

A photograph of a grassy field with three dark birds standing in the distance. The text is overlaid on the image.

*Executive
Director's
Report*

October 4, 2023

**Board of
Directors
Meeting**



COUNTY OF SUTTER... *established 1850*

Donna M. Johnston

County Clerk-Recorder – Registrar of Voters – Clerk of the Board of Supervisors

June 14, 2023

Michael Critchfield
1215 Plumas Street, Suite 1502
Yuba City, CA 95991

Dear Mr. Critchfield:

It is a pleasure to officially advise you that on June 13, 2023, the Sutter County Board of Supervisors approved your appointment to serve on the Natomas Basin Conservancy Board of Directors for a three-year term ending on December 31, 2025.

Please contact the Clerk of the Board's office at (530) 822-7106 to schedule an appointment to take your Oath of Office. Your Oath of Office must be completed before attending your first meeting as a voting member.

Sutter County has always considered itself most fortunate in being able to obtain the services of capable persons such as yourself. We trust that your appointment will provide you with a unique opportunity to contribute to your County's continued efforts to provide the public with local governmental services of the best quality and conduct.

On behalf of the Board of Supervisors and myself, may we take this opportunity to express our genuine appreciation for your willingness to serve on this Board.

Sincerely,

A handwritten signature in blue ink that reads "Donna M. Johnston".

Donna M. Johnston, County Clerk
& Ex-Officio Clerk of the Board

cc: Natomas Basin Conservancy

Clerk-Recorder
433 Second Street
Yuba City, CA 95991
Tel: (530) 822-7134
Fax: (530) 822-7214

Clerk of the Board of Supervisors
1160 Civic Center Blvd. Suite A
Yuba City, CA 95993
Tel: (530) 822-7106
Fax: (530) 822-7103

Registrar of Voters
1435 Veteran Memorial Circle
Yuba City, CA 95993
Tel: (530) 822-7122
Fax: (530) 822-7587

City of
SACRAMENTO
Office of the City Clerk

August 23, 2023

Melinda Dorin Bradbury
2367 Marina Glen Way
Sacramento, CA 95833

RE: Appointment to the Natomas Basin Conservancy Board of Directors, Seat D

Dear Melinda Dorin Bradbury,

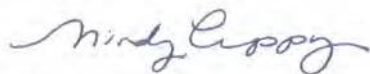
Congratulations on your appointment to the Natomas Basin Conservancy Board of Directors. You have been appointed for a full term, effective August 22, 2023, and ending on January 1, 2026.

You have been appointed to Seat D, which requires the following: a member who is not a current employee of the United States Fish and Wildlife Service, the United States Department of Interior, California Department of Fish and Game, or the State of California's Resources Agency and appointed by the City of Sacramento.

At the conclusion of this term, you will not be eligible to serve this seat because you have served the maximum of 2 terms allowed for the Natomas Basin Conservancy Board of Directors.

Thank you for your service to the City of Sacramento. You have our best wishes for success in this important position.

Sincerely,



Mindy Cuppy, MMC

City Clerk
Office of the City Clerk
City of Sacramento



December 10, 2021

MEMO

TO: Parties to the Natomas Basin Habitat Conservation Plan (NBHCP);
representatives to the NBHCP Technical Advisory Committee (TAC)

FROM: John Roberts, Executive Director
The Natomas Basin Conservancy

RE: Request for Revision pursuant to Section VI.L.3(2) of the 2003
Natomas Basin Habitat Conservation Plan (NBHCP) to clarify the
City of Sacramento's Permit Area boundary

Introduction. This communication requests the "Parties"¹ to the NBHCP authorize a "Revision"² to the 2003 NBHCP as proposed by the City of Sacramento. It is the Conservancy's role³ to circulate proposed Revisions to the Parties to the NBHCP for acceptance. Further, if all Parties to the NBHCP approve the Revision in writing, the Revision is incorporated into the NBHCP and made an official part of it.⁴

Discussion. The Revision the City is seeking hopes to clarify an NBHCP Permit Area boundary matter in the City's northwest. The property ("Subject Property") is further identified as including Sacramento County Assessor's Parcel Numbers 225-0030-023 and 225-0300-045. It is contiguous to the existing corporate limits of the City, being immediately adjacent to the City's Westlake neighborhood. It includes 121.68 acres. Importantly, the property resides within the City's approved North Natomas Community Plan. Maps are provided by the City in its request package, attached to this memo, for more specific identifying information.

¹ Parties include the California Department of Fish and Wildlife, City of Sacramento, County of Sutter and the U.S. Fish and Wildlife Service. Designated representatives of all Parties to the NBHCP Technical Advisory Committee (TAC) are included in this communication.

² "Revisions to the NBHCP are changes to the Plan provided for under the Operation Conservation Program, including Adaptive Management Changes and Mitigation Fee adjustments. These revisions would not result in operations under the NBHCP that are significantly different from those analyzed in connection with the NBHCP as approved, result in adverse impacts on the environment that are new or significantly different from those analyzed in connection with the NBHCP as approved." NBHCP, Section VI.L.3.a.

³ "TNBC shall process all amendments and revisions to the NBHCP, circulating proposed changes to all parties and, if appropriate, approving the amendment or revision by action of the TNBC Board." NBHCP, Section VI.L.3.

⁴ "If TNBC, and the USFWS and CDFG representatives to the TAC agree to the proposed revision, and no other Permittee objects within the period prescribed by TNBC, TNBC shall process the revisions to the NBHCP, including, if appropriate, approving the revision by action of the TNBC Board." NBHCP Section VI.L.3.a.

We make specific reference to Section VI.L.3(2)⁵ of the 2003 NBHCP. It states that Revisions can include those as follows:

(2) Correction of any maps or exhibits to correct errors in mapping or to reflect previously approved changes in ITP or NBHCP.

To the Conservancy, it seems the key is that the City's Incidental Take Permit, issued when the 2003 NBHCP was finalized and approved, as well as the information included in the *NWF et al v. Norton* litigation in federal court, noted the City enjoyed incidental take coverage on 8,050 acres. The City believes that without the inclusion of the subject property, the City would be deprived of the right to use all of its 8,050 Permit Area acres.

Just as the Parties to the NBHCP previously gave approval when Sutter County further defined its Permit Area boundaries in 2014/15,⁶ the City requests the Parties to the NBHCP approve the City's clarification of its Permit Area boundary so that all NBHCP documents of record agree.

Action requested: In this communication, we request the Parties to the NBHCP evidence their agreement of the City's Permit Area boundary clarification as a Revision to the NBHCP. The Parties to the NBHCP must evidence their support in writing to all other parties. The Conservancy has in the past and will in this instance accept emailed replies.

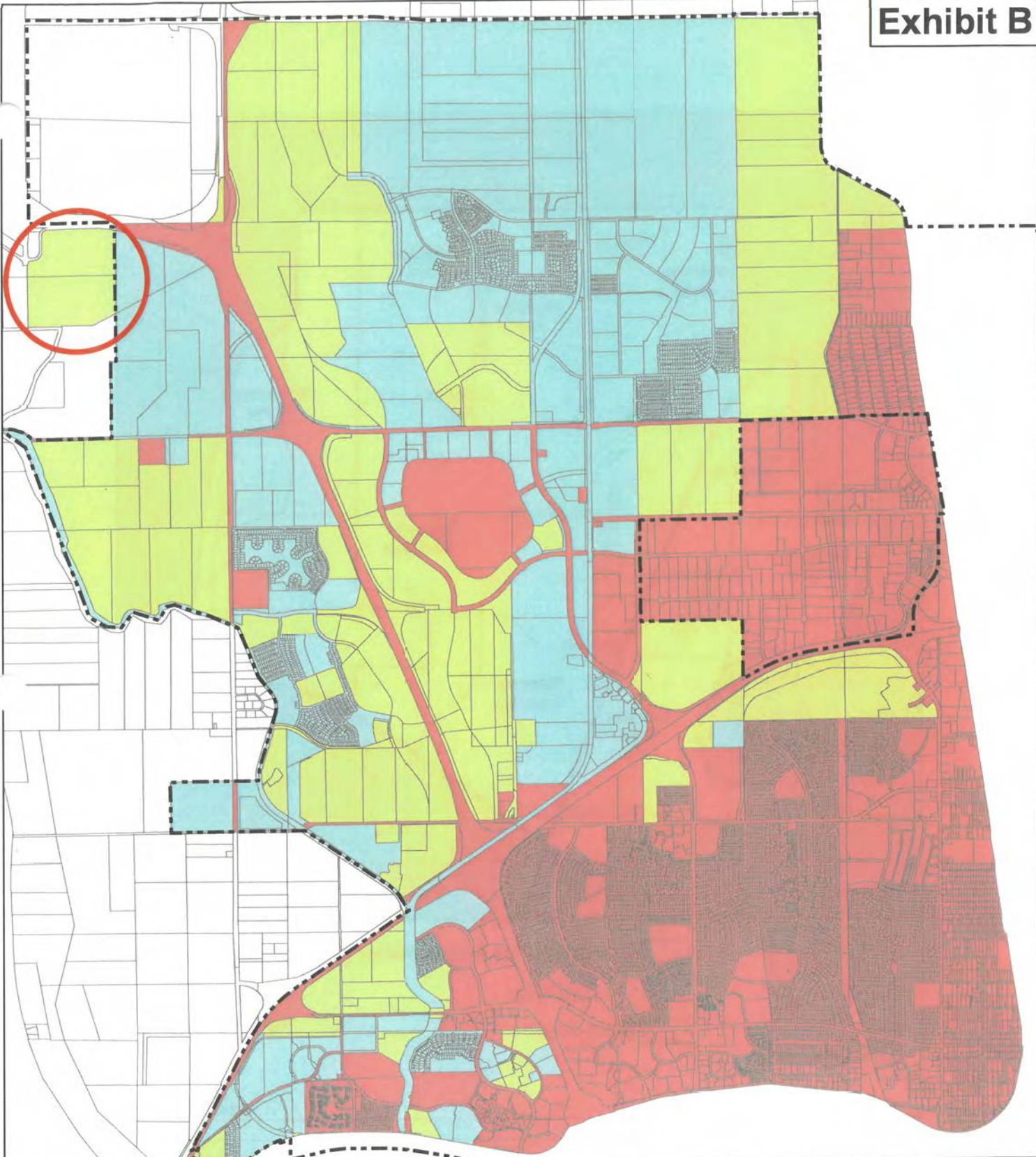
Please let us know if further information is needed.

Enclosures:

City of Sacramento Revision request letter and attachments

⁵ See also the Implementation Agreement, specifically Section 7.1, 7.2 and 7.3 and Definitions.

⁶ Action covering Sutter County's ITP boundaries were part of multiple issues determined in 2015.




 = Minor Revision - Subject Property

 City Boundary

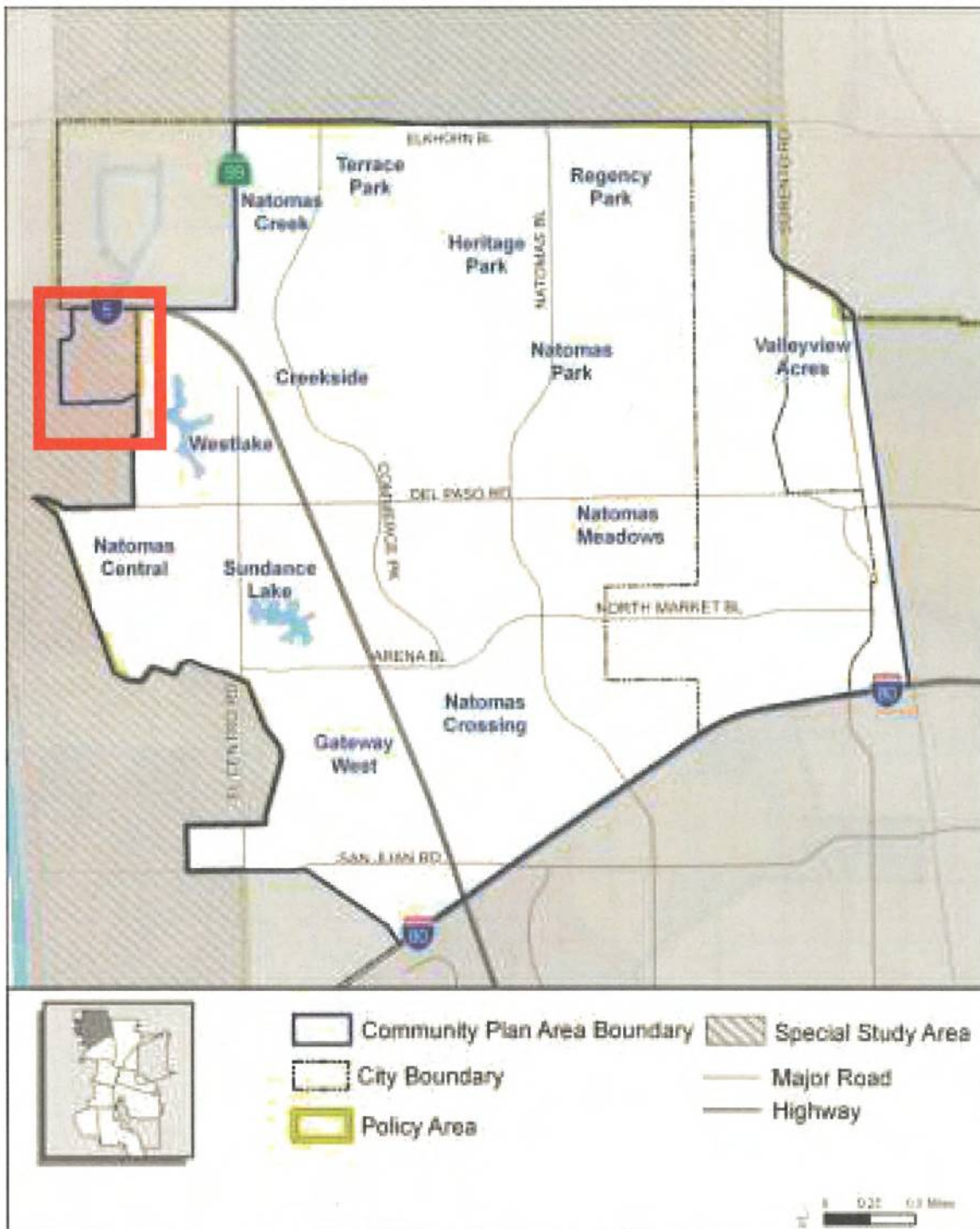
HCP Payments


 Exempt Area - Existing Development

 Development subject to 1997 HCP (1997-2003)

 Development subject to 2003 HCP

*Map is a visual representation of the HCP Basemap in 2003. It should not be used for accuracy.




 Sacramento County Assessor Parcel Numbers 225-0030-023 and 225-0030-045 located within the boundaries of the 1986 North Natomas Community Plan.

1986 North Natomas Community Plan Boundary Map

**HCP Area
Summary of HCP Fees Paid
Through 2020**

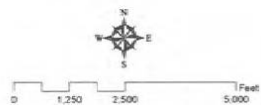
*Total Acres Remaining for Full HCP Fee Payment.....952.264 (+/-) Acres

Total Acres with Partial HCP Fee Payment.....69.5 (+/-) Acres

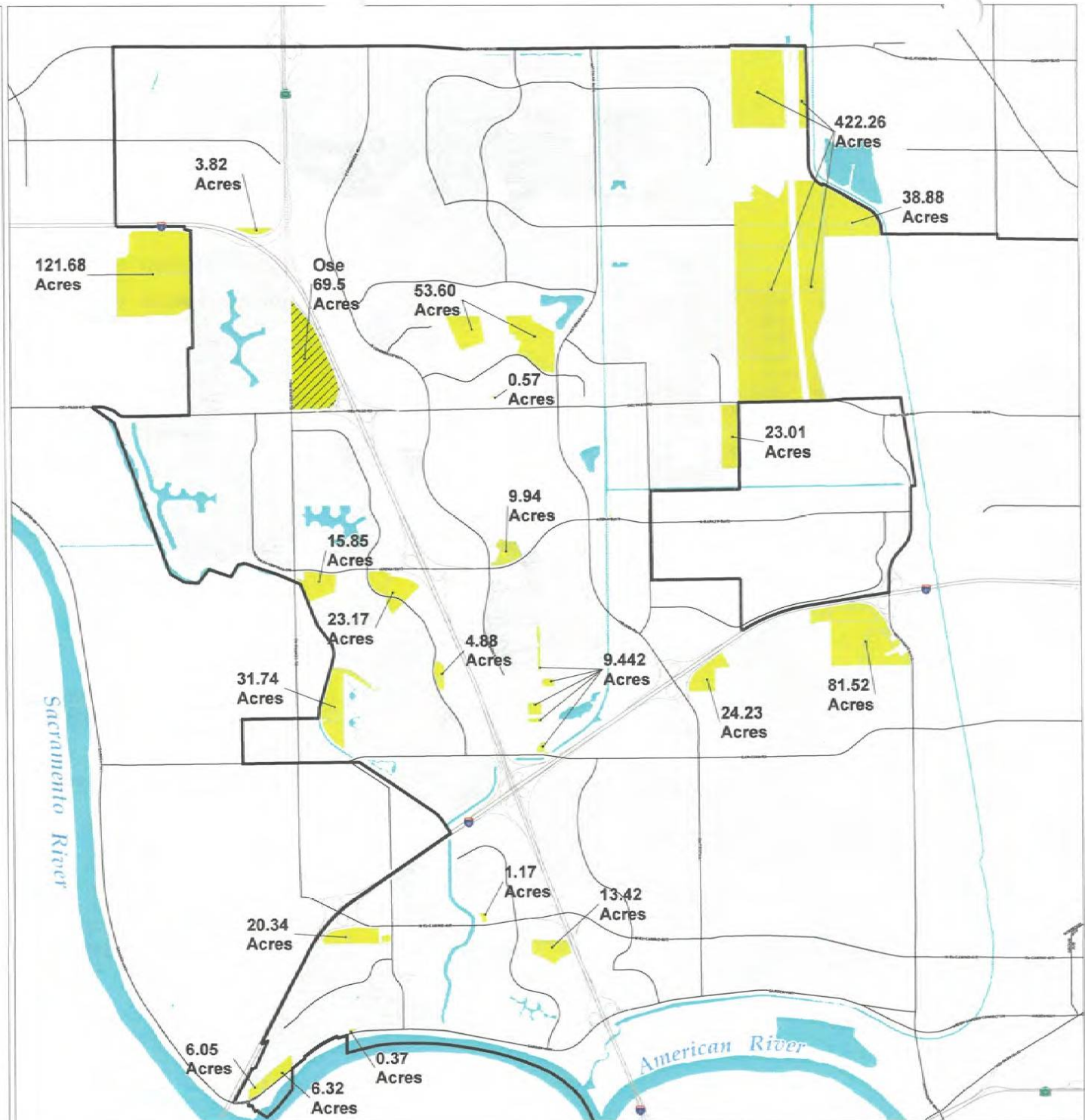
40 acres (Natomas 2nd High School) is outside of the NBHCP Permit Area polygon, but counted as part of the 8,050 permitted acreage calculation. The 40-acres is included in the total amount remaining per this exhibit.

HCP Fee Status

- Fees Remaining
- Fees Paid but area not Graded (Subject to Catch-up Fees)
- River and Creeks
- City Limits
- Major Surface Street
- Highways



Map created: January 2013
Map revised: April 2021



HCP PERMIT ACREAGE REMAINING

	<u>Graded Developed Acres</u>
City of Sacramento ITP - Permitted Acres	8,050.00
Acres for which permits have been issued ¹	(6,669.39)
ITP Acres Remaining, per City Map ²	(981.76)
Floating Site for 2nd High School ³	(40.00)
Difference in Acreage	358.85

**Remaining Ungraded Lands in Natomas as of December 31, 2019
Attachment E (Exhibit of Remaining Acres)**

	Acres Listed On Map ²	Assessors Parcel Numbers	Comments
NORTH NATOMAS			
<u>Quad 1: S of Del Paso & E of I-5</u>			
Arena Corporate Center	9.94	225-0070-120 (225-2950-001 thru 007)	9.94 remaining after 2.243 acres graded/paid in 2018
		225-0150-032; 225-0150-055; 225-0180-035;	Measurement adjusted in 2014 per Exhibit C-6. In 2019, 0.478 acres were graded (Firestar Way, Natomas Field Ph 3).
W of Airport Rd	9.442	225-0180-057	
Natomas Place (SWC Del Paso / Blackrock Dr)	23.01	225-0060-079, 080	
Subtotal Quad 1	42.392		

Quad 2: N of Del Paso & E of I-5

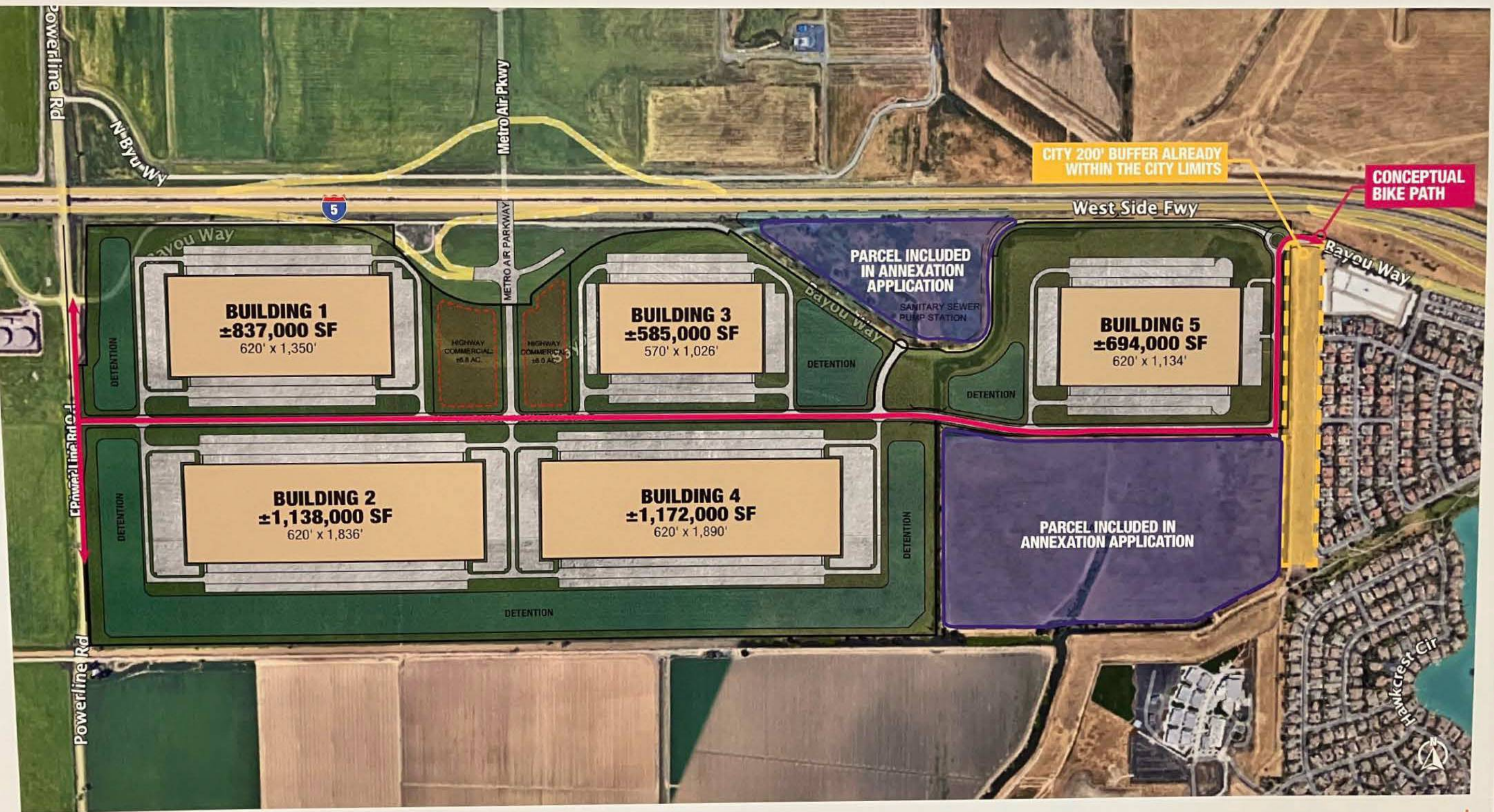
Town Center - (City Portion of NUSD parcel S of	0.572	225-0040-089
North Natomas Regional Park	53.60	225-0040-090 (portions)
Panhandle (Krumenacher)	93.06	201-0320-025
Panhandle (BD Properties)	58.18	201-0540-073
Panhandle (Richter / Rappaport)	36.71	225-0050-020, 021
Panhandle (Cononelos)	36.64	225-0050-003
Panhandle (Brothers Trust)	36.69	225-0050-016
Panhandle (Richter Farms)	167.84	225-0050-022; 225-0060-021
less WAPA Corridor already graded	(6.86)	
Aydis / north of Valley View Acres	38.88	214-0010-001, 002, 011
Subtotal Quad 2	515.31	

GIS MEASUREMENTS		
Acres	Area Paid	Area Left
77.70	19.45	58.25
118.40	25.34	93.06
64.22	6.04	58.18
39.74	3.03	36.71
39.68	3.04	36.64
39.73	3.04	36.69
182.88	15.04	167.84
429.12		

Quad 3: N of Del Paso & W of I-5

			Outside of NBHCP Urban Development Area as shown in Attachment E. Property would need to first be annexed into City limits.
Scalora/Cayocca/JTS Engineering	121.68	225-0030-023, 045	
NN Fwy Buffer (I-5) SE end of Greenbrier	3.82	201-0300-080	

AIRPORT SOUTH INDUSTRIAL CONCEPT SITE PLAN





California Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
North Central Region
1701 Nimbus Road, Suite A
Rancho Cordova, CA 95670-4599
916-358-2900
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director



July 27, 2023

John Roberts
The Natomas Basin Conservancy
2150 River Plaza Drive # 460
Sacramento, CA 95833
jroberts@natomasbasin.org

Response to Request for Revision pursuant to Section VI.L.3(2) of the 2003 Natomas Basin Habitat Conservation Plan (NBHCP) to clarify the City of Sacramento's Permit Area Boundary

Dear John Roberts:

On November 18, 2021, pursuant to Section VI.3.a.2 of the NBHCP, the City of Sacramento (City) requested that The Natomas Basin Conservancy (TNBC) coordinate the City's proposed Minor Revision to the 2003 NBHCP to correct a mapping error. Under Section VI.3.a.2, TNBC is responsible for circulating the proposed NBHCP Minor Revision to the United States Fish and Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW). On December 10, 2021, USFWS and CDFW received your request to correct the City of Sacramento's NBHCP Permit Area.

The City's proposed Minor Revision would clarify the NBHCP Permit Area boundary in the City's northwest to include Sacramento County Assessor's Parcel Numbers 225-0030-023 and 225-0030-045 (Subject Area). The Subject Area consists of 121.68 acres and is contiguous to the existing corporate limits of the City and is within the City's North Natomas Community Plan.

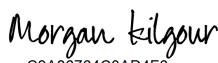
As described in the text of the NBHCP, the 9038-acre North Natomas Community Plan is to be included within the NBHCP's Permit Area boundary; however, Exhibit B, Figure 2 of the 2003 NBHCP does not depict the Subject Area within the Permit Area boundary. CDFW has reviewed your request, along with the supporting documentation, and has determined that the existing Exhibit B, Figure 2 of the 2003 NBHCP should be revised to be consistent with the text description in the NBHCP.

CDFW hereby accepts your request to revise Exhibit B, Figure 2 with the revised Exhibit provided by the City and attached to this letter. All other conditions in the NBHCP remain in effect. CDFW has carefully reviewed the supporting documentation for this Minor Revision request to correct a discrepancy between the 2003 Permit Area boundary map and the text of the 2003 NBHCP. Future mapping updates will need to follow the amendment process described in the NBHCP.

John Roberts
Page 2 of 3

If you have any questions regarding this letter, please contact Dylan Wood, Senior Environmental Scientist (Supervisor), at (916) 358-2384 or by email at dylan.a.wood@wildlife.ca.gov.

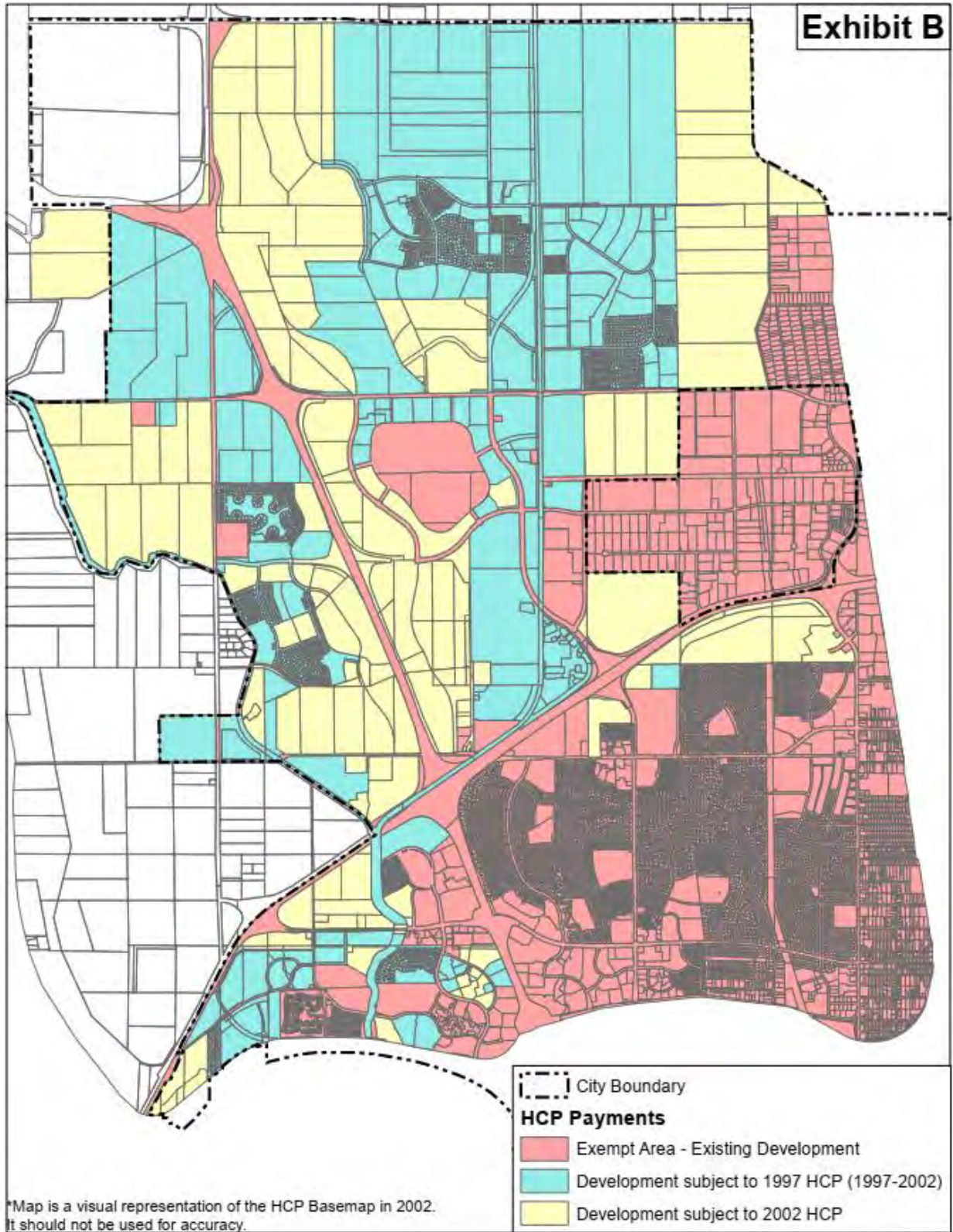
Sincerely,

DocuSigned by:

C3A86764C0AD4F6...

Morgan Kilgour
Acting Regional Manager

cc: Tanya Sheya, Environmental Program Manager
Dylan Wood, Senior Environmental Scientist (Supervisor)
California Department of Fish and Wildlife

Revised Exhibit B, Figure 2





United States Department of the Interior

FISH AND WILDLIFE SERVICE
Sacramento Fish and Wildlife Office
2800 Cottage Way, Suite W-2605
Sacramento, California 95825-1846
SFWO_mail@fws.gov



In Reply Refer to:
2022-0039456-HCP-001

September 26, 2023
Sent Electronically

John Roberts
The Natomas Basin Conservancy
2150 River Plaza Drive #460
Sacramento, California 95833
jroberts@natomasbasin.org

Subject: Request for Minor Revision pursuant to Section VI.L.3(2) of the 2003 Natomas Basin Habitat Conservation Plan to clarify the City of Sacramento's Permit Area boundary

Dear John Roberts:

This letter is in response to The Natomas Basin Conservancy's (Conservancy) December 10, 2021, request for a Minor Revision of the Natomas Basin Habitat Conservation Plan (Plan) to clarify the City of Sacramento's Permit Area boundary. The request was originally received by the U.S. Fish and Wildlife Service (Service) from the City of Sacramento (City) on November 18, 2021, and later forwarded to the Service by the Conservancy on December 10, 2021. The City's proposed Minor Revision would clarify that the City's 8,050-acre Permit Area within the Plan includes a 121.68-acre property (Subject Property) that is currently outside of the City limits in unincorporated Sacramento County but is within the City's North Natomas Community Plan. The subject property is adjacent to the City's current northwestern limit, south of Bayou Way/Interstate-5 and west of the City's Westlake neighborhood. This response is provided under the authority of the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 *et seq.*) (Act), and in accordance with the implementing regulations pertaining to interagency cooperation (50 CFR 402).

As described in the Plan, the 9,038-acre North Natomas Community Plan is to be included within the Plan's Permit Area boundary; however, Exhibit B, Figure 2 of the Plan does not depict the Subject Area within the Permit Area boundary. The Service has reviewed your request, along with the supporting documentation, and has determined that the existing Exhibit B, Figure 2 of the Plan (Figure 1) should be revised to be consistent with the text description in the Plan.

The Service approves your request to revise Exhibit B, Figure 2 with the revised Exhibit provided by the City and attached to this letter (Figure 2). All other conditions in the Plan remain in effect. Future mapping updates will need to follow the amendment process described in the Plan. In addition, any potential future projects proposed on the Subject Property will need to follow the review and approval process outlined in the Plan.

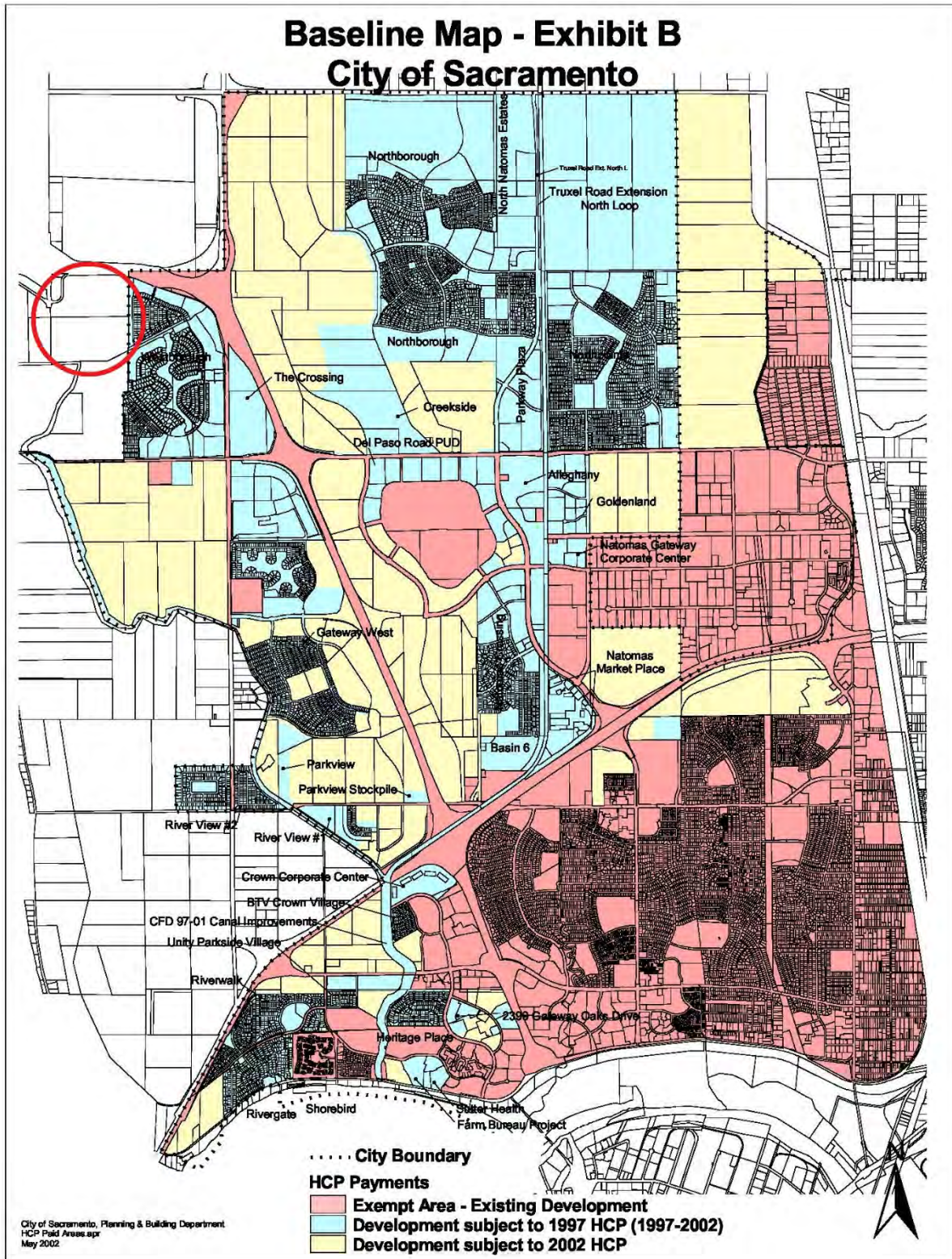


Figure 1: Current Exhibit B, Figure 2 of the 2003 Plan not depicting the Subject Property (circled) in the Plan's Permit Area Boundary.

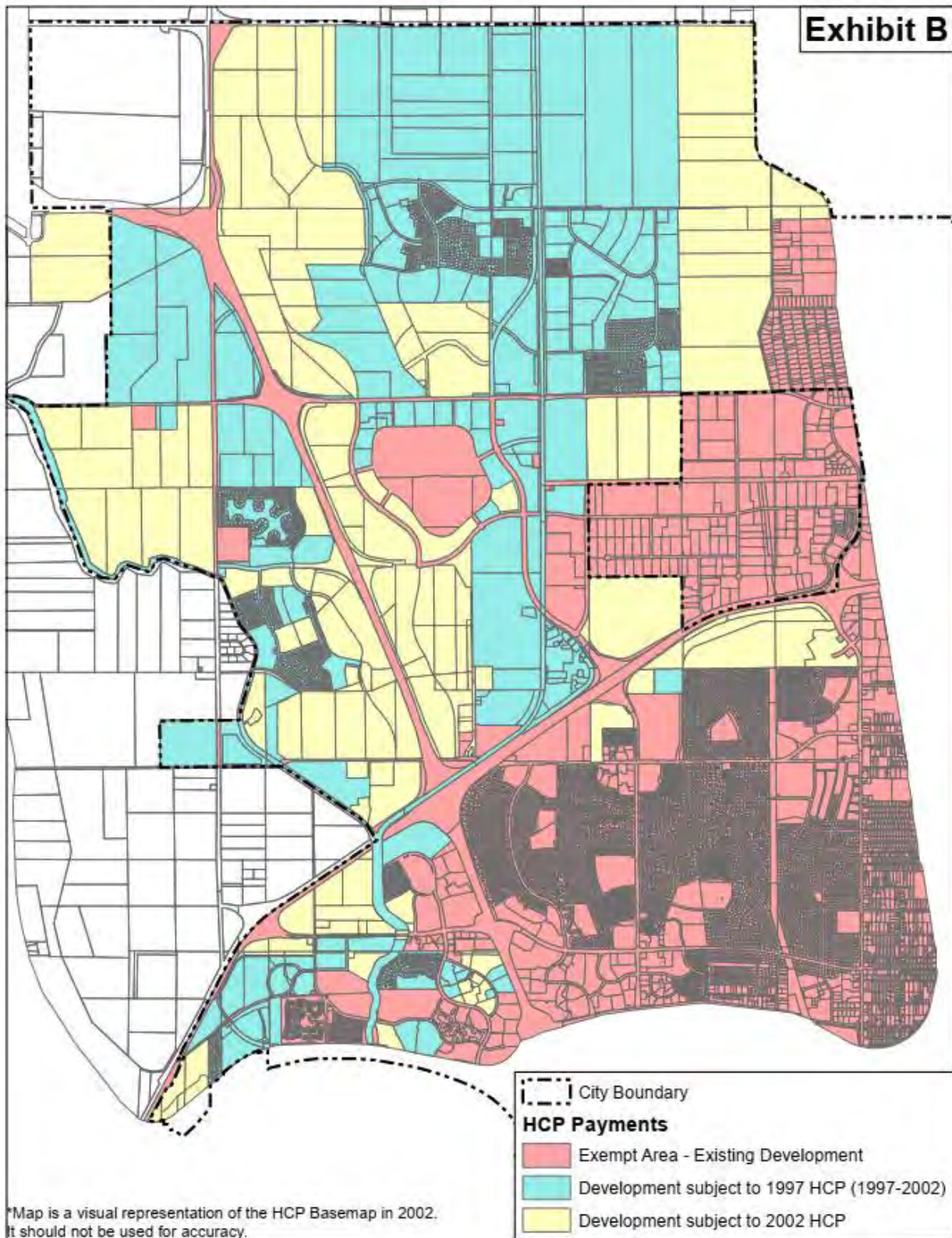


Figure 2: Revised Exhibit B, Figure 2 of the 2003 Plan provided by the City in their November 18, 2021, letter to the Service depicting the Subject Property in the Plan’s Permit Area Boundary.

If you have any questions regarding this letter, please contact Adam Stewart (adam_stewart@fws.gov), or me (megan_cook@fws.gov), Sacramento Valley Division Supervisor, at the letterhead address, or by email

Sincerely,

Megan Cook
Sacramento Valley Division Supervisor

cc:

Dylan Wood, California Department of Fish and Wildlife, Rancho Cordova, California
Cheryle Hodge, City of Sacramento, Sacramento, California



ECOS
ENVIRONMENTAL
♦ COUNCIL ♦
OF SACRAMENTO

September 11, 2023

ECOS launches campaign to save wildlife habitat and farmland in Natomas

“We think the annual Farm to Fork month, with so many people celebrating the locally grown food in the region, is a perfect time to highlight how important farms are to people and wildlife.” stated Heather Fargo, former Mayor of Sacramento and lead of the Natomas Campaign for the Environmental Council of Sacramento (ECOS).

ECOS is calling on the public to protect Natomas open space and embarking on a major campaign to educate the community about how important the Natomas farmlands and open space are to wildlife in our region and beyond. Natomas is a special place; it is a vital part of the Pacific Flyway and home to 22 protected species, in addition to providing food for our region and the world.

The Natomas Basin Habitat Conservation Plan was established in 1997 to ensure the basin’s natural resources are not lost with the growth of the Natomas community. Unfortunately, loss of these resources is likely to happen because of proposed residential and industrial development projects covering more than 8,200 acres of land intended to remain in agriculture.

The first of those projects is the Airport South Industrial Project, a 450-acre warehouse district proposed for land south of I-5 and adjacent to the West Lake neighborhood in North Natomas. If approved, it would put over 6 million square feet of warehouses on foraging habitat for the endangered Swainson’s Hawk.

“ECOS wants Sacramento to remember the value of open space and farmland as a way to support wildlife and combat climate change. We Sacramentans have a role in protecting one of the Earth’s biodiversity hotspots,” said Fargo.



A new message is on display on a digital billboard along I-5 in downtown Sacramento. It has a simple message - save Sacramento’s wildlife habitat and farmland.

Targeted to those who enjoy the local dining experience offered in the city, it simply says, “There’s no Farm to Fork without farms” and “Natomas farmlands feed people and wildlife”.

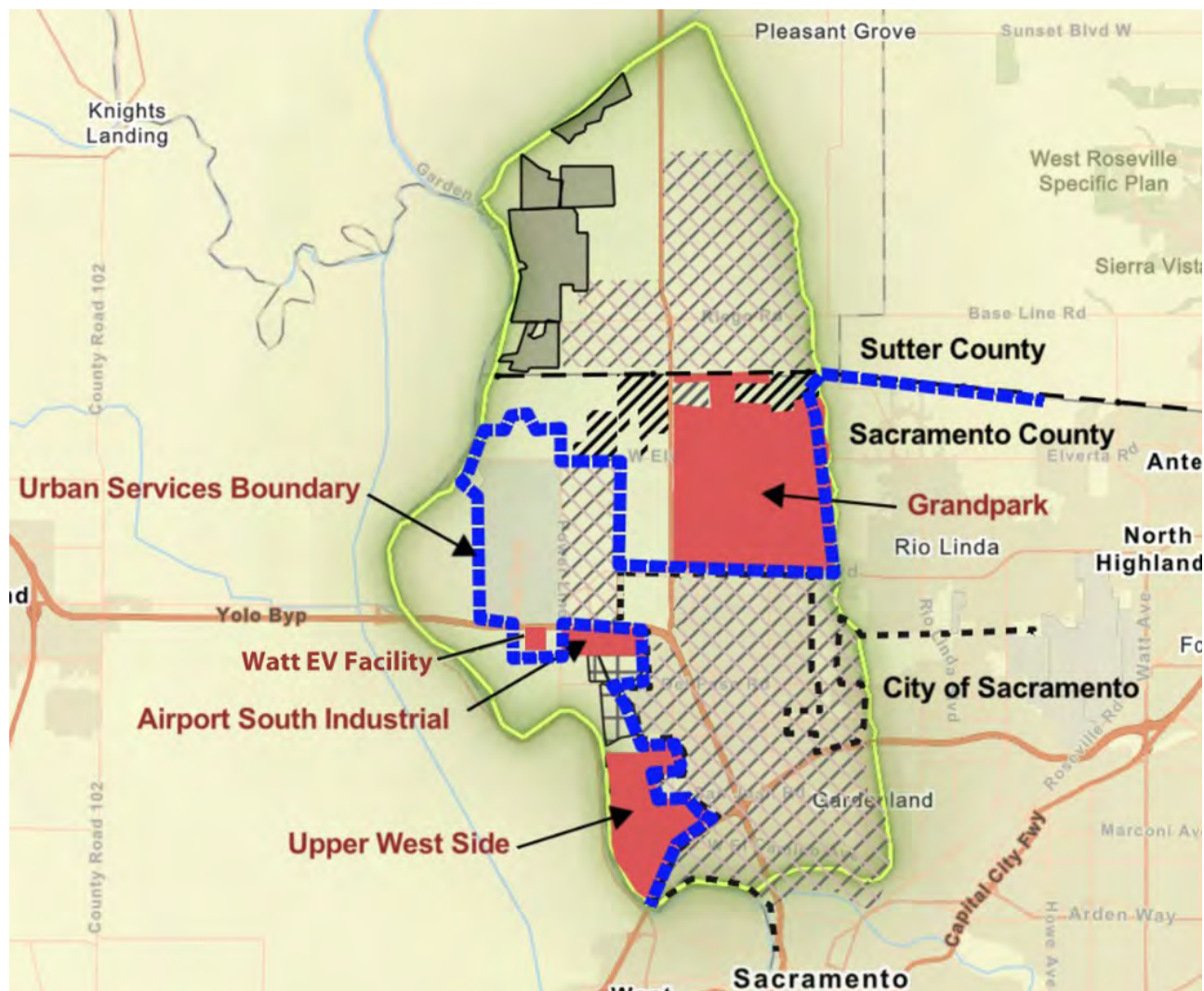
The billboard is timed to coincide with the annual Farm to Fork Festival that includes the Tower Bridge dinner on Sept 10 and the street festival on Capital Mall on Sept 22-23.

The billboard kicks off a major new campaign by ECOS, continuing its 50 years of efforts to protect the environment.

“The establishment of the Natomas Basin Habitat Conservation Plan was important for regional sustainability thirty years ago. Now with climate change, it is essential that we stop sprawl and protect biodiversity in this area. The NBHCP provided for development on 17, 500 acres, and the proposed projects are outside of that,” said Susan Herre AIA AICP, President of the ECOS Board of Directors.

ECOS is partnering with Sierra Club, Habitat 2020, Audubon Society, Friends of the Swainson’s Hawk and California Native Plant Society.

Map of the Natomas Basin The proposed projects are in red and are labelled.



More information is available on the ECOS website – <https://www.ecosacramento.net/>

Contacts: Heather Fargo, former Mayor of Sacramento, ECOS Natomas Team Lead: h-fargo@comcast.net, (916) 600-6615; and Susan Herre, President of ECOS Board, susanherre@gmail.com

The ECOS Mission:

Our mission is to achieve regional sustainability, livable communities, environmental justice, and a healthy environment and economy for existing and future residents. ECOS strives to bring positive change to the Sacramento region by proactively working with the individual and organizational members of ECOS, neighborhood groups, and local and regional governments.

Todd Smith, Planning Director
Planning and Environmental Review



Troy Givans, Director
Department of Community
Development

COUNTY OF SACRAMENTO
PLANNING AND ENVIRONMENTAL REVIEW
NOTICE OF PREPARATION

AUGUST 17, 2023

TO: ALL INTERESTED PARTIES

Subject: Notice of Preparation of a Draft Environmental Impact Report for Sacramento County WattEV Innovative Freight Terminal (SWIFT) Project (PLER2023-00069)

Sacramento County will be the CEQA Lead Agency for preparation of a Supplemental Environmental Impact Report (SEIR) to the 2021 Sacramento International Airport Master Plan Update SEIR for the WattEV Innovative Freight Terminal (SWIFT) project. This Notice of Preparation has been sent to responsible and trustee agencies and involved federal agencies pursuant to Section 15082 of the CEQA Guidelines. Agencies should comment on the scope and content of the environmental information that is germane to the agencies' statutory responsibilities in connection with the proposed project. Due to the time limits mandated by State law, your response must be sent at the earliest possible date, but not later than 30 days after issuance of this notice.

The project description, location, and the probable environmental effects are contained in the attached materials and may also be viewed online at:

<https://planningdocuments.saccounty.net/ViewProjectDetails.aspx?ControlNum=PLER2023-00069>

Please send your Agency's response to this Notice to:

Julie Newton, Environmental Coordinator
Planning and Environmental Review
827 7th Street, Room 225, Sacramento, CA 95814

or via e-mail at: CEQA@saccounty.gov.

Your response should include the name of a contact person in your agency.

Agencies with specific questions about the project should contact Alison Little, Associate Planner, at (916) 874-8620 for further information.

COMMENT PERIOD

August 17, 2023 to September 15, 2023

SCOPING MEETINGS:

One scoping meeting has been scheduled for the proposed project. Interested parties and agency representatives are invited to learn more about the proposed project and submit comments and suggestions concerning the analysis in the SEIR.

The scoping meeting will be conducted virtually via Zoom. The date, time, and login information for the meeting is as follows:

August 30, 2023, 2:00 PM

Location: Online via Zoom at <https://saccounty-net.zoomgov.com/j/1607123468?pwd=TWdxZXZLRldCTjdiRHIKcW5jR0hXUT09>

Meeting ID: 160 712 3468

Passcode: 189720

PROJECT TITLE:

Sacramento County WattEV Innovative Freight Terminal (SWIFT) Project

CONTROL Number:

PLER2023-00069

PROJECT PROPONENT(S):

Owner: Sacramento County Department of Airports
Attn: Glen Rickelton

Applicant: WattEV, Inc
Attn: Emil Youssefzadeh

Engineer: Kimley Horn and Associates, Inc.
Attn: Zach Tait

PROJECT DESCRIPTION AND LOCATION:

The Sacramento County Department of Airports has formed a public/private partnership with WattEV to construct, own, operate, and cost share the Sacramento County WattEV Innovative Freight Terminal (SWIFT) project, located within the Sacramento International Airport Master Plan area in the northwest portion of Sacramento County, approximately 7.5 miles from downtown Sacramento (see **Plate NOP-1**). Specifically, the project is located south of Interstate 5 (I-5) and immediately south of Sacramento International Airport (see **Plate NOP-2**). The project would provide a publicly accessible Electric Vehicle (EV) charging facility that would be built on a 118-acre parcel of land along a major freight corridor. Facility development would include the installation of Direct Current Fast Chargers (DCFC) and Megawatt Chargers powered by a new solar array that would support charging for shippers and transporters as well as public transportation and passenger vehicles. In addition, the project would include accessory structures which are discussed further below. The project site generally covers APNs 225-0010-003, 225-0010-035, 225-0010-036, and 225-0010-006.

PROJECT FACILITIES

The proposed project includes deployment of advanced high-powered public charging stations and associated facilities powered by a 12.5 megawatt alternating current (MWac) solar generation field, with nameplate power of 31.2 megawatts of direct current (MWdc), to support zero-electric freight movement in Sacramento. The charging areas and associated support facilities would occupy approximately 24 acres of land on the northern portion of the project site while the remaining 94 acres of the site would be occupied by solar fields (See **Plate NOP-3**).

The project site would be configured with two truck charging areas separated by a publicly accessible central plaza. The truck charging areas would include six 3,600-kilowatt (kW) charger configurations. Each configuration would consist of three Megawatt Charging Standard (MCS) 1,200 kW chargers and fifteen 240 kW Combined Charging Standard (CCS) chargers, for a total of 18 MCS chargers and 90 CCS chargers designed for heavy and medium duty (MHD) trucks. The truck charging pads are expected to cover 7.8 acres. In addition to the charging pads, a parking lot for trailers would be provided with an average of 53 parking stalls spread over 2.8 acres of land. The proposed project would also include the installation of 30 CCS chargers dedicated for passenger vehicles, which would be located at the central plaza.

Three buildings would be included within the public plaza. The first building would include offices housing operations staff, a trucker refreshment area, trucker restrooms, and a resting lounge. It would consist of a single story and have a footprint of approximately 2,700 square feet. The second building would include a convenience store, food outlets, restrooms, and a resting lounge for the public. It would also consist of a single story and have a footprint of approximately 7,000 square feet. The third building would contain two stories and be designated as a public visitor center, providing information about California's progress and milestones towards clean air initiatives and emission reduction. The footprint of the public plaza would be approximately 5.25 acres.

Site Access

Access to the project site would be provided along Bayou Way, which borders the site to the north and is parallel to I-5, via Airport Boulevard and its nearby interchange with I-5. Direct access to the project site would be provided by three sets of ingress and egress points (six total access points) along Bayou Way. Two sets of ingress and egress points would serve the truck charging areas while the third set of ingress and egress points would serve the public plaza.

Offsite Improvements

Development of the project would include improvements to portions of Bayou Way to facilitate increased volumes of truck and passenger car traffic. This could include widening of the roadbed and shoulders in some locations. Furthermore, improvements to the interchange of Airport Boulevard and I-5 may be required. The extent of these improvements is still under development.

Construction

The proposed project would be constructed in two phases. Phase 1 would consist of installation of the truck charging areas and public plaza as described above, as well as a 12.5 MWac solar photovoltaic (PV) system with nameplate power of 15.6 MW (50 percent of the final solar array power). Phase 2 would consist of the installation of the remaining 15.6 MW of solar power for a total nameplate of 31.2 MW.

The proposed project would include construction of a customer-owned substation in coordination with SMUD. The provision of the substation would allow the proposed project to export excess generation during peak generation and import power during peak charging sessions. The substation would include medium voltage transformers, switchgears, surge protection, metering equipment, communication equipment, equipment pads, grounding equipment, steel structures, all enclosed by fencing. Outside the substation, sub-transmission poles would provide support for wire entrances, distribution voltage would leave the substation in either overhead or underground configurations and connect to an existing SMUD 69kV overhead transmission line that runs parallel to Power Line Road, about 600 feet east of the project site. Phase 1 of the substation would be sized for 21.6 MW of charging and 12.5 MWac. The substation and switchgear would provide physical space for additional transformer and breakers respectively for Phase 2.

PROJECT OBJECTIVES:

The primary objectives of the proposed project include:

1. Provide a charging facility for electric mobility and freight in the Sacramento area.
2. Provide green energy onsite to support a large part of the need for EV charging.
3. Reduce the freight emissions in the Sacramento region.
4. Contribute to the economic development of the region.
5. Create equitable access to zero emission technology for small carriers and independent owner operators.

ENVIRONMENTAL/LAND USE SETTING:

The site is characterized by vacant land zoned as agricultural by the County. The site is surrounded by other agricultural uses as well as the Metro Air Park Special Planning Area to the northeast. The project site is owned by the Sacramento Country Department of Airports and is designated for commercial development under the Sacramento International Airport Master Plan, which was last updated in 2021.

PROBABLE ENVIRONMENTAL EFFECTS/SEIR FOCUS:

The long-range development of the Sacramento International Airport was considered in a Master Plan and EIR that was adopted in 2007 and was most recently updated in 2021 with a Master Plan Update and SEIR. The project site was included in the program-level analysis of both EIRs. As such, the analysis in the current SEIR effort will tier from those previous efforts and will focus on those issues that could result in impacts that would be greater than

previously determined. The SEIR will also consider project-specific impacts that were not evaluated in detail in the previous program EIRs. Those issues that were adequately assessed in the 2021 SEIR or for which resources are not present will be scoped out of the current SEIR, and a rationale for their exclusion will be provided in the SEIR. Those issues have been preliminarily identified for exclusion include geology and soils, mineral resources, and wildfire. Other topics that do not require detailed analysis may be similarly dismissed or scaled back as the analysis progresses. In all cases, a rationale will be provided in the SEIR as to why they were not subjected to a more detailed analysis.

Issues that are expected to be analyzed in the SEIR are listed below. These descriptions are not exhaustive, and other sections and discussions may be included if further research or public comment indicates that their inclusion is warranted. As the analyses progress and the extent of impacts to the categories is determined, appropriate CEQA alternatives will be included for analysis.

Agricultural Resources

The project site is in an area that has been identified as containing Farmland of Local Importance. As a result, impacts to farmland will be identified and analyzed.

Air Quality and Greenhouse Gas Emissions

The SEIR will consider the project's air quality and greenhouse gas emissions effects arising during construction and operation.

Biological Resources

The proposed project has the potential to affect key species in the Natomas Basin, as well as wetlands and jurisdictional waters. Therefore, impacts to these resources will be identified and analyzed.

Cultural and Tribal Resources

The project site will be evaluated for presence of cultural resources, and area tribes will be consulted in accordance with State law and County policy. Impacts to identified resources, if any, will be assessed.

Hazards and Hazardous Materials

The project site is currently used for agricultural operations, and the presence of hazardous materials associated with those or other activities will be evaluated. Impacts related to airport hazards and other potentially hazardous conditions will also be assessed.

Hydrology and Drainage

The drainage patterns in the Natomas Basin have been engineered over decades, and include levees, ditches, canals, and large areas of flooded irrigation. Maintaining and/or reconstructing these features and providing flood protection will be a key environmental

consideration for the project. For this reason, impacts with respect to hydrology and drainage will be identified and analyzed.

Land Use and Planning

The County's General Plan contains several critically important policies that have a direct bearing on development in the Natomas Basin. Among these are policies related to agricultural resources, water supply, biological resources, public facilities, and land use. Many of these policies influence the way environmental impacts are identified and mitigated. Collectively, these policies establish a complex framework of required findings to be met prior to the County's action to approve the project. As a result, an evaluation of the proposed project's compliance with the requirements of these policies will be performed.

Transportation

The project's effects on vehicle miles traveled will be assessed, as well as impacts related to emergency access and hazardous traffic conditions will also be evaluated.

Utilities and Water Supply

Determining the project's requirements for both wet and dry utilities will be a significant factor in how the project can be developed. Water supply has been a notable consideration for area projects, including both the potential effects of groundwater withdrawals and/or surface water diversions. Therefore, impacts with respect to utilities and water supply will be identified and analyzed.

INTENDED USES OF THE SEIR:

The Sacramento County Board of Supervisors will use the information contained in the SEIR in evaluating the proposed project and rendering a decision to approve or deny the requested entitlements. The SEIR will serve as an informational document for the general public as well. Responsible agencies may also use the SEIR as needed for subsequent discretionary actions. Responsible agencies may include but not be limited to the following:

- U.S. Fish and Wildlife Service
- California Department of Fish and Game
- California Transportation Commission
- Regional Water Quality Control Board – Central Valley Region
- Sacramento Area Flood Control Agency (SAFCA)
- Sacramento County Water Agency (SCWA)
- Sacramento Municipal Utilities District (SMUD)



SOURCE: ESA, 2023; ESRI Imagery

WattEV Innovative Freight Terminal (SWIFT) Project

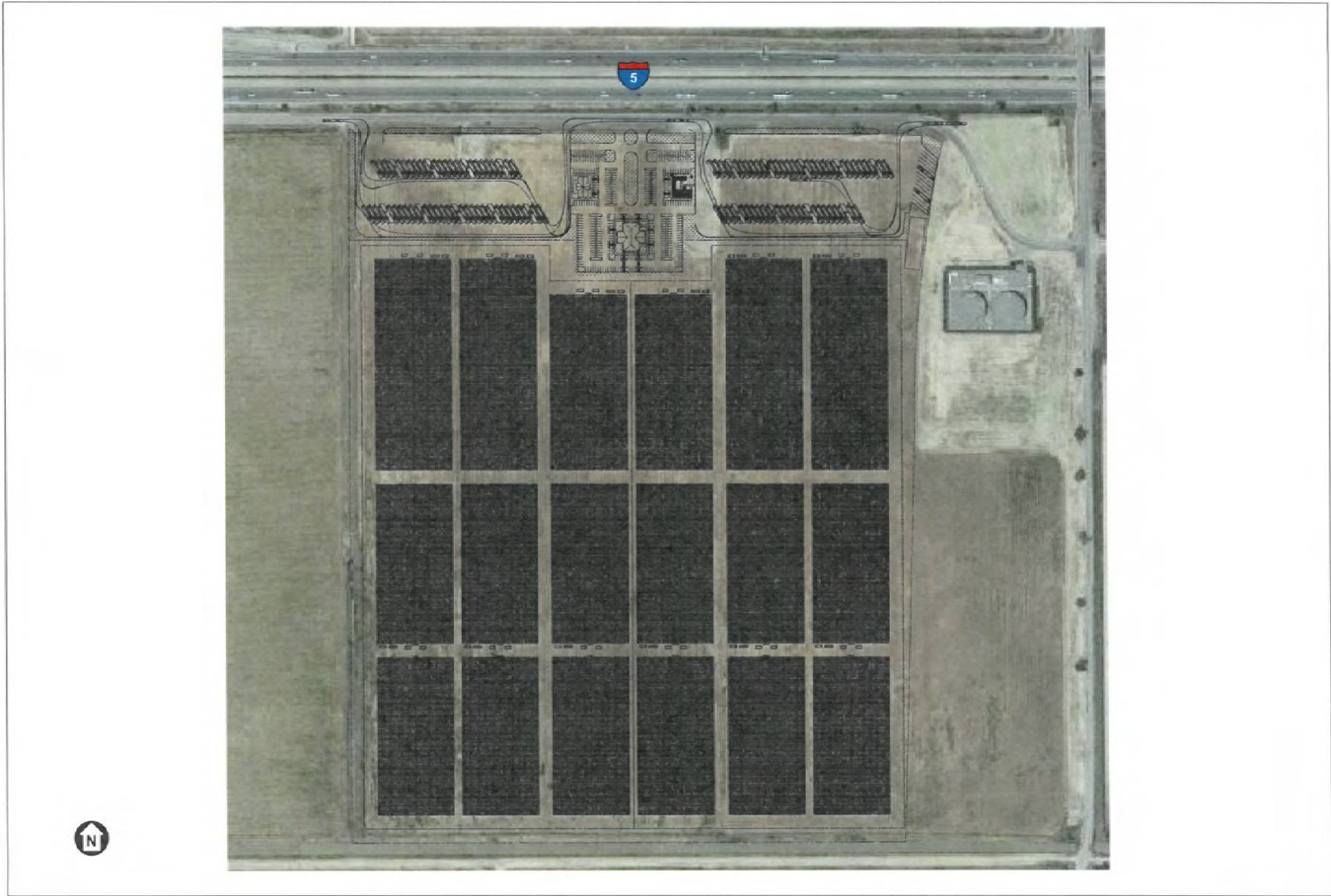
Plate NOP-1
Regional Location



SOURCE: ESA, 2023; ESRI Imagery

WattEV Innovative Freight Terminal (SWIFT) Project

Plate NOP-2
Project Vicinity



SOURCE: WattEV, 2023

WattEV Innovative Freight Terminal (SWIFT) Project



ECOS
ENVIRONMENTAL
• COUNCIL •
OF SACRAMENTO

PO Box 1526 ☒ Sacramento, CA 95812
(916) 444-0022



8867 Bluff Lane, Fair Oaks CA
95628 916 769 2857



**SIERRA
CLUB**

909 12th St., Sacramento CA
95814



SACRAMENTO
AUDUBON SOCIETY
P.O. Box 160694
Sacramento, CA 95816-0694

September 12, 2023

Julie Newton, Environmental Coordinator
Planning and Environmental Review
Via email at CEQA@saccounty.gov

Re: Response to County NOP for Sacramento County SWIFT (PLER.2023-00069)

Dear Ms Newton:

We represent the environmental community of Sacramento. We have reviewed the Notice of Preparation for a Supplemental Environmental Impact Report to the 2021 Sacramento International Airport Master Plan Update to include the SWIFT project. Our contact person will be Alexandra Reagan, office@ecosacramento.net. Please keep us informed of any public documents and hearings for this project by noticing the following email chain: office@ecosacramento.net, sacaudubonpresident@gmail.com, sierraclubsacramento@gmail.com, friendsoftheswainsonshawk@gmail.com.

Consideration of Alternative Locations

The SEIR should consider alternative locations for this facility. Both Metro AirPark and Sutter County's planned development in the Natomas Basin provide alternative locations in close proximity that already are permitted by US Fish and Wildlife and California Department of Fish and Game for development. The environmental impacts at these alternative locations would be dramatically less.

Urban Services Boundary

Please explain in the DSEIR when and how the Urban Services Boundary was established on airport property south of I-5 on agricultural land. If made after Plan adoption in 1993, please provide the findings and vote by the Board of Supervisors approving the change.

Conflict with Natomas Basin Habitat Conservation Plan

We have also reviewed the FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT FOR SACRAMENTO INTERNATIONAL AIRPORT MASTER PLAN UPDATE (CONTROL NUMBER: PLER2020-00037) which the current SEIR would modify. In the Executive Summary, this claim is made:

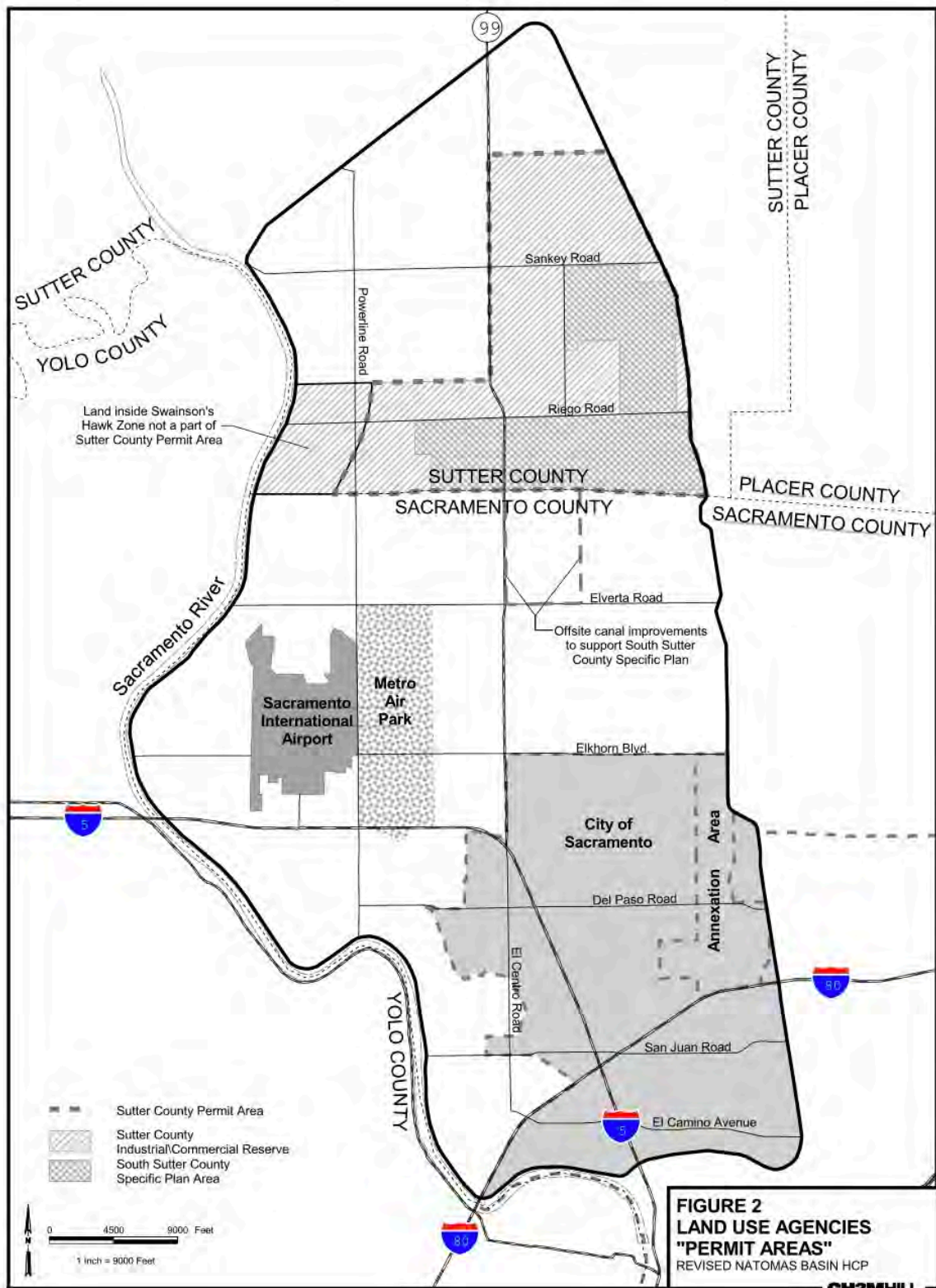
"Conflict with the Provisions of an Adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other Approved Local, Regional, or State Habitat Conservation Plan.

The project area is located within the boundary of the Natomas Basin and adjacent to the Metro Air Park Habitat Conservation Plans, but the County is not a participating partner. The project will not impede the ability of the HCP's to be implemented."

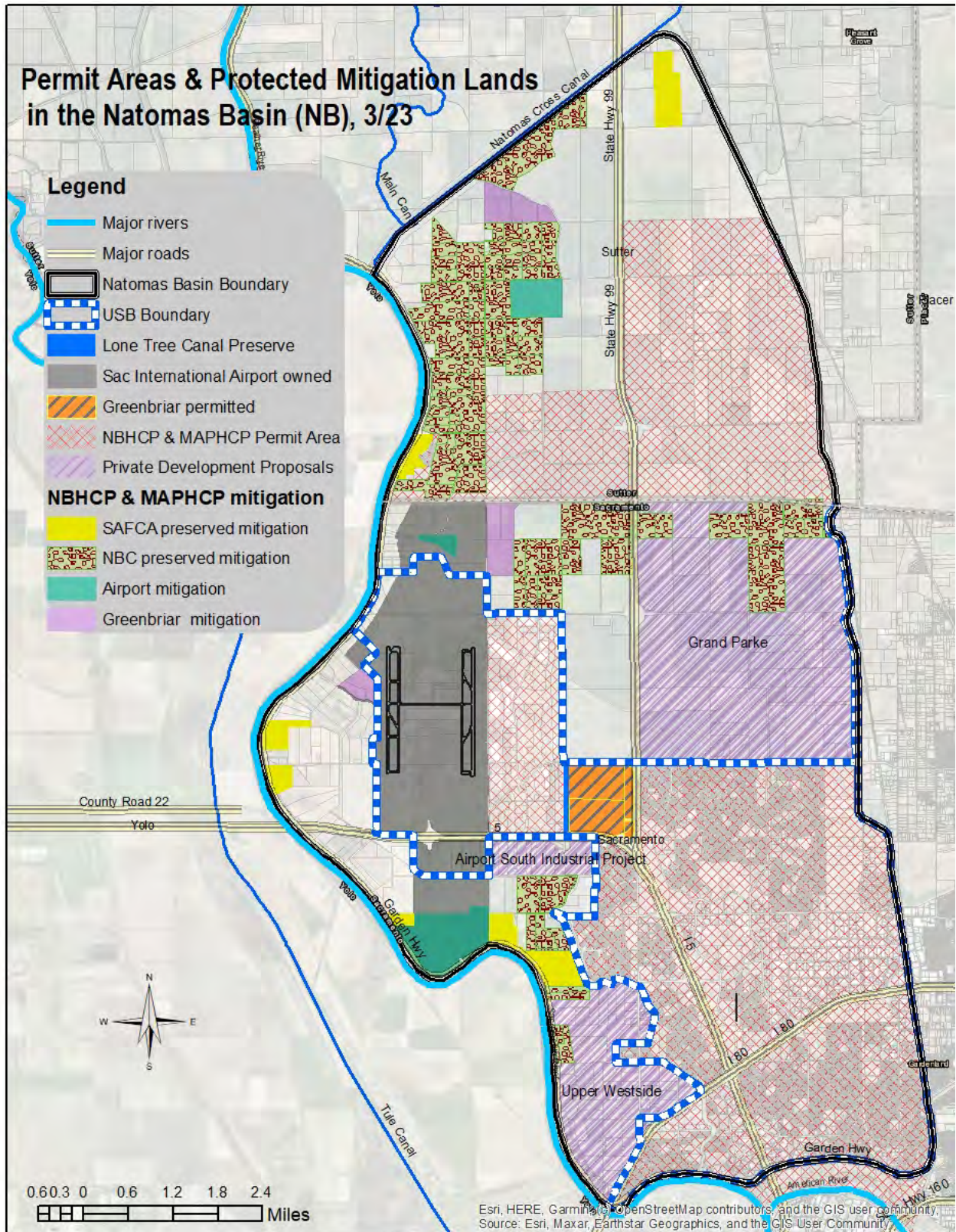
The Natomas Basin Habitat Conservation Plan is a basin-wide HCP and the project impacts on the Plan's conservation strategy and the Natomas Basin Conservancy, as well as other conserved mitigation lands in the Basin, must be analyzed consistent with CEQA guidelines. The following NBHCP map shows the HCP covers the airport agricultural lands outside the airport operations area. While the County has not agreed to be a participant in the Plan, the Plan nonetheless exists as an approved habitat conservation plan and CEQA requires analysis of project impacts on the Plan.

To be consistent with the NBHCP, the SEIR must include the following requirement.

Regarding further development in the Natomas Basin outside the NBHCP permit areas, the plan says: "Any additional urban development within the Natomas Basin that occurs outside of the City's and Sutter's Permit Areas, with the exception of the MAP development, including any development with Sacramento County or within the jurisdiction of another Potential Permittee, also would constitute a significant departure from the Plan's OCP and would trigger a new effects analysis, a new conservation strategy, and issuance of Incidental Take Permits to the Potential Permittee for that additional urban development." (NBHCP p. I-3)



The map below was created by Habitat 2020 to show all of the current mitigation lands in the Basin and major proposed projects as of March, 2023.



The NBHCP includes the Swainson's Hawk Zone. This zone is defined as the "lands which are not currently developed (excluding the 252 acres of land designated "Urban" on the City of Sacramento General Plan and the North Natomas Community Plan located within the City of Sacramento) and which are located within the Natomas Basin and within one mile east of the Sacramento River and extending from the Natomas Cross Canal on the north and Interstate 80 on the south." See also Figure 13 of the NBHCP, located at the end of the NBHCP. It appears that the project area is at least in part located in the Swainson's Hawk Zone. All NBHCP documents can be found at www.natomasbasin.org.



Also at page 41, the Airport Master Plan FSEIR identifies loss of farmland north of Elverta, and requires 1 to 1 mitigation, but does not identify loss of farmland south of I-5. The NOP (p. NOP-4) identifies the project site as zoned as agricultural and surrounded by other agricultural uses. The present SEIR should include this impact since it was not included in the prior SEIR.

The Master Plan FSEIR at 4-47 identifies 495 acres of mitigation land conserved on airport property south of I-5 and adjacent to the Sacramento River which has been set aside to mitigate for various airport projects. It is shown in green in our map of mitigation land shown above. It appears the County intends to dedicate from this pool to cover the mitigation requirements of the SWIFT project. If so, please disclose in the SEIR exactly how the 495 acres of mitigation land are allocated.

The Master Plan FSEIR relies on the County Swainson's Hawk ordinance to define mitigation requirements for the loss of foraging and nesting habitat for Swainson's Hawks. It does not evaluate whether that ordinance mitigation requirements conflict with the Natomas Basin Habitat Conservation Plan or the Metro AirPark HCP. At least one section of the ordinance does seem to be in conflict: it allows mitigation land to be located outside the Natomas Basin. Please include the restriction on mitigation land that it be located in the Natomas Basin, to mitigate for loss of habitat used by Natomas populations of species as required by the NBHCP. We are also concerned that a greater than 1:1 mitigation ratio is necessary to ensure mitigation is sufficient to reduce impacts to less than significant given the development pressures in Natomas and growth inducing and cumulative impacts.

The SEIR should clearly require take permits from the state and federal wildlife agencies since the project is within the Natomas Basin which previously has been found by these agencies to be habitat for 22 listed species. The NBHCP is a regional HCP covering the entire Natomas Basin.

Also shown in the map above are various other proposed projects which combined with the SWIFT project will have **cumulative and growth inducing impacts** on the Natomas Basin Habitat Conservation Plan and the Natomas Basin Conservancy. We are concerned that the project would be growth inducing for agricultural lands in the Swainson's Hawk zone in proximity to the project area. Please assess that impact and how to mitigate to less than significant.

30X30

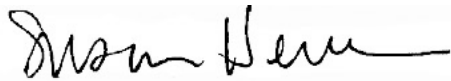
30X30 goals are to conserve 30% of terrestrial lands and marine areas by 2030 to elevate the role of nature in fighting climate change and preserve biodiversity. See <https://www.californianature.ca.gov/>

Our organizations' goals align with the statewide, national and international 30X30 goal for preservation. The project area is farmland within the SACOG region. The SACOG region falls completely within the California Floristic Province, one of 33 biodiversity hotspots on the planet. To be classified as a biodiversity hotspot, a region must have at least 1,500 species of endemic vascular plants, irreplaceable species found nowhere else. The region must also be considered threatened, having lost 70% or more of its original vegetation to anthropogenic activities.

Worldwide, biodiversity hotspots account for less than 2.5% of earth's terrestrial surface area, but they are home to almost half of the world's plant and animal species, which are endemic to these hotspot regions. The SWIFT project, which is outside the permit area of the NBHCP, **conflicts with achieving targeted land conservation through the 30X30 program**, particularly the priorities of the Sierra Club, Mother Lode Chapter for land conservation in this region. Instead of developing this parcel the County should consider applying for state funding to permanently preserve agriculture on the property consistent with the overflight restrictions.

We endorse all comments made by the Natomas Basin Conservancy.

Thank you for this opportunity to comment on the SWIFT NOP.



Susan Herre, President of ECOS, The Environmental Council of Sacramento



Rob Burness, Co-Chair Habitat 2020 and Sierra Club MLC Acting Conservation Chair



Barbara Leary Chair, Sacramento Group, Sierra Club



Paul Miller, President, Sacramento Audubon Society

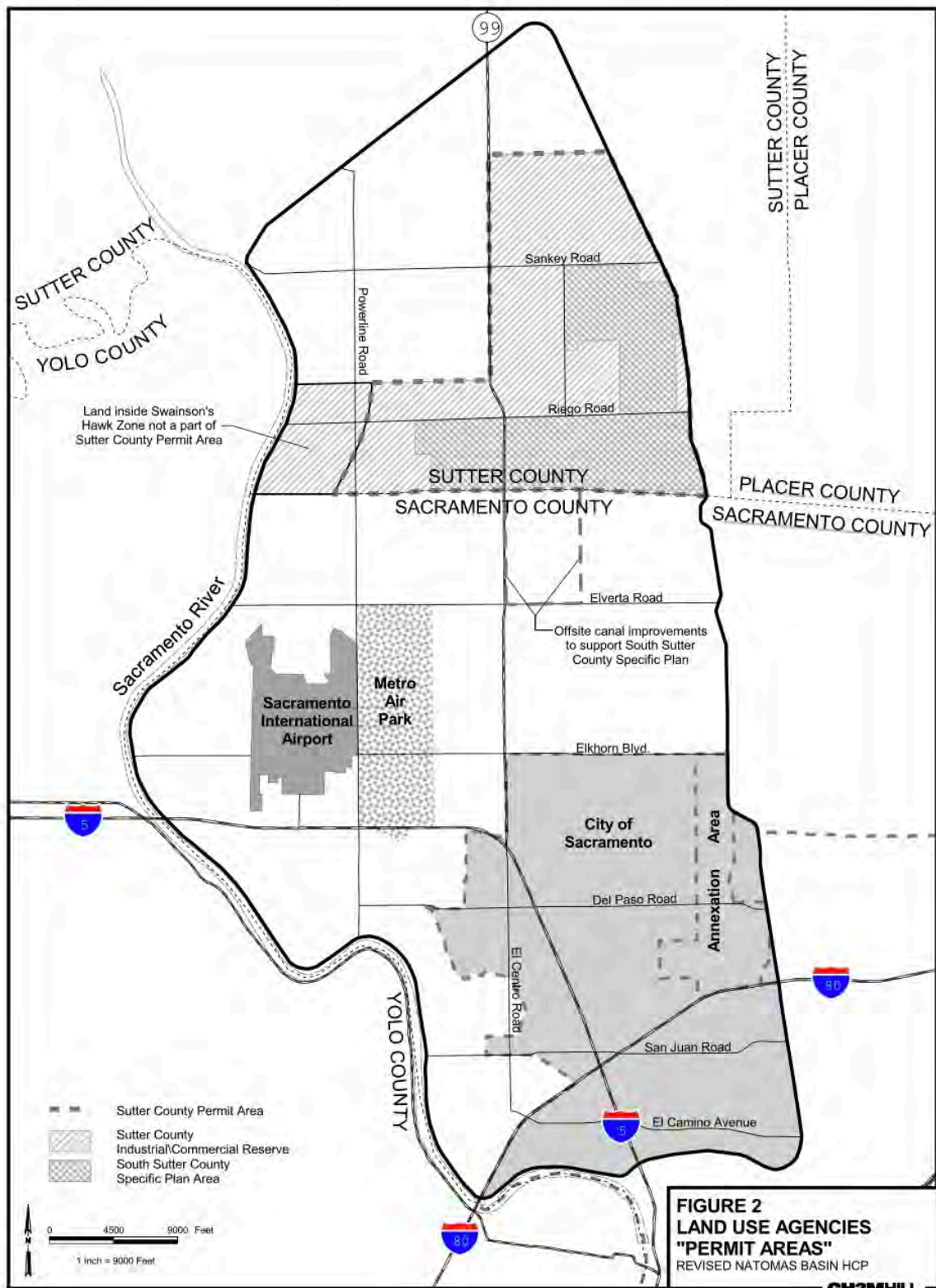


James P. Pachl, Friends of the Swainson's Hawk

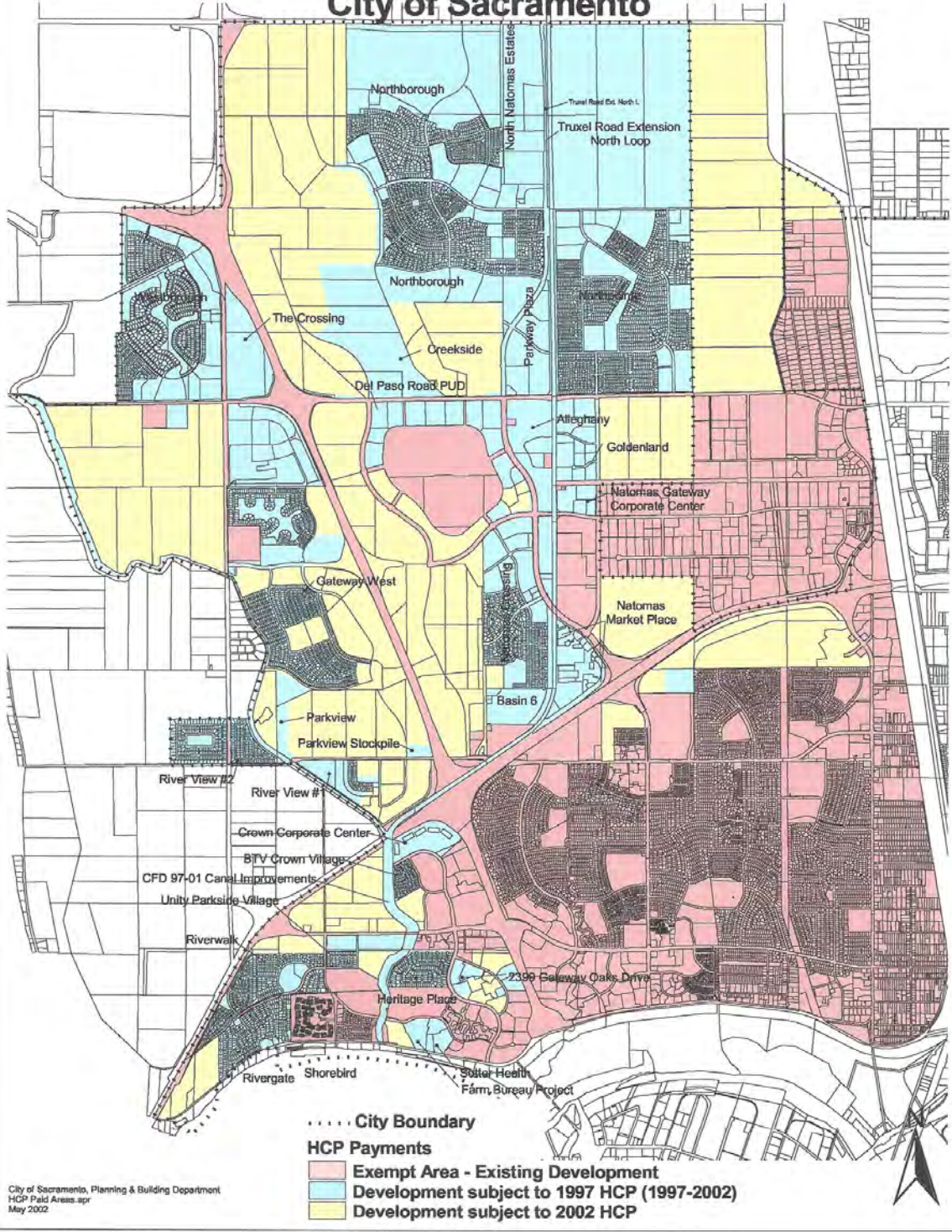


Judith L. Lamare, Friends of the Swainson's Hawk

C: John Roberts, Executive Director Natomas Basin Conservancy
Dylan Wood, and Tanya Sheya, CDFW
Kevin Thomas, CDFW
Kelley Barker, CDFDW
Michelle Haven USFWS



Baseline Map - Exhibit B City of Sacramento



County Transportation Funding Experiences Boost

7/13/2023

[Transportation & Airports](#)



Article Date: Thursday, July 13, 2023

So far 2023 has been an excellent year for Sacramento County transportation efforts as many area projects have found needed funding to keep moving forward. This year, nearly \$100 million is earmarked to improve roads, provide neighborhoods access for those who walk and bike, and build electric vehicle charging stations at Sacramento International Airport.

The 2023 funding from the California Transportation Commission (CTC) and the Sacramento Area Council of Governments (SACOG) will help pay for parts of ten different projects within the County. The awards were given to a mixture of individual projects and joint efforts between agencies.

California Transportation Commission Awards - \$70,038,000

1. Local Partnership Program – US 50 Gold Line Corridor Enhancement Project - \$25M – **SacDOT joint grant with SacRT**. Project Summary - SacDOT will receive \$15 million to go toward making improvements at the Hazel Avenue and Aerojet Road interchanges with Highway 50. Sacramento Regional Transit (SacRT) will receive \$10 million for improvements along the Light Rail's Gold Line.
2. Trade Corridor Enhancement Program – Sacramento County WattEV Innovative Freight Terminal Project - **\$33.6M – Airport**. Project Summary – The largest award in the area will allow the Sacramento County WattEV Innovative Freight Terminal (SWIFT) **to build a publicly accessible electric vehicle (EV) charging facility on a 118-acre parcel of land in south of Interstate 5 and immediately south of Sacramento International Airport.**
3. Trade Corridor Enhancement Program – Grant Line Road Safety and Freight Mobility Project - \$3M - **Capital SouthEast Connector JPA**. Project Summary - The Grant Line Road Safety and Freight Mobility Project (Project) is a rural freight improvement project in eastern Sacramento County. The funds will go toward the ultimate transformation of 2.6-miles of Grant Line Road from a narrow, two-lane rural road into to a divided four-

lane roadway with a separated multi-use path from Douglas Road to White Rock Road. The Project modifies the existing signals at the Grant Line Road intersections with White Rock Road and Douglas Road and adds a new signalized intersection at Raymer Way.

4. Active Transportation Program – Stockton Boulevard Bicycle and Pedestrian Project - \$363,000 – **SacDOT**. Project Summary - The County requested funding for Project Approval and Environmental Document to evaluate the feasibility of a Class IV separated bikeway, sidewalk infill, and signalization of one intersection along Stockton Boulevard between Florin Road and Mack Road/Elsie Avenue in South Sacramento County.
5. Active Transportation Program – Elkhorn Boulevard Complete Streets – \$8.075M – **SacDOT**. Project Summary - Construct a Class IV separated bikeway on Elkhorn Boulevard from Watt Avenue to Don Julio Boulevard, sidewalk infill, ADA improvements, and implement Safe Routes to Schools and community education and encouragement programs in the North Highlands neighborhood.

SACOG Awards - \$24,876,000

1. Revolving Match – US 50 Gold Line Corridor Enhancement Project - \$4M contingent on receiving CTC award above – **SacDOT joint grant with SacRT**.
2. Community Design – Arden Way Phase 1 and 2 - \$1M plus a \$458,000 SGIP match – **SacDOT**. Project Summary - In Sacramento County, on Alta Arden Expressway from Howe Avenue to Fulton Avenue. The project will include sidewalk gap closures, buffered bike lanes, and pavement resurfacing.
3. Maintenance and Modernization – Alta Arden Expressway Phase 1 - \$4M – **SacDOT**. Project Summary - In Sacramento County, on Alta Arden Expressway from Howe Avenue to Fulton Avenue. The project will include sidewalk gap closures, buffered bike lanes, and pavement resurfacing.
4. Transformative – Jackson and Bradshaw Safe and Rural Connections - \$3M – **SacDOT** – Project Summary - The Project is intended to provide operational and safety improvements at the intersection of Jackson Road and Bradshaw Road in Sacramento County. The project would add a travel lane and turn lanes at the intersection.
5. Transformative – Stockton Boulevard Multimodal Partnership and BRT Corridor - \$5.2M – **Joint grant with City of Sacramento, SacDOT, and SacRT**. Project Summary - In Sacramento (City and County), on Stockton Boulevard, from Florin Road to Alhambra Boulevard: Multi-modal and safety improvements, including bus lanes and/or other transit enhancements, bicycle lanes, and pedestrian upgrades. The project will also include an alternatives analysis phase for the bus rapid transit (BRT) and BRT-lite treatments along the longer Sacramento Regional Transit District's Route 51 alignment between South Sacramento and the Sacramento Valley Station, which includes Stockton Boulevard (between Florin Road and Broadway), Broadway (between Stockton Boulevard and 8th Street), and segments of 7th, 8th and 9th Streets.
6. Regional Active Transportation Program – Bell Street Safe Routes to School - \$8.676M – **SacDOT**. Project Summary - Construction of approximately 12,500 linear feet of sidewalk infill along various segments of Bell Street between Edison Avenue and Hurley Way in the West Arden community, including a segment on 2419 Wyda Way. Construction and reconstruction of new curb ramps and extensions, traffic signal modifications, a new pedestrian signal, a new Rectangular Rapid Flashing Beacon, striping and re-striping bicycle lanes, and new bicycle detectors will also be implemented at four intersections along Bell Street where they do not currently exist. The non-infrastructure element includes education and outreach to students and parents of the nearby schools on pedestrian, bicyclist, and motorist safety.

The funding windfall will not only boost local transportation projects but help pave the way for future housing and building projects, which rely on roads being built before that construction can begin. The Building Industry Association and construction community are expected to benefit from these projects with more job opportunities in the future.

Construction of these projects will start to come to life over the next few years. Each grant will not pay for the entire project, as many funding sources are sought to offset the construction, but these dollars are expected to push the projects forward to allow a much-needed boost to improving the County's transportation infrastructure.

Contact Info:

[Matt Robinson](#), Public Information Manager, 916-874-4517

THE SACRAMENTO BEE

Largest electric vehicle charging facility in US planned near Sacramento International Airport

BY RANDY DIAMOND

UPDATED AUGUST 04, 2023 8:58 AM

Please click [here](#) to view the above article by The Sacramento Bee.

**Please note, you will be directed to The Sacramento Bee website
when clicking on the above hyperlink.**



DOJ to Propose New ADA Web Accessibility Rule

By Matt Gonzales
July 31, 2023

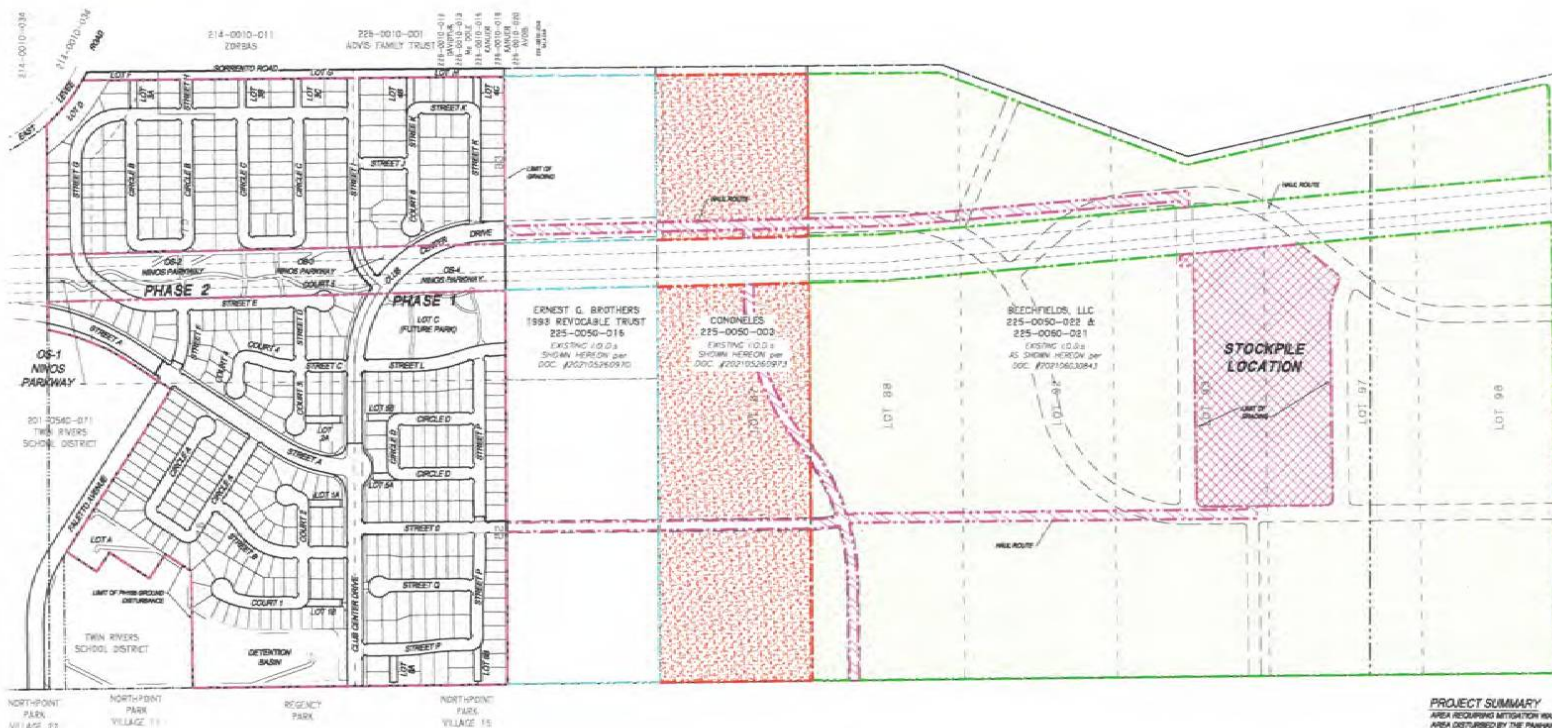
Please click [here](#) to view the above article by the Society for Human Resource Management.

Please note, you will be directed to the Society for Human Resource Management website when clicking on the above hyperlink.

**AIR QUALITY MITIGATION AREAS FOR
PANHANDLE 105
SORRENTO ROAD SACRAMENTO, CALIFORNIA
(APN 225-0050-020 & 021 AND 201-0540-072,073 AND A PORTION OF 201-0540-071)**



- PANHANDLE 105 - 85.9 ± ACRES
- PANHANDLE 105 STOCKPILE - 15.1 ± ACRES
- BROTHERS & CONONELOS IOD's - 3.2 ± ACRES
- BEACHFIELDS IOD's - 4.2 ± ACRES
- PANHANDLE 105 TOTAL - 118.4 ± ACRES
- CONONELOS - 34.7 ± ACRES
- BEACHFIELDS - 146.7 ± ACRES
- BROTHERS - 35.5 ± ACRES



PROJECT SUMMARY
 AREA REQUIRING MITIGATION WAS CALCULATED AS THE AREA DISTURBED BY THE PANHANDLE 105 PROJECT LESS THE PROPERTY OWNED BY THESE LANDS THAT FALLS WITHIN THE MAPA CORRIDOR. THE AREA CALCULATED FOR FEE DETERMINATION IS 118.4 ACRES.



P:\17\17-001\17-001-011.dwg Date: 07/27/2023 09:58:54 AM User: chris.dreftin
 P:\17\17-001\17-001-011.dwg Date: 07/27/2023 09:58:54 AM User: chris.dreftin
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NO.	DESCRIPTION	DATE	BY

CITY OF SACRAMENTO
DEPARTMENT OF PUBLIC WORKS

BENCH MARK ELEV. 13.735
 DESCRIPTION: 757-028 CITY BENCHMARK
 BRASS DISC IN WELL STAMPED LG. 6853
 729.80' NORTH OF CLUB CENTER DRIVE AT
 CL OF REGENCY PARK CIRCLE
 ELEV. 13.735

FIELD BOOK SCALE: HORIZ. N/A, VERT. N/A

DRAWN BY: STAFF, DATE: JULY 2023

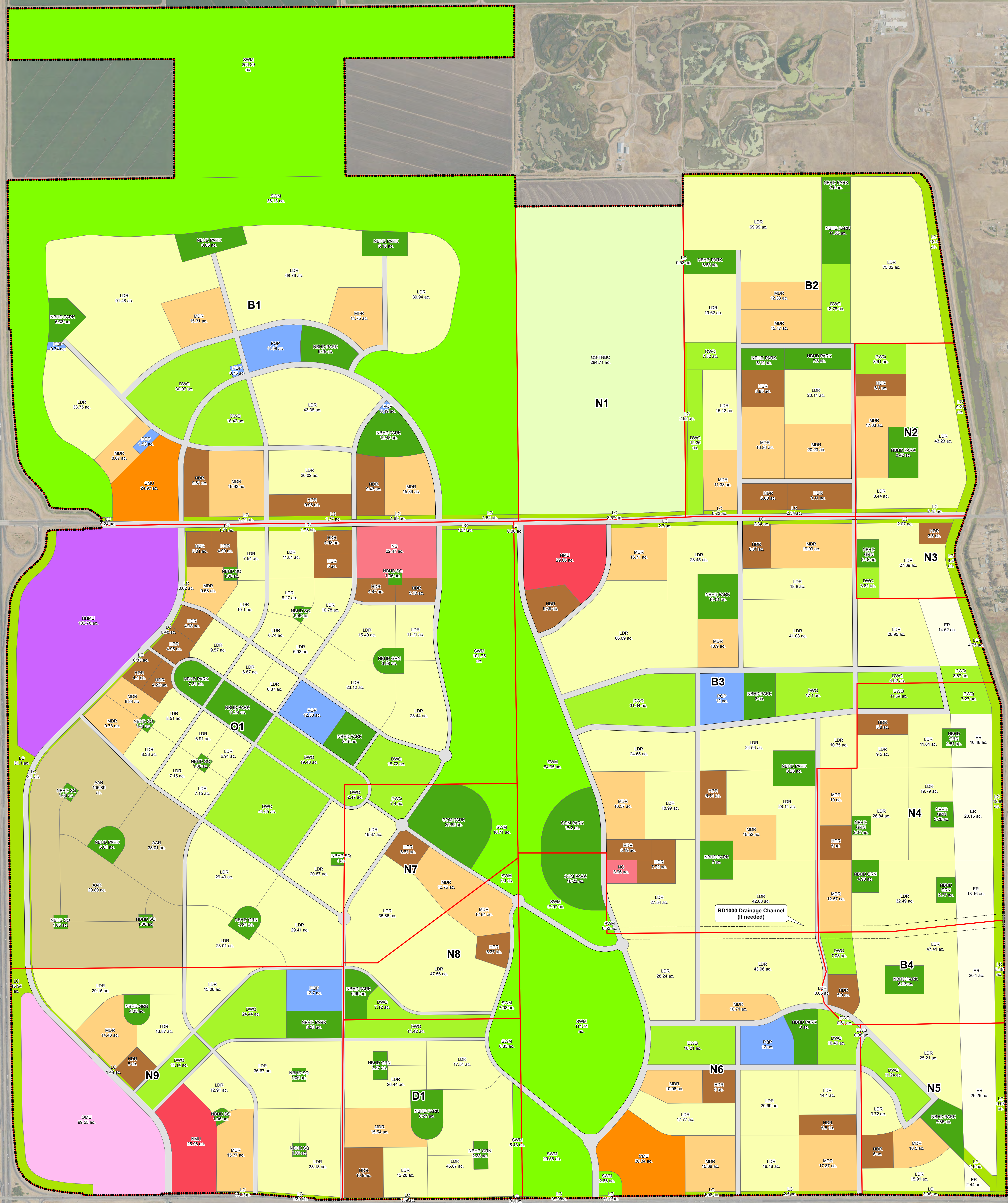
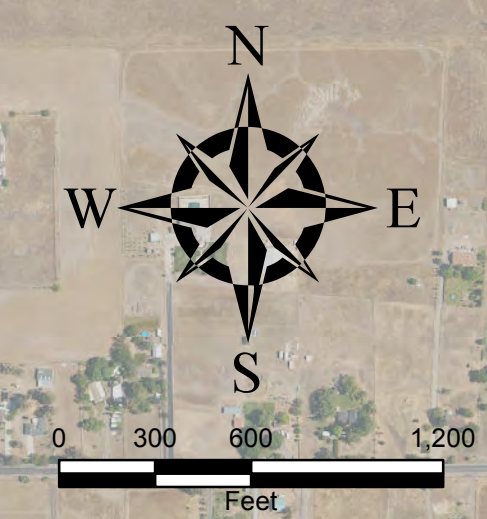
DESIGNED BY: CHRIS DREFTIN, R.C.E. 77345, DATE: JULY 2023

CHECKED BY: P. HART, R.C.E. 49154, DATE: JULY 2023

ROUGH GRADING PLANS FOR:
PANHANDLE 105
MITIGATION EXHIBIT

	Mackay & Somp	SHEET 01
	PROJECT NO. RP22-0033	
	PROJECT NO. P15862000	
	DATE: 7/21/24	

PRELIMINARY - Subject to Revision



Legend

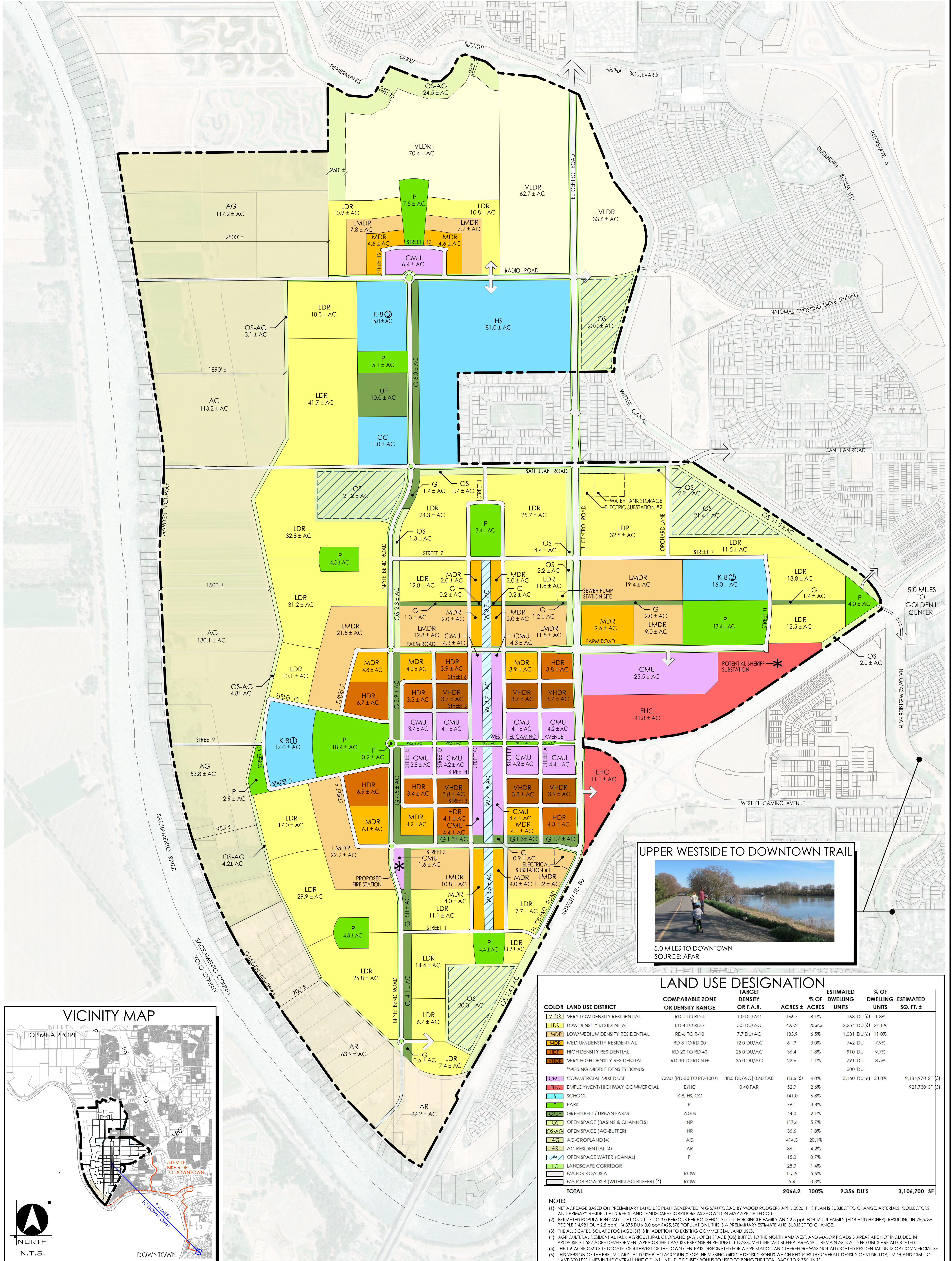
- Project Boundary
- Block Area
- Land Use**
- ER
- LDR
- AAR
- MDR
- HDR
- CMU
- HHMU
- NMU
- OMU
- NC
- PQP
- COM PARK
- NBHD PARK
- NBHD GRN
- NBHD SQ
- LC
- OS-TNBC
- DWQ
- SWM
- ROADWAY

GRANDPARK SPECIFIC PLAN 08H

PRELIMINARY LAND USE PLAN - MISSING MIDDLE DENSITY BONUS

UPPER WESTSIDE
COUNTY OF SACRAMENTO, CALIFORNIA

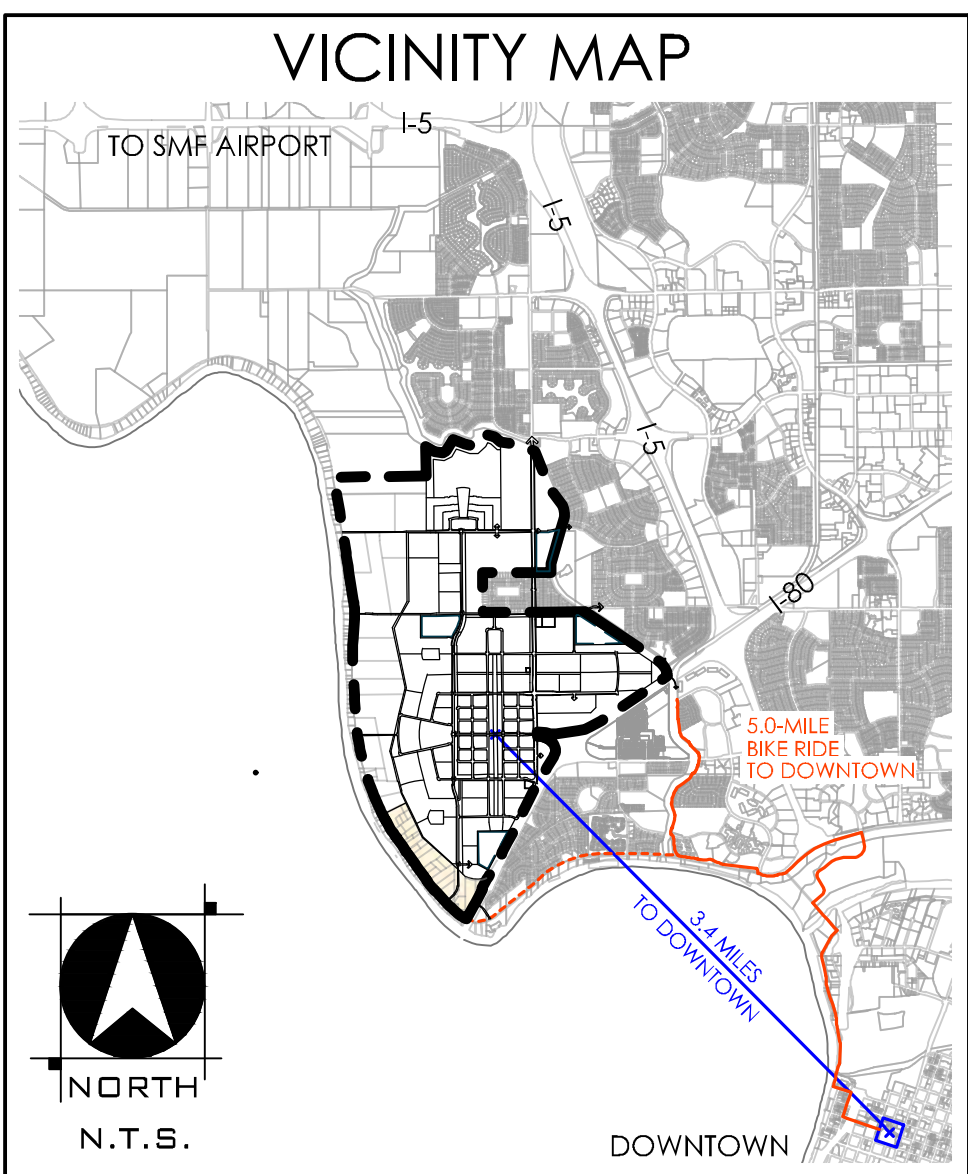
JULY 20, 2023



UPPER WESTSIDE TO DOWNTOWN TRAIL

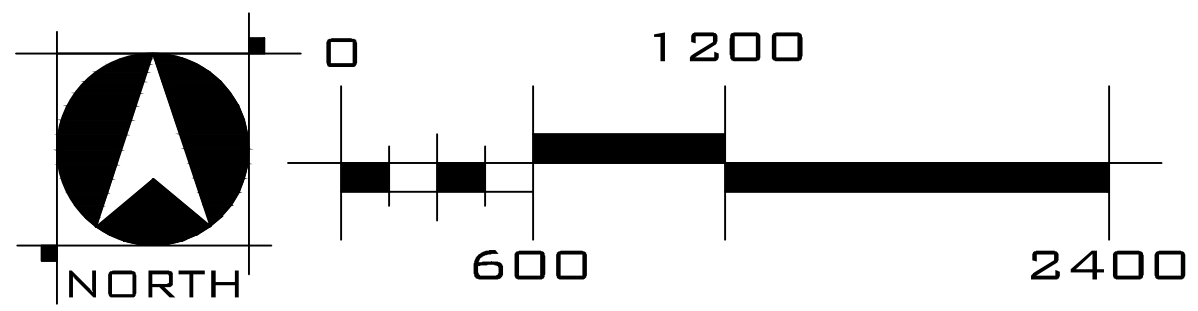


5.0 MILES TO DOWNTOWN
SOURCE: AFAR



LAND USE DESIGNATION		COMPARABLE ZONE OR DENSITY RANGE	TARGET DENSITY OR F.A.R.	ACRES ±	% OF ACRES	ESTIMATED DWELLING UNITS	% OF DWELLING UNITS	ESTIMATED SQ. FT. ±
VLDR	VERY LOW DENSITY RESIDENTIAL	RD-1 TO RD-4	1.0 DU/AC	166.7	8.1%	168 DU (6)	1.8%	
LDR	LOW DENSITY RESIDENTIAL	RD-4 TO RD-7	5.3 DU/AC	425.2	20.6%	2,254 DU (6)	24.1%	
LMDR	LOW/MEDIUM DENSITY RESIDENTIAL	RD-6 TO RD-10	7.7 DU/AC	133.9	6.5%	1,031 DU (6)	11.0%	
MDR	MEDIUM DENSITY RESIDENTIAL	RD-8 TO RD-20	12.0 DU/AC	61.9	3.0%	742 DU	7.9%	
HDR	HIGH DENSITY RESIDENTIAL	RD-20 TO RD-40+	25.0 DU/AC	36.4	1.8%	910 DU	9.7%	
VHDR	VERY HIGH DENSITY RESIDENTIAL	RD-30 TO RD-50+	35.0 DU/AC	22.6	1.1%	791 DU	8.5%	
CMU	COMMERCIAL MIXED USE	CMU (RD-30 TO RD-100+)	38.5 DU/AC 0.60 FAR	83.6 (5)	4.0%	3,160 DU (6)	33.8%	2,184,970 SF (3)
EHC	EMPLOYMENT/HIGHWAY COMMERCIAL	E/H/C	0.40 FAR	52.9	2.6%			921,730 SF (3)
S	SCHOOL	K-8, HS, CC		141.0	6.8%			
P	PARK			79.1	3.8%			
GFUF	GREEN BELT / URBAN FARM	AG-B		44.0	2.1%			
OS	OPEN SPACE (BASINS & CHANNELS)	NR		117.6	5.7%			
OS-AG	OPEN SPACE (AG-BUFFER)	NR		36.6	1.8%			
AG	AG-CROPLAND (4)	AG		414.3	20.1%			
AR	AG-RESIDENTIAL (4)	AG		86.1	4.2%			
W	OPEN SPACE WATER (CANAL)	P		15.0	0.7%			
LC	LANDSCAPE CORRIDOR			28.0	1.4%			
MAJOR ROADS A		ROW		115.9	5.6%			
MAJOR ROADS B (WITHIN AG-BUFFER) (4)		ROW		5.4	0.3%			
TOTAL				2066.2	100%	9,356 DU'S		3,106,700 SF

NOTES
 (1) NET ACREAGE BASED ON PRELIMINARY LAND USE PLAN GENERATED IN GIS/AUTOCAD BY ROY RODRIGUES APRIL 2020. THIS PLAN IS SUBJECT TO CHANGE. ARTERIALS, COLLECTORS AND PRIMARY RESIDENTIAL STREETS, AND LANDSCAPE CORRIDORS AS SHOWN ON MAP ARE HETTED OUT.
 (2) ESTIMATED POPULATION CALCULATION UTILIZING 3.0 PERSONS PER HOUSEHOLD (pph) FOR SINGLE-FAMILY AND 2.5 pph FOR MULTI-FAMILY (HDR AND HIGHER), RESULTING IN 25,578 PEOPLE [4,981 DU x 2.5 pph] + [4,375 DU x 3.0 pph] = 25,578 POPULATION. THIS IS A PRELIMINARY ESTIMATE AND SUBJECT TO CHANGE.
 (3) THE ALLOCATED SQUARE FOOTAGE (SF) IS IN ADDITION TO EXISTING COMMERCIAL LAND USES.
 (4) AGRICULTURAL RESIDENTIAL (AR), AGRICULTURAL CROPLAND (AG), OPEN SPACE (OS) BUFFER TO THE NORTH AND WEST AND MAJOR ROADS B AREAS ARE NOT INCLUDED IN PROPOSED 1,530-ACRE DEVELOPMENT AREA OR THE UPLANDS EXPANSION REQUEST. IT IS ASSUMED THE "AG-BUFFER" AREA WILL REMAIN AS IS AND NO UNITS ARE ALLOCATED.
 (5) THE 1.6-ACRE CMU SITE LOCATED SOUTHWEST OF THE TOWN CENTER IS DESIGNATED FOR A FIRE STATION AND THEREFORE WAS NOT ALLOCATED RESIDENTIAL UNITS OR COMMERCIAL SF.
 (6) THIS VERSION OF THE PRELIMINARY LAND USE PLAN ACCOUNTS FOR THE MISSING MIDDLE DENSITY BONUS WHICH REDUCES THE OVERALL DENSITY OF VLDR, LDR, LMDR AND CMU TO HAVE 300 LESS UNITS IN THE OVERALL UNIT COUNT UNTIL THE DENSITY BONUS IS USED TO BRING THE TOTAL BACK TO 9,356 UNITS.



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