



REPORT TO COUNCIL

City of Sacramento

18

915 I Street, Sacramento, CA 95814-2671
www.CityofSacramento.org

PUBLIC HEARING
September 6, 2005

Honorable Mayor and
Members of the City Council

Subject: Appeal of Village Greens (P04-121)

Location/Council District: Southeast and southwest of the intersection of Bayou Road and Callison Drive. APN: 225-1480-055, 225-1740-001, and 225-1750-001. Council District 1

Recommendation:

Approve the Appeal and Adopt Resolutions: 1) approving the Mitigated Negative Declaration and Mitigation Monitoring Plan; 2) approving the Inclusionary Housing Plan; 3) approving the General Plan Amendment; 4) approving the Community Plan Amendment; 5) approving the PUD Schematic Plan Amendment; and 6) approving the Notice of Decision and Findings of Fact. Adopt Ordinance: 1) approving the Rezone.

Contact: Gregory Bitter, Senior Planner, 808-7816; Arwen Wacht, Associate Planner, 808-1964

Presenters: Gregory Bitter, Senior Planner

Department: Development Services Department

Division: Planning

Organization No: 4875

Summary:

The applicant, Winncrest Natomas II, is requesting the necessary entitlements to allow development of 25.3± acres, known as Village Greens, comprised of 183± single-family detached medium density lots. The proposal also includes two private park lots, three landscape lots, and twelve private drive/alley lots. A General Plan Amendment, Community Plan Amendment, Rezone, and PUD Schematic Plan Amendment are being requested in order to address the proposed overall design.

The project was originally heard by the Planning Commission on August 11, 2005. One member of the public spoke in opposition to the proposal and several letters of opposition (see pages 40 to 61) were presented to the Planning Commission. The following issues were raised in letters, e-mail, and through public testimony:

- Concerns about the conversion of Industrial, Employment Center, and Institutional designated land into Residential
- Removal of the "buffer" of office buildings between the existing residences and Interstate 5
- Noise impacts
- Air quality impacts
- Pedestrian and bicyclist safety and connections
- The impacts from the change in grade elevation from the existing residences to the west to the proposed residences.
- Improvements to Bayou Road and El Centro Road
- Parking
- Consistency between the existing Westlake CC&Rs and the CC&Rs proposed for the Village Green development

Committee/Commission Action:

On August 11, 2005, by a vote of 3 ayes, 3 noes, and 0 abstentions, the Planning Commission forwarded, with no recommendation, the Inclusionary Housing Plan, General Plan Amendment, Community Plan Amendment, Rezone, and PUD Schematic Plan Amendment to City Council. Also, in the same action, the Planning Commission "deemed" the following entitlements denied: Tentative Subdivision Map to subdivide 25.3± acres into 182± residential lots, 2± private park lots, 2± landscape lots, and 8± private drive lots in the proposed Single-Family Alternative Planned Unit Development (R-1A-PUD) zone; the Subdivision Modification to allow non-standard elbow design, non-standard intersection, and non-standard tangent length between curves; the Planned Unit Development (PUD) Special Permit to allow the development of four (4) house plans on 78± lots in the proposed Single-Family Alternative Planned Unit Development (R-1A-PUD) zone; and the Planned Unit Development (PUD) Special Permit to allow the development of three (3) house plans on 104± lots in the proposed Single-Family Alternative Planned Unit Development (R-1A-PUD) zone. A summary of the discussion at Planning Commission is included as Attachment 2 of this report (page 7).

In light of the Planning Commission's split vote, staff continues to support the proposed project and recommends approval of the entitlements.

Background Information:

- The Westborough Planned Unit Development (PUD) was originally approved by City Council on October 26, 1999 (P98-112). Minor adjustments to the PUD Schematic Plan, North Natomas Community Plan, General Plan, and zoning, together with a Post Subdivision Modification, were subsequently approved by City Council on May 2, 2000 (P00-001).
- On May 3, 2001, the City Council approved General Plan Amendments, Community Plan Amendments, and Rezones (P00-036) of a portion of the Westborough Planned Unit Development (PUD). Also approved were amendments to the PUD Schematic Plan and PUD Development Guidelines. On March 22, 2001, the Planning Commission approved the following entitlements: a Tentative Subdivision Map to

create 114 single-family residential cluster housing type lots and 111 single-family residential lots, five (5) non-residential lots, and five (5) landscape/open space lots; Subdivision Modifications to eliminate sidewalks and planters along one side of Bayou Road and to allow non-standard street sections; and a Lot Line Adjustment and Lot Merger of eleven (11) parcels into nine (9) parcels. The Planning Commission denied a Special Permit to gate Village 7 of that proposal. These amendments resulted in minor amendments to land use and zoning designations, allowed front-on lots on Westlake Parkway, reduced and relocated an institutional lot, removed 2 acres of parks acreage, made minor boundary line amendments, and subdivided 34.7± gross acres for single-family residential development.

Financial Considerations:

This project has no fiscal considerations.

Environmental Considerations:

The Environmental Services Manager has determined the project, as proposed, will not have a significant impact to the environment; therefore, a Negative Declaration has been prepared. In compliance with Section 15070(B)1 of the California Environmental Quality Act Guidelines, the applicant has incorporated mandatory mitigation measures into the project plans to avoid identified impacts or to mitigate such impacts to a point where clearly no significant impacts will occur. These mitigation measures address Air Quality, Biological, Noise, and Cultural Resources. The mitigation measures are listed in the attached Mitigation Monitoring Plan (Exhibit A, pages 68 to 75).

The Mitigated Negative Declaration was available for public review during the period of Wednesday, June 8, 2005 through Monday, June 27, 2005. Public comments were received and are included as Attachments 6 through 14 (pages 62 to 65)

Policy Considerations:

Land Use: The General Plan and Community Plan land uses amendments will provide land use consistency for the proposed project. Staff evaluated a number of General and Community Plan policies for the overall project. In our conclusion, it was staff's opinion that overall this project was consistent with the General Plan and North Natomas Community Plan. Further discussion regarding General Plan and Community Plan issues are discussed in the Planning Commission staff report on pages 6 to 10 (pages 15 to 19 in this report).

Habitat Conservation Plan (HCP): The HCP status of this site is discussed on pages 10 to 11 of the Planning Commission staff report (pages 19 to 20 of this report).

Mixed Income Housing Ordinance: This proposal is required to provide an Inclusionary Housing Plan, which has been provided with this proposal (see pages 76 to 81 of this report) for further details (for discussion see pages 11 to 12 of the Planning Commission staff report – pages 20 to 21 of this report).

Smart Growth Principles: City Council adopted a set of Smart Growth Principles in December 2001 in order to promote growth or sustain existing development that is economically sound, environmentally friendly, and supportive of community livability. The following Smart Growth principles apply to the proposed project:

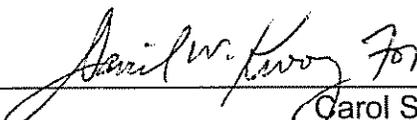
- Create a range of housing opportunities and choices with a diversity of affordable housing near employment centers;
- Fostering a walkable close-knit communities;
- Promote distinctive, attractive communities
- Provide a variety of transportation choices
- Streets designed to accommodate a variety of activities. Traffic calming.
- Planned and coordinated projects between jurisdictions and stakeholders.

The proposed project has been designed to incorporate many of the Smart Growth Principles listed above.

Strategic Plan Implementation: The recommended action conforms with the City of Sacramento Strategic Plan, specifically by adhering to the goal to enhance and preserve urban areas by supporting existing development (and supportive infrastructure) within existing developed areas, allowing for efficient use of existing facilities, features and neighborhoods.

Emerging Small Business Development (ESBD):

No goods or services are being purchased under this report.

Respectfully Submitted by: 
Carol Shearly
Interim Planning Director, Planning

Recommendation Approved:

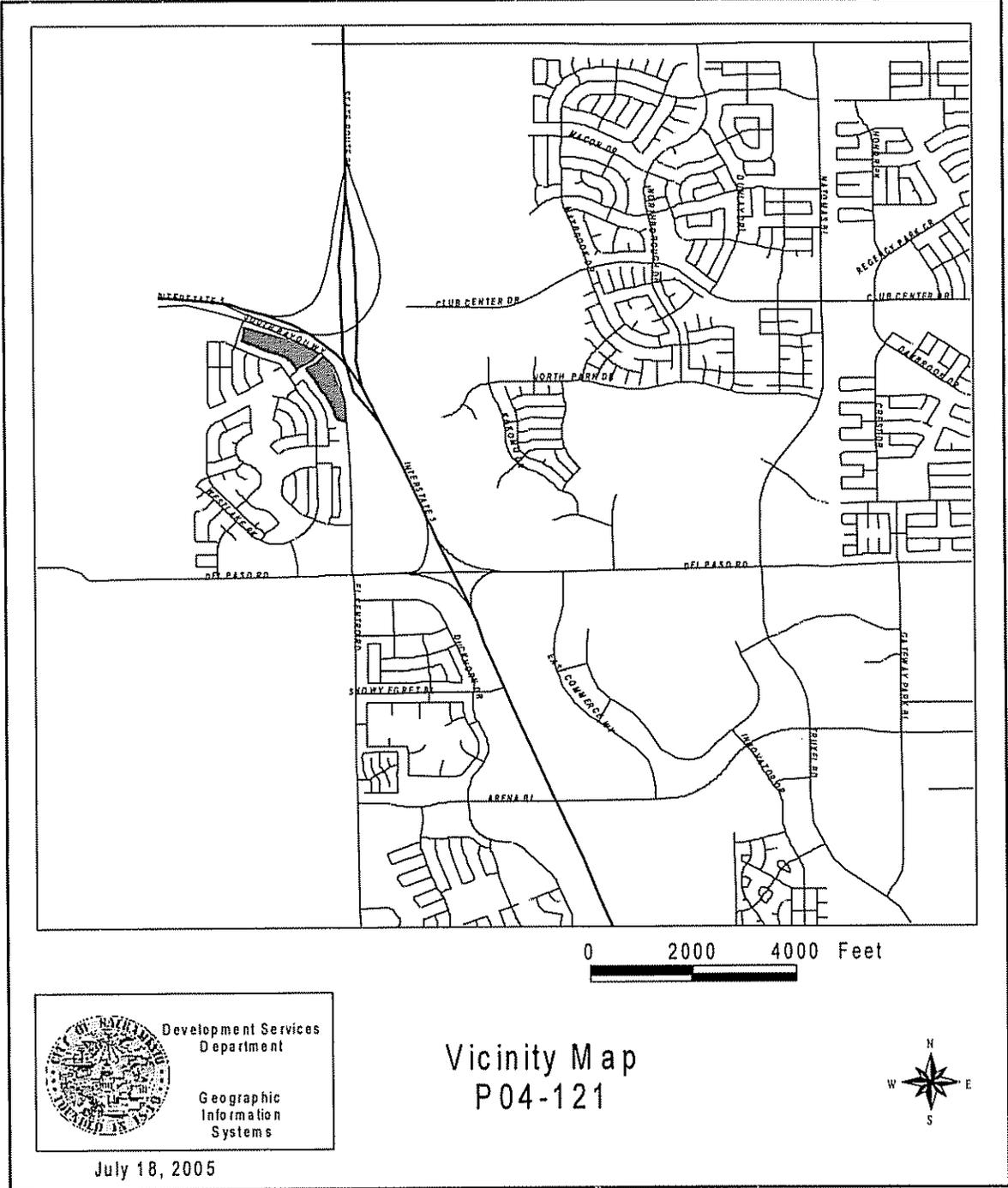

ROBERT P. THOMAS
City Manager

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Attachment 1 – Vicinity Map




 Development Services
 Department
 Geographic
 Information
 Systems

Vicinity Map
P04-121

July 18, 2005

Attachment 2 – City Planning Commission Voting Record

**CITY PLANNING COMMISSION
HEARING ITEM**

CPC AGENDA DATE:

Item No.	Project No.	Title/Location	Action: Approved/Denied
2	P04-121	Village Greens located southeast of the intersection of Bayou Road and Callison Dr	
ACTION			
<i>Report of action to city council.</i>			

VOTE OF THE PLANNING COMMISSION:

COMMISSIONER	MOTION 1			MOTION 2			ABSTAIN
	Yes	No	M/S	Yes	No	M/S	
Bacchini							
Banes		N	Y				
Boyd	(M)	N	Y				
Notestine	(S)	N	Y				
Taylor-Carroll							
Vallencia	(S)	Y	N				
Wasserman	(SM)	Y	N				
Woo							
Yee		Y	N				

**** List "Proponents" and Opponents" on reverse side of this page****

Attachment 3 – Summary of Planning Commission Discussion – August 11, 2005

**Summary of the Planning Commission Discussion
for
The Village Greens Project (P04-121)
August 11, 2005**

Issues discussed in support of the Village Greens proposal:

- The project site was never a viable Employment Center site.
- Providing additional tree planting in the Caltrans ROW.
- North Natomas Transportation Management Association (NNTMA) will provide shuttle and vanpool service in the Natomas area.
- The project site's proximity of commercial uses.
- Live in the Elmhurst neighborhood, which is along the freeway. Originally it was more affordable. I believe this proposal can also become a vibrant community, even though it is along the freeway. The noise was a consideration when they bought in that neighborhood.
- Good outreach with the neighborhood.

Issues discussed in denial of the Village Greens proposal:

- Inclusionary housing is proposed off-site (29 units in the JMA area to the east).
- The project site's proximity to schools.
- Wrong project in the wrong place. The efforts in planning are good, with good housing types, but the proposal desecrates this entrance into the City. This is not smart growth, which is supposed to deal in improving the quality of life. Quality of life should be the consideration, not economic reasons. Units along Bayou Road will be intolerable, and will not be desirable. Adequate landscaping will not be possible. Would be supportive of one row of housing, not four rows of housing at this location. This site may not be developable. This is not a decent environment.
- Not supportive of any walls.

Attachment 4 – Appeal Form – August 18, 2005

CITY OF SACRAMENTO

NEIGHBORHOODS, PLANNING & DEVELOPMENT SERVICES DEPARTMENT
 1231 I Street, Room 200, Sacramento, CA 95814

PLANNING DIVISION
 916-808-5381

APPEAL OF THE DECISION OF THE
 SACRAMENTO CITY PLANNING COMMISSION

DATE: 8/17/05

TO THE PLANNING DIRECTOR:

I do hereby make application to appeal the decision of the City Planning Commission on August 11, 2005 (hearing date), for project number (P#) 04-121 when:

Special Permit for Village Greens

Variance for _____

"R" Review for _____

Other: Tentative Map for Village Greens (Subdivision Modifications, Inclusionary Housing Plan, PUD Special Permits, PUD Schematic Plan Amendment)

was: _____ Granted by the City Planning Commission

Denied by the City Planning Commission

Grounds For Appeal: (explain in detail, you may attach additional pages)

Planning Commission vote was filed at 3-3 because there were only 6 Planning Commissioners in attendance staff is recommending approval of the entitlements and the entitlements are justified and reasonable.

- ⇒ Property Location: Southeast and southwest intersection of Bayou Road and Callison Drive
- ⇒ Appellant: Winncrest Natomas II c/o Doug Drewes Daytime Phone: (916) 355-1450
- ⇒ Address: 1130 Iron Point Road, #150 Folsom, CA 95630
- ⇒ Appellant's Signature: Douglas R. Drewes

THIS BOX FOR OFFICE USE ONLY			
FILING FEE:	<input checked="" type="checkbox"/> \$1,192.00 By Applicant	RECEIVED BY: <u>MLA</u>	DATE: <u>8/18/05</u>
	<input type="checkbox"/> \$298.00 By Third Party		
Distribute Copies To:	GLS; GL: Project Planner; Tim Larkin (original & receipt)		
P# <u>P04-121</u>	Forwarded to City Clerk: _____		

Attachment 5 – City Planning Commission Staff Report

CITY PLANNING COMMISSION
SACRAMENTO, CALIFORNIA
MEMBERS IN SESSION:

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P04-121 – VILLAGE GREENS

REQUEST:

- A. **Environmental Determination:** Negative Declaration;
- B. **Mitigation Monitoring Plan;**
- C. **Inclusionary Housing Plan;**
- D. **General Plan Amendment** to re-designate 24.0± acres from 6.8± acres of Heavy Commercial or Warehouse, 6.2± acres of Public/Quasi-Public/Miscellaneous, and 11.0± acres of Mixed Use to 24.0± acres of Low Density Residential;
- E. **North Natomas Community Plan Amendment** to re-designate 24.0± acres from 6.8± acres of Light Industrial, 6.2± acres of Institutional, and 11.0± acres of Employment Center (EC-50) to 24.0± acres of Medium Density Residential;
- F. **Rezone** of 24.0± acres from 6.8± acres of Light Industrial Planned Unit Development (M-1S-PUD) zone and 17.2± acres of Employment Center Planned Unit Development (EC-50-PUD) zone to 24.0± acres of Single-Family Alternative Planned Unit Development (R-1A-PUD) zone;
- G. **Planned Unit Development (PUD) Schematic Plan Amendment** to depict 182 183± medium-density residential units and two private park lots on 24± acres in the Westborough Planned Unit Development (PUD);
- H. **Tentative Subdivision Map** to subdivide 25.3± acres into 182± residential lots, 2± private park lots, 2± landscape lots, and 8± private drive lots in the proposed Single-Family Alternative Planned Unit Development (R-1A-PUD) zone;
- I. **Subdivision Modification** to allow non-standard elbow design, non-standard intersection, and non-standard tangent length between curves;

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- J. **Planned Unit Development (PUD) Special Permit** to allow the development of four (4) house plans on 78± lots in the proposed Single-Family Alternative Planned Unit Development (R-1A-PUD) zone;
- K. **Planned Unit Development (PUD) Special Permit** to allow the development of three (3) house plans on 104± lots in the proposed Single-Family Alternative Planned Unit Development (R-1A-PUD) zone

LOCATION: Southeast and Southwest of the intersection of Bayou Road and Callison Drive
 APN: 225-1480-055, 225-1740-001, and 225-1750-001
 North Natomas Community Area
 Natomas Unified School District
 Council District 1

APPLICANT:	Douglas Drewes, Winncrest Natomas II, (916) 355-1450 1130 Iron Point Road #150, Folsom, CA 95630
OWNER:	Winncrest Natomas II 1130 Iron Point Road #150, Folsom, CA 95630
APPLICATION FILED:	June 21, 2004
APPLICATION COMPLETED:	July 15, 2005
STAFF CONTACT:	Arwen Wacht, (916) 808-1964

SUMMARY: The applicant is requesting the necessary entitlements to allow the development of 183 single-family residences in the proposed Single-Family Alternative Planned Unit Development (R-1A-PUD) zone in the Westborough PUD.

The General Plan and Community Plan Amendments are not considered significant adjustments to this portion of the Westborough PUD. The General Plan Amendment will delete a portion of the Heavy Commercial and Public/Quasi-Public Miscellaneous and the remaining Mixed Use portions of the Westborough PUD. The Community Plan Amendment will delete a portion of the Light Industrial (LI), the Institutional (I), and the Employment Center (EC-50) portion of the PUD and amend it to Medium Density Residential to allow for detached single-family homes at a density above and below the target for medium density residential.

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sustain an Employment Center site of this size. The applicant is proposing a medium-density ownership-housing product at this site, which will provide a transition from Bayou Road to the existing single-family residences.

Staff has received several e-mails and letters from Westlake residents and neighborhood associations, on the proposed project. The issues that have been raised are discussed in this report and may receive public testimony at the public hearing. The main issues raised are as follows:

- Concerns about the conversion of Industrial, Employment Center, and Institutional designated land into Residential
- Removal of the "buffer" of office buildings between the existing residences and Interstate 5
- Noise Impacts
- Air Quality Impacts
- Pedestrian and Bicyclist safety and connections
- The impacts from the change in grade elevation from the existing residences to the west to the proposed residences.
- Improvements to Bayou Road and El Centro Road
- Parking
- Consistency between the existing Westlake CC&Rs and the CC&Rs proposed for the Village Green development

RECOMMENDATION: Staff recommends approval of the project, subject to conditions.

This recommendation is based upon the proposal's consistency with policies related to land use, housing mixture, and compliance with the open space proximity standards. Staff also recommends approval of the project in that: 1) medium density units are proposed, which helps add to the diversity of housing types in the project area; 2) the existing employment center designated land is not in a location that would be likely to sustain an 11± acre employment center primary use; and 3) the medium density units will provide a more compatible transition between the roadways to the northeast and the existing residences to the southwest, instead of light industrial and employment center uses.

PROJECT INFORMATION:

General Plan Designation:	Heavy Commercial or Warehouse Mixed Use Public/Quasi-Public/Miscellaneous
Community Plan Designation:	Light Industrial Employment Center (EC-50) Institutional
Existing Land Use of Site:	Vacant
Existing Zoning of Site:	Light Industrial Planned Unit Development (M-1S-PUD) zone Employment Center Planned Unit Development (EC-50-PUD) zone

Surrounding Land Use and Zoning:

- North: Bayou Road, Interstate 5, and County Land
- South: Single Family Residences; Single-Family Alternative Planned Unit Development (R-1A-PUD) and Multi-Family Planned Unit Development (R-2A-PUD) zones
- East: Bayou Road, Interstate 5, and Vacant; Manufacturing Research and Development Planned Unit Development (MRD-20-PUD) zone
- West: Self Storage Facility; Light Industrial Planned Unit Development (M-1S-PUD) zone

Setbacks:	Required	Provided
Front:	10'	12'-6"
Side(St):	12.5'	12'-6"
Side(Int):	4' or 5' and 0'	4'-0"
Rear:	0'	5'-0"
Property Dimensions:		Irregular
Property Area:		25.3± gross acres 18.3± net acres
Density of Development:		
Village 1 (Rear-Loaded):		14.9± dwelling units per net acre
Village 2 (Rear-Loaded):		14.4± dwelling units per net acre
Village 3 (Front-Loaded):		7.3± dwelling units per net acre
Village 4 (Front-Loaded):		9.3± dwelling units per net acre
Square Footage of Buildings:		
Rear Loaded:		1,300 to 1,835 square feet
Front-Loaded:		1,557 to 2,291 square feet
Topography:		Flat
Street Improvements:		Existing and to be constructed
Utilities:		Existing and to be constructed

OTHER APPROVALS REQUIRED: In addition to the entitlements requested, the applicant will also need to obtain the following permits or approvals, including, but not limited to:

<u>Permit</u>	<u>Agency</u>
Transportation Management Plan	Public Works, Transportation Division
Certificate of Compliance	Development Engineering and Finance
Encroachment Permit	Development Engineering and Finance
Driveway Permit	Development Engineering and Finance
Building Permit	Building Division

BACKGROUND INFORMATION: The Westborough Planned Unit Development (PUD) was originally approved by City Council on October 26, 1999 (P98-112). Minor adjustments to the PUD Schematic Plan, North Natomas Community Plan, General Plan, and zoning, together with a Post Subdivision Modification, were subsequently approved by City Council on May 2, 2000 (P00-001).

On May 3, 2001, the City Council approved General Plan Amendments, Community Plan Amendments, and Rezones (P00-036) of a portion of the Westborough Planned Unit Development (PUD). Also approved were amendments to the PUD Schematic Plan and PUD Development Guidelines. On March 22, 2001, the Planning Commission approved the following entitlements: a Tentative Subdivision Map to create 114 single-family residential cluster housing type lots and 111 single-family residential lots, five (5) non-residential lots, and five (5) landscape/open space lots; Subdivision Modifications to eliminate sidewalks and planters along one side of Bayou Road and to allow non-standard street sections; and a Lot Line Adjustment and Lot Merger of eleven (11) parcels into nine (9) parcels. The Planning Commission denied a Special Permit to gate Village 7 of that proposal. The Planning Commission also recommended approval of the above mentioned entitlements. These amendments resulted in minor amendments to land use and zoning designations, allowed front-on lots on Westlake Parkway, reduced and relocated an institutional lot, removed 2 acres of parks acreage, made minor boundary line amendments, and subdivided 34.7± gross acres for single-family residential development. These entitlements resulted in the approval of modified PUD Development Guidelines to allow a similar residential development.

STAFF EVALUATION: Staff has the following comments:

A Policy Considerations

GENERAL PLAN

The General Plan designates the subject site as Heavy Commercial or Warehouse, Mixed Use, and Public/Quasi-Public/Miscellaneous. The applicant is proposing to re-designate the site as shown in Table 1 and in Exhibit 1C, in order for the designations to be consistent with the current proposal.

Table 1
Existing and Proposed General Plan Designations

Designation	Existing Acres	Proposed Acres	Difference
Heavy Commercial or Warehouse	6.8	0.0	-6.8
Mixed Use	11.0	0.0	-11.0
Public/Quasi-Public/Miscellaneous	6.2	0.0	-6.2
Low Density Residential	0.0	24.0	+24.0
Public Streets	1.3	1.3	0.0
Total	25.3	25.3	0.0

Staff believes the proposed development is consistent with the goals and policies of the General Plan's Housing Element, in that it will improve the quality of the residential neighborhood by protecting, preserving, and enhancing its character by providing a well designed single-family development. The proposal will also promote orderly residential

growth in an area where urban services are readily available or can be provided in an efficient manner and provide a mix of affordable housing units

NORTH NATOMAS COMMUNITY PLAN

The North Natomas Community Plan (NNCP) designates the subject site as Light Industrial, Employment Center (EC-50), and Institutional. The proposed project is not consistent with the North Natomas Community Plan policies for Light Industrial, Employment Center, and Institutional land uses, therefore the applicant is proposing to eliminate the Light Industrial, Employment Center (EC-50), and Institutional designations and replace them with Medium Density Residential. The property consists of 25.3± acres and is currently designated as indicated in Table 2 below. The applicant is proposing to re-designate the site as shown in Table 2 and in Exhibit 1D, in order for the designations to be consistent with the current proposal

Table 2
Existing and Proposed Community Plan Designations

Designation	Existing Acres	Proposed Acres	Difference
Light Industrial	6.8	0.0	-6.8
Employment Center (50)	11.0	0.0	-11.0
Medium Density Residential	0.0	24.0	+24.0
Institutional	6.2	0.0	-6.2
Public Streets	1.3	1.3	0.0
Total	25.3	25.3	0.0

The proposed development is consistent with the following goals and policies of the North Natomas Community Plan (NNCP):

- **Medium Density Residential (MD):** Target average density is 12 units per net acre and allowable density range is 7 to 21 units per net acre. Single family petite lot detached, single family attached, townhouse, and condominium units are included in this designation. (p. 6)
- Each neighborhood shall provide a variety of housing densities, types, and prices to enhance a neighborhood identity, serve the wide array of residents, and avoid monotony. (p. 13)
- At least 80 percent of the dwelling units shall be within 880 feet of open space. Open space includes accessible public and private parks and parkways, drainage corridors, agricultural buffers, golf course, lakes, and other open space opportunities. (p. 13)
- **Balance of Residential Densities in Each Neighborhood:** Each neighborhood shall strive for a balance of residential densities. The medium density residential can be used as a "linchpin" to help balance the neighborhood. For example, in a neighborhood with primarily low density, the medium density should be designed to reflect a higher density type, i.e. more rental opportunities, smaller lots, etc. (p. 14)

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- **Variety of Housing Types:** Because residents vary in their household size, the number of vehicles they own, the number of generations in their home, their willingness to maintain a yard, their tolerance of living near their neighbors, their ability to afford a large or small home, their preference to own or rent a home, their desire for shared recreational facilities and equipment, and their need for privacy, a variety of housing types are needed. Residential developers thrive on economies of scale and would prefer to build a minimal number of housing types. A balance is needed that will provide sufficient housing types so that each resident can be happy living in the community but not too many that the developer cannot provide an affordable product. (p. 14)
- **Noise Conflicts:** Residential land uses shall be allowed if located outside an area with a noise impact of greater than 60 db CNEL, as measured from the dwelling unit's rear yard. (p. 16)
- **Residential Streets:** Design residential streets to be as narrow as feasible to decrease the amount of land devoted to paving, to encourage motorists to drive more slowly, and to make a tree canopy easier to provide. Private streets shall be discouraged because they promote inaccessible subdivisions which create barriers to pedestrian and bicycle travel. (p. 16)

Staff believes the proposal provides appropriate adjacent uses to the existing residential neighborhood. If the property were to be built out consistent with the existing land use designations, there would be employment center, light industrial, and institutional uses located adjacent to the existing single-family residential uses. A listing of applicable policies for these land use designations are provided below. The applicant contends, and staff concurs, that the proposed medium density housing product provides a more compatible adjacent use, than those allowed under the existing land use designations.

- **Employment Center (EC):** The EC land designation is a mixed-use business center that incorporates primary employment generating uses such as offices, high-tech uses, medical and educational facilities, and child care centers with secondary uses such as support retail, light industrial, and residential uses. A maximum of 10 percent of the acreage of an Employment Center site may be devoted to support retail, a maximum of 20 percent of the acreage can be light industrial uses, and a maximum of 25 percent can be medium or high residential uses. (p. 7)
- **Light Industrial (LI):** The Light Industrial (LI) land use designation is intended for light manufacturing, warehousing, and distribution uses in a business park setting. Support retail uses are encouraged in order to serve the employers and employees on the site. Number of employees per net acre is estimated not to exceed 20. (p. 7)
- **Light Industrial Uses:** The Light Industrial (LI) land use category is intended for light manufacturing, assembly, warehousing, and distribution type uses in a business park setting. To avoid competition with North Sacramento industrial uses, all heavy manufacturing uses, even though permitted by the City's M-2 Zoning Ordinance classification, are not deemed appropriate for those areas designated LI on the Community Plan map. (p. 30)
- **Institutional Uses:** The Institutional Uses land use designation reflects other private civic uses that should also be located within a community. These uses include:

religious facilities, medical facilities, private educational and training facilities, day care centers, other human service facilities, and other community type facilities. The Institution zone is an overlay zone with a sunset clause and an underlying land use zone. The area devoted to institutional uses is 19.8 acres. (p. 51)

- **Institutional Use Designation:** Establishing an Institutional Use land designation serves the following purposes: 1) provides the institutions that serve the varied needs of the community; 2) indicates suitable sites for community service facilities; 3) provides community meeting places; 4) encourages the location of potentially controversial sites early in the development process; 5) locates private civic uses at sites that may be less than desirable residential sites; 6) preserves the opportunity for such sites; and 7) provides community and neighborhood landmark buildings and places. The locations were selected because they provide access by transit or from within the neighborhoods. Each site shall be designed to provide adequate parking, provide a suitably sized facility, and not be disruptive to the neighborhood. (p. 67)
- **Uses Allowed in the Institution Designation:** The following uses are allowed in the Institutional land use designation:
 - Religious institutions (such as churches, temples, and synagogues)
 - Medical facilities (such as convalescent hospitals, skilled nursing facilities, medical clinics, pharmacies, optical, and medical laboratories)
 - Counseling facilities
 - Educational/Training facilities
 - Human Services facilities (such as emergency shelter and food, routine shelter for specific groups, and alcohol/drug rehabilitation centers)
 - Day Care Centers for children, elders, or others
 - Teen or Senior Centers
 - Community facilities (such as meeting rooms, recreation for social groups) (p. 67)
- Expand employment opportunities for City residents. (p. 79)
- Continued growth and diversification of the City's economic base relies on fostering new opportunities for industrial development (p. 79)
- **Mix Land Uses:** Integrate a mixture of uses in each PUD to minimize auto travel and reduce air quality impacts. (p. 85)

Overall, staff believes the project meets the goals and policies of the North Natomas Community Plan (NNCP), as discussed previously. The proposed planning entitlement is one of the final steps for the development of the Westborough PUD. Staff is supportive of the proposed Community Plan Amendment.

NORTH NATOMAS COMMUNITY PLAN AREA - ABSORPTION STUDY 2003-2007

In 2002 the Sedway Group was commissioned by the City of Sacramento, Office of the City Treasurer to develop forecasts for the future absorption of the land in the North Natomas Community Plan Area for a five-year period, from calendar year 2003 through 2007. This Study concluded that there is "too much land set aside for Employment Center use within the NNCP area" (Sedway Study, page 32). This study has not, however, provided any conclusions regarding the proper amount and location of office uses within North Natomas. Staff discussions, in reaction to the Absorption Study, have centered on the question of

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proper location for the ultimate employment center land use designations. These discussions have preliminarily identified the freeway frontage south of Del Paso Road and North of San Juan Road/Interstate 80 as the most viable location for future employment center development

The proposed project is outside of the "core area" identified by staff as the most viable location for future employment center uses. One reason the proposed project site is outside of this "core area" is the poor freeway access. The proposed site is located on Bayou Road, a two-lane facility. The closest point of freeway access to this site is the Del Paso Road interchange (1± mile away). Access to this freeway interchange is from a two lane facility (El Centro Road/Bayou Road).

The City's General Plan update process is being used as the next step to assist with determining the viability and perhaps the appropriate amount of employment center designated land for North Natomas. The General Plan Update process is expected to entail a two year process and is anticipated to provide further recommendations for the development of the remaining approximately 900-1,000 acres of employment center designated land. Notwithstanding this process, staff will have to evaluate each project involving community plan amendments for employment center land on a case by case basis. This project is one of the early requests to convert employment center designated land to a primarily residential designation. Staff supports this particular project and associated land use changes. As mentioned above, it has been recognized that there is an over abundance of Employment Center land, however the ultimate proper location of this land has not been determined. Staff has determined that the project site is within an area of the NNCP that is not as desirable for employment center uses as other sites (i.e. employment center land along I-5 between I-80/San Juan Road and Del Paso Road).

HABITAT CONSERVATION PLAN

The Community Plan requires development and implementation of a Habitat Conservation Plan as mitigation for development in North Natomas. In 1997, a Natomas Basin HCP was approved by the City of Sacramento, U. S. Fish & Wildlife Service (USFWS), and California Department of Fish & Game (CDFG). The Natomas Basin HCP is a conservation plan supporting application for a federal permit under Section 10(a)(1)(B) of the Endangered Species Act and a state Permit under Section 2081 of the California Fish and Game Code, i.e., an Incidental Take Permit (ITP). The purpose of the Natomas Basin HCP is to promote biological conservation along with economic development and continuation of agriculture within the basin. The HCP and ITP were subsequently challenged, and on August 15, 2000, the federal court ruled that the ITP should not have been issued, and an EIS was required for the project. Based on the federal court ruling, the ITP was invalidated.

Based on this ruling, the City of Sacramento, Sutter County, Reclamation District No. 1000 (RD 1000), and Natomas Central Mutual Water Co. are now jointly managing the preparation of an Environmental Impact Report/Environmental Impact Statement (EIR/EIS) on behalf of the USFWS. The USFWS is the lead federal agency for the preparation of the EIS and the City of Sacramento, Sutter County and RD1000 are co-lead agencies for the preparation of

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the EIR. The City of Sacramento and Sutter County will seek adoption of a revised NBHCP and the issuance of a new ITP by USFWS and CDFG for development within the Natomas Basin.

On May 15, 2001, the same court granted a motion modifying the Order of August 15, 2000, to allow incidental take protection for limited development within the City with the provision of mitigation land in specific areas of the Natomas Basin. The new order was based upon a settlement agreement entered into by all parties to the litigation.

The Settlement Agreement allows a maximum of 1,668 acres of development in North and South Natomas. Under the agreement the City can issue grading permits for up to 1,068 acres (phase 1) with these requirements in place: 1) HCP mitigation fees have been paid; 2) A biological pre-construction survey has been completed; and 3) grading must be accomplished during the grading season of May 1 to Sept 30th; 4) the developer must comply with all applicable mitigation measures; and, 5) the developer must sign a Grading Agreement that identifies requirements of the Settlement Agreement to which the project must comply. After grading permits have been issued for up to 1,068, the remaining 600 acres (phase 2) require: 1) ½ acre of mitigation land shall have been acquired for each acre authorized for disturbance under Phase 2, 2) City will replace the 200 acre "cushion"; and 3) development under the settlement agreement shall not exceed 1,360 acres until at least 250 acres of mitigation land have been acquired within Zone 1. The fees for this site were paid in 1999 and the site was graded, prior to the Settlement Agreement.

SMART GROWTH PLANNING PRINCIPLES

"Smart Growth" is a term coined by the United States Environmental Protection Agency (USEPA) as an umbrella term for the many initiatives intended to address some of the negative consequences of urban sprawl. Smart Growth generally occurs when development patterns are sustainable and balanced in terms of economic objective, social goals, and use of environmental/natural resources. The following Smart Growth principles apply to the proposed project:

- Create a range of housing opportunities and choices
- Foster walkable, close-knit neighborhoods
- Promote distinctive, attractive communities
- Provide a variety of transportation choices
- Streets designed to accommodate a variety of activities. Traffic calming.
- Planned and coordinated projects between jurisdictions and stakeholders.

The proposed project has been designed to incorporate many of the Smart Growth Principles listed above.

MIXED INCOME HOUSING ORDINANCE

The City of Sacramento adopted a Mixed Income Housing Ordinance, which addresses the need for projects to provide a percentage of single-family and multi-family residential units for

the benefit of low and very low-income levels. On October 3, 2000, the City Council adopted Ordinance No 2000-039 adopting those requirements. Under the adopted ordinance, several exemptions exist whereby projects are not required to meet the percentage of low and very low dwelling unit requirements. Specifically, any project in North Natomas having a Development Agreement in place on or before June 20, 2000, and which does not request additional major legislative entitlements is exempt.

The proposed project is required to comply with the Mixed Income Housing Ordinance because the requested entitlements are not considered "minor legislative entitlements" as defined in the Sacramento City Code, Section 17.190.

The Inclusionary Housing Plan for the Village Greens provides for 9 low-income units and 19 very low-income units. These units are proposed to be off-site rental apartment units on Parcel #4 – Lot G of JMA North Natomas, which is located west of the Heritage Park Development (P00-005). A copy of the Inclusionary Housing Plan for Village Greens is included as Exhibit 1B.

B. Rezone

The property consists of 25.3± acres and is currently zoned as indicated in Table 3 below. The applicant is proposing to rezone the site as shown in Table 3 below and Exhibit 1E.

Table 3
Existing and Proposed Zoning Designations

Designation	Existing Acres	Proposed Acres	Difference
Light Industrial (M-1S-PUD)	6.8	0.0	-6.8
Employment Center (EC-50-PUD)	17.2	0.0	-17.2
Single-Family Alternative (R-1A-PUD)	0.0	24.0	+24.0
Public Streets	1.3	1.3	0.0
Total	25.3	25.3	0.0

The Light Industrial (M-1) zone permits most fabricating activities, with the exception of heavy manufacturing and the processing of raw materials. In addition, regulations are provided in the M-1(S) zone to provide more attractive and un-crowded developments.

The Employment Center (EC) zone is a flexible zone for primarily employment generating uses in a pedestrian friendly setting with ample private and/or public open space. The EC zone also provides the opportunity for a variety and mix of supporting uses, including support retail, residential, and light industrial. This site is zone Employment Center Planned Unit Development (EC-30-PUD), which has a target density of 30 employees per net acre. The applicant is proposing to rezone the EC zoned land into the Multi-Family (R-2A) zone. Although the EC zone allows residential uses, it only allows a maximum of 25% of the EC

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designated land to be residential development. These two EC parcels are the only EC designated sites in the Westborough PUD. To develop this property as proposed, the project would exceed the 25% maximum for this zoning. The applicant has had this property on the market for several years and has not received much interest on it because of the low traffic volumes and the location of the site. Therefore, the applicant is now proposing to rezone the property to R-1A-PUD and develop the property with detached medium-density single-family residences.

The Single-Family Alternative (R-1A) zone is a low to medium density residential zone, intended to permit the establishment of single-family, individually owned, attached or detached residences where lot sizes, height, area and/or setback requirements vary from standards single-family. This zone is intended to accommodate alternative single-family designs which are determined to be compatible with standards single-family areas and which might include single-family attached or detached units, townhouses, cluster housing, condominiums, cooperatives or other similar projects. Approximate density for the R-1A zone is ten (10) dwelling units per acre and the maximum density in this zone is fifteen (15) dwelling units per net acre. At a range of seven (7) to fourteen (14) dwelling units per net acre, the Village Greens proposal is consistent with the approximate and the maximum density for the Single-Family Alternative Planned Unit Development (R-1A-PUD) zone.

The rezone request (Exhibit 1E) is consistent with the proposed General Plan designation and North Natomas Community Plan designation, therefore planning staff supports the rezone request.

C. PUD Schematic Plan Amendment

The project site is a portion of the Westborough Planned Unit Development (PUD). The applicant is requesting to amend the Westborough PUD Schematic Plan to depict medium density residential lots and private park lots on 25.3± acres. The requested amendments to the Westborough PUD Schematic Plan are shown in Exhibit 1F. The amendment is necessary to make the PUD Schematic Plan consistent with the proposed General Plan Amendment, Community Plan Amendment, and Rezone, therefore staff supports the proposed PUD Schematic Plan Amendment.

Table 4
Proposed PUD Land Use Table for Village Greens

Village	Land Use	Gross Acres	Net Acres	Units	Density
Village 1	MDR (40'-46' x 62')	5.8	3.9	58	14.9
Village 2	MDR (40'-46' x 62')	5.0	3.2	46	14.4
Village 3	MDR (55' x 85')	7.4	5.5	40	7.3
Village 4	MDR (50' x 48.5')	6.3	4.1	38	9.3
-	Park	0.8	0.8	-	-
-	Private Streets	0.8	0.8	-	-
-	Public Streets	0.0	7.0	-	-
Total	-	25.3	25.3	182	10.9

D. Tentative Map Design

Map Design

The applicant is proposing a Tentative Subdivision Map (Exhibit 1G) to subdivide 25.3± acres into approximately one hundred and ninety-four (194) parcels: one hundred and eighty-three (183) residential lots, two (2) private park lots, three (3) landscape lots, and twelve (12) private drive/alley lots.

Traffic and Transit

Circulation: The project site would be served by several facilities currently existing and proposed. A description of these is provided below:

Interstate 5 is a six-lane freeway providing north-south access throughout the Sacramento area.

Del Paso Boulevard is a four to six-lane arterial providing east-west access to and from the North Natomas area and the county. Currently Del Paso Road extends from Power Line Road (County) to the west to Northgate Boulevard (County) to the east, where it then turns into Main Avenue.

El Centro Road is currently a 2-lane road that provides north-south access to the project site and a connection to Del Paso Road. El Centro Road extends from West El Camino to the south to just past Del Paso Road, where El Centro Road then turns into Bayou Road.

Westlake Parkway is a 2-lane road that provides north-south access through the Westborough PUD. Currently Westlake Parkway extends from Callison Drive to north, to Snelling Lane to the southwest.

Bayou Road is a 2-lane road providing east-west access to the project site and the county. Currently Bayou Road begins just past Airport Boulevard to the west (County) to the edge of this project site, where it then turns into El Centro Road to the southeast.

Tarboro Drive is currently a 2-lane road that is the northwestern boundary of the project site. Tarboro Drive extends from Bayou Road to the northeast to Westlake Parkway to the southwest.

Callison Drive is currently a 2-lane road that provides access to the project site. Callison Drive extends from Bayou Road to the northeast to and extends to Westlake Parkway to the southwest.

"A" and "B" Streets are proposed as 2-lane roads that will provide access to the parcels from Tarboro Drive, Callison Drive, and Bayou Road.

Lots "F" through "M" are proposed as 2-lane private drives that will provide access to a portion of the front-loaded residences, from "A" and "B" Streets.

Lots "N" through "Q" are proposed as private alleys that will provide vehicular access to the rear-loaded residences, from "A" and "B" Streets.

Staff recommends the Planning Commission approve the Tentative Subdivision Map for the Village Greens, in that the map is consistent with the North Natomas Community Plan, General Plan, and the City's Subdivision Ordinance.

E. Subdivision Modification

The applicant is requesting a subdivision modification to allow for non-standard elbow design, non-standard intersections, non-standard tangent length between curves, and alleys. Because of the size of this village and the space necessary for the reduced lot sizes, the applicant was not able to provide the standard elbow design, cul-de-sacs, intersection offsets, and P.U.E.s at street corners. Public Works, Utilities, and SMUD have reviewed the requested modifications and have found these modifications acceptable, subject to the conditions contained in this staff report.

F. PUD Special Permit for Front-Loaded Product

The applicant is proposing four (4) house plans to be constructed on seventy-nine (79) lots in the proposed Single-Family Alternative Planned Unit Development (R-1A-PUD) zone. The house plans range in size from 1,557 square feet to 2,291 square feet and range from two to five bedrooms (see Exhibit 1I through 1L).

Project Information

The applicant is proposing four house plans with three elevations each (see Exhibits 11 through 1L). The table below shows the square footages for the three proposed house plans.

Table 5
Square Footage of the Front-Loaded House Plans

House Plan	Square Footage
Plan 171	1,557
Plan 172	1,686
Plan 173	2,007
Plan 174	2,291

Height of Buildings: One to two stories, 9'-1" to 18'-2" (to plate line)
 Exterior Building Materials: Stucco with stone veneer, wood, and/or wrought iron
 Roof Materials: Concrete Tile

Setbacks

Due to the reduced size of the proposed lots, the non-conventional shape lot setback standards of the Westborough PUD Guidelines apply to this development. The following setbacks apply to the proposed development:

Porches: On streets without split sidewalk, the recommended porch setback shall be 10' minimum from the property line. On streets with split sidewalk, the setback may be reduced by 2'-6" consistent with the public utility easement.

Front of Building: On streets without split sidewalk, the recommended setback to the front of the home shall be 10'-0" feet minimum from property line, to the extent consistent with the public utility easement.

Side Yard: 4'-0" on each side, subject to Building Code, with the exception of zero-lot line conditions, which shall be 5'-0" and 0". Garages and/or accessory dwelling units which are either detached and/or are recessed a minimum of 50' from the street may have a 0'-0" side yard setback. Architectural pop-outs such as bay windows, fireplaces and entertainment centers may encroach into the side yard setback by 2'-0". Street side setbacks are a minimum of 12'-6".

Rear Yard: No minimum setback. The recommended setback is 10'-0" minimum, or zero for detached garages, with an average setback of 15'-0' within the individual lot. Subject to Building Code. Rear yard balconies are subject to the rear yard setback of 10', with an average setback of 15'.

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Garage Setbacks: The goal is to reduce the impact of the garage and driveway on the streetscape, while providing adequate off-street parking. For front drives, the minimum setback is 20'-0" or more from property line. When located on an alley, the minimum garage setback is 5'-0" from the alley.

Accessory Structures: Allowed and encouraged, subject to Building Code and any relevant setbacks listed above.

The applicant has confirmed that the proposal house plans will meet the above setback requirements.

Lot Coverage

The Westborough PUD Guidelines have the following lot coverage requirements:

The lot coverage shall not exceed 45 percent for single-story homes and 40 percent for two story homes, given the following allowances/incentives:

- Covered porches in the front or street side do not count toward the maximum lot coverage.
- Attached or detached garages that are recessed a minimum of four feet from the living area of the home (not the porch) count 50 percent toward the maximum lot coverage.
- At the homeowner's discretion, an additional 100 square feet of accessory structure(s) may be built on the lot.
- A maximum of 50 percent of the lots within a village may exceed 40 percent lot coverage.
- A maximum of 10 percent of the lots within a village may have a lot coverage for single story homes not exceeding 48 percent with the applicable allowances for covered porch, recessed garage, and accessory structures.
- No more than 2 homes exceeding the lot coverage shall be located in a row along the street.

The applicant has confirmed that the proposal house plans will meet the above lot coverage requirements. The applicant will be conditioned to provide plot plans to the Planning and Building Department exhibiting compliance with lot coverage and setbacks.

Project Evaluation

Staff has evaluated the proposed house plans against the Single Family Design Guidelines, and has provided Table 6 below, with our evaluation and comments:

Table 6
Project Evaluation Table of Front-Loaded House Plans

House Plan	Level of Compliance	Comments
Plan 171	Compliant	The garage is recessed behind living space and the front porch.
Plan 172	Compliant	The garage is recessed behind living space and the front porch.
Plan 173	Compliant	The garage is recessed behind living space and the front porch.
Plan 174	Compliant	The garage is recessed behind living space and the front porch.

Staff finds that the proposed house plans, as conditioned, comply with all applicable General Plan, Community Plan, Westborough PUD Guidelines, and they are consistent with the Single Family Residential Design Guidelines

G. PUD Special Permit

The applicant is proposing three (3) house plans to be constructed on one hundred and four (104) lots in the proposed Single-Family Alternative Planned Unit Development (R-1A-PUD) zone. The house plans range in size from 1,300 square feet to 1,835 square feet and range from three to four bedrooms (see Exhibit 1M through 1R).

Project Information

The applicant is proposing three house plans with three elevations each (see Exhibits 1M through 1P) The table below shows the square footages for the three proposed house plans.

Table 7
Square Footage of Rear-Loaded House Plans

House Plan	Square Footage
Plan 1	1,300
Plan 2	1,560
Plan 3	1,835

Height of Buildings: Two to three stories
 Exterior Building Materials: Stucco with stone veneer, wood, and/or wrought iron
 Roof Materials: Concrete Tile

Setbacks

Due to the reduced size of the proposed lots, the non-conventional shape lot setback standards of the Westborough PUD Guidelines apply to this development. The following setbacks apply to the proposed development:

Porches: On streets without split sidewalk, the recommended porch setback shall be 10' minimum from the property line. On streets with split sidewalk, the setback may be reduced by 2'-6" consistent with the public utility easement.

Front of Building: On streets without split sidewalk, the recommended setback to the front of the home shall be 10'-0" feet minimum from property line, to the extent consistent with the public utility easement.

Side Yard: 4'-0" on each side, subject to Building Code, with the exception of zero-lot line conditions, which shall be 5'-0" and 0". Garages and/or accessory dwelling units which are either detached and/or are recessed a minimum of 50' from the street may have a 0'-0" side yard setback. Architectural pop-outs such as bay windows, fireplaces and entertainment centers may encroach into the side yard setback by 2'-0". Street side setbacks are a minimum of 12'-6".

Rear Yard: No minimum setback. The recommended setback is 10'-0" minimum, or zero for detached garages, with an average setback of 15'-0" within the individual lot. Subject to Building Code. Rear yard balconies are subject to the rear yard setback of 10', with an average setback of 15'.

Garage Setbacks: The goal is to reduce the impact of the garage and driveway on the streetscape, while providing adequate off-street parking. For front drives, the minimum setback is 20'-0" or more from property line. When located on an alley, the minimum garage setback is 5'-0" from the alley.

Accessory Structures: Allowed and encouraged, subject to Building Code and any relevant setbacks listed above.

The applicant has confirmed that the proposal house plans will meet the above setback requirements.

Lot Coverage

The Westborough PUD Guidelines have the following lot coverage requirements:

The lot coverage shall not exceed 45 percent for single-story homes and 40 percent for two story homes, given the following allowances/incentives:

- Covered porches in the front or street side do not count toward the maximum lot coverage
- Attached or detached garages that are recessed a minimum of four feet from the living area of the home (not the porch) count 50 percent toward the maximum lot coverage

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- At the homeowner's discretion, an additional 100 square feet of accessory structure(s) may be built on the lot.
- A maximum of 50 percent of the lots within a village may exceed 40 percent lot coverage
- A maximum of 10 percent of the lots within a village may have a lot coverage for single story homes not exceeding 48 percent with the applicable allowances for covered porch, recessed garage, and accessory structures.
- No more than 2 homes exceeding the lot coverage shall be located in a row along the street.

The applicant has confirmed that the proposal house plans will meet the above lot coverage requirements. The applicant will be conditioned to provide plot plans to the Planning and Building Department exhibiting compliance with lot coverage and setbacks

Project Evaluation

Staff has evaluated the proposed house plans against the Single Family Design Guidelines, and has provided Table 8 below, with our evaluation and comments:

Table 8
Project Evaluation Table of Rear-Loaded House Plans

House Plan	Level of Compliance	Comments
Plan 1	Compliant	Garage is accessed from the rear of the house. Only living space and porches are visible on the public streets.
Plan 2	Compliant	Garage is accessed from the rear of the house. Only living space and porches are visible on the public streets.
Plan 3	Compliant	Garage is accessed from the rear of the house. Only living space and porches are visible on the public streets.

Staff finds that the proposed house plans, as conditioned, comply with all applicable General Plan, Community Plan, Westborough PUD Guidelines, and they are consistent with the Single Family Residential Design Guidelines.

PROJECT REVIEW PROCESS:

A. Environmental Determination

The Environmental Services Manager has determined the project, as proposed, will not have a significant impact to the environment; therefore, a Negative Declaration has been prepared. In compliance with Section 15070(B)1 of the California Environmental Quality Act Guidelines, the applicant has incorporated mandatory mitigation measures into the project plans to avoid identified impacts or to mitigate such impacts to a point

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where clearly no significant impacts will occur. These mitigation measures address Air Quality, Biological, Noise, and Cultural Resources. The mitigation measures are listed in the attached Mitigation Monitoring Plan (Exhibit 1A).

The Mitigated Negative Declaration was available for public review during the period of Wednesday, June 8, 2005 through Monday, June 27, 2005. Several public comments were received (see Attachments 13 through 14)

B. Public/Neighborhood/Business Association Comments

The following neighborhood groups were routed this project: Environmental Council of Sacramento (ECOS), Natomas Community Association (NCA), Natomas Crossing Community Vision (NCCV), Natomas Crossing Homeowner's Association (NCHOA), Natomas Journal, North Natomas Alliance (NNA), North Natomas Community Association (NNCA), North Natomas Study Group (NNSG), River Oaks Community Association (ROCA), Sundance Lake Homeowners Association (SLHOA), Valley View Acres Community Association (VVACA), WalkSacramento, West Natomas Community Association (WNCA), Westside Community Association ((WCA), Witter Ranch, and Jo Anne Whitsett

The Natomas Community Association (NCA) Planning Committee had the following comments:

- 1) There was no support by the committee for this major change to the NNCP absent a compelling justification. SF housing is selling better than offices, is not sufficient justification;
- 2) It is too early in the build out to amend the CP to eliminate the EC – especially along I-5;
- 3) The landscaped I-5 corridor with offices as a buffer to residential is the "gateway" to the city envisioned by the NNCP should be retained;
- 4) Residential housing along I-5 with block soundwalls is a visual eyesore;
- 5) Noise studies need to be done to identify impacts;
- 6) Any absorption study needs to address the availability of mixed use including residential and retail in the existing EC zones vs. eliminating EC acreage; and
- 7) The December 2003 NNCP map shows a portion of the property as institutional though the applicant labels it EC-50. The institutional designation should be preserved

Staff is supportive of the proposed land use changes. The proposal will provide an elevation of single-family residences (with no visible garage doors) as the "gateway" into the North Natomas area. A noise study was completed for this proposal and taken into account in the Negative Declaration.

The North Natomas Alliance (NNA) had the following comments:

- 1) This plan is inconsistent with the community plan;

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- 2) The concept of replacing EC with residential will disrupt the idea of jobs and housing balance, i.e. work near your home;
- 3) This location is inappropriate for housing because it is too close to the freeway. The sound and sight of passing cars and trucks will make it undesirable for homes; and
- 4) Documented studies show that living too close to major streets is unhealthy because of the pollution from exhausts, and from the small particles of tires being slowly shredded by friction with the road surface.

Two letters were received from WALKS Sacramento (July 28, 2004 and July 8, 2005), and the letters are included as attachments to this report (see Attachments 11 and 12). The main issues raised are as follows:

- The increased number of rezones in the Natomas area are having a negative impact on the local community
- Improvements to pedestrian and bicyclist safety and access need to be made
- The City of Sacramento's Pedestrian Friendly Street Standards should be utilized.
- The kitchen of the units should be located towards the front of the unit for a high proportion of residences
- The housing tracts should have an east/west orientation
- Design a portion of the home sites on each block for retirees, empty nesters, and/or "work at home" buyers
- Possible health impacts of poor air quality and high noise levels on the residents.
- The project site is isolated from schools and the community.
- There are a large number of dead-end roads.

Staff received the following comments on the Village Green proposal from Jeremy Ketchum, in an e-mail dated February 18, 2005:

I do not have a contact from the developer and would like one, so that I may meet with them regarding the project. A personal meeting with the developer was offered at the last meeting, for residents bordering the new development, but I had to leave before I could find out how to arrange this meeting.

My primary concern with the project is that homes will be directly located behind my residence and there will be privacy concerns that would not be associated with an office project (an office park would primarily be used during daylight hours while I am at work). This is of additional concern because the homes behind my house will be higher in elevation than my house. The developer has stated that they would be willing to work with us on this issue. I would like to see one-story homes directly behind my home. Landscaping may help with two-story homes but if the trees provide adequate privacy they may also leave my home and landscaping in the dark.

I am concerned about this change because the plan for this area was for an office complex. I feel that the Natomas community was planned with a good mix of residential, commercial and office uses. Although, there is currently a strong demand for housing, I don't think that we should abandon setting aside land for future office use. This is shortsided planning and defeats the purpose of our long-range planning, which provided a good housing/jobs balance for the area. If office space is taken away here, then I would like to know what the change in homes/jobs balance is anticipated to be in the Natomas area after this and as several other projects switch from their intended use. Other office locations should be identified in the near vicinity and mixed-use development should be looked at where possible. In addition, an analysis of the impacts due to the change in land use should be prepared. The residents of Westlake will need assurances that the new development will pay their fair share of costs. For example, the amount that they contribute to the lake may need to help cover another water fountain to help circulate water in the lake, which already has eutrophication problems and a resulting vector control problem. Also, some developer fees may be needed to upgrade already sub-standard roads in the area. While the developer has stated that the project will have less traffic than the office park. There is no current demand for an office park and therefore needed improvements to El Centro and Bayou roads may occur before it is utilized for office space. Also, although overall traffic may decrease, an increase in southbound commute traffic on both El Centro and I-5 would be expected due to this project. An office park would have traffic in the opposite direction during rush hour. Additional traffic in the southbound direction also needs to be addressed cumulatively with the developments at the school site and near the Natomas middle school. Further this project does not follow the preferred scenario for development identified in SACOG's blueprint for development in the Sacramento area.

The applicant has contacted Mr. Ketchum to discuss his concerns.

Several e-mails were received from Sue Thompson, and are included as attachments to this report (see Attachments 4 through 9). The main concerns raised in these e-mails are the following:

- Noise abatement/mitigation
- Traffic
- Parking
- The proposed Homeowners Association (HOA) CC&Rs for the project site should be consistent with the existing Westlake HOA CC&Rs.
- The public health risks associated with locating housing within 500 feet of high traffic areas, as identified in the California Environmental Protection Agency's document entitled Air Quality & Land Use Handbook, dated February 17, 2005
- The grade change between the existing residences to the west and the proposed project site
- Air Quality

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An e-mail was received from Julie Westerg, which is included as an attachment to this report (see Attachment 10). The main concerns raised were the following:

- The six foot change in elevation from the project site to the houses to the west and how this elevation change will affect how the proposed residences impact the existing residences.
- The lack of guest parking and on-street parking for this proposal.
- How close the homes along El Centro/Bayou are to the freeway (noise mitigation?).

C. Summary of Agency Comments

The project has been reviewed by several City Departments and other agencies. The following summarizes the comments received:

- 1 **Building:** Comments provided have been incorporated as conditions of approval and/or advisory notes.
- 2 **County Sanitation District 1 (CSD-1):** Comments provided have been incorporated as conditions of approval and/or advisory notes.
- 3 **Department of Transportation (Caltrans):** Thank you for the opportunity to review and comment on the Village Greens project proposal. Our comments are as follows:
 - A Traffic Impact Study (TIS) should be prepared to assess the potential traffic impacts from this project to the Interstate 5/Del Paso Road Interchange and nearby freeway mainline south of the project site. This project could generate approximately 168 AM and 224 PM peak hour trips. The complete Caltrans TIS guidelines are recommended for use in developing the TIS and are available at the following website:

<http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/>.
 - The TIS Should incorporate the following scenarios:
 - Existing conditions without the project
 - Existing conditions plus the project
 - Cumulative conditions (without the project)
 - Cumulative conditions (with project build-out)
 - The traffic analysis should provide a Level of Service (LOS) analysis for the freeway interchange ramps and ramp terminal intersections. A merge/diverge analysis should be performed for the freeway and ramp junctions and all analysis should be based on AM and PM peak hour volumes. The analysis should include the (individual, not averaged) LOS and traffic volumes applicable to all intersection road approaches and

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turn movements at the interchange. The procedures contained in the Year 2000 Highway Capacity Manual should also be used as a guide for the traffic study.

- Mitigation measures should be identified where the project would have a significant impact. Caltrans considers the following to be significant impacts:
 - Off-ramps with vehicle queues that extend into the ramp's deceleration area or onto the freeway.
 - Vehicle queues at intersections that exceed existing lane storage.
 - Project traffic impacts that cause any ramp's merge/diverge Level of Service (LOS) to be worse than the freeway's LOS.
 - Project impacts that cause the freeway or intersection LOS to deteriorate beyond LOS E for freeway and LOS D for intersections. (If the LOS is already "E" or "F", then a quantitative measure of increased queue lengths and delay should be used to determine appropriate mitigation measures.)
- Potential mitigation to consider could include ramp metering, signalization upgrades, ramp widening and ramp intersection improvements.
- The analysis of future traffic impacts should be based on a 20 year planning horizon.
- Future transportation system improvements assumed for cumulative conditions should only include those improvements in the Sacramento Area Council of Government's 2002 Metropolitan Transportation Plan.

Please provide our office with a copy of the draft TIS for this project. If you have any questions regarding these comments, please contact Ken Champion at (916) 274-0615.

4. **Fire:** Comments provided have been incorporated as conditions of approval and/or advisory notes.
5. **Parks Planning, Design & Development Division (PPDD):** Comments provided have been incorporated as conditions of approval and/or advisory notes.
6. **Sacramento Metropolitan Air Quality Management District (SMAQMD):** Thank you for providing the project to the Sacramento Metropolitan Air Quality District (District). Staff comments follow:

As you know, the District has recently published new guidance on air quality assessment entitled "Guide to Air Quality Assessment in Sacramento County."

That guidance replaces our 1994 Air Quality Thresholds of Significance" document and can be found on our website www.airquality.org under Plans & Rules/CEQA & mitigation Table 4.2 (pg. 4-3) in that new document gives a framework to judge whether air quality impacts of projects of various sizes may exceed District thresholds of significance. Under the new guidance which uses the latest analysis tools, construction related air quality impacts trigger the thresholds of significance with smaller projects than before.

Because of the size of the project, we believe it will generate short term (construction) but not long-term (operations) air quality impacts which may be in excess of the established threshold. An air quality analysis should be done in conjunction with the environmental document in order to determine if those impacts are significant. Relative to the construction impacts, if those impacts are significant, we recommend our standard construction mitigation measures. A copy of those measures can also be found on our website at the same place as listed above.

The project will be subject to District Rule 403 which has to do with fugitive dust. That rule can be found on our website. If you have questions, please contact me at 874-4887 or asmith@airquality.org.

7. **Sacramento Municipal Utility District:** Comments provided have been incorporated as conditions of approval and/or advisory notes.
8. **Solid Waste:** Solid Waste staff has no objections to the proposed project. Single-family homes comply with Title 17 Chapter 17.72 – Recycling and Solid Waste Disposal Regulations by participating in the City of Sacramento's residential trash, recycling, and garden refuse collection programs. Staff recommends that all streets meet City standards so that Solid Waste Division services are not impacted and residents are not inconvenienced. The developer should note that all new developments will be targeted for containerized garden refuse collection. This necessitates adequate room for three containers on each residential property.

Staff recommends that this project also be conditioned to divert demolition and construction waste. The project proponent should plan to target cardboard, wood waste, scrap metal, brick, concrete, asphalt, and dry wall for recovery. The method of recovery, waste hauler providing this service, and the disposal/recycling facility should be provided to the Solid Waste Division to document diversion.
9. **Transportation – Engineering Services – Electrical Section:** Comments provided have been incorporated as conditions of approval and/or advisory notes.

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10. **Utilities:** Comments provided have been incorporated as conditions of approval and/or advisory notes.

D Subdivision Review Committee Recommendation

On July 6, 2005, the Subdivision Review Committee, by a vote of three ayes, voted to recommend approval of the proposed Tentative Subdivision Map subject to the conditions of approval in the attached Notice of Decision

The applicant has revised the proposed Tentative Subdivision Map to increase the number of residential lots from 182 to 182 and made the public alleys into private alleys. Development Engineering and Finance, Fire, Parks, and Utilities have reviewed the revised Tentative Subdivision Map and have no revised conditions.

PROJECT APPROVAL PROCESS: Of the entitlements below, Planning Commission has the authority to approve or deny the (H) Tentative Subdivision Map, (I) Subdivision Modification, and (J and K) PUD Special Permits. The Planning Commission action may be appealed to the City Council. The appeal must occur within 10 days of the Planning Commission action. Items (C) Inclusionary Housing Plan, (D) General Plan Amendment, (E) Community Plan Amendment, (F) Rezone, and (G) PUD Schematic Plan Amendment below, requires City Council approval

RECOMMENDATION: Staff recommends approval of the proposed development for the following reasons:

- Two different types of medium density units are being proposed, which helps to add to the diversity of housing types in the Westborough PUD
- The existing Employment Center designated land is not in a location that would be feasible to sustaining a 17± acre employment center primary use
- The proposed residential units will provide a more compatible land use than an industrial use would, adjacent to the existing residences along Gresham Lane
- The proposed residential units will provide a suitable transition from Bayou Road to the existing residences to the west.

Staff recommends the Planning Commission take the following actions:

- A. Adopt the attached Notice of Decision and Findings of Fact ratifying the **Negative Declaration**;
- B. Adopt the attached Notice of Decision and Findings of Fact approving the **Mitigation Monitoring Plan**;
- C. Adopt the attached Notice of Decision and Findings of Fact recommending approval of the **Inclusionary Housing Plan**;

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- D. Adopt the attached Notice of Decision and Findings of Fact recommending approval of the **General Plan Amendment** to re-designate 24.0± acres from 6.8± acres of Heavy Commercial or Warehouse, 6.2± acres of Public/Quasi-Public/Miscellaneous, and 11.0± acres of Mixed Use to 24.0± acres of Low Density Residential;
- E. Adopt the attached Notice of Decision and Findings of Fact recommending approval of the **North Natomas Community Plan Amendment** to re-designate 24.0± acres from 6.8± acres of Light Industrial, 6.2± acres of Institutional, and 11.0± acres of Employment Center (EC-50) to 24.0± acres of Medium Density Residential;
- F. Adopt the attached Notice of Decision and Findings of Fact recommending approval of the **Rezone** of 24.0± acres from 6.8± acres of Light Industrial Planned Unit Development (M-1-PUD) zone and 17.2± acres of Employment Center Planned Unit Development (EC-50-PUD) zone to 24.0± acres of Single-Family Alternative Planned Unit Development (R-1A-PUD) zone;
- G. Adopt the attached Notice of Decision and Findings of Fact recommending approval of the **Planned Unit Development (PUD) Schematic Plan Amendment** to depict 182± medium-density residential units and two private park lots on 24± acres in the Westborough Planned Unit Development (PUD);
- H. Adopt the attached Notice of Decision and Findings of Fact approving the **Tentative Subdivision Map** to subdivide 25.3± acres into 182± residential lots, 2± private park lots, 2± landscape lots, and 8± private drive lots in the proposed Single-Family Alternative Planned Unit Development (R-1A-PUD) zone;
- I. Adopt the attached Notice of Decision and Findings of Fact approving the **Subdivision Modification** to allow non-standard elbow design, non-standard intersection, non-standard tangent length between curves, and alleys;
- J. Adopt the attached Notice of Decision and Findings of Fact approving the **Planned Unit Development (PUD) Special Permit** to allow the development of four (4) house plans on 78± lots in the proposed Single-Family Alternative Planned Unit Development (R-1A-PUD) zone; and
- K. Adopt the attached Notice of Decision and Findings of Fact approving the **Planned Unit Development (PUD) Special Permit** to allow the development of three (3) house plans on 104± lots in the proposed Single-Family Alternative Planned Unit Development (R-1A-PUD) zone.

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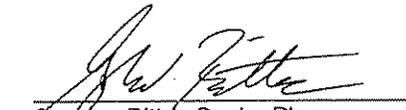
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Report Prepared By.

Report Reviewed By,


Arwen Wacht, Associate Planner


Gregory Bitter, Senior Planner

Attachments

- Attachment 1 Notice of Decision & Findings of Fact
- Exhibit 1A Mitigation Monitoring Plan
- Exhibit 1B Inclusionary Housing Plan
- Exhibit 1C General Plan Amendment Exhibit
- Exhibit 1D Community Plan Amendment Exhibit
- Exhibit 1E Rezone Exhibit
- Exhibit 1F PUD Schematic Plan Amendment Exhibit
- Exhibit 1G Tentative Subdivision Map Exhibit
- Exhibit 1H 880' Walking Map Exhibit
- Exhibit 1I Front-Loaded - Plan 171 – Floor Plans and Elevations
- Exhibit 1J Front-Loaded - Plan 172 – Floor Plans and Elevations
- Exhibit 1K Front-Loaded - Plan 173 – Floor Plans and Elevations
- Exhibit 1L Front-Loaded - Plan 174 – Floor Plans and Elevations
- Exhibit 1M Rear-Loaded - Plan 1 – Floor Plans and Elevation
- Exhibit 1N Rear-Loaded - Plan 2 – Floor Plans and Elevation
- Exhibit 1O Rear-Loaded - Plan 3 – Floor Plans and Elevation
- Exhibit 1P Rear-Loaded - Optional House Plans and Elevations
- Exhibit 1Q Interior and Street Side Plot Plans for Rear-Loaded Product
- Exhibit 1R Conceptual Landscape Plan
- Attachment 2 Vicinity Map
- Attachment 3 Land Use and Zoning Map
- Attachment 4 E-mail Message from Sue Thompson dated December 17, 2004
- Attachment 5 E-mail Message from Sue Thompson dated February 8, 2005
- Attachment 6 E-mail Message from Sue Thompson dated March 28, 2005
- Attachment 7 E-mail Message from Sue Thompson dated April 25, 2005
- Attachment 8 E-mail Message from Sue Thompson dated April 25, 2005
- Attachment 9 E-mail Message from Sue Thompson dated June 15, 2005
- Attachment 10 E-mail Message from Julie Westberg dated May 3, 2005
- Attachment 11 Letter from WalkSacramento dated July 28, 2004
- Attachment 12 Letter from WalkSacramento dated July 8, 2005
- Attachment 13 Letter from Natomas Community Association on the Negative Declaration dated June 21, 2005
- Attachment 14 Faxed Letter from Sue Thompson on the Negative Declaration dated June 16, 2005

PLEASE NOTE: PAGES 30-150 OF THE PLANNING COMMISSION STAFF REPORT ARE CONTAINED WITHIN THIS CITY COUNCIL REPORT AS RESOLUTIONS, ORDINANCES, AND ATTACHMENTS. THEREFORE, PAGES 30-150 OF THE PLANNING COMMISSION STAFF REPORT ARE NOT REPEATED WITHIN THE CITY COUNCIL STAFF REPORT. A COMPLETE COPY OF THE ORIGINAL PLANNING COMMISSION STAFF REPORT IS AVAILABLE AT THE CITY PLANNING DIVISION, 915 I STREET, SUITE 3000, SACRAMENTO, CALIFORNIA, 95814

Attachment 6 – Email Message from Sue Thompson – December 17, 2004

From: "Sue Thompson" <suet@sac sticare com>
To: <Awacht@cityofsacramento org>
Date: 12/17/04 10:47 AM
Subject: FW: Village Greens

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

From: Kenny Wan [mailto:KWan@cityofsacramento org]
Sent: Thursday, December 16, 2004 4:43 PM
To: suet@sac sticare com
Cc: Arwen Wacht
Subject: Re: Village Greens

Hi Sue, the project planner is Arwen Wacht

Kenny

>>> "Sue Thompson" <suet@sac sticare com> 12/16/04 03:42PM >>>
Please forward to staff contact for Village Greens project.

December 16, 2004

Planning Commission

City of Sacramento

1201 I Street

Sacramento, CA 95814

Dear Sirs:

My husband and I are residents of Westlake and have the following concerns about the Village Greens development (Winn) on the parcels zoned EC 50 PUD adjacent to Callison Drive which is the gateway to the eastern part of Westlake. When we purchased in mid 2002, we were advised that these parcels were zoned for office space and light commercial. Now we understand that they are being converted to high density residential.

At the meeting on December 13 at the Westlake Clubhouse, the Winn representatives told us that a typical lot would be 48 x 50 feet, about 0.55 of an acre. The average lot in Plaisir is approximately 0.775 and is listed as medium density. The Village Greens should be no more dense than the adjoining neighbors. The Westlake Villas was recently converted from

apartments to condominiums, because the owners were unable to lease this high density project. It is 90% unsold at this point in time. Why would we want more high density vacant housing surrounding our homes and leading to vandalism and security issues?

One of the plans includes a one car garage. All of these homes are two story and will not appeal to older single persons with one car and limited sporting and gardening equipment. Our current Westlake CC&R's preclude parking on the street. If the developer is not able to stipulate that buyers with two or three cars cannot purchase a home with a one car garage, the result will be cars, trucks, boats, RV's parked in driveways and on the street, which is unsightly and in variance with our community restrictions. Homeowners facing El Centro/Bayou Road may not have the option of parking in front of their homes and certainly will not be allowed to park on the rear alley for safety reasons. Where do their guests park? What about overnight guests? Is there adequate parking planned for guests and residents second and third vehicles? Please do not build less than a two car garage.

Some of the plans are only three feet from structure to lot line.

Most

homeowners think of their homes as a refuge after a hard days work a place of serenity, safety and personal space. They do not want to "reach out and touch someone". Since some of these same homes do not have driveways between them, they will be 6 feet from window to window. These homes should not be built with less than the normal setbacks required by the City of Sacramento for single family residences.

The location, price and size of these homes will be a magnet to developers. Westlake would like to keep our community owner occupied and discourage tenants, who do not typically have "pride of ownership" interests and do not readily conform to our CC&R's. If this new community is not well built and maintained, it will negatively impact Westlake's property values.

The smallest floor plan was 1300 square feet. The smallest floor plan in the adjacent subdivisions is approximately 1550 square feet. To maintain the integrity of the subdivision, no home of less than 1550 should be built.

The homes on El Centro Road will face the freeway and highway commercial with an alley behind for ingress and egress. There should be a wall on El Centro to protect those homes from noise, pollution, safety concerns and fronting on commercial property. Instead of an alley, install a street and front the homes on it.

Our lake is already polluted with algae. It would seem reasonable that the fertilizer and pesticide run off from 237 additional homes would cause more damage than office buildings. The developers stipulated that since these homes will drain into our lake (which is maintained through the dues of the current 900+ residents) that the new homes will pay a prorated portion of that monthly fee to us. This could end up increasing the current home owners' dues significantly, as the cost of lake maintenance will be distributed equally to the users. The lake drainage issue has already been negatively impacted by the replacement of the Candela development on the proposed elementary school site.

There are three traffic calming devices planned—one on Callison Drive at the entry to the alley and two others within the community. There is no need or desire to install barriers within our community.

Winn representatives have indicated that some of the streets will be "private" and maintained by the homeowners. Since these streets are not and will not be gated, there is no need for them to be private and no need to incur additional expense to the homeowner, making the homes less affordable. The City of Sacramento should ensure that all streets meet the specifications for city streets and should maintain them as such.

It is my understanding that the original plans for this land were changed, because of a desire by the city of Sacramento to develop Natomas to the north instead of to the west, thus eliminating the need for office/commercial development on Bayou/El Centro Road. While I basically concur with this change from commercial to residential zoning, I ask that the developer, builder and city planners would take my visions and values into consideration before approving the corridor to my home. This is an issue of quality of life, not of developer greed.

Sincerely,

Sue Thompson

5041 Sienna Lane

sthompson@golygon.com

769-8565

Attachment 7 – Email Message from Sue Thompson – February 8, 2005

From: "Sue Thompson" <suet@sac.slicare.com>
To: <awacht@cityofsacramento.org>, <Don.Barnett@Lennar.com>
Date: 2/8/05 5:58PM
Subject: Village Greens

February 8, 2005

Mr. Don Barnett (Don.Barnett@Lennar.com)

Lennar Communities, Inc.

1075 Creekside Ridge Drive, Suite 110

Roseville, CA 95678

Arwen Wacht (awacht@cityofsacramento.org)

City of Sacramento

1231 I Street

Sacramento, CA 95814

Re: Village Greens Project

Dear Mr. Barnett:

Thank you for meeting with the Westlake community again on January 26 at our clubhouse and for making changes to the original plan. While this plan is more palatable to me, I still have some serious concerns and some questions.

NOISE ABATEMENT: The Environmental Noise Analysis prepared on October 28, 2004 by Brown-Buntin Associates, Inc. concludes that the project site is expected to comply with the exterior and interior noise level requirements of the Noise Element of the City of Sacramento only if (page 10) noise barriers are provided along Bayou Road, certain window and door treatments are utilized and air conditioning is provided to allow residents to keep windows closed to obtain the desired acoustical isolation. It also concludes that if the site or building plans change, a new report should be issued. I did not observe an 8 foot wall/barrier on any of the plans. Is the wall to be adjacent to the freeway? Is the wall to be in front of the alley homes fronting on Bayou? The analysis also precludes having two story homes adjacent to Bayou. All of the homes on the original plan were two stories.

TRAFFIC AND PARKING: Correct me if I am mistaken, but the plan appeared to have street parking along Bayou and Callison Drive. Currently, there are City of Sacramento "no parking" signs on both sides of those streets, except for 5 homes in the Waterford Place community on the south side of Callison near Westlake Parkway. Callison narrows to 36 feet with a 12 foot bike path close to Bayou. It is not wide enough to accommodate any street parking. In the unlikely event that the City permits the 101 homes fronting on Bayou to park on Bayou, a median strip should be installed on Bayou to prevent residents from performing illegal and dangerous "U" turns to park in front of their homes. The Wood Rogers Traffic Analysis dated October 29, 2004 and Supplemental dated January 13, 2005 (taking into account Natomas Landing-Ose project proposal) indicates that the projected daily trip rate will soar from 12,239 to 21,110 on Bayou Road. Bayou Road was not designed or built to handle that volume of traffic.

The traffic analysis was done with the planned future flyway across I-5 in place. This flyway may not be built until the years 2015-2021.

The traffic study indicates negligible levels of the proposed subdivision generated traffic "cutting through" the adjacent Westborough community. That is ridiculous in light of the severe negative traffic impacts of the proposed Natomas Landing Project.

The traffic study analysis indicates three access points to the project: Callison, Tarboro and N Street. Where is N Street?

The supplemental traffic analysis concludes that Bayou Road would have to be modified along the Village Green frontage from an existing 2+ arterial/collector cross section (one through lane per direction with a two way left turn median lane, plus bike lanes) to a two lane collector cross section (one through lane per direction with on street parking and bike lanes). Bayou Road curves to the left at Callison and the current turn lane provides a safer turning radius into the community. It would be tantamount to disaster to remove it in the absence of the flyway, with no median, with proposed street parking and with the proposed increased traffic congestion of the Natomas Landing project.

HOA: Westlake Association currently has Community Rules and Regulations (B-7 a-g) that "preclude parking on any streets in the Community except within areas designated for public parking by the City and the Board. Garages are solely to be used for parking and storage of cars, boats, and

similar vehicles. Garages are to be kept clear so as to permit parking of the number of vehicles for which the garage was designed. Garage doors are to be kept closed except for ingress and egress. Driveways are to be kept clean of oil or other stains at all times. Indefinite parking of a vehicle in any street, parking area or driveway (in excess of 72 hours) is prohibited. Since parking is not now permitted on Bayou and Callison and will not be permitted on the alley behind the houses facing Bayou, there should be sufficient additional parking planned for visitors or overnight guests.

Westlake HOA requires that permanent landscaping be installed within the enclosed portions of each lot within 120 days of recording and that permanent window furnishings must be in place within six months of recording. The Village Greens CC&R's and Rules and Regulations should be in compliance with all of the current Westlake PUD mandates in the event that Westlake chooses not to annex this project.

Sincerely,

Sue Thompson

5041 Sienna Lane

Sacramento, CA. 95835

Attachment 8 – E-mail Message from Sue Thompson – March 28, 2005

From: "Sue Thompson" <suel@sac.sticare.com>
To: <Hfargo@cityofsacramento.org>, "Ray Tretheway"
<RTretheway@cityofsacramento.org>, <scohn@cityofsacramento.org>, <rkfong@cityofsacramento.org>,
"Lauren Hammond" <LHammond@cityofsacramento.org>, <Bpannell@cityofsacramento.org>,
<kmccarty@cityofsacramento.org>, <ssheedy@cityofsacramento.org>, <rwaters@cityofsacramento.org>
Date: 3/28/05 1:44PM
Subject: Re: P02-138 (Riverglen North), P04-121 (Village Greens)

Council members,

The California Environmental Protection Agency has issued a document entitled Air Quality & Land Use Handbook, dated February 17, 2005. The Air Resources Board primary goal in developing this document was to provide information that will help keep California's children and other vulnerable populations out of harms way with respect to nearby sources of air pollution. The first seven pages deal with the public health risks associated with siting housing within 500 feet of high traffic areas and freeways. I am providing a link to this important study integrating localized air quality concerns with land use projects.
www.arb.ca.gov/ch/february_17_draft_aq_handbook.pdf

<http://www.arb.ca.gov/ch/february_17_draft_aq_handbook.pdf>
Please enter this email into the public record of all present and proposed projects that propose siting housing within 500 feet of a freeway or high traffic area.

Thank you,

Sue Thompson

CC: "David Kwong" <DKwong@cityofsacramento.org>, <Gbitter@cityofsacramento.org>,
<scosgrove@cityofsacramento.org>, "Arwen Wacht" <AWacht@cityofsacramento.org>

Attachment 9 -- E-mail Message from Sue Thompson -- April 25, 2005

From: "Sue Thompson" <suet@sac.sticare.com>
To: "Arwen Wacht" <AWacht@cityofsacramento.org>, "David Kwong" <DKwong@cityofsacramento.org>
Date: 4/25/05 10:16AM
Subject: FW: Village Greens

Here is an email that I sent. You asked for correspondence on this project
Sue Thompson

From: Sue Thompson [mailto:suet@sac.sticare.com]
Sent: Friday, February 18, 2005 4:23 PM
To: 'Dkwong@cityofsacramento.org'
Subject: FW: Village Greens

David. Here is the letter I sent to Arwen and Mr Barnett. I haven't heard from either of them, since I wrote this email. I think Mr Barnett went in for foot surgery in late January.

I am not adverse to the density of this project. In lieu of employment centers, it is a good use of the land. However, as in Candela, I am extremely adverse to projects without driveways, adequate garages and parking in a PUD with stringent restrictions on same. That has caused ongoing dissension in our community in the Laing built Plaisir homes. The homes that face Bayou have no driveways and are served by a rear alley. The city street signs already prohibit parking on both sides of Bayou and Callison. It would be reasonable to assume that these residents will have occasional overnight guests and may own a third car. I would like to see inclusion of enough planned parking (driveways, guest parking areas as in Campus Commons, East Ranch, Wyndgate) and garages that are wide and long enough to accomodate the kinds of vehicles that we are having a problem with (20 feet 6 inches long)

Sue Thompson
sthompson@GoLyon.com
928-4220 Residence

From: Sue Thompson [mailto:suet@sac.sticare.com]
Sent: Tuesday, February 08, 2005 5:59 PM
To: 'awacht@cityofsacramento.org'; 'Don.Barnett@Lennar.com'
Subject: Village Greens

February 8, 2005

Mr Don Barnett (Don.Barnett@Lennar.com)

Lennar Communities, Inc

Supplemental dated January 13, 2005 (taking into account Natomas Landing-Ose project proposal) indicates that the projected daily trip rate will soar from 12,239 to 21,110 on Bayou Road. Bayou Road was not designed or built to handle that volume of traffic.

The traffic analysis was done with the planned future flyway across I-5 in place. This flyway may not be built until the years 2015-2021.

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HOA: Westlake Association currently has Community Rules and Regulations (B-7 a-g) that "preclude parking on any streets in the Community except within areas designated for public parking by the City and the Board. Garages are solely to be used for parking and storage of cars, boats, and similar vehicles. Garages are to be kept clear so as to permit parking of the number of vehicles for which the garage was designed. Garage doors are to be kept closed except for ingress and egress. Driveways are to be kept clean of oil or other stains at all times. Indefinite parking of a vehicle in any street, parking area or driveway (in excess of 72 hours) is prohibited." Since parking is not now permitted on Bayou and Callison and will not be permitted on the alley behind the houses facing Bayou, there should be sufficient additional parking planned for visitors or overnight guests.

Westlake HOA requires that permanent landscaping be installed within the

enclosed portions of each lot within 120 days of recording and that permanent window furnishings must be in place within six months of recording. The Village Greens CC&R's and Rules and Regulations should be in compliance with all of the current Westlake PUD mandates in the event that Westlake chooses not to annex this project.

Sincerely,

Sue Thompson

5041 Sienna Lane

Sacramento, CA 95835

Attachment 10 – E-mail from Sue Thompson – April 25, 2005

From: "Sue Thompson" <sthompson@golygon.com>
To: "Arwen Wacht" <AWacht@cityofsacramento.org>, "David Kwong" <DKwong@cityofsacramento.org>
Date: 4/25/05 10:37AM
Subject: FW: P02-138 (Riverglen North) and P04-121 (Village Greens)

This is an email that I sent regarding the ARB and EPA documents. Please incorporate it into the public record if you have not already done so.

Mr. Barnett verbally promised the Westlake residents that we would have another community meeting before submitting anything to planning. I still have serious concerns about parking (none on Callison or Bayou currently and not wide enough to do so without widening both streets, which developer has not agreed to do), traffic (elimination of turn lane on Bayou, two lane road on a curve with "Landing" traffic (residents who face a busy street will do a U turn on that curve to park in front of their homes), no parking on Bayou and not wide enough to do so at this time, no place to park on Callison, as it is not wide enough with bike lanes, which should connect up with the Landing bike path on Bayou), grading (current elevation is 6-10 feet (I have not yet physically measured, only visually) higher than Waterford Place, noise mitigation (are they building the recommended wall on the east side of the freeway--not next to the project (ugly)?), and air quality (read two ARB and EPA studies that recommend not siting housing within 500 feet of a freeway because of serious public health concerns). Sue Thompson

From: Sue Thompson [mailto:suet@sacsticare.com]
Sent: Monday, March 28, 2005 2:18 PM
To: TTaylor-Carroll@cityofsacramento.org; dbanes@cityofsacramento.org; jbacchini@cityofsacramento.org; jboyd@cityofsacramento.org; mnotestine@cityofsacramento.org; jvalencia@cityofsacramento.org; bwasserman@cityofsacramento.org; dwooo@cityofsacramento.org; jyee@cityofsacramento.org
Subject: P02-138 (Riverglen North) and P04-121 (Village Greens)

March 28, 2005

Commissioners,

The California Environmental Protection Agency has issued a document entitled Air Quality & Land Use Handbook, dated February 17, 2005. The Air Resources Board primary goal in developing this document was to provide information that will help keep California's children and other vulnerable populations out of harm's way with respect to nearby sources of air pollution. The first seven pages deal with the public health risks associated with siting housing within 500 feet of high traffic areas and freeways. I am providing a link to this important study integrating localized air quality concerns with land use projects.
www.arb.ca.gov/ch/february_17_draft_aq_handbook.pdf

Please enter this email into the public record of all present and proposed projects that site housing within 500 feet of a freeway or high traffic area.

Thank you

Attachment 11 – E-mail from Sue Thompson – June 15, 2005

From: "Sue Thompson" <suel@sac.slicare.com>
To: <Hfargo@cityofsacramento.org>, "Ray Tretheway"
<RTretheway@cityofsacramento.org>, <scohn@cityofsacramento.org>, <rkfong@cityofsacramento.org>,
<kmccarty@cityofsacramento.org>, "Lauren Hammond" <LHammond@cityofsacramento.org>,
<Bpannell@cityofsacramento.org>, <rwaters@cityofsacramento.org>, <ssheedy@cityofsacramento.org>
Date: 6/15/05 11:36PM
Subject: Village Greens (P04-121)

Dear Mayor Fargo and Council Members:

I just received a copy of the Initial Study/Mitigated Negative Declaration for Village Greens in North Natomas at the south confluence of I-5 and I-99 on Bayou Road. I am dismayed to discover a complete lack of adequate noise and air quality studies for this project.

Air quality: Figure 1 measures the project in feet from the center of I-5 to the project. The closest measurement is 200 feet. The California Air Resources Board Handbook stipulates that 500 feet should be the minimum for siting housing adjacent to freeways, measuring from the edge of the freeway. The Handbook cites actual increased respiratory health risks. On page 22 of the Neg/Dec it states "the proposed project is considered a sensitive receptor", but that since "the prevailing winds in the area blow from the southwest, the air pollution from the freeways is blowing away from the project site and impacts are anticipated to be less-than-significant". The Neg/Dec does not study the range of air movements, nor does it reference the health risks supported by studies. Furthermore, the Riverdale North project, recently approved by City Council, lies on the north side of I-80 and I-5, which puts it in a toxic zone. On March 28, 2005 I emailed Council Members to advise them of the Air Resources Board Study and to request that future housing projects sited adjacent to high traffic areas be evaluated in light of this study. This Neg/Dec fails miserably to do so.

Noise: A noise study was completed in April 2004 by Brown Buntin. One can only surmise that with increased freeway traffic in the past 14 months that noise levels have increased proportionately. The predicted noise levels all exceeded the City of Sacramento General Plan acceptable residential exterior standard of 60 dB Ldn. The ranges were 68.6 to 78.0. No mitigation measures were considered, except for walls at Park B on Bayou Road and the side yard of lot 182. By facing the homes on Bayou Way the backyards of these homes would receive "reduced noise from the shielding of the proposed house itself". The interior noise levels also exceeded the acceptable interior standards. The mitigation measures for interior noise were to increase the STC rating for the windows and doors and to install central air conditioning to allow residents to keep their windows closed at all times for "desired acoustical isolation".

This land is zoned for office space, light industrial and institutional use. If homes are to be built here, they should be protected from the freeway by adequate distance and sound barriers. The City is not designing a freeway that runs through an existing community. This new development should be planned with rapt attention to existing air quality and noise factors. Homes should not face the freeway. Homes should be protected by well landscaped noise walls with wide set backs of greenbelt, trees and winding paths on Bayou Way. The quality of life of these future residents should be considered.

Please include this email in comments on the CEQA document

Sincerely,

Sue Thompson
Natomas Resident
Sthompson@GoLyon.com

CC: "David Kwong" <dkwong@cityofsacramento.org>, "Arwen Wacht"
<AWacht@cityofsacramento.org>

Attachment 12 – E-mail from Julie Westberg – May 3, 2005

From: "Julie Westberg" <jbwestberg@comcast.net>
To: <don.barnett@lennar.com>
Date: 5/3/05 3:08PM
Subject: village greens project

Hello Mr. Barnett,

My name is Julie Westberg, and I live at 141 Sutley Circle. I just recently learned of the project called Village Greens which your company is developing. This proposed development will be behind my home if a zoning change is approved by the City Council. I have several concerns about this project, and I am hoping that you will respond to address them.

My first concern is that the land that this proposed development is on would be about 6 feet higher than the land that my house sits on. If I understand correctly, most of the homes in Village Greens would be 2 story homes. Also it appears, based on the plan submitted to the Planning Commission, that the homes planned for behind my house would be around 11-12 feet from my back wall. I understand that homes these days are usually built close to one another, but one usually isn't six feet above the other. What this all means to me is that my family's privacy will disappear if your company's development is put in as planned. How are you planning to address the elevation issue behind the homes on Sutley?

My second concern is with Village Greens' lack of guest parking. The Planning Commission indicated that all the homes would have a two car garage which is wonderful. However, it appears on the plans as though there are not any parking spaces within the community for any guests or for people who own more than two vehicles. It also does not appear that the roads within Village Greens will be wide enough for guests to park there. Are guests going to have to park on El Centro/Bayou and Callison? If so, there is not a lot of space for vehicles on either of these streets. You should strongly consider removing a home or two and allocating some space to parking.

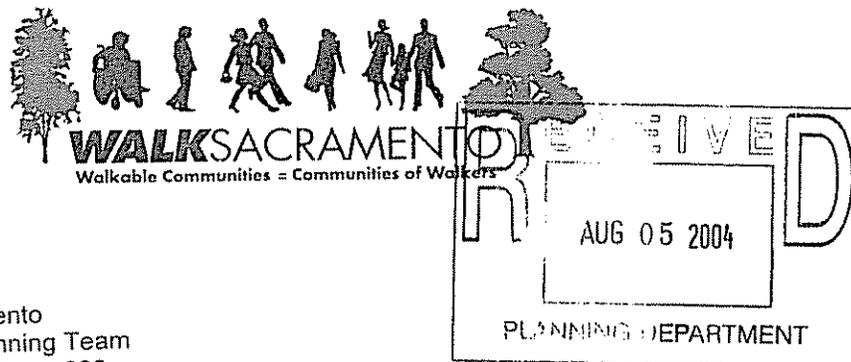
My last concern is about how close the homes that will face El Centro/Bayou are to the freeway. These people will not be able to open their windows or gather in the front of their homes because the noise of the vehicles is so loud. My husband and I walk on the sidewalk on El Centro/Bayou often and we have to speak very loudly sometimes to hear each other. What kind of community will it be if people are stuck inside their homes? My neighbors and my family often gather in front of our homes in the evenings. If a freeway happened to be just yards away from me, I know I would not want to be there. What will your company do to mitigate the sound of the freeway so these homeowners can enjoy a wonderful quality of life?

I hope to hear back from you as soon as possible. Thank you for your time.

Sincerely,
Julie Westberg

CC: <awacht@cityofsacramento.org>

Attachment 13 – Letter from WalkSacramento – July 28, 2004



July 28, 2004

Arwen Wacht
City of Sacramento
North Area Planning Team
1231 I Street, Room 300
Sacramento, CA 95814

Re: Project Notification for Village Green -- (Project No. P04-121)

Dear Ms Wacht:

WALKSacramento is pleased to offer comments on the Project Notification for the proposed Village Green subdivision to be located northwest and southwest of the intersection of Bayou Road and Callison Drive in Natomas.

First, we are concerned about the proposed zoning change from Heavy Commercial/Warehouse (Light Industrial) and Mixed Use (Employment Center EC-50) to Medium Density Residential. As local newscasts and print media have reported, the increasing number of rezoned residential development projects in the Natomas area have begun to have negative impacts on the local community infrastructure (overcrowding in the local schools, for instance). This project will create 227 single-family residences which, according to the school district's projection formula, will add at least 160 new students to a school district that is already heavily impacted. We worry that amending the General Plan and Community Plan designations of this site will only add to the strain that the local community is already beginning to experience. Additionally, we are concerned about the change from a balanced community of both jobs and housing to one that emphasizes housing. We should also note that mixed-use development, by its very nature, encourages active, healthy lifestyles by creating greater opportunities to walk or bike to multiple destinations.

Second, while we oppose the rezoning of the site, if the project goes forward, we believe that changes need to be made to the site plan to improve pedestrian and bicyclist safety and access within the proposed neighborhoods and connectivity to the surrounding community.

WALKSacramento encourages people to walk and bicycle in their communities. The benefits include improved physical fitness, less motor vehicle traffic congestion, better air quality and a stronger sense of cohesion and safety in local neighborhoods. WALKSacramento is leading a new Active Living by Design project, the Safe Routes Sacramento Partnership, funded by the Robert Wood Johnson Foundation. The Partnership is working to support increased physical

activity such as walking and bicycling in local neighborhoods as well as helping to create community environments that support walking and bicycling. One of the ways we are doing this is through the review of proposed development projects in the Natomas community.

After careful review of the project application, we have identified the following pedestrian and bicycling related issues that need to be addressed:

The City of Sacramento's Pedestrian Friendly Street Standards should be utilized in all aspects of the project's transportation planning to encourage residents to walk and bicycle to their destinations. We strongly support the objectives of these Standards such as providing balanced street design that does not favor motorized traffic, and enhancing and improving pedestrian safety and comfort. Therefore, we believe that the roadways within the proposed project should adhere to the City's Pedestrian Friendly street standards.

We are concerned that the proposed roadways do not include safe or adequate access for pedestrians or bicyclists. We recommend the use of the Local-Residential street template for the proposed roadways.

1. **Local Residential Streets:** The current Tentative Subdivision Map shows a local residential street cross-section designed with 12.5' wide driving lanes with 5' unbuffered sidewalks. The planned 12.5' wide driving lanes appear to be excessively wide for vehicle travel, yet they are too narrow to serve as both driving and parking lanes. (Is parking going to be allowed along the roadways of this subdivision?) Additionally, the installation of planter beds provides a safety buffer between pedestrians on the sidewalk and the vehicle lanes. Planters also help beautify the streetscape, provide welcome shade in the hot summer months, and improve the aesthetic of the subdivision as a whole. We strongly recommend 6 1/2' wide planter beds, 5' wide sidewalks, and vertical curbs in adherence with the City's Pedestrian Friendly Street Standards.
2. **Dead End Streets:** The project application calls for a subdivision modification to dead end several streets. If approved, this will break down the continuity of the community's transportation network. The Tentative Subdivision Map shows 16 separate dead end roadways. We believe that the current configuration of the subdivision (with its many dead ends) is far from ideal and needs considerable improvement. We appreciate that the geographic shape of the project provides a challenge for planning a subdivision and perhaps that reason (as well as the extreme nearness of Interstate 5 along the property's north and east borders) factored into the property's industrial and employment center zoning in the first place.
3. **Callison Drive:** According to the Tentative Subdivision Map and several other maps in the application packet, Callison Drive appears to also dead end at or near the project's southwest border. Is this correct? Is there any form of access

(pedestrian or otherwise) to the lake and open space area located approximately 600 feet southwest of the subdivision? We are very concerned that the proposed subdivision would be largely isolated from the local community and its various amenities

Additional suggestions for building a strong sense of community

"Eyes on the Street" communities create a safe neighborhood environment by building homes that encourage a high amount of activity towards the front of the home to increase awareness of the happenings in the neighborhood. For instance, a home built with the kitchen positioned at the front of the house (and with one or more windows overlooking the neighborhood) allows a parent to prepare a meal while also monitoring children playing in front of the home or children walking or bicycling to school. Thus, we recommend that a high proportion of residences in the development be designed with the kitchen located towards the front of the unit.

Also, housing tracts built with an east/west orientation have been shown to promote "Eyes on the Street" behavior in residents. People in a home (or other buildings with windows) are naturally drawn towards the "sunny side" of the structure (which in our hemisphere is on the south side). Therefore, a housing tract with an east/west orientation will encourage the occupants of the southward facing homes on one side of the street to occupy the front of their homes during daylight hours and, consequently, they are more aware of the goings-on in their front yards and on the sidewalks and streets in front of their property. The heat of our local summers can create the opposite effect when temperatures soar. The result is to draw residents on the northward facing side of the street towards the front of their homes even as the residents on the south side move towards the back of their homes to be cooler.

Another way to encourage "Eyes on the Street" communities is to design a portion of the home sites on each block for retirees, empty nesters, and/or "work at home" buyers. Such populations tend to provide an active presence in the neighborhood during the daytime hours, which can serve as a deterrent to crime when the owners of most two-commuter households are away from home.

Finally, perhaps the most effective way to build a sense of community is by encouraging residents to walk and bicycle to their destinations (both within their own neighborhoods and throughout their communities). Such activities provide great opportunities for interaction with other members of the community and help foster a sense of place and belonging that is too often lost in more auto oriented communities. Providing residents with safe walkable and bikable surroundings is a wise investment in the health and future of the community.

Thank you for your consideration of these comments and recommendations. If you have questions or need additional information, please contact Pam Terry or me at (916) 444-5864 or via email at walksacpam@yahoo.com or ageraghty@saclung.org

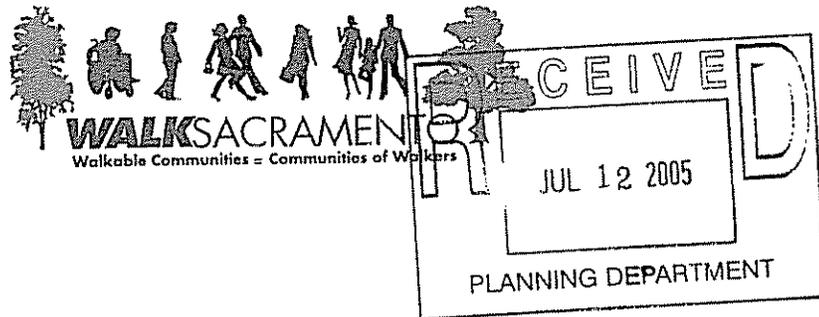
Sincerely,



Anne Geraghty
Executive Director

Cc: Douglas Drewes, Winncrest Natomas II
Rich Bell, Active Living by Design
Jeane Borkenhagen, Sacramento Metro Air Quality Management District
Fran Clarke & Luanne Leineke, Sacramento Tree Foundation
Ed Cox, City of Sacramento-Public Works Department
Marni Leger, Natomas Community Association
Karen Pardieck, City of Sacramento-Councilman Tretheway's Office
Walt Seifert, Sacramento Area Bicycle Advocates (SABA)
David Tooker, Natomas Unified School District
Paul Zykofsky, Local Government Commission
Safe Routes Sacramento Partnership Steering Committee

Attachment 14 – Letter from WalkSacramento – July 8, 2005



July 8, 2005

Arwen Wacht
City of Sacramento
North Area Planning Team
1231 I Street, Room 300
Sacramento, CA 95814

Re: Village Green -- (Project No. P04-121)

Dear Ms Wacht:

WALKSacramento continues to have serious concerns about the proposed Village Green subdivision project (227 proposed residential units) located northwest and southwest of the intersection of Bayou Road and Callison Drive in Natomas and thus we are recommending against approval of the project. As noted in our letter of July 28, 2004, WALKSacramento identified several issues of concern with the project. To date, none of our concerns have been addressed.

After reviewing the project's Draft Mitigated Negative Declaration, we have identified a number of significant new concerns. Originally, the proposal to change the site's zoning and amend both the General Plan and the Community Plan in relation to the project troubled us due to the potential negative impacts on the local community infrastructure (which is already showing signs of strain). Now, after visiting the site, meeting with various community representatives, and reviewing the City's environmental documents, we believe that changing the site's zoning from Heavy Commercial/Warehouses and Employment Center uses to Multi-Family Residential may also be unwise due to the possible health impacts of poor air quality and high noise levels on the residents of the project itself.

Air Quality: As mentioned in our previous letter, one of the benefits of encouraging of people to walk or bike is to improve air quality. However, the location of this project, along an interstate frontage road at the southwest corner of the intersection of Interstates 5 and 99, is problematic due to exposure to high levels of pollutants from the interstate traffic.

Although the Draft Mitigated Negative Declaration addresses the high levels of NOX, CO, and other air pollutants that will be present during construction (and which may be of great concern to residents whose homes border the property), we also remain greatly concerned that residents of this proposed residential site will be exposed to ongoing high levels of air pollution due to the nearness of two

heavily traveled freeways. The winter months, when prevailing winds shift to bring the pollutants directly off of the interstates and into the proposed community, are particularly troubling to us.

Noise: The noise levels projected by the City will virtually require people to stay inside their homes. People will be discouraged from being in their own yards or walking through their own community. The Draft Mitigated Negative Declaration states that "The City of Sacramento General Plan Update (SGPU) establishes an acceptable maximum residential exterior standard of 60 dB Ldn" (Pg. 40). All four of the locations on the site that were monitored exceed this level. The report goes on to recommend that "the 70 dB Ldn conditionally acceptance residential exterior noise standard could be applied in this case." However, the "Predicted Future Exterior Traffic Noise Levels and Conditions" table on Page 39 shows that predicted Ldn, dB at four of five locations examined would still be in excess of the 70 dB limit (and all are in excess of the City General Plan's normal 60 dB limit).

In Addition, due to the direct "line of sight" nature of noise, we believe that housing lots 119, 122, 123, 124, 128, 143, 148, 149, 165, 170, 171, and 173 will also be significantly impacted by noise from the freeways

However, if the project is accepted as a residential development, beyond the noise and air pollution related mitigation measures, we ask that City Staff and the project's developers to also address the following issues related to City Street Standards and project design that continue to be of great concern to WALKS Sacramento and others:

Isolation from Schools and the Community: The building site is virtually surrounded by barriers, situated between two interstates and a walled, gated community. The minimal access that has been suggested to the existing gated community would not provide adequate pedestrian or vehicle access to the community's existing middle school or the planned elementary school. As residents will only be allowed to enter the gated community via a single access gate (leaving the area through any of the other gates), no direct route is provided for returning to their homes.

None of the project's streets meet the City's Pedestrian Friendly Street Standards. The project application was submitted several months after the PFSS standards were adopted by the City Council

Callison Drive Profiles A, B, C: If Callison Drive is a Minor Collector without parking, then the Street Standards require 5' wide sidewalks, 6 1/2' wide planter

beds, vertical curbs, 6' wide marked bike lanes, and 11' wide travel lanes. If parking is intended, then marked 7' parking lanes should be noted. Unfortunately, of the three profiles shown on the applicant's tentative subdivision map, only one section of one roadway is proposed to have landscape buffers on both sides of the roadway, as is required by the PFSS, and the 5'1" width indicated on the map is much narrower than the Street Standard's 6 1/2' minimum (and therefore not wide enough to plant the species of shade trees necessary to create the desired streetscape shade canopy). Also, none of the profiles show marked bike lanes (though they are required throughout), and the vehicle traffic lanes are in excess (or extreme excess) of the City's 11' wide requirement. In fact, portions of the roadway appear to be wide enough to construct a 4-Lane arterial (which we doubt would be necessary as the terminus of the roadway, at the project's northeast border, is a small rural frontage road with no local freeway access).

Local Residential Streets: According to the City's Street Standards, local residential streets require 5' wide sidewalks, 6 1/2' wide planter beds, vertical curbs, 7' wide marked parking lanes, and 8' wide vehicle lanes. The applicant's proposed local residential street profile shows no planter beds at all and excessively wide vehicle lanes.

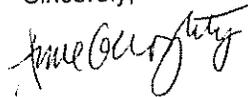
Dead End Roads: As noted in our first letter, this project appears to have an overabundance of dead end streets. Although the street locations on the various tentative maps have been slightly altered, there are still a great many dead end roads in the project.

Eyes on the Village Greens: In addition to our previous letter's suggestions about enhancing community safety through Eyes on the Street style design, we strongly suggest that care be given to maximize "eyes on" behavior in the vicinity of the proposed Village Green" areas. Specifically, the houses on lots 15-20 and lots 49-54 need to face onto the "village green" areas, or they need to have activity rooms (ex. kitchens) with an unobscured view of the "Village Green" areas (i.e. no fencing or walling off of the greenspace), in order to provide an "eyes on" safe environment for individuals in the area and the community as a whole.

Due to all of the above-mentioned issues, WALKS Sacramento does not support the Village Greens residential development proposal. This would not be a healthy environment, nor would it support a physically active community. We believe that the site's present zoning is superior to the proposed change, and that the General Plan and Community Plan designations of the site are far more suitable to the location.

Thank you for your consideration. If you have any questions or need additional information, please contact Pam Terry or me at (916) 446-9255 or via email at pterry@walksacramento.org or ageraghty@walksacramento.org

Sincerely,



Anne Geraghty
Executive Director

Attachment

Cc: Douglas Drewes, Winncrest Natomas II
Rich Bell, Active Living by Design
Jeane Borkenhagen, Sacramento Metro Air Quality Management District
Ed Cox, City of Sacramento-Public Works Department
Steve Farrar, Natomas Unified School District
Chris Holm, Partnership for Active Communities Design Review Committee
Marni Leger, N Magazine
Karen Pardieck, City of Sacramento-Councilman Tretheway's Office
Walt Seifert, Sacramento Area Bicycle Advocates (SABA)
Paul Zykofsky, Local Government Commission
Partnership for Active Communities Steering Committee

Attachment 15 – Letter from Natomas Community Association on the
Negative Declaration – June 21, 2005

NATOMAS COMMUNITY ASSOCIATION

3291 TRUXEL ROAD SUITE 27
SACRAMENTO CA 95833
WWW.NATOMASCOMMUNITY.ORG



June 21, 2005

City of Sacramento
Development Services Department
Environmental Planning Services
1231 I Street, Suite 300
Sacramento, CA 95814

Attn: Susanne Cook, Environmental Project Manager

Re: Proposed Mitigated Negative Declaration for P04-121 / Village Greens

Dear Ms. Cook,

Please find the below list of comments regarding the Proposed Mitigated Negative Declaration for P04-121 Village Greens after careful review of the document:

1. **Land Use** – The proposed project would eliminate all light industrial and employment center land and replace with medium density residential. Therefore the project will further worsen the jobs/housing ratio, which is already well below the 66 percent as called for in the NNCP. Several other recent projects also redesignate EC land.
2. **Air Quality** – Page 22 mentions the California Air Resources Board Handbook, and states the site is a sensitive receptor. It then states: "according to the SGPU DEIR, the prevailing winds in the area are from the southwest. Therefore, the air pollution from the freeway is predominately blowing away from the site. Impacts on sensitive receptors are anticipated to be less than significant." We are aware that many storms come from the southwest. However, winds blow from the north regularly and with vigor. Because of this, rice growers have regulations keeping them from burning rice on days when the winds blow from the north. We are all aware of our problem with stagnant air masses which bring multiple days of fog or smog. On the most harmful days, we don't have prevailing winds from the south. Aren't city analysts aware of these conditions? Did they consult with the AQMD or CARB? This document doesn't acknowledge the actual range of air movements, and does not iterate a single finding of the CARB Handbook. In fact, rather than referencing impacts supported by studies, this initial study simply states there are "potential" risks. Also, this initial study measures the distance starting from the center of I-5 in lieu of the edge of the freeway. The CARB Handbook stipulates 500 feet should be the minimum for siting housing adjacent to freeways, measuring from the edge of the freeway.

- 3 **Noise** - The Initial Study does not consider noise effects in front of the homes along Bayou. These proposed homes facing Bayou Way will act as a buffer for the rest of the neighborhood as well as the back of the lots at the home itself. The study points out that the homes are rear loaded which means that the garage is accessed from the rear and treats this as the closest exterior sensitive receptors. However, the closest sensitive receptors are the in front of the homes where presumably there will be a front door and general resident activity. The initial study indicates that noise levels at the front exterior of these lots will exceed 70dB Ldn. Only after using the home itself as a 10 dB noise reduction does the backyard of the residence achieve under the 70 dB level. Please note that 60 dB is the acceptable maximum in the City of Sacramento General Plan. The interior noise levels also exceeded the acceptable standards. The mitigation measures for interior noise were to increase the STC rating for the windows and doors and to install air conditioning to allow residents to keep their windows closed at all times. These people are assumed to never open their windows. This is unfair and unrealistic. There needs to be landscaped noise walls and berms along Bayou to protect residents from noise impacts.

In sum, we believe the project has the potential for significant and adverse noise, air quality and health and safety impacts. Therefore, an EIR is required. We request that you place the NCA on the mailing list for this project and notify us of all meetings.

Sincerely,

Tom McDonagh
NCA Planning Committee Co-Chair

Attachment 16 – Letter from Sue Thompson on the Negative Declaration –
June 16, 2005

Sue Thompson

From: Sue Thompson [suet@sa.net] at 11:00 AM
Sent: Wednesday, June 16, 2005 11:35 AM
To: Fran [frank@sacramento.org]; Mark [mark@sa.net]; Phil [phil@sa.net];
[http://www.voluntaryenvironment.org]; The Village of Natomas
Branch 31 [http://www.villageofnatomas.org]; Waters [http://www.villageofnatomas.org];
[http://www.villageofnatomas.org]
Subject: Village Greens (P04-121)

June 16, 2005

Susanne Cook, Environmental Project Manager
Development Services Department
Environmental Planning Services
1231 I Street, Suite 300
Sacramento, CA 95814
By Facsimile: 264 7185

Re: Village Greens (P04-121)

Dear Ms. Cook:

I just received a copy of the Initial Study/Mitigated Negative Declaration for Village Greens in North Natomas at the south confluence of I-5 and I-99 on Bayou Road. I am dismayed to discover a complete lack of adequate noise and air quality studies for this project.

Air quality: Figure 1 measures the project in feet from the center of I-5 to the project. The closest measurement is 200 feet. The California Air Resources Board Handbook stipulates that 500 feet should be the minimum for siting housing adjacent to freeways, measuring from the edge of the freeway. The Handbook cites actual increased respiratory health risks. On page 23 of the Neg/Dec it states "the proposed project is considered a sensitive receptor", but then since "the prevailing winds in the area blow from the southwest, the air pollution from the freeways is blowing away from the project site and impacts are anticipated to be less-than-significant". The Neg/Dec does not study the impact of air pollutants, nor does it reference the health risks supported by studies. Furthermore, the Riverdale North project, recently approved by City Council (located on the north side of I-80 and I-99) was approved on February 15, 2005. On March 22, 2005 I emailed Council Members to advise them of the Air Resources

Page 1 of 1

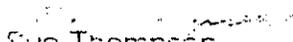
around 50 feet and to request that future housing projects, particularly in the traffic areas be evaluated in light of this study. This matter is being brought to you.

Noise – A noise study was completed in April 2004 by Brown Buntin. One can only surmise that with increased freeway traffic in the past 14 months the noise levels have increased proportionately. The predicted noise levels all exceeded the City of Sacramento General Plan acceptable residential exterior standards, 50 dBS L_{dn}. The ranges were 68.5 to 78.0. No mitigation measures were considered, except for walls at Park B on Bayou Road and the side yard setback for 182. By facing the homes on Bayou Way the backyards of these homes would receive reduced noise from the shielding of the proposed house itself. The interior noise levels also exceeded the acceptable interior standards. The mitigation measures for interior noise were to increase the STC rating for the windows and doors and to install central air conditioning to allow residents to keep their windows closed at all times for desired acoustical isolation.

This land is zoned for office space, light industrial and institutional use. If homes are to be built here they should be protected from the freeway by adequate distance and sound barriers. The City is not designing a freeway that runs through an existing community. This new development should be planned with great attention to existing air quality and noise factors. Homes should not face the freeway. Homes should be protected by well landscaped noise walls with well set backs of greenbelt, trees and winding paths on Bayou Way. The quality of life of these future residents should be considered.

Please include this email in comments on the CEQA document.

Sincerely,


Sue Thompson
Statomas Resident
stompson@golyn.com

Resolution Approving the Negative Declaration and Mitigation Monitoring Plan

RESOLUTION NO.

Adopted by the Sacramento City Council

Date

A RESOLUTION APPROVING THE NEGATIVE DECLARATION AND APPROVING THE MITIGATION MONITORING PLAN FOR THE VILLAGE GREENS PROJECT, LOCATED SOUTHEAST AND SOUTHWEST OF THE INTERSECTION OF BAYOU ROAD AND CALLISON DRIVE, IN NORTH NATOMAS, SACRAMENTO, CALIFORNIA. (P04-121) (APN: 225-1480-055, 225-1740-001, AND 225-1750-001)

BACKGROUND

- A. The Environmental Coordinator has prepared a Negative Declaration for the above identified project;
- B. The proposed Negative Declaration finds that the proposed project will not have a significant effect on the environment provided that mitigation measures are added to the above identified project;
- C. The Environmental Coordinator has prepared a Mitigation Monitoring Plan for ensuring compliance and implementation of the mitigation measures as prescribed in the Initial Study for the above identified project; and
- D. In accordance with Section 21081.6 of the California Public Resources Code, the City of Sacramento requires that a Mitigation Monitoring Plan be developed for implementing mitigation measures as identified in the Initial Study for the project.

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

- Section 1. The City Council ratifies the Negative Declaration for Village Greens (P04-121).
- Section 2. The City Council approves the Mitigation Monitoring Plan for the Village Greens project (P04-121) based upon the following findings:
 - 1. One or more mitigation measures have been added to the above-identified project;
 - 2. A Mitigation Monitoring Plan has been prepared to ensure compliance and implementation of the mitigation measures for the above-identified project, a copy of which is attached as Exhibit A;

Table of Contents:

Exhibit A: Mitigation Monitoring Plan – 9 Pages

**VILLAGE GREENS PROJECT (P04-121)
MITIGATION MONITORING PLAN**

FOR

**TYPE OF ENVIRONMENTAL DOCUMENT:
INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION**

**PREPARED FOR:
CITY OF SACRAMENTO, DEVELOPMENT SERVICES DEPARTMENT**

**DATE:
April 6, 2005**

**ADOPTED BY:
CITY OF SACRAMENTO
PLANNING COMMISSION**

DATE:

ATTEST:

**VILLAGE GREENS PROJECT (P04-121)
MITIGATION MONITORING PLAN**

This Mitigation Monitoring Plan (MMP) has been required by and prepared for the City of Sacramento Development Services Department, Environmental Planning Services, 1231 I Street, Room 300, Sacramento, CA 95814, pursuant to CEQA Guidelines Section 21081.6.

SECTION 1: PROJECT IDENTIFICATION

Project Name / File Number: Village Greens Project (P04-121)
Owner/Developer- Name:
Address:

Project Location / Legal Description of Property (if recorded):

The proposed project site consists of three parcels, APN 225-1480-055, APN 225-1740-001, and APN 225-1750-001. The project site is located south and west of Bayou Road with Callison Drive running through the center of the project site. The project site is located within the North Natomas Community Plan area.

Project Description:

The proposed project consists of the entitlements to allow the development of medium density residential in the Westborough Planned Unit Development (PUD).

SECTION 2: GENERAL INFORMATION

The Plan includes mitigation for Air Quality, Biological, Noise, and Cultural Resources. The intent of the Plan is to prescribe and enforce a means for properly and successfully implementing the mitigation measures as identified within the Initial Study for this project. Unless otherwise noted, the cost of implementing the mitigation measures as prescribed by this Plan shall be funded by the owner/developer identified above. This Mitigation Monitoring Plan (MMP) is designed to aid the City of Sacramento in its implementation and monitoring of mitigation measures adopted for the proposed project.

The mitigation measures have been taken verbatim from the Initial Study and are assigned the same number they have in the document. 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. The developer will be responsible for fully understanding and effectively implementing the mitigation measures contained with the MMP. The City of Sacramento will be responsible for ensuring compliance.

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			Compliance Standards	Timing	Verification of Compliance (Initials/Date)
<p>Air Quality:</p> <p><u>AQ-1: Category 1: Reducing NOx emissions from off-road diesel powered equipment</u> The project shall provide a plan for approval by the lead agency, in consultation with SMAQMD, demonstrating that the heavy duty (>50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles will achieve a project wide fleet-average 20 percent NOx reduction and 45 percent particulate reduction compared to the most recent CARB fleet average at time of construction; and</p> <p>The project representative shall submit to the lead agency and 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 inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of subject heavy-duty off-road equipment, the project representative shall provide SMAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman.</p> <p>and:</p> <p><u>AQ-2: Category 2: Controlling visible emissions from off-road diesel powered equipment</u> The project shall ensure that exhaust emissions from all off-road diesel powered equipment used on the project site do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or</p>	Developer	SMAQMD; City Development Services Department	Provision of construction equipment list.	Prior to issuance of grading permit.	
	Developer	SMAQMD; City Development Services Department	Note on construction documents.	During construction	

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<p>Ringelmann 2.0) shall be repaired immediately, and the lead agency and SMAQMD shall be notified within 48 hours identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. The SMAQMD and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this section shall supercede other SMAQMD or state rules or regulations.</p> <p>AQ-3: Prior to the approval of improvement plans or the issuance of grading permits, the Project Proponent will submit proof that the off-site air quality mitigation fee of \$3,677.00 has been paid to SMAQMD, and that the construction air quality mitigation plan has been approved by SMAQMD and the lead agency.</p>	Developer	SMAQMD; City of Sacramento Development Services Dept.	Proof of payment of fee to SMAQMD	Prior to the issuance of a grading permit

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<p>Transportation/Circulation:</p> <p>T-1: The Project Developer shall be responsible for paying a fair share contribution toward signalizing the Del Paso Road and I-5 northbound and southbound off-ramp intersections as outlined in Mitigation Measure #9 in the Westborough PUD Mitigated Negative Declaration (P98-112).</p>	Developer	City of Sacramento, Development Services Dept., Development Engineering & Finance	Submittal of payment.	Prior to the recordation of the final map.	

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<p>Biological:</p> <p>BR-1: The project applicant/developer shall: (i) comply with all requirements of the NBHCP, together with any additional requirements specified in the North Natomas Community Plan EIR; (ii) comply with any additional mitigation measures identified in the Natomas Basin HCP EIR/EIS; and (iii) comply with all conditions in the ITPs issued by the USFWS and CDFG.</p>	Developer	City of Sacramento, Development Services Dept, USFWS, and DFG	Submittal of all fees and proof all conditions of the ITPs have been compiled with	Prior to the issuance of a grading permit.	

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<p>Noise:</p> <p><u>Mitigation Measure for Lot B</u> N-1: A barrier of at least six-feet shall be constructed between Lot B and Bayou Road. The barrier shall be constructed with concrete or masonry block, precast concrete, earthen berm, or any combination. If other prefabricated materials are used, they shall be reviewed and approved by an acoustical expert.</p>	Developer	City of Sacramento, Development Services Dept.	Submittal of plans showing barrier.	Prior to the issuance of a grading permit.	
<p><u>Mitigation Measure for Lot 182</u> N-2: A barrier of at least six-feet shall be constructed between Lot 182 and Bayou Road. The barrier shall be constructed with concrete or masonry block, precast concrete, earthen berm, or any combination. If other prefabricated materials are used, they shall be reviewed and approved by an acoustical expert.</p>	Developer	City of Sacramento, Development Services Dept.	Submittal of plans showing barrier.	Prior to the issuance of a grading permit.	
<p><u>Mitigation Measures for Interior Noise</u> N-3: All windows on Lots 1-16, 53-70, 91-123, and 172-182 shall have a minimum STC 35 rating. All sliding glass doors in these lots shall have a minimum STC 38 rating.</p>	Developer	City of Sacramento, Development Services Dept.	Submittal of plans showing STC rated windows.	Prior to issuance of building permit for construction.	
<p>N-4: All windows on Lots 17-52, 71-90, and 124-170 shall have a minimum of STC 38 rating. All front doors on these lots shall have a minimum of STC 36 rating. All sliding glass doors on these lots shall have a minimum STC 38 rating.</p>	Developer	City of Sacramento, Development Services Dept.	Submittal of plans showing STC rated windows.	Prior to issuance of building permit for construction.	