewardship, showing that development and habitat conservation can coexist.

Given the unsustainable conditions for farming in Natomas and the careful planning incorporated into the Upper Westside project, it is clear that this development represents a thoughtful, forward-thinking solution. It balances the need for new housing and economic growth with responsible agricultural preservation and environmental protections.

I urge you to support this project as it represents a sustainable, future-oriented solution to our region's challenges.

Thank you for your time and consideration.

Sincerely,
Joseph Brazil
Trustee of J&D Natomas Property Trust and JDL&M Natomas Property Trust
(916) 489-1950
GoodNewsJoe@comcast.net

ITEM 3 COPC PUBLIC COMMENT 008

From: Josh Harmatz <joshharmatz@gmail.com>
Sent: Monday, October 21, 2024 3:36 PM
To: Clerk of the Board Public Email <BoardClerk@saccounty.gov>
Subject: Comments for County Planning Meeting- Monday 10/21/24 - 530pm
Attachments: Harmatz Opposition Letter (1).pdf

EXTERNAL EMAIL: If unknown sender, **do not** click links/attachments.
If you have concerns about this email, please report it via the Phish Alert button.

Hello, can you please submit my written comments below, and attached, for review by the County Supervisors for tonight's meeting.
Thank you.

Josh W. Harmatz
4171 Garden Hwy
Sacramento, CA, 95834
joshharmatz@gmail.com
916-284-2507

October 21, 2024

Sacramento County Board of Supervisors
827 7th Street, Room 225
Sacramento, CA 95814

Dear Members of the Board of Supervisors,

I am writing to express my strong opposition to the Upper Westside Specific Plan due to the significant impact it will have on traffic conditions along Garden Highway, Powerline Road, and West Del Paso Road. These roads, which are currently narrow, single-lane urban roads, ranging between 9 and 10 feet in width, are already struggling to accommodate the existing traffic. The addition of heavy commercial vehicles, workers commuting to the proposed commercial spaces, and 25,000 future residents from the planned Upper Westside Development will exacerbate these issues.

The Sacramento County Transportation Analysis (March 2022) prepared for this project indicates that these roads will face substantial increases in traffic volumes, especially during peak hours, when freeway congestion diverts additional traffic onto local roads. Given that these routes cannot safely handle large trucks exceeding 7 tons, this poses a safety risk, and the congestion will likely become unbearable.

Moreover, the study clearly acknowledges that Garden Highway requires widening to 12 feet in each direction, with an additional 6-foot shoulder. However, the development proposal does not adequately address how this widening will be achieved or who will pay the associated costs, especially considering the recent completion of the setback levy, power pole relocations, and other flood protection measures. The levee system improvements recently undertaken along Garden Highway were designed without considering this required widening. To date, neither the U.S. Army Corps of Engineers nor the Central Valley Flood Protection Board has been consulted about this crucial aspect of the plan.

Without a comprehensive and feasible solution to the traffic and safety concerns along these critical roads, approving this development would worsen traffic congestion, increase the risk of accidents, and diminish the quality of life for current residents. I strongly urge the Board of Supervisors to reconsider approving the Upper Westside Specific Plan unless these infrastructure issues are fully addressed in coordination with the relevant agencies.

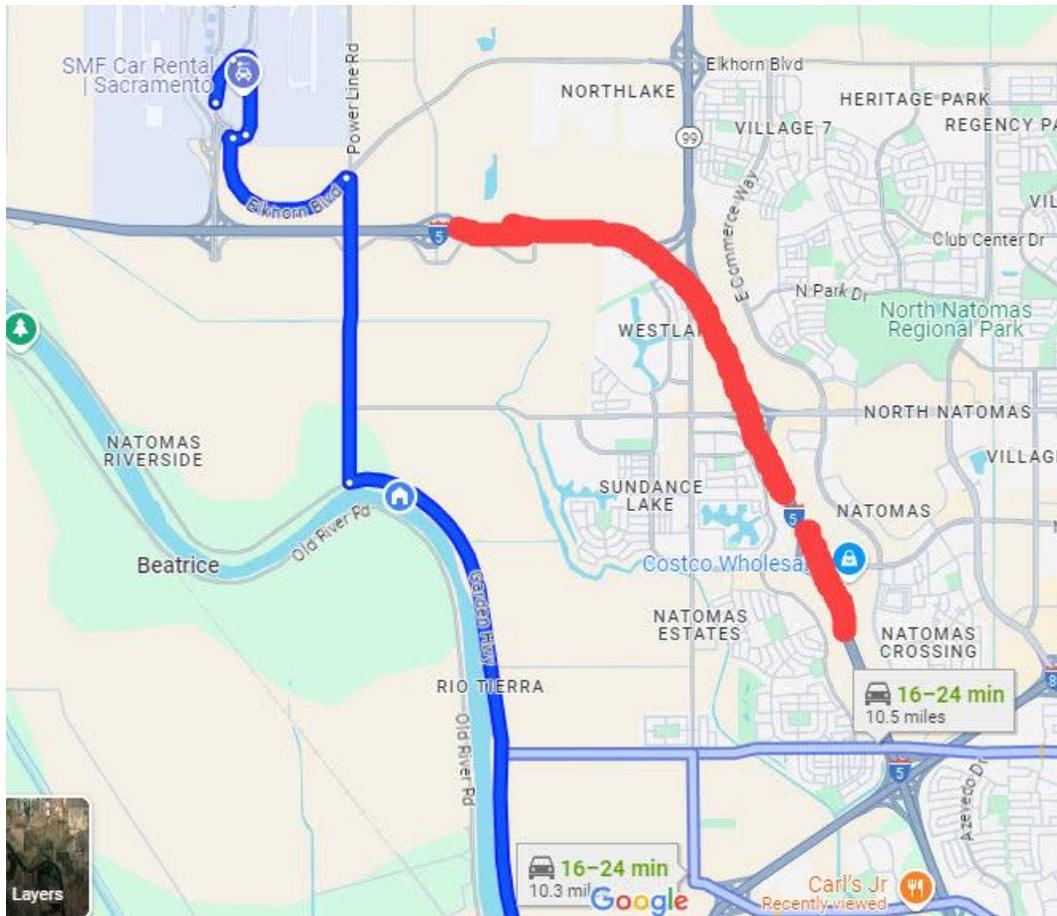
Thank you for your time and consideration of my concerns.

Sincerely,

Josh W. Harmatz
4171 Garden Hwy
Sacramento, CA, 95834
joshharmatz@gmail.com

916-284-2507

Map of Most used Routes from the Airport and 3mil square feet of commercial space at Metro Air Park:



Pictures of the crumbling road:



Picture of the existing road width that does NOT meet county requirements:

Garden Hwy:





Powerline Road at 16' - The average SUV is 8 ft wide, and avg delivery TRUCK is 10 ft wide



Additional pictures of Garden Hwy road widening issues and condition:

6" Bumps in the road with no shoulder:



Josh W. Harmatz

4171 Garden Hwy
Sacramento, CA, 95834
joshharmatz@gmail.com
916-284-2507

October 21, 2024

Sacramento County Board of Supervisors
827 7th Street, Room 225
Sacramento, CA 95814

Dear Members of the Board of Supervisors,

I am writing to express my strong opposition to the Upper Westside Specific Plan due to the significant impact it will have on traffic conditions along Garden Highway, Powerline Road, and West Del Paso Road. These roads, which are currently narrow, single-lane urban roads, ranging between 9 and 10 feet in width, are already struggling to accommodate the existing traffic. The addition of heavy commercial vehicles, workers commuting to the proposed commercial spaces, and 25,000 future residents from the planned Upper Westside Development will exacerbate these issues.

The Sacramento County Transportation Analysis (March 2022) prepared for this project indicates that these roads will face substantial increases in traffic volumes, especially during peak hours, when freeway congestion diverts additional traffic onto local roads. Given that these routes cannot safely handle large trucks exceeding 7 tons, this poses a safety risk, and the congestion will likely become unbearable.

Moreover, the study clearly acknowledges that Garden Highway requires widening to 12 feet in each direction, with an additional 6-foot shoulder. However, the development proposal does not adequately address how this widening will be achieved or who will pay the associated costs, especially considering the recent completion of the setback levy, power pole relocations, and other flood protection measures. The levee system improvements recently undertaken along Garden Highway were designed without

considering this required widening. To date, neither the U.S. Army Corps of Engineers nor the Central Valley Flood Protection Board has been consulted about this crucial aspect of the plan.

Without a comprehensive and feasible solution to the traffic and safety concerns along these critical roads, approving this development would worsen traffic congestion, increase the risk of accidents, and diminish the quality of life for current residents. I strongly urge the Board of Supervisors to reconsider approving the Upper Westside Specific Plan unless these infrastructure issues are fully addressed in coordination with the relevant agencies.

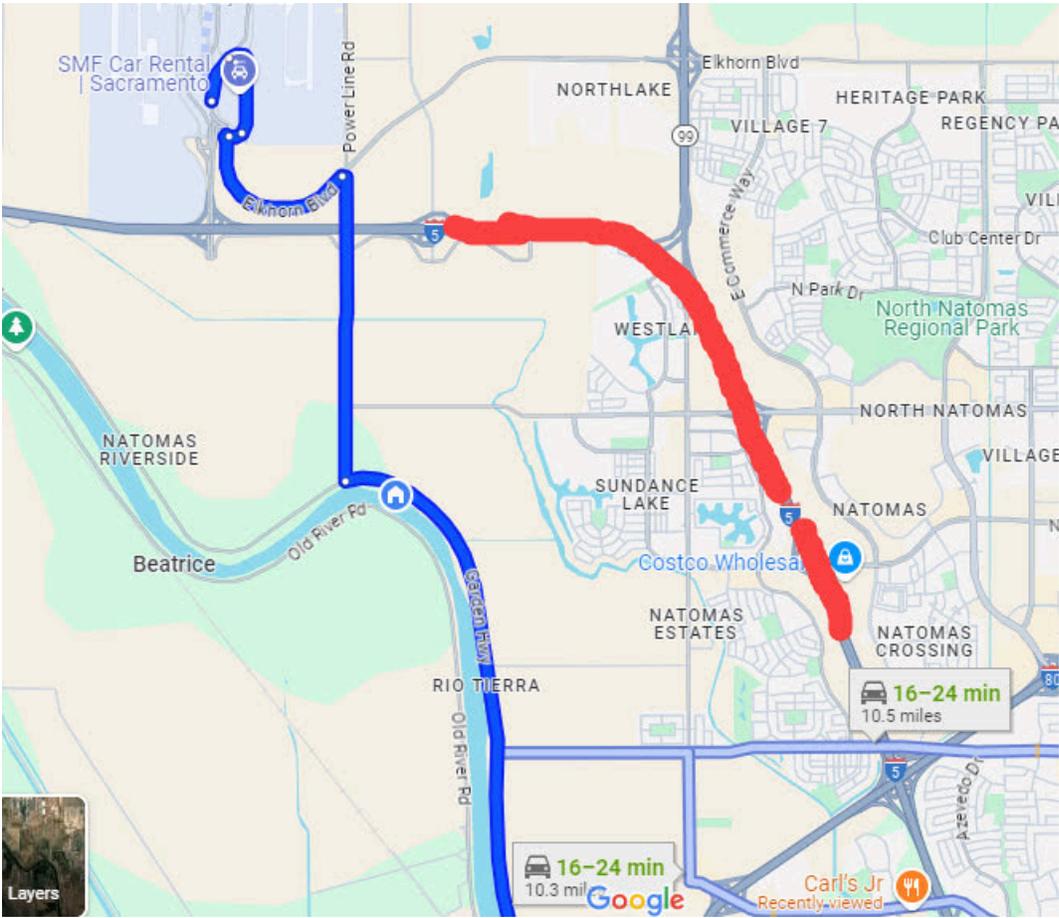
Thank you for your time and consideration of my concerns.

Sincerely,

Josh W. Harmatz
4171 Garden Hwy
Sacramento, CA, 95834
joshharmatz@gmail.com

916-284-2507

Map of Most used Routes from the Airport and 3mil square feet of commercial space at Metro Air Park:

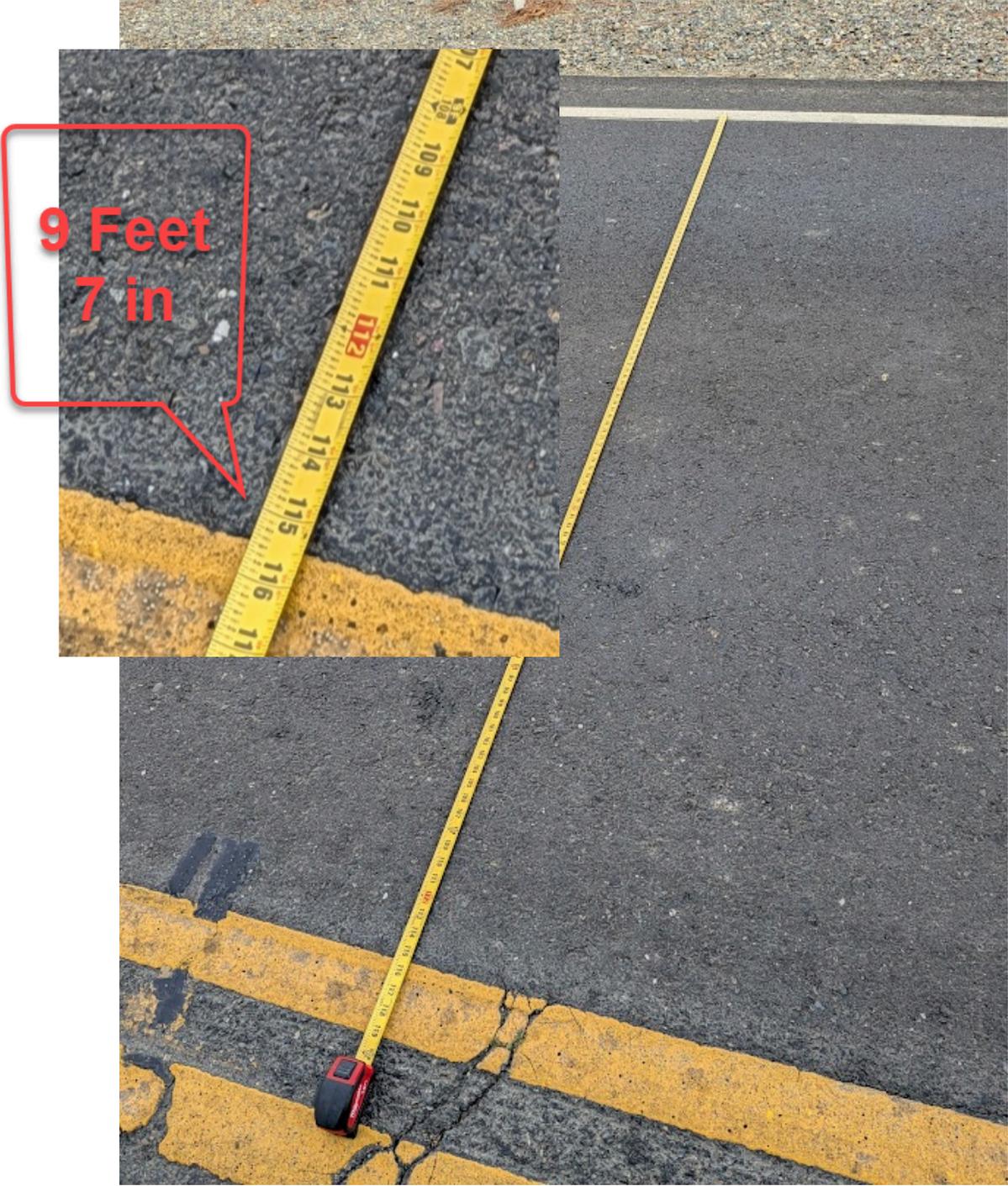


Pictures of the crumbling road:



Picture of the existing road width that does NOT meet county requirements:

Garden Hwy:



Powerline Road at 16' - The average SUV is 8 ft wide, and avg delivery TRUCK is 10 ft wide



Additional pictures of Garden Hwy road widening issues and condition:

6" Bumps in the road with no shoulder:



ITEM 3 COPC PUBLIC COMMENT 009

From: susanherre@gmail.com

Sent: Monday, October 21, 2024 2:23 PM

To: Clerk of the Board Public Email <BoardClerk@saccounty.gov>

CC: h-fargo@comcast.net; Edith Thacher <egthacher@gmail.com>; 'Judith Lamare' <judelam@sbcglobal.net>; luzlim@live.com; Rob Burness <rmburness@comcast.net>; rpropper47@icloud.com; 'Alexandra Reagan' <office@ecosacramento.net>; Smith, Todd <smithtodd@saccounty.gov>; Patten, Emma <pattene@saccounty.gov>; 'John Roberts' <jroberts@natomasbasin.org>; Chandra Chilmakuri <chandrachilmakuri@gmail.com>

Subject: ECOS LETTER to SacCounty Planning Comm - Agenda Item 3, Oct 21, 2024 Natomas - Upper Westside

Attachments: 241021 ECOS LETTER to Sacramento County Planning Commission.pdf

EXTERNAL EMAIL: If unknown sender, **do not** click links/attachments.
If you have concerns about this email, please report it via the Phish Alert button.

Dear Board Clerk, please confirm receipt of this email. Thank you.

SUBJECT: AGENDA ITEM 3, October 21, 2024 Sacramento County Planning Commission
Natomas – Upper Westside, PLNP2018-00284 – GP Amendment, Specific Plan, etc.

Dear Chair Raitel and Planning Commissioners,

Please see our letter ATTACHED regarding the Upper Westside project and its Draft Environmental Impact Report.

The Upper Westside conflicts with land use planning actions of regional significance including the Blueprint, the Urban Services Boundary, and the Natomas Basin Habitat Conservation Plan. Each of these actions was hard won, painstakingly agreed to, and in place for decades. These land use actions are our legacy; they represent our core values. They are sustainability bulwarks against climate change. Don't toss them aside.

Today, Sacramento County staff's recommendation to you to ". . . direct staff to prepare the FEIR." If you do this, you will turn your back on our planning legacy. Instead, we ask that you direct staff to reject the project and stop the process.

Sincerely,



SUSAN HERRE AIA AICP
President of the Board of Directors
Environmental Council of Sacramento

<https://www.ecosacramento.net>
202-747-4087



ECOS
 ENVIRONMENTAL
 COUNCIL
 OF SACRAMENTO

Post Office Box 1526 | Sacramento, CA 95812-1526

October 21, 2024

Sacramento County Planning Commission

Justin Raithel, Chair
 Jofil Borja, Vice Chair
 Damon Conklin
 Mariana Corona Sabeniano
 Joseph Devlin

Sent by email to BoardClerk@saccounty.gov

SUBJECT: AGENDA ITEM 3, October 21, 2024 Sacramento County Planning Commission
 Natomas – Upper Westside, PLNP2018-00284 – GP Amendment, Specific Plan, etc.

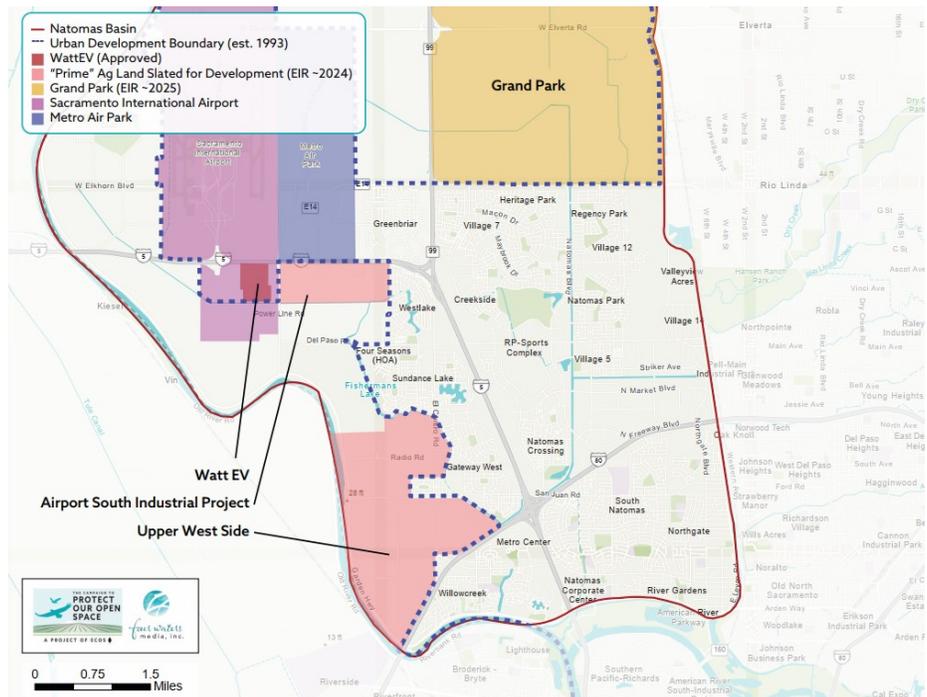
Dear Chair Raithel and Planning Commissioners,

The Environmental Council of Sacramento, which includes a number of Natomas residents, asks you to consider the following issues as you review the Upper Westside project and its Draft Environmental Impact Report.

1) **Consider all of the developments currently being proposed.** Review the Upper Westside in the context of the entire 8,000 acres across three projects now proposed for development in the Natomas Basin in Sacramento County.

The map at right highlights the Upper Westside, Airport South Industrial, and Grand Park projects.

These projects would dramatically decrease open land in Natomas and present impacts to traffic, air quality, flood control, the Natomas Basin Habitat Conservation Plan, and City services -- all of which should be considered together.



2) **Consider what it means to break through the Urban Services Boundary (USB).** This boundary, in place for three decades, is based upon jurisdictional, natural and environmental constraints to urban growth and “is intended to be a permanent growth boundary not subject to modification except under extraordinary circumstances.”¹

All three of the projects would break through the USB. Changes to the USB are to be made only for “extraordinary projects” and yet there is nothing extraordinary about Upper Westside except that it is close to the City of Sacramento. What is extraordinary about the area is the deep, prime agricultural soil from many years of overflow from the Sacramento River.

The USB was drawn in 1993 to protect development from the risk of flood and fire, and to preserve agriculture, ranch, and habitat lands. The image below of Sacramento County shows the urbanized area inside the USB, with areas outside of it in GREEN. With climate change, the USB is a bulwark of sustainability for our region.

Consider the requirements in Sacramento County’s General Plan Policy LU-127 for projects that propose to break through the USB:

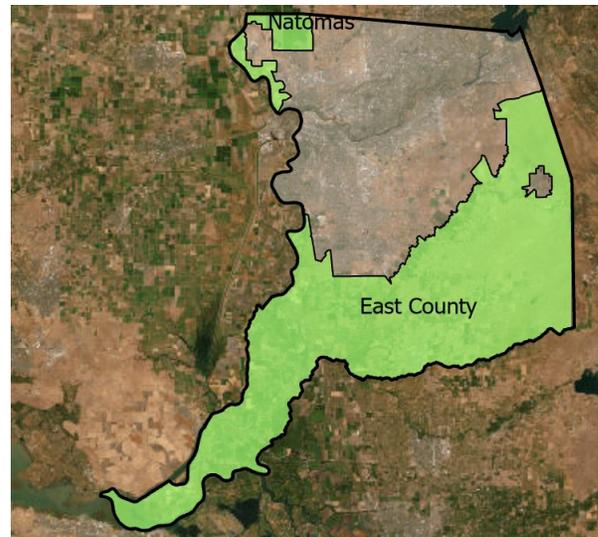
LU-127. The County shall not expand the Urban Service Boundary unless:

- *There is inadequate vacant land within the USB to accommodate the projected 25-year demand for urban uses; and*
- *The proposal calling for such expansion can satisfy the requirements of a master water plan as contained in the Conservation Element; and*
- *The proposal calling for such expansion can satisfy the requirements of the Sacramento County Air Quality Attainment Plan; and*
- *The area of expansion does not incorporate open space areas for which previously secured open space easements would need to be relinquished; and*
- *The area of expansion does not include the development of important natural resource areas, aquifer recharge lands or prime agricultural lands;*
- *The area of expansion does not preclude implementation of a Sacramento County-adopted Habitat Conservation Plan;*

OR

- *The Board approves such expansion by a 4/5ths vote based upon on finding that the expansion would provide extraordinary environmental, social or economic benefits and opportunities to the County.*

Given the impacts of this project on the region and the Natomas community, the Upper Westside project does not meet most of the listed requirements, nor does it merit a finding of extraordinary benefits and opportunities by 4/5ths of the Board of Supervisors.



¹ [Sacramento County General Plan, Land Use Element](#)

3) Consider what it means to develop on land not within the NBHCP/MAPHCP Permit Acres. The NBHCP is basin-wide for important biological reasons. The hatched areas on the Natomas Basin Habitat Conservation Plan (NBHCP) below indicate where development is permitted. Land outside of the NBHCP/MAPHCP Permit Acres “is designated for retention as Agricultural Cropland by the Sacramento County General Plan.”²

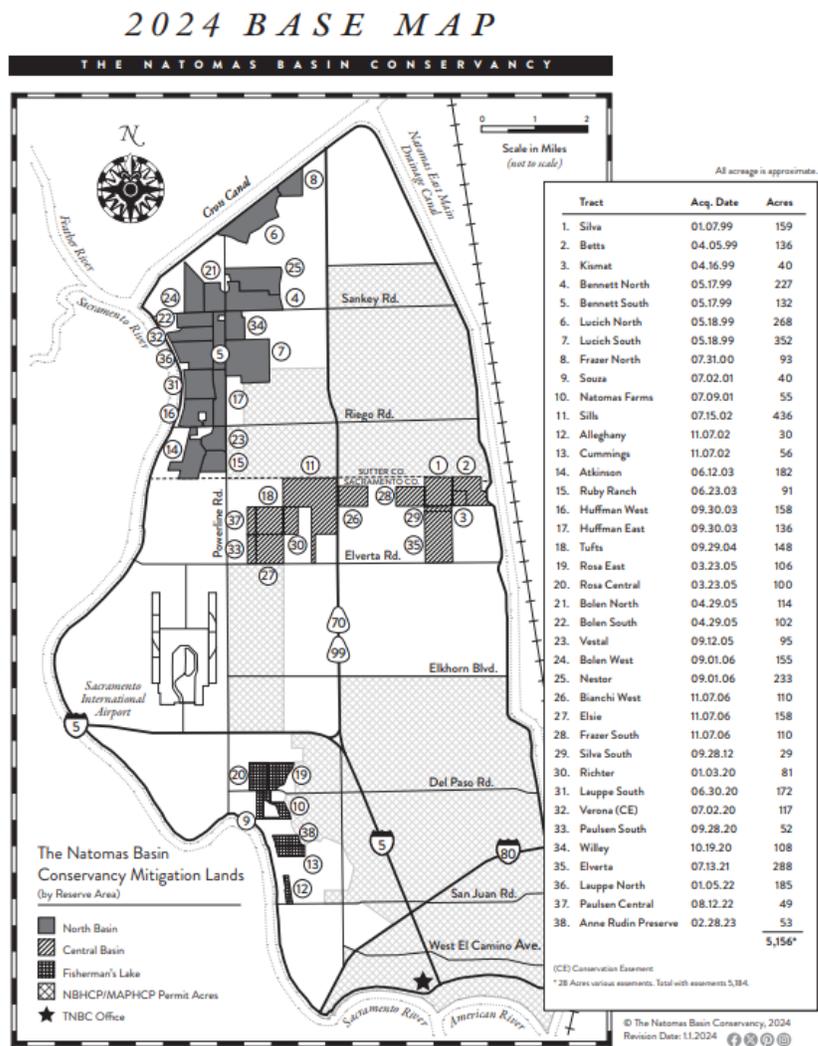
The Upper Westside project (Airport South Industrial and Grand Park as well) is proposed for areas outside of the NBHCP/MAPHCP Permit Acres. It would replace wildlife-supportive agriculture with concrete, vehicles and houses, severely impacting the resident wildlife in the Basin. The protection of resident wildlife in the Basin was promised when the City signed a contract with the federal government and approved the Natomas Basin Habitat Conservation Plan. Sacramento Area Flood Control Agency (SAFCA) also agreed to protect resident wildlife. The Upper Westside project cannot mitigate for its impacts to resident wildlife as the Natomas Basin is finite – the harm to the Basin’s wildlife conservation efforts will be irreparable.

The Natomas Basin is a deep flood basin. Much of the interior of the Basin is lower than the elevation of the Sacramento and American Rivers, particularly during annual high-water flows in winter and spring.

The Natomas levees were designed for a 200-year storm, as it was understood at the time of design in the late 1990s. Climate change is creating a moving target for flood protection, we no longer can accurately estimate size and frequency of floods.

In a crisis, flood mitigation requires everything to work perfectly – pumps, electricity, detention basins, canals, river levels, and people. Hurricane Helene just provided an example of what happens when systems are overwhelmed by water.

Development in the Natomas Basin should be consistent with the NBHCP.



² https://natomasbasin.org/wp-content/uploads/natomas-basin-habitat-conservation-plan/5nbhcland_use2006_a11y.pdf, pg III-13

- 4) **Consider how Upper Westside is inconsistent with the goals of the Blueprint.** On November 4, 2020, SACOG commented on the Notice of Preparation of the Upper Westside DEIR, stating “implementation of the Blueprint vision depends greatly on the efforts of cities and counties through local plans and projects. . . [and] the Upper Westside project and the project area itself are not anticipated for development in either the MTP/SCS or the Blueprint.”³

This is still true today. SACOG’s selected land use scenario for the 2025 MTP/SCS, dated April 2024, does not include the Upper Westside, or Airport South Industrial, or Grand Park – it includes no buildout in the coming decades, as shown in the excerpt at right.

SACOG went on to say “The Upper Westside project . . . raises important policy questions for the region’s implementation of the Blueprint. For example, the capacity for growth in existing entitled lands far exceeds expected demand

over the next twenty years: collectively, the region’s jurisdictions have entitled, or are in the process of entitling **2.5 times the region’s projected need for the next 20 years**. More than half of that capacity—387,000 units—is in greenfield areas that are on the edge of existing development.”⁴ This means there is far more entitled acreage for new homes than the market will bear. Upper Westside is not needed.

- 5) **Consider how Upper Westside is inconsistent with General Plans.** The project proposes a change to Sacramento County’s General Plan from agricultural to residential/commercial uses. While the project would be in Sacramento County, it would likely be served with utilities and services by the City of Sacramento, and, in future, could be fully annexed into the City.
- 6) **Consider the project’s effect on our Air Quality Plan.** The proposed project would worsen the Sacramento regions ability to meet state and federal air quality standards by interfering with implementation of our Air Quality Plan. The Upper Westside DEIR makes clear that the project’s air quality impacts are significant and unavoidable. Failure to honor our Air Quality Plan could result in our area losing access to federal transportation funds.

Attachment A								
2025 Blueprint (MTP/SCS) Discussion Scenario								
April 2024								
Jurisdiction/Community Type	Baseyear and Buildout				Spring 24 Discussion Scenario			
	Existing Conditions (2020)		Potential Buildout		2020 - 2035		2020 - 2050	
	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units
Sacramento City								
Potential Developing Communities (not yet under construction)								
<i>Panhandle</i>	-	-	-	1,620	-	595	130	1,295
<i>Airport South Industrial Project</i>	-	-	-	-	-	-	-	-
Sacramento County Unincorporated								
Potential Developing Communities (not yet under construction)								
<i>Cordova Hills</i>	-	-	3,190	8,000	320	350	600	1,500
<i>Glenborough at Easton</i>	-	-	1,800	3,239	-	-	80	300
<i>South Mather</i>	-	-	940	3,522	-	400	730	1,805
<i>Aerojet</i>	1,600	-	40,180	-	-	-	-	-
<i>Elverta</i>	10	50	200	5,627	-	-	-	-
<i>Grand Park</i>	20	10	3,010	23,892	-	-	-	-
<i>Jackson Township</i>	10	30	900	5,690	-	-	-	-
<i>Jackson West</i>	1,240	110	11,210	16,484	-	-	-	-
<i>Newbridge</i>	110	10	450	3,075	-	-	-	-
<i>Upper Westside</i>	430	60	3,820	9,356	-	-	-	-
<i>New Induced Growth Areas</i>	200	500	-	-	-	-	-	-

³ MTP/SCS or Blueprint - <https://www.sacog.org/planning/blueprint>

⁴ James Corless, SACOG Ex Dir., November 4, 2020 letter to County Environmental Planning, Notice of Preparation of DEIR for Upper West Side Specific Plan (PLNP2018- 00284, p. 6)

7) Consider the other areas available for development. Open land inside the Urban Services Boundary (USB) is available for housing, both in the City of Sacramento and unincorporated Sacramento County – land that is not in a deep flood basin or on prime farmland. In addition, there is enormous capacity for infill development in existing communities, especially around transit stations. Building in communities with existing public infrastructure and services can limit costs to local jurisdictions for maintenance and operations, and it can lower the combined housing-transportation costs to households. While the Upper Westside project proposes the City of Sacramento extend its utilities and services to the project, the City’s new 2040 General Plan strongly emphasizes infill development to provide needed housing.

8) Consider the land uses being proposed. We need more housing, but it does not need to be located in the Natomas Basin; and the Upper Westside project does not address our most critical housing need -- for low income households.

The project proposes three million square feet of commercial space. For comparison, the Westfield Galleria shopping mall in Roseville is 1.3 million square feet. If this commercial space is built, will it take the life out of the 100,000 square-foot shopping mall at West El Camino and Truxel Road?

The proposed site is on the urban edge, bounded by the Sacramento River. For an educational campus, this means difficult access by automobile, and certainly by public transit.

9) Consider the traffic impacts. The project proposes 9,000 residences and three million square feet of commercial space, plus the schools. The project will be almost entirely auto-centric. Thousands of auto-trips each day will significantly impact El Centro Road and West El Camino (whose width varies from 2 lanes to 6 lanes between I-80 and Northgate Blvd), as well as Garden Highway and San Juan Road (neither of which can be widened.)

Traffic will increase throughout South Natomas. The six-lane West El Camino overpass of I-80 and El Centro Road, at the primary gateway to the project, will be especially congested. This junction and the gateway itself, intended to be a “smart growth street”, will be bumper to bumper.

10) Consider impacts on biological resources. The Upper Westside Specific Plan (UWSP), if approved, would harm the viability of the NBHCP conservation strategy and impair NBC’s ability to protect wildlife in its preserve system. The UWSP conflicts with the NBHCP’s intent to conserve wildlife in the Basin and fails to comply with the NBHCP’s proviso that additional development outside of the NBHCP/MAPHCP Permit Acres be mitigated by amending the NBHCP or writing/obtaining approval of a new HCP to cover the project’s impacts.

The NBHCP/MAPHCP Permit Acres are not built out so the impact on wildlife of full buildout is yet to be determined. At this time, key species are showing signs of serious decline, so, now is not the time to remove habitat. Instead NBC should respond with strategic and tactical remedial actions and additional resources.

NBC’s monitoring studies show Giant Garter Snake (GGS) has not been found at Fisherman’s Lake since 2017. This key indicator of species protection performance shows that the range of this federally endangered species has been reduced by development despite significant effort by NBC to build robust GGS preserves. This problem must be corrected before any more development outside of the NBHCP/MAPHCP Permit Acres is considered. The UWSP would have direct and indirect impacts on the Fisherman’s Lake preserve area and NBC and SAFCA mitigation properties included in and adjacent to the UWSP. The proposed mitigation is deferred, speculative, out of basin, and inadequate.

The UWSP removes 2,000 acres of essential habitat in the Swainson's Hawk zone, a key part of the NBHCP conservation strategy. Yet the Draft Environmental Impact Report does not mention the NBHCP's requirement for development projects proposed for land outside of the NBHCP/MAPHCP Permit Acres to obtain 2081 permits from the CA Department of Fish and Wildlife. Swainson's Hawk monitoring by the NBC has shown huge swings in nesting productivity, indicating a population under stress and unstable. The NBHCP is designed to support the Basin population of Swainson's Hawks through the various natural stresses in the environment. But this guarantee is only with the availability of at least 13,000 acres of foraging habitat, focused in the Swainson's Hawk Zone, maintained in the Basin in perpetuity per the 2003 NBHCP. UWSP proposes to mitigate for these impacts somewhere out of Basin. The project will result in the reduction of the range of the Swainson's Hawk and severely compromise its sustainability in the Natomas Basin.

11) Consider impacts on ground conditions. Development of the region would likely cause subsidence of the project area and exacerbate risks for natural hazards like flooding.

With 3 million square feet of commercial use, the weight load of construction may increase subsidence. The land proposed for the Upper Westside development, with its particular soil type, flood plain status, and proximity to the Hunting Creek-Berryessa fault system, has experienced "moderate to high land subsidence in the past." (DEIR, 11-15) Considering the area consists largely of expansive soils that shrink and expand dynamically, additional subsidence should be expected. In addition to the structural hazards that progressive subsidence poses, further depression of the already low-lying land would increase the intensity and range of flooding in and surrounding the area.

Project designs for Upper Westside should factor in the subsidence and flooding that the buildings will cause; should evaluate the buildings' contribution to regional subsidence and flooding and ensure that existing structures in the surrounding areas will not be compromised as a result of new construction-related subsidence.

While safe, code-compliant designs can mitigate the subsidence and flood risks to the buildings, the required structural and seismic measures may alter the land itself, and they may be costly. How costly would development of California Building Code- and County-compliant structures be, compared to development in other already approved greenfield plots within the USB?

12) "It's housing – what's not to like?!"

The capacity for growth in existing entitled lands far exceeds expected demand over the next twenty years according to SACOG. "Collectively, the region's jurisdictions have entitled, or are in the process of entitling **2.5 times the region's projected need for the next 20 years**. More than half of that capacity—387,000 units—is in greenfield areas that are on the edge of existing development."⁵

This means there is far more entitled acreage for new homes than the market will bear. Upper Westside is not needed.

⁵ James Corless, SACOG Ex Dir., November 4, 2020 letter to County Environmental Planning, Notice of Preparation of DEIR for Upper West Side Specific Plan (PLNP2018- 00284, p. 6)

Conclusion:

The Upper Westside conflicts with land use planning actions of regional significance including:

- Blueprint – the Sacramento region’s smart growth plan concept that then-Senator Darrell Steinberg applied statewide in 2008 through SB375;
- Urban Services Boundary (USB) -- a Sacramento County construct, but which now in light of climate change has regional significance) [See the Powerpoint on why the USB was delineated as it was](#) – the forces that shaped it;
- Natomas Basin Habitat Conservation Plan – to protect twenty-two threatened species.

Each of these actions was hard won, painstakingly agreed to, and in place for decades. These land use actions are our legacy; they represent our core values. They are sustainability bulwarks against climate change. Don’t toss them aside.

Today, Sacramento County staff recommends that you end the DEIR process and “direct staff to prepare the FEIR.”

If you do this, you will turn your back on our planning legacy. Instead, we ask that you direct staff to reject the project and stop the process.

Sincerely,

Heather Fargo

Heather Fargo, Chair
ECOS Natomas Team



Susan Herre AIA AICP
President of the Board of Directors

ITEM 3 COPC PUBLIC COMMENT 010

From: Patten. Emma <pattene@saccounty.gov>
Sent: Monday, October 21, 2024 8:36 AM
To: Clerk of the Board Public Email <BoardClerk@saccounty.gov>
Subject: FW: In support

Good morning,

Please see the below public comment for the 10/21 COPC meeting.

Thank you,
Emma Patten | Senior Planner
pattene@saccounty.gov
(916) 875 4197

From: satnam kaur <satsatk@yahoo.com>
Sent: Monday, October 21, 2024 6:21 AM
To: Patten. Emma <pattene@saccounty.gov>
Subject: In support

EXTERNAL EMAIL: If unknown sender, **do not** click links/attachments.
If you have concerns about this email, please report it via the Phish Alert button.



Email: Pattene@saccounty.gov

Subject: Upper Westside Specific Plan - Planning Commission Hearing Item 3

Dear Chair and members of the Planning Commission,

I am writing to express my strong support for the Upper Westside Specific Plan, a development project that aligns with our community's vision for growth and sustainability while addressing the critical housing shortage in the Sacramento region.

The Upper Westside project is situated within the Natomas Joint Vision Overlay Area, which has been under discussion for potential development for several decades. This project satisfies the General Plan's LU-120 performance-based and design criteria which was developed in coordination with SACOG, ensuring that it fits within the established framework for thoughtful growth.

As a member of the Natomas community, I recognize the struggles faced by local farmers due to the changing landscape around them. The Upper Westside project offers a balanced approach to land use, preserving a 542-acre agricultural buffer to protect farmland and preserve open space.

The Upper Westside development embodies SACOG's smart growth principles by utilizing existing infrastructure and providing housing near job centers. The proposed "town center" is within 3.5 miles of downtown Sacramento. More than two-thirds of the project boundary is adjacent to existing development. This project is essentially an infill development that will reduce sprawl, offer a variety of housing types, and provide easy access to jobs and transit. Of the 9,356 proposed housing units, more than 52% will be multi-family attached units, which are crucial in addressing our region's housing crisis, particularly the need for affordable apartments and duplexes.

Traffic concerns have been addressed as well. The project's location and mix of land uses result in traffic levels below the 85% threshold of baseline conditions, which is an important indicator of its suitability for the area. The developers have also prepared a comprehensive Resource Conservation Strategy, which ensures that impacts on farmland and local habitats will be responsibly mitigated.

The Upper Westside Specific Plan represents a well-balanced and forward-thinking approach to development in the most logical place in our region. It respects the area's agricultural heritage, addresses urgent housing needs,

Hello,

I do support the project.
Satnam Kaur

[Yahoo Mail: Search, Organize, Conquer](#)

ITEM 3 COPC PUBLIC COMMENT 011

From: Patten. Emma <Pattene@saccounty.gov>
Sent: Monday, October 21, 2024 8:35 AM
To: Clerk of the Board Public Email <BoardClerk@saccounty.gov>
Subject: FW: Letter of support
Attachments: 2024-10-18 Letter of support.pdf

Good morning,

Please see the below public comment for the 10/21 COPC meeting.

Thank you,
Emma Patten | Senior Planner
pattene@saccounty.gov
(916) 875 4197

From: Sam Kermanian <SKermanian@ICOinvestment.com>
Sent: Friday, October 18, 2024 5:01 PM
To: Patten. Emma <Pattene@saccounty.gov>
Subject: Letter of support

EXTERNAL EMAIL: If unknown sender, **do not** click links/attachments.
If you have concerns about this email, please report it via the Phish Alert button.

Dear Sir/Lady,

Attached to this email please find our unqualified letter of support for the proposed Upper Westside Specific Plan.

Thank you

Sam Kermanian

Director, Asset Management
ICO Investment Group Inc.

NOTE - NEW ADDRESS:
10780 Santa Monica Blvd. #140
Los Angeles, CA 90025
Direct: +1 (213) 270-8030

Email: Pattene@saccounty.gov

Subject: Upper Westside Specific Plan - Planning Commission Hearing Item 3

Dear Chair and members of the Planning Commission,

I am writing to express my strong support for the Upper Westside Specific Plan, a development project that aligns with our community's vision for growth and sustainability while addressing the critical housing shortage in the Sacramento region.

The Upper Westside project is situated within the Natomas Joint Vision Overlay Area, which has been under discussion for potential development for several decades. This project satisfies the General Plan's LU-120 performance-based and design criteria which was developed in coordination with SACOG, ensuring that it fits within the established framework for thoughtful growth.

As a member of the Natomas community, I recognize the struggles faced by local farmers due to the changing landscape around them. The Upper Westside project offers a balanced approach to land use, preserving a 542-acre agricultural buffer to protect farmland and preserve open space.

The Upper Westside development embodies SACOG's smart growth principles by utilizing existing infrastructure and providing housing near job centers. The proposed "town center" is within 3.5 miles of downtown Sacramento. More than two-thirds of the project boundary is adjacent to existing development. This project is essentially an infill development that will reduce sprawl, offer a variety of housing types, and provide easy access to jobs and transit. Of the 9,356 proposed housing units, more than 52% will be multi-family attached units, which are crucial in addressing our region's housing crisis, particularly the need for affordable apartments and duplexes.

Traffic concerns have been addressed as well. The project's location and mix of land uses result in traffic levels below the 85% threshold of baseline conditions, which is an important indicator of its suitability for the area. The developers have also prepared a comprehensive Resource Conservation Strategy, which ensures that impacts on farmland and local habitats will be responsibly mitigated.

The Upper Westside Specific Plan represents a well-balanced and forward-thinking approach to development in the most logical place in our region. It respects the area's agricultural heritage, addresses urgent housing needs, and supports economic growth, all while minimizing environmental impacts.

I urge, when the project comes to a vote, that you support this project and help guide our community into a sustainable future.

Thank you for your consideration.



Sam Kermanian

ITEM 3 COPC PUBLIC COMMENT 012

From: Patten. Emma <pattene@saccounty.gov>
Sent: Monday, October 21, 2024 8:34 AM
To: Clerk of the Board Public Email <BoardClerk@saccounty.gov>
Subject: FW: Planning Commission Hearing Item 3, PLNP2018-00284
Attachments: Oct 21-2024_Planning Commission Comments.docx; Oct 21-2024_Planning Commission Comments.pdf

Good morning,

Please see the below public comment for the 10/21 COPC meeting.

Thank you,
Emma Patten | Senior Planner
pattene@saccounty.gov
(916) 875 4197

From: RONALD COSTA <rcosta1@prodigy.net>
Sent: Friday, October 18, 2024 10:19 PM
To: Clerk of the Board Public Email <boardclerk@saccounty.gov>; Sacramento County Planning Commission <planning@saccounty.gov>; Patten. Emma <pattene@saccounty.gov>
Subject: Planning Commission Hearing Item 3, PLNP2018-00284

EXTERNAL EMAIL: If unknown sender, **do not** click links/attachments.
If you have concerns about this email, please report it via the Phish Alert button.

Please accept my attached emailed public comments on the Upper Westside Specific Plan, PLNP2018-00284

Sincerely,

Ronald Costa
Email: rcosta1@prodigy.net
Phone: (916) 922-8798

October 19, 2024

From: Ronald Costa

Ref: Upper Westside Specific Plan, PLNP2018-00284

Subject: Public Comments - Planning Commission Hearing Item 3

To: Sacramento County Board of Supervisors (boardclerk@saccounty.gov)

To: Sacramento County Planning Commission (planning@saccounty.gov)

To: Lead Planner, Emma Patten (pattene@saccounty.gov)

Ref: Upper Westside Project PLNP2018-00284

Subject: Public Comments

Dear Chair and members of the Planning Commission,

I am writing to express my strong support for the Upper Westside Specific Plan, a development project that aligns with our community's vision for growth and sustainability while addressing the critical housing shortage in the Sacramento region.

I read the comments from the Natomas Planning Advisory Council (NPAC). Most of the negative comments were for environmental reasons. In your deliberations and decision making, please keep in mind that while they may have good intentions, most environmentalists just think that they know what they are talking about.

CASE AND POINT: In order to increase the delta smelt population, the pseudo intellectual environmentalists have been purging the Sacramento River Delta with fresh water for 20 or 30 years without any measurable success. They keep hollering, "we need more fresh water". They overlook the fact that before Shasta Dam was built, in late summer the Sacramento River was down to a trickle. When high tide was in San Francisco Bay, the river here in Sacramento used to run backward (toward Shasta). When that occurred, saltwater from San Francisco Bay would infiltrate the delta. There was an abundance of smelt in those days. It could be that, just maybe, in order to survive the Smelt, need a dose of saltwater in late summer instead of more fresh water. It could also be that the salt water gets rid of the smelt's predators. I know that these facts are true because as a young man I lived on the Garden Highway and I watched the river run backwards several times while sitting in our family car on the Garden Highway Levee (not much traffic in those days). It amazed my father so much that he would stop the car and point it out.

Bottom line, in making your decision be skeptical of what some people tell you, use some common sense and keep in mind the public need for the development of more housing. The Upper Westside Specific Plan represents a well-balanced and forward-thinking approach to development in the most logical place in our region. It respects the areas agricultural heritage, addresses urgent housing needs, and supports economic growth, all while minimizing environmental impacts.

I urge you to support this project when it comes to a vote, in order to help guide our community into a sustainable future.

Thank you for your consideration.

Ronald Costa

October 19, 2024

From: Ronald Costa

Ref: Upper Westside Specific Plan, PLNP2018-00284

Subject: Public Comments - Planning Commission Hearing Item 3

To: Sacramento County Board of Supervisors (boardclerk@saccounty.gov)

To: Sacramento County Planning Commission (planning@saccounty.gov)

To: Lead Planner, Emma Patten (pattene@saccounty.gov)

Ref: Upper Westside Project PLNP2018-00284

Subject: Public Comments

Dear Chair and members of the Planning Commission,

I am writing to express my strong support for the Upper Westside Specific Plan, a development project that aligns with our community's vision for growth and sustainability while addressing the critical housing shortage in the Sacramento region.

I read the comments from the Natomas Planning Advisory Council (NPAC). Most of the negative comments were for environmental reasons. In your deliberations and decision making, please keep in mind that while they may have good intentions, most environmentalists just think that they know what they are talking about.

CASE AND POINT: In order to increase the delta smelt population, the pseudo intellectual environmentalists have been purging the Sacramento River Delta with fresh water for 20 or 30 years without any measurable success. They keep hollering, "we need more fresh water". They overlook the fact that before Shasta Dam was built, in late summer the Sacramento River was down to a trickle. When high tide was in San Francisco Bay, the river here in Sacramento used to run backward (toward Shasta). When that occurred, saltwater from San Francisco Bay would infiltrate the delta. There was an abundance of smelt in those days. It could be that, just maybe, in order to survive the Smelt, need a dose of saltwater in late summer instead of more fresh water. It could also be that the salt water gets rid of the smelt's predators. I know that these facts are true because as a young man I lived on the Garden Highway and I watched the river run backwards several times while sitting in our family car on the Garden Highway Levee (not much traffic in those days). It amazed my father so much that he would stop the car and point it out.

Bottom line, in making your decision be skeptical of what some people tell you, use some common sense and keep in mind the public need for the development of more housing. The Upper Westside Specific Plan represents a well-balanced and forward-thinking approach to development in the most logical place in our region. It respects the areas agricultural heritage, addresses urgent housing needs, and supports economic growth, all while minimizing environmental impacts.

I urge you to support this project when it comes to a vote, in order to help guide our community into a sustainable future.

Thank you for your consideration.

Ronald Costa

ITEM 3 COPC PUBLIC COMMENT 013

From: Patten. Emma <pattene@saccounty.gov>
Sent: Monday, October 21, 2024 12:29 PM
To: Clerk of the Board Public Email <BoardClerk@saccounty.gov>
Subject: FW: Support for Upper Westside

From: Brittany Brazil <brazil91@live.com>
Sent: Monday, October 21, 2024 11:30 AM
To: Patten. Emma <pattene@saccounty.gov>
Subject: Support for Upper Westside

EXTERNAL EMAIL: If unknown sender, **do not** click links/attachments.
If you have concerns about this email, please report it via the Phish Alert button.

Dear Chair and members of the Planning Commission,

I am writing to express my strong support for the Upper Westside Specific Plan, a development project that aligns with our community's vision for growth and sustainability while addressing the critical housing shortage in the Sacramento region.

The Upper Westside project is situated within the Natomas Joint Vision Overlay Area, which has been under discussion for potential development for several decades. This project satisfies the General Plan's LU-120 performance-based and design criteria which was developed in coordination with SACOG, ensuring that it fits within the established framework for thoughtful growth.

As a member of the Natomas community, I recognize the struggles faced by local farmers due to the changing landscape around them. The Upper Westside project offers a balanced approach to land use, preserving a 542-acre agricultural buffer to protect farmland and preserve open space.

The Upper Westside development embodies SACOG's smart growth principles by utilizing existing infrastructure and providing housing near job centers. The proposed "town center" is within 3.5 miles of downtown Sacramento. More than two-thirds of the project boundary is adjacent to existing development. This project is essentially an infill development that will reduce sprawl, offer a variety of housing types, and provide easy access to jobs and transit. Of the 9,356 proposed housing units, more than 52% will be multi-family attached units, which are crucial in addressing our region's housing crisis, particularly the need for affordable apartments and duplexes.

Traffic concerns have been addressed as well. The project's location and mix of land uses result in traffic levels below the 85% threshold of baseline conditions, which is an important indicator of its suitability for the area. The developers have also prepared a comprehensive Resource Conservation Strategy, which ensures that impacts on farmland and local habitats will be responsibly mitigated.

The Upper Westside Specific Plan represents a well-balanced and forward-thinking approach to development in the most logical place in our region. It respects the areas agricultural heritage, addresses urgent housing needs, and supports economic growth, all while minimizing environmental impacts.

I urge, when the project comes to a vote, that you support this project and help guide our community into a sustainable future.

Thank you for your consideration.

Brittany Brazil

ITEM 3 COPC PUBLIC COMMENT 014

From: Patten. Emma <pattene@saccounty.gov>
Sent: Monday, October 21, 2024 8:32 AM
To: Clerk of the Board Public Email <BoardClerk@saccounty.gov>
Subject: FW: Support letter
Attachments: UWS PC Item 3 letter.docx

Good morning,

Please see the below public comment for the 10/21 COPC meeting.

Thank you,
Emma Patten | Senior Planner
pattene@saccounty.gov
(916) 875 4197

From: Med Aid <medaidrx1@gmail.com>
Sent: Saturday, October 19, 2024 3:11 PM
To: Patten. Emma <pattene@saccounty.gov>
Subject: Support letter

EXTERNAL EMAIL: If unknown sender, **do not** click links/attachments.
If you have concerns about this email, please report it via the Phish Alert button.

Email: Pattene@saccounty.gov

Subject: Upper Westside Specific Plan - Planning Commission Hearing Item 3

Dear Chair and members of the Planning Commission,

I am writing to express my strong support for the Upper Westside Specific Plan, a development project that aligns with our community's vision for growth and sustainability while addressing the critical housing shortage in the Sacramento region.

The Upper Westside project is situated within the Natomas Joint Vision Overlay Area, which has been under discussion for potential development for several decades. This project satisfies the General Plan's LU-120 performance-based and design criteria which was developed in coordination with SACOG, ensuring that it fits within the established framework for thoughtful growth.

As a member of the Natomas community, I recognize the struggles faced by local farmers due to the changing landscape around them. The Upper Westside project offers a balanced approach to land use, preserving a 542-acre agricultural buffer to protect farmland and preserve open space.

The Upper Westside development embodies SACOG's smart growth principles by utilizing existing infrastructure and providing housing near job centers. The proposed "town center" is within 3.5 miles of downtown Sacramento. More than two-thirds of the project boundary is adjacent to existing development. This project is essentially an infill development that will reduce sprawl, offer a variety of housing types, and provide easy access to jobs and transit. Of the 9,356 proposed housing units, more than 52% will be multi-family attached units, which are crucial in addressing our region's housing crisis, particularly the need for affordable apartments and duplexes.

Traffic concerns have been addressed as well. The project's location and mix of land uses result in traffic levels below the 85% threshold of baseline conditions, which is an important indicator of its suitability for the area. The developers have also prepared a comprehensive Resource Conservation Strategy, which ensures that impacts on farmland and local habitats will be responsibly mitigated.

The Upper Westside Specific Plan represents a well-balanced and forward-thinking approach to development in the most logical place in our region. It respects the areas agricultural heritage, addresses urgent housing needs, and supports economic growth, all while minimizing environmental impacts.

I urge, when the project comes to a vote, that you support this project and help guide our community into a sustainable future.

Thank you for your consideration.

ITEM 3 COPC PUBLIC COMMENT 015

From: Patten. Emma <pattene@saccounty.gov>
Sent: Monday, October 21, 2024 8:30 AM
To: Clerk of the Board Public Email <BoardClerk@saccounty.gov>
Subject: FW: upper west side plan
Attachments: UWS PC Item 3 letter.docx

Good morning,

Please see the below public comment for the 10/21 COPC meeting.

Thank you,
Emma Patten | Senior Planner
pattene@saccounty.gov
(916) 875 4197

From: jaspal banga <rickyvicky2@sbcglobal.net>
Sent: Saturday, October 19, 2024 4:09 PM
To: Patten. Emma <pattene@saccounty.gov>
Subject: upper west side plan

EXTERNAL EMAIL: If unknown sender, **do not** click links/attachments.
If you have concerns about this email, please report it via the Phish Alert button.

Yes, all our 5 family members love this plan.
Banga family
600 Hawkcrest cir
Sacramento, Ca 95835

Email: Pattene@saccounty.gov

Subject: Upper Westside Specific Plan - Planning Commission Hearing Item 3

Dear Chair and members of the Planning Commission,

I am writing to express my strong support for the Upper Westside Specific Plan, a development project that aligns with our community's vision for growth and sustainability while addressing the critical housing shortage in the Sacramento region.

The Upper Westside project is situated within the Natomas Joint Vision Overlay Area, which has been under discussion for potential development for several decades. This project satisfies the General Plan's LU-120 performance-based and design criteria which was developed in coordination with SACOG, ensuring that it fits within the established framework for thoughtful growth.

As a member of the Natomas community, I recognize the struggles faced by local farmers due to the changing landscape around them. The Upper Westside project offers a balanced approach to land use, preserving a 542-acre agricultural buffer to protect farmland and preserve open space.

The Upper Westside development embodies SACOG's smart growth principles by utilizing existing infrastructure and providing housing near job centers. The proposed "town center" is within 3.5 miles of downtown Sacramento. More than two-thirds of the project boundary is adjacent to existing development. This project is essentially an infill development that will reduce sprawl, offer a variety of housing types, and provide easy access to jobs and transit. Of the 9,356 proposed housing units, more than 52% will be multi-family attached units, which are crucial in addressing our region's housing crisis, particularly the need for affordable apartments and duplexes.

Traffic concerns have been addressed as well. The project's location and mix of land uses result in traffic levels below the 85% threshold of baseline conditions, which is an important indicator of its suitability for the area. The developers have also prepared a comprehensive Resource Conservation Strategy, which ensures that impacts on farmland and local habitats will be responsibly mitigated.

The Upper Westside Specific Plan represents a well-balanced and forward-thinking approach to development in the most logical place in our region. It respects the areas agricultural heritage, addresses urgent housing needs, and supports economic growth, all while minimizing environmental impacts.

I urge, when the project comes to a vote, that you support this project and help guide our community into a sustainable future.

Thank you for your consideration.

ITEM 3 COPC PUBLIC COMMENT 016

From: Patten. Emma <pattene@saccounty.gov>
Sent: Monday, October 21, 2024 8:30 AM
To: Clerk of the Board Public Email <BoardClerk@saccounty.gov>
Subject: FW: Upper West Side Plan
Attachments: UWS PC Item 3 letter.docx

Good morning,

Please see the below public comment for the 10/21 COPC meeting.

Thank you,
Emma Patten | Senior Planner
pattene@saccounty.gov
(916) 875 4197

From: jaspal banga <rickyvicky2@sbcglobal.net>
Sent: Saturday, October 19, 2024 4:06 PM
To: Patten. Emma <pattene@saccounty.gov>
Subject: Upper West Side Plan

EXTERNAL EMAIL: If unknown sender, **do not** click links/attachments.
If you have concerns about this email, please report it via the Phish Alert button.

Hi ,
We support this plan for our city. You must approve this project ASAP so our life can get better.
Surjit Kaur

Email: Pattene@saccounty.gov

Subject: Upper Westside Specific Plan - Planning Commission Hearing Item 3

Dear Chair and members of the Planning Commission,

I am writing to express my strong support for the Upper Westside Specific Plan, a development project that aligns with our community's vision for growth and sustainability while addressing the critical housing shortage in the Sacramento region.

The Upper Westside project is situated within the Natomas Joint Vision Overlay Area, which has been under discussion for potential development for several decades. This project satisfies the General Plan's LU-120 performance-based and design criteria which was developed in coordination with SACOG, ensuring that it fits within the established framework for thoughtful growth.

As a member of the Natomas community, I recognize the struggles faced by local farmers due to the changing landscape around them. The Upper Westside project offers a balanced approach to land use, preserving a 542-acre agricultural buffer to protect farmland and preserve open space.

The Upper Westside development embodies SACOG's smart growth principles by utilizing existing infrastructure and providing housing near job centers. The proposed "town center" is within 3.5 miles of downtown Sacramento. More than two-thirds of the project boundary is adjacent to existing development. This project is essentially an infill development that will reduce sprawl, offer a variety of housing types, and provide easy access to jobs and transit. Of the 9,356 proposed housing units, more than 52% will be multi-family attached units, which are crucial in addressing our region's housing crisis, particularly the need for affordable apartments and duplexes.

Traffic concerns have been addressed as well. The project's location and mix of land uses result in traffic levels below the 85% threshold of baseline conditions, which is an important indicator of its suitability for the area. The developers have also prepared a comprehensive Resource Conservation Strategy, which ensures that impacts on farmland and local habitats will be responsibly mitigated.

The Upper Westside Specific Plan represents a well-balanced and forward-thinking approach to development in the most logical place in our region. It respects the areas agricultural heritage, addresses urgent housing needs, and supports economic growth, all while minimizing environmental impacts.

I urge, when the project comes to a vote, that you support this project and help guide our community into a sustainable future.

Thank you for your consideration.

ITEM 3 COPC PUBLIC COMMENT 017

From: Patten. Emma <pattene@saccounty.gov>
Sent: Monday, October 21, 2024 9:14 AM
To: Clerk of the Board Public Email <BoardClerk@saccounty.gov>
Subject: FW: Upper West Side Plan

Good morning,

Please see the below public comment for the 10/21 COPC meeting.

Thank you,
Emma Patten | Senior Planner
pattene@saccounty.gov
(916) 875 4197

-----Original Message-----

From: jaspal banga <medaidpharmacy@att.net>
Sent: Saturday, October 19, 2024 4:01 PM
To: Patten. Emma <pattene@saccounty.gov>
Subject: Upper West Side Plan

EXTERNAL EMAIL: If unknown sender, do not click links/attachments.
If you have concerns about this email, please report it via the Phish Alert button.

Hi Ms. Emma,
We support this plan for Natomas area. We have 100s of families who are supporting this project. All our members of soccer clubs, our church members are excited about this project.
Harpreet

ITEM 3 COPC PUBLIC COMMENT 018

From: Patten. Emma <pattene@saccounty.gov>
Sent: Monday, October 21, 2024 1:17 PM
To: Clerk of the Board Public Email <BoardClerk@saccounty.gov>
Subject: FW: UPPER WEST SIDE PLAN

From: Natomas Pharmacy <natomaspharmacy@gmail.com>
Sent: Monday, October 21, 2024 1:13 PM
To: Patten. Emma <pattene@saccounty.gov>
Subject: UPPER WEST SIDE PLAN

EXTERNAL EMAIL: If unknown sender, **do not** click links/attachments.
If you have concerns about this email, please report it via the Phish Alert button.

Dear Emma Pattene,

I would like to formally support the upper west side plan.

Thank you.

Sincerely,

Sukh Jhutti, Pharm. D
Natomas Pharmacy

ITEM 3 COPC PUBLIC COMMENT 019

From: Patten. Emma <pattene@saccounty.gov>
Sent: Monday, October 21, 2024 8:27 AM
To: Clerk of the Board Public Email <BoardClerk@saccounty.gov>
Subject: FW: Upper west side plan

Good morning,

Please see the below public comment for the 10/21 COPC meeting.

Thank you,
Emma Patten | Senior Planner
pattene@saccounty.gov
(916) 875 4197

From: Harpreet Banga <harpreet.banga@icloud.com>
Sent: Saturday, October 19, 2024 1:27 PM
To: Patten. Emma <pattene@saccounty.gov>
Subject: Upper west side plan

EXTERNAL EMAIL: If unknown sender, do not click links/attachments.
If you have concerns about this email, please report it via the Phish Alert button.

Email: Pattene@saccounty.gov

Subject: Upper Westside Specific Plan - Planning Commission Hearing Item 3

Dear Chair and members of the Planning Commission,

I am writing to express my strong support for the Upper Westside Specific Plan, a development project that aligns with our community's vision for growth and sustainability while addressing the critical housing shortage in the Sacramento region.

The Upper Westside project is situated within the Natomas Joint Vision Overlay Area, which has been under discussion for potential development for several decades. This project satisfies the General Plan's LU-120 performance-based and design criteria which was developed in coordination with SACOG, ensuring that it fits within the established framework for thoughtful growth.

As a member of the Natomas community, I recognize the struggles faced by local farmers due to the changing landscape around them. The Upper Westside project offers a balanced approach to land use, preserving a 542-acre agricultural buffer to protect farmland and preserve open space.

The Upper Westside development embodies SACOG's smart growth principles by utilizing existing infrastructure and providing housing near job centers. The proposed "town center" is within 3.5 miles of downtown Sacramento. More than two-thirds of the project boundary is adjacent to existing development. This project is essentially an infill development that will reduce sprawl, offer a variety of housing types, and provide easy access to jobs and transit. Of the 9,356 proposed housing units, more than 52% will be multi-family attached units, which are crucial in addressing our region's housing crisis, particularly the need for affordable apartments and duplexes.

Traffic concerns have been addressed as well. The project's location and mix of land uses result in traffic levels below the 85% threshold of baseline conditions, which is an important indicator of its suitability for the area. The developers have also prepared a comprehensive Resource Conservation Strategy, which ensures that impacts on farmland and local habitats will be responsibly mitigated.

The Upper Westside Specific Plan represents a well-balanced and forward-thinking approach to development in the most logical place in our region. It respects the areas agricultural heritage, addresses urgent housing needs, and supports economic growth, all while minimizing environmental impacts.

I urge, when the project comes to a vote, that you support this project and help guide our community into a sustainable future.

Thank you for your consideration.

ITEM 3 COPC PUBLIC COMMENT 020

From: Patten. Emma <pattene@saccounty.gov>
Sent: Monday, October 21, 2024 8:28 AM
To: Clerk of the Board Public Email <BoardClerk@saccounty.gov>
Subject: FW: Upper West Side project
Attachments: UWS PC Item 3 letter.docx

Good morning,

Please see the below public comment for the 10/21 COPC meeting.

Thank you,
Emma Patten | Senior Planner
pattene@saccounty.gov
(916) 875 4197

From: howsrxx <howsrxx@gmail.com>
Sent: Sunday, October 20, 2024 1:45 PM
To: Patten. Emma <pattene@saccounty.gov>
Subject: Upper West Side project

EXTERNAL EMAIL: If unknown sender, **do not** click links/attachments.
If you have concerns about this email, please report it via the Phish Alert button.

I fully support this project.
Howard Lamborn

Email: Pattene@saccounty.gov

Subject: Upper Westside Specific Plan - Planning Commission Hearing Item 3

Dear Chair and members of the Planning Commission,

I am writing to express my strong support for the Upper Westside Specific Plan, a development project that aligns with our community's vision for growth and sustainability while addressing the critical housing shortage in the Sacramento region.

The Upper Westside project is situated within the Natomas Joint Vision Overlay Area, which has been under discussion for potential development for several decades. This project satisfies the General Plan's LU-120 performance-based and design criteria which was developed in coordination with SACOG, ensuring that it fits within the established framework for thoughtful growth.

As a member of the Natomas community, I recognize the struggles faced by local farmers due to the changing landscape around them. The Upper Westside project offers a balanced approach to land use, preserving a 542-acre agricultural buffer to protect farmland and preserve open space.

The Upper Westside development embodies SACOG's smart growth principles by utilizing existing infrastructure and providing housing near job centers. The proposed "town center" is within 3.5 miles of downtown Sacramento. More than two-thirds of the project boundary is adjacent to existing development. This project is essentially an infill development that will reduce sprawl, offer a variety of housing types, and provide easy access to jobs and transit. Of the 9,356 proposed housing units, more than 52% will be multi-family attached units, which are crucial in addressing our region's housing crisis, particularly the need for affordable apartments and duplexes.

Traffic concerns have been addressed as well. The project's location and mix of land uses result in traffic levels below the 85% threshold of baseline conditions, which is an important indicator of its suitability for the area. The developers have also prepared a comprehensive Resource Conservation Strategy, which ensures that impacts on farmland and local habitats will be responsibly mitigated.

The Upper Westside Specific Plan represents a well-balanced and forward-thinking

approach to development in the most logical place in our region. It respects the areas agricultural heritage, addresses urgent housing needs, and supports economic growth, all while minimizing environmental impacts.

I urge, when the project comes to a vote, that you support this project and help guide our community into a sustainable future.

Thank you for your consideration.

ITEM 3 COPC PUBLIC COMMENT 021

From: Patten. Emma <pattene@saccounty.gov>
Sent: Monday, October 21, 2024 8:27 AM
To: Clerk of the Board Public Email <BoardClerk@saccounty.gov>
Subject: FW: Upper West Side Project

Good morning,

Please see the below public comment for the 10/21 COPC meeting.

Thank you,
Emma Patten | Senior Planner
pattene@saccounty.gov
(916) 875 4197

From: Bobby Gosal <bobbygosal@aol.com>
Sent: Friday, October 18, 2024 7:05 PM
To: Patten. Emma <pattene@saccounty.gov>
Subject: Upper West Side Project

EXTERNAL EMAIL: If unknown sender, **do not** click links/attachments.
If you have concerns about this email, please report it via the Phish Alert button.

Subject: Upper Westside Specific Plan - Planning Commission Hearing Item 3

Dear Chair and members of the Planning Commission,

I am writing to express my strong support for the Upper Westside Specific Plan, a development project that aligns with our community's vision for growth and sustainability while addressing the critical housing shortage in the Sacramento region.

The Upper Westside project is situated within the Natomas Joint Vision Overlay Area, which has been under discussion for potential development for several decades. This project satisfies the General Plan's LU-120 performance-based and design criteria which was developed in coordination with SACOG, ensuring that it fits within the established framework for thoughtful growth.

As a member of the Natomas community, I recognize the struggles faced by local farmers due to the changing landscape around them. The Upper Westside project offers a balanced approach to land use, preserving a 542-acre agricultural buffer to protect farmland and preserve open space.

The Upper Westside development embodies SACOG's smart growth principles by

utilizing existing infrastructure and providing housing near job centers. The proposed “town center” is within 3.5 miles of downtown Sacramento. More than two-thirds of the project boundary is adjacent to existing development. This project is essentially an infill development that will reduce sprawl, offer a variety of housing types, and provide easy access to jobs and transit. Of the 9,356 proposed housing units, more than 52% will be multi-family attached units, which are crucial in addressing our region’s housing crisis, particularly the need for affordable apartments and duplexes.

Traffic concerns have been addressed as well. The project’s location and mix of land uses result in traffic levels below the 85% threshold of baseline conditions, which is an important indicator of its suitability for the area. The developers have also prepared a comprehensive Resource Conservation Strategy, which ensures that impacts on farmland and local habitats will be responsibly mitigated.

The Upper Westside Specific Plan represents a well-balanced and forward-thinking approach to development in the most logical place in our region. It respects the areas agricultural heritage, addresses urgent housing needs, and supports economic growth, all while minimizing environmental impacts.

I urge, when the project comes to a vote, that you support this project and help guide our community into a sustainable future.

Thank you for your consideration.

Bobby Gosal
916-715-0035
570 Hawkcrest Circle
Sacramento Ca 95835

ITEM 3 COPC PUBLIC COMMENT 022

From: Patten. Emma <pattene@saccounty.gov>
Sent: Monday, October 21, 2024 9:13 AM
To: Clerk of the Board Public Email <BoardClerk@saccounty.gov>
Subject: FW: Upper West Side Support Letter

Good morning,

Please see the below public comment for the 10/21 COPC meeting.

Thank you,
Emma Patten | Senior Planner
pattene@saccounty.gov
(916) 875 4197

-----Original Message-----

From: jaspal banga <medaidpharmacy@att.net>
Sent: Saturday, October 19, 2024 3:55 PM
To: Patten. Emma <pattene@saccounty.gov>
Subject: Upper West Side Support Letter

EXTERNAL EMAIL: If unknown sender, do not click links/attachments.
If you have concerns about this email, please report it via the Phish Alert button.

I strongly support this plan for Natomas. See the support letter. Thank you.
Jas Banga

ITEM 3 COPC PUBLIC COMMENT 023

From: Patten. Emma <Pattene@saccounty.gov>
Sent: Monday, October 21, 2024 11:00 AM
To: Clerk of the Board Public Email <BoardClerk@saccounty.gov>
Subject: FW: Upper Westside — Planning Commission Hearing Item 3

From: Resham Singh <reshamks1@gmail.com>
Sent: Monday, October 21, 2024 9:49 AM
To: Patten. Emma <Pattene@saccounty.gov>
Subject: Upper Westside — Planning Commission Hearing Item 3

EXTERNAL EMAIL: If unknown sender, **do not** click links/attachments.
If you have concerns about this email, please report it via the Phish Alert button.

Dear Chair and members of the Planning Commission,

I am writing to express my strong support for the Upper Westside Specific Plan, a development project that aligns with our community's vision for growth and sustainability while addressing the critical housing shortage in the Sacramento region.

The Upper Westside project is situated within the Natomas Joint Vision Overlay Area, which has been under discussion for potential development for several decades. This project satisfies the General Plan's LU-120 performance-based and design criteria which was developed in coordination with SACOG, ensuring that it fits within the established framework for thoughtful growth.

As a member of the community, I recognize the struggles faced by local farmers due to the changing landscape around them. The Upper Westside project offers a balanced approach to land use, preserving a 542-acre agricultural buffer to protect farmland and preserve open space.

The Upper Westside development embodies SACOG's smart growth principles by utilizing existing infrastructure and providing housing near job centers. The proposed "town center" is within 3.5 miles of downtown Sacramento. More than two-thirds of the project boundary is adjacent to existing development. This project is essentially an infill development that will reduce sprawl, offer a variety of housing types, and provide easy access to jobs and transit. Of the 9,356 proposed housing units, more than 52% will be multi-family attached units, which are crucial in addressing our region's housing crisis, particularly the need for affordable apartments and duplexes.

Traffic concerns have been addressed as well. The project's location and mix of land uses result in traffic levels below the 85% threshold of baseline conditions, which is an important indicator of its suitability for the area. The developers have also prepared a comprehensive Resource Conservation Strategy, which ensures that impacts on farmland and local habitats will be responsibly mitigated.

The Upper Westside Specific Plan represents a well-balanced and forward-thinking approach to development in the most logical place in our region. It respects the areas agricultural heritage, addresses urgent housing needs, and supports economic growth, all while minimizing environmental impacts.

I urge, when the project comes to a vote, that you support this project and help guide our community into a sustainable future.
Thank you for your consideration.

Thank you!

ITEM 3 COPC PUBLIC COMMENT 024

From: Patten. Emma <pattene@saccounty.gov>
Sent: Monday, October 21, 2024 8:29 AM
To: Clerk of the Board Public Email <BoardClerk@saccounty.gov>
Subject: FW: Upper Westside Plan-Planning Commission Hearing Item 3

Good morning,

Please see the below public comment for the 10/21 COPC meeting.

Thank you,
Emma Patten | Senior Planner
pattene@saccounty.gov
(916) 875 4197

From: Janet <janetgmurph@gmail.com>
Sent: Sunday, October 20, 2024 4:37 PM
To: Patten. Emma <pattene@saccounty.gov>
Subject: Upper Westside Plan-Planning Commission Hearing Item 3

EXTERNAL EMAIL: If unknown sender, **do not** click links/attachments.
If you have concerns about this email, please report it via the Phish Alert button.

Dear Chair and members of the Planning Commission,

I like the Upper Westside Specific Plan and it's EIR.

I support the plan.

Janet Murphy
590 Hawkcrest Circle (Westlake)
Sacramento, CA 95835

ITEM 3 COPC PUBLIC COMMENT 025

From: Patten. Emma <pattene@saccounty.gov>
Sent: Monday, October 21, 2024 8:31 AM
To: Clerk of the Board Public Email <BoardClerk@saccounty.gov>
Subject: FW: Upper Westside Plan-Planning Commission Hearing Item 3

Good morning,

Please see the below public comment for the 10/21 COPC meeting.

Thank you,
Emma Patten | Senior Planner
pattene@saccounty.gov
(916) 875 4197

-----Original Message-----

From: Kevin Murphy <kevinmurph31@gmail.com>
Sent: Sunday, October 20, 2024 4:43 PM
To: Patten. Emma <pattene@saccounty.gov>
Subject: Upper Westside Plan-Planning Commission Hearing Item 3

EXTERNAL EMAIL: If unknown sender, do not click links/attachments.
If you have concerns about this email, please report it via the Phish Alert button.

Dear Chair and members of the Planning Commission,

I like the Upper Westside Specific Plan and it's EIR.

I support the plan.

Kevin Murphy
590 Hawkcrest Circle (Westlake)
Sacramento, CA 95835

ITEM 3 COPC PUBLIC COMMENT 026

From: Patten. Emma <pattene@saccounty.gov>
Sent: Monday, October 21, 2024 8:32 AM
To: Clerk of the Board Public Email <BoardClerk@saccounty.gov>
Subject: FW: Upper Westside Specific Plan
Attachments: Letter.docx

Good morning,

Please see the below public comment for the 10/21 COPC meeting.

Thank you,
Emma Patten | Senior Planner
pattene@saccounty.gov
(916) 875 4197

From: Paul Jacinth <paul@jacinthinsurance.com>
Sent: Monday, October 21, 2024 8:21 AM
To: Patten. Emma <pattene@saccounty.gov>
Subject: Upper Westside Specific Plan

EXTERNAL EMAIL: If unknown sender, **do not** click links/attachments.
If you have concerns about this email, please report it via the Phish Alert button.

Attached is my support for the development project.

Please take note of my new email address.

paul@jacinthinsurance.com

I appreciate your business!

Paul J Jacinth

916-470-7772

PO BOX 1041

NEWCASTLE, CA 95658

License # 0818989, 3320847, 807285, 2549690 NIPR # 2549690



follow and like us on





PLEASE NOTE: Coverage cannot be bound or endorsed until confirmed in writing by the issuing insurer or an authorized representative of the Jacinth Insurance Agency.

CONFIDENTIALITY NOTICE: This email transmission and any documents, files, or previous e-mail messages attached to it may contain legally privileged and confidential information. If you are not the intended recipient, or a person responsible for delivering it to the intended recipient, you are hereby notified that any disclosure, copying, distribution, or use of any of the information contained in or attached to this transmission is **STRICTLY PROHIBITED**. If you have received this transmission in error, please immediately notify the sender. Please destroy the original transmission and its attachments without reading or saving them in any manner. If you reply to this message, personal information including your name, business name and other contact details, and IP address may be collected.

Email: Pattene@saccounty.gov

Subject: Upper Westside Specific Plan - Planning Commission Hearing Item 3

Dear Chair and members of the Planning Commission,

I am writing to express my strong support for the Upper Westside Specific Plan, a development project that aligns with our community's vision for growth and sustainability while addressing the critical housing shortage in the Sacramento region.

The Upper Westside project is situated within the Natomas Joint Vision Overlay Area, which has been under discussion for potential development for several decades. This project satisfies the General Plan's LU-120 performance-based and design criteria which was developed in coordination with SACOG, ensuring that it fits within the established framework for thoughtful growth.

As a member of the Natomas community, I recognize the struggles faced by local farmers due to the changing landscape around them. The Upper Westside project offers a balanced approach to land use, preserving a 542-acre agricultural buffer to protect farmland and preserve open space.

The Upper Westside development embodies SACOG's smart growth principles by utilizing existing infrastructure and providing housing near job centers. The proposed "town center" is within 3.5 miles of downtown Sacramento. More than two-thirds of the project boundary is adjacent to existing development. This project is essentially an infill development that will reduce sprawl, offer a variety of housing types, and provide easy access to jobs and transit. Of the 9,356 proposed housing units, more than 52% will be multi-family attached units, which are crucial in addressing our region's housing crisis, particularly the need for affordable apartments and duplexes.

Traffic concerns have been addressed as well. The project's location and mix of land uses result in traffic levels below the 85% threshold of baseline conditions, which is an important indicator of its suitability for the area. The developers have also prepared a comprehensive Resource Conservation Strategy, which ensures that impacts on farmland and local habitats will be responsibly mitigated.

The Upper Westside Specific Plan represents a well-balanced and forward-thinking approach to development in the most logical place in our region. It respects the area's agricultural heritage, addresses urgent housing needs, and supports economic growth, all while minimizing environmental impacts.

I urge, when the project comes to a vote, that you support this project and help guide our community into a sustainable future.

Thank you for your consideration.

ITEM 3 COPC PUBLIC COMMENT 027

From: Patten. Emma <Pattene@saccounty.gov>
Sent: Friday, October 18, 2024 3:35 PM
To: Clerk of the Board Public Email <BoardClerk@saccounty.gov>
Subject: FW: Upper Westside Specific Plan - Planning Commission Hearing Item 3

Good afternoon,

Please see the below public comment for the 10/21 COPC meeting.

Thank you,
Emma Patten | Senior Planner
pattene@saccounty.gov
(916) 875 4197

From: Jordan Walker <jordanw1630@gmail.com>
Sent: Friday, October 18, 2024 3:20 PM
To: Patten. Emma <Pattene@saccounty.gov>
Subject: Upper Westside Specific Plan - Planning Commission Hearing Item 3

EXTERNAL EMAIL: If unknown sender, **do not** click links/attachments.
If you have concerns about this email, please report it via the Phish Alert button.

Dear Chair and Members of the Planning Commission,

I am writing to express my strong support for the Upper Westside Specific Plan, a development project that aligns with our community's vision for growth and sustainability while addressing the critical housing shortage in the Sacramento region.

Having worked with farmers in the area and hearing their concerns, I understand the challenges faced by local farmers in the community and this area. The Upper Westside project offers a balanced approach to land use, preserving a significant 542-acre agricultural buffer to protect farmland and open space while giving them the opportunity to provide for their families needs better than what the land is currently able to yield in crops while they often see net losses or break evens in many cases.

The Upper Westside development embodies SACOG's smart growth principles by utilizing existing infrastructure and providing housing near job centers. The proposed "town center" is conveniently located within 3.5 miles of downtown Sacramento, and more than two-thirds of the project boundary is adjacent to existing development.

This infill development will reduce sprawl, offer a variety of housing types, and provide easy access to jobs and transit. Of the 9,356 proposed housing units, over 52% will be multi-family attached units, which are crucial for addressing our region's housing crisis, particularly the need for affordable apartments and duplexes.

This project offers a balanced approach to land use, preserving a significant agricultural buffer while providing a variety of housing options and promoting smart growth. The proposed "town center" is conveniently located near downtown Sacramento, and the project's focus on affordable housing is essential for addressing our region's housing crisis.

I am particularly impressed by the project's commitment to environmental stewardship. The developers have carefully considered traffic concerns and have prepared a comprehensive Resource Conservation Strategy to mitigate impacts on farmland and local habitats.

The Upper Westside Specific Plan represents a valuable investment in our community's future. It provides a sustainable, vibrant, and inclusive neighborhood while addressing our region's pressing needs.

I urge you to support this project and help shape a brighter future for Sacramento.

Thank you for reading,

--

Jordan EA Walker

ITEM 3 COPC PUBLIC COMMENT 028

From: Patten. Emma <pattene@saccounty.gov>
Sent: Friday, October 18, 2024 3:42 PM
To: Clerk of the Board Public Email <BoardClerk@saccounty.gov>
Subject: FW: Upper Westside Specific Plan - Planning Commission Hearing Item 3

Good afternoon,

Please see the below public comment for the 10/21 COPC meeting.

Thank you,
Emma Patten | Senior Planner
pattene@saccounty.gov
(916) 875 4197

From: Ldg@DeanG <ldg@deangrzelak.com>
Sent: Friday, October 18, 2024 3:39 PM
To: Patten. Emma <pattene@saccounty.gov>
Subject: Upper Westside Specific Plan - Planning Commission Hearing Item 3

EXTERNAL EMAIL: If unknown sender, **do not** click links/attachments.
If you have concerns about this email, please report it via the Phish Alert button.

Dear Chair and members of the Planning Commission,

I am writing to express my strong support for the Upper Westside Specific Plan, a development project that aligns with our community's vision for growth and sustainability while addressing the critical housing shortage in the Sacramento region.

The Upper Westside project is situated within the Natomas Joint Vision Overlay Area, which has been under discussion for potential development for several decades. This project satisfies the General Plan's LU-120 performance-based and design criteria which was developed in coordination with SACOG, ensuring that it fits within the established framework for thoughtful growth.

As a member of the Natomas community, I recognize the struggles faced by local farmers due to the changing landscape around them. The Upper Westside project offers a balanced approach to land use, preserving a 542-acre agricultural buffer to protect farmland and preserve open space.

The Upper Westside development embodies SACOG's smart growth principles by utilizing existing infrastructure and providing housing near job centers. The proposed "town center" is within 3.5 miles of downtown Sacramento. More than two-thirds of the project boundary

is adjacent to existing development. This project is essentially an infill development that will reduce sprawl, offer a variety of housing types, and provide easy access to jobs and transit. Of the 9,356 proposed housing units, more than 52% will be multi-family attached units, which are crucial in addressing our region's housing crisis, particularly the need for affordable apartments and duplexes.

Traffic concerns have been addressed as well. The project's location and mix of land uses result in traffic levels below the 85% threshold of baseline conditions, which is an important indicator of its suitability for the area. The developers have also prepared a comprehensive Resource Conservation Strategy, which ensures that impacts on farmland and local habitats will be responsibly mitigated.

The Upper Westside Specific Plan represents a well-balanced and forward-thinking approach to development in the most logical place in our region. It respects the areas agricultural heritage, addresses urgent housing needs, and supports economic growth, all while minimizing environmental impacts.

I urge, when the project comes to a vote, that you support this project and help guide our community into a sustainable future.

Thank you for your consideration.

Regards,

Lawrence D Grzelak

Get [TypeApp for Android](#)

ITEM 3 COPC PUBLIC COMMENT 029

From: Patten. Emma <pattene@saccounty.gov>
Sent: Monday, October 21, 2024 8:33 AM
To: Clerk of the Board Public Email <BoardClerk@saccounty.gov>
Subject: FW: Upper Westside Specific Plan - Planning Commission Hearing Item 3

Good morning,

Please see the below public comment for the 10/21 COPC meeting.

Thank you,
Emma Patten | Senior Planner
pattene@saccounty.gov
(916) 875 4197

From: Ricky Banga <bangaricky2@icloud.com>
Sent: Sunday, October 20, 2024 11:48 AM
To: Patten. Emma <pattene@saccounty.gov>
Subject: Upper Westside Specific Plan - Planning Commission Hearing Item 3

EXTERNAL EMAIL: If unknown sender, **do not** click links/attachments.
If you have concerns about this email, please report it via the Phish Alert button.

Dear Chair and members of the Planning Commission,

I am writing to express my strong support for the Upper Westside Specific Plan, a development project that aligns with our community's vision for growth and sustainability while addressing the critical housing shortage in the Sacramento region.

The Upper Westside project is situated within the Natomas Joint Vision Overlay Area, which has been under discussion for potential development for several decades. This project satisfies the General Plan's LU-120 performance-based and design criteria which was developed in coordination with SACOG, ensuring that it fits within the established framework for thoughtful growth.

As a member of the Natomas community, I recognize the struggles faced by local farmers due to the changing landscape around them. The Upper Westside project offers a balanced approach to land use, preserving a 542-acre agricultural buffer to protect farmland and preserve open space.

The Upper Westside development embodies SACOG's smart growth principles by utilizing existing infrastructure and providing housing near job centers. The proposed "town center" is within 3.5 miles of downtown Sacramento. More than two-thirds of the project boundary is adjacent to existing development. This project is essentially an infill development that will reduce sprawl, offer a variety of housing types, and provide easy access to jobs and transit. Of the 9,356 proposed housing units, more than 52% will be multi-family attached units, which are crucial in addressing our region's housing crisis, particularly the need for affordable apartments and duplexes.

Traffic concerns have been addressed as well. The project's location and mix of land uses result in traffic levels below the 85% threshold of baseline conditions, which is an important indicator of its suitability for the area. The developers have also prepared a comprehensive Resource Conservation Strategy, which ensures that impacts on farmland and local habitats will be responsibly mitigated.

The Upper Westside Specific Plan represents a well-balanced and forward-thinking approach to development in the most logical place in our region. It respects the area's agricultural heritage, addresses urgent housing needs, and supports economic growth, all while minimizing environmental impacts.

I urge, when the project comes to a vote, that you support this project and help guide our community into a sustainable future.

Thank you for your consideration.

Regards,
Rajkaran Banga

ITEM 3 COPC PUBLIC COMMENT 030

From: Patten. Emma <pattene@saccounty.gov>
Sent: Friday, October 18, 2024 3:43 PM
To: Clerk of the Board Public Email <BoardClerk@saccounty.gov>
Subject: FW: Upper Westside Specific Plan - Planning Commission Hearing Item 3

Good afternoon,

Please see the below public comment for the 10/21 COPC meeting.

Thank you,
Emma Patten | Senior Planner
pattene@saccounty.gov
(916) 875 4197

From: Mari-2bsls <mari@2bsls.com>
Sent: Friday, October 18, 2024 3:42 PM
To: Patten. Emma <pattene@saccounty.gov>
Subject: Upper Westside Specific Plan - Planning Commission Hearing Item 3

EXTERNAL EMAIL: If unknown sender, **do not** click links/attachments.
If you have concerns about this email, please report it via the Phish Alert button.

Dear Chair and members of the Planning Commission,

I am writing to express my strong support for the Upper Westside Specific Plan, a development project that aligns with our community's vision for growth and sustainability while addressing the critical housing shortage in the Sacramento region.

The Upper Westside project is situated within the Natomas Joint Vision Overlay Area, which has been under discussion for potential development for several decades. This project satisfies the General Plan's LU-120 performance-based and design criteria which was developed in coordination with SACOG, ensuring that it fits within the established framework for thoughtful growth.

As a member of the Natomas community, I recognize the struggles faced by local farmers due to the changing landscape around them. The Upper Westside project offers a balanced approach to land use, preserving a 542-acre agricultural buffer to protect farmland and preserve open space.

The Upper Westside development embodies SACOG's smart growth principles by utilizing existing infrastructure and providing housing near job centers. The proposed "town center" is within 3.5 miles of downtown Sacramento. More than two-thirds of the project boundary

is adjacent to existing development. This project is essentially an infill development that will reduce sprawl, offer a variety of housing types, and provide easy access to jobs and transit. Of the 9,356 proposed housing units, more than 52% will be multi-family attached units, which are crucial in addressing our region's housing crisis, particularly the need for affordable apartments and duplexes.

Traffic concerns have been addressed as well. The project's location and mix of land uses result in traffic levels below the 85% threshold of baseline conditions, which is an important indicator of its suitability for the area. The developers have also prepared a comprehensive Resource Conservation Strategy, which ensures that impacts on farmland and local habitats will be responsibly mitigated.

The Upper Westside Specific Plan represents a well-balanced and forward-thinking approach to development in the most logical place in our region. It respects the areas agricultural heritage, addresses urgent housing needs, and supports economic growth, all while minimizing environmental impacts.

I urge, when the project comes to a vote, that you support this project and help guide our community into a sustainable future.

Thank you for your consideration.

Sincerely,

Mari A. Noss

Get [TypeApp for Android](#)

ITEM 3 COPC PUBLIC COMMENT 031

From: Patten. Emma <Pattene@saccounty.gov>
Sent: Monday, October 21, 2024 8:34 AM
To: Clerk of the Board Public Email <BoardClerk@saccounty.gov>
Subject: FW: Upper Westside Specific Plan - Planning Commission Hearing Item 3

Good morning,

Please see the below public comment for the 10/21 COPC meeting.

Thank you,
Emma Patten | Senior Planner
pattene@saccounty.gov
(916) 875 4197

-----Original Message-----

From: Sabrina Brazil <surfsupsabrina@comcast.net>
Sent: Saturday, October 19, 2024 10:00 AM
To: Patten. Emma <Pattene@saccounty.gov>
Subject: Upper Westside Specific Plan - Planning Commission Hearing Item 3

EXTERNAL EMAIL: If unknown sender, do not click links/attachments.
If you have concerns about this email, please report it via the Phish Alert button.

Dear Chair and members of the Planning Commission,

I am writing to express my strong support for the Upper Westside Specific Plan, a development project that aligns with our community's vision for growth and sustainability while addressing the critical housing shortage in the Sacramento region.

The Upper Westside project is situated within the Natomas Joint Vision Overlay Area, which has been under discussion for potential development for several decades. This project satisfies the General Plan's LU-120 performance-based and design criteria which was developed in coordination with SACOG, ensuring that it fits within the established framework for thoughtful growth.

As a member of the Natomas community, I recognize the struggles faced by local farmers due to the changing landscape around them. The Upper Westside project offers a balanced approach to land use, preserving a 542-acre agricultural buffer to protect farmland and preserve open space.

The Upper Westside development embodies SACOG's smart growth principles by utilizing existing infrastructure and providing housing near job centers. The proposed "town center" is within 3.5 miles of downtown Sacramento. More than two-thirds of the project boundary is adjacent to existing development. This project is essentially an infill development that will reduce sprawl, offer a variety of housing types, and provide easy access to jobs and transit. Of the 9,356 proposed housing units, more than 52% will be multi-family attached units, which are crucial in addressing our region's housing crisis, particularly the need for affordable apartments and duplexes.

Traffic concerns have been addressed as well. The project's location and mix of land uses result in traffic

levels below the 85% threshold of baseline conditions, which is an important indicator of its suitability for the area. The developers have also prepared a comprehensive Resource Conservation Strategy, which ensures that impacts on farmland and local habitats will be responsibly mitigated.

The Upper Westside Specific Plan represents a well-balanced and forward-thinking approach to development in the most logical place in our region. It respects the areas agricultural heritage, addresses urgent housing needs, and supports economic growth, all while minimizing environmental impacts.

I urge, when the project comes to a vote, that you support this project and help guide our community into a sustainable future.

Thank you for your consideration.

Sabrina Brazil

Sent from my iPhone

ITEM 3 COPC PUBLIC COMMENT 032

From: Patten. Emma <pattene@saccounty.gov>
Sent: Monday, October 21, 2024 8:36 AM
To: Clerk of the Board Public Email <BoardClerk@saccounty.gov>
Subject: FW: Upper Westside Specific Plan - Planning Commission Hearing Item 3

Good morning,

Please see the below public comment for the 10/21 COPC meeting.

Thank you,
Emma Patten | Senior Planner
pattene@saccounty.gov
(916) 875 4197

From: Srirama Tanniru <srirama.tanniru@gmail.com>
Sent: Sunday, October 20, 2024 5:46 PM
To: Patten. Emma <pattene@saccounty.gov>
Subject: Upper Westside Specific Plan - Planning Commission Hearing Item 3

EXTERNAL EMAIL: If unknown sender, **do not** click links/attachments.
If you have concerns about this email, please report it via the Phish Alert button.

Dear Chair and members of the Planning Commission,

My name is Srirama Tanniru ('Sri'), an IT Project Management Professional who has been working in and around downtown Sacramento for approximately 30 years. I am writing to express my strong support for the Upper Westside Specific Plan, a development project that aligns with our community's vision for growth and sustainability while addressing the critical housing shortage in the Sacramento region.

The Upper Westside project is situated within the Natomas Joint Vision Overlay Area, which has been under discussion for potential development for several decades. This project satisfies the General Plan's LU-120 performance-based and design criteria which was developed in coordination with SACOG, ensuring that it fits within the established framework for thoughtful growth.

I recognize the struggles faced by local farmers due to the changing landscape around them. The Upper Westside project offers a balanced approach to land use, preserving a 542-acre agricultural buffer to protect farmland and preserve open space.

The Upper Westside development embodies SACOG's smart growth principles by utilizing existing infrastructure and providing housing near job centers. The proposed "town center" is within 3.5 miles of downtown Sacramento. More than two-thirds of the project boundary is adjacent to existing development. This project is essentially an infill development that will reduce sprawl, offer a variety of housing types, and provide easy access to jobs and transit. Of the 9,356 proposed housing units, more than 52% will be multi-family attached units, which are crucial in addressing our region's housing crisis, particularly the need for affordable apartments and duplexes.

Traffic concerns have been addressed as well. The project's location and mix of land uses result in traffic levels below the 85% threshold of baseline conditions, which is an important indicator of its suitability for the area. The developers have also prepared a comprehensive Resource Conservation Strategy, which ensures that impacts on farmland and local habitats will be responsibly mitigated.

The Upper Westside Specific Plan represents a well-balanced and forward-thinking approach to development in the most logical place in our region. It respects the area's agricultural heritage, addresses urgent housing needs, and supports economic growth, all while minimizing environmental impacts.

I urge, when the project comes to a vote, that you support this project and help guide our community into a sustainable future.

Thank you for your consideration.

Best Regards,

Srirama Tanniru ('Sri')

Email: Srirama.Tanniru@gmail.com

ITEM 3 COPC PUBLIC COMMENT 033

From: Patten. Emma <pattene@saccounty.gov>
Sent: Monday, October 21, 2024 8:37 AM
To: Clerk of the Board Public Email <BoardClerk@saccounty.gov>
Subject: FW: Upper Westside Specific Plan - Planning Commission Hearing Item 3

Good morning,

Please see the below public comment for the 10/21 COPC meeting.

Thank you,
Emma Patten | Senior Planner
pattene@saccounty.gov
(916) 875 4197

From: Vick Banga <vbanga2@gmail.com>
Sent: Sunday, October 20, 2024 11:49 AM
To: Patten. Emma <pattene@saccounty.gov>
Subject: Upper Westside Specific Plan - Planning Commission Hearing Item 3

EXTERNAL EMAIL: If unknown sender, **do not** click links/attachments.
If you have concerns about this email, please report it via the Phish Alert button.

Dear Chair and members of the Planning Commission,

I am writing to express my strong support for the Upper Westside Specific Plan, a development project that aligns with our community's vision for growth and sustainability while addressing the critical housing shortage in the Sacramento region.

The Upper Westside project is situated within the Natomas Joint Vision Overlay Area, which has been under discussion for potential development for several decades. This project satisfies the General Plan's LU-120 performance-based and design criteria which was developed in coordination with SACOG, ensuring that it fits within the established framework for thoughtful growth.

As a member of the Natomas community, I recognize the struggles faced by local farmers due to the changing landscape around them. The Upper Westside project offers a balanced approach to land use, preserving a 542-acre agricultural buffer to protect farmland and preserve open space.

The Upper Westside development embodies SACOG's smart growth principles by utilizing existing infrastructure and providing housing near job centers. The proposed "town center" is within 3.5 miles of downtown Sacramento. More than two-thirds of the project boundary is adjacent to existing development. This project is essentially an infill development that will reduce sprawl, offer a variety of housing types, and provide easy access to jobs and transit. Of the 9,356 proposed housing units, more than 52% will be multi-family attached units, which are crucial in addressing our region's housing crisis, particularly the need for affordable apartments and duplexes.

Traffic concerns have been addressed as well. The project's location and mix of land uses result in traffic levels below the 85% threshold of baseline conditions, which is an important indicator of its suitability for the area. The developers have also prepared a comprehensive Resource Conservation Strategy, which ensures that impacts on farmland and local habitats will be responsibly mitigated.

The Upper Westside Specific Plan represents a well-balanced and forward-thinking approach to development in the most logical place in our region. It respects the area's agricultural heritage, addresses urgent housing needs, and supports economic growth, all while minimizing environmental impacts.

I urge, when the project comes to a vote, that you support this project and help guide our community into a sustainable future.
Thank you for your consideration.

Best Regards,
Veerkaran Banga, MD

ITEM 3 COPC PUBLIC COMMENT 034

From: Patten. Emma <Pattene@saccounty.gov>
Sent: Monday, October 21, 2024 12:29 PM
To: Clerk of the Board Public Email <BoardClerk@saccounty.gov>
Subject: FW: Upper Westside Specific Plan - Planning Commission Hearing Item 3

From: Aaron Brazil <everything9876@gmail.com>
Sent: Monday, October 21, 2024 11:06 AM
To: Patten. Emma <Pattene@saccounty.gov>
Subject: Upper Westside Specific Plan - Planning Commission Hearing Item 3

EXTERNAL EMAIL: If unknown sender, **do not** click links/attachments.
If you have concerns about this email, please report it via the Phish Alert button.

Dear Chair and members of the Planning Commission,

I am writing to express my strong support for the Upper Westside Specific Plan, a development project that aligns with our community's vision for growth and sustainability while addressing the critical housing shortage in the Sacramento region.

The Upper Westside project is situated within the Natomas Joint Vision Overlay Area, which has been under discussion for potential development for several decades. This project satisfies the General Plan's LU-120 performance-based and design criteria which was developed in coordination with SACOG, ensuring that it fits within the established framework for thoughtful growth.

As a member of the Natomas community, I recognize the struggles faced by local farmers due to the changing landscape around them. The Upper Westside project offers a balanced approach to land use, preserving a 542-acre agricultural buffer to protect farmland and preserve open space.

The Upper Westside development embodies SACOG's smart growth principles by utilizing existing infrastructure and providing housing near job centers. The proposed "town center" is within 3.5 miles of downtown Sacramento. More than two-thirds of the project boundary is adjacent to existing development. This project is essentially an infill development that will reduce sprawl, offer a variety of housing types, and provide easy access to jobs and transit. Of the 9,356 proposed housing units, more than 52% will be multi-family attached units, which are crucial in addressing our region's housing crisis, particularly the need for affordable apartments and duplexes.

Traffic concerns have been addressed as well. The project's location and mix of land uses

result in traffic levels below the 85% threshold of baseline conditions, which is an important indicator of its suitability for the area. The developers have also prepared a comprehensive Resource Conservation Strategy, which ensures that impacts on farmland and local habitats will be responsibly mitigated.

The Upper Westside Specific Plan represents a well-balanced and forward-thinking approach to development in the most logical place in our region. It respects the areas agricultural heritage, addresses urgent housing needs, and supports economic growth, all while minimizing environmental impacts.

I urge, when the project comes to a vote, that you support this project and help guide our community into a sustainable future.

Thank you for your consideration.

-Aaron B

ITEM 3 COPC PUBLIC COMMENT 035

From: Patten. Emma <pattene@saccounty.gov>
Sent: Friday, October 18, 2024 3:32 PM
To: Clerk of the Board Public Email <BoardClerk@saccounty.gov>
Subject: FW: Upper Westside Specific Plan - Planning Commission Hearing Item 3

Good afternoon,

Please see the below public comment for the 10/21 COPC meeting.

Thank you,
Emma Patten | Senior Planner
pattene@saccounty.gov
(916) 875 4197

From: D C <dc238@yahoo.com>
Sent: Friday, October 18, 2024 3:22 PM
To: Patten. Emma <pattene@saccounty.gov>
Subject: Upper Westside Specific Plan - Planning Commission Hearing Item 3

EXTERNAL EMAIL: If unknown sender, **do not** click links/attachments.
If you have concerns about this email, please report it via the Phish Alert button.

Dear Chair and members of the Planning Commission,

I am writing to express my strong support for the Upper Westside Specific Plan, a development project that aligns with our community's vision for growth and sustainability while addressing the critical housing shortage in the Sacramento region.

The Upper Westside project is situated within the Natomas Joint Vision Overlay Area, which has been under discussion for potential development for several decades. This project satisfies the General Plan's LU-120 performance-based and design criteria which was developed in coordination with SACOG, ensuring that it fits within the established framework for thoughtful growth.

As a member of the community, I recognize the struggles faced by local farmers due to the changing landscape around them. The Upper Westside project offers a balanced approach to land use, preserving a 542-acre agricultural buffer to protect farmland and preserve open space.

The Upper Westside development embodies SACOG's smart growth principles by utilizing existing infrastructure and providing housing near job centers. The proposed "town center" is within 3.5 miles of downtown Sacramento. More than two-thirds of the project boundary is adjacent to existing development. This project is essentially an infill development that will reduce sprawl, offer

a variety of housing types, and provide easy access to jobs and transit. Of the 9,356 proposed housing units, more than 52% will be multi-family attached units, which are crucial in addressing our region's housing crisis, particularly the need for affordable apartments and duplexes.

Traffic concerns have been addressed as well. The project's location and mix of land uses result in traffic levels below the 85% threshold of baseline conditions, which is an important indicator of its suitability for the area. The developers have also prepared a comprehensive Resource Conservation Strategy, which ensures that impacts on farmland and local habitats will be responsibly mitigated.

The Upper Westside Specific Plan represents a well-balanced and forward-thinking approach to development in the most logical place in our region. It respects the areas agricultural heritage, addresses urgent housing needs, and supports economic growth, all while minimizing environmental impacts.

I urge, when the project comes to a vote, that you support this project and help guide our community into a sustainable future.

Thank you for your consideration.

Dennis A. Crabtree

ITEM 3 COPC PUBLIC COMMENT 036

From: Alex Jang <alexjang@live.com>
Sent: Monday, October 21, 2024 2:57 PM
To: Clerk of the Board Public Email <BoardClerk@saccounty.gov>
Subject: October 21 Agenda Item #3, the Upper Westside Specific Plan

EXTERNAL EMAIL: If unknown sender, **do not** click links/attachments.
If you have concerns about this email, please report it via the Phish Alert button.

Greetings Board Members,

I hope this message finds you well. My name is Alex Jang, a lifelong resident of Natomas whose family has been a part of this community since the 1950s. I am writing to express my deep concerns regarding the Upper Westside Specific Plan and its potential impacts on our beloved community and environment.

Natomas has always been a unique blend of growth and environmental stewardship, making it a special place to live. However, the proposed plan threatens to disrupt this delicate balance. With 9,000 housing units and 3 million square feet of retail space, the project will introduce approximately 20,000 additional cars onto our already congested roads.

Traffic is already a significant challenge for our community, with only four roads serving the area. Of these, two are two-lane roads that cannot be widened, and others, like San Juan, are limited by surrounding housing and overpasses. Garden Highway cannot be widened due to its status as a levee, as stated by the Army Corps of Engineers. Most traffic will funnel onto W. El Camino, which varies from two to six lanes and is already busy, fast, and unsafe for pedestrians. In emergencies, the evacuation of thousands of new residents would be nearly impossible.

Furthermore, the land designated for development is not only rich in nutrients and close to the river, but once it is paved over, it is lost forever. This development will exacerbate existing flood risks by significantly reducing natural flood absorption capabilities. We've already witnessed accidents and fatalities on fully developed roads due to drivers who neglect rules and show little respect for others. If the city has been ineffective in addressing these safety concerns to date, what assurances do we have that it will manage the added pressure from this plan?

I've personally noticed the alarming decline in local wildlife. Years ago, my neighborhood was filled with the sounds of frogs and crickets at night, but now their silence is a painful reminder of the wildlife we are losing. Coyotes will be forced to find food and shelter within our neighborhoods. Egrets and herons, the very birds our schools are named after, are becoming increasingly rare sights along our levees and canals. The proposed plan will further threaten these species, including those protected under the Natomas Basin Habitat Conservation Plan (NBHCP). The mitigation strategies outlined in the plan are inadequate and insufficient to

safeguard these critical habitats. We should be committed to upholding our agreements and preserving what remains of our natural environment instead of continuing to pave over it.

Additionally, we must consider the impact on air quality, which cannot be effectively mitigated. This development threatens our quality of life and the existing businesses in South Natomas. It fails to address the urgent need for affordable and middle-to-lower-income housing and is premature, given that there are plenty of other infill locations available for development. We cannot afford to approve more sprawl that will ultimately strain our infrastructure and quality of life.

Natomas is unique, and we have an opportunity to preserve what makes it special for future generations. Let's create a community we can all continue to be proud of—one that balances growth with environmental responsibility.

Thank you for considering these concerns. I urge you to reject the Upper Westside Specific Plan and to commit to a future that prioritizes the well-being of our community and environment.

Sincerely,

Alexandria (Alex) Jang and the Jang Families
South, West and North Natomas Residents

ITEM 3 COPC PUBLIC COMMENT 037

From: Cynthia Romero <cynthiaromero@yahoo.com>
Sent: Monday, October 21, 2024 12:38 PM
To: Clerk of the Board Public Email <boardclerk@saccounty.gov>
Subject: October 21 Agenda Item #3, the Upper Westside Specific Plan
Attachments: Upper Westside Specific Plan.pdf

EXTERNAL EMAIL: If unknown sender, **do not** click links/attachments.
If you have concerns about this email, please report it via the Phish Alert button.

Good afternoon,

Please see my letter attached for tonight's public hearing regarding the Upper Westside Specific Plan.

Regards,
Cynthia Romero

October 21, 2024

Re: October 21 Agenda Item #3, the Upper Westside Specific Plan

Dear County Planning Commissioners,

I have lived and worked in Natomas for 29 years. Over those years, I have seen the area slowly develop from farmland to residential and commercial buildings. We are at the point now where the infrastructure cannot support any more development and areas that were set aside for farming and nature preserves are being threatened.

I travel El Centro Road daily between North and South Natomas. This drive used to take me 10 minutes from one end to the other but now takes 15-20 minutes with the increased traffic. If there is an accident on I-80 or I-5, freeway travelers detour onto El Centro Road which then takes 30-45 minutes to travel from one end to the other. The West El Camino overpass is only two lanes and during commute times, traffic is bumper to bumper with both off ramps backing up onto the freeway.

We do not have adequate infrastructure to support a development of this size.

Regards,



Cynthia Romero

180 Sutley Circle

Sacramento, CA 95835

ITEM 3 COPC PUBLIC COMMENT 038

From: JudyGuma Tretheway <judytre@gmail.com>
Sent: Monday, October 21, 2024 2:52 PM
To: Clerk of the Board Public Email <BoardClerk@saccounty.gov>
Subject: October 21 Agenda Item #3, the Upper Westside Specific Plan”

EXTERNAL EMAIL: If unknown sender, **do not** click links/attachments.
If you have concerns about this email, please report it via the Phish Alert button.

A poem:

Let the land speak: *No eulogy for Natomas lands*

I have grown giant oak trees,
I have grown ripe, red tomatoes,
I have grown pumpkins, I have grown bees.

I have watched generations of life thrive,
I have seen the waters rise
I've offered rest for the birds above.

I've opened myself to the roots of all kinds of plant life
mingling with the waters of the river.
I have watched my bounty
carried off to nourish hungry people.

Left open,
I can breath
the surface of my being
connecting the deep darkness of the earth
to the vastness holding ten million stars.

Left open,
I can contribute
to the passage of the animals,
to the feeding of the hungry,
to the cycles of a land pulsing with life.

Left open,
I can stay alive
married to my river,
anchoring her shape,
cheering her on as she comes into her finish line at the sea.

Left open,
I can seed the future
supporting generations of life processes
and the healing of our beloved earth.

Honor me here in the heart of the valley,
In the heart of our community.
My pulse is your pulse is our future.

Judy Tretheway • 10/2024

916 600 8241

ITEM 3 COPC PUBLIC COMMENT 039

From: Melissa Brown <melissa@rivercityattorneys.com>

Sent: Monday, October 21, 2024 11:07 AM

To: Clerk of the Board Public Email <BoardClerk@saccounty.gov>; Supervisor Serna <SupervisorSerna@saccounty.gov>

CC: Don Fraulob <don@rivercityattorneys.com>; Patrick Tully <ptully@bitwiseproperties.com>; GHCA Board <GHCABoard@gardenhwy.org>

Subject: Opposition to Upper Westside Plan

EXTERNAL EMAIL: If unknown sender, **do not** click links/attachments.
If you have concerns about this email, please report it via the Phish Alert button.

Greetings,

Please accept this communication in opposition to the Upper Westside Plan. As a residents and homeowners of the Garden Highway for over 35 years, I have witnessed the gradual degradation of our neighborhood as a result of the levee project. The destruction of habitat is quite apparent. And already, the increased traffic has resulted in accidents, killing of wildlife and pets. This is before the proposed massive increase in population, traffic, pollution, and pressure on public safety that will result from the Westside Plan. Moreover, the project's 20-30 year buildout schedule creates unacceptable noise, dust, air pollution and general area disruption over decades. The EIR fails to consider how current and future residents will be provided with safe mitigation during the decades of construction.

The following are specific comments that we ask you to address.

1. Public hearings on expanding the Urban Services Boundary are necessary. This project is outside the Urban Services Boundary. Before considering any development outside the Urban Services Boundary, the County should pause development applications outside the Urban Services Boundary and hold hearings on whether the Urban Services Boundary should be expanded. and consider the significant negative impacts on the environment and Sacramento County residents far beyond the Upper Westside project area.

2. This project's urban sprawl is unacceptable. . The County's 2030 General Plan, County zoning, the Urban Services Boundary, the Urban Policy Area, and SACOG's Blueprint for regional development all seek to avoid. The land use strategies and policies of the Sacramento County 2030 General Plan were designed to promote the efficient use of land, encourage economic vitality and reduce urban sprawl and its impacts, preserve habitat and open space, and protect local farming. The Urban Services Boundary was intended to implement that vision and promote orderly growth within the County. The proposed project violates the County's 2030 General Plan, County zoning, the Urban Services Boundary, the Urban Policy Area, and SACOG's Blueprint for regional development. There is no rationale is presented in the EIR, for approving this project outside the Urban Services Boundary.

3. This project harms the entire Sacramento community because of the loss of open space, and habitat and their associated recreational benefits; the loss of farmland; a significant increase in roadway dangers because of increased traffic on rural roads and increased congestion and conflicts at freeway on and off ramps which may not be able to be mitigated for some time; and a significant increase in area air pollution which has health consequences for the entire Sacramento area. **The EIR fails to recognize that the project reduces Sacramento recreational opportunities,** because increased traffic in the project area, would make it unsafe for individual cyclists and cycling clubs, as well as motorcycle clubs and antique or specialty car clubs that use Garden Highway for recreation.

4. The EIR falsely claims that the project does not violate habitat conservation plans. We agree with the Environmental Council of Sacramento that the proposed project does violate approved habitat conservation plans and would lead to the permanent destruction of open space, habitat and wildlife.

5. The EIR fails to identify that river corridors are rare and valuable resources to residents of any community, and are particularly valued by Sacramento County residents for recreation, open space, wildlife, and local farmland. The proposed project introduces permanent harms by urbanizing a river corridor, putting urban activity within about 700 feet of Garden Highway and the river. River corridors need to be protected for current and future area residents.

6. The proposed project changes the existing one-mile river corridor protection buffer to 700 feet. Years ago, during County hearings on the Urban Services Boundary, many residents argued for a miles wide protection buffer for the Sacramento River corridor to protect recreation, open space, habitat and local farmland. The County settled on a one-mile buffer. This project would reduce that buffer to a wholly inadequate 700 feet in some areas, up to a maximum of one-half mile.

7. The proposed project would result in the significant and permanent loss of open space, habitat, already diminished local farmland, and floodplain protections. Once these community resources are gone, they are gone forever.

8. Mitigation for loss of farmland, wildlife and wildlife habitat would most likely occur beyond the Sacramento area, depriving Sacramento County residents of those benefits. The project applicant says loss of farmland, wildlife, and wildlife habitat would be mitigated outside the Natomas Basin. People in Sacramento value and find benefit in farmland, wildlife, and the open space that serves as wildlife habitat. **The EIR fails to identify the communitywide loss of farmland, wildlife and wildlife habitat resources as community assets.** If the project is approved farmland and wildlife mitigations should be required within the Natomas basin where those resources would continue to benefit community residents.

9. The EIR fails to identify that the proposed project could result in a total loss of project area farmland. Most of the project area is currently farmland that would be converted to urban uses. In the past 10 years Sacramento has lost more than 14,000 acres of farmland. This project could result in the permanent loss of another 1500 acres or more of high-value, productive local farmland. The project applicant says 534 acres of farmland would remain, but about 130 acres of that is intended as buffer land that will not be useable for farming. The remaining 400 acres of farmland is a long narrow space (some just 700 feet wide), and just 30 to 50 feet from potential urban conflicts, which may make the remaining farmland impractical to use for commercial farming.

The recent pandemic made clear that farmland is important community infrastructure. **The EIR fails to address the loss of area farmland as a community food resource** when there are disruptions to the food distribution system.

10. The EIR fails to identify that the proposed project could reduce existing floodplain protection. Around the United States, communities are starting to reserve land near waterways to use as open space for flood protection. This project puts housing in a floodplain close to the river. While the new Natomas levee is expected to provide 200-year flood protection, climate change increases the chance of extreme flooding. Recent flooding in Asheville, North Carolina is proof of that. Current open space and farmland near the river provides urban areas with an additional level of flood protection. The proposed project would eliminate this protection.

11. This project has an unacceptably long list of significant and unavoidable impacts, many that are harmful, permanent, and cannot be mitigated, including unplanned growth, urbanization of a rural area, increased traffic and roadway hazards, increased air pollution, increased noise, loss of wildlife, loss of habitat, loss of productive farmland, and the permanent loss of an important landscape for indigenous communities of Sacramento County.

20. The project significantly and unacceptably increases air pollution, possibly exceeding thresholds of significance for everyone, and posing serious health risks, including an increased risk of cancer. In addition, operation of the proposed project would significantly conflict with and obstruct implementation of the Sacramento Metropolitan Air Quality Management District air quality improvement efforts.

13. Sacramento does need affordable housing, but **the EIR fails to note that this project makes no commitment to a specific number of very affordable, affordable, and missing middle housing (duplexes, etc.) units** or a specific percentage of affordable housing units. In addition, the buildout of this project will take 20-30 years, and the first phase will take 7 years. So, there would not be housing from this project for many years. If the project is approved it should have specific affordable housing requirements, with a high percentage of affordable housing units in each housing development.

14. The EIR fails to adequately address the severe and dangerous impacts project traffic would have on Garden Highway and existing Garden Highway users. The EIR suggests the project could add 4,000 trips a day to Garden Highway. Garden Highway is a rural 2-lane, undivided road. Garden Highway is an elevated roadway on top of a levee, so widening is not feasible. Garden Highway is half the width it should be for traffic safety. It has blind curves, no shoulders and no guard rails. The project EIR emphasized concerns about traffic safety, including hazardous conditions at Garden

Highway intersections. However, the EIR fully failed to address the greatest safety issue on Garden Highway, which is the mixed use of the road by personal vehicles, semitrucks, agricultural equipment, cars pulling boats, golf carts, individual and groups of cyclists, pedestrians, and wildlife, any of which can enter the roadway unexpectedly from farm roads, driveways, and the riverbank. Adding traffic to Garden Highway is unacceptably dangerous. If the project is approved, a new traffic circulation plan should be required and agreed to by the Garden Highway Community Association, that discourages project vehicle traffic on Garden Highway.

15. The EIR fails to adequately address the impacts from a proposed stadium, which would be close to residences all around the project, including Garden Highway. Stadium traffic, noise, and light do not belong in/near residential areas. Stadium noise can travel miles. County and City Code Enforcement offices and Sacramento stadium operators can confirm stadium conflicts with residential areas. Any stadium should be miles from any residences. We already experience amplified noise, travelling miles with concert events such as Aftershock and the CHP Firing Range across the river in West Sacramento. If the project is approved, no amplified sound should be permitted (except at school sites for emergencies).

The EIR notes that nighttime lighting would have a permanent impact on the area. But **the EIR fails to adequately address the harmful impacts of nighttime lighting on human health and on wildlife**, including migratory birds using the Pacific Flyway. **The EIR fails to provide adequate light mitigations for humans and wildlife.** If the project is approved, there should be a minimum one-half mile buffer between the project and Garden Highway that includes a minimum 100 foot wide densely planted tree buffer adjacent to the project. The tree buffer must include tall native evergreen trees planted at the beginning of project construction.

16. The EIR fails to adequately address that project related air pollution and its resulting serious health impacts, as well as construction dust, could be more severe on Garden Highway because of the prevailing wind that blows toward Garden Highway.

We trust you will carefully consider the negative impact this project will have on our community and reject efforts to greenlight the project until these and other issues are resolved. Those of us in the community are living through the years long levee improvement project which has had significant and negative impact on our well-being. The Westside project adds decades to the disruption of our lives and environment.

Sincerely,

Don Fraulon and Melissa Brown

2517 Garden Highway

Sacramento, CA 95822

ITEM 3 COPC PUBLIC COMMENT 040

From: Melanie Herman <alwayslegant@gmail.com>
Sent: Monday, October 21, 2024 6:14 AM
To: Clerk of the Board Public Email <BoardClerk@saccounty.gov>
CC: Patrick Tully <ptully@mindsetsoft.com>; melissa@rivercityattorneys.com
Subject: Opposition to Upper Westside Project

EXTERNAL EMAIL: If unknown sender, **do not** click links/attachments.
If you have concerns about this email, please report it via the Phish Alert button.

To the Sacramento County Planning Commission,

I am writing to express my opposition to the Upper Westside Project.

If you add many more vehicles to the Garden Highway per day, you will risk causing the very catastrophe that the current levee construction is attempting to ameliorate. Soil liquefaction.

1. Even with the comparatively light traffic we currently have, our houses shake when SUVs and trucks go by. I can feel the road compress like a wave when heavier semi-trucks blast past.
2. Virtually all of the riverside properties have lost large trees over the years. The stumps and roots that remain rot, creating holes like swiss cheese.
3. Climate change is making high river levels more likely. High water saturates the levee where the clay that once capped the sandy fill has been perforated by the loss of trees.
 - o Soil liquefaction is a natural hazard that occurs when saturated or partially saturated soil loses its strength and stiffness in response to an applied stress, such as an earthquake. During liquefaction, soil behaves like a liquid or viscous substance, similar to quicksand.

Obviously, the entire Natomas Basin would be endangered if the Garden Highway dissolves from beneath. At the very least, the developer and county must include a determination that shaking the levee when the river is high will not lead to liquefaction anywhere along its length. If you add this much stress to the Garden Highway, it will liquify somewhere and Natomas will go underwater.

Sincerely,

Melanie Herman

2295 Garden Hwy. Sacramento, CA 95833 916-698-2736

ITEM 3 COPC PUBLIC COMMENT 041

From: Steve Schweigerdt <sschweigerdt@gmail.com>
Sent: Monday, October 21, 2024 2:00 PM
To: Clerk of the Board Public Email <BoardClerk@saccounty.gov>
Subject: Planning Commission comments
Attachments: Westside comments.docx

EXTERNAL EMAIL: If unknown sender, **do not** click links/attachments.
If you have concerns about this email, please report it via the Phish Alert button.

Hi! Please provide these comments on the Upper Westside project to the Planning Commissioners for tonight's meeting.

Thank you!

Steve Schweigerdt
(916) 877-5288
sschweigerdt@gmail.com

October 21, 2024

Sacramento County Planning Commission
Justin Raithel, Chair
Jofil Borja, Vice Chair
Damon Conklin
Mariana Corona Sabeniano
Joseph Devlin

Sent by email to BoardClerk@saccounty.gov

SUBJECT: AGENDA ITEM 3, October 21, 2024 Sacramento County Planning Commission
Natomas – Upper Westside, PLNP2018-00284

Dear Planning Commissioners,

I oppose the Upper Westside Specific Plan. Approval would be contrary to all planning to date in the Natomas Basin including the Natomas Basin Habitat Conservation Plan, Natomas Shared Joint Vision agreement between the City and County of Sacramento, Sacramento County General Plan, Urban Service Boundary, and SACOG Blueprint. Therefore, the County should inform the applicants that the proposed development directly conflicts with these plans and advise the withdrawal of the proposal. The environmental impacts of the project are overwhelmingly negative and there is no substantive economic need for the project that justifies further preparation of a Final EIR.

The Natomas Shared Joint Vision MOU stated “The City, rather than the County, is the appropriate agent for planning new growth in Natomas and can better provide a full range of municipal services. The County is the appropriate agent for preserving open space, agricultural, and rural land uses.” This language was agreed to in the 2002 MOU, and while the Joint Vision has been abandoned, the language has not been rescinded and still holds true. The County should not be supporting development of new growth directly, but should refer development proposals to LAFCO and the City for annexation proceedings. Indeed, the County has utterly failed to make any progress on its role of preserving open space and agricultural land in the Natomas Basin as not a single acre has been conserved by County efforts despite billions of dollars of state and federal grants made available since the MOU was signed. Instead, the County has signaled development potential to landowners that made it unlikely any would become willing sellers for conservation purposes.

Polling shows that residents value our Natural Areas - they consistently rank #1 in Valley Vision Livability Polls, yet our region is far behind on 30X30 goals with only 9% of our land conserved to date. This land can be put in conservation with state funds from the SALC program and landowners can be compensated at appraised fair market value if they would like to sell. This would keep the land producing food for us, protect critical habitat and soil, and encourage investment in the ample land for development within the Urban Services Boundary. That is the path the County should be pursuing for land outside the Urban Services Boundary.

This project is outside of the Urban Services Boundary and should not be considered for approval. The Sacramento County General Plan states the Urban Services Boundary " is intended to be a permanent growth boundary not subject to modification except under extraordinary circumstances." Those circumstances do not exist and any project outside of the USB is inconsistent with the General Plan on

its face. While a Special Planning Zone overlay exists for the Natomas Joint Vision, that does not obviate the need for extraordinary circumstances to justify moving the Urban Services Boundary. It should be noted that the overlay stated the SACOG Blueprint shows significant development in the Joint Vision area and that is no longer the case, as detailed below.

General Plan Policy LU-2 states that the County shall maintain a USB that defines the long-range plans (beyond twenty-five years) for urbanization and extension of public infrastructure and services and defines important areas for protecting as open space and agriculture. The County has already approved for development more than 3 times the projected demand for housing units SACOG has modeled (35,610 from 2020-2050). The approval of this project in addition to the excess entitlements that already exist would inevitably result in widely scattered, partially built-out projects that would prevent development of “complete community” urban mass which the County asserts would reduce VMT; and would doom the County to increasing per capita GHG emissions far into the future, contrary to the necessities of climate change, State climate goals, and the intention of the County’s Phase 1 CAP. This is further amplified by the Phasing Plan, which leaves the highest density development to the last phase – when it is never built or rezoned to lower density sprawl.

In June 2024, SACOG adopted the 2025 Blueprint Land Use Assumptions, which do not include this project as an area to be developed. Therefore, approving this project is inconsistent with our region's Sustainable Communities Plan and risks non-attainment of greenhouse gas reduction targets along with a loss of transportation funding. The DEIR must be updated to acknowledge this fact and analyze the impact on the Sustainable Communities Plan and how much more difficult it will be for the region to meet reduction targets if the project is approved. SACOG has indicated that some approved projects need to remain unbuilt to meet the target and the impacts of this project on other projects along Jackson Highway that are more favorable for emissions reductions should be included. The DEIR attempts to skip around this by stating “the County is not obligated to support the land use types proposed in the Blueprint at the parcel level” on p. 14-23 but the DEIR should be required to analyze the impacts of building the project on the plan as a whole.

This project would destroy farmland that we need and the proposed mitigation measures are inadequate. SACOG’s CROP report has found that in 30 years (1988-2018) Sacramento County converted more than 73,000 acres of ag land to urban uses – an area larger than the entire City of Sacramento (63,852 acres). It specifically calls out the Upper Westside project as destructive to Prime Farmland and indicates the mitigation requirements are inadequate. “Biological conservation is the planned mitigation for the project; however, biological easements have restrictions and are not guaranteed to support agriculture. Urban/community gardens have also been proposed as a mitigation measure for the project, and while a community garden will support the health and resilience of the new community, it does not support agriculture in the same way the land is being used today.” Indeed, farmland loss cannot be mitigated by simply protecting farmland elsewhere. Mitigation measure AG-1 that protects other agricultural land does not in effect mitigate the loss of prime farmland in the area. True mitigation would require improving the productivity of less productive farmlands to the equivalent of the prime farmland being lost. Even were compensatory mitigation to be used, it should require an affirmative commitment for productive agriculture and have no restrictions on agricultural intensification. It should be further noted that many of the properties along the Garden Highway the DEIR includes as an “agricultural buffer” are zoned AR-2 (97 acres) and are primarily residential instead of productive agricultural properties, thus should not qualify as any type of agricultural credit for the project.

The Natomas Basin HCP was predicated on land outside the USB remaining undeveloped. Starting to develop this land is incompatible with the protections put in place through the HCP and the analysis provided in the DEIR is lacking details on the impacts to the HCP. The DEIR Biological Resources Introduction includes requests from CDFW, USFWS, LAFCO, and City of Sacramento that are not fulfilled in the DEIR and until those details are included in a DEIR the public can review it is incomplete and must be recirculated with the requested information included.

Proposed mitigation for Swainson's hawk foraging habitat is unacceptable. A key part of the NBHCP Conservation Strategy is to both preserve to the extent practicable habitat within the Swainson's Hawk Zone adjacent to the Sacramento River and also to enhance and expand Swainson's hawk habitat through provision of suitable trees and groves in proximity to upland foraging reserves. The project removes about a third of the Swainson's Hawk Zone in Sacramento County from foraging habitat and impacts the already diminished habitat the hawks rely on. A much higher ration than 1:1 mitigation land would be required and it needs to be provided within the Sacramento County portion of the Natomas Basin.

The reasons to reject this project are overwhelming and further development of it should stop immediately.

Sincerely,

Steve Schweigerdt
Sacramento National Park City
2709 2nd Ave.
Sacramento, CA 95818
info@sacparkcity.com

ITEM 3 COPC PUBLIC COMMENT 042

From: RONALD COSTA <rcosta1@prodigy.net>

Sent: Friday, October 18, 2024 10:19 PM

To: Clerk of the Board Public Email <boardclerk@saccounty.gov>; Sacramento County Planning Commission <planning@saccounty.gov>; Patten. Emma <pattene@saccounty.gov>

Subject: Planning Commission Hearing Item 3, PLNP2018-00284

Attachments: Oct 21-2024_Planning Commission Comments.docx; Oct 21-2024_Planning Commission Comments.pdf

EXTERNAL EMAIL: If unknown sender, **do not** click links/attachments.
If you have concerns about this email, please report it via the Phish Alert button.

Please accept my attached emailed public comments on the Upper Westside Specific Plan, PLNP2018-00284

Sincerely,

Ronald Costa
Email: rcosta1@prodigy.net
Phone: (916) 922-8798

October 19, 2024

From: Ronald Costa

Ref: Upper Westside Specific Plan, PLNP2018-00284

Subject: Public Comments - Planning Commission Hearing Item 3

To: Sacramento County Board of Supervisors (boardclerk@saccounty.gov)

To: Sacramento County Planning Commission (planning@saccounty.gov)

To: Lead Planner, Emma Patten (pattene@saccounty.gov)

Ref: Upper Westside Project PLNP2018-00284

Subject: Public Comments

Dear Chair and members of the Planning Commission,

I am writing to express my strong support for the Upper Westside Specific Plan, a development project that aligns with our community's vision for growth and sustainability while addressing the critical housing shortage in the Sacramento region.

I read the comments from the Natomas Planning Advisory Council (NPAC). Most of the negative comments were for environmental reasons. In your deliberations and decision making, please keep in mind that while they may have good intentions, most environmentalists just think that they know what they are talking about.

CASE AND POINT: In order to increase the delta smelt population, the pseudo intellectual environmentalists have been purging the Sacramento River Delta with fresh water for 20 or 30 years without any measurable success. They keep hollering, "we need more fresh water". They overlook the fact that before Shasta Dam was built, in late summer the Sacramento River was down to a trickle. When high tide was in San Francisco Bay, the river here in Sacramento used to run backward (toward Shasta). When that occurred, saltwater from San Francisco Bay would infiltrate the delta. There was an abundance of smelt in those days. It could be that, just maybe, in order to survive the Smelt, need a dose of saltwater in late summer instead of more fresh water. It could also be that the salt water gets rid of the smelt's predators. I know that these facts are true because as a young man I lived on the Garden Highway and I watched the river run backwards several times while sitting in our family car on the Garden Highway Levee (not much traffic in those days). It amazed my father so much that he would stop the car and point it out.

Bottom line, in making your decision be skeptical of what some people tell you, use some common sense and keep in mind the public need for the development of more housing. The Upper Westside Specific Plan represents a well-balanced and forward-thinking approach to development in the most logical place in our region. It respects the areas agricultural heritage, addresses urgent housing needs, and supports economic growth, all while minimizing environmental impacts.

I urge you to support this project when it comes to a vote, in order to help guide our community into a sustainable future.

Thank you for your consideration.

Ronald Costa

October 19, 2024

From: Ronald Costa

Ref: Upper Westside Specific Plan, PLNP2018-00284

Subject: Public Comments - Planning Commission Hearing Item 3

To: Sacramento County Board of Supervisors (boardclerk@saccounty.gov)

To: Sacramento County Planning Commission (planning@saccounty.gov)

To: Lead Planner, Emma Patten (pattene@saccounty.gov)

Ref: Upper Westside Project PLNP2018-00284

Subject: Public Comments

Dear Chair and members of the Planning Commission,

I am writing to express my strong support for the Upper Westside Specific Plan, a development project that aligns with our community's vision for growth and sustainability while addressing the critical housing shortage in the Sacramento region.

I read the comments from the Natomas Planning Advisory Council (NPAC). Most of the negative comments were for environmental reasons. In your deliberations and decision making, please keep in mind that while they may have good intentions, most environmentalists just think that they know what they are talking about.

CASE AND POINT: In order to increase the delta smelt population, the pseudo intellectual environmentalists have been purging the Sacramento River Delta with fresh water for 20 or 30 years without any measurable success. They keep hollering, "we need more fresh water". They overlook the fact that before Shasta Dam was built, in late summer the Sacramento River was down to a trickle. When high tide was in San Francisco Bay, the river here in Sacramento used to run backward (toward Shasta). When that occurred, saltwater from San Francisco Bay would infiltrate the delta. There was an abundance of smelt in those days. It could be that, just maybe, in order to survive the Smelt, need a dose of saltwater in late summer instead of more fresh water. It could also be that the salt water gets rid of the smelt's predators. I know that these facts are true because as a young man I lived on the Garden Highway and I watched the river run backwards several times while sitting in our family car on the Garden Highway Levee (not much traffic in those days). It amazed my father so much that he would stop the car and point it out.

Bottom line, in making your decision be skeptical of what some people tell you, use some common sense and keep in mind the public need for the development of more housing. The Upper Westside Specific Plan represents a well-balanced and forward-thinking approach to development in the most logical place in our region. It respects the areas agricultural heritage, addresses urgent housing needs, and supports economic growth, all while minimizing environmental impacts.

I urge you to support this project when it comes to a vote, in order to help guide our community into a sustainable future.

Thank you for your consideration.

Ronald Costa

ITEM 3 COPC PUBLIC COMMENT 043

From: 2wingdam33@gmail.com
Sent: Monday, October 21, 2024 10:41 AM
To: Clerk of the Board Public Email <BoardClerk@saccounty.gov>
CC: Supervisor Serna <SupervisorSerna@Saccounty.gov>
Subject: Upper Westside Development

EXTERNAL EMAIL: If unknown sender, **do not** click links/attachments.
If you have concerns about this email, please report it via the Phish Alert button.

October 21, 2024

To: Sacramento County Planning Commissioners (BoardClerk@saccounty.gov)

From: Christine Olsen, Garden Highway, Sacramento County

Subject: Upper Westside Development Plan

Hundreds of Sacramento residents, interest groups, experts, and government agencies have come together repeatedly, over many years, and spent thousands of hours in workshops and hearings to tell the County we don't want sprawl. We want planned growth that makes life better for everyone. The Upper Westside development is urban sprawl.

Sacramento County's 2030 General Plan was designed to promote the efficient use of land, encourage economic vitality and reduce urban sprawl and its impacts, preserve habitat and open space, and protect local farming. The Urban Services Boundary was intended to implement that vision and promote orderly growth within the County. The Upper Westside project unnecessarily violates those County plans as well as the Urban Policy Area, County zoning and other County codes, SACOG's Blueprint for regional development, and agreed upon habit conservation plans.

On behalf of all the Sacramento County residents who worked to ensure the countywide benefits of planned growth, you are urged to pause consideration of any projects outside the Urban Services Boundary and hold public hearings on whether the Urban Services Boundary should be expanded. If one project is approved beyond the Urban Services Boundary, other developments will surely follow, and the Urban Services Boundary will no longer function as intended to preserve open space, habitat and prime farmland, or to encourage infill development. Changing the Urban Services Boundary will have irreparable negative impacts on the County's environment, and on Sacramento County residents far beyond the Upper Westside project.

Getting planning right ensures a community we love to live in and a community that works for everyone. The Upper Westside project is the spawl we all want to avoid. The County made a commitment to the people of Sacramento that the County would not expand the Urban Service Boundary unless there was inadequate vacant land within the USB to accommodate the demand for urban uses. There is, today, more than ample land within the Urban Services Boundary for the number of housing units and the amount of commercial space the Upper Westside Project proposes.

Allowing development outside the Urban Services Boundary harms the Sacramento community outside and inside the Urban Services Boundary. An important achievement of infill development is that it not only advantages residents inside the new development, it adds vitality and benefits to the nearby community, maximizes the cost-efficiency of urban services such as transit, and reduces environmental impacts associated with urban sprawl. The Upper Westside applicant may have no interest in infill development and that is their prerogative, but their proposed project outside the Urban Services Boundary is unnecessary and harmful far beyond the project area.

If the County does permit development outside the Urban Services Boundary, please at least protect a minimum one-mile-wide river corridor. River corridors are unique and highly valued by Sacramentans for recreation, for open space that provides a respite from urban environments, for wildlife and unique wildlife habitats and corridors, for prime farmland, for flood protection buffers, and as important tribal cultural landscapes.

With regard to the Upper Westside EIR, the EIR is fundamentally flawed and should be rejected. EIR's are intended, by law, to present the public and decisionmakers with factual, evidence-based information about a project's potential impacts. The Upper Westside EIR identifies changes the project applicant is seeking to the County's 2030 General Plan, County zoning, to the Urban Services Boundary, and to the Urban Policy Area, among others. Then, throughout the EIR, the EIR makes false claims that the project does not conflict with County land use policies. For example, under Agricultural Resources, the EIR says, "the proposed UWSP would not conflict with existing agricultural use and zoning," That is profoundly untrue. The project site is mostly zoned and used for agriculture and would be rezoned for urban uses. The project may totally wipe out local farming because the remaining 400 acres that could be used for farming is a long narrow space (some just 700 feet wide), and just 30 to 50 feet from urban conflicts, which may make the remaining farmland impractical for commercial farming. The EIR says the proposed project would not conflict with existing habitat conservation plans. That is also untrue as detailed by the Environmental Council of Sacramento. Under Land Use, the EIR says, "the proposed UWSP would not conflict with Sacramento County's Land Use Plans," despite the long list of County land use plans, policies and codes that the project seeks to change. Under Growth Inducement impacts, no rationale is presented for approving urban development outside the Urban Services Boundary and the EIR completely fails to address the growth inducement impacts due to the project applicant's requested changes to County plans, policies and codes. Developers have a right to spin the truth in their communication with Planning Commissioners and County Supervisors, but deceit and spin has no place in an EIR.

More detailed EIR comments will be submitted to the County. Here I want to highlight serious impacts the project would have on Garden Highway, where I live. The proposed project would come within 700 feet of Garden Highway. The EIR suggests the Upper Westside project could add 4,000 vehicle trips a day to Garden Highway. Intersection improvements on Garden Highway are discussed in the EIR, but there is no discussion of traffic safety impacts on the Garden Highway roadway. Garden Highway is a rural 2-lane, undivided and elevated roadway. Garden Highway is half the width it should be for traffic safety. It has blind curves, no shoulders and no guard rails. The greatest traffic safety issue on Garden Highway is the mixed use of the roadway by personal vehicles, semitrucks, agricultural equipment, cars pulling boats, golf carts, individual and groups of cyclists, pedestrians, and wildlife, any of which can enter the roadway unexpectedly from farm roads, driveways, and the riverbank. Adding traffic to Garden Highway has life safety consequences and should be rejected as unnecessary and too dangerous.

The EIR does not identify or suggest mitigations that might reduce urban-rural conflicts for a project like Upper Westside and a rural residential area such as Garden Highway. The project proposes a stadium close to residences all around the project, including Garden Highway. Stadium traffic, noise, and light do not belong in or near residential areas. Stadium noise can travel miles. County and City Code Enforcement offices and Sacramento stadium operators can confirm stadium conflicts with residential areas. Traffic and noise generating land uses, such as schools and an outdoor pavilion, should be located close to major roadways and commercial uses to reduce all residential impacts. Amplified sound should be prohibited in all residential areas. In the past, developers and the County have determined that amplified sound can be regulated to minimize impacts. That has proven to be untrue. Over time, sound equipment and the location of speakers can change and noise makers like bull horns can be introduced, resulting in uncontrolled noise that can easily travel more than 2 miles (based on real life experience). The EIR fails to address impacts from putting urban development within 700 feet of rural residential zoning on Garden Highway and fails to identify mitigations such as requiring that project construction begin closest to existing urban uses, reaching rural areas last.

The EIR says nighttime lighting is an impact, but fails to address the harmful impacts of nighttime lighting on human health and on wildlife, including migratory birds using the Pacific Flyway. And the EIR fails to identify possible light mitigations, such as establishing a minimum one-half mile setback between the project and any rural areas (i.e. Garden Highway), with the setback to include a minimum 100-foot-wide densely planted tree buffer of tall native evergreen trees at the western project boundary, with the setback established and the tree buffer installed at the beginning of project construction.

The proposed Upper West project is unnecessary and harmful. The EIR fails to honestly present impacts from changing County plans, policies and codes. The EIR highlights an unacceptably long list of significant, harmful and unavoidable impacts countywide that cannot be mitigated, including unplanned growth, urbanization of a rural area and a river corridor, increased costs for taxpayers and ratepayers because of the unplanned extension of urban services, increased traffic and roadway hazards, increased air pollution, loss of wildlife, loss of habitat, loss of productive farmland, and the permanent loss of an important landscape for indigenous communities of Sacramento County.

For the benefit of current and future Sacramento County residents, the County should reject all development outside the Urban Services Boundary, including the Upper Westside project. What is the point of urban development if a project like Upper Westside can violate so many County plans and policies and still be approved.

ITEM 3 COPC PUBLIC COMMENT 044

From: Ross Oliveira <rossoliveira@hotmail.com>
Sent: Monday, October 21, 2024 3:40 PM
To: Clerk of the Board Public Email <BoardClerk@saccounty.gov>
Subject: Upper WestSide Project
Attachments: BRN3C2AF4E42CA1_003269.pdf

EXTERNAL EMAIL: If unknown sender, **do not** click links/attachments.
If you have concerns about this email, please report it via the Phish Alert button.

Hello Sacramento County Board Clerk,

Please find attached a letter for the third Agenda Item tonight relating to the Upper WestSide Project in Natomas.

Thank you,

Ross Oliveira
4061 Garden Hwy
Sacramento, CA 95834

21 October 2024

County Planning Commission
County of Sacramento
700 H Street, Suite 2450
Sacramento, CA 95814

Dear Members of the Sacramento County Planning Commission,

I am writing to express my serious concerns regarding the proposed Upper Westside Specific Plan and its long-term impacts on our community. As you deliberate this decision, I ask that you carefully consider the broader implications this project will have on the natural resources, local farmland, and public safety of our county. I have grown up and now live on the Garden Hwy and would like to refer to a key statement from the Sacramento County 2030 General Plan:

“The land use strategies and policies of the Sacramento County 2030 General Plan are designed to promote the efficient use of land, encourage economic vitality and job growth, reduce urban sprawl and its impacts, preserve habitat and open space, and protect agricultural and rangeland operations. Two growth boundaries are identified to help implement this vision: the Urban Services Boundary (USB) and the Urban Policy Area (UPA). The USB is the ultimate growth boundary for the unincorporated area. The UPA defines the area within the USB expected to receive urban services in the near term. Together, the UPA and the USB promote orderly growth and the efficient extension of infrastructure and the provision of urban services.”

While I support these principles, I am concerned that the Upper Westside project deviates significantly from this vision. Here are my specific reasons for opposing the project:

1. Reduction of the Sacramento River Corridor Buffer: Years ago, during County hearings on the Urban Services Boundary, many residents, as I was in High School at the time, advocated for a miles-wide protection buffer along the Sacramento River corridor to safeguard recreation, open space, habitat, and local farmland. Despite these concerns, the County settled on a one-mile buffer. This project, however, would reduce that buffer to a wholly inadequate 700 feet in some areas, and a maximum of one-half mile in others. This reduction would severely compromise the very protections the buffer was intended to provide.
2. Irreversible Loss of Open Space and Farmland: The proposed project would result in the significant and permanent loss of open space, wildlife habitat, and already diminished local farmland. Additionally, it would reduce floodplain protections, which are critical in this area. Once these vital community resources are lost, they are gone forever. These impacts would alter the landscape and character of the Natomas area in ways that cannot be undone.
3. Traffic Safety on Garden Highway: The Environmental Impact Report (EIR) fails to adequately address the severe and dangerous impacts that increased project traffic would have on Garden Highway and its users. The EIR suggests that the project could add 4,000 trips per day, although I think it will be higher, to Garden Highway, a rural, two-lane, undivided road built atop

a levee, where widening is not feasible. Garden Highway is already half the width necessary for safe traffic use, with blind curves, no shoulders, and no guardrails.

The EIR highlights concerns about traffic safety, including hazardous conditions at intersections, but it fails to address the greatest safety issue—the mixed use of the road by personal vehicles, semitrucks, agricultural equipment, cars pulling boats, golf carts, cyclists, pedestrians, and wildlife. Any of these users can enter the road unexpectedly from farm roads, driveways, or the riverbank, creating dangerous conditions. Adding more traffic to Garden Highway would be unacceptably hazardous. If this project proceeds, a new traffic circulation plan must be required and agreed to by the Garden Highway Community Association, one that discourages additional project-related traffic on Garden Highway.

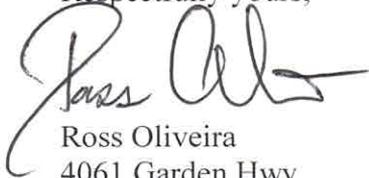
4. Violation of Existing Planning Guidelines: The Upper Westside project is not consistent with several key planning guidelines, including the Sacramento County 2030 General Plan, the Urban Services Boundary (USB), the Urban Policy Area (UPA), the Natomas Basin Habitat Conservation Plan (NBHCP), the SACOG (Sacramento Council of Governments) Blueprint for regional development, and the Metropolitan Transportation Plan/Sustainable Communities Strategy. This project directly conflicts with these established plans and policies, which are designed to promote sustainable growth, protect natural resources, and limit urban sprawl.

5. Significant and Unavoidable Project Impacts: The Cumulative Impacts section of the project's EIR highlights several significant and unavoidable impacts, including the opening of Natomas to further urbanization, the substantial loss of farmland and wildlife habitat, and a significant increase in traffic and air pollution. These impacts will have long-lasting effects on the environment, community resources, and overall quality of life in the region.

In light of these concerns, I strongly urge the Board to reject this project or, at the very least, require substantial modifications to protect the community's safety, natural resources, and agricultural heritage. If the project is approved, it should be done in a way that is consistent with the goals of the Sacramento County 2030 General Plan, including maintaining the integrity of the USB and UPA, ensuring traffic safety on Garden Highway, and safeguarding open space and farmland for future generations.

Thank you for your consideration of this matter. I appreciate your attention to these critical issues, and I hope you will take the necessary steps to protect the long-term interests of Sacramento County.

Respectfully yours,



Ross Oliveira
4061 Garden Hwy
Sacramento, CA 95834
rossoliveira@hotmail.com
(916)719-5650

ITEM 3 COPC PUBLIC COMMENT 045

From: Bobbi NaSal <bobbinaone@msn.com>
Sent: Sunday, October 20, 2024 9:06 AM
To: Clerk of the Board Public Email <BoardClerk@saccounty.gov>
Subject: Upper Westside Project

EXTERNAL EMAIL: If unknown sender, **do not** click links/attachments.
If you have concerns about this email, please report it via the Phish Alert button.

Please consider our concerns and reject this project.

I am a North Natomas resident and I do not support this project for so many reasons. I cannot even pick one reason that I am opposed to this project as my objections concern all of the following:

- Paving farmland
- Putting developer profits over community health
- Increased traffic congestion on I-5, I-80 and local roads
- Ignoring County infill requirements and not respecting development boundaries
- Destruction of wildlife habitat and to the Pacific Flyway for migrating birds
- Increasing flood danger for current residents

I find my life in North Natomas is already concerning due to the fact if I need to evacuate in an emergency, crowded roads are already an issue. How will we evacuate if you add 9,000 new homes and families without a plan?

I am increasingly worried that overdevelopment will worsen the climate crisis that impacts every living thing. Our place in the path of migrating birds is so important and to destroy that habitat is beyond comprehension.

I could go on but I believe you can see just a few of my concerns. Please reject this project.

Thank you
Bobbi NaSal
916 202 9349
2617 Heritage Park Lane
Sacramento CA 95835

Sent from my iPad

ITEM 3 COPC PUBLIC COMMENT 046

From: Rick Dow <richard.dow4@verizon.net>
Sent: Sunday, October 20, 2024 3:13 PM
To: Clerk of the Board Public Email <BoardClerk@saccounty.net>
CC: Edith Thacher <egthacher@gmail.com>
Subject: Upper Westside Public Hearing 10-21-2024

EXTERNAL EMAIL: If unknown sender, **do not** click links/attachments.
If you have concerns about this email, please report it via the Phish Alert button.

Attention: Sacramento County Planning Commission

Being good stewards of the land it is hopeful that members of the Commission will take the following into consideration when making decisions about the Natomas Upper Westside area:

- 1) The 2,000 acres of farmland help support migratory birds in the Pacific Flyway, and loss of that farmland to development would potentially harm migratory birds that are part of the ambiance of living in the Natomas area.
- 2) Loss of farmland would also be a loss of the potential to use farmland as a carbon sink and help fight climate change that is bringing about unusual weather such as severe flooding.
- 3) Commercial and residential development would eventually clog the area and possibly lead to panic if evacuation from the area were to occur due to disasters such as flooding, earthquake or fire. There are only three roads to be used for evacuation if the need were to occur for whatever reason.

These are reasons my wife and I as residents of Natomas oppose the overly ambitious Natomas Upper Westside project proposal.

Sincerely,

Rick Dow, MS Zoology
4318 Don River Lane
Sacramento, CA 95834

Rick Dow
richard.dow4@verizon.net

ITEM 3 COPC PUBLIC COMMENT 047

From: Tristen Griffith <tgriffith@sacramento49er.com>
Sent: Monday, October 21, 2024 8:51 AM
To: Clerk of the Board Public Email <boardclerk@saccounty.gov>
Subject: Upper Westside support
Attachments: Tristen Griffith[89].pdf

EXTERNAL EMAIL: If unknown sender, **do not** click links/attachments.
If you have concerns about this email, please report it via the Phish Alert button.

Tristen Griffith (she - her - hers)
President
Sacramento 49er Travel Plaza
2828 El Centro Rd.
Sacramento, CA 95833
Office: (916) 927-4774, ext. 253
Fax: (916) 923-1652
email: tgriffith@sacramento49er.com
Web: www.sacramento49er.com

"Success Through Service"

This message (including any attachments) is intended solely for the specific individual(s) or entity(ies) named above, and may contain legally privileged and confidential information. If you are not the intended recipient, please notify the sender immediately by replying to this message and then delete it. Any disclosure, copying, or distribution of this message, or the taking of any action based on it, by other than the intended recipient, is strictly prohibited

Sacramento Planning Commission
700 H St.
Sacramento, CA 95814

Attention: Chair and Commissioners

Subject: Upper Westside Specific Plan Traffic Improvements

My family has proudly owned the Sacramento 49er Travel Plaza since 1988. For more than 30 years, we've been serving truckers and travelers by offering everything from fueling stations to full-service repair shops and our 49er Diner Restaurant.

I want to address the concerns raised by Environmental Council of Sacramento (ECOS) regarding transportation and traffic impacts associated with the Upper Westside Specific Plan. As a business owner whose livelihood depends on transportation efficiency, I can offer a different perspective on how this project will impact traffic flow and infrastructure.

ECOS raised concerns that the Upper Westside project would increase traffic congestion, particularly on key roads like West El Camino Avenue and El Centro Road. The project provides solutions to the existing traffic challenges by including critical infrastructure upgrades that will improve road capacity and safety.

For example, the expansion of West El Camino Avenue and El Centro Road, both of which are critical routes for truckers traveling from Interstate 80, will alleviate congestion and create smoother traffic flow. This is essential not only for my business but for the many other local businesses and residents who rely on these roads. These improvements are much-needed upgrades that will benefit the entire community.

One of the key transportation improvements as part of the Upper Westside project is the planned upgrade to the Interstate 80/West El Camino Avenue interchange. ECOS's concerns about additional traffic congestion do not fully acknowledge the positive impact these upgrades will have. With these enhancements, truckers and other drivers will experience less delay, reducing the bottlenecks that currently plague the interchange. This means more efficient transportation for goods, improved traffic flow for daily commuters, and better access to essential services like the Sacramento 49er Travel Plaza.

In fact, these improvements will directly benefit the thousands of truckers who depend on timely and efficient routes to serve the broader Sacramento region. By streamlining the movement of goods and people, the project will reduce the overall strain on the local transportation network.

ECOS expressed concerns about the potential for increased auto-dependency and associated environmental impacts. However, the Upper Westside project is taking a

balanced approach to transportation planning. In addition to road expansions, the project includes improvements to public transit connections and the development of bicycle and pedestrian infrastructure. These enhancements will encourage more sustainable modes of transportation and reduce the reliance on cars for short trips.

Moreover, as a business that has invested in sustainability, such as the Shore Power system and Tesla Superchargers we've installed at the 49er Travel Plaza, I am excited to see the Upper Westside project prioritizing green infrastructure. The inclusion of electric vehicle (EV) charging stations and renewable energy sources in the development aligns with regional goals to reduce carbon emissions and create a greener transportation network. These sustainable features directly address ECOS's concerns about the environmental impact of increased vehicle use, ensuring that the project supports a cleaner, more efficient future for our community.

ECOS is right to point out that Sacramento is growing, but this growth cannot be managed without the infrastructure improvements that the Upper Westside project brings.

The enhanced roadways, expanded intersections, and better public transit options are not short-term fixes—they are long-term solutions that will manage traffic, and transportation needs for decades to come. Without these upgrades, the current traffic congestion and safety issues will only worsen as more residents and businesses move into the area. The Upper Westside Specific Plan is a proactive investment in our region's future, ensuring that transportation infrastructure keeps pace with growth while minimizing environmental impacts.

For my family and the Sacramento 49er Travel Plaza, the Upper Westside Specific Plan represents an opportunity for the entire community to thrive. The transportation improvements included in the project will alleviate traffic congestion, improve safety, and support the long-term growth of our region.

Thank you for your time and consideration.

Sincerely,
Tristen Griffith
Sacramento 49er Travel Plaza

ITEM 3 COPC PUBLIC COMMENT 048

From: Z. Wayne Johnson <lifeisgrand9@hotmail.com>

Sent: Monday, October 21, 2024 6:06 PM

To: Clerk of the Board Public Email <BoardClerk@saccounty.gov>

CC: Heather Fargo <h-fargo@comcast.net>; Edith Thacher <egthacher@gmail.com>; Karina Talamantes <KTalamantes@cityofsacramento.org>; David Mansch <dlane1630@gmail.com>; David Brady <davb49@att.net>; Melinda Bradbury <melindabradbury@sbcglobal.net>; Dave and Lois Walker <Gardenhighway@gmail.com>; John Shiels <jshiels01@yahoo.com>; Justin Ozeroff <jozeroff@gmail.com>

Subject: 10/21/2024 Item#3 --- Upper Westside Specific Plan

EXTERNAL EMAIL: If unknown sender, **do not** click links/attachments.
If you have concerns about this email, please report it via the Phish Alert button.

Dear Commissioners and Supervisors:

Aside from other hats, I am a resident of South Natomas and President of the River Oaks Community Association, and past President of the District 3 Coalition of Community Associations.

We all oppose the proposed project for the following reasons:

1. Traffic currently on West El Camino, the interchange with I-80, plus the intersection of El Camino and El Centro are already a congested and dangerous weave pattern during rush hours particularly, and by the 49ers Truck Stop. Adding an additional 20,000 cars and truck trips will only increase the congestion to unmanageable levels and increase the dangerous weave of full size tractor trailers and passenger cars.
2. The DEIR states that the project will result in unmitigated environmental adverse impacts to air quality, traffic and protected habitat from prior federal and State agreements. Citing, but not solving the impacts is unacceptable.
3. Only 4 roads access this area, of which 2 are only 2 lanes cannot widened.
4. Degrading the air quality, while adding up to 9,000 more residents, including school age children and seniors is ill-advised and poses significant health concerns.
5. Project adds major amount of additional impermeable surfaces and resultant run-off. Thereby increasing flood control concerns.
6. With the unaddressed traffic congestion concerns and no identified funding for I80/W. El Camino interchange improvements, we are very concerned about adequacy of Emergency Evacuation routes in case of floods, earthquakes, major fire or other causes.
7. Project will likely have impact on other, small businesses in South and North Natomas.
8. The prime benefit is to land developers and ultimate new business stores in the retail sector planned. a lesser benefit to current residents. Sufficient capacity exists in other retail locations and malls to handle the new residents.
9. Please do not add to urban sprawl and transportation hardships
10. The County is interested in increasing ratables for tax revenue. Will those revenues cover the infrastructure costs of interchange(s), widening where possible, on going

maintenance and claims? We think not. The project will benefit well heeled developers and some land owners, while foistering their public improvement costs and responsibility onto the taxpayers.

11. Lastly, we are concerned on the response time by fire, police and/or ambulance services with the major traffic increase.
12. We also believe that the traffic studies do not adequately calculate the cumulative traffic volume and congestion of other projects already approved or in the pipeline. Comparing a single project's new traffic against only the current traffic conditions is understating those impacts.

We urge your reconsideration of this project and urge a broader look at Area and regional mobility, congestion points and ways to facilitate greater connectivity between county and City residential, business, medical, and residential neighborhoods.

Z. Wayne Johnson
President, River Oaks Community Association
Independent Mediator and Consultant
Consensus Building, HR, EEO, DBE and Labor Relations
Lifeisgrand9@hotmail.com
916.475.3557 cell

ITEM 3 COPC PUBLIC COMMENT 049

From: Gibson Howell <gib@mail.com>

Sent: Monday, October 21, 2024 4:19 PM

To: Clerk of the Board Public Email <BoardClerk@saccounty.net>

Subject: Arthur Gibson Howell comments to County Planning Commission 21 Oct meeting, agenda item 3 (UWSP)

EXTERNAL EMAIL: If unknown sender, **do not** click links/attachments.
If you have concerns about this email, please report it via the Phish Alert button.

County Planning Commission:

The following items are my comments for the County Planning Commission 21 Oct meeting, agenda item 3 (Upper Westside Specific Plan) and for the UWSP DEIR:

1. Agricultural Resources: The loss of local farmland and local produce (1805 acres) is very significant and irreplaceable. Mitigation Measure AG-1 (replacing on a 1:1 ratio) does not guarantee local farmland will be replaced "locally", with similar "prime soil", or even be actively farmed. Does the developer plan on buying currently unused "prime soil" land locally (1:1) and pay farmers to ensure it is actively farmed as it is today?
2. Cultural Resources: The land planning on being developed in the UWSP was originally part of the watershed for the Sacramento River before the levee was built and was a known area of historical tribal activity and burial site. When any construction on Garden Hwy is planned there is a requirement to investigate "on a parcel by parcel" basis for any historic-era archaeological resources even though all the land on Garden Hwy was elevated by dredging from the river and fill from elsewhere to build the aforementioned levee. Any development in the UWSP will have to excavate into the original watershed to the actual depth (and below) of these culturally significant areas, potentially causing irreparable harm. Is there a plan to investigate via Mitigation Measure CUL-2a and CUL-2b on a "plot by plot" basis based on the size of each new parcel (home/apartment) being built?
3. Noise: The increased traffic noise on Garden Hwy (and other previously low-use roads) will be substantially increased according to the UWSP DEIR. Speed reductions have been tried before but have not been effective and there is no room for any kind of noise wall / barrier. Other than "rubberized asphalt" how does the developer plan on reducing this new, unacceptable noise? The plan proposal of a stadium in the flat geometry of the previous farm land would greatly increase the noise levels as it travels unhindered across the new project.
4. Population and Housing: This project envisions population density equivalent to the most crowded parts of New York City of ~18,000 people per sq mile (taking into account most of the housing will be within 1 sq mile), with no real mass transit and a "job geography" that requires most people to drive. The DEIR states they believe a significant portion of residents will work in the project footprint and walk, bike, Uber, or carpool - but that does not reflect the reality of life in California. Directly from page 15 of the agenda proposal, the proposed UWSP "is ultimately inconsistent with SACOG plans, and thus would be considered to directly induce substantial

unplanned population growth in the region." This in itself is reason enough to stop this ill conceived project. The SACOG Blueprint was developed for a reason, stick to it. The County's Urban Services Boundary document says, "The County shall not expand the Urban Service Boundary unless there is inadequate vacant land within the USB." There is adequate vacancy inside the Urban Services Boundary for the number of housing units and commercial space the project proposes. Before considering this project, I urge you to hold public hearings on expanding the Urban Services Boundary if truly deemed necessary.

5. Transportation: The proposed addition of substantial traffic to an already bottlenecked I-5/I-80 via the already sub-par and "landlocked" West El Camino interchange is the achilles heel of this entire project. Based on their own "Traffic Conceptual Feasibility Analysis" alone, this project is already not feasible. It shows going from 16,000 daily traffic on the West El Camino / I-80 interchange (which is already gridlocked at certain times of day) to 69,000 with a LOS (Level of Service) of "F". Does this even account for all the new housing recently built to the east of the interchange? The DEIR envisions West El Camino being enlarged to 6 lanes (+ bike, pedestrian). This would also require increasing the width of the on/off ramps to 2 lanes, which there does not appear to be room for based on development already completed surrounding the interchange. Furthermore, what is the point of increasing the capacity of an interchange to a frequently gridlocked freeway that can't handle that capacity? All this development would exasborate the use of surface roads to find alternate access to freeways away from the gridlock. The UWSP DEIR states on page 22-67 that traffic on Garden Hwy from Powerline to San Juan would double from 3300-4700 ADT to 7000-9500 ADT. Many commuters continue down Garden Hwy south of San Juan and thus I believe the additional traffic would constitute all of Garden Hwy from Powerline Rd to the I-5 interchange (near Chevy's restaurant). This is especially so considering all the proposed traffic to Garden Hwy from the new entrances (Radio Rd, Farm Rd [renamed Street 9 since no Farms], and Brytle Bend Rd [by I-80 bridge]) that the UWSP proposes. The DEIR states this volume exceeding 6000 ADT would necessitate a widening of Garden Hwy to conform with current County design standards. This widening could possibly have ocured when the adjacent levee was built in the last 10 years, but the County did not fund it and USACE would not approve it. The USACE has very strict levee guidelines and they would not authorize the new power poles to extend into the new widened levee "foot print" past where they currently are. Hundreds of these poles were removed and replaced in the last 10 years for the widened levee, and without removing and replacing them again (which the USACE won't allow) there is no room to upgrade Garden Hwy to the required County standards. The DEIR also states many of their other "required" transportation mitigation strategies require approval from other various agencies outside of County jurisdiction. Does the County plan on approving the UWSP before approval of all required agencies is assured? If this plan is approved I believe we are setting ourselves up for Los Angeles style gridlock on our decidedly smaller Sacramento roads.

Unless the aforementioned issues can be resolved and a feasible design for the projected exponential traffic increase can be proven and paid for, any further time and money spent on this project is unwarranted.

Thank you for your time,

Arthur Gibson Howell
Natomas Resident

ITEM 3 COPC PUBLIC COMMENT 050

From: Josh Harmatz <joshharmatz@gmail.com>
Sent: Monday, October 21, 2024 3:36 PM
To: Clerk of the Board Public Email <BoardClerk@saccounty.gov>
Subject: Comments for County Planning Meeting- Monday 10/21/24 - 530pm
Attachments: Harmatz Opposition Letter (1).pdf

EXTERNAL EMAIL: If unknown sender, **do not** click links/attachments.
If you have concerns about this email, please report it via the Phish Alert button.

Hello, can you please submit my written comments below, and attached, for review by the County Supervisors for tonight's meeting.
Thank you.

Josh W. Harmatz
4171 Garden Hwy
Sacramento, CA, 95834
joshharmatz@gmail.com
916-284-2507

October 21, 2024

Sacramento County Board of Supervisors
827 7th Street, Room 225
Sacramento, CA 95814

Dear Members of the Board of Supervisors,

I am writing to express my strong opposition to the Upper Westside Specific Plan due to the significant impact it will have on traffic conditions along Garden Highway, Powerline Road, and West Del Paso Road. These roads, which are currently narrow, single-lane urban roads, ranging between 9 and 10 feet in width, are already struggling to accommodate the existing traffic. The addition of heavy commercial vehicles, workers commuting to the proposed commercial spaces, and 25,000 future residents from the planned Upper Westside Development will exacerbate these issues.

The Sacramento County Transportation Analysis (March 2022) prepared for this project indicates that these roads will face substantial increases in traffic volumes, especially during peak hours, when freeway congestion diverts additional traffic onto local roads. Given that these routes cannot safely handle large trucks exceeding 7 tons, this poses a safety risk, and the congestion will likely become unbearable.

Moreover, the study clearly acknowledges that Garden Highway requires widening to 12 feet in each direction, with an additional 6-foot shoulder. However, the development proposal does not adequately address how this widening will be achieved or who will pay the associated costs, especially considering the recent completion of the setback levy, power pole relocations, and other flood protection measures. The levee system improvements recently undertaken along Garden Highway were designed without considering this required widening. To date, neither the U.S. Army Corps of Engineers nor the Central Valley Flood Protection Board has been consulted about this crucial aspect of the plan.

Without a comprehensive and feasible solution to the traffic and safety concerns along these critical roads, approving this development would worsen traffic congestion, increase the risk of accidents, and diminish the quality of life for current residents. I strongly urge the Board of Supervisors to reconsider approving the Upper Westside Specific Plan unless these infrastructure issues are fully addressed in coordination with the relevant agencies.

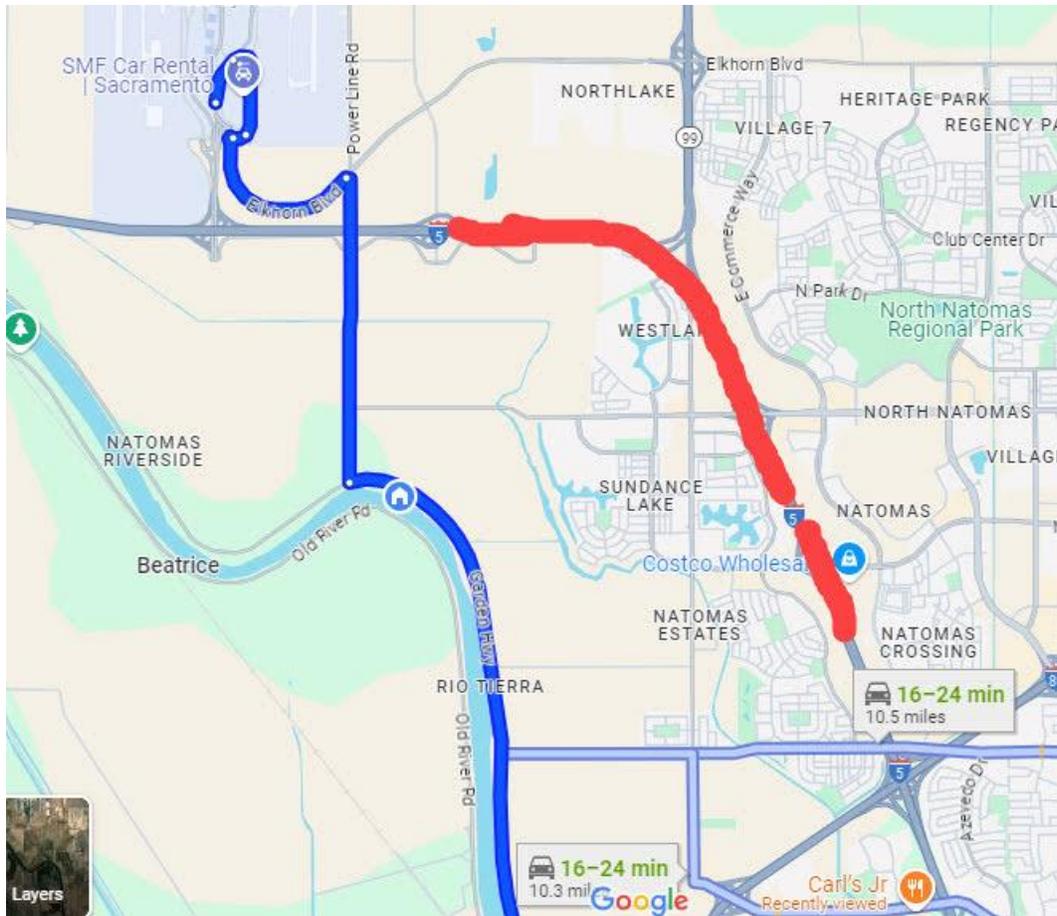
Thank you for your time and consideration of my concerns.

Sincerely,

Josh W. Harmatz
4171 Garden Hwy
Sacramento, CA, 95834
joshharmatz@gmail.com

916-284-2507

Map of Most used Routes from the Airport and 3mil square feet of commercial space at Metro Air Park:



Pictures of the crumbling road:



Picture of the existing road width that does NOT meet county requirements:

Garden Hwy:





Powerline Road at 16' - The average SUV is 8 ft wide, and avg delivery TRUCK is 10 ft wide



Additional pictures of Garden Hwy road widening issues and condition:

6" Bumps in the road with no shoulder:



Josh W. Harmatz

4171 Garden Hwy
Sacramento, CA, 95834
joshharmatz@gmail.com
916-284-2507

October 21, 2024

Sacramento County Board of Supervisors
827 7th Street, Room 225
Sacramento, CA 95814

Dear Members of the Board of Supervisors,

I am writing to express my strong opposition to the Upper Westside Specific Plan due to the significant impact it will have on traffic conditions along Garden Highway, Powerline Road, and West Del Paso Road. These roads, which are currently narrow, single-lane urban roads, ranging between 9 and 10 feet in width, are already struggling to accommodate the existing traffic. The addition of heavy commercial vehicles, workers commuting to the proposed commercial spaces, and 25,000 future residents from the planned Upper Westside Development will exacerbate these issues.

The Sacramento County Transportation Analysis (March 2022) prepared for this project indicates that these roads will face substantial increases in traffic volumes, especially during peak hours, when freeway congestion diverts additional traffic onto local roads. Given that these routes cannot safely handle large trucks exceeding 7 tons, this poses a safety risk, and the congestion will likely become unbearable.

Moreover, the study clearly acknowledges that Garden Highway requires widening to 12 feet in each direction, with an additional 6-foot shoulder. However, the development proposal does not adequately address how this widening will be achieved or who will pay the associated costs, especially considering the recent completion of the setback levy, power pole relocations, and other flood protection measures. The levee system improvements recently undertaken along Garden Highway were designed without

considering this required widening. To date, neither the U.S. Army Corps of Engineers nor the Central Valley Flood Protection Board has been consulted about this crucial aspect of the plan.

Without a comprehensive and feasible solution to the traffic and safety concerns along these critical roads, approving this development would worsen traffic congestion, increase the risk of accidents, and diminish the quality of life for current residents. I strongly urge the Board of Supervisors to reconsider approving the Upper Westside Specific Plan unless these infrastructure issues are fully addressed in coordination with the relevant agencies.

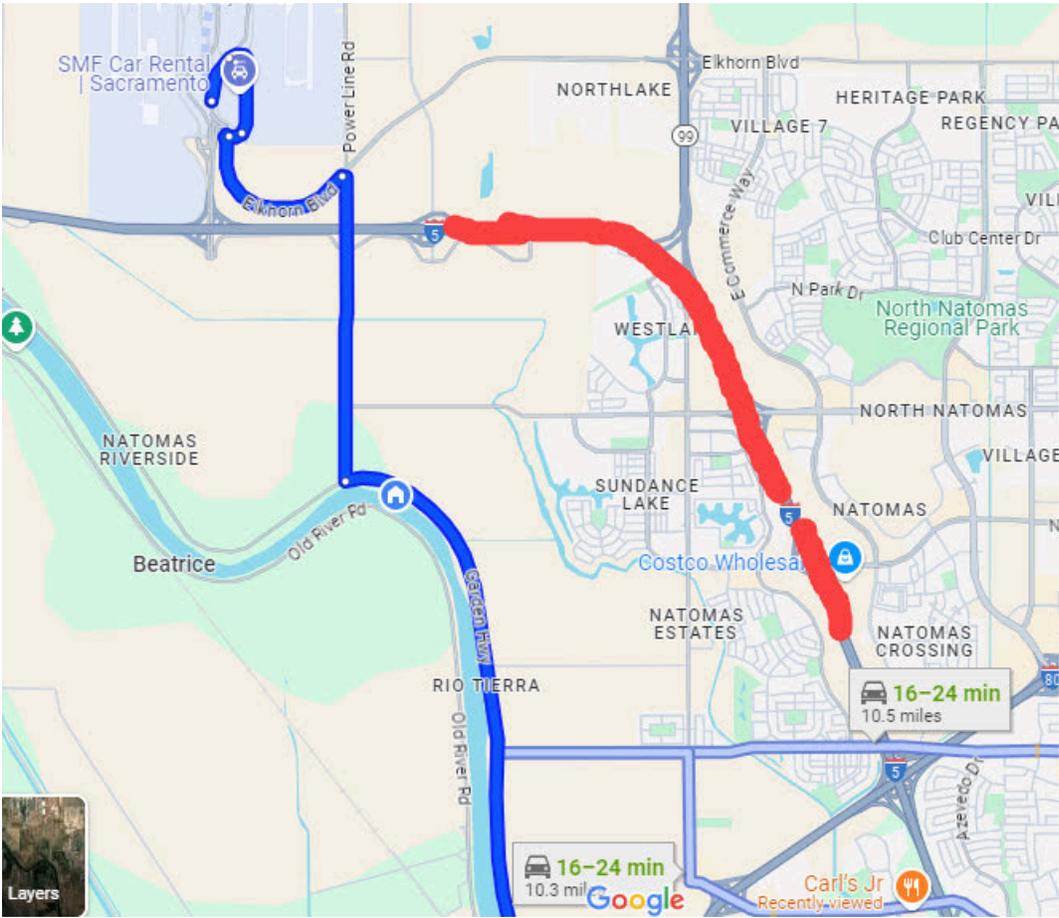
Thank you for your time and consideration of my concerns.

Sincerely,

Josh W. Harmatz
4171 Garden Hwy
Sacramento, CA, 95834
joshharmatz@gmail.com

916-284-2507

Map of Most used Routes from the Airport and 3mil square feet of commercial space at Metro Air Park:

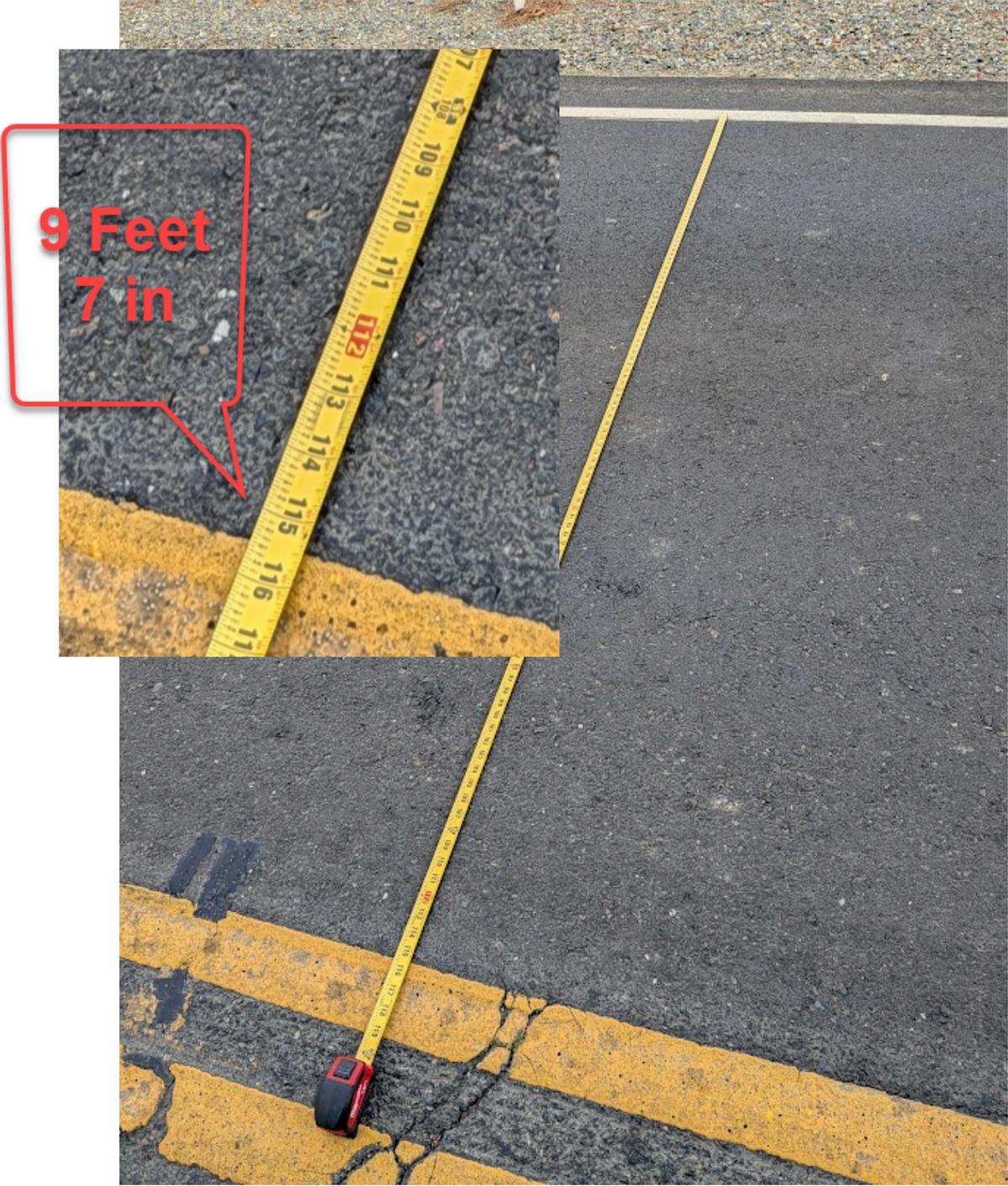


Pictures of the crumbling road:



Picture of the existing road width that does NOT meet county requirements:

Garden Hwy:



Powerline Road at 16' - The average SUV is 8 ft wide, and avg delivery TRUCK is 10 ft wide



Additional pictures of Garden Hwy road widening issues and condition:

6" Bumps in the road with no shoulder:



ITEM 3 COPC PUBLIC COMMENT 051

From: Patten. Emma <pattene@saccounty.gov>
Sent: Monday, October 21, 2024 4:52 PM
To: Clerk of the Board Public Email <BoardClerk@saccounty.gov>
Subject: FW: NUSD Comments Upper Westside DEIR
Attachments: NUSD_Comments_UpperWestside DEIR.pdf

From: Lalanya Rothenberger <lrothenberger@natomasunified.org>
Sent: Monday, October 21, 2024 4:38 PM
To: Patten. Emma <pattene@saccounty.gov>
Subject: NUSD Comments Upper Westside DEIR

EXTERNAL EMAIL: If unknown sender, **do not** click links/attachments.
If you have concerns about this email, please report it via the Phish Alert button.

Good afternoon, Mrs. Patten,

Please find attached District's comment letter regarding the DEIR for the UWS project.

Thank you,

Lalanya Rothenberger

Lalanya Rothenberger | Executive Director

Facilities and Strategic Planning

Natomas Unified School District | 1901 Arena Blvd | Sacramento, CA 95834

Phone: 916-567-5467

lrothenberger@natomasunified.org

Emma Patten
Senior Planner
Planning and Environmental Review
827 7th Street
Sacramento, CA. 95814

Re: Draft EIR for the Proposed Upper Westside Specific Plan

Dear Mrs. Patten,

Thank you for your previous responses to the Natomas Unified School District (NUSD) comments on the last drafts and the opportunity to provide comments on the current drafts of the Upper Westside Facilities Financing Plan (3rd draft) and Urban Services Plan (2nd draft).

NUSD is very appreciative of the efforts to provide for adequate school sites, central to proposed residential areas, with a focus on convenient and safe active transportation routes between proposed residential development and the proposed school sites. We agree with the need for four schools, and believe that the DEIR fundamentally includes them and they are required. The district respectfully requests the County require the evidence of a satisfactory plan that will ensure adequate funding of the schools before approval of the EIR. NUSD wholeheartedly supports the intent of the General Plan and General Plan policies, and we believe that the County's policy framework provides clear guidance for this Specific Plan and implementing documents, including:

Land Use Element, page 43 (Intent): "...Each residential development should have access to a variety of local destinations that provide for residents' daily needs, including retail, employment, recreational amenities, schools, and municipal and social services. The resulting non-automobile street activity will promote human contact and a sense of neighborhood, as well as reduce automobile traffic and the associated impacts."

Policy PC-6. Infrastructure Master Plan and Financing Plan (Requirements for Amending the General Plan Land Use Diagram). Required: Inclusion of an Infrastructure Master Plan and Financing Plan that include the following:

- The Infrastructure Master Plan shall identify required public facilities and infrastructure (including roads, transit, water, sewer, storm drainage, schools, fire, park, library, and



other needed community facilities) and associated costs for the development of the proposed UPA expansion/Master Plan;

- The Financing Plan shall:
 - ...Identify the phase or timing for when the facilities are needed;
 - Identify the funding mechanisms proposed to pay for the identified infrastructure and facilities...

Public Facilities Element, page 18 (Intent): “Schools are an important part of any neighborhood. In addition to their central educational role, they serve as a place for meetings, special programs, after-school play, soccer and little league games, and precinct voting. How well the school functions in these various roles depend very much on the school's location with respect to other community uses and how accessible it is... school siting and design should be a key element of a neighborhood planning effort. There remain many opportunities for design innovation and good, sensible planning to achieve neighborhoods which better integrate the school into the fabric of neighborhood life.”

Policy PF-29. Schools shall be planned as a focal point of neighborhood activity and interrelated with neighborhood retail uses, churches, neighborhood and community parks, greenways and off-street paths whenever possible.

Policy PF-30. New elementary schools in the urban area should be planned whenever possible so that almost all residences will be within walking distance of the school (one mile or less) and all residences are within two miles of a school.

Policy PF-35. New schools should link with planned bikeways and pedestrian paths wherever possible.

Public Facilities Element, page 20 (Intent): ...from a school facilities perspective, school enrollment and the size of the school site are basic requirements... in growing districts the problems of timely school construction and, above all, funding new school facilities requires resolution in order to achieve this objective.

NUSD greatly appreciates the County’s efforts to involve us in reviewing draft versions of the Public Facilities Financing Plan and also for the opportunity to review the Draft Specific Plan and Draft Environmental Impact Report (Draft EIR). As we move from draft to final versions of these documents, NUSD believes that the County’s General Plan – particularly the direction related to identifying the cost of required public facilities, identifying when public facilities are required, and providing funding for such public facilities – will be very helpful.

NUSD applauds the County’s planning efforts here – particularly the greenbelt system placement relative to school sites (summarized on Draft EIR page 2-23) and the strategic planning of school sites so that “over 90 percent of the proposed residential units would be within three-quarters of a mile of a K-8 school site” (Draft EIR, page 2-53).

In the Final EIR, Final Specific Plan, and Final Public Facilities Financing Plan, it will be important to arrive at mutually agreeable language that ensures funding in adequate amounts, and with the right timing such that school sites can be constructed within the Specific Plan Area when schools are needed by Specific Plan Area residents. This is important to meet expectations expressed in the aforementioned General Plan policies, but also because the analysis presented in the Draft EIR relies on the presence of school sites. For example, on page 8-41 of the Draft EIR is a description of the features of the Draft Specific Plan that would reduce vehicular travel demand and associated greenhouse gas emissions, including a note that “the proposed UWSP would include the development of commercial mixed use and employment/highway commercial uses, as well as schools... [and that]...[b]y providing a range of residential, commercial, and school uses within the UWSP area, approximately 22.9 percent of home-based trips associated with the proposed UWSP would be internal.” The rate of internal trips used in the air quality, greenhouse gas emissions, transportation, and transportation noise analysis in the Draft EIR would need to be adjusted if school construction is ultimately not feasible as presented in the Draft Specific Plan and Draft EIR.

Specific Comments and Questions

Page ES-15: Toxic Air Contaminants (and page 24-4). On page ES-15, in the Executive Summary table, the toxic air contaminants impact notes that there is a significant impact for exposure of sensitive uses to substantial pollutant concentrations. School uses are identified as being within 1,000 feet of Interstate 80. From the Land Use Plan, it does appear that there is a proposed K-8 school site within approximately 1,000 feet of Interstate 80, though we only have a PDF version of the Land Use Plan and cannot create an accurate estimate of this distance. Would Mitigation Measure AQ-4c apply to this school site – the mitigation measure that requires installation of high-efficiency filtration systems – to this school site? How would the ongoing maintenance, repair, and replacement of such a system (as described in the second bullet of this mitigation measure) apply to this school site?

Page ES-64: Greenhouse Gas Reduction Plan. The strategy for reducing GHG emissions relies on the preparation of Greenhouse Gas Reduction Plans for future project tentative maps (Mitigation Measure CC-1b). The District is interested in how this may relate to school facilities master planning as well as more detailed transportation facilities planning and improvements that ensure safe walking and bicycling routes between homes and school sites within the Specific Plan Area.

Bullet 2 of Mitigation Measure CC-1b identifies a performance standard of 1.42 metric tons of carbon dioxide equivalent per thousand square feet, measured in a future year. Does the estimate proposed in the Draft EIR include non-residential development proposed for school uses? If so, how would the strategies related to a prohibition on natural gas, on-site renewable energy, purchase of zero GHG electricity, tree planting, etc. apply to the proposed school sites? On page ES-64, there is reference to a strategy to reduce vehicular travel demand and associated GHG emissions through an “increase access to common goods and services, such as groceries, schools, and daycare.” Would this increase in access be achieved through augmenting the current active transportation plan to increase connectivity and ensure a very low stress active transportation network between proposed homes and school sites? The District is highly supportive of a transportation system that would distribute

traffic and provide very low stress and convenient pedestrian and bicycle routes to the school sites, but we are unclear how an increase would be pursued beyond the estimates presented in the Draft EIR.

Additionally, since the estimates of GHG emissions rely on the presence of the four proposed school sites, what mechanism would be most effective for ensuring adequate funding for these school sites for the Specific Plan and EIR? How would the future GHG Reduction Plans prepared at the tentative map level guarantee adequate funding to provide for school sites?

Page ES-98, Subsequent Review for School Parking Lot Noise (and page 15-46). On this page of the Executive Summary is an overview of an impact related to the placement of proposed noise-sensitive uses near proposed school sites that would have parking areas. Mitigation Measure NOI-4a (page 15-48) suggests that there would be a future acoustical study to evaluate parking lot-generated noise relative to the County's exterior noise performance standards with building placement, buffering through distance, or a sound wall to shield adjacent proposed noise-sensitive uses from parking lot-generated noise. NUSD supports strategies to avoid land use-noise compatibility issues in this Specific Plan – both issues that would affect educational activities at the proposed school sites and issues that could be caused by school-generated noise. However, NUSD is interested in clarifying that, if buffering is required in the future, that this buffer would be required outside of the proposed school sites, if a sound wall is proposed, that this would be constructed by others outside of school property, and that if a sound wall is constructed, that it not interrupt casual surveillance of the area and not interrupt pedestrian and bicycle connectivity in the vicinity of school sites. In addition, it may not be feasible to place buildings in locations that would break the line of site between future parking fields and adjacent noise-sensitive uses.

Page ES-108, Subsequent Review for School Parking Lot Noise (and pages 15-46 and 15-64). NUSD has the same questions about the school parking lot noise discussion and Mitigation Measure NOI-7h on page ES-108 as we have in relation to the discussion on page ES-98 and Mitigation Measure NOI-4a.

Page ES-108 and 109, Subsequent Review for School Playground Noise (and page 15-64). The Draft EIR includes an impact related to the placement of proposed residential uses near possible future playground areas within future school sites. NUSD strongly supports the County's goal to avoid land use-noise compatibility issues that could arise but we do feel that this should be balanced with a goal of making sure that school sites are fully integrated into planned residential areas in a way that supports safe and convenient walking and bicycling to school. Mitigation Measure NOI-7i recommends a minimum 90-foot setback between the center of play areas and adjacent "residential boundaries." NUSD assumes this setback would be from the center of future playground activity areas and outdoor gathering spaces associated with future residential developments, rather than 90 feet from the edge of adjacent residential property boundaries, but this clarification could be helpful. In addition, the proposed mitigation seems to suggest that the recommended buffer would be provided by future school site planning. While such a buffer may be feasible, NUSD must consider a broad range of criteria in site planning, and it may not be possible in all cases to ensure such a buffer on the school property. It may be necessary to relax the referenced exterior and interior

standards for residential dwellings adjacent to school sites or to consider building orientation and the location of outdoor gathering spaces for future residential development in areas adjacent to school sites.

Page ES-109, Subsequent Review for School Stadium and Sports Fields Noise (pages 15-64 and 15-65). On this page of the Executive Summary is an overview of an impact related to the placement of proposed noise-sensitive uses near proposed school sites that would have a stadium and sports fields. Mitigation Measure NOI-7j requires an acoustical study demonstrating compliance with County exterior noise performance standards prior to issuance of a building permit for proposed school uses. NUSD has a somewhat different process for school site planning and permitting that does not involve issuance of a building permit from the County. We are also interested in understanding who would prepare this acoustical study, and whether strategies to reduce noise exposure (distance, intervening structures, etc.) would be the responsibility of adjacent proposed residential tentative maps or other form of residential applications. NUSD absolutely supports the goal of avoiding adverse noise impacts associated with special events and use of sports fields. However, we do not believe that future residential sensitive outdoor areas near the proposed school sites have been identified, and NUSD has not done any programming or site planning for the school sites, either. Therefore, unless the site planning for proposed residential adjacent residential areas occurs in tandem with school site planning and there is flexibility on the placement and methods of noise attenuation, it may be necessary to relax the exterior noise standards for special events and school use of outdoor sports fields. In addition to "operational limits on amplified sound equipment," it may be possible to reduce noise exposure through design of public address systems, such as through the sizing and placement of loudspeakers, but this option involves additional expense, and NUSD is not in a position at this time to determine definitively whether such additional expense would be feasible for future school sites within the Upper Westside Specific Plan Area.

Page ES-113, School Impacts (and page 17-17). In this portion of the Executive Summary, the Draft EIR explains that "the NUSD has existing capacity for the elementary and middle school students generated by the proposed UWSP, it does not have existing capacity for the high school students generated by the proposed project." The Draft EIR goes on to explain that school facilities "impacts are included as part of the analysis of physical impacts to the environment." This is true so long as the school sites that are proposed are developed with school facilities as identified in the Draft Specific Plan and Draft EIR. The Draft EIR assumes the presence of these schools, and impact analysis related to criteria air pollutant emissions, greenhouse gas emissions, transportation noise, and other topics assumes that the proposed school sites are operational for K-8 and high schools. Since the analysis assumes the presence of the planned schools, and since NUSD has provided information on the current cost of school facilities and the need for additional funding to ensure that schools can be provided as identified in the Specific Plan and Draft EIR, it will be important to include language in the County's documents that ensures adequate funding and requires that adequate funding is available for construction of planned schools once they are needed to serve proposed residential development in the Specific Plan Area.

Also, in this part of the Executive Summary, the Draft EIR notes that, "compliance with mitigation measures... would reduce construction-related effects to the extent feasible." NUSD would typically

conduct environmental review for proposed school sites, and in the past, NUSD has coordinated this review with Sacramento County as a responsible agency. Assuming NUSD conducts environmental review of the planned school sites within the Specific Plan Area, this environmental review would require feasible mitigation for potentially significant impacts, including construction-related impacts. It may be helpful to understand which mitigation measures specifically are being referenced here for future school sites in the Draft EIR.

Page 2-59, Phasing. The text on page 2-59 suggests that, “non-residential development anticipated under Phase 1 includes 1.3 million square feet of office development, an elementary school, and a 33.5-acre community park.” Certainly, the first phase of development will require school facilities, and the analysis in the Draft EIR relies on the presence of school facilities, but it appears that Plate PD-22 shows the southern half only of a proposed K through 8 site rather than a complete school site. Clarification here could be helpful regarding the details of the phasing (and funding) approach for school sites to serve proposed residential development.

Page 4-18, Lighting Impacts. The Draft EIR discusses the planned high school site and associated outdoor lighting impacts. The Draft EIR identifies that such lighting would be required to comply with “Countywide Design Guidelines and Commercial Lot and Commercial and Institutional Project Development Standards in Chapter 5 of the Zoning Code.” NUSD would typically conduct environmental review for proposed school sites, and would include feasible mitigation to address potentially significant impacts. If the future high school site includes outdoor sports lighting standards, and if there could be a potentially significant impact associated with this component of a future high school project, NUSD may indeed require that sports lighting include certain design components to avoid light spillage and glare. However, it would be helpful to have more clarity about any mechanism that would require school sites to comply with the County’s Zoning Code.

Page 5-12, Pesticides. The Draft EIR includes a reference to a requirement for agricultural operators to notify schools if their agricultural operation is within a quarter mile from the school boundary and identify all pesticides to be used during the school year. What pesticides are currently applied during the school year in areas near planned school sites? Please provide documentation that sites designated AG-Cropland near the planned school sites will not use pesticides during the school year once these schools are operational.

Page 8-40, Greenhouse Gas Reduction Actions in the 2022 Scoping Plan Update. Appendix D of the 2022 Scoping Plan identifies local actions that can be taken to reduce greenhouse gas emissions, including off-site mitigation (California Air Resources Board 2022 Scoping Plan, Appendix ED, page 30). Among off-site mitigation options is:

“Off-site EV chargers can increase access to EV charging throughout a community. Some examples could include EV chargers in multi-unit dwellings in disadvantaged or low-income areas, public locations (schools, libraries, city centers), workplaces, key destinations (e.g., parks, recreation areas, sports arenas).”

It may be worth considering identifying the funding of EV chargers within the proposed school sites as an additional greenhouse gas emissions mitigation strategy.

Page 15-49, Sound Generation Area of the Pavilion. There is discussion here of a plan for amplified music events at “the pavilion,” but NUSD is unable to find a discussion of this element in the Draft Specific Plan. It may be helpful to understand the location of this planned facility vis-à-vis planned school sites. On page 24-6 of the Draft EIR, there is a discussion of an outdoor pavilion in a proposed 25.8-acre park in the west-central portion of the Specific Plan Area, but NUSD is unable to find any park site of this land area on the Land Use Plan.

Page 17-8, School Downsizing. The Draft EIR includes a statement here that NUSD would like to have clarified: “[t]hrough careful planning, a reduced Plan Area school site could follow the recent trend of school downsizing and meet the Department's criteria.”

Page 22-63, Construction of K-8 and High Schools. Here, the Draft EIR includes a statement that “[t]he proposed UWSP would construct K-8 schools and a high school to serve the needs of students generated in the UWSP area.” It is our understanding that NUSD would be responsible for construction and operation of the proposed school sites, though it is important to clarify the funding mechanisms for the construction of school sites and to include language requiring that such funding is available in amounts and with the right timing to ensure NUSD schools can serve students in the Specific Plan Area once dwelling units are occupied.

Again, NUSD is very appreciative of the County’s collaborative approach on the Public Facilities Financing Plan. We appreciate the opportunity to review the Draft Specific Plan and Draft Environmental Impact Report (Draft EIR). NUSD looks forward to continued collaboration with the County to find mutually agreeable language related to school funding for this ambitious and important development Plan.

Sincerely,

Lalanya Rothenberger
Lalanya Rothenberger
Executive Director, Facilities and Strategic Planning
Natomas Unified School District

ITEM 3 COPC PUBLIC COMMENT 052

From: Patten. Emma <pattene@saccounty.gov>
Sent: Monday, October 21, 2024 4:29 PM
To: Clerk of the Board Public Email <BoardClerk@saccounty.gov>
Subject: FW: Project

From: Sarabjit Singh <sarabjitsingh916@gmail.com>
Sent: Monday, October 21, 2024 4:12 PM
To: Patten. Emma <pattene@saccounty.gov>
Subject: Project

EXTERNAL EMAIL: If unknown sender, **do not** click links/attachments.
If you have concerns about this email, please report it via the Phish Alert button.

Respected sir/ma'am
Yes support this project
Thank you

ITEM 3 COPC PUBLIC COMMENT 053

From: Prasanna Regmi <prasannaregmi@gmail.com>
Sent: Monday, October 21, 2024 5:35 PM
To: Clerk of the Board Public Email <boardclerk@saccounty.gov>
Subject: October 21 Agenda Item #3, The Upper Westside Specific Plan

EXTERNAL EMAIL: If unknown sender, **do not** click links/attachments.
If you have concerns about this email, please report it via the Phish Alert button.

Good evening, members of the City Council. Thank you for allowing me to speak today.

I've lived in Natomas for the past 15 years, and I've always loved the area's natural beauty. Before the houses went up in West Shore, I used to take walks and see all sorts of wildlife – jackrabbits, turkeys, even coyotes. The birdsong in the morning is a treat, and it's amazing to watch the different species come and go. Even during my walk this morning I am reminded about the lovely mix of wildlife we are blessed to be surrounded by. While the area has changed a lot, Natomas has been able to maintain its charm. I love biking with my husband and 10-year-old son regularly and appreciate seeing the protected area near us. I think about not just our future, but the future ahead of ours, who will be able to enjoy all that Natomas has to offer. My family who have visited from Nepal and Australia rave about our neighborhoods to others and were very impressed by all that the city in the past balanced development with conservation.

If we develop the fields and move forward with the Upper Westside Specific Plan, I worry about the negative impact on our ecosystem. Animals who call this place home will be forced to go elsewhere, potentially ending up in our neighborhoods. The proposed development plans include mitigation strategies, but I think we need more research before making such a big decision. We need to involve more thought partners who can provide us an objective feedback in this matter before we commit to such a massive undertaking.

Many of my friends are concerned about the flood risk in our area. Our flood insurance reminds us of our vulnerability, and I believe we need a better plan to conserve our soil and vegetation. This would help reduce the impact of flooding if it happens.

At the last meeting, I heard from other residents who share my concerns. We need more data to support such a significant development. That's why I oppose the new proposal for our area.

Thank you for your time and attention

Prasanna Regmi

ITEM 3 COPC PUBLIC COMMENT 054

From: Ray Tretheway <ray8733@swisscows.email>

Sent: Monday, October 21, 2024 4:25 PM

To: Clerk of the Board Public Email <BoardClerk@saccounty.gov>

CC: Edith Thacher <egthacher@gmail.com>; Heather Fargo <h-fargo@comcast.net>; Marbella Sala <smarbellasala@gmail.com>; trinaldrotar@gmail.com; dav49@att.net; irandolph6722@gmail.com; Judy Tretheway <judytre@gmail.com>

Subject: October 21 Agenda Item 3 - Testimony on Upper Westside Specific Plan

EXTERNAL EMAIL: If unknown sender, **do not** click links/attachments.
If you have concerns about this email, please report it via the Phish Alert button.

My name is Ray Tretheway, I am a longtime resident of Natomas.

I recommend the Planning Commission deny in its entirety the proposed Upper Westside Specific Plan.

I urge the Planning Commission to recognize how this Plan violates and dissolves the designated Urban Services Boundary in Natomas that was adopted to give permanent protection to both farmlands and endangered and threatened species and their habitats.

I urge the Planning Commission to give serious consideration to the negative impacts of this proposal to the Natomas Basin Conservancy's nearly 40 decade's of unprecedented farming and habitat achievements.

I urge the Planning Commission to not ignore the thousands of empty parcels within the Urban Services Boundary ready to accommodate the promise of infill projects - the revitalization, as well as the building of new industrial and commercial districts and neighborhoods.

I urge the Planning Commission to consider how approval of this Plan will exasperate, and at times negate due to budgetary and staffing constrains, the ability for the County to deliver on a timely basis critical services, such as fire, police, roadway, water and other basic services, to existing neighborhoods.

Your 'NO' vote will be a validation for all the promises of infill the County has made to its residences and businesses; and it will recognize the value of farmland, wildlife and habitat protection consistent with Federal, State, City of Sacramento and County of Sutter binding agreements.

Your 'NO' vote will send a clear message countywide that the days of farmland speculation and farmland sprawl will no longer trump the guiding principles and values of urban and suburban planning in Sacramento County.

Ray

916-719-8733

ITEM 3 COPC PUBLIC COMMENT 055

From: Patrick Tully <ptully@bitwiseproperties.com>
Sent: Monday, October 21, 2024 4:16 PM
To: Clerk of the Board Public Email <BoardClerk@saccounty.gov>
CC: Supervisor Serna <supervisorserna@saccounty.gov>
Subject: Sacramento County Planning Commissioners; GHCA Opposition to Upper Westside Development

EXTERNAL EMAIL: If unknown sender, **do not** click links/attachments.
If you have concerns about this email, please report it via the Phish Alert button.

TO: Sacramento County Planning Commissioners

From: Garden Highway Community Association (GHCA)

Dear Commissioners & Supervisor Serna,

Thank you for your service to the community. We appreciate the hard work you and your staff put into making a good community. We know it is not easy. GHCA is the community association residents living along Garden Hwy, from the City of Sacramento to Sutter County (and including Sutter County). Many of our homes directly border the proposed Upper Westside Development Plan.

We are writing today in opposition to this plan. Two primary concerns for our members are: **First, the significant reduction of the urban services boundary between the Sacramento River and the proposed Development & Second, the incredible increase of traffic the development will put onto the Garden Highway.** Details of each issue are included below.

We urge the planning commissioners to consider other alternatives which keep the Urban Services boundary at its current distance, and to provide an alternative “ring” road which will keep north/south/I-5 traffic off of Garden Highway.

Sincerely,
Patrick Tully
President
Garden Highway Community Association (GHCA)

Arguments About Violating the Urban Services Boundary and Existing County Plans

Before considering this project, we urge you to hold public hearings on expanding the Urban Services Boundary. This project is outside the Urban Services Boundary. Before considering any development outside the Urban Services Boundary, we urge the County to pause development applications outside the Urban Services Boundary and hold hearings on whether the Urban Services Boundary should be expanded. If one project is approved beyond the Urban Services Boundary, other developments will surely follow, and the Urban Services boundary will no longer function as a barrier intended to preserve open space, habitat and

farmland. Changing the Urban Services Boundary will have significant negative impacts on the environment and Sacramento County residents far beyond the Upper Westside project area.

This project represents the urban sprawl which Sacramento County residents have said they do not want, and which the County's 2030 General Plan, County zoning, the Urban Services Boundary, the Urban Policy Area, and SACOG's Blueprint for regional development seek to avoid.

The EIR fails to state clearly that the proposed project violates existing County land use plans. This is clear in the entitlements the project is seeking. The land use strategies and policies of the Sacramento County 2030 General Plan were designed to promote the efficient use of land, encourage economic vitality and reduce urban sprawl and its impacts, preserve habitat and open space, and protect local farming. The Urban Services Boundary was intended to implement that vision and promote orderly growth within the County. The proposed project unnecessarily violates the County's 2030 General Plan, County zoning, the Urban Services Boundary, the Urban Policy Area, and SACOG's Blueprint for regional development.

The EIR for the project is fundamentally flawed and should be rejected. The EIR identifies changes the project applicant is seeking to the County's 2030 General Plan, County zoning, the Urban Services Boundary, and the Urban Policy Area. Then throughout the EIR, the EIR, makes false claims that the project does not conflict with County land use policies. The purpose and legal requirement for the EIR is to provide accurate, fact-based and evidence-based information to the public and decision makers. Developers have a right to spin the truth in their communication with Planning Commissioners and County Supervisors, but deceit and spin has no place in an EIR.

The County's Urban Services Boundary document says, "The County shall not expand the Urban Service Boundary unless there is inadequate vacant land within the USB." There is adequate vacancy inside the Urban Services Boundary for the number of housing units and commercial space the project proposes.

There is no responsible rationale, and **no rationale is presented in the EIR, for approving this project outside the Urban Services Boundary.**

We strongly oppose changes to the County's 2030 General Plan, the Urban Services Boundary, and the Urban Policy Area to accommodate this or other projects outside the Urban Services Boundary.

The EIR fails to recognize that allowing development outside the Urban Services Boundary harms the Sacramento community inside the Urban Services Boundary. An important achievement of infill development is that it not only provides advantages to residents inside the new development, it adds vitality and benefits to the nearby community, and it reduces environmental impacts associated with urban sprawl. That is not true of this project. Allowing development sprawl outside the Urban Services Boundary discourages infill development.

The County's current land use policies are the result of participation and input from multitudes of residents throughout Sacramento County over many years. The County's plans represent difficult compromises, but a broad consensus to manage development to reduce urban sprawl and its impacts, build a vibrant community where people want to live and work, and to preserve habitat, open space, and local farming. The proposed project does not respect

the thousands of hours of input Sacramento County residents provided to ensure planned growth in Sacramento, nor does the project respect the huge investment of taxpayer resources that resulted in existing County plans and policies the project seeks to change.

The EIR fails to identify that planned and orderly growth of services such as public transit, utility services, and roadway improvements saves taxpayers and ratepayers money. Unplanned growth upends and redirect plans, increasing costs for taxpayers and ratepayers. The proposed project is unplanned growth outside the Urban Services Boundary.

Sacramento Area-Wide Harms from the Project

We strongly oppose this project. It is unnecessary and would have a severe, long-lasting, and in some cases permanent negative impacts on residents of Sacramento County.

This project harms the entire Sacramento community because of the loss of open space, and habitat and their associated recreational benefits; the loss of farmland; a significant increase in roadway dangers because of increased traffic on rural roads and increased congestion and conflicts at freeway on and off ramps which may not be able to be mitigated for some time; and a significant increase in area air pollution which has health consequences for the entire Sacramento area.

The EIR falsely claims that the project does not violate habitat conservation plans. We agree with the Environmental Council of Sacramento that the proposed project does violate approved habitat conservation plans and would lead to the permanent destruction of open space, habitat and wildlife.

The EIR fails to identify that river corridors are rare and valuable resources to residents of any community, and are particularly valued by Sacramento County residents for recreation, open space, wildlife, and local farmland. The proposed project introduces permanent harms by urbanizing a river corridor, putting urban activity within about 700 feet of Garden Highway and the river. River corridors need to be protected for current and future area residents.

*** The proposed project changes the existing one-mile river corridor protection buffer to 700 feet.** Years ago, during County hearings on the Urban Services Boundary, many residents argued for a miles wide protection buffer for the Sacramento River corridor to protect recreation, open space, habitat and local farmland. The County settled on a one-mile buffer. This project would reduce that buffer to a wholly inadequate 700 feet in some areas, up to a maximum of one-half mile.

*** The proposed project would result in the significant and permanent loss** of open space, habitat, already diminished local farmland, and floodplain protections. Once these community resources are gone, they are gone forever.

Mitigation for loss of farmland, wildlife and wildlife habitat would most likely occur beyond the Sacramento area, depriving Sacramento County residents of those benefits.

The project applicant says loss of farmland, wildlife, and wildlife habitat would be mitigated outside the Natomas Basin. People in Sacramento value and find benefit in farmland, wildlife, and the open space that serves as wildlife habitat. **The EIR fails to identify the communitywide loss of farmland, wildlife and wildlife habitat resources as community assets.** If the project is approved farmland and wildlife mitigations should be required within the Natomas basin where those resources would continue to benefit community residents.

The EIR fails to identify that the proposed project could result in a total loss of project area farmland. Most of the project area is currently farmland that would be converted to urban uses. In the past 10 years Sacramento has lost more than 14,000 acres of farmland. This project could result in the permanent loss of another 1500 acres or more of high-value, productive local farmland. The project applicant says 534 acres of farmland would remain, but about 130 acres of that is intended as buffer land that will not be useable for farming. The remaining 400 acres of farmland is a long narrow space (some just 700 feet wide), and just 30 to 50 feet from potential urban conflicts, which may make the remaining farmland impractical to use for commercial farming.

The recent pandemic made clear that farmland is important community infrastructure. **The EIR fails to address the loss of area farmland as a community food resource** when there are disruptions to the food distribution system.

The EIR fails to identify that the proposed project could reduce existing floodplain protection. Around the United States, communities are starting to reserve land near waterways to use as open space for flood protection. This project puts housing in a floodplain close to the river. While the new Natomas levee is expected to provide 200-year flood protection, climate change increases the chance of extreme flooding. Recent flooding in Ashville, North Carolina is proof of that. Current open space and farmland near the river provides urban areas with an additional level of flood protection. The proposed project would eliminate this protection.

This project is unnecessary and has an unacceptably long list of significant and unavoidable impacts, many that are harmful, permanent, and cannot be mitigated, including unplanned growth, urbanization of a rural area, increased traffic and roadway hazards, increased air pollution, increased noise, loss of wildlife, loss of habitat, loss of productive farmland, and the permanent loss of an important landscape for indigenous communities of Sacramento County.

The project significantly and unacceptably increases air pollution, possibly exceeding thresholds of significance for everyone, and posing serious health risks, including an increased risk of cancer. In addition, operation of the proposed project would significantly conflict with and obstruct implementation of the Sacramento Metropolitan Air Quality Management District air quality improvement efforts.

Sacramento does need affordable housing, but **the EIR fails to note that this project makes no commitment to a specific number of very affordable, affordable, and missing middle housing (duplexes, etc.) units** or a specific percentage of affordable housing units. In addition, the buildout of this project will take 20-30 years, and the first phase will take 7 years. So, there would not be housing from this project for many years. If the project is approved it should have specific affordable housing requirements, with a high percentage of affordable housing units in each housing development.

The EIR fails to note that the project applicant's very limited ownership of the project (about 10%) suggests that any commitments made by the applicant in order to receive entitlements, including **any community protections offered by the applicant, could be severely compromised as new developers come in to carry out the development.**

The EIR fails to recognize that the project reduces Sacramento recreational opportunities, because increased traffic in the project area, would make it unsafe for individual

cyclists and cycling clubs, as well as motorcycle clubs and antique or specialty car clubs that use Garden Highway for recreation.

Natomas Area Harms From the Project

The proposed project could occur anywhere. It has no relationship to Natomas. It **would forever change the character of the area, and open Natomas to more urbanization**. If this development is approved outside the Urban Services Boundary, the County has no basis to deny similar projects.

The project's 20-30 year buildout schedule creates unacceptable noise, dust, air pollution and general area disruption over decades.

Garden Highway Impacts Not Adequately Addressed in the EIR

Garden Highway residents strongly oppose any proposed project outside the Urban Services Boundary in the Natomas area. This project is unnecessary and has permanent and harmful impacts that cannot be mitigated.

The EIR fails to identify that this project puts urban activity within 700 feet of a rural residential zone, changing the expectations and characteristics for area rural residents.

The EIR fails to adequately address the severe and dangerous impacts project traffic would have on Garden Highway and existing Garden Highway users. The EIR suggests the project could add 4,000 trips a day to Garden Highway. Garden Highway is a rural 2-lane, undivided road. Garden Highway is an elevated roadway on top of a levee, so widening is not feasible. Garden Highway is half the width it should be for traffic safety. It has blind curves, no shoulders and no guard rails. The project EIR emphasized concerns about traffic safety, including hazardous conditions at Garden Highway intersections. However, the EIR fully failed to address the greatest safety issue on Garden Highway, which is the mixed use of the road by personal vehicles, semitrucks, agricultural equipment, cars pulling boats, golf carts, individual and groups of cyclists, pedestrians, and wildlife, any of which can enter the roadway unexpectedly from farm roads, driveways, and the riverbank. Adding traffic to Garden Highway is unacceptably dangerous. If the project is approved, a new traffic circulation plan should be required and agreed to by the Garden Highway Community Association, that discourages project vehicle traffic on Garden Highway.

The EIR fails to identify that adding traffic to Garden Highway would make recreational use of Garden Highway too dangerous for cyclists, and vehicle clubs such as antique car clubs, **eliminating a valuable Sacramento recreational opportunity**.

The EIR fails to adequately address the impacts from a proposed stadium, which would be close to residences all around the project, including Garden Highway. Stadium traffic, noise, and light do not belong in/near residential areas. Stadium noise can travel miles. County and City Code Enforcement offices and Sacramento stadium operators can confirm stadium conflicts with residential areas. Any stadium should be miles from any residences.

The EIR fails to adequately address noise impacts from amplified noise at the project site, including the stadium, and the outdoor pavilion. Amplified noise can travel miles. Prevailing winds can push amplified sound toward Garden Highway. If the project is approved, no amplified sound should be permitted (except at school sites for emergencies). For past area

projects, developers have said amplified sound can be regulated. That has proven to be untrue. Over time sound equipment and the location of speakers can change resulting in unmitigated noise, and noise makers like bull horns can be introduced.

The EIR notes that nighttime lighting would have a permanent impact on the area. But **the EIR fails to adequately address the harmful impacts of nighttime lighting on human health and on wildlife**, including migratory birds using the Pacific Flyway. **The EIR fails to provide adequate light mitigations for humans and wildlife.** If the project is approved, there should be a minimum one-half mile buffer between the project and Garden Highway that includes a minimum 100 foot wide densely planted tree buffer adjacent to the project. The tree buffer must include tall native evergreen trees planted at the beginning of project construction.

According to the EIR, buildout of the project is expected to take 20-30 years. **The EIR fails to address mitigations that could reduce area impacts by requiring that development occurs first adjacent to El Centro Road, with the final project development reaching areas near Garden Highway last.**

The EIR fails to adequately address that project related air pollution and its resulting serious health impacts, as well as construction dust, could be more severe on Garden Highway because of the prevailing wind that blows toward Garden Highway.

Problems Within the Project

Children at schools in the project area would be subjected to harmful levels of air pollution, increasing cancer risks.

The EIR says the project would be constructed over 20-30 years, and some mitigations are outside the applicant's control. **The EIR fails to consider that people may live in the project area before needed resources and mitigations are available, creating unplanned problems.**

Garden Highway Community Association

ITEM 3 COPC PUBLIC COMMENT 056

From: Ross Oliveira <rossoliveira@hotmail.com>
Sent: Monday, October 21, 2024 3:40 PM
To: Clerk of the Board Public Email <BoardClerk@saccounty.gov>
Subject: Upper WestSide Project
Attachments: BRN3C2AF4E42CA1_003269.pdf

EXTERNAL EMAIL: If unknown sender, **do not** click links/attachments.
If you have concerns about this email, please report it via the Phish Alert button.

Hello Sacramento County Board Clerk,

Please find attached a letter for the third Agenda Item tonight relating to the Upper WestSide Project in Natomas.

Thank you,

Ross Oliveira
4061 Garden Hwy
Sacramento, CA 95834

21 October 2024

County Planning Commission
County of Sacramento
700 H Street, Suite 2450
Sacramento, CA 95814

Dear Members of the Sacramento County Planning Commission,

I am writing to express my serious concerns regarding the proposed Upper Westside Specific Plan and its long-term impacts on our community. As you deliberate this decision, I ask that you carefully consider the broader implications this project will have on the natural resources, local farmland, and public safety of our county. I have grown up and now live on the Garden Hwy and would like to refer to a key statement from the Sacramento County 2030 General Plan:

“The land use strategies and policies of the Sacramento County 2030 General Plan are designed to promote the efficient use of land, encourage economic vitality and job growth, reduce urban sprawl and its impacts, preserve habitat and open space, and protect agricultural and rangeland operations. Two growth boundaries are identified to help implement this vision: the Urban Services Boundary (USB) and the Urban Policy Area (UPA). The USB is the ultimate growth boundary for the unincorporated area. The UPA defines the area within the USB expected to receive urban services in the near term. Together, the UPA and the USB promote orderly growth and the efficient extension of infrastructure and the provision of urban services.”

While I support these principles, I am concerned that the Upper Westside project deviates significantly from this vision. Here are my specific reasons for opposing the project:

1. Reduction of the Sacramento River Corridor Buffer: Years ago, during County hearings on the Urban Services Boundary, many residents, as I was in High School at the time, advocated for a miles-wide protection buffer along the Sacramento River corridor to safeguard recreation, open space, habitat, and local farmland. Despite these concerns, the County settled on a one-mile buffer. This project, however, would reduce that buffer to a wholly inadequate 700 feet in some areas, and a maximum of one-half mile in others. This reduction would severely compromise the very protections the buffer was intended to provide.
2. Irreversible Loss of Open Space and Farmland: The proposed project would result in the significant and permanent loss of open space, wildlife habitat, and already diminished local farmland. Additionally, it would reduce floodplain protections, which are critical in this area. Once these vital community resources are lost, they are gone forever. These impacts would alter the landscape and character of the Natomas area in ways that cannot be undone.
3. Traffic Safety on Garden Highway: The Environmental Impact Report (EIR) fails to adequately address the severe and dangerous impacts that increased project traffic would have on Garden Highway and its users. The EIR suggests that the project could add 4,000 trips per day, although I think it will be higher, to Garden Highway, a rural, two-lane, undivided road built atop

a levee, where widening is not feasible. Garden Highway is already half the width necessary for safe traffic use, with blind curves, no shoulders, and no guardrails.

The EIR highlights concerns about traffic safety, including hazardous conditions at intersections, but it fails to address the greatest safety issue—the mixed use of the road by personal vehicles, semitrucks, agricultural equipment, cars pulling boats, golf carts, cyclists, pedestrians, and wildlife. Any of these users can enter the road unexpectedly from farm roads, driveways, or the riverbank, creating dangerous conditions. Adding more traffic to Garden Highway would be unacceptably hazardous. If this project proceeds, a new traffic circulation plan must be required and agreed to by the Garden Highway Community Association, one that discourages additional project-related traffic on Garden Highway.

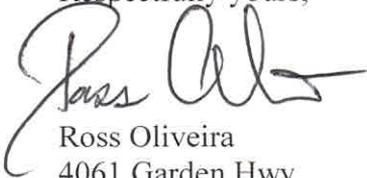
4. Violation of Existing Planning Guidelines: The Upper Westside project is not consistent with several key planning guidelines, including the Sacramento County 2030 General Plan, the Urban Services Boundary (USB), the Urban Policy Area (UPA), the Natomas Basin Habitat Conservation Plan (NBHCP), the SACOG (Sacramento Council of Governments) Blueprint for regional development, and the Metropolitan Transportation Plan/Sustainable Communities Strategy. This project directly conflicts with these established plans and policies, which are designed to promote sustainable growth, protect natural resources, and limit urban sprawl.

5. Significant and Unavoidable Project Impacts: The Cumulative Impacts section of the project's EIR highlights several significant and unavoidable impacts, including the opening of Natomas to further urbanization, the substantial loss of farmland and wildlife habitat, and a significant increase in traffic and air pollution. These impacts will have long-lasting effects on the environment, community resources, and overall quality of life in the region.

In light of these concerns, I strongly urge the Board to reject this project or, at the very least, require substantial modifications to protect the community's safety, natural resources, and agricultural heritage. If the project is approved, it should be done in a way that is consistent with the goals of the Sacramento County 2030 General Plan, including maintaining the integrity of the USB and UPA, ensuring traffic safety on Garden Highway, and safeguarding open space and farmland for future generations.

Thank you for your consideration of this matter. I appreciate your attention to these critical issues, and I hope you will take the necessary steps to protect the long-term interests of Sacramento County.

Respectfully yours,



Ross Oliveira
4061 Garden Hwy
Sacramento, CA 95834
rossoliveira@hotmail.com
(916)719-5650

ITEM 3 COPC PUBLIC COMMENT 057

From: Megan <chzngrl@sbcglobal.net>
Sent: Monday, October 21, 2024 4:42 PM
To: Clerk of the Board Public Email <BoardClerk@saccounty.gov>
Subject: Upper Westside Specific Plan 10/21/24 PLNP2018-00284

EXTERNAL EMAIL: If unknown sender, do not click links/attachments.
If you have concerns about this email, please report it via the Phish Alert button.

To whom it may concern,

This letter serves as my comment/questions regarding the third item on the Sacramento County Planning Commission's hearing scheduled for 10/21/2024 item number PLNP2018-00284 (Natomas/Patton).

I am a concerned Natomas native writing to OPPOSE the proposed development plan named Upper Westside Specific Plan.

Mainly, how this is even being considered? This violates the Natomas Basin Conservancy Habitat Conservation Plan (NBHCP), adopted in November 1997. This plan was designed to promote biological conservation of the Natomas Basin area.

According to the environmental impact report there are EIGHTEEN SIGNIFICANT negative impacts, amongst many other negative impacts, that will affect our environment and community here in Natomas. Mainly citing issues with air quality (which this area already struggles to maintain healthy air), major traffic congestion, noise pollution, the PROTECTED Swainson Hawk's, and Coyotes along with all wildlife that utilize this area for survival, and lack of farmable land to supply needed food. How do you plan to address all of these issues?

Sacramento toots its horn about being "Farm to Fork" while simultaneously trying to cement over the very farmland that affords us that prestigious claim. You should be ashamed of the greed that entices such projects and overlooks the good of the community at large!

I also have concerns about the increasing heat of the summer months. More cement leads to higher temperatures. This past summer of 2024 we had record breaking heat! More cemented in land and heat producing buildings will only further the warming of our city!

I would like to know what the plans are for evacuation in the event we have a flood, fire, or earthquake with small two lane back roads? It's already a nightmare as it is with the development that has already been done!

How will this development affect the airport and the plane routes?

I believe this development will be a detriment to our environment and community at large. Please reconsider moving forward with this proposal, and in turn be a city of integrity that stands by their claims to protect the diverse biological environment and continue to provide true "Farm to Fork."

Concerned Voter,

Megan Allen

ITEM 3 COPC PUBLIC COMMENT 058

From: Melva Arditti <maarditti@att.net>
Sent: Tuesday, October 22, 2024 7:53 PM
To: Clerk of the Board Public Email <BoardClerk@saccounty.gov>
CC: GHCA Board <ghcaboard@gardenhwy.org>
Subject: Upper Westside speciic olan

EXTERNAL EMAIL: If unknown sender, **do not** click links/attachments.
If you have concerns about this email, please report it via the Phish Alert button.

There were two highlights to last night's meeting of the County Planning Commission regarding the Upper Westside Project:

1. When one angry farmer in his testimony shouted, "I'm for it for the money!", which doubtless resonated with the investors behind the project who refused to be identified and testify.
2. When another Natomas resident who supports the project shouted "I aint never seen a Swainson's Hawk out here - has anyone else?" and immediately about 50 hands went up in the audience, evidence of support for habitat preservation that would be harmed by the project.

It was reassuring to hear numerous residents in developments other than the Garden Hwy. testify against the project, endorsing their desire for natural habitat and farmland preservation, and citing major traffic concerns.

The Urban Services Boundary, the county's 2030 General Plan and SACOG's Blueprint for Regional Development need to be observed before accepting this development proposal. Allowing development sprawl outside the Urban Seervices Boundary discourages infill development.

Urbanizing a river corridor diminishes one of Sacramento's jewels. Like others, I occasionally get annoyed when I am stuck behind a group of 30 bicyclists on the Garden Highway, and then I remind myself that they're there because it's beautiful, it's fresh air, it's open fields, it's flying hawks and geese, and it's the opposite of urbanization.

Some losses cannot be mitigated away.

Respectfully,
Melva Arditti