18. **AES-2 Impact: Aesthetics**

(a) Potentially Significant Impact

The Islands at Riverlake project proposes lot sizes that are less than the minimum size required for the R-1 zone in the City Zoning Code and proposes floor plans that exceed the R-1 standard lot coverage. Project opponents have made a "fair argument" that the lot sizes and coverage proposed for the Islands at Riverlake project may result in a demonstrable negative aesthetic effect.

(b) Facts in Support of Finding

The proposed typical lot plans exceed the minimum amounts of landscaping required under the LPPT PUD Development Guidelines. The variation in lot size, lot coverage and landscaping that the different proposed lot plans provide, as well as the seven mini-parks located throughout the development, serve to break up potential uniformity of the project's appearance. Therefore AES-2 impact is considered **less-than-significant**.

The City's zoning code states that the maximum lot coverage and minimum lot area per dwelling unit requirements in the R-1A zone "shall be the same as that specified in the R-1 zone, except that the Planning Commission may vary the provisions in their review and determination of the required special permit" (SCC Title 17.060.020). The zoning code sets maximum lot coverage at 40% and minimum lot size at 5,200 square feet for R-1-zoned lots (Ibid.) The City calculates "lot coverage" as the footprint of the building, and does not include uncovered porches, walkways, driveways or patios in this calculation (SCC Title 17.17.010.) The zoning code also states, however, that the R-1A zone is intended to permit "alternative single-family designs" with lot sizes and area requirements that vary from standard single-family requirements (SCC Title 17.20.010.). Therefore, the R-1A zone is expressly intended to be a flexible designation with respect to lot coverage and size. The LPPT PUD Development Guidelines do not specify any maximum lot coverage requirements for "Townhouse and related development" (R-1A) parcels.

The average lot coverage proposed by the Islands at Riverlake project is 46%. The average proposed lot coverage would exceed the average building coverage of other R-1A developments in the LPPT PUD Schematic Plan area. However, the maximum lot coverage proposed by the Islands at Riverlake project, 54%, does not exceed the maximum lot coverage area in the Bridgeview (65% BCA), Westshore (62% BCA), and Stillwater (56% BCA) subdivisions. The average lot coverage area of the proposed project (46% BCA) is below the maximum lot coverage areas of the abutting subdivisions Bridgeview (65% BCA), Southshore (53% BCA), and Dutra Bend (53% BCA) and the maximum Islands at Riverlake lot coverage area is only 1% more than Southshore and Dutra Bend.

The zoning code does not set minimum landscaping coverage for developments within either the R-1 or R-1A zones. The LPPT PUD Development Guidelines require a minimum of 25% landscaping coverage. With an average landscape coverage area of 43%, all of the typical lot plans proposed for the project exceed the LPPT PUD's minimum requirements of 25% landscaping coverage.

The project's inconsistency with the R-1 zone lot coverage requirement does not, however, in and of itself, create a significant adverse aesthetic impact. Neither the City's regulations nor the LPPT PUD assign any qualitative aesthetic relationship to the minimum lot coverage requirement. Moreover, because lot coverage and size are intended to be flexible in an R-1A zone, the question for the Planning Commission or City Council is whether, in considering the lot coverage of the proposed lot plans in the context of the special permit required for any development within the R-1A zone, the proposed plans comply with "sound principles of land use," are not "detrimental to the public health, safety or welfare, or do not create a nuisance, and comply with the objectives of the general or specific plan for the area" (SCC Title 17.212).

The proposed lot sizes are smaller than the average lot sizes of abutting parcels. This is a result of the density required by the LPPT PUD Schematic Plan for the project site. The lot coverage area is directly proportional to lot sizes. Therefore, the Islands at Riverlake lot coverage areas are higher than abutting parcels due to the density requirement. Because the City previously determined that the range of lot coverage area of the other R-1A alternative housing products did not result in a demonstrable negative aesthetic effect, the proposed lot coverage areas are considered consistent with the City's previous findings for the Bridgeview, Westshore, and Stillwater subdivisions.

For the foregoing reasons, any aesthetic impacts associated with lot sizes, lot coverage and landscaping are considered **less-than-significant**. No mitigation is required.

19. **AES-3 Impact: Aesthetics**

(a) Potentially Significant Impact

Project opponents have made a "fair argument" that the Islands at Riverlake project may have a demonstrable negative aesthetic effect if it conflicts with the City's Single-Family Residential Design Principles.

(b) Facts in Support of Finding

The proposed project is consistent with all of the guidelines in the Single-Family Residential Design Principles (SFRDP). The City's Single-Family Residential Design Principles set forth general design goals expected by the Planning Commission. The project's consistency with each of these principles and the

guidelines/design approaches recommended to achieve these principles is set forth in the Islands at Riverlake Project DEIR:

The proposed project incorporates most of the SFRDP's recommendations. The project applicant proposes six different floor plans (two 1-story plans and three 2-story plans) with three elevations each, ranging from a 1,428 square-foot, single-story house to a 2,250-square-foot, two-story house (Floor plans and elevation drawings are in Exhibit D of the DEIR). The proposed designs incorporate consistent levels of detailing and finishes on all sides of the structure, with particular attention to publicly visible facades. No side-by-side or cross-private road duplication of a house elevation would occur.

The garages are recessed two feet from the front house elevation. In addition, the 74 houses that front on Pocket Road have garages that are attached to the rear of the houses, thereby virtually eliminating the view of garages from those traveling on Pocket Road (the main travel road into the LPPT PUD). Several of the floor plans include second stories above garages and also include windows and other architectural detailing that have the effect of reducing the dominance of the garage doors.

The proposed designs prominently feature front entries or rear facades that are designed to approximate a front-entry appearance, oriented to the street, and many also include covered porches. Additionally, the proposed units that front on Pocket Road feature a dual "front-door" appearance to both Pocket Road and the interior private street.

Most of the proposed home designs feature separate pedestrian access to the front doors from the driveway, interior private-street, and the existing Linear Parkway. Of the total 139 units, the 65 lots fronting on the interior private-street would have 16-foot wide and 18-foot long driveways; 72 of the lots fronting on Pocket Road would have 16-foot wide and 20-foot long driveways; two of the specialty lots would have 16-foot wide and 15-foot long driveways. Since the houses are a minimum of 57-feet wide, the driveways will comprise ±28% of the front width and this would not dominate the visual appearance of the front elevations of the proposed units. The driveways lead straight into the private street and do not encroach into the front yard area between the front entries and the street.

The front yard setbacks from the lots fronting on the interior, private street are "reduced" -- approximately 9-to-11 feet, with a typical 18-foot driveway. The front yard setbacks of the houses fronting on Pocket Road and the landscape easement are zero feet because there are two landscape easements totaling 40 feet between the proposed houses and the Pocket Road right-of-way. These setbacks bring the houses with their windows and "eyes on the street" closer to the streets and sidewalks for a sense of security for pedestrians. The proposed plans feature nine different elevation designs, with a varied palette of colors, trim

materials, and roofs. The yards of the lots fronting on Pocket Road will be completely landscaped. The front yards of the lots fronting on the interior private street will be completely landscaped. Landscaping of the backyards of the interior lots will be the responsibility of the homeowner. The Conceptual Landscape Plan is in Exhibit D of the DEIR. These features, plus the varied home sizes and heights, will prevent any sense of homogeny.

The project will plant between 1 and 2.5 Riverlake Community Association approved shade trees in each yard abutting the interior private street. Shade trees exist already in landscape easement along Pocket Road and additional shade trees will be planted in the mini-parks throughout the development. Because the private drive is narrower than a standard City street section, the proposed shade trees are expected to provide adequate cover of the street's hard surface. A landscape strip between the private street and the interior sidewalk is not proposed. When the Islands at Riverlake project was previously approved by the Planning Commission, it was not subject to conditions of approval requiring the use of drought-tolerant landscaping.

Most of the existing shade trees within the landscape easement will be preserved; larger shade trees may be planted in the mini-parks, and the proposed landscaping coverage well exceeds the 25% minimum coverage requirement of the LPPT PUD Development Guidelines (proposed landscape coverage averages 44%).

Of the 139 proposed units, 74 houses will front on the landscape easement on Pocket Road. The project will be accessed through five new driveways and the Linear Parkway and one connection in West Shore Drive. None of the ingress/egress locations would be gated and no walls are proposed for the perimeter of the project.

The project is located immediately adjacent to an existing landscape easement along Pocket Road and is designed to front on this Linear Parkway. The project proposes seven passive use mini-parks scattered throughout the development to provide access and integration with the City walkway in the Linear Park.

Overall, the proposed project is considered consistent with the SFRDP. Therefore, this impact is considered **less-than-significant**. No mitigation is required.

20. **AES-4 Impact: Aesthetics**

(a) Potentially Significant Impact

Project opponents have made a "fair argument" that the density and intensity of the detached units in the Islands at Riverlake project may result in a

demonstrable negative aesthetic effect as compared to previously approved attached-unit projects.

(b) Facts in Support of Finding

At 7.15 dwelling units per acre, the proposed project is less than the maximum 8 dwelling units per net acre density designation of the LPPT PUD. The proposed density is consistent with the density designated by the SGPU (4-15 du/net acre), PACP-SPSP (7-15 du/net acre), and the R-1A zone (15 du/acre maximum) (LAN-10 Impact under Section 4.1.5 of the DEIR).

Based on the evaluation under LAN-11 Impact in Section 4.1.5 of the DEIR, the intensity (mass as it relates to density) of the proposed project is consistent with City findings for similar R-1A housing products abutting standard R-1 projects. The Islands at Riverlake project proposes smaller houses than the typical houses in the LPPT PUD on smaller than typical lots. The project uses smaller lots to achieve the required density. The smaller lots result in greater mass/bulk statistics. The Alternatives Analysis in Chapter Five illustrates that the intensity of the development is directly proportional to the number of residential units located on the project site.

The proposed project will be more dense than the adjacent existing neighborhoods; however, the project site has been slated for this density of development for at least 20 years. In the opinion of the City planning staff, there is no further objective valuation that can be made regarding the aesthetic effect associated with the proposed project's density. Because the project is consistent with the City's goals and policies encouraging denser residential infill development and is consistent with objective City criteria governing maximum density, any aesthetic impact associated with the project's density is therefore considered **less-than-significant**. No mitigation is required.

21. **AES-5 Impact: Aesthetics**

(a) Potentially Significant Impact

Project opponents have made a "fair argument" that the Islands at Riverlake project could have a demonstrable negative aesthetic effect if it would obstruct a significant view or view shed in a location that is visible from a public gathering or viewing area.

(b) Facts in Support of Finding

(i) Views from Pocket Road. The proposed project consists of two rows of wide and shallow lots with garage access off a private drive between the Linear Parkway and the existing houses. On the proposed houses along the Linear Parkway, the front door/elevation will face the linear parkway and Pocket Road.

The existing character of the site is a graded vacant lot, bordered on one side by residential development and by a 60-foot wide linear parkway on the other. The character of the proposed project is congruous with the neighboring residential development. Passers-by of the project on Pocket Road would see the front elevations of detached houses and would not consider the development visually disruptive because urban residential development is a common and accepted part of the landscape in the City.

The existing view from Pocket Road is of the Linear Parkway in the foreground, homes in the midground, and sky in the background. The proposed project will not substantially change this view. The view from Pocket Road after project construction will be of the Linear Parkway in the foreground, homes in the midground, and sky in the background.

The Linear Parkway is maintained by the Riverlake Community Association (RCA) with contribution from the project. The RCA voted to tentatively include the Islands at Riverlake subdivision into the homeowners association (final approval would occur during the final map phase). The City will condition the project to have a homeowners association, if not the Riverlake Community Association. Implementation of, and adherence to, a homeowners association or Riverlake Community Association CC&Rs for front yard maintenance would ensure that the residential development and the Linear Parkway are maintained in a manner consistent with the rest of the Riverlake community. Therefore, the potential aesthetic effect associated with the view of the project from Pocket Road is considered to be **less-than-significant**. No mitigation is required.

(ii) Private Views from Residential Development: Some existing residents have expressed the opinion that the proposed project would conflict with their visual expectations for the site. Some residents previously expressed an expectation for larger, manor-style homes or attached townhomes. The proposed project would figure prominently in the foreground of the private view sheds from the rear of the neighboring houses and would in some cases obstruct their view of the Linear Parkway. Clustered manor homes or townhouses would possibly result in different private view sheds being affected, but it cannot be reasonably argued that the effect would be "more" or "less" under the subject project. Clustered manor homes could block similar private view sheds as the proposed combination of single- and two-story single-family homes. Townhouses could conceivably be similar or block more views because of their height.

To characterize these private views and potential impacts to them as triggering mitigation under CEQA is inappropriate, however, as the subject property has been designated for over 20 years for two-story residential development. As such, the private views under consideration were interim beneficial conditions. The loss or impairment of these views with proposed development of the subject site is **not a significant impact** under CEQA.

(iii) Public views down length of interior street of project: Some project opponents have expressed the view that passersby looking down the length of the interior street of the project will experience a "canyoning" or "tunneling" effect, due to the narrower width of the private street and the reduced front setbacks of the proposed lot plans. It should be noted that this assessment first arose when the applicant first proposed predominantly two-story homes, with shorter setbacks, throughout the project site. That proposal has since been revised to include a greater mix of single- and two-story houses, and greater setbacks. The City has no established, objective or quantifiable criteria by which to measure this subjective perception of "tunneling." As discussed above, however, the project has been determined to be consistent with the quantifiable criteria for density, setbacks, lot coverage, landscaping requirements, and building heights and styles.

The City Fire, Development Services, and Transportation Departments considered the width of the private street and determined that the narrower width would not pose any significant public safety risks or traffic hazards. The length of the interior street will be interrupted by periodic wider, "hammerhead" turnouts and concrete "islands" which will minimize the potential adverse visual effect that a long, uninterrupted stretch might otherwise create. Shade trees will be planted in the mini-parks proposed throughout the development and in the yards facing the interior street. In consideration of all of these factors, the potential "canyoning" or "tunneling" effect is determined to be **less-than-significant** from a CEQA perspective. The ultimate determination of the desirability of the proposed design and the appropriate balancing of the needs of existing and future residents will be decided by the Planning Commission and City Council and guided by the standards for the issuance of a special permit. No mitigation is required.

22. **AES-6 Impact: Aesthetics**

(a) Potentially Significant Impact

Project opponents have made a "fair argument" that the Islands at Riverlake project proposal to construct houses and plant trees could have demonstrable negative aesthetic effects if they excessively shade the Linear Parkway, locate existing adjacent residences in complete shade, or incorporate landscaping that is incompatible with the existing character of the neighborhood.

(b) Facts in Support of Finding

A total of 65 houses would be built on interior lots. Of the 65 houses, 55 would be single-story and 10 would be two-story. The two-story lots are lots 14, 45, 51, 54, 55, 69, 75, 79, 80, and 86. The majority of the lots proposed for two-story plans are located adjacent to cul-de-sacs and a small portion of an existing home's front and/or side yard. Lot 14 would have the detached garage located

approximately 5 feet away from the side yard property line with the nearest portion of the adjacent existing home located approximately 17 feet distant from the property line. Two lots are adjacent to just a cul-de-sac, lots 51 and 86. The single-story houses would be a maximum of 16 feet high, and the two-story houses would be a maximum of 24.5 feet high. Of the 59 existing houses, 11 are single-story and 48 are two-story houses. A majority of the houses along the north side of Pocket Road, adjacent to existing residences, will be constructed on level ground between 1 and 2 feet above adjacent existing houses ground levels. A retaining wall will be installed to compensate for the difference between grade levels with a 6-foot tall fence on top of the retaining wall. The homes along the south side of Pocket Road, adjacent to the existing residences, will range from 1 foot above to one foot below the existing homes ground level. The City's Zoning Ordinance limits the height of buildings in the R-1 to 35 feet.

The Islands at Riverlake project proposes greater setbacks and lower building heights than have been approved and constructed in Bridgeview, Southshore, and Dutra Bend. The proposed setbacks are greater than and the height less than what has been approved and constructed in other subdivisions in the LPPT PUD. The Guidelines require each front yard have a minimum of one 15-gallon shade tree that has been selected from the RCA's Approved Shade Trees list. The CC&Rs require a minimum of five trees per lot. One of the five required 15-gallon trees must be a shade tree located in the front yard. The back yards of the abutting houses appear to comply with the requirement. At maturity, the shortest approved shade tree is 20 feet (Trident Maple) and the tallest is 80 feet tall (Red Oak, Scarlet Oak, and Maidenhair). The average mature tree height of the approved tree list is ± 50 feet.

The Islands at Riverlake project would plant 1 to 2.5 shade trees in the front yards of the existing interior lots. The new homeowners of interior lots are required to landscape their backyards. It would be the homeowner's responsibility to plant the remaining 4 – 2.5 required trees in the backyard. The average tree height is 34 feet higher than the proposed single-story house and ± 25 feet higher than the two-story house. If there were shade impacts, they would result from shade trees planted in backyards not from the buildings. Shade impacts resulting from shade trees are not considered a significant impact because the Riverlake Community Association has expressly identified shade trees as a community benefit. Therefore, AES-6 is considered a **less-than-significant** impact. No mitigation is required.

23. **AES-7 Impact: Aesthetics**

(a) Potentially Significant Impact

The Islands at Riverlake Project could result in a demonstrable negative aesthetic effect if it would cast glare light or glare into traffic or residential uses in

such a way that it causes a public hazard or annoyance for a sustained period of time.

(b) Facts in Support of Finding

The project will include the installation of outdoor lighting. Compliance with SCC Titles 17.24 and 17.68.030 Part B will ensure that exterior lighting is consistent with similarly zoned and developed areas in the City. Among the restrictions of these regulations are: light must be reflected away from neighboring land uses (SCC 17.68.030 Part B). Therefore, AES-7 is considered a **less-than-significant** impact. No mitigation is required.

24. **CUL-1 Impact: Cultural Resources**

(a) Potentially Significant Impact

Previously unidentified artifacts could be discovered during trenching to install underground utilities.

(b) Facts in Support of Finding

The **potentially significant** impact listed above would be reduced to a less-than-significant level with the following mitigation measures provided in the Islands at Riverlake Project EIR:

CUL-1 Mitigation: If subsurface archaeological or historical remains (including, but not limited to, unusual amounts of bones, stones, or shells) are discovered during excavation or construction of the site, work within 100 feet of the discovery shall stop immediately and a qualified archaeologist and a representative of the Native American Heritage Commission shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a **less-than-significant** level before construction continues.

With implementation of the above mitigation measure, this impact would be reduced to **less-than-significant** levels.

25. **CUL-2 Impact: Cultural Resources**

a. Potentially Significant Impact

Previously unidentified human remains could be unearthed during construction.

b. Facts in Support of Finding

The **potentially significant** impact listed above would be reduced to a less-than-significant level with the following mitigation measures provided in the Islands at Riverlake Project EIR:

CUL-2 Mitigation: If human burials are encountered, work within 100 feet of the discovery shall stop immediately and the Sacramento County Coroner's office shall be notified immediately. If the remains are determined to be Native American in origin, both the Native American Heritage Commission and any identified descendants must be notified and recommendations for treatment solicited (CEQA Section 15064.5).

With implementation of the above mitigation measure, this impact would be reduced to **less-than-significant** levels.

26. **REC-1 Impact: Recreational Resources**

(a) Potentially Significant Impact

The Islands at Riverlake Project will create an increased demand for parks due to increased population.

(b) Facts in Support of Finding

The SGPU DEIR and the Sacramento Master Park Plan standard for park dedication by the developers is 5 acres per 1,000 residents or approximately 2.5 acres per 1,000 residents for Neighborhood Parks and the same ratio for Community Parks. The proposed project will result in approximately 473 new residents. Pursuant to City plans, the project is required to provide a total of 2.37 acres of parks (1.18 acres of Neighborhood Parks and 1.18 acres of Community Parks).

Dedication of parkland was a condition of approval for the LPPT PUD in 1985. To satisfy the parkland dedication requirement for the entire LPPT PUD development, the original developer provided a ± 30-acre scenic and recreational lake; a 2.5-acre public park constructed to the satisfaction of the City on the landward side of the levee between lots 16 and 17 (Shore Park Garden Apartments), and a partially publicly dedicated (2.2 acres to the City) and partially privately owned (3.6 acres to the RCA) Linear Parkway improved to the satisfaction of the City. The City determined that "City and Developer agree that Developer's obligations... are more than sufficient to satisfy Developer's parkland dedication obligation for the total project, so that no such dedication or fees in lieu thereof shall be required" (Development Agreement dated 27 August 1985 and amended 15 July 1996). The original developer completed the obligations specified in the Developer Agreement.

The LPPT PUD has completed its parkland dedication obligation. REC-1 Impacts are considered **less-than-significant**. No mitigation is required.

27. **REC-2 Impact: Recreational Resources**

(a) Potentially Significant Impact

Adjacent private residential development may affect recreational opportunities in the Linear Parkway.

(b) Facts in Support of Finding

The LPPT PUD was approved with the Townhouse and related development (R-1A) designation located adjacent to the Linear Parkway. The City has consistently found that residential uses at densities up to 164 dwelling units per net acre are compatible with Linear Parkway use. The Pocket Road Manor Houses was approved in 1987 (P87-129, -130, and –131) with a time extension approved in 1989 (all projects joined under number P87-129). The Pocket Road Manor Houses were approved to construct 100 single-family alternative attached and 50 single-family alternative detached houses. The Riverlake Park Homes was approved in 1994 (P93-089) with a time extension for the project approved in 1995. The Riverlake Park Homes project was approved to construct 162 individually owned residential units in 22 triplexes and 24 quadplexes. The Islands at Riverlake project is a residential land use and proposes a lower density than the previously approved projects.

With the proposed project, single-family alternative detached housing would be constructed between the Linear Parkway and the existing residential development. No fence or sound wall is proposed along the Linear Parkway. The residential units adjacent to the parkway are designed to appear as if the front of the house faces the parkway and Pocket Road.

The presence of new homes on the project site adjacent to the Linear Parkway is not expected to discourage existing Linear Parkway users from continuing to use it. The presence of homes adjacent to parks and parkways parks bordering residential subdivisions is common in the City. The presence of a developed residential environment next to the Linear Parkway may afford people using the Linear Parkway a greater sense of security than the existing vacant land, particularly at night.

Because the City determined that the two previous residential development projects would not cause significant impacts to the Linear Parkway use, and the proposed project is a residential land use with a lower density than the previously approved projects, impacts to the Linear Parkway resulting from adjacent residential development is considered a **less-than-significant** impact. No mitigation is required.

28. **REC-3 Impact: Recreational Resources**

(a) Potentially Significant Impact

Construction of driveway entrances and walkways in the Linear Parkway may affect recreational opportunities in the Linear Parkway.

(b) Facts in Support of Finding

Construction of the five new driveways to Pocket Road will convert 6,879 square feet (0.16 acre) of the Linear Parkway to roadway use. A new three-foot wide pathway would be constructed in the Riverlake Community Association landscape easement parallel to the existing eight-foot-wide walkway in the City of Sacramento parkway easement. Like the walkway in the City's easement, the new pathway meanders. The pathway connects each lot fronting Pocket Road with either the new pathways through the mini-parks or with the private road. Each residential lot fronting Pocket Road would have a three-foot-wide, straight, broom-finished concrete pathway connection with the new Riverlake Community Association pathway. No units fronting Pocket Road will have direct pathway connection with the City of Sacramento's eight-foot wide walkway in the City's parkway easement or with any City sidewalk. The new pathways result in the conversion of 16,825 square feet (0.39 acre) of the Linear Parkway. The total amount of Linear Parkway conversion due to roads and pathways is 0.55 acre.

Project opponents also claim that the proposed project will encroach into the easement. However, the terms of the Linear Parkway easements allow the project applicant, as owner of the property subject to the easements, to construct driveways and other facilities such as sidewalks across the easements as are necessary and appropriate to subdivide and develop the adjacent lots.

The Riverlake Manor Houses project plans (P87-129, -130, and –131) showed patios, parking lots, and pathways in the Riverlake Community Association landscape easement area of the Linear Parkway (Figure 12). The City conditioned its approval on the removal of patios and parking lots from the landscape easement. The City eliminated private pathway connections to public sidewalk ROW at West Shore Drive and East Shore Drive. Pathways in the landscape easement connecting the residential units were acceptable. This is verified by the revised drawings approved in 1989 for the project's time extension: patios and parking spaces were removed from the parkway and direct connection of private pathways to public sidewalk ROW were eliminated.

The project would construct seven passive use mini-parks totaling 0.36 acre of open space. The mini-parks help to integrate the Islands at Riverlake subdivision with the Linear Parkway. The pathways connecting the houses fronting Pocket Road with the mini-park serves to encourage use of the walkway in the City's

parkway easement. Having the improved paths will make it easier for residents to access the walkway instead of walking through the grass to the City walkway.

Because the proposed construction in the Linear Parkway is consistent with the parkway easement recorded in favor of the City and the landscape easement recorded in favor of the Riverlake Community Association, the project is consistent with the two previously approved projects, and provides passive use mini-parks, impacts on recreational opportunities in the Linear Parkway are considered **less-than-significant**. No mitigation is required.

B. REJECTION OF ALTERNATIVES

CEQA mandates that every EIR evaluate a no-project alternative, plus a range of alternatives to the project or its location. Alternatives provide a basis of comparison to the project in terms of beneficial, significant, and unavoidable impacts. This comparative analysis is used to consider reasonable feasible options for minimizing environmental consequences of a project. For the reasons documented in the EIR and summarized below, the City finds that approval and implementation of the project as proposed is appropriate. The EIR concluded that there were no significant and unavoidable environmental impacts, nor any significant impacts requiring mitigation associated with the proposed project's land use planning consistency, aesthetics or recreational resources. Therefore, the City is not required under CEQA to make findings regarding the feasibility or infeasibility of any of the project alternatives. The alternatives analysis demonstrates that there are a wide range of designs possible for the project site that are more or less consistent with existing plans and policies, with minor differences in lot coverage, setbacks, number of units, street width and location, building orientation, height and massing, none of which result in substantial benefits or improvements for the environment over the proposed project, which has no significant, unmitigated environmental impacts. The evidence supporting these findings is presented in the Draft EIR and responses to comments in the Final EIR.

1. Alternative 1: No Project Alternative

The No Project Alternative (Alternative 1) is required by CEQA. The No Project alternative assumes that the construction equipment and materials would be removed and the site would be restored to the conditions that were present as late as August 2004. The site would remain vacant and no development would likely occur on the site in the near future. The site would be subject to weed abatement measures once or twice annually.

Reasons for Rejecting Alternative 1:

1) Alternative 1 is not consistent with the General, Community, or Schematic Plans because each designated the site to be developed

with residential land uses. The City would need to look elsewhere in the City to realize the loss of this housing potential.

2) Alternative 1 does not meet the goals and objectives of the proposed Islands at Riverlake Project as identified on page 3-40 of the Draft EIR.

2. **Alternative 2: Pocket Road Manor Houses Alternative**

The Pocket Road Manor Houses Project was approved in 1987 (P87-129, P87-130, and P87-131). It consists of 150 individually owned, single-family alternative residential units. Fifty of the units would be detached and 100 would be in halfplexes. This alternative has a private street that is narrower than the City's standard street width.

Reasons for Rejecting Alternative 2:

1) Alternative 2 requires more private road ingress/egress points than the proposed project.

2) Alternative 2 would result in a potential zoning inconsistency which previously required a Special Permit to allow the construction of the private road. The project would construct a road adjacent to the side yard of existing houses within the 12.5-foot minimum street side, side yard setbacks required by the zoning code for the R-1 zone and the R-1A zone. The road would be located five feet from the adjacent, existing side yards. This would cause the existing houses to be approximately 10 feet from the new road. Two design features of the project would mitigate some of the negative impacts resulting from locating a road in this alignment. The existing six-foot high fence would attenuate traffic noise and screen views of the road from the yard and rooms on the first floor. Traffic noise and views of the road would be less well screened from rooms on the second floor. To provide more screening, shrubs or modest sized trees could be planted in the five-foot setback between the road and the fence.

3) Alternative 2 is potentially inconsistent with the Single Family Residential Design Principles (SFRDP) (City of Sacramento September 2000). The site plan configures the houses on an angle to the property line. Under the heading "Building Design" on page 8 of the SFRDP, the Planning Commission encourages, "Fronts of houses and entries that face the street. Each house should have a clearly identified entry and have active use windows (i.e., living room, kitchen) facing the street." The rationale is that it provides for "eyes on the street" and contributes to pedestrian safety and activity (ibid). The garages further screen the street from active use windows.

4) Alternative 2 does not meet the goals and objectives of the proposed Islands at Riverlake Project as identified on page 3-40 of the Draft EIR.

3. **Alternative 3: Riverlake Park Homes Alternative**

The Riverlake Park Homes project was approved in 1994 (P93-089). It consists of 162 individually owned, single-family alternative residential units. Sixty-six of the units would be in 22 triplexes and 96 would be in 24 quadplexes. This alternative has a private street that is narrower than the City's standard street width.

Reasons for Rejecting Alternative 3:

1) Alternative 3 requires more private road ingress/egress points than the proposed project.

2) Alternative 3 would result in a potential zoning inconsistency which previously required a Special Permit to allow the construction of the private road. The project would construct a road adjacent to the side yard of existing houses within the 12.5-foot minimum street side, side yard setbacks required by the zoning code for the R-1 zone and the R-1A zone. The road would be located five feet from the adjacent, existing side yards. This would cause the existing houses to be approximately 10 feet from the new road. Two design features of the project would mitigate some of the negative impacts resulting from locating a road in this alignment. The existing six-foot high fence would attenuate traffic noise and screen views of the road from the yard and rooms on the first floor. Traffic noise and views of the road would be less well screened from rooms on the second floor. To provide more screening, shrubs or modest sized trees could be planted in the five-foot setback between the road and the fence.

3) Alternative 3 plan does not conform to the Single Family Residential Design Principles (City of Sacramento September 2000). The 24 quadplexes locate the four garages between the living units and the private street. The 22 triplexes are facing inward and opposite to another triplex. The active use windows are facing the Linear Parkway and not the private street.

4) Alternative 3 does not meet the goals and objectives of the proposed Islands at Riverlake Project as identified on page 3-40 of the Draft EIR.

4. **Alternative 4: Pocket Protectors' Plan Alternative**

The Pocket Protectors' Plan consists of 126 individually owned, single-family alternative residential units. All of the units would be in 63 halfplexes. This alternative has a private street that is narrower than the City's standard street width.

Reasons for Rejecting Alternative 4:

1) Alternative 4 would not be consistent with the Community Plan land use designation for a minimum of 7 dwelling units per net acre; therefore, the project would require a Community Plan amendment. The density is above the maximum density of 5 dwelling units per net acre for Single Family (R-1) and below the maximum 8 units per net acre for the Townhouse (R-1A) designation on the LPPT PUD Schematic Plan.

2) Alternative 4 would result in a potential zoning inconsistency which previously required a Special Permit to allow the construction of the private road. The project would construct a road adjacent to the side yard of existing houses within the 12.5-foot minimum street side, side yard setbacks required by the zoning code for the R-1 zone and the R-1A zone. The road would be located five feet from the adjacent, existing side yards. This would cause the existing houses to be approximately 10 feet from the new road. Two design features of the project would mitigate some of the negative impacts resulting from locating a road in this alignment. The existing six-foot high fence would attenuate traffic noise and screen views of the road from the yard and rooms on the first floor. Traffic noise and views of the road would be less well screened from rooms on the second floor. To provide more screening, shrubs or modest sized trees could be planted in the five-foot setback between the road and the fence.

3) Alternative 4 configures the buildings on an angle like Alternative 2. Potential inconsistencies with the Single Family Design Principles (City of Sacramento September 2000) could lead to health and safety concerns by shielding active use windows from the private street.

4) Alternative 4 does not meet the goals and objectives of the proposed Islands at Riverlake Project as identified on page 3-40 of the Draft EIR.

5. **Alternative 5: Zero Lot Line Alternative**

The Zero Lot Line Project consists of 155 individually owned, single-family alternative residential units. All of the units would be detached. The front of the units would face Pocket Road. The garage would be accessed from the private drive. This alternative has a private street that is narrower than the City's standard street width.

Reasons for Rejecting Alternative 5:

1) Alternative 5 would result in the same potential zoning inconsistency that was described for the Alternative 2, Alternative 3, and Alternative 4 projects. The project would construct a road within the 12.5-foot minimum side yard setback adjacent to the street. The existing six-foot high fence in conjunction with the five-foot wide planter would be adequate to satisfy the noise and safety concerns caused by the proximity of the private street to existing houses. As discussed under the evaluations of the Pocket Road Manor Houses, Riverlake Park Homes, and Pocket Protectors' Plan projects, another method of achieving the R-1 standard street side, side yard setbacks would be to shift the entire project three feet towards Pocket Road. The total width of the Linear Parkway would be reduced from 60 feet to 57 feet to reduce privacy concerns and zoning inconsistencies. The possible encroachment could result in potentially significant aesthetic and recreational resources impacts.

2) Alternative 5 does not conform to the Single Family Residential Design Principles (City of Sacramento September 2000). The zero lot line units would locate the garage between the living units and the private street. The active use windows would face the patio and not the private street.

3) Alternative 5 does not meet the goals and objectives of the proposed Islands at Riverlake Project as identified on page 3-40 of the Draft EIR.

6. **Alternative 6: R-1 Rezone Alternative**

The R-1 Rezone alternative considers the development of a single-family standard residential subdivision that meets all of the setbacks and lot coverage requirements of an R-1 zoned development. The subdivision would consist of approximately 100 individually owned, single-family standard residential units on R-1 standard 5,200 square-foot lots. The units would have standard R-1 setbacks with a maximum lot coverage of 40% and maximum building height of 35 feet, based on City Code requirements. All of the units would be detached. The front of the units would face Pocket Road. The garage would be accessed from the interior private drive. This alternative has a private street that is narrower than the City's standard street width.

Reasons for Rejecting Alternative 6:

1) Alternative 6 would construct a road within the 12.5-foot minimum side yard setback adjacent to the street. The existing six-foot high fence in conjunction with the five-foot wide planter would be adequate to satisfy the noise and safety concerns caused by the proximity of the private street to existing houses. As discussed under the evaluations of the Pocket Road Manor Houses, Riverlake Park Homes, and Pocket

Protectors' Plan projects, another method of achieving the R-1 standard street side, side yard setbacks would be to shift the entire project three feet towards Pocket Road. The total width of the Linear Parkway would be reduced from 60 feet to 57 feet to reduce privacy concerns and zoning inconsistencies. The possible encroachment could result in potentially significant aesthetic and recreational resources impacts.

2) In Alternative 6 the maximum number of 5,200-square foot lots based on the developable acreage is 100 lots. This results in a dwelling units per net acre density of 5.14 units. Because this density is less than the 7 unit minimum set forth in the Pocket Area Community Plan, the R-1 Rezone Alternative would not be consistent with the Community Plan designation of the project site as Residential 7 – 15 dwelling units per net acre. A Community Plan amendment would be required.

3) Alternative 6 would require an LPPT PUD Schematic Plan amendment because the project would not be consistent with the Townhouse R-1A designation. None of the subdivisions in Riverlake would be built at the 8- to 10-dwelling-units per net-acre density originally designated for 77.7 net acres in the LPPT PUD Schematic Plan. No amendment to the LPPT PUD Development Guidelines would be needed.

4) Alternative 6 does not meet the goals and objectives of the proposed Islands at Riverlake Project as identified on page 3-40 of the Draft EIR.

7. **Alternative A: R-1A Mixed Alternative**

The R-1A Mixed alternative would construct 139 detached and attached single-family alternative residential units. A 22-foot wide private road with a four-foot wide sidewalk on one side would have the same alignment as the proposed Islands at Riverlake project. The R-1A Mixed alternative would construct between 5 and 30 single- or two-story halfplexes between the private road and the existing fence instead of the detached units the Islands at Riverlake proposes to construct. The rear yard setbacks for the halfplexes would be consistent with other approved R-1A halfplexes in the LPPT PUD for a minimum 7.5-foot rear yard setback. This alternative has a private street that is narrower than the City's standard street width.

Reasons for Rejecting Alternative 7:

1) Alternative 7 would construct houses with setbacks that are potentially incompatible with adjacent properties. The setbacks for the halfplexes abutting existing houses would be less than the R-1 standard 15-foot rear yard setback. Some detached single- and two-story houses would also abut existing houses. The detached unit rear yard setback would also be less than the R-1 standard 15-foot rear yard setback.

2) Alternative 7 does not meet the goals and objectives of the proposed Islands at Riverlake Project as identified on page 3-40 of the Draft EIR.

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

Section 1. The City Council certifies the Environmental Impact Report (EIR) for the Islands at Riverlake project (P05-004).

Section 2. The City Council approves the Mitigation Monitoring Plan for the Islands at Riverlake project (P05-004) 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 – 6 Pages

Exhibit A

MITIGATION MONITORING PLAN

FOR

Islands at Riverlake/ P05-004

Type of Environmental Document:
Environmental Impact Report

Prepared For:
City of Sacramento, Development Services Department, Planning Division

Date:
August 2005

Adopted By:
City of Sacramento, City Council

Date:

_____

Attest:

_____
Secretary

CITY OF SACRAMENTO
MITIGATION MONITORING PLAN

This Mitigation Monitoring Plan has been required by and prepared for the Development Services Department Planning Division, 915 I Street, Room 300, Sacramento, CA 95814, (916) 808-5590, pursuant to CEQA Guidelines Section 21081.

SECTION 1: PROJECT IDENTIFICATION

Project Name and/or File Number: Islands at Riverlake / P05-004
Applicant - Name: Regis Homes/ Bill Heartman - contact
Project Location / Legal description of Property (if recorded): The project is located in the City of Sacramento, Sacramento County, California. The project is located on County Assessor's Parcel Numbers 031-1210-003, 031-1210-061, 031-1200-073, 031-1030-015, 031-1030-031, and 031-1300-048. The parcels are located on the north and south sides of Pocket Road from approximately 1,200 feet west of West Shore Drive to approximately 580 feet east of Dutra Bend Drive. The Project is approximately 250 feet west of the intersection of Pocket Road and Greenhaven Drive and approximately 2,000 feet west of Interstate 5.

SECTION 2: GENERAL INFORMATION

The project as proposed includes mitigation measures for potential impacts to air quality, biological resources, traffic, and cultural resources. The intent of the Mitigation Monitoring Plan is to prescribe and enforce a means for properly and successfully implementing the mitigation measures as identified in the Environmental Impact Report (EIR) 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. The number system of the mitigation measures matches the numbering system of the EIR.

Air Quality

AIR-1: Short-term Emissions (Construction) - Emissions of ROG, NOx, and PM10.

- The project shall provide a plan for approval by the City of Sacramento, 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.

- The project representative shall submit to the City of Sacramento 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.

- The project shall ensure that 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 Ringelmann 2.0) shall be repaired immediately, and the City of Sacramento and SMAQMD shall be notified within 48 hours of 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.

Entities Responsible for Ensuring Compliance:

City of Sacramento,
Development Services Department Building Division
Development Services Department Building Division, Field Inspection

Sacramento Air Quality Management District

Monitoring Program:

Prior to issuance of any Grading Permits and/or Improvement Plans, the Building Division will review and approve the Plan submitted by the project developer that demonstrates that the Plan 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 verify that the Plan was submitted to SMAQMD for concurrent review.

The Building Division will verify that the 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 is submitted to the Building Division and SMAQMD.

The Building Division will verify that the monthly monitoring reports are submitted to the Building Division and SMAQMD. The Building Division, Field Inspection may conduct periodic inspections.

Transportation/Circulation

TRAN-2: Reduce exposure of residents to safety hazards.

- On-street parking shall be prohibited on the private roads. The private roads shall be signed and striped for no parking at all times. A homeowners association shall be responsible for enforcing the no parking rule.

- The Covenants, Codes and Restrictions (CC&Rs) shall require that all trash and recycle bins are placed on the same side of the private road on pick-up day.

Entities Responsible for Ensuring Compliance:

City of Sacramento,
Development Services Department Building Division

Monitoring Program:

Prior to issuance of Improvement Plans, the Building Division will verify that the plans for the private road note that the curbs are striped and signs are provided for no parking.

Prior to the issuance of certificates of occupancy, the Building Division will verify that a Homeowners Association has been formed or the project has joined the Riverlake Community Association and the CC&Rs for the subdivision indicate that it is the responsibility of the Homeowners Association or Riverlake Community Association to enforce the no parking rule on the private roads.

Prior to the issuance of certificates of occupancy, the Building Division will verify that the CC&Rs for the subdivision identify that residents are to place trash and recycle bins on one side of the street. The CC&Rs will designate the side of the street bins are to be placed.

Biological Resources

BIO-1: Avoid disturbance of nesting raptors

- If construction begins outside the 1 March to 15 September breeding season, there will be no need to conduct a preconstruction survey for active nests.

- If construction is scheduled to recommence during the breeding season, a preconstruction survey will be conducted by a qualified biologist to determine if raptors are nesting within 0.25 mile of the project site.
  - The applicant will conduct a preconstruction survey at least 2 weeks prior to construction.
  - If no active nests are found, no additional mitigation will be necessary.
  - If active raptor nests are found within 0.25 mile of the project site, DFG will be notified and no project activities that would result in nest abandonment (e.g., noise generated from the operation of heavy equipment) will be conducted without DFG approval.

Entities Responsible for Ensuring Compliance:

City of Sacramento,
Development Services Department Building Division
Development Services Department Building Division, Field Inspection

Monitoring Program:

Prior to issuance of any Grading Permits and/or Improvement Plans, the Building Division will verify that surveys have been conducted. If any active nests are found, the Building Division will verify that the appropriate DFG avoidance measure(s) are implemented. If avoidance measures are needed, Building Division, Field Inspection may conduct periodic inspections to ensure the avoidance measures are implemented.

BIO-2: Protect trees

- Project plans shall note that all roots shall be cut clean. Any roots greater than two inches in diameter will require inspection by an ISA certified arborist prior to severing. The applicant shall provide the City Arborist with a report demonstrating that severed roots greater than two inches diameter were inspected before cutting by an ISA certified arborist.

Entities Responsible for Ensuring Compliance:

City of Sacramento,
Development Services Department Building Division
Department of Parks and Recreation Parks and Tree Services

Monitoring Program:

Prior to issuance of any Grading Permits and/or Improvement Plans, the Building Division will verify that the project plans note that all roots shall be cut clean and any roots greater than two inches diameter require inspection by an ISA certified arborist prior to severing. The City Arborist will review reports of severed roots greater than two inches diameter and may inspect health of tree to assess any damage.

CULTURAL RESOURCES

CUL-1 Protect previously unidentified artifacts

- If subsurface archaeological or historical remains (including, but not limited to, unusual amounts of bones, stones, or shells) are discovered during excavation or construction of the site, work within 100 feet of the discovery shall stop immediately and a qualified archaeologist and a representative of the Native American Heritage Commission shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less than significant level before construction continues.

Entities Responsible for Ensuring Compliance:

City of Sacramento,
Development Services Department Building Division
Development Services Department Planning Division
Development Services Department Building Division, Field Inspection

Monitoring Program:

Prior to issuance of any Grading Permits and/or Improvement Plans, the Building Division shall verify that the project developer has noted CUL-1 on all plans. If artifacts are found, the Planning Division will review the recommendations of the archeologist and Native American Heritage Commission to verify the significance of the artifact and, if necessary, the measures required to ensure a less than significant impact. The Building Division will verify that the appropriate measures are implemented. If avoidance measures are needed, Building Division, Field Inspection may conduct periodic inspections to ensure the avoidance measures are implemented.

CUL-2 Protect human remains if found

- If human burials are encountered, work within 100 feet of the discovery shall stop immediately and the Sacramento County Coroner's office shall be notified immediately. If the remains are determined to be Native American in origin, both the Native American Heritage Commission and any identified descendants must be notified and recommendations for treatment solicited (CEQA Section 15064.5).

Entities Responsible for Ensuring Compliance:

City of Sacramento,
Development Services Department Building Division
Development Services Department Building Division, Field Inspection

Monitoring Program:

Prior to issuance of any Grading Permits and/or Improvement Plans, the Building Division shall verify that the project developer has noted CUL-2 on all plans. If human burials are found, the Building Division will review the recommendations treatment to verify that the appropriate measures are implemented. The Building Division, Field Inspection may conduct periodic inspections to ensure the avoidance measures are implemented.

RESOLUTION NO.

ADOPTED BY THE SACRAMENTO CITY COUNCIL

DATE

RESOLUTION TO AMEND THE POCKET AREA COMMUNITY PLAN-SOUTH POCKET SPECIFIC PLAN TO CLARIFY THAT THE "TOWNHOUSE AND RELATED DEVELOPMENT" DESIGNATION OF THE SOUTH POCKET SPECIFIC PLAN ALLOWS THE FULL RANGE OF RESIDENTIAL USES ALLOWED UNDER THE ZONING CODE FOR ALTERNATIVE SINGLE-FAMILY RESIDENTIAL HOUSING TYPES AS ALLOWED IN THE ALTERNATIVE SINGLE-FAMILY (R-1A) ZONE INCLUDING ATTACHED AND DETACHED UNITS, TOWNHOUSES, CLUSTER HOUSING, CONDOMINIUMS, COOPERATIVES OR OTHER SIMILAR PROJECTS; (P05-004) (ASSESSORS PARCEL NUMBERS (APNS): 031-1210-003; 031-1200-073; 031-1210-061; 031-1030-015; 031-1030-031; AND 031-1300-048).

WHEREAS, the Planning Commission conducted a public hearing on September 15, 2005, and the City Council conducted a public hearing on October 18, 2005, concerning the above plan amendment and based on documentary and oral evidence submitted at the public hearing, the Council hereby finds:

1. The proposed text amendment is consistent with the General Plan and Zoning Ordinance and clarifies residential housing types allowed in the Townhouse and Related Development and is compatible with the surrounding land uses;

1. The subject site is suitable for alternative style detached single-family development; and,

2. The proposal is consistent with the policies of the Pocket Area Community Plan-South Pocket Specific Plan.

NOW, THEREFORE BE IT RESOLVED by the City Council of the City of Sacramento that:

The text as described on the attached Exhibit 1 in the City of Sacramento is hereby amended in the Pocket Area Community Plan-South Pocket Specific Plan to read as shown on the attached exhibit.

_____

MAYOR

Subject: Islands at Riverlake (P05-004) October 18, 2005

ATTEST:

_____

CITY CLERK P05-004

Exhibit A

The Pocket Area-South Pocket Specific Plan definition of "Townhouse and Related Development" shall be revised to read as follows:

The "Townhouse and Related Development" designation allows the full range of residential uses allowed under the zoning code for alternative single-family residential housing types as allowed in the Alternative Single-family (R-1A) zone including attached and detached units, townhouses, cluster housing, condominiums, cooperatives or other similar projects.

RESOLUTION NO.

ADOPTED BY THE SACRAMENTO CITY COUNCIL

DATE

RESOLUTION TO AMEND THE LPPT PLANNED UNIT DEVELOPMENT (PUD) GUIDELINES TO SPECIFY THE "TOWNHOUSE AND RELATED DEVELOPMENT" DESIGNATION OF THE PUD SCHEMATIC PLAN ALLOWS THE FULL RANGE OF RESIDENTIAL USES ALLOWED UNDER THE ZONING CODE FOR ALTERNATIVE SINGLE-FAMILY RESIDENTIAL HOUSING TYPES AS ALLOWED IN THE ALTERNATIVE SINGLE-FAMILY (R-1A) ZONE. (P05-004) (ASSESSORS PARCEL NUMBERS (APNS): 031-1210-003; 031-1200-073; 031-1210-061; 031-1030-015; 031-1030-031; AND 031-1300-048.

BACKGROUND

A. The City Council conducted a public hearing on October 18, 2005, to consider amending the LPPT Planned Unit Development (PUD) Guidelines. Based on documentary and oral evidence submitted at said public hearing, the City Council hereby finds:

1. The PUD conforms to the General Plan and the Pocket Area Community Plan-South Pocket Specific Plan;

2. The PUD meets the purposes and criteria stated in the City Zoning Ordinance in that the PUD facilitates primarily residential uses designed to assure that new development is healthy and of long-lasting benefit to the community and the City; and,

3. Development of the PUD will not be injurious to the public welfare, nor to other property in the vicinity of the development and will be in harmony with the general purposes and intent of the Zoning Ordinance in that the PUD ensures that development will be well-designed, and that the residential uses do not create a negative impact on adjacent uses.

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

Section 1 The City Council of the City of Sacramento finds, in accordance with the City Code, Chapter 17, that the LPPT PUD Guidelines Amendment (as shown on the attached Exhibit A) is hereby approved.

_____

MAYOR

ATTEST:

_____

CITY CLERK P05-004

Table of Contents:

Exhibit A: PUD Guidelines Exhibit – 1 page

Exhibit A

DEVELOPMENT GUIDELINES

LPPT PUD
(P85-165, as amended by P05-004)

The "Townhouse and Related Development" (R-1A) designation shall allow the full range of residential uses allowed under the zoning code for alternative single-family residential housing types as allowed in the Alternative Single-family (R-1A) zone including attached and detached units, townhouses, cluster housing, condominiums, cooperatives or other similar projects.

RESOLUTION NO.

Adopted by the Sacramento City Council

Date

A RESOLUTION ADOPTING THE NOTICE OF DECISION AND FINDINGS OF FACT APPROVING THE ISLANDS AT RIVERLAKE PROJECT AND APPROVING THE TENTATIVE MAP, SPECIAL PERMIT AND SUBDIVISION MODIFICATION, LOCATED IN THE LPPT PLANNED UNIT DEVELOPMENT, ALONG THE NORTH AND SOUTH SIDES OF POCKET ROAD PRIMARILY BETWEEN EAST AND WEST SHORE DRIVES IN SACRAMENTO, CALIFORNIA. (P05-004) (ASSESSOR'S PARCEL NUMBERS (APNS): 031-1210-003; 031-1200-073; 031-1210-061; 031-1030-015; 031-1030-031; AND 031-1300-048.

BACKGROUND

A. On September 15, 2005, the City Planning Commission denied the Special Permit the requested entitlements, with conditions; and

B. On September 16, 2005 the decision of the City Planning Commission denying the Special Permit was appealed by the Applicant; and,

C. On September 23, 2005, the decision of the City Planning Commission approving the Tentative Map and Subdivision Modification was appealed by the Pocket Protectors; and,

D. On September 27, 2005, the City Council heard and considered evidence in the above-mentioned matter.

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

Section 1. At the regular meeting of October 18, 2005, 2005, the City Council heard and considered evidence in the above entitled matter. Based on verbal and documentary evidence at said hearing, the City Council took the following actions for the location listed above:

A. Approved the Special Permit to develop 139 detached alternative single-family homes and 27 common lots in the Alternative Single-family Planned Unit Development (R-1A PUD) zone;

B. Approved the Tentative Subdivision Map to subdivide 21.4± vacant acres into 166 lots; and,

C. Approved the Subdivision Modification to reduce the standard 53 foot right-of-way for a private street.

These actions were made based upon the following findings of fact and subject to the following conditions:

FINDINGS OF FACT

A. Special Permit: The Special Permit to develop detached single family dwellings within the LPPT PUD is approved based on the following Findings of Fact and subject to the Conditions of Approval:

1. The project is based upon sound principles of land use in that the proposed project is consistent with the General Plan, the Pocket Area Community Plan, the LPPT PUD, the Single-Family Residential Design Principles, and the underlying Single-family Alternative (R-1A) zoning;

2. The proposed use will not adversely affect the public health, safety or general welfare of the surrounding residential neighborhood in that:

   a. The project is designated for single-family alternative residential development;

   b. The project proposes to apply design compatible with the surrounding area, will use quality construction materials, and has implemented numerous design components consistent with the Single-Family Residential Design Principles, and;

   c. The proposed project is within the Zoning Ordinance's requirements for allowable setbacks within the Single-family Alternative (R-1A) zone.

3. The proposed project is consistent with the General Plan and the Pocket Area Community Plan land use designations and density requirements of Low Density Residential (4 – 15 du/na) and Residential (7-15 du/na), respectively;

4. The proposed project is within the LPPT PUD Guidelines and Schematic Plan maximum density allowed for the parcels-164 units are allowed-139 units are proposed; and,

5. The project complies with the SGPU Housing Element that encourages the promotion of a variety of housing types within neighborhoods to encourage economic diversity and housing choice (SGPU, 3.10-13).

B. Tentative Map. The Tentative Map subdividing ±21.4 vacant acres into 166 lots in the R-1A PUD zone is approved based on the following Findings of Fact and subject to the conditions of approval:

1. None of the conditions described in Government Code Section 66474, subsection (a) through (g), inclusive, exist with respect to the proposed subdivision.

2. The proposed subdivision, together with the provisions for its design and improvement is consistent with the Sacramento General Plan Update, the Pocket Area Community Plan, and subdivision Ordinance Chapter 16.12.020 of the Sacramento City Code. The Sacramento General Plan Update designates the site for Low Density Residential (4-15 du/na) and the Pocket Community Plan designates the site for Residential 7-15 du/na.

3. The discharge of waste from the proposed subdivision into the existing community sewer system will not result in violation of the applicable waste discharge requirements prescribed by the California Regional Water Quality Control Board, Central Valley Region, in that existing treatment plants have a design capacity adequate to service the proposed subdivision.

4. The design of the proposed subdivision provides, to the extent feasible, for future passive or natural heating and cooling opportunities.

C. Subdivision Modification. The Subdivision Modification to reduce the standard 53' right-of-way width for a private street is approved based on the following Findings of Fact and subject to the Conditions of Approval:

1. The property to be divided is of such size or shape, or is affected by such topographic conditions, or there are such special circumstances or conditions affecting the property that it is impossible, impractical, or undesirable in this particular case to conform to the strict application of these regulations. The narrow width of the project site requires that in order to develop the site as proposed the lot widths be shallower than the City standard and that the roadway be a narrower width than standard in order to provide the project's two tiers of shallow lots access;

2. The cost to the subdivider, of strict or literal compliance with the regulation, is not the sole reason for granting the modification;

3. The modification will not be detrimental to the public health, safety or welfare or be injurious to other properties in the vicinity in that the Development Services Department-Development Engineering and Finance Division, the Department of Utilities, the Department of General Services-Solid Waste Division, and the Fire Department reviewed the project and the private drive for safe ingress and egress, adequate room for utility placement, and sufficient room for emergency

and solid waste, recycling, and green waste vehicle access. Each department has approved the project as proposed, subject to the attached conditions;

4. Granting the modification is in accord with the intent and the purposes of these regulations and is consistent with the General Plan and with all other applicable specific plans of the City. The Single-family Alternative (R-1A) zoning is consistent with the General Plan and Community Plan land use designations of Low Density Residential (4-15 du/na) and Residential 7-15, respectively.

CONDITIONS OF APPROVAL

E. The **Special Permit** to develop detached single-family dwellings within the LPPT PUD is hereby approved subject to the following conditions of approval (the applicant shall satisfy each of the following conditions prior to obtaining any building permits unless a different time for compliance is specifically stated in these conditions):

Planning Division

E1. The applicant shall obtain all necessary building permits prior to commencing construction;

E1a. Applicant shall construct the project in compliance with applicable state and federal accessibility standards;

E2. Any modification to the Special Permit, as approved, shall require the approval of a Special Permit Modification;

E3. Prior to occupancy of any residential unit other than the model homes, the applicant shall either form his own Homeowner's Association (HOA) or annex into the existing Riverlake Community Association (RCA) for maintenance of all common areas within the Islands at Riverlake development;

E4. Construction of the passive open space/mini-parks shall coincide with the completion of construction of adjacent lots. The passive open space/mini-park amenities shall include, but are not limited to: a meandering sidewalk, seating, shade structure(s), and landscaping, which shall include large, deciduous shade tree(s) as approved by the City Arborist;

E5. Construction of the pedestrian access walkways shall coincide with the construction of the private drive, the individual connectors shall be constructed as each individual house nears completion, but prior to the issuance of the certificate of occupancy. Installation of the specially stamped and colored asphalt crossing the private drive at each pedestrian access pathway shall coincide with construction of the private drive; Construction of the 4' wide sidewalks on one side of the private drive shall coincide with the construction of the private drive;

E6. The HOA shall be responsible for the maintenance of all common areas, including the private drives, parking spaces and parking slots between houses, the landscaping and fountains in the traffic islands, pedestrian access paths and their fair share of the 25-foot wide landscape easement (a portion of the 40-foot linear parkway) and the passive mini-park/open space areas;

E7. The HOA will be responsible for maintaining the front yard landscaping for all houses within the Islands at Riverlake. For the houses facing the private drive, the association shall maintain from the back of sidewalk to the wing fences. For the houses facing Pocket Road, the association shall maintain the front yards from the wing fence to the property line, plus the landscaping at the rear of the house along the private drive that lies outside the "private yards". The "private yards" are designated on the typical plot plans as being enclosed by a picket fence that may be modified with the approval of planning staff. Each individual homeowner shall be responsible under the CC& R's to maintain their private yards to a standard as established and specified by the HOA;

E8. Lots R, S, T, U, V and W shall be maintained by the HOA until such time as these parcels are transferred or sold to the adjacent property owner's of the existing houses at the ends of the three cul-de-sacs within Riverlake;

E9. The design and construction materials of the single-family residences shall be consistent with the attached elevations. Any modifications or substitutions will require additional planning review and approval prior to the issuance of building permits;

E10. Prior to issuance of building permits, proof that the dedication and recordation of a "No Build" easement along the entirety of the project facing Pocket Road shall be presented to the satisfaction of building staff;

E11. Provide individual plot plans (with setback dimensions) for all lots immediately adjacent to existing residences and on lots where trees may be impacted for planning staff review and approval;

E12. Only Plans 7110 and 7120 will be allowed adjacent to residences existing at the time of the approval of this plan except for those lots designated as "2-story bldg." on the Tentative Map dated January 2005;

E13. Construction of Plans 5710, 5713, 5720 and 5730 are limited to lots fronting Pocket Road and those lots designated as "2-story bldg." on the Tentative Map dated January 2005;

E14. No side-by-side or cross-private drive duplication of a house elevation is allowed;

E15. Comply with requirements included in the Mitigation Monitoring Plan developed by and kept on file in the Planning Division office. No grading may occur within the

drip line of any heritage tree designated for preservation **except with approval of the City Arborist**. Refer to the Mitigation Monitoring Plan for specific tree identification numbers and appropriate mitigation for trimming or replacement value for removal. For any numbered tree, identified on the Tentative Map, that is removed, the applicant shall replace that tree with a 24" box tree of a variety as approved by the City Arborist;

E16. Automatic front yard sprinklers and landscaping with a minimum of two and one-half shade trees shall be provided, as feasible, (five trees for every two lots from a list approved by the City Arborist) within the front yard of each residence at the time of construction;

E17. Provide for planning staff review plans and elevations to scale and dimensioned for a typical proposed mini-park/open space area. Include for planning staff review and approval an overall dimensioned site plan of the recreation area with details on landscaping, walkways, and any structures to be installed;

E18. Provide plans and elevations-to scale and dimensioned for the proposed fountains and attached project signage for planning staff review and approval. All proposed signage shall comply with the City's Sign Ordinance;

E19. A total of 55 parking spaces are proposed; no less than 50 spaces may be constructed. The spaces shall be distributed evenly throughout the subdivision within the mini-parks, slot parking spaces between homes and off project entrances, "quasi-roundabouts", and hammerhead turnarounds, as appropriate. Any spaces exceeding the maximum number of spaces, 55, will require additional entitlement approval;

E20. Garages must be used for parking. Storage within the garage area shall be limited so as to not interfere with the parking of 2 cars in each garage;

E21. Comply with the fifty percent shading requirement for all parking areas, (Section 17.64.030(H) of the Zoning Ordinance). All planters must be fully automatically irrigated and enclosed with 6" concrete curbing on all sides adjacent to a parking space. The overall landscape mix shall include at least three different (minimum 15-gallon size) tree types (genera) throughout the required shading area. All planter soil surfaces shall be covered with living groundcover within two years of installation. Landscaping plans shall be submitted to the Building Division – Site Conditions Unit for review and approval by the Site Conditions Unit and the Landscape Architecture Section. The scope of the review shall include plant species selection, landscape materials, irrigation system, and calculation to ensure that the 50% shading requirement is met;

E22. All common parking spaces and parking slots shall be increased in depth to 21 feet, including the 4' walk or 17' on the walkless side of the private drive to ensure adequate depth so no vehicular encroachment into the private drive occurs. All

parking areas shall have decorative "stop blocks". Prior to the construction of any parking area, the developer shall submit for review and approval by planning staff, details of the proposed "stop blocks";

E23. Lighting for the development shall be coordinated with the landscaping plan so there is minimal interference between the light standards and required illumination and the trees and required shading. All light fixtures are to be vandal-resistant. The private drive lighting shall be shielded from adjacent parcels.

F. The **Tentative Map** subdividing ±21.4 vacant acres into 166 parcels in the Single-family Alternative Planned Unit Development (R-1A PUD) zone is hereby approved subject to the following conditions of approval:

NOTE: These conditions shall supersede any contradictory information shown on the Tentative Map or any contradictory provisions in the PUD guidelines approved for this project (P05-004). The design of any improvement not covered by these conditions or the PUD Guidelines shall be to City standard.

The applicant shall satisfy each of the following conditions prior to filing the Final Map unless a different time for compliance is specifically stated in these conditions:

GENERAL: All Projects

1. Construct standard subdivision improvements as noted in these conditions pursuant to section 16.48.110 of the City Code. All improvements shall be designed and constructed to the satisfaction of Development Engineering and Finance. Improvements required for each phase shall be determined by the City prior to recording that phase. Any public improvement not specifically noted in these conditions or on the Tentative Map shall be designed and constructed to City standards;
2. Pay off existing assessments, or file the necessary segregation requests and fees to segregate existing assessments;
3. Pursuant to City Code Section 16.40.190, indicate easements on the Final Map to allow for the placement of centralized mail delivery units. The specific locations for such easements shall be subject to review and approval by Development Engineering and Finance after consultation with the U.S. Postal Service;
4. Comply with requirements included in the Mitigation Monitoring Plan developed by, and kept on file in, the Planning Division Office (P05-004);
5. Meet all conditions of the existing LPPT PUD unless the condition is superseded by a Tentative Map condition;
6. Show all continuing and proposed/required easements on the Final Map;

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

Development Engineering: Streets

8. Repair or replace/reconstruct any existing deteriorated curb, gutter and sidewalk fronting the property on Pocket Road, Dutra Bend, East Shore Drive and West Shore Drive per City standards and to the satisfaction of Development Engineering and Finance;
9. Submit a Geotechnical Analysis prepared by a registered engineer to be used in street design. The analysis shall identify and recommend solutions for groundwater related problems that may occur within both the subdivision lots and public right-of-way. Construct appropriate facilities to alleviate those problems. As a result of the analysis street sections shall be designed to provide for stabilized subgrades and pavement sections under high groundwater conditions;
10. The design and placement of walls, fences, signs and landscaping near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be limited to 3.5' in height. The area of exclusion shall be determined by Development Engineering and Finance;
11. Design and construct a traffic signal at Pocket Road and West Shore Drive.
12. Signal design and construction shall be to the satisfaction of Development Engineering and Finance. The City shall reimburse the applicant for 50% of the hard construction costs associated with the signal construction. The 50% reimbursement amount shall be determined based on the lowest of three competitive bids from qualified contractors; otherwise, the reimbursement amount will be at the City's sole discretion. The applicant shall provide all on-site easements and right-of-way needed for turn lanes, signal facilities and related appurtenances;
13. The applicant shall submit a signal design concept report to Development Engineering and Finance for review and approval prior to the submittal of any

improvement plans involving traffic signal work;

14. All proposed hammerheads and emergency accesses shall be constructed to City standards and to the satisfaction of Development Services and Fire. The hammerhead shall be constructed with a gate equipped with a Knox box to the satisfaction of the Fire Department. All hammerheads shall be constructed with a street structural section consisting of 4" AC over 16" AB to accommodate the turnaround for solid waste and emergency vehicles to the satisfaction of Development Engineering and Finance;

15. Construct standard driveways at the entrance to the private streets along Pocket Road and West Shore Drive to the satisfaction of Development Engineering and Finance. Turning movements at all driveways along Pocket Road and West Shore Drive shall be right-in/right-out only with the exception at Coleman Ranch Way and Silva Ranch way where full turning movements are allowed. The homeowners association shall maintain the landscaped medians at these driveways. Driveways along Pocket Road shall be designed to accommodate a Su-30 design vehicle and to accommodate the landscaped medians at those locations;

16. Repair or reconstruct any non-ADA compliant handicapped ramps (if needed) at the following locations as part of the frontage improvements:
    a. On both sides of Dutra Bend along the walkway. That includes the ramps on either side of the median island.
    b. The northwest corner of East Shore Drive.
    c. The entire intersection of West shore Drive and Pocket Road as part of the signal design and construction.
    d. At all new driveway cuts.

    The construction of said ramps shall be to the satisfaction of Development Engineering and Finance.

Development Engineering: Private Streets

17. Designate private streets as Public Utility Easements;

18. Construct the private street identified on the Tentative Map as Lots A, B, C, A-A, P-P and Q-Q with a 22-foot right-of-way. The private street shall be constructed to the standards of a public street, specifically regarding structural section and drainage, except for the rolled curb and gutter on these streets shall be 2 feet in width. The private street shall have a minimum of 20 foot f/c to f/c clear driving area. Private street entrances must be designed to provide adequate stopping site distance. The private street shall be maintained by the Homeowner's Association in perpetuity or through an alternate financing mechanism acceptable to the City;

19. Secure gated entries in a manner approved by the Fire and Police Departments;

20. Street lighting facilities shall be designed to City standards. The City shall review and approve street lighting plans for private streets by the same process as that used for public streets;

21. Provide appropriate easements for street light maintenance. These easements must be in place prior to commencement of City maintenance of street lighting facilities;

22. CC&Rs recorded for the subdivision must provide for City maintenance of the street lighting facilities;

23. The private streets shall be signed and striped for NO PARKING at all times to the satisfaction of Development Engineering and Finance. The Homeowner's Association shall be responsible for enforcing the No Parking along private streets;

24. All proposed traffic circles/fountains along the private drive shall be designed and constructed with a mountable curb to facilitate the maneuvering of emergency vehicles to the satisfaction of the departments of Development Services and Fire;

PUBLIC/PRIVATE UTILITIES

25. Dedicate a standard 12.5 foot public utility easement (PUE) for underground facilities and appurtenances adjacent to all public street right- of-ways;

26. Dedicate any private drive, ingress and egress easement, or Irrevocable Offer of Dedication and 5 feet and 10 feet where transformers shall be located (location to be determined by SMUD's Subdivision Coordinator prior to recordation of all maps) adjacent thereto as a public utility easement for underground facilities and appurtenances;

27. Dedicate Lots P and C-C (the mini-park lots) as a public utility easement for underground facilities and appurtenances;

CITY UTILITIES

28. Provide standard subdivision improvements per Section 16.48.110 of the City Code.

29. The Policy for Private Streets requires that all streets within the subdivision that are to be private shall have the full width of the private streets dedicated as a public utility easement for the water distribution system. An additional 3 feet adjacent to all the streets shall also be dedicated as an easement for water distribution system appurtenances such as hydrants and water meters. The

easement shall include language assuring Department of Utilities' personnel and maintenance vehicles unrestricted and unlimited access to any private streets and easements at all times.

30. All water, sewer and drainage facilities within the subdivision shall be constructed to City standards and approved by the Department of Utilities prior to acceptance of maintenance responsibilities.

31. Abandon excess sewer, drain and water easements within lots 65, Lot C-C, 66, 75, Lot E-E, 76, 85, 86, 87, 92 and Lot G-G.

32. Prior to or concurrent with the submittal of improvement plans, a project specific water study shall be approved by the Department of Utilities. The water distribution system shall be designed to satisfy the more critical of the two following conditions: (1) at maximum day peak hour demand, the operating or "residual" pressure at all water service connections shall be at least 30 pounds per square inch and (2) at average maximum day demand plus fire flow, the operating or "residual" pressure in the area of the fire shall not be less than 20 pounds per square inch. The water study shall determine if the existing and proposed water distribution system is adequate to supply fire flow demands for the project. A water supply test may be required for this project. Contact the Department of Utilities for the pressure boundary conditions to be used in the water study. The method and calculations for the design of the water distribution system shall be reviewed and approved by the Department of Utilities prior to improvement plan approval. The water distribution system shall be connected to the water mains that were previously stubbed to the property from the north wherever possible, to the satisfaction of the Department of Utilities. Any excess stubs and easements shall be properly abandoned.

33. Only one domestic water service will be allowed per parcel. Any new domestic water service shall be metered.

34. Water mains will be permitted under fountains placed in the streets if encased within the limits of the island. Gate valves shall be placed at each side of the island. No trees will be permitted in the island if it is used as a planter.

35. A sanitary sewer study described in Section 9.9 of the City Design and Procedures Manual is required. This study and shed map shall be approved by the Department of Utilities. All sewer mains shall be a minimum of 8-inch diameter. All sewer pipes and MHs shall be installed to prevent groundwater infiltration to the sanitary sewer system. No mains will be permitted under fountains or tree wells placed in the streets. Sewer mains shall be aligned to the satisfaction of the Department of Utilities.

36. A drainage study and shed map as described in Section 11.7 of the City

Design and Procedures Manual is required. This study and shed map shall be approved by the Department of Utilities. The 10-year and 100-year HGL's shall be shown on the improvement plans. The 10-year HGL shall be no higher than 6 inches below the lowest DI. Finished lot pad elevations shall be a minimum of 1.00 feet above the 100-year HGL and approved by the Department of Utilities. The drainage study shall identify all existing off-site flows that are blocked by the proposed project and shall propose City maintained drainage facilities to convey these flows. Sufficient off-site and on-site spot elevations shall be provided in the drainage study to determine the direction of storm water runoff. The drainage study shall include an overland flow release map for the proposed project. Finished floor elevations shall be a minimum of 1.5 feet above the controlling overland flow release elevation. Drainage mains will not be permitted under fountains or tree wells placed in the streets. Drainage pipes shall be aligned to the satisfaction of the Department of Utilities.

37. A seepage study will be required and shall be prepared by a registered engineer. The study shall identify and recommend solutions to groundwater related problems that may occur within both the subdivision lots and the private streets. Appropriate facilities shall be constructed to alleviate those problems.

38. If the applicant wants the City to maintain and operate the on-site storm drainage facilities, a written request must be filed with the Department of Utilities (per the Policy for Private Streets in Residential Area).

39. All new groundwater discharges to the Combined or Separated Sewers must be regulated and monitored by the Department of Utilities (City Council Resolution #92-439). Groundwater discharges to the City's sewer system are defined as follows:
    A. Construction dewatering discharges
    B. Treated or untreated contaminated groundwater cleanup discharges
    C. Uncontaminated groundwater discharges

Groundwater discharges may contain toxic and/or explosive chemicals that could be harmful to the environment and to service workers working in the City's sewer system. Groundwater discharges to the sewer system go beyond the original design of the City's system, thus removing existing sewer capacity from other system users and potentially causing overflows or restricting development. The additional water from groundwater discharges must be conveyed and pumped by the City's existing facilities. The additional volume of water increases the City's operations and maintenance costs through increased capacity, power, and maintenance costs.

Currently, two types of groundwater discharges are recognized by the Department of Utilities; limited discharges and long-term discharges. These types of discharges are described as follows:

A. "Limited discharges" are short groundwater discharges of 7-days duration or less. Limited discharges must be approved through the Department of Utilities by acceptance letter.

B. "Long-term discharges" are groundwater discharges of greater duration than 7 days. Long-term discharge must be approved through the Department of Utilities and the City Manager through a Memorandum of Understanding (MOU) process. The Groundwater MOU has a term of one year and requires the discharger to:

a. Provide a description of the groundwater discharge,
b. Obtain a Regional Sanitation District permit,
c. Obtain approval from the Regional Water Quality Control Board if discharge is part of groundwater cleanup or contains contaminants above MCLs,
d. Pay fees based on flow amounts when a fee schedule is established by ordinance,
e. Comply with any new pertinent laws,
f. Assess and repair sewer lines if the discharge exceeds MCLs,
g. Suspend discharges during storm events or at City request,
h. Provide shut-off switches accessible to the City,
i. Indemnify the City against all claims related to the MOU.

40. The applicant must comply with the City of Sacramento's Grading, Erosion and Sediment Control Ordinance. This ordinance requires the applicant to show erosion and sediment control methods on the subdivision improvement plans. These plans shall also show the methods to control urban runoff pollution from the project site during construction.

41. A grading plan showing existing and proposed elevations is required. Adjacent off-site topography shall also be shown to the extent necessary to determine impacts to existing surface drainage paths. No grading shall occur until the grading plan has been reviewed and approved by the Department of Utilities.

42. Post-construction, storm water quality control measures shall be incorporated into the development to minimize the increase of urban runoff pollution caused by development of the area. Only source control measures are required. This will <u>not</u> affect site design. Refer to the "Guidance Manual for On-Site Storm water Quality Control Measures" dated January 2000 for appropriate source control measures.

43. This project is greater than 1 acre (21.4 ± acres); therefore the project is required to comply with the State" NPDES General Permit for Storm water Discharges Associated with Construction Activity" (State Permit). To comply with the State Permit, the applicant will need to file a Notice of Intent (NOI) with the State Water Resources Control Board (SWRCB) and prepare a Storm water Pollution Prevention Plan (SWPPP) prior to construction. A copy of the State Permit and NOI may be obtained from the Department of Utilities by calling 808-1400.

44. Show all existing and proposed easements on the final map. Provide public easements for any public water, sewer, or drainage mains that cross private property to the satisfaction of the Department of Utilities (e.g. Lot L-L, etc.).

Parks

45. The applicant shall initiate and complete the formation of a parks maintenance district (assessment or Mello-Roos special tax district), or annex the project to an existing parks maintenance district prior to recording a Final Map. The applicant shall pay all City fees for formation of or annexation to special districts. The purpose of the district is to equitably spread the cost of neighborhood park maintenance on the basis of special benefit, in the case of an assessment district. In the case of a special tax district, the costs will be spread based upon the hearing report which specifies the tax rate and method of apportionment.

MISCELLANEOUS

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

47. An existing street lighting system exists in the project area. Improvements to the right-of-way may require modifications to the existing system;

48. Form a Homeowner's Association with CC&Rs or annex to the existing Riverlake Association for the purpose of contributing to the cost of

maintaining the landscaped strip (40 foot Parkway) along Pocket Road and maintaining the landscaped medians along Pocket Road;

49. Form a Homeowner's Association with CC&Rs or annex into the existing Riverlake Association for the maintenance of all lettered lots within this subdivision as shown on the Tentative Map. CC&Rs shall be recorded assuring maintenance of all private streets, lights, sewer services, drop inlets, drain leads, landscaping, irrigation and noise barriers. Lettered lots R, S, T, U, V and W may be transferred to an existing Riverlake Association or transferred to the adjacent single family lots within the Bridgeview at Riverlake community;

50. Pay Pocket Bridge fees;

ADVISORY NOTES:

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

51. The Quimby requirement for this project was satisfied with the dedication under the Riverlake Master plans.

52. Prior to the issuance of any building permits, provide the City with a copy of the certificate of payment of any school fees for the applicable school district(s).

53. This subdivision is located within a "Rescue Zone". This project shall comply with the policies set forth in the City of Sacramento Comprehensive Flood Management Plan, dated February, 1996. New residential subdivisions greater than 2 acres shall either identify public refuge locations, or have a minimum of 50% of the residential units with the entire roof having a maximum roof pitch of 4:12, or have a floor level at least one foot above the rescue flood elevation (elev. 14.4').

54. The proposed project is located in the Flood zone designated as an A99 zone on the Federal Emergency Management Agency (FEMA) Federal Insurance Rate Maps (FIRMs) that have been revised by a Letter of Map Revision effective February 18, 2005. Within the A99 zone, there are no requirements to elevate or flood proof.

55. All new residential development, excepting single-family residential infill areas will be required to be constructed with the lowest floor, including basement, at or above elevation 10.3 feet, or 3 feet above the highest adjacent grade, whichever is lower. However, this subdivision is determined to be in a residential infill area and therefore, not subjected to the regulations pertaining to Morrison Creek 100-year flood plain.

56. Fire apparatus access. Plans for fire department access roads shall be submitted to the Fire Department for review and shall be approved prior to the start of construction. CFC 901.2.2.1

57. Fire hydrant systems. Plans and specifications for fire hydrant systems shall be submitted to the Fire Department for review and shall be approved prior to start of construction. CFC 901.2.2.2

58. Timing and Installation. When fire protection, including fire apparatus access roads and water supplies for fire protection, is required to be installed, such protection shall be installed and made serviceable prior to and during the time of construction. CFC 901.3

59. Dimensions. Fire apparatus access roads shall have an unobstructed width of not less than 20 feet and an unobstructed vertical clearance of not less than 13 feet 6 inches. CFC 902.2.2.1

60. Surface. Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be provided with a roadbed consisting of material unaffected by the introduction of water based upon fire flow or rain based on 25 year storm and a surface consisting of a minimum of a single layer of asphalt. CFC 902.2.2.2

61. Turning radius. All turning radius for fire access shall be designed as 45' inside and 55' outside. Cul-de-sac shall be 45' radius or city standard hammerhead. CFC 902.2.2.3

62. Key Boxes. When access to or within a structure or an area is unduly difficult because of secured openings or where immediate access is necessary for life saving or firefighting purposes, or where the building is served by a fire alarm system which is monitored by a central station, the chief is authorized to require approved key switches, key boxes or padlocks to be installed in approved accessible locations or areas in order to permit immediate fire department access. CFC 902.4

63. Gates and barriers. Plans shall be submitted for review and approval prior to the installation of gates, barriers, and access control devices which are to be constructed on or within fire department apparatus access roadways. CFC 902.2.4.3

64. Required installations. The location, number and type of fire hydrants connected to a water supply capable of delivering the required fire flow shall be provided on the public street or the site of the premises or both to be protected as required and approved by the chief. CFC 903.4.2 See also Appendix III-B, Section 5, Distribution of Fire Hydrants.

65. Gated system. Shall be reviewed by fire, a single gate 20' clear width, dual gate 16' each side.

66. RT currently operates bus route 3 along Pocket Road. Route 3 provides peak hour service, Monday through Friday, between the Pocket area and Downtown Sacramento and does not operate on weekends or holidays. Any possible impacts on existing bus stops/benches, and obstruction to RT transit operations, short or long term, must be coordinated with Lynn Cain (bus stops) in Facilities Management at 321-3830 and Deidre Brown (Operations) in RT's Transportation Department at 321-2894.

67. All trash and recycle receptacles shall be placed on the same side of the private drive on pick-up day. Receptacles shall be placed along the side of the private drive that does not include the sidewalk. Trash containers shall be marked with resident addresses. The developer shall incorporate such a rule into the CC&Rs subject to coordination and approval of language with the General Services Department -Solid Waste Division. If at some time in the future, the Solid Waste Division modifies collection of green waste to a containerized service, this requirement may be modified subject to approval by the General Services Department -Solid Waste Division.

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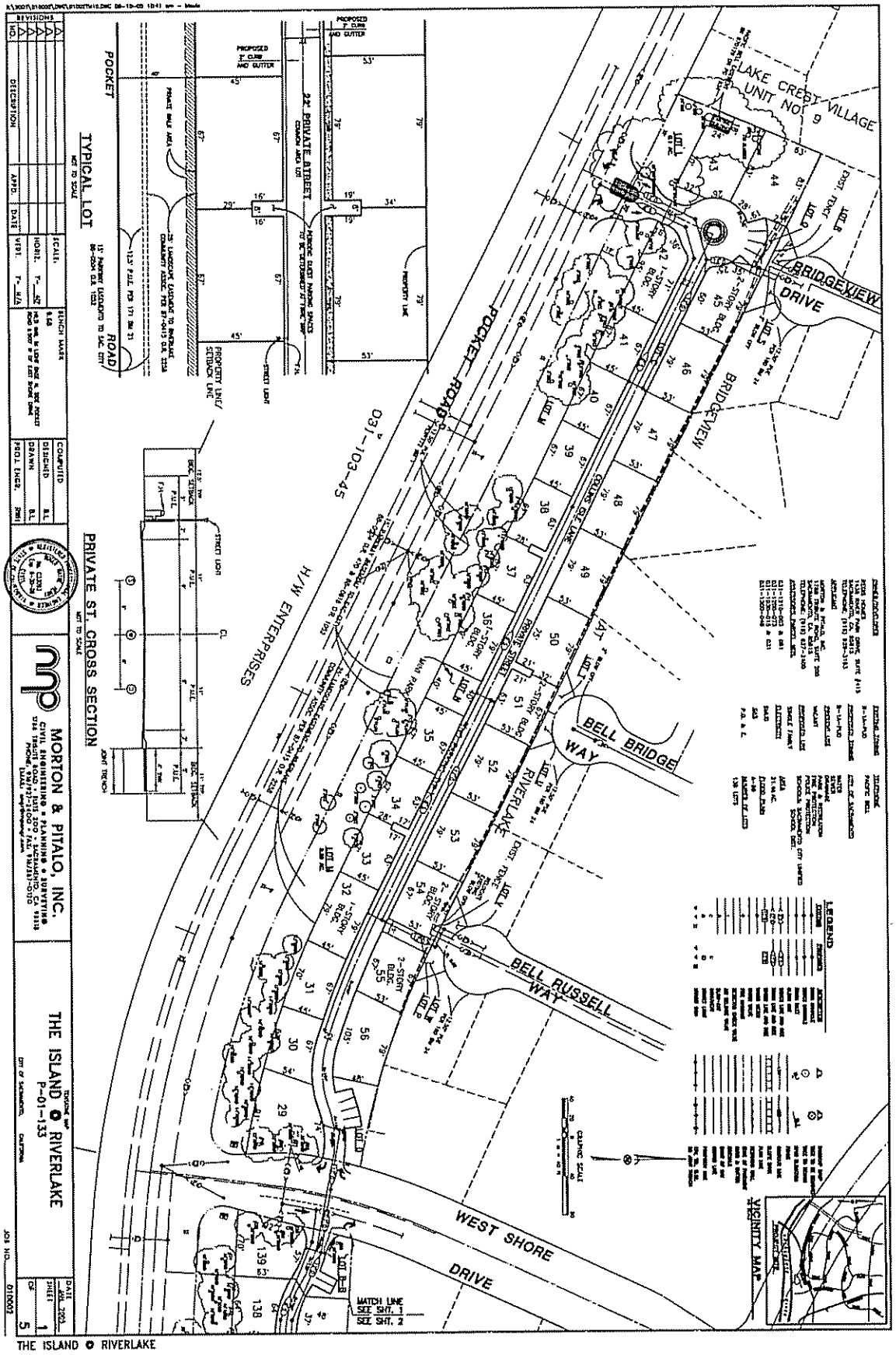
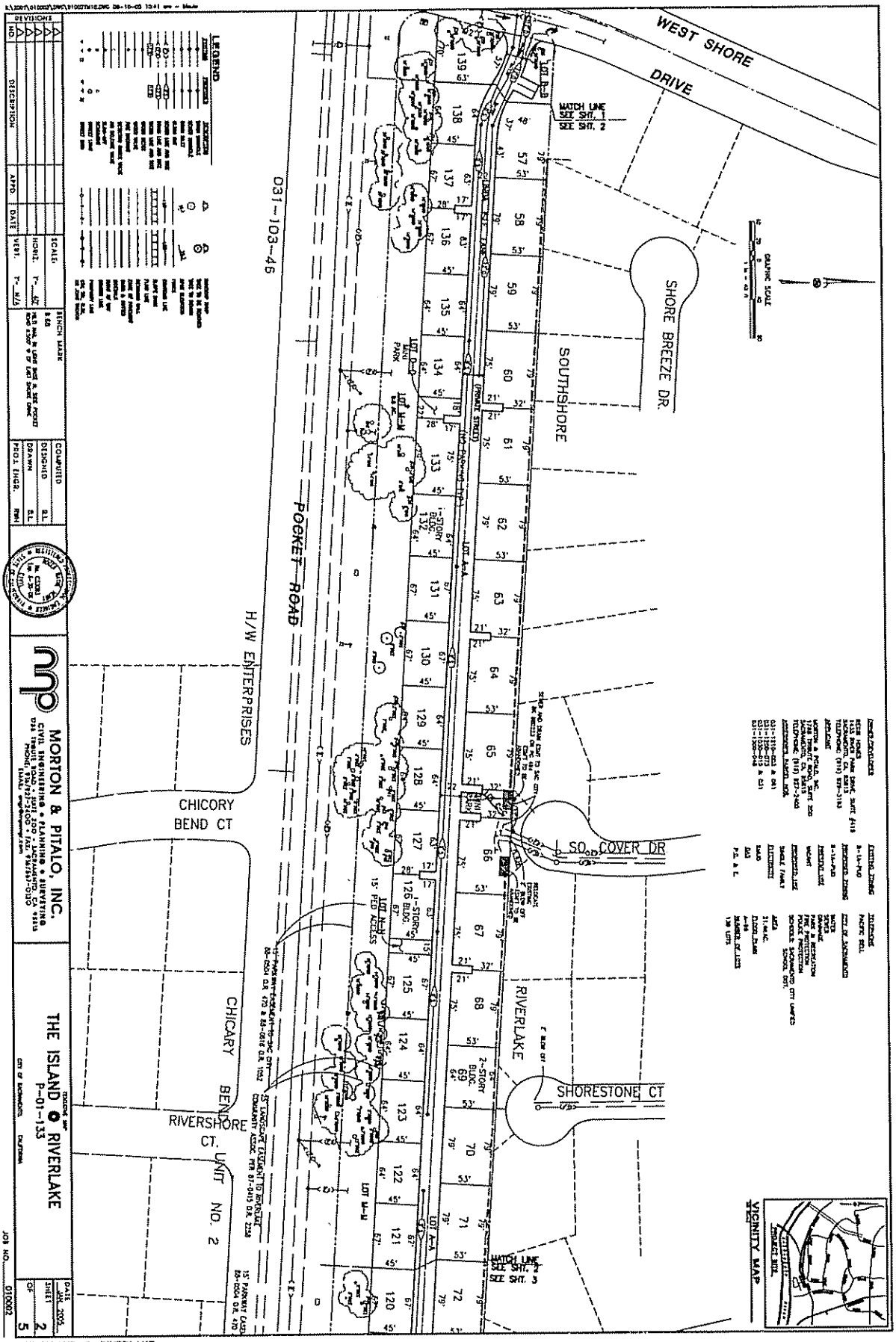
Exhibit E – Linear Parkway Pedestrian Access Plan-1 pg.
Exhibit F - Special Plot Plan-Lot 14-1 pg.
Exhibit G - Special Plot Plan-Lot 29-1 pg.
Exhibit H - Special Plot Plan-Lot 139-1 pg.
Exhibit I – House Plans-84 pgs.
Attachment D – Response to Additional DEIR Comments-29 pgs.

Exhibit A-Tentative Subdivision Map (5 pages)

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RIVERSHORE CT.
UNIT NO. 2
SO. COVER DR
RIVERLAKE
SHORESTONE CT
MATCH LINE SEE SHT. 1 SEE SHT. 2
MATCH LINE SEE SHT. 2 SEE SHT. 3
VICINITY MAP
MORTON & PITALO, INC.
THE ISLAND ● RIVERLAKE
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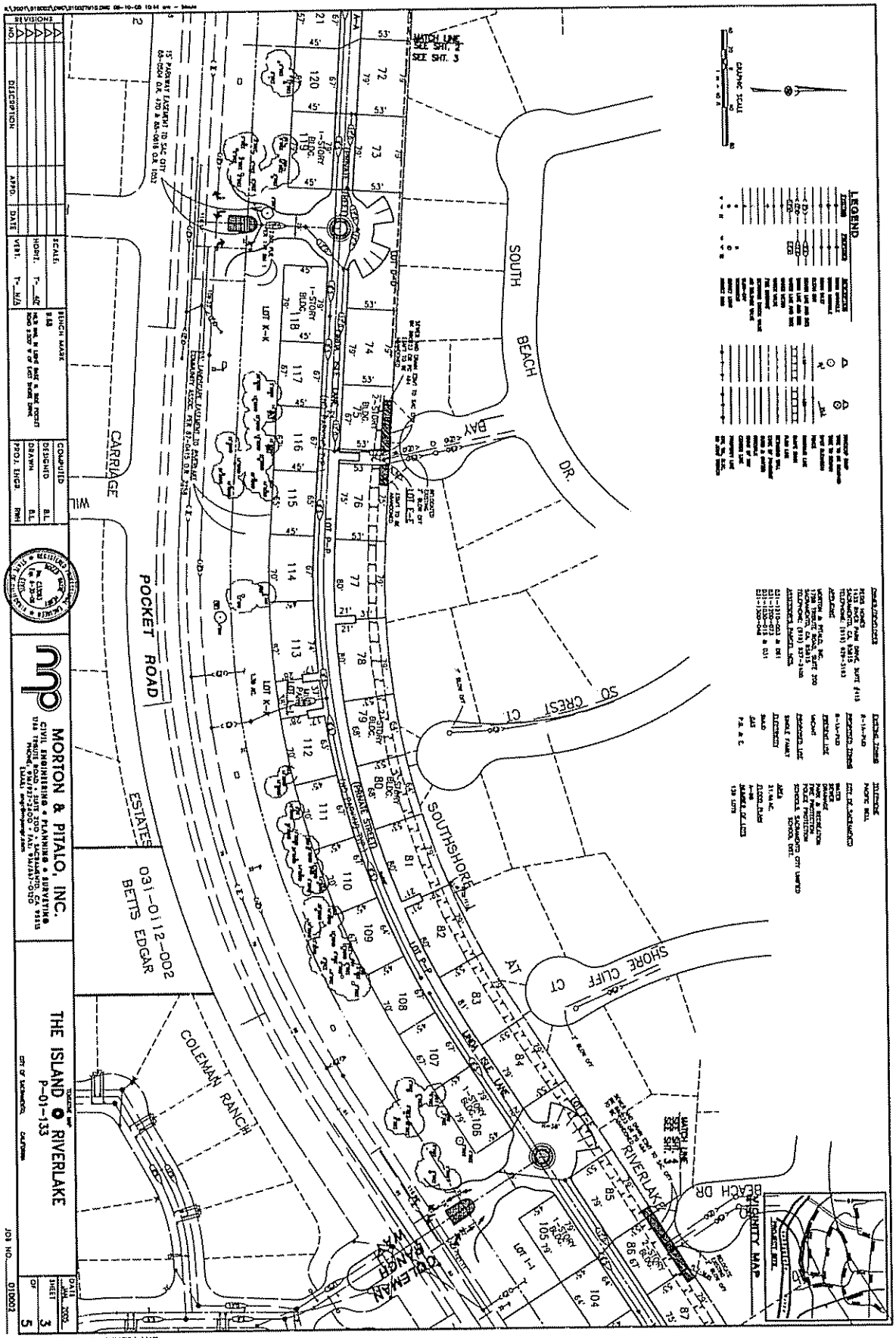
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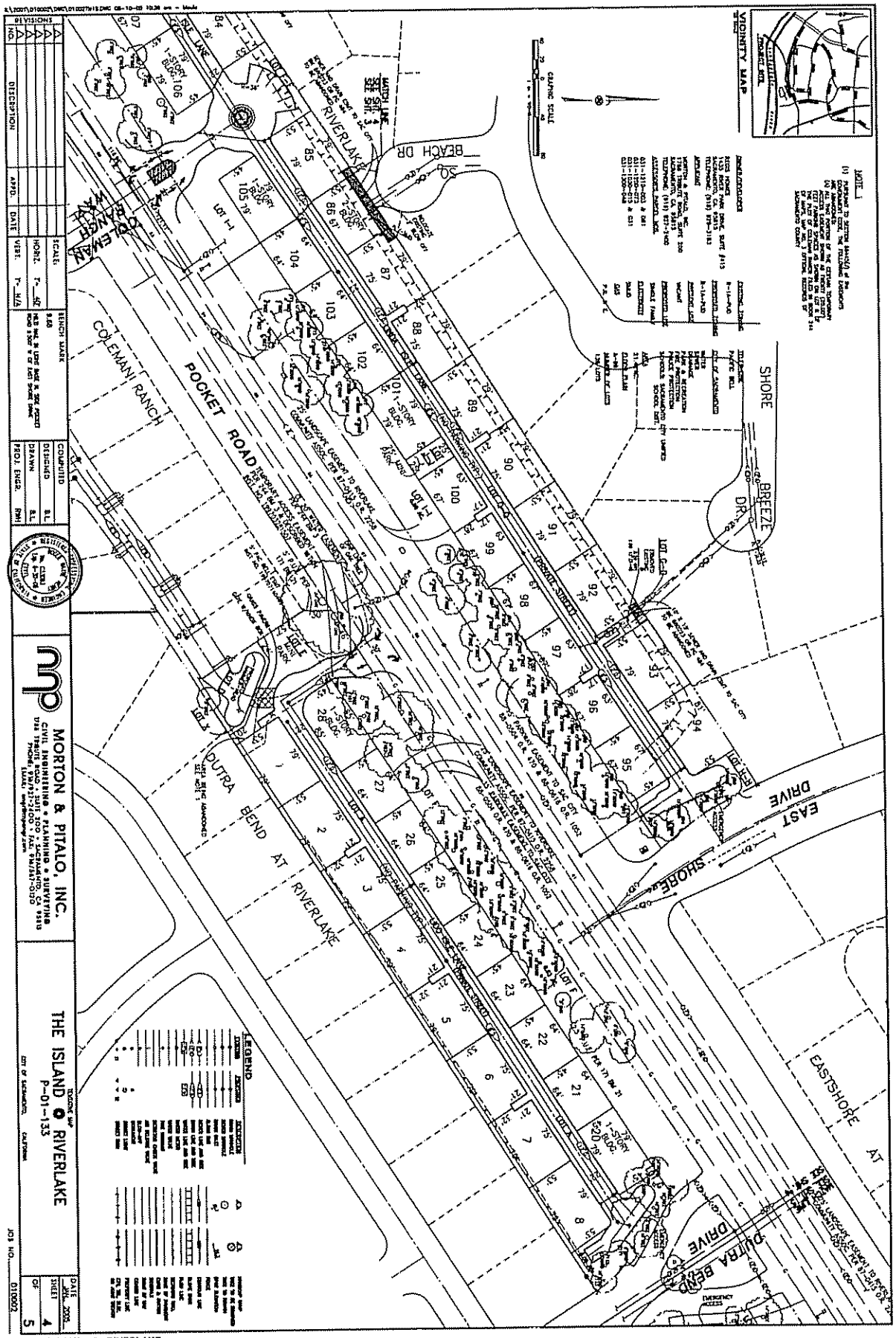
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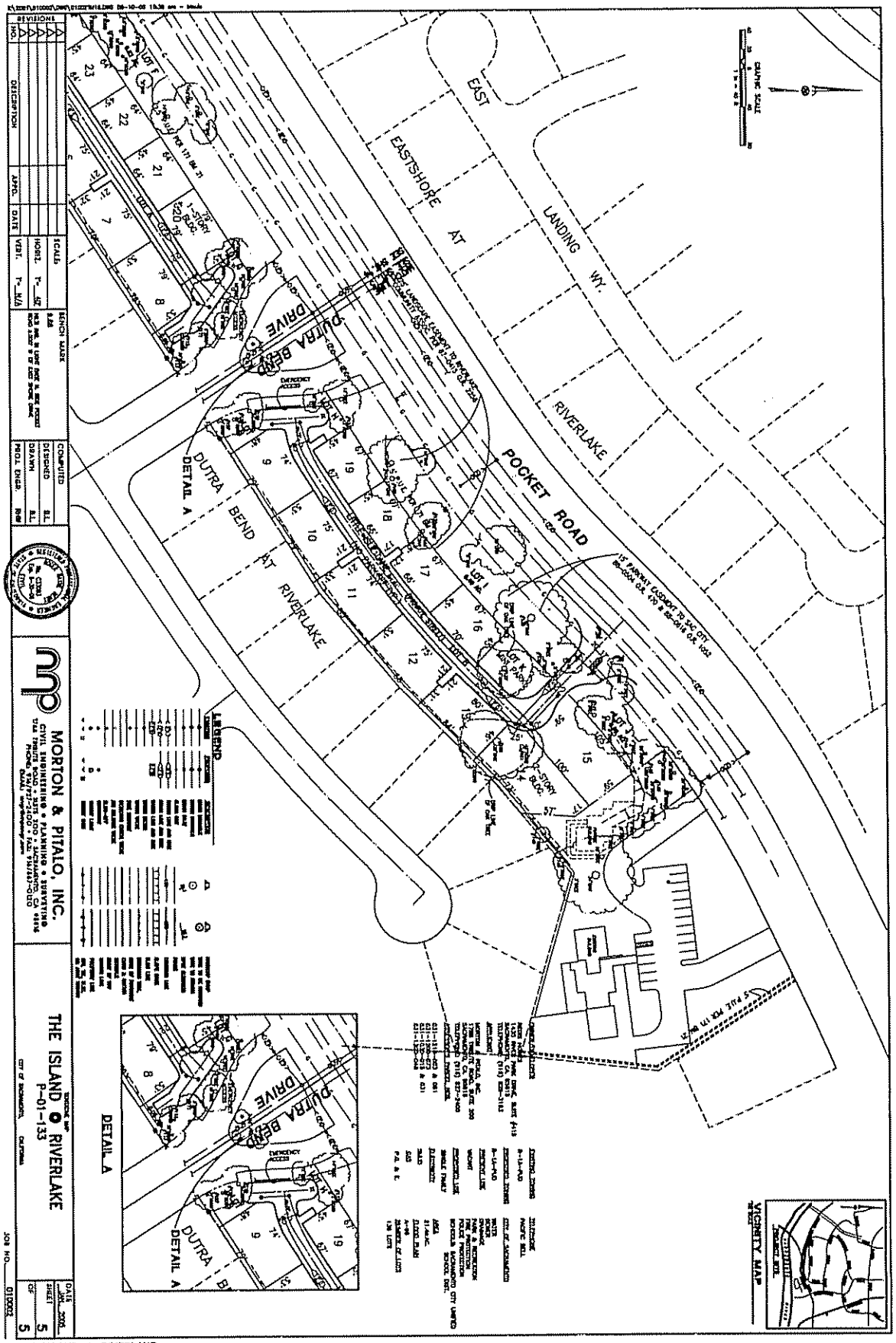
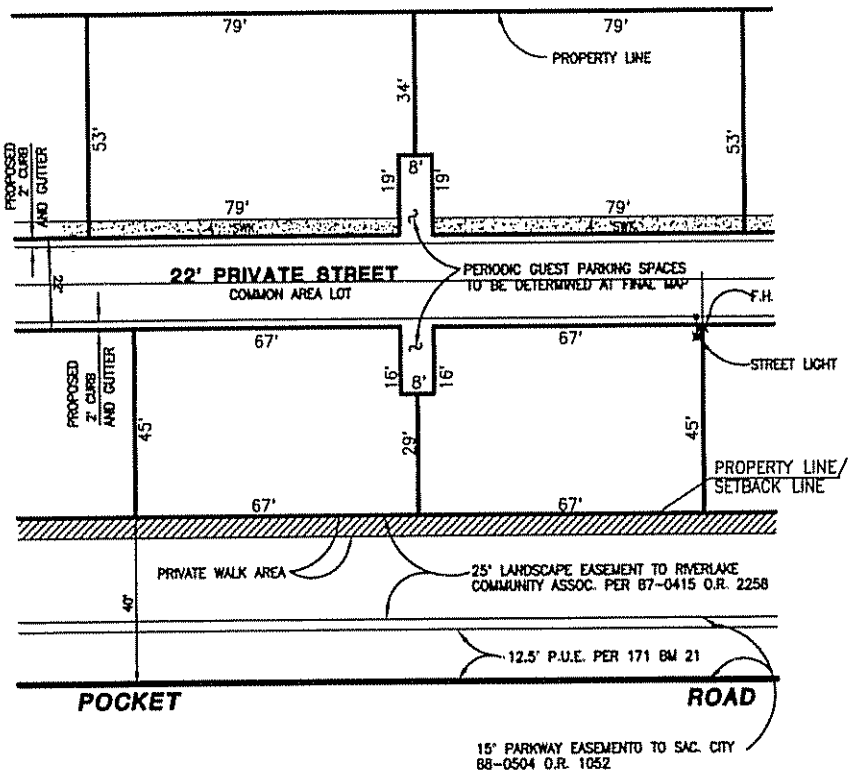


THE ISLAND @ RIVERLAKE

Exhibit B – Private Street Details



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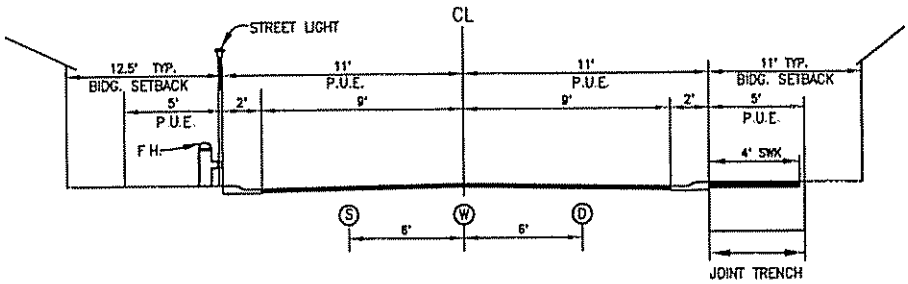

PRIVATE ST. CROSS SECTION
NOT TO SCALE

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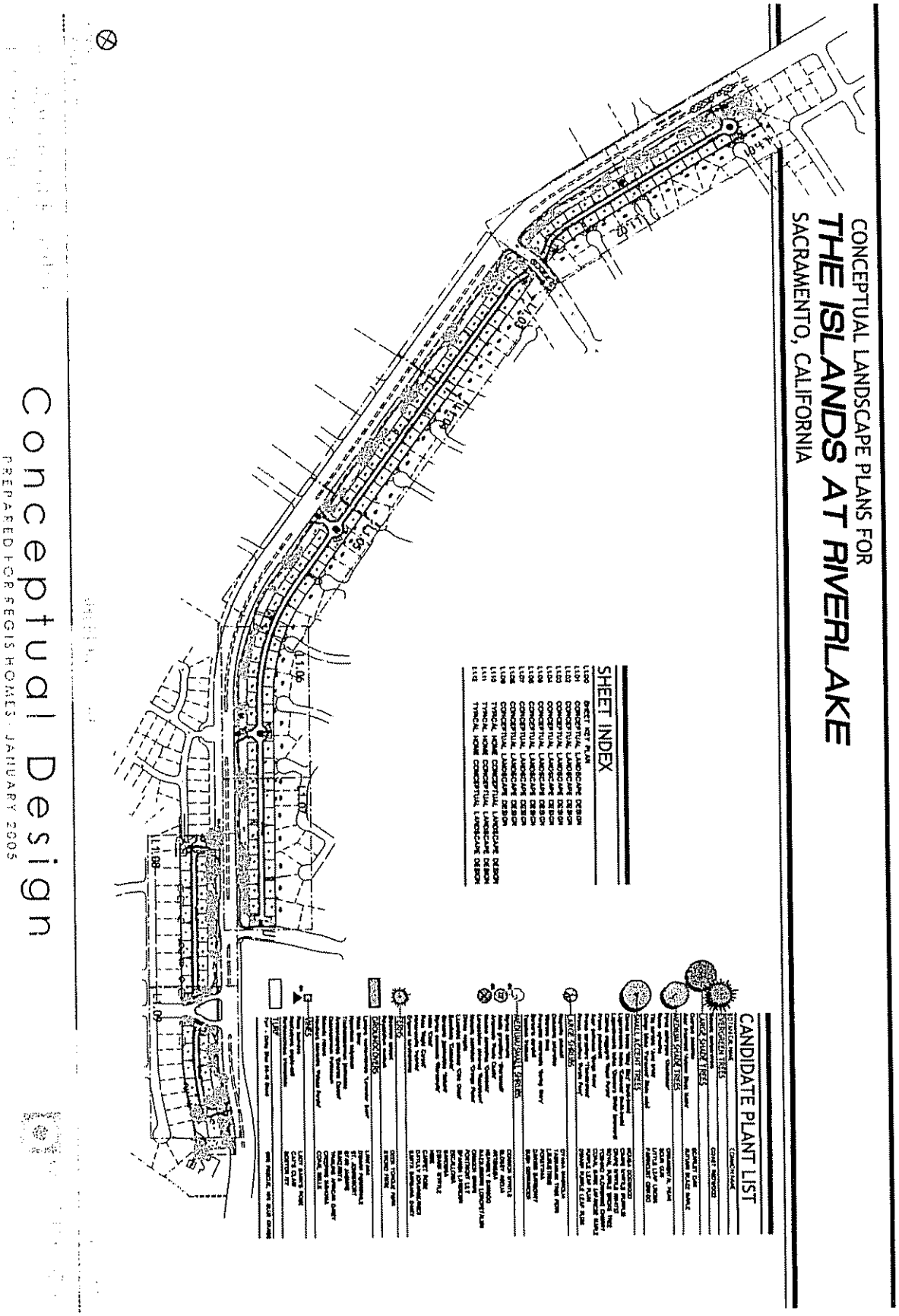
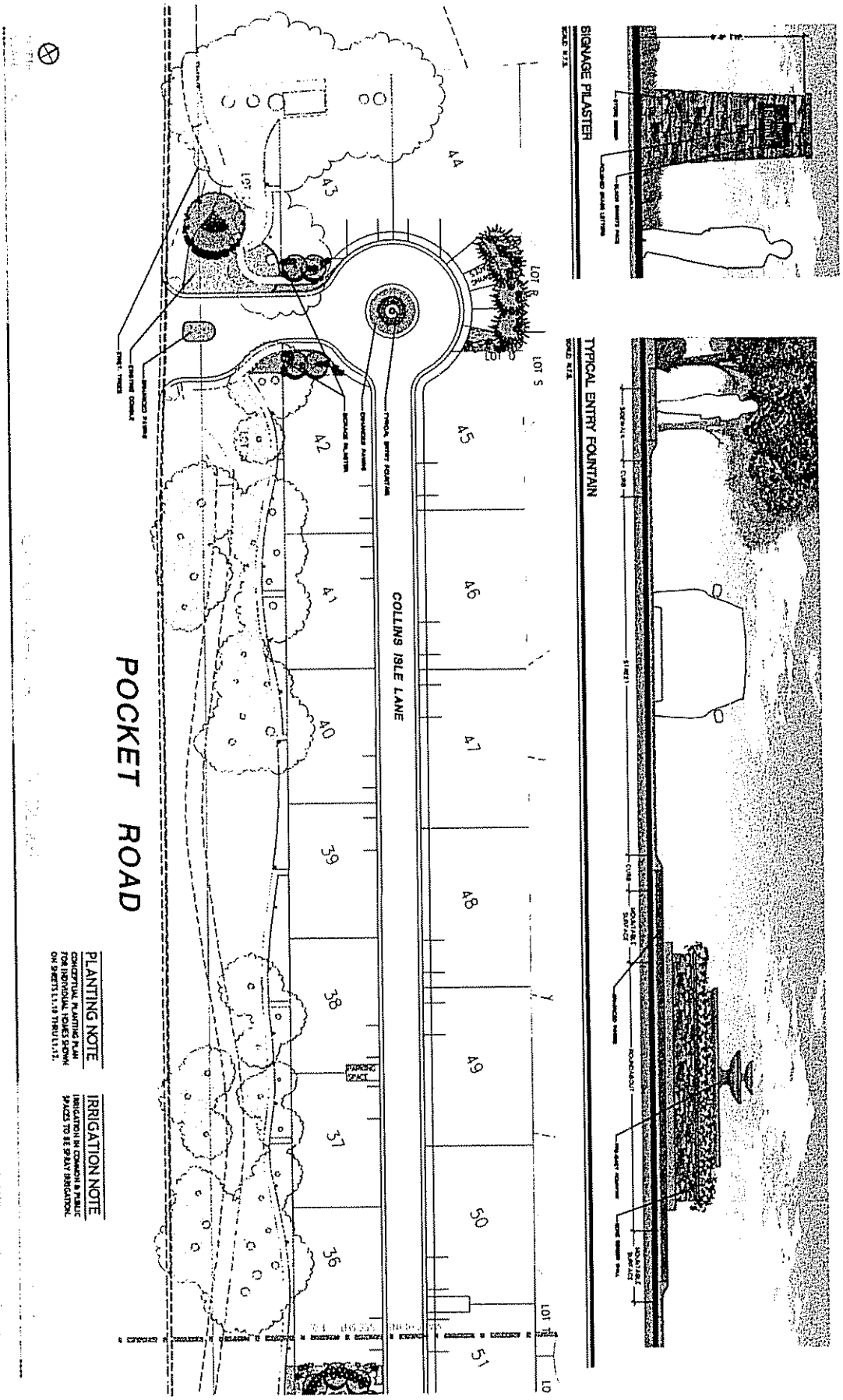
1788 TRIBUTE ROAD • SUITE 200 • SACRAMENTO, CA 95815
PHONE: 916/927-2400 • FAX: 916/567-0120

DRAWN:	B.L.	JOB NO:	010002
CHECKED:		DATE:	APRIL 2003
SCALE:	NOT TO SCALE	SHEET:	1 of 2

EXHIBIT MAP
22' PRIVATE STREET
CITY OF SACTO., CALIFORNIA

Exhibit C – Landscape Plans




Conceptual Design
PREPARED FOR REGIS HOMES JANUARY 2005
POCKET ROAD
COLLINS ISLE LANE
PLANTING NOTE
IRRIGATION NOTE
SIGNAGE PILASTER
TYPICAL ENTRY FOUNTAIN
LOT R
LOT S
LOT T
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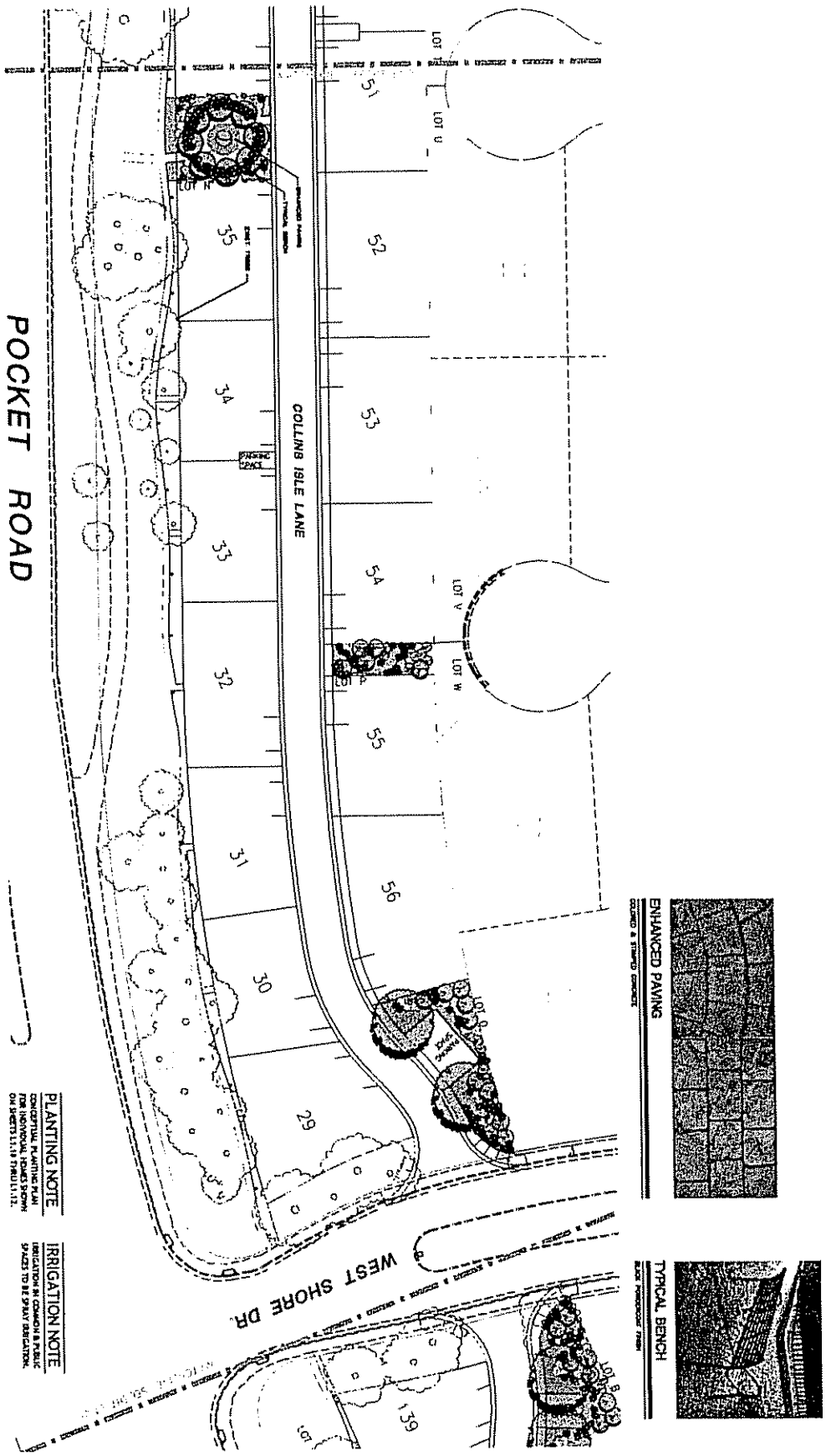
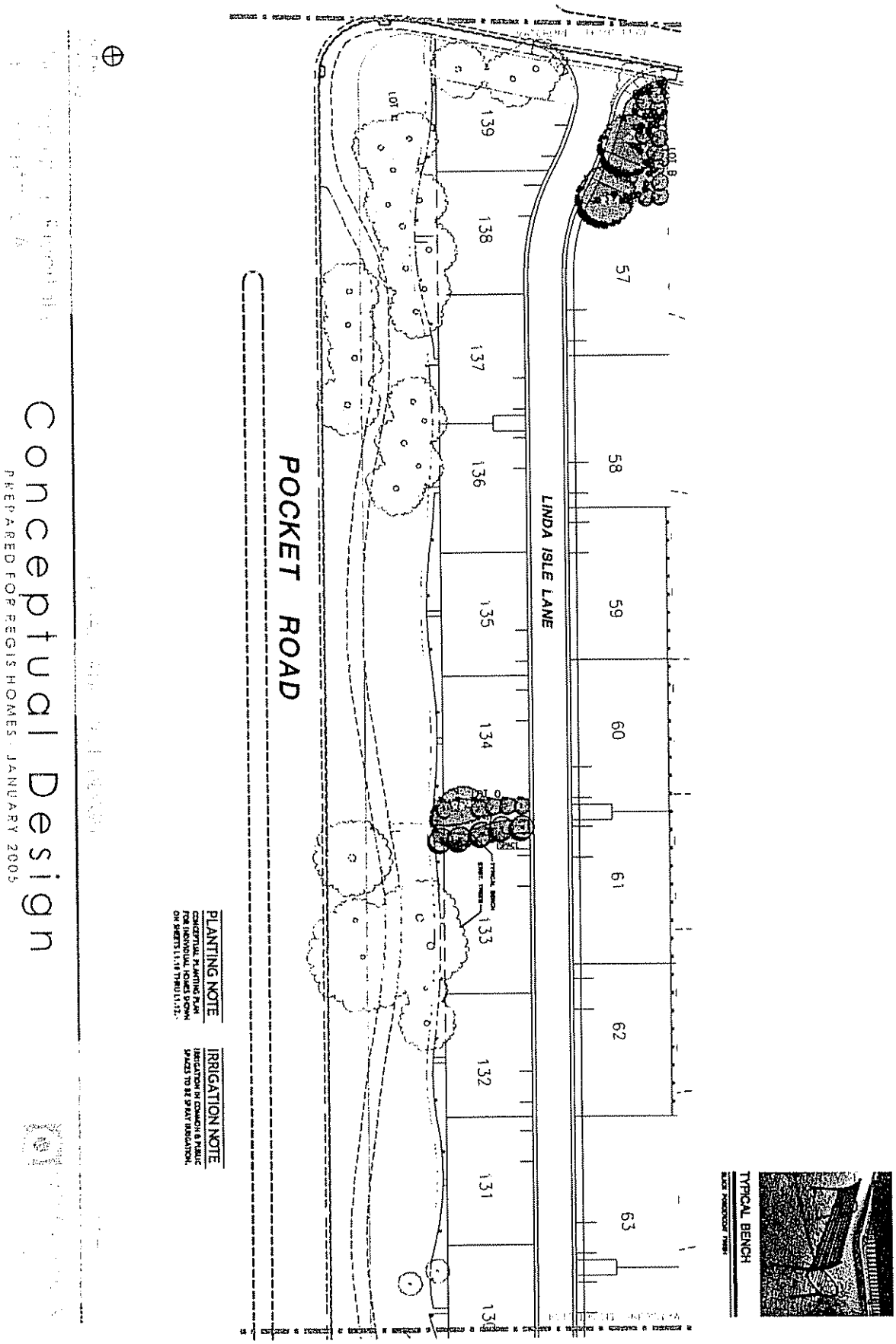


Conceptual Design

PREPARED FOR PEGIS HOMES JANUARY 2005


Conceptual Design
PREPARED FOR REGIS HOMES · JANUARY 2005
POCKET ROAD
LINDA ISLE LANE
PLANTING NOTE
IRRIGATION NOTE
TYPICAL BENCH
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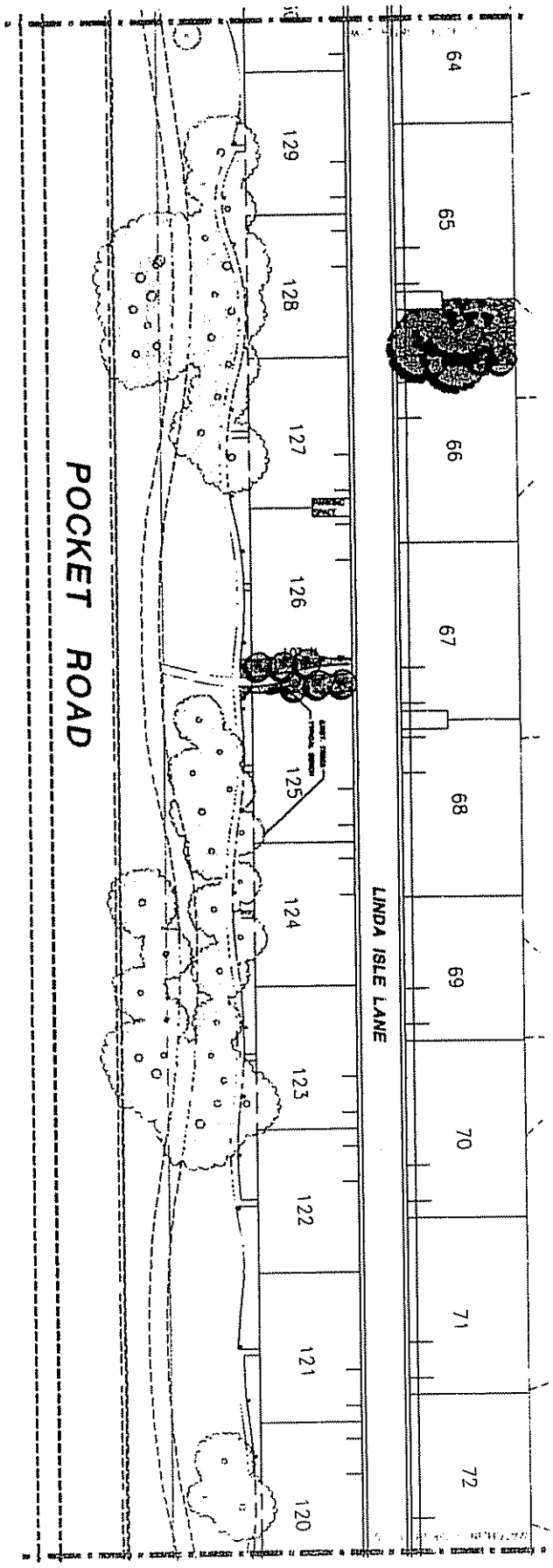


TYPICAL BENCH

BLACK POWDERCOAT FINISH

PLANTING NOTE

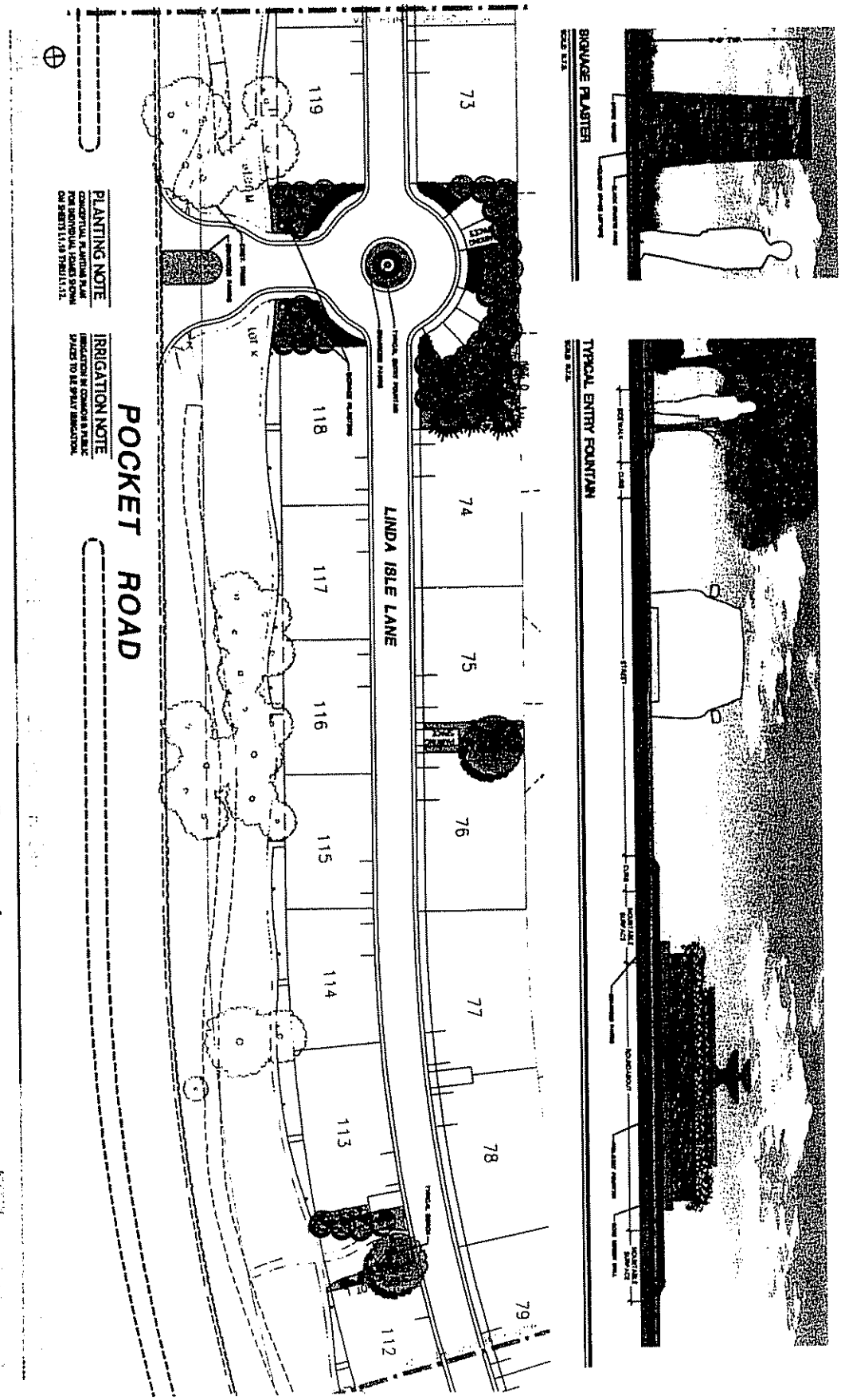
CONCEPTUAL PLANTING PLAN FOR INDIVIDUAL HOMES SHOWN ON SHEETS L1.10 THRU L1.13.

IRRIGATION NOTE

IRRIGATION IN COMMON & PUBLIC SPACES TO BE SPRAY IRRIGATION.

Conceptual Design

PREPARED FOR PEGIS HOMES JANUARY 2005


SIGNAGE PLASTER
TYPICAL ENTRY FOUNTAIN
LINDA ISLE LANE
POCKET ROAD
PLANTING NOTE
IRRIGATION NOTE
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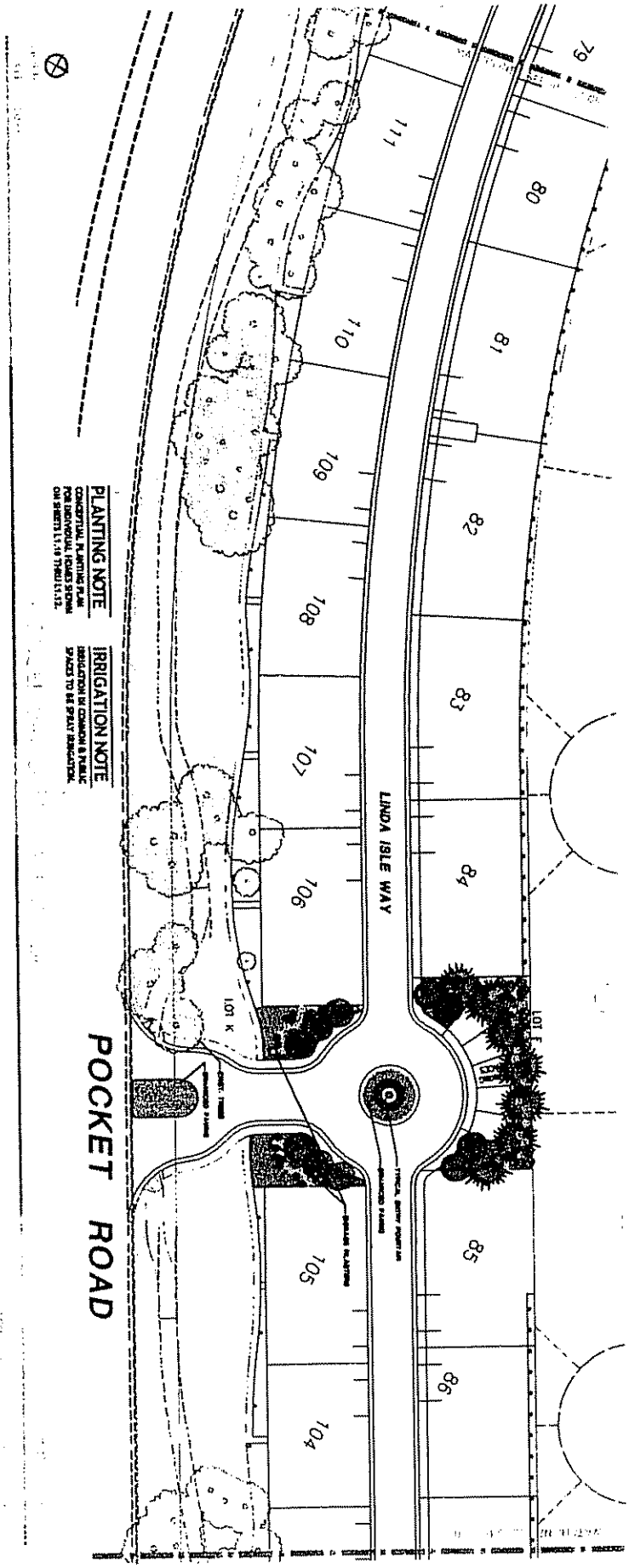
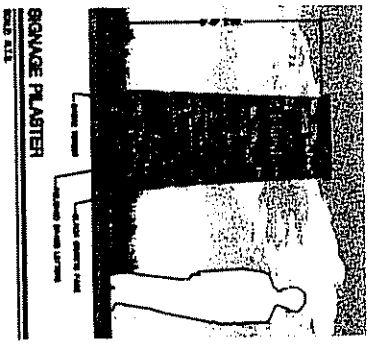
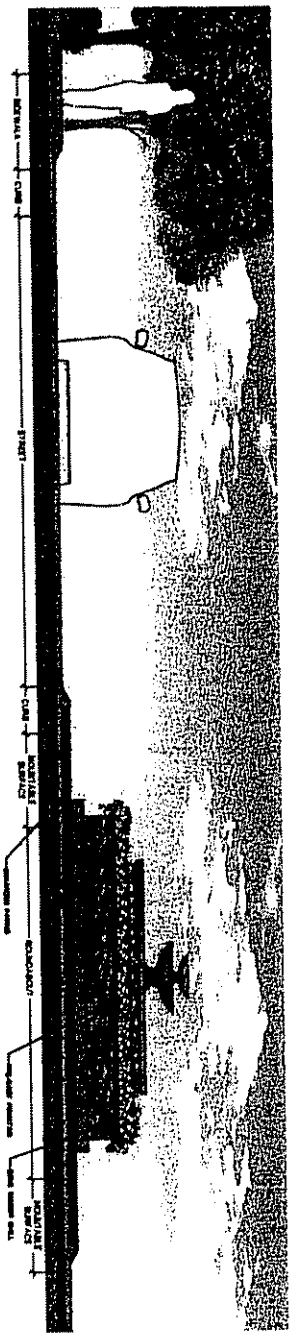
LOT K
Conceptual Design
PREPARED FOR REGIS HOMES · JANUARY 2005

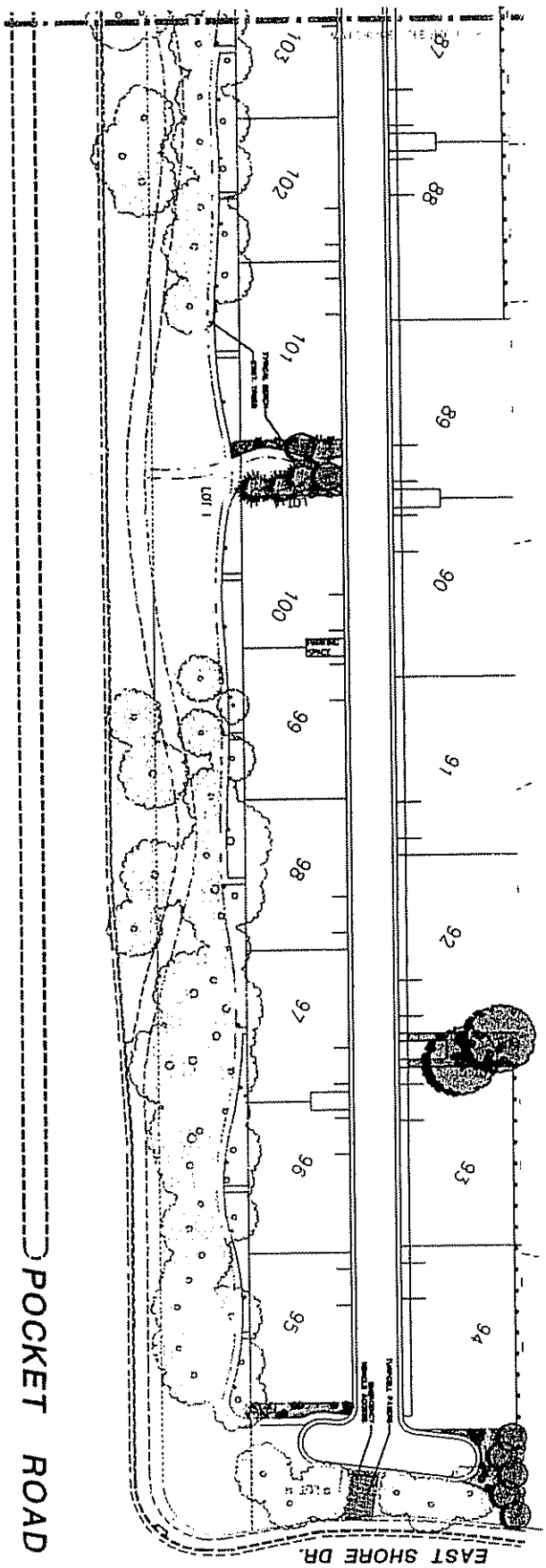




SIGNAGE PLASTER



TYPICAL ENTRY FOUNTAIN



TYPICAL BENCH

Conceptual Design

PREPARED FOR REGIS HOMES JANUARY 2005

PLANTING NOTE

CONCEPTUAL PLANTING PLAN FOR INDIVIDUAL HOMES SHOWN ON SHEETS L1.13 THRU L1.17.

IRRIGATION NOTE

IRRIGATION IN COMMON & PUBLIC SPACES TO BE SPRAY IRRIGATION.