



**Supplemental Material
Received at the Meetings of
City Council
Redevelopment Agency
Housing Authority
Financing Authority
for
January 16, 2007**

Item 22: Fulton Avenue Development Project

- a. Information dated January 3, 2007, from the Development Services Department entitled "Revised Errata Fulton Avenue Development Project (P06-012)
- b. Information dated December 14, 2006, from the Development Services Department entitled "Notice of Errata-Mitigation Monitoring Plan, Findings of Fact, and Conditions of approval for the Fulton Avenue Development Project (P06-012)

Item 23: American River Parkway Plan Update

- a. Powerpoint Presentation entitled: "American River Parkway Plan: Rancho Cordova Comments to the Sacramento City Council"

#22



CITY OF SACRAMENTO
CALIFORNIA

DEVELOPMENT SERVICES
DEPARTMENT

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January 3, 2007

**REVISED ERRATA
FULTON AVENUE DEVELOPMENT PROJECT (P06-012).**

Revisions to two traffic mitigations are necessary due to the change in the responsible party. Revisions to the discussion of trees, tree retention, and tree removal are necessary due to further refinements of the engineering plans for the Fulton Avenue Development project.

Staff is initiating changes to the Fulton Avenue Development project DEIR, which requires revisions to the Mitigation Monitoring Plan, Findings of Fact, and the Conditions of Approval.

Revised text is shown as: ~~strikethrough~~ = deleted text; double underline = added text:

Page 36:

MM 3.6-1D ~~The project applicant shall install a~~ All-way stop sign controls shall be installed at the intersection of Fulton Avenue and Business 80 westbound ramps. Installing all-way stop signs will improve traffic operations from LOS 'F' to LOS 'E' or better and reduce the impact of the project to less-than-significant.

Page 54:

MM 3.6-4D ~~The applicant shall coordinate with Caltrans to install a~~ A traffic signal shall be installed, in coordination with Caltrans, at the intersection of Fulton Avenue and the Business 80 westbound ramps. Installing a traffic signal will improve the intersection operation from LOS 'F' to LOS 'D' or better.

Page 3.2-4:

**Table 3.2-24 (Continued)
Heritage Trees within Project site**

Page 3.2-13:

Impact 3.2-4R Remediation would result in impacts to trees protected under the City's Heritage Tree Ordinance.

Of the 100 trees identified within the project site by Sierra Nevada Arborists, 64 65 trees, totaling approximately ~~4,086~~ 1,120 aggregate diameter inches will require removal due to defects, compromised health and/or structural instability, or due to implementation of the remediation. Out of the 64 trees that would be removed, 44 12 trees meet the Heritage Tree criteria specified in the City Tree Protection Ordinance. Table 3.2-3 provides details related to the 44 Heritage trees that require removal.

Page 3.2-14:

**Table 3.2-3
Heritage Trees to be Removed**

Add:

Tree #	Common Name	Species	DBH (inch)	Conditional Assessment	
				Structure	Vigor
94	Monterey Pine	<i>Pinus radiata</i>	32	Fair	Fair

Heritage Trees & Mitigation Measures

As stated by the City Arborist, trees 11,13,15,16,17,20,32,57,60,64, & 65, 94-can be removed. Although these heritage trees are listed to be fair and poor in the arborist report, the City Arborist is requiring mitigation ~~for an aggregate diameter of 140 inches dbh~~ for the loss of these trees.

Required mitigation for the loss of ~~440~~ 172 inches dbh of Heritage Trees would include on-site replacement of lost canopy in the project site. The City Arborist recommends replacement with 48-inch box trees, at a ratio of 3:1 (planting of 47 48-inch box trees) for trees 11, 13, 15,16,17,20,32,57,60,64, and 65 and a ratio of 4:1 (planting of 4 24-inch box along Fairway No. 10) for tree 94 in order to provide an immediate impact for tree canopy loss within the project site. If the site cannot accommodate the planting of these trees, the City Arborist would then require trees to be purchased and planted at a specified location approved by the city arborist. Species selection would be approved by the city arborist prior to planting.

Page 3.2-15:

According to the City Arborist, trees 21,22,23,24,27,29,34,35,39,45,46,47,51, & 52 are currently growing in a section of the project that may be managed by the California Department of Transportation (Caltrans). Although these trees have not been identified for removal, the City Arborist recommends that all precautions be taken to protect all trees during the construction process. This includes the installation of environmentally sensitive area fencing (orange fencing) encompassing the drip lines of these trees on the City's property and within the area of disturbance for the remediation. In addition, the City Arborist (or designee) would monitor

remediation activities within the area to determine if hand digging or other protective measures are necessary in order to maintain the health of the trees.

The City Arborist has indicated that, based on the preliminary grading plan, trees 40, 77, & 85 must be retained on the site and recommendations for preservation provided within the arborist report should be followed. The City Arborist will conduct further investigation and reconsider the new information for each tree and their sustainability within the project site.

~~The City Arborist has further indicated that trees 86, 90, 94, and 95 must be preserved and tree protection must be installed during construction. Tree 94, a 32-inch diameter Monterey Pine (Pinus Radiata) is of heritage size.~~

Page 3.2-15:

Mitigation Measures

~~MM 3.2-6R Prior to initiation of remediation activities ground disturbance, the City Arborist shall review the final grading plan to assess the potential impacts on trees. shall submit a landscape plan for the review and approval of the Urban Forest Services Division indicating the planting of 47 48-inch box trees. Species selection for replacement trees shall be approved by the City Arborist prior to planting. Based on the preliminary grading plan, the City Arborists requires replacement with 48-inch box trees, at a ratio of 3:1 (planting of 47 48-inch box trees) for trees 11, 13, 15, 16, 17, 20, 32, 57, 60, 64, and 65. Tree 94 shall be replaced at a ratio of 4:1 (planting of 4 24-inch boxes along Fairway No. 10). Allowed replacement trees for Tree 94 are: Deodar Cedar (Cedrus deodara), Bald Cypress (Taxodium distichum), Italian Stone Pine (Pinus pinea), and California Pepper tree (Schinus molle).~~

OR

If the project site cannot accommodate the planting of these trees, the City shall purchase the trees and plant at a specified location approved by the City Arborist. Species selection shall be approved by the City Arborist prior to planting.

~~MM 3.2-7R During grading and construction activities, the City (or designee) shall provide an ISA certified arborist to periodically monitor the project site to ensure that the required tree preservation techniques are being implemented, and also to coordinate with planning and construction staff. All heritage size trees The removal of all heritage trees identified for removal shall be posted not less than 30 days prior to removal comply with City Code Section 12.64.050 regarding the potential removal of Heritage trees.~~

~~MM 3.2-8R Prior to construction, the City (or designee) shall submit a tree preservation plan for the review and approval of the Urban Forest Services Division. The tree preservation plan shall be based on the recommendations within the Arborist Report prepared by Sierra Nevada Arborists (August 2006). The tree preservation plan shall also include the following measure identified by the City Arborist:~~

The City, or designee, shall construct and maintain protective fencing around tree root zones for trees 40, 77, and 85, 86, 90, 94, and 95. Using a (6) six foot high cyclone fences, the project arborist shall ensure that drip zone areas are protected.

Environmentally sensitive area fencing (orange fencing) shall be installed on the project site to designate the drip line of all trees within Caltrans right of way that overhang the project site, as well as any tree within Caltrans right-of-way.

The drip zone of each preserved tree shall remain empty undisturbed during the project. No tools, vehicles and building material shall be stored within the protective fencing. No dumping of solutions, chemicals and construction slurries shall occur in the drip zone of each tree.

MM 3.2-9R Prior to issuance of a grading permit, the Urban Forest Services Division shall review the grading plan to ensure that grade changes greater than 12-inches above or below original grade would not occur within the drip line of trees 40, 77, and 85, 86, 90, 94, and 95. or any tree within Caltrans right-of-way. If grade changes greater than 12-inches are indicated on the grading plan, the City Arborist shall provide additional requirements for specialized aeration and/or drainage systems to aid in tree survival.

MM 3.2-10R ~~Trees 40, 77, 85, 86, 90, 94, and 95 shall be appropriately irrigated (twice per week) during the period of April 1st to Oct 30th. If irrigation is not currently accessible, irrigation shall be installed or otherwise provided.~~ Trees that are to be retained and whose drip lines are within the area of disturbance, shall be irrigated per the City Arborist during remediation activities.

MM 3.2-11R All root pruning shall be performed by an International Society of Arboriculture, (ISA) certified arborist. Exposed roots greater than 2-inches in diameter shall be inspected and pruned prior to backfill/installation of hardscape. Once exposed, the ~~project City~~-arborist shall determine if tree removal is required due to excessive root pruning ~~and shall immediately notify the City Arborist with the determination.~~

3.2-2D Development would result in impacts to trees protected under the City's Heritage Tree Ordinance.

According to Figure 3.2-1, all of the trees identified for removal by the City Arborist (see discussion of impact 3.2-4) would be removed as part of the remediation activities; consequently the development component of the project would not result in the removal of trees. However, construction activities associated with the development of the site could result in impacts to Heritage trees identified by the City Arborist for preservation or further investigation. All construction on the project site must comply with the Heritage tree ordinance. Therefore, the impacts to trees protected under the City's Heritage Tree Ordinance would be **less than significant** and no mitigation is necessary. These include trees 40, 77, 85, 86, 90, 94, and 95, and any tree within Caltrans right-of-way. Therefore, the development component of the project could result in a *potentially significant* impact. However, implementation of the following mitigation measures would reduce impacts to a **less than significant** level.

Mitigation Measure

MM 3.2-2D Implement MM 3.2-6R through 3.2-11R. None necessary.



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December 14, 2006

**NOTICE OF ERRATA –MITIGATION MONITORING PLAN, FINDINGS OF FACT,
AND CONDITIONS OF APPROVAL
FOR THE FULTON AVENUE DEVELOPMENT PROJECT (P06-012).**

After the preparation of the Final EIR and staff report for the Fulton Avenue Development project (P06-012), staff is initiating a minor change to the Fulton Avenue Development project Mitigation Monitoring Plan, which subsequently requires revisions to the Findings of Fact and the Conditions of Approval.

Currently the Mitigation Monitoring Plan indicates that the developer would be the "Implementing Party" for the intersection improvements required by Mitigation Measures 3.4-1D and 3.4-6D. However, it has come to City Staff's attention that, rather than the developer installing the improvements required by these measures, the City would be required to install the improvements with partial reimbursement provided by the developer.

Therefore, MM 3.4-1D is hereby revised as follows (~~strikethrough~~ = deleted text; double underline = added text):

MM 3.4-1D ~~The project applicant shall install a~~All-way stop sign controls shall be installed at the intersection of Fulton Avenue and Business 80 westbound ramps. Installing ~~all-way stop signs~~ will improve traffic operations from LOS 'F' to LOS 'E' or better and reduce the impact of the project to less-than-significant.

MM 3.4-6D is hereby revised as follows (~~strikethrough~~ = deleted text; double underline = added text):

MM 3.4-6D ~~The applicant shall coordinate with Caltrans to install a~~A traffic signal shall be installed, in coordination with Caltrans, at the intersection of Fulton Avenue and the Business 80 westbound ramps. Installing a traffic signal will improve the intersection operation from LOS 'F' to LOS 'D' or better.

In addition, for both Mitigation Measure 3.4-1D and 3.4-6D, under the "Implementing Party" column (fourth column from the left), Pages 5-24 and 5-25 of the Mitigation Monitoring Plan are hereby revised so that the word "Developer" is replaced by the word "City."

Attachment 1 includes copies of Pages 5-24 and 5-25 of the Mitigation Monitoring Plan indicating the above revisions (~~strikethrough~~ = deleted text; double underline = added text).

Attachment 1

Revised Mitigation Monitoring Plan Pages 5-24 and 5-25

<p>Avenue during PM peak hour.</p> <ul style="list-style-type: none"> Business 80 EB on-ramp to Fulton Avenue during PM peak hour. Business 80 WB off-ramp to Fulton Avenue during AM peak hour. Business 80 WB on-ramp to Fulton Avenue during AM peak hour. <p>Business 80 mainline would be operating at capacity and resulting in LOS 'F' at the above listed study merge/diverge area.</p>	<p>the project impact would remain significant and unavoidable.</p>	<p>MM 3.6-3D Implementation of MM 3.6-1D.</p>	<p>MM 3.6-4D The applicant shall coordinate with Caltrans to install a traffic signal shall be installed, in coordination with Caltrans, at the intersection of Fulton Avenue and the Business 80 westbound ramps. Installing a traffic signal will improve the intersection operation from LOS 'F' to LOS 'D' or better.</p>	<p>See MM 3.6-1.</p> <p>Developer/City</p>	<p>See MM 3.6-1.</p> <p>Prior to issuance of Certificates of Occupancy</p>	<p>See MM 3.6-1.</p> <p>City of Sacramento; Development Services Department Caltrans</p>
<p>3.6-3D inadequate storage at Business 80 westbound off-ramp at Fulton Avenue.</p>	<p>MM 3.6-3D Implementation of MM 3.6-1D.</p>	<p>MM 3.6-4D The applicant shall coordinate with Caltrans to install a traffic signal shall be installed, in coordination with Caltrans, at the intersection of Fulton Avenue and the Business 80 westbound ramps. Installing a traffic signal will improve the intersection operation from LOS 'F' to LOS 'D' or better.</p>	<p>See MM 3.6-1.</p> <p>Developer/City</p>	<p>See MM 3.6-1.</p> <p>Prior to issuance of Certificates of Occupancy</p>	<p>See MM 3.6-1.</p> <p>City of Sacramento; Development Services Department Caltrans</p>	
<p>3.6-4D Cumulative, unacceptable levels of service at the intersection of Fulton Avenue and Business 80 westbound ramps (westbound approach) during the AM, PM, and Saturday peak hours. Also, at this intersection the MUTCD peak hour signal warrant is met during all of the study peak hours.</p>	<p>MM 3.6-4D The applicant shall coordinate with Caltrans to install a traffic signal shall be installed, in coordination with Caltrans, at the intersection of Fulton Avenue and the Business 80 westbound ramps. Installing a traffic signal will improve the intersection operation from LOS 'F' to LOS 'D' or better.</p>	<p>See MM 3.6-1.</p> <p>Developer/City</p>	<p>See MM 3.6-1.</p> <p>Prior to issuance of Certificates of Occupancy</p>	<p>See MM 3.6-1.</p> <p>City of Sacramento; Development Services Department Caltrans</p>		

Facts in Support of Finding:

Mitigation Measure 3.6-1D requires that the developer City install all-way stop controls at the intersection of Fulton Avenue and Business 80 westbound ramps. Installation of an all-way stop would improve traffic operations from LOS F to LOS E or better and reduce the impact of the project to a less-than-significant level.

- xiv. EIR Traffic and Circulation Impact 3.6-3D – Inadequate storage at Business 80 westbound off-ramp at Fulton Avenue

Significant Impact:

The Traffic Impact Study prepared for the project by Dowling Associates, Inc. indicates that project-generated traffic would contribute to inadequate storage at Business 80 westbound off-ramp at Fulton Avenue.

Facts in Support of Finding:

Mitigation Measure 3.6-3D requires implementation of Mitigation Measure 3.6-1D. Mitigation Measure 3.6-1D requires that the developer City install all-way stop controls at the intersection of Fulton Avenue and Business 80 westbound ramps. Installation of an all-way stop would improve traffic operations from LOS F to LOS E or better and reduce the impact of the project to a less-than-significant level.

- xv. EIR Traffic and Circulation Impact 3.6-4D – Unacceptable levels of service at the intersection of Fulton Avenue and Business 80 westbound ramps (westbound approach) during the AM, PM and Saturday Peak hours. Also, at this intersection the MUTCD peak hour signal warrant is met during all of the study peak hours.

Significant Impact:

The Traffic Impact Study prepared for the project by Dowling Associates, Inc. indicates that traffic generated by the proposed project would contribute to the cumulative LOS deficiency at the Intersection of Fulton Avenue and Business 80 westbound ramps (westbound approach) during the AM, PM and Saturday peak hours.

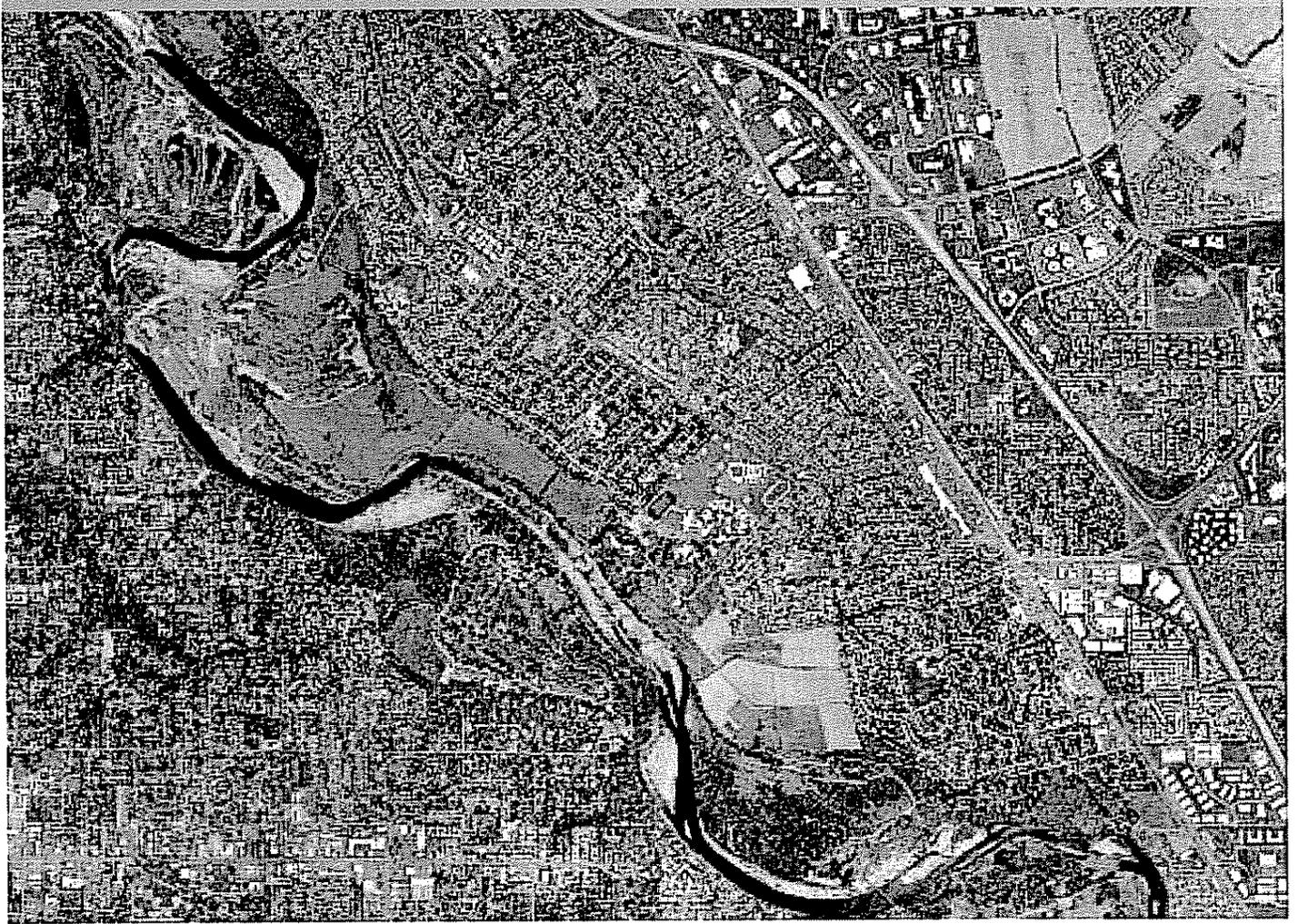
Facts in Support of Finding:

Mitigation Measure 3.6-4D requires that the developer City coordinate with Caltrans to install a traffic signal at the intersection of Fulton Avenue and the Business 80 westbound ramps. Installing a traffic signal would improve the intersection operation from LOS F to LOS D or better.

American River Parkway Plan

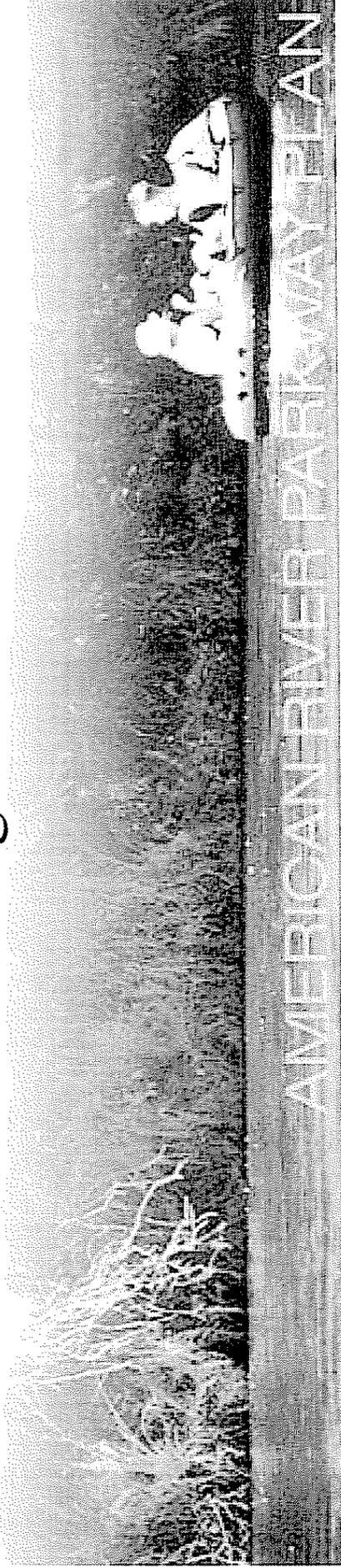
Rancho Cordova Comments
to the
Sacramento City Council

January 16, 2007



Purpose of Tonight's Review

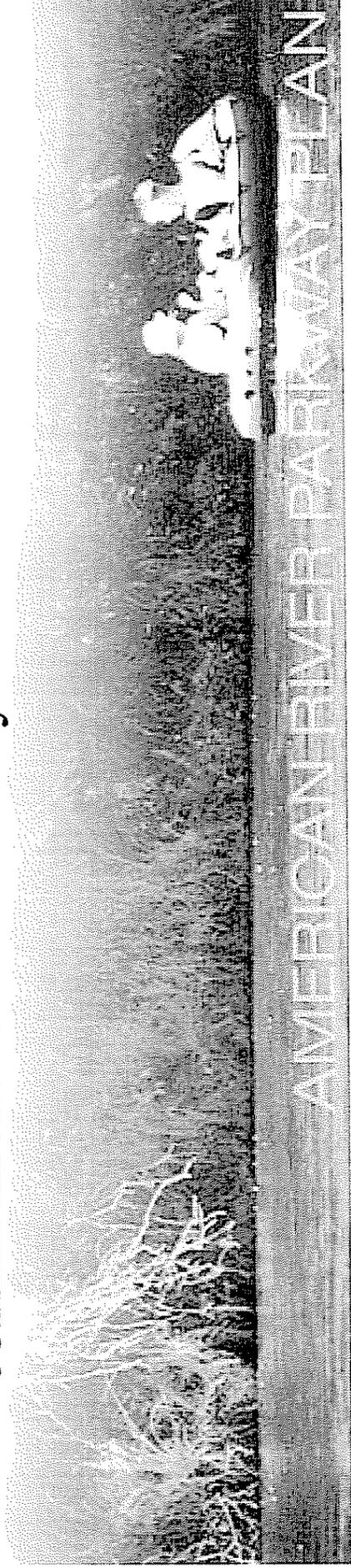
- Discuss evolution of Rancho Cordova Land Use Proposals
- Describe the current UCAC/PMT Land Use Proposals
- Council to provide direction to staff for future PMT meetings



AMERICAN RIVER PARKWAY PLAN

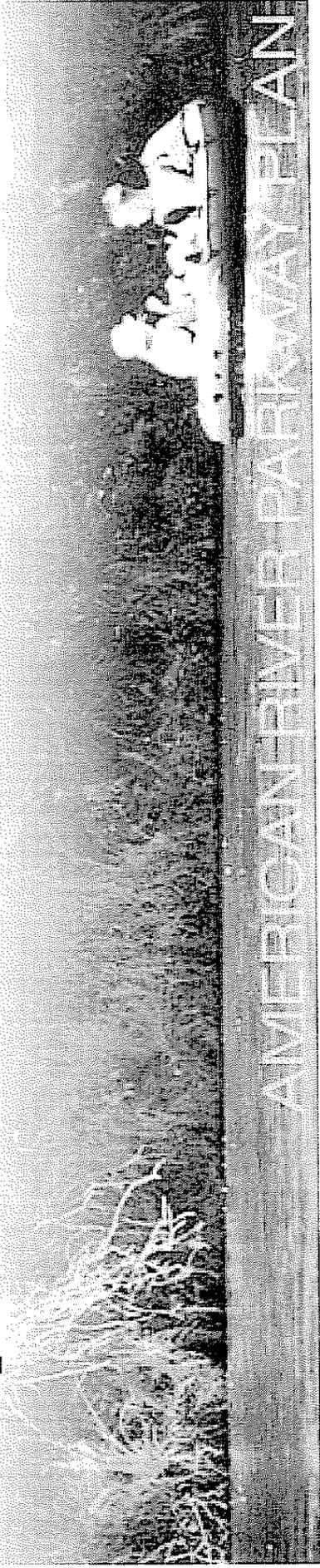
Why are City and CRPD Engaged in this Process?

- 24% of Parkway is in City, 34% of Parkway is in Planning Area
- Last Parkway Plan Update was in 1985 – May be decades before another Update
- City workshops, CRPD surveys and General Plan have shown the community's great appreciation and commitment to the Parkway



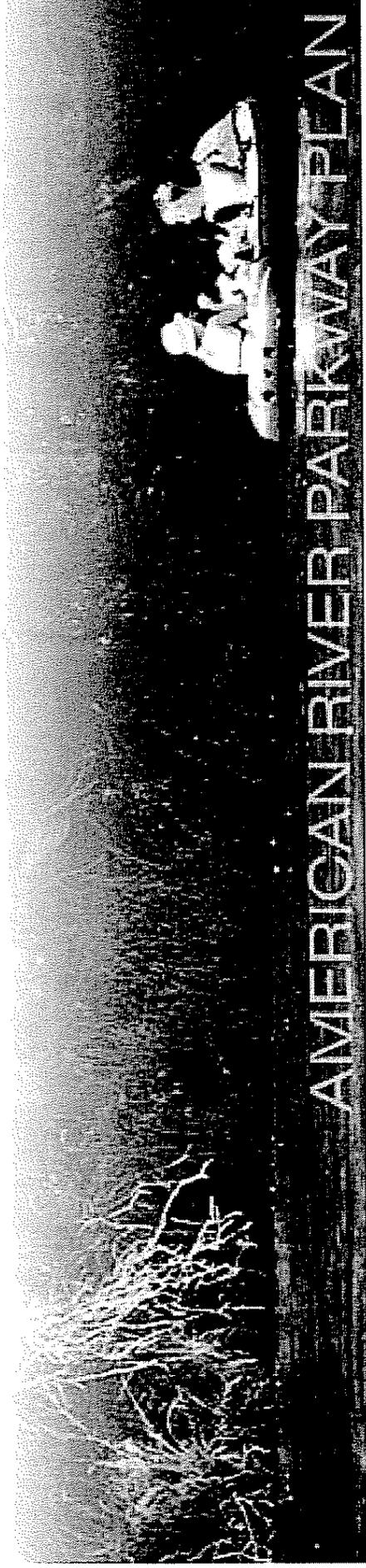
Values Guiding City and CRPD Efforts

- Proposed uses consistent with Parkway Plan's policies and goals
- Parkway use reflects local and regional interests
- Recreation, flood control and habitat preservation will coexist within Parkway

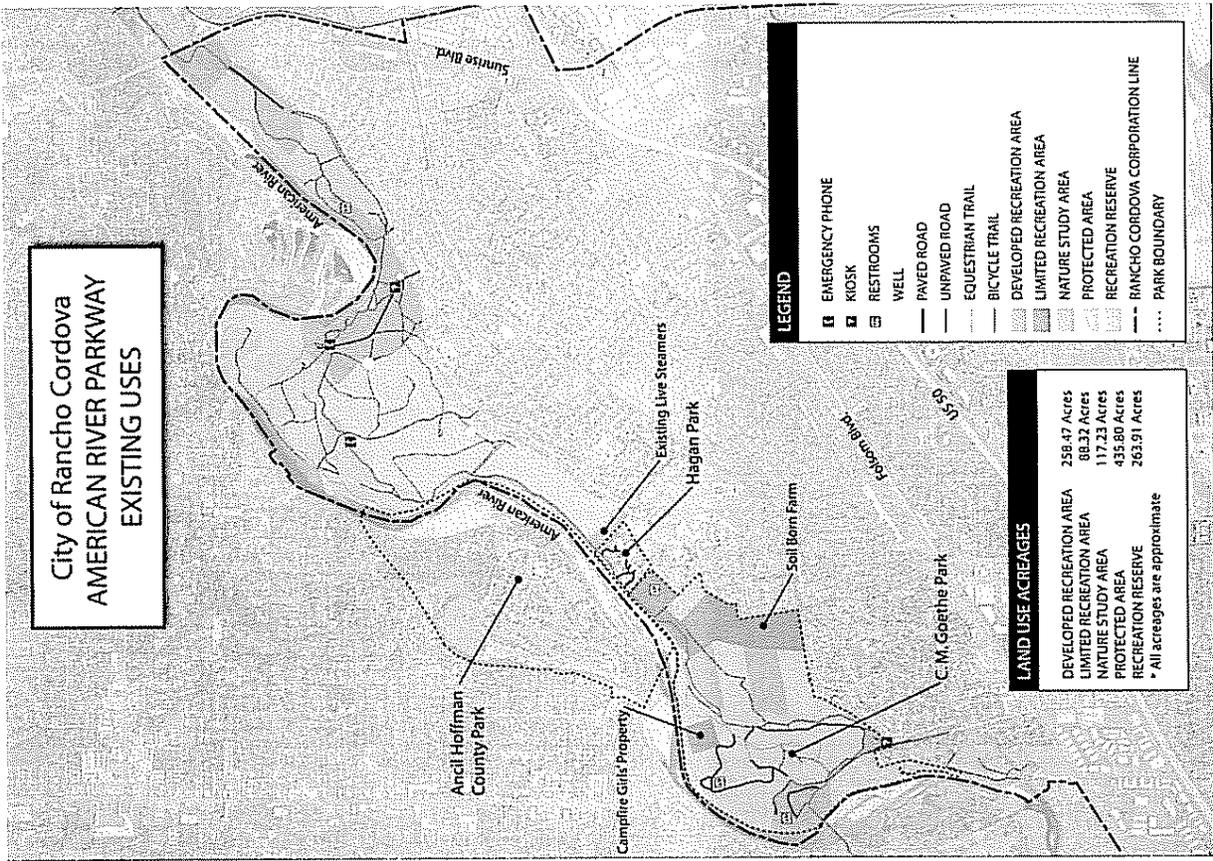


Rancho Cordova City Council Request

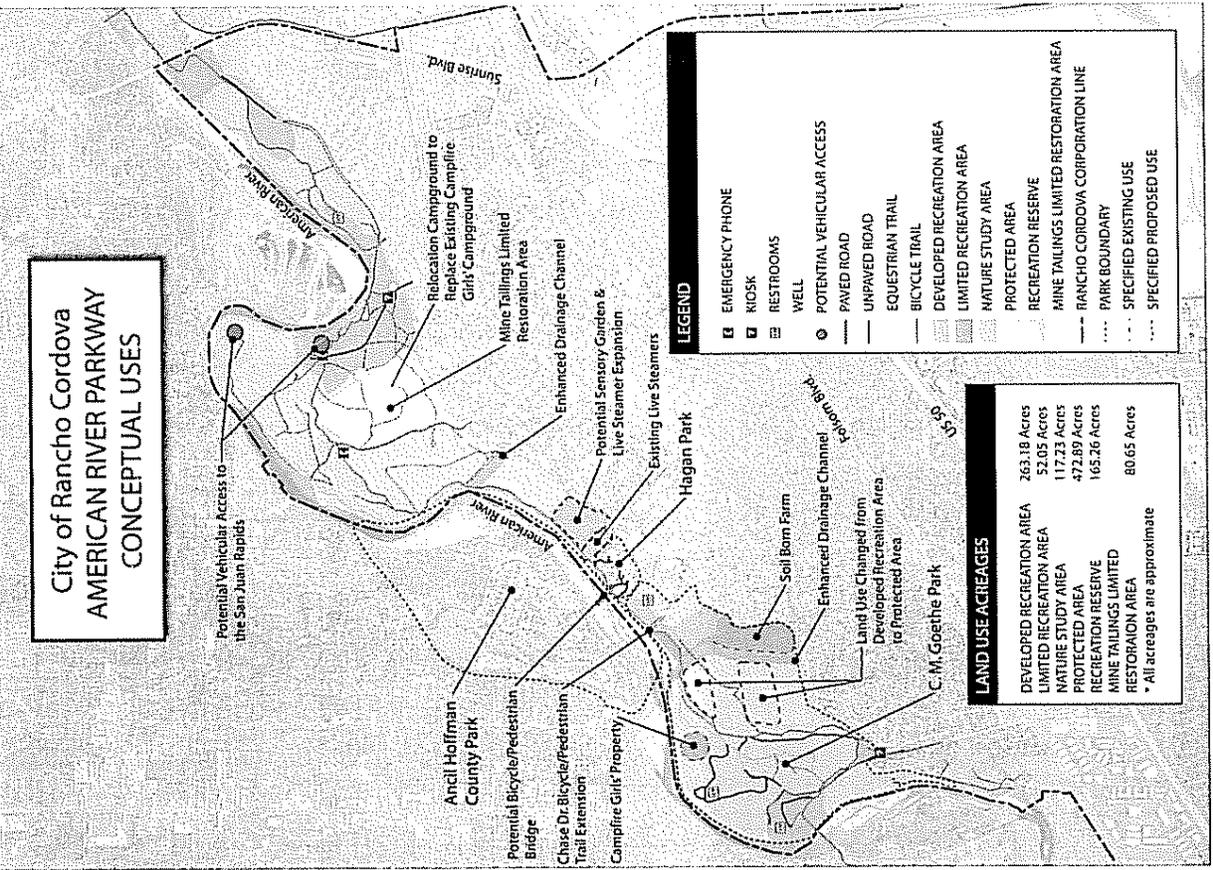
- Include Rancho Cordova's Proposals as an Alternative in the Environmental Impact Report



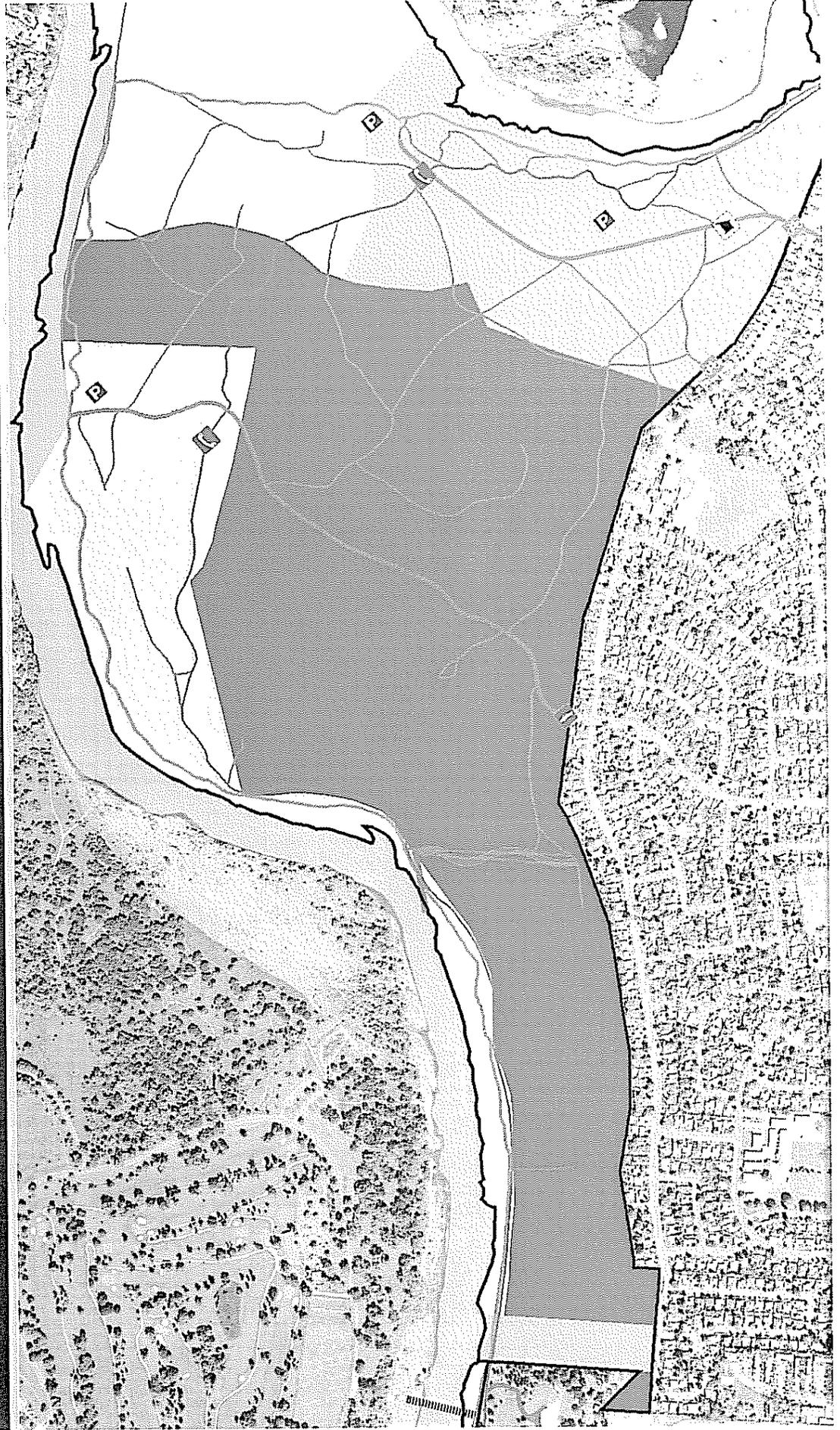
**City of Rancho Cordova
AMERICAN RIVER PARKWAY
EXISTING USES**



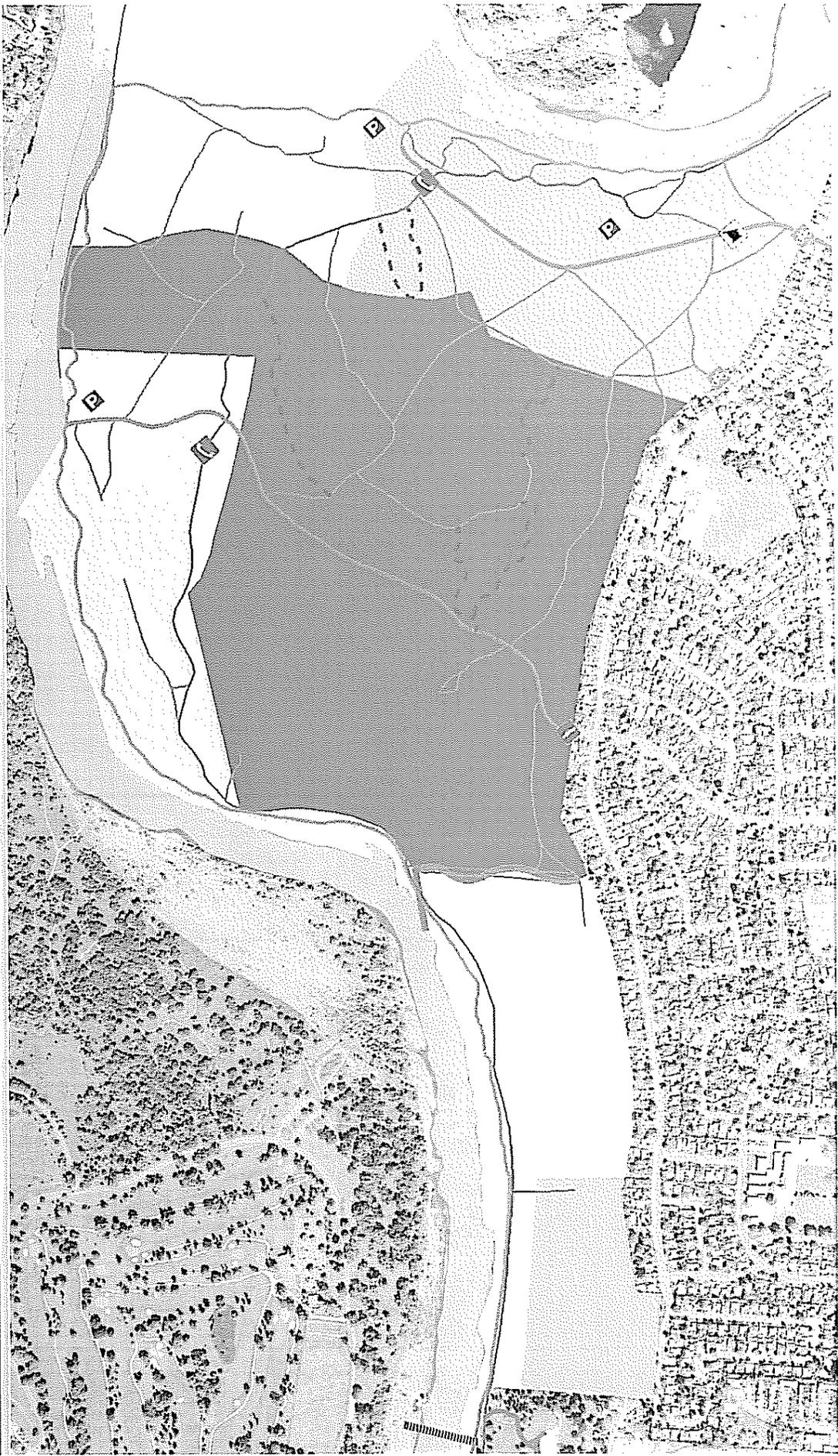
**City of Rancho Cordova
AMERICAN RIVER PARKWAY
CONCEPTUAL USES**



Rossmoor Bar 1985 Parkway Plan



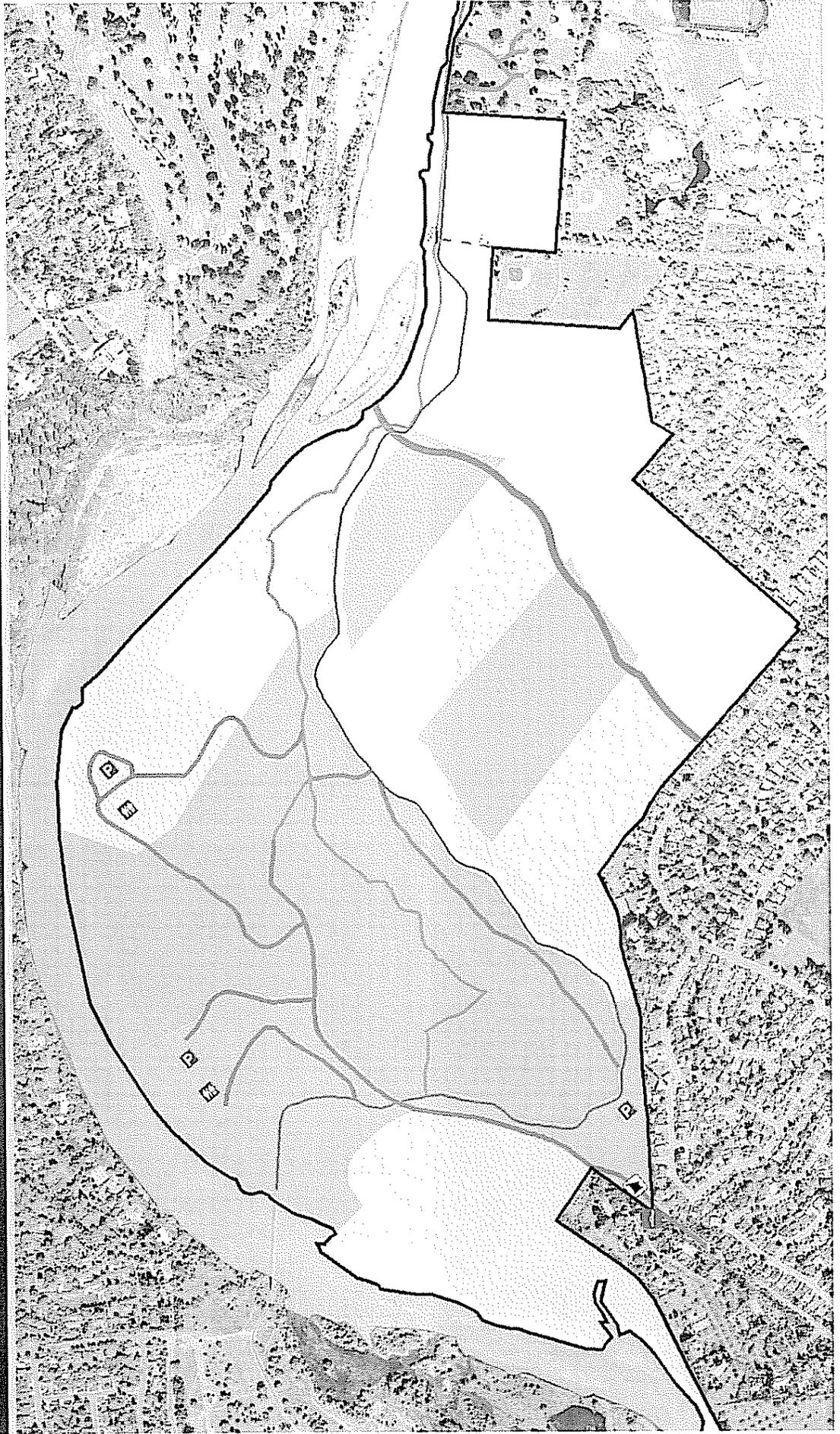
Rossmoor Bar Council Direction



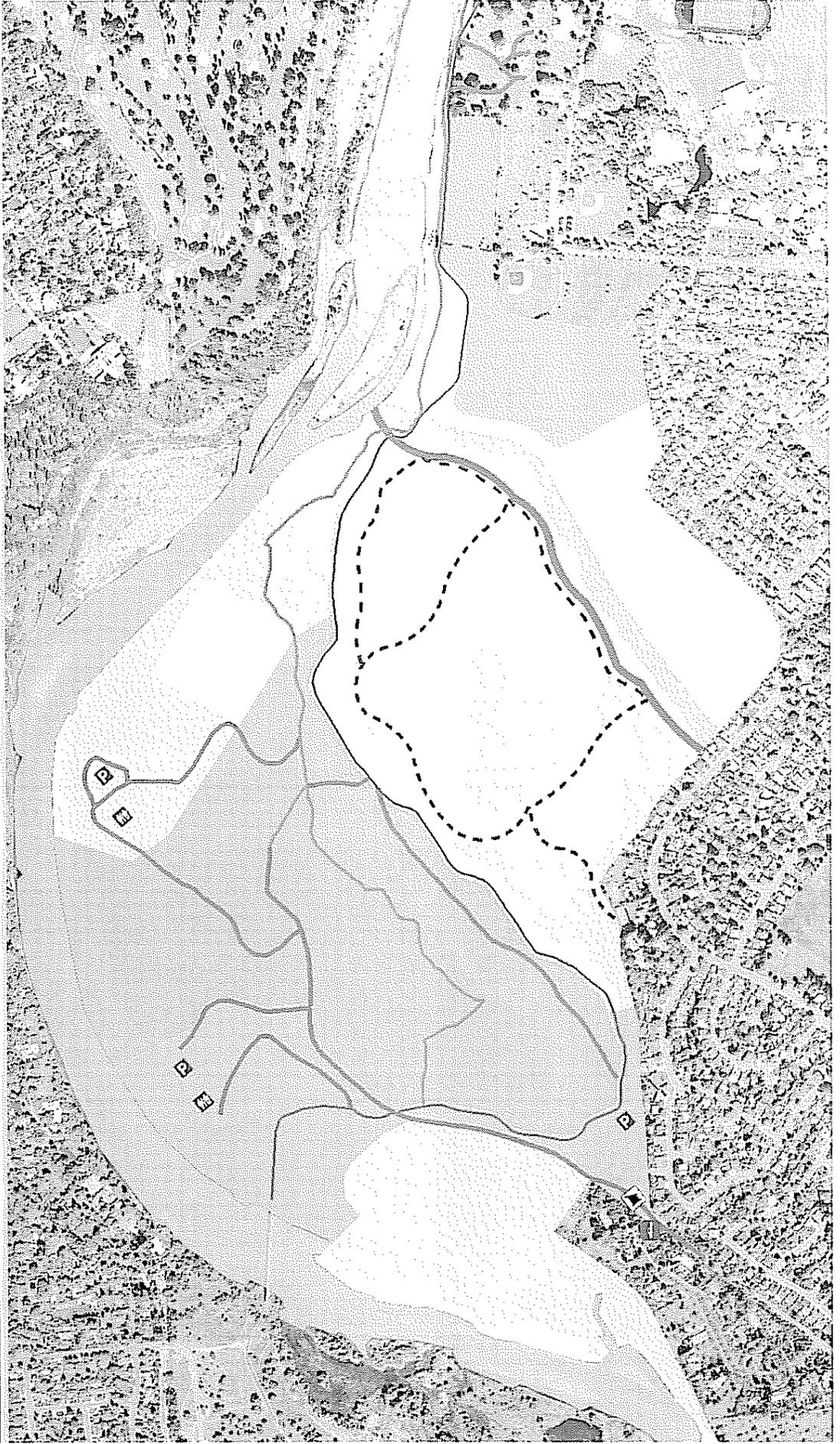
Rossmoor Bar Current Proposal



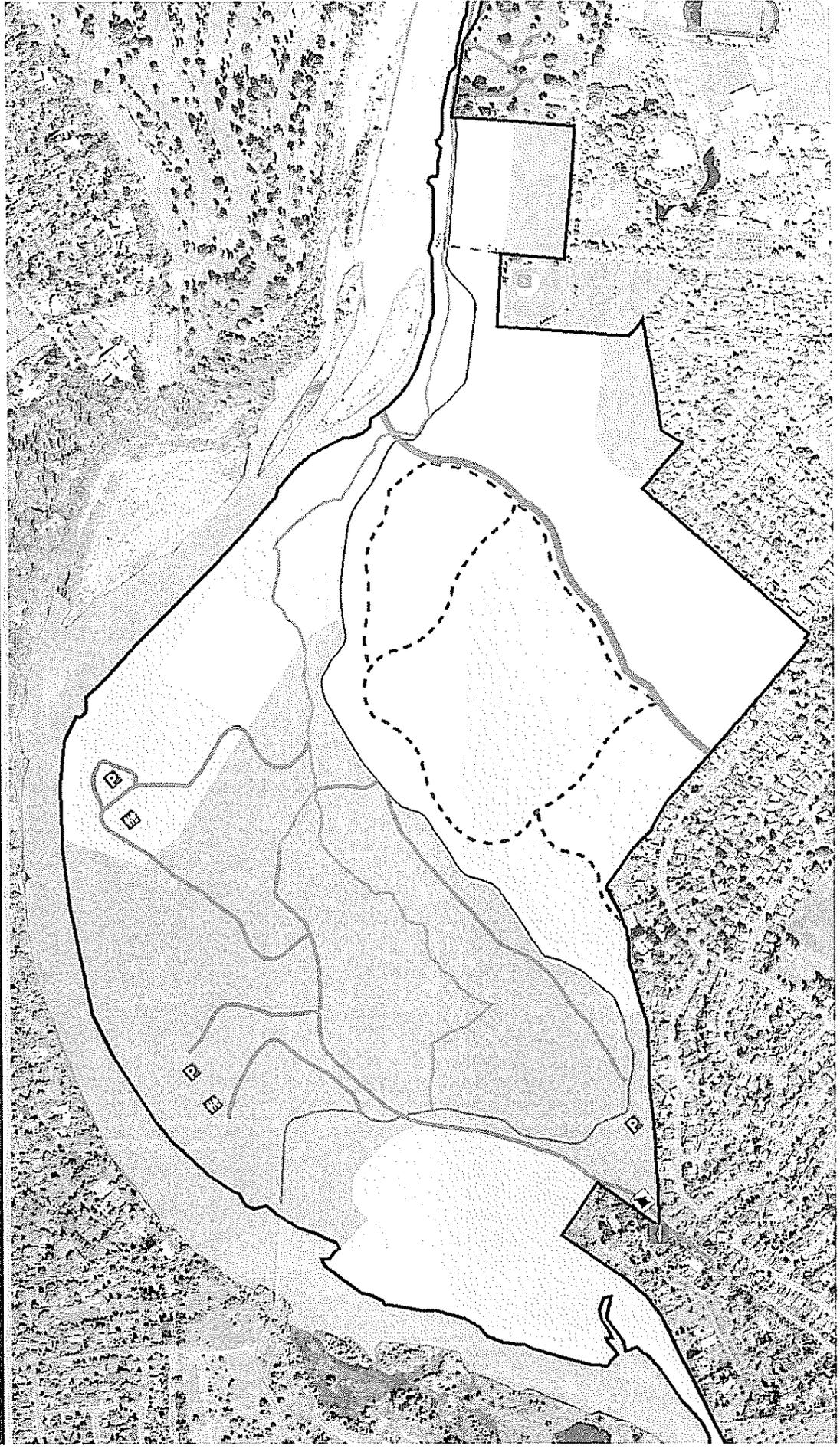
Goethe Park Area 1985 Parkway Plan



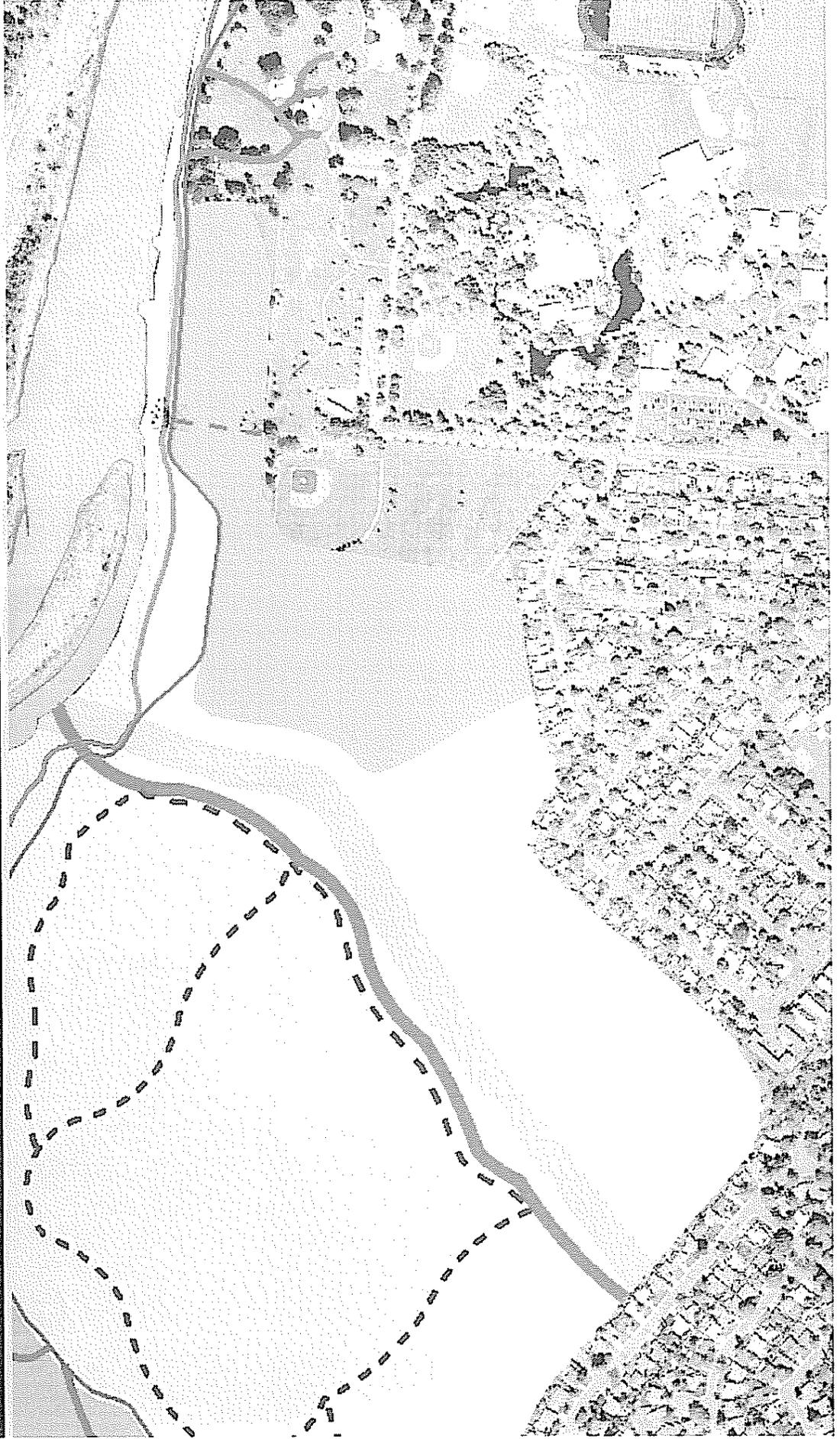
Goethe Park Council Direction



Goethe Park Current Proposal



Goethe Park Council Direction



Goethe Park Current Proposal

