

**Meeting Date:** 6/17/2014

**Report Type:** Public Hearing

**Report ID:** 2014-00358

**Title:** ParkeBridge Post Subdivision Modification Project (P13-066) [Noticed 06/06/2014]

**Location:** 3800 Fong Ranch Road, District 3

**Recommendation:** Conduct a public hearing and upon conclusion, 1) pass a Resolution approving the Addendum to a Certified Environmental Impact Report and an adopted Mitigation Monitoring Program; 2) pass a Resolution amending the General Plan to re-designate the land use on approximately 72.80 acres; 3) pass a Resolution amending the PUD Guidelines and Schematic Plan for the ParkeBridge Planned Unit Development; 4) pass a Resolution approving the Post Subdivision Modification to the ParkeBridge tentative map and approving the Site Plan and Design Review on approximately 90.5 gross acres for future residential development.

**Contact:** David Hung, Associate Planner, (916) 808-5530; Lindsey Alagozian, Senior Planner, (916) 808-2659, Community Development Department

**Presenter:** David Hung, Associate Planner, (916) 808-5530, Community Development Department

**Department:** Community Development Dept

**Division:** Planning

**Dept ID:** 21001221

**Attachments:**

- 1-Description/Analysis
- 2-Background
- 3-Vicinity Map
- 4-Resolution CEQA
- 5-Resolution General Plan Amendment
- 6-Resolution ParkeBridge PUD Amendments
- 7-Resolution Post Sub Mod
- 8-Post Subdivision Modification Exhibit
- 9-Previous Approved Tentative Map

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**City Attorney Review**

Approved as to Form  
Jeffrey Heeren  
6/10/2014 11:10:29 AM

**Approvals/Acknowledgements**

Department Director or Designee: Ryan Devore - 5/29/2014 4:29:50 PM

## Description/Analysis

**Issue Detail:** The project consists of entitlements to allow the future development of approximately 90.5 gross acres with 530 residential units (388 single-unit detached dwellings and 142 condominium units), two park sites, two landscape lots, and various landscape and drainage corridors. The proposed project is a modification of the ParkeBridge development, previously approved by the Planning Commission and the City Council in 2006 (P04-212) within the ParkeBridge Planned Unit Development (PUD). Current entitlements include a request for a General Plan Amendment, PUD Guidelines and Schematic Plan Amendment, Post Subdivision Modification, and Site Plan and Design Review.

### Policy Considerations:

**General Plan.** The previously approved project in 2006 (P04-212) re-designated approximately 59.4 acres of the project site to General Plan designation Low Density Residential (4-15 dwelling units per net acre or du/na), which comprise of Villages 2, 3 and 4; approximately 13.9 acres was re-designated to Medium Density Residential (16-29 du/na) which comprise of Village 1. With the adoption of the 2030 General Plan in 2009, the area comprising Villages 2 and 3 was inadvertently designated Suburban Neighborhood Low Density (3-8 du/na). The proposed density of Village 2 is 14 du/na and Village 3 is 10.6 du/na. Therefore, in order to allow the project to be developed as envisioned, the area comprising of Villages 2 and 3 needs to be re-designated to Suburban Neighborhood Medium Density (7 to 17 du/na). Village 4, which has a density of 7.9 du/na, meets the Suburban Neighborhood Low Density designation on its own, but since the combined average density of all villages is in the range of Suburban Neighborhood Medium Density, staff supports the Suburban Neighborhood Medium Density designation for Village 4. Village 1, which has a proposed density of 13.5 du/na, was designated as Suburban Neighborhood Medium Density and is to remain under that designation. The current and proposed General Plan land use designations for the project site are shown in the following table:

<b>Designation</b>	<b>Existing (ac)</b>	<b>Proposed (ac)</b>	<b>Difference (ac)</b>
Suburban Neighborhood Low Density I (3-8 du/na)	62.5 gross (includes Villages 2, 3, 4)	0	-62.5
Suburban Neighborhood Medium Density (7-17 du/na)	14.7 gross (includes Village 1)	77.2 gross (includes Villages 1, 2, 3, 4)	+62.5
Parks-Recreation-Open Space	13.3 gross	13.3 gross	0
<b>TOTAL</b>	90.5 gross	90.5 gross	

With the proposed General Plan Amendment, all the villages will be designated as Suburban Neighborhood Medium Density, which provides for medium-density housing that includes small-lot single-family detached dwellings and multi-family dwellings such as condominiums. None of the

villages exceeds the maximum allowed density of 17 units per net acre. The proposed project can be supported based on the following General Plan goals and policies:

**Goal LU 4.1 Neighborhoods.** *Promote the development and preservation of neighborhoods that provide a variety of housing types, densities, and designs and a mix of uses and services that address the diverse needs of Sacramento residents of all ages, socio-economic groups, and abilities.* Staff finds that the proposed project promotes diversity in housing types and densities that addresses the housing needs for residents.

**Goal LU 4.3 Suburban Neighborhoods.** *Encourage the creation of more complete and well-designed suburban neighborhoods that provide a variety of housing choices and mix of uses that encourage walking and biking.* Staff finds that: 1) the proposed project provides variety of housing choices and encourages walking and biking with the available park sites and trails, and 2) the proposed project is compatible with the surrounding land uses.

**Policy H-2.1.1 Adequate Supply of Land.** *The City shall maintain an adequate supply of appropriately zoned land with public services to accommodate the projected housing needs in accordance with the General Plan.* Staff finds that the proposed project will contribute towards an adequate supply of land with public services to accommodate future housing needs.

Staff supports the proposed General Plan Amendment in order to allow the ParkeBridge PUD to develop as designed in 2006. The General Plan Amendment will allow the proposed density for Villages 2, 3 and 4 to be consistent with the General Plan. Staff finds that the amendment is internally consistent with the goals, policies, and other provisions of the general plan, promotes the public health, safety, convenience, and welfare of the city, and is consistent with the zoning classification of the subject site.

**Economic Impacts:** None

**Environmental Considerations:** The City prepared and certified an environmental impact report (EIR) for the ParkeBridge project (City Council Resolution No. 2006-192). CEQA Guidelines section 15162 provides that a lead agency shall not prepare a subsequent EIR for the project unless certain circumstances are present, none of which are present here. In this case, the entitlements sought by the applicant would make minor changes in the project components, and the general plan amendment now required is due to a change in the land use designation at the time the 2030 General Plan was adopted. No new significant effects are present.

An Addendum has been prepared for the current project because only minor changes are needed in the environmental documentation. (CEQA Guidelines section 15164). The mitigation monitoring program that was adopted for the original project will remain in effect.

The Addendum, EIR for the original project, resolution certifying the EIR and the mitigation monitoring program are posted on the Community Development website at:

<http://portal.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports:>

- [Draft EIR](#)
- [Final EIR](#)
- [City Council Resolution 2006-192](#)

- [Addendum to EIR](#)

**Sustainability:** The City has adopted a Sustainability Master Plan to complement the City's General Plan. This was done to ensure that the City set the standard for the practices of sustainability within its own organization as well as becoming a model for any construction projects within the City. Projects should consider the following goals adopted by the City as projects are proposed within the City: 1) Reduce consumption of material and encourage the reuse and local recycling of materials; 2) Reduce the use of toxic materials; 3) Establish and continuously improve "green" building standards for both residential and commercial development--new and remodeled; 4) Reduce dependence on the private automobile by working with community partners to provide efficient and accessible public transit and transit supportive land uses; 5) Reduce long commutes by providing a wide array of transportation and housing choices near jobs for a balanced, healthy city; 6) Improve the health of residents through access to a diverse mix of wellness activities and locally produced food, promote "greening" and "gardening" within the City; 7) Create "Healthy Urban Environments" through Restorative Redevelopment; and 8) Maintain and expand the urban forest.

Staff recommends that the applicant introduce sustainable practices during the construction of the proposed project. Staff recommends the use of energy efficient design, and the use of local materials as a minimum standard for this project.

**Commission/Committee Action:** On March 5, 2014, the Subdivision Review Committee, with all ayes, voted to recommend approval of the proposed Tentative Map, subject to conditions of approval. On April 24, 2014, the City Planning and Design Commission forwarded a recommendation of approval to the City Council with a vote of 9 ayes to 0 noes.

**Rationale for Recommendation:** The project is consistent with the policies of the General Plan for the Suburban Neighborhood Medium Density designation and the zoning designations of R-1A-PUD and R-2A-PUD. The proposal is compatible with surrounding uses which includes residential dwellings and schools. The project will promote a variety of housing types and densities to address the diverse needs of Sacramento residents of all ages, socio-economic groups, and abilities.

**Financial Considerations:** This project has no fiscal considerations.

**Local Business Enterprise (LBE):** No goods or services are being purchased under this report.

## Background

**Background Information:** On February 9, 2006, the Planning Commission approved the tentative map, subdivision modifications and special permits for the construction of 531 residential units for the project known as ParkeBridge, and forwarded a recommendation to the City Council for the approval of a Development Agreement, General Plan Amendment, Rezone, and PUD Designation, Guidelines and Schematic Plan for the project (P04-212). On March 21, 2006, the City Council approved the aforementioned entitlements. The project was never constructed and the subject site has remained vacant. The Development Agreement and the special permits have since expired and no time extensions were filed. In 2009, the city adopted the 2030 General Plan along with new general plan land use designations; the subject site was divided into Suburban Neighborhood Low Density, Suburban Neighborhood Medium Density, and Parks and Recreation.

**Public/Neighborhood Outreach and Comments:** Upon receiving the application, staff routed the proposal to neighborhood groups and associations which included Natomas Community Association, Gardenland/Northgate Neighborhood Association, South Natomas Against Crime, Sacramento Area Bicycle Advocates (SABA), and WalkSacramento. Staff has received a comment letter from an adjacent neighbor (see exhibit) and response was made by Public Works.

**Planning and Design Commission Public Hearing:** At the April 24, 2014 Planning and Design Commission hearing, the Commission considered the project and forwarded a recommendation of approval to the City Council.

### Project Design:

#### ***PUD Guidelines and Schematic Plan Amendment***

The applicant is proposing amendment to the ParkeBridge PUD Guidelines to update the development standards for dwellings in the four villages. The PUD Schematic Plan also needs to be updated due to the revisions to the street layouts and lotting patterns for the residential and landscape lots.

The project includes four distinctive housing types within four villages, with different setbacks, lot coverage and height requirements for each village. Following is a summary of the different housing types proposed and the setback, lot coverage and height requirement that is proposed for each village:

<b>List of Housing Types</b>		
<b>Village:</b>	<b>Housing Type:</b>	<b>Typical Lot Size:</b>
Village 1	Condominiums, Townhomes	
Village 2	Single-Unit Detached	34' x 73' or 2,550 S.F.
Village 3	Single-Unit Detached	45' x 80' or 3,600 S.F.
Village 4	Single-Unit Detached	50' x 100' or 5,000 S.F.

<b>Village 1 (Setback, Lot Coverage and Height)</b>		
<b>Criteria:</b>	<b>Previous Requirement (P04-212):</b>	<b>Proposed Requirement (P13-066):</b>
Front Yard Setback (Min.)	12'-0" to building (living area) 10'-0" to porch 3'-0" to courtyard (less than 4' high)	No change
Rear Setback (Min.)	4'-0" to garage from edge of alley way	No change
Side Yard Setback (Min.)	0' at interior 3'-0" at end condition	0' interior one side 0' and 3' one side if detached
Building Separation (Min.)	30'-0" garage to garage 20'-0" side to side 40'-0" building / building 22'-0" porch / porch	28' (door to door) 15' (between multi-unit buildings) 30' (building to building) 14' (porch to porch)
Building Coverage (Max.)	100%	100% (may be required if town home lots are proposed to encompass only the building footprint)
Building Height (Max.)	35 feet	No change
Landscape Area (Min.)	None	20% of overall site

<b>Village 2 (Setback, Lot Coverage and Height)</b>		
<b>Criteria:</b>	<b>Previous Requirement (P04-212):</b>	<b>Proposed Requirement (P13-066):</b>
Front Yard Setback (Min.)	10'-0" to living area/porch 18'-0" to front entry garage	No change
Rear Setback (Min.)	10'-0"	No change
Interior Side Yard Setback (Min.)	5'-0" typical 5'-0" for side entry on interior lots	4' or zero lot line with 0 on one side and 4' other side
Street Side Yard Setback (Min.)	12'-6" to living area 10'-0" to porches	10' to living area 10' to porches
Rear Patio Covers	5'-0"	No change
Second Story Decks	10'-0"	No change
Front Courtyard Walls (5' height or less)	5'-0" on front 0' on side 5'-0" on street side	No change
Front Courtyard Walls (More than 5' high)	10'-0" on front 0' on side 5'-0" on street side	No change
Building Coverage (Max.)	50% for 2-story plans 65% for 1-story plans	60% for 2-story plans 70% for 1-story plans
Building Height (Max.)	35 feet	No change

<b>Villages 3A and 3B (Setback, Lot Coverage and Height)</b>		
<b>Criteria:</b>	<b>Previous Requirement (P04-212):</b>	<b>Proposed Requirement (P13-066):</b>
Front Yard Setback (Min.)	10'-0" to living area/porch 18'-0" to front entry garage	No change
Rear Setback (Min.)	15'-0"	No change
Interior Side Yard Setback (Min.)	5'-0"	No change
Street Side Yard Setback (Min.)	12'-6" to living area 10'-0" to porches	10' to living area 10' to porches
Rear Patio Covers	5'-0"	No change
Second Story Decks	10'-0"	No change
Front Courtyard Walls (5' height or less)	5'-0" on front 0' on side 5'-0" on street side	No change
Front Courtyard Walls (More than 5' high)	10'-0" on front 0' on side 5'-0" on street side	No change
Building Coverage (Max.)	50% for 2-story plans 65% for 1-story plans	55% for 2-story plans 65% for 1-story plans
Building Height (Max.)	35-ft	No change

<b>Village 4 (Setback, Lot Coverage and Height)</b>		
<b>Criteria:</b>	<b>Previous Requirement (P04-212):</b>	<b>Proposed Requirement (P13-066):</b>
Front Yard Setback (Min.)	12'-6" to living area/porch 20'-0" to front entry garage	No change
Rear Setback (Min.)	15'-0"	No change
Interior Side Yard Setback (Min.)	5'-0"	No change
Street Side Yard Setback (Min.)	12'-6" to living area 10'-0" to porches	12.5' to living area 12.5" to porches
Rear Patio Covers	10'-0"	No change
Second Story Decks	10'-0"	No change
Front Courtyard Walls (5' height or less)	5'-0" on front 0' on side 5'-0" on street side	No change
Front Courtyard Walls (More than 5' high)	10'-0" on front 0' on side 5'-0" on street side	No change
Building Coverage (Max.)	50% for 2-story plans 65% for 1-story plans	55% for 2-story plans 60% for 1-story plans
Building Height (Max.)	35-ft	No change

The architectural criteria and façade vignettes sections have been removed from the previously approved guidelines. House design will be reviewed against the City’s citywide design checklist. A section has been added to the guidelines for procedures of approval and amendment to coincide with City Code. Staff supports the guidelines amendment since: 1) the proposed requirements are generally consistent with the previous approval and allow more flexibility to the developments, 2) the building design will be consistent with citywide design checklist, and 3) the review and approval process will be consistent with planning code requirements.

The PUD Schematic Plan is revised as follows:

<b>ParkeBridge PUD Schematic Plan</b>		
<b>Key:</b>	<b>Description:</b>	<b>Density</b>
Village 1	Residential: Condominium Units	13.5 du/ac
Village 2	Residential: Cottage Lots (34’ x 73’)	14.0 du/ac
Village 3A	Residential: Cottage Lots (45’ x 80’)	10.8 du/ac
Village 3B	Residential: Cottage Lots (45’ x 80’)	10.0 du/ac
Village 4	Residential: Standard Lots (50’ x 100’)	7.9 du/ac
Lot A	Park Site	n/a
Lot F	Park Site	n/a
Lot G	Open Space/Detention Basin	n/a

Staff supports the PUD Schematic Plan amendment since the density of each village will be consistent with the proposed and approved General Plan land use designations and will promote a variety of housing types, and will not create a negative impact on adjacent uses.

**Post Subdivision Modification**

The applicant is proposing to revise the approved tentative map for the ParkeBridge development (P04-212). Since the revised map involves changes to the street layout within the subdivision, the re-location of lots due to the new street layout, and size changes to a multitude of lots, a post subdivision modification approval is required. The previous approved tentative map approved a total of 531 residential units with various landscape lots and park sites. The revised tentative map proposes to subdivide approximately 90.5 acres into 530 residential units (388 single-unit detached dwellings and 142 condominium units), two park sites, two landscape lots, and various landscape and drainage corridors as detailed below:

<b>Map Components</b>			
<b>Village/Lot No.:</b>	<b>Size of Parcels (gross acre / net acre):</b>	<b>Zoning:</b>	<b>Description:</b>
Village 1 (Lot 1)	14.7 / 10.5	R-2A-PUD	Remainder Lot (proposed 142 units)
Village 2	16.9 / 9.8	R-1A-PUD	138 units (cottage lot)
Village 3A	17.9 / 10.6	R-1A-PUD	115 units (cottage lot)
Village 3B	8.4 / 3.7	R-1A-PUD	37 units (cottage lot)

Village 4	19.3 / 12.4	R-1A-PUD	98 units (standard lot)
Lot A	3.8	A-OS	Park Site
Lots B, C, D and E	0.03, 0.7, 0.3, 0.9	R-1A-PUD, R-2A-PUD	Landscape Corridor
Lot F	0.5	R-1A-PUD	Park Site
Lot G	6.0	A-OS	Drainage Corridor/Open Space
Lots H, I, J	0.8, 2.6, 0.4	R-1A-PUD, A-OS	Landscape Corridor/Open Space
Lot K	2.4	R-1A-PUD	Remainder Lot
Lots L, M	0.1, 0.5	R-1A-PUD	Landscape Lot/Landscape Corridor
Lots N	0.9	A-OS	Drainage Corridor/Open Space
Lot O	0.7	R-1A-PUD	Landscape Corridor

City services are available to serve all of the proposed parcels and standard subdivision improvements (i.e. curbs, gutters, sidewalks) will be constructed.

Remainder Lots: Both Lot 1 and Lot K are remainder lots with no development proposal at this time. Future proposals on the remainder lots, whether for condominiums or detached dwellings, shall be subject to planning entitlement process.

Vehicular Circulation: The project site is bounded by Interstate 80 to the north, city park to the west, a drainage ditch and single-unit dwellings to the south and vacant land to the east. The project site is accessed from the extension of Fong Ranch Road, which currently runs along the east side of Natomas High School. Fong Ranch Road continues eastward through the project site until it dead-ends at the detention basin (Lot G). A 76-ft wide I.O.D. (Irrevocable Offer of Dedication) to the City is shown within the Detention Basin for access purpose and for possible future extension of Fong Ranch Road to the east. A proposed bridge is shown for connection to Bridgeford Drive to the south. A series of minor residential streets are also shown throughout the project site; traffic circles are proposed at certain intersections on Fong Ranch Road for traffic calming purposes.

Following is the description of the main street sections within the project site:

<b>Main Street Sections</b>		
<b>Street</b>	<b>R.O.W. Width</b>	<b>Details</b>
Fong Ranch Road (East)	76'	6' bike lane, 7' parking
Fong Ranch Road (West)	64'	7' bike lane
Fong Ranch Road (Bridge)	53'	8.5' ped/bike trail, 6' bike lane
Typical Residential Street	53'	5' sidewalk, 6.5' planting strip

All public streets will be constructed to City standards. Streets and sidewalk improvements on Fong Ranch Road will be built or repaired to match the existing cross sections.

Pedestrian/Bike Circulation: Separated sidewalks per the City's Pedestrian Friendly standards are proposed at various streets and within the project site. The applicant

shall install a bicycle/pedestrian trail within the landscape corridor and buffer area adjacent to the sound wall along Interstate 80 on the northern boundary of the project. A bicycle/pedestrian trail will be constructed to run parallel to the drainage canal on the south side of the project; this trail will connect to the bicycle/pedestrian bridges over the canal. The applicant shall design and construct two bicycle/pedestrian bridges from the project site to the existing single family homes neighborhood to the south. The location, access points and design of the bicycle/pedestrian bridges shall be to the satisfaction of the Department of Public Works.

Walls and Fencing: A continuous masonry sound wall, minimum of seven feet in height, shall be constructed along the northern boundary of the site abutting Interstate 80 and will mitigate noise impact; fencing will be constructed next to the levee at the drainage canal on the south side of the site.

Park Sites and Open Space: Lots A and F will serve as park sites for public usage. Lot G (detention basin) shall be dedicated to the city. Various landscape lots, landscape corridors and open space lots are planned for the development.

Subdivision Modifications: The applicant is requesting a non-standard elbow at Street J (Sub Mod #1 on map exhibit) and a non-standard tangent at the intersection of Street P and Street N (Sub Mod #2 on map exhibit). Public Works has reviewed the requests and found them to be acceptable, subject to the conditions per this project.

Agency Comments: Staff has received comments from SMUD, Sacramento Area Sewer District (SASD) and Caltrans on the subject project. City staff has also responded to comments from SMUD and Caltrans on separate occasions.

Subdivision Review Committee: On March 5, 2014, the Subdivision Review Committee, with all ayes, voted to recommend approval of the proposed Tentative Map, subject to conditions of approval.

In evaluating tentative maps, the Council is required to make the following findings:

1. None of the conditions described in Government Code Section 66474, subsection (a) through (g), inclusive, exist with respect to the proposed subdivision;
2. The proposed subdivision, together with the provisions for its design and improvement, is consistent with the City General Plan and Title 16 Subdivisions of the City Code, which is a specific plan of the City (Gov. Code §66473.5);
3. The discharge of waste from the proposed subdivision into the existing community sewer system will not result in a violation of the applicable waste discharge requirements prescribed by the California Regional Water Quality Board, Central Valley Region, in that existing treatment plants have a design capacity adequate to service the proposed subdivision (Gov. code §66474.6);
4. The design of the proposed subdivision provides, to the extent feasible, for future passive or natural heating and cooling opportunities (Gov. Code §66473.1);

5. The Council has considered the effect of the approval of this tentative subdivision map on the housing needs of the region and has balanced these needs against the public service needs of its residents and available fiscal and environmental resources (Gov. Code §66412.3).

Staff finds that the Tentative Map is consistent with the policies of the General Plan and Title 16 of the City Code. The site is physically suitable for the type of development proposed and suited for the proposed density; the design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife and their habitat, and the design of the subdivision and the type of improvements will not conflict with easements, acquired by the public at large, for access through or use, of, property within the proposed subdivision. The project will not overly burden the sewer system, nor will it preclude future passive or natural heating and cooling opportunities.

Staff recommends approval of the Post Subdivision Modification with conditions as it is consistent with the policies of the General Plan, the Subdivision Map Act, and the PUD Guidelines and Schematic Plan.

### Site Plan and Design Review

The project requires the approval of Site Plan and Design Review for approximately 90.5 gross acres for future residential development.

<b>Residential Lots</b>					
<b>Village #</b>	<b>Lot Sizes</b>	<b>Number of Units</b>	<b>Net Acreage</b>	<b>Proposed Density</b>	<b>Allowed Density</b>
1	n/a	142	10.5	13.5	7-17
2	34' x 73'	138	9.8	14.0	7-17
3A	45' x 80'	115	10.6	10.8	7-17
3B	45' x 80'	37	3.7	10.0	7-17
4	50' x 100'	98	12.4	7.9	7-17
	Total	530		11.3	7-17

As shown in the chart above, the lot sizes, units and density are consistent with the PUD Guidelines and Schematic Plan. The density is also consistent with the proposed Suburban Neighborhood Medium Density designation for the General Plan. The project also contains the following park sites, landscape lots and open space:

<b>Other Lots</b>		
<b>Lot #</b>	<b>Acreage</b>	<b>Description</b>
Lot A	3.8	Park Site
Lots B, C, D and E	0.03, 0.7, 0.3 and 0.9	Landscape Corridor
Lot F	0.5	Park Site
Lot G	6.0	Drainage Corridor/Open Space
Lots H, I, and J	0.8, 2.6, and 0.4	Landscape Corridor/Open Space

Lot K	2.4	Remainder Lot
Lots L and M	0.1 and 0.5	Landscape Lot/Landscape Corridor
Lots N	0.9	Drainage Corridor/Open Space
Lot O	0.7	Landscape Corridor

In evaluating site plan and design reviews, the Council is required to make the following findings:

1. The design, layout, and physical characteristics of the proposed development are consistent with the General Plan.
2. The design, layout, and physical characteristics of the proposed development are consistent with all applicable Design Guidelines and Development Standards.
3. The infrastructure is adequate to serve the proposed development and comply with all applicable Design Guidelines and Development Standards.
4. The design, layout, and physical characteristics of the proposed development are visually and functionally compatible with the surrounding neighborhood.
5. The design, layout, and physical characteristics of the proposed development ensure energy consumption is minimized and use of renewable energy sources is encouraged.
6. The design, layout, and physical characteristics of the proposed development are not detrimental to the public health, safety, convenience or welfare of persons residing, working, visiting, or recreating in the surrounding neighborhood and will not result in the creation of a nuisance.

Staff supports the proposed site design due to its consistency with the PUD Guidelines and Schematic Plan and the General Plan. Furthermore, the design is compatible with the surrounding neighborhood and will not be detrimental to public health and safety.

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- Exhibit A: Correspondence from Nelson Shimazu – 2 pages
- Exhibit B: Response from Department of Public Works – 1 page

## Exhibit A: Correspondences from Nelson Shimazu

**From:** [Nelson Shimazu](#)  
**To:** [David Hung](#)  
**Cc:** [Angelique Ashby](#)  
**Subject:** Re: P13-066  
**Date:** Monday, April 21, 2014 10:23:44 AM

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Hi David,

Thank you for the information. I also reviewed the staff report on the Department's website. I would like to repeat my objection to the access to the development through Bridgeford Dr. I know the owner of the land to the east had some financial problems and if it has a new owner, he/she/they may be more agreeable to allowing an access to Northgate Blvd. I would also like to see some traffic modifications to allow for smoother traffic flow on San Juan Rd. in the vicinity of Fong Ranch Rd. and Truxel Rd. Traffic negotiation on San Juan Rd past Natomas High School to Truxel for freeway access is very challenging just before school starts in the mornings. This development will only exacerbate that problem.

Regards,

Nelson Shimazu  
1121 Rio Norte Way

**From:** [Nelson Shimazu](#)  
**To:** [David Hung](#)  
**Cc:** [Steve Cohn](#)  
**Subject:** Re: P13-066  
**Date:** Tuesday, April 22, 2014 9:21:28 AM

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David,

I have 2 main traffic concerns. One is being able to enter Bridgeford Dr from the side streets in order to get to San Juan Rd during the morning commute. There is no problem now but I think it may be if the volume of cars are increased. What I'm concerned with is that cars will start to back up on Bridgeford making entry on to it difficult.

I think any further calming features would only make things worse by slowing traffic, lessening the distance between cars and taking that much longer for a given volume of cars to exit at San Juan Rd. If Bridgeford is going to be one of only two exits, I would ask that all calming devices be removed to allow a smoother flow of traffic out to San Juan Rd.

My second concern is the west bound traffic on San Juan Rd. in the vicinity of Natomas High in the mornings when it is in session. Getting past the High School to the right turn lane onto north bound Truxel can sometimes take as much as 10-15 minutes during the period before the start of classes. The added volume of cars in this very area at the same time will significantly add to the congestion. That is why I'm advocating a third access at Northgate Blvd. A suggestion on improving traffic flow from west bound San Juan Rd. to north bound Truxel would be to add a right turn arrow on San Juan. Northbound Truxel goes from 2 lanes to 3 at San Juan. Another would be to add a second right turn lane on west bound San Juan at Truxel. It may not be possible, but starting classes at Natomas High at 9:00 would also help.

I could go east on San Juan to Northgate and the freeway but this would lengthen my commute by time and distance burning more gas.

I doubt if you could conclude this would have a negative impact on me and my other neighbors who end up taking this route.

Nelson

## Exhibit B: Response from Department of Public Works

**From:** [Samar Hajeer](#)  
**To:** [David Hung](#)  
**Cc:** [Lindsey Alagozian](#); [Zarah Lacson](#); [Samar Hajeer](#)  
**Subject:** RE: P13-066 - ParkeBridge traffic concerns  
**Date:** Tuesday, April 22, 2014 3:13:30 PM

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Hi David:

The original project ( P04-212) had its own EIR and a detailed traffic study that analyzed the project impacts on Transportation within the project vicinity. The traffic study looked at several intersections within the area and project access and circulation/connection to the existing neighborhoods. Impacts and mitigation measures are defined in the approved EIR.

The proposed project was evaluated by Department of Public Works and determined that the proposed project is consistent and less intense from the approved project.

Regarding Bridgeford Dr, the project is not required to add or increase the number of calming measures on that road nor is required to remove any existing calming measures. These measures are added by the City to provide traffic calming within the neighborhood.

Regarding San Juan/ Turxel intersection, the westbound traffic was discussed in detailed in the traffic study prepared for the project. The impact was found to be significant and unavoidable since it requires widening of that intersection to add a second right turn lane in the westbound. This will require additional right of way which is not available or controlled by the project applicant.

I hope this helps to answer Mr. Shimazu concerns

Thanks

Samar Hajeer, P.E. & T.E.  
Senior Engineer, Transportation Division  
Department of Pubic Works  
City of Sacramento  
Phone: 916-808-7808  
Email: [shajeer@CityofSacramento.org](mailto:shajeer@CityofSacramento.org)

### Attachment 3: Vicinity Map



## Attachment 4: CEQA Resolution

### RESOLUTION NO.

Adopted by the Sacramento City Council

Date

### **CERTIFYING THE ADDENDUM TO THE ENVIRONMENTAL IMPACT REPORT AND ADOPTING THE MITIGATION MONITORING PROGRAM FOR THE PARKEBRIDGE POST SUBDIVISION MODIFICATION PROJECT (P13-066)**

#### **BACKGROUND**

- A. On April 24, 2014, the City Planning and Design Commission conducted a public hearing on, and forwarded to the City Council a recommendation to approve with conditions the ParkeBridge Post Subdivision Modification project (Project).
- B. On June 17, 2014, the City Council conducted a public hearing for which notice was given pursuant Sacramento City Code and received and considered evidence concerning the ParkeBridge Post Subdivision Modification project (P13-066).

#### **BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:**

Section 1. The City Council finds as follows:

A. On March 14, 2006, pursuant to the California Environmental Quality Act (Public Resources Code §21000 *et seq.* ("CEQA"), the CEQA Guidelines (14 California Code of Regulations §15000 *et seq.*), and the City of Sacramento environmental guidelines, the City Council certified an environmental impact report (EIR; SCH No. 2005-012119) and, having reviewed and considered the information contained in the EIR, adopted findings of fact and findings of overriding consideration, adopted a mitigation monitoring program, and approved the ParkeBridge residential Subdivision project (Project). (P04-212; City Council Resolution No. 2006-192).

B. The ParkeBridge Post Subdivision Modification (P13-066) (Project Modification) proposes to modify the previously approved Project as follows: The proposed project requests minor changes in lot lines and in the design of some project streets. The total number of lots would be reduced from 531 to 530. The 2030 General Plan, when adopted in 2009, reduced the maximum density for the applicable land use

designation for the project site, which conflicts with some features of the approved project design. The proposed project would adopt general plan designations that are consistent with the project as approved in P04-212.

C. Staff determined that the proposed changes to the original Project did not require the preparation of a subsequent EIR. An addendum to the previously certified EIR was prepared to address the modification to the Project.

Section 2. The City Council has reviewed and considered the information contained in the previously certified EIR for the Project, the previously adopted findings of fact and findings of overriding consideration, the addendum, and all oral and documentary evidence received during the hearing on the Project Modification. The City Council finds that the previously certified EIR and the addendum constitute an adequate, accurate, objective, and complete review of the proposed Project Modification and finds that no additional environmental review is required based on the reasons set forth below:

A. No substantial changes are proposed by the Project Modification that will require major revisions of the previously certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

B. No substantial changes have occurred with respect to the circumstances under which the Project Modification will be undertaken which will require major revisions to the previously certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

C. No new information of substantial importance has been found that shows any of the following:

1. The Project Modification will have one or more significant effects not discussed in the previously certified EIR;

2. Significant effects previously examined will be substantially more severe than shown in the previously certified EIR;

3. Mitigation measures previously found to be infeasible would in fact be feasible and would substantially reduce one or more significant effects of the Project Modification; or

4. Mitigation measures which are considerably different from those analyzed in the previously certified EIR would substantially reduce one or more significant effects on the environment.

Section 3. Based on its review of the previously certified EIR for the Project, the previously adopted findings of fact and findings of overriding consideration, the

addendum, and all oral and documentary evidence received during the hearing on the Project Modification, the City Council finds that the EIR and addendum reflect the City Council's independent judgment and analysis, certifies the EIR and the addendum for the Project Modification, and readopts the findings of fact and findings of overriding considerations.

Section 4. The mitigation monitoring program for the Project is adopted for the Project Modification, and the mitigation measures shall be implemented and monitored as set forth in the program, based on the following findings of fact:

A. The mitigation monitoring program has been adopted and implemented as part of the Project;

B. The addendum to the EIR does not include any new mitigation measures, and has not eliminated or modified any of the mitigation measures included in the mitigation monitoring program;

C. The mitigation monitoring program meets the requirements of CEQA Section 21081.6 and the CEQA Guidelines section 15091.

Section 5. Upon approval of the Project, the City Manager shall file or cause to be filed a Notice of Determination with the Sacramento County Clerk and, if the project requires a discretionary approval from any state agency, with the State Office of Planning and Research, pursuant to section 21152(a) of the Public Resources Code and the State EIR Guidelines adopted pursuant thereto.

Section 6. Pursuant to Guidelines section 15091(e), the documents and other materials that constitute the record of proceedings upon which the City Council has based its decision are located in and may be obtained from, the Office of the City Clerk at 915 I Street, Sacramento, California. The City Clerk is the custodian of records for all matters before the City Council.

**Table of Contents:**

Exhibit A: Addendum – 4 pages

Attachment A: Resolution 2006-192 – 47 pages



**ADDENDUM TO AN ADOPTED ENVIRONMENTAL IMPACT REPORT**

The City of Sacramento, California, a municipal corporation, does hereby prepare, make declare, and publish the Addendum to a certified Environmental Impact Report (EIR) for the following described project:

**Project Name and Number: Parkebridge Post Subdivision Modification Project (P13-066)**

The proposed project includes modifications to the subdivision map that was originally approved in ParkeBridge Residential Subdivision Project (P04-212; SCH# 2005012119).

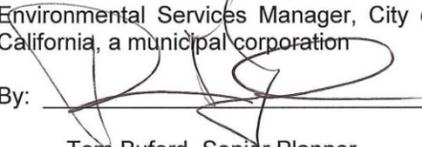
The City of Sacramento, Community Development Department, has reviewed the proposed project and on the basis of the whole record before it, has determined that there is no substantial evidence that the project, as identified in the attached addendum, would have a significant effect on the environment beyond that which was evaluated in the environmental impact report (EIR) prepared for the original project. A Subsequent EIR is not required pursuant to the California Environmental Quality Act of 1970 (Sections 21000, et. Seq., Public Resources Code of the State of California).

This Addendum to a certified EIR has been prepared pursuant to Title 14, Section 15164 of the California Code of Regulations; the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento.

A copy of this document and all supportive documentation may be reviewed or obtained at the City of Sacramento, Community Development Department, Planning Division, 300 Richards Boulevard, Sacramento, California 95811.

Environmental Services Manager, City of Sacramento,  
California, a municipal corporation

Date: March 10, 2014

By:   
Tom Buford, Senior Planner

**Parkebridge Post Subdivision Modification (P13-066)  
Addendum to Environmental Impact Report (SCH No. 2005012119)**

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**File Number/Project Name:** Parkebridge Post Subdivision Modification Project (P13-066)

**Project Location:** 3800 Fong Ranch Road, Sacramento, CA. APN: 225-0246-001, -002 and -003.

**Existing Plan Designations and Zoning:** The general plan designation for the project site is Suburban Neighborhood Low Density, Suburban Neighborhood Medium Density, and Parks and Recreation. The zoning designations for the project site are R-1A-PUD, R-2A-PUD and OS (Open Space)

**Project Background:** The Parkebridge (P04-212) project was approved by the City Council on March 14, 2006 (Resolution No. 2006-192). The proposed project requests minor changes in lot lines and in the design of some project streets. The total number of lots would be reduced from 531 to 530. The 2030 General Plan, when adopted in 2009, reduced the maximum density for the land use designation for the site, which conflicts with some features of the approved project design. The proposed project would adopt general plan designations that are consistent with the project as approved in P04-212.

**Project Description:** The proposed project would approve entitlements that would allow for minor design changes and consistency of the project as approved with the general plan designations:

- Post Subdivision Modification
- PUD Guidelines Amendment
- General plan amendment: to change designation to Suburban Neighborhood Medium Density and Parks and Recreation

**Discussion**

An Addendum to a certified environmental impact report may be prepared if only minor technical changes or additions are required, and none of the conditions identified in CEQA Guidelines Section 15162 are present. The following identifies the standards set forth in section 15162 as they relate to the project.

1. **No substantial changes are proposed in the project which would require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.**

2. **No substantial changes have occurred with respect to circumstances under which the project is undertaken that would require major revisions of the previous EIR due to the involvement of new significant environmental effect or a substantial increase in the severity of previously indemnified significant effects.**
  
3. **No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or adopted, shows any of the following:**
  - a) **The project will have one or more significant effects not discussed in the previous EIR;**
  - b) **Significant effects previously examined will be substantially more severe than shown in the previous EIR;**
  - c) **Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative, or;**
  - d) **Mitigation measures or alternatives which are considerable different from those analyzed in the previous would substantially reduce on or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.**

The changes to the project design that would be approved with the post subdivision modifications and amendments to the PUD Guidelines are minor in nature, and would result in a decrease in the number of residential parcels. No changes in the analysis that was included in the EIR for the original project are required, and there would be no significant effects that would occur.

The change in the general plan land use designation for the project site would resolve a conflict that occurred when the maximum density for the land use designation for the site was reduced after project approval and as part of the adoption of the 2030 General Plan. The change in designation would result in no changes in the project as approved in P04-21 and analyzed in the EIR.

The physical conditions of the project site have not been modified since the project approval. No substantial changes have occurred on neighboring properties that would result in changes to the analysis of physical effects on the environment that were evaluated in the EIR for the original project.

The tentative map includes an approximately 2.4-acre parcel designated as a remainder parcel. The project does not include any proposal for the future use of the site, which is consistent with

the treatment of the parcel in the EIR. Any future proposals for the parcel would require review by the City, and if any discretionary permit is required then the City would conduct appropriate review under the California Environmental Quality Act. In addition to any review by the City the applicant would be required to comply with state and federal law, including obtaining any required permits or approvals. The owner of the parcel would be required to comply with weed abatement and nuisance requirements of City Code. No additional environmental review is required for the designation of the remainder parcel.

The EIR that was certified for the original ParkeBridge project (State Clearinghouse No. 2005012119) is available for review at the Community Development Department, 300 Richards Boulevard, Third Floor, Sacramento CA 95811 during public counter hours, and on the department's EIR web site at <http://portal.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports.aspx>

**Based on the above analysis, this Addendum to the previously-certified Environmental Impact Report for the project has been prepared.**

**Attachments:**

- A) City Council Resolution No. 2006-192

**RESOLUTION NO. 2006-192**

Adopted by the Sacramento City Council

March 14, 2006

**CERTIFYING THE ENVIRONMENTAL IMPACT REPORT AND ADOPTING  
THE MITIGATION MONITORING PROGRAM FOR THE PROPOSED  
PARKEBRIDGE PROJECT, LOCATED IN SOUTH NATOMAS, SOUTHEAST  
OF TRUXEL ROAD AND INTERSTATE 80, SACRAMENTO, CALIFORNIA  
(APN: 225-0160-084, -088, -054, 225-0170-062)**

**THE CITY COUNCIL OF THE CITY OF SACRAMENTO DOES HEREBY FIND,  
DETERMINE, AND RESOLVE AS FOLLOWS:**

**I. CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS**

1. The City Council finds that the Environmental Impact Report for the ParkeBridge residential subdivision project (herein EIR) which consists of the Draft EIR, Final EIR (Response to Comments) and Appendices, has been completed in accordance with the requirements of the California Environmental Quality Act (CEQA), the State CEQA Guidelines and the Sacramento Local Environmental Procedures.
2. The City Council certifies that the EIR was prepared, published, circulated and reviewed in accordance with the requirements of CEQA, the State CEQA Guidelines and the Sacramento Local Environmental Procedures, and constitutes an adequate, accurate, objective and complete Final Environmental Impact Report in accordance with the requirements of CEQA, the State CEQA Guidelines and the Sacramento Local Environmental Procedures.
3. The City Council certifies that the EIR has been presented to it and that the City Council has reviewed it and considered the information contained therein prior to acting on the proposed project.
4. Pursuant to CEQA Guidelines Sections 15091 and 15093, and in support of its approval of the ParkeBridge residential subdivision project, the City Council hereby adopts the attached Findings of Fact and Statement of Overriding Considerations and a Mitigation Monitoring Program to require implementation of all feasible mitigation measures.

**II. PROCEDURAL FINDINGS**

1. The City of Sacramento caused an Environmental Impact Report ("EIR") on the Project to be prepared pursuant to the California Environmental Quality Act, Public Resources Code, Section 21000 et seq. (CEQA), the CEQA Guidelines, Code of California Regulations, Title XIV, Section 15000 et seq., and the City of Sacramento Environmental Guidelines.
2. A Notice of Preparation (NOP) dated January 28, 2005 and a subsequent NOP dated February 4, 2005 with project figures were filed with the Office of Planning and Research and circulated for public comments for 30 days. A scoping meeting was held on February 14, 2005, regarding the preparation of the EIR.
3. A Notice of Availability (NOA) and Notice of Completion (NOC) and copies of the Draft EIR were distributed to the State Clearinghouse on October 6, 2005 to distribute to those public agencies that have jurisdiction by law with respect to the Project and to other interested parties and agencies. The comments of such persons and agencies were sought.
4. An official forty-five (45) day public review period for the Draft EIR was established by the State Clearinghouse. The public review period began on October 7, 2005 and ended on November 23, 2005.
5. The Notice of Availability (NOA) was distributed to all interested groups, organizations, individuals, and property owners within 500 feet on October 7, 2005. The NOA stated that the City of Sacramento had completed the Draft EIR and that copies were available at the City of Sacramento, Development Services Department, New City Hall, 915 I Street, 3<sup>rd</sup> Floor, Sacramento, California 95814, its business location at that time. The NOA also indicated that the official forty-five day public review period for the Draft EIR would end on November 23, 2005.
6. On October 7, 2005, the Notice of Availability was published in the Daily Recorder, posted at the project site, and filed with the Sacramento County Clerk-Recorder. The Notice of Availability stated that the Draft EIR was available for public review and comment.
7. Following closure of the public comment period, the Final EIR was prepared, including responses to written comments received regarding the Draft EIR, and any changes in the Draft EIR made as a result of the public review of the document. The responses to agency comments regarding the Draft EIR were provided to the commenting agencies on January 13, 2006.
8. Following notice duly and regularly given as required by law, and all interested parties expressing a desire to comment thereon or object thereto having been heard, the EIR and comments and responses thereto having been considered, the City Council makes the following determinations:

- A. The EIR consists of the Draft EIR and Final EIR (Responses to Comments) and appendices.
  - B. The EIR was prepared and completed in compliance with CEQA.
  - C. The EIR has been presented to the City Council which has reviewed and considered the information therein prior to acting on the ParkeBridge Residential Subdivision Project, and they find that the EIR reflects the independent judgment and analysis of the City of Sacramento.
9. The following information is incorporated by reference and made part of the record supporting these findings:
- A. The Draft and Final EIR and all documents relied upon or incorporated by reference including:
    - City of Sacramento General Plan, City of Sacramento, January, 1988
    - Draft Environmental Impact Report City of Sacramento General Plan Update, City of Sacramento, March, 1987
    - Findings of Fact and Statement of Overriding Considerations for the Adoption of the Sacramento General Plan Update, City of Sacramento, 1988
    - Zoning Ordinance, City of Sacramento
  - B. The Mitigation Monitoring Plan as corrected February 9, 2006.
  - C. All staff reports, memoranda, maps, letters, minutes of meetings and other documents relied upon or prepared by City staff relating to the project, including but not limited to, City of Sacramento General Plan and the Draft and Final Environmental Impact Report for the City of Sacramento General Plan Update.
10. The official custodian of the record is the City of Sacramento Development Services Department, Environmental Planning Services, 2101 Arena Boulevard, Suite 200, Sacramento, CA 95834.

**III. FINDINGS OF FACT REGARDING THE CONTENTS OF THE  
ENVIRONMENTAL IMPACT REPORT FOR THE PARKEBRIDGE RESIDENTIAL  
SUBDIVISION PROJECT**

**INTRODUCTION**

The Environmental Impact Report ("EIR") prepared for the ParkeBridge Residential Subdivision Project ("proposed project") addresses the potential environmental effects associated with a tentative subdivision map for the development of 531 residential units, and associated infrastructure, on an 86.7-acre site in the South Natomas area of Sacramento. The proposed project includes a tentative map to subdivide 113.3± acres, which includes land for a future park that could be developed by the City of Sacramento, and which would be subject to environmental review at the time plans for development have been prepared.

The proposed project is located in South Natomas in the City of Sacramento, southeast of the Interstate 80 (I-80) and Truxel Road interchange. The project site is flat and has historically been used for agriculture. Two irrigation ditches traverse the site – one on the parcel's eastern border and the other through the center of the site.

The proposed project would include the development of a total of 531 residential units on approximately 86.7 acres; approximately 13 of those acres would include open space, drainage corridors, landscape corridors, and infrastructure required to support the proposed uses. The proposed project is divided into four residential villages, as follows: 142 townhouse cluster lots, 135 single-family units (34 foot by 73 foot lots), 154 single-family units (45 foot by 80 foot lots), and 100 single-family units (50 foot by 100 foot lots). A seasonal wetland along the southern portion of the site would be incorporated into the rear yards of future residential lots, but the area would be fenced, and development within the wetland would be restricted while the wetland feature exists. The project includes four neighborhood pocket parks totaling approximately 0.9 acres. In total, the proposed project would result in the development of approximately 86.7 acres.

These findings have been prepared to comply with the requirements of the California Environmental Quality Act ("CEQA") and the CEQA Guidelines (Cal. Code Regs, Title 14, § 15000 *et seq.*).

**DEFINITIONS**

ADT = average daily traffic  
AF = acre feet  
AFY = acre feet per year  
ANSI = American National Standards Institute  
BACT = best available control technology  
BMPs = best management practices  
BO = Biological Opinion  
CAAQS = California Ambient Air Quality Standards  
Caltrans = California Department of Transportation  
CARB = California Air Resources Board  
CCR = California Code of Regulations

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CDFG = California Department of Fish and Game  
 CESA = California Endangered Species Act  
 CEQA = California Environmental Quality Act  
 CFR = Code of Federal Regulations  
 cfs = cubic feet per second  
 CIWMB = California Integrated Waste Management Board  
 CLUP = Metropolitan Comprehensive Land Use Plan  
 CNDDB = California Natural Diversity Database  
 CNEL = Community Noise Exposure Level  
 CNPS = California Native Plant Society  
 CO = carbon monoxide  
 Corps = Army Corps of Engineers  
 CVP = Central Valley Project  
 CWA = Clean Water Act  
 dB = decibel  
 dBA = A-weighted decibel, weighted toward the human ear  
 DEIR = Draft Environmental Impact Report  
 DHS = California Department of Health Services  
 DTSC = California Department of Toxic Substances  
 du = dwelling unit  
 DWR = California Department of Water Resources  
 EB = eastbound  
 EPA = Environmental Protection Agency  
 FCAA = Federal Clean Air Act  
 FEIR = Final Environmental Impact Report  
 FEMA = Federal Emergency Management Agency  
 FESA = Federal Endangered Species Act  
 FHWA = Federal Highway Administration  
 FIRMs = Federal Insurance Rate Maps  
 gpm = gallons per minute  
 HCP = Habitat Conservation Plan  
 I-80 = Interstate 80  
 ITE = Institute of Transportation Engineers  
 ITP = Incidental Take Permit  
 $L_{dn}$  = the Day/Night Average Level, a 24-hour average  $L_{eq}$  with a 10 dBA "weighting" added to noise during the hours of 10:00 P.M. to 7:00 A.M. to account for noise sensitivity in the nighttime  
 $L_{eq}$  = the equivalent energy noise level, the average acoustic energy content of noise for a stated period of time  
 $L_{max}$  = the maximum instantaneous noise level experienced during a given period of time  
 $L_{min}$  = the minimum instantaneous noise level experienced during a given period of time  
 LOS = level of service  
 MACT = maximum available control technology  
 MBTA = Migratory Bird Treaty Act  
 MCL = maximum contaminant level  
 MEI = maximally exposed individual  
 MEP = maximum extent practicable  
 mgd = million gallons per day  
 msl = mean sea level

MTP = Metropolitan Transportation Plan  
NBHCP = Natomas Basin Habitat Conservation Plan  
NFIP = National Flood Insurance Program  
NO<sub>2</sub> = nitrogen dioxide  
NOI = Notice of Intent  
NOP = Notice of Preparation  
NO<sub>x</sub> = nitrogen oxide  
NPDES = National Pollution Discharge Elimination System  
NUSD = Natomas Unified School District  
O<sub>3</sub> = ozone  
PM<sub>2.5</sub> = fine particulate matter 2.5 microns or smaller in diameter  
PM<sub>10</sub> = fine particulate matter 10 microns or smaller in diameter  
POU = Place of Use  
ppm = parts per million  
PUD = Planned Unit Development  
RCRA = Resource Conservation and Recovery Act  
RD 1000 = Reclamation District 1000  
ROG = reactive organic gases  
RT = Sacramento Regional Transit  
RWQCB = Regional Water Quality Control Board  
sf = square feet  
SGPU = Sacramento General Plan Update  
SIP = State Implementation Plan  
SMAQMD = Sacramento Metropolitan Air Quality Management District  
SNCP = South Natomas Community Plan  
SO<sub>2</sub> = sulfur dioxide  
SRRE = Source Reduction and Recycling Element  
SVAB = Sacramento Valley Air Basin  
SWA = Sacramento Regional County Solid Waste Authority  
SWPPP = Stormwater Pollution Prevention Plan  
SWRCB = State Water Resources Control Board  
TAC = toxic air contaminant  
TNBC = The Natomas Basin Conservancy  
USBR = United States Bureau of Reclamation  
USFWS = United States Fish and Wildlife Service  
UWMP = Urban Water Management Plan  
v/c = volume-to-capacity ratio  
VdB = vibration decibel  
VOCs = volatile organic compounds  
WB = westbound  
WFA = Water Forum Agreement  
WSA = Water Supply Assessment  
WTP = Water Treatment Plant

### PROJECT DESCRIPTION

#### *Introduction*

The proposed ParkeBridge residential development project (proposed project) includes a tentative subdivision map for the development of 531 residential units, and associated Resolution No. 2006-192                      March 14, 2006                      6

infrastructure, on an 86.7-acre site in the South Natomas area of Sacramento. The project applicant is in the process of purchasing 88.6 acres from the Natomas Unified School District (NUSD) and negotiating an agreement with the City of Sacramento to exchange approximately 29 acres (purchased from NUSD) with 25 acres of City land. As a separate project, approximately 28 net acres (from the land exchange) would be developed as a community park in the future by the City and would be planned and evaluated as part of a process separate from the ParkeBridge EIR prior to development by the City. (DEIR, p. 2-1.)

#### PROJECT LOCATION AND CHARACTERISTICS

The project site is located in South Natomas in the City of Sacramento, southeast of the Interstate 80 (I-80) and Truxel Road interchange.

#### Project Site Land Uses

The site is flat and has historically been used for agriculture. Two irrigation ditches traverse the site - one on the parcel's eastern border and the other through the center of the site. The project site is within Sacramento City limits and is subject to the provisions of the City of Sacramento General Plan. General Plan designations for the site include Low Density Residential (4-15 du/ac), Regional Commercial and Offices, and Parks-Recreation-Open Space. The project site is located within the South Natomas Community Plan (SNCP) area, which is bounded generally by the Sacramento River to the west, the American River to the south, I-80 to the north, and Northgate Boulevard to the east. The SNCP envisions residential development, parks, schools, shopping centers, and office/business uses within the plan area resulting in a high quality mixed-use community. The project site is designated Residential 4-8 du/ac, Residential 7-15 du/ac, Office/Office Park, and Parks/Open Space in the South Natomas Community Plan. Zoning for the site includes low-density residential (R-1A), office (OB), and agriculture (A). Diagrams showing the applicable land use designations for each of the plans are provided in Chapter 4, Land Use. (DEIR, p. 2-1.)

#### Surrounding Land Uses

The site is bordered on the south by a drainage canal, operated by Reclamation District 1000 (RD 1000), and a low-density single-family housing development, similar in nature to the detached units in the proposed project. Natomas High School is located further to the southwest. There is an undeveloped City parcel to the west, I-80 to the north, and agricultural land to the east. The undeveloped area to the east of the project site is designated by the General Plan and SNCP for office and commercial development. (DEIR, p. 2-1.)

#### PROJECT OBJECTIVES

The objectives of the proposed project are listed below:

- Provide a residential development, consisting of low- and medium-density housing with a variety of architectural styles that compliments the adjacent residential development.
- Provide public services to meet the needs of the proposed development.

- Promote connectivity with the adjacent development by providing pedestrian and bicycle access between the existing and planned development.
- Provide bicycle facilities on the site as identified in the 2010 City/County Bikeway Master Plan.
- Create places to live that foster neighborliness and a sense of community.
- Provide access to open space and park facilities. (DEIR, p. 2-3.)

### PROJECT ELEMENTS

The proposed project would include the development of a total of 531 residential units on approximately 86.7 acres; approximately 13 of those acres would include open space, drainage corridors, landscape corridors, and infrastructure required to support the proposed uses. The proposed project is divided into four residential villages, as follows: 142 townhouse cluster lots, 135 single-family units (34 foot by 73 foot lots), 154 single-family units (45 foot by 80 foot lots), and 100 single-family units (50 foot by 100 foot lots). A seasonal wetland along the southern portion of the site would be incorporated into the rear yards of future residential lots, but the area would be fenced, and development within the wetland would be restricted while the wetland feature exists. The project includes four neighborhood pocket parks totaling approximately 0.9 acres. In total, the proposed project would result in the development of approximately 86.7 acres. (DEIR, p. 2-3.)

The proposed project would require an amendment of the General Plan and SNCP, a rezoning and approval of a tentative subdivision map and subdivision modification to divide the site. The new designations would be parks – recreation – open space, low-density residential, and medium-density residential. The project site is not located in an area that would require design guidelines or review by the City's Design Review Board. (DEIR, p. 2-3.)

### Natomas Basin Habitat Conservation Plan Compliance

The project applicant will comply with mitigation prescribed in the Natomas Basin Habitat Conservation Plan. Compliance will be accomplished through acquisition and dedication of mitigation land to the Natomas Basin Conservancy at a rate of one-half acre of habitat for every acre of land developed and payment of applicable mitigation fees to cover the costs of restoring and managing one-half acre of habitat for every acre of land developed. Mitigation fees will be paid to the Natomas Basin Conservancy and replacement habitat will be acquired prior to project development. (DEIR, p. 2-3.)

### Infrastructure

#### **Circulation**

The proposed project would have four crossings of the RD 1000 canal: two for primarily automobile traffic and two strictly for bicycle and pedestrian traffic. The applicant intends to design the crossing structures to completely span the canal so that there would be no footings or pilings placed within the canal; however, if that is not feasible, culverts could be placed in the canal for the two automobile crossings. During

construction of drainage improvements when District canals and berms were worked on extensively, the canal was not considered jurisdictional waters by the U.S. Army Corps of Engineers (Corps). Primary access to the site would be via Fong Ranch Road (currently Rosin Boulevard) at the western portion of the site. Secondary access to the site would be via an extension of the existing Bridgeford Drive from the subdivision located to the south of the project site. One of the bicycle crossings of the canal would be generally north of Rio Rosa Way and the other would be at the eastern portion of the project site. (DEIR, p. 2-5.)

A system of minor collectors and residential streets is proposed to provide the circulation for the project. All streets within the project site would be built in accordance with City street standards. (DEIR, p. 2-5.)

The proposed extension of Fong Ranch Road ends at the eastern portion of the project site; however, to ensure adequate analysis of traffic impacts that could occur in the future, the Transportation section of the ParkeBridge EIR (Section 5.6) includes analysis of a scenario that includes the extension of Fong Ranch Road to the east to Rosin Court. (DEIR, p. 2-5.)

#### **Water Service**

There is no existing water infrastructure on the site. There are, however, a sufficient number of connection points to the existing water main system within the vicinity of the ParkeBridge project to provide sufficient capacity for the proposed project. The proposed project would include connection to existing 8-inch water lines in Bridgeford Drive and Rio Largo Way and to an existing 12-inch water main in Rosin Boulevard to the south of the project site, each of which would be accessed by boring under the RD 1000 canal. No structures would be placed in the canal for connection to water facilities. (DEIR, p. 2-5.)

#### **Storm Drainage**

There is no existing storm drain infrastructure on the project site. The storm drain system for the proposed project would convey stormwater to the proposed detention ponds and subsequently to Sump 141. The project includes two detention basins along the eastern portion of the site and a drainage/open space corridor along the length of the southern border. Runoff from the site would be directed to the proposed detention basins and ultimately to Sump 141, south of the project site. (DEIR, p. 2-5.)

#### **Wastewater Service**

There is no existing sewer infrastructure on the project site. Improvements for the proposed project would include installation of a 24-inch sewer line along the western border of the project site that would connect to sewer trunk facilities to be constructed by the NUSD south of I-80, and subsequently connect to the facilities being constructed by Opus West Corporation north of I-80. The Opus West Corporation is expected to

complete construction of their portion of the sewer trunk facilities in 2006. The project would also participate in planned downstream sewer lift station improvements to increase the capacity of the temporary sewer facilities. (DEIR, p. 2-5.)

### **Recreation Facilities**

The proposed project would include four parks totaling approximately 0.9 acres along Fong Ranch Road at a central location on the project site that would serve as a focal element and gathering place, with recreational opportunities for residents, including a basketball court and tot lot. The proposed project would also require the dedication of approximately seven acres (or payment of in-lieu fees) to the City to satisfy park dedication requirements, of which four acres would be adjacent to the City community park. Although the park would not be constructed as part of the proposed project, the dedicated acreage would be combined with other adjacent City land that the City would develop to create a 28.1-acre (net) community park on the parcel west of the project site. Although plans have not been developed for the City park, it is anticipated that it would include a baseball complex and other community-serving amenities. (DEIR, p. 2-6.)

A bike trail and parkway would be constructed as part of the proposed project along the southern border of the project site. Approximately 2.41 acres along the drainage canal (south border) would be dedicated as open space. An additional bike trail/landscaped parkway would be located along the northern border of the project site. The trail would travel through the recreation and open space area and provide a link to the detention basin along the eastern border of the project site. As previously stated, there would be two bicycle/pedestrian bridges with access from the bike path that would connect the proposed project with the existing residential development to the south. (DEIR, p. 2-6.)

### Project Schedule

It is anticipated that grading for the proposed project would begin in the spring or summer of 2006, followed by the construction of the two vehicular bridges to provide primary and secondary access to the project site, along with the entry feature, most of the main road and required infrastructure (drainage, sewer, detention basin) and required offsite improvements. The four villages would likely be constructed simultaneously, with 10 to 15 houses to be constructed at a time per phase per village. It is anticipated that the project could be completely built out by 2008. (DEIR, p. 2-6.)

### Project Approvals

As a public agency principally responsible for approving the proposed project, the City of Sacramento is considered the Lead Agency under the CEQA. The City of Sacramento has the authority to either approve or reject the project. In addition to certification of the EIR, additional entitlements have been requested for the proposed project. The proposed project would require the approvals identified below. (DEIR, p. 2-6.)

City of Sacramento

- Environmental Determination: Environmental Impact Report;
- Mitigation Monitoring Plan;
- Public Infrastructure Agreement between the City and Griffin Industries regarding the development of the site;
- City of Sacramento General Plan Amendment to modify the land use for a portion of the site to allow development of residential uses;
- South Natomas Community Plan Amendment to modify the land use for a portion of the site;
- Rezone;
- Establish Planned Unit Development; and
- Tentative Subdivision Map, subdivision modification, and PUD special permit to subdivide the parcel. (DEIR, p. 2-6 and 2-7.)

Other Agencies

Regional Water Quality Board (Waste Discharge Requirements Permit). (DEIR, p. 2-7.)

**IV. BACKGROUND**

Environmental Review Process

The City prepared the EIR to satisfy the requirements of CEQA, as well as to provide decision-makers and the public with information that enables them to consider the environmental consequences of the proposed actions. The EIR provides a project-level analysis for the ParkeBridge Project. (DEIR, p. 1-4.)

As a first step in complying with the procedural requirements of CEQA, the City examined whether any aspect of the ParkeBridge Project, either individually or cumulatively, may cause a significant effect on the environment. It was determined that there were potentially significant impacts, and the Notice of Preparation ("NOP") indicated that an EIR would be prepared to analyze these impacts. (DEIR, p. 1-1.)

The scope of the EIR includes environmental issues determined to be potentially significant through preparation of the NOP, Revised NOP, responses to the NOP, scoping meetings, and discussions among the public, consulting staff, and the City of Sacramento. The City filed a NOP with the California Office of Planning and Research ("OPR") as an indication that an EIR would be prepared. During preparation of the EIR, agencies, organizations, and persons who the City believed might have an interest in the ParkeBridge Project were notified. (DEIR, p. 1-1.)

The EIR or a Notice of Availability of the EIR was distributed to agencies that commented on the NOP, responsible and trustee agencies, individuals and

organizations requesting notice, surrounding cities, counties, and other interested parties for a 45-day public review period in accordance with section 15087 of the State CEQA Guidelines. (DEIR, p. 1-1.)

Upon completion of the public review period, written responses to all substantive comments raised with respect to environmental issues were discussed into the Final EIR ("FEIR"). Written responses to comments received from any State or local agencies were made available to these agencies at least ten days prior to the public hearing during which the certification of the EIR was considered. These comments and their responses were included in the FEIR for consideration by the Planning Commission, and the City Council. The process culminated with City Council hearing to consider approval of the ParkeBridge Project.

#### V. FINDINGS FOR APPROVAL REQUIRED UNDER CEQA

According to Public Resources Code Section 21081, no public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant effects on the environment without making specific Findings of Fact ("Findings"). The purpose of the Findings is to establish the connection between the analysis in the EIR and the action of the Lead Agency with regard to approval or rejection of a project. Prior to approval of a project, one of three findings must be made, as follows:

- Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effects as identified in the EIR.
- Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
- Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the FEIR.

Additionally, according to PRC section 21081.6, for projects in which significant impacts will be avoided by mitigation measures, the Lead Agency must include a Mitigation Monitoring Program ("MMP"). The purpose of the MMP is to ensure compliance with required mitigation during implementation of the project.

CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to substantially lessen or avoid significant environmental impacts that would otherwise occur. Project modification or alternatives are not required, however, where such changes are infeasible or where the responsibility for modifying the project lies with some other agency. (CEQA Guidelines, § 15091, subd. (a), (b))

With respect to a project for which significant impacts are not avoided or substantially lessened, a public agency, after adopting proper findings, may nevertheless approve

the project if the agency first adopts a statement of overriding considerations setting forth the specific reasons why the agency found that the project's "benefits" rendered "acceptable" its "unavoidable adverse environmental effects." (CEQA Guidelines, §§ 15093, 15043, subd. (b); Pub. Resources Code, § 21081, subd. (b))

Public Resources Code section 21061.1 defines "feasible" to mean "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social and technological factors."

If a project will result in significant and unavoidable impacts, the agency must state in writing the specific reasons for approving the project based on the FEIR and any other information in the public record. This is termed a "Statement of Overriding Considerations" and is used to explain the specific reasons why the benefits of a proposed project make its unavoidable environmental effects acceptable. The statement is prepared before action to approve the project and certify the EIR is taken and is included as part of these findings.

A Notice of Availability was published on October 7, 2005, providing notice that the Draft EIR had been completed and was available for public review and comment. The Draft EIR was published and circulated for public comments from October 7, 2005 to November 23, 2005. On January 13, 2006 the City provided commenting agencies with the City's responses, and the Final EIR was completed on January 19, 2006, including responses to the comments received on the Draft EIR and the Mitigation Monitoring Plan. (Pub. Resources Code, § 21092.5, subd. (a))

The following documents comprise the EIR:

- The Final Environmental Impact Report for the ParkeBridge Project ("FEIR"), including comments received on the DEIR, responses to those comments, and technical appendices;
- Documents cited or referenced in the Draft and Final EIRs;
- All findings and resolutions adopted by the City in connection with the ParkeBridge Project, and all documents cited or referred to therein;
- All reports, studies, memoranda (including internal memoranda not protected by the attorney-client privilege), maps, staff reports, or other planning documents relating to the Project prepared by the City, consultants to the City, or responsible or trustee agencies with respect to the City's compliance with the requirements of CEQA and with respect to the City's action on the ParkeBridge Project;
- All documents submitted to the City (including the Planning Commission and City Council) by other public agencies or members of the public in connection with the ParkeBridge Project, up through the close of the public hearing(s);
- Any minutes and/or verbatim transcripts of all information sessions, public meetings, and public hearings held by the City in connection with the ParkeBridge Project;

- Any documentary or other evidence submitted to the City at such information sessions, public meetings and public hearings;
- Any documents expressly cited in these findings, in addition to those cited above; and
- Any other materials required for the record of proceedings by Public Resources Code section 21167.6, subdivision (e).

The official custodian of the record is the City of Sacramento Development Services Department, Environmental Planning Services, 2101 Arena Boulevard, Suite 200, Sacramento, CA 95834.

The City Council has relied on all of the documents listed above in reaching its decision on the ParkeBridge Project, even if not every document was formally presented to the City staff as part of the City files generated in connection with the ParkeBridge Project. Without exception, any documents set forth above not found in the ParkeBridge Project files fall into one of two categories. Many of them reflect prior planning or legislative decisions in which the Board was aware in approving the ParkeBridge Project. (See *City of Santa Cruz v. Local Agency Formation Commission* (1978) 76 Cal.App.3d 381, 391-392; *Dominey v. Department of Personnel Administration* (1988) 205 Cal.App.3d 729, 738, fn. 6.) Other documents included the expert advice provided to City Staff or consultants, who then provided advice to the City Council. For that reason, such documents form part of the underlying factual basis for the City's decisions relating to the adoption of the ParkeBridge Project. (See Pub. Resources Code, § 21167.6, subd. (e)(10); *Browning-Ferris Industries v. City Council of City of San Jose* (1986) 181 Cal.App.3d 852, 866; *Stanislaus Audubon Society, Inc. v. County of Stanislaus* (1955) 33 Cal.App.4<sup>th</sup> 144, 153, 155.)

Public Resources Code section 21002 provides that "public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would *substantially lessen* the significant environmental effects of such projects[.]" (Emphasis added.) The same statute states that the procedures required by CEQA "are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will *avoid* or *substantially lessen* such significant effects." (Emphasis added.) In the event that specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof. (Pub. Resources Code, § 21002.)

Public Resources Code section 21061.1 defines "feasible" to mean "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social and technological factors." CEQA Guidelines section 15364 adds another factor: "legal" considerations. (See also *Citizens of Goleta Valley v. Board of Supervisors ("Goleta II")* (1990) 52 Cal.3d 553, 565; *City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 410, 417 ("feasibility" also encompasses desirability, to the extent that desirability is based on a reasonable balancing of the

relevant economic, environmental, social, and technological factors and whether a particular alternative or mitigation measure promotes the underlying goals and objectives of a project.)

CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to substantially lessen or avoid significant environmental impacts that would otherwise occur. Project modifications or alternatives are not required, however, where such changes are infeasible or where the responsibility for modifying the project lies with some other agency. (CEQA Guidelines, § 15091, subd. (a), (b).)

The Initial Study prepared for the project, and attached to the Draft EIR as Appendix A, identified the following impacts as being less than significant, and these were not reviewed further in the environmental process: Aesthetics, Light and Glare; Seismicity, Soils and Geology; Hazards; Land Use and Planning; Energy; Public Services; and Recreation. The Draft EIR identified no significant impacts for Hydrology and Water Quality or Water Supply.

These findings constitute the City's best efforts to set forth the evidentiary and policy bases for its decision to approve the proposed project in a manner consistent with the requirements of CEQA. To the extent that these findings conclude that various proposed mitigation measures outlined in the Final EIR are feasible and have not been modified, superseded or withdrawn, the City hereby binds itself to implement these measures. These findings are not merely informational, but rather constitute a binding set of obligations that will come into effect when the City adopts a resolution approving the Project.

## VI. POTENTIALLY SIGNIFICANT IMPACTS AND MITIGATION MEASURES

The DEIR identified a number of significant and potentially significant environmental effects (or "impacts") that the proposed project will cause. Some of these significant effects can be fully avoided through the adoption of feasible mitigation measures. Other effects cannot be avoided by the adoption of feasible mitigation measures or alternatives, and thus will be significant and unavoidable. Some of these unavoidable significant effects can be substantially lessened by the adoption of feasible mitigation measures. Other significant, unavoidable effects cannot be substantially lessened or avoided. For reasons set forth in Section X *infra*, however, the City has determined that the significant, unavoidable effects of the proposed project are outweighed by overriding economic, social, and other considerations.

### **A. AIR QUALITY**

**Impact 5.1-1: Construction of the proposed project would generate emissions of PM<sub>10</sub>. This is a significant impact. (Less than Significant after Mitigation).** (DEIR, p. 5.1-12.)

**Finding:** This impact can be reduced to a less-than-significant level through implementation of Mitigation Measure 5.1-1. Changes or alterations have been required

in, or incorporated into, the project which mitigate or avoid the significant environmental effect as identified in the DEIR.

**Explanation:** During the different phases of construction, PM<sub>10</sub> would be generated. The most PM<sub>10</sub> would be generated during the grading phase, when heavy-duty equipment would be moving soil and leveling the project site. The SMAQMD Guide specifies a threshold of significance of 50 µg/m<sup>3</sup> for PM<sub>10</sub>. The Guide also provides a screening table (Table B.1, Appendix B of the Guide) that prescribes PM<sub>10</sub> mitigations based on maximum acres graded daily to ensure that the project will be less than significant. The maximum daily acreage allowed in the screening table is 15 acres. PM<sub>10</sub> mitigations required at the 15 acre level are: keep soil moist at all times; maintain two feet of freeboard space on haul trucks; and use emulsified diesel or diesel catalysts on applicable heavy duty diesel construction equipment.

The proposed project would develop approximately 86.7 acres; the development of the City park would eventually be developed by the City, independent of the proposed project, and therefore, would not contribute emissions associated with construction concurrent with the proposed project. The URBEMIS 2002 emissions modeling program calculates that maximum daily graded acreage is normally 25 percent of the total project acreage. Consequently, URBEMIS 2002 assumes 21 acres as the maximum daily graded acreage. This would place the proposed project outside of the acreage values found in the screening table. The SMAQMD Guide suggests that if daily graded acreages exceed those in the screening table, concentration modeling can be performed to determine if PM<sub>10</sub> concentrations during grading would exceed the 50 µg/m<sup>3</sup> outside of the project boundaries. In the case of the proposed project, modeling would almost certainly show that grading emissions would exceed this standard, since grading would occur over the entire site, including at the property line. This would be a *significant impact*.

Instead of performing concentration modeling, the better option is to specify mitigation measures that would ensure that the maximum acres per day graded during construction of the proposed project would be less than significant according to the SMAQMD Guide. Implementation of the following mitigation measure(s) would keep grading within the acreages specified in the Screening Table B.1, and would ensure that mitigations required in the SMAQMD Guide for the specified graded area are implemented, which would reduce this impact to a less-than-significant level. (DEIR, pp. 5.1-12 to 5.1-13.)

**Mitigation Measures:** Implementation of Mitigation Measure 5.1-1 would ensure that mitigations required in the SMAQMD Guide for the specified graded area are implemented. (DEIR, p. 5.1-13)

**Significance After Mitigation:** This impact is less than significant after mitigation. (DEIR, p. 5.1-13)

**Impact 5.1-2 Construction of the proposed project would generate ozone precursors. This is a significant impact. (Less than Significant After Mitigation).** (DEIR, p. 5.1-13.)

**Finding:** This impact can be reduced to less-than-significant level through implementation of Mitigation Measure 5.1-2 (a, b, c, and d). Changes or alterations have therefore been required in, or incorporated into, the project which mitigate or avoid the short-term significant environmental effects as identified in the DEIR.

**Explanation:** In addition to PM<sub>10</sub> generated by construction, the other criteria pollutants of concern are the ozone precursors ROG and NO<sub>x</sub>. The SMAQMD has not developed a threshold of significance for ROG from construction, however, because heavy-duty diesel construction equipment emits low levels of ROG, and because ROG from architectural coatings can be regulated by SMAQMD Rule 442. The SMAQMD has developed a threshold for construction NO<sub>x</sub> of 85 pounds per day.

Modeling results for construction of the proposed project, shown in Table 5.1-5 (DEIR, p. 5.1-14), indicate that emissions of NO<sub>x</sub> during the grading phase of construction could reach maximum levels of 125.65 pounds per day, levels of NO<sub>x</sub> during the building phase could reach maximum levels of 150.76 pounds per day, and maximum levels of NO<sub>x</sub> during the paving phase could reach maximum levels of 36.34 pounds per day. Inputs for the grading phase take into account mitigation measure 5.1-1 that specifies that the maximum acreage that would be graded in one day would be 15 acres. NO<sub>x</sub> emissions during the grading and building phases would be above the 85 pounds-per-day threshold of significance for construction NO<sub>x</sub>, and would be a significant impact.

Mitigation measures exist that can reduce emissions of construction NO<sub>x</sub>. The SMAQMD recommends standard mitigation for all construction projects. These mitigations are listed below.

With the 20 percent off-road NO<sub>x</sub> reduction required by Mitigation Measure 5.1-2 (a), maximum daily amounts of NO<sub>x</sub> generated during construction would be lowered to 100.52 pounds per day during grading and 120.59 pounds per day during building construction. These daily maximum amounts would still be above SMAQMD thresholds of significance for construction.

For emissions above thresholds after mitigation has been applied, the SMAQMD allows the payment of an offsite mitigation fee. The fee is used to fund NO<sub>x</sub>-reducing projects in the Sacramento Ozone Nonattainment Area such as diesel engine retrofits or re-powers. The fee is calculated by multiplying the amount of emissions above the threshold for each construction phase by the number of days in that phase. The result in tons is multiplied by the current price of reducing one ton of NO<sub>x</sub>. Payment of this fee would mitigate the proposed project's impact to below SMAQMD thresholds of significance. The residual impact would be less than significant.

**Mitigation Measures:** As noted above, the SMAQMD allows the payment of an offsite mitigation fee to fund NO<sub>x</sub>-reducing projects in the Sacramento Ozone Nonattainment Area. According to the SMAQMD, Mitigation Measure 5.1-2 (a, b, c, and d) would mitigate the proposed project's impact to below SMAQMD threshold of significance.

Significance After Mitigation: **This impact is less than significant after mitigation. (DEIR, p. 5.1-14)**

**B. BIOLOGICAL RESOURCES**

**Impact 5.2-2:** Development of the proposed project could result in the loss of one active burrowing owl nest burrow. This is a *significant* impact. (Less than Significant After Mitigation). (DEIR, p. 5.2-13.)

**Finding:** This impact can be reduced to less-than-significant levels through implementation of Mitigation Measure 5.2-2. Changes or alterations have therefore been required in, or incorporated into, the project which mitigate or avoid the short-term significant environmental effect as identified in the DEIR.

**Explanation:** A pair of burrowing owls was observed during the May and June 2004 surveys, occupying a single nest burrow that would be removed by the extension of Fong Ranch Road across the B-drain into the project site. As burrowing owls and their nests are a State and federal species of concern and, therefore, protected under Section 3503 of the CDFG Code and the Migratory Bird Treaty Act, the loss of one active burrowing owl nest or its occupants would be considered a significant impact.

**Mitigation Measures:** Once implemented, Mitigation Measure 5.2-2 would reduce the impacts to burrowing owls and their nests to a less-than-significant level through the avoidance of any active burrowing owl nests and the safe exclusion of burrowing owls from any burrows to be destroyed prior to construction of the proposed project.

Significance After Mitigation: **This impact is less than significant after mitigation.** (DEIR, p. 5.2-13)

**Impact 5.2-3:** Development of the proposed project could result in the loss of individual giant garter snakes and their upland habitat. This is a *significant* impact. (Less Than Significant After Mitigation). (DEIR p. 5.2-13.)

**Finding:** This impact can be reduced to less-than-significant levels through implementation of Mitigation Measure 5.2-3. Changes or alterations have therefore been required in, or incorporated into, the project which mitigate or avoid the significant environmental effect as identified in the DEIR.

**Explanation:** No aquatic habitat for the giant garter snake occurs within the project boundaries. However, the B-drain, which lies just outside the project boundaries, represents marginal aquatic habitat for this species. The USFWS considers any upland habitat within 200 feet of suitable aquatic habitat to be potential giant garter snake habitat. Construction of the proposed project would therefore result in the loss of approximately 13 acres of potential upland habitat for giant garter snake. The giant garter snake is listed as threatened under the federal Endangered Species Act, and the loss of individuals or their habitat is prohibited.

As a condition of project approval, the project applicant would be required to comply with the provisions of the Natomas Basin HCP. Compliance would be accomplished through: payment of the required mitigation fee, which has been deemed by the Natomas Basin Conservancy to be sufficient to cover the costs of restoring and managing one-half acre of habitat for every acre of land developed; and acquisition and dedication (by the project applicant) of mitigation land by the project applicant to the Natomas Basin Conservancy at a rate of one-half acre of habitat for every acre of land developed.

Mitigation fees shall be paid to the Natomas Basin Conservancy and replacement habitat acquired prior to project development. These mitigation fees cover impacts to all species covered under the HCP, such that mitigation fees described under Impact 5.2-1 cover Swainson's hawk, burrowing owl and giant garter snake (i.e., mitigation fees are paid only once, not for each species). Mitigation fees cover the loss of giant garter snake habitat, but not the loss of individual giant garter snakes that could be lost during project construction. Therefore, the loss of individual giant garter snakes would be considered a significant impact.

**Mitigation Measures:** Mitigation Measure 5.2-3 would reduce project related impacts on giant garter snake to a less-than-significant level through protection of individual giant garter snakes, and the preservation and management in perpetuity of suitable giant garter snake upland habitat, contiguous with other areas of suitable habitat for giant garter snake.

Significance After Mitigation: **This impact is less than significant after mitigation. (DEIR, p. 5.2-14)**

### C. NOISE

**Impact 5.4-2:** The proposed project would expose new sensitive receptors to freeway noise levels. This is a *significant* impact. (Less Than Significant After Mitigation). (DEIR, p. 5.4-13.)

**Finding:** This impact can be reduced to less-than-significant levels through implementation of Mitigation Measure 5.4-2. Changes or alterations have therefore been required in, or incorporated into, the project which mitigate or avoid the significant environmental effect as identified in the DEIR.

**Explanation:** The major source of noise that new residences built as part of the proposed project would be exposed to is the traffic on I-80. Lots closest to I-80 are approximately 100 feet from the edge of the freeway. Noise from I-80 was monitored at two locations in the northern portion of the project site, one measurement at 25 feet from the edge of the freeway, and one approximately 150 feet from the edge of the freeway. The results of this monitoring are shown in Table 5.4-2 (DEIR, p. 5.4-5). As shown in the table, noise levels from I-80 could reach 72  $L_{eq}$  at the lot line of the residences closest to I-80. This would be in excess of the 60 dB exterior standard for residential uses found in the City of Sacramento General Plan. Moreover, freeway noise from I-80 would not necessarily be less during nighttime hours or weekends.

While traffic volumes may be less during these times, this would also result in less congested conditions where traffic would move at greater speeds. As vehicle speeds increase, vehicle roadway noise likewise increases. Consequently, noise from the freeway could potentially reach maximum levels during times when residents would be more likely to be home.

As shown in Table 5.4-2, freeway noise could reach 72  $L_{eq}$  at 25 feet from the edge of the freeway. While freeway noise would fluctuate based on traffic flow conditions, this monitored 72 dBA  $L_{eq}$  is a good representation of average freeway noise levels from I-80 throughout the day. Consequently, it can be assumed that 24-hour  $L_{dn}$  values would be in the 70 - 73 dBA  $L_{dn}$  range at 25 feet as well. Because freeway noise decreases at a rate of about 3 dBA per doubling of distance, freeway noise levels at the nearest proposed residences, approximately 80 feet from the freeway edge, would be in the 65-68 dBA range. This would be above the City of Sacramento noise standard levels for residential development.

A solid wall can attenuate noise up to 40 dBA. Assuming, as a worst-case scenario that the sound wall would only reduce noise from I-80 by 5 dB, the resulting traffic noise levels at the property line of the residences nearest the freeway would be 60 – 63 dBA  $L_{dn}$ . This would still be in excess of the City's exterior standards for residential uses. To effectively attenuate freeway noise and ensure that noise levels would not be above the 60 dBA exterior standard at the residences, a sound wall would need to achieve a reduction in sound levels of approximately 10 dBA. Caltrans recommends that a barrier achieve a noise transmission loss of 10 dBA greater than the desired noise reduction. Caltrans also recommends that the barrier be tall enough to remove the "line of sight" between the noise source and the receptor.

Besides sound walls, the only other feasible mitigation measure available to reduce noise would be providing more distance between the noise source and the most affected receptors. Transportation noise attenuates at approximately 3 dBA per doubling of distance. The noise monitoring performed for this project, however, show that noise from I-80 is close to 60 dBA at approximately 150 feet from the freeway. Consequently, in order for freeway noise to be within acceptable standards, the nearest housing would need to be placed about 150-200 feet away from the edge of the freeway. This would substantially reduce the development potential of the site and would not be necessary if an effective sound wall were constructed. However, because the proposed sound wall may not attenuate freeway noise with enough effectiveness to ensure compliance with the General Plan noise standards for residential uses, this would be a significant impact.

**Mitigation Measures:** As discussed above, noise can be effectively attenuated by building a sound wall between the freeway and the nearest residences that would achieve approximately a 10 dBA reduction in noise. Caltrans recommends that a sound barrier achieve a transmission loss 10 dBA greater than the desired noise reduction. Consequently, a sound wall that would reduce noise by 20 dBA would satisfy Caltrans requirements and lower freeway noise to less than significant levels. Typical concrete sound walls four inches thick or more can produce transmission loss of over 30 dBA. Mitigation Measure 5.4-2 would ensure that the 60 dBA  $L_{dn}$  exterior standard for

residential uses is not exceeded and would reduce the impact to a less-than-significant level.

Significance After Mitigation: **This impact is less than significant after mitigation. (DEIR, p. 5.4-14)**

**D. SOLID WASTE**

**Impact 5.5-1:** The proposed project could require or result in the construction of new landfills or the expansion of existing facilities or generate more than 500 tons of solid waste per year. This is considered a *significant* impact. (Significant and Unavoidable)

**Finding:** While project alternatives could avoid or reduce the impact, these would not achieve the project objectives, and there are specific economic, legal, social, technological or other considerations that make infeasible the mitigation measures or project alternatives as identified in the EIR. The effects therefore remain significant and unavoidable.

**Explanation:** The proposed project includes the development of residential and open space uses on a site that is currently undeveloped. Construction of the proposed project would generate solid waste and increase demand on disposal facilities.

Construction activities can, for a short period of time, generate significant amounts of waste. The CIWMB does not have a specific generation rate for construction waste. The construction waste could be disposed of at a variety of landfills including Lockwood Landfill or Kiefer Landfill. As discussed in the Environmental Setting (DEIR, p. 5.5-1), these landfills have adequate capacity and accept construction waste. In addition, the proposed project would be required to submit verification of construction recycling in the form of information about the hauler and facility, diversion percentage, and weigh tickets. Construction materials targeted for diversion include wood waste, scrap metal, cardboard, and sheetrock.

The proposed project would result in a 0.6 percent increase in contributions from Sacramento to Lockwood Landfill (from 800 tons/day). The landfill has 32.5 million tons of capacity remaining, is currently working on expansion plans, and has no estimated closure date.

In accordance with Sacramento City Code 17.72, the proposed project would be required to participate in the City's residential curbside recycling program, which would reduce the amount of solid waste generated. Recycling programs can reduce the amount of solid waste by 50 to 80 percent, depending on the aggressiveness of the program.

Assuming no recycling plan is in place, the proposed project would generate approximately 1,752 tons of solid waste per year. This would increase Sacramento's total solid waste disposal by approximately 0.35 percent (from 500,291 total tons). With participation in the required recycling programs, the proposed project's solid waste stream would be further reduced (the amount of reduction would depend on the type and effectiveness of the recycling program).

Because the proposed project's waste stream would represent a small portion of the City's overall waste stream, and the City of Sacramento's waste is distributed among a variety of landfills that have substantial capacity remaining, the proposed project would not require the expansion or construction of landfills. However, the proposed project would generate more than 500 tons of solid waste per year. Therefore, this would be a significant impact.

**Mitigation Measures:** Implementation of a recycling program would not guarantee a reduction below 500 tons per year. Because there is no mitigation available to reduce project solid waste generation to below 500 tons per year, this impact would be significant and unavoidable.

Significance After Mitigation: **This impact is significant and unavoidable after mitigation. (DEIR, p. 5.5-5)**

#### ***E. TRANSPORTATION AND CIRCULATION***

**Impact 5.6-2:** The proposed project would generate trips that would exacerbate already existing unacceptable operations at I-80 westbound and eastbound mainline segments between Norwood Avenue and Northgate Boulevard. This is considered a *significant* impact. (Significant and Unavoidable)

**Finding:** While project alternatives could avoid or reduce the impact, these would not achieve the project objectives, and there are specific economic, legal, social, technological or other considerations that make infeasible the mitigation measures or project alternatives as identified in the EIR. The effects therefore remain significant and unavoidable.

**Explanation:** As described in the DEIR, because the State facilities in the area are already operating at an unacceptable Level of Service (LOS), the DEIR determined that the contribution of project-generated traffic would be significant. While the addition of High-Occupancy Vehicle (HOV) lanes would improve the traffic operations to a certain extent, it will not improve the traffic operations for the facilities identified as having significant unavoidable impacts to a less-than-significant level and would not fully mitigate the cumulative traffic impacts in the subject section of the I-80 mainline. However, to improve the traffic operations in the area, the applicant has expressed a willingness to contribute towards the HOV lanes project on the subject segment of I-80 mainline, provided that such contribution is reasonable.

**Impact 5.6-6(b): The proposed project would generate trips that would contribute to unacceptable operations at the intersection of Truxel Road and San Juan Road during the AM peak hour under the Cumulative Plus Project condition. This is considered a significant impact. (Significant and Unavoidable)**

**Finding:** While project alternatives could avoid or reduce the impact, these would not achieve the project objectives, and there are specific economic, legal, social, technological or other considerations that make infeasible the mitigation measures or project alternatives as identified in the EIR. The effects therefore remain significant and unavoidable.

**Explanation:** The addition of a second right-turn lane to the westbound San Juan Road approach to Truxel Road would reduce the impact to a less-than-significant level, but right-of-way constraints render this mitigation measure infeasible.

**Impact 5.6-7: The proposed project would generate trips that would contribute to unacceptable operations on the I-80 westbound and eastbound mainline between Norwood Avenue and Northgate Boulevard during both AM and PM peak hours; I-80 eastbound mainline between I-5 and Truxel Road during the PM peak hour; and I-80 westbound mainline between Northgate Boulevard and Truxel Road during the PM peak hour under the Cumulative Plus Project condition. This is considered a significant impact. (Significant and Unavoidable)**

**Finding:** While project alternatives could avoid or reduce the impact, these would not achieve the project objectives, and there are specific economic, legal, social, technological or other considerations that make infeasible the mitigation measures or project alternatives as identified in the EIR. The effects therefore remain significant and unavoidable.

**Explanation:** As described in the DEIR, because the State facilities in the area are already operating at an unacceptable Level of Service (LOS), the DEIR determined that the contribution of project-generated traffic would be significant. While the addition of HOV lanes would improve the traffic operations to a certain extent, it will not improve the traffic operations for the facilities identified as having significant unavoidable impacts to a less-than-significant level and would not fully mitigate the cumulative traffic impacts in the subject section of the I-80 mainline. However, to improve the traffic operations in the area, the applicant has expressed a willingness to contribute towards the HOV lanes project on the subject segment of I-80 mainline, provided that such contribution is reasonable.

**Impact 5.6-8: The proposed project would generate trips that would contribute to unacceptable operations at the I-80 westbound off ramp to Truxel Road, which operates at LOS F during the PM peak hour, and the upstream freeway mainline between Northgate Boulevard and Truxel Road, which operates at LOS E during the PM peak hour under the Cumulative Plus Project condition. This is considered a significant impact. (Significant and Unavoidable)**

**Finding:** While project alternatives could avoid or reduce the impact, these would not achieve the project objectives, and there are specific economic, legal, social, technological or other considerations that make infeasible the mitigation measures or project alternatives as identified in the EIR. The effects therefore remain significant and unavoidable.

**Explanation:** As described in the DEIR, because the State facilities in the area are already operating at an unacceptable Level of Service (LOS), the DEIR determined that the contribution of project-generated traffic would be significant. While the addition of HOV lanes would improve the traffic operations to a certain extent, it will not improve the traffic operations for the facilities identified as having significant unavoidable impacts to a less-than-significant level and would not fully mitigate the cumulative traffic impacts in the subject section of the I-80 mainline. However, to improve the traffic operations in the area, the applicant has expressed a willingness to contribute towards the HOV lanes project on the subject segment of I-80 mainline, provided that such contribution is reasonable.

## VI. GROWTH INDUCEMENT

CEQA requires a discussion of the ways in which the Project could be growth inducing. CEQA also requires a discussion of ways in which a project may remove obstacles to growth, as well as ways in which a project may set a precedent for future growth. CEQA Guidelines Section 15126.2, subdivision (d), identifies a project as growth inducing if it fosters economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. New population from ParkeBridge Project represents a direct form of growth. A direct form of growth may have a secondary effect of expanding the size of local markets and inducing additional economic activity in the area. Examples of development that would indirectly facilitate growth include the installation of new roadways or the construction or expansion of water delivery/treatment facilities. The Project's growth-inducing impacts are discussed below.

### Elimination of Obstacles to Growth

The elimination of physical obstacles to growth is considered a growth-inducing effect. The proposed project would occur in an urban area. The project site is surrounded by development and planned development. Infrastructure to serve the site must be extended from the existing developments around the site; however, the extension of this infrastructure would not permit development outside of the project site. Because the proposed project is infill development, no obstacles to growth would be eliminated.

### Economic Effects

The proposed project, as a residential subdivision, would not include any long-term employment generating uses. Short-term, temporary employment would be created during the construction of the proposed project. However, in addition to the employment generated directly by the proposed project, additional local employment can be generated through what is commonly referred to as the "multiplier effect." The

multiplier effect tends to be greater in regions with larger diverse economies due to a decrease in the requirement to import goods and services from outside the region.

Two different types of additional employment are tracked through the multiplier effect. *Indirect* employment includes those additional jobs that are generated through the expenditure patterns of residents and direct employment associated with the project. For example, residents and construction workers would spend money in the local economy, and the expenditure of that money would result in additional jobs. Indirect jobs tend to be in relatively close proximity to the places of employment and residence.

The multiplier effect also calculates *induced* employment. Induced employment follows the economic effect of employment beyond the expenditures of the employees within the proposed project area to include jobs created by the stream of goods and services necessary to support the proposed project. For example, when a manufacturer buys products or sells products, the employment associated with those inputs or outputs are considered *induced* employment.

Likewise, when a resident from the project goes out to lunch, the person who serves the project resident lunch holds a job that was *indirectly* caused by the proposed project. When the server then goes out and spends money in the economy, the jobs generated by this third-tier effect are considered *induced* employment.

The multiplier effect also considers the secondary effect of employee expenditures. Thus, it includes the economic effect of the dollars spent by those employees who support the employees of the project.

Increased future employment generated by resident and employee spending ultimately results in physical development of space to accommodate those employees. It is the characteristics of this physical space and its specific location that will determine the type and magnitude of environmental impacts of this additional economic activity. Although the economic effect can be generally predicted, the actual environmental implications of this type of economic growth are too speculative to predict or evaluate, since they can be spread throughout the Sacramento metropolitan region and beyond.

It should be noted that, while the proposed project would contribute to direct, indirect, and induced growth in the area, the project is located in a developed area with a variety of resident-serving uses. Residential and mixed use development of the South Natomas area is a goal of the City's General Plan and the South Natomas Community Plan.

#### Impacts of Induced Growth

While growth in the South Natomas area of the City is an intended consequence of the proposed project, growth induced directly and indirectly by the proposed project could also affect the greater Sacramento area. Potential impacts associated with induced growth in the area could include: traffic congestion; air quality deterioration; loss of

agricultural land and open space; loss of habitat and wildlife; impacts on utilities and services, such as fire and police protection, water, recycled water, wastewater, solid waste, energy, and natural gas; and increased demand for commercial and retail services. The construction of additional housing and indirect and induced employment would further contribute to the stated environmental effects. (DEIR, p. 7-4 and 7-5.)

#### VII. SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL EFFECTS

The State CEQA Guidelines mandate that an EIR address any significant irreversible environmental changes which would be involved if the proposed project is implemented. (CEQA Guidelines, § 15126.2, subd. (c).) An impact would fall into this category if:

- The project would involve a large commitment of nonrenewable resources;
- The primary and secondary impacts of a project would generally commit future generations to similar uses (e.g. a highway provides access to a previously remote area);
- The project involves uses in which irreversible damage could result from any potential environmental accidents associated with the project; or
- The phasing of the proposed consumption of resources is not justified (e.g., the project involves a wasteful use of energy).

Development of the proposed project would result in the continued commitment of the project site to urban development, thereby precluding any other uses for the lifespan of the project. Restoration of the site to a less developed condition would not be feasible given the degree of disturbance, the urbanization of the area, and the level of capital investment.

CEQA Guidelines also require a discussion of the potential for irreversible environmental damage caused by an accident associated with the project. While the project would result in the use, transport, storage, and disposal of hazardous wastes, as described in the Initial Study (Hazards and Hazardous Materials), all activities would comply with applicable State and federal laws related to hazardous materials, which significantly reduces the likelihood and severity of accidents that could result in irreversible environmental damage.

Implementation of the proposed project would result in the long-term commitment of resources to urban development. The most notable significant irreversible impacts are increased generation of pollutants; and the short-term commitment of non-renewable and/or slowly renewable natural and energy resources, such as mineral resources and water resources during construction activities. Operations associated with future uses would also consume natural gas and electrical energy. These irreversible impacts, which are, as yet, unavoidable consequences of urban growth, are described in detail in the appropriate sections of the EIR.

Resources that would be permanently and continually consumed by project implementation include water, electricity, natural gas, and fossil fuels; however, the amount and rate of consumption of these resources would not result in the unnecessary, inefficient, or wasteful use of resources. With respect to operational activities, compliance with all applicable building codes, as well as mitigation measures, planning policies, and standard conservation features, would ensure that all natural resources are conserved to the maximum extent possible. It is also possible that new technologies or systems will emerge, or will become more cost-effective or user-friendly, to further reduce the reliance upon nonrenewable natural resources. Nonetheless, construction activities related to the proposed project would result in the irretrievable commitment of nonrenewable energy resources, primarily in the form of fossil fuels (including fuel oil), natural gas, and gasoline for automobiles and construction equipment.

Specific details regarding the type of appliances to be included in the residential units are not available at this time. Because the project is infill development, however, it would not require the loss of additional natural resources associated with the extension of infrastructure (such as roads, pipelines, etc.) through undeveloped areas. (DEIR pp. 7-2 and 7-3)

#### VIII. CONSISTENCY WITH APPLICABLE PLANS

CEQA Guidelines Section 15125, subdivision (d), requires that any inconsistencies between a proposed project and applicable general plans and regional plans be discussed. The following discussion addresses consistency of the proposed project with the relevant City General Plan and South Natomas Community Plan (SNCP).

The project supports the General Plan goals and policies are designed to ensure quality, affordable residential development, and the provision of adequate park space. In addition, the project adheres to the residential requirements outlined in the SNCP. The project would be compatible with existing and planned land uses in an urban environment. However, the proposed project would require a General Plan amendment to modify the location of residential and park uses, and to replace the office uses with residential use. Because the General Plan is not intended to be a static document, this amendment, in and of itself, would not be considered an inconsistency. Therefore, the ParkeBridge residential subdivision project would be consistent with the City's General Plan Policies and the SNCP (DEIR, pp. 4-12 and 4-13). As such, the project is requesting a General Plan Amendment and a Community Plan Amendment to modify the location of residential and park uses, and to replace office uses with residential uses. A rezone from Office (OB-PUD) and Agriculture (A) to Residential (R-2A-PUD, RD-5) and Open Space (OS) is also needed.

The existing General Plan land use designation for the existing site is Low Density Residential, Regional Commercial and Offices, and Parks-Recreation-Open Space (DEIR, p. 2-1). As such, the proposed project's modification of the location of residential and park uses, and to replace office uses with residential uses would be compatible with existing and planned land use designations (DEIR, p. 4-13.).

Further, because the project includes a tentative subdivision map for the development of 531 residential units and associated infrastructure in the South Natomas Community Plan area, the project is consistent with the goals and policies of the General Plan (Residential Land Use – Goal A, Policy 6; Goal B, Policy 3; Goal C, Policies 4 and 7; Goal D, Policy 2, Goal E, Policies 1 and 2; Conservation and Open Space – Goal A; Goal D, Policy 1; Managed Production of Resources – Goal A; Parks and Recreation Service – Goal A, Policies 3, 5, and 9)(DEIR, pp. 4-8 and 4-9).

The existing SNCP land use designation for the site is residential, office, and park/open spaces uses (DEIR, p. 4-10). The existing site is currently zoned OB-PUD and A (DEIR, pp. 4-13). Because the project would require an amendment to the SNCP and rezone to modify the location of residential use of the site, the project would not otherwise conflict with the SNCP or Zoning.

The project would also comply with the Natomas Basin Multi-species Habitat Conservation Plan. With implementation of the project, the project applicant will comply with mitigation prescribed in the plan through the acquisition and dedication of mitigation land to the Natomas Basin conservancy at a rate of one-half acre of habitat for every acre of land developed and payment of applicable mitigation fees to cover the costs of restoring and managing one-half acre of habitat for every acre of land developed. (DEIR, p. 2-3.)

The City hereby finds that the ParkeBridge Project is consistent with the General Plan and the SNCP for the reasons set forth in the EIR, in the staff reports, and in these findings. The City further finds that the Project is not inconsistent with any mandatory and fundamental General Plan or SNCP policies.

## **IX. PROJECT ALTERNATIVES**

Where a lead agency has determined that, even after the adoption of all feasible mitigation measures, a project as proposed will still cause one or more significant adverse environmental effects that cannot be substantially lessened or avoided, the agency, prior to approving the project as mitigated, must first determine whether, with respect to such impacts, there remain any project alternatives that are both environmentally superior and feasible within the meaning of CEQA. As noted earlier in these Findings, an alternative may be “infeasible” if it fails to fully promote the lead agency’s underlying goals and objectives with respect to the project. Thus, “feasibility” under CEQA encompasses “desirability” to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social and technological factors. (*City of Del Mar, supra*, 133 Cal.App.3d at p. 417; see also *Sequoyah Hills, supra*, 23 Cal.App.4<sup>th</sup> at p. 715.)

In short, CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to substantially lessen or avoid significant environmental impacts that would otherwise occur. Project modifications or alternatives are not required, however,

where such changes are infeasible or where the responsibility of modifying the project lies with some other agency. (CEQA Guidelines, § 15091, subs. (a), (b).)

The detailed discussion in Section VIII demonstrates that nearly every significant effect identified in the EIR has been at least substantially lessened, if not fully avoided, by the adoption of feasible mitigation measures. The ParkeBridge Project would nevertheless result in significant and unavoidable direct and cumulative impacts. Specifically, the ParkeBridge Project would result in significant and unavoidable impacts on the following:

5.5-1 The proposed project would generate more than 500 tons per year of solid waste.

5.6-2 Freeway Mainline: the proposed project would contribute to unacceptable conditions on the I-80 mainline between Northgate and Norwood during the PM peak hour (EB) and AM peak hour (WB). (DEIR, p. 3-2)

Overall, the ParkeBridge Project would result in the following significant and unavoidable cumulative impacts:

***Cumulative Scenario Without Fong Ranch Road Extension***

5.6-6 Intersections: the proposed project would exacerbate unacceptable conditions at the Truxel/San Juan intersection (AM peak hour).

5.6-7 Freeway Mainline: the proposed project would contribute to unacceptable conditions on the I-80 mainline EB and WB between Norwood Avenue and Northgate Boulevard during both the AM and PM peak hours; EB between I-5 and Truxel Road during the PM peak hour; and WB between Northgate Boulevard and Truxel Road during the AM peak hour.

5.6-8 Freeway Ramps: the proposed project would contribute to unacceptable conditions on the WB I-80 off-ramp to Truxel Road. (DEIR, p. 3-2)

The City can fully satisfy its CEQA obligations by determining whether any alternatives identified in the EIR are both feasible and environmentally superior with respect to these impacts. If the City determines that no alternative is both feasible and environmentally superior with respect to the significant and unavoidable impacts identified in the EIR, the City may approve the ParkeBridge Project as mitigated, after adopting a statement of overriding considerations. As illustrated below, no identified alternative qualifies as both feasible and environmentally superior with respect to these unmitigable impacts.

***A. Alternatives Considered and Dismissed from Further Consideration as Infeasible.***

Consistent with CEQA, primary consideration was given to alternatives that would reduce significant impacts while still meeting most of the project objectives. Those alternatives that would have impacts identical to or more severe than the proposed

project, or that would not meet most of the project objectives, were rejected from further consideration. The alternatives included in the DEIR were derived after the establishment of significance thresholds for those issue areas with significant and unavoidable post-construction impacts: operational air emissions, solid waste generation, and traffic. Alternatives exceeding the significance thresholds for the aforementioned issue areas would not substantially lessen any significant environmental impacts identified in Chapter 5 of the EIR and were rejected from further analysis. Although any number of alternatives could be designed that could result in the reduction or elimination of project impacts, a total of four representative alternatives was evaluated in the Draft EIR.

*B. Summary of Alternatives Considered*

- The **No Project/No Development Alternative** assumes the proposed project will not be developed. The project site would remain agricultural land and would not be developed in the future.
- The **No Project/Existing Land Use Designation Alternative** assumes development of the project site based on the current zoning designations, there would be a total of 296 residential units, 33.4 acres of park/open space, and approximately 331,000 square feet of office use on 30.1 acres.
- The **Reduced Density Alternative** assumes the land swap between the City and Griffin Industries does not occur. Under this alternative, the western corner of the project site would be developed with residential units; the northern strip bordering I-80 would remain in the City's possession for potential development as a park. A total of 366 residential units would be constructed.
- The **Off-Site Alternative** assumes the development of 531 residential units at an alternate location in the South Natomas area.

(DEIR, p. 6-3)

Each of the alternatives is described in more detail, below, followed by an assessment of the alternative's impacts relative to the proposed project. The focus of this analysis is the difference between the alternative and the proposed project, with an emphasis on addressing the significant impacts identified under the proposed project. For each issue area, the analysis indicates which mitigation measures would be required of the alternative and which significant and unavoidable impacts would be avoided. In some cases, the analysis indicates what additional mitigation measures, if any, would be required for the alternative being discussed, and what significant and unavoidable impacts would be more (or less) severe. Unless otherwise indicated, the level of significance and required mitigation would be the same for the alternative as for the proposed project and no further statement of the level of significance is made. (DEIR, p. 6-4.)

### Alternative 1 – No Project/No Development Alternative

CEQA requires the evaluation of the comparative impacts of the "No Project" alternative (CEQA Guidelines Section 15126.6(e)(1)). The No Project/No Development Alternative describes an alternative in which no development would occur on the project site and the uses on the site would remain the same as under existing conditions. Under Alternative 1, the site would remain in its current condition as agricultural land. The site-specific impacts of the No Project/No Development alternative are best described by the existing conditions presented in the environmental setting sections of Chapter 5 of this Draft EIR.

The No Project/No Development Alternative would produce no changes on the project site, which would effectively eliminate all project impacts identified in the DEIR. Because the site would remain in its current condition, there would be no impacts associated with introducing buildings and people into an area that is currently undeveloped. The drainage of the site would remain unchanged, as would the biological resources on site. Residents would not be introduced to the site, so there would be no demand for services or utilities and no traffic would be generated under this alternative.

#### **Mitigation That Would No Longer Be Required**

None of the mitigation measures identified in this EIR would be required under the No Project/No Development Alternative.

#### **Significant and Unavoidable Impacts That Would No Longer Occur**

None of the significant and unavoidable impacts identified in this EIR would occur under the No Project/No Development Alternative.

#### **Relationship of the No Project/No Development Alternative to the Project Objectives**

The No Project Alternative would be environmentally superior to the proposed project, because none of the environmental impacts identified in Chapter 5 would occur. However, the No Project/No Development Alternative would not achieve any of the project objectives; in particular, the alternative would fail to develop a residential community.

### Alternative 2 – No Project/Existing Land Use Designation Alternative

A "no action" alternative assumes that future conditions on the site would be that which is reasonably expected to occur under the City's General Plan, South Natomas Community Plan, and zoning ordinance, consistent with available infrastructure and community services. For this discussion, development under existing land use designations would serve as the basis for the No Project/Current Land Use Designation Alternative. As discussed in Chapter 4, Land Use, current zoning districts for the site

include low-density residential (R-1A-PUD), office (OB-PUD), and agriculture (A). The No Project/Current Land Use Designation Alternative could accommodate 296 residential units, 33.4 acres of park/open space, and 331,000 square feet of office use (assuming approximately 11,000 square feet per acre).

Development consistent with the current designations would result in many similar impacts as the proposed project. The entire site would be graded and developed, which would result in similar impacts on biological resources and drainage. Construction related impacts associated with noise and air quality would also be similar, and mitigation would be necessary to address short-term impacts. The illustrative site plan shown in Figure 6-1 includes development of the wetland portion of the project site. A plan could be designed to avoid the wetland feature. If the wetland feature were developed under this alternative, it would result in additional impacts on biological resources and would require mitigation beyond that identified for the proposed project or a reduction in the number of units (eliminating development of the wetland area). The wetland area could be developed, but would require permitting from the U.S. Army Corps of Engineers (Section 404 permit). Assuming 296 units and 331,000 square feet of office use, the Current Land Use Designation Alternative would generate approximately 4.3 tons of solid waste per day (assuming 1 pound per 100 square feet per day for office solid waste generation), less solid waste than the proposed project, but it would still exceed the 500 tons/year threshold, resulting in a significant and unavoidable impact.

The proposed project would contribute to unacceptable conditions at the intersection of Truxel and San Juan Roads and off-ramps and sections of I-80 in the project vicinity. As shown in Table 6-3, Alternative 2 would result in approximately 50 percent more total daily trips than the proposed project. Consequently, this alternative would likely result in substantially more severe impacts than the proposed project. While office uses generate traffic that is generally in the reverse direction as the residential uses on the site (office traffic would generally be entering the site in the am peak hour and leaving the site in the pm hour), because the roadways impacted by the proposed project are already operating at an unacceptable level, these would likely also be impacted by this alternative. Therefore, because this alternative would result in greater trip generation than the proposed project, this impact would be more severe than the proposed project.

#### Mitigation That Would No Longer Be Required

All of the mitigation measures identified in this EIR would be required under the Existing Land Use Development Alternative. Additional mitigation could be required if the office-generated traffic results in impacts that would not occur under the proposed project.

#### Significant and Unavoidable Impacts That Would No Longer Occur

Because the Existing Land Use Development Alternative would result in a generally more intense use of the site than the proposed project, it is likely that all of the significant and unavoidable impacts identified for the proposed project would occur under this alternative. Solid waste generation would be reduced under this alternative,

but it would remain a significant and unavoidable impact. Traffic generation would be greater under this alternative, which could result in additional localized traffic impacts and would also contribute to air emissions, though likely not to a significant level.

#### Relationship of the No Project/Existing Land Use Designation Alternative to the Project Objectives

The No Project/Current Land Use Designation Alternative would achieve the project objectives related to creating a residential community with adequate services and facilities. As shown, the Current Land Use Designation Alternative would result in the construction of residential use on the existing wetland. If the wetland were developed, it would result in a larger impact on biological resources than under the proposed project, although impacts on biological resources would likely be reduced to a less-than-significant level with compliance with requirements of the Section 404 permit. Avoiding development in the wetland area in this alternative could be achieved by reducing the number of units for the alternative or increasing the density. In the eastern portion of the site, 33 acres would remain available for development as a park; however, because the plan depicted is intended to maximize the number of residential units, the Current Land Use Designation Alternative would not provide any pocket parks or open space within the residential neighborhoods, conflicting with the stated goal to provide access to these amenities. The number of units would be required to be reduced or the density increased in order to accommodate additional park areas. However, payment of park in-lieu fees and/or dedication of land would satisfy the requirement for parks, and would result in a less-than-significant impact.

The types of housing provided under this alternative would be limited to lower density because the office component would generate more traffic than a comparable amount of residential, thereby increasing the traffic impact compared to the proposed project. Because the housing would generally be limited to low-density, this alternative would not be consistent with the project goal to provide low- and medium-density housing. Providing an equivalent amount of medium-density housing would not be consistent with the adjacent low-density residential development. Further, the project goal is to develop a residential project, so the office component would be inconsistent with that goal.

#### Alternative 3 - Reduced Density Alternative

This alternative assumes that there would be no land exchange between the applicant and the City. Under this scenario, the northern portion of the site along I-80 would not be owned by the project applicant, leaving the remainder of the site for development by the project applicant. This alternative includes residential uses in the western corner and southern half of the project site, with 366 dwelling units on approximately 84 acres. An illustrative plan showing how this alternative could be achieved is shown in Figure 6-2. This alternative would be a reduction from the 531 units included in the proposed project. The northern parcel, bordering I-80, would remain in the City's control, and it is assumed that at least some portion of that parcel would be developed with a park;

however, it could be developed - as it is designated - with office uses, with park uses, or a combination of the two.

The portion of the project site that would be developed with residential uses under the Reduced Density Alternative would be the same as the proposed project, so impacts associated with grading (air quality, noise) would be the same. Construction-related impacts would be the same as the proposed project, requiring mitigation for temporary noise and air quality impacts. The Reduced Density Alternative would result in fewer residents in the project site. This alternative would produce less solid waste (3.29 tons per day) and generate less traffic than the proposed project; however, this alternative would still result in a significant and unavoidable impact related to solid waste, as it would exceed the 500 tons per year standard. As shown in Table 6-4, Alternative 3 would generate approximately 25 percent fewer trips than the proposed project. However, because the significant traffic impacts identified for the proposed project occur at intersections and road segments that operate at unacceptable levels without the project, this alternative would also contribute to and exacerbate those conditions. Under this alternative, the northern portion of the project site adjacent to I-80 would be under control of the City. Although Figure 6-2 shows that area developed as a park, because that area is designated for office use, it could be developed with office uses. If that area were to be developed as a park, the overall impacts generated from this site would be less intense than the proposed project. However, if a portion of that area were to be developed as office use, the impact associated with development of the site under this alternative could be equal to or more severe than the proposed project, depending on the amount of office use developed.

#### **Mitigation That Would No Longer Be Required**

All of the mitigation measures identified in this EIR would be required under the Reduced Density Alternative.

#### **Significant and Unavoidable Impacts That Would No Longer Occur**

Although the Reduced Density Alternative would result in a less intense use of the site than the proposed project, it is likely that all of the significant and unavoidable impacts identified for the proposed project would occur under this alternative. Solid waste generation would be reduced under this alternative, but it would remain a significant and unavoidable impact. Traffic generation would also be reduced under this alternative, which would result in a reduced effect on local traffic conditions than the proposed project. However, this alternative would contribute traffic to roadways, intersections, and freeway facilities that operate at unacceptable levels under baseline conditions and would thus increase delays and/or exacerbate the unacceptable baseline conditions, although at a lesser level than the proposed project.

#### **Relationship of the Reduced Density Alternative to the Project Objectives**

The residential uses included in the Reduced Density Alternative would achieve the project objectives of providing a community with low and medium density residential units with pedestrian and bicycle connections to the adjacent community. Depending

on design, this alternative may not include pocket parks within the neighborhood, thus conflicting with the project objective regarding provision of parks. This objective could be achieved by further reducing the number of units or increasing density to allow for the provision of parks.

#### Alternative 4 – Off-Site Alternative

The off-site alternative assumes development of 531 residential units on another site within the South Natomas area. It is assumed that this alternative would be developed with a similar density as the proposed project. Although a specific site has not been selected for this alternative, there are other locations within the South Natomas area that are designated for residential use, including the area west of Truxel Road at I-80 and the area north of West El Camino Avenue at I-80. However, because this alternative would include the same number of units as the proposed project, impacts related to population would be the same as those of the proposed project, such as solid waste generation and water demand. Similarly, because the number of units would be the same, this alternative would generate the same volume of traffic as the proposed project. Depending on the location of the alternative, there could be negative effects on local streets due to traffic generated by this alternative. It is also likely that this alternative would have a similar effect on existing unacceptable levels of service on portions of I-80, similar to the proposed project. Specific impacts on biological resources that would occur as a result of an off-site alternative are not known, but the potential for special-species habitat or wetlands in the South Natomas area, and therefore the potential for impacts, exists. However, any development in South Natomas would be required to comply with the Natomas Basin Habitat Conservation Plan, which would reduce biological resource impacts to a less-than-significant level.

For the purposes of this analysis, it is assumed that a drainage plan would be prepared for any alternative location and the plan would be reviewed and approved by the City, which would ensure a less-than-significant impact related to drainage.

#### **Mitigation That Would No Longer Be Required**

Because the area and intensity of construction under this alternative would be the same as the proposed project, all construction-related mitigation would still be required. In addition, it is likely that the biological mitigation measures would be required, at a minimum, on any alternate site. For an off-site location not adjacent to the freeway, noise mitigation identified for the proposed project could be avoided. Mitigation measures for traffic would be site-specific, so they would vary from the proposed project. Traffic mitigation would apply to specific roads and intersections surrounding the off-site location and because traffic would be added in South Natomas, which is already largely developed, the intensity of mitigation would likely be similar to the proposed project.

#### **Significant and Unavoidable Impacts That Would No Longer Occur**

As stated above, because the level of development for this alternative would be the same as the proposed project, the same impacts would likely occur. Traffic impacts,

however, would be specific to the location and would therefore, differ from the proposed project. The intersection of San Juan and Truxel Road may not be affected by an off-site alternative. Nonetheless, because the project would include the same number of units, the traffic generation would be the same and similar impacts would likely occur at any alternative location in a developed area. For instance, it is likely that an off-site alternative would add traffic to the local freeways that are already impacted. In addition, because the South Natomas area is largely developed, it is possible that traffic added to local streets at another location could result in new impacts on local streets adjacent to the site.

#### **Relationship of the Off-Site Alternative to the Project Objectives**

The off-site alternative could achieve the objectives of the proposed project. However, potential conflicts could exist at the alternate location that is not present at the proposed project site; for example, adequate infrastructure to provide services and utilities may not be in place.

#### **Environmentally Superior Alternative**

An EIR is required to identify the environmentally superior alternative from among the range of reasonable alternatives that are evaluated. Section 15126.6 (e) of the CEQA Guidelines requires that an environmentally superior alternative be designated and states that "if the environmentally superior alternative is the "no project" alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives."

From the alternatives evaluated for the ParkeBridge project, the environmentally superior alternative would be Alternative 1 – the No Project/No Development Alternative. This alternative would avoid all significant impacts associated with the proposed project. However, in accordance with the CEQA Guidelines, an environmentally superior alternative must also be selected from the remaining alternatives. Development of the site according to the existing designations, as shown in Alternative 2, would result in a more intense development of the site due to traffic generated by office uses. An off-site alternative (Alternative 4) would result in similar impacts, only at a different location. Therefore, the environmentally superior alternative would be the reduced-density alternative (Alternative 3), assuming that the City would develop park uses on the northern portion of the site, with no office uses.

### **X. STATEMENT OF OVERRIDING CONSIDERATIONS**

As set forth in the preceding sections, the City's approval of the ParkeBridge residential subdivision project, will result in significant adverse environmental impacts that cannot be avoided even with the adoption of all feasible mitigation measures. Despite the occurrence of these effects, however, the City chooses to approve the ParkeBridge project because, in its view, the economic, social, and other benefits that the ParkeBridge project will generate will render the significant effects acceptable.

The following statement identifies why, in the City's judgment, the benefits of the ParkeBridge project as approved outweigh their unavoidable significant effects. Thus, even if a court were to conclude that not every reason is supported by substantial evidence, the City would stand by its determination that each individual reason is sufficient. The substantial evidence supporting the various benefits can be found in the preceding findings, which are incorporated by reference into this section, and into the documents found in the Record of Proceedings, as defined above.

The City finds that each impact previously identified and briefly explained above is acceptable because mitigation measures have been required to reduce these impacts to the extent feasible, and on balancing the benefits to be realized by approval of the ParkeBridge project against the remaining environmental risks, the following economic, social, and other considerations outweigh the impacts and support approval of the ParkeBridge project:

**The ParkeBridge residential subdivision project would provide housing and limit sprawl.**

The adoption and implementation of the ParkeBridge project will provide for the development of up to 531 new residential units. (DEIR, p. 2-3.) The proposed residential units are divided into four residential villages, as follows: 142 townhome cluster lots, 135 single family units (34 foot by 73 foot lots), 154 single-family units (45 foot by 80 foot lots), and 100 single family units (50 foot by 100 foot lots). By providing housing in an infill site in close proximity to the City's core, the Project helps limit sprawl.

**The ParkeBridge residential subdivision would provide open space, new recreational facilities, and accommodate land to be developed as a community park for future and existing residents.**

The project will provide four parks totaling approximately 0.9 acres along Fong Ranch Road that would serve as a focal element and gathering place, with recreational opportunities. The project would also dedicate 4 acres of the site to be developed by the City, in combination with other adjacent land, to create a 28.1 acre community park on the parcel west of the project site. Also, approximately 2.41 acres along the drainage canal would be dedicated open space. These new facilities will provide recreational opportunities for future residents and the nearby surrounding residential community.

**The ParkeBridge residential subdivision project would provide bicycle facilities on site as identified in the 2010 City/County Bikeway Master Plan, which would promote connectivity with adjacent development.**

Development of the ParkeBridge residential subdivision includes a bikeway and parkway trail that would be constructed as part of the project along the southern border of the project site. An additional bike trail/landscaped parkway would be within the project site. The trail would travel through the recreation and open space area and provide a link to the detention basin along the eastern border of the project site. These bikeways would be 10 feet in width. Two bicycle/pedestrian bridges with access from the bike path would connect the proposed project with the existing residential

development to the south. Off-street bicycle and pedestrian pathways would also be adjacent to internal residential streets.

**The ParkeBridge residential subdivision project would be consistent with the City's General Plan Policies, the South Natomas Community Plan ("SNCP"), and the Natomas Basin Multi-species Habitat Conservation Plan.**

With implementation of the proposed project, residential development would be compatible with existing and planned land uses in an urban environment. (DEIR, p. 4-12.) The proposed project would require a General Plan amendment to modify the location of residential and park uses, and to replace the office uses with residential use. Because the General Plan is not intended to be a static document, this amendment, in and of itself, would not be considered an inconsistency. Therefore, the project would be consistent with the City's General Plan Policies and the SNCP (DEIR, pp. 4-12 and 4-13). As such, the project is requesting a General Plan Amendment and a Community Plan Amendment to modify the location of residential and park uses, and to replace office uses with residential uses. A rezone from Office (OB-PUD) and Agriculture (A) to Residential (R-2A-PUD, RD-5) and Open Space (OS) is also needed. The existing General Plan land use designation for the existing site is Low Density Residential, Regional Commercial and Offices, and Parks-Recreation-Open Space (DEIR, p. 2-1). As such, the proposed project's modification of the location of residential and park uses and replacement of office uses with residential uses would be compatible with existing and planned land use designations (DEIR, p. 4-13.).

Further, because the project includes a tentative subdivision map for the development of 531 residential units and associated infrastructure in the South Natomas Community Plan area, the project is consistent with the goals and policies of the General Plan (Residential Land Use – Goal A, Policy 6; Goal B, Policy 3; Goal C, Policies 4 and 7; Goal D, Policy 2, Goal E, Policies 1 and 2; Conservation and Open Space – Goal A; Goal D, Policy 1; Managed Production of Resources – Goal A; Parks and Recreation Service – Goal A, Policies 3, 5, and 9)(DEIR, pp. 4-8 and 4-9).

The existing SNCP land use designation for the site is residential, office, and park/open spaces uses (DEIR, p. 4-10). The existing site is currently zoned OB-PUD and A (DEIR, pp. 4-13). Because the project would require an amendment to the SNCP and rezone to modify the location of residential use of the site, the project would not otherwise conflict with the SNCP or Zoning.

The project would also comply with the Natomas Basin Habitat Conservation Plan. With implementation of the project, the project applicant will comply with mitigation prescribed in the Plan through the acquisition and dedication of mitigation land to the Natomas Basin Conservancy at a rate of one-half acre of habitat for every acre of land developed and payment of applicable mitigation fees to cover the costs of restoring and managing one-half acre of habitat for every acre of land developed. (DEIR, p. 2-3.)

*XI. MITIGATION AND MONITORING PLAN*

A Mitigation and Monitoring Plan ("MMP") was prepared for the project and approved by the City by the same resolution that has adopted these findings. (See Pub. Resources Code, § 21081.6, subd. (a)(1); CEQA Guidelines, § 15097.) The City will use the MMP to track compliance with project mitigation measures. The MMP is included in the EIR and will remain available for public review during the compliance period.

## 5.0 MITIGATION MONITORING PLAN

### INTRODUCTION

The California Environmental Quality Act (CEQA) requires review of any project that could have significant adverse effects on the environment. In 1988, CEQA was amended to require reporting on and monitoring of mitigation measures adopted as part of the environmental review process. This Mitigation Monitoring Plan (MMP) is designed to aid the City of Sacramento in its implementation and monitoring of measures adopted from the ParkeBridge Residential Subdivision DEIR.

### MITIGATION MEASURES

The mitigation measures are taken from the ParkeBridge Residential Subdivision DEIR, including the Initial Study included as Appendix A of the DEIR, and are assigned the same number they had in the DEIR. The MMP describes the actions that must take place to implement each mitigation measure, the timing of those actions, and the entities responsible for implementing and monitoring the actions.

### MMP COMPONENTS

The components of each monitoring form are addressed briefly, below.

**Impact:** This column summarizes the impact stated in the DEIR.

**Mitigation Measure:** All mitigation measures that were identified in the ParkeBridge Residential Subdivision DEIR are presented, and numbered accordingly. The mitigation measures from the Initial Study are identified by topic and number.

**Action:** For every mitigation measure, one or more actions are described. These are the center of the MMP, as they delineate the means by which EIR measures will be implemented, and, in some instances, the criteria for determining whether a measure has been successfully implemented. Where mitigation measures are particularly detailed, the action may refer back to the measure.

**Implementing Party:** This item identifies the entity that will undertake the required action.

**Timing:** Each action must take place prior to the time at which a threshold could be exceeded. Implementation of the action must occur prior to or during some part of approval, project design or construction or on an ongoing basis. The timing for each measure is identified.

**Monitoring Party:** The City of Sacramento is responsible for ensuring that most mitigation measures are successfully implemented. Within the City, a number of departments and divisions would have responsibility for monitoring some aspect of the overall project. Occasionally, monitoring parties outside the City are identified; these parties are referred to as "Responsible Agencies" by CEQA.

PARKERBRIDGE RESIDENTIAL SUBDIVISION MITIGATION MONITORING PLAN AS CORRECTED 2/9/06					
Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
1(c) Project could create new sources of light or glare.	AE-1 All light standards shall be shielded and directed such that adjacent properties are not illuminated.	Design lighting system to avoid lighting of adjacent properties.	Protect developer	Prior to the approval of final development plans and specifications.	City of Sacramento Building Division
4(a) - (e). Project construction could uncover paleontological artifacts or unique geologic resources, or disturb human remains.	CR-1 (a) In the event that any prehistoric or historic subsurface archeological features or deposits, including locally darkened soil ("midden"), that could conceal cultural deposits, animal bone, obsidian and/or mortar are discovered during construction-related earth-moving activities, all work within 50 meters of the resources shall be halted and the City shall consult with a qualified archeologist to assess the significance of the find. Archeological test excavations shall be conducted by a qualified archeologist to aid in determining the nature and integrity of the find. If the find is determined to be significant by the qualified archeologist, representatives shall meet to discuss the appropriate course of action. All discovered significant cultural materials recovered shall be subject to scientific analysis, professional museum curation, and a report shall be prepared by the qualified archeologist according to current professional standards.  (b) If a Native American site is discovered, the evaluation process shall include consultation with the appropriate Native American(s) representatives.  If Native American archaeological, ethnographic, or spiritual resources are involved, all identification and treatment shall be conducted by qualified archeologists who are certified by the Society of Professional Archeologists (SOPA) and/or meet the federal standards as stated in	Verify that bid documents and contracts include provisions to cease excavation in the event of discovery of paleontological resources; excavation plan to be created and resources shall be donated to an appropriate cultural center, if required.	Protect developer	Prior to excavation; on-going as needed during construction; if applicable, excavation plan shall be prepared and adopted prior to any excavation being undertaken after discovery.	City of Sacramento Development Services Department

PARKERBRIDGE RESIDENTIAL SUBDIVISION MITIGATION MONITORING PLAN AS CORRECTED 2/9/06				
Impact	Mitigation Measure	Action	Implementing Party	Monitoring Party
	<p>the Code of Federal Regulations (36 C.F.R. 61), and Native American representatives who are approved by the local Native American community as scholars of the cultural traditions.</p> <p>In the event that no such Native American is available, persons who represent tribal governments and/or organizations in the locale in which resources could be affected shall be consulted. If historic archaeological sites or historic architectural features are involved, all identification and treatment to be carried out by qualified historic preservation or architectural professionals. These individuals shall meet either the requirements of the National Register of Professional Archaeologists (RPA) or 36 C.F.R. 61 requirements.</p> <p>(c) The project proponent shall retain a qualified archaeologist to conduct a workshop on the identification of subsurface cultural resources for all construction workers for the proposed project involved with grading, trenching and/or digging. The workshop shall be completed prior to the commencement of any earth working or other construction activities. The project proponent shall provide to the City verification of compliance by all contractors and construction workers involved with grading, trenching, and/or prior to the issuance of any building permits.</p> <p>(d) Any identified cultural resource shall be recorded on the appropriate DPR 323 form by a qualified professional.</p> <p>(e) If a human bone or bone of unknown origin is found during construction, all work shall stop in the vicinity of the find and the County Coroner shall be contacted immediately. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission who shall notify the person most likely believed to be a descendant. The most</p>			

PARKEBRIDGE RESIDENTIAL SUBDIVISION MITIGATION MONITORING PLAN AS CORRECTED 2/9/06					
Impact	Mitigation Measure	Action	Implementing Party	Monitoring Party	
	likely descendant shall work with the contractor to develop a program for rementerment of the human remains and any associated artifacts. No additional work is to take place within the immediate vicinity of the find until the identified appropriate actions have taken place.				
<b>DEIR Section 5.1 Air Quality</b>					
5.1-1 Project construction could generate emissions of PM <sub>10</sub> .	<p>The project applicant shall ensure that no more than 15 acres of the proposed project site are disturbed on any day. During grading, the proposed project shall also:</p> <ul style="list-style-type: none"> <li>Keep soil moist at all times.</li> <li>Maintain two feet of freeboard space on haul trucks.</li> <li>Use emulsified diesel or diesel catalysis on applicable heavy duty diesel construction equipment.</li> </ul>	Verify that project contractor construction bid documents and contracts include demolition activity measures; periodic field inspections during construction.	Project developer/contractor	Prior to issuance of a grading or building permit; on-going during construction.	City of Sacramento Building Division; City of Sacramento Building Inspector
5.1-2 Project construction could generate emissions of ozone precursors.	<p>(a) The project shall provide a plan for approval by SMAQMD demonstrating that the fleet used in (1-50 horsepower) off-road vehicles to be used in the construction project activities listed, leased or owned by the project applicant, will achieve a project-wide fleet average 20 percent NO<sub>x</sub> reduction and 45 percent particulate reduction compared to the most recent CARB fleet average at time of construction.</p> <p>(b) The project representative shall submit to SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use or fuel throughput for each piece of equipment. The</p>	Verify that project contractor bid documents and contracts include construction practices recommended by the SMAQMD; periodic field inspections during construction; pay fee to SMAQMD.	Project developer/contractor	Prior to issuance of a grading or building permit; on-going during construction.	City of Sacramento Building Division; City of Sacramento Building Inspector



PARKERBRIDGE RESIDENTIAL SUBDIVISION MITIGATION MONITORING PLAN AS CORRECTED 2/19/06				
Impact	Mitigation Measure	Action	Implementing Party	Monitoring Party
5.2-2 The project could result in the loss of one active burrowing owl nest burrow.	DEIR Section 6.2 Biological Resources 5.2-2 The project proponent shall hire a qualified biologist to conduct a pre-construction burrowing owl survey. If nesting owls are found, no disturbance shall be allowed within 100-feet of the active nest burrow between February 1 and August 31. Outside the nesting season, and/or upon confirmation by the qualified biologist that all young have fledged and left an active nest, burrowing owls present in the burrow shall be excluded from the burrow(s) by a qualified biologist through a passive relocation as outlined in the California Burrowing Owl Consortium's April 1993 Burrowing Owl Survey Protocol and Mitigation Guidelines. Once the burrows have been cleared, they must be hand-excavated and collapsed prior to project construction.	Verify schedule for construction in the area of the active nest; demonstrate retention of a qualified biologist to clear burrows.	Project developer, qualified biologist	City of Sacramento Development Services Department
5.2-3 Development of the proposed project could result in the loss of or injury to garter snakes and their upland habitat.	DEIR Section 6.3 Hydrology and Water Quality 5.2-3 The project applicant shall hire a qualified (i.e. permitted) biologist to monitor the project site to prevent the accidental loss of any giant garter snakes during construction. If any giant garter snakes are found, construction shall be halted until the biologist moves the snake to a safe location outside the construction area.	Demonstrate retention of qualified biologist to monitor presence of giant garter snakes.	Project developer, qualified biologist	City of Sacramento, Development Services Department
No mitigation required.	DEIR Section 6.3 Hydrology and Water Quality			
5.4-2 The project would expose new sensitive receptors to freeway noise levels.	DEIR Section 6.4 Noise 5.4-2 The project applicant shall ensure that the sound wall adjacent to Interstate 80 would be at least seven feet above the grade of the backyard of the nearest residences, and would achieve a 20 dBA transmission loss.	Verify that project design for sound wall meets requirements of mitigation.	Project developer	City of Sacramento Development Services Department
No mitigation required.	DEIR Section 5.5 Solid Waste			

PARKBRIDGE RESIDENTIAL SUBDIVISION MITIGATION MONITORING PLAN AS CORRECTED 2/9/06				
Impact	Mitigation Measure	Action	Implementing Party	Monitoring Party
5.6-11 The project could contribute to unacceptable operations at local intersections (Northgate Boulevard and Rosin Court) under Cumulative with Fong Ranch Road conditions.	5.6-11 (e) Add a second left-turn lane creating dual left turn lanes to the eastbound approach.	Provide funding for noted improvements.	Project developer	City of Sacramento Department of Engineering and Finance

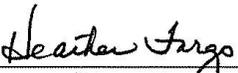
Adopted by the City of Sacramento City Council on March 14, 2006 by the following vote:

Ayes: Councilmembers Cohn, Fong, McCarty, Pannell, Sheedy, Tretheway, Waters and Mayor Fargo.

Noes: None.

Abstain: None.

Absent: Councilmember Hammond.

  
\_\_\_\_\_  
Mayor Heather Fargo

Attest:

  
\_\_\_\_\_  
Shirley Concolino, City Clerk

## Attachment 5: General Plan Amendment Resolution

### RESOLUTION NO.

Adopted by the Sacramento City Council

Date

**AMENDING THE GENERAL PLAN LAND USE MAP FOR APPROXIMATELY  
72.8 ACRES (INCLUDING RIGHT-OF-WAYS) OF SUBURBAN  
NEIGHBORHOOD LOW DENSITY TO SUBURBAN NEIGHBORHOOD  
MEDIUM DENSITY RESIDENTIAL FOR THE PARKEBRIDGE POST  
SUBDIVISION MODIFICATION PROJECT (APN: 225-2460-001-0000, 225-  
2460-002-0000, 225-2460-003-0000) (P13-066)**

#### BACKGROUND

The City Council conducted a public hearing on June 17, 2014 concerning the General Plan land use map, and based on documentary and oral evidence submitted at the public hearing, the City Council hereby finds:

- A. The amendment is internally consistent with the goals, policies, and other provisions of the general plan in that: 1) The proposed development is consistent with the General Plan goal for Suburban Neighborhood Medium Density to encourage the creation of more complete and well-designed suburban neighborhoods that provide a variety of housing choices and mix of uses that encourage walking and biking, and 2) the proposal is consistent with the policy of the Housing Element of the General Plan by contributing towards an adequate supply of land with public services to accommodate future housing needs;
- B. The amendment promotes the public health, safety, convenience, and welfare of the city in that: 1) The proposed development is compatible with the surrounding land uses, 2) the development is interconnected with streets and sidewalks for the convenience and safety of residents, and 3) the development is accessible to parks and trails; and
- C. The zoning classification of the affected site, R-1A-PUD, is consistent with the proposed general plan land use designation of Suburban Neighborhood Medium Density.

#### **BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:**

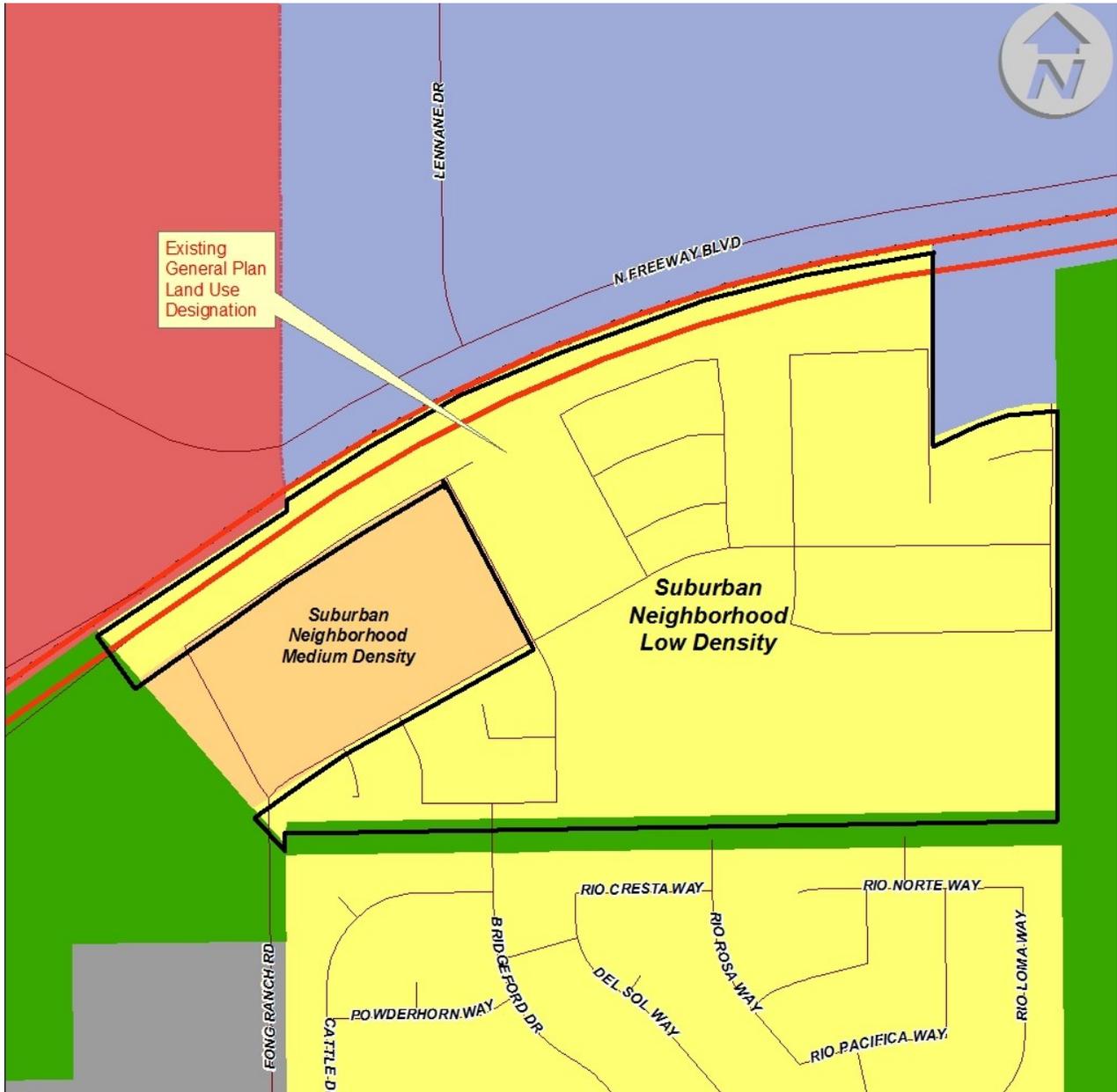
- Section 1. The property (APN: 225-2460-001-0000, 225-2460-002-0000, 225-2460-003-0000), as described on the attached Exhibits 3A and 3B, within the City of Sacramento is hereby designated on the General Plan land use map as Suburban Neighborhood Medium Density.

**Table of Contents:**

Exhibit A: Existing General Plan Designations – 1 page

Exhibit B: Proposed General Plan Designations – 1 page

Exhibit A: Existing General Plan Designations



**PARKEBRIDGE POST SUBDIVISION MODIFICATION PROJECT**  
**(APN: 225-2460-001-0000, 225-2460-002-0000, 225-2460-003-0000) (P13-066)**

Exhibit B: Proposed General Plan Designations



**PARKEBRIDGE POST SUBDIVISION MODIFICATION PROJECT**  
(APN: 225-2460-001-0000, 225-2460-002-0000, 225-2460-003-0000) (P13-066)

## Attachment 6: PUD Guidelines & Schematic Plan Amendment Resolution

### RESOLUTION NO.

Adopted by the Sacramento City Council

Date

#### **AMENDING THE PARKEBRIDGE PLANNED UNIT DEVELOPMENT GUIDELINES AND SCHEMATIC PLAN FOR THE PARKEBRIDGE POST SUBDIVISION MODIFICATION PROJECT (APN: 225-2460-001-0000, 225-2460-002-0000, 225-2460-003-0000) (P13-066)**

#### **BACKGROUND**

The City Council conducted a public hearing on June 17, 2014, to consider the amendment of the ParkeBridge Planned Unit Development (PUD) Guidelines and Schematic Plan. Based on documentary and oral evidence submitted at said public hearing, the City Council hereby finds:

- A. The proposed development guidelines and schematic plan amendment is: 1) consistent with the general plan land use designation of Suburban Neighborhood Medium Density, and the use and development standards associated with the designation, 2) consistent with the goals and policies of the general plan to promote diversity in housing types and densities that will address the housing needs of residents, and 3) consistent with all applicable specific plan for the South Natomas area.
- B. The proposed development guidelines and schematic plan amendment promotes the public health, safety, convenience, and welfare of the city in that: 1) it allows orderly development within the planned unit development that will be harmonious with the surrounding uses, and 2) it is consistent with the general purposes and intent of the Planning and Development Code; and
- C. The proposed amendment to the ParkeBridge Planned Unit Development schematic plan and development guidelines is consistent with the zoning classifications of the subject parcels.

#### **BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:**

- Section 1. The City Council of the City of Sacramento, in accordance with the City Code, Chapter 17, resolves that the amendments to the ParkeBridge Planned Unit Development Guidelines and Schematic Plan (as shown on the attached Exhibits 4A and 4B) are hereby approved.

**Table of Contents:**

Exhibit A: ParkeBridge PUD Guidelines – 24 pages

Exhibit B: ParkeBridge PUD Schematic Plan – 1 page

# ParkeBridge

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## Planned Unit Development Guidelines

Originally Approved  
March 14, 2006

Revised  
March 28, 2014

Prepared For:  
BHT II Parkebridge 531 LLC

Prepared By:  
The KTG Y Group

Revised By:  
Wood Rodgers, Inc.

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## SECTION 1: INTRODUCTION

### 1.1 Purpose and Intent

The ParkeBridge PUD Guidelines contain discussion and guiding language, details, conditions, and restrictions to direct the build-out of the ParkeBridge Community. To achieve the overriding goal to develop a new high quality residential community these PUD Guidelines are formulated in a flexible manner allow creative solutions to a variety of design situations. These guidelines are intended as a supplement to the development regulations in Title 17 of the City of Sacramento Development Code. They shall prevail when there is a difference, otherwise the regulations of Title 17 shall be applicable.

### 1.2 Context and Community Design Concept

ParkeBridge is located on 90.5± acres in the South Natomas Community Plan south of Interstate 80 and north of the RD-1000 irrigation canal and an existing single-family neighborhood comprised of 40' x 100' lots. San Juan Road is located approximately a half mile to the south. ParkeBridge is accessed by Fong Ranch Road at its southwest corner and also by Bridgeford Drive. In the future Fong Ranch Road will be extended to the east across the power line easement to Northgate Boulevard when the property to the east is developed, providing a third point of access.

This new community encompasses 530 lots divided into four single-family residential villages that will complement each other while providing a range of single-family housing types. Housing will be predominantly single-family detached, however single-family attached housing is also allowed. Please refer to *Exhibit 1-1 PUD Schematic Plan* to see the approximate boundaries of each of these villages. Village 1 and Village 2 are considered affordable by design due to the anticipated compact lot size and architecture. The architecture of each village places an emphasis on orienting porches and living spaces toward sidewalks and the street to enhance the pedestrian experience.

*Table 1-1 Anticipated Housing Mix* lists the anticipated housing types for each Village, however these PUD Guidelines are intended to allow the flexibility to change housing types and lot sizes within any village in response to changing market conditions subject to the following:

1. The *Anticipated Housing Type and Lot Size* may be adjusted in response to changing market conditions without the requirement for a PUD Amendment or additional approvals from the City. Architectural plans shall be reviewed by city staff for consistency with the ParkeBridge PUD Guidelines.
2. The number of *Anticipated Dwelling Units* or the *Approximate Acreage (Net)* for a particular Village as listed on Table 1-1 may be increased or decreased by more than 10% however the total number of units for ParkeBridge may not exceed 530 units without additional approvals from the City Planning and Design Commission.

3. The total number of dwelling units to be built within a particular village shall fall within the *Allowed Density DU/AC* as listed in Table 1-1, which is consistent with Suburban Neighborhood Medium density range of 7-17 du/ac as specified by the General Plan.
4. The boundaries of a particular Village as shown on by *Exhibit 1-1 PUD Schematic Plan* may be adjusted in response to more accurate subdivision improvement plans, final mapping, infrastructure phasing, or in response to market conditions without a PUD Amendment or any additional approvals. However, the density of the resultant village shall be within the 7-17 du/ac range as defined by the General Plan.

**TABLE 1-1: Anticipated Housing Mix**

Village #	Anticipated Housing Type and Lot Size±	Anticipated Dwelling Units	Approx. Acreage (Net)	Anticipated Density DU/AC	Allowed Density Range (du/ac)
1	SFD, SFA, Condo, or Townhome	142	10.5	13.5	7-17
2	SFD 34'± x 73'±	138	9.8	14.0	7-17
3A	SFD 45'± x 80'±	115	10.6	10.8	7-17
3B	SFD 45' x 80'±	37	3.7	10.0	7-17
4	SFD 50'± x 100'±	98	12.4	7.9	7-17
	Total	530		11.3	7-17

### 1.3 Circulation System

ParkeBridge incorporates the values of new urbanism and smart growth. As an infill project it capitalizes on its adjacency to existing infrastructure within the City of Sacramento. A modified grid pattern of streets is utilized to provide excellent connectivity between neighbors and separated sidewalks and street tree plantings will provide for a pleasant, shaded walking environment.

The circulation system and streetscapes are significant factors in determining the character and identity of a community. A large traffic circle is placed on Fong Ranch Road at the entry into ParkeBridge directly north of the bridge across the RD-1000 canal to signal the arrival to this unique community. It will serve as a traffic calming device and will serve to disperse some of the traffic associated with Village 1 to the north thereby reducing vehicular trips on Fong Ranch Road.

**Exhibit 1-1 PUD Schematic Plan**



Bike trails will be located through the open space corridors along edges of the community to provide convenient direct routes from the 3.8 acre Lot A Park and future Community Park directly on the west of the community to the Lot G Open Space under the power lines on the east. The Lot G trail will connect to the regional bike trail to be located in the power line corridor. The roadway section for Fong Ranch Road includes an on-street Class II bike lane, again providing east-west connectivity. All streets will have separated sidewalks. Convenient bicycle and pedestrian paths will encourage these modes of transportation, thereby reducing vehicular trips. The following guidelines shall apply:

1. ParkeBridge shall strive to be a vibrant walkable community with tree-lined streets and a mix of housing types, pedestrian scaled architecture, and a high degree of connectivity to allow vehicular, bike and pedestrian linkages with adjacent neighborhoods. A range of park and open space opportunities are encouraged to meet the needs of future residents.
2. Driveways to individual lots and homes on Fong Ranch Road adjacent to Village 1 should be minimized to avoid "back-up" conflicts with vehicular traffic.
3. The homes surrounding Lot F (within the middle of the community) or in close proximity should be oriented to front on to Fong Ranch Road and this landscape amenity to provide "eyes-on-the-park". Driveways to front loaded homes are acceptable in this location because over half of the project traffic will have dispersed to side streets.
4. The alignment of Fong Ranch Road shall remain consistent with *Exhibit 1-1 PUD Schematic Plan* but minor revisions to the internal residential streets other than Fong Ranch Road in response to changes in lot sizes and market conditions are acceptable and may be approved administratively by the City Planning Director.
5. Parking shall comply with City of Sacramento Code requirements.

#### **1.4 Parks and Open Space**

Approximately 20% (18.2 acres) of the site is dedicated to parks, landscape corridors, open spaces, landscape lots, and drainage corridors. This percentage excludes common areas and yards that will be within residential neighborhoods such as Village 1. These lots provide a visual amenity for the enjoyment of future residents and space for recreational activities to improve public health. As noted above, the Lot F Park provides a central gathering space for residents to meet, socialize and play, and will provide visual relief along Fong Ranch Road.

Park design shall comply with the City of Sacramento Department of Parks and Recreation design guidelines.

#### **1.5 Procedures for Approval and Amendment**

The procedures for approval of development under, as well as amendments to, these PUD guidelines are as set forth in Chapter 17.452 of Title 17 of the Sacramento City Code, and may be amended from time to time.

## SECTION 2: PLANNING STANDARDS

### 2.1 Development Standards

Planning Standards have been developed for each of the Villages to encourage high quality architecture and flexibility in design. These standards are intended to provide guidance but should not be absolutely restrictive. The City may allow some minor deviations based on the merits of a particular architectural design that may not have been anticipated.

Village 1 is anticipated for either attached or detached townhome or condominium units, or an innovative small lot single-family detached product may also be developed. Once market demand merits preparation of plans, a detailed site plan and architecture will be submitted to the City for approval.

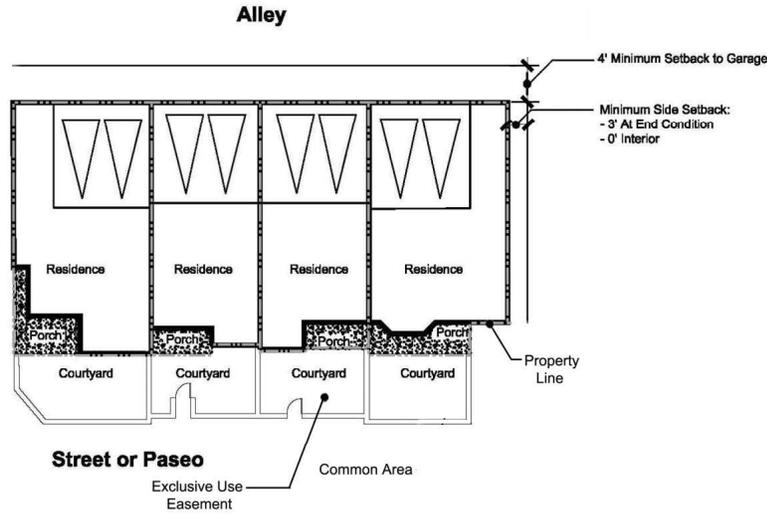
**Table 2-1: Development Standards – Village 1 (Condos, Townhomes, etc.)**

CRITERIA	Village 1
MINIMUM SETBACKS <sup>(1,2,3)</sup>	
Front <ul style="list-style-type: none"> <li>• Living Area</li> <li>• Porch</li> <li>• Courtyard (less than 4' high)</li> </ul>	12' to building 10' to porch 3' to courtyard from Right-of-Way
Rear	4' to garage from edge of Alley-Way
Side	0' – interior one side (both sides if attached units) 0' and 3' one side if detached units
Building Separation <ul style="list-style-type: none"> <li>Garage to Garage</li> <li>Side to Side</li> <li>Front to Front</li> </ul>	28' Minimum (door to door in alley situation) 15' Minimum (between multi-unit buildings) 30' Building to Building 14' Porch to Porch
MAX. BUILDING COVERAGE	100% *3
MAX. BUILDING HEIGHT	35' Maximum
MIN. LANDSCAPE AREA	20% of overall site *4

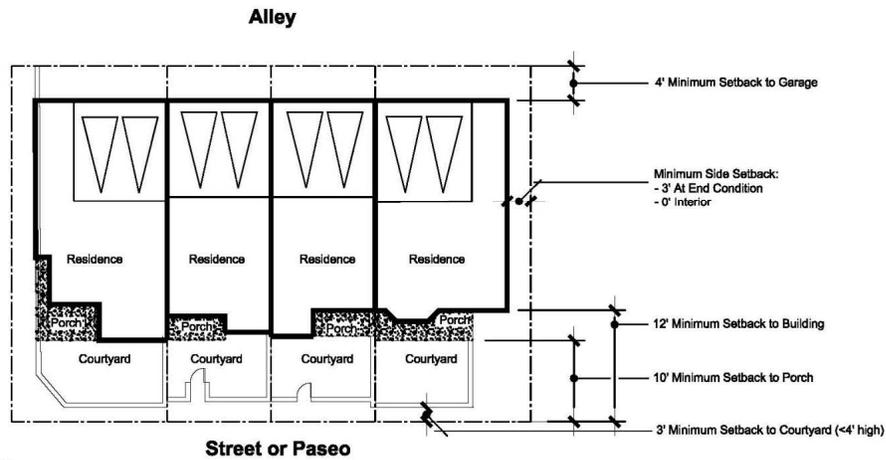
Notes:

1. Architectural projections may project a maximum of 3 feet into required front, rear or side setback areas; however, in no case shall such projection be closer than 3 feet to any property line. An architectural projection is defined as an element that articulates the building elevation such as, window and door pop-out surrounds, media niches, library niches, bay windows, pot shelves, chimneys, enhanced window sills, eaves, shutter details, window trim, balconies and entry gates, and other similar elements.
2. Window and door pop-out surrounds, pot shelves, enhanced window sills, shutter details, window trim, entry gates and projecting eaves shall be governed by the relevant provisions of the Uniform Building Code (UBC).
3. 100% of coverage may be required if town home lots are proposed to encompass only the building footprint.
4. Overall site may include common areas, pools, tot lots, trails, landscape areas, private yards, etc.

**Exhibit 2-1: Example of Village 1 Condo/Townhome Building Footprint Lot**



**Exhibit 2-2: Example of Village 1 Condo/Townhome Building and Yard Lot**



Notes:

1. Footprints are hypothetical. Final plans may vary.
2. All setbacks are measured from the property line
3. Architectural projections may project a maximum of 3 feet into required front, rear or side setback areas; however in no case shall such projection be closer than 3 feet to any property line. An architectural projection is defined as an element that articulates the building elevation such as media niches, library niches, bay windows, chimneys, balconies and other similar elements.
4. Window and door pop-out surrounds, pot shelves, enhanced window sills, shutter details, window trim, entry gates and projecting eaves shall be governed by the relevant provisions of the Uniform Building Code (UBC).

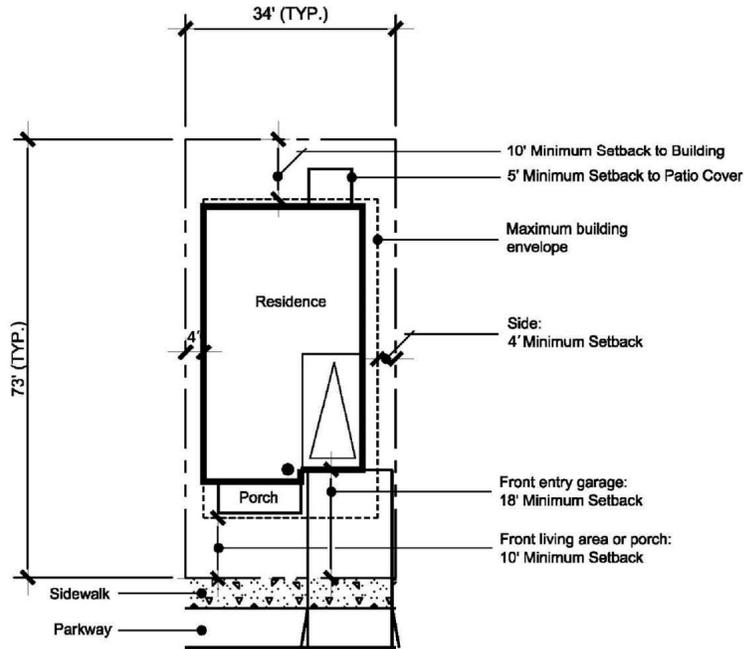
**Table 2-2 Development Standards – Villages 2, 3A, 3B, & 4 (Single-family)**

CRITERIA	Village 2	Village 3 A or B	Village 4
ANTICIPATED LOT SIZE	2,550 S.F. LOTS	3,600 S.F. LOTS	5,000 S.F. LOTS
ANTICIPATED LOT DIMENSIONS	34' x 73'	45' x 80'	50' x 100'
MINIMUM LOT WIDTH	34'	45'	50'
MINIMUM LOT DEPTH	70'	72'	95'
MINIMUM SETBACKS <sup>(1,2,3,4)</sup>			
Front <sup>(2)</sup>			
Living Area/Porch	10'	10'	12.5'
Front Entry Garage	18'	18'	20'
Rear <sup>(2)</sup>	10'	15'	15'
Side <sup>(2)</sup>	4' or Zero Lot line with 0' one side and 4' other side <sup>(5)</sup>	5'	5'
Corner Side			
Living Area	10'	10'	12.5'
Porches	10'	10'	12.5'
Rear Patio Covers	5'	5'	10'
2nd Story Decks (Measured to Fascia)	10'	10'	10'
FRONT COURTYARD WALLS			
Wall Ht. Below 5'			
Front:	5'	5'	5'
Side:	0'	0'	0'
Corner Side:	5'	5'	5'
Wall Ht. Above 5'			
Front:	10'	10'	10'
Side:	0'	0'	0'
Corner Side:	5'	5'	5'
MAX. BUILDING COVERAGE (Excluding Porches & Patio Covers)			
2 Story Plans	60%	55%	55%
1 Story Plans	70%	65%	60%
MAX. BUILDING HEIGHT	35'	35'	35'

Notes

1. Front setbacks and corner side setbacks are measured from the back of walk or back of curb where there is no walk.
2. Interior side and rear setbacks are measured from property line.
3. Architectural projections may project a maximum of 3 feet into required front, rear or side setback areas; however, in no case shall such projection be closer than 3 feet to any property line. An architectural projection is defined as an element that articulates the building elevation such as, media niches, library niches, bay windows, chimneys, balconies and other similar elements.
4. Window and door pop-out surrounds, pot shelves, enhanced window sills, shutter details, window trim, entry gates and projecting eaves shall be governed by the relevant provisions of the Uniform Building Code (UBC).
5. 0' on one side and 4' the other side to allow zero lot line product. Otherwise 4' side yard on both sides.

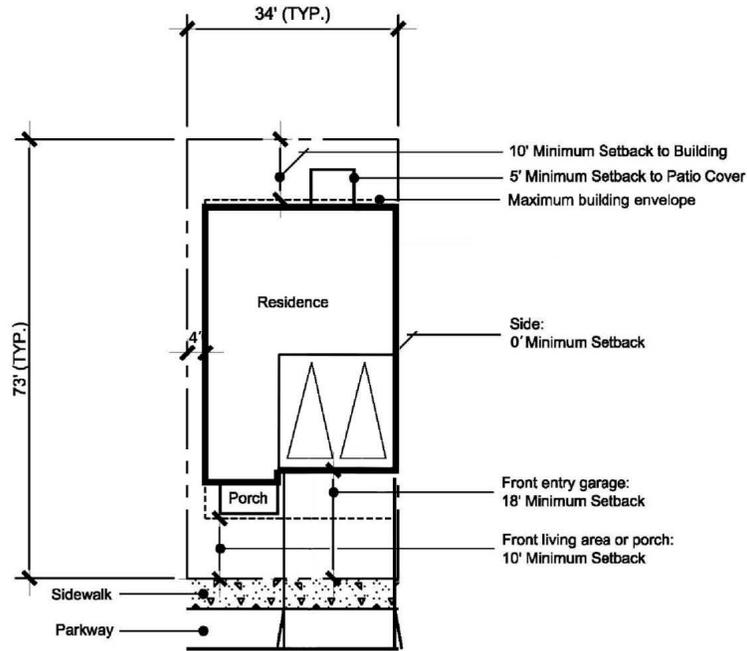
**Exhibit 2-3: Village 2 Example with Typical 4' Side Yard Setbacks**



Notes:

1. Footprints are hypothetical. Final plans may vary.
2. All setbacks are measured from the property line
3. Architectural projections may project a maximum of 3 feet into required front, rear or side setback areas; however in no case shall such projection be closer than 3 feet to any property line. An architectural projection is defined as an element that articulates the building elevation such as media niches, library niches, bay windows, chimneys, balconies and other similar elements.
4. Window and door pop-out surrounds, pot shelves, enhanced window sills, shutter details, window trim, entry gates and projecting eaves shall be governed by the relevant provisions of the Uniform Building Code (UBC).

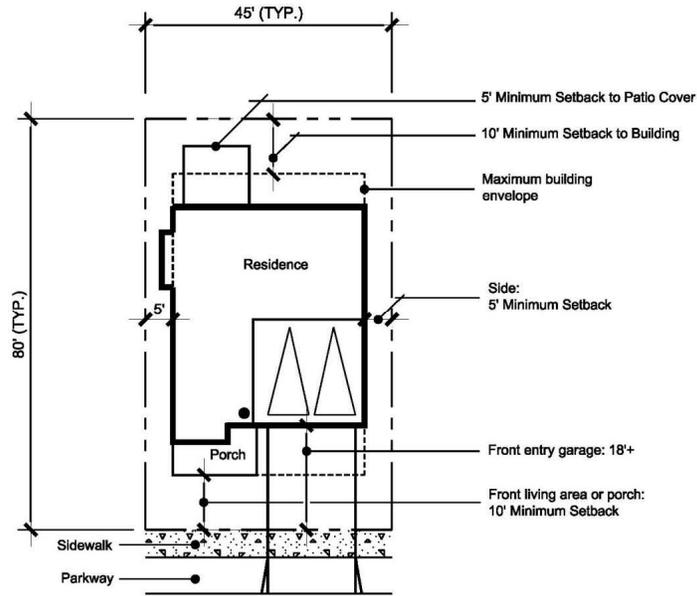
**Exhibit 2-4: Village 2 Example with Zero Lot line one side**



Notes:

1. Footprints are hypothetical. Final plans may vary.
2. All setbacks are measured from the property line
3. Architectural projections may project a maximum of 3 feet into required front, rear or side setback areas; however in no case shall such projection be closer than 3 feet to any property line. An architectural projection is defined as an element that articulates the building elevation such as media niches, library niches, bay windows, chimneys, balconies and other similar elements.
4. Window and door pop-out surrounds, pot shelves, enhanced window sills, shutter details, window trim, entry gates and projecting eaves shall be governed by the relevant provisions of the Uniform Building Code (UBC).

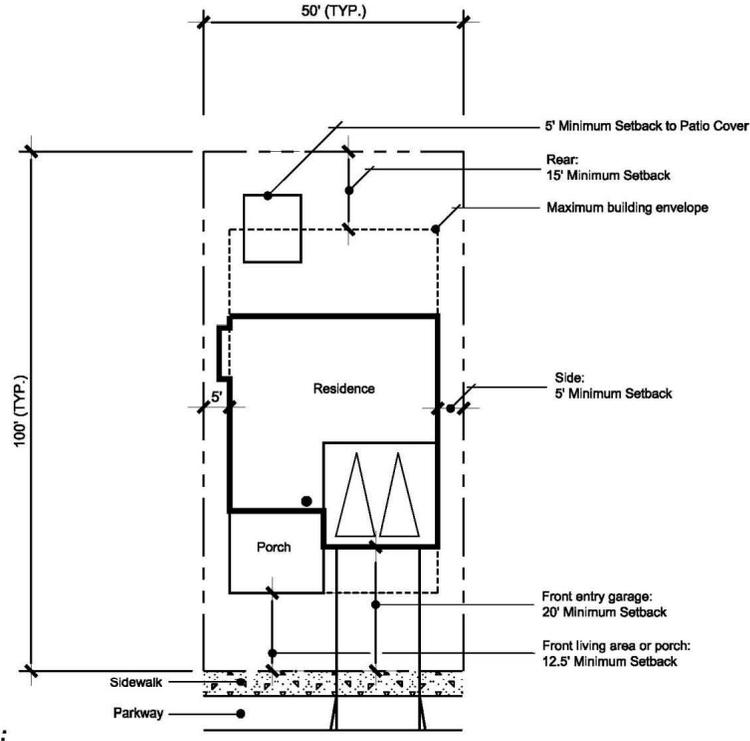
**Exhibit 2-5: Village 3A or 3B Example of Typical Setbacks**



Notes:

1. Footprints are hypothetical. Final plans may vary.
2. All setbacks are measured from the property line.
3. Architectural projections may project a maximum of 3 feet into required front, rear or side setback areas; however in no case shall such projection be closer than 3 feet to any property line. An architectural projection is defined as an element that articulates the building elevation such as media niches, library niches, bay windows, chimneys, balconies and other similar elements.
4. Window and door pop-out surrounds, pot shelves, enhanced window sills, shutter details, window trim, entry gates and projecting eaves shall be governed by the relevant provisions of the Uniform Building Code (UBC).

**Exhibit 2-6: Village 4 Example of Typical Setbacks**



Notes:

1. Footprints are hypothetical. Final plans may vary.
2. All setbacks are measured from the property line.
3. Architectural projections may project a maximum of 3 feet into required front, rear or side setback areas; however in no case shall such projection be closer than 3 feet to any property line. An architectural projection is defined as an element that articulates the building elevation such as media niches, library niches, bay windows, chimneys, balconies and other similar elements.
4. Window and door pop-out surrounds, pot shelves, enhanced window sills, shutter details, window trim, entry gates and projecting eaves shall be governed by the relevant provisions of the Uniform Building Code (UBC).

## SECTION 3: RESIDENTIAL ARCHITECTURAL GUIDELINES

### 3.1 Goals

The ParkeBridge PUD Guidelines have been prepared to provide the framework for high quality design within the project's Master Plan. The guidelines express the desired character of future development and are designed to ensure a unified environment within the Master Plan. This document is intended to provide clear direction and design criteria.

The following residential design principles are provided to assist developers, homebuilders, and architects in the design of new residential products within ParkeBridge. The principles are intended to promote quality design and innovative solutions that in turn encourage viable neighborhoods of enduring value. This document is not intended to represent mandatory requirements, but instead suggest principles to ensure the creation of a quality neighborhood environment. Alternative design solutions that are consistent with the spirit of the design principles identified in this document will be considered and even encouraged.

The goals of the ParkeBridge Design Guidelines are as follows:

- To provide the City of Sacramento with the necessary assurances that development within the master planned community will attain the desired level of quality;
- To serve as design criteria for use by planners, architects, landscape architects, engineers and builders.
- To provide guidance to City Staff, Planning Commission and the City Council when reviewing future development within the Master Plan.
- To provide a viable framework and clear direction for the creativity of the designer to achieve quality plans without unnecessary delays.

### 3.2 Architectural Styles

Based on the existing character and building development history of the area, several architectural themes are appropriate for the ParkeBridge residential community. Although these styles have historical reference, other themes that can be derived from the area's past may also be considered. Distinguishing characteristics of each architectural style envisioned for ParkeBridge are described below.

#### 2.1 Spanish Colonial

- Barrel or S tile roofs with large eave overhangs
- Stucco walls
- Courtyards
- Trellises
- Brightly colored ceramic tile as accents
- Arcades

### **3.2.2 Craftsman**

- Horizontal character to building forms
- Low pitched gable roof forms with unenclosed eave overhangs
- Primary roof forms covering porch elements
- Decorative use of cross beams, braces, and rafter tails
- Often feature tapered columns and pilasters
- Brick or stone elements visually anchoring the building mass to the ground plane

### **3.2.3 California Coastal**

- Loose style – informal in plan and elevation
- Asymmetrical arrangement of one & two story building forms
- Low pitched gable roofs (occasionally hipped) with wide, unenclosed eave overhangs
- Simple lines – low with wide projecting roofs
- Roof rafters are usually exposed
- Elimination of superfluous ornamentation enhances beauty through simplified lines and masses of the building itself
- Use of wood siding and/or shingles

### **3.2.4 French Country**

- Symmetrical, formal building mass or asymmetrical informal massing with a rambling farm house appearance
- Steep roof pitches
- Use of quoins or voussiers
- Tower or turret element with conical roof form appropriate
- Generous use of full rounded or segmented arch windows
- Small balconies with decorative wrought iron
- Multi-pane mullion patterned windows

**Exhibit 3-1: Photo Examples of Potential Architectural Styles**

*Craftsman*



*Spanish Colonial*



*California Coastal*



*French Country*



### **3.4 Conceptual and Architectural Renderings**

The following exhibits were rendered for certain Villages within the Parkebridge community but are intended to illustrate how a particular village could provide variety within a single architectural style, or could incorporate a mix of architectural styles within a single village. Please note that these representative exhibits are for illustrative purposes only to show the architectural and scenic character envisioned by the Design Guidelines. The actual product may differ.



**Exhibit 3-3: Potential Townhome/Condo Elevation in Village 1-Craftsman**



**VILLAGE I**  
**PARKEBRIDGE**  
Sacramento, California

**Griffin Industries**  
KTGY NO. 286475

**KTGY GROUP**  
KTGY NO. 286475

**Exhibit 3-4: Potential Townhome/Condo Elevation in Village 1-Spanish**



© 2011 Jeffrey D. D'Amore, Inc.  
11/21/2008  
**JDDA**  
JEFFREY D'AMORE & ASSOCIATES  
ARCHITECTS & PLANNERS

**VILLAGE I**  
**PARKEBRIDGE**  
Sacramento, California

Griffing Industries

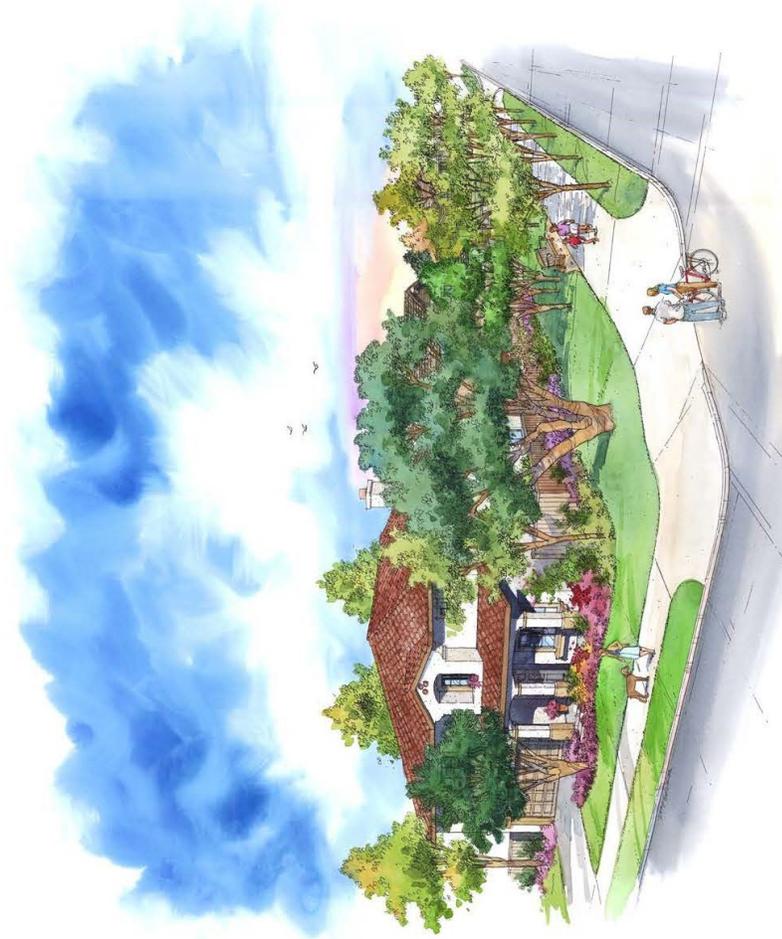
**Exhibit 3-5: Potential Street Scene Village 2-Mixed Styles**



**VILLAGE II**  
**PARKEBRIDGE**  
Sacramento, California



Exhibit 3-6: View of Street Scene Potential Corner Treatment Villages 2, 3 or 4



Conceptual Street Scene  
**VILLAGES II, III, IV**  
**PARKEBRIDGE**  
Sacramento, California

NOTE: CONCEPTUAL ONLY. MAY VARY WITH FINAL DESIGN



**Exhibit 3-7: Potential Street Scene Village 2, 3 or 4 – Mixed Styles**



**VILLAGES II, III, IV**  
**PARKEBRIDGE**  
Sacramento, California

NOTE: CONCEPTUAL ONLY. MAY VARY WITH FINAL DESIGN



**Exhibit 3-8: Potential Street Scene Village 4 – Mixed Styles**



VILLAGE IV  
PARKEBRIDGE  
Sacramento, California  
NOTE: CONCEPTUAL ONLY. MAY VARY WITH FINAL DESIGN



Exhibit 1-1 PUD Schematic Plan



**Attachment 7: Post Subdivision Modification and Site Plan and Design Review Resolution**

**RESOLUTION NO.**

Adopted by the Sacramento City Council

Date

**ADOPTING FINDINGS OF FACT AND APPROVING THE PARKEBRIDGE  
POST SUBDIVISION MODIFICATION AND SITE PLAN AND DESIGN REVIEW  
FOR THE PARKEBRIDGE POST SUBDIVISION MODIFICATION PROJECT  
(P13-066) (APN: 225-2460-001-0000, 225-2460-002-0000, 225-2460-003-0000)**

**BACKGROUND**

A. On April 24, 2014, the Planning and Design Commission conducted a public hearing on, and forwarded to the City Council a recommendation to approve with conditions the ParkeBridge Post Subdivision Modification project.

B. On June 17, 2014, the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Section 17.200.010(C)(2)(a), (b), and (c) (publication, posting, and mail 500'), and received and considered evidence concerning the ParkeBridge project.

**BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL  
RESOLVES AS FOLLOWS:**

Section 1. Based on the verbal and documentary evidence received at the hearing on the ParkeBridge project, the City Council approves the project based on the findings of fact and subject to the conditions of approval as set forth below.

Section 2. The City Council approves the Project entitlements based on the following findings of fact:

**A.** The **Post Subdivision Modification** to approved tentative map per file P04-212 is **approved** based on the following findings:

1. None of the conditions described in Government Code Section 66474, subsection (a) through (g), inclusive, exist with respect to the proposed subdivision as follows:
  - a. The proposed subdivision is consistent with the City's General Plan, all applicable community and specific plans, and Title 16 of the City Code, which is a specific plan of the City;
  - b. The design and improvement of the proposed subdivision is consistent with the City's General Plan, all applicable community and specific plans, and Title 16 of the City Code, which is a specific plan of the City;
  - c. The site is physically suitable for the type of development proposed and suited for the proposed density;

- d. The site is suited for the proposed density of the development;
  - e. The design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife their habitat;
  - f. The design of the subdivision and the type of improvements are not likely to cause serious public health problems;
  - g. The design of the subdivision and the type of improvements will not conflict with easements, acquired by the public at large, for access through or use, of, property within the proposed subdivision.
2. The proposed subdivision, together with the provisions for its design and improvement, is consistent with the City General Plan and Title 16 Subdivisions of the City Code, which is a specific plan of the City (Gov. Code §66473.5).
  3. The discharge of waste from the proposed subdivision into the existing community sewer system will not result in a violation of the applicable waste discharge requirements prescribed by the California Regional Water Quality Board, Central Valley Region, in that existing treatment plants have a design capacity adequate to service the proposed subdivision (Gov. code §66474.6).
  4. The design of the proposed subdivision provides, to the extent feasible, for future passive or natural heating and cooling opportunities (Gov. Code §66473.1).
  5. The City Council has considered the effect of the approval of this tentative subdivision map on the housing needs of the region and has balanced these needs against the public service needs of its residents and available fiscal and environmental resources (Gov. Code §66412.3).

**B.** The **Site Plan and Design Review** on approximately 90.5 gross acres for future residential development is **approved** based on the following findings:

1. The design, layout, and physical characteristics of the proposed development are consistent with the General Plan.
2. The design, layout, and physical characteristics of the proposed development are consistent with all applicable Design Guidelines and Development Standards.
3. The infrastructure is adequate to serve the proposed development and comply with all applicable Design Guidelines and Development Standards.
4. The design, layout, and physical characteristics of the proposed development are visually and functionally compatible with the surrounding neighborhood.
5. The design, layout, and physical characteristics of the proposed development ensure energy consumption is minimized and use of renewable energy sources is encouraged.

6. The design, layout, and physical characteristics of the proposed development are not detrimental to the public health, safety, convenience or welfare of persons residing, working, visiting, or recreating in the surrounding neighborhood and will not result in the creation of a nuisance in that: 1) the development is interconnected with streets and sidewalks, and 2) the site is accessible to nearby parks, schools and trails.

### **Conditions of Approval**

- A.** The **Post Subdivision Modification** to approved tentative map per file P04-212 is hereby **approved** subject to the following conditions:

**NOTE: These conditions shall supersede any contradictory information shown on the Tentative Map or any contradictory provisions in the PUD guidelines approved for this project (P04-212). The design of any improvement not covered by these conditions or the PUD Guidelines shall be to City standard.**

The applicant shall satisfy each of the following conditions prior to filing the Final Map unless a different time for compliance is specifically stated in these conditions. Any condition requiring an improvement that has already been designed and secured under a City Approved improvement agreement may be considered satisfied at the discretion of the Department of Public Works.

#### **GENERAL: All Projects**

- A1. Pay off existing assessments, or file the necessary segregation requests and fees to segregate existing assessments.
- A2. Pursuant to City Code Section 16.40.190, indicate easements on the Final Map to allow for the placement of centralized mail delivery units. The specific locations for such easements shall be subject to review and approval of the Department of Public Works after consultation with the U.S. Postal Service.
- A3. Comply with requirements included in the Mitigation Monitoring Plan developed by, and kept on file in, the Planning Division Office (P13-066).
- A4. Meet all conditions of the existing PUD (P13-066) unless the condition is superseded by a Tentative Map condition.
- A5. Show all continuing and proposed/required easements on the Final Map.
- A6. Multiple Final Maps may be recorded. Prior to the recordation of any Final Map all infrastructure/improvements necessary for the respective Final Map must be in place to the satisfaction of the Department of Utilities and the Department of Public Works.

**Public Works:** Zarah Lacson (916) 808-8494

- A7. Submit a Geotechnical Analysis prepared by a registered engineer to be used in street design. The analysis shall identify and recommend solutions for groundwater related problems, which may occur within both the subdivision lots and public right-of-way. Construct appropriate facilities to alleviate those problems. As a result of the analysis street sections shall be designed to provide for stabilized subgrades and pavement sections under high groundwater conditions.
- A8. Construct standard subdivision improvements as noted in these conditions pursuant to section 16.48.110 of the City Code. All improvements shall be designed and constructed to the satisfaction of the Department of Public Works. Improvements required shall be determined by the city. The City shall determine improvements required for each phase prior to recordation of each phase. Any public improvement not specifically noted in these conditions or on the Tentative Map shall be designed and constructed to City standards. This shall include street lighting and the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk adjacent to the subject property per City standards to the satisfaction of the Department of Public Works.
- A9. The applicant shall install permanent street signs to the satisfaction of the Department of Public Works.
- A10. Construct a roundabout at the intersection of Fong Ranch Road and Street A per City standards to the satisfaction of the Department of Public Works. The applicant shall provide all on-site easements and right-of-way required for turn lanes and related appurtenances.
- A11. The applicant shall submit a Roundabout Design Concept Report per section 15.11 of the City's Design and Procedure Manual to the Department of Public Works for review and approval prior to the submittal of any improvement plans involving roundabout work. The Roundabout DCR provides crucial geometric information for design and should be started as early as possible to avoid delays during the plan check process.
- A12. The applicant shall provide additional right-of-way for expanded intersections, if required, at locations specified by and to the satisfaction of the Department of Public Works.
- A13. At its discretion, the City may require the inclusion of traffic calming devices along residential streets, to be constructed as part of the public improvements. These devices may include, but are not limited to, traffic circles, chokers, chicanes, undulations, additional 4-way intersections, etc. Undulations may be required on certain streets adjacent to school/park combinations, as determined by the Department of Public Works. The applicant shall coordinate with the Department of Public Works, Transportation Division (Debb Newton: 808-6739, [dnewton@cityofsacramento.org](mailto:dnewton@cityofsacramento.org)) regarding the required calming measures.
- A14. The applicant shall dedicate and construct the northern extension of Fong Ranch Road, and the northern extension of Bridgeford Drive (south of the bridges) to transition from the existing right-of-way cross-section to the 53-ft right-of-way bridges per City standards to the satisfaction of the Department of Public Works.

- A15. The applicant shall dedicate and construct Fong Ranch Road between Street A and Street C as a 64-ft minor collector (Section A )shown on the tentative map dated February 6, 2014 to the satisfaction of the Department of Public Works.
- A16. The applicant shall dedicate and construct Fong Ranch Road between Street C and Street G as a 70-ft Minor Collector (Section B-1 ) as shown on the tentative map dated February 6, 2014() to the satisfaction of the Department of Public Works.
- A17. The applicant shall dedicate and construct Fong Ranch Road between Street G and Street L as a 76-ft Minor Collector (Section B) as shown on the tentative map dated February 6, 2014 ) to the satisfaction of the Department of Public Works.
- A18. The applicant shall dedicate and construct the Fong Ranch Road Bridge and the Bridgeford Drive Bridge as 53-ft Bridges (section I) as shown on the tentative map dated February 6, 2014 ( ) to the satisfaction of the Department of Public Works.
- A19. The applicant shall dedicate and construct the two pedestrian and bike bridges (Ped/Bike Bridge) within Lot I and Lot G (section K) as shown on the tentative map dated February 6, 2014, except the clear span of each of the ped/bike bridges shall be a minimum of 12-ft (excluding the rails), to the satisfaction of the Department of Public Works.
- A20. All other street cross-sections shall be dedicated and constructed as shown on the tentative map dated February 6, 2014, to the satisfaction of the Department of Public Works.
- A21. The applicant shall provide 76-ft within Lot G as an Irrevocable Offer of Dedication (IOD) for the future extension of Fong Ranch Road as shown on the tentative map dated February 6, 2014, to the satisfaction of the Department of Public Works. Said IOD shall not extend past the eastern property line of the tentative map.
- A22. The applicant shall construct median improvements at the intersection of Pony Express Drive and San Juan Road as recommended by this project's traffic analysis. The median improvements shall restrict left-out movements from both Pony Express Drive and Rock Hampton Drive. Median improvements shall be to the satisfaction of the Department of Public Works.
- A23. All right-of-way and street improvement transitions that result from changing the right-of-way of any street shall be located, designed and constructed to the satisfaction of the Department of Public Works. The center lines of such streets shall be aligned.
- A24. The design and placement of walls, fences, signs and Landscaping near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required

for adequate stopping sight distance shall be limited 3.5' in height. The area of exclusion shall be determined by the Department of Public Works.

**SMUD:** Monica Adamee (916) 732-6075

- A25. Dedicate a 12.5-ft Public Utility Easement for underground facilities and appurtenances adjacent to Fong Ranch Road, Bridgeford Drive, Street "A" and adjacent to both sides of street "B".
- A26. Dedicate a 12.5-ft Public Utility Easement adjacent to streets serving 50-ft by 100-ft lots, including street L (lots 14, 15, 40, 41, 65 and 66), streets M, N and O.
- A27. Dedicate a 10-ft Public Utility Easement on all remaining streets.

**SASD:** Amandeep Singh (916) 876-6296

- A28. Connection to the SASD sewer system shall be required to the satisfaction of SASD. SASD Design Standards apply to any on-site and off-site sewer construction.
- A29. Each parcel with a sewage source shall have a separate connection to the SASD public sewer system. If there is more than one building in any single parcel and the parcel is not proposed for split, then each building on that parcel shall have a separate connection to a private on-site sewer line or SASD public sewer line.
- A30. In order to obtain sewer service for this project, construction of onsite and offsite sewer infrastructure will be required.
- A31. The project has an approved sewer study and proposed variations will require an addendum to the study. SASD shall require an addendum to approved Subdivision Level (Level 3) sewer study prior to recordation of Final Map or submittal of improvement plans for plan check to SASD, whichever comes first.
- A32. Sewer easements will be required. All sewer easements shall be dedicated to SASD, in a form approved by the District Engineer. All SASD sewer easements shall be at least 20 feet in width and ensure continuous access for installation and maintenance. SASD will provide maintenance only in public right-of-ways and in easements dedicated to SASD.
- A33. Subdividing this property may require payment of sewer impact fees to both SASD and SRCSD, in accordance with each District's Ordinances. Applicant should contact Permit Services Unit at (916) 876-6100 for sewer impact fee information.

**DOU:** Robert Armijo (916) 808-1411

- A34. Prior to submittal of improvement plans, prepare a project specific drainage

study for review and approval by the Department of Utilities (DOU). The 10-year and 100-year HGLs for this study shall be calculated using the City's SWMMM model. The drainage study shall be developed using the Master Drainage Plan for Sump 141, by Ensign & Buckley, December 12, 2000, and shall include the project area and the area bounded by 180, Street A and the Reclamation District 1000 (RD 1 000) canal (approximately 8.3 acres). The drainage study shall consider freeway drainage. Drain inlets shall be 6- inches above the 1 0-year HGL. Building pad elevations shall be a minimum of 1.2 feet above the 100-year HGL and finished floor elevations shall be a minimum of 1.5 feet above the 100-year HGL. All drainage lines shall be placed within the asphalt section of public right-of-ways as per the City's Design Procedures Manual. Per City Code, the Subdivider may not develop the project in any way that obstructs, impedes, or interferes with the natural flow of existing off-site drainage which crosses the property. The project shall construct the required public and/or private infrastructure to handle off-site runoff to the satisfaction of the Department of Utilities. Sufficient off-site and on-site spot elevations shall be provided in the drainage study to determine the direction of storm drain runoff. The drainage study shall include an overland flow release map for the proposed project. Lot pad elevations shall be a minimum of 1.5 feet above the local controlling overland flow release elevation. The project shall drain to the proposed detention basin.

- A35. All lots shall be graded so that drainage does not cross property lines or private drainage easements shall be dedicated. The project shall be graded to overland release to the detention basin.
- A36. Prior to the submittal of improvement plans, prepare a project specific water study for review and approval by the Department of Utilities. The water distribution system shall be designed to satisfy the more critical of the two following conditions: (1) at maximum day peak hour demand, the operating or "residual" pressure at all water service connections shall be at least 30 pounds per square inch, (2) at average maximum day demand plus fire flow, the operating or "residual" pressure in the area of the fire shall not be less than 20 pounds per square inch. The water study shall determine if the existing and proposed water distribution system is adequate to supply fire flow demands for the project. A water supply test may be required for this project. Contact the Department of Utilities for the pressure boundary conditions to be used in the water study.
- A37. Two points of service for the water distribution system for this subdivision or any phase of this subdivision are required. All water lines shall be placed within the asphalt section of public right-of-ways as per the City's Design and Procedures Manual.
- A38. If adequate fire flow and pressure cannot be obtained by connecting to the existing water system in Fong Ranch Road, Bridgeford Drive and Rio Largo Way, then the applicant shall develop an alternative in cooperation with the Department of Utilities. The alternative shall be developed as part of the aforementioned water study. The construction shall be to the satisfaction of the Department of Utilities. The applicant is responsible for obtaining all necessary permits and approvals from federal, state and local agencies, including Reclamation District 1000 (RD-1000) for the construction of this water line.

- A39. Construct water pipes and appurtenances, construct storm drain pipes and appurtenances, and construct sanitary sewer pipes and appurtenances in Fong Ranch Road, Bridgeford Drive, and other Streets as appropriate (e.g. A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, Circle A and Way A). Construct water pipes and appurtenances in Rio Largo Way. The construction shall be to the satisfaction of the DOU and Sacramento Area Sewer District (SASD).
- A40. Construct storm drain and sanitary sewer stubs for the area bounded by I-80, Street A and the RD-1000 canal (approximately 8.3 acres). The construction shall be to the satisfaction of the Department of Utilities.
- A41. Construct access ramps to RD-1000 canal at all street bridge crossings and at all bike/pedestrian bridge crossings. The construction shall be to the satisfaction of RD-1000. Dedicate, to the satisfaction of RD-1000, access easements for the access ramps. The applicant should contact RD-1000 early in the planning process to determine the required access easements. This may affect the street and lot layout for the proposed project.
- A42. The proposed development is located within the Reclamation District 1000 (RD-1000). The applicant shall comply with all RD-1000 requirements.
- A43. Any use of RD-1000 easements will require an agreement and/or approval with RD-1000. This will affect the street and lot layout for the proposed project and should be considered early in the planning process.
- A44. The project shall provide access to Sump 141 to the satisfaction of the Department of Utilities.
- A45. Per Sacramento City Code, water meters shall be located at the point of service which is the back of curb for separated sidewalks or the back of walk for connected sidewalks.
- A46. Place a 2-inch (minimum) sleeve under the sidewalks for each single family lot along all streets with separated curb and sidewalk for irrigation of the landscape planter. Sleeves shall be placed prior to construction of sidewalks.
- A47. Any new domestic water services shall be metered. Only one domestic water service is allowed per parcel. Excess services shall be abandoned to the satisfaction of the Department of Utilities.
- A48. Public and private streets with City maintained water, sanitary sewer and storm drain facilities shall have a minimum paved width of 25-feet from lip of gutter to lip of gutter.
- A49. The proposed development is located within the Sacramento Area Sewer District (SASD). Satisfy all SASD requirements.
- A50. Provide standard subdivision improvements per Section 16.48.110 of the City Code. Construct water, sewer, and drainage facilities to the satisfaction of the Department of Utilities. Off-site main extensions may be required.

- A51. Properly abandon under permit, from the County Environmental Health Division, any well or septic system located on the property.
- A52. A grading plan showing existing and proposed elevations is required. Adjacent off-site topography shall also be shown to the extent necessary to determine impacts to existing surface drainage paths. No grading shall occur until the grading plan has been reviewed and approved by the Department of Utilities.
- A53. This project is greater than 1 acre, therefore the project is required to comply with the State "NPDES General Permit for Stormwater Discharges Associated with Construction Activity" (State Permit). To comply with the State Permit, the applicant will need to file a Notice of Intent (NOI) with the State Water Resources Control Board (SWRCB) and prepare a Stormwater Pollution Prevention Plan (SWPPP) prior to construction. A copy of the State Permit and NOI may be obtained from [www.swrcb.ca.gov/stormstr/construction.html](http://www.swrcb.ca.gov/stormstr/construction.html). The SWPPP will be reviewed by the Department of Utilities prior to issuing a grading permit. The following items shall be included in the SWPPP: (1) vicinity map, (2) site map, (3) list of potential pollutant sources, (4) type and location of erosion and sediment BMP's, (5) name and phone number of person responsible for SWPPP and (6) certification by property owner or authorized representative.
- A54. The applicant must comply with the City of Sacramento's Grading, Erosion and Sediment Control Ordinance. This ordinance requires the applicant to show erosion and sediment control methods on the subdivision improvement plans. These plans shall also show the methods to control urban runoff pollution from the project site during construction.
- A55. All existing easements and all existing right-of-ways shall be shown on the Final Map.
- A56. Dedicate all necessary easements, right-of-way, fee title property, or IOD in fee title property on the final map as required to implement the approved drainage, water and sewer studies, per each approving agency requirements.
- A57. Construct pump station modifications for Sump 141 and construct storm water quality and flood control basin within Lot G. Provide landscaping and irrigation system for Lot G including the basin per City of Sacramento Storm Drainage Design Standards Sections 11.5 and 11.6. The construction and landscaping shall be to the satisfaction of the Department of Utilities. A separate set of improvement plans shall be prepared for the pump station modifications and the detention basin.
- A58. The applicant is responsible for obtaining all necessary permits and approvals from federal, state and local agencies (including RD-1000) for the construction of the detention basin and facilities crossing the RD-1000 drainage canal.
- A59. Dedicate, as an IOD in fee title, at no cost to the City, Lots G (and other lots as appropriate) for a storm water quality and flood control basin and for an open channel. The dedication and dimensions of Lots G (and other lots as appropriate) shall be to the satisfaction of the Department of Utilities.
- A60. The subdivision shall be annexed into the City of Sacramento Neighborhood

Water Quality District which provides for maintenance of the landscaping and irrigation within Lot G including the water quality and flood control basin.

- A61. If required by the Department of Utilities, the applicant shall enter into and record an Agreement for Conveyance of Easements with the City, in a form acceptable to the City Attorney, requiring that private easements be granted, as needed, for drainage, water and sanitary sewer at no cost at the time of sale or other conveyance of any lot. A note stating the following shall be placed on the Final Map: "The lots created by this map shall be developed in accordance with recorded agreement for conveyance of easements# (Book \_ , Page\_)."
- A62. Post construction, stormwater quality control measures shall be incorporated into the development to minimize the increase of urban runoff pollution caused by development of the area. Since the applicant is required to construct a regional water quality control facility as part of the project, only source control measures are required. Specific source controls are required for (1) commercial/industrial material storage, (2) commercial/industrial outdoor loading/unloading of materials, (3) commercial/industrial vehicle and equipment fueling, (4) commercial/industrial vehicle and equipment maintenance, repair and washing, (5) commercial/industrial outdoor process equipment operations and maintenance and (6) commercial/industrial waste handling. Storm drain message is required at all drain inlets. Improvement plans must include the source controls measures selected for the site. Refer to the latest edition of the "Guidance Manual for On Site Stormwater Quality Control Measures", for appropriate source control measures.
- A63. Any new domestic water services shall be metered. A single domestic water service is allowed for the condominium parcel, unless otherwise approved by the Department of Utilities.
- A64. The condominium parcel shall have a single, separate street tap for a metered domestic water service.
- A65. Prior to the initiation of any water, sanitary sewer or storm drainage services to the condominium project, the owner(s) and ownership association shall enter into a utility service agreement with the City to receive such utility services at points of service designated by the DOU, provided that such agreement shall not apply to sanitary sewer service provided by SASD instead of the City. Such agreement shall provide, among other requirements, for payment of all charges for the condominium project's water, sanitary sewer (if provided by City) and storm drainage services, shall authorize discontinuance of utility services at the City's point(s) of service in the event that all or any portion of such charges are not paid when and as required, shall require compliance with all relevant utility billing and maintenance requirements of the City, shall require sub-metering of water service to the condominium units if requested by the DOU or required by any other government agency, and shall be in a form approved by the City Attorney.
- A66. Common area landscaping within the condominium parcel shall have a separate street tap for a metered irrigation service.

- A67. The clubhouse and pool area shall have a separate street tap for a metered domestic water service.
- A68. An ownership association shall be formed and C.C. & R's shall be approved by the City and recorded assuring maintenance of sanitary sewer, water and storm drainage facilities within the condominium project. The onsite water, sewer and storm drain systems shall be private systems maintained by the association.
- A69. Prior to recording the condominium final map, all conditions for the Parkebridge Subdivision Map shall be satisfied.

**FIRE:** King Tunson (916) 808-1358

- A70. Provide the required fire hydrants in accordance with CFC 507 and Appendix C, Section C105.

**Special Districts:** Diane Morrison (916) 808-7535

- A71. **Maintenance District:** The applicant shall initiate and complete the formation of a parks maintenance district (assessment or Mello-Roos special tax district), annex the project into an existing parks maintenance district, or otherwise mitigate the project's impact to the satisfaction of PPDS and the City Attorney Office. The applicant shall pay all city fees for formation of or annexation to a parks maintenance district. (Contact Finance Department, Special Districts Project Manager Diane Morrison at 808-7535). In assessment districts, the cost of neighborhood park maintenance is equitably spread on the basis of special benefit. In special tax districts, the cost of neighborhood park maintenance is spread based upon the hearing report, which specifies the tax rate and method of apportionment.
- A72. Dedicate to the City those areas identified on the Tentative Map as Landscape Corridors (Lots B, C, D, E, H, J, M and O), Landscape Lot (Lot L), and Open Space areas (Lots G, I and N) and park sites ( Lots A and F). Annex the project area to the appropriate Landscape Maintenance District, forming and funding an endowment, or other financing mechanism acceptable to the City, prior to recordation of the Final Map. Design and construct landscaping, irrigation and masonry walls (or wood fences) in dedicated easements or right-of-ways, to the satisfaction of the Department of Public Works. Acceptance of the required landscaping, irrigation and walls or fences by the City into the Landscape Maintenance District shall be coordinated with the Department of Public Works and Special Districts. The Developer shall maintain the landscaping, irrigation and walls for two years or until acceptance by the City into the District (whichever is less). The two year period shall begin following the issuance of a notice of completion by the City for the landscaping, irrigation and walls or fences.

**Parks:** Mary de Beauvieres (916) 808-8722

- A73. **Park Dedication:** Pursuant to Sacramento City Code Chapter 16.64 (Parkland

Dedication) the applicant shall dedicate to the City in fee title the park sites identified on the tentative map as Lot A, comprising 3.8+/- acres, and Lot F, comprising 0.5± acre. At the time of dedication, the applicant shall determine the net acres of the sites to be dedicated (not including the drainage ditch) and shall (1) take all actions necessary to convey to and vest in the City full and clear title to Lots A and F including all interests necessary for maintenance and access; (2) provide a title report and title insurance insuring that clear title in fee is vested in the City at the time of dedication; (3) provide a Phase 1 environmental site assessment of Lots A and F; (4) if the environmental site assessment identifies any physical conditions or defects in Lots A and F that would interfere with the intended use as a park, as determined by PPDS in its sole discretion, applicant shall complete a supplemental assessment and remedy any such physical condition or defect, to the satisfaction of PPDS; and (5) take all actions necessary to ensure that Lots A and F are free and clear of any wetland mitigation, endangered or threatened animal or plant species, sensitive habitat or other development restrictions. The applicant shall be solely responsible, and at its sole cost, for any required mitigation costs or measures associated with Lots A and F.

- A74. **Payment of In-lieu Park Fee:** Pursuant to Sacramento City Code Chapter 16.64 (Parkland Dedication) the applicant shall pay to City an in-lieu park fee in the amount determined under SCC §§16.64.040 and 16.64.050 equal to the value of land prescribed for dedication under 16.64.030 and not satisfied by dedication.
- A75. **Improvements:** The applicant shall construct the following public improvements prior to and as a condition of City's acceptance of the park site:
- a. Full street improvements for Lots A and B including but not limited to where applicable curbs, gutters, accessible ramps, street paving, street lights, and sidewalks (Note: 10 foot separated sidewalks on Lot A and adjacent to Lot B); and improved surface drainage through the site.
  - b. A concrete sidewalk and vertical curb along all street frontages that open onto Lot A and B. The sidewalk shall be contiguous to the curb (attached) for neighborhood parks and separated from the curb (detached) for community and regional parks unless otherwise approved by PPDS.
  - c. Post-and-cable fencing between parkway/bike trail and any adjacent open space area as approved by PPDS. Refer to PPDS Post and Cable detail and specification.
  - d. A twelve inch (12") storm drain stub to the back of sidewalk at Lot A and a six inch (6") sanitary sewer stub to the back of the sidewalk at Lot A at a location approved by PPDS for future service. Number of stubs and locations to be approved by PPDS. Storm Drain and Sewer stubs are to be marked with a 3' high, white 4" x 4" post indicating stub or service location.
  - e. One water tap for irrigation, one water tap for domestic water, and electrical and telephone service to Lot A, quantity and location as approved by PPDS. The irrigation water tap shall be 4 inches for parkland

4 acres and over, and 2-1/2 inches for parkland less than 4 acres; and the domestic water tap shall be 1 inch. Water taps and telephone and electrical services shall be marked with a 3' high, white 4" x 4" post indicating stub or service location.

- f. A ten-foot (10') wide driveway into Lot A at a location approved by PPDS. The driveway is to provide future maintenance access to the park.
  - g. The Applicant shall rough grade Lots A and B as required by City Code to provide positive drainage as approved by PPDS.
- A76. **Site Plan:** The applicant shall submit a site plan and electronic file showing the location of all utilities on the park/parkway sites to the PPDS for review and approval.
- A77. **Design Coordination for PUE's and Facilities:** If a 12.5 foot public utility easement (PUE) for underground facilities and appurtenances currently exists or is required to be dedicated adjacent to a public street right-of-way contiguous to Lot A, the applicant shall coordinate with PPDS and SMUD regarding the location of appurtenances within the PUE to minimize visual obstruction in relation to the park and to best accommodate future park improvements. The applicant shall facilitate a meeting(s) with SMUD and PPDS prior to SMUD's facilities coordinating meeting for the project.
- A78. **Multi-Use Trail:** A multi-use trail and adjacent landscaping shall be constructed as specified below and in compliance with the PPDS "Multi-Use Trail Design Guidelines" available by contacting PPDS.
- a. A 16-foot trail (12' trail and two 2' shoulders) shall be located within Lots H, J, M and O, and through Lot G to connect to the proposed bike/ped bridge at the southern portion of Lot G. A minimum 8-foot trail shall be located within Lot C, D, and E.
  - b. The applicant shall submit and obtain PPDS approval of the alignment and design of the multi-use trail on Lots H, J, M and O, and the bridge connections at the southern portion of Lot G and connecting to Rio Rosa Way prior to submitting improvement plans for the trail.
  - c. The proposed multi-use trail shall comply with Class I bike trail standards, including regulatory signage, as defined in Chapter 1000 of State Department of Transportation Highway Design Manual. The trail in Lot H, J, M and O shall be 12' of asphalt concrete paving, with clear, graded shoulders that are a minimum of 2' in width. Shoulders should be decomposed granite or an alternate material approved by PPDS. Pavement sections shall be 3" minimum asphaltic concrete over 6" min of aggregate base, with a centerline stripe (refer to PPDS Trail detail and specification).
  - d. Vehicular access controls shall be placed at the entrance to all access points to the trail (refer to PPDS details and specifications for approved designs).

- e. Multi-use trails shall be designed as joint-use trails / utility service roads utilizing the service road aggregate base as the trail aggregate base course. Applicant shall design the pavement to meet all required design loads.
- f. Where a multi-use trail is located adjacent to any embankment with a greater than 4:1 slope, the Applicant shall, at his expense, install a post-and-cable fence along the top of the embankment, between the embankment and the multi-use trail. This condition applies to the trail adjacent to Lot G open space.

A79. **Bike/ Pedestrian Bridge:** The applicant shall install two bike/pedestrian bridges across the drainage ditch as located on Lots N and I on the tentative subdivision map. One bridge shall be located north of Rio Rosa Way and the other at the south end of Lot G, adjacent to the detention basin connecting to the Nino's Parkway. The bridge design and location shall be approved by PPDS and the City's Bikeway Coordinator.

A80. **Open Space:** The following conditions apply to the open space areas as shown on the tentative subdivision map:

- 1 The Applicant shall, at their expense, install signage as approved by PPDS at all open space areas identifying the open space name or land use and outlining public use regulations (such as "No dumping", or "Stay on posted trails").

### **Miscellaneous**

A81. Title to any property required to be dedicated to the City in fee shall be conveyed free and clear of all rights, restrictions, easements, impediments, encumbrances, liens, taxes, assessments or other security interests of any kind (hereafter collectively referred to as "Encumbrances"), except as provided herein. The applicant shall take all actions necessary to remove any and all Encumbrances prior to approval of the Final Map and acceptance of the dedication by City, except that the applicant shall not be required to remove Encumbrances of record, including but not limited to easements or rights-of-way for public roads or public utilities, which, in the sole and exclusive judgment of the City, cannot be removed and/or would not interfere with the City's future use of the property. The applicant shall provide title insurance with the City as the named beneficiary assuring the conveyance of such title to City.

### **Advisory Notes:**

The following advisory notes are informational in nature and are not a requirement of this Tentative Map:

ADV-A1. If unusual amounts of bone, stone, or artifacts are uncovered, work within 50 meters of the area will cease immediately and a qualified archaeologist shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less than significant effect before construction resumes. A note shall be placed on the final improvement

plans referencing this condition.

- ADV-A2. The area identified as “Lot K Landscape Lot” was shown as including a wetlands area on the applicant’s previous tentative subdivision map, but this designation is not included on the applicant’s modified tentative subdivision map. Applicant shall not use or alter this area in any manner that conflicts with or is not in accordance with any federal or state laws, regulations, or requirements governing the alteration or use of wetlands. Prior to considering any application for any future development of this area, the City may require applicant to submit a report from a qualified biologist delineating the extent of wetlands in this area, if any, in addition to other applicable requirements.
- ADV-A3. Prior to occupancy within the subject area, all sanitary sewer, storm drainage, water, and floods control improvements shall be in place, fully functioning, and a notice of completion shall be issued by Department of Public Works.
- ADV-A4. Prior to issuance of any building permits within the subject area all sanitary sewer, storm drainage, water, and flood control improvements shall be in place and fully functioning unless otherwise approved by the Department of Utilities.
- ADV-A5. This subdivision is located within an Evacuation Area. This project shall comply with the policies set forth in the City of Sacramento Comprehensive Flood Management Plan, dated February, 1996.
- ADV-A6. Many projects within the City of Sacramento require on-site booster pumps for fire suppression and domestic water systems. Prior to design of the condominium project, the Department of Utilities suggests that the applicant request a water supply test to determine what pressure and flows the surrounding public water distribution system can provide to the site. This information can then be used to assist the engineers in the design of the on-site fire suppression system.
- ADV-A7. Turn Key Park Development. If the Applicant desires to construct a turnkey park, the Applicant shall notify PPDS in writing no later than approval of the final subdivision map for the project and shall enter into a City standard turn key park construction agreement to construct the park improvements to the satisfaction of the City’s PPDS. The park construction agreement shall address (1) the preparation and approval of the park design and improvement plans, (2) time for completion of the park (or of each phase of the park if the park is not to be completed in one phase) as a function of build-out of the subdivision or issuance of occupancy permits, (3) any credits to be awarded to the applicant against the City’s Park Development Impact Fee (PIF) that would be payable as a condition of issuance of building permits for the dwelling units to be constructed in the subdivision, (4) maintenance of all improvements to be accepted into the park maintenance financing district for a minimum of one year and until a minimum of 50% of the residential units to be served by the park have received occupancy permits, unless the City agrees to accept park maintenance into the District at an earlier date. The one-year maintenance

period shall begin following the issuance by the City of a notice of completion for the improvements.

- ADV-A8. As per City Code, acreage within an existing or proposed drainage area, easement, public right-of-way, or areas with 10% and greater slopes shall not receive parkland dedication credit. Quimby parkland credit can be granted only to “buildable acres”.
- ADV-A9. Special consideration should be given during the design phase of a development project to address the benefits derived from the urban forest by installing, whenever possible, large shade trees and thereby increasing the shade canopy cover on residential lots and streets. Trees in the urban environment reduce air and noise pollution, furnish habitat for wildlife, provide energy saving shade and cooling, enhance aesthetics and property values, and contribute to community image and quality of life.
- ADV-A10. As per City Code, the applicant will be responsible to meet their obligations regarding:
- a. Title 16, 16.64 Park Dedication / In Lieu (Quimby) Fees.
  - b. Title 18, 18.44 Park Development Impact Fee.
  - c. Community Facilities District 2002-02, Neighborhood Park Maintenance CFD Annexation.

**B.** The **Site Plan and Design Review** on approximately 90.5 gross acres for future residential development is hereby **approved** subject to the following conditions:

### **Planning**

- B1. Development of this site shall be in compliance with the attached exhibits and shall be subject to planning review. Any modifications to the site plan shall be subject to additional review and may require subsequent entitlements.
- B2. The applicant shall obtain all necessary building permits prior to commencing any work on the site.

### **Advisory Notes**

- ADV-B1. A Zoning Affidavit shall be submitted by the applicant that affirms the plans submitted for building permit comply with all conditions of approval and approved exhibits. (Planning)
- ADV-B2. To the extent possible, the project should incorporate green building methods in the construction of the proposed structures. (Planning)

### **Table of Contents:**

Exhibit A: Post Subdivision Modification Exhibit – 1 page



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POST SUBDIVISION MODIFICATION EXHIBIT

**PARKEBRIDGE**  
CITY OF SACRAMENTO, CALIFORNIA  
MARCH 19, 2014



**PROJECT NOTES**

**RECORD OWNER:**  
BHIH PARKEBRIDGE S21 LLC  
3130 W. MAIN STREET, SUITE A-2  
VISALIA, CA 93291  
CONTACT: RICK LANGDON  
PHONE: (559) 636-2793

**APPLICANT/DEVELOPER:**  
WEST COAST HOUSING PARTNERS  
3130 W. MAIN STREET, SUITE A-2  
VISALIA, CA 93291  
CONTACT: RICK LANGDON  
PHONE: (559) 636-2793

**PLANNER/ENGINEER:**  
WOOD ROGERS INC.  
3301 'C' STREET, BLDG. 100-B  
SACRAMENTO, CA 95816  
CONTACT: TIMOTHY DENHAM, AICP  
PHONE: (916) 341-7740

**ASSESSOR'S PARCEL NUMBER(S):**  
225-2460-001-000  
225-2460-002-000  
225-2460-003-000

**AREA:**  
90.5 ± ACRES (GROSS)  
330 RESIDENTIAL LOTS (142 CONDOS)

**EXISTING USE:**  
VACANT

**PROPOSED USE:**  
330 SINGLE FAMILY RESIDENTIAL LOTS  
4 RESIDENTIAL VILLAGE LARGE LOTS  
2 PARK SITES (LOT A & LOT F)  
8 LANDSCAPE CORRIDOR LOTS  
1 LANDSCAPE LOT  
1 REMAINDER LOT

**EXISTING ZONING:**  
R-1A-PUD + R-2A-PUD + A-C5

**PROPOSED ZONING:**  
R-1A-PUD + R-2A-PUD + A-C5

**PARK DISTRICT:**  
CITY OF SACRAMENTO PARKS DEPARTMENT

**FIRE PROTECTION:**  
SACRAMENTO CITY

**SCHOOL DISTRICT:**  
NORMAN UNITED SCHOOL DISTRICT

**SEWER:**  
S.R.C.S.D. AND CSD-1

**STORM DRAIN:**  
S.R.C.S.D. AND CSD-1

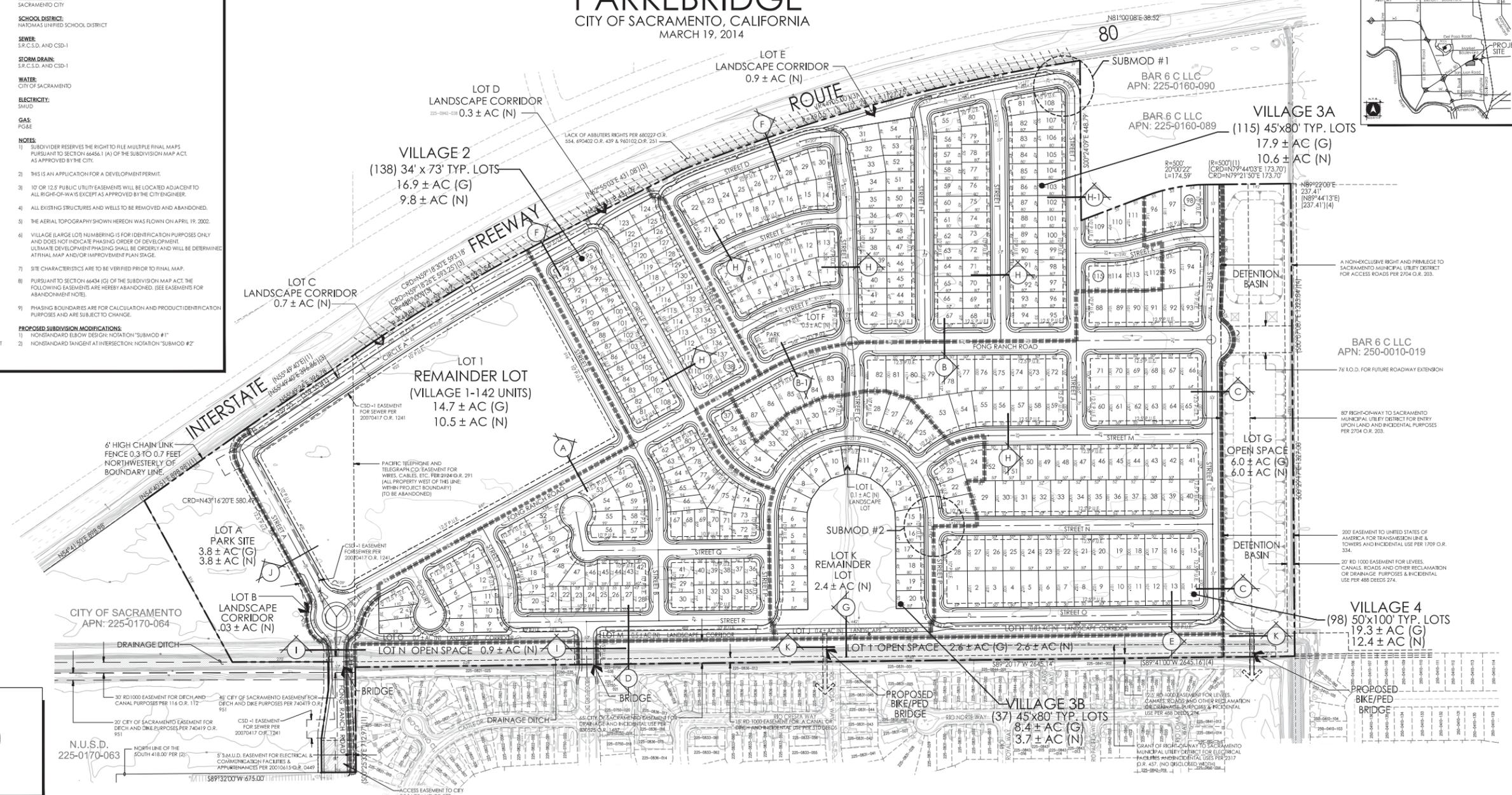
**WATER:**  
CITY OF SACRAMENTO

**ELECTRICITY:**  
SHAUD

**GAS:**  
PG&E

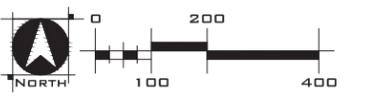
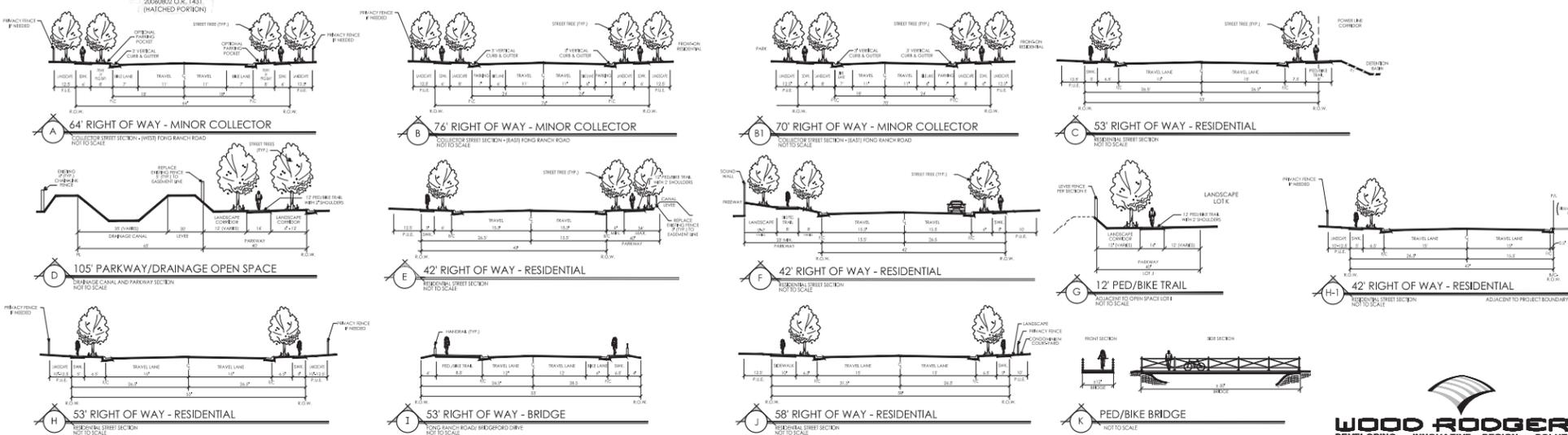
**NOTES:**  
1) SUBDIVIDER RESERVES THE RIGHT TO FILE MULTIPLE FINAL MAPS PURSUANT TO SECTION 66454.1 (A) OF THE SUBDIVISION MAP ACT, AS APPROVED BY THE CITY.  
2) THIS IS AN APPLICATION FOR A DEVELOPMENT PERMIT.  
3) 10' OR 12.5' PUBLIC UTILITY EASEMENTS WILL BE LOCATED ADJACENT TO ALL RIGHT-OF-WAYS EXCEPT AS APPROVED BY THE CITY ENGINEER.  
4) ALL EXISTING STRUCTURES AND WELLS TO BE REMOVED AND ABANDONED.  
5) THE AERIAL TOPOGRAPHY SHOWN HEREON WAS FLOWN ON APRIL 19, 2002.  
6) VILLAGE (LARGE LOT) NUMBERING IS FOR IDENTIFICATION PURPOSES ONLY AND DOES NOT INDICATE PHASING ORDER OF DEVELOPMENT. ULTIMATE DEVELOPMENT PHASING SHALL BE ORDERLY AND WILL BE DETERMINED AT FINAL MAP AND/OR IMPROVEMENT PLAN STAGE.  
7) SITE CHARACTERISTICS ARE TO BE VERIFIED PRIOR TO FINAL MAP.  
8) PURSUANT TO SECTION 66454 (G) OF THE SUBDIVISION MAP ACT, THE FOLLOWING EASEMENTS ARE HEREBY ABANDONED. (SEE EASEMENTS FOR ABANDONMENT NOTE).  
9) PHASING BOUNDARIES ARE FOR CALCULATION AND PRODUCT IDENTIFICATION PURPOSES AND ARE SUBJECT TO CHANGE.

**PROPOSED SUBDIVISION MODIFICATIONS:**  
1) NONSTANDARD ELBOW DESIGN: NOTATION "SUBMOD #1"  
2) NONSTANDARD TANGENT AT INTERSECTION: NOTATION "SUBMOD #2"



**LAND USE SUMMARY**

LOT NO./ VILLAGE NO.	GENERAL PLAN / COMMUNITY PLAN / ZONING DESIGNATIONS	PROPOSED USE	PROPOSED LOT SIZE	ACRES (±) (G)	ACRES (±) (N)	UNITS	TOT. DENSITY
REMAINDER (VILLAGE 1)	SNM / RES / R-1A	SF RESIDENTIAL	CONDOMINIUM UNITS TRP.	14.7	10.5	142	13.5/AC
A	SNM / RES / R-1A	SF RESIDENTIAL	COTTAGE LOTS 34' x 73' TYP.	14.9	9.8	138	14.0/AC
B	SNM / RES / R-1A	SF RESIDENTIAL	COTTAGE LOTS 45' x 80' TYP.	17.9	10.4	115	10.0/AC
C	SNM / RES / R-1A	SF RESIDENTIAL	COTTAGE LOTS 45' x 80' TYP.	8.4	3.7	37	10.0/AC
D	SNM / RES / R-1A	SF RESIDENTIAL	STANDARD LOTS 50' x 100' TYP.	19.3	12.4	78	7.0/AC
<b>SUBTOTAL</b>				77.2	47.0	530	11.3/AC
A	SNM / PARK & REC / A-C5	PARK SITE		3.8	3.8	-	-
B	SNM / RES / R-1A	LANDSCAPE CORRIDOR		-	0.03	-	-
C	SNM / RES / R-1A	LANDSCAPE CORRIDOR		-	0.7	-	-
D	SNM / RES / R-1A	LANDSCAPE CORRIDOR		-	0.3	-	-
E	SNM / RES / R-1A	LANDSCAPE CORRIDOR		-	0.9	-	-
F	SNM / RES / R-1A	PARK SITE		-	0.5	-	-
G	SNM / PARK & REC / A-C5	LANDSCAPE CORRIDOR / OPEN SPACE		6.0	6.0	-	-
H	SNM / RES / R-1A	LANDSCAPE CORRIDOR		-	0.8	-	-
I	SNM / PARK & REC / A-C5	DRAINAGE CORRIDOR / OPEN SPACE		2.6	2.6	-	-
J	SNM / RES / R-1A	LANDSCAPE CORRIDOR		-	0.4	-	-
K	SNM / RES / R-1A	REMAINDER LOT		2.4	2.4	-	-
L	SNM / RES / R-1A	LANDSCAPE LOT		-	0.5	-	-
M	SNM / RES / R-1A	LANDSCAPE CORRIDOR		-	0.2	-	-
N	SNM / PARK & REC / A-C5	DRAINAGE CORRIDOR / OPEN SPACE		0.9	0.9	-	-
<b>SUBTOTAL</b>				13.3	20.4	-	-
<b>RIGHT-OF-WAY</b>				-	22.9	-	-
<b>TOTAL</b>				90.5	90.5	530	11.3



**WOOD ROGERS**  
DEVELOPING INNOVATIVE DESIGN SOLUTIONS  
3301 C St, Bldg. 100-B Tel 916.341.7760  
Sacramento, CA 95816 Fax 916.341.7767

# TENTATIVE SUBDIVISION MAP PARKEBRIDGE CITY OF SACRAMENTO, CALIFORNIA

NOVEMBER 10, 2004  
(REVISED FEBRUARY 3, 2006)



**PROJECT NOTES**

**RECORD OWNER**  
PARTNERSHIPS LLC  
2400 VENTURA BLVD  
SACRAMENTO, CA 95833  
CONTACT: GUYTON INDUSTRIES  
PHONE: (916) 341-2500

**ATTORNEY/COUNSELOR**  
GUYTON INDUSTRIES  
1400 DORSEY DRIVE  
SACRAMENTO, CA 95824  
CONTACT: JOHN GUYTON  
PHONE: (916) 310-0371

**PLANNING/ENGINEER**  
WOOD ROGERS INC. 100-B  
SACRAMENTO, CA 95833  
CONTACT: TREVITY DENNIS, ACP  
PHONE: (916) 341-7200

**ASSESSOR'S PARCEL NO.**  
225-016-054 - 056

**AREA OF PROPOSED TENTATIVE SUBDIVISION MAP**  
133.3 ACRES (GROSS)

**NUMBER OF LOTS**  
203 RESIDENTIAL LOTS

**EXISTING USE**  
VACANT

**PROPOSED USE**  
1. SINGLE-FAMILY RESIDENTIAL LOTS TOTAL 101  
2. RESIDENTIAL VILLAGE LARGE LOTS 102  
3. COMMERCIAL PARK LOTS 103  
4. LANDSCAPE PARKWAY CORRIDOR 104  
5. LANDSCAPE PARKWAY LOTS 105

**EXISTING ZONING**  
R-1 (S.F. 10,000 S.F. OR LESS)  
PROPOSED ZONING  
R-1 (S.F. 10,000 S.F. OR LESS)  
CITY OF SACRAMENTO PLANS DEPT.  
THE PROPOSER  
SACRAMENTO CITY

**SCHOOL DISTRICT**  
NATIONAL UNIFIED  
SAC.S.D. AND CSD-1

**OWNER**  
SLOAN/DAN  
SAC.S.D. AND CSD-1

**HAZARDOUS WASTE**  
CITY OF SACRAMENTO

**ELECTRICITY**  
PUC

**GAS**  
PG&E

**WATER**  
SACRAMENTO WATER SUPPLY DISTRICT

**SEWER**  
SACRAMENTO WATER SUPPLY DISTRICT

**1. THIS IS AN APPLICATION FOR A DEVELOPMENT PERMIT.**

**2. A 10' PUBLIC UTILITY EASEMENT WILL BE LOCATED ADJACENT TO ALL RIGHT-OF-WAYS EXCEPT AS APPROVED BY THE CITY ENGINEER.**

**3. ALL EXISTING UTILITIES AND WELLS TO BE REMOVED AND REMOVED.**

**4. A 5' PUBLIC UTILITY EASEMENT WILL BE LOCATED ADJACENT TO ALL RIGHT-OF-WAYS EXCEPT AS APPROVED BY THE CITY ENGINEER.**

**5. A 5' PUBLIC UTILITY EASEMENT WILL BE LOCATED ADJACENT TO ALL RIGHT-OF-WAYS EXCEPT AS APPROVED BY THE CITY ENGINEER.**

**6. THE IDEAL TOPOGRAPHY SHOWN HEREON WAS PLANNED ON 04/19/02.**

**7. VILLAGE LARGE LOTS NUMBERED 102 FOR EXISTING PURPOSES ONLY AND 103 FOR PROPOSED PURPOSES OF DEVELOPMENT.**

**8. ALL EXISTING UTILITIES AND WELLS TO BE REMOVED AND REMOVED.**

**9. THE IDEAL TOPOGRAPHY SHOWN HEREON WAS PLANNED ON 04/19/02.**

**10. PERMITS TO SECTION SEPARATELY OF THE SUBDIVISION.**

**11. PERMITS TO SECTION SEPARATELY OF THE SUBDIVISION.**

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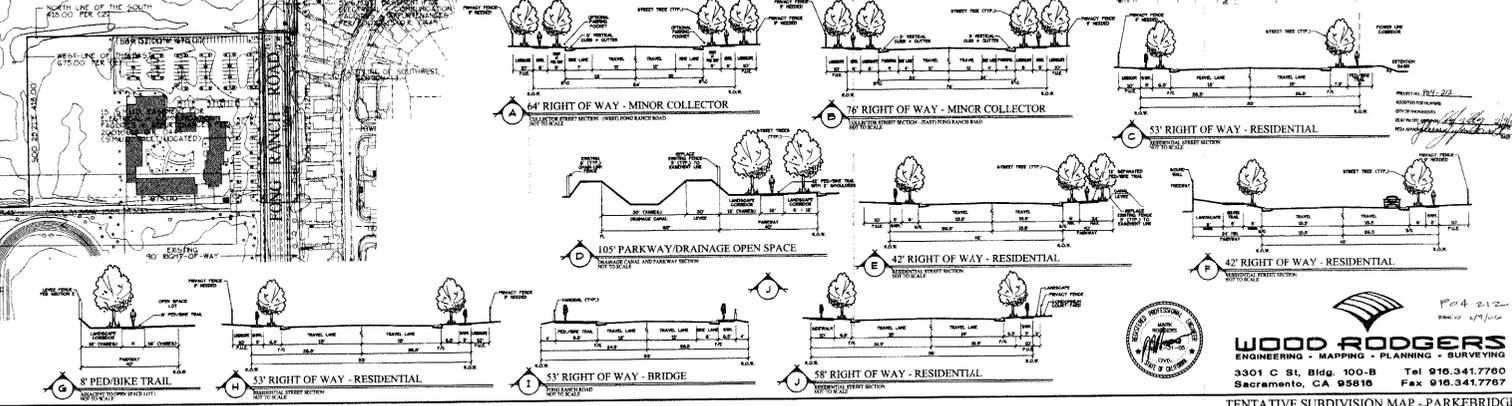
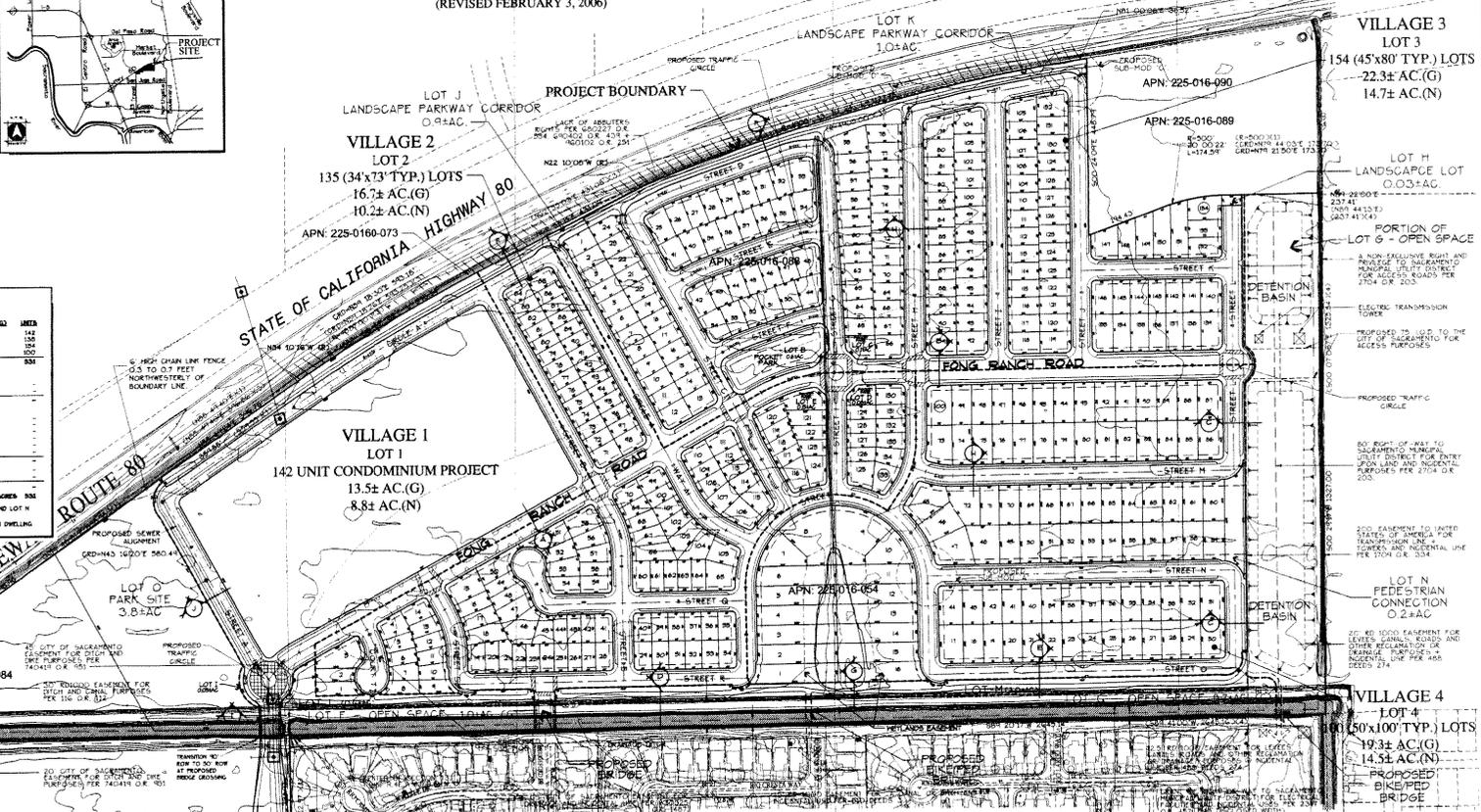
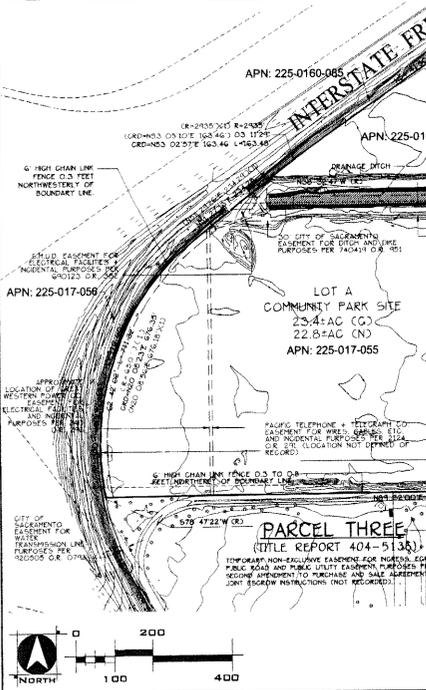
**99. PERMITS TO SECTION SEPARATELY OF THE SUBDIVISION.**

**100. PERMITS TO SECTION SEPARATELY OF THE SUBDIVISION.**

**LAND USE SUMMARY**

LOT NO./COLLAGE NO.	GENERAL PLAN/COMPARTMENT PLAN	LAND USE	ACRES (GROSS)	ACRES (NET)	UNITS
VILLAGE 1	RESIDENTIAL - SA - PUD	H - P RESIDENTIAL (CONDOMINIUM UNITS TYP.)	10.3	10.3	142
VILLAGE 2	RESIDENTIAL - SA - PUD	S - RESIDENTIAL (SINGLE-FAMILY LOTS 3400 SQ FT TYP.)	14.3	14.3	102
VILLAGE 3	RESIDENTIAL - SA - PUD	S - RESIDENTIAL (SINGLE-FAMILY LOTS 3000 SQ FT TYP.)	14.3	14.3	102
VILLAGE 4	RESIDENTIAL - SA - PUD	S - RESIDENTIAL (SINGLE-FAMILY LOTS 3000 SQ FT TYP.)	14.3	14.3	102
<b>SUBTOTAL</b>			<b>40.0</b>	<b>40.0</b>	<b>348</b>
LOT A	LR/PARK/AS	COMMUNITY PARK	22.8	22.8	1
LOT B	LR/PARK/AS	PARK SITE	3.0	3.0	1
<b>SUBTOTAL</b>			<b>25.8</b>	<b>25.8</b>	<b>2</b>
LOTS B, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z	LR/PARK/AS	LANDSCAPE PARKWAY CORRIDOR	0.8	0.8	1
LOTS P, Q, R, S, T, U, V, W, X, Y, Z	LR/PARK/AS	LANDSCAPE PARKWAY LOTS	0.06	0.06	1
LOTS A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z	LR/PARK/AS	LANDSCAPE PARKWAY LOTS	2.6	2.6	1
LOTS A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z	LR/PARK/AS	OPEN SPACE/RECREATION CONNECTION	0.2	0.2	1
<b>SUBTOTAL</b>			<b>3.66</b>	<b>3.66</b>	<b>4</b>
<b>GRAND TOTAL</b>			<b>133.3</b>	<b>133.3</b>	<b>354</b>

NET AREAS INCLUDE ALL STREETS. NET AREAS INCLUDE LOTS D AND E IN VILLAGE 2, LOTS B, C, D AND H IN VILLAGE 3, AND LOT H IN VILLAGE 4. GROSS AREAS INCLUDE ALL STREETS. NET AREAS INCLUDE LOTS D AND E IN VILLAGE 2, LOTS B, C, D AND H IN VILLAGE 3, AND LOT H IN VILLAGE 4. GROSS AREAS INCLUDE ALL STREETS. NET AREAS INCLUDE LOTS D AND E IN VILLAGE 2, LOTS B, C, D AND H IN VILLAGE 3, AND LOT H IN VILLAGE 4.



**WOOD ROGERS**  
ENGINEERING • MAPPING • PLANNING • SURVEYING  
3301 C St, Bldg. 100-B Tel 916.341.7760  
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TENTATIVE SUBDIVISION MAP - PARKEBRIDGE