



STONE BEETLAND  
TRANSIT ORIENTED  
SMART GROWTH

# Sacramento City Council Meeting

October 10, 2023



# Introductions

Clifton Taylor – Principal, Taylor Builders

Isabel Domeyko Taylor – Principal, Taylor Builders

Nick Avdis – Project Manager, Avdis Cucchi LLP

Kate Hart – General Counsel, Taylor Builders

Andrea Mayer – Mayer Consulting

Angelo Obertello – CBG Engineers

Sarah Ellis – Ellis Architects



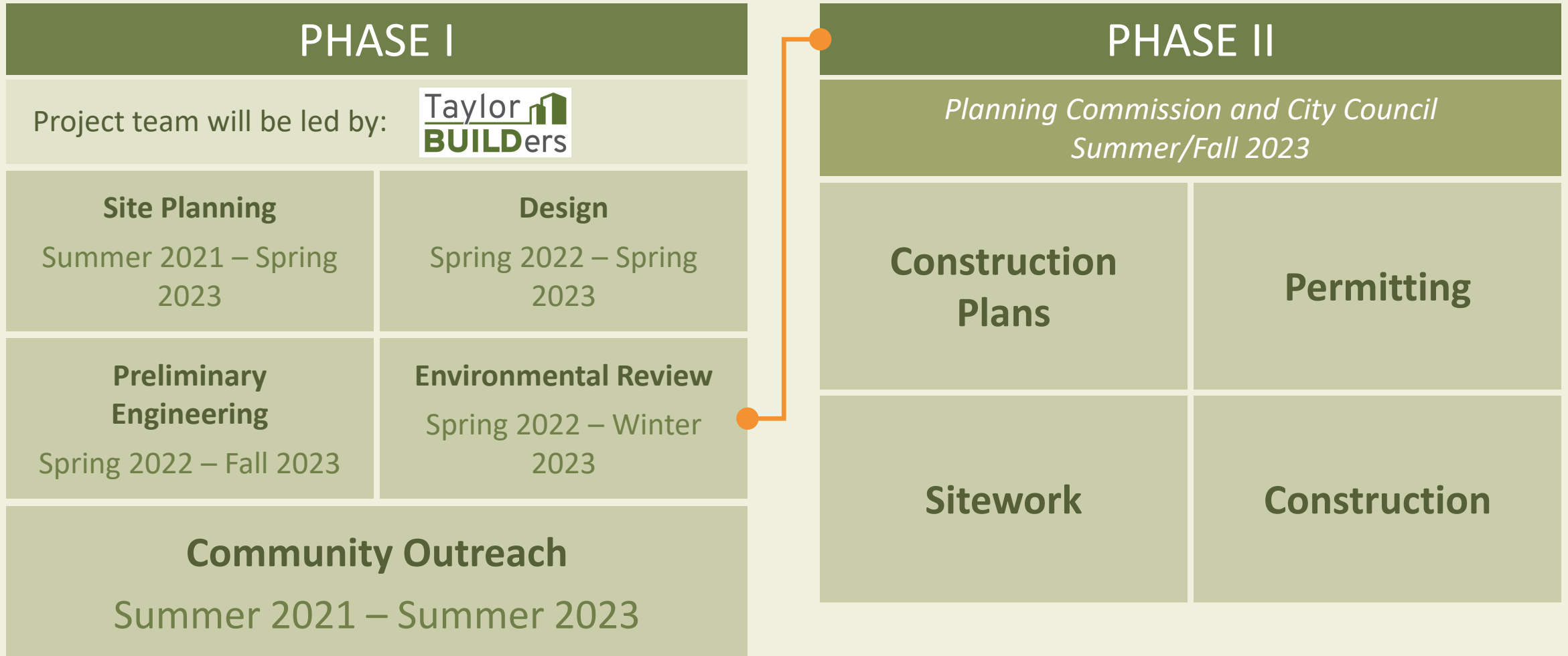
# Project Vision

- Stone Beetland designed as a Transit Priority Project under SB 375 (Steinberg)
- Takes full advantage of existing Morrison Creek LRT Station
- 4 pre-development community listening sessions helped shape design and land use plan
- Exceeds Mixed Income Housing Ordinance requirements – producing approximately 20% affordable onsite
- Consistent with SACOG MTP/SCS and located in a SACOG Green Zone

# Process Overview



The project development will have two main phases of work:





# Location

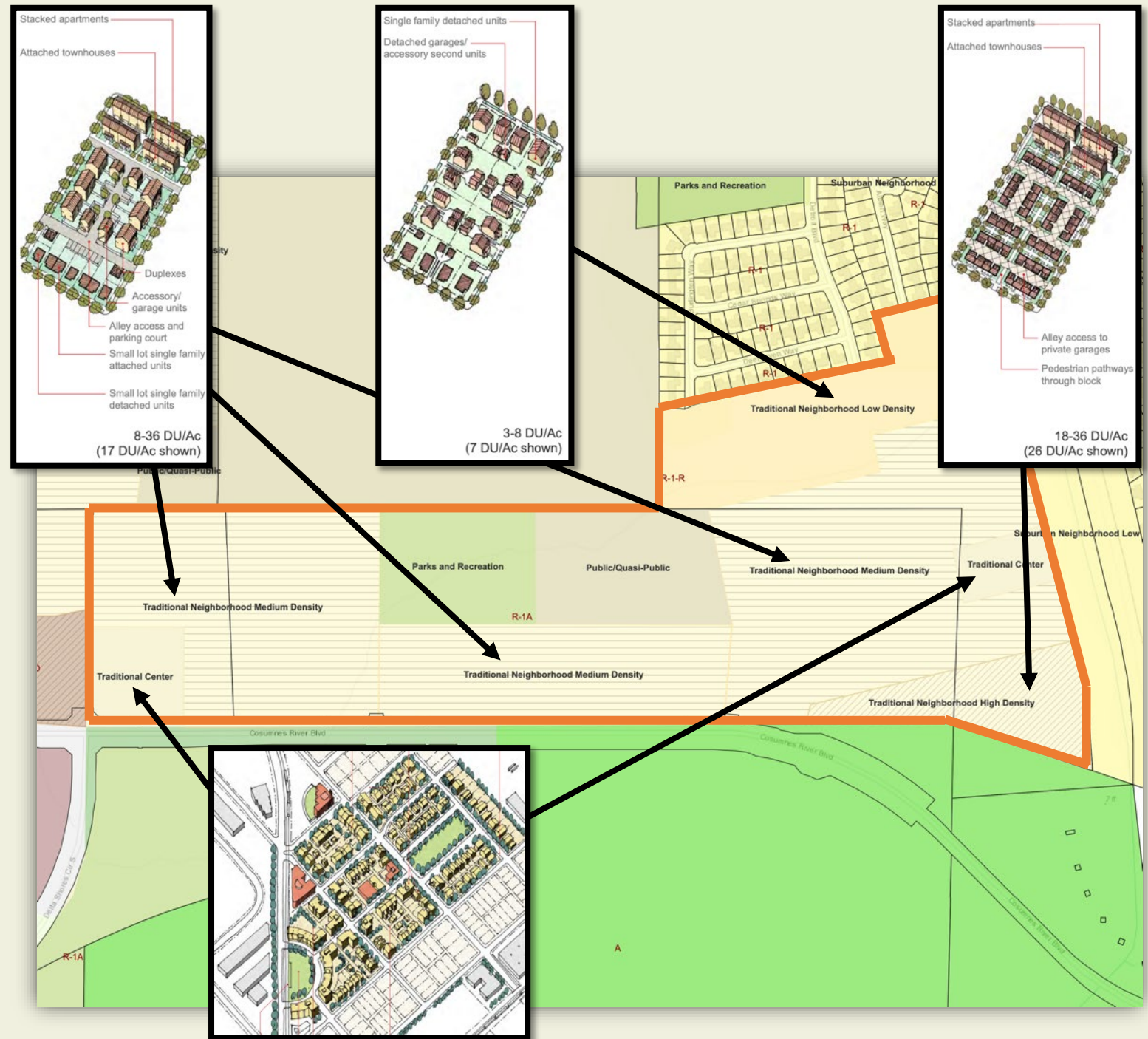
- South of Detroit Community and 102-acre City of Sacramento Site
- West of Deerfield Mesa Grande and Valley Hi Neighborhoods
- 2/3rds of project site is located within 1/2 mile of Morrison Creek Light Rail Station



# Current Land Use

## What Can Be Developed At Stone Beetland Today?

- Medium Density Residential
- High Density Residential
- Traditional Center
- Parks and Recreation / Quasi Public Space





# Timeline



**1988**

- Stone Beetland identified in 1988 City General Plan update as part of new growth area

**2003**

- Dunmore Homes begins planning 1,200 housing unit residential development

**2008**

- Dunmore Homes cancels project due to recession and files bankruptcy

**2012**

- The City includes Stone Beetland in Delta Shores infrastructure plan and designates it Transit Priority Area

**2014**

- Sacramento Regional Transit completes construction of Morrison Creek Light Rail Station at Stone Beetland site

**2016 - 2017**

- Cosumnes River Blvd / I-5 extension is completed and Delta Shores retail stores open to the public

**2021**

- Taylor Builders acquires interest in Stone Beetland site and begins initial planning and outreach

**2022**

- Taylor Builders submits project planning application and continues community outreach

# Community Outreach

- Pre application outreach and community survey in 2021
- Early outreach meetings focused on identifying community thoughts on housing types, mixed use strategy, park and trail development, street connectivity.
- 4 outreach meetings in 2021 – held via Zoom. Community survey completed by 111 residents who identified living in Detroit, Deerfield, or Meadowview community.
- Early comments from Detroit community included limiting or restricting street connectivity. Those comments along with feedback from City Public Works informed street design plan.



# Community Outreach

- July 18, 2022 – Outreach meeting via Zoom to discuss Land use plan, street/mobility framework, and park/trail design. Notification sent via email and meeting flyer delivered door-to-door in Detroit community.
- Fall 2022 – Coordinated w/ Detroit Community on SACOG Green Means Go application. Detroit community submitted letter of support of application to improve storm drainage system.
- May 25, 2023 – In-person outreach meeting at Susan B Anthony. Notifications distributed at Hmong American Celebration Day and emailed to 8,000 residents in D8. 5,600 email notifications opened.
- September 25, 2023 – Zoom meeting hosted by MPT Vang and City Staff to discuss traffic study. Notifications were emailed via MPT Vang's list and hand delivered to residents living in Detroit Community.

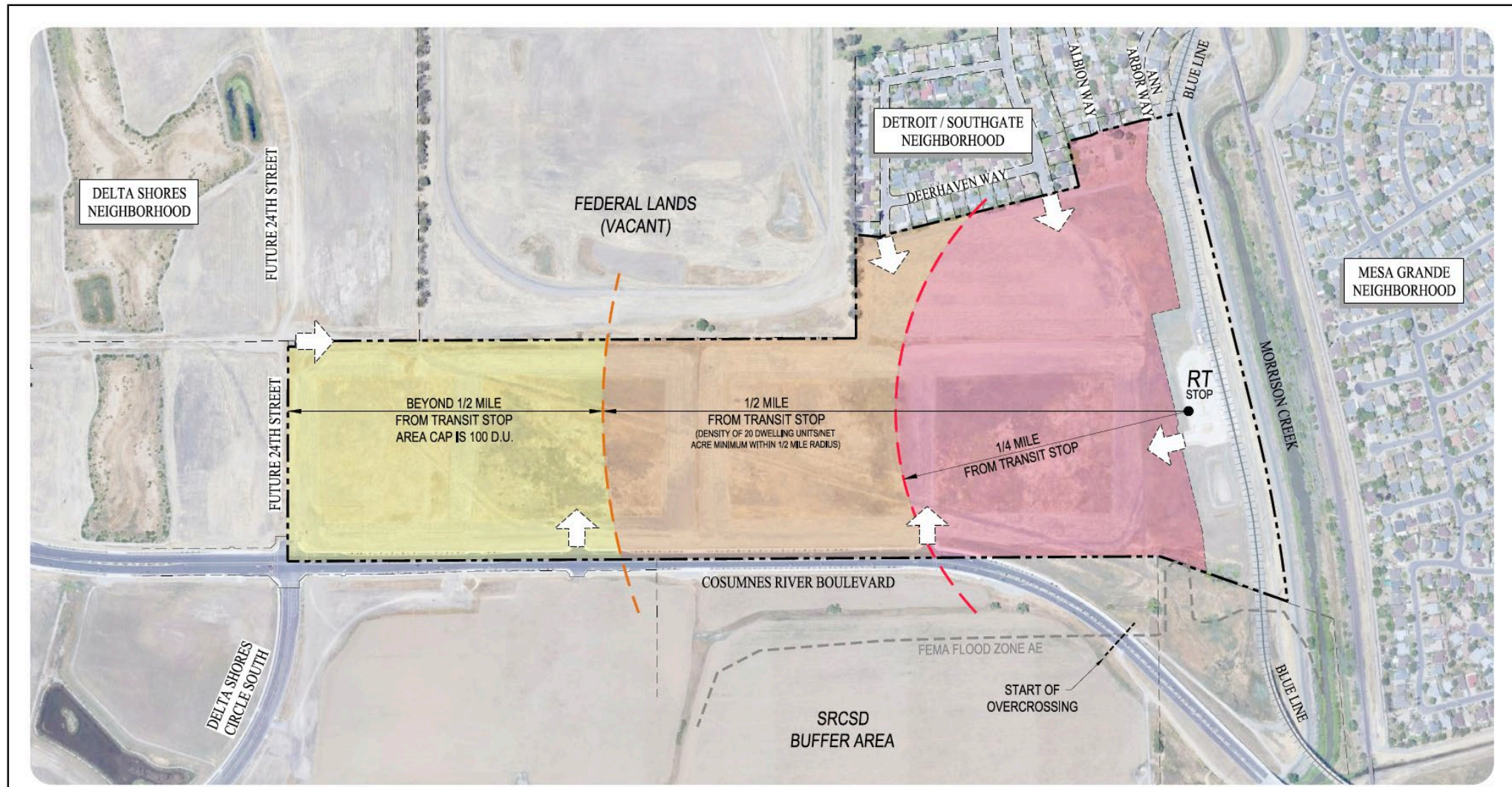
# Key Planning Concepts & Design

- **Embracing Density** - As a Transit Priority Project, Stone Beetland embraces the opportunity to locate a mixed-use Transit Village in the eastern portion of the Plan Area.
- **Housing Diversity** - The West, North and Central Villages are primarily low and medium density residential uses with a range of housing types, such as single family detached, halfplexes, bungalows and courtyard homes, and mixed income and affordable housing.
- **Connectivity and Convenient Access** - The residential village neighborhoods are designed to provide a mix of housing types which are integrated and interconnected. Each of the four Villages are oriented with a park or open space as a central focal element. All residents will be within a five-minute walk (1/4 mile) of a park, activity area or greenbelt trail.
- **Community Cohesion** - A key part of the vision for the Plan Area is that the community is enhanced with a strong sense of place, intended to foster social cohesion and promote non-vehicular modes of travel. The land plan locates community gathering and destination places with a network of trails and greenways, which serve to link surrounding neighborhoods to the resources of the Plan Area.

# SB 375 Transit Priority Project Requirements

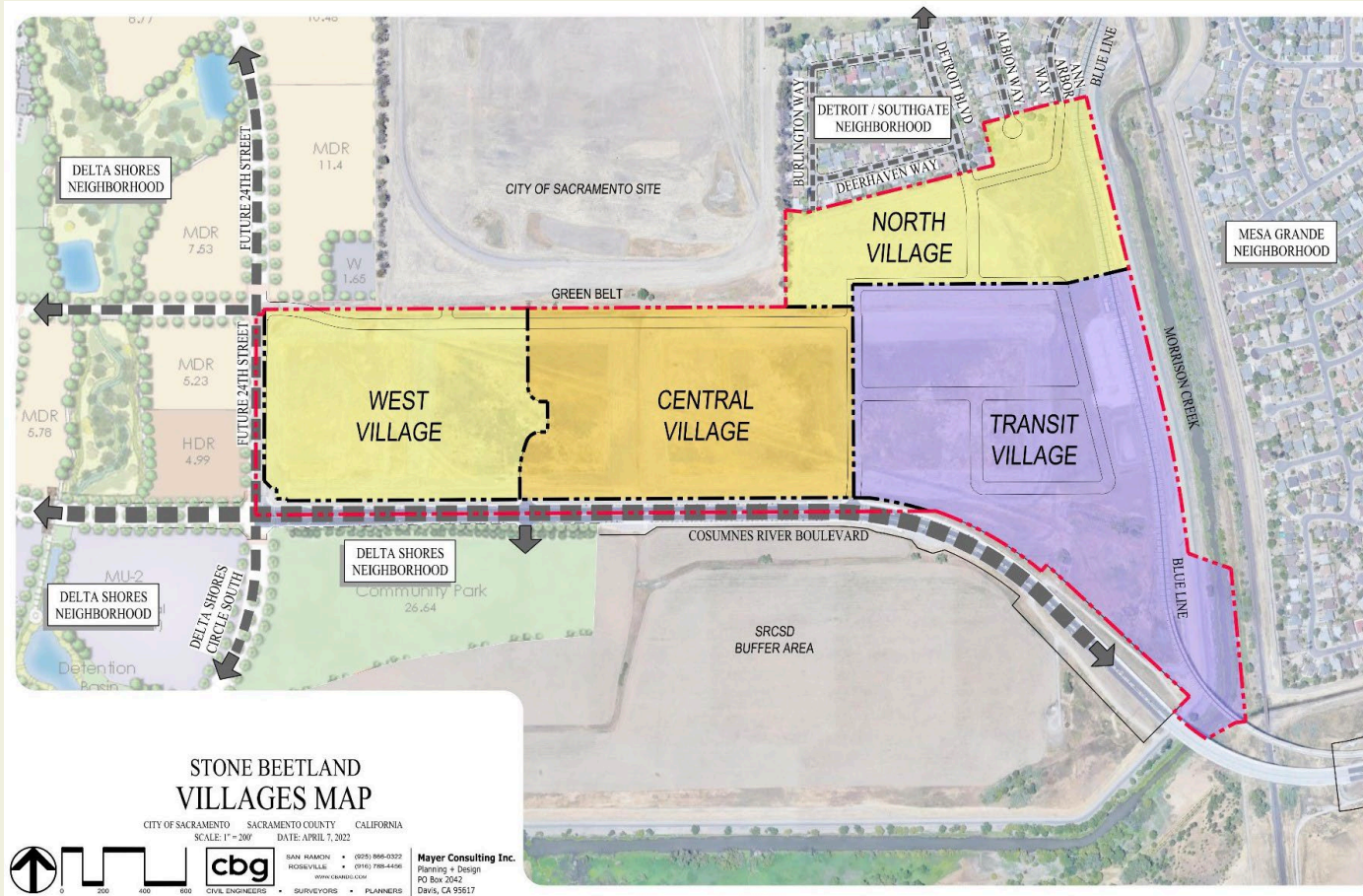
- At least 50% of total site must be designated for residential use
- Must be consistent with the use designation, density, building intensity and applicable policies of the regional Sustainable Communities Strategy
- Must be located within 0.5 miles of a high-quality transit corridor included in the regional transportation plan. Must have less than 10% of units, or no more than 100 units, more than 0.5 miles from transit stop
- A minimum net density of 20 units to the acre

# Transit Priority Project Land Plan





# Planning Area Design

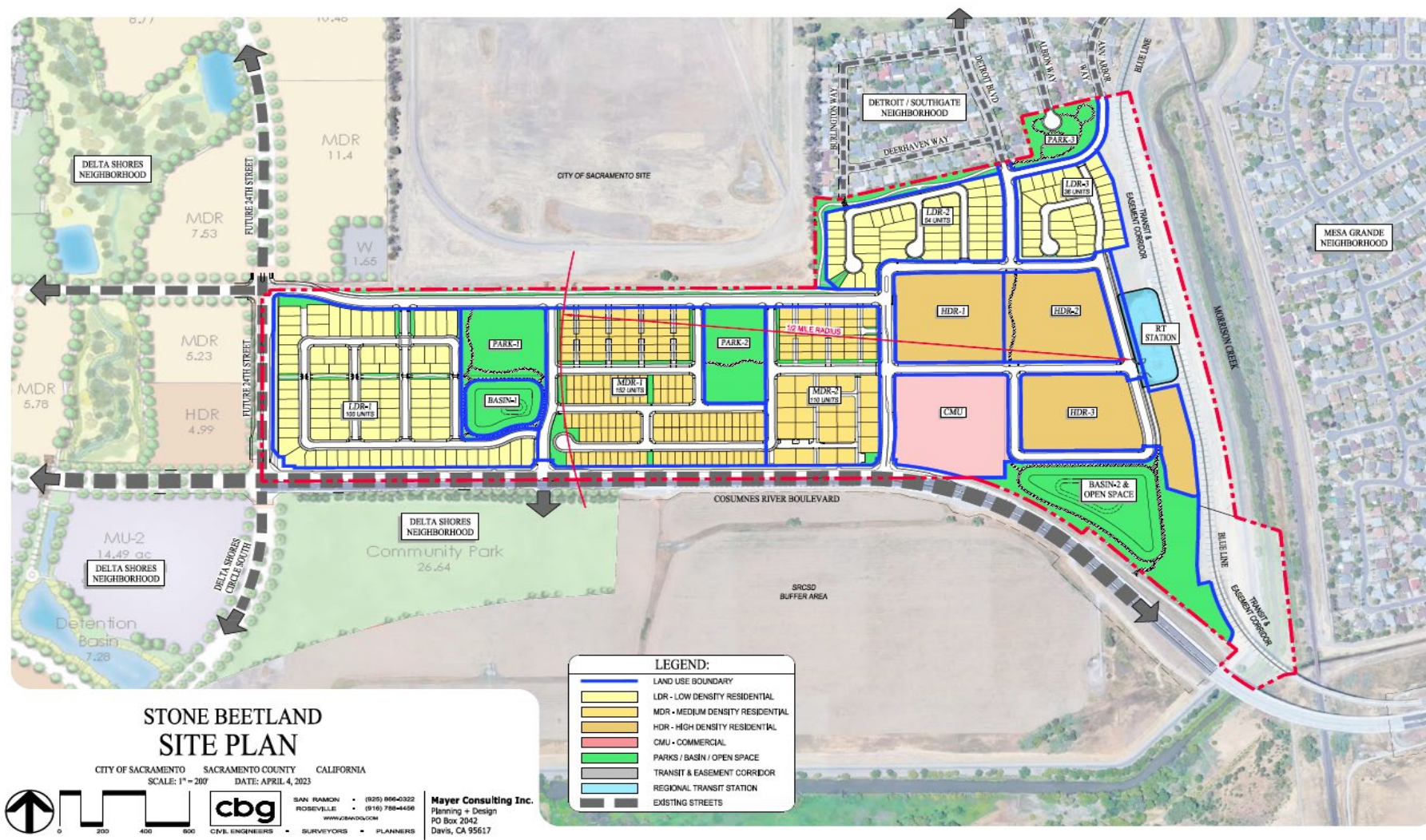


The Plan Area includes four villages:

- Transit Village
- North Village
- Central Village
- West Village



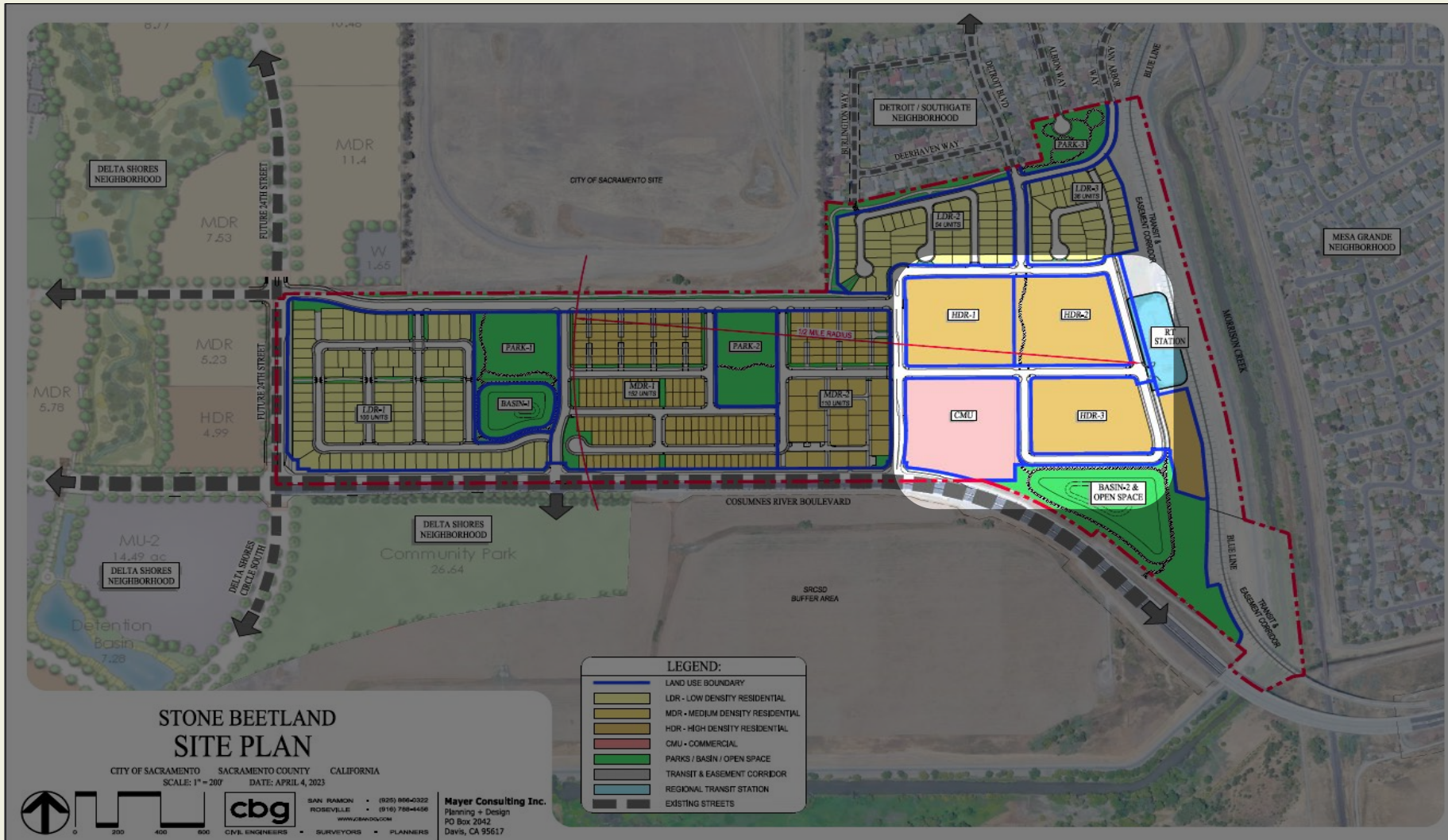
# Project Site Plan





# Project Site Plan - Affordable

- The Project will exceed the 10% onsite affordable housing obligation
- Will provide approximately 20% of the onsite units as affordable
- Project will build 198 regulated affordable units within the Transit Area

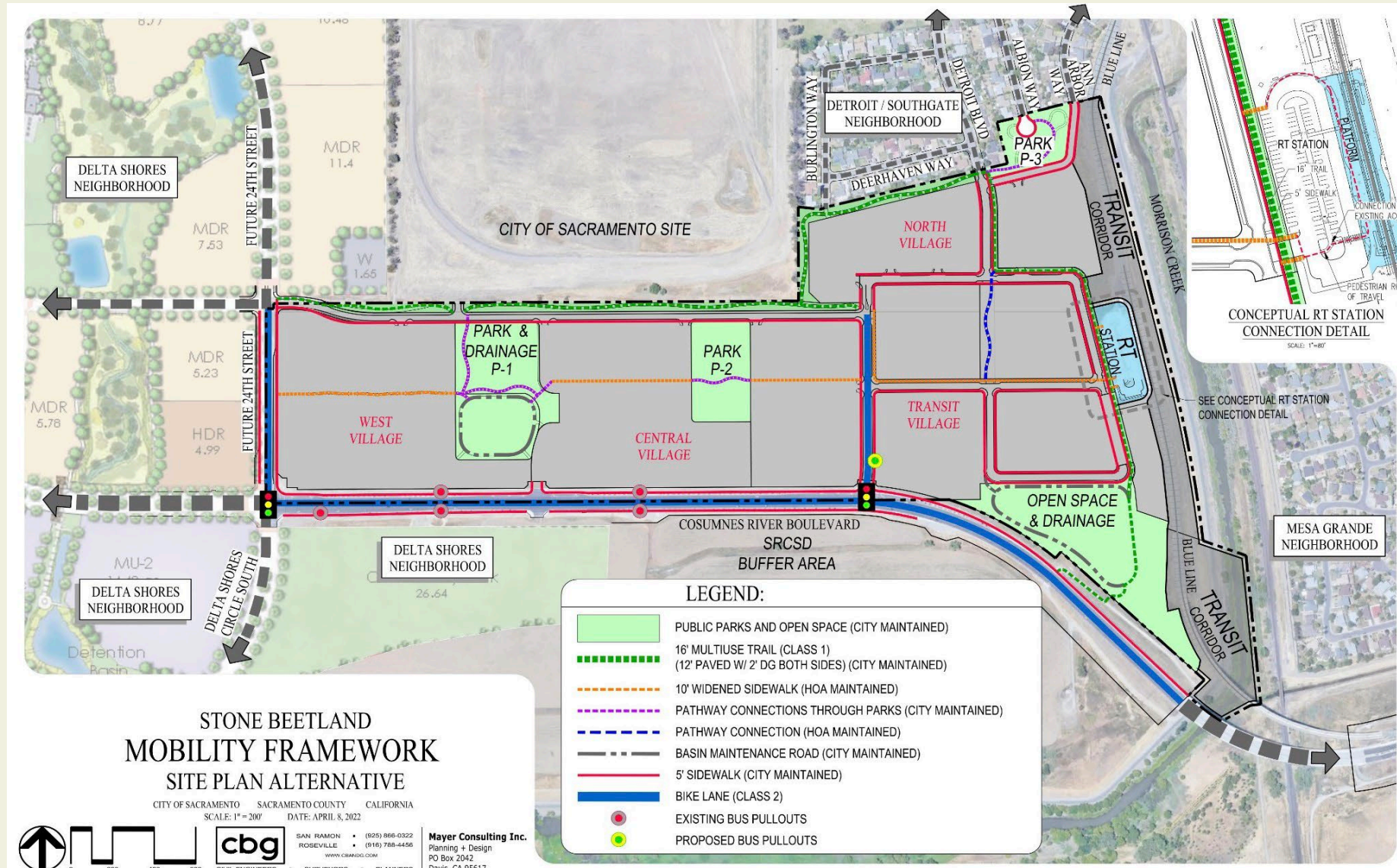


# Street and Park Configuration

- Grid-based street configuration creates walkable/bikeable in all four villages to key amenities.
- Indirect connection at Ann Arbor Way through park, enhances north-south connectivity while reducing vehicular speeds. Design influenced by community input from Detroit Community
- Bike and Pedestrian network focuses on complete streets, bicycle lanes, and greenways enhance circulation.
- Streets feature separated sidewalks with planters for a consistent tree canopy, offering shade and comfort in hot months.

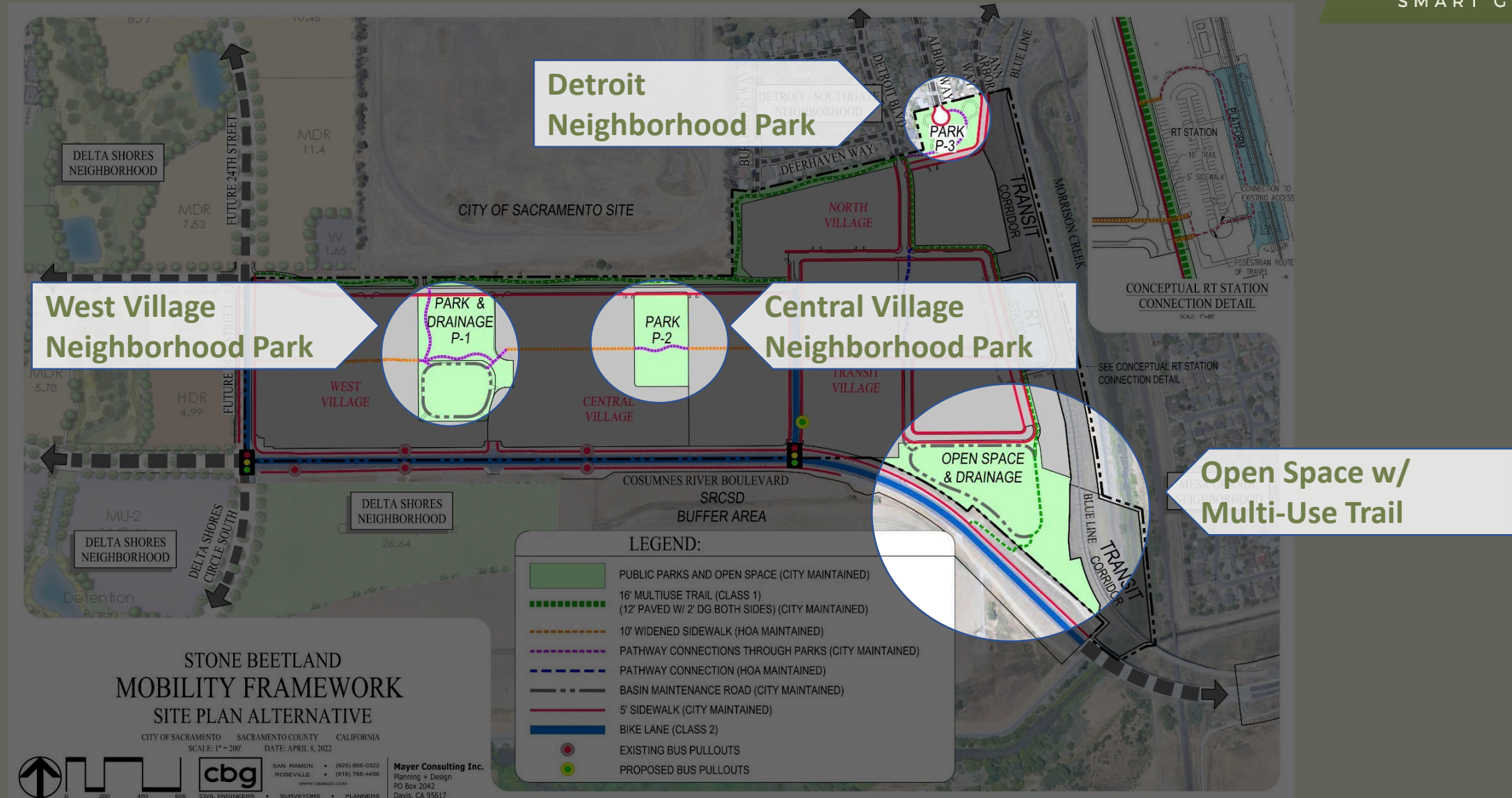


# Parks and Trails Design

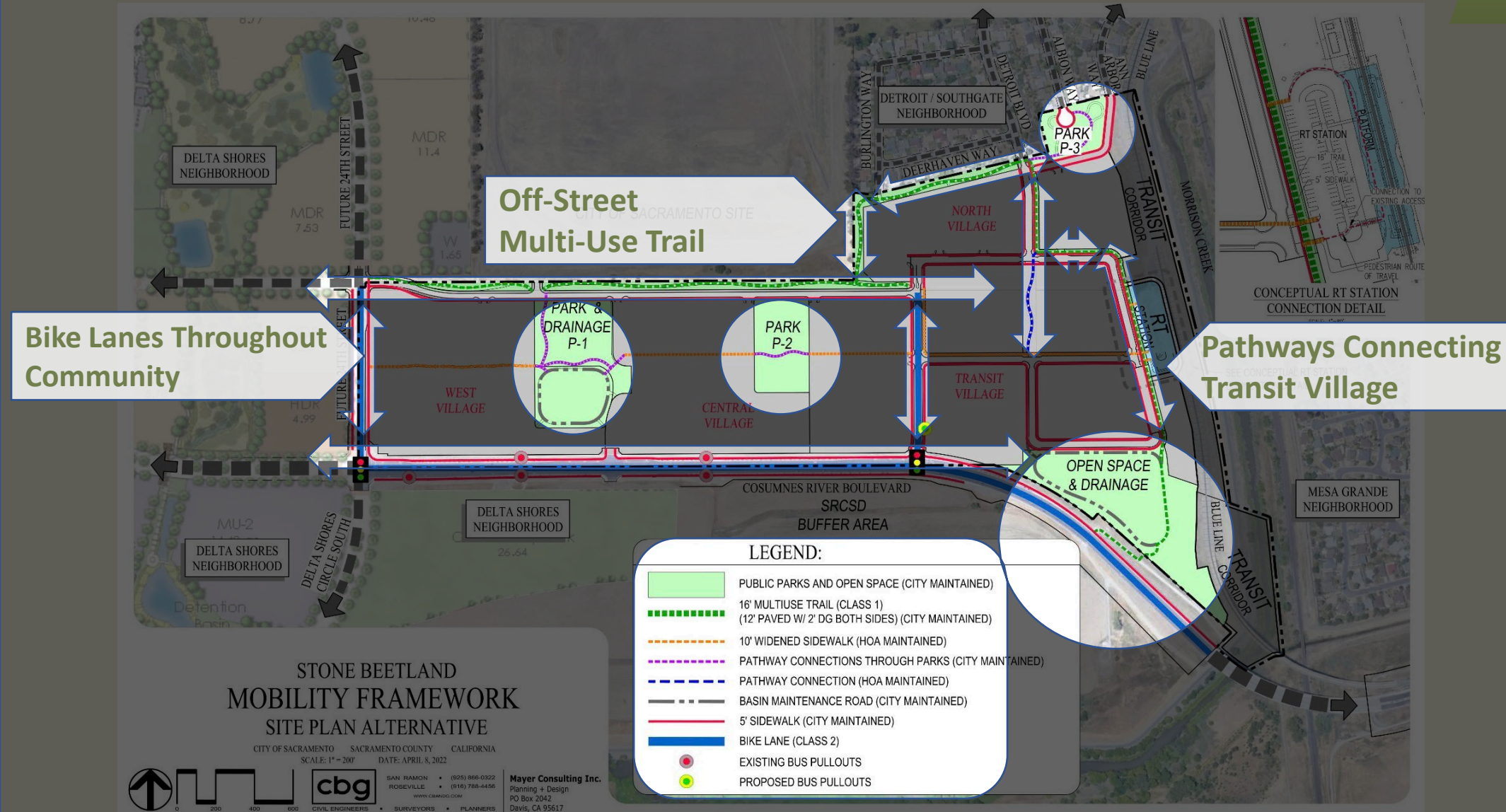




# Parks and Trails Design



# Parks and Trails Design





**Thank you and happy to answer questions.**

